

WELCOME TO



MONA

ACKNOWLEDGMENTS

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1.1 PURPOSE OF THE GENERAL PLAN

City governments are charged with protecting the needs and interests of their citizens, providing basic services, and ensuring for the safety of all residents. Accordingly, most state governments have identified a planning process whereby municipalities engage in broad visioning exercises designed to produce goals and strategies to guide future development within the city. This process results in a document called a general plan, and general plans typically guide development for 15-20 years, though they are reviewed even more frequently than that.

Mona City, in keeping with state law, set out to update its General Plan in July 2018. The months-long process culminated in a vote by the Planning Commission and City Council to accept the Plan, which will serve as the premier planning document in the City for the next decade. The Mona City General Plan reflects collaboration between several civic groups, including the Mayor and City Council, Planning

Commission, City staff, and a team of planning professionals from the Brigham Young University Department of Geography.

The General Plan is not meant to be a stationary document. Population trends indicate Mona will continue to grow steadily for the foreseeable future, and the General Plan is intended to encourage economic development without adversely affecting the overall health of the community. The General Plan should be used as a template against which planning decisions are made.

1.1.1 STATE LAW AND THE GENERAL PLAN

The Municipal Land Use, Development, and Management Act (MLUDMA) requires all municipalities in Utah to complete a general plan every 10 years (§10-9a-401 of the Utah State Code). Mona City's General Plan, last completed in 1982, is 26 years overdue, making the City ineligible for some forms of state funding.

According to state law, all general

plans must include the following components:

- Land Use
- Moderate Income Housing
- Transportation

In order to better serve their constituents, communities are permitted by the state to include additional components within the general plan. In addition to the components listed above, Mona City identified the following elements in the 2018 version of its General Plan:

- Community Vision
- Historic Preservation
- Economic Development
- Environment
- Public Facilities
- Annexation

These elements, identified as "Sections"

in the General Plan, represent a handful of issues, institutions, and ideas most important to Mona City and its residents. The purpose of each section is described briefly below.

Community Vision. Establishes the direction Mona will take and provides a framework for getting there. This section seeks to answer the question, "Where does Mona want to be 20 or 30 years from now?"

Historic Preservation. Responds to a unique appreciation for cultural heritage within the community. Most residents feel that historic preservation is important. This section provides goals for retaining Mona's unique historical character.

Land Use. Offers strategies for developing land in a manner that complements existing uses. This section addresses the interaction between commercial, residential, and industrial land uses, and seeks to provide a template for responsible development.

Housing. Looks at housing options

for all sectors of Mona's population, including the moderate income housing element as required by state law. This section includes goals for providing more low to moderate income housing within the community. Also attached is Mona City's 2017 Moderate Income Housing Report.

Economic Development. Generates goals and strategies for attracting economic development in Mona without losing the small-town community culture, particularly with an emphasis on meeting local everyday needs. This section includes detailed analysis of current economic conditions in Mona.

Transportation. Provides goals for responding to Mona's transportation needs over the next 20 years. This section includes an assessment of Mona's existing transportation infrastructure.

Public Facilities. Contains goals and strategies related to Mona's public facilities, including parks, water treatment facilities, electrical services, and police and fire stations, among

others. This section provides level-of-service estimates for public facilities through the next 20 years.

Environment. Includes information about environmental hazards which Mona should be sensitive to as it grows. This section contains goals designed to keep Mona a beautiful and safe community.

Annexation. Provides a strategic look at annexing land outside City boundaries, which may be necessary as the community continues to grow. This section responds to community input identifying ideal areas of annexation.

Once ratified, the General Plan may be amended per §10-9a-404 in the Utah State Code.

1.1.2 PLANNING HISTORY

Planning is a process, not an event. It is an ongoing process of evaluating what has been done, what is being done, and making appropriate changes to accomplish desired objectives according to the General Plan.

INTRODUCTION

Mona's Comprehensive Plan of 1982 was adopted in February of 1982. It was divided into three sections: 1. Community Analysis, 2. Citizen Reports, and 3. Policy Recommendations. It also included the Mona Master Street Plan and a Master Policy Declaration.

1.1.3 PLANNING PROCESS

Mona City's General Plan was completed with great effort on the part of several civic groups over the course of several months. The Executive Committee was created to generate ideas and offer feedback in tandem with input provided by the Mayor and City Council, Planning and Zoning, and City staff. This General Plan embodies the combined vision of these groups collected through meetings and email communication during Fall 2018. The Executive Committee met three times to provide input for each section in the General Plan. A summary of these meetings is included in Table 1.3 of Appendix A.

The Executive Committee was charged with the bulk of the work related to updating the Plan, but

broader input was sought through a community survey distributed through the City's website in the month of October. A summary of survey results is included in Appendix B. Survey results largely confirmed goals and strategies generated by members of the Executive Committee.

Included within the General Plan is a series of maps, charts, and tables, which were constructed using data provided by Mona City staff and others. These figures reflect current conditions in Mona and, in some instances, anticipate future land use, infrastructure development, and population characteristics.

1.1.4 ORGANIZATION

Each section of the General Plan usually includes three components: background information, followed by goals and strategies, followed by maps. The end of the document includes two appendices. Appendix A contains methods for implementing specific professional guidelines. Appendix B contains results from

the community survey conducted in October and feedback from members of the Executive Committee.

The primary focus of the Mona City General Plan is the goals and objectives identified at the end of each section as well as those maps which provide direction for future development. Any other background text, illustrations, and maps are intended to support the goals, strategies, and future-oriented maps of the General Plan.

1.1.5 IMPLEMENTATION

Without deliberate effort on the part of the Mayor, City Council, Planning and Zoning and staff to implement the goals and strategies delineated in the General Plan, this document is rendered ineffective. Accordingly, each section within the Plan is structured to include an implementation element for each goal and strategy. This element identifies which institutions are responsible for implementing the goals and strategies of the Plan.

1.1.6 AMENDING THE GENERAL PLAN

Necessary updates to the General Plan may be made through a process of amending, as outlined in §10-9a-404 of the Utah State Code. When deliberating changes to the General Plan, these questions ought to be considered:

- Is there a mistake in the General Plan which needs to be corrected?
- If no mistake was made, what specific changes have occurred that justify amending the General Plan?
- How does the proposed change affect the community's understanding or perception of the General Plan?
- Is the proposal in the best interest of the community overall and who does it benefit?
- Are those most affected by the proposed change aware of the proposal and given an opportunity

to share their concerns and interests?

1.2 HISTORICAL SKETCH

Mona was first settled through the command of Brigham Young in 1850. Originally there were three families that moved into this area: the Loves, the Wolfs, and the Bigelows. Upon their arrival the valley was void of trees which encouraged them to settle close to the ponds. For a couple of years, the group lived in dugouts, shelters that were built into the side of a hill, near the old pond. In 1852 Andrew Love's wife died making her the first person to die in the settlement. She is buried in what is now known as Pioneer Park in Mona. Shortly after her death the party was driven out by Native Americans to Nephi, Utah.

Later, in 1859 Brigham Young asked Edward Kay to return to the area and resettle it. They named it Clover Creek, after a creek that was running nearby. They settled once again near the ponds, but after seven years Brigham Young asked them to move to higher ground on the east side of the valley.



Historic Photo of Erastus Snow

Brigham Young sent Erastus Snow down from Salt Lake City to plan out the six blocks that would later become known as Willow Creek, and then Mona. During this period there were many pioneers who migrated to Mona. Several of them came from Lancaster, England. Of these English pioneers many of them were accustomed to working in mines and were anxious to leave the dark and dirty tunnels behind and start their lives anew in the clean air and open space of Mona.

INTRODUCTION

This new period of Mona was an industrious one where churches and a school were built and houses were constructed throughout the town. Agriculture was the main source of livelihood for these early settlers providing them with both food and the means for trade. The fields in the surrounding area were cultivated and irrigated by the water from the old ponds, the reservoir that was created, and from the creeks coming down from Mt. Nebo. Community activities were common and were a means to knit the community together. Dances, especially, were a frequent occurrence among the settlers and were a source of community pride.

Mona residents are proud of their pioneer heritage. The family names and descendants of the early Mona settlers such as Kay, Vest, Love, Swasey, Newton, Young, Robinson, and many more can still be found in the town to this day. The good people of Mona cling to their heritage and remember it through the mountain ranges, the open fields, and the celebration of their pioneer heritage in July. And while they cling to that heritage they are also

very welcoming to newcomers, who are indeed reminiscent of early settlers coming in search of open space and new opportunity.

1.3 DEMOGRAPHIC TRENDS

The purpose of this section is to provide an overview of what the population of Mona currently looks like and what it

may look like in the future if the current growth trends continue.

The first count of Mona's population was in the U.S. Census of 1870, and the population was 315 people. Mona's population has fluctuated since then but has grown significantly since 1970.

Mona is in Juab County and makes up 15.09% of the county's total population (as of 2010). According to

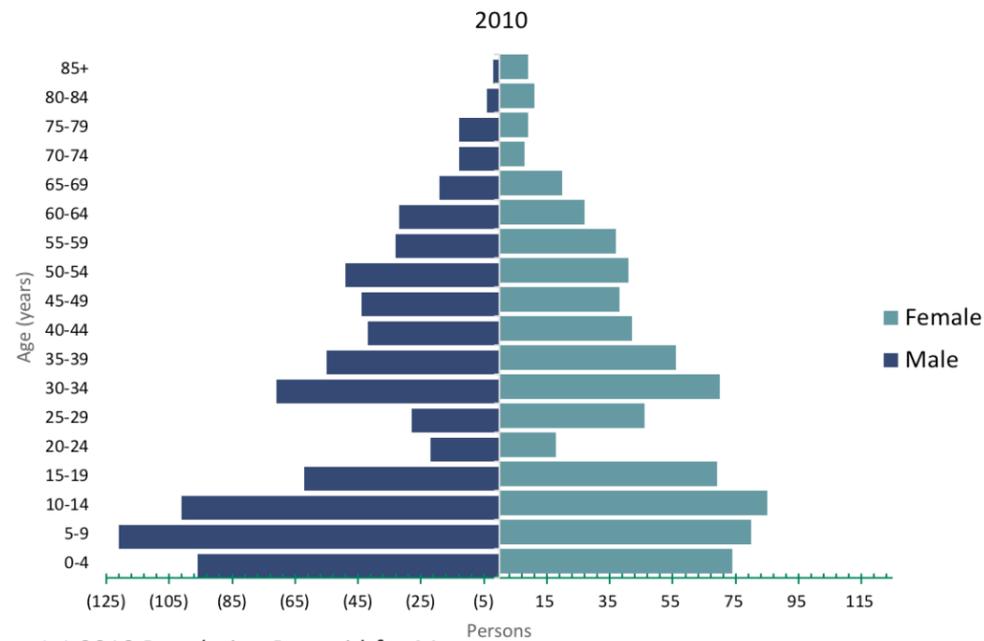


Figure 1.1 2010 Population Pyramid for Mona

the 2010 decennial Census conducted by the United States Census Bureau, Mona's population reached 1,547 which was an 82% increase from the 2000 population of 850 people. Mona is the second largest city in Juab County, behind Nephi city, which had a population of 5,389 in 2010 and grew by 13.9% between 2000 and 2010. Juab County grew at a 24.4% growth rate from 2000 to 2010, and is expected to grow by 22.2% of the

2010 census if the trend continues, which results in a 2.22% annual growth rate. By comparison, Utah County has an average annual growth rate of 4.2%. Utah County, however, has one of the most rapid growth rates in the nation, and Juab County is still experiencing higher than average growth rates compared to the national average growth rates.

1.3.1 POPULATION CHARACTERISTICS

According to the American Community Survey, Mona had a total population of 1,685 in 2017. The characteristics of the population are significant because they provide a basic projection of the amount of service that the City needs to provide.

1.3.2 AGE

According to the Census 2010 data, Mona City had a median age of 28.4, which is slightly lower than the State median age of 29.2 and significantly lower than the national median age of 37.2. Mona's male population is larger than the female population. A graphical breakdown of Mona's population by age and sex can be seen in Figure 1.1 for 2010 and Figure 1.2 for 2016.

It should be noted that in both charts the largest age groups in Mona's population are located near the bottom and middle of each chart. Mona has a significantly large population under the age of 15 and the percentage drops for the ages of 15 to 19, and then once

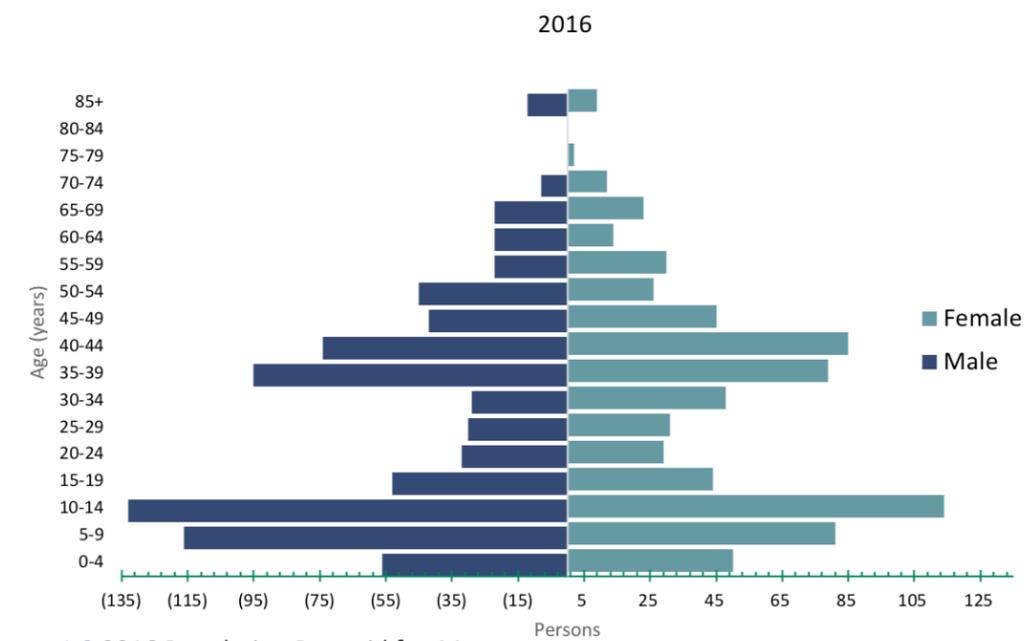


Figure 1.2 2016 Population Pyramid for Mona

INTRODUCTION

again, drops for the ages of 20 to 34. Interestingly the female population of 30 to 34 years is almost double that of the male population in the same cohort. The decline in population between the ages of 19 and 34 years in both charts suggests an out-migration of these individuals to attend college or find entry-level employment opportunities outside the community, and even start families. Meanwhile, older age groups

(especially those between 75 and 84) has decreased significantly since 2010, and the 85+ cohort has grown, signifying no new migration in those ages. It appears that the majority of Mona's population is composed of middle-aged families. As seen in Figure 11.1 of Appendix A, 35.7% of the City's population is currently school-aged (ages 5-19), 51.3% are in the working population (ages 19-64), and 5.3% are

retired (ages 65+). Mona's potential workforce (51.3% of the population) is proportionally similar to those of the country and state as a whole (50% and 56% respectively). Addressing the needs and issues specific to the large age groups in Mona (e.g. school-aged children and families) is important, in terms of schools, city programs, facilities, and other identified needs.

1.3.3 EDUCATION

The percentage of residents ages 25 and older in Mona with a high school diploma or similar was 32.5% in 2016, which is higher than the state and national average (22.7% and 27.2% respectively). For residents ages 25 and older with a bachelor's or graduate degree the percentage is 23.9%, which is lower than the state average of 32.6% and national average of 31.2%. Educational attainment has overall implications for household income and economic development. It is important that Mona work with local educational institutions to ensure opportunities for training to meet the employment needed for existing and new businesses (See Figure 1.3).

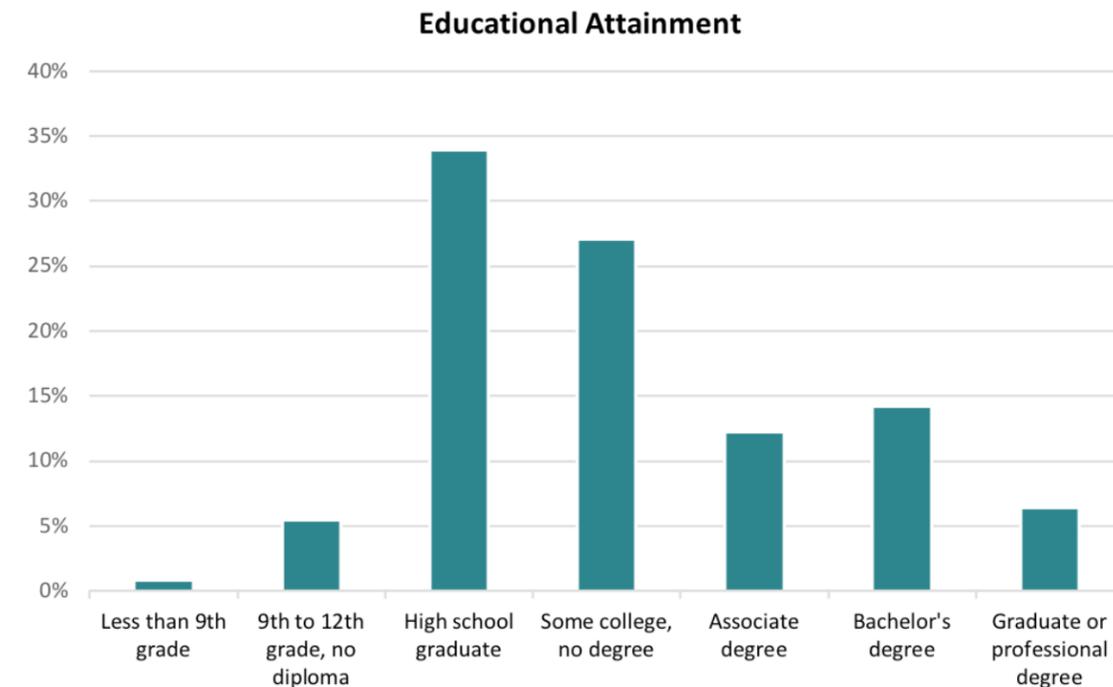


Figure 1.3 Educational Attainment According to 2018 Community Survey

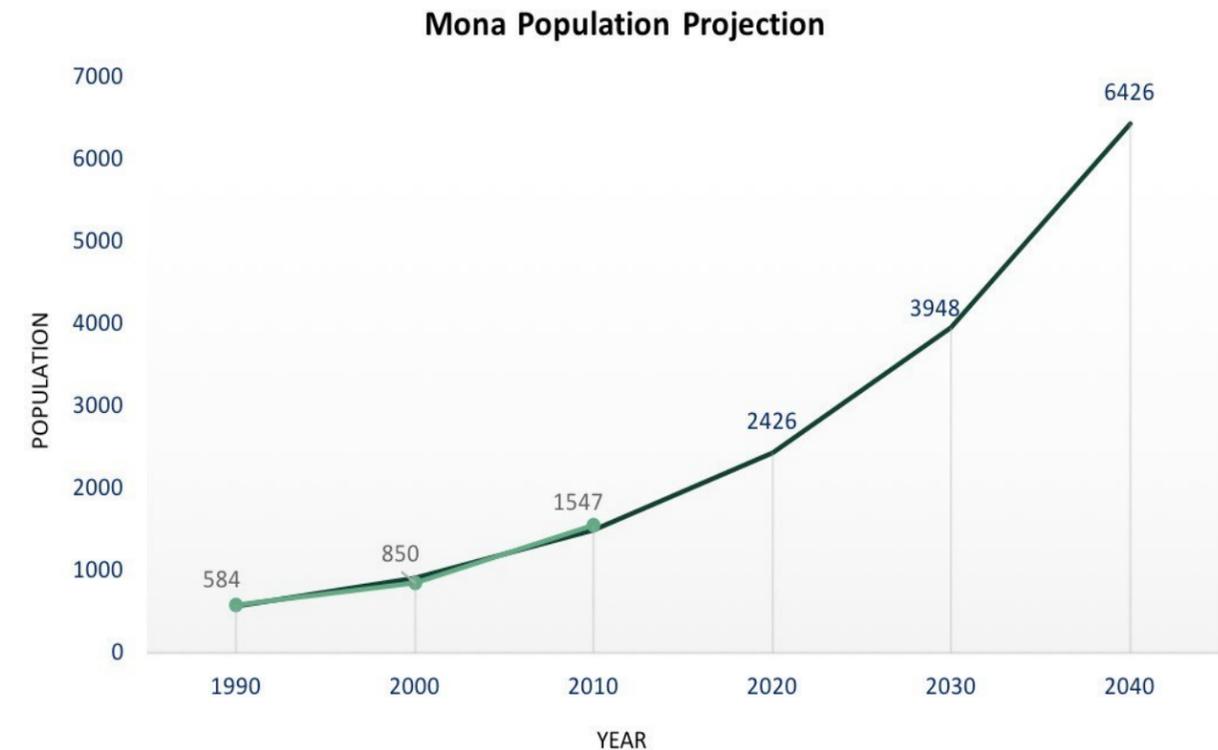
1.3.4 HOUSEHOLD SIZE

Mona's average household size as of 2010 is 3.64 and average family size is 4.02. These sizes are greater than that of the state and nation (3.14 and 2.64 respectively). According to the U.S. Census, from 2000-2010 the City's household size decreased ever so slightly from 3.66 to 3.64. These trends in household size are important for contractors and developers in determining the housing market and how to best meet these needs. (See Table 11.2 of Appendix A).

1.3.5 INCOME

The median household income in Mona was \$75,565 in 2016. This is greater than the state and national median incomes of \$65,977 and \$59,039, respectively. There are no reported households earning less than \$10,000 per year. The median income is used to help determine the need for Mona's moderate and low income housing.

Figure 1.4 Mona Population Projection



1.4 POPULATION PROJECTIONS

Population projections predict future population counts based on the observed trends from past Census data. These projections are used by

both the private and public sectors in a number of ways. The private sectors uses projections to help determine the needs and locations for new industrial and commercial facilities and for anticipating new markets. As most of the housing is provided by the

private sector, projections are helpful

INTRODUCTION

in determining housing needs. In the public sector, agencies use projections to determine service needs for water, sewer, power, and other infrastructure, along with public safety, park space, and other City services. They are also important for school districts in determining school boundaries and the need for new facilities. Anticipating these needs helps City officers and other public decision-makers work toward ensuring an acceptable quality of life. It is important to remember that projections are susceptible to change based on certain unforeseeable events such as changes in the economy or natural or human-caused catastrophes.

1.4.1 MONA'S POPULATION PROJECTIONS

These projections used population counts from the 1990, 2000, and 2010 U.S. Census to predict the future populations of Mona City, Juab County, and the State of Utah for 2020 to 2050. If population growth follows the trends from 1990 to 2010, this is what the numbers will look like in the future. Mona City was found to follow a geometric trend more closely than

a linear or exponential curve, whereas Juab county projections followed a linear trend more than a geometric or exponential curve.

Mona is estimated to grow by 315.38% by 2040, from a population of 1,547 in 2010 to 6,426 in 2040 (see Figure 1.4). Juab County's growth follows a linear pattern and is estimated to grow at 22.2% of 2010 census (2,213 people) every 10 years if the trend continues. The state of Utah is estimated to grow at 18.8% of 2010 census (522,500 people) every 10 years if trend continues, or about 1.8% per year.

COMMUNITY VISION

2.1 OVERVIEW

2.2 COMMUNITY VISION

2.3 GOALS AND STRATEGIES



COMMUNITY VISION

The most important part of the Mona general planning process is the development of a Community Vision Statement along with further clarifying goals and strategies. The Community Vision Statement establishes the direction Mona will take and provides a framework for specific recommendations to guide the future of the City. The Community Vision Statement was created by input from the Executive Committee.

2.1 OVERVIEW

For a community to be successful, it must have a strong sense of vision, know its strengths and weaknesses, and also determine where it is today and where it wants to be in the future. A community vision statement creates a guiding principle for community leaders to follow. When a decision needs to be made, that vision statement can guide community leaders in determining if their solution better enhances the place its residents want it to be. If the plan is followed, the community eventually becomes the vision. The General Plan and

the Community Vision Section help the City understand the long-term consequences of current decisions.

Mona has a strong sense of community vision. In the Community Survey gathered specifically for the General Plan, many questions built on each other to provide an overarching image the members of the community have of their City. The vision that emerged indicates that the residents of Mona love their small, peaceful, agricultural town and the people who live there.



During the Executive Committee meeting, members were asked to think about Mona as a whole; the City's past heritage, its current state of being, and the future of the City as they saw it in the context of its past. With that vision in mind, the Committee members joined together to phrase their vision for Mona.

2.2 COMMUNITY VISION

The Community Vision of Mona is to:

Second Public Citizen Input Meeting

1. Maintain and foster the agricultural heritage of Mona while encouraging well-planned and organized growth,
2. Grow with an eye toward water resource constraints,
3. Foster a community that is supportive of existing businesses and attractive to new businesses.



Student Consultant with Mona Citizen



Historic Preservation Citizen Input Map



First Public Citizen Input Meeting

GOALS AND STRATEGIES



GOAL ONE

Maintain and foster the agricultural heritage of Mona while encouraging well-planned and organized growth

STRATEGIES

Encourage the preservation of prime agricultural land and open space within Mona and the surrounding areas

Mayor, City Council, and Planning Commission

Encourage agriculture, including animal rights, throughout the City to help promote a rural atmosphere

Mayor, City Council, and Planning Commission

Document the history and heritage of the community to look back on

Mayor, City Council, Planning Commission, and Daughters of Utah Pioneers

Provide incentives to new and local businesses to locate strategically in City boundaries

Mayor, City Council, and Planning Commission

Facilitate Farmers Markets and selling produce locally

Mayor, City Council, and Planning Commission

Encourage growth in the core reinforcing more open space and less density as the City grows to its limits

Mayor, City Council, and Planning Commission

Assure that development is built to proper scale to maintain the small-town atmosphere of the City

Mayor, City Council, and Planning Commission

GOAL TWO

Grow with an eye toward water resource constraints

STRATEGIES

Ensure adequate utility and capacities within the utilities for projected growth areas

Mayor, City Council, and Planning Commission

Design water and sewer line for newly annexed areas based on anticipated needs in order to avoid oversizing

Mayor, City Council, and Planning Commission



GOAL THREE

Foster a community that is supportive of existing businesses and attractive to new businesses

STRATEGIES

Adopt commercial design standards along the Main Street corridor and commercially zoned areas

Mayor, City Council, and Planning Commission

Ensure that there are adequate areas designated for new businesses in the City

Planning Commission

Encourage recruitment of quality businesses to the City through a City Economic Development Committee

Mayor, City Council, and City Administrator

Allow for easy access from business areas to major transportation routes without interference to residential areas school zones, or other incompatible uses

Mayor, City Council, Planning Commission, and City Administrator

Ensure that proper zoning is in place to encourage appropriate businesses and discourage inappropriate businesses

Mayor, City Council, Planning Commission, and City Administrator

Review zoning ordinances on a regular basis to ensure that codes and regulations are up to date and supportive of the General Plan

Mayor, City Council, Planning Commission, and City Administrator

HISTORIC PRESERVATION

3.1 OVERVIEW

3.2 EXISTING CONDITIONS

3.3 GOALS AND STRATEGIES



HISTORICJUNKHUNKS

HISTORIC PRESERVATION

3.1 OVERVIEW

Mona was founded after the town of Willow Creek relocated farther east to its current location. One of many pioneer towns within Juab County, Mona stands out in part because of the growth it is experiencing. Moving forward, it is important that the past is not paved over or torn down for the growth coming in the future.

Preserving historic structures and sites is vital to promoting this City's unique qualities. The history and heritage of Mona is its own and should be preserved to share with others. In a 2018 Citizen Survey (see Appendix B), 71.21% of respondents said that historic preservation was important to them, and many specifically referred to pioneer homes and structures. Preservation of historic structures and sites result in a wide variety of positive impacts, one of which is strengthening a community's character. The pioneer and agricultural heritage of the City is evident in the agricultural fields interspersed throughout the community and surrounding the town. At the present day and time,

few historic structures remain making preservation important now and in the future.

3.2 EXISTING CONDITIONS

Mona has changed drastically over the years with regards to the quantity of its historic structures. Many have been torn down over the last few decades. Of the remaining historic structures in Mona, several are historic monuments. Two of these are Pioneer Park and the Old School Bell Monument in front of "old" city hall.

There are other monuments in the area of Burraston Ponds which contain historic value for the City as well. These monuments by the ponds are not maintained by or belong to the City, but are important for the City's heritage.

The remaining historic pioneer structures in Mona are all privately owned. Most of these buildings have experienced renovations both inside and out over the years. These renovations were primarily to bring them up to code, and to make them

livable in the modern era. All of these buildings hold varying significant historical value for the City and should seek to be preserved wherever possible. The inventory of these buildings ranges from old barns and cabins to old pioneer homes and buildings. A few of these that should be given special consideration for historic preservation are:

- The Old General Store, which is now being restored and repurposed as a crafting and repurposing store called The Junk Hunks
- The Neilsen House located at 30 South Main Street
- The Relief Society Building, also known as The Tithing House, found at 115 South Main Street
- The Brick House on 125 West Center Street
- The Old Pioneer Hotel on 20 North Main Street

Many agricultural purpose lands remain within the community that

reflect the agrarian heritage of the City. That aspect of the City's heritage is of utmost importance, and needs to be protected moving forward.

