

GENOLA CITY GENERAL PLAN

2020 - 2025

ADOPTED: MARCH 2020



M A G

Expert Resources. Enriching Lives.

ACKNOWLEDGMENTS

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INTRODUCTION

The purpose of a municipal General Plan is to provide guiding principles for future growth and development within and around a city. This General Plan is not intended to obligate or force the City to make specific decisions, but rather to be used as a source for ideas to be considered in the decision-making process and should remain flexible enough to allow decisions to be made that are in the best interest of Genola.

Long-range stability will require a continuous effort by the city, property owners and residents to maintain and improve all facets of the community. The City must assume responsibility for maintaining the public infrastructure, such as streets. Property owners and residents must assume responsibility for maintaining private property. Private property maintenance is the single most important factor in evaluating the quality and desirability of a community. Zoning regulations, infrastructure improvements, etc. are only supportive to private property owners' maintenance responsibilities.

Mission Statement

The mission of the General Plan is to provide for a strong, positive civic image and quality of life for people who live and/or work in Genola City by providing policies and standards that ensure the orderly and balanced distribution of growth, sound fiscal and economic investment, and protection and preservation of Genola's open and rural atmosphere and environment.

Legislative Authority

The City of Genola in accordance with, Title 10 *Utah Municipal Code*, Chapter 9a *Municipal Land Use Development and Management*, Part 4 *General Plan*, of the *Utah Code Annotated* has legally prepared and adopted the following General Plan for Genola.

Compilation of the Plan

This plan is the result of a cooperative effort of Genola's Planning Commission and City Council alongside staff at the Mountainland Association of Governments (MAG).

MAG staff collaborated with the City Council, Planning Commission and city staff to formulate goals, objectives and policies to create this General Plan in a form that would be most beneficial to the community. Affected entities from the surrounding areas were encouraged to provide information and comment throughout the process.

This plan was created to guide future development and decisions. As Utah County continues to grow, Genola should be well prepared and positioned to accommodate new growth while maintaining its unique rural identity.

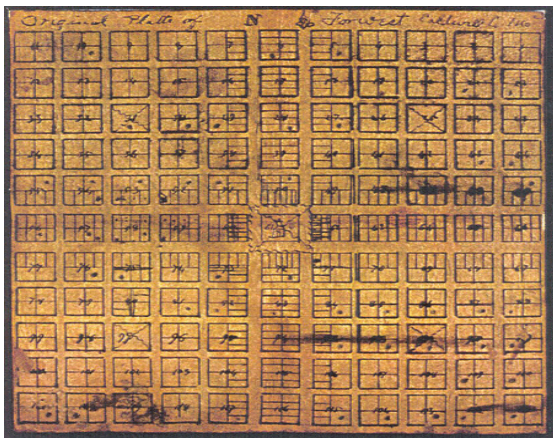


Historical Setting

In the year 1881, Phillip Thomas and his son-in-law, Carl Borup, settled on Warm Creek. The earliest settlers of what is now called Genola were dry farmers. These men and women had gone into the locality to homestead the land and to scout the possibility of raising crops with irrigation. The northern portion of the district, including some lake shore land, was settled first. Nothing much could be raised except rye, which thrived fairly well. Some wheat was grown on the lake shores where it could get the dew from the lake, but most of the settlers lived too far from the lake. To supplement their income, the men engaged in hunting, fishing and trapping.

A few people lived near the Townsend rock quarry. This industry was quite early and furnished work for some for the early landowners. With the coming of the Strawberry Irrigation Water in 1916, more families moved into the area and made their homes in Genola. Some towns and mining camps just sprang up without much preconceived plan or survey. This was not true of Genola. The distribution of water over the project made it imperative that an accurate survey be made in advance with provisions for the streets, cement laterals, weirs, and other anticipated needs. Some orchards had been yielding in Genola, but beginning in about 1962, orchard men began putting in large acreage of fruit trees – several fruit varieties, but mostly peach, sour cherry and apples.

The City is essentially agricultural in character, unlike most other communities in Utah County. Houses in Genola are located on farmsteads rather than in clusters, and the social life of the community revolves around the church and community park. Dairying and fruit farming are prominent businesses in the city, and it is this rural atmosphere that attracts people to the city.





COMMUNITY VISION

Introduction

The most successful communities are those that have a strong identity and a vision for their future. With a clear vision, public officials and residents can focus on the many small steps that will lead to the future. As decisions are made within the community, each option should be analyzed on whether it corresponds with the community identity and future vision.

Our Identity

The identity of Genola is tied to its history, surroundings and the people that live and work here. Set at the southern end of Utah Lake, the city offers scenic views of the surrounding mountains, wetlands and rustic farmland.

Most residents also identify with our rural atmosphere. Being family-friendly, quiet and having a low crime rate are all important elements of our small city. These characteristics are quite important to the residents of Genola and should be strongly protected. As with any community, residents require efficient services, well maintained civic facilities and access to recreation.

Quality of life factors such as clean air and water, open space, public safety, wildlife protection, parks and recreation, schools, and scenic resources are major contributors to the community character of Genola. The primary purpose of this plan is to maintain this identity while accommodating new growth and opportunities.

**“Farms, Families and
Friends.”**



Vision Statement

As a community that treasures both its residents and its environment, Genola's vision is to: continue to be a beautiful, rural community based on its history of agriculture, open space and recreation, and to remain a family oriented, clean, and friendly community that is a great place to live, work, and visit.

Key Issues

The following are key principles that should be considered for all future growth in Genola:

Community Character:

Strengthen the rural identity of Genola by promoting and fostering concepts of rural community design at the city, neighborhood, and individual project levels.



Economic Sustainability: Cultivate a sustainable economic base that will provide tax revenues and local employment opportunities.

Managed Growth: Preserve and protect the image and character of Genola through effective planning, zoning and land management. The timing, location and type of development should be in harmony with the existing community and enhance its vision for the future.

Investment in Infrastructure: Growth and development will place higher demands on services and infrastructure. Funding the expansion and extension of parks, roads, water and other utilities shall be planned to provide efficiency and reliability while minimizing the related costs to citizens. Funding major infrastructure projects to accommodate new development should be born primarily by developers.

LAND USE

Introduction

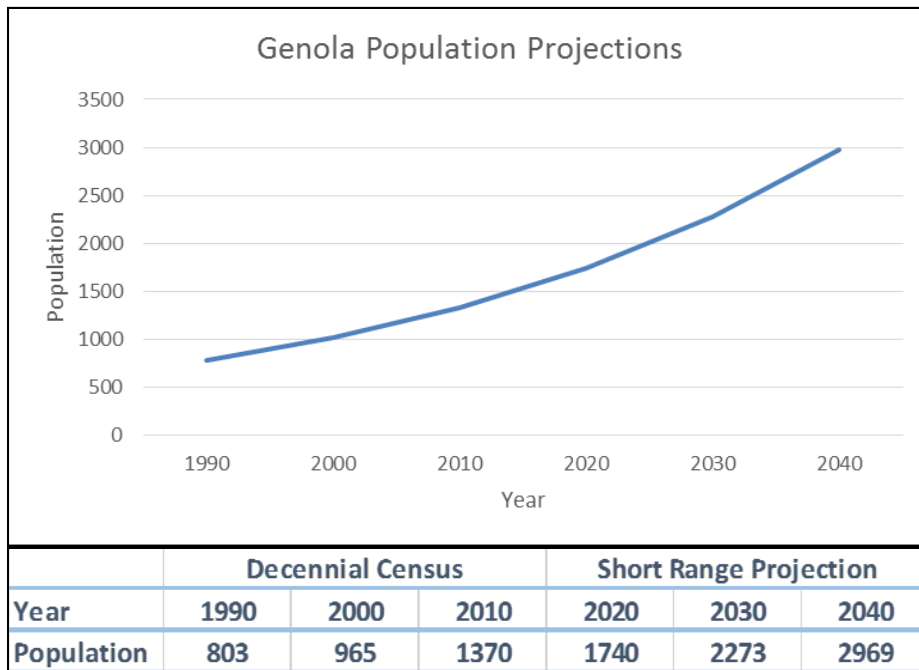
The Land Use Element is a primary tool to make the Community Vision a reality. The distribution, density, usage and preservation of real property throughout the city will ultimately determine its future. Special care should be used to ensure all land use decisions are made in concert with this portion of the plan and the community vision element.

For most of the history of Genola, land use has been dominated by agriculture. Due to its relative distance from urban employment centers, population growth and development within the community have been slow. Industrial uses have also remained minimal and commercial has been almost nonexistent. However, as development has crept closer and closer to the city, so too has the pressure to develop. Landowners are now regularly subdividing their property instead of continuing large scale agricultural production. Residential development will likely continue to speed up, bringing more households that will spark commercial and additional industrial development. The purpose of this portion of the plan is to help guide future land use decisions that will improve livability for its residents and retain the city's rural character.



Population Statistics

Genola has not experienced the rapid growth that many Utah communities have. Projections indicate population growth will likely be at a moderate pace. However, adequate buildable land exists within the community to facilitate much more extensive growth. It is the purpose of this plan to prepare for the future regardless of what the future holds. Ultimately, the rate of growth and development is primarily in the hands of individual land owners and the economy.



The chart above uses data from the United States Census Bureau, specifically the 2010 and 2000 Census Summary File 1 (ID numbers: P1 and P001). These files present counts and basic cross tabulations of information collected from all people and housing units.

