



Washington City

Where Dixie Begins



WASHINGTON CITY GENERAL PLAN

Adopted January 11, 2017

WASHINGTON CITY GENERAL PLAN

Update prepared by



Utah
Community
Planners



WASHINGTON CITY GENERAL PLAN

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CHAPTER 1 Introduction

1.1 WHAT IS THE GENERAL PLAN?

The General Plan for Washington City is the result of gathering ideas and input from many sources and creating an overall, general or master plan for development and improvement that provides orderly growth in a livable community. This involves the planning and placement of compatible land uses next to each other that are serviceable by the City without undue financial burdens, assuring adequate public services and amenities.

Washington City has the land and water resources to grow from its current estimated population of approximately 25,000 to a community of 80,000 or more. As this growth continues, there is significant, continuous pressure to expand the systems necessary to support growth; new roads, water, sewer, schools, churches, parks, trails, etc. Planning for accommodating such needs is the purpose of this plan.

At the large-scale level, the General Plan describes how the community wants to grow, i.e. where the community wishes various land uses to take place and what the community wants to look like. The General Plan covers the area within the City limits as well as land anticipated to be annexed to the City in the future (planning area).

At a more detailed scale, the General Plan provides direction for the many detailed decisions made every week concerning specific street improvements, sidewalks, utilities and building locations,

A General Plan is sometimes referred to as a “Master Plan” or “Comprehensive Plan”.

It is a community’s general guide for making land use decisions. The General Plan is a reflection of the community’s values.

It is a mid to long-range view into the future, projecting growth and improvements from over the next 5 to 20 years.

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etc. The cumulative effect of such decisions has a significant impact on the shape and quality of life of the community.

In between large scale and small scale decisions, the General Plan is the document that coordinates other City plans, such as the Transportation Master Plan, Parks and Recreation Master Plan and Water and Sewer Plans, among others. It is a basic tool to guide zoning, budgeting, capital improvement decisions and policy-making.

The General Plan is intended to be a mid to long-range view into the future, projecting growth and improvements from over the next 5 to 20 years.

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1.2. VISION STATEMENT AND MOTTO

As Washington City grows, the City will continue to be a desirable and livable community for a broad range of incomes and stages in life, and it will maintain its independent identity in the Washington County urbanizing area. It will do this by efficiently providing public services and amenities; preserving and respecting its striking natural setting; retaining a link to its heritage; and offering a broad range of opportunities in housing, working and shopping.

Along with this vision, the Washington City motto,

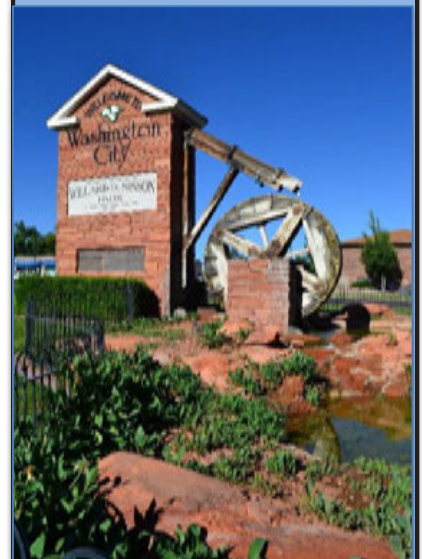
“Heritage, Pride and Progress”

provides guidance for the community to grow in a manner that:

- 1) reveres and celebrates its heritage;
- 2) takes pride in its physical appearance, beautiful setting, and diverse population; and
- 3) constantly strives to improve – the quality of residential life, the success of local businesses, and the cost-effective delivery of services to its citizens.

1.3. GOALS AND STRATEGIES

The General Plan contains several elements: The Vision Statement is established to help guide the rest, including Land Use, Transportation, Housing, Community Design, Economic Development, Parks and Recreation and Public Services. Within



the presentation of each of these elements are goals and strategies established to meet the community's vision, expressed by the Major Plan Goals on page 8 of this chapter. The goals listed herein are general statements that represent big picture desires in various planning areas. More specific strategies and actions are included that provide methods to achieving the goals.

To successfully achieve the goals, which will make the Plan an effective tool for the community, the **Plan Policies**, as shown at the right should be followed.

1.4. AMENDING THE PLAN

It is anticipated that as time passes and conditions in the City change, there will be a need to modify the Goals and Strategies. The City Council may review and request amendments at any time. The public may also request amendments to the Plan. Applicants must show that any amendment of the Plan:

- ☒ Is in harmony and consistent with City land use ordinances,
- ☒ Is in the best interest of the City,
- ☒ Promotes the general welfare of the community, and
- ☒ Maintains or improves the quality of life of Washington citizens.

1.5. IMPLEMENTING THE PLAN

Implementing the Plan occurs through working documents, such as the zoning and land use codes, capital improvement programs, City budgets, and other ordinances, resolutions and studies deemed appropriate by the City Council.

Ideally, the General Plan is part of a three level process of regulating land uses:

1. The General Plan provides broad direction regarding land use arrangement and net density. General Plan designations generally respond to natural, physical constraints, such as steep slopes and floodplains, but do not necessarily follow actual ownership boundaries.
2. The Zoning Ordinance, on the other hand, is a designation that confers legally binding rights to a land-owner, setting development requirements and the overall density or number of units permitted.

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PLAN POLICIES

1. The General Plan and the Zoning Ordinance shall conform to one another.
2. The General Plan will be comprehensively reviewed at least every 5 years or when major changes occur in the community.
3. The City Council and Planning Commission are committed to let zoning and other development proposals be guided by the General Plan.
4. All zoning and land use decisions, including the development of streets, parks, utilities, and the provision of public services, shall be consistent with the General Plan, including its maps, goals and policies.
5. A development proposal in conflict with the General Plan should not be supported unless there are special circumstances and a clear justification for deviation.
6. Major deviations from the General Plan require that the General Plan be reviewed and amended in advance through a public hearing process.

3. The third level of land use regulations is comprised of subdivision and building permit regulations, which provide detailed requirements regarding the process of subdividing land and constructing buildings.

It is important that the General Plan and the Zoning Ordinance be kept consistent. This may be brought about by rezoning any parcels that are not in conformance with the General Plan, or by amending the General Plan, or both.

1.6. THE UPDATE PROCESS

This update of the General Plan was developed through a process of gathering ideas through a series of community visioning workshops, a public opinion survey, review meetings with a citizen advisory committee, work sessions with the City Council and Planning Commission, review by city staff, and public open houses (see Appendix 1, "Public Participation Results").



A draft plan was reviewed by the Planning Commission with opportunity for additional public input at a public hearing. After appropriate revisions were made, it was recommended by the Planning Commission to the City Council, where it was formally adopted by the City Council following a final public hearing.

1.7. HISTORY AND HERITAGE

Washington City, named after George Washington, was settled in 1857 by 38 Mormon families who were sent to the area by Brigham Young to raise cotton¹. The first settlers were moderately successful and later began raising peaches, grapes, vegetables, and sorghum for molasses. Although relatively successful in growing, they were plagued by malaria and were unable to control the flooding of the Virgin River.

The first public building that was built in Washington City was a bowery constructed on the public square. This bowery came to

¹ "A Brief History of Washington City." <http://www.washingtoncity.org/about.html>
09.20.04

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be a meeting place on Sundays for Mormon residents and was later replaced by a permanent chapel in 1877. The early residents of Washington City enjoyed a number of social events, including a town choir, baseball, foot-racing, and horse racing.

During the 1860's, many industrial projects sprang up in Washington City. These included a combination grist mill/sawmill and a cotton mill. The cotton mill, constructed in 1856, served as a place for residents to gather and exchange goods. The cotton mill closed once the railway reached Utah, forcing many people to move away from Washington City and thereby greatly decreasing the City's population.

In 1891, the Washington Fields Dam was constructed in order to tame the Virgin River, which had been flooding the City on a regular basis. Stone irrigation ditches and the Civilian Conservation Corps Dam provided early Washington City residents with water. The City later built its first municipal sewer collection and disposal system in 1972, which consisted of lagoons in the Washington Fields. In 1982, the City connected to the St. George regional treatment facility and the Washington Fields lagoons were abandoned.



Agriculture began to lose its predominant role in Washington City's economy after Zion National Park was established in 1916. Zion National Park, along with the Pine Valley Wilderness Area and Dixie National Forest, Snow Canyon, Gunlock Lake, and Quail Creek Lake led to Washington City's present economy which is based primarily on tourism, retirement, and services. Washington has continued to grow to become the second largest community in Washington County. The City has become a residential and consumer service center for the entire Dixie region.

1.8. DEMOGRAPHICS

For over 30 years, Washington County has had steady population growth and economic growth. It has been one of the fastest growing areas in the state and it is anticipated that the County will continue to grow as more retirees move into the area and tourism

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The City should track future demographic characteristics of the population with each Census and future opinion surveys, and update the City's forecasting assumptions accordingly.

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increases. As of 2015, the population of Washington County was approximately 155,000 and is expected to reach over 280,000 by the year 2030, and over 472,000 by 2050.²

It is anticipated a significant portion of the County's future development will occur in Washington City. The City grew rapidly between 2000 to 2010, more than doubling from 8,186 to 18,761. In 2015, the estimated population was 24,299. The City is projecting a population of over 38,000 residents by 2030.

The land uses in the General Plan indicate a build-out population of almost 120,000 including the potential annexation areas. This of course assumes that water is available to sustain the build-out population level. With that growth will come a significant change in the character and function of the community.

According to the 2010 Census, Washington City is similar in many demographic characteristics to the other communities in southwestern Utah:

Age: Prior to the year 2000 Washington City saw increasing growth in the older population. However, from 2000 to 2015, the population has stabilized in various ages. The proportion of population under age 18 has remained steady around 30%. The proportion in other age categories under age 65 had small decreases, while over age 65 grew slightly to about 21.7%.

Length of Residence: The public survey reports that Washington City residents have lived in the City for an average of 9.7 years, indicating that the proportion of newcomers is currently fairly low.

Family Size: According to the Census, Washington City's average family size is 3.32.

Median Income: Washington City's median household income of \$49,995, and the median family income of \$55,309 are similar and comparable to Washington County and St. George.

Working Characteristics: According to the survey, Washington City is a community with a strong base of working residents. 44% of residents work in Washington, while 64% have employment in St. George, although some of those are employed in both cities.

² Utah State Governor's Office of Management and Budget

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Historical population

Census	Pop.	%±
<u>1860</u>	196	—
<u>1870</u>	463	136.2%
<u>1880</u>	483	4.3%
<u>1890</u>	315	-34.8%
<u>1900</u>	529	67.9%
<u>1910</u>	424	-19.8%
<u>1920</u>	464	9.4%
<u>1930</u>	435	-6.2%
<u>1940</u>	507	16.6%
<u>1950</u>	435	-14.2%
<u>1960</u>	445	2.3%
<u>1970</u>	750	68.5%
<u>1980</u>	3,092	312.3%
<u>1990</u>	4,198	35.8%
<u>2000</u>	8,186	95.0%
<u>2010</u>	18,761	129.2%
Est. 2015	24,299 ^[5]	29.5%

U.S. Decennial Census^[6]

TABLE 1-1: WASHINGTON CITY DEMOGRAPHICS

Source: U.S. Census Bureau:
2014 American Community Survey,
2015 Population Estimates *

Population and Density		Class of Worker	
Total Population	24,299*	Private wage and salary workers	80.2%
Total land area in square miles	32.9	Government workers	14.5%
Density per square mile	571	Self-employed (not incorporated)	5.3%
Sex and Age		Employment by Industry	
Male	51.1%	Agriculture, forestry, fishing and hunting, and mining	0.2%
Female	48.9%		
Median Age	31.0	Construction	5.1%
Race		Manufacturing	8.5%
White	84.5%	Wholesale trade	4.0%
Hispanic or Latino	8.7%	Retail trade	14.8%
Hawaiian or Pacific Islander	2.9%	Transportation, warehousing, utilities	5.7%
Other	3.9%	Information	2.0%
Households		Finance, insurance, real estate, etc.	6.1%
Total households	7,019	Professional, scientific, management, administrative, waste mgmt. services	8.9%
Average household size	2.99		
Average family size	3.32	Educational, health, social services	22.0%
School Enrollment		Arts, entertainment, recreation, accommodation, food services	12.2%
Preschool through High School	6,401	Public administration	4.9%
College or graduate school	1,524		
Educational Attainment (25 yrs+)		Other services	3.7%
High school graduate or higher	94.5%	Commuting to Work	
Bachelors degree or higher	27.0%	Mean time to work in minutes	19.9
Marital Status (15 yrs +)		Income	
Now married, except separated	63.3%	Median household income	\$49,995
Never married	25.6%	Median family income	\$55,309
Nativity and Place of Birth		Per capita income	\$21,065
Native U.S.	92.1%	Poverty Status	
Born in Utah	54.8%	All people below poverty level	17.8%
Foreign born	7.9%	Families below poverty level	11.5%
Top 4 Ancestries Reported		Housing Characteristics	
English	26.1%	Total housing units	8,589
German	11.2%	Occupied housing units	7,019
Irish	6.6%	Single-family units	90.8%
Scottish	5.6%	Built prior to 1990	19.2%
Danish	4.8%	Moved into unit since 2000	87%
Employment Status (16 yrs+)		2 or more vehicles	68.1%
Labor Force	14,862	Median housing value	\$220,000
Unemployed	9.0%	Median monthly mortgage	\$1,475
Females employed	65.6%	Median monthly rent	\$1,131

1.9. MAJOR PLAN GOALS

The following is a list of major plan goals which are discussed throughout the plan in greater detail, including further strategies and actions to accomplish these goals:

1. Develop and grow the city effectively and responsibly, maximizing the cost-effectiveness of public infrastructure and services.
2. Provide for a mix of quality residential opportunities that blend well with surrounding uses.
3. Provide a broad range of goods and services that meet the needs of the community.
4. Provide for the continued use of farmland for agricultural purposes.
5. Preserve the beauty, visibility, and function of the unique natural features, environment, and open spaces.
6. Provide a transportation system that balances traffic needs with a livable, attractive community.
7. Increase opportunities for low to moderate income housing.
8. Provide for all housing types while increasing home ownership.
9. Maintain a strong, positive image and individual identity for Washington City.
10. Promote the redevelopment of downtown as a vibrant, mixed use area.
11. Attract new, quality employers to Washington City, and retain and grow existing businesses.
12. Provide a wide range of recreation opportunities for all ages in an aesthetically pleasing setting.
13. Provide a variety of park types and sizes to meet a wide spectrum of recreation needs.
14. Complete a trail system that connects to parks, community destinations, and major open spaces.

