

Tremonton Integrated Land Use Plan

DRAFT February 4, 2022



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Acknowledgements

Advisory Committee

Lyle Vance	City Council
Bret Rohde	City Council
Shawn Warnke	City Manager
Micah Capener	Planning Commission
Brad Janssen	Planning Commission
Steve Bench	Building Official/Zoning Administrator
Marc Christensen	Parks and Recreation Director
Zach LeFevre	Parks and Recreation
Chris Breinholt	City Engineer
Zac Covington	Bear River Association of Governments
Christopher Chesnut	Utah Department of Transportation
Erik Richardson	Citizen Representative
Bill Burgess	Citizen Representative
Jay Stocking	Development Representative
Monica Hollaway	Box Elder Chamber of Commerce

Tremonton City Staff

Shawn Warnke	City Manager
Steve Bench	Building Official/Zoning Administrator
Marc Christensen	Parks and Recreation Director

Tremonton City Council

Roger Fridal	Mayor
Connie Archibald	Council Member
Lyle Holmgren	Council Member
Bret Rohde	Council Member
Rick Seamons	Council Member
Lyle Vance	Council Member

Tremonton Planning Commission

Micah Capener
Arnold Eberhard
Paul Fowler
Ben Greener
Brad Janssen
Layne Sorensen
Tom Stokes

Planning Team

LANDMARK DESIGN

Mark Vlastic, AICP, ASLA, PLA	Principal-in-Charge & Project Manager
Sam Taylor, ASLA, PLA	Senior Planner
John Locke, Assoc. ASLA	Project Planner

1.0 Background & Introduction

Tremonton City has experienced unprecedented growth and change in recent years. Although the existing General Plan has been a useful tool through much of this period, it has become outdated. More recently, several master plans and planning studies have been completed. With the completion of the *Tremonton Transportation Master Plan* in 2018, it became clear that the establishment of a land use vision that is well-integrated with the City’s transportation goals is critical for guiding future growth and development.

The *Tremonton Integrated Land Use Plan* establishes that vision, helping to ensure the City develops and matures in a manner that meets future needs while preserving the intrinsic qualities that make it such a desirable place to live. The plan utilizes the findings and road layout contained in the Tremonton Transportation Plan (2018) as the general structural basis for this plan. Land uses were made that reflect existing growth patterns and long-term needs, particularly for locations on the west side of the interstate road system. The result is a long-term vision and coordinated land use/transportation vision suitable for growth and development through 2050 and beyond. The plan also incorporates the general findings and directions established through previous planning efforts for parks, open space, recreation and trails, with targeted adjustments and updates that support a unified and comprehensive planning vision for the city.



1.1 Organization of the Plan

The *Tremonton Integrated Land Use Plan* documents existing conditions and analyzes important issues and ideas, presenting a clear vision for growth and development in Tremonton. To achieve this, the plan is divided into three elements or chapters as follow:

1. **Background & Introduction**
2. **Land Use**
3. **Parks, Open Space & Trails**

While each element is specific in focus, land use is fully integrated with parks, open space and trails as part of a single vision and approach. Each part provides specific ideas and recommendations, concluding with a series of goals, policies and implementation measures that address how the vision will be achieved as part of an informed and consistent decision-making process.

1.2 Setting and History of Tremonton¹

Tremonton is located within the Bear River Valley in northwestern Utah, just west of the Bear River and the Wasatch Mountains, and north and east of the Great Salt Lake. It is also centered at an important crossroads of Interstates 15 and 84, the Malad River, and the Malad branch of the Union Pacific Railroad, an area with regional importance and a storied history.

“You have to know the past to understand the present.” CARL SAGAN

The Bear River Valley was inhabited by the native Fremont and Shoshone peoples, who hunted and fished along the Bear River prior to the

¹ Source: *Utah History Encyclopedia*, Kleon Kerr, 1992, https://www.uen.org/utah_history_encyclopedia/t/TREMONTON.shtml

arrival of European settlers. The same river was later tapped for the development of canals, which opened the doors for the cultivation of the valley and the eventual settlement of Tremonton. Land agents marketed the valley to aspiring settlers in the East, and beginning at the turn of the century a group of settlers began to arrive, purchasing farms near Salt Creek. In the spring of 1903 a townsite was laid out, located on the railroad branch at a central crossroads in the valley. Originally named Tremont, the town was soon after renamed to Tremonton to resolve confusion with Fremont, Utah.

The founders had a big vision for the town, which resulted in a building boom that attracted a variety of businesses including hotels, general stores, meat markets, a barber shop, saloons, a newspaper, a blacksmith shop, a drug store and agricultural support businesses. Few homes were built in the town in its early days as most city residents lived in their place of business. Tremonton continued to flourish as a business center in the ensuing years, and was incorporated in 1906.

“Study the past, if you would divine the future.” CONFUCIUS

Tremonton has continued to grow since its early days, persisting through periods of boom and bust. Services and facilities have been expanded at a steady and deliberate pace, and the city continues to be a primary center of business for the Bear River Valley. Employment opportunities have expanded with the establishment of regional employers, including Post Consumer Brands, West Liberty Foods, Proctor & Gamble, Northrop Grumman and Nucor Steel short distances away. With its unique crossroads location and an exceptional quality of life, Tremonton is expected to continue to grow and diversify for years to come.



1.3 Community Profile

The following is a summary of the physical, social and demographic characteristics of Tremonton. These are essential qualities for understanding the opportunities, needs and patterns of the City today and in the future.

Physical & Social Structure

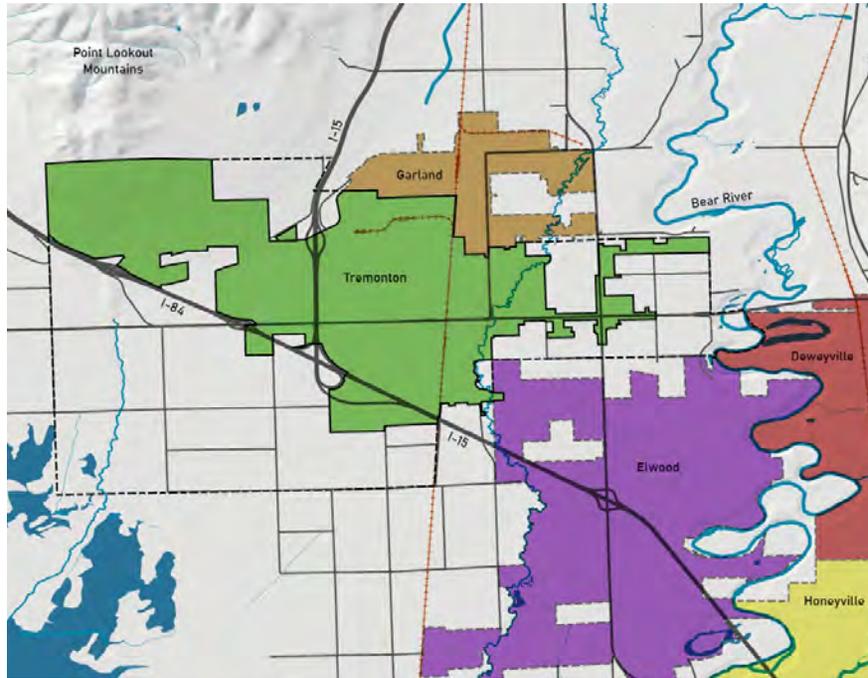
Tremonton is located in northeastern Box Elder County, bordering Garland City to the north, the town of Elwood to the southeast and the Wasatch Mountains to the east (see Figure 1-1). It covers an area approximately 7.8 square miles in extent, stretching west to east along Interstate 84 and Interstate 15.