Many citizens, especially the newest ones, are unaware of the cultural background of the city. The Mona Book and the newest historical record the city currently provide the public with historical information, but a heightened importance should be placed on Mona's heritage and landmarks.

GOALS AND STRATEGIES

GOAL ONE

Preserve agricultural heritage through the retention of open spaces and conservation of low-density zoning

STRATEGIES

Design plan to encourage focused growth within Mona limits

Mayor, City Council, and Planning Commission

Seek to maintain traditional lot size throughout Mona to preserve open space feel

Mayor, City Council, and Planning Commission

Consider changing zoning on certain edges of town from residential to agricultural to foster the retention of agricultural fields

Mayor, City Council, and Planning Commission

GOAL TWO

Foster the preservation and renovation of historical sites

STRATEGIES

Explore the option of creating a historic preservation committee

Mayor, City Council, and Planning Commission

Examine the integration of the Daughters of Utah Pioneers (DUP) in decisions made by a historic preservation committee

Mayor, City Council, Planning Commission, and DUP

Create a plan to review the remaining historic buildings and deem if they are salvageable

Mayor, City Council, Planning Commission, and DUP

Formulate outreach program with the goal to meet with owners of historic property and

gauge their interest in having their property deemed historic

Mayor, City Council, Planning Commission, and DUP

Encourage the property owners of those buildings that are restorable to maintain the buildings and not demolish them

Mayor, City Council, and Planning Commission

Evaluate the possibility of alternative uses for historic buildings (i.e. stores, workshops)

Mayor, City Council, and Planning Commission

Explore programs to help finance restoration of historic buildings

Mayor, City Council, and Planning Commission

Develop a review process prerequisite to demolition of

historic buildings

Mayor, City Council, Planning Commission, and DUP



GOAL THREE

Promote the history of Mona to residents, utilizing public open space and buildings to do so

STRATEGIES

Evaluate the need to create plaques at certain locations to commemorate history

DUP

Explore programs that could help finance the creation of plaques and monuments

Mayor, City Council, and Planning Commission

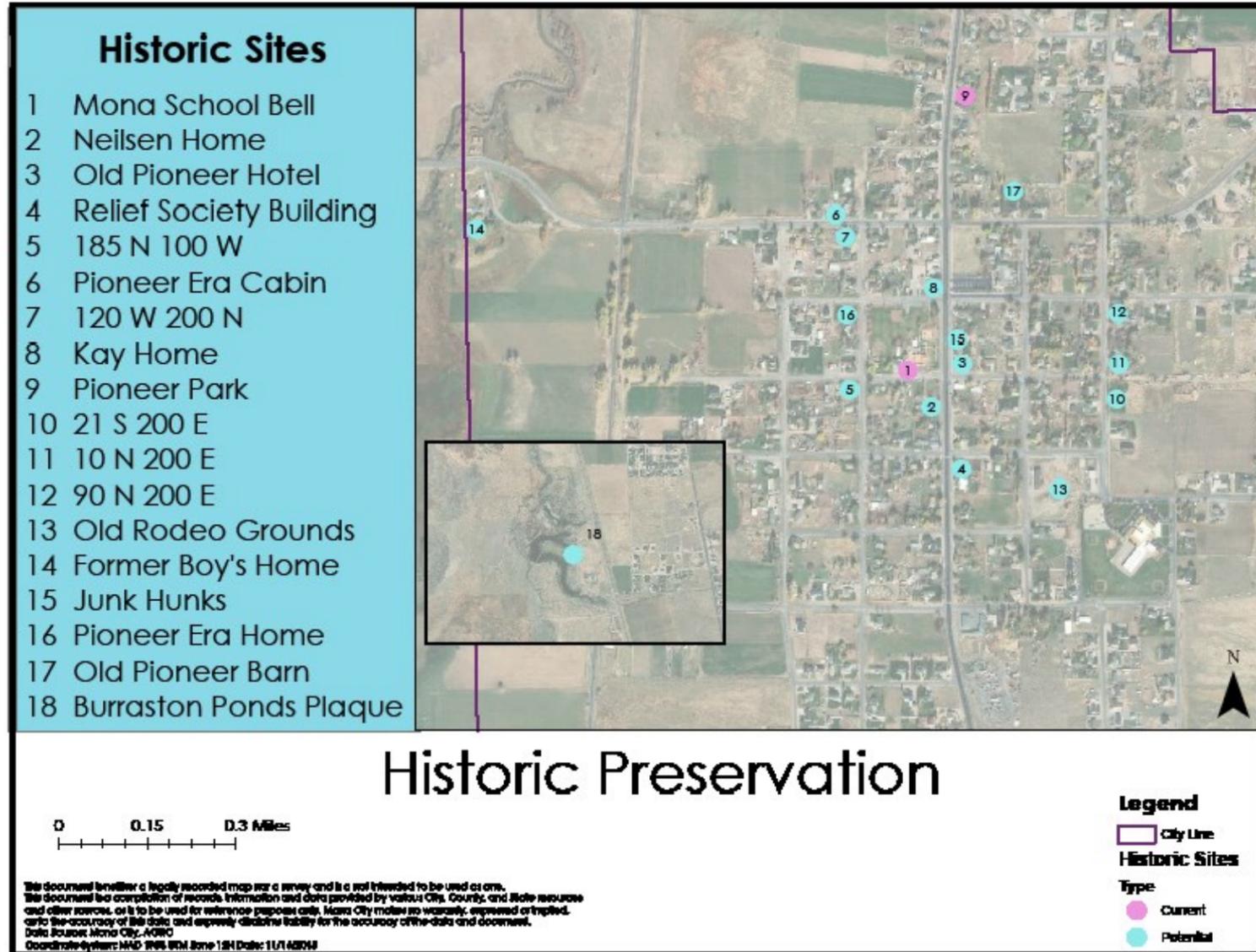
Develop a method to share important history during the July 24th Pioneer celebration

DUP

Establish City-sponsored pioneer themed events that relate to and teach Mona's history

Mayor, City Council, Planning Commission, and DUP

HISTORIC PRESERVATION



LAND USE

4.1 INTRODUCTION

4.2 COMMUNITY INPUT

4.3 LAND USE TYPES

4.3.1 RESIDENTIAL ZONE

4.3.2 COMBINED USE ZONE

4.3.3 COMMERCIAL AND INDUSTRIAL ZONE

4.4 GOALS AND STRATEGIES



LAND USE

Land Use is one of the most important sections of the General Plan, as it dictates where, when, and how development will occur within the City. The Land Use Section should be based on the Community Vision, outlining a course to attract and accommodate future growth. When the Planning Commission and City Council are faced with decisions regarding land use, they should refer to this Section to see if the request before them is compatible with the goals and maps contained herein. It is also important to note that land use planning may extend beyond the current municipal boundaries of Mona to cover future annexed land.

4.1 INTRODUCTION

Within a few years of its founding, the City of Mona's land flourished with productive orchards, accessible rangeland, and other agricultural purposes. This rural community now has a population of 1,685 (2017) which continues to grow. To maintain the tradition

of agricultural and the unique rural quality of Mona, strategic land use practices are critical to consider and implement. Additionally, careful considerations should be taken to ensure the preservation of beautiful mountain views and natural landscapes experienced by Mona's residents and visitors.

4.2 COMMUNITY INPUT

Results from the community survey

Areas Where Commercial Growth Should Occur

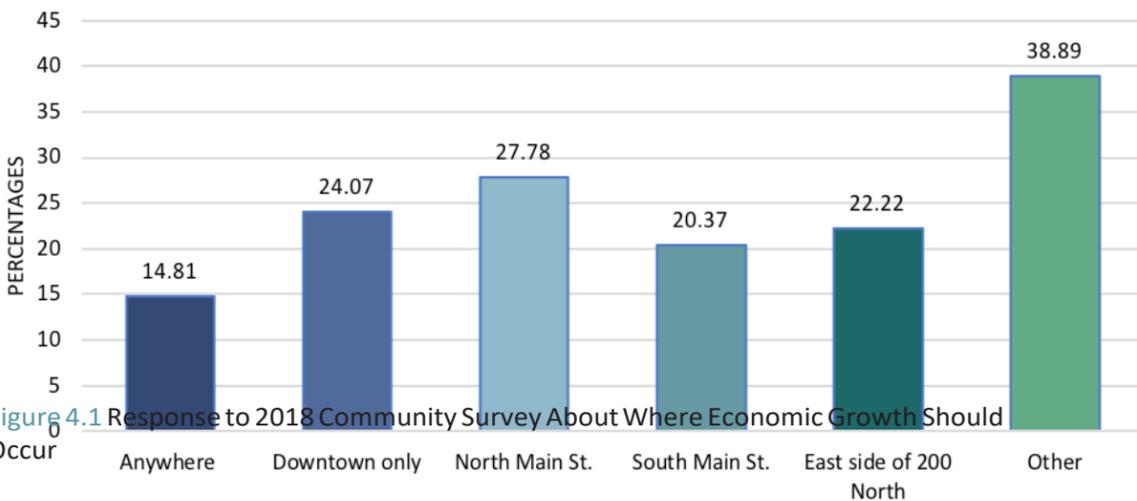


Figure 4.1 Response to 2018 Community Survey About Where Economic Growth Should Occur

indicated that 44% were in favor of encouraging economic development within the City while 56% were opposed. Of those participants, 25% wanted to see such development to remain within Downtown area. 27% wanted the development to be located on North Main Street, whereas 21% wanted it to be located on South Main Street, and 23% preferred it to be located to the East side of 200 North. Furthermore, 40% of the citizens had other comments among which popular answers included locating the economic development on the East side of I-15 freeway.

As land use will dictate where this economic growth will be located, it is suggested that specific areas should be rezoned to a more specific land use in order to encourage small businesses along the Main Street Corridor.

Regarding the type of commercial growth citizens would like to see, the majority suggested to include small business, restaurants, and a grocery store within the City, and to keep light

industrial and retail East of I-15 freeway.

When asked regarding the approval of new housing types within the City, 95% of Mona residents were in favor of allowing detached single-family homes as a new housing type. 33% percent were in favor of semi-detached dwellings such as duplexes and 14% were in favor of multi-family dwellings including apartments or condominiums. 20% were in favor of some type of retirement cottages and 23% favored the building of an assisted living facility. As residential land use comprises the majority of the City, therefore, allocating enough residential land use is essential as the population of Mona continues to increase.

70% of Mona residents felt that historic preservation was either very important or important to them. These historical locations could be

considered to be zoned as special

land use to ensure the preservation of the history of the City of Mona. Other unique and natural landscapes should also be included within this new land use sector.

4.3 LAND USE TYPES

Several land uses are currently

Land Use Types (Percentage)

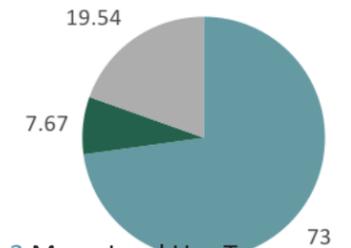


Figure 4.2 Mona Land Use Types

provided within the City, including residential, combined use, commercial and industrial, and areas designated to accommodate growth and expansion.

Today there are approximately 1,996

LAND USE

acres of land within City limits:

- 1,453 acres Residential
- 390 acres Commercial and Industrial
- 153 acres Combined Use

*Estimates were calculated according to the current land use map.

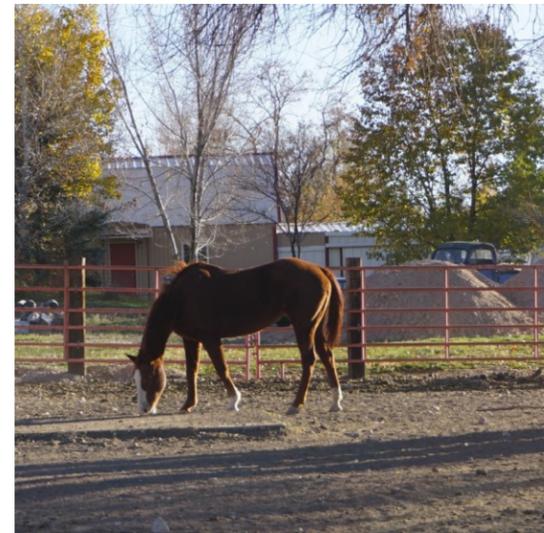
73% of the land is zoned as residential, which is what the City is predominately zoned as. The Corridor of Main Street and 200 North is zoned as combined use which makes up 8% of the land use within the City and 19% of the land is currently zoned as commercial or industrial use; this area is the current location of a gas station and convenience store located in the North corner of the City limits, bordering the I-15 freeway. The current zoning map has a 1-block buffer to depict current land considered as a Growth Area.

4.3.1 RESIDENTIAL ZONE

The residential definition of Mona

is predominately detached single-family housing. The City currently has a minimum of half acre lot sizes for all residential lots.

Special care should be taken to provide adequate transitions between higher density multi-family units and



Residential Horse Pasture

single-family residential uses. Areas containing high density residential development should have minimal environmental constraints.

4.3.2 COMBINED USE ZONE

Combined use is also known as mixed

use, meaning that the land can have both residential and commercial properties intermixed. This can be beneficial to maintain the rural quality of the City; however, it also can detract from having a designated area set aside for commercial growth. In the City of Mona, combined use lands also include those residents who have animal rights and use part of their lot for the housing of large farm animals.

4.3.4 COMMERCIAL AND INDUSTRIAL ZONE

Commercial land uses provide a variety of goods and services to the people who visit and live and work in Mona. The purpose of commercial use areas is to provide appropriate locations where a combination of business, commercial, entertainment, and related activities may be established, maintained, and protected.

Commercial use areas should be located along major streets for high visibility and traffic volumes. Whenever commercial uses are adjacent to established or future residential areas, special care must

be taken to ensure privacy and to protect personal property. Methods of protecting residential areas include, but are not limited to, increased setbacks, landscaping, restricted land uses, diversion of traffic, controlled noise or light, height limitations, and transitional land uses such as minor offices or higher density residential uses.

GOALS AND STRATEGIES

GOAL ONE

Seek land uses that will maintain and enhance the rural quality of Mona by preserving infrastructure and by permitting orderly growth.

STRATEGIES

Adapt stronger language to current City regulations regarding zoning code enforcement	through appropriate annexation policy. This includes limiting the expansion of City services to new areas until existing areas are fully developed
Mayor, City Council, and Planning Commission	Mayor, City Council, and Planning Commission
Maintain a buffer between industrial and residential uses	Carefully limit any negative impacts of commercial facilities on neighboring land use areas, particularly residential development
Mayor, City Council, and Planning Commission	Mayor, City Council, and Planning Commission
Encourage creative approaches to housing developments which will maintain and protect natural resources and environmental features	Identify locations most appropriate for industrial development in future growth areas
Mayor, City Council, and Planning Commission	Mayor, City Council, and Planning Commission
Maintain and enhance the pleasing appearance and environmental quality of existing residential neighborhoods	Establish and enforce ordinances with respect to noise, air quality, and odor, as well as visual and other forms of environmental concerns
Mayor, City Council, and Planning Commission	Mayor, City Council, and Planning Commission
Discourage "leapfrog" development	
	Mayor, City Council, and Planning Commission

GOAL TWO

Promote Main Street and nearby areas as desirable locations for business

STRATEGIES

Adopt new zoning regulations which include development standards and uses for light commercial areas
Mayor, City Council, and Planning Commission
Identify appropriate areas for and adopt new zonings specifically for industrial and commercial zoning
Mayor, City Council, and Planning Commission
Encourage creative approaches for small businesses to locate on Main Street, including the usage of old homes for small shops, restaurants, and businesses which are family-focused
Mayor, City Council, and Planning Commission
Allocate additional commercial land use areas along Main Street and 200 North corridor which encourage small business friendly development
Mayor, City Council, and Planning Commission



GOAL THREE

Preserve views of natural beauty by limiting the heights of new buildings

STRATEGIES

Identify locations most appropriate for industrial development in future growth areas

Mayor, City Council, and Planning Commission

Encourage creative approaches to housing developments which will maintain and protect natural resources and environmental features

Mayor, City Council, and Planning Commission

Maintain and enhance the pleasing appearance and environmental quality of existing residential neighborhoods

Mayor, City Council, and Planning Commission

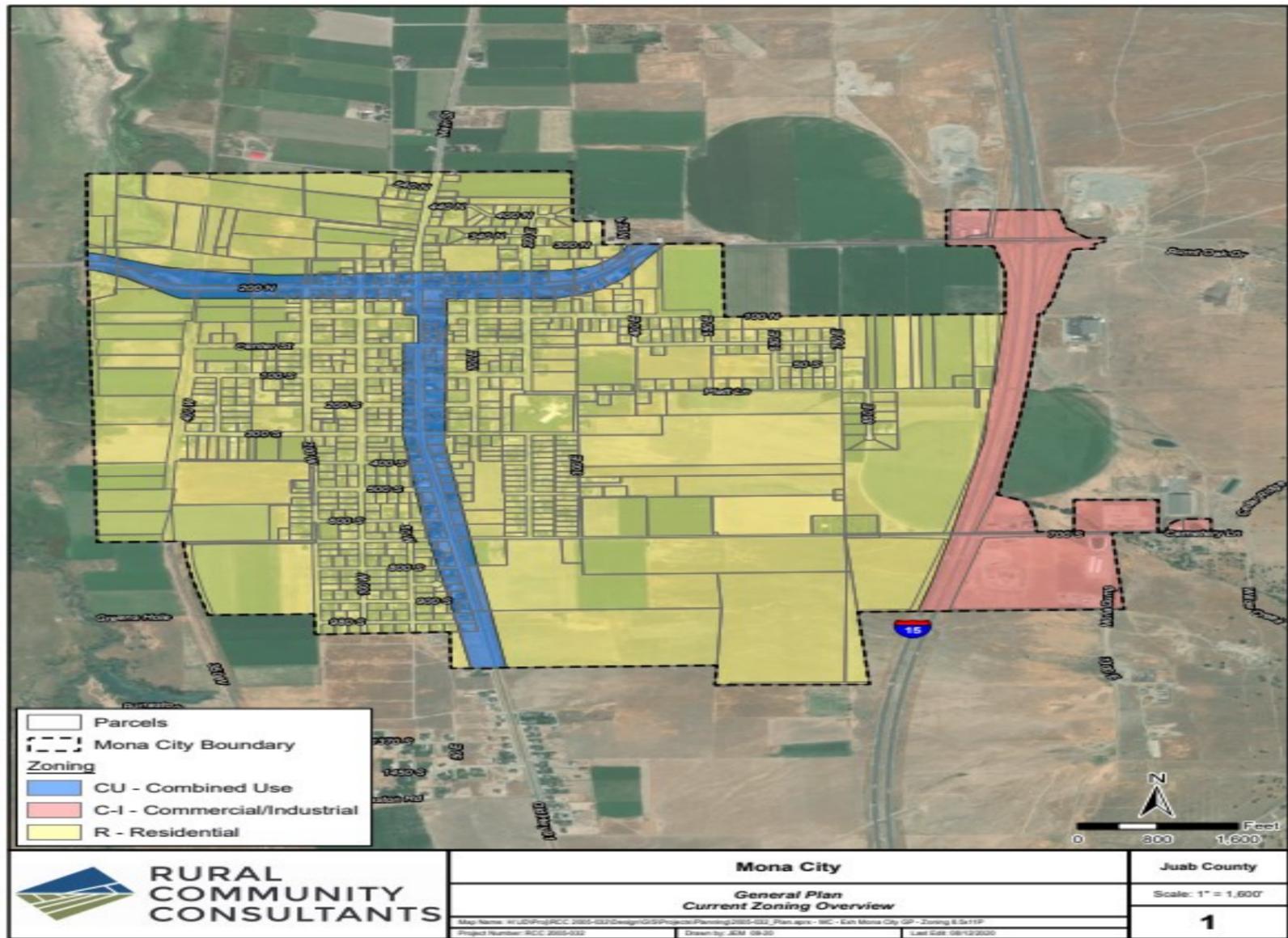
Create an architectural review committee to encourage adherence to design guidelines established for Main Street

Mayor, City Council, City Administrator, and Historic Preservation Committee

Ensure that all City-owned property is well maintained and attractive to set a positive example

City Administrator and Public Works

LAND USE



HOUSING

5.1 INTRODUCTION

5.2 HOUSING STOCK

- 5.2.1 SINGLE-FAMILY AND MULTI-FAMILY
- 5.2.2 VALUE OF EXISTING HOUSING STOCK
- 5.2.3 AGE OF HOUSING STOCK
- 5.2.4 CONDITION OF HOUSING STOCK
- 5.2.5 HOMEOWNERSHIP IN MONA

5.3 MODERATE INCOME HOUSING

- 5.3.1 ESTIMATE OF EXISTING HOUSING SUPPLY
- 5.3.2 ESTIMATED NEED OF MODERATE-INCOME HOUSING
- 5.3.3 COST BURDENED HOUSEHOLDS
- 5.3.4 ELDERLY POPULATION
- 5.3.5 FAIR HOUSING
- 5.3.6 RESIDENTIAL ZONING
- 5.3.7 STRATEGIES TO MEET FUTURE NEEDS

5.4 GOALS AND STRATEGIES



SINGLE-FAMILY HOME

5.1 INTRODUCTION

The agricultural charm and lifestyle of Mona is evident throughout the City – including in Mona’s housing stock. Historically, Mona is mostly comprised of single-family housing on large lots. Existing buildable lots provide opportunities to accommodate future Moderate-Income housing development. Although the average year built of housing stock is 1985, there has been recent housing development, particularly in the southern portions of the City. According to the Department of Workforce Services records, there are a total of 423 housing units in the City, including single-family and multi-family units.

A community survey conducted in 2018 identified that 95% of respondents supported more single-family detached homes. Thirty-three percent of respondents supported semi-detached dwellings, more specifically, duplexes. Twenty-four percent supported assisted living facilities. Twenty-one percent supported retirement condominiums or cottages.

5.2 HOUSING STOCK

5.2.1 SINGLE-FAMILY AND MULTI-FAMILY

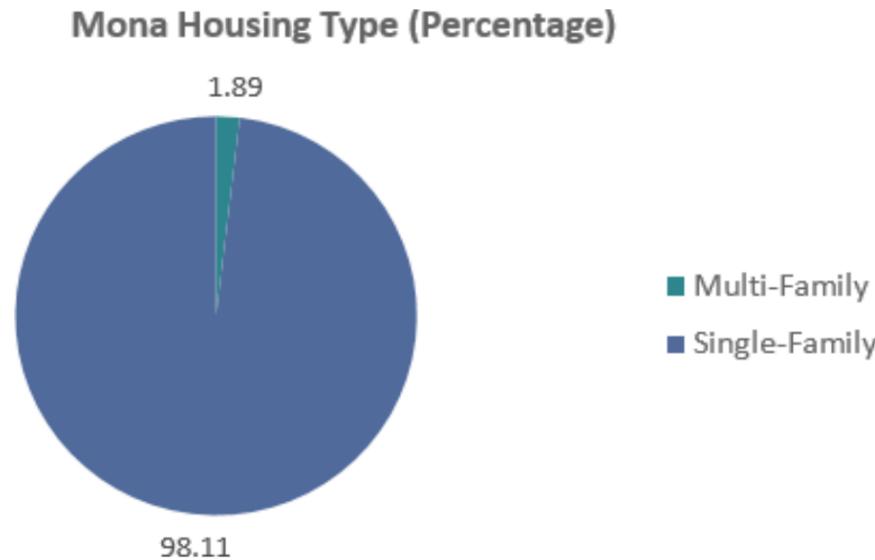


Figure 5.1 Mona Housing Type

According to a 2018 DWS 5-year housing calculator, there are 366 single-family homes in the City. Single-family homes comprise the primary and majority type of housing for residents in Mona. There is a combined use zone in the City along Main Street and 200 North which allows for multi-

family residences. Nine multi-family units, primarily duplexes, are located within these zones. There are no apartment buildings, condominiums, or townhome units in Mona.

5.2.2 VALUE OF EXISTING HOUSING STOCK

The current market value of housing stock is used to determine the housing affordability in Mona. According to the

2018 ACS 5-Year Estimate (datausa.io), the median property value in the City was \$246,400. This was a dramatic 16% increase from the 2015 average median property value of \$195,300. The average property values in Mona are greater than Juab County’s. For example, Juab County’s median property value was \$175,800 in 2018. Mona’s median property value was 29% higher than that of the average property in Juab County.

5.2.3 AGE OF HOUSING STOCK

Sixty-eight percent of housing units in the City are less than 30 years old. Mona City saw a rapid increase in construction between the years 2000 and 2010. There was a 210% increase of homes constructed between the years 2000 and 2010 than the decade previous. Although the majority of housing units in the City are relatively new, there were 21 housing units built between 1868 and 1899. Because of the age of this housing stock, rehabilitation efforts are necessary to maintain these historic homes.

5.2.4 CONDITION OF HOUSING STOCK

According to Juab County’s records, 97% of the housing stock in Mona was in either average, good, or very good condition. With only 3% in either fair or worn out condition, there are opportunities where these homes could be rehabilitated to maintain a

diverse and affordable housing stock. Deteriorating structures, especially those of historical significance, should be identified and rehabilitated before they become severely deteriorated and require demolition. Severely deteriorated and uninhabitable structures should be demolished. Rehabilitation can be an effective cost-saving measure to maintain

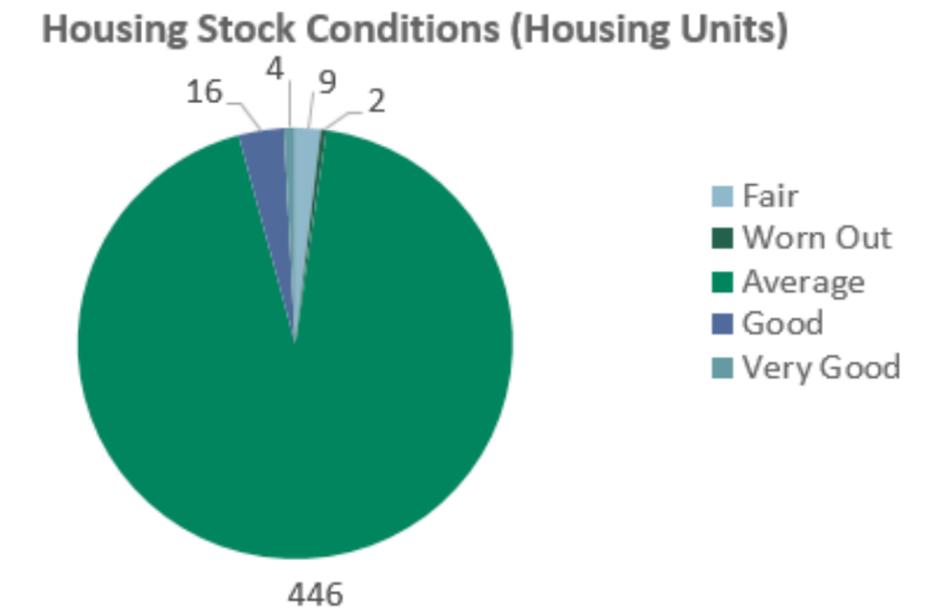


Figure 5.2 Mona Housing Stock Conditions

housing stock affordability, prevent neighborhood deterioration, and protect the historic nature of Mona's identity.

5.2.5 HOMEOWNERSHIP IN MONA

Homeownership rate illustrates Mona's ability to retain residents long-term. Homeownership encourages community development as well as community relationships. In 2016, ACS 5-year Estimate reported that 88.1% of the housing stock in the City was owner-occupied.

5.3 MODERATE INCOME HOUSING

Housing affordability is of great concern in the State of Utah. It is a state priority and a required element of the General Plan. In 1996, the Utah State Legislature adopted §10-9-307 of the Utah State Code concerning "Plans for Moderate Income Housing." This section of the State Code requires that every municipality adopt a plan for moderate income housing. The plan

must address the following five issues:

1. An estimate of the existing supply of moderate-income housing located within the municipality;
2. An estimate of the need for moderate income housing in the municipality for the next five years as revised annually.
3. A survey of total residential zoning.
4. An evaluation of how existing zoning densities affect opportunities for moderate income housing; and
5. A description of the municipality's program to encourage an adequate supply of moderate-income housing.

The Utah State Code defines moderate income housing as: "... housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the metropolitan statistical area for households of the same size."

According to the American Community Survey (ACS), the 2017

median household income for Juab County was \$59,432. The State of Utah recommends Mona City use this figure to determine whether housing within the City is affordable.

The average median household income in Mona City is \$74,554, nearly \$15,000 above the average median income of Juab County. According to these figures, 2.2% of Mona's households earn less than or equal to 30% of the AMI. The percentage of households in Mona who earn between 30% to 50% of the AMI is 6.1%. Nearly 9.2% of households in Mona earn between 50% to 80% of the AMI. Therefore, approximately 17.4% of households in Mona earn less than or equal to the AMI. About 82.6% of households earn more than 80% of the AMI.

5.3.1 ESTIMATE OF EXISTING HOUSING SUPPLY

According to the 2017 ACS, there were 30 vacant housing units out of a total of 423 housing units. The vacancy rate in 2017 was 7.0%. No rental units were available, leaving the vacancy rate at

0.0%.

5.3.2 ESTIMATED NEED OF MODERATE INCOME HOUSING

If conditions were to stay the same, population projections suggest that the population of Mona City will be 2,426 persons by 2020. If the average household size of 3.64 in 2010 were to

remain constant, there would need to be approximately 667 houses in Mona by 2020. By 2030, the population is projected to increase to 3,948 persons. Therefore, by 2020, if the average household size did not change and remained at 3.64, there would need to be 1,085 houses in Mona City. Based on this information, duplexes, and other means of moderate income

housing should be considered and utilized. Mona should plan to reanalyze their population growth frequently to ensure provisions are being made to build enough housing for the City.

