



2021 General Plan

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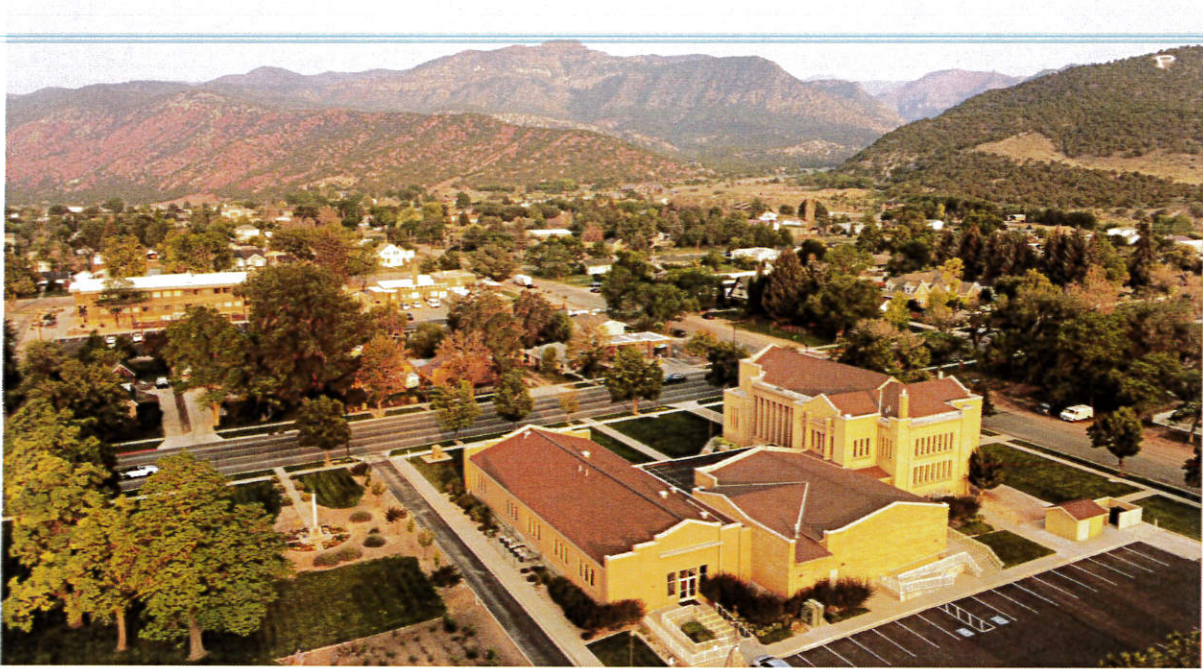
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Section 1.0 Introduction



Aerial of Parowan City (Photo by Brandon Robinson)

A General Plan is sometimes referred to as a "Master Plan" or "Comprehensive Plan." As outlined in state statute ([UCA 10-9a-401-403](#)), every community is required to prepare and adopt a comprehensive long-range plan. Once adopted or amended, the General Plan of a community is its official policy statement of its intentions. It serves as the rationale for any ordinance or investment a community wants to implement.

1.1 Role of the General Plan

The General Plan usually describes how the community wants to grow, where the community wishes various land uses to take place, and what the community wants to look like. In many ways, a General Plan is a reflection of the community's values. As such, this General Plan is a continuation of efforts to strive for a better, more efficient, functional, and beautiful community.

The General Plan is intended as a reference guide for use by City Council members, Zoning and Planning Committee members, other City boards, City staff, developers, and residents concerned about the future of the community. The purpose of the Plan is to provide a comprehensive guide to the physical development of the City. It is a basic tool to guide zoning, budgeting, capital improvement decisions, and policymaking. Mapping is also a critical element of the General Plan, any maps not specifically shown in this plan can be found by contacting the City Administration and a physical copy can be found at City Hall.

1.2 State Law and General Plan

Utah State Code 10-9a-401 and 10-9a-403 state that every city shall prepare a general plan. The law requires three mandatory elements: land use, transportation, and moderate-income housing. Other important elements that affect the planning of the City may be added. Each is summarized below.

1.2.1 Mandatory Elements

1. **The land use element** identifies the long-term goals and the proposed extent, general distribution, and location of land for housing, business, industry, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate in Parowan.

2. **The transportation and traffic circulation element** identifies the general location and extent of existing and proposed freeways, arterial and collector streets, along with mass transit, and any other modes of transportation. This information is correlated with the population projections and the proposed land use element of the general plan.

3. **The Moderate income housing element** Identifies the need for a broad range of housing types in our City and a plan to provide realistic opportunities to help meet those needs while identifying the area median income for Iron County to continue the quality of life residents enjoy.

1.2.2 Additional Elements of Importance

Economic Development

Parowan has had a long and storied agricultural base since its settlement. Since that time Parowan's economy has grown and developed a variety of businesses throughout the community. This section will identify areas the City can improve to continue to meet the economic needs of the community.

Open Space + Recreation

Residents of the community, as well as those visiting, enjoy the open space and recreation opportunities provided in the area. Identifying areas of potential and future needs can help protect and enhance those experiences for future generations.

Infrastructure

The purpose of the public facilities chapter is to explain the various public facilities and services within the city, such as water and sewage services. These services represent the public's investment in the development and operation of Parowan. The public facilities chapter should be reviewed periodically and updated as necessary to meet the evolving needs of the City.

Risk + resilience

Preparing for future emergencies and how to overcome them can help Parowan bounce back when such unplanned situations take place. This chapter is meant to identify how the City can provide ways to mitigate the effects of an emergency or disaster, preserve life, respond during emergencies, provide necessary assistance, and establish a recovery system to return to the normal state of affairs.

Heritage + Culture

The culture and heritage of a place are what provides meaning, purpose, or background to a community. While this is a universal truth among all communities, each community has its own heritage that is uniquely theirs. As Parowan continues to grow and new residents continue to move to the community, it is important to maintain the unique characteristics and traditions that members of the community value.

Environment

The factors affecting environmental quality within Parowan are important to everyone, and therefore, directly affect the quality of life for its residents. 'Environmental quality' refers to the values related to natural resources, retention, and enhancement of the existing open spaces, special geological elements, energy, scenic corridors, environmental hazards, conservation efforts, water resources, and air quality

Implementation

A General Plan is only as good as it is followed by elected and appointed officials as well as the ability for residents to understand the vision of the City. These ideas are suggestions for the implementation of best practices, the City is not obligated to implement any of them or consider them policy.

1.3 General Plan Administration

1.3.1 General Plan Process

This plan is a revision of the General Plan that was adopted in 2015 with a 10-year vision and a 4-5 year implementation roadmap. The Parowan General Plan is intended to be a steady, but not static, foundation for future planning. As such, great care should be taken when the decision is made to amend the Plan to avoid drastic changes in direction, while also not hesitating to update goals and policies as the landscape shifts.

Parowan City intends to review the plan annually as part of its budgeting process. At a minimum, Parowan should review this plan bi-annually (every two years) as per state requirements specifically for updating the Moderate Income Housing Plan (UCA 10-9a-403).

Just as the General Plan followed a public process for adoption, a public process must be followed for amendments to the Plan. This process will always include a recommendation from the Planning Commission as per state code 10-9a-403. The extent of the process should reflect the significance of the proposed change. Changes may be proposed to the written goals, objectives, and strategies or major maps, such as land use and transportation plans.

Proposed amendments to Parowan's land use plans and ordinances should be submitted to the Planning and Zoning Commission using the form as provided by the City.

1.3.2 Community Participation

One of Parowan's strengths is its community spirit. The City will make every effort to invite community participation in updates to this plan. A General Plan was prepared in 2007 and a rather significant, new plan was developed and adopted in 2015. This Plan is an update of the 2015 Plan. The 2015 General Plan, and this update, were developed through a lengthy process of neighborhood meetings, public input, review by all of the City departments, and consultation with other nearby cities and government agencies in Iron County. It has been reviewed and approved by the Parowan City Planning and Zoning Commission and adopted by the Parowan City Council after public hearings. The city will continue to encourage community participation in General Plan revisions by posting legal notifications in local newspapers, posting notices on the City website, and hosting public meetings to obtain public comments and ideas during the revision process.

1.4 Next Steps for the Plan

1.4.1 Next Steps for the Plan

While the General Plan defines a clarified community vision and set of goals for the coming years, it does not provide the specifics of the "Who, What, When, Where and How" of each goal. To ensure that the community's vision is realized, it is recommended that Parowan City undergo a strategic planning process that will help rank, prioritize and implement the goals and visions from the general plan. The strategic plan should include:

- Proposed steps for implementation
- Timing for each recommendation
- Funding availability
- Long-term financial needs and recommendations

Section 2.0 Community Identity + Vision

2.1 Introduction to Parowan Community Identity

Three basic characteristics define the character of a community: the natural environment, the built environment, and human activity. Parowan has a rich heritage and is beautifully situated in the southwest corner of the State of Utah, Parowan is known as the “Mother Town of Southern Utah”. The town was settled on January 13, 1851, by George A. Smith. Parowan is the County Seat for Iron County with a population of approximately 3,132 residents. The original town center continues to provide a strong focal point for our city, with its historic and civic buildings and tree-lined streets. The various daily, weekly and seasonal activities that occur in this setting with convenient access to the National Parks, Cedar Breaks National Monument, and Brian Head Resort all contribute to our unique identity as a great place to experience and enjoy life and the great outdoors.

Utah State Route 143 runs through Parowan and has been designated as Utah’s Patchwork Parkway. The designated roadway is over fifty-one (51) miles in length and connects Parowan to Panguitch. In the winter of 1864, settlers faced with starvation attempted to move their wagons from Panguitch to Parowan in heavy snow. Unsuccessful, they abandoned their wagons and lay down a quilt, and began to pray. Realizing the support of the quilts they laid one quilt down after another to walk across without sinking in the snow. There are information kiosks along Route 143 revealing the significance of this trail. This road is the second-highest paved road in the State at 10,626’ above sea level. The western section of the road was utilized for logging in the 19th century by pioneers.