The majority of the community is situated at a general elevation of 4,300 feet, with the only dramatic grade change located at the southern face of the Point Lookout Mountains in the northwest portion of the city.



Historic Wilson Lumber Company (top), Tremonton Fire Department (left), Spring plowing of a field (right)

Figure 1-1 – Context Map



These mountains, along with other more distant peaks, provide a scenic backdrop to the pastoral lands that lie below. Adding to the picturesque qualities are the Malad River, which flows through the center of the city, and the larger Bear River, which flows from north to south just east of the city boundary.

Tremonton is served by two major freeways - Interstate 15 and Interstate 84 - which form a junction in the middle of the city. As such, Tremonton is geographically divided into three areas - central/east and north/west precincts on the east side of the freeways, and an emerging south/west district on the far side of the arteries.

Access into Tremonton is also provided by three state highways - SR 102 (Main Street), SR 13 (1600 East), and SR 82 (300 East). SR 102 provides east-west access for most people coming into town. SR 13 provides an important link between I-15 and SR 102, as well as connecting smaller towns to the north. SR 82 provides an important connection to Garland to the north.

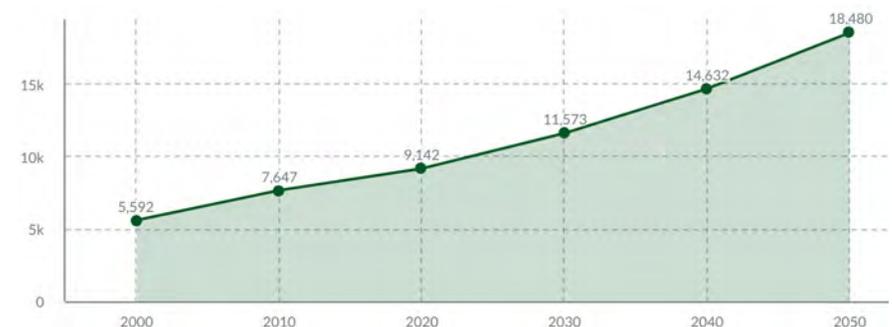
Physically separated from the greater Wasatch Front metro area, Tremonton is predominantly rural in character, but becoming more suburban/urban due to increasing development pressure and its attractive affordability. The historic city core is located in the vicinity of Main Street and Tremont Street, and is part of a greater historic district bounded by the railroad and Malad River. The neighborhoods on the far east side of the city are primarily rural and include a significant number of one-acre, two-acre and larger lots. The area is remarkable for the large amount of vacant and agricultural land, although there are signs that the open character is changing as vacant land is giving way to newer and more dense residential development.

Demographics

In order to understand existing conditions and future needs, it is essential to have clear snapshot of Tremonton’s population, age and household composition. This allows one to assess land use and to project demands for parks, open space, recreation and trails.

The following is a summary of key demographic characteristics, including population, age and household composition, which are generally the most important conditions for understanding trends and needs over time².

Figure 1-2 – Tremonton Population: 2000–2050



² Demographic information interpolated from the 2013 Tremonton Sewer Capital Facilities Plan and the U.S. Census Bureau.

Population

Tremonton has experienced significant population growth over the last twenty years, growing from 5,592 in 2000 to 9,894 in 2020, as shown in Figure 1-2. Growth is expected to continue at a similar rate through 2050, doubling to 18,480 residents.

Age

Age is an essential consideration when planning for parks, open space and trails needs in particular. Understanding the historic and projected age characteristics can help project the needs of children, adults and seniors over time so the development of facilities can be timed to meet the needs at key stages of city development.

The age characteristics of Tremonton are unique. When compared to other communities in Box Elder County and the state, the City has more children under five, more children under eighteen, and fewer seniors (see Table 1-1 for details). This suggests that the City’s children are generally younger than those in other communities in the county and

Table 1-1: Age – Children and Seniors Comparison

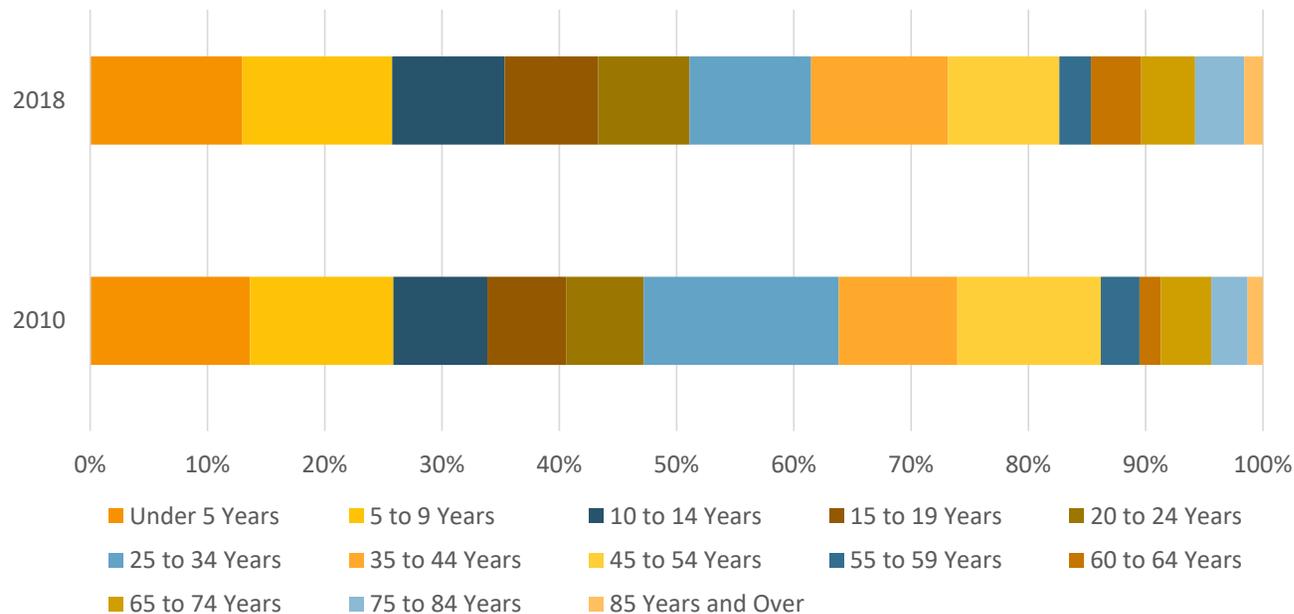
	Tremonton	Box Elder County	Utah	United States
Persons under 5 years	13.0 %	8.5%	7.7%	6.0%
Persons under 18	39.8%	32.5%	29.0%	22.3%
Persons 65 years and over	10.3%	12.5%	11.4%	16.5%

Source: U.S. Census Bureau: <https://factfinder.census.gov>

the state, and that the population overall is younger than the rest of the county.