5.3.3 COST BURDENED HOUSEHOLDS

According to Mona's 2017 Moderate Income Housing report, housing is considered affordable when households -- regardless of their income -- spend no more than 30% of their monthly income on housing expenses. Therefore, cost-burdened households are households whose housing expenses exceed 30% of their monthly income. Based on Mona City's 2017 Moderate Income Housing report (see Appendix A), 35% of Mona's renter households that earn a moderate income or less are cost burdened. For the City's owner households, 66.7% of the households that earn a moderate income or less are cost burdened (Mona's 2017 Housing Report).



5.3.4 ELDERLY POPULATION

Mona's 2017 Moderate Income Housing report noted that approximately 7 percent of Mona's population was 65 or older, according to the 2010 U.S. Census. The 65 and older population is expected to increase by 8 percent by the year 2020, and 9 percent by the year 2030. Many of the elderly who own their homes are living on fixed incomes, and their housing affordability is affected by property values, maintenance, and utility costs (Mona's 2017 Housing Report).

There are many options to assist low income senior residents, such as: home rehabilitation and weatherization programs, USDA grants, and utility assistance programs.

5.3.5 FAIR HOUSING

In Mona City's 2017 Moderate Income Housing report, Mona City included a section regarding fair housing. The section states:

By consent of the people of Utah, Mona City lawfully exercises planning,

zoning, and land use regulation authority to promote the health, safety, and welfare of the community. It is responsible for the equal protection and equitable treatment of all members of its community and anyone seeking to rent, lease, purchase, or develop real property within its boundaries. Consequently, it has a vested interest in the development and preservation of fair and affordable housing in its community. Mona City upholds the Utah Fair Housing Act and complies with federal requirements that affirmatively further fair housing. It does not condone housing related practices that intentionally or indirectly discriminate on the basis of color, disability, ethnicity, familial status, gender identity, national origin, race, religion, sex, sexual orientation, source of income, or other suspect classifications. It promptly reports cases of housing discrimination to the Utah Antidiscrimination and Labor Division (UALD) and assists in its investigation of claims in a prompt and timely manner.

Mona City systematically eliminates unfair encumbrances that impede its

ability to promote and maintain an adequate supply of moderate-income targeted housing within its boundaries. Addressing issues associated with fair and affordable housing entails regular reviews of plans, policies, programs and ordinances, as well as ongoing monitoring and assessments for disparate impacts and adverse effects on vulnerable populations within the community. Mona City has set forth the following goals in accordance with its commitment to eliminate barriers to fair and affordable housing:

1. [Allocate resources to update, create and localize an Analysis of Impediments to affirmatively further fair housing.](#)
2. [Create action steps to overcome the impediments to fair housing.](#)
3. [Document any fair housing action steps taken.](#)

5.3.6 RESIDENTIAL ZONING

Mona City has two zones that allow residential dwellings. These zones are: Residential (R-1) and Combined Use

(CU1). Residential (R-1) allows for single-family homes with a minimum of a ½ acre lot. The Combined Use CU1 zone is a zone for both commercial and residential use. This zone allows for both single-family and multi-family, more specifically, two-family dwelling choices. There is also a current minimum ½ acre lot size required in the R-1 and CU1 zones.

Mona's 2017 Moderate Income Housing report discusses the opportunities the City has created for more moderate income housing. It states:

Mona City has recently rezoned CU1 to include two-family dwellings, as to allow more opportunity for moderate income housing. In addition, there are not any minimum square foot requirements, or material restrictions in any zone in Mona City in order to facilitate the owners being able to build a moderate income home, if desired. However, restrictions on the number of units allowed or minimum acreage may make it difficult to develop affordable units, or elderly housing.

5.3.7 STRATEGIES TO MEET FUTURE NEEDS

Mona currently allows for single-family units and duplexes in the community. However, the lack of development of duplexes, despite being currently permitted in the CU1 zone, results in a lack of many affordable housing options for residents. As one potential answer Mona could mitigate this by supporting the development of more duplexes or other Accessory dwelling units units





GOALS AND STRATEGIES



GOAL ONE

Mona City will continue to make efforts to reduce, mitigate, or eliminate local regulatory barriers to moderate income housing.

STRATEGIES

Conduct yearly inventory of existing housing that meets state requirements for affordable housing.

Mayor, City Council, and Planning Commission

Support the development of single-family dwelling, accessory-dwelling units and retirement housing dispersed throughout the town.

Mayor, City Council, and Planning Commission

GOAL TWO

Establish orderly, planned growth and development of Mona that enhances the distinctive small-town character and provides consistent services and infrastructure suitable for residents and visitors.

STRATEGIES

Identify areas where mixed uses would be supported by infrastructure improvements to meet the needs of residents.

Mayor, City Council, and Planning Commission

Partner with entities like the six county Association of Governments that promote affordable housing programs for low to moderate income households

Mayor, City Council, and City Administrator



GOAL THREE

As Mona grows, maintain, and preserve the existing housing traditions of the community

STRATEGIES

Preserve historically significant housing through housing rehabilitation programs

Mayor, City Council, and Planning Commission

Emphasize rehabilitation instead of demolition of housing

Mayor, City Council, and Planning Commission

GOAL FOUR

Mona seeks to equitably provide housing opportunities for its current and future residents.

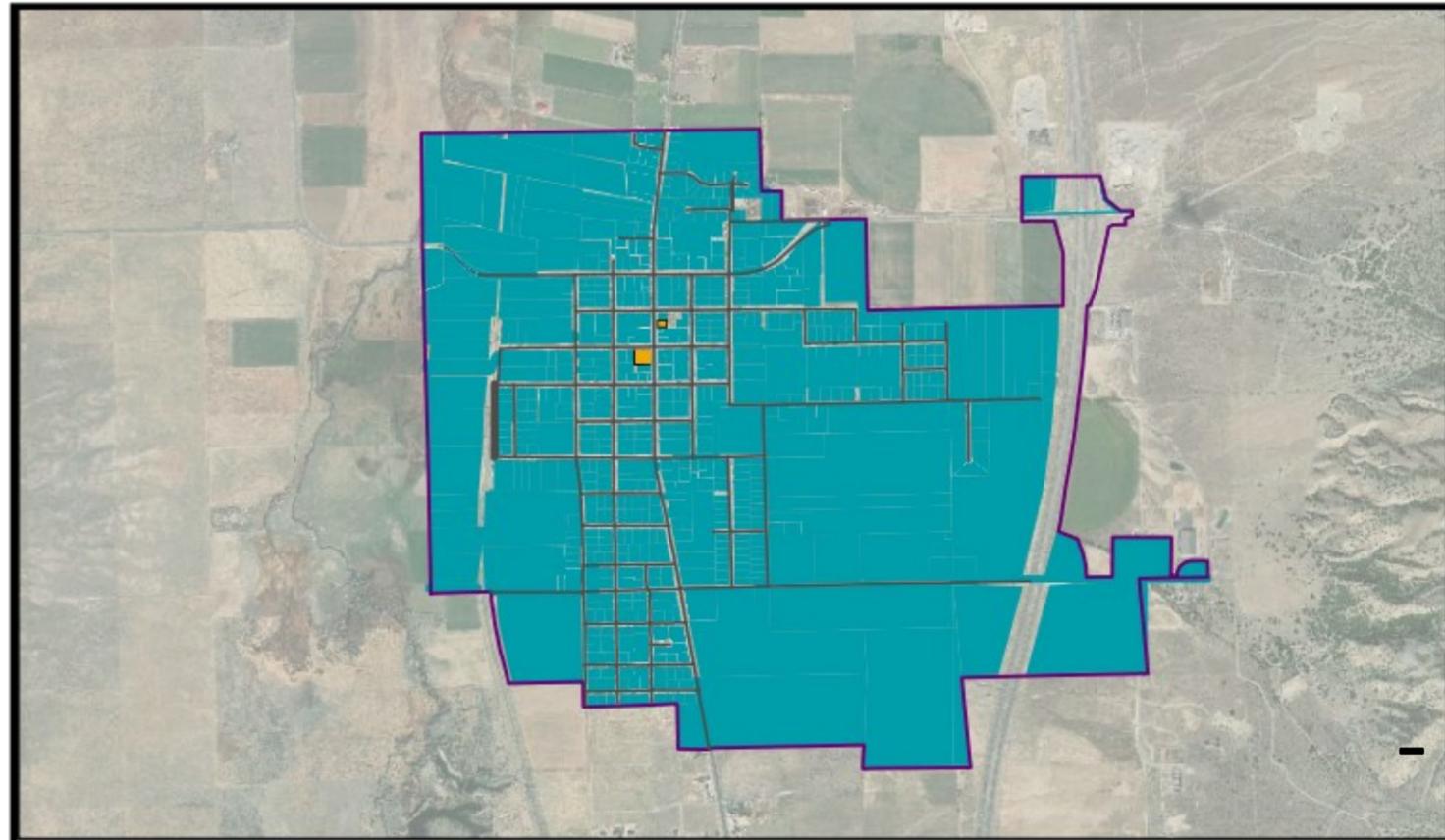
STRATEGIES

create a land use designation that allows for duplexes or accessory dwelling units to be more widely integrated throughout Mona City

Mayor, City Council, and Planning Commission

Regularly update an Affordable Housing Plan to evaluate housing needs of all groups in the community

Mayor, City Council, and City Administrator



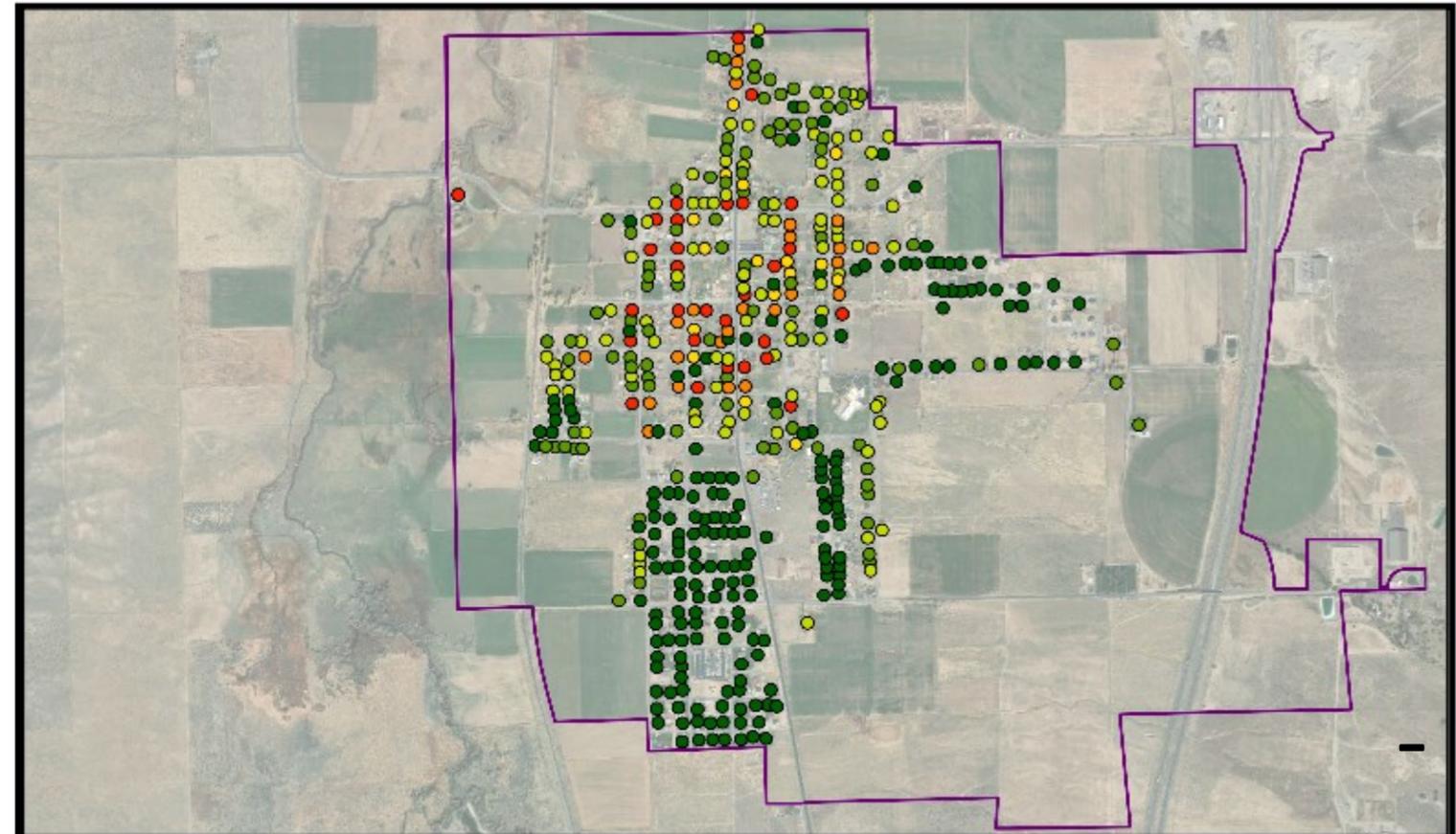
Housing Stock

0 0.45 0.9 Miles

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 Data Source: Mona City, AGRC
 Coordinate System: NAD 1983 UTM Zone 12N Date: 11/16/2018

- Legend**
- Roads
 - City Line
 - Housing Density**
 - Single-Family
 - Multi-Family

Map 5.1 Housing Stock



Housing Stock Age

0 0.35 0.7 Miles

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 Data Source: Mona City, AGRC, Juab County Assessor
 Coordinate System: NAD 1983 UTM Zone 12N Date: 11/16/2018

- Legend**
- AddressPoints**
- YEARBUILT**
- 1868 - 1908
 - 1911 - 1933
 - 1936 - 1960
 - 1965 - 1986
 - 1988 - 2000
 - 2001 - 2014
 - City Line

Map 5.2 Housing Stock Age

ECONOMIC DEVELOPMENT

6.1 OVERVIEW

6.2 COMMUNITY INPUT

6.3 CURRENT CONDITIONS

6.4 FUTURE ECONOMIC DEVELOPMENT

6.4.1 EXPAND AND STRENGTHEN THE ECONOMY

6.4.2 PREPARE AND PLAN FOR FUTURE BUSINESS

6.4.3 ECONOMIC POTENTIAL

6.4.4 FUNDING

6.5 GOALS AND STRATEGIES



GAYDEAN'S SWEET ART

ECONOMIC DEVELOPMENT

6.1 OVERVIEW

Stable economic growth is key to the continuation and improvement of a city. As expressed by Mona’s Executive Committee and citizen surveys, Mona residents desire economic growth, but above all else wish to maintain their small town feel. Direction from the Executive Committee along with gathered citizen input illustrated a desire to create sustainable economic growth through encouragement of small businesses that support the local community and economy.

6.2 COMMUNITY INPUT

Fifty-seven percent of citizen survey respondents opposed encouraging commercial growth within the City, while 42% favored it. A common remark from citizens at the public meetings was the desire to grow sustainably and through locally owned and operated businesses. There was a mixture of opinions as to where that growth should be concentrated but among those favoring commercial growth the majority opinion was that business should be focused on Main

Street, more particularly reserving the intersection of Main Street and 200 North for expressly commercial use. The remaining portion of Main Street should continue to allow for combined residential and commercial uses.

The primary concern of residents with regards to economic growth is the type of growth. Economic growth should not compromise the small town, local feel that exists within the City. The suggested and supported method of growth consists of small businesses that provide a variety of daily needs for the citizens of Mona. Several suggested businesses were grocery, hardware, and common service-based businesses such as dining. Citizens expressed concern at the idea of a big box retailer or national chain restaurant locating in the City.

Along with small business development and growth there was a noted opportunity for development of an industrial park along the East side of I-15, adjacent to the current Barnes Bullets facility. The discreteness of the location and the ease of access to the freeway made this an ideal location that

citizens viewed as a strong potential for future economic growth for the City. A light industrial park would provide a solid and sustainable economic base for the City while increasing the number of jobs and average salary for Mona based employers.

Based on the 2018 citizen survey conducted of Mona residents, it was found that more than 70% of Mona residents commute outside of Mona for work. Of that 70%, more than half travel in excess of 30 miles each way to their jobs. The primary source of employment within the City is Education, Healthcare, and Social Assistance with roughly 25% of citizen responses listing this as their employed industry.

6.3 CURRENT CONDITIONS

Due to the large number of residents working outside of Mona it was not possible to conduct any sort of economic analysis for the City. Instead, survey results and collected resident input were synthesized to provide understanding of the current and economic situation along with potential

Table 6.1 Mona Employment Sectors

INDUSTRY		
Civilian employed population 16 years and over	689	
Agriculture, forestry, fishing and hunting, and mining	7	1.0%
Construction	72	10.4%
Manufacturing	166	24.1%
Wholesale trading	14	2.0%
Retail trade	77	11.2%
Transportation and warehousing, and utilities	29	4.2%
Information	8	1.2%
Finance and insurance, and real estate and rental and leasing	18	2.6%
Professional, scientific, and management, and administrative and waste management services	44	6.4%
Educational services, and health care and social assistance	169	24.5%
Arts, entertainment, and recreation, and accommodation and food services	9	1.3%
Other services, except public administration	26	3.8%
Public administration	50	7.3%

strategies for future economic growth. The citizen survey reflected general trends of employment found when comparing the results with the 2012-2016 American Community Survey

(ACS). Table 6.1 shows the division of labor according to type of industry for Mona residents, most of whom work outside the City. Accordingly, it should be emphasized that this

is not a complete representation of the division of labor in Mona. Table 6.2 shows that approximately 70% of the employed residents who were surveyed work outside the City. Over

ECONOMIC DEVELOPMENT

half of those commuting to work travel in excess of 30 miles each way. Though the information contained in Table 6.1 and Figure 6.1 only accounts for a sample of the population, it is still a relatively accurate representation of

6.4 FUTURE ECONOMIC DEVELOPMENT

The strongest city economies are those in which local businesses provide sufficient services to meet



Figure 6.1 Response to Community Survey 2018

the breakdown, by industry, of how and where Mona residents work.

local demand while attracting clients from outside of the community. This form of economic development provides vital sales tax dollars to help

fund community improvements. In support of citizen responses both in the distributed survey as well as those collected at public meeting, Mona residents would like to see every day needs met through local economic development. Gasoline, groceries, pharmaceuticals, and hardware are several of those needs. Table 6.3 shows these every day needs and the responses from Mona citizens regarding the point of purchase of each item. With the exception of Gasoline, none of these items can currently be purchased in Mona due to non-existent business.

6.4.1 EXPAND AND STRENGTHEN THE ECONOMY

To grow and strengthen the economy in Mona it is important that local businesses that meet every day needs be regularly patronized by the residents. Creating a shift in purchasing habits is possible through encouragement by local officials and residents alike. As local businesses are patronized, the collected revenue stays in the local economy as a benefit to everyone. However—as was shown

in the survey (see Appendix B)—most residents shop outside of the city, primarily out of necessity. As the City develops economically it is important that the spending habits of citizens shift to reflect the needs as they are met locally. Given the rich rural history and small-town charm that exists in Mona, it would be preferable if future economic growth and new businesses be locally owned and operated as opposed to operating as a national chain. Future economic growth should emphasize this focus whenever possible.

6.4.2 PREPARE AND PLAN FOR FUTURE BUSINESS

There are currently only a few locations within City boundaries prepared to become the site of a future small business. Several issues contributing to this are:

- Suitable business property is not located within the current City boundaries,
- Improper zoning,
- Inadequate or non-existent

infrastructure in place.

The City should prepare ahead of time for where they would like this future small business growth to occur. This should be done by designating land in desirable areas to strictly commercial uses rather than the current combined use designation, which allows for residential or commercial use. The City should also ensure that any business locating in the vicinity of Mona locate to land that is within the City boundaries as opposed to on county land. Businesses that locate outside the City provide far less benefit to the residents of Mona than if they were within the City. This can be accomplished through forward thinking annexation plans as well as ensuring that there are adequate and prepared sites located within the City in which businesses can locate. All potential business sites should meet the “Five-way Test.”

1. The property is annexed into the City boundaries
2. The land is zoned for business use
3. Utilities are available or a utility plan

is in place

4. A fully improved asking price is readily available

5. Transportation via major highways is available without interference of residential areas, school zones, or other incompatible uses

The City should work to ensure that they maintain one site ready at all times to ensure that they are prepared to capture businesses that are desirous of locating within the City.

6.4.3. ECONOMIC POTENTIAL

One of the opportunities that Mona can capitalize on is the interchange with Interstate 15. This location was one of the areas that residents were desirous to see business located. The businesses located at these interchanges should be limited to those that satisfy the commuters needs, such as Gasoline, Dining, and Lodging. Small businesses and those previously mentioned daily needs (Gasoline, Grocery, Pharmaceutical, and Hardware) should be located

near and around the intersection of 200 North and Main Street in order to preserve the small-town atmosphere.

Looking to the future, the east side of I-15 is a potential site for a small industrial park. Currently this land sits outside of the City boundaries but could be made ready by the City through the use of the Five-way Test. Potential industries that could be attracted to these sites include, transportation, manufacturing, tech, and warehouse. By locating on the east side of I-15 the impact to local residents with regards to traffic or other nuisances would be minimized while at the same time providing a strong and healthy economic base upon which to support the City and its residents.

6.4.4. FUNDING

When the City invests in improvement necessary to foster economic development, new jobs and revenue will be the result. Making the necessary preparations for economic growth will require infrastructure improvements, site preparation, and other costly initiatives. Therefore, the City should

be proactive in pursuing funding and other resources provided by various government entities. These include, but are not limited to, the Six County Association of Governments (SCAG) and the federal Economic Development Administration (EDA). The Comprehensive Economic Development Strategy and the Community Development Block Grant Program offered through SCAG are examples of such funding options. Projects that encourage economic development can be funded through these grants along with local revenue generated by taxes and fees.

GOALS AND STRATEGIES

GOAL ONE

Expand local tax base through the development and support of new and existing small businesses with a focus toward meeting common everyday needs such as grocery, pharmacy, and hardware

STRATEGIES

Support and patronize current and future small businesses that choose to locate in Mona

Mayor, City Council, and Citizens of Mona

Encourage and pursue businesses that will meet common everyday needs and invite them to locate within the City

Mayor, City Council, and Planning Commission

Prepare land through zoning and adequate infrastructure to support commercial use

Mayor, City Council, and Planning Commission

GOAL TWO

Encourage and support future development of a small commercial district on or around the intersection of 200 North and Main Street

STRATEGIES

Change zoning on empty land parcels near the intersection of 200 North and Main Street from combined use to commercial use in preparation for future economic growth

City Council and Planning Commission

Perform the Five-way Test on each of these commercial sites to ensure they are fully prepared

City Council and Planning Commission

Have landowner's contact information ready and convenient for the opportunity that a business owner may approach the City looking to locate on one of its commercial lots

Mayor and City Council



GOAL THREE

Capitalize on proximity to I-15 with development of small industrial park on the east side of I-15 and encourage low impact industry to build there

STRATEGIES

Conduct a Five-way Test on the intended developable sites

City Council and Planning Commission

Target businesses that are determined to be viable for the area and pursue incentive packages when available and necessary

Mayor and City Council

GOAL FOUR

Plan for intentional and sustainable economic growth using the Five-way Test

STRATEGIES

Emphasize occupying the existing commercial buildings with viable businesses that meet the City's objectives

Mayor and City Council

Maintain one viable and prepared site for economic development at all times so as to be ready for potential business opportunities that present themselves

Mayor and City Council

TRANSPORTATION

7.1 INTRODUCTION

7.2 COMMUNITY INPUT

7.3 NEW TRANSPORTATION

FACILITY REVIEW CRITERIA

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7.8 LEVELS OF SERVICE

7.9 GOALS AND STRATEGIES



MONA RESIDENTS

The Transportation Section of the Mona General Plan outlines the current conditions of the road network in Mona as well as policies for safe and efficient movement of people and goods throughout the City. Transportation policies impact both land use and transportation planning and should be considered with other policies found in the other Sections of this General Plan.

The Transportation Section is designed to accommodate the current needs and future growth of Mona. Transportation needs to consider both local population growth and economic growth rates, in addition to increased regional transportation needs. Demographic analysis shows a projected population growth of approximately 38.5% from 2020 to 2030. Any economic development should be closely aligned with transportation plans to accommodate anticipated growth in traffic volumes along the City's roads. In addition, population growth in surrounding areas could put increased pressures on Old Highway 91, the major regional arterial and Main Street through Mona.

The City should follow the transportation guidelines found in Appendix A to ensure that plans and capital improvement programs accurately reflect the needs of residents.

7.1 INTRODUCTION

In order to meet the mobility needs of current and future residents, employees, and visitors, Mona will need to maintain, improve, and expand the existing transportation system. Movement within the City needs to be a workable balance between the movement of people and goods with automobiles, OHVs/ATVs, pedestrian facilities, bicycles, and other non-motorized means while being sensitive to the existing infrastructure and natural environment.

New transportation facilities should have a vision for the future by having sustainable designs that also provide maximum durability while minimizing maintenance costs. These expansions should also maintain enough flexibility to evolve as the City's needs and technology change. The location

and design of any new facility should be integrated into the surrounding neighborhood and larger community while protecting the character of the City.

7.2 COMMUNITY INPUT

The goals and strategies in this section were a direct result of input from the local citizens of Mona as well as the Executive Committee. Such involvement was crucial to fully understand the current conditions of recreation facilities and opportunities. During two public meetings, maps of the city were laid out and citizens were given the opportunity to highlight areas and topics of concern, as well as, point out improvements that should be made. These comments helped to direct the planning staff in determining what key opportunities should be focused on in this section.

Based on information gathered from both surveys and citizen involvement meetings, many citizens believe that transportation related topics are important to the overall improvement of Mona. Some of the key improvement

items that were brought forth from the survey include designated ATV lanes, a trail system, and designated bike lanes (see Figure 7.1).

Additional residential priorities were maintenance of existing roadways, on-

7.3 NEW TRANSPORTATION FACILITY REVIEW CRITERIA

As new transportation facilities are planned or constructed within Mona, they should be reviewed for

issues, all new transportation facilities must satisfy the requirements found in all relevant laws and standards of City and State code.

7.3.1 COMPATIBILITY WITH BUILT FORM

The transportation system of Mona is strongly affected by the existing land use, street pattern, and environment. Likewise, the future development pattern of the City is strongly affected by the development of the transportation system. As plans for transportation facilities are developed, efforts should be made to ensure that the facility and the desired future land use pattern are mutually supportive. The facility should reflect the desired future development pattern in scale, function, and intensity.

Appropriate transportation facilities should service development patterns. Retail and commercial areas should be convenient not only for automobiles, but also for bicyclists and pedestrians by including designs for ample off-street parking and safe unloading zones. Residential areas

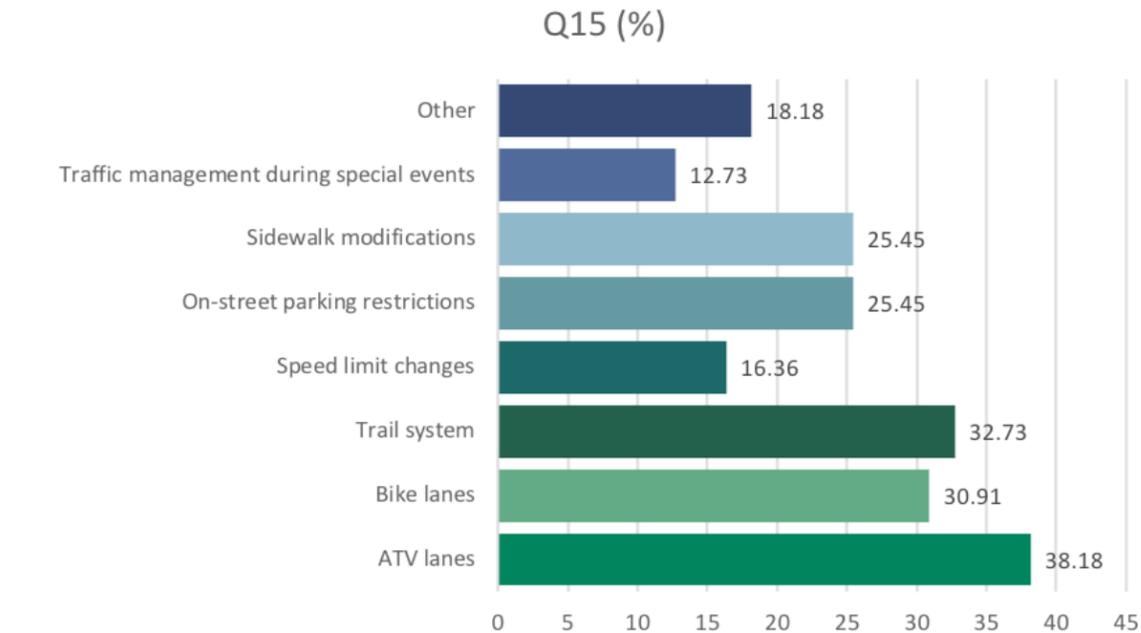


Figure 7.1 Response to 2018 Community Survey

street parking restrictions and sidewalk modifications.

compatibility with the following key criteria. In addition to addressing these

should have facilities designed with safety—rather than cost or volume—as the key concern. In addition to accommodating automobiles, parks and other recreational areas should be well served by trails for non-motorized modes of transportation.