The population projection above was calculated using methods described in “State and Local Population Projections: Methodology and Analysis” written by Stanley K. Smith, Jeff Tayman, and David A. Swanson. Both a linear projection and a geometric projection were performed to see which would be more accurate for the city of Genola. The linear projection is described on page 167 of the aforementioned book and is calculated using the equation $y = a + (bx)$, where y = the projected population, a = the average of the observed population, $b = (\text{sum of all } x^* \text{ population}) / (\text{sum of } x^2 \text{ of observed populations only})$, and x = the index. The midpoint of the observed data is zero and the index changes index changes proportionately by plus or minus 1 for each of the other data points.

Once all calculations are complete, the error for each data point is found by subtracting the observed population from the projected population. Lastly, the error is squared to make it positive and to amplify the error so it is more recognizable.

The geometric equation is calculated using the equation $y = a \cdot (b^x)$ where y = the projected population, $a = \exp$ (average of the $\ln(\text{population})$ values), $b = \exp \left(\frac{\sum (\ln(\text{population} \cdot x))}{\sum x^2 \text{ for observed only}} \right)$, and x = the index. Once again, the midpoint of the observed data is zero and the index changes proportionately by plus or minus 1 for each of the other data points. Once all calculations are complete, the error for each data point is found by subtracting the projected population from the observed population. And lastly, the error is squared just like in the linear equation to make the number positive and to amplify the error so it is more recognizable. After performing these two calculations, it was found that the geometric calculation produced a lower sum of errors squared which means that it is the more accurate of the two equations. This is the calculation used to determine future population growth in Genola.

Land Uses

The City of Genola encourages the orderly and efficient distribution of land uses in the future. A full range and mix of uses including open space, residential, commercial, public, and industrial could be provided within the city.

Agricultural classification:

Agricultural Zone — A-1

The A-1 Agricultural Zone is established to provide areas where agricultural and residential uses and open spaces can be encouraged and maintained. This district is intended to include activities normally related to the conduct of agricultural and low density residential uses.

Permitted uses include, but are not limited to agriculture, single family dwellings (detached), accessory uses and structures such as gardening sheds, private swimming pools, sports courts, and flower gardens.

Conditional uses include, but are not limited to home occupation, nurseries, cemeteries, public schools, public libraries, fairgrounds, and parks.



Residential classification:

Residential Zone – R-1

The R-1 Residential Zone is established to provide areas where residential uses and open spaces can be encouraged and maintained. This area is established to provide areas for the encouragement and promotion of family life by establishing single family dwellings on individual lots. This zone is characterized by attractively landscaped lots and open spaces with lawns, gardens, small orchards, pastures, and small fields. This district is intended to include activities normally related to the conduct of low density residential uses.

Permitted uses include, but are not limited to single family dwellings (detached), supplemental residential use, irrigation distribution channels, storm drain right-of-way, and agriculture.

Conditional uses include, but are not limited to manufactured and modular homes on a

single parcel of land, denominational and sectarian schools, churches, veterinary services, and animal hospital services.



Commercial classification:

Light Commercial Zone — C-1

The Light Commercial Zone is established to provide areas within the City where general retail and service uses can be established. This will be done by creating a shopping and business area with well-maintained stores and business offices.

Permitted uses include, but are not limited to groceries, apparel and accessories, eating places, repair services, and government services.

Conditional uses include, but are not limited to motor vehicle transportation, department stores, mail order houses, farm and garden supplies, fuel and ice, motion picture theaters, and playground/athletic fields.

Industrial classification:**Light Industrial Zone**

The Light Industrial Zone is established to provide areas within the City where manufacturing, processing, warehousing, and fabrication of goods and materials can be carried on most appropriately with minimum conflict or negative effects upon surrounding properties. The purpose is to allow low-impact businesses, retail and services. Because of the adverse effects which occur when permitted to commingle, residences, schools, churches, and most retail and service commercial establishments have been excluded from the I-1 light Industrial zone.

Permitted uses include, but are not limited to lumber and wood products, furniture and fixtures, paper and allied products (except 2610), and stone, clay, and misc. plastic.

Conditional uses include, but are not limited to motor vehicle transportation, telephone exchange stations, telephone relay towers (microwave or other), and repair services.

Heavy Industrial Zone

The Heavy Industrial Zone is established to provide areas within the City where manufacturing, processing, mining, and other high impact activities and industries can be carried on most appropriately with minimum conflict or negative effects on surrounding properties. Because of the



adverse effects that occur when permitted to commingle, residences, schools, churches, and most retail and service commercial establishments have been excluded from the I-3 Heavy Industrial zone. This zone will include industries that may impact the city more severely than industries in a Light industrial zone (I-1) might.

Permitted uses include wholesale trade: metals and minerals (except petroleum products and scrap), petroleum bulk stations and terminals, and the mining and quarrying of nonmetallic minerals (except fuels).

Conditional uses include paving mixtures and blocks, concrete, gypsum, and plaster products, and sexually oriented business.

Other Classifications:

Sensitive Lands

While Genola City does not currently have a sensitive lands overlay, hazardous and sensitive lands do exist within its boundaries. Hazards such as steep slopes, wildfire interface zones, high water tables and liquefaction zones can cause potential damage to property. Additionally, wetlands along the shores of Utah Lake provide



critical wildlife habitat and recreation opportunities. Development in and around these areas should be carefully planned to minimize potential issues.

Location of Land

Utah State Code now requires a land use element that designates location of land for a variety of land uses. City officials in Genola agree that housing can be located practically anywhere in the city. Although commercial land uses are fairly nonexistent now, if businesses were to come to Genola, they could be located in existing Commercial zones and new Commercial zones could be considered near US Highway 6 and SR-141 as well as the east end of 400 N. Industry is currently located in the northeast part of the city and that is where city officials would like to see it remain in the future. Agriculture, like housing, can be located nearly anywhere in the city. Many of the homes in Genola are located on large lots with lots of open space, but for those without, there is a large park on Main Street and 800 S that more than satisfies the demand for open space for the population of Genola.