Historical Statue at the Heritage Park in Parowan

2.2 Community Vision

A community vision statement is a brief synopsis that summarizes a myriad of strategies and recommendations into a single statement. While the statement meets many of the parameters for each goal, it provides a linkage or overarching theme to the entirety of the general plan.

The Parowan City vision statement for the General Plan is:

Promote the community's rich history, cultural heritage, and natural beauty while maintaining a commitment to sustaining a quality of life for its residents



Parowan Old Rock Church (Photo by Brandon Robinson)

2.3 Parowan City Image

2.3 Community Core Values

Core values of a community are specific statements that illustrate the resident's desires and necessities for their community. These values support and prescribe the future of the community while remaining adaptable to the ever-changing nature of a municipality. These values as highlighted in the current General Plan are:

- Small town feel emphasizing a clean environment with access to a variety of services
- Community gatherings like the Iron County Fair and the Independence day celebrations

- The closeness of the members of the community and willingness to help those in need
- Quality of local businesses especially along the main street.

2.3.1 Historic District

The history of Parowan City is rooted in the development of a historic district and adjacent areas. The Parowan historic district is significant because of the story it tells of Parowan's growth from a Mormon pioneer outpost to a thriving city with a diverse economic base.

The major themes of Parowan through the years have included agriculture, mercantilism, construction, and tourism. The historic district is also significant because a majority of the primary buildings in the district are identified as contributing to the historic character of the area.

The Historic District includes a representative sample of architectural styles and types covering the complete historic period, ranging from well-preserved early adobe homes to elaborately detailed examples of Victorian Eclectic Architecture from the late nineteenth century. Twentieth-century styles such as a bungalow, period-revival, and ranch-style houses make up about three-quarters of the significant primary buildings. According to the National Register nomination, the district retains a high degree of historic integrity despite the presence of some late-twentieth-century alteration and new construction.

A series of historic markers and monuments are in place at numerous points of interest around the community. They contribute to the overall historic character of the community.

The City has 6 locations listed individually on the National Register of Historic Places as of August 2018. Of those 6, all but one is in the Parowan Historic District. The National Register, on which the Parowan Historic District is listed, is an honorific listing and as such, does not limit in any way what a property owner may do with their property. Parowan has established a local historical register that affects how registered properties may be altered. The design standards for new residential construction do affect new construction but do not affect any changes to existing structures.

Parowan City has a Historical Preservation Committee whose role is to encourage historic preservation through education and some small grants. Grant money for the Historic Preservation Committee program is provided through the Certified Local Government (CLG) Grant program. This matching grant program may be used on a variety of historic preservation efforts such as documenting historic buildings, developing listings for the National Register, publications, grants, and a variety of other programs. The amount of grant money the Committee can receive is based on the grant requests submitted.

Buildings 50 years old <https://heritage.utah.gov/history/national-register#eligible> are all eligible to participate in tax credit programs. Residential properties may receive a 20% tax credit through the State of Utah for historically appropriate work done on a property. A 20% federal tax credit is available for historically appropriate work done on income-producing property.

<https://www.nps.gov/tps/tax-incentives/before-apply/eligibility-requirements.htm>



Parowan City Visitor Center

2.3.2 Historic Livestock Trail

Parowan's livestock heritage is apparent especially in the spring as local ranchers move sheep and cattle from the valley ranches through the town to the summer grazing grounds in the local mountains and again in the fall as the herds are relocated to the valley for the approaching winter.

The historic livestock trail runs through the town east along 400 North street and south along 300 East street then continues south on State Highway 143. The dates of the annual livestock drives vary from year to year depending on weather conditions. Locals and travelers fortunate enough to witness the drives experience a unique aspect of the early pioneer days and possibly slight delays in traffic as vehicles navigate through the herd on the roads. While the traffic delays may seem like a nuisance to some, it is exciting to see and is a unique photo opportunity.

2.3.3 Urban Forest

The overall urban forest provides economic, social, psychological, environmental, and aesthetic benefits. These quality of life benefits are an important part of Parowan's identity and heritage. Educating the public about the heritage and importance of the urban forest is part of continuing the City's "Tree City USA" status.

The City has an Urban Forestry Master Plan and Heritage Tree Ordinance to preserve, improve, and manage the urban forest. To maintain a healthy urban forest, the City strives for a diversity of trees and their appropriate placement.

2.3.4 Architectural Guidelines and Design Standards

The building design is constantly evolving and greatly influences community appearance and identity. Within a community, personal decisions can have an impact on neighbors, a section of the City, or the City as a whole. Because of the effects of these decisions, either real or perceived, the City government has the role to balance the rights of individuals with those of the public good. Defining the public good is not always an easy task, and often requires vision and foresight.

Design standards are a reflection of a community's values relating to aesthetics. They generally tend to protect property values over the long run but require some restriction on what can be done in the design of buildings or site work on a property. Most communities recognize the fine balance associated with these types of standards and there is typically an ongoing refining process. Such standards intend to build a community that will be attractive, retain property values and be a great place to live today and in the years to come.

Design standards typically look at the area surrounding the proposed site to take visual clues as to what fits. In greenfield areas where context is not defined, design standards can be created to help encourage development that the community finds attractive and contributes to the positive appearance of the City.

Design standards typically address such issues as building materials, building height, rooflines, fenestration (windows), signage, pedestrian and vehicular access, and architectural style and building features. In Parowan, there are a variety of residential and commercial building styles.

For those areas where design standards are established, the standards must be specific to the area. For example, in the historic part of downtown Parowan, most commercial buildings are built to the sidewalk, have flat roofs, and have storefront windows. Currently, the City lacks overall design standards, though limited standards have been adopted for the City for new residential and commercial construction in the Parowan Historic District. The areas identified as historic within Parowan City are the following:

- 200 South Street, from 600 West to its intersection with Main Street.
- Parowan City Main Street from 200 South to 500 North.
- Center Street (Highway 143) from its intersection with Main Street east to the south boundary line of the Parowan City Cemetery.
- The entire area bounded on the south by 2nd South, on the north by 2nd North, on the east by 1st East, and on the west by 1st West, enclosing an eight (8) square block area.
- All monuments and landmarks so designated exist within the Parowan City limits.

2.4 Anticipated Changes

- Due to the location of Parowan, growth will continue to occur at a methodical steady pace during the duration of this General Plan
- Located near major recreation destinations such as Cedar Breaks and Brian Head, tourism will play a major role in the economic future of the community.
- Housing while primarily single-family housing currently it is expected the demand for short term rental use of properties will continue to increase.

POPULATION



40.7

Median Age



3,231

Population



2.6

Average Household Size

HOUSING



\$207,670

Median Home Value



\$8,128

Average Spent on Mortgage & Basics



\$663

Median Contract Rent

INCOME



\$47,185

Median Household Income



\$24,650

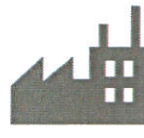
Per Capita Income



\$165,415

Median Net Worth

LOCAL ECONOMY



89

2018 Total Businesses (SIC01-99)



568

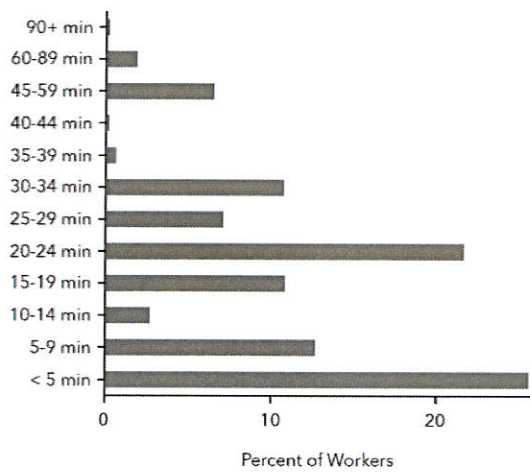
2018 Total Employees (SIC01-99)