7.3.2 INTEGRATION INTO NEIGHBORHOODS

New transportation facilities should be designed to improve mobility and circulation in neighborhoods. Smooth transitions, functional intersections, and safety should be given special consideration. All facilities should be completed with desired development patterns in mind so they can adequately handle the increased demand when additional developments are approved. The existing grid pattern should also be followed as new developments are approved.

7.3.3 PROTECTION OF NATURAL ENVIRONMENT

While construction of any transportation facility will inevitably



Residential Road

impact the surrounding natural environment, Mona seeks to minimize these impacts. Noise and air pollution, cuts and fills, runoff oils, and other pollutants are all concerns related to the protection of the natural environment.

To reduce the impacts of noise pollution, the City can plan for appropriate speed limits; noise barricades and barriers; vegetation and berms; enforcement of local, state,

and federal vehicular noise reduction methods; and appropriate facilities in heavy traffic areas for large trucks.

Enforcement of local, state, and federal air quality standards, including reducing vehicular trips and promoting non-motorized means of travel will aid in the reduction of air pollution. Refer to the Economic Development Section for ideas of reducing car trips by having basic needs met locally.

Cuts and fills should be minimized as much as possible without jeopardizing the safety of the facility. All cuts and fills should be properly repaired through the use of vegetation, retaining walls, decorative riprap, or other appropriate methods in accordance with the City standards and specifications.

Drainage facilities—which serve to filter out oils and other pollutants prior to their deposit into any watercourse, ditch, or canal—should be designed on all new transportation facilities. Sumps, grease traps, and other means of cleaning runoff pollutants should be included in all projects.

7.3.4 SAFETY

Transportation facilities should enhance safety in the community; new projects and maintenance on existing facilities should be completed with safety and simplicity in mind. The transportation system should provide each neighborhood with adequate access to police, fire, and medical services. It should also be designed so that visitors and other users unfamiliar with the City can easily find their desired locations.

All new and existing facilities should be properly maintained to minimize the possibility of accidents and injuries. Pedestrian facilities should have sufficient lighting to reduce the possibility of personal crimes or injury. Proper signage should be placed throughout the community to control traffic and guide users.

7.3.5 PLANNING AND PRIORITY OF FACILITIES

All major construction and maintenance of transportation facilities should be

included in a Capital Facilities Program of Mona and planned to increase the effectiveness of each transportation dollar. This section of the General Plan, including the attached maps, should be regularly updated to reflect current development patterns, changes in transportation needs, and projected funding levels. If the City is required to prioritize transportation facility projects, the criteria should include safety, number of citizens that will receive benefits, and linkages between facilities.

7.3.6 MAINTENANCE RESPONSIBILITIES

The portion of Old Highway 91 in Mona, known as Main Street, is under the jurisdiction of Juab County. The City should collaborate with the county for the ongoing maintenance of this facility. All other roads and paths within the city fall under the ownership and responsibility of the City of Mona.

7.3.7 TRANSPORTATION CORRIDORS AND CIRCULATION

Important to the success of the transportation system is the need for an effective and complete hierarchy of roadways. This hierarchy includes transportation corridors and roads, which reflect access management strategies and alternatives to corridor access.

7.4 ROADWAY CLASSIFICATION

Each road, street, and non-motorized facility in Mona City has been classified according to its intended use and capacity. Each of the following classifications represents a different type of roadway, street, or non-motorized facility and includes a short description of typical characteristics. The classifications represent a local definition and are not intended to reflect any county, state, or federal definitions, but rather to provide an effective method for designing a

transportation system. Developments should indicate all transportation facilities on final plats and assign each facility a proper classification for review purposes.

The hierarchy of facility classification is designed for safety purposes, allowing for the separation of vehicles that are traveling through the City from vehicles that will stop at a destination within the City. As a facility increases in its mobility, or ability to move vehicles, it decreases in access, or the ability for vehicles to access areas of the City. The hierarchy shown in Figure 7.2 is provided as a reference, but not all classifications currently apply to Mona City roadways. Map 7.1 shows the roads in Mona and the functional classifications to which they are currently assigned.

Roadway classifications identified in Mona are described below.

Principal Arterial. Intended to accommodate large amounts of intercity traffic (e.g. residents of Nephi passing through Mona) while also servicing local residents. Accordingly,

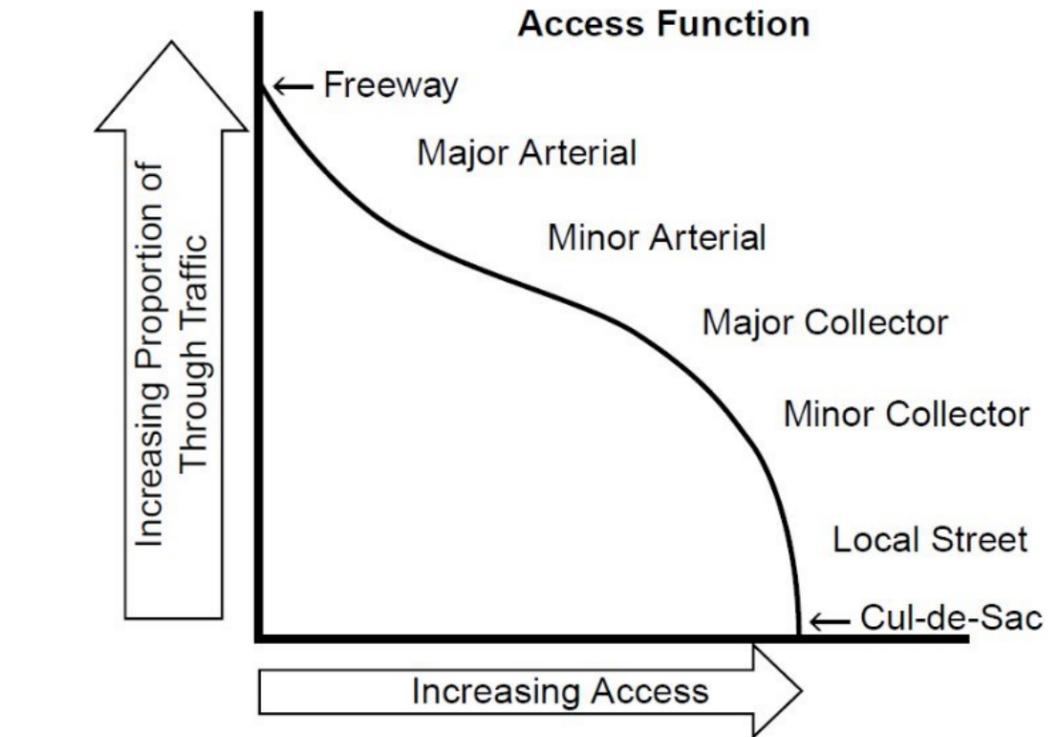


Figure 7.2 Functional Hierarchy of Roads

principal arterials are designed to limit access and maximize mobility. Commercial projects along principal arterials should be planned with safety in mind; loading and unloading areas should not take place directly on the arterial road. Because these facilities are designed for traffic with higher

speeds, pedestrian facilities should be separated from the traffic flow using planter strips, detached sidewalks, and landscaping. Currently, Main Street is the sole principal arterial in Mona.

Minor Arterial. Serve as alternate

routes in and out of Mona and are characterized by some level of outside traffic. In Mona, minor arterials are often routes for trucks delivering materials and products to or from industrial facilities on 200 North.

Local Collector. Typically serve the transportation needs of residents in a particular area of the City, such as a neighborhood. A local collector is the backbone of the local street pattern. Although local collectors are meant to service mainly residential developments, they also provide transportation to complementary uses such as parks, churches, and schools. Access is not limited on local collectors, but traffic flow and safety are important considerations.

7.4.1 MOTORIZED TRAILS AND PATHS

A motorized trail or path is a facility designed for motorized vehicles other than typical automobiles and trucks, such as ATVs. Usually recreational in nature, these trails or paths will vary in size and materials. Because these

facilities are intended for motorized vehicles, their location in relation to residential and recreational uses should be considered. It may be appropriate for the City to establish ATV and/or snowmobile routes on some existing roadways where there are higher volumes of such vehicles.

Mona City is relatively unique in that its residents use these types of motorized vehicles for more than recreation (i.e. intra-community travel). Special consideration should be given to this type of use when reviewing future transportation facility improvements.

7.4.2 NON-MOTORIZED TRAILS AND PATHS

A non-motorized trail or path is a facility designed for use by pedestrians, bicyclists, horses, and other non-motorized modes of transportation. Usually these facilities are a part of a citywide non-motorized transportation system. The system is designed to provide non-motorized access to all areas of the community and linkages to local, regional, state,

and national non-motorized facilities. Each facility may be different and should be incorporated into all new subdivision designs. The City should consider creating a Trails Master Plan to discuss current conditions and trail development.

7.5 CURRENT ROADWAY CONDITIONS

Each roadway, street, and non-motorized transportation facility functions as a part of a larger network designed to create a logical and safe pattern for moving people and goods through Mona City. Each segment, or facility, in the network is highly dependent on many other segments. For this reason, it is important to review each development proposal and facility proposal from a larger point of view. As each new facility is planned or constructed, the City should consider how the facility will affect the transportation system as a whole. If the proposed facility will have a negative impact on the system as a whole, the applicant should be

TRANSPORTATION

required to address the impact by upgrading existing facilities to meet new demand. One of the best ways to complete this is to hire an engineering firm to complete a traffic impact study of the proposed new facility.

7.5.1 EXISTING ROADWAY AND STREET PAVEMENT CONDITIONS

All paved roads throughout Mona are constructed with asphalt. Pavement condition was rated using the State of New York's rating system to determine road quality. For simplicity and clarity, the rating system has been adapted into three categories: **Good**, **Fair**, and **Functionally Outmoded** (See Map 7.2)

Good. Smooth and has no untreated damage that would allow water to seep into and damage the roadway. This may include minor faulting or small longitudinal cracks that have been sealed to keep it watertight. This may also include a complete sealer coat. Patch repairs are acceptable if they do not affect the smoothness for passengers traveling along the road.

Fair. May have some wear or damaged



Example of Alligator Cracking



Example of Longitudinal Cracking

sections, but it is not imperative that it be repaired immediately. Roads labeled as fair are not a priority in improvement but may need some

improvement in the years that follow.

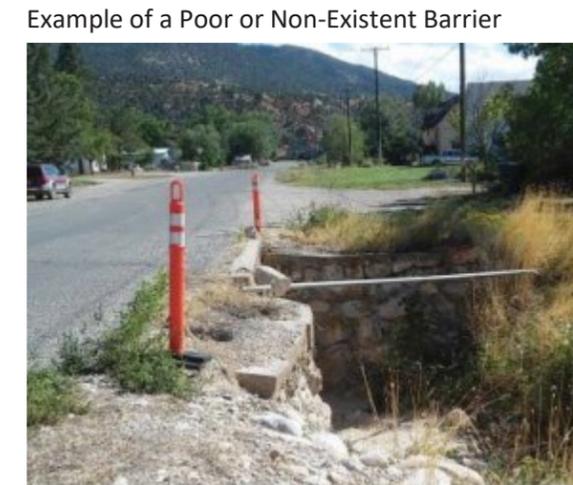
Functionally Outmoded. Roadway/walkway is damaged with faulting, longitudinal cracks, alligator cracking, or scaling. Alternatively, the roadway has not been sealed or is damaged to a point where the surface cannot be repaired without substantial resurfacing. Substantial patching or damages create an uncomfortable experience for passengers traveling along the roadway.

7.5.2 EXISTING ROADWAY BARRIER CONDITIONS

Along with maintaining the condition of the road pavement, ensuring that proper signs and protective barriers are appropriately installed and maintained is important to the safety of motorists and pedestrians throughout Mona. Barriers are described as good, poor, non-existent, or functionally outmoded. A good barrier succeeds in safely separating vehicles from the edge of a steep hill or mountain. A poor or nonexistent barrier (1) has deteriorated over time and may not



Example of a Good Barrier



Example of a Poor or Non-Existent Barrier

Example of a Functionally Outmoded Barrier



provide a safe barrier for vehicles or (2) was never constructed where it was needed. A functionally outmoded barrier was constructed to prior standards but is now insufficient to provide protection for vehicles. Due to the lack of roadway barriers in the City of Mona, a map was created to present areas of Mona that should potentially have barriers installed. Map 7.3 shows the potential locations for roadway barrier installation.

7.6 NON-MOTORIZED TRANSPORTATION

Equally important to motorized transportation facilities are the non-motorized transportation systems of the city, including sidewalks, trails, and paths. The non-motorized transportation system should not only allow for access to all major retail and recreational facilities in the City, but also provide linkages to regional and state non-motorized transportation systems.

7.6.1 PEDESTRIAN FACILITIES

All new developments should address pedestrian needs. The pedestrian facilities in each development should be installed by the developer in a manner agreeable to the Planning Commission and City Council, and compatible with the surrounding pedestrian system. Safety of pedestrians should always be the primary concern of the City in approving pedestrian facilities in a new development.

While sidewalks, curbs, and gutters

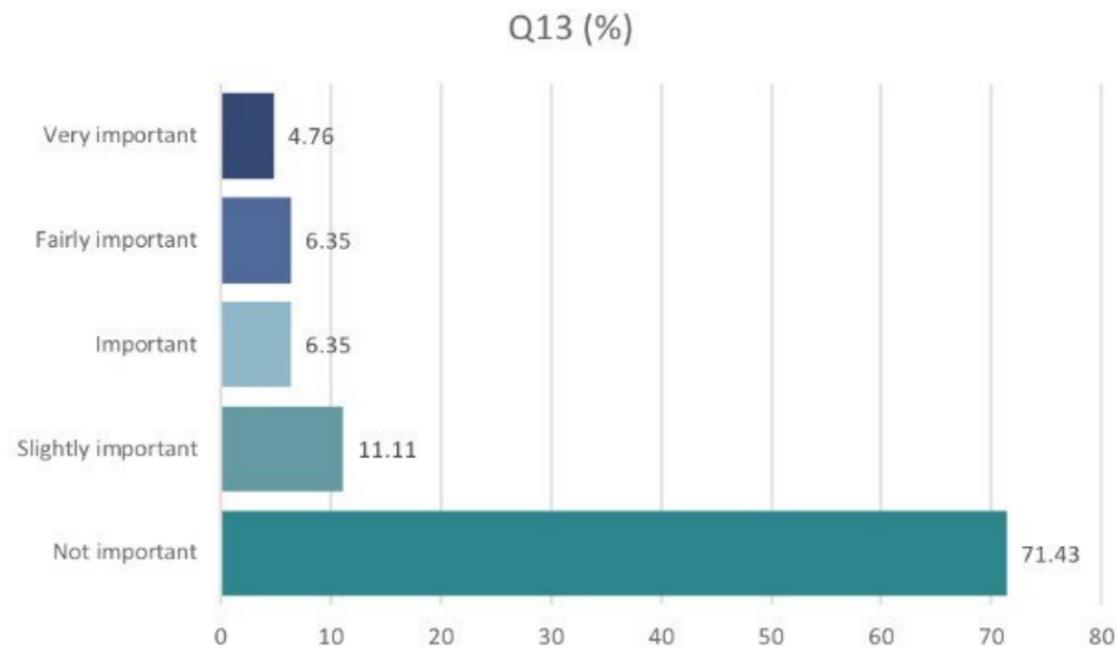


Figure 7.3 Response to 2018 Community Survey About Importance of Sidewalks

are prominent features in some cities, respondents to a community survey felt that Mona’s rural nature is complemented by a lack of these features (see Figure 7.3). Map 7.4 shows the existing sidewalks in the City of Mona. Map 7.5 shows the existing locations of curbs and gutters in the City of Mona.

7.6.2 BICYCLE LANES

While bicycles can travel along roads, it is safer for both vehicles and bicyclists if a dedicated travel lane is designated for bicycles. This is a priority along roads where there are higher volumes of bicycle and vehicular travel. Discussions with the public as to which roads should include a bicycle lane will help in installing them at the

proper locations.

7.6.3 SAFE ROUTES TO SCHOOL

There is one school within the City that belong to the Juab School District. Many students within the community walk to school. Due to the lack of sidewalk systems throughout the City, many of these students have to walk on the sides of the road. This increases the potential for traffic accidents and potentially fatalities. These risks can be reduced by following the recommendations detailed below.

Existing and future schools should build and sustain a Safe Routes to School (SRTS) program. Established by the National Center for Safe Routes to School, this program is designed to improve and maintain walking and biking conditions for children traveling to school. A working SRTS program enables schools to apply for UDOT funding, which comes through SRTS and the Student Neighborhood Access Program (SNAP). The City should sponsor the school and pay the 6.77% local match to receive the remaining funding from UDOT for the

construction of safe routes to school for children. However, applying for funding is limited to construction, not maintenance, of safe walkways.

7.6.4 CROSSWALKS

Crosswalks provide pedestrians with safe places to cross the street, where they are visible to approaching vehicles. Through the SRTS program, other high pedestrian areas should be analyzed as potential locations for future crosswalks. Only basic signage exists at these crosswalks. A tool available to Mona is a flashing speed-reduction “school zone” sign. This sign would allow a crossing guard to activate flashing yellow lights during times when children are crossing the street. The lights alert drivers to slow down within the school zone near the crosswalk.

7.7 ALTERNATIVE MODES OF TRANSPORTATION

Designing and planning for transportation goes beyond passenger cars and trucks and includes alternate

modes of transportation. This may include buses, taxis, shuttles, or other options available to those in the City who do not own a vehicle, cannot drive, or choose not to drive. As the City of Mona grows in the future, alternate modes of transportation should be considered in order to alleviate traffic on the existing roadways as well as provide transportation to those who do not own a vehicle, cannot drive, or choose not to drive.

7.8 RIGHT-OF-WAY PROTECTION AND ACQUISITION

Mona City is a growing community with undeveloped land on all sides. As the community continues to expand in population and size, new transportation facilities will need to be constructed in order to maintain an efficient motorized and non-motorized transportation system. Once a development, or a structure (e.g. a house or fence), is approved and erected, it can negatively affect the transportation system. This causes a need for the transportation system

to be adjusted or, in some cases, demolition of the structure will need to occur. In either case, development approval without considering long-term effects can prove costly to the City. The Transportation Section and its attached maps should be reviewed prior to any development approval, including the issuance of a building permit. The transportation maps found at the end of this section identify existing transportation corridors and determine the functional class of each facility, as well as other relevant facilities and conditions.

With maps and other relevant information, the City can effectively plan for the preservation or acquisition of critical transportation corridors. Once corridors have been identified, the City can use several methods for the future financing and construction of facilities including impact fees, capital improvements programming, and cooperation with other appropriate government entities such as the Utah Department of Transportation (UDOT).

7.9 LEVELS OF SERVICE

When a roadway reaches its intended capacity, the facility either needs to be expanded or a new facility needs to be constructed. In order to determine when roadways have reached capacity, a level of service for the functional class of each facility in the community can be used. Table 7.1 describes these levels of service. Table 7.2 represents potential levels of service for each transportation functional class defined by UDOT. When upgrading a roadway facility, the City should design the road to be able to accommodate anticipated future growth. In the instance that a facility performs more poorly than the adopted level of service, a detailed analysis should be completed to determine a proper solution. In some cases, modifying the road cross-section or intersection layout may be necessary (e.g. adding additional travel lanes). In other instances, the addition of a left- or right-turn lane, re-striping, or other design features may adequately bring the facility back into compliance with the adopted level of service.

When a facility owned and maintained by another entity (i.e. UDOT) fails to meet the adopted level of service, Mona City should contact the appropriate entity in order to explain why the facility fails to meet the adopted standard and the negative impact it will have on the transportation system.

Facility Functional Class	Adopted Acceptable Levels of Service
Local Street	Level of Service A and B
Local Collector	Level of Service A through C
Minor Arterial	Level of Service A through C
Principal Arterial	Level of Service A through D

Table 7.1 Potential Levels of Service

LOS	Traffic Flow	Service Description
A	Free Flow	Posted speeds attainable with very little or no interference between vehicles.
B	Stable Flow	Posted speeds attainable with minor amounts of delay and interference. Smooth traffic flow.
C	Less-Stable Flow	Posted speeds attainable with periods of delay during peak hours. Congested flow during peak periods of traffic.
D	Approaching Unstable Flow	Posted speeds not attainable during peak periods of traffic. Significant congestion during peak periods of traffic.
E	Unstable Flow	Posted speeds not attainable during peak periods of traffic. Intersection failure and heavy congestion in peak periods.
F	Forced Flow	Heavy congestion even during non-peak periods of traffic. Intersection failure most of the time.

Table 7.2 Description of Levels of Service

GOALS AND STRATEGIES

GOAL ONE

Provide safe, well-maintained streets throughout the city

STRATEGIES

Ensure all roadways are properly maintained and inspected regularly to extend the service

life and quality of the roadway

Mayor, City Council, and Planning Commission

Improve the overall design, appearance, and safety of roadways within the community

Mayor, City Council, and Planning Commission

Ensure transportation facilities are designed and developed in harmony with the natural environment and adjacent land uses

Mayor, City Council, and Planning Commission

Ensure all transportation facilities are regularly inspected and maintained

Mayor, City Council, and Planning Commission

Require private developments/developers to assist in funding street system improvements through traffic impact fee assessments, dedication of land, and construction of new transportation facilities

Mayor, City Council, and Planning Commission

GOAL TWO

Encourage curbs and gutters throughout residential areas.

STRATEGIES

Maintain Mona's small town feel by ensuring that new sidewalks feel unobtrusive

Mayor, City Council, and Planning Commission

Maintain Mona's existing sidewalks to promote a safe environment

Mayor, City Council, and Planning Commission

Maintain a functional and visually appealing streetscape

Mayor, City Council, and Planning Commission.



GOAL THREE

Develop a comprehensive transportation system

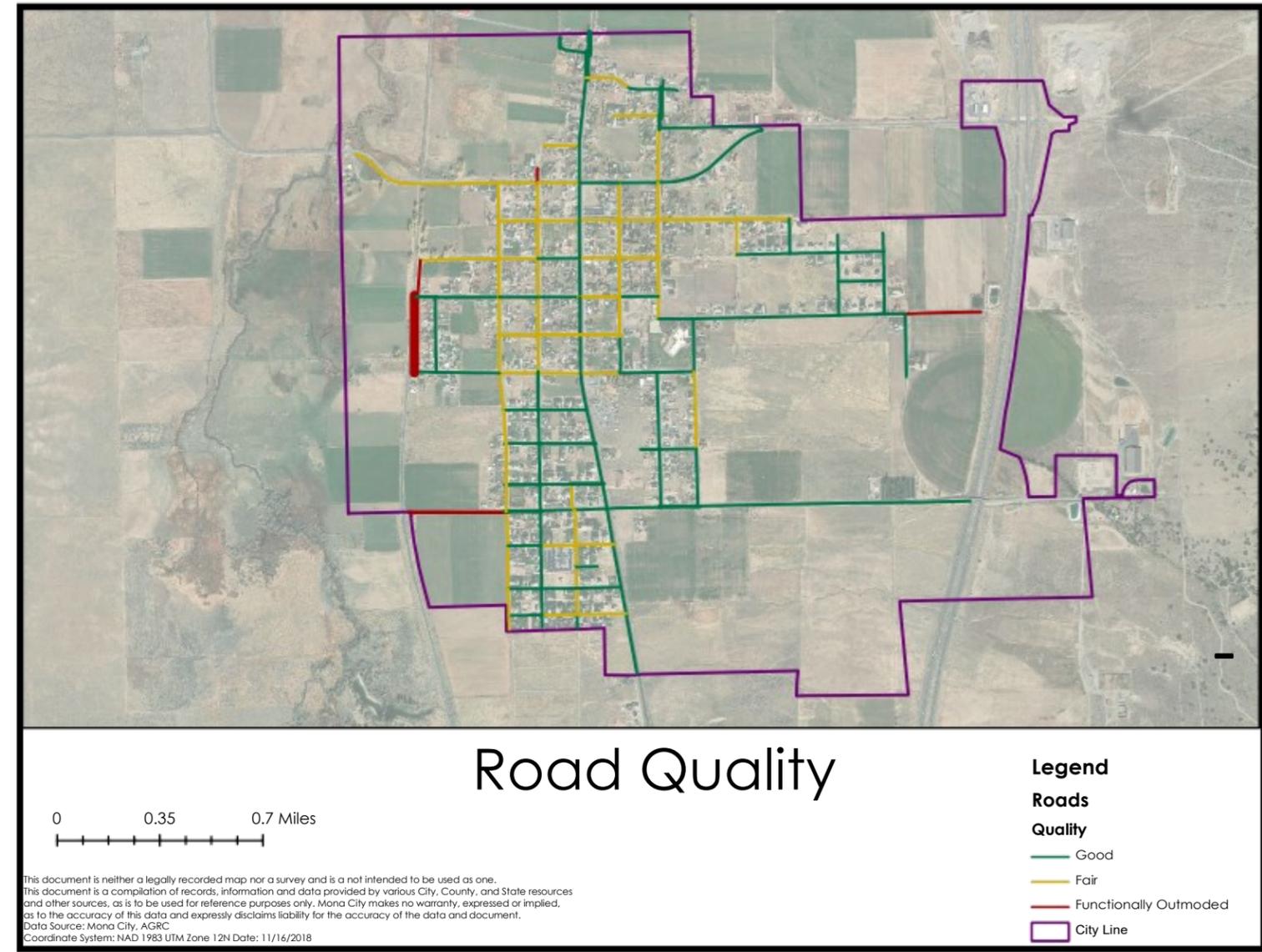
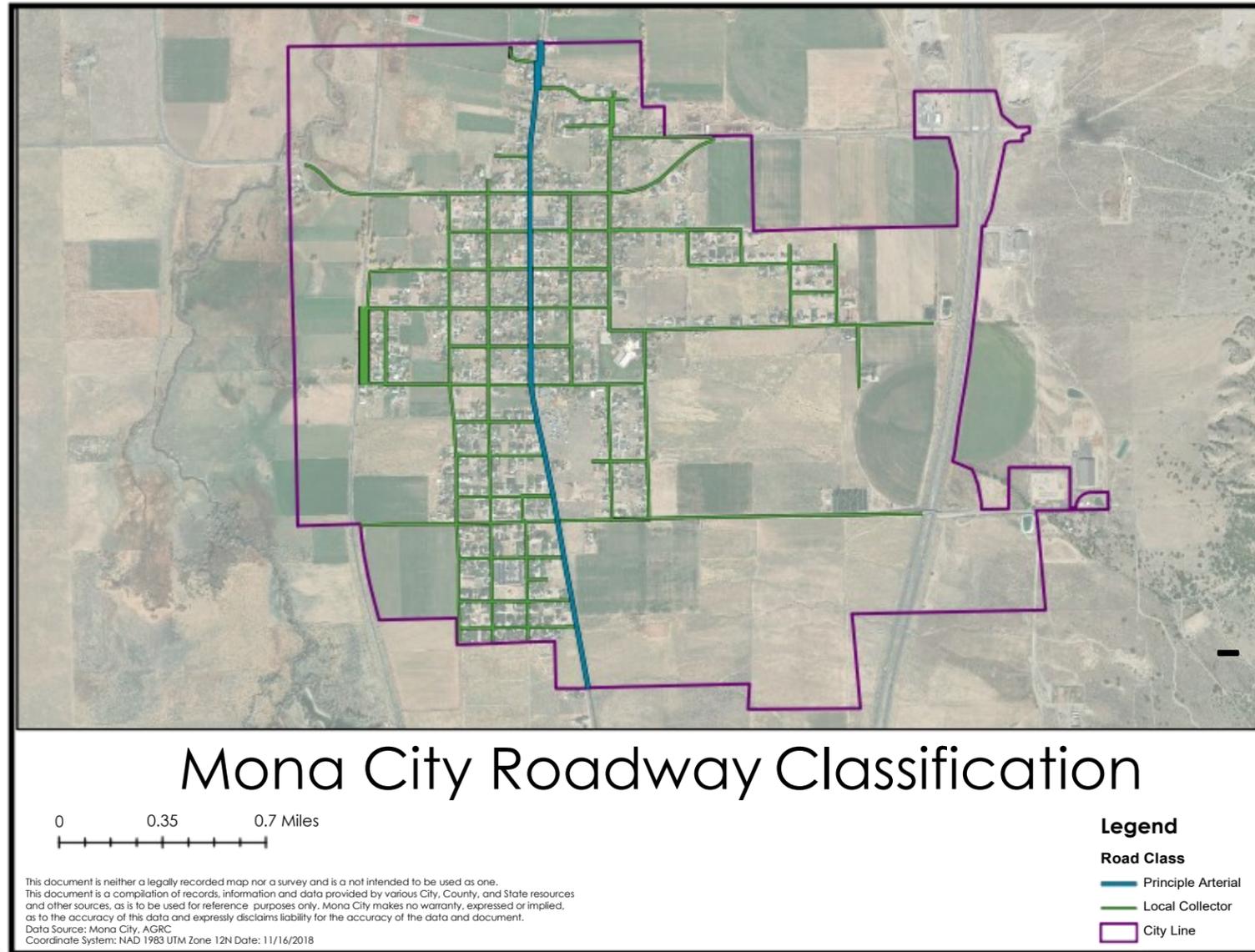
STRATEGIES

Provide more, and enhance existing, bicycle, pedestrian, and horse trails as well as paths for safer and more convenient bicycle and pedestrian movement