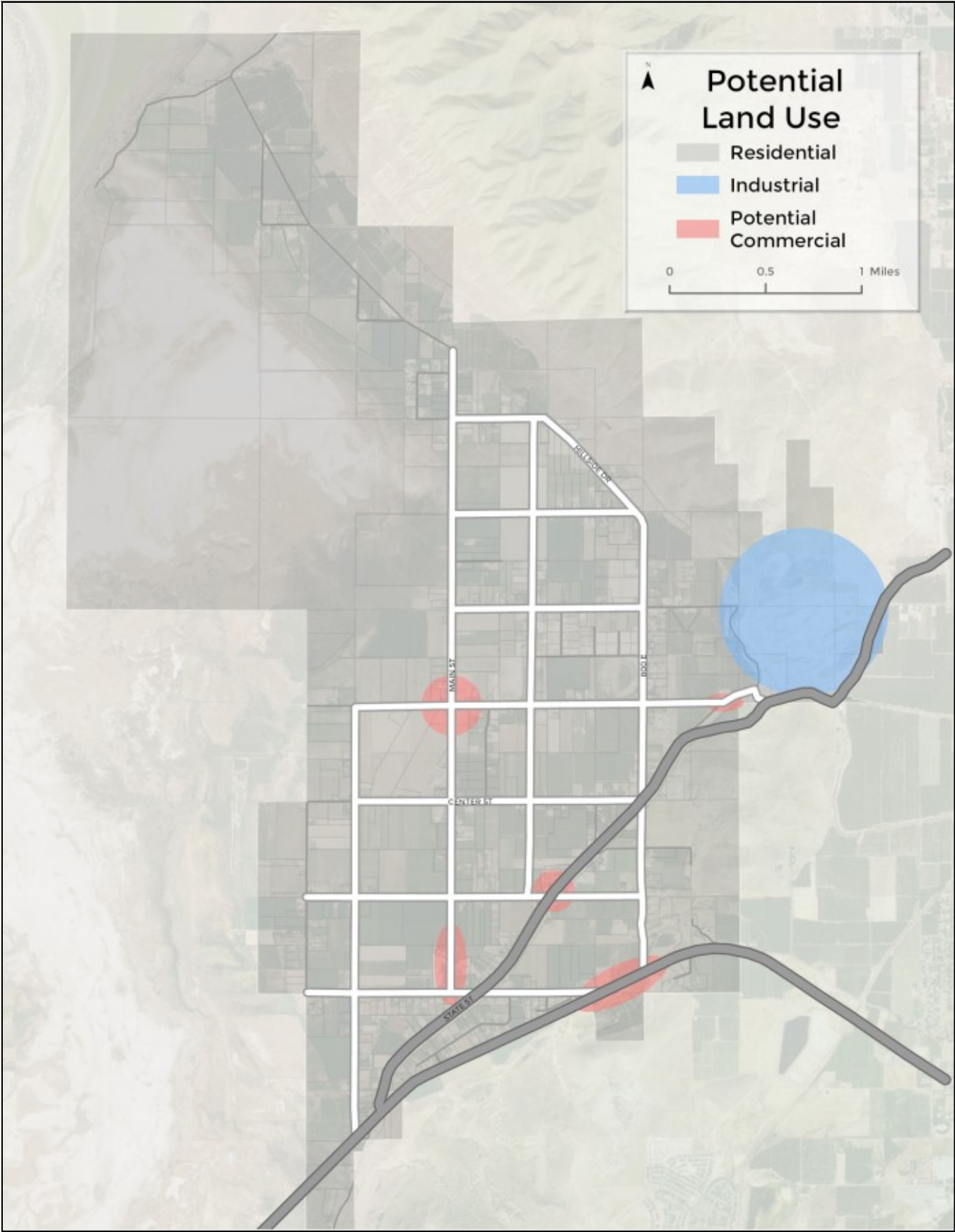
Goals

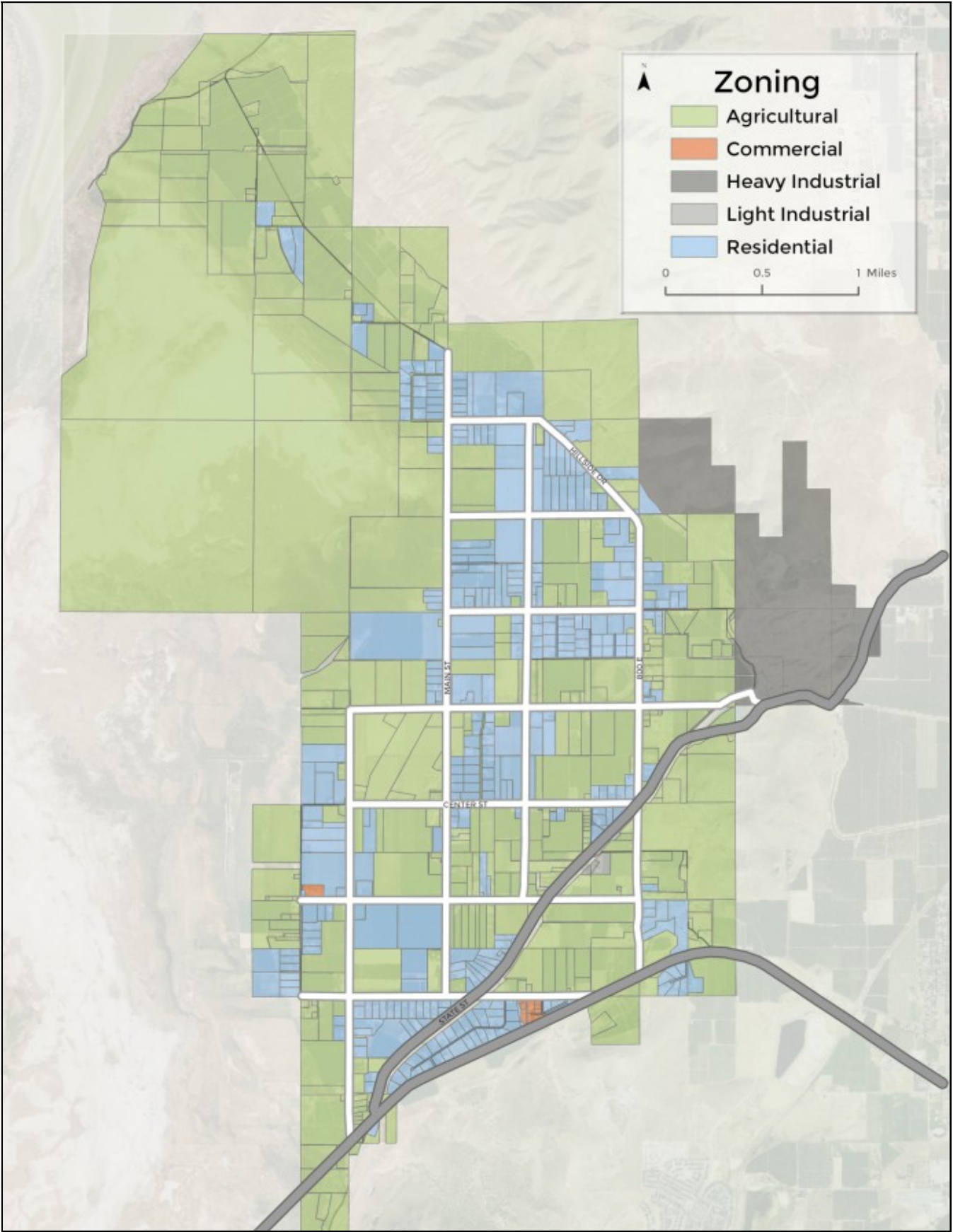
1. Be a peaceful, well-planned, family friendly, rural community with land uses that enhance and complement its unique characteristics.

Approach

Genola's Land Use goal can be achieved through practicing the following policies:

- Planned land uses should complement existing development and environmental conditions.
- Development shall provide for additional services and transportation needs based on their impact.
- Developed areas should be protected and revitalized by promoting new development and the adaptive reuse of existing community resources.
- Transitions between different land uses and intensities should be made gradually with compatible uses, particularly where natural or man-made buffers are not available.
- Growth should be contiguous to existing development to better provide cost effective and efficient city services and transportation facilities.
- Development approval should be tied to the construction of primary culinary and secondary water, sewer, storm drainage, and transportation systems.
- To minimize environmental hazards and protect natural character of the city, potential development in sensitive areas should be transferred to land more suitable for development.
- High-quality, well-planned residential areas with open spaces that support and compliment the unique rural quality and character of the city should be encouraged.
- Productive agriculture areas should be protected and encouraged.
- Prudent commercial and industrial areas that enhance the city's sales and property tax revenues and provide the highest quality goods and services for residents and visitors, while enhancing the visual appeal of the community should be sought after.



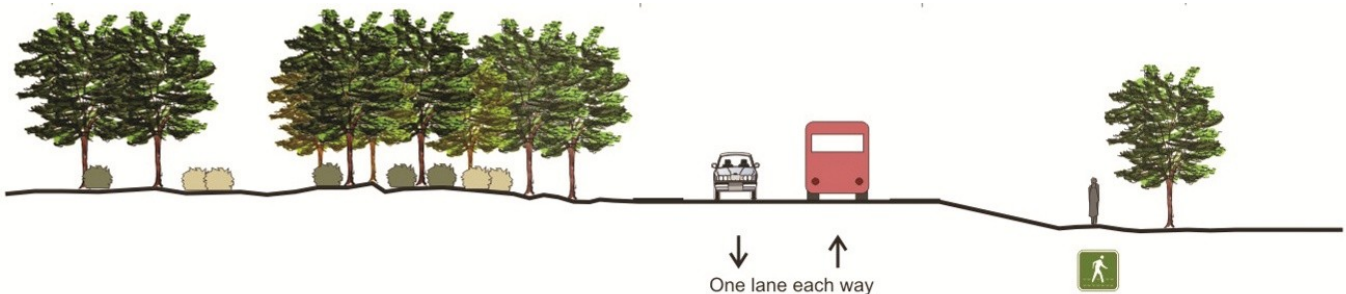


TRANSPORTATION ELEMENT

Introduction

The transportation element is designed to provide for the safe and efficient movement of people and goods in the city. Its primary purpose is to balance current and future demands generated by projected future growth with roadway improvements. In essence, it is a long range transportation plan which would efficiently support future land development and ultimately the city's vision for the future. This Element will guide and direct community leaders as they plan for the movement of goods and people in and around the city.

Utah is one of the fastest growing states in the nation and continues to be a place where people and businesses want to locate. As growth continues in surrounding communities, Genola will face increasing pressure to develop and the problems associated with growth. The main challenge for community leaders is in balancing future growth while maintaining the city's rural heritage and feel. Improvements to the existing transportation network will need to be made as circumstances warrant.



New Roadways to the System

As the population in Genola rises, (see page 11 for projections) new roadways will be planned and developed within the city after first being reviewed for compatibility with neighborhoods, footprint sensibility within hillside and sensitive environmental areas, and safety. In addition, all new roads must adhere to requirements found in the city codes, standards and the official Master Transportation Map. All future expansions must be planned and designed to be within the fiscal capacity of the city. These expansions must also maintain enough flexibility to evolve as needs and technology change. New transportation facilities should be designed to provide maximum durability and minimize maintenance costs.

Roadway Classification System

Genola has three road classifications each playing a part to move people and goods to and from homes and businesses within and outside the city. Road classifications within this plan represent a local definition and description and are not intended to reflect any county, state or federal definitions. Rather, they provide an effective method for designing a transportation system that fits the needs of the city.

Class	ROW	Access
Arterial	100 + ft	Only at specific locations
Collector	80 ft	Intersections and some driveways
Local	56 ft	Driveways.

Arterial

Arterial streets are major thoroughfares that carry not only local traffic, but regional traffic as well. The two designated arterials in Genola are US-6 and SR-141 which both cut through the southeast part of the city. Required right of way for arterials will vary based upon traffic volume. Access points should be limited to maintain flow. As these are the city's primary links to surrounding communities and the region, each route is vital to the future of the community. Genola will continue to work with UDOT to promote maximum efficiency, connectivity, and safety along these crucial roads.

Collector

Streets classified as collectors are those that divert traffic from local streets onto the arterial system. These roads will have more traffic than a local road and require 80 feet right of way. Roadway design and speeds should be set appropriately. Driveways can access these roads, but new subdivisions should be designed to access local streets where applicable. Existing driveways should be designed to minimize the need to back onto collectors.

Local

Local streets comprise all streets that are not classified as arterials or collectors. These are the neighborhood streets that handle local traffic. These roads should be designed with appropriate traffic calming techniques to keep speeds at levels conducive of residential neighborhoods. Lengthy through trips should be prohibited through design. Whenever possible, the traditional grid pattern of local roads should be maintained. Local roads require 56 feet right of way.



Right of Way Protection and Acquisition

Genola is projected to more than double its 2010 census population of 1,370 by the year 2040 with the potential to grow much larger. As the community expands, new transportation facilities will need to be constructed in order to maintain an efficient and effective transportation system. Once a development is approved or a structure is erected which adversely affects this system, either adjustments will have to be made, or in some cases, demolition of the structure will need to occur. In either case, development approval without considering long term effects can prove costly to the community. The transportation element should be reviewed prior to any development approval, including issuance of a building permit.