CHAPTER 1 Introduction

MAJOR PLAN GOALS



2.1. LAND USE: THE HEART OF THE PLAN

The Land Use Chapter is considered to be the heart of the General Plan, which provides planning for the orderly expansion, improved quality of life and economic vitality of the community by establishing land use goals and strategies that promote balance in community growth.

The Land Use Plan Map (see page 12) is a key component which demonstrates the various goals and strategies within this plan. This map encompasses areas within the City as well as areas adjacent to the City that have potential for annexation. The Map designations provide guidance for zoning properties. It should be noted that the designations on the Land Use Plan Map are general and approximate. They are generally shown as “bubbles” that respond more to the natural characteristics of the land than to property lines.

Development approvals should take into account both the zoning of the property and the arrangement of land uses shown on the Land Use Plan Map. The Zoning Ordinance and Zoning Map should be consistent with the General Plan land use categories and Land Use Plan Map.

An objective of the General Plan and this chapter is to provide for effective growth that avoids expensive sprawl development, while still encouraging agricultural uses as long as practicable, and preserving the natural environment and open spaces.

CHAPTER 2 Land Use

GOAL 1:

Develop and grow the city effectively and responsibly, maximizing the cost-effectiveness of public infrastructure and services.

2.2. TRADITIONAL PLANNING PRINCIPLES

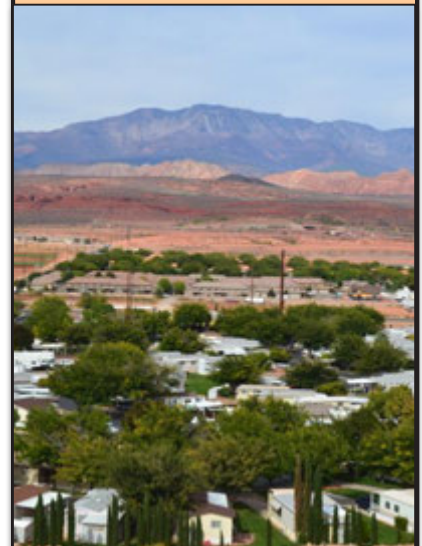
Washington City still has the majority of its growth ahead of it, from its current population of 25,000 to 80,000 or more. In order to grow into a great, livable City, the General Plan recommends following traditional patterns of growth.

The following planning principles and smart growth concepts should be applied to both new development and redevelopment projects within Washington City:

1. Compact sub-communities. The overall City is organized around sub-communities with a mix of land uses that will promote the availability of services in each area. The areas include the older central downtown area, Green Spring, and Coral Canyon, and the Washington Fields. Newer development areas will also eventually grow in the hills north of I-15, in Sunrise Valley, Warner Valley and Long Valley.
2. Mixed-use centers. Commercial centers containing housing, shopping, entertainment, work places, parks, and civic facilities essential to the daily life of the residents.
3. People-oriented streetscapes. Rather than a long row of garage doors, streets are faced with windows, balconies, doors, and porches, allowing residents to watch over their neighborhoods.
4. Neighborhoods. Compact, pedestrian-friendly, and diverse neighborhoods should offer a range of housing types and price levels. New development should blend with existing neighborhoods, instead of developing as an isolated project.
5. Street network. Streets should accommodate necessary traffic levels in ways that respect pedestrians and create public spaces. Local and collector streets should be designed to discourage high speed traffic, with connected sidewalks that encourage walkable neighborhoods.
6. Parking. Parking should be provided in convenient, smaller lot areas that include shade trees and landscape islands.
7. Public facilities. Civic, institutional, and commercial uses should be embedded into neighborhoods and districts, not isolated in remote, single-use complexes. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy.

CHAPTER 2

Land Use



8. Historic preservation. Development and redevelopment should respect historical patterns, precedents, and boundaries. The preservation and the renewal of historic buildings, districts, and landscapes should occur as much as possible.
9. Parks. The City should plan and provide ample specialized open space in the form of squares, greens, and parks whose design and placement encourages frequent use, with the presence of people at all hours of the day. A range of parks, from tot-lots and village greens, to ball fields and community gardens, should be distributed within neighborhoods.
10. Open spaces. The City has a well-defined edge to the north, with the Tortoise Habitat Preserve, and less-well defined edges elsewhere. Conservation areas and open lands should be used to define and connect different neighborhoods and districts. The natural terrain, drainage, and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.

2.3. LAND USE AND ZONING

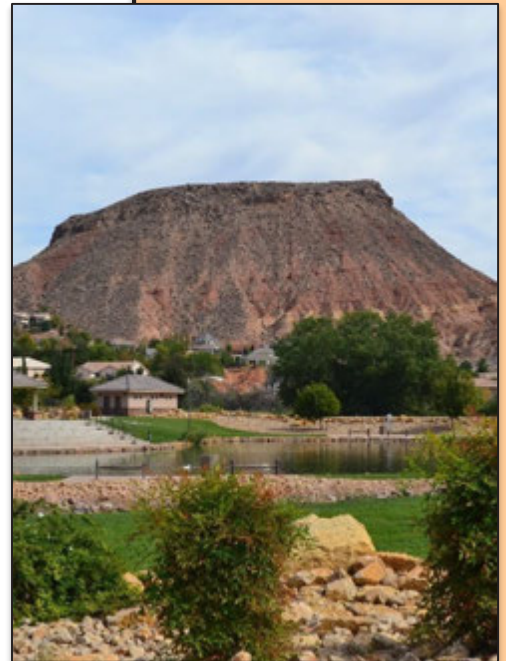
The General Plan proposes land uses in broad categories that represent a range of actual zoning districts. The decision as to which zoning district (within the range) should be given to a property, will take into consideration the property context and the land's suitability.

In general, designations in the Land Use Plan are intended to reflect existing zoning – where zoning has been applied and development has occurred, or where the character of the surrounding area is relatively established and conformance with existing zoning would be logical. When exceptions occur with proposed new development, the General Plan should be reviewed to determine which land use designations will best fulfill the City's goals and objectives.

A comparison between the Land Use Plan categories and the closest comparable Zoning Districts is shown in Table 2-1 below. The various categories are described in greater detail following the table.

CHAPTER 2

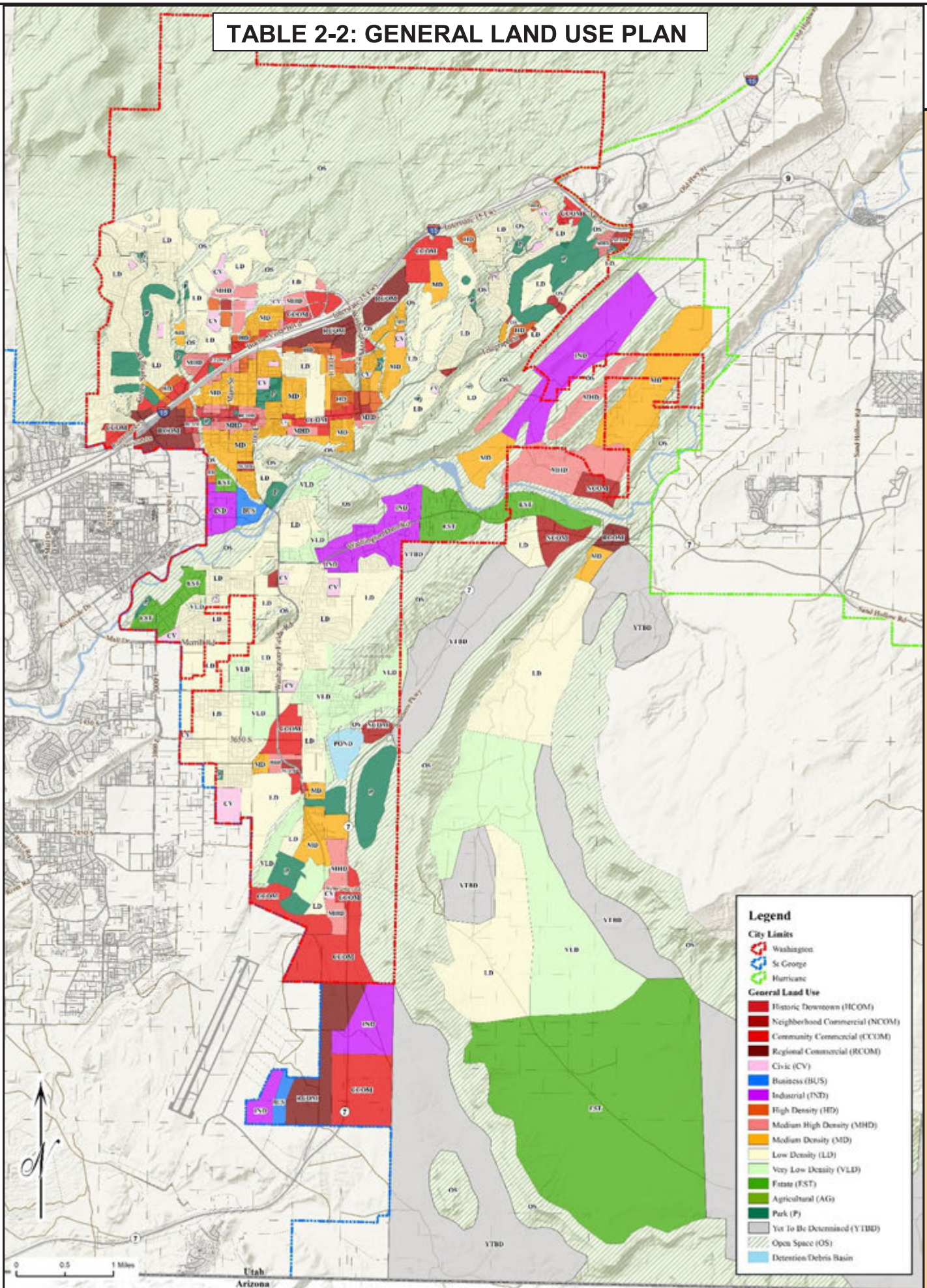
Land Use



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Table 2-1: Land Use Designations	Zones	Typical Density	Policy Intent
Agricultural			
Agricultural Land (A)	A-20 A-10 A-5 RA-5	.05 to 2 units per acre	Very large lot areas for commercial agricultural operations, allows for large animals.
Residential			
Estate Residential (EST)	RA-2 RA-1 RA-1/2 R-1-30	.45 to 1.16 units per acre	Large, rural estate residential lots having an agricultural character.
Very Low Density Residential (VLD)	RA -1/2 R-1-15	1.5 to 2.5 units per acre	Very low density, large lot single-family development with limited agricultural uses.
Low Density Residential Uses (LD)	R-1-12 R-1-10	3 to 4 units per acre	Low density, single-family development. Most typical single family residential development.
Medium Density Residential (MD)	R-1-8 R-1-6 R-2	4.5 to 6 units per acre	Small lot single-family homes and duplexes, medium density developments.
Medium High Density Residential (MHD)	M-H R-3	7 to 12 units per acre	Attached residential uses such as town-homes and small multi-family developments.
High Density Residential (HD)	R-3	13 to 16 units per acre	Multi-family high density residential uses such as apartments, condos, etc.
Public / Other			
Parks (P)	All zones	n/a	Public recreation areas, sports fields and playground area.
Open Space (OS)	Open Space	n/a	Open areas designated for no or limited development, either preserved or held for
Civic (CV)	All zones	n/a	Schools, churches, libraries, fire stations, or similar public facilities.
Commercial			
Neighborhood Commercial (NCOMM)	AP C-1	n/a	Small-scale commercial uses catering to surrounding residential areas.
Historic Downtown Commercial (Mixed Use) (HCOM)	DM	7 units per acre	Smaller neighborhood commercial uses.
Community Commercial (CCOM)	C-2 C-3	7 units per acre	Large range of commercial uses, including mixed residential above commercial.
Regional Commercial (RCOMM)	C-2	n/a	Shopping centers and large commercial centers servicing the regional area.
Industrial (I)			
Industrial Uses	I	n/a	Various manufacturing and industrial uses
Not Yet Determined			
(NYD)	NYD	n/a	Held for future designated uses

TABLE 2-2: GENERAL LAND USE PLAN



2.4 RESIDENTIAL LAND USES

Transitioning Densities

In order to avoid conflicting adjacent land uses, the General Plan proposes gradual transitions between densities throughout the City. Adjacent densities are generally proposed to be no more than one category higher or lower in density. For example, medium density may be found adjacent to medium high density or low density.

Bonus Density Incentive Areas

There are two large areas of Washington City, that have significant development potential and hold keys to meeting many of the City's goals and objectives – they are the Fields south of the Virgin River, and the Green Spring area north of I-15. Bonus density incentives are available in these areas wherein a land owner or developer may be granted additional density increases through meeting a variety of pre-defined objectives relating to high quality design and provisions of public amenities.

Mixed Densities

Instead of assigning a single density to properties with a single

CHAPTER 2

Land Use

GOAL 2:

Provide for a mix of quality residential opportunities that blend well with surrounding uses.

Residential Strategies:

1. Single-family detached housing is expected to continue as the dominant style of residential development.
2. The City encourages higher density development in proximity to existing amenities and support facilities such as major roads, schools, shopping, and employment areas.
3. The City encourages variety in the housing types in each neighborhood to avoid sameness of appearance. Large developments of a single unit type or design should be avoided.
4. High-density housing should be located near collector and arterial roads, and as buffers between low-density housing and more intensive uses.
5. Density transitions between adjacent properties should be gradual, not exceeding one density category difference, the transition is to be accomplished within the property, or mitigated through similar building design, increased setbacks, landscape buffering, or other means acceptable to the City.
6. The use of residential planned unit developments should be reviewed for possible enhancements.



unit type, it is recommended that residential neighborhoods contain a mix of densities and unit types – to continue the vitality, variety, and sense of community that exists in older parts of Washington City.

It is intended that the density of a neighborhood should average within the density range of the Land Use Plan listed in Table 2-1.

A neighborhood may include both slightly high density, and slightly low density unit types that will average out to the designated density for the area, using various types of housing, as suggested in Table 2-3.