Tremonton’s population growth is a blend of new residents moving to the region and from natural increase. Table 1-2 illustrates that the percentage of residents under age eighteen has continued to increase during the past decade, with the percentage over age 65 only slightly

Figure 1-3 – Age Groups Change Over Time 2010 – 2018



Average Age



Average Household Size



Table 1-2: Age Group Change Over Time 2010 – 2018⁵

	2010	2018
Under 5 Years	13.6%	13.0%
5 to 14 Years	20.2%	22.4%
15 to 24 Years	13.3%	15.8%
25 to 34 Years	16.6%	10.4%
35 to 44 Years	10.1%	11.7%
45 to 54 Years	12.2%	9.5%
55 to 64 Years	5.1%	7.0%
65 to 74 Years	4.3%	4.6%
75 to 84 Years	3.1%	4.2%
85 Years and Over	1.3%	1.6%

Source: U.S. Census Bureau: <https://factfinder.census.gov>

increasing. This is supported by the median age statistics³, which has actually decreased from 25 in 2000 to 24.3 in 2018. These trends suggest that Tremonton has many growing young families, which are typical of many Utah communities in the state of Utah, representing one of youngest populaces in the nation.

Table 1-3: Average Household Size Comparison

	Tremonton	Box Elder County	Utah	United States
Persons per Household 2014-2018	3.13	2.84	3.13	2.63

Source: U.S. Census Bureau: <https://factfinder.census.gov>

Household Size

Average household size is typically correlated to the age characteristics of a community. Larger household sizes are often found in communities which have higher proportions of young families with more children. In the case of Tremonton, household size decreased from 2000 to 2010 but has increased since 2010. For example, Tremonton had 3.26 persons per household in 2010 as compared with 3.13 persons per household in 2018. In line with the percentage of children under eighteen, Tremonton recently demonstrated a higher average household size than the county and nation, as shown in Table 1-3.

Average Household Income



³ Source: U.S. Census Bureau: <https://factfinder.census.gov>

Table 1-4: Median Household Income Comparison

	Tremonton	Box Elder County	Utah	United States
Median Income 2018	\$51,143	\$59,937	\$68,374	\$60,293

Source: U.S. Census Bureau: <https://data.census.gov> and <https://www.census.gov/quickfacts>

Household Income

The median household income in Tremonton in 2018 was \$51,143, which was slightly less than the county, state and nation (see table 1-4). Median income increased over from \$44,784 in 2000 to \$51,143 in 2018, and has been essentially flat since 2010, when the median income was \$51,063.

Summary

Tremonton’s population is projected to continue growing at a significant rate in the next 30 years, adding approximately 9,338 residents to the City by 2050, which is an increase of 102-percent. The community has more children under eighteen per capita when compared to the county, state and nation, and it is anticipated that those proportions will continue while the community continues to grow. The percentage of seniors in the community has demonstrated a slight increasing trend in recent years, and the median age will rise as young families grow. Tremonton’s average household sizes are larger than the county, state and nation, but may decline in the future as the community continues to mature. The City’s median income is significantly lower than that for the region, reflecting that the city is a job-generating location that continues to attract a younger population to the rural economy.

As the City continues to develop it will be important to apply a balanced approach for meeting the needs of a population with a diverse range of ages and needs, particularly when addressing park, open space, recreation and trails needs. The special needs of children and seniors will also need to be carefully considered, as it may be challenging to meet diverse segments of the population in a manner that is equitable.

1.4 Public Involvement

Engaging the public was an essential component of the planning process, helping to ensure the Integrated Land Use Plan accurately addresses existing and future needs while providing a clear future vision for the City to grow and change. As summarized below and detailed in Appendix A, an extensive engagement process was utilized, providing multiple opportunities for the public to comment, identify issues and provide feedback as the plan was developed.

Plan Advisory Committee

A Plan Advisory Committee was established during the early stages of the project to review progress and provide guidance as the plan was formulated. The committee included representatives of the City Council and Planning Commission, local business and development community representatives, members of the Parks and Recreation department, and other community representatives and residents. The Plan Advisory Committee provided critical input and direction as the plan was developed, meeting four times at key stages of the planning process, as follows:

- **During a Kickoff Meeting held early in the process:** The planning process was introduced to the committee at this meeting.
- **To review Initial Analysis findings:** A summary of the survey and other public input along with initial analyses findings were presented and discussed.
- **Prior to the Public Workshop:** The committee participated in workshop activities including a Guiding Principles prioritization exercise.
- **Following distribution of the Draft Plan:** The Draft Plan and public input received during the Draft Plan Public Open House meeting were reviewed and guidance provided.

Project Website

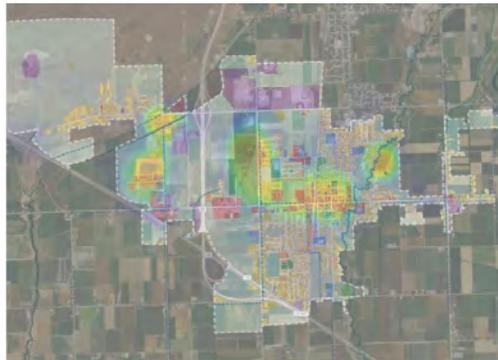
A project website was established at the commencement of the project, providing access to background information, project documentation, ideas and updates. The website included information on meeting dates and times, and provided copies of presentation materials, notes and survey results. The website also included an email list sign-up, comment tools and contact information, updates on plan progress, draft plan documents and links to Social Pinpoint™, an interactive mapping tool.

Public Meetings

The planning process included a virtual **Public Engagement Process**⁴ conducted at the beginning of the process to sample public opinions and input concerning land use, transportation and parks, and a **Draft Plan Open House** at the end of the process to receive public input prior to the commencement of the formal plan adoption process.

Public Engagement Process

A virtual event was conducted online from July 1 to August 11, with 645 visitors participating during the six-week period. After a brief introduction to the project, attendees participated in a **Visual Preference Survey**, utilized an **Interactive Mapping Tool**, and took part in a short **Questionnaire** which were



Heat map of public comments submitted on Social Pinpoint, an interactive mapping tool

used to help gauge preferences and document ideas related to land use, transportation and parks, open space, and trails in Tremonton. The input received was wide-ranging, identifying several “hot button” topics and concerns, and general consensus for how the future city should operate and function. The detailed results are provided in Appendix A.