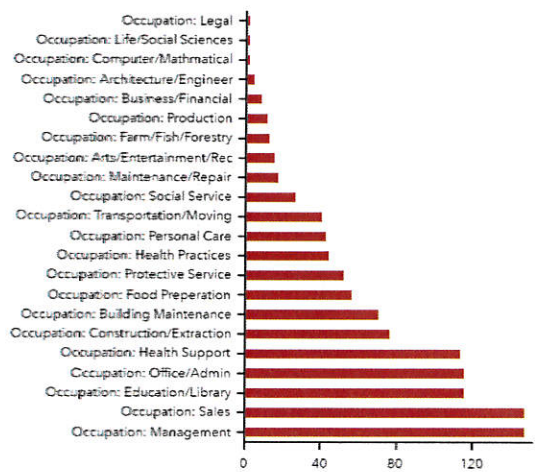
2,978

2018 Total Daytime Population

TRAVEL TIME TO WORK



2018 LABOR FORCE BY OCCUPATION



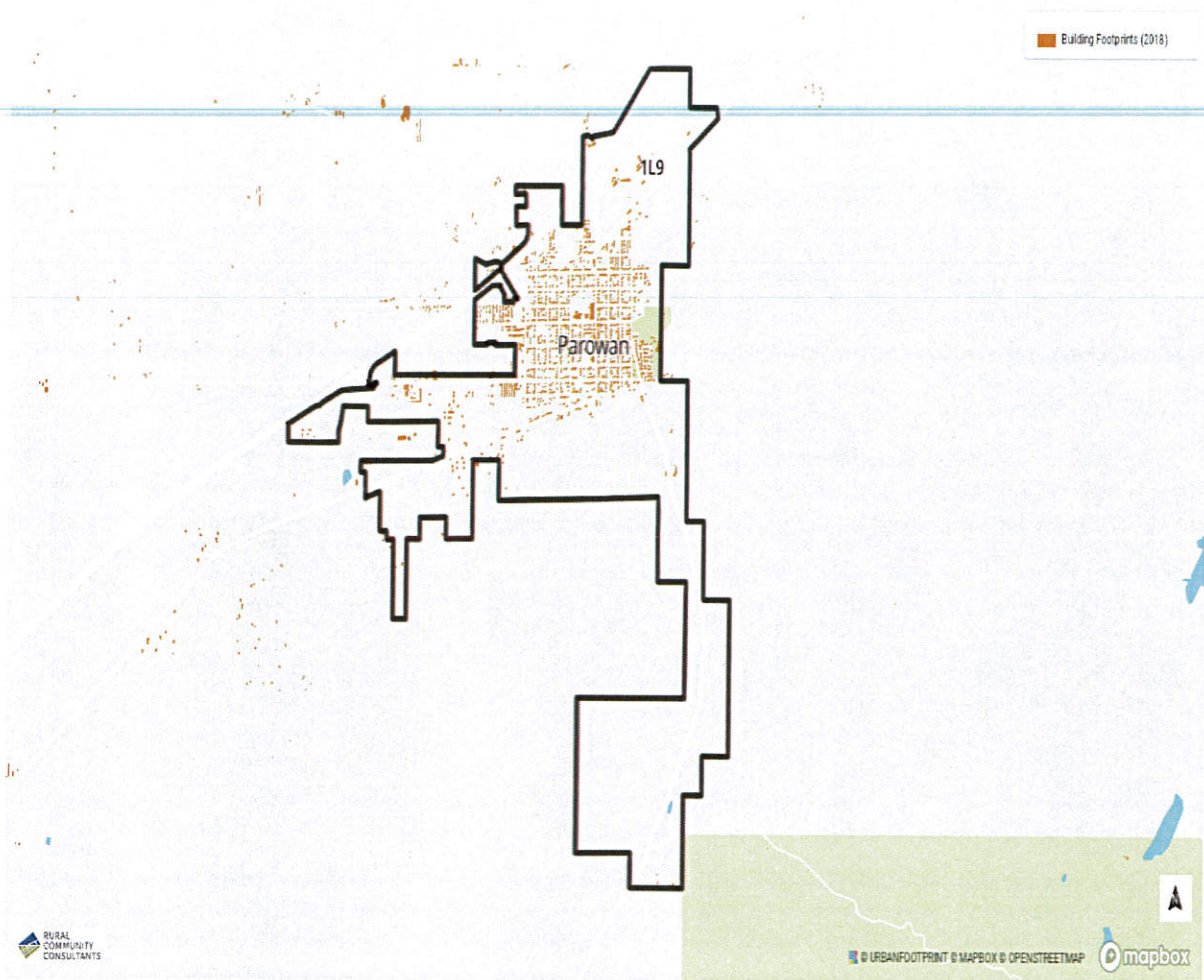
2.5 Land Capacity Analysis

The health, safety, and welfare of citizens is the first priority of the City. Special consideration should be given to the built environment and infrastructure that are readily available within the municipality, specific areas with potentially problematic slopes, soils, or drainage. All proposed uses should be properly vetted and ensure that they meet the future land use and density regulations.

Residential development has been more recently focused on the southwest portion of the town along 200 south. This development has been primarily single-family housing. New housing is also being developed throughout the town but not as large as multi-housing developments.

Commercial development has primarily occurred along Main Street and on both ends of town near highway entrances/exits. Most of the new development has also occurred along 200 south and has been considered highway commercial designations and industrial. The majority of businesses found along Main Street have been the more established businesses in town.

Promote the community's rich history, cultural heritage, and natural beauty while maintaining a commitment to sustaining a quality of life for its residents



Building Footprints Parowan City

2.6 Goals, Objectives, and Strategies

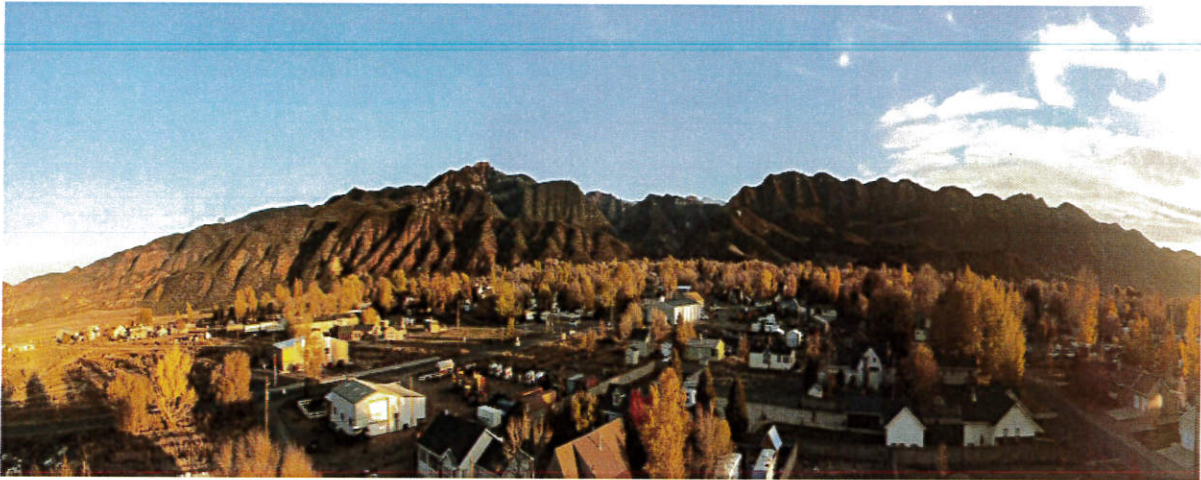
The goals, objectives, and strategies section comprises specific goals and actions for Parowan during the next 10 years. The following pages present the goals, objectives, and strategies for this element.

Goal 1: Preserve and enhance both the residential and commercial areas of the Parowan Historic District. Parowan has a historic district that is a significant part of its identity.

1. Design standards for new construction have been adopted to help protect and enhance the residential portion of the district. Additional standards may be appropriate to consider for existing structures.
2. Standards for the downtown portion of historic Main Street should also be considered for adoption to help enhance the vitality and economic well-being of this area.
3. Educate the public about the benefits of preserving and improving the historic district.
4. Review new construction to ensure compliance with the historic district design standards.
5. Continue to work with business and property owners to revitalize the historic downtown.

6. Encourage façade restoration of historic buildings that have been covered with new materials.
-

Section 3.0 Land Use



Aerial of Parowan City (Photo by Brandon Robinson)

3.1 Introduction

The General Plan and its associated mapping and other materials are used to guide all planning decisions, and Land Use Application decisions. It covers the area within the City limits as well as land anticipated to be annexed to the City in the future. Although the General Plan is not a regulatory document, it can be given great authority under Utah law. The Utah Code [10-9a-4](#) authorizes communities to adopt a General Plan and to require that all streets, parks, public buildings, and utilities (public or private) be constructed in conformance with the General Plan. Applications for land use that are inconsistent with the General Plan, and its associated mapping and other materials, will not be approved until the intended land use complies with the General Plan and any amendments. Ideally, the General Plan is the first level in a three-level process of regulating land uses:

1. The General Plan guides broad decisions regarding Land Use (such as rezoning).
2. The Zoning Map Plan, following the basic land use pattern established in the General Plan, assigns specific densities and uses to individual parcels of land.
3. The Subdivision Regulations and Building Permit process implement the requirements of the Zoning Plan.

That is (taken in reverse order) a building permit is granted by the City only for building uses that are in conformance with the zoning designation for the building site. One cannot normally get a permit, for example, to build a gas station on a lot that is zoned residential. The zoning designation given to a parcel is usually based on the land use designation given to that area in the General Plan. For example, an area that is designated "low-density residential" in the General Plan would subsequently be zoned for single-family lots (rather than apartments or a gas station) and only one permit for a single, residential home would be granted for each lot. Therefore, once the General Land Use Plan is adopted, the City Zoning Plan must be made consistent. This may be brought about by rezoning any parcels that are not in conformance with the General Plan, or by amending the General Plan, or both. It should be noted that either rezoning or amending must follow the City's required procedures, including public notices and public hearings. Also, while the City has the authority to rezone land, that authority is not unlimited. U.S. Supreme Court rulings are clear that a landowner may not be deprived of all use of his or her land without

compensation. The key point is that the General Plan has little value to the community if the General Plan and the Zoning Plan are not brought into conformity.

3.2 Land Use Ordinances

To ensure that all new growth and development occurs in an orderly, efficient, and fiscally responsible manner, Parowan is committed to formulate, adopt, and maintain Land Use Ordinances as determined necessary to implement the City's General Plan.

Parowan will provide Land Use Ordinances that strike a reasonable balance between public interests (including public health, welfare, and safety) and private property rights.

Parowan City will update its Land Use Ordinances, as necessary to provide clear and efficient review and approval standards for all Land Use and Development Applications, including Rezone, Permitted, and Conditional Use applications.

3.3 Land Use Authority

While the Planning and Zoning Commission is the entry point for issues concerning land use in the city, the Land Use Authority for the majority of applications for Parowan City is the Parowan City Council. In practice, Land Use Applications are submitted to the City Clerk and placed on the agenda for the Planning and Zoning Commission to review and to submit recommendations to the City Council. The recommendations of the Planning and Zoning Commission are forwarded to the City Council for a binding decision regarding the application.

3.4 Land Use Decisions and Appeal Process

Applicants who have filed a complete Land Use Application, including the payment of all application fees, are entitled to a substantive and timely review of the Land Use Application under the land use regulations in effect on the date that the application is complete. Once a Land Use and Development Application is complete it will be reviewed for consistency with the City General Plan, and all other City-plans, and ordinances, as applicable.