2.5. COMMERCIAL LAND USES

Washington City's existing primary commercial areas include:

- ☒ Milepost 10 (Green Spring/I-15)
- ☒ Telegraph Road, east Mill Creek
- ☒ Coral Canyon/SR-9
- ☒ I-15 North Frontage Road

These areas are envisioned to continue and to expand. Milepost 10 (the intersection of Green Spring Drive with Telegraph Road, I-15, and the north frontage road) is anticipated to remain one of the City's primary commercial centers. Telegraph Road is anticipated to gradually become Washington City's traditional downtown (see more in Chapter 5). As residential development expands north of I-15, the North Frontage Road commercial area is expected to fill in and expand.

CHAPTER 2 Land Use

TABLE 2-3: Types of Housing for Mixing Densities



4-unit condos designed as single home



Townhomes with a neighborhood feel



Apartments that blend in neighborhood



Apartment above a garage

GOAL 3:

Provide a broad range of goods and services that meet the needs of the community and the region in locations that are convenient to residents and do not place undue burdens on local infrastructure.

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Developing Commercial Areas

1. Milepost 13 South – SITLA's Sienna Hills development includes a super-regional commercial center south of I-15, east of Washington Parkway. This center is currently planned to include 1.1 million square feet of various commercial uses. Immediately west of Washington Parkway is an area with existing commercial zoning that will also tie into the Milepost 13 commercial center.
2. Milepost 13 North – As development expands on the north side of I-15, a secondary commercial area is anticipated to occur in conjunction with the north entrance to the Milepost 13 interchange. The north side of the intersection will eventually serve a new, relatively large residential area.
3. 3650 South / Washington Fields Road – In conjunction with significant development potential in the Fields and associated foothills to the east, a community commercial center is recommended. This center is located to serve both the southern portion of Washington City, as well travelers on the Southern Parkway. It is envisioned as a mixed use center that will include retail and professional services with residential uses in medium densities gradually transitioning down to match surrounding developments.
4. Southern Parkway / Warner Valley Road – A very small neighborhood commercial area is envisioned in conjunction with the Southern Parkway/Warner Valley interchange. It will serve the surrounding business/industrial uses as well as the southern end of the Warner Valley when it develops. This center has been located to avoid the flight operations area of the new airport.
5. Southern Parkway / Washington Dam Road – This neighborhood / commercial center will serve as the northeast gateway into Washington City, and could also provide commercial support to development north of the Virgin River in the area currently known as Sunrise Valley.
6. Scattered Convenience Commercial – Small, neighborhood-oriented commercial centers are envisioned at isolated locations less suitable for residential development (such as busy intersections), but that will support commercial or office uses, and possibly combined with higher density residential uses. The location of such centers must be evaluated on a case-by-case basis. These centers should be designed to be

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in scale with adjacent residential buildings, with adequate landscaping and screening from residential uses.

Neighborhood Commercial

The Neighborhood Commercial District is intended to provide for the development of small commercial areas to serve the needs of neighborhoods and to provide locations for community facilities. These areas serve as focal points for pedestrian activities and should be scaled in size to the surrounding neighborhoods.

Community Commercial (Mixed Use)

This District is intended to provide a wide range of general retail goods and services for the entire community and highway users. Locations require good access to major arterial streets and adequate water, sewer, and power. This could result in affordable housing locations and unique pedestrian-oriented environments.

Regional Commercial

The Regional Commercial uses will host larger retail stores that could serve residents both inside and outside of Washington City. It can accommodate a wide range of commercial uses, including malls, big box centers, food and beverage establishments, office, and hotel / motel accommodations.

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Commercial Strategies:

1. The City encourages a variety of retail and commercial establishments.
2. Regional and super-regional commercial centers should be located with convenient access to major traffic corridors (I-15, Southern Parkway).
3. The City supports the creation of a traditional downtown with commercial and mixed-use along Telegraph Road, between 300 West and 300 East.
4. The City encourages compact, pedestrian-friendly commercial centers rather than commercial strip development (long, linear, commercial development separated from the street by large parking lots).
5. Small, isolated commercial buildings may be considered in residential areas if the uses and buildings are in character and are compatible with the neighborhoods.
6. Business / industrial areas should be separated from incompatible use by either a natural, physical buffer, or a gradual transition in land use types.
7. Neighborhood commercial centers are encouraged throughout the community at appropriate locations to encourage convenience for residences and commuters, and to reduce the need for cross-town travel.
8. Milepost 13 is envisioned as a retail commercial/professional office center. Only allow large-scale, large-lot development at the interchange.
9. The use of commercial planned unit developments should be reviewed for possible enhancements.
10. A study should be performed to review the ratios of existing and future commercial vs. residential land uses and their locations to determine any needed land use plan amendments.

2.6. AGRICULTURAL LAND USES

Although agriculture has played an important part of the community in years past, challenges with sustainability and its compatibility with other growth elements in the community makes it difficult to maintain agriculture as a long-term land use. In the Washington Fields area there remain farms and agricultural areas which are increasingly being surrounded by residential developments. It is expected that the desire and ability to preserve these agricultural lands into the future will continue to decrease.

Despite the challenges, Washington City remains dedicated to providing for continued agricultural uses as long as practicable;

In addition to providing for agricultural uses, other methods may be pursued to preserve the open space characteristics and feel in the Washington Fields area, such as providing incentives to cluster development while preserving open areas, and creating larger setbacks along major roadways, and promoting the use of split-rail fencing. Also, the development of major park facilities in the area will do much to accomplish this objective.

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GOAL 4:

Provide for the continued use of farmland for agricultural purposes.

Agriculture Strategies:

1. The City supports and encourages the continued use of farm land for agricultural purposes. Productive agricultural land is a limited resource of both environmental and economic value, and should be conserved and preserved as long as possible. Preservation and enhancement of a rural lifestyle is also an important component of the cultural, social, and aesthetic well-being of the region. The City encourages land use practices that reserve parcels of agriculturally-productive land.
2. The City also acknowledges that it is unlikely that agricultural uses in the Washington Fields area will be able to be preserved in perpetuity. Instead, the City will work actively to preserve the look and feel of the openness characteristic of the Fields.
3. Conveyances for irrigation and “tail water” must be maintained through developing areas as long as required by agricultural uses upstream or downstream from the development.

Recommended Actions:

1. Create a strong right-to-farm ordinance to encourage farming for as long as practicable.
2. Explore the creation of new zones to protect rural and agricultural lands.



2.7. OPEN SPACES

It is the City's objective to preserve from development, as much as practicable, open space areas such as:

1. the floodplains of the Virgin River and Mill Creek;
2. the steep hillsides, peaks, ridges, and rims of surrounding plateaus;
3. the Desert Tortoise Wildlife Management area;
4. the natural hillsides around the City;
5. the riparian wetlands that provide important wildlife habitats and scenery that contrast with developed areas of the City;
6. important habitats for threatened or endangered species;
7. open spaces to define the limits of the City, separate it from surrounding urbanization, and provide it with a unique sense of identity; and
8. major dry washes.

The preservation of permanent open space is among the most important issues facing Washington City today. Respondents to General Plan surveys have indicated that they desire preserving open space and places for people to play, hike, and bike, and that it is important to preserve the City's remaining ridges and hillsides.

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GOAL 5:

Preserve the beauty, visibility, and function of the unique natural features and open spaces that give Washington City its unique identity.

Open Spaces Strategies:

1. The City places a high value on preserving the natural hillsides and major rock outcrops in the community.
2. Where hillsides are in private ownership and development rights exist, the City will reduce the impact of development on steep hillsides through measures such as low-density zoning, clustering, or transfer of development rights.
3. Public safety must be preserved by assuring that stability is properly maintained on any development of hillsides and/or slopes, and the problem soils are properly mitigated.
4. The aesthetic qualities of the hillsides shall be preserved by minimizing the amount of hillside excavation, and requiring that where hillside excavation occurs, cuts are fully reclaimed to a natural appearance through re-grading and landscaping, or screening from general view by buildings.
5. Land designated as Open Space on the Land Use Map is intended to be left in a natural state and /or used for recreational purposes, such as parks and pedestrian, bicycle and equestrian trails.
6. The City will actively pursue the preservation of significant open spaces through voluntary dedications, conservation easements, fee acquisition, clustering of development, transfer of development rights, and other land preservation techniques.
7. The Open Space designations on the Land Use Plan Map are approximate, intended to trigger detailed analysis for compliance with the City's various ordinances related to open space (hillside ordinance, floodplains, threatened and endangered species, etc.).

Significant portions of the land in Washington City consist of steep slopes with grades of over 25%. Because of the difficulties associated with developing steep slopes, such as rock fall, scarring, slope failure, erosion, storm water control, and traffic access, these lands have been designated as open space.

Many of the hillsides and ridgelines in Washington City have also been designated as open space in order to preserve the striking backdrop of Washington City. Some of the more prominent formations include Nichols Peak, Shinob Kibe, Washington Dome, Warner Ridge, Grapevine Wash, and Washington Black Ridge.

The geologic conditions that exist in the Washington City area which are of greatest significance include:

- ☒ Potentially unstable slopes,
- ☒ Moderate earthquake hazard due to events on the Hurricane, Grand Wash and Washington faults, and
- ☒ High groundwater conditions in lowland areas, chiefly in the floodplains of the Virgin River.

Virgin River and Mill Creek

The Virgin River flows approximately 154 miles from Zion National Park to Lake Mead, bisecting Washington City, from a northeast to southwest direction. Mill Creek runs through Washington City in a northwest-southeast direction and flows into the Virgin River. Both the Virgin River and Mill Creek can be subject to significant flooding.

On average, a flood that overflows the banks occurs at least once in a ten-year period. Table 2-4 shows the areas of the Virgin River that are officially designated as within the 100-year floodplain. A narrow band along Mill Creek is also considered to be floodplain.

Development in the floodplain should be limited to uses such as open space, parks, golf courses, trails, other passive outdoor recreation and education, and wildlife habitats.

Wetlands

There are a number of wetlands that are located in the floodplains of the Virgin River and Mill Creek. Wetlands generally include swamps, marshes, bogs, and similar areas. They are strictly protected by federal law, which is administered by the US Army

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GOAL 6:

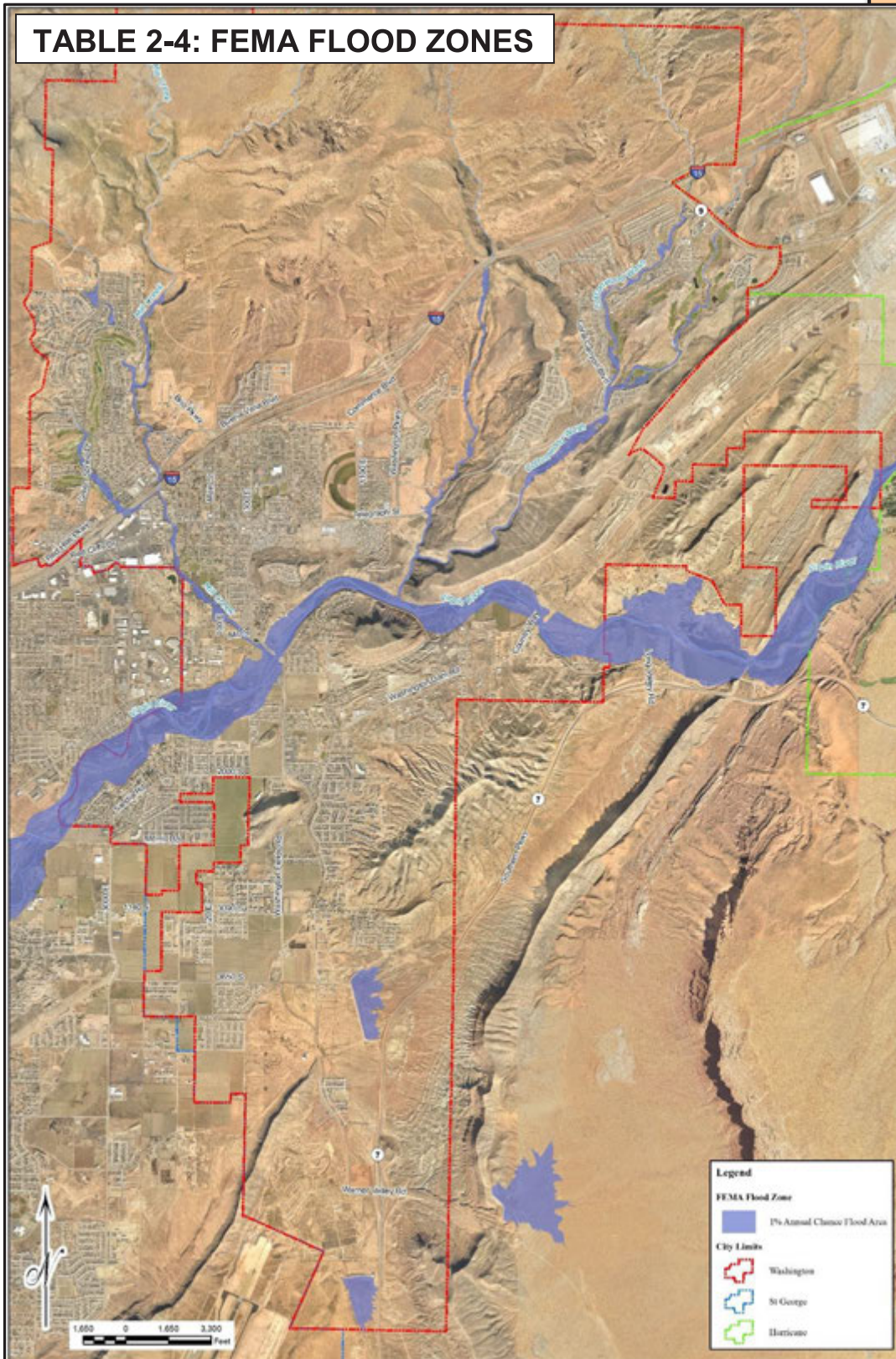
Preserve the surrounding environment, including natural habitats, drainage-ways, wetlands, etc.