As summarized below, the main ideas and concerns that emerged can be encapsulated into three categories:

Land Use/Housing/Economic Development

- Commercial development downtown and at freeway exits
- Concerns related to the quality/density of multi-family housing

Transportation

- Pedestrian/bicycle safety and connectivity
- Intersection problems
- Safe routes to school

Parks, Open Space and Trails

- Recreational trail system
- New parks in developing neighborhoods
- Need for additional amenities such as shade, pickleball, disc golf

1.5 Community Vision & Guiding Principles

Based on the input provided by the public involvement process and further discussions with the Plan Advisory Committee and City staff, it is clear that Tremonton residents want to preserve the rural, small-town atmosphere of the city. For many, the small town feel is the primary reason they chose to live here. Ironically, that desirable quality has also contributed to population growth which is transforming the town. Residents are particularly concerned about diminishing agricultural land in their community, and the impact higher density development is having on the rural and open feel of the city. There is a desire to minimize the impacts of growth and introduce new forms of development so they are better aligned with existing patterns.

Based on the input that was received, a set of **Guiding Principles** were established that address the opportunities and challenges of future growth and change in Tremonton. These were presented and confirmed by the Plan Advisory Committee, and eventually streamlined to encapsulate the **Community Vision** and the **Land Use Priorities** of the city. These key principles for guiding growth and development are presented on the following pages and discussed in greater detail in *Part 2: Land Use*.

⁴ Meetings were held virtually due to COVID-19 meeting restrictions

Land Use and Zoning

1. Preserve and enhance Tremonton’s agricultural character, peaceful lifestyle and rural atmosphere using carefully considered zoning ordinances, preserving environmentally sensitive lands, and providing high-quality open space.



2. Concentrate development in existing urban areas and commercial corridors, or along arterial and collector routes.
3. Use carefully considered zoning ordinances to ensure the compatibility of adjacent land uses and apply appropriate buffers and transitions between conflicting uses.



4. Enhance Tremonton’s visual appeal by implementing ordinances that encourage the planting of street trees, landscape maintenance, high-quality architecture, and varied densities and housing types.



Parks, Trails & Open Space

1. Maintain current level of service for Tremonton’s parks and recreation programs while expanding and improving amenities and programming over time.
2. Carefully integrate community and civic places throughout Tremonton and link existing public spaces, residential areas, natural and open space areas, drainages and waterways to create a comprehensive hierarchy of parks and trails.



Environment

1. Carefully consider the physical environment, ecology and public access to natural areas—particularly wetlands, floodplains, drainages and waterways—when planning future land use in Tremonton.
2. Plan future development to be compatible and respectful of water resources and limitations.



Downtown

1. Support central community areas such as downtown Tremonton by supporting historic preservation efforts, incentivizing building maintenance and improvement, facilitating infill development, and investing in streetscape enhancements.



Housing

1. Provide affordable housing options for a wide range of household sizes and life stages.
2. Provide a mixture of housing types and densities while respecting the scale and character that currently exists in Tremonton.
3. Strive for a balanced provision of attached and detached housing types, targeting multiple-family options in the denser urban core of the city and along the central trail corridor, which will provide good access to parks, the citywide trail system and alternative transportation options.



Transportation

1. Develop a well-connected transportation system that minimizes traffic congestion, incorporates multiple modes of transport (bus, bicycle, walking, etc.) and prioritizes pedestrian safety.



Economic Development

1. Encourage businesses and jobs to locate in Tremonton that provide wages that increase median household income and support Tremonton as a self-sufficient, economically-viable city.
2. Expand existing commercial options to increase the availability of good and services to the local population.

2.0 Land Use

2.1 Introduction

With the adoption of the Tremonton Transportation Master Plan in 2018, it was clear that the city lacks a corresponding and integrated land use vision to guide future growth and development and to maximize its investment in infrastructure. The *Tremonton Integrated Land Use Plan* is structured to merge transportation and land use together, providing a unified and up-to-date vision of what the City is today and what it strives to become in the future.

The Land Use ideas that are encapsulated in the following pages clarifies community growth and development aspirations, aligns them with transportation directions, and translates the results into clear policies to help guide future growth and change.

The new Land Use vision is comprehensive and far-reaching. It balances the public voices that were heard and the ideas they expressed to establish a clear future land use plan, and concludes with specific goals, policies and implementation measures to ensure the integrated land use vision is achieved.

Public Input: Land Use

As described in *Part I: Background & Introduction*, maintaining a clear land use vision is essential to ensuring Tremonton retains the rural atmosphere beloved by its residents. The results of public input process indicated that people are concerned that Tremonton’s small-town feel and scale is threatened, and they worry that the city will lose its character with the recent scale and type of development. There is a strong desire to maintain the Tremonton “sense of place”, and general acknowledgement that change is inevitable in the face of increasing growth and development pressure.

There is also concern that the City is becoming a less affordable place to live, which is an important attraction for attracting and keeping residents to the city. Many participants in the online meetings indicate that the diversity of housing, employment and commerce/shopping have

diminished in recent years. The results of the input process indicated there is particular desire for more and a wider range of commercial and retail amenities and improved city services.

The input that was received is encapsulated by the four **Land Use Guiding Principles** that are presented on the following page, and are addressed in greater detail in the remaining chapter.

2.2 Existing Land Use

Existing land use patterns in the City reflect the rural character and the agricultural uses which have defined the community since its settlement. Existing land use also reflects the distinct eras of growth and development that have taken place over the years, from the original homesteads and farms that dotted the landscape to more recent subdivisions and housing developments that are now commonplace. Map 2-1 illustrates these existing patterns, providing an overview of past growth and development trends and offering a look at where future planning opportunities lie.

Table 2-1 paints a detailed picture of the existing City, which covers an area slightly greater than 5,100 acres or 8.0 square miles. More than 55-percent of the land in Tremonton is agricultural or undeveloped land, while the bulk of developed land consists of residential uses, which are concentrated in the central and west portions of the City. Residential uses currently occupy slightly less than 16-percent of City land area.



Land Use and Zoning

1. Preserve and enhance Tremonton’s agricultural character, peaceful lifestyle and rural atmosphere using carefully considered zoning ordinances, preserving environmentally sensitive lands, and providing high-quality open space.



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3. Use carefully considered zoning ordinances to ensure the compatibility of adjacent land uses and apply appropriate buffers and transitions between conflicting uses.