A Land Use Application is considered submitted and complete when the application is provided in a form that complies with the requirements of applicable ordinances and all applicable fees have been paid.

The continuing validity of approval of a Land Use Application is conditioned upon the applicant proceeding after approval to implement the approval with reasonable diligence.

- (1) Applicants are entitled to approval of a Land Use Application if the application conforms to the requirements of the city's land-use regulations in effect when a complete application is submitted and all application fees have been paid, unless:
 - a. the land-use authority, on the record, finds that a compelling, countervailing public interest would be jeopardized by approving the application; or
 - b. in the manner provided by local ordinance and before the application is submitted, the City has formally initiated proceedings to amend the municipality's land-use regulations in a manner that would prohibit approval of the application as submitted.
- (2) The city will process applications without regard to proceedings initiated to amend the city's ordinances if:
 - a. 180 days have passed since the amendment proceedings were initiated.

- b. the amendment proceedings have not resulted in an enactment that prohibits approval of the application as submitted. (UCA 10-9a-509.5).

A decision in which the City land-use authority has applied a land use regulation to a particular land use application, person, or parcel may be appealed by the aggrieved party. The appeal authority in such cases is the Parowan City Board of Adjustments.

Upon submission of an application for appeal and payment of the appeal fee. The appeal authority will review the decision to determine the correctness of the land-use authority's interpretation and application of the plain meaning of the land use regulations. A land-use decision by the appeal authority is a quasi-judicial act. (10-9a -707)

3.5 Parowan's Existing Lands Use

The Land Use Element is designed to promote sound land-use decisions throughout Parowan. The pattern of land uses—their location, mix, and density are critical components of any planning area. The Land Use Element is organized to:

1. Plan enough land for residential, commercial, industrial, and civic uses;
2. Locate these uses appropriately to enhance community character;
3. Preserve important natural resources; and
4. Enable Parowan to efficiently ensure adequate public services are provided for residents.

3.45.1 In 2016, Parowan was 6.6 square miles or 4,224 acres in area with an additional 5 square miles included in the City's Annexation Policy Plan.

If all land included in the annexation declaration policy were annexed, the City would total an area of 11.6 square miles. However natural constraints associated with the setting, along with the desired identity that the community wishes to ultimately achieve can create differing results. Cedar City's population density was approximately 1.3 persons per acre in 2016, while Parowan's was approximately 0.7 persons per acre.

3.5.1 Residential Land Use

Single-Family Residential R-1A	<i>To provide areas for low density, single-family neighborhoods of spacious and uncrowded character</i>
Single-Family Residential R-1	<i>To provide areas for medium and low density, single-family neighborhoods of spacious and uncrowded character</i>
Multiple-Family Residential District R-2	<i>To provide for high residential density with the opportunity for varied housing styles and character</i>
Multiple-Family Residential District R-3	<i>To provide areas for high residential density with the opportunity for varied housing styles and character</i>
Rural Estates Zone R-E	<i>To encourage the creation and maintenance of a residential environment</i>

within an area which is characterized by large lots on which single-family dwellings are situated, surrounded by settings in which the pre-development natural character of the landscape is retained.

3.5.2 Non –Residential Land Use

Agricultural District	<p><i>The purpose of establishing the A-1 Agricultural Zone is to encourage the orderly and timely use of certain open areas within the City and their eventual conversion in an orderly and timely fashion to residential areas if and when the need occurs. This zone is characterized by large lots or tracts of land interspersed by dwellings, barns, corrals, and pens and the keeping of animals and fowl for family food production, commercial food production, or for convenience and pleasure of persons residing on the premises.</i></p>
General Commercial District	<p><i>To provide areas of appropriate locations where convenience buying outlets may be established to serve surrounding residential neighborhoods. The regulations of this district are deemed to promote a combination of retail and service facilities which in character and scale are necessary to meet the day-to-day needs of area residents. The following list itemizes the various uses permitted in each type of commercial and industrial zone.</i></p>
Highway Services District	<p><i>To provide areas of appropriate locations where convenience buying outlets may be established to serve surrounding residential neighborhoods. The regulations of this district are deemed to promote a combination of retail and service facilities which in character and scale are necessary to meet the day-to-day needs of area residents. The following list itemizes the various uses</i></p>

<i>permitted in each type of commercial and industrial zone.</i>	
Industrial and Manufacturing District	<i>To provide areas of appropriate locations where convenience buying outlets may be established to serve surrounding residential neighborhoods. The regulations of this district are deemed to promote a combination of retail and service facilities which in character and scale are necessary to meet the day-to-day needs of area residents.</i>
Historic Preservation District	<i>This Chapter is enacted and intended for more fully preserving historic and architecturally significant districts and landmarks within the City of Parowan, said districts and landmarks being among the City's most valuable cultural, educational, and economic assets, and further, so that the character of the districts and landmarks herein shall not be lost through expansion of or changes in commercial or other activities in the City, and further, so that the districts and landmarks herein will be preserved for the future use, observation, education, pleasure, and general welfare of the inhabitants of Parowan City.</i>
Interchange District	<i>This zone is created to meet the mainly commercial needs of the City near the interchanges off I-15.</i>

3.5.3 Special Protection Areas

State statute requires that general plans identify and consider each “agriculture protection area” Utah Code §10-9a-403(3)(c). The statute also requires the plan to recognize industrial and/or critical infrastructure materials protection areas. These protected areas have a vested use area section of land that has a protected, vested use of agriculture, mining, or industrial nature for 20 years. Under state statute, a county must appoint an advisory board that reviews requests from private property owners that want to establish a protected area. A final decision is then made by the legislative body, and it is registered with the Utah Division of Agriculture and Food (UDAF) is notified. During the 20 years, the land and use are protected from the rezoning, eminent domain, nuisance claims, and state development.

After reviewing Zoning maps from Iron County and reaching out to County Staff, it is decided there are no designated agricultural protection areas in or around Parowan City.

3.6 Future Land Use + Annexation

Annexation is the process through which properties outside the City's boundaries are incorporated as part of the City. This process includes an application by property owners to the City and a public hearing process where stakeholders can discuss the issue. Petitions for property to be annexed into the City are initiated by property owners and are often started with the intent of receiving services.

According to Utah Code § 10-2-401.5, “no municipality may annex an unincorporated area located within a specified county unless the municipality has adopted an annexation policy plan”

3.6.1 City Policies

Municipal boundary lines generally should follow property lines, rail lines, or natural features such as ridgelines, slopes, benches, streams, and other bodies of water. Boundaries should avoid following streets and roads whenever possible, to preserve street rights-of-way (ROW) of a single street within a single municipality.

In addition to street improvements, street ROWs typically provide space for utility lines. Failure to preserve a ROW in a single municipality can lead to unnecessary duplication of utility lines and a need for inter-local agreements to provide utilities to both sides of the street.

It shall be the policy of Parowan City to:

- Meet the criteria outlined in [Utah State Code 10-2-4](#).
- Require annexations and developments to meet applicable city, county, and state requirements;
- Eliminate and prevent islands and peninsulas of unincorporated areas within the environs of Parowan City;
- Encourage the equitable distribution of community resources and obligations;
- Annex areas for which Parowan City is the most efficient provider of municipal services and;
- Consider the tax consequences of property owners within the annexation area, as well as to the property owners within the municipality, to prevent double taxation and to ensure that the annexation will not be a tax liability to the taxpayers within the City.

Parowan City ordinance requires annexations and accompanying development to finance the extension of municipal services such as utilities, roads, and other capital improvements necessary to meet Level of Service Standards.

3.6.2 Future Annexation Areas

Parowan’s entire annexation declaration area can be viewed on the future land use map. To identify the issues and unique characteristics associated with each annexation declaration area, the following section categorizes each area by number. This section provides the following for each area:

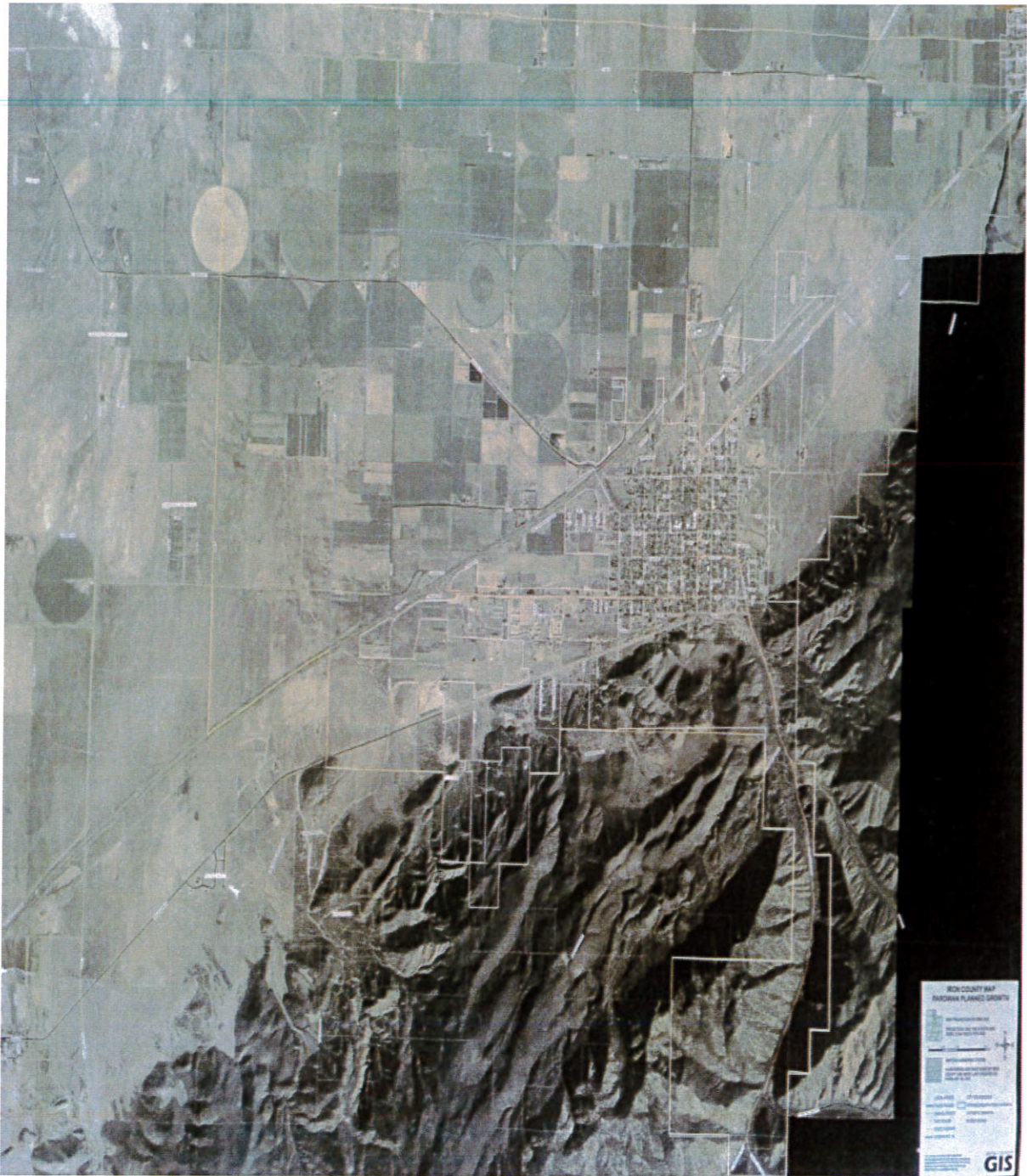
1. A map;
2. The approximate size;
3. The character;
4. The type of land uses suggested by the applicant are different from city-designated zoning.
5. Current utilities and services available in the area;
6. Plans for the expansion of services upon annexation;