TABLE 2-4: FEMA FLOOD ZONES

CHAPTER 2

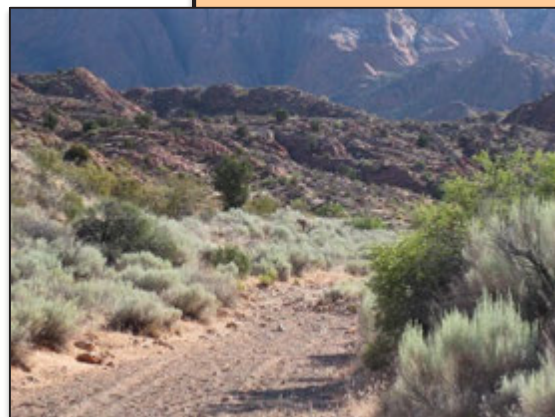
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Corps of Engineers. Wherever found, wetlands are areas of special environmental value. They are groundwater recharge areas. They support a rich variety of plant species, and are an important source of food and habitat for both fish and wildlife. They perform an important function in filtering runoff before it reaches water bodies. Wetlands can also provide unique and pleasant open space opportunities, particularly in a desert environment.

Dry Washes

In northern and eastern sections of the City, numerous desert washes and irrigation ditches provide a natural storm drainage system carrying storm water to either the Virgin River or the Mill Creek. This natural drainage system also provides great value as visual open space, habitat area, and recreation corridors. The larger washes should be preserved as natural drainages for the multiple benefits they provide in their natural state. Other smaller washes should also be maintained in a natural state where feasible.



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Hydrology Strategies:

1. The City recognizes the need to minimize losses, both public and private, from flooding and erosion, and the natural and fiscal benefits of preserving natural floodplains to convey floodwaters. The City's policy is to discourage any development within the 100-year floodplain. Exceptions can be made for uses compatible with periodic flooding, such as trail systems, golf courses, and other public or private uses that will permit the free passage of flood waters.
2. The City will enforce adopted floodplain regulations and encourage property owners to comply with other state and federal floodplain regulations. Where floodplains are not designated, new development should be set back a minimum of 50 feet from drainage ways and water bodies, both natural and man-made.
3. The City will work with the Corps of Engineers to prevent wetland encroachment by public or private projects.
4. Land use proposals that could have adverse impacts on significant wetlands shall be modified to eliminate or adequately mitigate such adverse impacts.
5. The City encourages preservation of natural washes, streams and rivers, and discourages the channelization of natural drainage-ways.

Wildlife

The endangered species that has had the most significant impact on land use in the Washington City area is the Mojave Desert Tortoise. Desert Tortoise habitat is found in much of Washington County. To preserve the most important tortoise habitat, a Habitat Conservation Plan (HCP) has been developed by the US Fish and Wildlife Service, the State, the City, the County, and by private land owners, creating a 61,000 acre Desert Tortoise preserve along the northern edge of Washington City. The HCP area is protected from most development, with the possible exception of roads and utilities.

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Environment Strategies:

1. New development and redevelopment should respect and incorporate existing environmental constraints and opportunities to assure growth will exist in harmony with, and enhance the area's natural environment and unique visual setting.
2. Land use proposals that could have adverse impacts on critical plant habitats shall be modified to eliminate or adequately mitigate such adverse impacts.
3. Land use proposals that could have adverse impacts on critical wildlife habitats shall be modified to eliminate, or adequately mitigate, such adverse impacts.
4. The City will support regional efforts to prevent the destruction of critical habitats in order to avoid the listing of threatened species.
5. Land uses adjacent to plant and animal resources and habitats areas, particularly in association with water courses, water bodies, and potential wetland areas, will be carefully reviewed to minimize the effect of development and encourage habitat preservation.



Public Lands

Much of the land surrounding Washington City is under ownership of the Bureau of Land Management (BLM). (The HCP area north of the City is owned by multiple public agencies.)

With the exception of the HCP, the public lands surrounding Washington City are not necessarily preserved from development. BLM land may be acquired by public and private parties. Private acquisition is usually accomplished through land exchanges that

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enable the BLM to consolidate its land for better management, and to reduce urban interface conflicts.

Public agencies, such as cities, may obtain BLM land under provisions referred to as “Recreation and Public Purposes” (R&PP). Typically, these lands are granted to a public agency with uses restricted to public purposes.

The Utah School and Institutional Trust Lands Administration (SITLA) owns several large tracts of land in and next to Washington City. These trust lands were granted to the western states by the federal government for the purposes of supporting public education. SITLA has been especially active in creating development value for its land to seek the highest return possible on its school funding stewardship.

The City should consider BLM property for potential park sites and the School District may be able to obtain future school sites from the BLM and/or SITLA.

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2.8. SPECIFIC AREA PLANNING

Central Downtown Area



RECOMMENDED ACTIONS

1. Encourage a mix of uses immediately adjacent to the Historic Downtown area to medium-high and high-density residential.
2. Promote quality design in mixed use developments and higher density housing in the downtown area.
3. Prepare downtown design guidelines, and establish a design review process.
4. Review reducing parking ratios and a maximum permitted parking ratio that is only 10% above the minimum in the Historic Downtown.

CENTRAL DOWNTOWN AREA STRATEGIES

1. The City supports and encourages development of a traditional, pedestrian-oriented “downtown” on Telegraph Road between 300 West and 300 East. A true downtown will provide a unique social and business destination in Washington City. The Historic Downtown will encompass traditional neighborhood principles, incorporating an array of uses such as stores, restaurants, offices, residences, civic uses, and trail connections.
2. In the Historic Downtown area, the City supports and encourages infill development and redevelopment with a mix of commercial and higher density residential uses, with densities gradually transitioning to lower densities toward the outer edges of the area.
3. To encourage the development of the Historic Downtown, the City will, if necessary:
 - a. Assist in the assemblage of land;
 - b. Share in the cost of streetscape improvements; and
 - c. Facilitate a simplified approval process.
4. The design of Telegraph Road in the Historic Downtown shall balance traffic efficiency with pedestrian-friendliness and commercial objectives
5. Street design in the Historic Downtown shall generally strive for maximum connectivity. Cul-de-sac and internal loop street systems will not be allowed to break up the main grid system of streets, except where required because of terrain constraints.
6. The City desires to maximize direct road connections from the surrounding communities to the downtown areas (the Historic Downtown and Milepost 10).
7. The City discourages the development of commercial strips – long linear, car-oriented commercial developments with parking lots adjacent to the streets in the Historic Downtown area.
8. The undeveloped vacant lots in the existing town core are valuable and easily serviceable portions of the City’s land base. Provisions should be developed which would allow for the utilization of these areas, especially for alternative housing types and multi-family dwellings.
9. East-west connectivity in the central downtown area is to be maintained and improved, and tie into the pre-established intersection locations on the Washington Parkway.
10. The City supports measures that will help improve the visibility, access, and success of the commercial area along and near Washington Parkway.

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RECOMMENDED ACTIONS, cont.

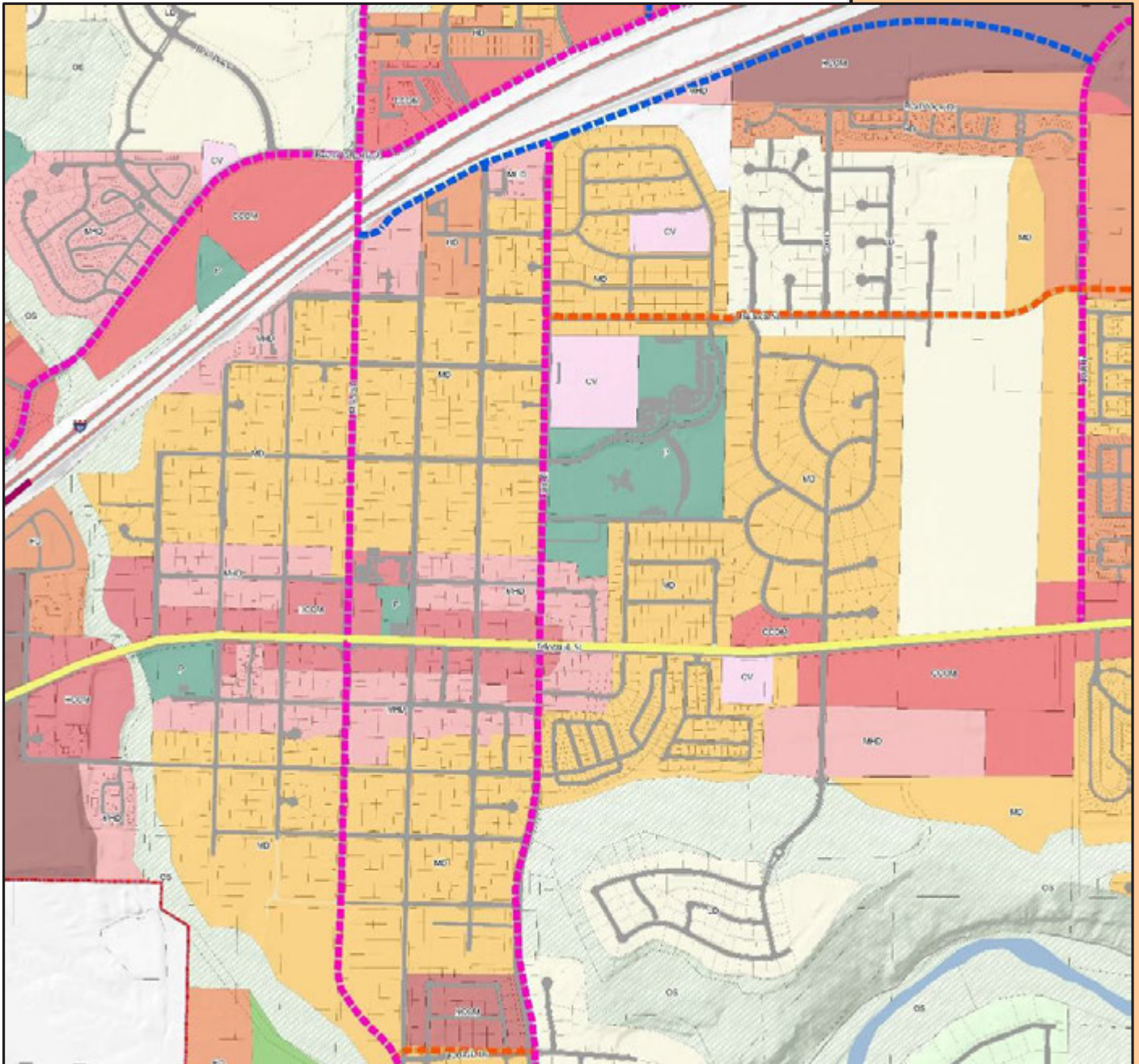
5. Obtain options or rights to properties on Telegraph Road to facilitate the development of the downtown area.
6. Coordinate with St. George on streetscape improvements in the Milepost 10 area.
7. In the commercial area on the north side of Milepost 10, promote shared parking to minimize curb cuts and vehicular / pedestrian conflicts.
8. Extend Main Street from Buena Vista Boulevard north to the Northern Belt Route to provide downtown access.
9. Bring the streetscapes of the older neighborhoods up to City standards. Meet with residents to discuss a special assessment area.
10. Study the feasibility of extending 600 North.



TABLE 2-5: CENTRAL DOWNTOWN AREA MAP

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Coral Canyon Area



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CORAL CANYON AREA STRATEGIES

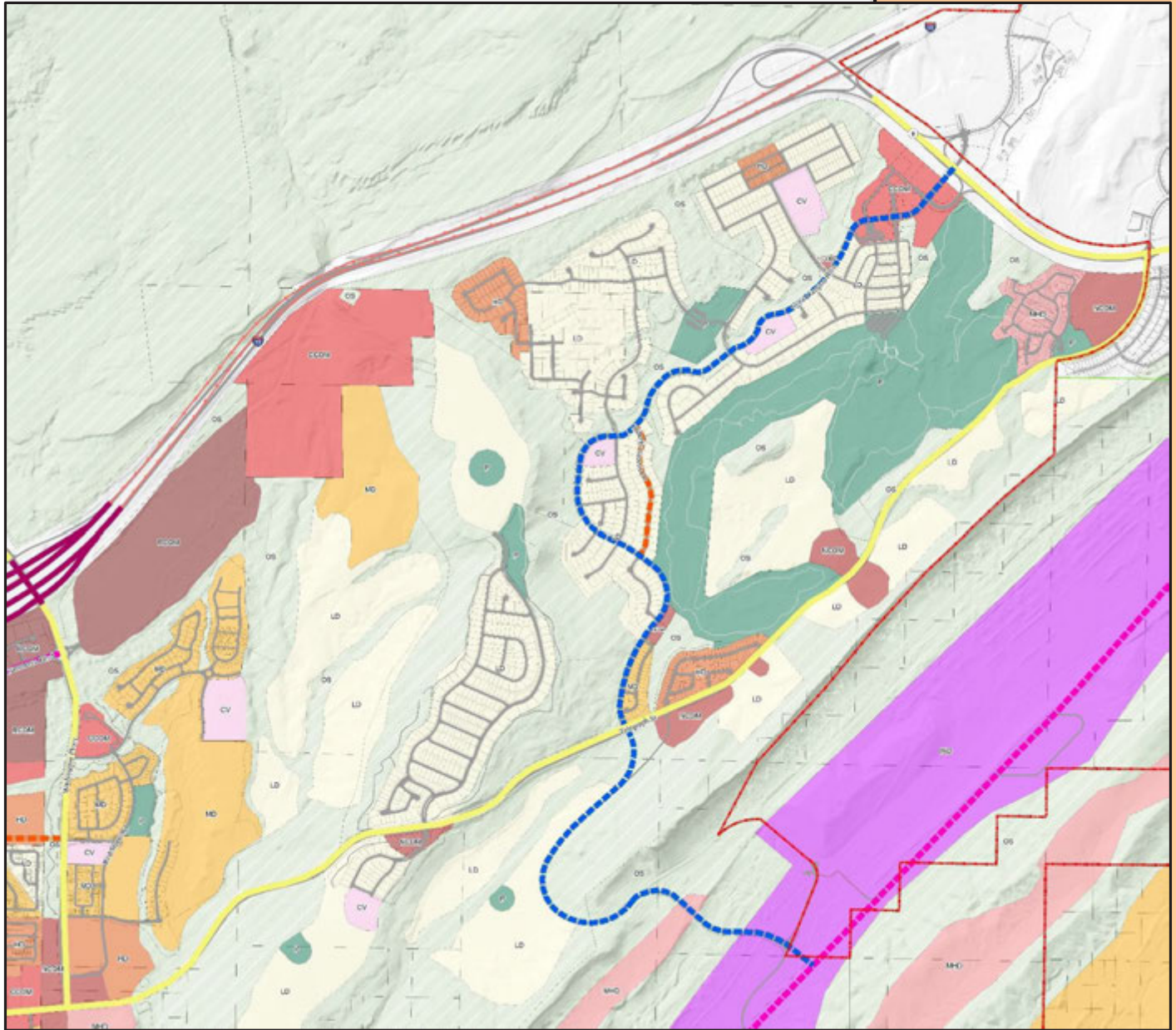
1. The City discourages the use of sound / privacy wall along Washington Parkway, preferring instead that buffering be accomplished through increased setbacks and landscaping.
2. In conjunction with the detailed planning and design of Sienna Hills, confirm the appropriate areas required for the proposed church, school, and civic uses. Adjust the plan as necessary.
3. In the design review of specific development proposals along Washington Parkway, assure that improvements present an attractive facade to the road.