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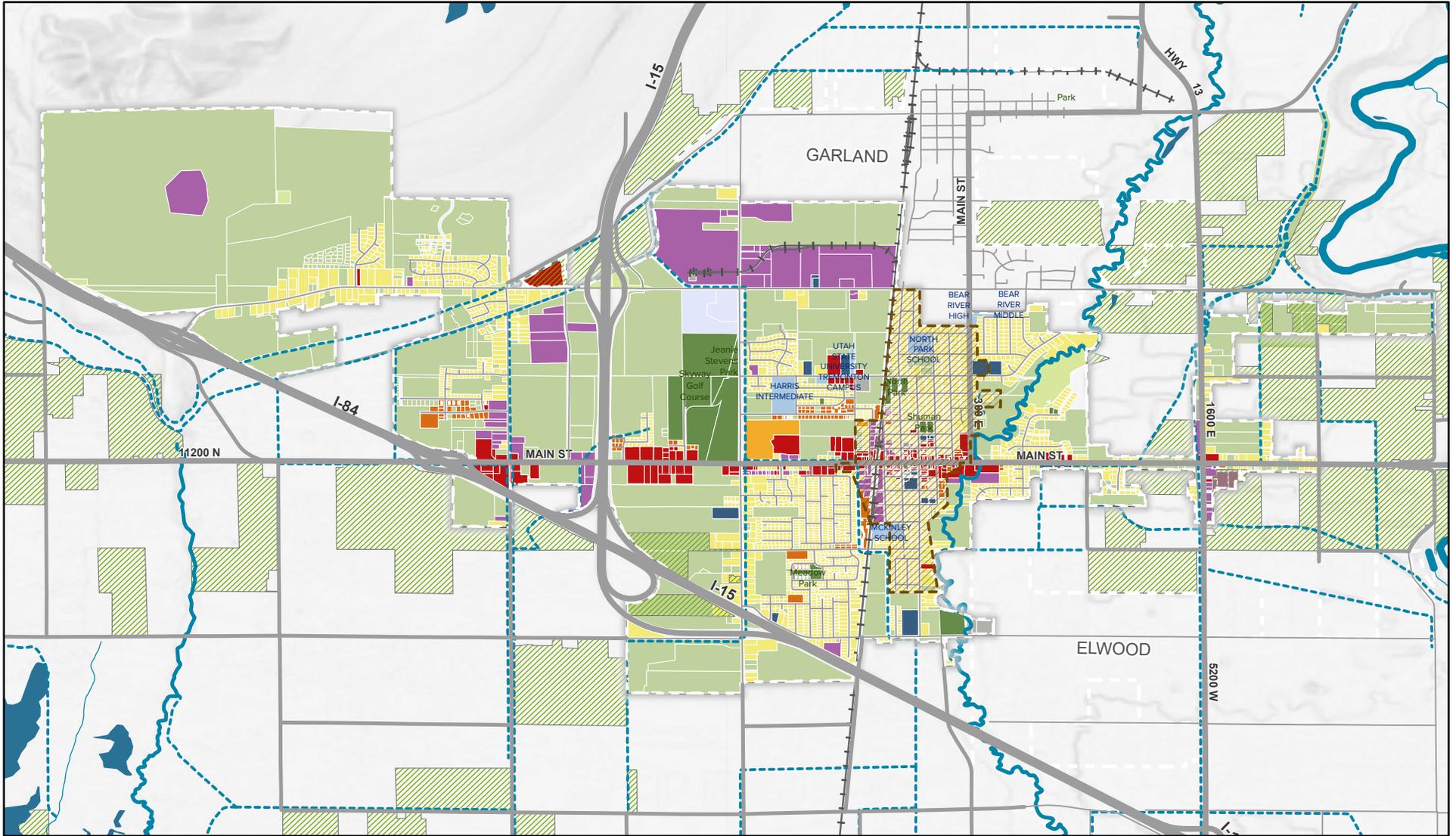
Residential neighborhoods are interspersed with civic uses such as City Hall, schools and churches. The city currently includes 232 acres of commercial uses, which are located primarily along Main Street. A large industrial area is located near the northern edge of the City adjacent to I-15. A handful of parks and trails are scattered throughout the community (see *Part 3: Parks, Open Space, and Trails* for more details). More than two-thirds of the City is composed of agricultural, vacant, or undeveloped uses, in addition to various road and utility uses. Dedicated open space uses are few and limited to areas along the Malad River.

The style and density of detached single-family homes varies by location and era of construction. The largest homes tend to be located on the most expansive lots, with most of the older homes situated in or near the historic core of the City. Much of the agricultural land located within the city limits is projected to develop according to the number of approved development projects, which are predominantly residential in nature.

Table 2–1: Existing Land Use

Land Use	Total Acres	% of Total
Single Family Residential	807	15.7%
Multifamily Residential	52	1.0%
Manufactured Homes	25	0.5%
Commercial	232	4.5%
Industrial/Business Park	326	6.4%
Civic/Religious	32	0.6%
Hospital	39	0.7%
Education	33	0.6%
Parks & Recreation	140	2.7%
Open Space	63	1.2%
Cemeteries	9	0.2%
Agriculture/Open or Vacant Land	2,830	55.1%
Utilities	29	0.5%
Roads/Transportation/Water	515	10.0%
Total	5,132	100%

Map 2-1: Existing Land Use



- | | | | |
|---------------------------|-----------------|------------------------------|------------------------------|
| Single Family Residential | Industrial | Parks & Recreation | Historic District |
| Multifamily Residential | Civic/Religious | Open Space | Agriculture Protection Areas |
| Manufactured Homes | School | Agriculture/Vacant/Open Land | Water Body |
| Commercial | Hospital | Utilities | |



2.3 Existing Land Ownership

Understanding land ownership patterns is important for determining where future development and change is likely to occur. As illustrated in Map 2-2, the existing ownership pattern indicates that the majority of the existing vacant and undeveloped land that currently exists within the possible annexation zone is privately-owned and possible to be developed at some point in the future. Map 2-2 also illustrates that a large portion of undeveloped land is owned as part of large single-owner holdings. Such properties are particularly well-situated for development as they can be better coordinated and designed.

2.4 Environmental Conditions

Map 2-3 summarizes key environmental conditions in Tremonton City and the surrounding area. There are few environmental constraints to development within the City – the land here is flat and unencumbered by significant geological or hydrological constraints. Development will be more challenging in the northwest quadrant, as water resources will be limited at higher elevations in the foothills without additional infrastructure. Also, the Malad River, Bear River and Salt Creek present significant flood zones and wetland areas which should be avoided for new development. As such, rather than being developed these sensitive lands should be preserved as open space.