Because the transportation element identifies future transportation corridors and the right of way needed by class, the city can plan effectively for the preservation or acquisition of critical transportation corridors. Once identified, the City can use a number of methods for the future financing and construction of the facilities including exactions, impact fees, capital improvements programming, and cooperation with other appropriate government entities such as MAG, Utah County



and UDOT. Genola strongly discourages the creation of private roads.

Programmed Transportation Improvements

In anticipation of growth both within the city and its surrounding region, several transportation expansion projects are currently planned to be developed at some point in the future. According to MAG's Regional Transportation Plan, both US 6 and Hwy 141 will need to be expanded to 4 lanes in order to accommodate both local and regional traffic. Both projects are programmed to be constructed between 2021 and 2030. While still in the distant future, all planning decisions in proximity to these expansions should be made with respect to these projects.

Additionally, Genola has planned for and in some cases began to build two new collector roads within the community. Both will likely be constructed over time as development occurs and demand increases.

- 350 East—This new collector road is intended to create a new north-south route through the community. Connecting US 6 to 1600 North, this will likely become the primary route to travel north and south within the community. A small portion of this road has already been built.
- 400 North/Keigley Connection—According to the Regional Transportation Plan, a new exit on I-15 will be built between Payson and Santaquin. This will be the primary access for Genola residents to access the freeway. A new collector connecting 400 North to 141 and beyond will be necessary to accommodate that increased demand.



Goals

- 1. The existing city street system should be refined and only expanded when consistent with a street master plan for the community.**
- 2. New streets should be constructed according to the design and engineering standards of the city to maintain the rural small-town character of the community and allow for taxpayer protection from costly road maintenance, construction and reconstruction.**
- 3. Be a well-planned, small-town community with transportation facilities that connect the city to regional systems while preserving and enhancing the unique natural setting.**

Approach

Genola's Transportation goals can be achieved through practicing the following policies:

Goal 1 Policies:

- Maintain the functional classification of the existing street system of the city with respect to arterial roads, collector roads and local streets.
- Identify which existing platted streets in the city are non-functional and may be considered for abandonment to help refine and organize the street system and provide more efficient circulation in the community.
- Discourage the flow of heavy truck traffic through residential areas by establishing a truck route which will accommodate the needs of the commercial/industrial needs within the city while minimizing impact to the residential neighbors.
- Limit the number of intersections and driveways on all major, roadways to promote a safe, efficient and steady flow of traffic.
- Maximize the use of all major roadways while minimizing the use of all collector and local streets.
- Create a Capital Improvements Program (CIP) which incorporates a funding program for the construction of improvements to the City's street system.

Goal 2 Policies:

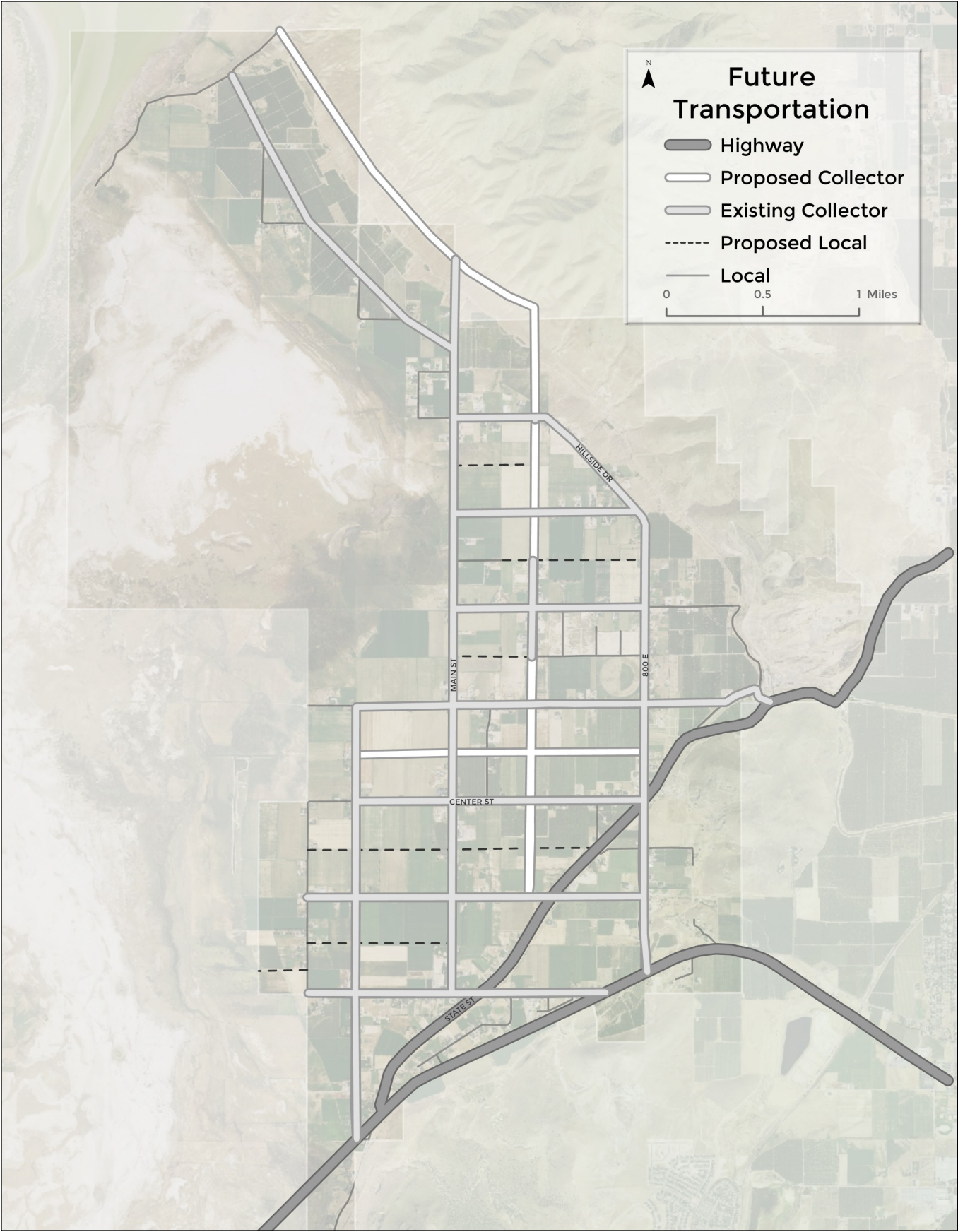
- The city will not accept new road infrastructure required by new development unless the streets are constructed according to the city design and engineering standards. The new development creating the demand for new or upgraded existing road infrastructure must pay its full proportional costs.
- All new major developments, both public and private sector, will conduct a traffic impact analysis to determine the impact on existing streets plus project the need for additional new roads, and other transportation infrastructure.
- Require access to higher density land uses and commercial developments from major roadways and not from low density residential neighborhoods.
- Require new major developments to study the infrastructure impacts on public roads, trails and other transportation infrastructure that would result from the increased burden on the facilities and services by the development and to provide mitigation plans.
- All major developments shall prepare comprehensive transportation and circulation analyses along with detailed fiscal and physical mitigation plans.



Goal 3 Policies:

- Integrate new development with established areas of the city.
- Minimize impact to the unique rural environment by requiring placement of facilities in the most suitable and least impactful locations.
- Minimize impact to residential neighborhoods.
- Adhere to the classification system.





ECONOMIC DEVELOPMENT

Introduction

Economic Development is the carrying out of activities that encourage economic growth within a community and the infusing of new capital from outside the city to improve the lifestyle of local citizens. In order to keep pace with the projected growth of Genola and the immigration of people due to new residential development, economic development becomes a critical element of city governance. Increased tax revenue can help provide many of the public services that citizens expect. Generally, residential development does not provide enough tax revenue to cover the cost of essential government services. For a community to be fiscally responsible and viable, it must provide economic opportunities for job growth, retail, and office development. Employment opportunities will also allow citizens to work closer to their homes. Local shopping will reduce the need to travel to other cities for goods and services. The Plan, if followed, will encourage economic growth without adversely impacting the overall character of the community.

Historically, Genola has been almost exclusively an agricultural community. Citizens enjoy the quiet, rural atmosphere, but are forced to drive to other communities for shopping and services. However, as the community continues to grow, the demand for shopping and services within the community will increase. The pressure to develop commercial land uses will grow and the demands on city infrastructure will necessitate increased funding that can come from taxes. Maintaining the historic and current rural lifestyle and agricultural economy while also providing retail services and increasing employment opportunities through the development of commercial and small industrial enterprises should be a focus of the city in the coming years.

Economic Incentives

The best incentive any city can use to attract business investment is an enthusiastic response team at the local level and an inventory of well-packaged sites. Often the missing link in attracting new industry is a weak response team at the city level. The most successful cities in Utah are those who are ready to act on a moment's notice. They provide general community information, specifics on utility rates and capacities, and simple brochures describing a variety of pre-packaged sites. A pre-packaged site is one that meets a "Five-way Test:"

1. Land is already annexed in to city.
2. Already zoned for business use.
3. Utilities are available or a utility plan is in place.
4. A "fully improved" asking price for the site is readily available.
5. Transportation is available.