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TABLE 2-6: CORAL CANYON AREA MAP



Green Spring Area



GREEN SPRING AREA STRATEGIES

1. The City will work with SITLA to see that a high priority is placed on the development of the last remaining portion of the Green Spring area, at the north end of Main Street (between the Mill Creek and Milepost 13). Focus will be on development impacts on the northern view-scapes, paying special attention to the multiple ridges, mesas, and natural washes that run through this area.
2. Explore with SITLA procedures to acquire future school sites through direct transfers rather than acquisition by the School District.
3. More specific master planning needs to occur for the northern areas to be accessed by the extension of North Main Street.



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[illegible]

Washington Fields Area



CHAPTER 2

Land Use

RECOMMENDED ACTIONS

1. Adopt strong right-to-farm legislation.
2. Involve land owners in the implementation of the bonus density program.
3. Involve the School District in reviewing all projects proposed in the Washington Fields area.
4. Plan trails throughout the area that link to the Historic Downtown.

WASHINGTON FIELDS AREA STRATEGIES

1. The City encourages the preservation of the agricultural character of the Washington Fields as long as landowners desire to continue farming.
2. The City will endeavor to preserve the open character of the area through incentives, land purchases, park development, and regulation (generous road setbacks, open fencing, etc.).
3. Infrastructure development (roads, utilities, and public buildings) in the area will be phased in a manner so as to prevent inefficient sprawl development.
4. The area should be planned with an interconnected grid of streets, consistent setbacks along major corridors, avoiding walled streets, etc.
5. The City will cooperate with the School District, and assist where possible in reducing the cost of developing schools.
6. More specific master planning should occur regarding development along Washington Fields Road.
7. Careful review of traffic and density impacts should occur with development near the Middle School and the High School.

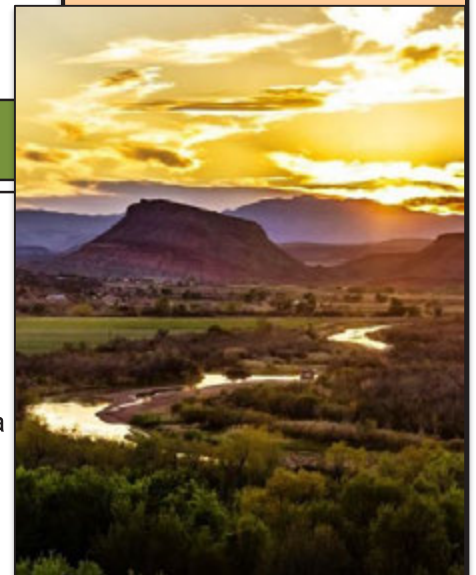
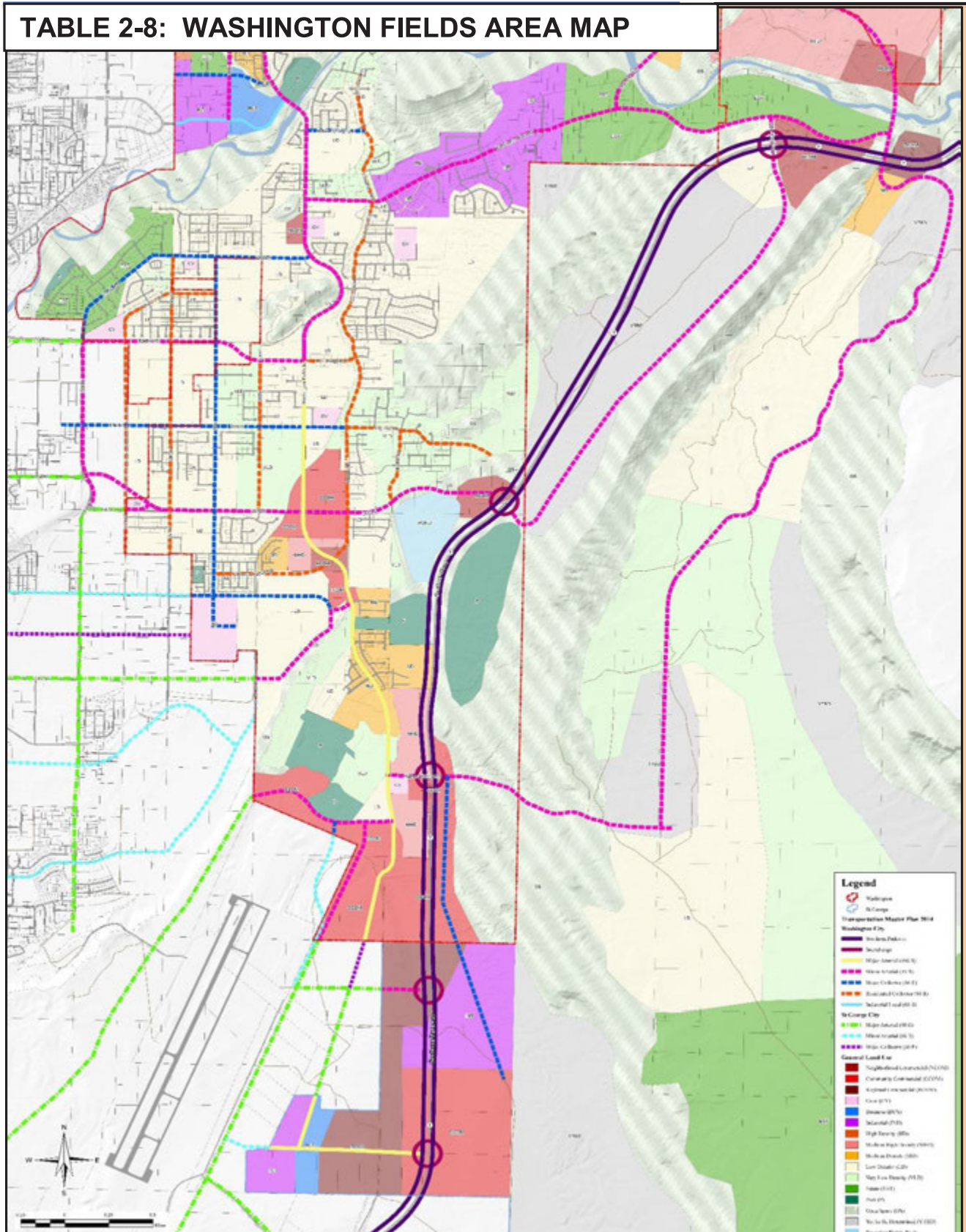


TABLE 2-8: WASHINGTON FIELDS AREA MAP



Southern Parkway / East Areas

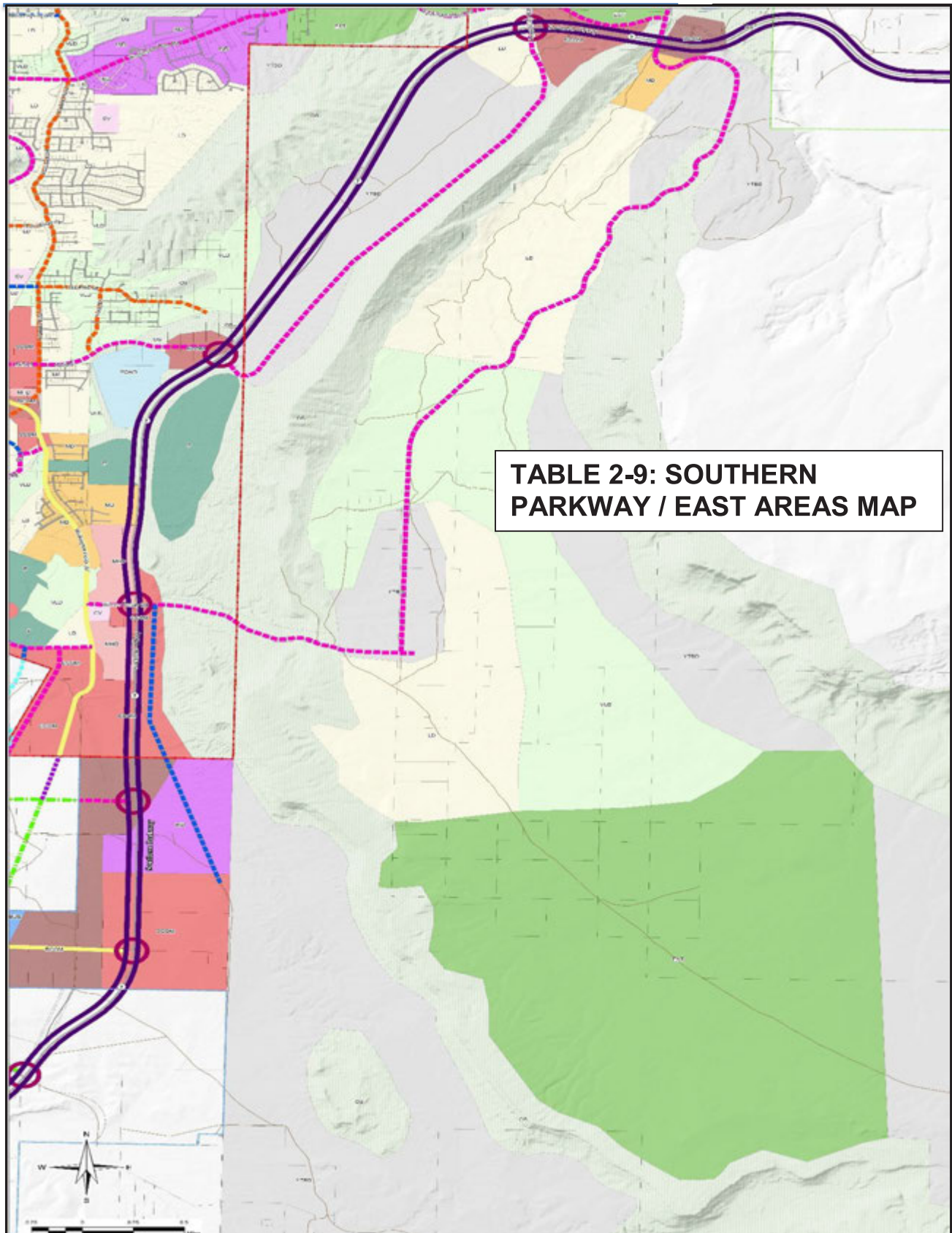


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SOUTHERN PARKWAY / EAST AREAS STRATEGIES

1. The City recognizes that the airport is important to the continued growth and success of Washington City and the region. The land in this area should be master planned and developed with the most benefit to all the residents and land owners of Washington City.
2. The City discourages incompatible land uses from encroaching into the key airport operation zones, to prevent safety or noise-related issues that could jeopardize the long-term success of the airport.
3. The City recognizes existing horse corrals as a condition preceding residential development, with a right to continue so long as the health, safety and welfare standards of the City are maintained.
4. Methods of reducing wastewater are encouraged to reduce the lift station pumping requirements.
5. Residential development should be discouraged in areas impacted by odors from the landfill
6. Exporting significant traffic from this area to Washington Dam Road is strongly discouraged. Multiple means of egress are encouraged – including north to SR9 and east to the Southern Parkway.
7. Any future development of these areas should a) preserve public access to the Virgin River, and b) present an attractive image to the south.
8. More specific area master planning needs to occur regarding the potential uses and development of Sunrise Valley, Warner Valley, Long Valley, along the boundaries of East Washington Dam Road, and infill areas from Washington Dam Road to the northern city limits.



**TABLE 2-9: SOUTHERN
PARKWAY / EAST AREAS MAP**



3.1. TRANSPORTATION MASTER PLAN

The City's Transportation Master Plan (see Appendix 2) was last updated in September 2014, addressing most of the transportation issues in Washington City. This update of the General Plan provides additional recommendations and projections of development potential on which to base transportation planning.

3.2. STREETS AND ROADS

The amount of traffic and the capacity of major roads have been important issues facing Washington City. Notwithstanding that traffic and road improvements are a major priority for Washington City residents, 68% of the General Plan survey respondents supported the concept of finding a balance between the needs of traffic and making the City streets more livable and attractive. There was very strong dislike (66%) for walled streets.

In the public input sessions, a number of concerns were raised about the street conditions that exist in the older core area of town. Concerns included: condition of paving, lack of curbs, missing sidewalks, lack of lighting, and speeding.

Continual review of current traffic flow needs and projections is necessary to address possible amendments to the master roads plan in relation to arterial and collector roads. Table 3-1 below is a list of those roadway developments that are planned by the City.

CHAPTER 3 Transportation

GOAL 1:

Provide a transportation system that balances traffic needs and those creating a livable, attractive community.

TABLE 3-1: ROAD IMPROVEMENTS PLAN

1. Northern Corridor through the area north of I-15.
2. Extension of Main Street north to the Northern Corridor.
3. Two connections from Washington Parkway, westward through potential new development areas to tie into central area streets.
4. Telegraph Road widening and streetscape improvements in downtown area.
5. Connection between Washington Fields Road and Milepost 10 (including the Mill Creek Parkway concept).
6. A low-flow crossing over the Virgin River near the Mill Creek industrial area.
7. Extend Washington Fields Road through 3650 South Street, to tie into the development north and east of the airport.
8. Access road to Sunrise Valley area from the Southern Parkway.
9. Interconnecting grid of streets to tie together the many small development parcels in the Washington Fields.
10. Extension and improvement of Merrill Road.
11. Extension and improvement of Bulloch Street.
12. Improvements to the area around Exit 10.
13. Extension and improvement Camino Real Road.
14. Connect a bend on Main Street from 400 South to 800 South.
15. New interchange on I-15 (Exit 11 or 12).