2.5 Future Land Use

Overview

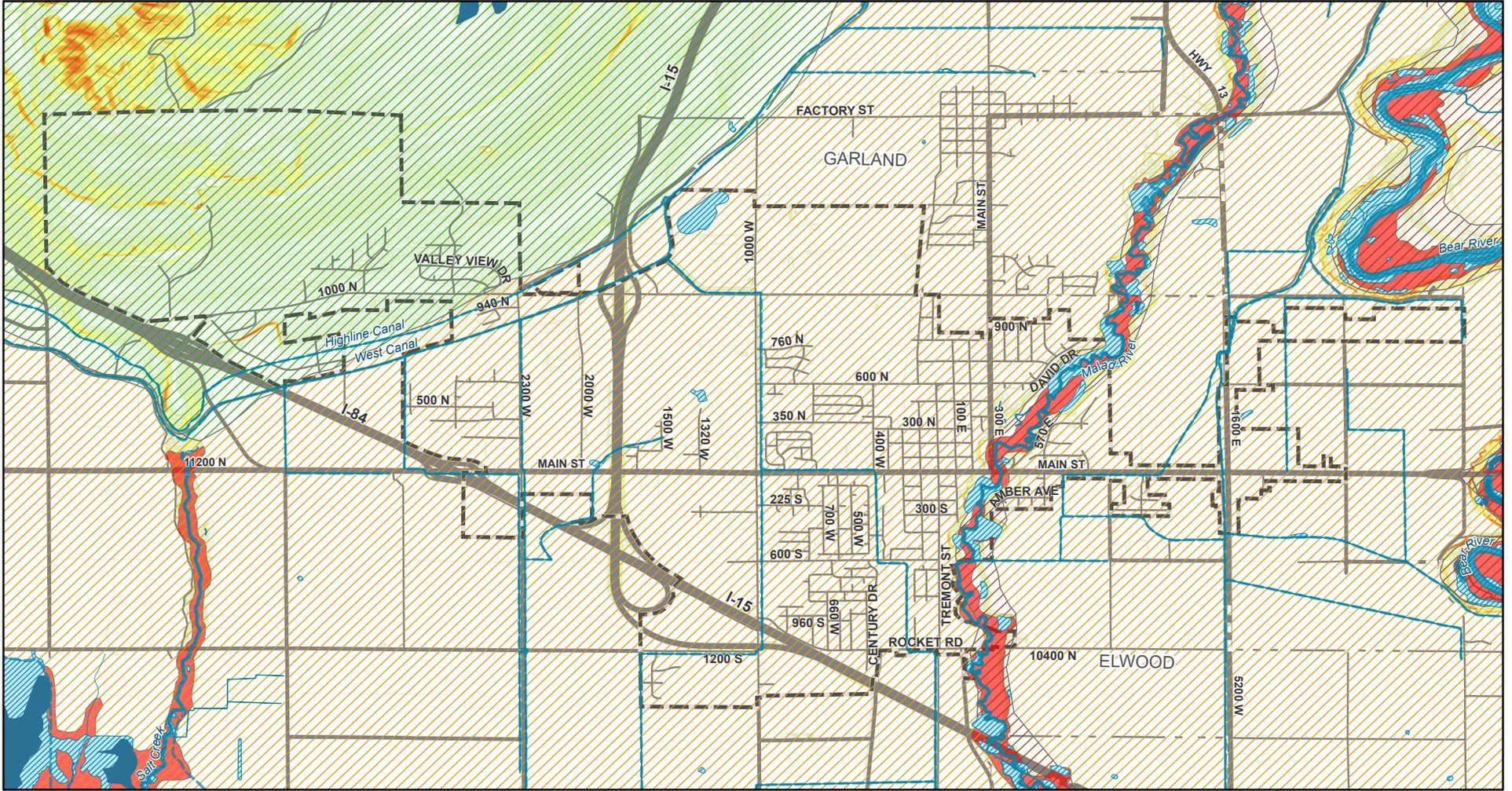
As indicated at the beginning of this section, the primary purpose of this plan is to establish a clear yet realistic land use vision to guide future decision-making that is aligned with the *2018 Transportation Master Plan*, the *Tremonton Main Street Urban Design Plan*, and existing parks and trails master plans. Map 2-4 illustrates the transformation of the Guiding Principles and Community Vision into the **Future Land Use Plan**, as envisioned for the next 20-50 years. The map is accompanied by Table 2-2, which details the amount and percentage of land within the potential annexation boundary dedicated to envisioned future uses.

As indicated previously, future land use in Tremonton builds upon previous planning efforts, providing a range of uses to meet future needs. The Plan also integrates the findings and directions contained in the *2018 Transportation Master Plan*, with the anticipation of an expanded road network and corridors such as the new Commerce Highway. The plan defines transitions between land uses along a gradient from most intensive to the least intensive land use, and encourages the use of conservation subdivisions to retain open space and maintain the open feel of the community. Finally, the plan defines distinct commercial nodes along Main Street that are aligned with ideas and policies contained in the *Tremonton Main Street Urban Design Plan* and *Tremonton SDAT Report*. Chief among these ideas that are stressed in this plan are including an expanded Downtown Mixed-Use District to help create a distinguished and diverse community retail and service center destination where small-scale commercial, residential and civic uses are combined to create a great downtown that retains the unique “sense of place” that is so highly valued.

To help ensure that future needs for commercial and residential land based on existing and projected population and employment growth. Zions Public Finance (ZPFI) conducted a study to ensure that existing and future commercial/industrial land meets anticipated needs. The analysis was partially based on current inventory of Tremonton land available for commercial uses, and partially on projections from the State of Utah and economic development services based on population and employment projections. ZPFI examined comparison cities in Utah with similar locational and growth attributes as Tremonton, and also provided a general assessment for detached and attached (multi-family) housing to accommodate projected growth in Tremonton.

The results indicate that land currently earmarked for commercial and industrial uses is generally adequate to serve the needs of the city north of I-15/I-84 during the next ten years. The need for commercial/industrial land on the south side of the freeway is dependent on whether employment centers grow and or located to the south side of the freeways in the proximity of Tremonton. Without significant growth in large-scale commercial and industrial employment centers to attract new residents to the city, the commercial and industrial land earmarked on Map 2-4 on the south side of the freeways is likely to exceed long-term demand. The study also indicates that a balanced mix of detached