Good planning and well written zoning ordinances are the best assurance a business owner can have to protect his or her long term investment. Packaged sites and city cooperation are usually the only real incentives sought by business. Other incentives such as loan pools and tax rebates mean almost nothing to quality businesses, contrary to common belief. Business sites in Genola need to be competitively priced with sites in comparable settings.

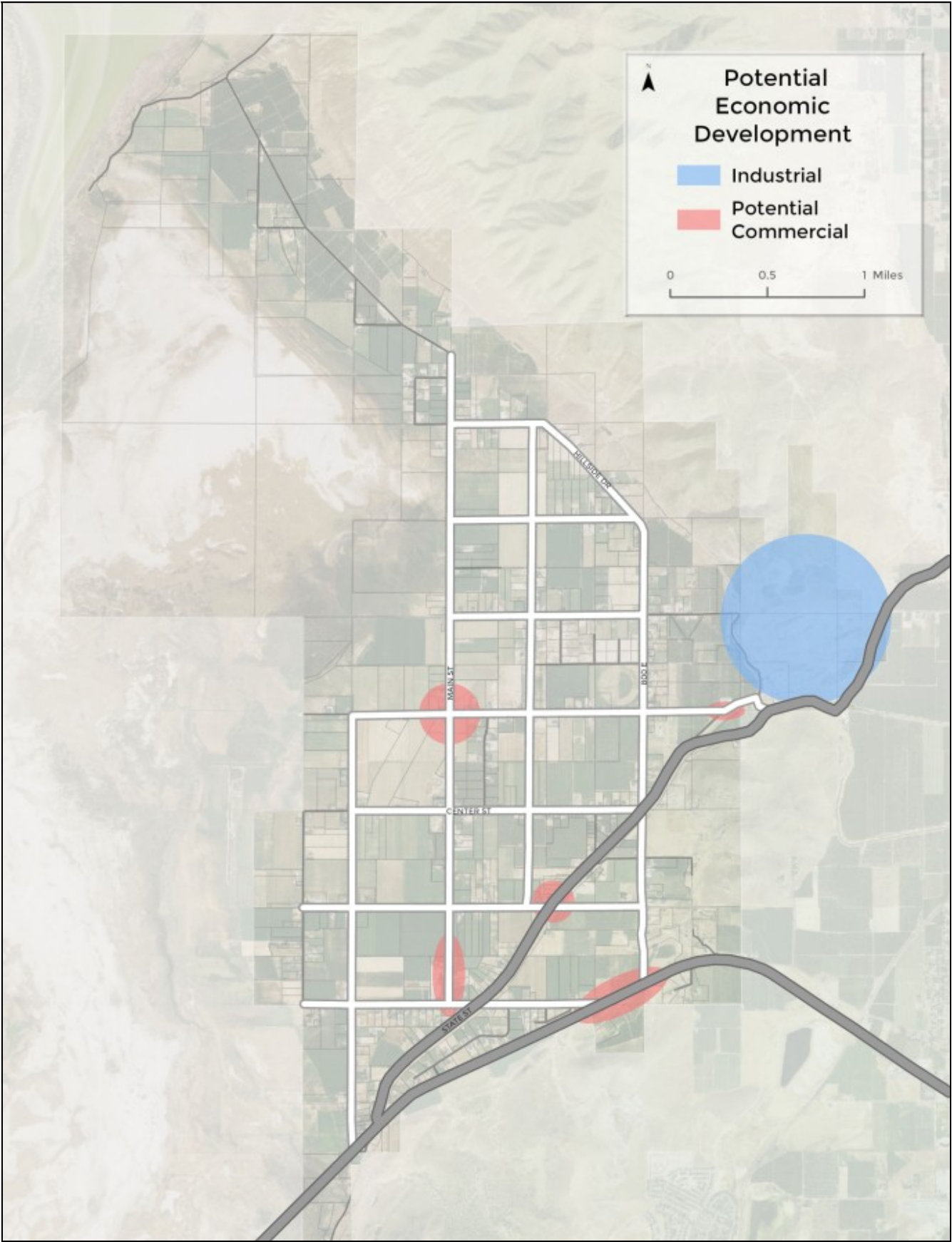
Goals

1. Promote and encourage commercial endeavors to strengthen and improve the city's tax base and provide convenient services to residents.

Approach

Genola's Economic Development goal can be achieved through practicing the following policies:

- Encourage and attract new businesses which create new job opportunities in the community.
- Promote the development and expansion of local businesses in the community.
- Work to ensure that infrastructure and facilities are in place to support future commercial economic development within the community.
- Identify likely locations within the community where commercial and industrial development could be successful.
- Establish an economic development organization to oversee the goals and strategies of the economic development plan and serve as a catalyst to encourage desired development within the community.
- Strive to create an environment where existing agricultural activities can remain viable.
- Form an Economic Advisory Committee with the vision of creating a commercial tax base.
- Make referrals of potential clients to local developers.
- Review business site plan approvals and permit approval processes to ensure efficiency and comprehensiveness.



ENVIRONMENT

Introduction

Genola is located globally at 39°58'57" North 111°50'40" West. The city is located in the southwest portion of Utah County approximately 30 minutes southwest of Provo, approximately 68 miles southwest of Salt Lake City and approximately 3.5 miles west of Santaquin along US Highway 6. Genola sits in the southwest corner of the Goshen Valley where most of the land is fairly level, but the city sits at the base of West Mountain and therefore has gentle slope through much of the city with steeper slopes west of the community. Genola is also at the southern tip of Utah Lake. The elevation of the City is approximately 4,615 feet above mean sea level.

Climate and Vegetation

The climate in Genola is semi-arid, characterized by higher summer temperatures, low humidity, wide temperature ranges, and low seasonal precipitation. The closest meteorological station is located in Santaquin, approximately 3 miles to the east of Genola. Although the station is not within the city, it still provides a reliable source for weather data because the station exists at a similar elevation. Days are generally sunny, except during periods of winter storms or afternoon thunderstorms in the summer. Since the area normally has very little cloud cover, the temperature falls rapidly at night, resulting in a high daily temperature range.

Precipitation is mostly orographic in origin and averages 10.59" annually. Precipitation occurs evenly throughout the year with a slight drop during the summer. The high temperatures and high amount of solar radiation cause low humidity and high evapo-transpiration rates.



Vegetation can be divided into two separate types. Grasses, sagebrush and juniper trees characterize the higher elevations while wetland reeds, grasses and Russian olives are predominant in the remainder of the area. Much of the natural vegetation however has been altered to some degree by human activity including agriculture, grazing and human development.

Topography/Slopes

Generally level areas are relatively common within Genola; however, the topography of the city is considered one of the unique assets of the area. The steepest slopes in Genola are toward eastern corporate limits, beyond the developed area of the community, where the mountains rise over the community. The maps at the end of this section show areas of potential hazards.



Hydrology

As stated above, the City of Genola is situated at the southern end of Utah Lake. This location creates many water related issues for the community. The Federal Government owns much of the land south west of the City that is protected as wetlands. Land west of the community is very wet and primarily used for agriculture. To avoid potential issues related to high water, the City should minimize development of these areas, as there are other locations better suited for expansion.

Soils

A survey of the soils in and around Genola shows several different soil types, dominated by a variant of fluvial soils. Hazard levels from geologic and/or geographic phenomena are relatively high for Genola. It is important to not ignore the possibility of hazards or the role soils and geology plays when considering development proposals. Genola's efforts to minimize soil and geologic hazards to people and properties should include:

1. Special review procedures and ordinances in addition to land use ordinance bulk standards for building on hillsides or in other environmentally sensitive areas.
2. Requiring developers to identify and assess soils and geologic hazards prior to development through the preparation, submission and review of thorough geotechnical reports in sensitive areas.
3. Preparing construction policies for roads and other improvements on sensitive water rich soils.
4. Regulations that limit development densities on lands that contain severe hazards or constraints.

Citizens can also avoid soil and geologic hazards by selecting construction sites that have been carefully evaluated by professional geologists and/or engineers.



Natural Hazards

WILDLAND FIRE

The urban-wildland interface issue is of great importance in Genola. The potential for wildfires is high due to the dry climate and low fuel moisture. Although fires pose a danger for human settlements, they are a necessary and natural occurrence in the wild that destroys invading species and creates a healthier environment.

Genola has the potential for several fires per year, ranging from an area of less than one acre to those that could burn much of West Mountain. The real danger lies to the homes on the periphery of the city where Juniper and Mahogany trees are abundant and burn easily. As the community begins to grow into these fire danger areas, city officials should ensure that adequate fire personnel and equipment are available to protect its current and future residents before allowing growth in these areas.

EARTHQUAKE

Genola is surrounded by earthquake potential. The closest fault is located at the base of the Long-Range Mountains in the southwest portion of the city. There are also several faults along the Wasatch Mountains and at the center of Utah Lake, all of which could have damaging effects on Genola during an event.

LIQUEFACTION

Genola sits at the southern end of Goshen Bay, part of Utah Lake. Close proximity to the lake creates a high liquefaction potential for much of the western portion of the community and moderate potential for much of the remaining city. See Wetlands and Liquefaction Map on page 38. As the elevation increases to the east, liquefaction becomes a minor issue.

Goals

- 1. Preserve Genola's unique rural quality and open spaces.**
- 2. Prioritize the protection of Genola's beautiful rural landscape by limiting the negative impacts of development and by participating in the MAG plan that will provide funds through FEMA to help mitigate potential natural hazards before they occur.**
- 3. Encourage interaction with the natural beauty of Genola by establishing public open spaces and other outdoor facilities for gathering and recreating.**

Approach

Genola's Environment goals can be achieved through practicing the following policies:

Goal 1 Policies:

- Draft municipal code that can be coordinated with community preservation goals to provide mechanisms of enforcement when and where necessary.
- The City and community should work to ignite a sense of stewardship and responsibility for the condition of the land to have a positive and long-lasting effect on the local environment.
- The Planning Commission should create a strategy to guide open space preservation for future decades and update zoning codes and building applications accordingly.