3.3. STREET DESIGN CONSIDERATIONS

Modifications to street design standards should be reviewed for local and neighborhood streets that strike a balance between traffic capacity needs and creating attractive, livable streets.

Recommended street design concepts include:

1. Avoid cul-de-sacs and other street patterns that concentrate traffic on a few streets in residential areas. Unless constrained by terrain or environmental considerations, require an interconnected street system that provides alternative routes.
2. Homes and other uses should front on all streets except on major and minor arterials. On major and minor collectors, on-street parking should still be encouraged, with homes allowed to be set back further from the street. Alley access may be provided where driveways are discouraged.

CHAPTER 3

Transportation

A key concept is to increase connectivity of the community so that traffic is not concentrated on just a few major roads.

This can relieve traffic pressures on Telegraph Road, allowing for a downtown pedestrian-friendly street design.



3. Neighborhood streets should be relatively narrow (30' to 34' curb to curb), with short curb radii (15'-20'). To encourage pedestrian use, streets should have sidewalks separated from the curbs, and be lined with street trees.
4. Rather than establish setbacks by zoning category, relate setbacks to the street type, regardless of the land use.

CHAPTER 3 Transportation

Transportation Strategies:

1. Move people and goods safely and efficiently to, from and through Washington City, minimizing negative impacts on adjacent land uses.
2. Maintain a pedestrian-friendly setting for residential neighborhoods, downtown shopping, and business districts.
3. Anticipate future bus route needs in the planning and design of streets and developments.
4. Preserve rights-of-way to accommodate future traffic needs.
5. Reduce high speeds and traffic levels through neighborhoods.
6. Create a transportation network that will safely accommodate bikes, pedestrians and vehicles throughout the City.
7. Provide walking and bike paths / lanes in an interconnected system that links major destinations.
8. Strike a balance in street design between optimizing for traffic needs and making streets livable and attractive.
9. Recognize that the airport is important to the continued growth and success of Washington City and the region.
10. Plan areas near the Southern Parkway and the airport to be developed to the benefit of all the residents and land owners of Washington City.
11. Discourage incompatible land uses from encroaching into the key airport operation zones, to prevent safety or noise-related issues that could jeopardize the long-term success of the airport.
12. Discourage the creation of double frontage lots and the use of sound walls in residential neighborhoods.
13. Continue the existing street grid pattern as new development occurs, providing uninterrupted connectivity with existing development.
14. Require interconnecting streets where possible to provide alternative circulation options to reduce the pressure on major streets, and to provide multiple routes through the community for emergency vehicles.
15. Coordinate future road projects planning with Utah Department of Transportation, Dixie Metropolitan Planning Organization, Washington County and other regional agencies.



3.4. THE SOUTHERN PARKWAY



The Southern Parkway is a limited-access State Highway that serves as a beltway around the south and east side of the Washington City / St. George City urban area – connecting Milepost 2 (I-15) to State Route 9 at approximately 3400 West in Hurricane City.

It provides access to significant expansion areas of Washington City. It is currently developed as a two-lane highway with on-grade intersections, and will eventually be expanded to a four-lane divided highway with possible overpass interchanges.

3.5. THE AIRPORT

For air travel, Washington City is currently served by St. George City's airport located adjacent to the existing southern boundary of Washington City. The airport is considered to be an important key to the continued economic development of the region.

3.6. PUBLIC TRANSPORTATION

Although Washington City's current population cannot support a transit system, the future possibility exists with a growing population projected to reach up to 120,000, within an urbanized area projected to reach 472,000 by the year 2050. Eventually, some form of regional transit system will not only be supportable, but may be essential to relieve traffic congestion.

As the region grows, if the significant proportion of elderly residents continues to grow as well, their reduced ability to drive will increase the benefit and desirability of having some form of transit system. Transit-oriented planning would bring about attractive, higher density residential patterns that could support a transit system in core areas.

CHAPTER 3 Transportation

RECOMMENDED ACTIONS

1. Participate in planning for Southern Parkway interchange locations, frontage roads, and property acquisitions.
2. Create a phased improvement program for street improvements in the central core area of town. Work with residents on potential special assessment areas.
3. With future roads planning, incorporate the goal of balancing traffic needs with creating livable streets.
4. Review Washington City's Construction Design Standards and Details for possible updates to reflect the balance between traffic demands and livable streets.
5. Work with the Dixie MPO to evaluate the need for and feasibility of a future transit system to serve the City's build-out population.
6. Work with UDOT and St. George City to verify the design standards for the Southern Parkway, including intersection types (at grade or overpasses).

For example, the downtown area of Telegraph Road and Buena Vista Boulevard might achieve the critical mass to sustain a small transit loop as part of a regional system. Additional detailed evaluation is required to determine the realistic potential of sustaining a transit system in the future. However, if feasible, planning now for such an eventuality will increase the likelihood of success. Transit planning should be done regionally, under the auspices of the Metropolitan Planning Organization.

CHAPTER 3 Transportation





The housing needs of Washington are widely diversified. The momentum for various housing types is growing. Over the years, the character of Washington has changed from that of a bedroom community to one with a balance of uses including residential, commercial and industrial.

This chapter identifies methods for meeting future affordable housing needs.

4.1. AFFORDABLE HOUSING

A key objective for today's housing needs in Washington is to provide housing for people of all levels of income, especially those persons of low to moderate income. In the document "Washington City: Affordable Housing Plan", the City has recently addressed the needs and established a plan for providing affordable housing in the community.

The following is an overview of the housing goals and strategies established in that document:

Goal 1: Increase opportunities for low to moderate income households to purchase affordable housing.

Strategy 1: Promote first-time homebuyer down payment assistance programs, such as the Bank of Utah HOMESTART Program, to assist moderate-income households to purchase their first home.

CHAPTER 4 Housing

An awareness of the housing needs should be translated into the adoption of ordinances for proper zoning.

GOAL 1:

Increase opportunities for low to moderate income households to purchase affordable housing.

CHAPTER 4 Housing

GOAL 2:

Increase affordable rental opportunities for low to moderate income households.

Strategy 2: Offer incentives to developers to provide affordable low and moderate income housing by expanding the zones in which density bonuses apply and offering lower, deferred impact fees and considering establishing sliding scale impact fees.

Strategy 3: Inventory infill sites to consider for re-zoning that may be appropriate to develop condominiums or other higher density housing that is harmonious with the surrounding neighborhood.

Strategy 4: Encourage the use of high quality manufactured housing.

Goal 2: Increase affordable rental opportunities for low to moderate income households.

Strategy 1: Partner with the Saint George Housing Authority to address affordable housing needs in Washington County.

Strategy 2: Promote the establishment of accessory dwelling units, such as basement apartments to increase the supply of affordable rental units.

Goal 3: Rehabilitate existing housing to increase rental properties, homeownership, and reinvestment in Washington City.

Strategy 1: Promote the use of the Single Family Rehabilitation and Reconstruction Program to extremely low to moderate income households. This program offers low-interest loans and grants for maintaining and rehabilitating housing.

Strategy 2: Help locate moderate to extremely low income families that need weatherization assistance. Assist these households to contact the Five County Association of Governments Weatherization Program. The Weatherization program lowers monthly utility bills by making housing more energy efficient.

Goal 4: Provide housing for those with special needs.

Strategy 1: Review ordinances and ensure that there are no regulatory barriers, to provide specialized housing targeted for seniors, people with disabilities, and the homeless.

Strategy 2: Work with area non-profit organizations to assess and meet the needs for specialized housing.



GOAL 3:

Rehabilitate existing housing to increase rental properties, homeownership, and reinvestment in Washington City.

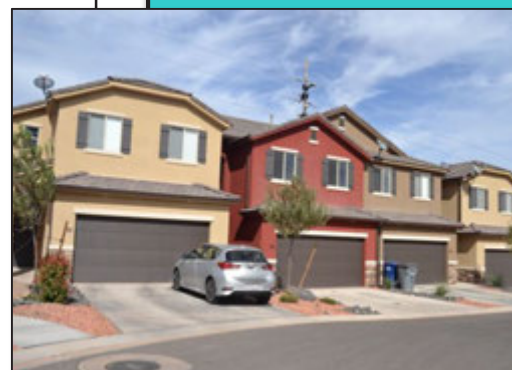
CHAPTER 4 Housing

GOAL 4:

**Provide housing
for those with
special needs.**

Housing Strategies:

1. Consider expanding density bonuses for the provision of affordable housing units to medium residential zones to incentivize a range of development to meet the needs of the diversity of income levels in the community.
2. Consider adding a provision in the zoning code which allows for the development of accessory dwelling units (ADUs) within existing single family residential zones to provide for a greater range of rental housing opportunities.
3. Review the zoning ordinance related to residential facilities for people with disabilities to ensure that the code is in accordance with State Law and the Fair Housing Act and is not limiting opportunities to develop specialized housing.
4. Assure that opportunities exist for future developments to provide for a mix and range of densities that allow a variety of housing types, including apartments, townhouses, condominiums, manufactured homes, and detached single-family homes.
5. Provide mechanisms for higher density, more affordable housing in the core area of downtown.
6. Create design guidelines to encourage quality design of increased density housing.
7. Explore incentives and / or requirements as a means of ensuring that affordable housing is provided to meet the needs of the community.



4.2. A BALANCE OF HOUSING TYPES

Providing for all types of housing within the community is an objective of this plan, including various types of quality, affordable single family and multiple family units. Within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse households, ages and incomes.

While the importance of providing affordable housing has increased in recent years, the concepts of providing a healthy balance of quality mid-level and higher-end housing and increasing home ownership are also recognized as important goals.

GOAL 5:

**Provide for all
housing types while
increasing home
ownership.**



5.1. COMMUNITY IMAGE

The physical appearance and design of a community conveys an impression about the values and pride of the community. The city's physical appearance can enhance its economic development. If Washington City has an attractive appearance, people will be more likely to move here. New businesses will be more willing to relocate here. Residents will gain more pride in the place they call home. This chapter will focus on objectives towards improving the image of the community.

CHAPTER 5 Community Design

GOAL 1:

Maintain a strong, positive image and individual identity for Washington City.

Community Image Strategies:

1. Protect the scenic vistas and visual quality of the I-15 entries into the City.
2. Foster an overall sense of community for major sub-areas of the City, and de-emphasize isolated neighborhoods, and walled, gated communities.
3. Differentiate Washington City's identity from surrounding communities.
4. Establish the City's downtown historic district and town square as an identifiable destination that appeals as a gathering place to residents and guests.
5. Encourage the upgrade of neighborhoods (streets, sidewalks, lighting) in the older areas of the City.
6. Provide incentives to encourage the renovation and rehabilitation of the older houses in the City.
7. Promote the renovation and preservation of historic buildings throughout the City.
8. Provide stricter enforcement of city code for the cleanup of residential and commercial properties.
9. Regulate the size and location of billboards so they do not detract from the City's positive image.
10. Enforce sign regulations to restrict off-premises billboards.

WASHINGTON CITY GENERAL PLAN

One of the key principles of urban planning is that people are tied to their physical environment. While the physical environment of the city can include parks and open space, a major part of the physical environment in a city is the design of the built community. The application of effective design principles can improve the visual and functional relationship that people have with their surroundings.

5.2. COMMUNITY GATEWAYS

Important Washington gateways include the I-15 corridor, Milepost 10, Milepost 13, Telegraph Road / SR9, western Telegraph Road, and the Southern Parkway. These entryways provide visitors with an initial first impression of Washington City. Improving the first impression from these gateways should be a priority. This can be addressed with attention paid to landscaping, and with long-term efforts made to screen out undesirable views and improve the rear facades of buildings.



Gateway Strategies:

1. Entry corridors should be developed with uses that take advantage of its public exposure, and the resulting developments must have an overall appearance compatible with the primary entrances of the City.
2. The frontages along both sides of I-15 within the City limits should be landscaped and developed in such a manner that provides a suitable first impression for Washington City, in terms of landscaping, land uses, and building massing.
3. The City should develop guidelines for the design of buildings and landscaping in the Interstate Corridor Overlay Zone.
4. Tree planting should be required in traffic medians at entrances or gateways to the City, and encourage the same at major entrances to communities and neighborhoods.

5.3. CHARACTER OF DOWNTOWN

The character and atmosphere of a city's downtown area, acting as the heart of the community, can provide many positive benefits

CHAPTER 5 Community Design

The overall objective is to develop a downtown that generates community pride and attracts residents and tourists through its traditional buildings, shops, and restaurants, and its overall beauty.

WASHINGTON CITY GENERAL PLAN

to the entire community. A renovated and improved downtown for Washington City is envisioned with the following characteristics:



- ☒ Developed around a heritage theme;
- ☒ Pedestrian-friendly with attractive walks, planted medians, and street furniture;
- ☒ Ample, convenient parking;
- ☒ Low profile buildings, generally not exceeding two to three stories;
- ☒ A center for government;
- ☒ Community gathering spaces;
- ☒ Attractive shops, restaurants and art galleries; and
- ☒ Well-landscaped, with a distinctive identity.

Downtown Strategies:

1. Strongly support preserving and expanding Washington City's Historic Downtown as the primary business and government center, as well as a community gathering center for the City.
2. Provide a mix of uses that create a variety of reasons to come to the Historic Downtown.
3. Create an attractive, entertaining environment, with amenities for all ages (benches, play areas, gather areas) that are linked together in a continuous experience.
4. Develop a distinctive, consistent image / character for the Downtown.
5. Provide zoning incentives to encourage office and residential development.
6. Provide off-street parking that is convenient, free to the public, and safe.
7. Encourage the use of ground level space for shop, service, or restaurant space, with upper floors used for office space or residential uses.
8. Promote a pedestrian-friendly downtown atmosphere through the use of narrowed street widths, neck downs at street corner, sidewalk paving accents, coordinated street furniture (lights, benches, trash bins, etc.), awnings, and street trees or shrubs in or adjacent to sidewalks.
9. Support downtown merchants and property owners in creating a vibrant area.
10. Promote neighborhood cleanup efforts in connection with City upkeep of public property.