Map 2-3: Environmental Conditions



Tremont Boundary

Key Topographic Conditions

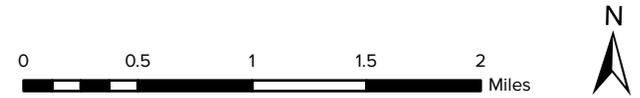
- 30%+ Slopes
- 0% Slopes

Key Geologic Conditions

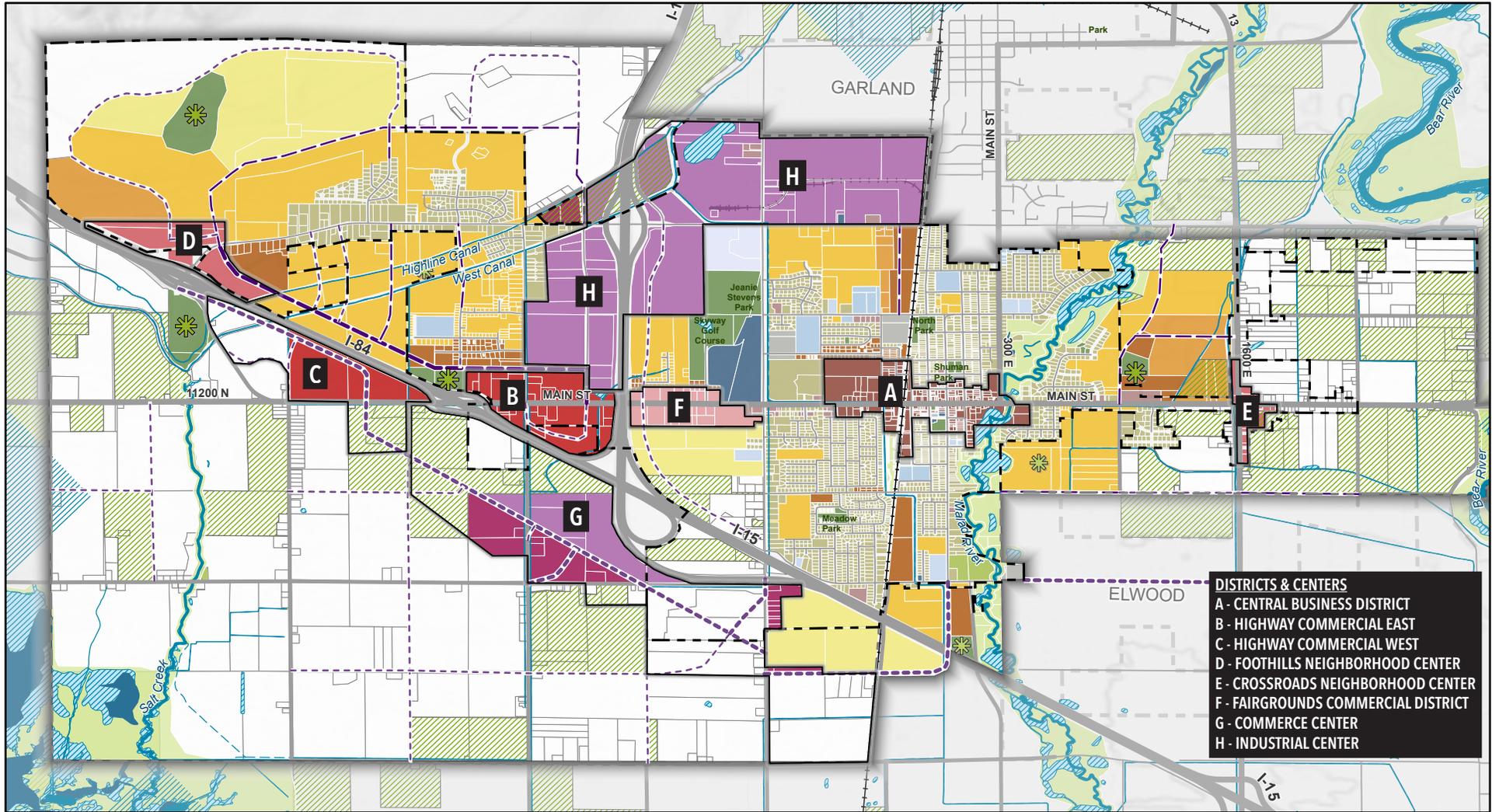
- Low Liquefaction Potential
- Moderate Liquefaction Potential
- High Liquefaction Potential

Water Features

- River
- Perennial Stream
- Ephemeral/Intermittent Stream
- Canal/Ditch
- Water Body
- Wetlands
- Flood Zone



Map 2-4: Future Land Use

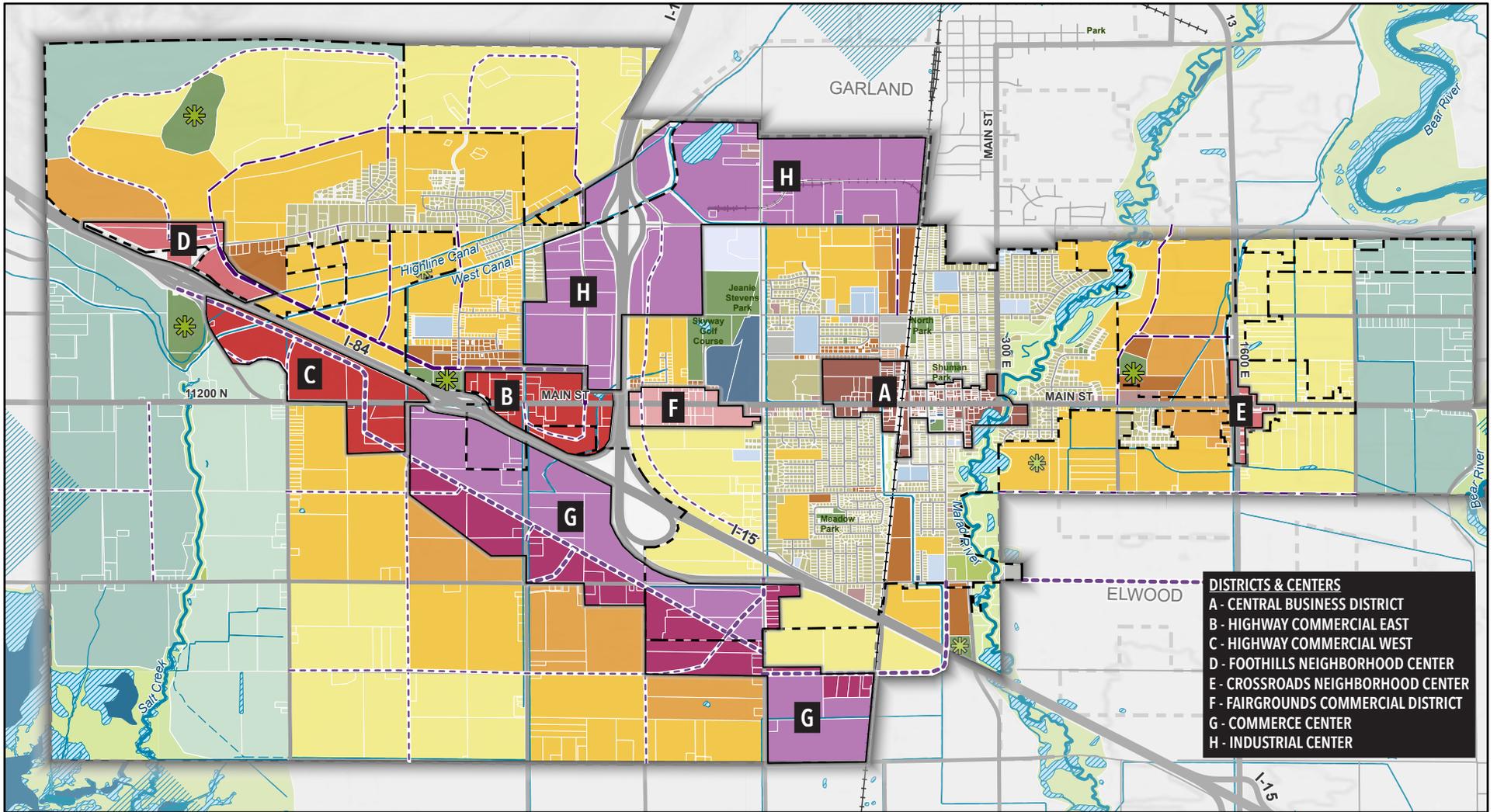


DISTRICTS & CENTERS
 A - CENTRAL BUSINESS DISTRICT
 B - HIGHWAY COMMERCIAL EAST
 C - HIGHWAY COMMERCIAL WEST
 D - FOOTHILLS NEIGHBORHOOD CENTER
 E - CROSSROADS NEIGHBORHOOD CENTER
 F - FAIRGROUNDS COMMERCIAL DISTRICT
 G - COMMERCE CENTER
 H - INDUSTRIAL CENTER