Mayor, City Council, and Planning Commission

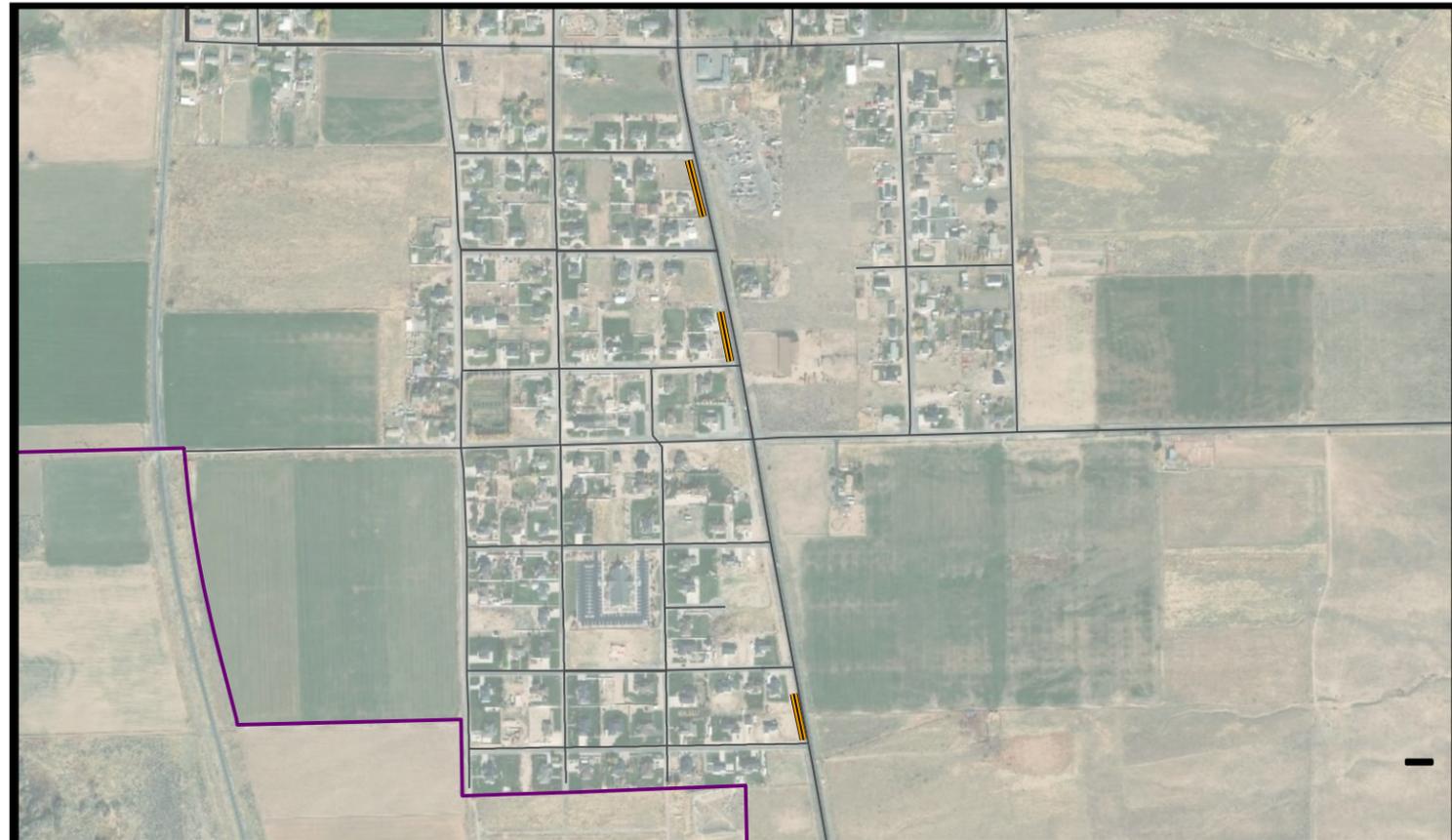
When possible create a Trails Master Plan in addition to the General Plan

Mayor, City Council, and Planning Commission



Map 7.1 Mona City Roadway Classification

Map 7.2 Road Quality



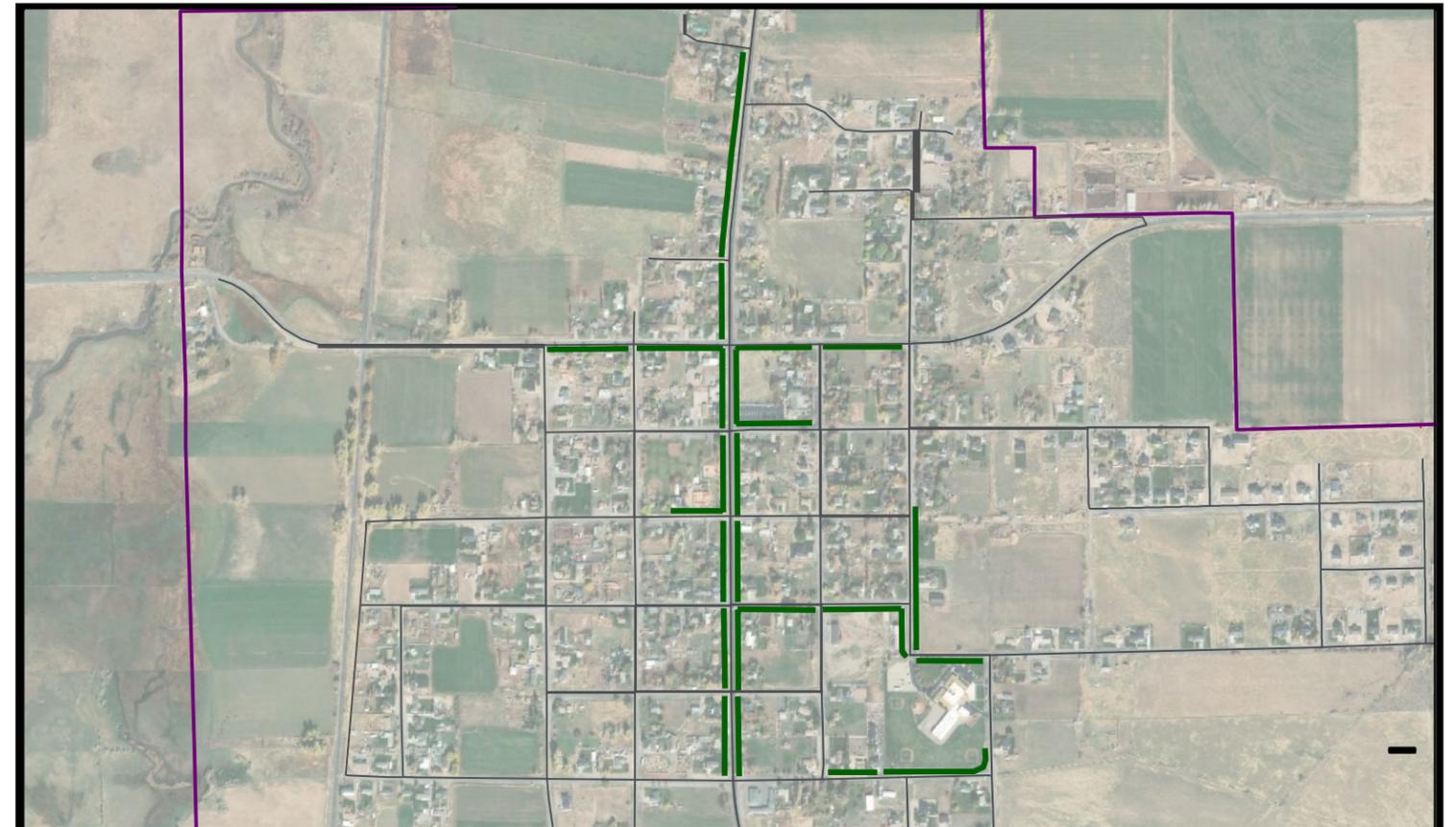
Mona City Potential Barriers

0 0.15 0.3 Miles

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Legend

- Roads
- City Line
- Potential Barrier Locations



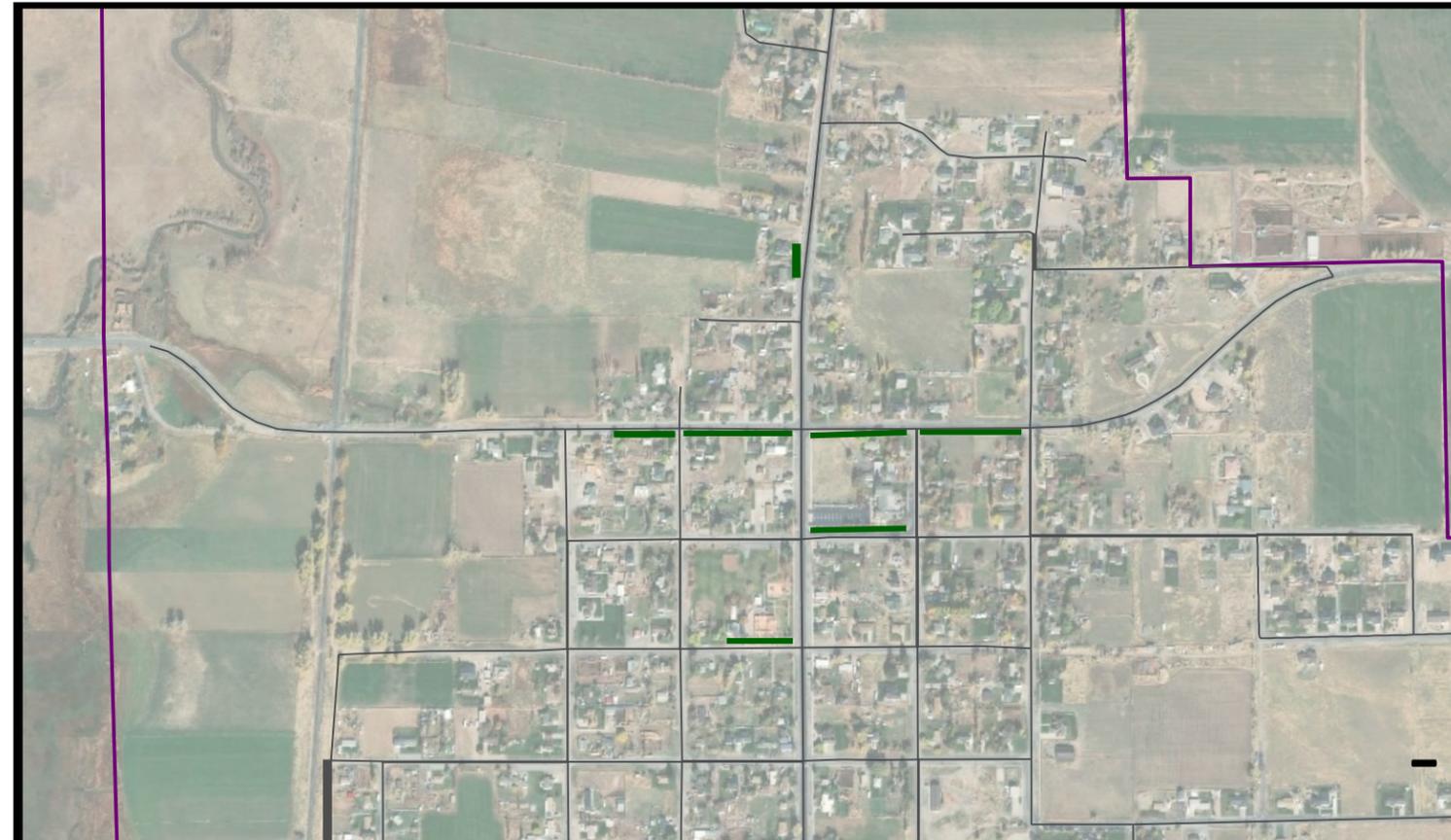
Mona City Existing Sidewalk Conditions

0 0.15 0.3 Miles

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Legend

- Roads
- City Line
- Sidewalks**
- Condition**
- Good
- Functionally Outmoded



Mona City Existing Curb and Gutter Conditions

0 0.15 0.3 Miles

- Legend**
- Roads
 - City Line
 - Curb and Gutter**
 - Condition**
 - Good
 - Functionally Outmoded

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PUBLIC FACILITIES

8.1 INTRODUCTION

8.1.1 COMMUNITY INPUT

8.2 CULINARY WATER

8.2.1 SOURCES OF WATER

8.2.2 WATER STORAGE

8.3 SEWAGE

8.4 CITY BUILDINGS AND PROPERTY

8.5 GAS SERVICES

8.6 PARKS, RECREATION, AND TRAILS

8.7 RELIGIOUS SITES

8.8 GOALS AND STRATEGIES



PUBLIC PARK

PUBLIC FACILITIES

8.1 INTRODUCTION

Public Facilities represent the public's investment in the development of the complex urban infrastructure that is necessary to support the physical operation of Mona City. The Public Facilities Section is a plan for municipal utilities and public structures, properties, and measures required to meet the need of the community. It should be reviewed periodically and updated within the context of all other General Plan sections and against the broader context of changing economic, social, and political standards of the City.

Mona City's public facilities are designed to respond to the identified needs of both the existing population and the forecasted population. It is projected that there will be approximately 3,948 residents of Mona in 2030, according to projections made by looking at the past 30 years of population growth. Current facilities need to be updated to accommodate future demands.

The Public Facilities Section of the

General Plan presents a longer term, more comprehensive view that addresses existing infrastructure needs of the City as well as projected needs over the next 30-50 years. The location, size, timing, and financing of major streets, water, sewer, drainage, electric systems, parks and playgrounds, police and fire stations, and libraries must be planned well in advance of their construction. Planning for these facilities will be a means of minimizing cost, optimizing usefulness, and maximizing benefits.

Projected locations of facilities shown in this Public Facilities Section are generalized rather than site specific. Future development plans will determine the final timing and location of facilities.

8.1.1 COMMUNITY INPUT

Based on information gathered from both surveys and citizen involvement meetings, many citizens believe that water distribution is important to the overall growth of Mona City. The citizens of Mona were able to inform the development team of additional

improvements in addition to the questions of the survey that were desired by the community.

The goals and strategies of this Section were a direct result of input from the local citizens of Mona as well as City officials. Such involvement was crucial to fully understand the current conditions of public facilities and opportunities. During two public meetings, maps of the City were laid out and citizens were given the opportunity to highlight areas and topics of concern and to also point out improvements that could be made. These comments helped direct the planning staff in determining what key opportunities should be focused on in this Section.

8.2 CULINARY WATER

8.2.1 SOURCES OF WATER

Mona City has two primary sources for the culinary water system. The main source is Clover Creek Springs. The second source is the Mona City Well, which is currently an "inactive" source and has only been used on rare

occasions in the past to supplement the irrigation demand since it was constructed. The current source capacity for the Mona City culinary water system is 1,240 gallons per minute (GPM). With Mona's projected growth rate, the projected source capacity is at a deficit of 220 gpm in accordance with the State of Utah Rules Governing Public Drinking Water Systems by 2034.

8.2.2 WATER STORAGE

Mona City currently has three concrete storage tanks, with a total storage volume of 750,000 gallons. Based on the projected population by 2034, it is estimated that the storage capacity will be in deficit 480,281 gallons.

8.3 SEWAGE

Mona is responsible for the treatment of sewage. The city is serviced by the Mona City sewage treatment plant on 300 West 645 North. The Mona City sewage facility is designed for an estimated 1,500 homes. Further guidelines for annexed land and private development concerning

sewer facilities can be found in Appendix A. Questions regarding more specific requirements may be answered by Mona's City Offices.

8.4 CITY BUILDINGS AND PROPERTY

City Hall, located on 20 West Center Street, contains the Administrative Offices of the City.



Mona City Offices

The Fire Department is located at 200 East 150 South. The Emergency Vehicle Garage is located at 50 West Center Street.

8.5 GAS SERVICES

Nephi City provides gas to Mona City's residents. A detailed map of gas lines can be obtained from the gas line provider.

8.6 PARKS, RECREATION, AND TRAILS

Mona City has a park that includes a field, playground equipment, and restroom facilities next to City Hall.



Mona Public Park

PUBLIC FACILITIES

There is also the Pioneer Memorial Park on 350 North Main Street that has picnic tables. These parks are shown on Map X on page Y.

8.7 RELIGIOUS SITES

Mona is serviced by several churches and meetinghouses. The Church of Jesus Christ of Latter-day Saints operates two meetinghouses in Mona. Religious sites are shown on Map 8.1.



A Church of Jesus Christ of Latter-day Saints Meetinghouse



GOALS AND STRATEGIES



GOAL ONE

Provide facilities which increase the quality of life of Mona's residents

STRATEGIES

Promote children's safe commute to school through a Safe Routes to School plan

Planning Commission and Juab School District

Provide effective police protection

Mayor and City Council

Provide and maintain a walkable trail system

Mayor, City Council, and Planning Commission

GOAL TWO

Focus on building new parks and recreation facilities that will attract families and youth

STRATEGIES

Build parks in conjunction with new private development

Planning Commission

Build new sports courts in unused areas

Mayor and City Council



GOAL THREE

Invest in future facilities proportionate to population growth

STRATEGIES

Enhance the water supply and distribution system to provide for the City both in the present and future

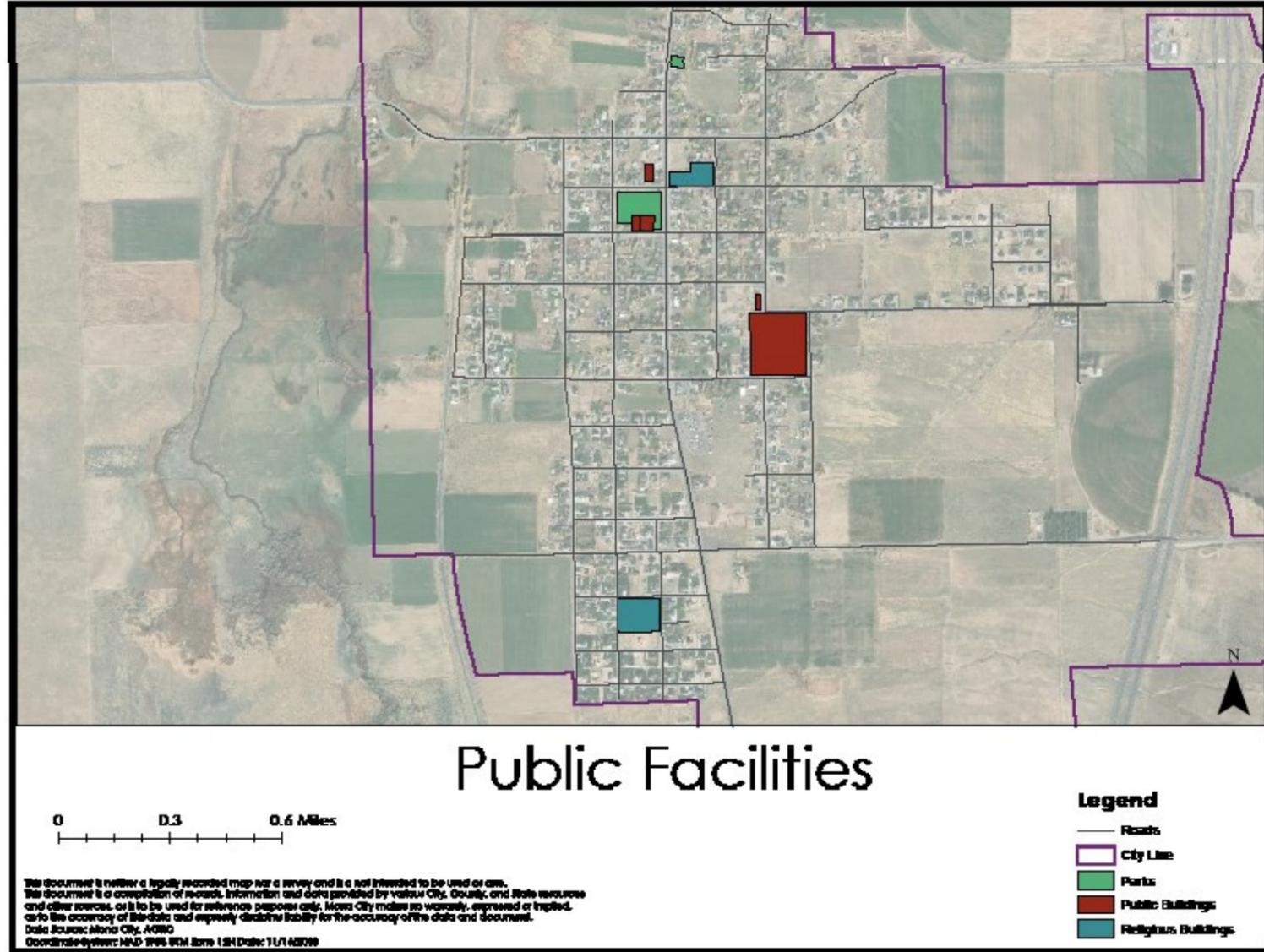
Mayor, City Council, and Planning Commission

Increase educational opportunities within the City to account for future growth

Mayor, City Council, Planning Commission, and Juab School District

Ensure public facilities are adequate for future growth and that expansion is planned for and carried out to accommodate those needs

Mayor, City Council, and Planning Commission



ENVIRONMENT

9.1 INTRODUCTION

9.2 CLIMATE

9.3 NATURAL RESOURCES

9.3.1 WATER

9.4 NATURAL AND GEOLOGIC HAZARDS

9.4.1 LANDSLIDES

9.4.2 EARTHQUAKES

9.4.3 RADON

9.4.4 RECOMMENDATIONS

9.5 GOALS AND STRATEGIES



AGRICULTURAL FIELD

9.1 INTRODUCTION

Mona is located near the northeastern edge of Juab County in Utah. It is situated between the city of Santaquin to the north and the city Nephi to the south. According to the United States Census Bureau, the city has a total area of 3.2 square miles. Mona is part of the Provo-Orem Metropolitan Statistical Area. Mona has a vision to revere, maintain, and preserve the agricultural integrity and natural features of the area.

This section is meant to serve as a familiarization to the geologic and geographic features of Mona and the environmental issues they present. It is imperative that goals and strategies for future development consider environmental issues. This Section identifies issues and concerns relating to the safety and preservation of the environment as well as the identification of environmentally sensitive or hazardous areas.

Juab County was consulted for this project and reported no agricultural protected areas exist near or around Mona City.

9.2 CLIMATE

Mona maintains a semi-arid climate with seasonal climate change that includes Table 9.1 outlines climate related data pertinent to the City of Mona.

9.3 NATURAL RESOURCES

The Mona quadrangle in central Utah includes part of the southern Wasatch

Mountains, Wasatch fault, and northern Juab Valley. Lead, silver, and zinc, among other minerals, have been produced from deposits in the Mona quadrangle.

9.3.1 WATER

Mona Reservoir is a large water reserve on Currant Creek in northern Juab Valley, Utah. It was created in 1895 by the construction of an earthen dam. Mona obtains its water supply from Clover Creek Spring, located 2 miles east of Mona. Many springs discharge along the axis of

Average Weather Readings Mona, UT	
Ave. Yearly Rainfall	16.8 in.
Ave. Yearly Snowfall	51.1 in.
Ave. July High	91.2 °F
Ave. January Low	17.0 °F
Elevation	4,938 ft.

Table 9.1 Average Weather Readings; Source: Intellicast, Mona Weather Report

Juab Valley from west of Birch Creek to north of Mona Reservoir.

9.4 NATURAL AND GEOLOGIC HAZARDS

Mona City has the responsibility to increase awareness of natural hazards to its citizens using maps, brochures, and social media. The City works to mitigate these hazards and their impact through its zoning ordinance, land use regulations, and building codes. To ensure the health, safety, and protection of property, cities, and counties enact geological hazard ordinances to encourage prudent land uses in hazardous areas. Geologic hazards can be considered at various times during planning and development but, in general, are best considered early in the process. Some geological hazards cannot be mitigated or are too costly to mitigate and therefore, are best avoided. Other hazards are easily mitigated and need not influence land use significantly if hazard is identified. The purpose of this section is to outline a series of geological

hazards associated with Mona and offer recommendations as how to mitigate such risk.

9.4.1 LANDSLIDES

Landslides, typically defined as a mass of earth or rock which moves downslope by sliding or falling, are one of Utah's most common geologic hazards. Mona does not have a history of landslide issues. Nonetheless, future analysis of areas prone to landslides can prevent risk and possible damage.

9.4.2 EARTHQUAKES

Utah remains susceptible to earthquakes. Fault systems surround the City of Mona with clusters located near the Gunnison Plateau. Large fault areas exist along the Millard, Sanpete, and Juab County line.

9.4.3 RADON

Radon is a radioactive gas produced by uranium decay. Found naturally in rocks and soil, radon travels through the ground penetrating cracks,

crevices, and foundation openings. An accumulation of radon poses serious health concerns as inhaling radon can lead to lung cancer and radioactive poisoning. Basements, or other underground quarters, can trap concentrations of radon. Self-conducted and professional tests can be done to measure and mitigate radon concentrations in a home. Mona is listed by the State of Utah as having moderate radon-hazard potential.

9.4.4 RECOMMENDATIONS

Residents can avoid geologic hazards by selecting construction sites that have been carefully evaluated by professional geologists or engineers. Mona's efforts to minimize soil and geologic hazards to people and properties include:

1. Requiring developers to identify and assess soils and geologic hazards prior to development.
2. Regulations that limit development densities on lands that contain severe hazards or constraints.