7. A statement on how those services would be financed; and,
8. The tax consequences of annexation of the area.

3.6.3 Future Land Use Map

The general plan's Future Land Use Map illustrates the community's preferences for the future distribution of the land uses within the City. The land use designation for a property, as shown on the Land Use Map, is to be the primary consideration in determining whether the zoning of that property follows the general plan. Flexibility in how specific lands may be zoned is provided in the design of the Land Use Map. Rezone requests that exceed the flexibility provided in the map, as described below, are not to be approved without first amending the General Plan Land Use Map.

The Land Use Map is to be interpreted in the following manner. Each parcel that is colored to represent a specific land use designation may be zoned in a manner that implements the category of land use indicated. The areas located between two or more different land use designations (colors) indicate an imprecise or flexible boundary between the land use designations indicated. In these areas, the City may authorize zoning that is compatible with the designation on one side of the other area to extend across the area and into the opposing land use designation up to the extent of encompassing an entire parcel, and still be considered in compliance with the Land Use Map.



Annexation Map boundaries

3.7 Population Trends

3.7.1 Historical Population Trends

Parowan City has had a steady population increase over the past 30 years with an increase from roughly 1,500 in 1990 to just over 3,000 in 2020. While the growth projections are not as high as other communities throughout the state, people are continuing to move to and make Parowan their home.

3.7.2 Population Characteristics

According to characteristics from the U.S. Census Bureau's 5-year estimate, the population of Parowan currently sits at over 3,000 residents. Of those current residents 94.5% are white, 2.77% Hispanic, and 1.01% American Indian & Alaska Native.

3.7.3 Population Projections for Parowan

Historically the population of Parowan has had steady and constant growth throughout the years. While current population projects do now show a major growth or decline spike throughout this plan. The state of Utah projects a 6% increase in overall city population from 2017- 2026.

3.8 Demand Assumptions + Anticipated Changes

- The average age of Parowan residents according to the U.S. Census Bureau is 45.6. compared to the average age of Iron County as a whole of 29.1. This indicates that the majority of younger families in Iron County are moving elsewhere. With Southern Utah University located in Cedar City, it is expected the majority are staying or moving to Cedar.
- Growth is expected to continue but not at the rate experienced by other rural communities across the state.
- As Parowan continues to grow the need for additional services will need to adjust with the increased demand. City officials will either need to encourage those services to come to Parowan or people will continue to travel.

3.9 Goals and Strategies

Goal 1: Manage Growth. Parowan intends to preserve the integrity of its infrastructure systems by permitting orderly growth that synchronizes development with the availability of public facilities such as road, sewer, and water services needed to support it.

1. As a first priority, the City will make infrastructure and service investment decisions that meet the needs of existing City residents while balancing the need for growth to provide an adequate tax base for future community needs
2. Implement and routinely assess a thorough program of development impact fees to provide adequate public facilities and services in a timely manner.
3. Maintain an annual Capital Improvement Program.
4. Parowan City will update its Land Use Ordinances, as necessary to provide clear and efficient review and approval standards for all Land Use and Development Applications, including Rezone, Permitted, and Conditional Use applications. As resources permit, invest in a comprehensive update to the land-use code.
5. Communicate and cooperate with governmental entities that administer and influence areas bordering Parowan City.
6. 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.

Goal 2: Maintain Community Character. Parowan seeks to ensure that new development supports and enhances the consistency of an overall community character and that it contributes in a positive way toward the City's image.

1. Maintain the character of neighborhoods in the City by encouraging comparable uses and densities to existing neighborhoods and development patterns.
2. Protect areas of agricultural uses in the future land use pattern of the City, ensuring that adequate resources remain available to retain this community characteristic.
3. Preserve the quality and quantity of open space which gives the City its unique character. Establish trails and recreation areas that are integrated with open space.
4. Parowan will provide Land Use Ordinances that strike a reasonable balance between public interests (including public health, welfare, and safety) and private property rights.

Goal 3: Support a Mix of Land Uses. Parowan desires a well-balanced, financially sound, and functional mix of agricultural, residential, commercial, open space, recreational, and institutional land uses.

1. The rationale of Parowan's zoning ordinance and map will be the City's general plan. If there is a discrepancy that arises, the City will exercise due diligence to provide an adequate solution.
2. Ensure compatibility of future land uses with adjoining properties.
3. Through the land use regulations of the City, and other strategies, encourage an "out-from-the-center" development pattern.

4.0 Transportation



Parowan Main Street

Background

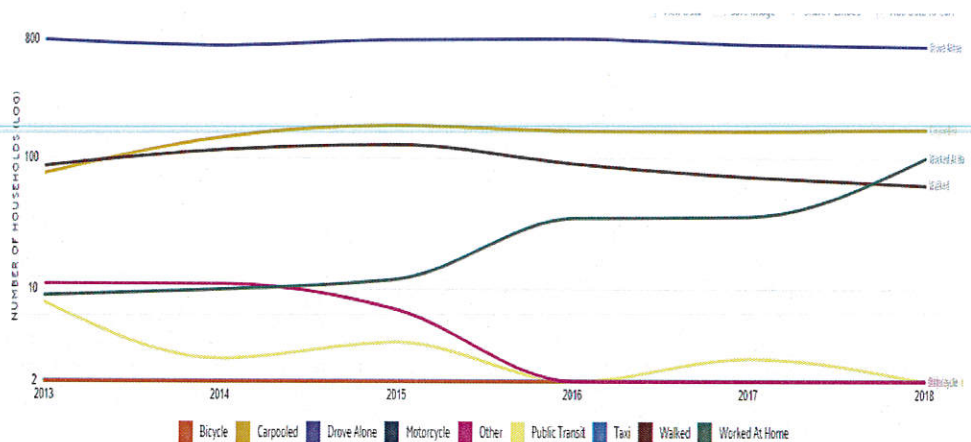
Transportation serves an essential role in the overall quality of life and the economic well-being of our community. Functioning street systems account for the vast majority of all trips occurring in Parowan. While the majority of transportation within Parowan takes place in personal vehicles, providing for a range of options is important for those who have limited or no access to private vehicles, along with those who choose other means of transportation.

Transportation systems need to function well within our borders and provide access to neighboring communities and the larger region. Planning to meet the variety of transportation needs of our City requires continual planning efforts and implementation. In 2002, Parowan City adopted its most recent Transportation Master Plan and in 2014 adopted a revision regarding modification to interstate 15 Exit 75.

Plans and studies are important in anticipating the traffic circulation needs resulting from growth in the area. Additional issues identified in this element include public transit, pedestrian-oriented design, and bicycle travel. Included is a discussion of completing the streets to make them safe, comfortable, inviting, and accessible for all citizens (see Figure 4-1).

Parowan City Engineering Division indicates that there are 29 paved road miles in Parowan and 5.5 unpaved road miles. There are also five (5) miles of state highway SR 271, one (1) mile of SR 274 and seven (7) miles of SR 143. The city maintains twenty-nine miles and the Utah Department of Transportation (UDOT) maintains the remainder.

The average household in Parowan owns two cars and on average has to commute 12.3 minutes to their place of employment. Those that do drive to their places of work reported a vast majority (68.4%) drove alone.