CHAPTER 5

Community Design

RECOMMENDED ACTIONS

1. Create an advisory board for Historic Downtown revitalization. Include downtown merchants, property owners, residents, and business leaders.
2. Rezone the Historic Downtown area and encourage downtown development consistent with the General Plan.
3. Create incentives to encourage development consistent with the guidelines and objectives of the Historic Downtown.
4. Create a Design Review Board consisting of local architect professionals to approve design review for new development and redevelopment.
7. Use city beautification awards to recognize quality landscaping of both commercial and residential properties.
8. Develop strong community branding with consistent signage in all public parks and other community facilities.

All of the above listed strategies are best accomplished through coordinated management, and a willingness, even an obligation, to contribute financial resources to capital improvements and maintenance.

5.4. HERITAGE PRESERVATION

Washington City has a collection of historic resources, including buildings in the downtown area, as well as other individual properties scattered throughout the community.

Preserving historic resources is a part of an overall strategy of maintaining the community's identity and livability. Historic resources enhance the quality of life for community residents and help create a sense of place, while providing visitors with a connection to the City's heritage. As the City continues to develop, it will be important to maintain ties to the past through the preservation of architectural heritage and historic resources.

Washington City should strive to establish a coordinated preservation program, including adopting a preservation ordinance that would officially establish a local preservation committee, provide a process for designating historic properties, a procedure for promoting their preservation, and a system for the review of rehabilitation plans.



Not only do historic properties help to convey a connection with the heritage of Washington City, but they can also help to promote economic development through heritage tourism programs.

Heritage Preservation Strategies:

1. Support and encourage the preservation of Washington City's heritage, through education, incentives, and regulations for effective preservation.
2. Work with local Historic Preservation groups such Washington City's Certified Local Government (CLG) partner, historic property owners, and architects to develop guidelines for the renovation of historic structures.
3. Complete a detailed survey of the historic resources in Washington City.
4. Inform the public of historic sites through plaques, signage and posting information on the City's web page.
5. Seek state and/or federal grants as appropriate.

The City should adopt design guidelines that address preservation issues. The guidelines may be used in formal reviews or applied with conditional use requirements. The intent of the guidelines is to encourage compatible development.

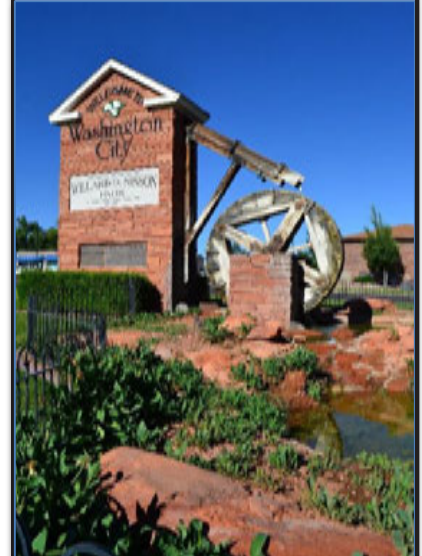
5.5. DOWNTOWN DESIGN GUIDELINES

The Downtown Mixed Use – Design Guidelines adopted by the City in 2008, were developed following detailed analysis and public input. The design guidelines provide context-specific direction for development that reinforces the vision for the area as outlined in the General Plan. It is the City’s objective that the Historic Downtown develop in a coordinated manner so that an overall sense of visual continuity is achieved.

The dominant character of this area should be that of a mixed use village, with an active street edge that is pedestrian-friendly, and architecture that respects downtown’s historic design traditions.

The design guidelines include criteria for streetscape elements such as wide sidewalks, planting strips, street trees, streetlights, and street furniture. Additional criteria cover the size, character, and placement of buildings, as well as signage and parking.

CHAPTER 5 Community Design



Downtown Design Strategies:

1. The public streetscape in the Historic Downtown shall enhance the pedestrian experience without being an obstacle to traffic or commerce.
2. The use of trees and flowering plants in the Historic Downtown should be strongly promoted.
3. Site lighting shall be used to enhance the pedestrian experience at night by providing a well-lit environment.
4. Where historic landscape features exist in residential areas, they should be preserved when feasible.
5. Visual impacts of mechanical equipment and service areas shall be minimized.
6. The visual impacts of parking lots should be minimized.
7. Building entrances should be oriented to the street and be accessible by pedestrians arriving along the public sidewalks.
8. Signs in the Historic Downtown should be oriented to pedestrians as much as automobiles. Smaller scale signs are preferred.
9. Architectural details that help to establish a sense of scale and provide interest to pedestrians shall be encouraged.



6.1. A HEALTHY ECONOMY

Pursuing and maintaining a healthy economy is a top priority for Washington City. City officials realize that quality economic growth is linked to the creation of quality jobs, a benefit to present and future generations. It is also understood that economic development can generate a new tax base which helps keep property taxes low, while at the same time provide increased tax revenues to fund improvements in the City, County, and school district services.

The City also recognizes the importance of supporting existing employers and commercial taxpayers and encouraging their growth within Washington City as a means of sustaining the economic base of the community. Studies show that many new job creations in communities are a result of the growth of existing businesses.

6.2. STRATEGIC PLANNING

One of the key goals of the General Plan is to broaden the employment base of the City. The City coordinates with the Washington County Economic Development Council in creating strategic plans for the region, which includes coordinating with many different partners: the various cities and towns, the school district, Dixie State University, chambers of commerce, utility providers, and others. The planning is extremely broad-based

CHAPTER 6 Economic Development

GOAL 1:

Attract new, quality employers to Washington City, and retain and grow existing businesses.

and includes a number of steps that are addressed by the City in the General Plan, including:

1. creating an inventory of land for business and industrial uses;
2. promoting public transportation;
3. providing more opportunities for more affordable housing for workers;
4. preserving land for school development; and encouraging donations of school sites.

There are several business and industrial land use areas in Washington City. These include areas south of the downtown and along Washington Dam Road, properties adjacent to the airport, along the Southern Parkway as it passes between the Warner Ridge and the Washington Dome, and in the valley east of and adjacent to the landfill. A new business park is also proposed south of I-15 in the regional commercial portion of SITLA's Sienna Hills development.

CHAPTER 6

Economic Development

Economic Development Strategies:

1. Support and encourage efforts to retain and expand existing businesses within the community
2. The City recognizes that the airport is an important resource to attract business and industrial development.
3. Provide tax incentives, low interest loans, and matching fund grants when possible and appropriate.
4. Provide necessary planning support to the designation of appropriate business and industrial land uses.
5. Work with the Washington County Economic Development Council to seek federal and state funding for development of business and industrial sites.
6. Develop business retention programs.
7. Develop incentives that will be effective in attracting retail businesses to the Historic Downtown.
8. Explore methods to establish incubators to grow local businesses.
9. Provide increased quantity and quality of business / industrial areas
10. Expand opportunities for downtown revitalization, including mixed uses.
11. Promote new growth by purchasing certain properties, blighted or valuable



6.3. DOWNTOWN REVITALIZATION

A key component of economic development for Washington City into the future will be the revitalization of downtown. Throughout the U.S. there are literally hundreds of examples of downtown revitalization projects which have been successful. The common thread in each of the following cases is the formation of a special-purpose office which is dedicated to revitalization of downtown. Such programs are organized typically under statutes which enable creation of Business Improvement Districts (BIDs).

The City should pursue programs and methods that provide opportunities to revitalize the old historic downtown area. More detail regarding downtown improvement objectives are found in Chapter 5.

CHAPTER 6 Economic Development





7.1. IMPORTANCE OF PARKS AND RECREATION

Parks and recreation facilities are important aspects of a livable community. They provide opportunities for relaxation, stress relief, socializing, exercise, and skills improvement. They also provide open areas as relief from development, and provide shade and color to the appearance of the City.

Parks and recreation are also important economic development tools for a community. A good parks and recreation system can help attract both businesses and workers to Washington City. In special circumstances, recreation facilities can also be a source of revenue. Some communities have assembled athletic fields and facilities that attract regional and national tournaments – generating significant sales taxes from players and spectators.

7.2. PUBLIC PARKS

The City currently has eleven parks, with many more parks and athletic fields planned in the future. This comprises approximately 113 acres of parks. Comparing parks to the current City population (currently estimated at approximately 25,000) gives a Level-Of-Service ratio (LOS) of 4.52 acres per thousand population. The City has adopted a target LOS of 4 acres per thousand. At this LOS the City is meeting its Level-of-Service for current needs. For potential build-out of a population of 80,000, the City will need approximately 207 additional acres of parks (a total of 320 acres).

CHAPTER 7

Parks and Recreation

GOAL 1:

Provide a wide range of recreation opportunities for all ages, in an aesthetically pleasing setting, for current and future residents.

Typically, these parks will be developed in more than one park type and size. Washington City has established three basic park types: Pocket Parks, Neighborhood Parks and Community Parks.

Pocket Parks are small public parks frequently created on a single vacant building lot or on small, irregular pieces of land, usually up to about ½ acre. They may be created as a component of the open space requirement of large developments, usually serving specific neighborhoods.

Neighborhood Parks are usually 3 to 10 acres in size, and serve a population within walking distance (½ mile). They typically have a playground, an open turf play area, often a basketball and/or tennis court, and picnic facilities. Heritage Park at Coral Canyon is a good example of a Neighborhood Park.

Community Parks are typically 20 to 40 acres in size, more oriented toward sports fields and larger group activities – soccer / softball / baseball fields or complexes, large group pavilions, and can have a passive natural area as a component. They are generally drive-to facilities and usually include parking lots. Although small in size for a community park, City Park or the City Ball Fields fall more into this category. Washington City is planning for several athletic field complexes in the south end of the city.

The development of pocket or neighborhood parks may be required of new development, to match the demand created by the development. If the development doesn't provide a park, a payment to the City (fee-in-lieu) may be permitted, and the City will construct a park when sufficient funds are assembled.

Since community parks typically serve more multiple neighborhoods / developments, they are typically developed by the City.

To achieve the target LOS, goals will require acquiring the necessary land and then funding the actual development. Acquiring 5-acre (or larger) park sites is much easier to accomplish where land is developed in large ownerships (such as the SITLA property).

CHAPTER 7 Parks and Recreation

EXISTING PARKS:

Veterans Park (4 acres)
Nisson Park (4 acres)
Heritage Park (10 acres)
City Ball Fields (10 acres)
Highland Park (7 acres)
Pine View Park (7 acres)
Green Spring Park (7 acres)
Dog Town Park (2.5 acres)
Razor Ridge Park (3.5 acres)
Sienna Hills Park (5 acres)
Sullivan Soccer Park (36 acres)
Treasure Valley Park (5 acres)

PLANNED PARKS:

Warm Springs/Boilers Park (4 acres)
Overlook Park (10 acres)
Mill Creek Gorge (4 acres)
Washington Parkway South –“Hell Hole” Park (4 acres)

TOTAL PARK ACREAGE: 123 Acres



Where land is held and developed in relatively small parcels, this is more challenging – a park parcel may consume all or a significant portion of an individual property. Advanced planning and coordination with land owners is required to avoid conflicts with individual land planning.

The distribution of parks should be generally throughout the community. Wherever possible, parks are recommended to be located near, or in conjunction with, schools. Several large park parcels (potential athletic fields) are indicated on land that might be acquired from the Bureau of Land Management (BLM) through the Recreation and Public Purposes procedures. The park allocation should be continually reviewed as Washington City's Parks and Recreation Master Plan (see Appendix 3) is updated.

Parks and Recreation Strategies:

1. Ensure that adequate park facilities are provided for existing and future residents.
2. Maximize the efficient use of park and recreation resources.
3. Reduce the cost of both schools and parks through joint development with the School District.
4. Equitably share the cost of future parks between existing and future residents
5. Require new developments to provide finished neighborhood park facilities, or pay fees-in-lieu.
6. Pursue the acquisition of land and development of needed community parks.
7. Support the development of public parks adjacent to school sites, with potential shared maintenance.
8. Establish a 10-year capital improvements plan for Community and Neighborhood Parks, coordinated with growth projections and impact fees. Update the 10-year CIP annually.
9. Approach the BLM regarding potential R&PP acquisitions. Explore the potential of land exchanges to acquire parks needed in non-BLM areas. Include park acquisition in negotiations for BLM rights-of-way for the Southern Parkway.

CHAPTER 7

Parks and Recreation

GOAL 2:

Provide a variety of park types and sizes to meet the broadest possible spectrum of recreation needs, distributed in a manner that will minimize overcrowding and overuse.



It is recommended that the City reevaluate the current park dedication impact fee, and begin now to budget for parks that will be needed in the coming years.

7.3. TRAILS SYSTEM

The City has designated three major trail corridors: the Virgin River and Mill Creek for pedestrian trails, and the Washington / St. George Canal as a regional equestrian trail. Sections of the Virgin River and Mill Creek trails have been or are being completed.

In addition to the above trails, several new trails are proposed to connect neighborhoods to the three major trail corridors, as well as to open space and other community destinations (schools, parks). North of I-15, these trails are generally located in washes and drainages (that are likely to be kept open), and follow the boundaries between land uses. South of the Virgin River there are few topographic or hydrologic features to give a trail structure. Therefore, a schematic trail network is proposed to provide a basic framework into which individual properties could tie.