- | | | | | |
|---------------------------------|---|--------------------------------|------------------------------|-----------------------------------|
| Downtown Mixed-Use District | Single-Family Residential (Med to High Density) | Hospitals | Long-Term Future Development | 20 Year - Proposed Collector Road |
| Highway Commercial | Single-Family Residential (Low to Med Density) | Parks & Recreation | Agriculture Protection Areas | 20 Year - Proposed Minor Arterial |
| Neighborhood Center | Single-Family Residential (Low Density) | Cemeteries | Future Regional Park | 50 Year - Proposed Collector Road |
| Fairgrounds Commercial District | Civic Facilities | Open Space | Future Community Park | 50 Year - Proposed Minor Arterial |
| Commercial Center | Education | Transportation/Utilities | Future Neighborhood Park | Waterbody |
| Industrial/Manufacturing | Religious | Existing Residential to Remain | Tremonton Boundary | |
| Multifamily Residential | | Existing Commercial to Remain | Possible Future Annexation | |



Map 2-5: Future Land Use (Long-Term)



DISTRICTS & CENTERS
A - CENTRAL BUSINESS DISTRICT
B - HIGHWAY COMMERCIAL EAST
C - HIGHWAY COMMERCIAL WEST
D - FOOTHILLS NEIGHBORHOOD CENTER
E - CROSSROADS NEIGHBORHOOD CENTER
F - FAIRGROUNDS COMMERCIAL DISTRICT
G - COMMERCE CENTER
H - INDUSTRIAL CENTER

- | | | | | |
|---------------------------------|---|--------------------------|--------------------------------|-----------------------------------|
| Downtown Mixed-Use District | Single-Family Residential (Med to High Density) | Education | Existing Residential to Remain | 20 Year - Proposed Collector Road |
| Highway Commercial | Single-Family Residential (Low to Med Density) | Religious | Existing Commercial to Remain | 20 Year - Proposed Minor Arterial |
| Neighborhood Center | Single-Family Residential (Low Density) | Hospitals | Future Regional Park | 50 Year - Proposed Collector Road |
| Fairgrounds Commercial District | Conservation Residential | Parks & Recreation | Future Community Park | 50 Year - Proposed Minor Arterial |
| Commercial Center | Long-Term Rural Residential | Cemeteries | Future Neighborhood Park | Waterbody |
| Industrial | Civic Facilities | Open Space | Tremonton Boundary | |
| Multifamily Residential | | Transportation/Utilities | Possible Future Annexation | |



Table 2–2: Future Land Use Acreages for Map 2–4

Land Use	Total Acres*	% of Total Land Use
SF Residential (Low Density)	614	6%
SF Residential (Low to Med Density)	1,216	12%
SF Residential (Med to High Density)	139	1%
Multifamily	155	1%
Downtown Mixed-Use District	112	1%
Commercial Uses (Highway, Neighborhood, Fairgrounds)	383	4%
Commercial Center	149	1%
Industrial	728	7%
Civic/Education/Religious/Hospital	162	1%
Parks	180	2%
Open Space	391	4%
Transportation/Utilities	34	<1%
Existing Residential Uses to Remain	786	8%
Other Ex. Commercial Uses to Remain	30	<1%
Long-Term Future Development	5,286	51%
Total	10,365	100%

*Up to 30% of the total acreage of future land uses may be used for infrastructural uses such as roads, utilities, schools, etc.

and attached housing is essential to ensure a range of housing options and price points are available to meet the needs of a growing city and employment center.

In order to guide long-term planning efforts beyond the life of this plan, Map 2-5: Future Land Use (Long-Term) is also included to demonstrate a potential long-term outcome of development within the potential annexation boundary. While the full scope of this future land use vision is likely to change, the concept serves as a reference as the City negotiates ongoing proposed annexation projects with developers and the County.

Proposed Land Uses

The following pages describe the proposed future land uses shown in Maps 2-4 and 2-5. Future land uses generally encourage existing use patterns and neighborhoods to remain, while introducing a wider-range of specific residential and commercial districts on the periphery of the existing built-area to meet long-term needs through build-out. Residential land use types are classified by general types and density ranges, the higher densities and forms concentrated in the core of the city, in the vicinity of roadways with transportation options, and in proximity to community trails, parks and amenities. Logically, lower-density residential uses are concentrated along the edges of the city and in proximity to established lower-density areas, helping to provide a range of housing options to meet future needs.

Commercial and mixed-use development defined in this section are concentrated in the existing city core and at future nodes, an alignment with the findings and recommendations of the *Tremonton Main Street Urban Design Plan* and *Tremonton SDAT Report*, with the goal of creating a distinct identity and focus for each commercial/mixed use node, and emphasizing the importance of Historic Downtown as the primary destination district of the city.

The future land use vision also highlights future Highway Commercial areas and Industrial/Manufacturing areas, and specialty districts including the Fairgrounds Commercial District

and Commerce Center, a new district envisioned for the south side of I-15/I-84 that will serve the long-range residential and support facility needs of Tremonton as it continues to emerge as a regional employment and residential center.

Finally, the land use vision indicates the location of key public facilities and utilities, in addition to the existing and future park, trail and open space system suggested to serve the needs of the city (see *Part II: Parks, Open Space and Trails* for details).

Downtown Mixed Use District

The Downtown Mixed Use District category permits residential infill and encourages small-scale commercial uses within the historic heart of the City, helping to establish a “downtown destination”. New uses should be coordinated with existing commercial, civic, or park uses, adjacent residential neighborhoods, and trails to create an intimate, properly-scaled and walkable destination. Tremonton’s Downtown should merge seamlessly with residential areas at the edges, incorporating carefully designed and seamlessly integrated streetscape enhancements, historic building preservation and enhancements, wayfinding signage and branding, plazas and green spaces as outlined in the Tremonton Main Street Urban Design Plan and Tremonton SDAT Report.



Highway Commercial

The Highway Commercial East and Highway Commercial West areas located on Main Street’s west end encourage commercial uses aimed at supporting travelers along I-15 and I-84. Hotels, travel centers, gas stations, restaurants and fast food, auto-oriented businesses and other similar uses are typical uses found in these locations. This area was identified as a distinct commercial node within the *Tremonton Main Street Urban Design Plan* and *Tremonton SDAT Report*, and should additionally be enhanced with streetscape improvements and gateway features as outlined in those plans.