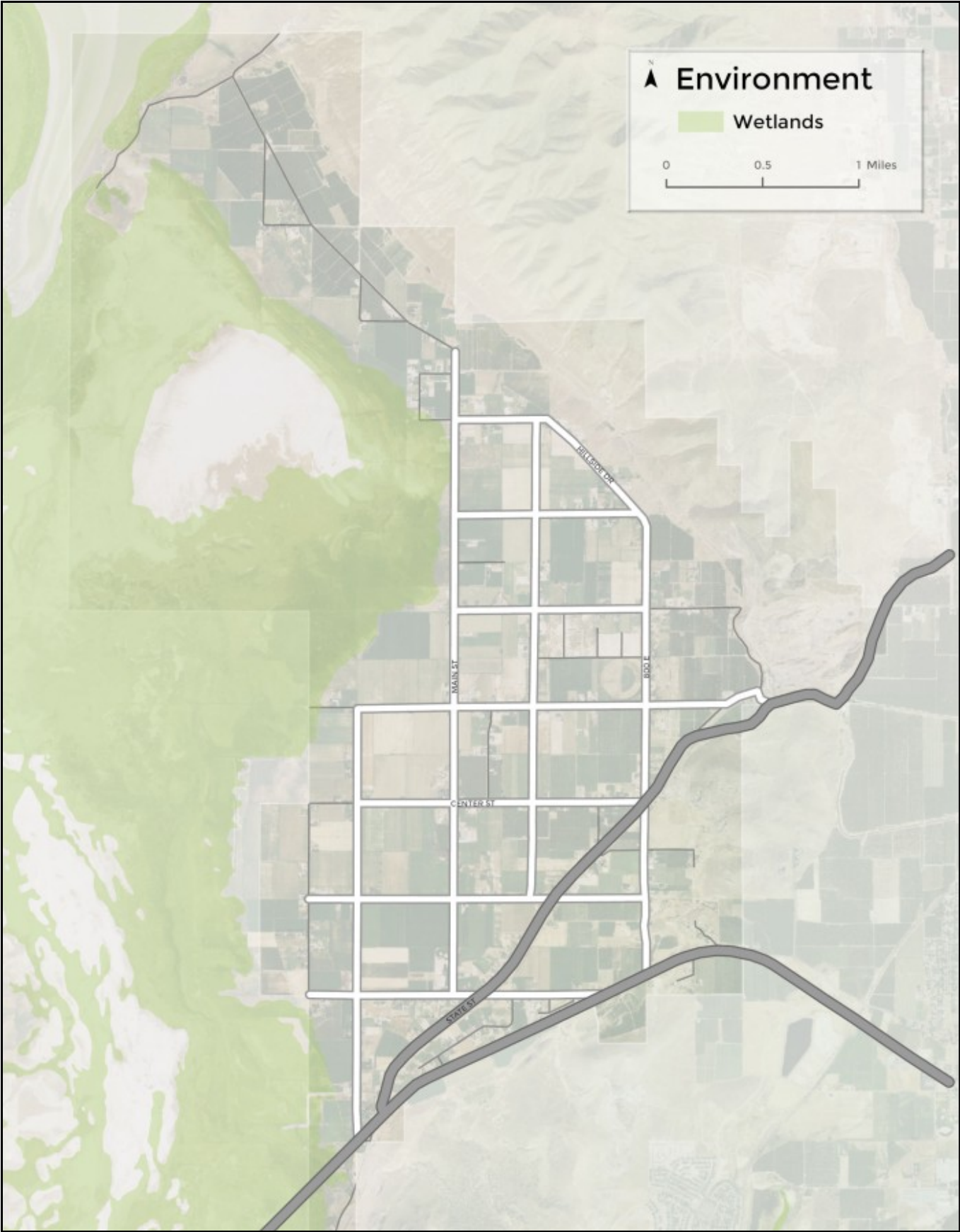
Goal 2 Policies:

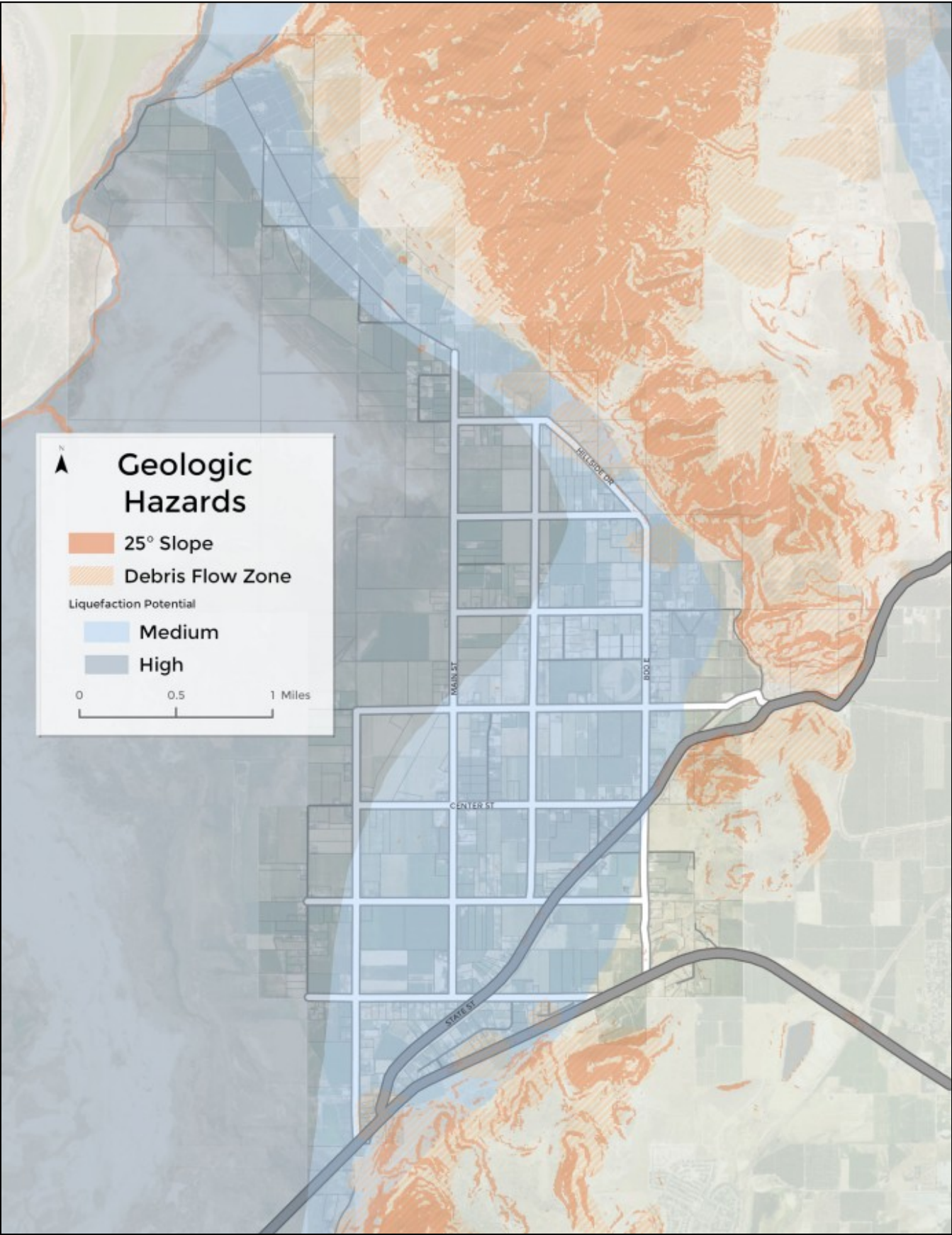
- The City should bring awareness to the citizens on potential natural hazards and should work with them to make necessary preparations for such disastrous events.
- All building code standards should be in compliance with the current Utah State Fire Code Act (Title 15A, Chapter 5) as well as the most current International Building Code (IBC).
- Include and publicize fire evacuation routes in the City-wide emergency preparedness plan.
- City officials should implement code requiring developers to conduct special review procedures and meet specific ordinances for building on hillsides or in other environmentally sensitive areas.

Goal 3 Policies:

- Educate the public on the positive and negative impacts individuals can have on the natural environment.
- As trails and parks are developed, City officials should consider ways to promote their usage as well as how to best maintain them.
- In order to foster good environmental habits among City residents, local officials and volunteer committees can and should work together to increase awareness and community involvement.







MODERATE INCOME HOUSING

Introduction

The availability of moderate income housing is influenced by zoning, which is controlled by the Genola Planning Commission and Genola City Council, and price of land, construction materials, interest rates and other financing costs. The purpose of this moderate income housing element is to ensure that Genola provides a reasonable opportunity for moderate income housing in order to meet the possible needs of a future population.

The Utah Legislature passed House Bill 295 in 1996 which requires the cities and counties of Utah to include an affordable housing element in their General Plans. Senate Bill 34, which became effective on May 14, 2019, requires that local communities plan for the housing of residents of all income levels and coordinate that housing with transportation and land use.