GOALS AND STRATEGIES

GOAL ONE

Safeguard agricultural landscapes and natural attractions in and work with Juab county to protect areas around Mona (such as Mount Nebo and Burraston Ponds) to preserve the rural character of the City

STRATEGIES

Maintain when possible historically similar residential lot sizes found throughout the City of Mona

Mayor, City Council, and City Staff

Protect agricultural lands around the City by adopting a right-to-farm ordinance

Mayor, City Council, and Planning Commission

GOALTWO

Protect and monitor the environment in and around Mona, including water resources, air quality, and non-natural light control

STRATEGIES

Ensure that no agricultural, industrial, or commercial use that would significantly pollute the atmosphere is permitted

Mayor, City Council, and Planning Commission

Preserve open spaces in the built environment and other areas around the city through land use planning

Mayor, City Council, and Planning Commission

Maintain communication with the neighboring tomato plant to discuss light reduction measures for machine light fixtures

Mayor, City Council, and Planning Commission

Establish pollution mitigation guidelines to assure that future land uses will not harm the environment

Mayor, City Council, and Planning Commission



GOAL THREE

Inform citizens to protect them from potential natural hazards

STRATEGIES

Rely on and provide official and updated geological and hydrological maps to understand and outline potential natural hazardous zones within the city

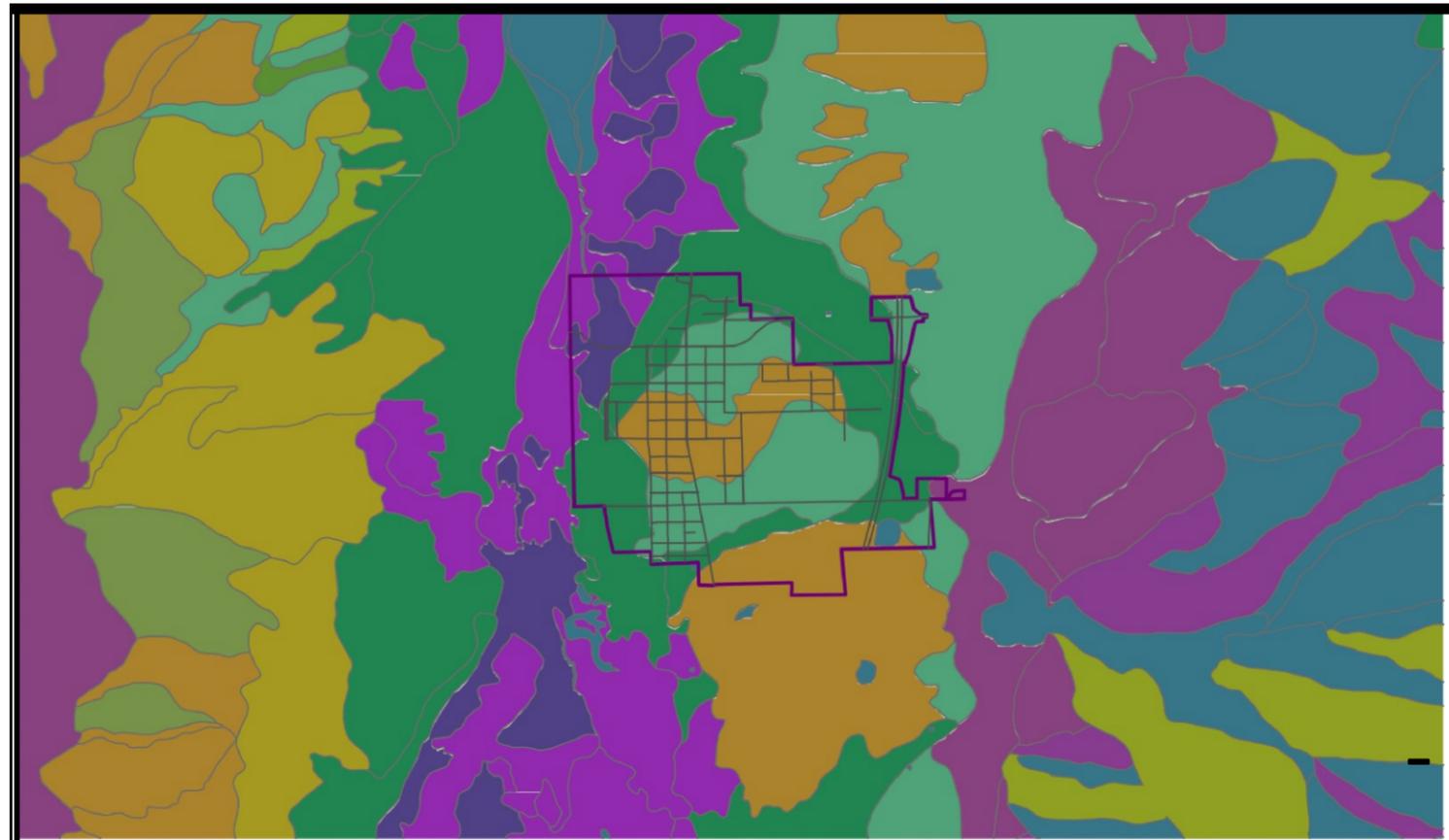
Mayor, City Council, Planning Commission, and CityStaff

Follow best practices and standards for developing on or near sites with potential natural hazards

Mayor, City Council, Planning Commission, and CityStaff

Assist citizens to know where to access environmental maps for education on potential natural hazards

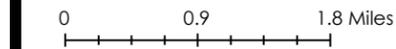
Mayor, City Council, Planning Commission, and CityStaff



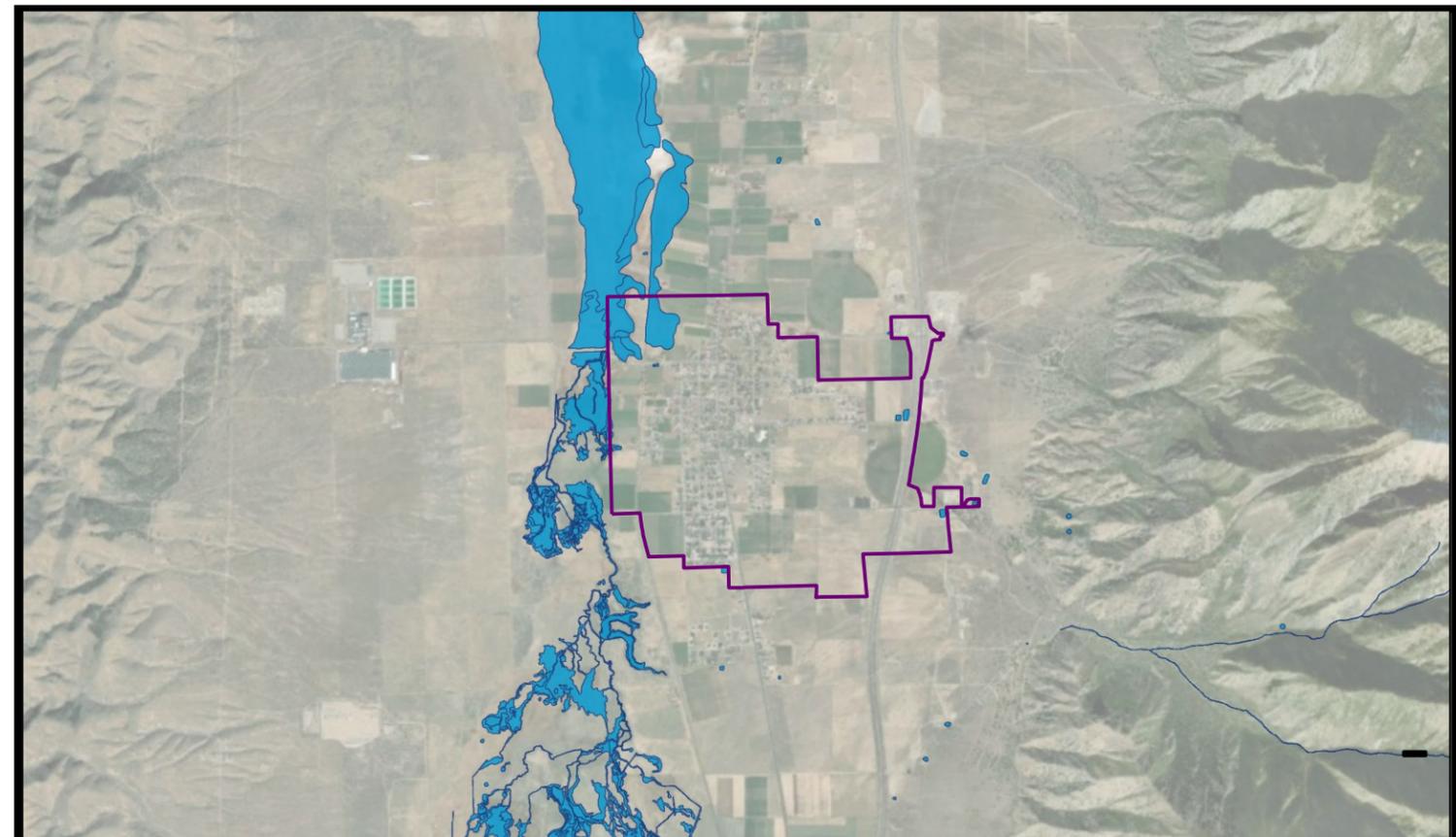
Soils

Legend

Soils	
Green	L
Dark Purple	SICL
Light Purple	SIL
Dark Green	ST-FSL
Light Green	ST-L
Dark Purple	STV-L
Black line	Mona Roads
Purple outline	City Line



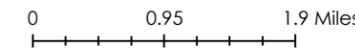
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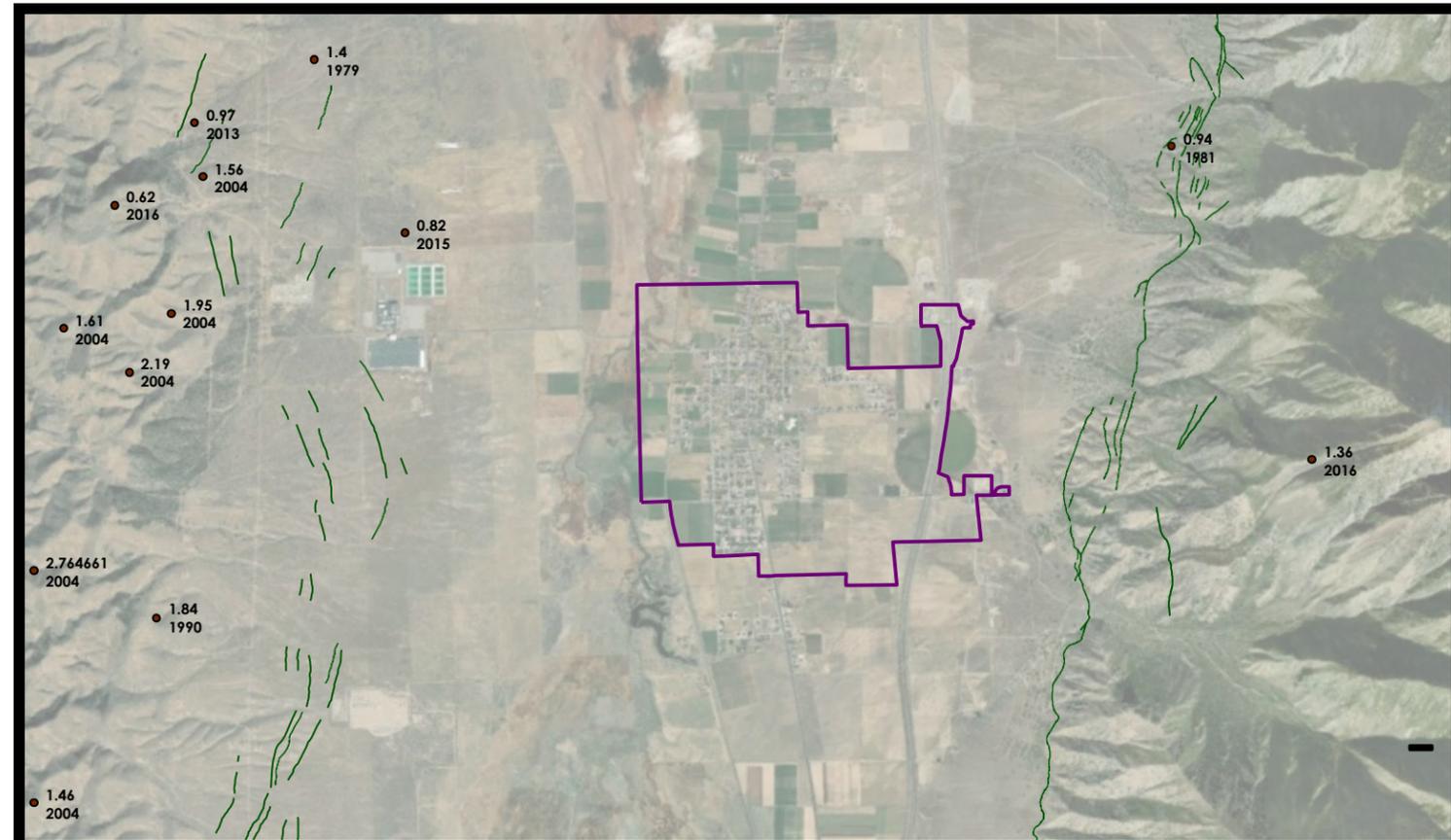
Hydrological Features

Legend

Purple outline	City Line
Blue	Hydrological Features



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Fault Lines and Earthquake Epicenters

0 0.95 1.9 Miles

Legend

- City Line
- Quaternary Fault Lines
- Earthquake Epicenters

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ANNEXATION

10.1 INTRODUCTION

10.2 GUIDING PRINCIPLES AND
COMMUNITY INPUT

10.3 GOAL AND STRATEGIES



DIRECTIONAL SIGN

ANNEXATION

10.1 INTRODUCTION

According to the U.S. Census, Mona had a population of 1,547 people in 2010. Based on Census growth rates, the estimated population in 2018 was 1,685. Population forecasts indicate that the number of people in Mona will be approximately 2,426 by 2020, 3,948 by 2030, and 6,426 by 2040. If population growth follows the trends from 1990-2010, Mona will grow by 315.38% of the 2010 Census population by 2040. Annexation policy should therefore be enacted to accommodate this growth.

10.2 GUIDING PRINCIPLES AND COMMUNITY INPUT

Development within existing City boundaries should be given highest priority. Annexation should only be approved if it provides significant benefit to the community as a whole and the annexed area can be appropriately serviced by the City. In public meetings held in 2018, residents were asked if they would be in favor of annexing adjacent areas to accommodate

growth. Most felt that growth to the south and to the west would be most appropriate and viable.

Additionally, any adopted policy from this section should discourage annexations for purely speculative reasons and should instead be done with consideration to the resources available.

The goals and strategies from this Section were developed from input received from Mona City residents and City officials. This involvement and discussion were necessary to fully understand where existing annexed areas were located as well as desired areas for future annexation. During two public meetings, maps of the City and the surrounding area were examined and citizens were given the opportunity to highlight recently annexed areas and possible areas for eventual incorporation. These conversations helped to direct goal development in determining future land use needs.

GOALS AND STRATEGIES

GOAL ONE

Annexations should provide a real and measurable benefit to the City. Measurable benefits may be in the form of qualitative (civic pride, community health, etc.) or quantitative (tax base generation, recreational land acquisition, etc.). The City may require an “annexation impact statement” with all annexations of 5 acres or larger.

STRATEGIES

Regularly review and adjust current zoning and future land use maps to ensure they are up to date.

Planning Commission

As a priority the City will make infrastructure and service investment decisions that meet the needs of existing City residents, while balancing the need of growth to provide adequate tax base for future community needs. Mayor, City Council, Planning Commission, and City Staff

Require annexation agreements and in-depth annexation studies, at the applicant’s expense, to analyze all the impacts of the annexation

Mayor, City Council, Planning Commission, and City Staff

growth with water and other infrastructure constraints in mind

GOALTWO

Pursue fiscally responsible

for newly annexed areas based on anticipate needs to avoid oversizing

Mayor, City Council, Planning Commission, and CityStaff

Ensure adequate utility capacity in areas of the City where growth is desired

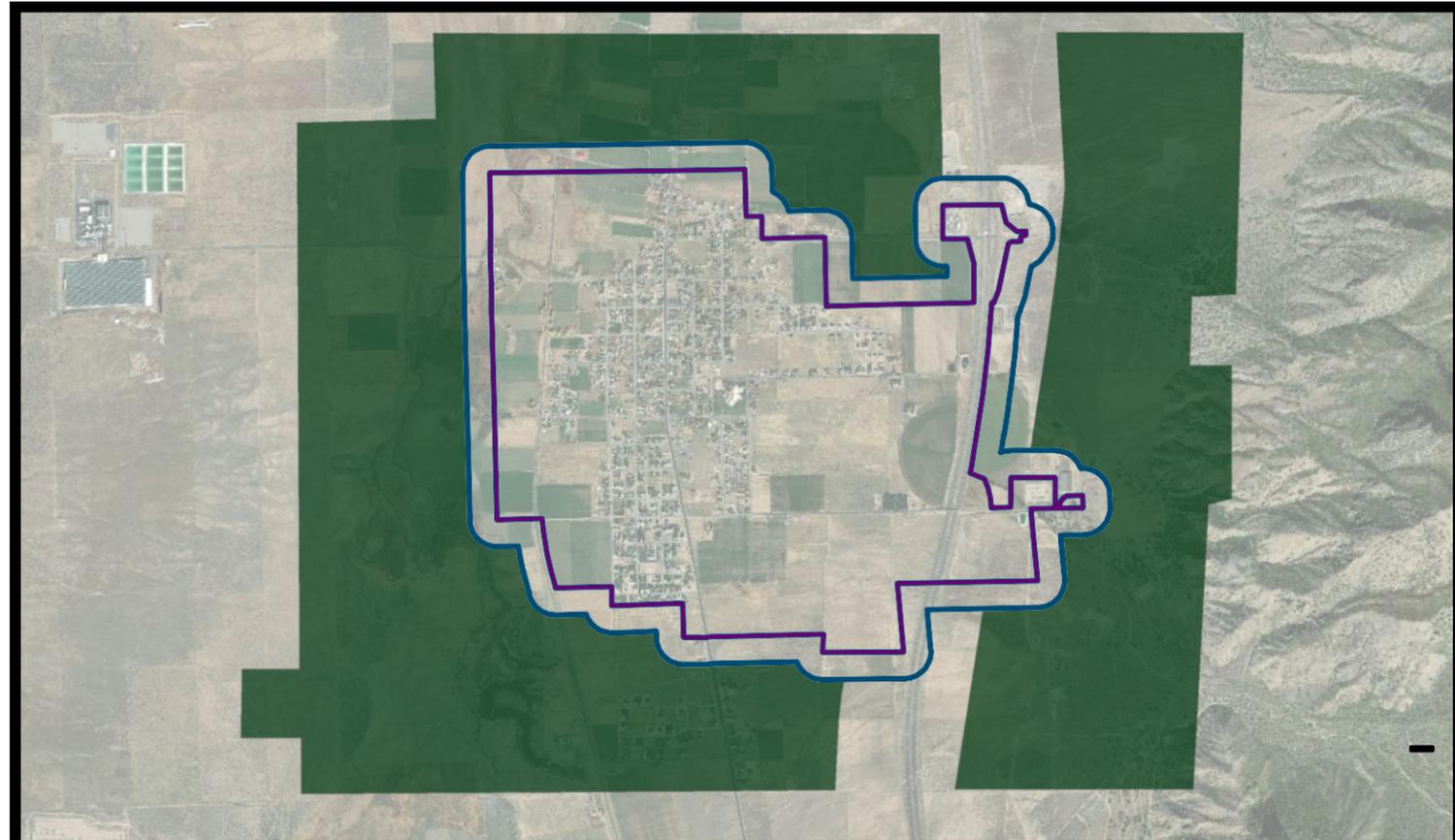
Mayor, City Council, Planning Commission, and CityStaff

Discourage annexations of environmentally sensitive areas

Mayor, City Council, Planning Commission, and CityStaff

STRATEGIES

Design water and sewer line sizes



Annexation

0 0.6 1.2 Miles

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Legend

- City Line
- Growth Area
- Monaca Expansion Area

APPENDIX A

DEMOGRAPHICS

	2010	2000
Juab County	10,246	8,238
Eureka city	669	766
Levan town	841	688
Mona city	1,547	850
Nephi	5,389	4,733
Rocky Ridge town	773	403

Table 11.1 Populations of Juab County Towns and Cities for the Years 2000 and 2010

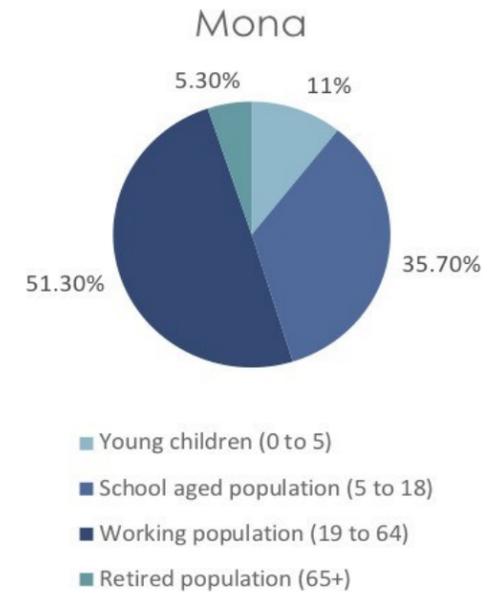
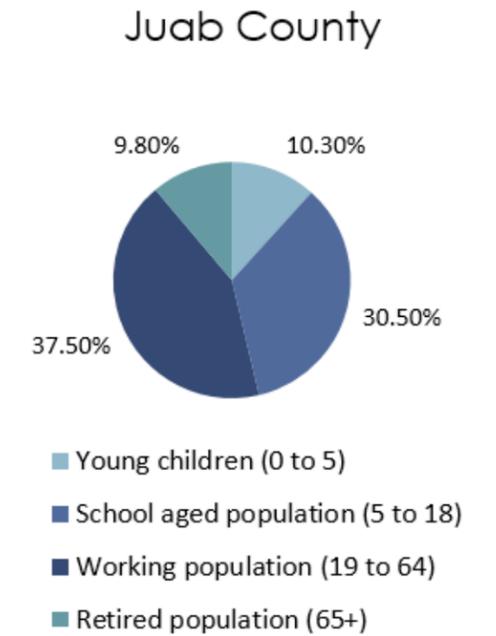
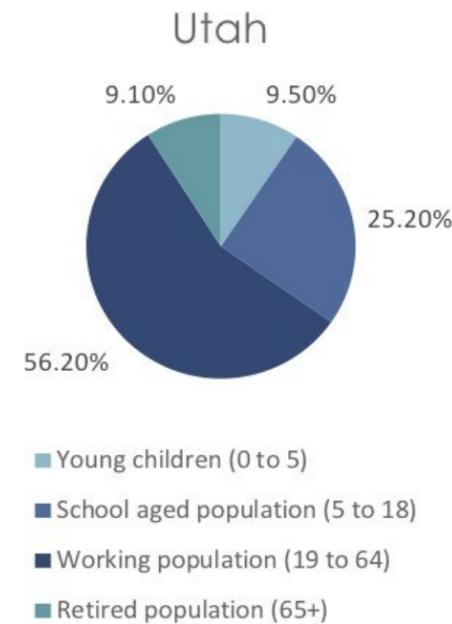


Figure 11.1 Age Compositions for Mona City, Juab County, and the State of Utah



Educational Attainment

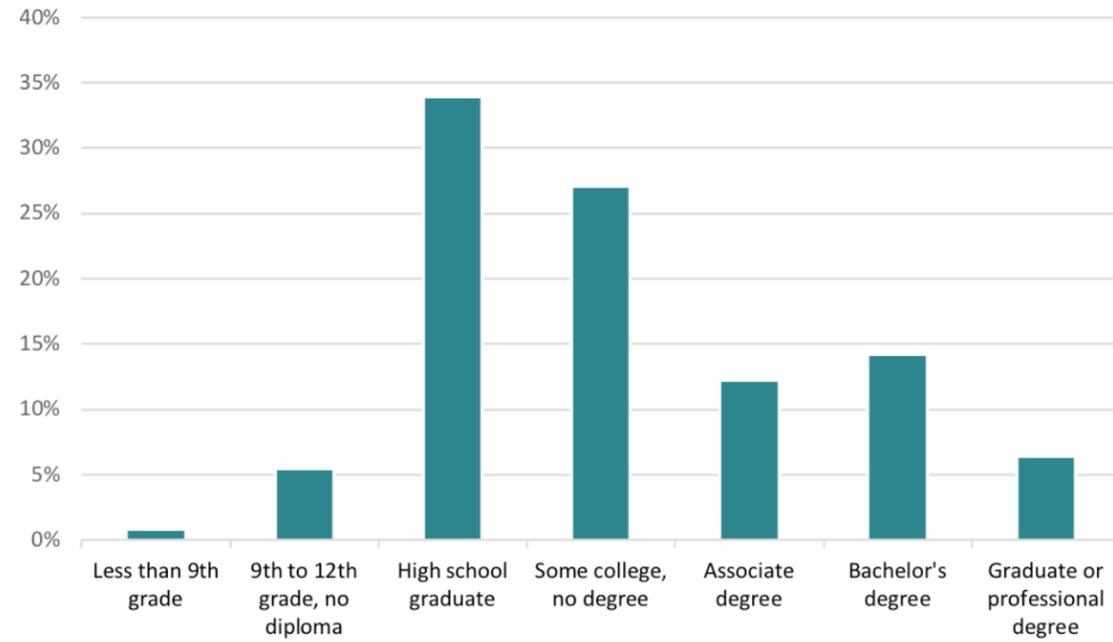


Figure 11.2 Educational Attainment for Mona Residents

Mona's Average Household Income in 2016

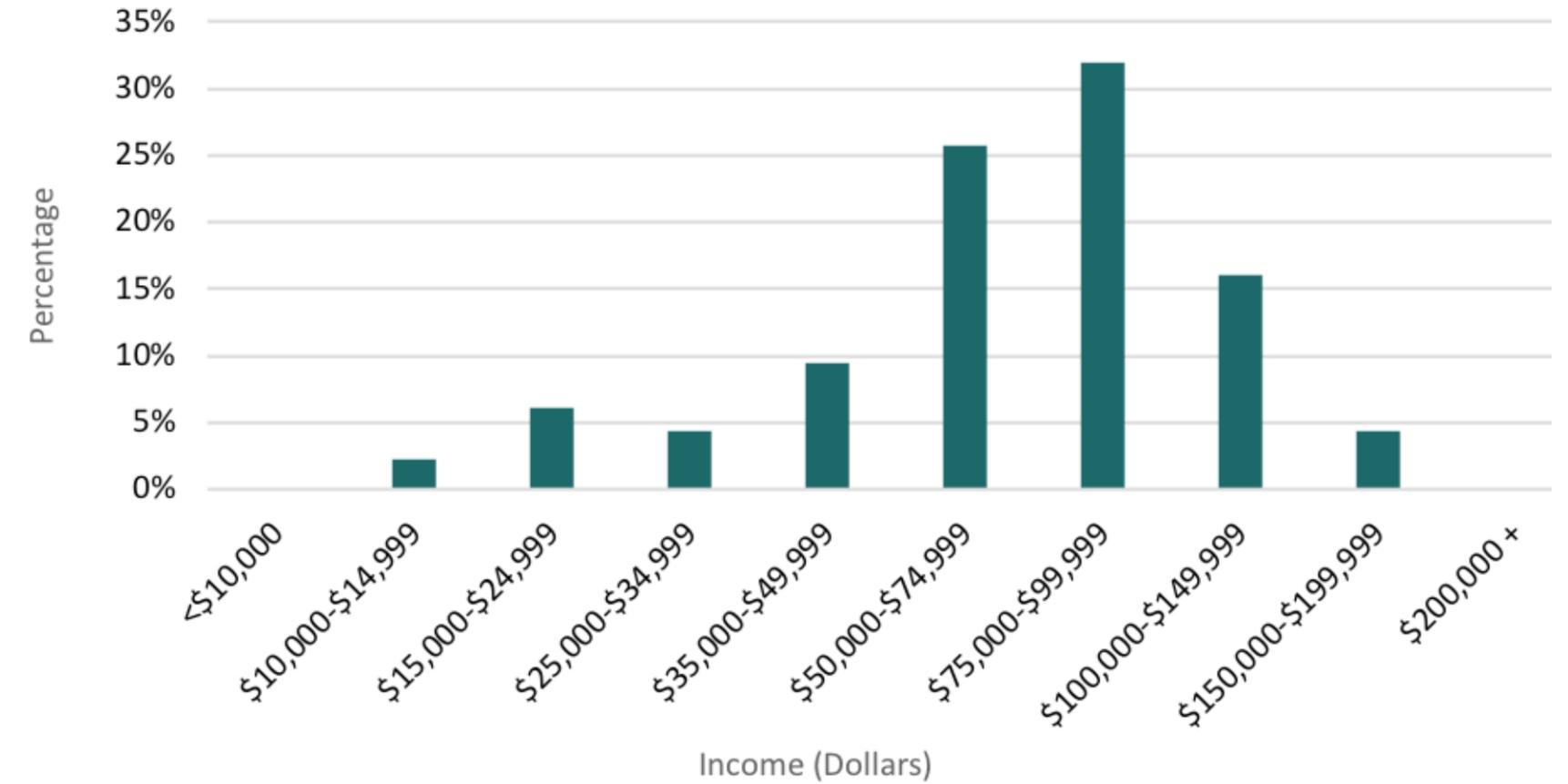


Figure 11.3 2016 Household Income for Mona City

	Household Size (2000)	Household Size (2010)	Family Size (2010)
Mona	3.66%	3.64	4.02
Utah	3.13	3.1	3.57
National	2.59	2.58	3.14

Table 11.2 Comparison of Average Household and Family Sizes

Table 11.3 Population Projections for Mona City, Juab County, and the State of Utah

Date	Purpose of Meeting	People at Meeting
September 5, 2018	Vision and goals inception	Executive Committee
September 25, 2018	Revision of visions and goals	Executive Committee
October 9, 2018	Review and comment on vision and goals	Mona City General Public
October 23, 2018	Finalize and comment on vision and goals	Mona City General Public
November 9, 2018	Receive final citizen survey results	Mona City General Public
November 12, 2018	Review first draft of General Plan	Executive Committee
December 5, 2018	Present the revised draft for approval	Planning and Zoning
December 11, 2018	Present the final draft of the General Plan for ratification	Mona City Council