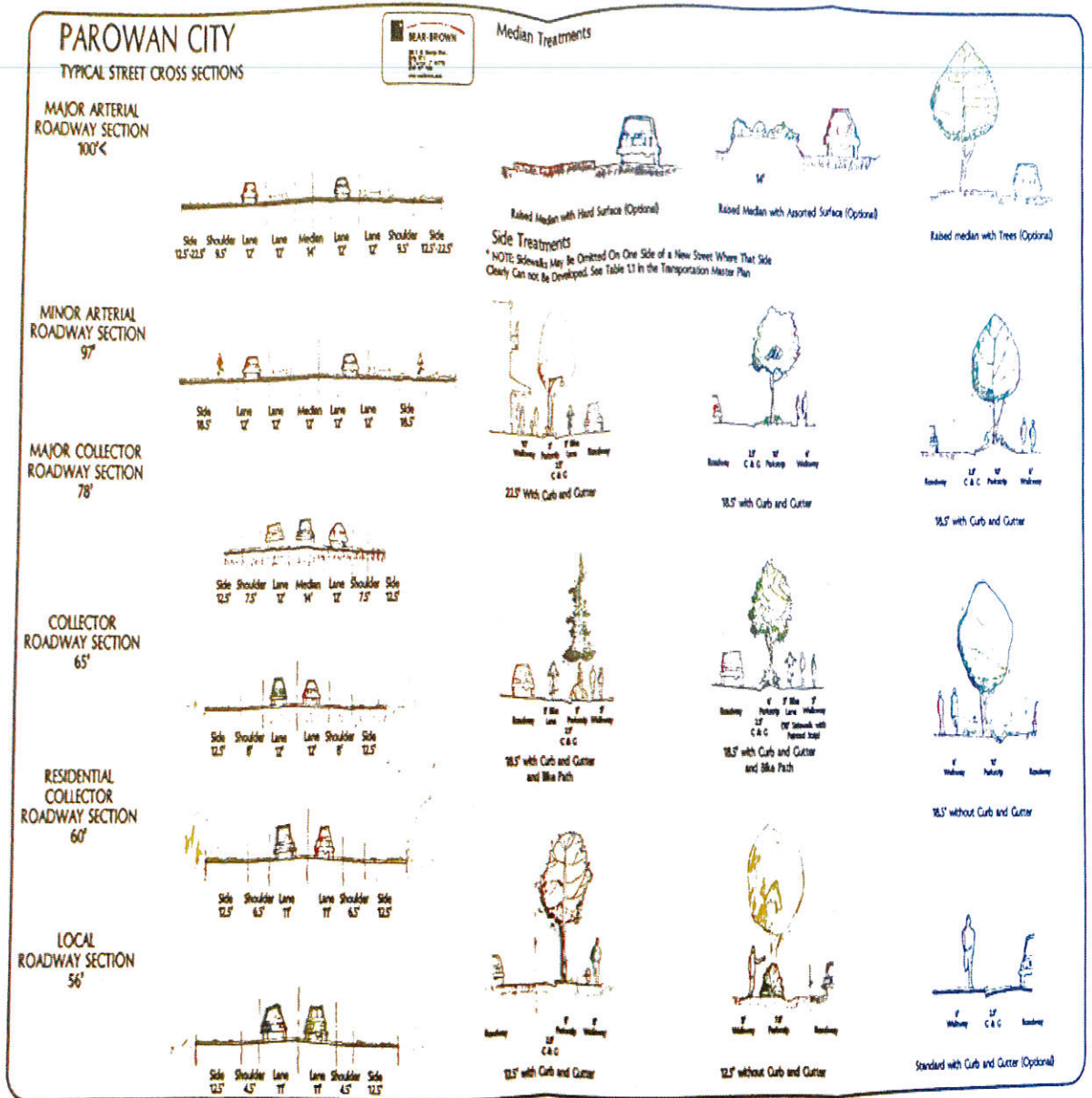
Transportation Data provided by the Census Bureau ACS 5-year estimate.

4.1 Transportation Master Plan

The 2002 Transportation Master Plan adopted by the City is a key element in maintaining the integrity of the transportation system in Parowan. It provides transportation guidelines and policies for the City. These guidelines and policies assist City leaders, planners, engineers, and land developers in providing transportation solutions that reflect the unique characteristics of the City. They also provide an outline that City staff and leaders can use to evaluate transportation alternatives and to make informed decisions on transportation needs. The primary topics included in Parowan City's Transportation Master Plan include:

- Safe Transportation
- Transportation System Maintenance
- Street Design
- Access Management
- Traffic Impact Study Guidelines
- Quality Through Streetscape Design
- Multi-Modal Approach
- Preserve Quality Of Life
- Support General Plan

While basic elements of street design are outlined in the Transportation Master Plan, the full text on street design issues can be found in the Parowan City Construction Design Standards.



Road Design Graphic

4.2 Public Transportation

Public transportation services in Parowan are primarily limited to the services provided by Iron County to local senior citizens via the Parowan Senior Citizens Center

The private sector provides regional transportation options such as the Greyhound Bus system that stops in Parowan along Interstate 15 at Interchange Exit 78 and the Salt Lake Express that provides services based in Cedar City.

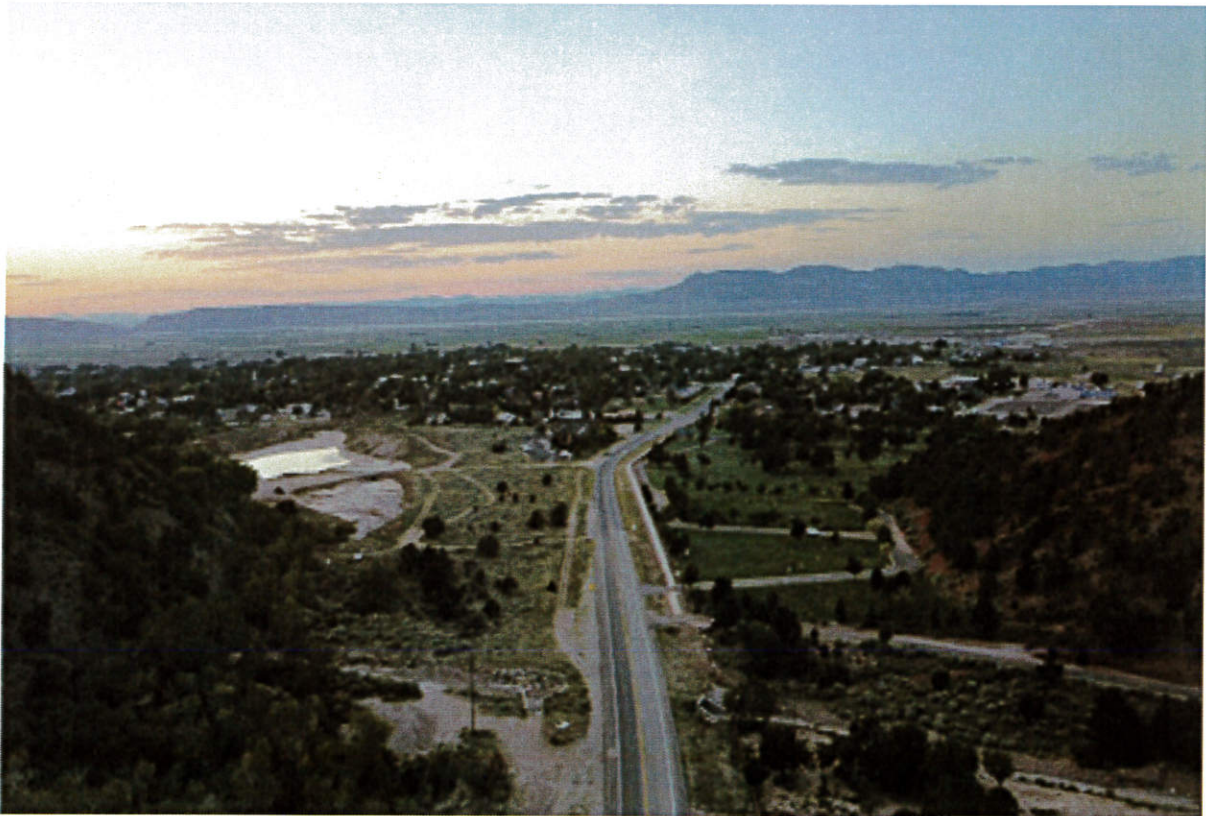
Parowan City belongs to the Iron County Regional Planning Organization (RPO) for transportation that is facilitated by the Five County Association of Governments.

4.3 Active Transportation Facilities

An important part of the transportation element of the City is the ability to provide for the needs of the citizens that includes biking and walking options throughout the community. The ability of Parowan to become a walkable and bikeable community has multiple benefits to the community including less pollution, traffic, and the many health benefits to the citizens. Current data suggests those areas near the main street, in the city's downtown core, and around current parks provide the most walkable/bikeable areas of the City for employment, population, and households.

4.4 Street Maintenance

A safe transportation system is one of the top priorities of Parowan. New roads should be designed to give proper access to emergency vehicles and should be well maintained. Also, roadways and walkways should be designed in a way that all people can equally access and use the transportation system.



Highway 143 leading to Brian Head (Photo by Brandon Robinson)

4.5 Future Transportation Map



Future Transportation Map

4.6 Airport

The Parowan City Airport is a public use facility owned by the City of Parowan. It is a small general aviation airport covering 118 acres located one nautical mile northeast of Parowan, Utah. The airport does not provide scheduled daily air services. The airport has one runway and one taxiway. Runway 04/22 is asphalt construction in fair condition. It is 5000 feet long and 75 feet wide and is located on flat ground at

an elevation of 5930 feet. The airport is surrounded by a mixture of different land uses (mainly agricultural, industrial, and quarry). One Fixed based operator (FBO), Parowan Aviation Nation,) operates the airport.

The Parowan airport is used regularly by the Southern Utah University Rotor Wing and Fixed Wing Training Program to practice standard flight operating procedures. There are numerous benefits to this program. The SUU flight school helicopter and aircraft are generally available to assist with search and rescue operations, flight for life emergencies, Law enforcement operations, parade fly-bys, and other aviation activities that provide tangible benefits to Parowan and other local communities.

Parowan City receives approximately \$150,000 each year in Federal Aviation Administration (FAA) funding for ongoing maintenance of the airport. Additional Federal funding in the amount of \$100K was provided in 2018 to repair Prairie Dog damage to the airport runway.