Utah State Code (10-9a-103) defines a “Plan for moderate income housing” as a written document adopted by a municipality’s legislative body that includes:

- A. an estimate of the existing supply of moderate income housing located within the municipality;
- B. an estimate of the need for moderate income housing in the municipality for the next five years;
- C. a survey of total residential land use;
- D. an evaluation of how existing land uses and zones affect opportunities for moderate income housing; and
- E. a description of the municipality’s program to encourage an adequate supply of moderate income housing.

The Utah Fair Housing Act (Title 57, Chapter 21) prohibits discrimination on the basis of race, religion, color, sex, national origin, familial status, disability or source of income in the rental, purchase, and sale of real property. This moderate income housing element acknowledges and upholds the Utah Fair Housing Act by promoting the equal protection and equitable treatment of all people who lawfully seek to rent, lease, purchase, or develop real property within its jurisdiction.

As of 2017, the median ownership costs (per month) in Genola are \$1,191.00 while the median rental costs are \$635.00. These values along with the values discussed in the Estimated Need of Moderate Income Housing section will help Genola City to determine whether or not housing within their community is affordable.

Genola City is aware of threats to housing such as wildfire and flooding. They would like to begin working with the Federal Emergency Management Agency (FEMA) and the Mountainland Association of Governments (MAG) to mitigate natural hazards before they happen.



Estimate of Existing Housing Supply

According to estimates from the American Community Survey, Genola had 401 total housing units in 2017. Of these units, 368 were occupied while 33 were vacant. The occupied housing units divide into 307 owner-occupied units and 61 renter-occupied units.

The size of the 401 total housing units can be determined by the number of bedrooms in each unit. This is shown in the following table.

BEDROOMS	
Total housing units	401
No bedroom	13
1 bedroom	19
2 bedrooms	55
3 bedrooms	110
4 bedrooms	114
5 or more bedrooms	90

The quality of the 401 total housing units can partially be determined by the year the structure was built. The majority of homes in Genola, Utah were built in between the years 2000 and 2009; although, there are homes that exist in the city that were built as early as 1939 or earlier. The table below displays the data from the 2017 American Community Survey.

YEAR STRUCTURE BUILT	
Total housing units	401
Built 2014 or later	3
Built 2010 to 2013	3
Built 2000 to 2009	136
Built 1990 to 1999	50
Built 1980 to 1989	38
Built 1970 to 1979	54
Built 1960 to 1969	14
Built 1950 to 1959	30
Built 1940 to 1949	6
Built 1939 or earlier	67

The value of housing units in Genola can be determined by the data in the two tables below. The first lists the value of owner-occupied units and the second lists the gross rent of the renter-occupied units. This data was also obtained from the 2017 American Community Survey. (All the data from these four tables was found in the ACS under ID number: DP04.)

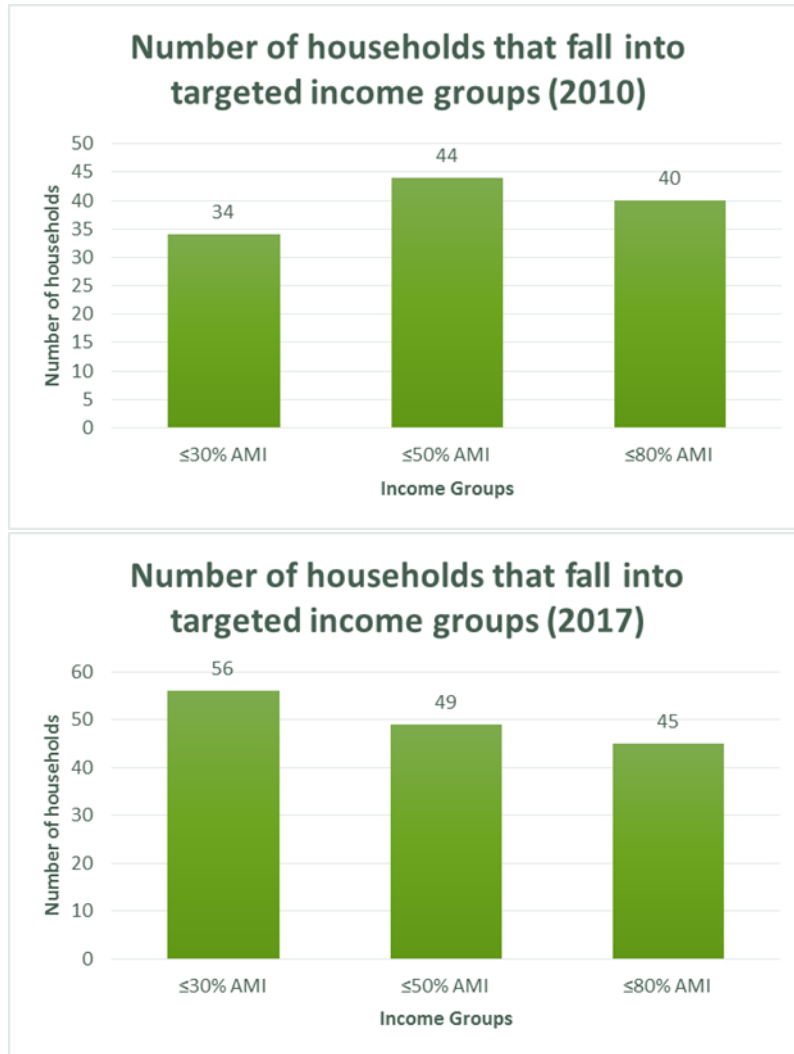
VALUE	
Owner-occupied units	307
Less than \$50,000	8
\$50,000 to \$99,999	10
\$100,000 to \$149,999	19
\$150,000 to \$199,999	35
\$200,000 to \$299,999	97
\$300,000 to \$499,999	114
\$500,000 to \$999,999	24
\$1,000,000 or more	0
Median (dollars)	285,900

GROSS RENT	
Occupied units paying rent	54
Less than \$500	0
\$500 to \$999	45
\$1,000 to \$1,499	3
\$1,500 to \$1,999	3
\$2,000 to \$2,499	3
\$2,500 to \$2,999	0
\$3,000 or more	0
Median (dollars)	635

The City feels that they are moving in the right direction in terms of understanding the housing needs of their residents. Existing housing in Genola is predominantly ranch style and that is the type that the City believes the residents would like to continue to see.



Estimated Need of Moderate Income Housing



American Community Survey (ACS) data from 2010 put the area median income (AMI) for Utah County at \$56,927. The charts above show the number of households that fall into specific income groups that fall below the AMI. Households that earned less than or equal to \$17,078.10 are included in the ≤30% AMI group. Households that earned between \$17,078.10 and \$28,463.50 are included in the ≤50% AMI group. Lastly, households that earned between \$28,463.50 and \$45,541.60 are included in the ≤80% AMI group. The most recent American Community Survey data comes from 2017. It puts the AMI for Utah County at \$67,042 in 2017. Households earning less than or equal to \$20,112.60 are included in the ≤30% AMI group. Households earning between \$20,112.60 and \$33,521 are included in the ≤50% AMI group. Lastly, households earning between \$33,521 and \$53,633.60 are included in the ≤80% AMI group. It should be noted that the results from the

charts above may not be exact. Rather, they are close approximations calculated from the available data provided by the American Community Survey.

It is clear from the two charts above that the total number of households that earn below the area median income has grown since 2010; however, the total number of households has grown as well. At the time of the 2010 census, there were 312 total households which grew to 368 in 2017 according to the 2017 American Community Survey. If calculated as percentages, 13% of the total number of households in 2010 made $\leq 80\%$ of the AMI, 14% made $\leq 50\%$ of the AMI, and 11% made $\leq 30\%$ of the AMI. In contrast, 12% of the total number of households in 2017 made $\leq 80\%$ of the AMI, 13% made $\leq 50\%$ of the AMI, and 15% made $\leq 30\%$ of the AMI. Overall, there has been a slight decrease in households earning $\leq 80\%$ and $\leq 50\%$ of the AMI and an increase in those who earn $\leq 30\%$ of the AMI. If this trend continues, moderate income housing will be a necessity for Genola. (The data presented in this specific section comes from data collected under ID numbers: B19013 and B19001 found in the ACS.)

Based upon the number of households that earn below the area median income in Genola, moderate income housing is certainly a matter of importance. While the City seems to have what its current citizens need, and population growth in Genola has historically been somewhat slow, it is still important to ensure that as the need for moderate income housing arises, the City is capable of supplying it.



Future moderate income housing need can be estimated by using the 2017 American Community Survey. By the year 2020, the population in Genola is projected to be 1,740 and the total number of households will be around 523. In 2030, the population is projected to be 2,273 with a total number of households at around 683. Using the same percentages of households that fall into targeted income groups from 2017, we can estimate how many households will fall into targeted income groups in the future. The chart below depicts what Genola's moderate income population may look like in the years 2020 and 2030 if the current trends continue.

	Households in 2020	Households in 2030
≤30% AMI	78	102
≤50% AMI	68	89
≤80% AMI	63	82
Total	209	273

*Based on population projections shown in Land Use section (page 11)

Genola's growth in population will require the construction of new housing units. Projections show that there will be about 523 households in 2020. Of these households, about 209 (40%) will be eligible for moderate income housing. In 2030, projections show that there will be about 683 households. Of these households, about 273 (40%) will be eligible for moderate income housing. It is important that of all the new housing units built in the coming years, there will be sufficient affordable units to accommodate those who earn below the AMI.