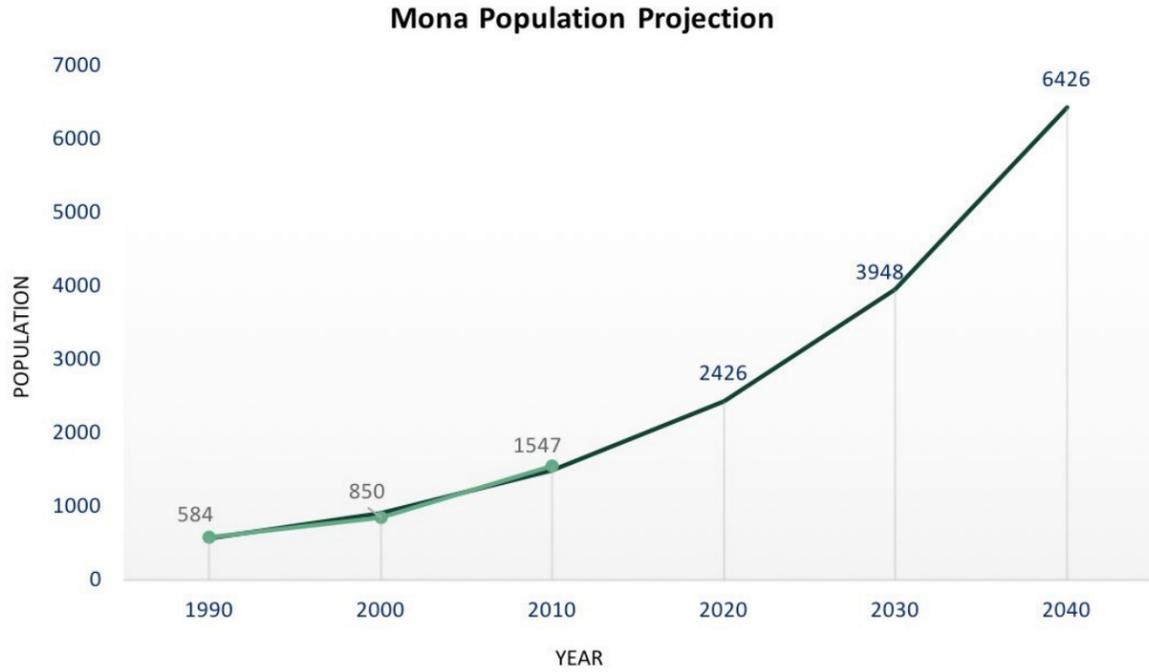
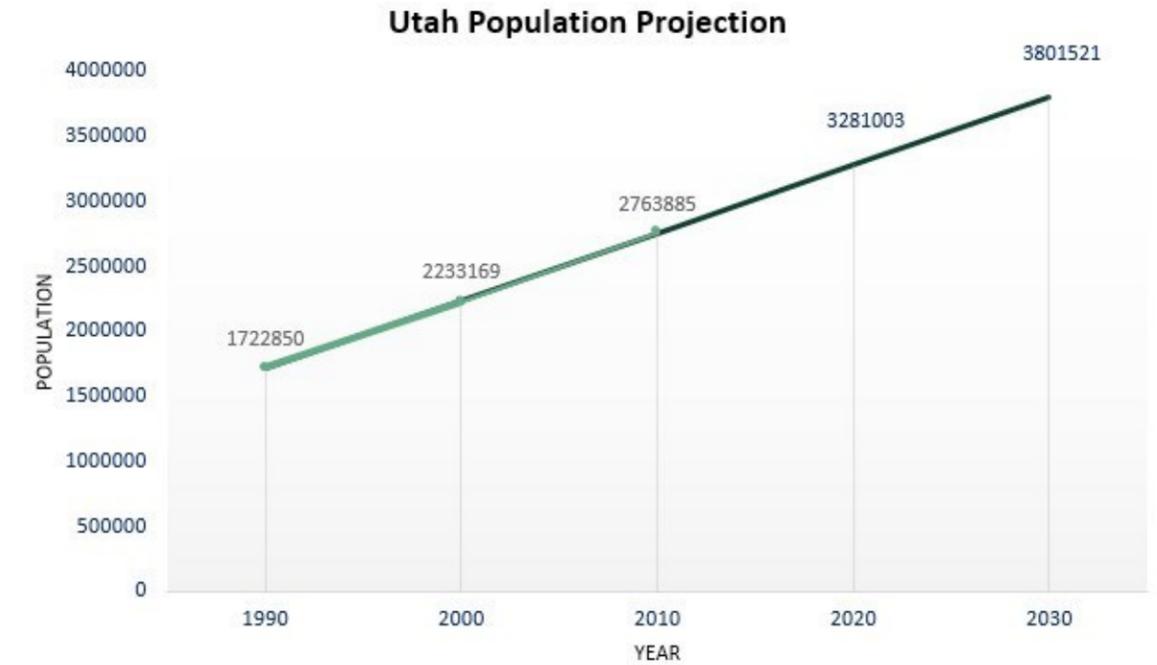
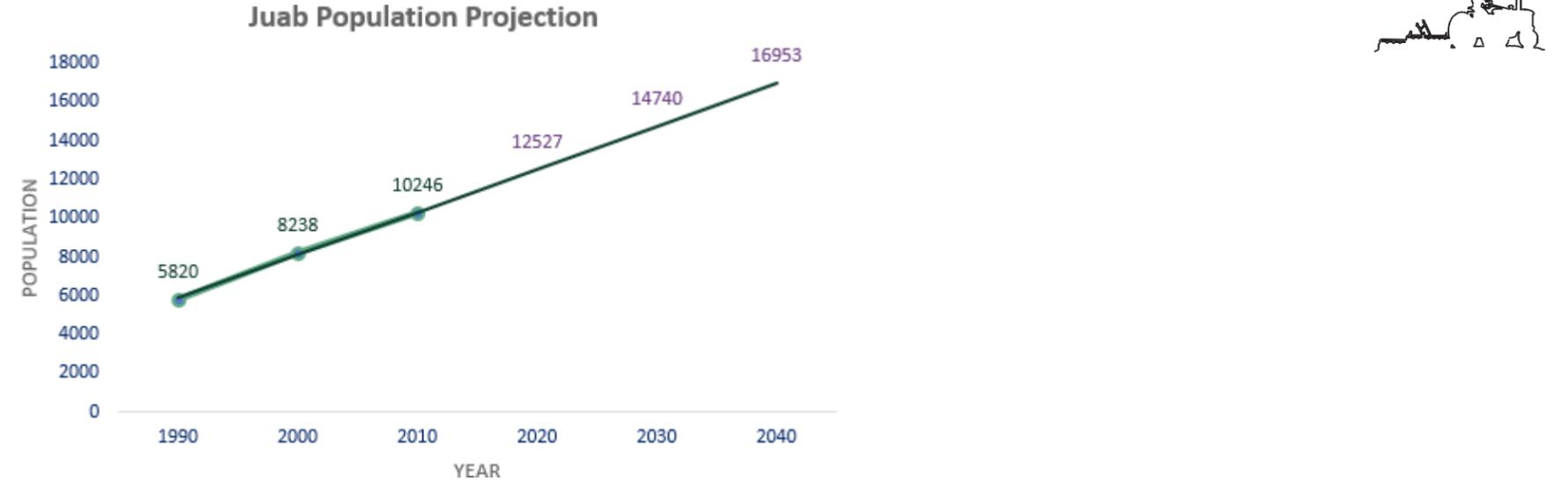


Figure 11.4 Population Projections for Mona City, Juab County, and the State of Utah



MODERATE INCOME HOUSING REPORT 2017



Mona City developed a Moderate-Income Report in 2017 to ensure that the City is providing reasonable opportunities for affordable housing. The report is attached below.

MONA CITY MODERATE INCOME HOUSING PLAN

INTRODUCTION

Affordable housing is an important element in providing for the needs of a community. The purpose of this moderate income housing element of the general plan is to ensure that Mona City is providing reasonable opportunities for affordable housing, and to evaluate how current ordinances and zoning can be adjusted so that those opportunities might be more beneficial to the citizens of Mona City.

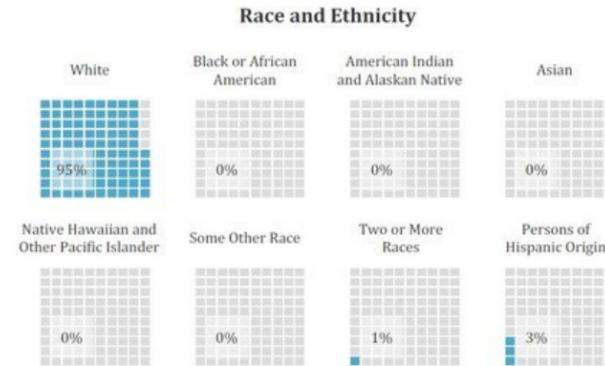
Mona City enjoys a rural atmosphere, with minimum 1/2 acre lots, animal rights, and an agricultural heritage. Community sentiments would like to see Mona City continue this atmosphere and heritage.

The population of Mona City is projected to increase substantially over the next ten years. As of the 2010 U.S. Census, households that earn a moderate income (80% of area median income or AMI) or less make-up 31.7% of Mona's population. The demand for affordable housing will likely increase as Mona's population increases.

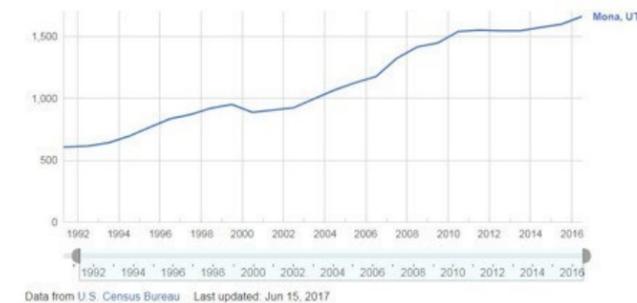
Mona City currently has provisions in its ordinances to provide affordable housing. However, there are actions that the City could take to increase the availability of affordable housing.

CURRENT POPULATION

According to the 2010 U.S. Census, Mona City has a population of 1,547, with 4.6% of the population reported a race other than "white".



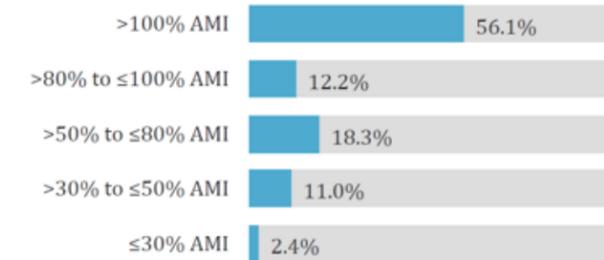
Mona City's population has grown from 887 in 2000 to 1547 in 2010, a 58% increase in population in 10 years.



The median household income in Mona is \$69,010, which is \$14,249 above the area median income (AMI) for Juab County (\$54,761). Given these figures, 2.4% of the households in Mona earn less than or equal to 30% of AMI, 11% earn between 30-50% of AMI, 18.3% earn between 51-80% of AMI, 12.2% earn between 81-100% AMI, and 56.1 earn more than 100% of AMI. Households that earn a moderate income (80% of AMI) or less makeup 31.7% of Mona's population.

Housing is considered affordable when households – regardless of their income – spend no more than 30% of their monthly income on housing expenses. Therefore, cost-burdened households whose housing expenses exceed 30% of their monthly income. Based on this definition, 35% of Mona's renter households that earn a moderate income or less, and 66.7% of the city's owner households that earn a moderate income or less are cost burdened.

Households by Income Level (Present)



About 7 percent of Mona's population was 65 and older as of the 2010 U.S. Census. The share of the city's population that is 65 and older is expected to increase to 8 percent by the year 2020, and 9 percent by the year 2030. Many of the elderly who own their homes are living on fixed incomes, and their housing affordability is affected by property values, maintenance, and utility costs.

Some options available to assist low income senior citizens are home rehabilitation and weatherization programs, USDA grants, and utility assistance programs.

CURRENT HOUSING STOCK

As of the 2010 U.S. Census, there were 454 housing units in Mona. Of those units, 425 (93.6 percent) are occupied and 29 (6.4 percent) are vacant. Owner-occupied units make up the majority (91.3 percent) of the city's housing stock, while renter occupied units account for 8.7 percent of the city's housing stock. Mona's housing stock consists of 422 (98.8 percent) single-unit detached homes, 0 (0 percent) single-unit attached homes, 1 (0 percent) two- to four-unit structures, 0 (0 percent) five- to nineteen-unit structures, 0 (0 percent) structures with twenty or more units, and 5 (1.2 percent) other structure types, such as RVs and mobile homes.

In terms of unit size, Mona's housing stock consists of 0 units with no bedrooms, 1 units with one bedroom, 192 units with two or three bedrooms, and 234 units with four or more bedrooms.

In Mona, 14.8 percent of residential structures were built in 1959 or earlier, 15 percent were built between 1960 and 1979, 27.6 percent were built between 1980 and 1999, and 42.6 percent were built in the year 2000 or later.

Housing Occupancy



Housing Units by Structure Type



Currently, Mona City has 0 units that qualify as extremely low income housing. There is a supply of affordable housing for very low income, but 0 are available. There are affordable and available units for low income housing. These would show that there is a demand and need for additional low income housing in Mona City. For the summary of the affordability of Mona's housing please see the following charts:

Comparison of Mona and Juab County's Affordable & Available Rental housing Units per 100 Renter Households

GAP/HAMFI LEVEL	Affordable Units		Affordable & Available Units	
	Mona	Juab County	Mona	Juab County
Low Income (≤80% HAMFI)	100.0	164.3	84.4	109.7
Very Low Income (≤50% HAMFI)	300.0	179.5	0.0	92.7
Extremely Low Income (≤30% HAMFI)	0.1	103.1	0.0	40.6

Source: U.S. Dept. of Housing & Urban Development. (2017). Comprehensive Housing Affordability Strategy [Data]. Available at: https://www.huduser.gov/portal/datasets/cp.html#2006-2014_data

Summary of Affordability

Household Income	Maximum Monthly Income for Housing Expenses	Maximum Mortgage Loan Amount
≤30% AMI	\$411	\$71,342
>30% to ≤50% AMI	\$685	\$118,903
>50% to ≤80% AMI	\$1,095	\$190,244
>80% to ≤100% AMI	\$1,369	\$237,805

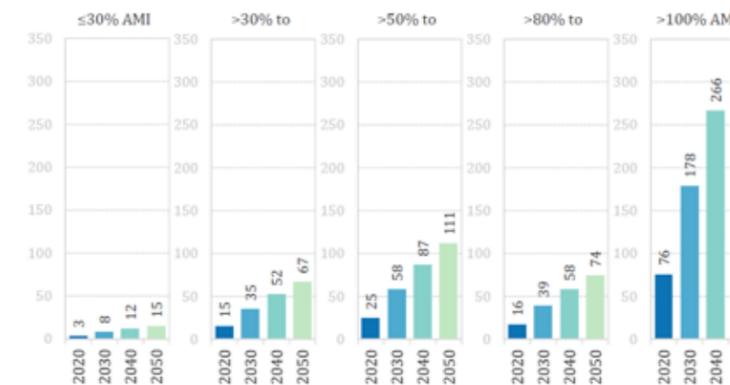
POPULATION CHANGE AND AFFORDABLE HOUSING DEMAND

The population of Mona is expected to increase from 1,547 in 2010 to 2,038 by 2020, and 2,704 by 2030. These additional residents amount to an additional 134.9 households by 2020 and an additional 317.9 households by 2030, based on the city's current average household size (3.64).

Based on population change, observed income levels, and existing vacancies, it is projected that Mona will need an additional 106 housing units by 2020. Of those 106 units, 3 will need to be affordable to extremely low-income (≤30% AMI) households, 15 will need to be affordable to low-income (>30% to ≤50% AMI) households, and 25 will need to be affordable to moderate-income (>50% to ≤80% AMI) households.

By 2030, Mona will need an additional 281.9 housing units. Of those 281.9 units, 8 will need to be affordable to extremely low-income (≤30% AMI) households, 35 will need to be affordable to low-income (>30% to ≤50% AMI) households, and 58 will need to be affordable to moderate-income (>50% to ≤80% AMI) households.

New Housing Unit Demand by Household Income Level



FAIR HOUSING

By consent of the people of Utah, Mona City lawfully exercises planning, zoning, and land use regulation authority to promote the health, safety, and welfare of the community. It is responsible for the equal protection and equitable treatment of all members of its community and anyone seeking to rent, lease, purchase, or develop real property within its boundaries. Consequently, it has a vested interest in the development and preservation of fair and affordable housing in its community. Mona City upholds the Utah Fair Housing Act and complies with federal requirements that affirmatively further fair housing. It does not condone housing related practices that intentionally or indirectly discriminate on the basis of color, disability, ethnicity, familial status, gender identity, national origin, race, religion, sex, sexual orientation, source of income, or other suspect classifications. It promptly reports cases of housing discrimination to the Utah Antidiscrimination and Labor Division (UALD) and assists in its investigation of claims in a prompt and timely manner.

Mona City systematically eliminates unfair encumbrances that impede its ability to promote and maintain an adequate supply of moderate-income targeted housing within its boundaries. Addressing issues associated with fair and affordable housing entails regular reviews of plans, policies, programs and ordinances, as well as ongoing monitoring and assessments for disparate impacts and adverse effects on vulnerable populations within the community. Mona City has set forth the following goals in accordance with its commitment to eliminate barriers to fair and affordable housing:

1. Allocate resources to update, create and localize an Analysis of Impediments to affirmatively further fair housing.
2. Create action steps to overcome the impediments to fair housing.
3. Document any fair housing action steps taken

REGULATORY ENVIRONMENT

In order to evaluate the potential for moderate income housing in the community, it is important to understand the regulatory environment for residential housing. Zoning regulations govern the use, lot size, and building size for new developments. These regulations have a direct impact upon the opportunity to provide affordable housing within the community.

Mona City's current zones which allow residential dwellings are:

Residential (R-1): Provides single family housing choices. Minimum 1/2 acre lot.

Combined Use I (CU1) – Commercial/Residential zoned area. Provides single family and two-family dwelling choices. Minimum ½ acre lot.

Mona City has recently rezoned CU1 to include two-family dwellings, as to allow more opportunity for moderate income housing. In addition, there are not any minimum square foot requirements, or material restrictions in any zone in Mona City in order to facilitate the owners being able to build a moderate income home, if desired. However, restrictions on the number of units allowed or minimum acreage may make it difficult to develop affordable units, or elderly housing.

GOALS AND STRATEGIES

Goal 1: Rehabilitate Existing Housing to Increase Rental Properties and Homeownership.

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 Six County Association of Governments Weatherization Program. The Weatherization program lowers monthly utility bills by making housing more energy efficient.

Strategy 3 – Promote the USDA grants to help low income and elderly residents put in their sewer systems, or upgrade their homes.

Goal 2: Increase Opportunities for Low to Moderate Income Households to Purchase Affordable Housing

Strategy 1 – Promote affordable housing programs. Such methods and partnerships may include Mutual Self-help programs, USDA Rural Development Direct Loan or Guarantee Loans that would assist low-income households to purchase homes. Or, use the direct loan program to lower interest rates to increase the purchasing power of the homeowner.

Strategy 2 – Inventory sites to consider for re-zoning that may be appropriate for higher density housing that is harmonious with surrounding areas.

The following table summarizes the affordable housing goals. It lists how many of each type of unit is needed, how the goal can be attained, and when the goal will be needed.

Type			
Existing Housing Stock	8	USDA or weatherization programs	2023
Affordable housing to be built	6	Mutual self-help program, rezoning	2023



PUBLIC FACILITIES

In 2014 Sunrise Engineering created the Culinary Water Master Plan for Mona City. This document is based on a five-point analysis of Mona City’s culinary water system, which includes water right, source capacity, treatment, storage capacity, and distribution in accordance with the State of Utah Rules Governing Public Drinking Water Systems. The 68-page document can be accessed by contacting Sunrise Engineering.

ISSUE CARDS

Mona City's public discourse showed a strong protective instinct for the small-town feel in Mona. This was evident through citizen's support of the historic preservation section, as well as through the support of a large lot size minimum, which would help create an agricultural atmosphere. Citizens also expressed desire for some commercial use on Main Street, but simultaneously expressed that the commercial buildings should be restricted either on Main Street or next to I-15.

The following were the top comments received from Issue Cards distributed:

Small town feel

Transportation infrastructure

Economic concerns

Parks and recreational opportunities

Housing

Water

Historic preservation

The following were the top comments received from each section during the Public Meetings:

Historic Preservation

- Building/site preservation
- Information distribution of historical sites

Land Use:

- More complex land use denomination
- Commercial use on Main Street
- Animal rights

Housing

- Against lower lot sizes (28 comments)

- For lower lot sizes (11 comments)

Economic Development:

- Commercial use on Main Street
- Commercial use near I-15
- Small business

Transportation

- Signage/lighting/gutter
- Public transit
- Specific route changes
- Trails
- Sidewalks

Public Facilities:

- Increase parks and recreational opportunities
- Issues with solar panels
- Resource issues

Environment:

- Water concerns
- Light pollution
- Natural hazards
- Radon

Annexation:

- Annex surrounding businesses/infrastructure
- Annex more for housing
- No growth
- Annex with water in mind

APPENDIX B

COMMUNITY SURVEY

Gathering input from residents during the General Plan updating process is essential to the success of the final plan. The Mona City General Plan survey was created and distributed online by Mona City to bring together citizen feedback. There were 66 respondents to the survey. These surveys provide validity to the General Plan process of representing the voice of the community.

Survey results largely confirmed the ideas stated in the General Plan. Some important ideas represented in the survey and General Plan include what types of new housing should be allowed in Mona, what roadway infrastructures should be made, and where residents purchase the majority of their goods and services.

The following charts and tables are presented as results from the 2018 Mona City General Plan Survey. A copy of the survey distributed to residents of Mona follows.

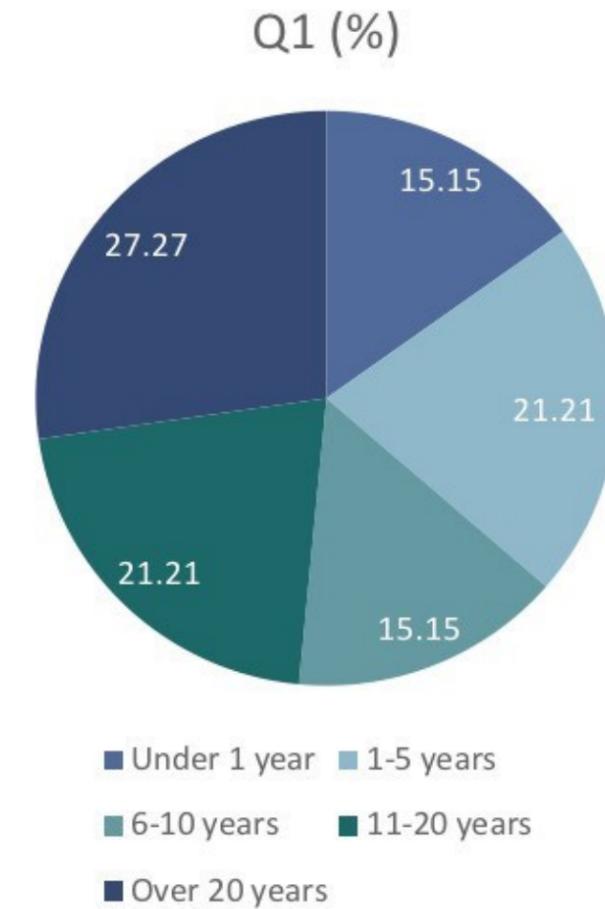


Figure 12.1 Response to Question "How long have you lived in Mona?"

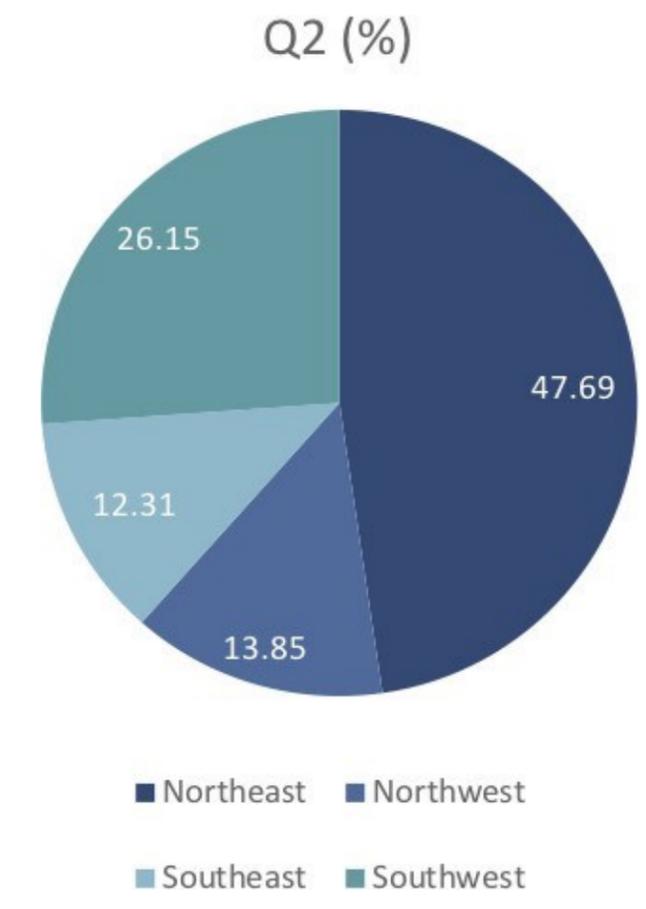


Figure 12.2 Response to Question "What part of Mona do you live in?"

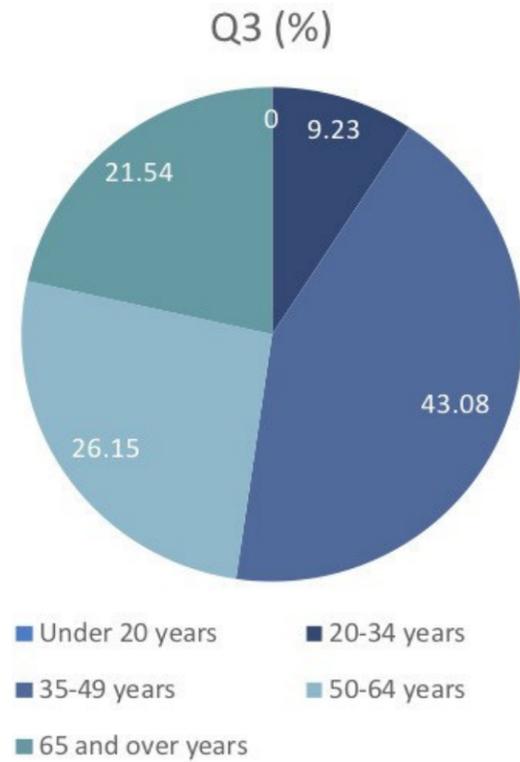


Figure 12.3 Response to Question "Which category best describes your age?"

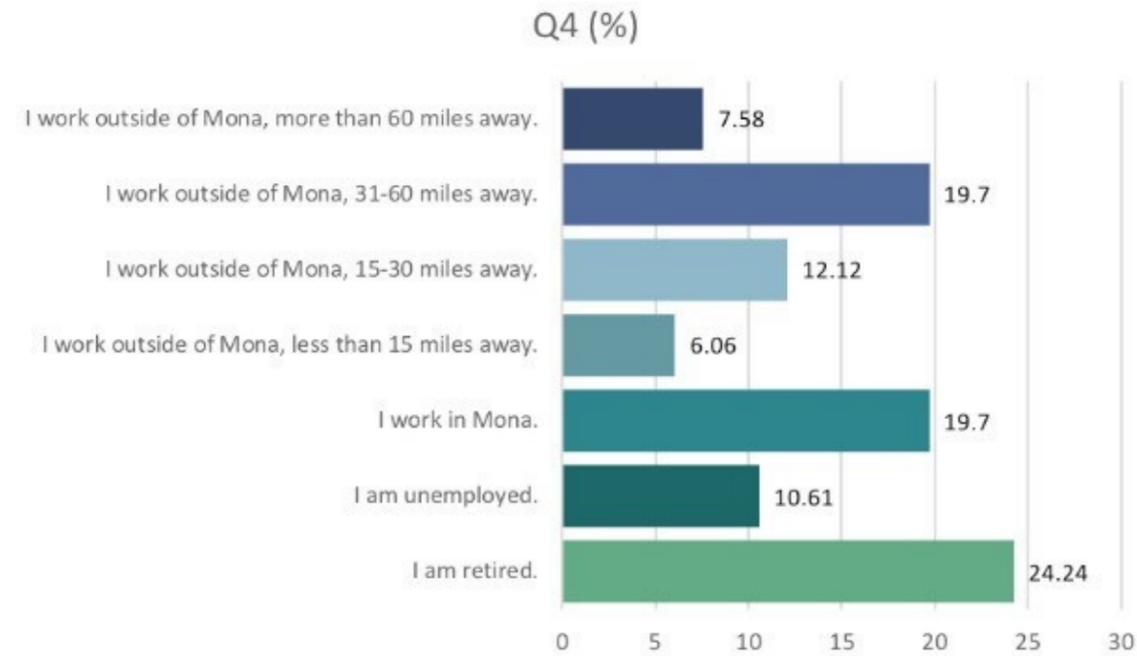


Figure 12.4 Respondents were asked to identify where they work, if they are retired, or if they are unemployed.

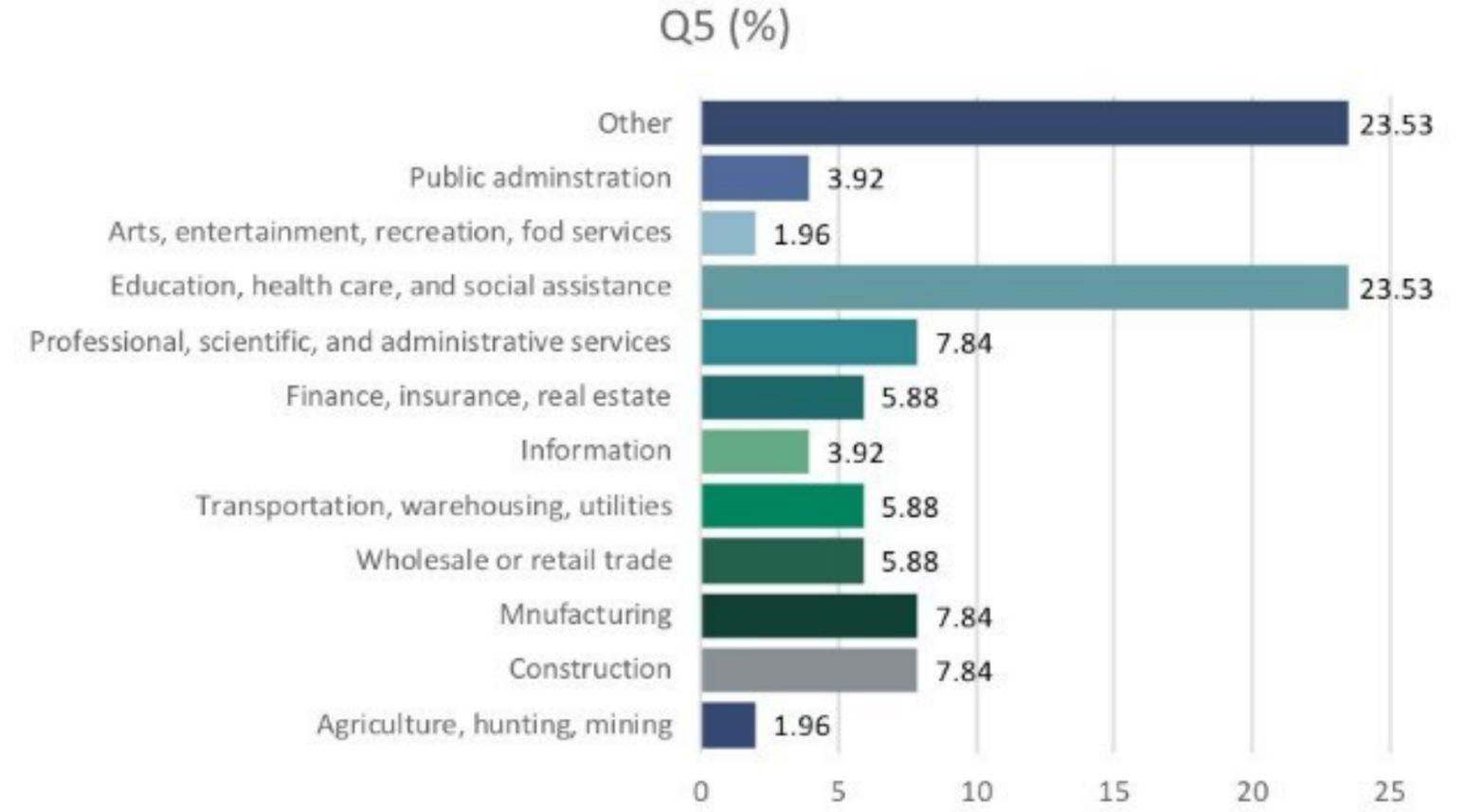


Figure 12.5 Respondents were asked to identify the industry in which they work.