4.7 Demand Assumptions + Areas of Potential

The goals and policies relative to the local transportation system are based on core assumptions about the next 5 years, including:

- As new growth occurs the need to update transportation methods will become necessary to avoid additional traffic.
- Additional development with new roads and other forms of transportation will need to focus on connectivity to allow the accessibility of goods, services, and personal transportation throughout the community.
- Continued interest in active transportation networks that “connect the dots” between residential, institutional, and commercial destinations.

4.8 Goals and Strategies

Goal 1: Provide for the existing and future transportation needs. Develop and maintain transportation systems of adequate size and capacity to serve the existing and projected permanent and peak population in all areas of the city.

1. Street paving and pedestrian surfacing materials should be economical, serviceable, permeable where practicable, easy to repair, and the variety of surfacing materials should be kept to a minimum.
2. The parking policy shall be to require on-site parking sufficient to meet the anticipated parking demand of the proposed development.
3. The City will require necessary transportation improvements, including adequate right-of-way dedications, and other transportation facility enhancements, concurrent with development approval.

Goal 2. Develop a comprehensive transportation system. Incorporate many modes of travel, including private vehicles, public transit, pedestrians, and bicycles.

1. Access for the disabled shall be addressed in all public improvements.
2. Provide a pedestrian-oriented sidewalk, path, and trail system that offers convenient access throughout the entire city.
3. Walking and biking will be a practical and enjoyable means of travel within the City with the provision of safe sidewalks and a multiple-use trail system (including ATV and equestrian users).

Goal 3: All new roads or streets required by new development shall be constructed to city standards.

1. The City will not accept new road infrastructure required by new development unless the streets are constructed according to the City design and engineering standards. The new development creating the demand for new or upgraded existing road infrastructure must pay its full proportional costs.
2. The City may require new development to study the infrastructure impacts on public roads, trails, and other transportation infrastructure that would result from the increased burden on the facilities and services by the development and to provide mitigation plans.
3. The City will require the same basic grid pattern unless the layout of the land would preclude development (i.e. hillsides and along waterways).

Goal 4: Public participation for roadway design. As new roadways are located or as roadway classifications are expanded, it is recommended to complete the following:

1. Continue to review and implement the policy identified in the transportation master plan.
2. Coordinate with the public to identify concerns residents may have.
3. Preserve and enhance Parowan's community identity by enhancing streetscapes.

SYNOPSIS

The streetscape includes those enhancements within the right-of-way that create an attractive environment for pedestrians, motorists, bicyclists, and others utilizing the area. Street furniture for enhancing these areas includes street lighting, pavement materials, trees, and other landscape features, garbage receptacles, benches, statues, and other types of contributing features. A well-planned streetscape helps unify the identity of an area and adds to its uniqueness.

The major contributor to the urban forest exists as tree-lined streets. Parowan's small-town identity is created from tree-lined streets, as well as, lighting and furniture. The new development is required to include street trees to maintain the quality of life in Parowan.

STRATEGIES

1. Design and construct streetscapes with appropriate improvements for the areas they serve that contribute to creating attractive rights-of-way throughout the City.
2. Use Parowan's "Tree City USA" status to promote Urban Forestry through Arbor Day and other appropriate activities.
3. Continue to update and follow the Urban Forestry Master Plan.
4. Ensure street trees are planted and maintained so as not to obstruct or interfere with regulatory signs, utilities such as power lines, and the visibility of storefronts.
5. Define a proper mix of genus and species to help preserve the diversity necessary for a healthy urban forest within Parowan.

5.0 Housing

5.1 Parowan Housing Overview

Quality housing at an affordable cost is the foundation of a strong and vibrant neighborhood. The condition and character of houses and public spaces reflect and contribute to local identity, pride in community, and the long-term viability of the City as a whole. The availability of good and affordable housing for people of various family styles, ages, family sizes, professions, health, and incomes contributes to Parowan's vibrancy and economic success.

Assessing a community's housing stock in a General Plan ensures that future housing needs are addressed before the issues of supply, cost, and quality become problematic. Parowan is a city of quality housing stock and a welcoming population. Members of the community share the goals of high-quality and accessible housing. This can be achieved by allowing diverse housing styles that blend aesthetically with neighboring structures and land uses.

Current city zoning allows for a variety of housing options to meet the needs of Parowan residents. These options include single-family and multi-family dwelling units dispersed throughout the city. While there are mobile homes in certain areas of the community, they are not allowed in current zones that allow residential uses and are limited as to future uses and locations as allowed by State and Federal regulations.



SingleFamily Housing

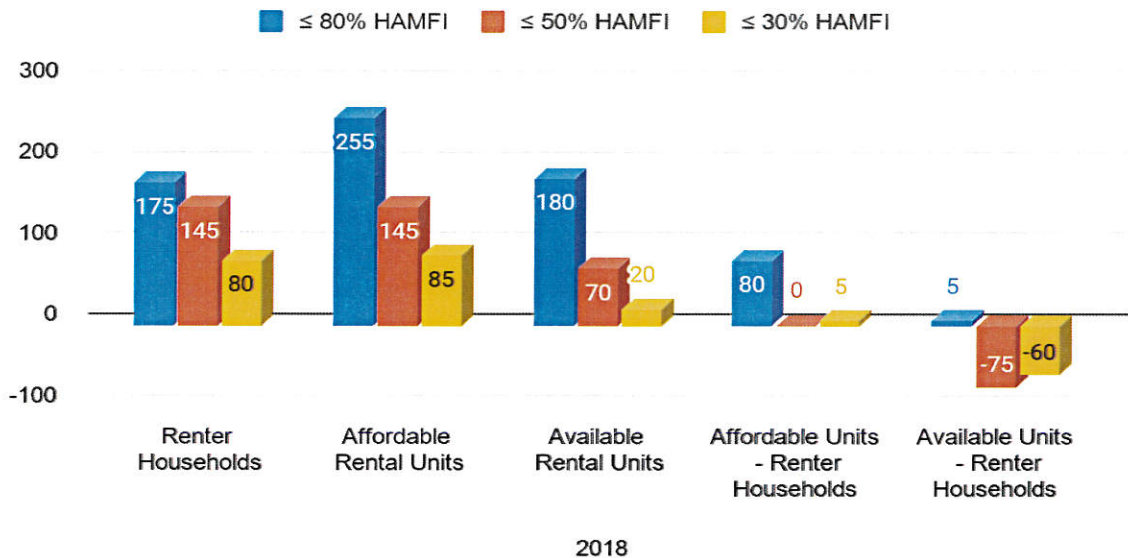
5.2 Moderate income Housing Plan

Using the new state model for moderate-income housing, Parowan completed their moderate-income housing assessment in 2021 as part of this General Plan. The following is a summary of its findings.

- The housing profile of Parowan total occupied housing units in 2018 was roughly 85% in owner-occupied units, and 15% in rental housing units.
- As expected with the new housing developments in Parowan projections in 2026, the number of households that own their housing is expected to decline 7% over the next five years.
- Occupancy rates for rental units are expected to increase by the same 7% by 2026.

- Median housing costs for owner-occupied housing are currently estimated to be \$588. Median gross rents are estimated to be \$865 per month.
- The median household income for City residents is estimated to be at \$40,677. Those in owner-occupied units are reporting \$40,859, and those in rental units report \$39,453.
- Utah Statute requires cities to evaluate their housing opportunities for those earning 80% of the “area median income”. Iron County’s household AMI is approximately \$48,451 for households that are between 2-3 people (average household size in Parowan), and 80% of this amount is \$38,761. Under the assumption that appropriate housing costs should not exceed 30% of a household budget, then the City should look for ways to support housing development that is as or more affordable than what is in the market currently.
- Future projections predict by the year 2025 of those making below the average area median income the percentages that will be costburdenedd meaning they will spend more than 30% of their monthly income on housing costs:
 - 25.3% of renters making 80% of the County AMI,
 - 40.4% making 50% of the County AMI
 - 67.3% making 30% of the County AMI.

Parowan Moderate Income Housing Assessment



[Parowan 5-Year Projections Calculator](#)

5.3 Demand Assumptions + Areas of Potential

The goals and policies relative to the local housing market are based on core assumptions about the next 5 years, including:

- There is no single solution to affordable housing for Parowan City. The city will need to review and implement a suite of solutions to address the need for additional housing options.
- Because of the proximity to a variety of outdoor amenities the popularity of short-term rentals can greatly impact housing availability and affordability.
- The average age for Parowan residents according to the U.S. Census Bureau is 45.6 compared to the average of 29.1 for Iron County. Placing an emphasis on affordable housing will attract younger families to call Parowan home.

5.4 Goals and Strategies

Goal 1: Encourage affordable housing. Affordable housing must be matched to the average income of residents.

1. Incentivize a variety of affordable housing options to ensure all families, individuals and couples have an equal opportunity.
2. Encourage infill development within the downtown core [as per UCA 10-9a-403(2)(b)(iii)(F)].

Goal 2: Support the development of a variety of housing opportunities.

1. Support the development of single-family dwellings, multi-family dwellings, and retirement housing dispersed throughout the City.
2. Study the feasibility of providing opportunities for accessory dwellings in residential zones by applying development standards that address architectural design, parking, and separate entrances for accessory dwellings.

Goal 3: Quality Housing. Parowan should approve development proposals that meet the current zoning requirements and the high expectations of residents.

1. Support housing developments that are constructed out of high-quality materials and are intended for owner occupancy, even in the case of multi-family developments.
2. All new residential developments, through appropriate subdivision design, development standards, and the provision of required amenities and facilities; as well as be compatible with neighboring development and planned urban developments.

Goal 4: Housing Stock. Parowan seeks to develop a variety of housing opportunities.

1. Encourage a variety of housing and residential opportunities by establishing and providing a range of allowed residential densities and lot sizes [as per UCA 10-9a-403(2)(b)(iii)(A)].