The need for moderate income housing in the next five years will depend upon demand. Based on the information above, we can see that there will be between 209 and 273 households in 2025 that will be eligible for moderate income housing. Currently, there seems to be little demand which makes the building of moderate income housing less of a priority to the city. Among other things, infrastructure within the city would need to be greatly improved to be able to accommodate many of the different forms of moderate income housing. However, it is the City's responsibility to ensure that zoning does permit the creation of affordable housing as needs arise.

Survey of Residential Zoning

The City of Genola currently has one residential zone in their City Code; although, the agricultural zone does allow for housing as well. These two zones are as follows:

Agricultural Zone — A-1: The A-1 Agricultural Zone is established to provide areas where agricultural and residential uses and open spaces can be encouraged and maintained. This district is intended to include activities normally related to the conduct of agricultural and low density residential uses. Detached single family dwellings are permitted in the A-1 Zone as well as accessory uses and structures such as garages, carports, greenhouses, and gardening sheds.

Residential Zone — R-1: The R 1 Residential Zone is established to provide areas where residential uses and open spaces can be encouraged and maintained. This area is established to provide areas for the encouragement and promotion of family life by establishing single family dwellings on individual lots. This zone is characterized by attractively landscaped lots and open spaces with lawns, gardens, small orchards, pastures, and small fields. This district is intended to include activities normally related to the conduct of low density residential uses. Permitted uses in this zone include detached single family dwellings and accessory uses and structures (as was mentioned above). Conditional uses include mobile homes on a single parcel of land as well as manufactured and modular homes on a single parcel of land.





Effect of Zoning on Housing Opportunity

Genola City's current zoning policies permit the development of affordable housing options whether as permitted uses or as conditional uses. While the housing market in Genola at this time lacks a variety of moderate income options, demand is not high and it is not a top priority to the City. Zoning within Genola does not currently permit multi-family housing, but significant improvements to infrastructure within the City would need to be made prior to allowing this kind of housing.

Strategies to Meet Future Needs of Moderate Income Housing

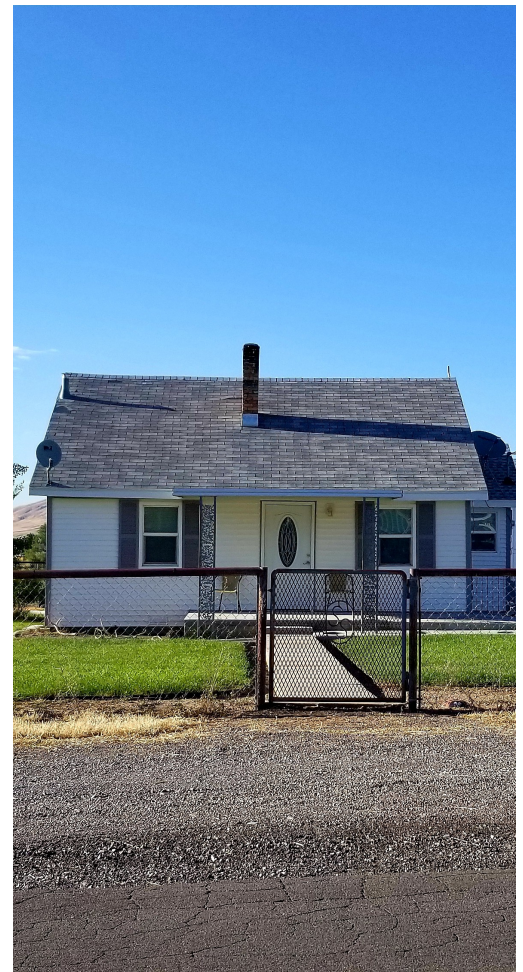
Population growth in Genola is fairly slow and infrastructure within the city is limited which means that development of moderate income housing should only occur as the city sees substantial growth and demand. When the need arises, the City can provide affordable housing through the use of accessory dwelling units which are allowed in residential zones. The City may consider other methods of encouraging moderate income housing as development increases.

SB34 provides additional requirements for select Utah cities that includes choosing three items from a “menu” of planning tools. As a class 5 city with a population of less than 5,000, Genola is not required to include any menu items in their General Plan. However, members of the Planning Commission and City Council have identified the following two areas where the development of MIH may be encouraged:

- 1. create or allow for, and reduce regulations related to, accessory dwelling units in residential zones
- 2. allow for higher density or moderate income residential development in commercial and mixed-use zones, commercial centers, or employment centers

City officials in Genola also acknowledge the following policies as possible ways that the development of MIH can be encouraged:

- Monitor population growth and migration.
- Refer to the moderate income housing plan when reviewing site plan applications.
- Monitor supply of housing types.
- Periodically review residential zoning to consider housing needs.
- Encourage the coordinated planning and delivery of water services.
- Complete a community transportation/roads plan.
- Encourage the coordinated planning and delivery of public utilities.
- Identify areas where new development will most likely occur due to the availability of existing services or the ease of extending existing service lines.



TRAILS

As a rural community, Genola has few dedicated pedestrian pathways and no sidewalks. Citizens have typically taken advantage of the wide gravel shoulders to get around the City. However, as the community develops and the popularity of non-motorized transportation increases, interest in safer facilities will increase.



In a City-wide survey completed in the fall of 2012, respondents were very supportive of trails in Genola.

System Benefits

Safe Routes to School: Trails provide excellent means for allowing kids to walk or ride safely to and from bus stops.

Transportation: Trails can increase the transportation mode split of bicycling and walking trips, and also improve safety and increase access.

Mobility for All Residents: Trails provide safe, comfortable routes for those who either are unable or choose not to drive.

Recreation: Trails provide an outdoor resource for many forms of recreation, most notably bicycling and walking. Trails increase community access to physical activity and fitness opportunities.

Reduction of Pedestrian/Bicycle/Auto Accidents: A good non-motorized system targets and eliminates key behaviors that cause auto-pedestrian and auto-bicyclist accidents.

Land Use Planning: Trails and other green way corridors promote park and recreation development, wet land preservation, and buffered environmental protection. Trails preserve undeveloped lands in urban areas and serve to separate and buffer contradicting land uses.

Environment: Possible environmental benefits include wildlife preservation, water quality protection, storm water management, preservation of vegetation, and other benefits, such as firebreaks. They also reduce noise and visual pollution.

Education: A trail corridor often encompasses several different environments along its route and can be thought of as an outdoor classroom full of educational materials. The scientific community, educators and students can realize the value of trails through a wide range of studies, such as biology, geography, history, recreation management, and art.



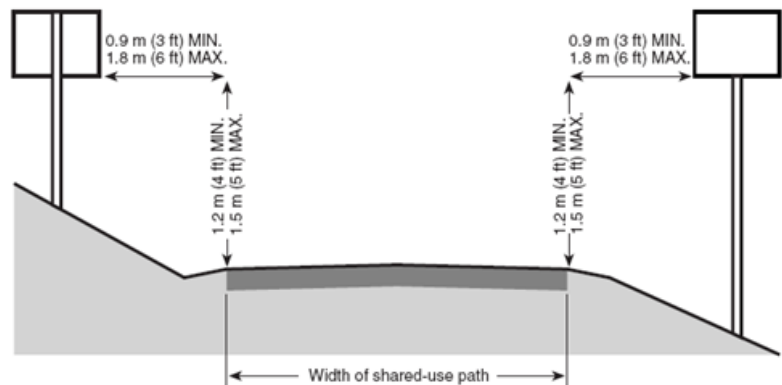
Quality of Life: Increases in the quality of life associated with non-motorized trails are realized through expressions of community character and pride, aesthetics of the local environment, economic revitalization of the community, access to the outdoors, opportunities for casual socialization, and easy increase of mobility.

Trail Types and Uses

Genola has identified two separate trail types that appear on the Trail Plan map and are described below.

Non Motorized— Non Motorized trails are a dedicated asphalt path designed to be used by walkers, joggers and recreational bikers at slower speeds. They typically serve recreational users and are located in many areas of the community but not along every street. Separated from traffic and higher speed bikers, users enjoy a much safer and more enjoyable experience. Development of these more expensive trails will likely occur through development, grants and other funding sources as they become available.

Bike Lane— Bike lanes are designed to allow bike users to cover larger distances at greater speeds and are therefore located primarily along arterial and collector roads within the City. A widened shoulder with specific striping separates riders from traffic and



pedestrians which will increase safety and comfort for all users and vehicles. Development and maintenance are relatively inexpensive and usually occurs with road development and maintenance projects.



Possible Trails

The following are trail types that the City may consider.

Name	Type	Description
Bike routes	Bike Lane	Bike lanes along Main Street, Center Street and HWY 141
Park circulator	Non-Motorized	Non-motorized trail around the park complex

Funding

Genola City considers trails to be a low priority from a budgeting perspective. Funding for trails will need to come from other sources.



Goals

- 1. Improve the quantity and quality of trails in Genola.**
- 2. Develop ways to protect the safety of all users of roads and trails.**
- 3. Consider adding bike lanes and equestrian trails.**

Approach

Genola's Trail goals can be achieved through practicing the following policies:

Goal 1 Policies:

- Establish a general trails plan and require new development to include trails that will be deeded to the City.
- Identify locations for future trails that ensure connectivity and reserve the space for recreational rights-of-way.
- Create and maintain a working database of key destinations essential in the trail network.
- Research maintenance requirements for a variety of trail types.
- Develop a trail classification system, including new trail standards to be adopted throughout the city.

Goal 2 Policies:

- Examine proposed future infrastructure and design precedents to develop standards that are safe for all road and trail users.

Goal 3 Policies:

- Identify locations for future bike lanes and equestrian trails that provide efficient connectivity.
- Create and maintain a working database of key destinations essential in both cycling and equestrian networks.