CHAPTER 7

Parks and Recreation

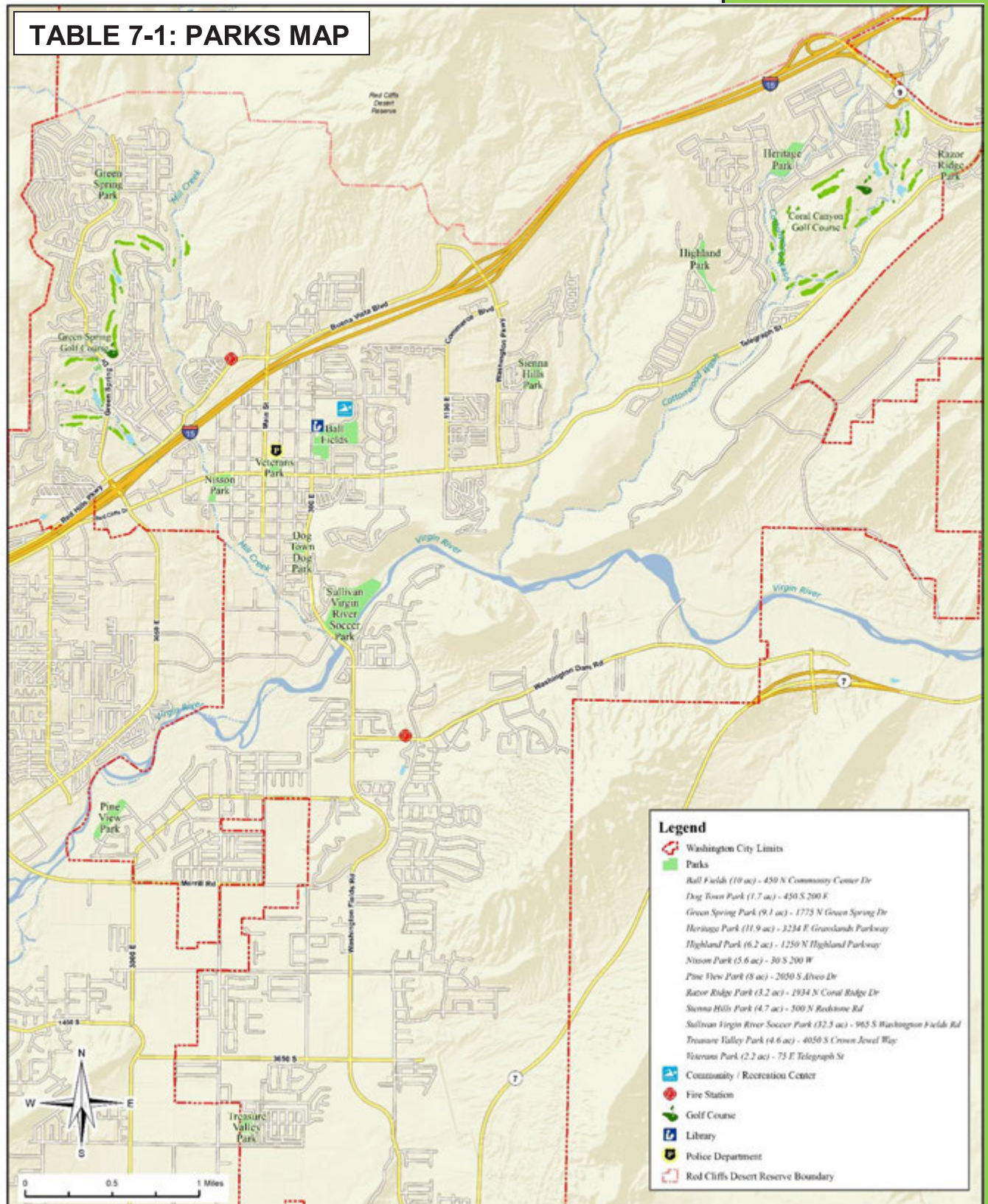
GOAL 3:

Complete a trail system that connects to parks, community destinations, and major open spaces.

Trails System Strategies:

1. Require new developments to provide for the connectivity of trails with existing and potential adjacent development.
2. Ensure adequate buffers adjacent to and around all trail corridors.
3. Pursue the acquisition of properties for access to and expansion of the public trail system
4. Prepare a consolidated trail plan that connects neighborhoods to schools, parks, open space, the Virgin River, Mill Creek, Washington / St. George Canal, and other important community destinations.
5. Plan for the development of trail heads in the north hills area in coordination with the BLM.

TABLE 7-1: PARKS MAP





8.1. INTRODUCTION

This chapter of the General Plan focuses on all aspects of Public services and safety, including the status of the City's utilities. Washington City values the quality of services, safety, security, and the overall welfare of its citizens throughout the community.

8.2. CITY FACILITIES AND SERVICES

The Washington City Hall is located at 111 North 100 East which houses offices for many of the City's services. Next door at 135 North 100 East is the new Public Safety Building where the Police Department is located. The City's award winning Community Center is located at 350 North Community Center Drive. Other facilities include the Public Works complex, two City Fire Stations, the Power Department facility, Parks Department complex, and the City Animal Service building (See Table 8-1: Facilities Map).

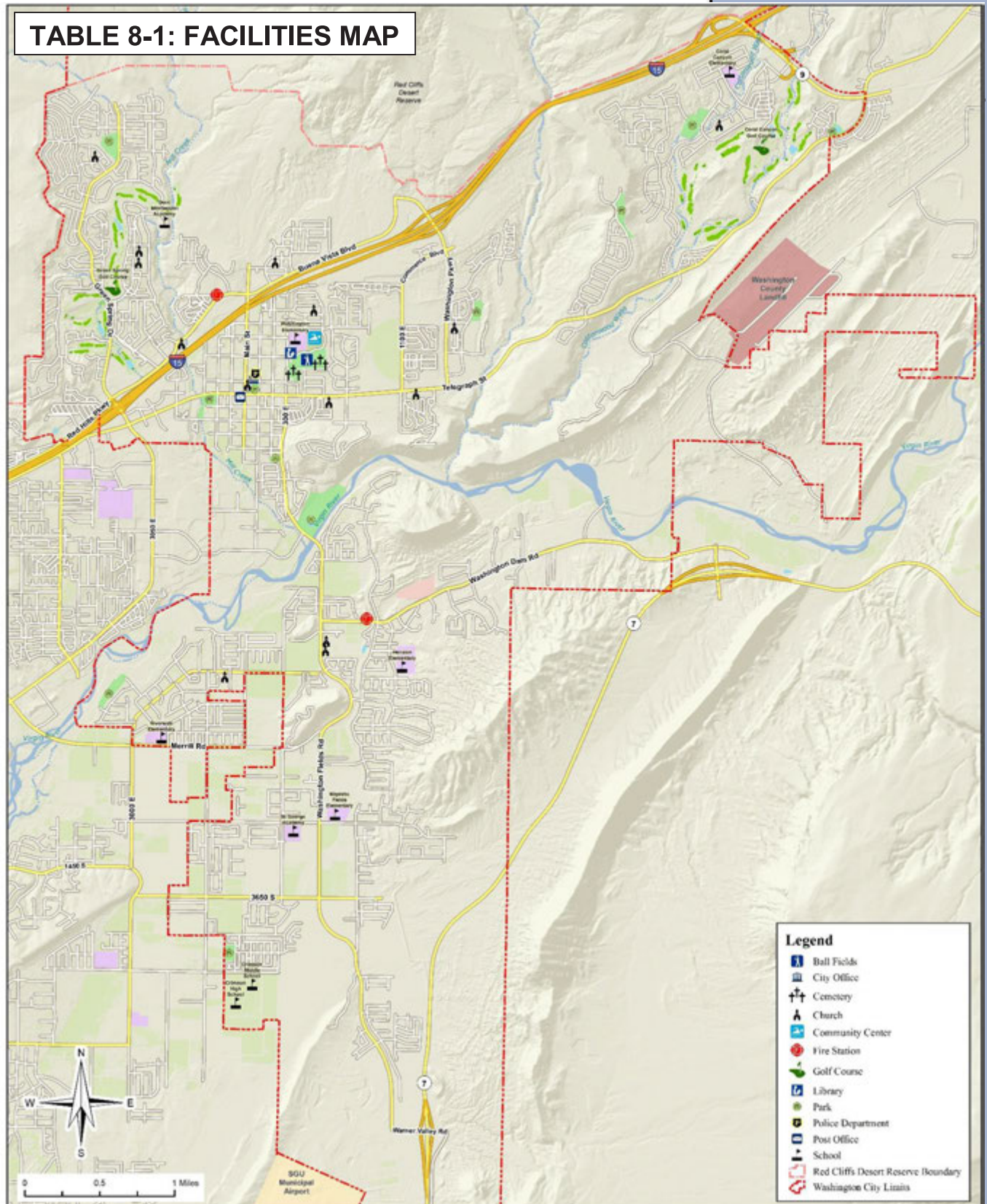
The Washington City Council consists of six members: five council members and a mayor. The municipality currently employs approximately 130 full-time and 285 part-time employees in the administration, public works, planning and zoning, parks, leisure services, power, justice court, police, and fire departments. In addition to these city employees, there are numerous volunteers who serve on several different commissions, advisory boards and committees.

CHAPTER 8 Public Services

GOAL 1:

Assure that the infrastructure necessary for the health, safety, and welfare of the public is provided in an orderly, cost-effective manner, that equitably shares costs between existing and future residents.

TABLE 8-1: FACILITIES MAP



8.3. PUBLIC SAFETY

Police Department

The City's Police Department is dedicated to providing protection and safety to its residents and visitors alike, and remains an effective deterrent to crime in the City. The Department is dedicated to enhancing public safety and reducing the fear and the incidence of crime, and is currently recognized as a leader in the state of Utah in many areas. The department's use of technology in crime prevention, investigation and criminal apprehension have served to be a model to many. The department strives to work in partnership with the people in the community to solve problems that affect public safety.

Fire and Emergency Medical Services Department

The Fire Department was Established in 1972 with a single brush truck, 14 volunteers, and little or no training. The department has grown into a highly trained combination department (Fire and EMS). There are 9 full-time and 16 part-time employees, and 15 paid call volunteers with advanced equipment. Our area of responsibility is one of the fastest growing cities in the country with a population of 8,500 in 2000 to currently near 25,000. Our coverage area consists of just under 50 square miles of mixed terrain, residential, commercial, industrial, agricultural, and a section of a major interstate.

8.4. UTILITIES

Water

Washington City provides culinary water to all the residents of the City. This is accomplished through 228 miles of water pipes, 6 storage tanks (with a total capacity of 7.8 million gallons), 7 wells, one water treatment plant and 3 connections to the Regional pipeline / Washington County Water Conservancy District. The City currently has 8,346 residential connects and 472 commercial connects. The average daily use per residential connect over the past 4 years was 413 gallons/day. Washington City completed its Water Master Plan in September of 2010 and is currently in the process of a revision.

CHAPTER 8 Public Services



Washington City Council approved the Regional Water Supply Agreement in August of 2006. With this agreement the Washington County Water Conservancy District agrees to provide all future culinary water to the City, this alleviates the City from acquiring new water sources in the future. Notwithstanding the ongoing efforts to serve additional supplies, efforts need to be made to increase water conservation and to reduce the consumption of culinary water used in outdoor applications. The usage of drought tolerant plants and xeriscape landscaping practices is highly encouraged and is expanding throughout the City.

Washington City is also in the process of developing a Secondary Water Master Plan that will use non-culinary sources for outdoor watering that has the potential to reduce 40% of the usage currently coming out of the culinary water supply.

CHAPTER 8 Public Services



Public Services Strategies:

1. Acquire future public property for expansions of cemeteries, utility yards, fire / police stations, recreation parks, etc.
2. Provide emergency services to protect health, safety, and welfare, in a cost-effective manner.
3. Provide safe, dependable water in sufficient amounts to meet the growing needs of City residents, businesses, and amenities.
4. Encourage the conservation and efficient use of water to maximize the use and benefit of this resource.
5. Promote the most economical development of water resources consistent with environmental protection.
6. Provide utilities to support the orderly growth and development of the community in the most cost-effective manner possible.
7. Provide cost-effective treatment of effluent that will maximize environmental benefits.
8. Reduce the amount of solid waste by 25% through recycling, reusing, and reduction.
9. Promote an energy-wise community.
10. Encourage land uses and building design practices that conserve energy resources, such as compact development and "green" building standards.
11. Provide for current power needs and long-term growth power needs, and provide for power system redundancy to assure that reliable power is available to support the growth of the community.
12. Locate power substations and transmission lines in areas that minimize their visual impact on Washington City's scenic setting.

Wastewater

Washington City provides wastewater collection to all residents of the City through approximately 146 miles of wastewater piping and the use of 4 Lift Stations. The treatment of the wastewater is treated at the Regional Wastewater Treatment Plant that is operated by St. George City. The regional plant serves Washington City, St. George City, Santa Clara and Ivins City. The Treatment Plan can process 17 million gallons per day and is anticipated to expand the capacity to meet future demands.

Washington City completed its current Wastewater Master Plan in September of 2009, and has currently completed an updated plan that will be adopted sometime in either December of 2016 or January of 2017.

Power

Power is provided to Washington City residents and businesses through two sources. Washington City Power is a municipally owned and operated electric utility that provides service north of the Virgin River. Areas south of the Virgin River are served by Dixie-Escalante Rural Electric Association (DEREA). The DEREAserves the adjacent areas of St. George City (Little Valley, Bloomington Hills), as well as a number of other communities in southern Utah and northern Arizona. DEREAs planning and operations are independent of the City.

Washington City Power (WCP) is in the final stages of a 10-year substation and transmission line project. The goal of this project is to provide for current and long term growth, as well as system redundancy and reliability.

The current project consists of transmission and distribution lines as well as a substation in the North along the future Washington Parkway North.

Although an essential utility, power substations and transmissions lines have a significant visual impact. Substations should be screened with landscaping and attractive fences, and power-lines should be located in areas that minimize their overall impact on Washington City's scenic setting.

Solid Waste

Washington City's solid waste is deposited at the regional landfill north of the Virgin River, southwest of the County Fairgrounds. The landfill is operated by the Washington County Solid Waste District. As the population of Washington County continues to

CHAPTER 8

Public Services

RECOMMENDED ACTIONS

1. Update the Wastewater Collection System Master Plan as needed to reflect land patterns and build-out growth projections.
2. Update the Culinary Water Master Plan as needed to reflect land patterns and build-out growth projections.
3. In conjunction with future updates of the Culinary Water Master Plan, establish specific community-wide targets for reducing per-unit water consumption (including City-owned properties).
4. Update the Storm Drain Master Plan as needed.
5. Encourage energy conservation. Evaluate LEED and other green building design standards for possible adoption.
6. Analyze the visual impact of potential power-line alignments in conjunction with route selections.

grow, the rate of filling the landfill will increase. Because of the difficulty and expense in replacing a landfill, the District has set a goal of reducing, by up to 25%, the amount of waste deposited in the landfill. The District, and other local entities, have initiated recycling programs to help meet this goal.

8.5. SCHOOLS

As Washington City continues to grow, additional schools will be needed. At build-out, the City will need ten more elementary schools, three middle schools, and possibly two high schools. Their locations are a significant consideration in the planning of neighborhoods. Their acquisitions are a financial challenge for the School District, considering that there are similar needs in surrounding communities that are growing equally fast.

The Land Use Plan Map suggests very general locations for future schools. The high schools and middle schools have been located near major intersections and mixed use areas. The elementary schools have been located in residential neighborhoods. Most of the schools are shown as being connected with Neighborhood and Commercial Parks.

CHAPTER 8 Public Services