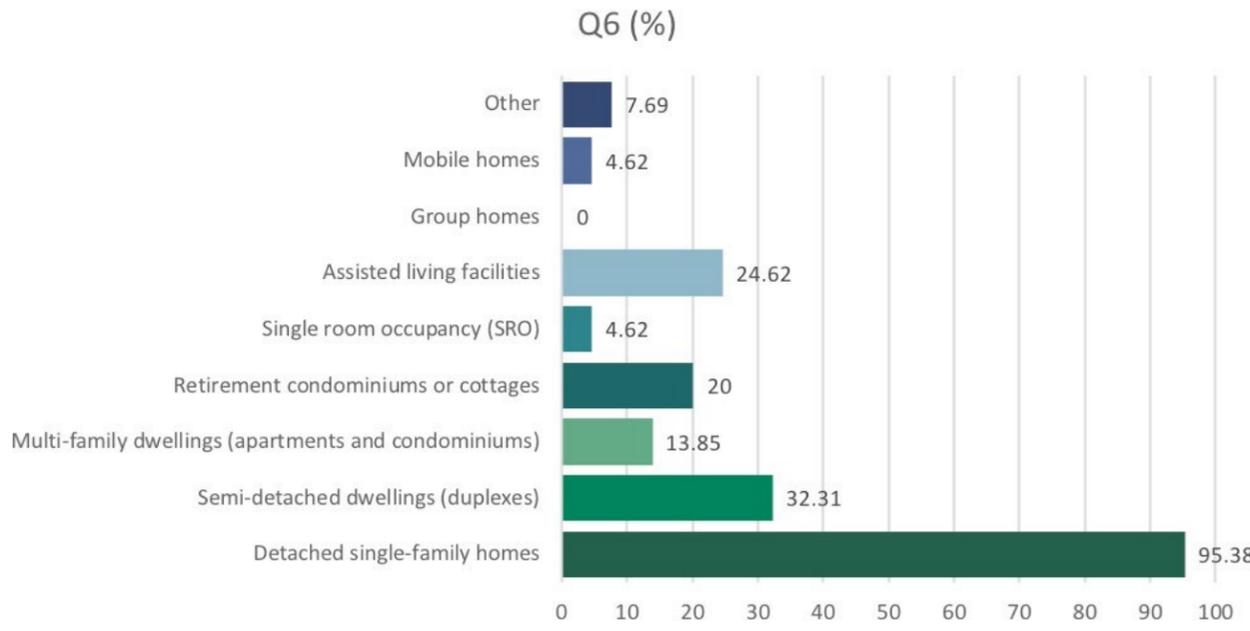


Figure 12.6 Response to Question "Which types of new housing do you feel should be allowed in Mona? Choose all applicable options."

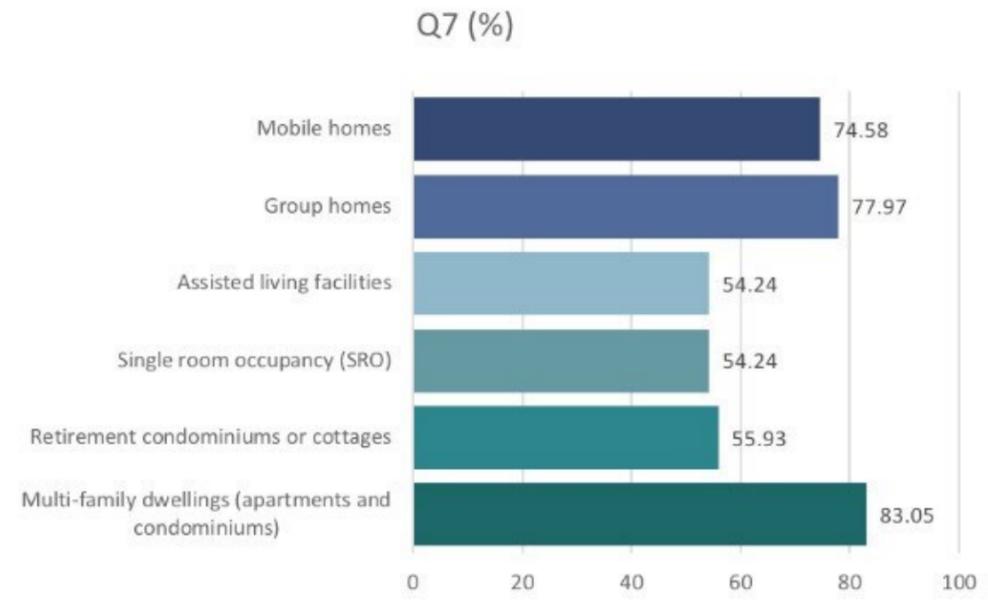


Figure 12.7 Response to Question "If the following housing choices were to be allowed in Mona, which if any should be restricted to certain zones within the City? Choose all applicable options."

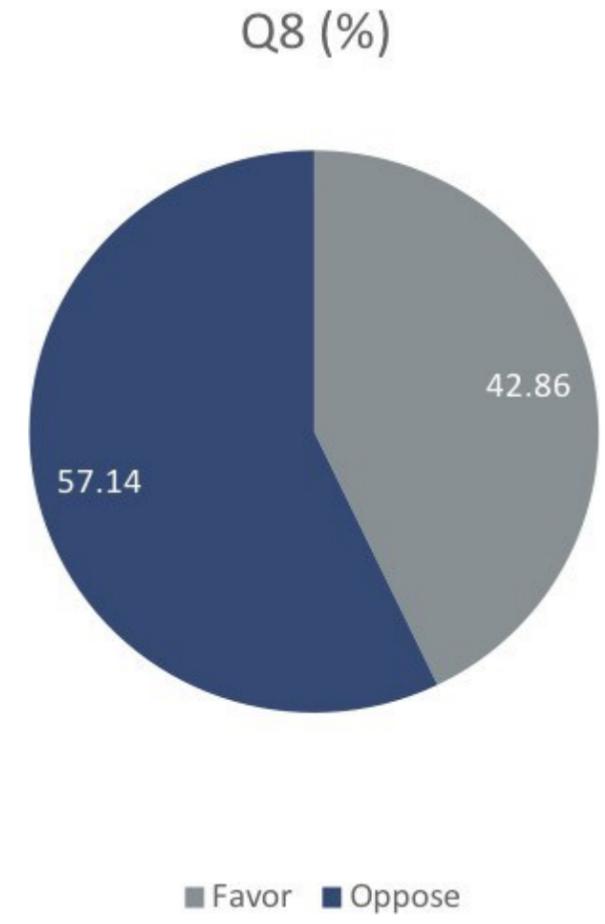


Figure 12.8 Response to Question "Do you favor or oppose encouraging commercial growth within the City?"

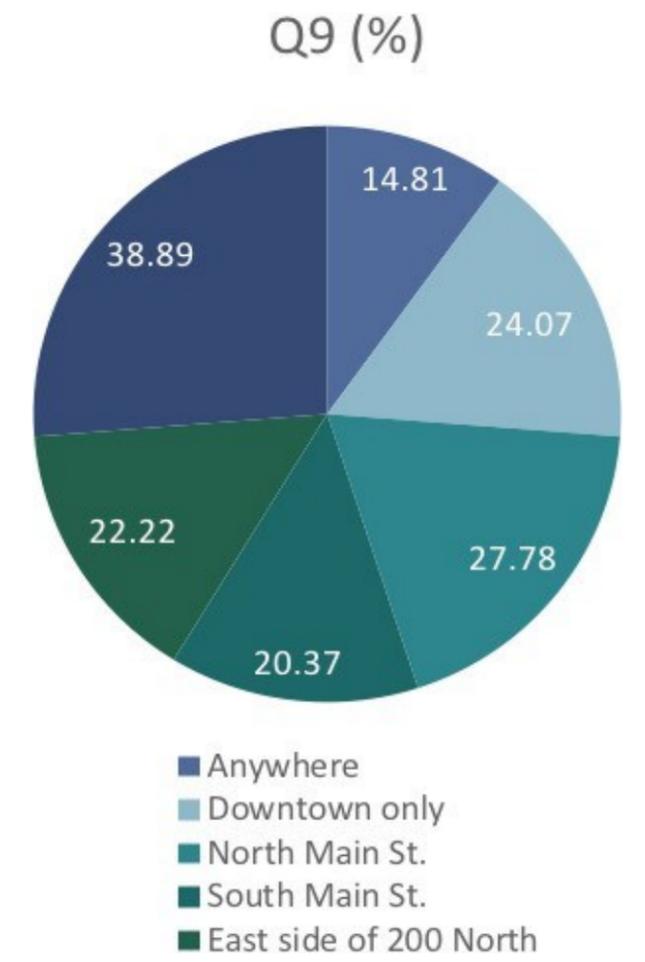


Figure 12.9 Response to Question "If you favor commercial growth, where in the City should it occur? Choose all applicable options."

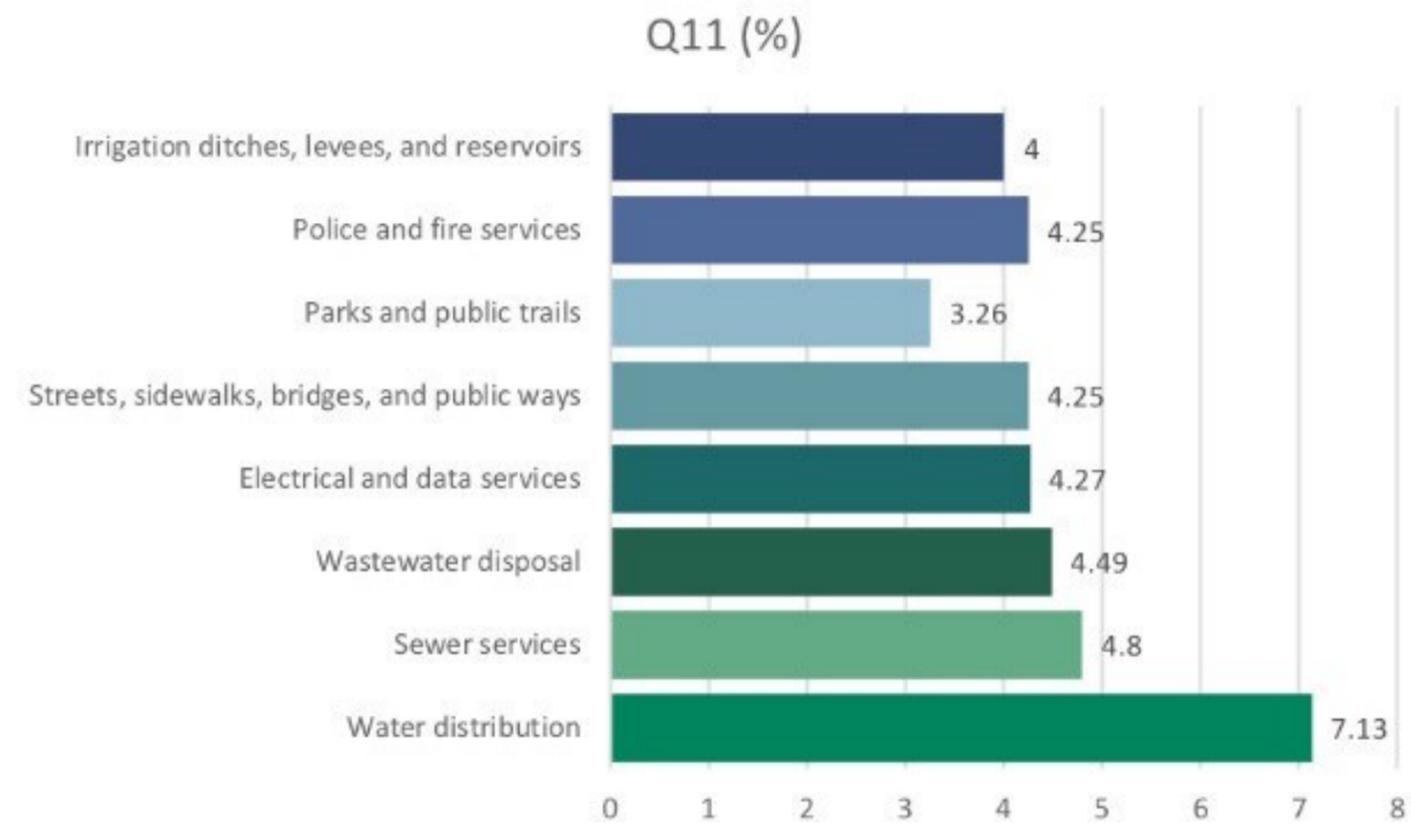


Figure 12.10 Respondents were asked to "Please rank which infrastructure systems will be most impacted by future growth. Rank items on a scale of 1 to 8, with 1 being the most impacted and 8 being the least impacted. Each number should be used only once."

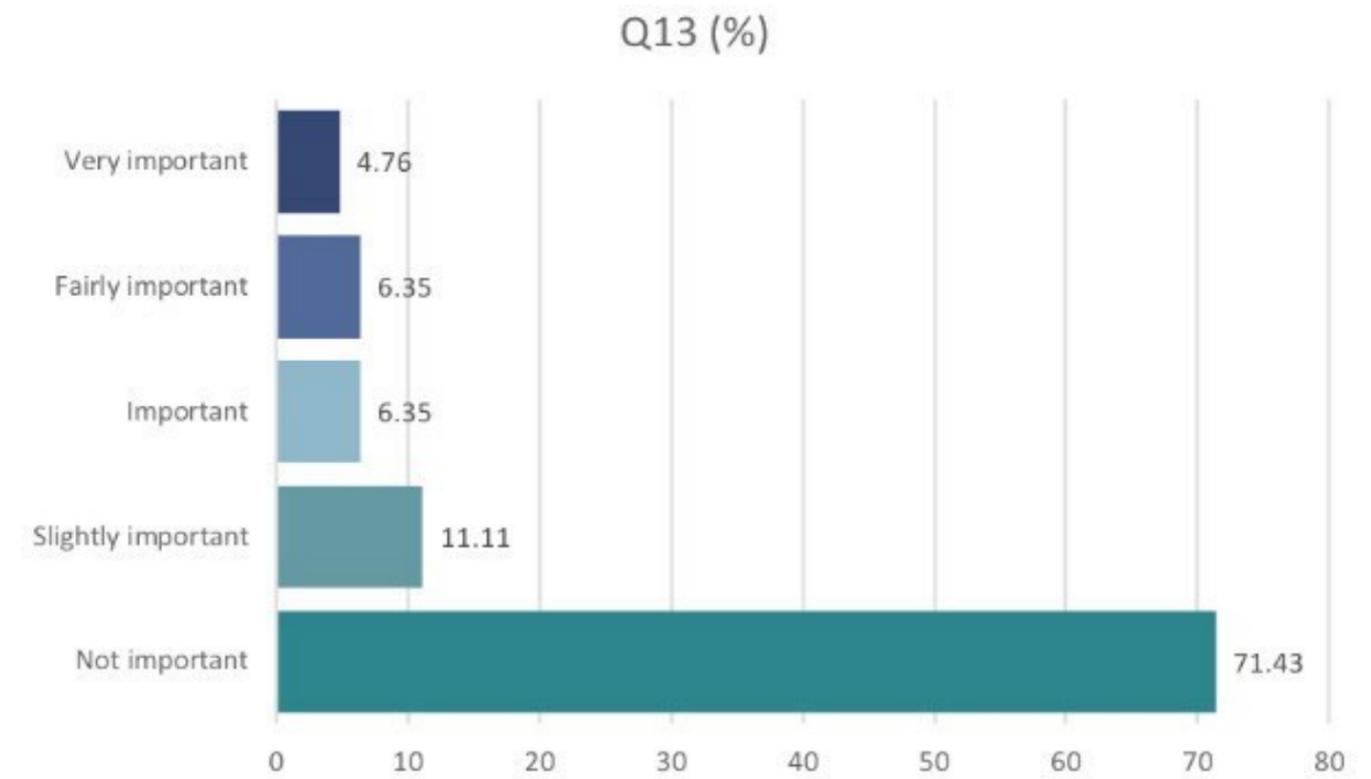


Figure 12.11 Response to Question " How important is it to you to have curb and gutter in your neighborhood?"

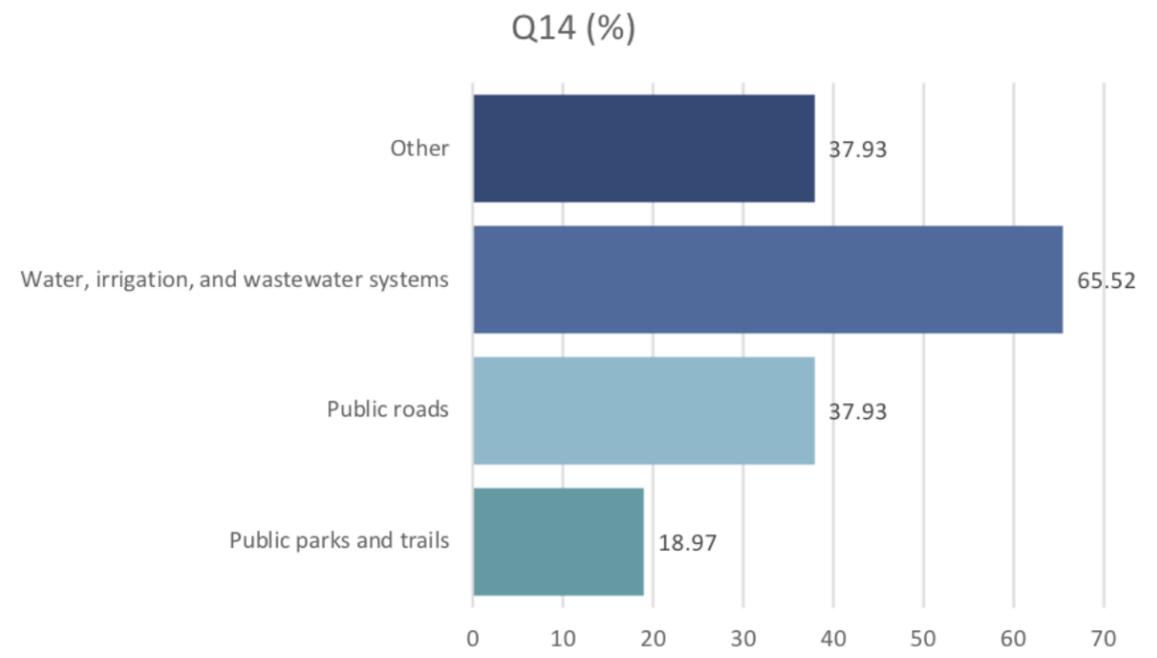


Figure 12.12 Respondents were asked to "Please mark all of the below improvements that you would be in favor of the City bonding for the addition or improvement of."

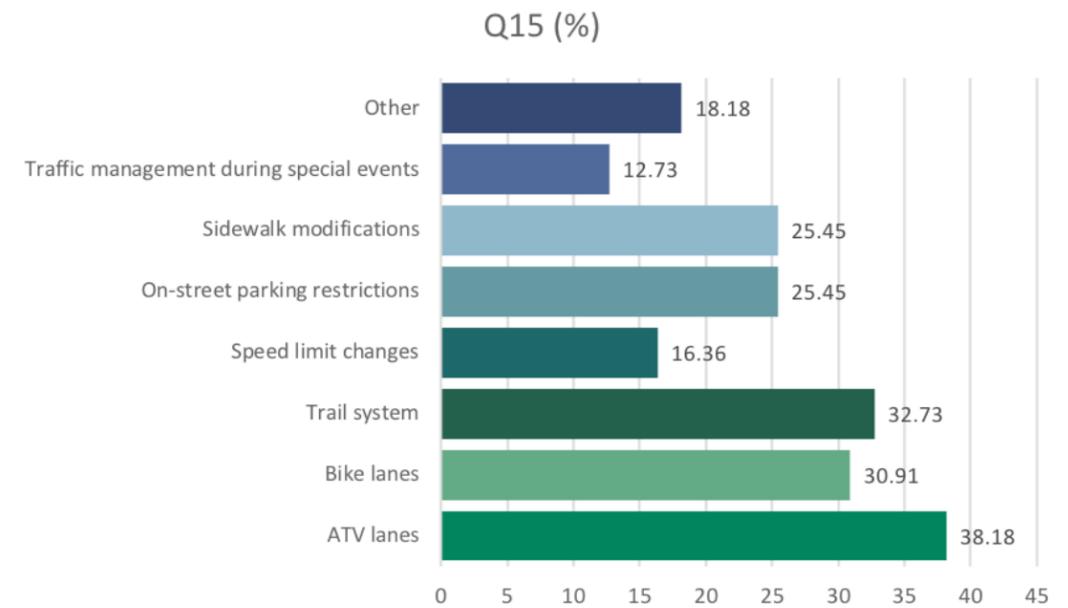


Figure 12.13 Response to Question "What improvements would you like to see in the roadway infrastructure?"

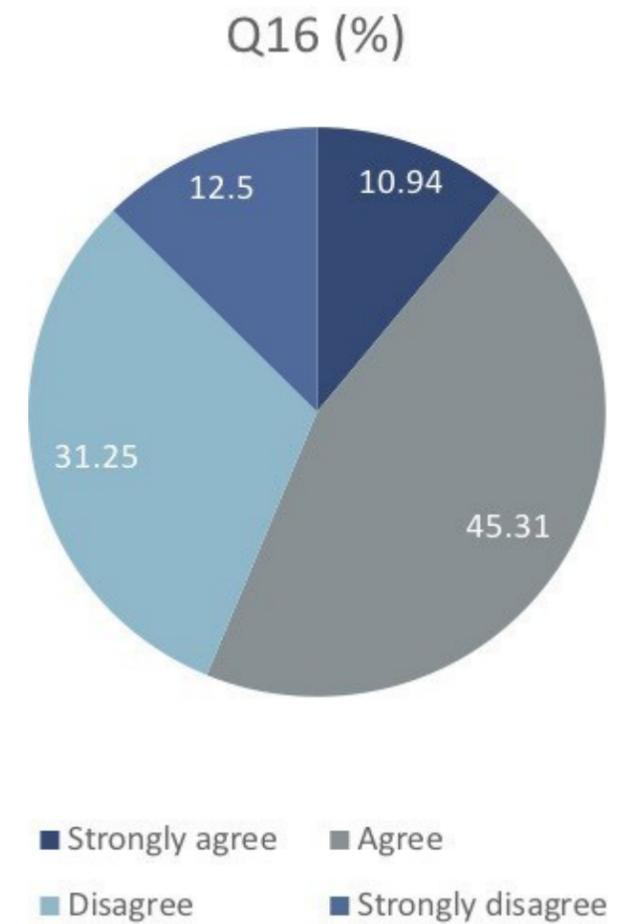


Figure 12.14 Response to Question "How do you feel about the statement: 'The City should encourage or sponsor more cultural and community events?'"

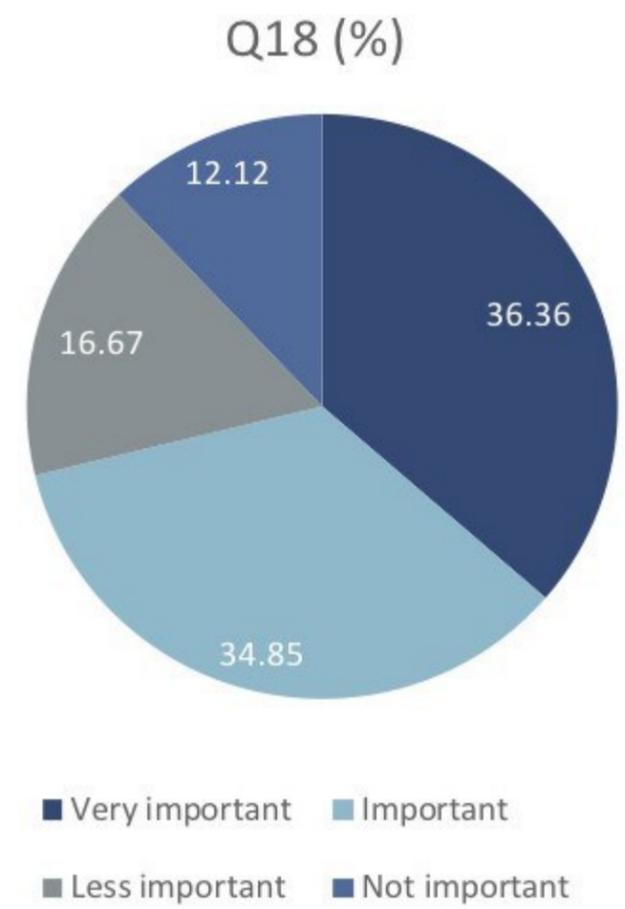


Figure 12.15 Response to Question "How important is historic preservation in Mona to you?"



Q20 (%)

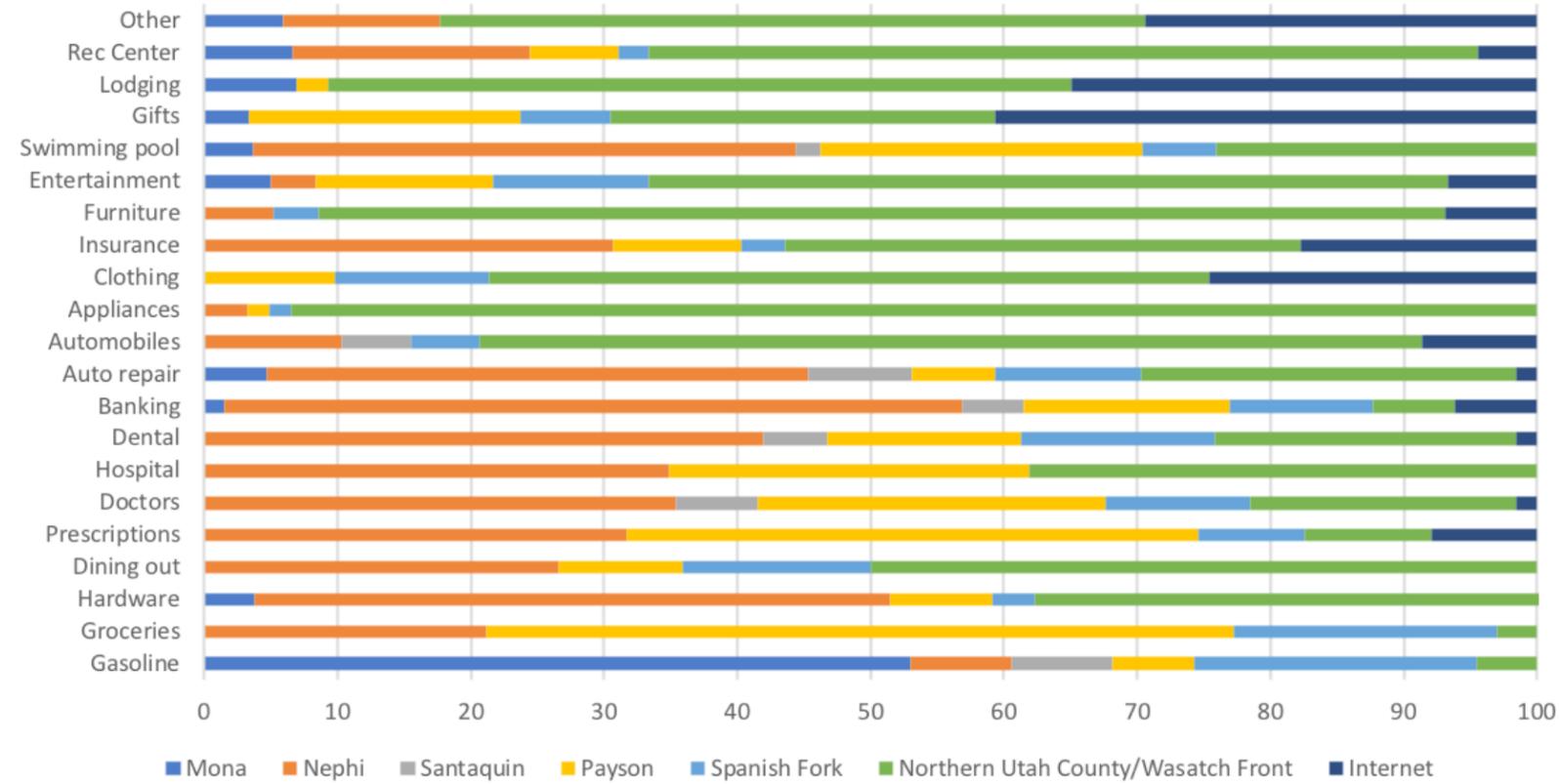


Figure 12.16 Response to Question "In which location do you purchase a majority of the following goods and services?"