Section 6.0 Parks, Trails, and Recreation



Parowan City Park (Photo by Brandon Robinson)

6.1 Introduction to Parowan Recreation

Parks and trails in Parowan are public-held improvements providing opportunities for passive and active recreation. They may range from grassy fields and playgrounds with trees to dirt paths in a natural setting. They provide important open space that would otherwise disappear as development occurs within the City. They are an important measure of the quality of life within the community and contribute to the overall well-being of the citizens by providing places to recreate.

The National Recreation and Park Association (NRPA) has developed standards for parks, recreation, and open space development that are intended to guide communities in establishing a hierarchy of park areas. The general standard established by the NRPA for park acreage per 1,000 people is between 15 and 17 acres or 1.5 to 1.7 acres for every 100 people. Future park planning should involve an analysis of total acres as well as activity amenities (i.e. pickleball, playgrounds, etc).

Parowan currently has 5 Parks. The total acreage for parkland in the City is currently 65 acres. Parks range from the small Heritage Park facility of less than an acre to the Valentine Peaks Sports Complex of 54 acres. National parks, foot trails, recreational sites, and trails for ATVs are also abundant in the region. The following parks are located within city boundaries with their approximate size.

- Parowan Heritage Park-Heritage Park is 1.85 acres and lies along the south edge of the community and honors the rich history of the community.

- The Parowan Lion's Park - Lions Park is 2 acres and is located in the southeast quadrant of the city.
- Valentine Peak Sports Complex- The largest of the recreation properties within the City of 54 acres, this complex includes soccer parks, baseball fields, and room to grow for future expansions.
- Parowan City Main Street Park- Main Street Park is 2 acres and is located on the southwest corner of Main Street and Center Street in Parowan City. The local Library is located in this park as well as the Old Rock Church.
- Priddy Meeks farm and Homestead-The Priddy Meeks Farm and Homestead is 4.75 acres. It includes a 1-acre pond for fishing and is located on the western side of the city.

Parowan's parks and proximity to regional recreational assets are a unique combination of resources for visitors and the citizens of our community to enjoy.

6.2 Parks, Trails, and Recreation Master Plan

In 2014 a Trails, Arts, Recreation, and Parks committee was formed by the Parowan City Council. The primary objective of this committee is to coordinate and otherwise make recommendations to the Parowan City Council for parks and recreation-related improvements. Parks and Recreation Master Plan was created by the TARP committee and adopted by Parowan City Council action in the Fall of 2014.

6.3 Trails



Valentine Peak Trail Head Sign

City residents have expressed a strong interest in developing trails throughout the community as a valuable amenity for recreation and transportation. Trails along roads, waterways, hillsides and canals offer residents and visitors, walkers, runners, cyclists, and equestrians safe routes for exercise and transportation separate from the ever-increasing amount of car and truck traffic on local streets. As the amount of developed land within the City increases, the availability of contiguous corridors decreases. The City intends to continue to build this network.

A Trails Master Plan was created and adopted in 2015. This plan found that there is strong demand for trails of all types, and for example, identified over 200 miles of road bike trails. Trails are currently a priority with Parowan City Leaders, including the creation of new trails and pinpointing future trail locations.

6.3.1 Foot Trails

Parowan currently has walking tours/urban trails in and near the City boundary. The City also has great recreation potential in the foothills to the south. The development of an urban/foothill trail system is a relatively cost-effective amenity that can help differentiate Parowan from similar-sized communities in the area. The city can outline what lands it would like to see traded from SITLA/BLM and enter the language in the Iron County Resource Management Plan.

6.3.2 ATV Trails

Due to the location and outdoor recreation opportunities, there are a variety of ATV trails in close proximity to Parowan. City code as currently outlined in [10.04.070](#) specifically shares where ATVs are allowed to be driven throughout the community.

6.4 Recreational Facilities

Parowan City Recreation carries out its programs at the City-owned parks, pool, Aladdin Theater, and the Fairgrounds building.



Parowan City fairgrounds during the Iron County Fair. (Photo by Brandon Robinson)

6.5 Future Parowan Park Space

While Parowan currently does not have plans to create new parks, the possibility of expanding and improving current park spaces is a priority of the community. The Valentine peak complex is believed to be large enough to accommodate any foreseeable needed expansion.

6.6 Goals and Strategies

The goals, objectives, and strategies section comprises specific goals and actions for Parowan during the next 10 years. The following pages present the goals, objectives, and strategies for the Parks, Trails, and Recreation Element of the General Plan.

Goal 1: To invest in the preservation, maintenance, and enhancement of parks, facilities, and open spaces to provide a wide range of healthy recreational opportunities and experiences.

1. Determine methods to enable Parowan City to take advantage of various grants for recreational facilities and not create an undue financial burden on the city's resources with regard to maintenance requirements on new facilities.
2. Additionally, the City is limited in its capacity to support maintenance requirements for additional recreational facilities that might be funded through grant programs.

3. Going forward, it will be essential that appropriate maintenance standards be adopted, along with adequate funding, to accomplish those standards and ensure that parks are maintained attractively and safely.
4. Update a Parks and Recreation Master Plan for Parowan City at least every five years.
5. Update a Capital Improvements Plan for parks and recreational facilities, which shall be reviewed as a part of the city's annual capital improvements program.
6. Identify opportunities to generate matching funds for recreational grants.
7. Identify methods to enable recreational maintenance requirements to be met with existing resources and identify methods to generate funds for maintenance of new facilities that may be added to the city's inventory. This may include parks and recreation impact fees.

Goal 2: Explore opportunities to advertise the collection of recreational resources available in Parowan and the region. Place advertisements in appropriate media to draw public attention to Parowan's recreational resources.

1. Identify the collection of local recreational opportunities with preference to those within ten miles of the city.
2. Identify the collection of regional recreational opportunities that are within a 1 -2 hour drive from Parowan.
3. Explore and prioritize advertising media and methods to communicate recreational opportunities to others.
4. Execute an effective advertising campaign to promote Parowan as a small town with big recreational opportunities.

6.7 Maps

6.9.1 City Maps

For current maps related to parks and recreation see the Parowan City Offices.

Section 7.0 Infrastructure and Services

7.1 Introduction to City Facilities and Properties



The City of Parowan recognizes the need to provide capital facilities within the City to protect the health, safety, and property of the City and its citizens by maintaining the level of service for future generations which the City's residents, industries, and businesses have enjoyed.

The planning and funding of most infrastructure facilities and public services that support growth must be for levels of growth that can reasonably be expected to occur within a shorter time frame than could be accommodated by the long-term vision.

The purpose of the public infrastructure and service chapter is to explain the various public facilities and services within the city, such as water and sewage services. These services represent the public's investment in the development and operation of Parowan. The public facilities chapter should be reviewed periodically and updated as necessary to meet the evolving needs of the City.

Parowan City currently owns land within the existing City limits that are primarily used as the location of City facilities, such as parks, city administration offices, fire stations, the Rock Church, and maintenance facilities. For more information on these facilities owned by the City and Iron County in or around the City see the City offices.

7.2 Water

A water system typically consists of three parts: the water source or sources, the storage facilities, and the delivery system. Each of these is an essential part of the City water system. Parowan currently has two

water systems, one for culinary water and a secondary system for irrigation water. Water rights are of primary importance for access to water sources.

Culinary Water had a major upgrade in 2010 with the upsizing and addition of water lines throughout the City. Because fire flows and other regulations have been upgraded over the past 10 years, citizens can consider their system above average and safe. The Culinary Water department is currently meeting its financial obligations and has a modest fund balance.

7.2.1 Water Sources

In July 2018, Parowan's culinary water system included one spring and three wells for culinary use. (See Parowan City Water Plan for a listing of sources and output.) The springs are located to the south of the City in Parowan Canyon. The three wells are located within the City limits. The conservation of water and the protection of these sources is a top priority of the City.

7.2.5 Secondary Water / Pressurized Irrigation

Pressurized irrigation is currently over-allocated in the number of connections, and most summer seasons struggle to provide enough water and, in some instances, pressure for all users. In recent summers, the Water Board Committee Members are making efforts to modify water schedules to increase pressures and secondary water effectiveness throughout the City.

7.3 Electrical Service

Parowan City Power also participated in a major upgrade in 2007. A Power rate study was completed in 2014 and adopted by the City Council. This study found that the system is managed well, and didn't recommend changes to rates. Parowan Power is currently meeting its financial obligations and has an adequate fund balance.

7.4 Sewer

Parowan City currently operates two separate yet related sewer systems, a collection as well as a treatment process. Sewer collection lines run through most of the City with approximately 95 % of the City being connected to the collection system. The influent flow to the treatment lagoons by gravity with a lift station at the treatment site to pump the influent into the lagoons. Consideration should be given to the capacity of the lagoons, and to this end, land disposal of effluent takes place in the spring to fall months to handle yearly flows. Solutions to cell capacity should be addressed in the next twenty years, but at this time and current flows, Parowan City is believed to have the capacity for current influent and increased influent flows up until approximately 2035. One solution for increased cell capacity is to build deep additional storage lagoon cells as required. There is the capacity for additional cells on the current 54 additional acres owned by Parowan City.

7.5 Education Opportunities

Parowan has one public elementary school serving grades K-6 and one public high school grades 7-12. Parowan High School has a student-to-teacher ratio of 16:1. There is also a Head Start program in town provided by Southern Utah University's (SUU) Government Relations and Regional Services Department.

7.6 Solid Waste

Parowan provides solid waste disposal to residential citizens. Currently, the needs of commercial institutions are met by private contractors.

7.7 Storm Drain

Currently a storm drain fee is not collected by Parowan City. There are storm drains on Main Street, but no other parts of town. A Storm Drainage Master Plan was completed in 2012 which called for many improvements to flood control and suggested the use of swells in Parowan City rights-of-way as opposed to a formal storm drainage system with curb, gutter, and sidewalk. Although curb and gutter is discouraged by the plan, the task of managing stormwater on a given parcel or development is currently evaluated by city staff on a case by case basis and the best method is encouraged.

7.8 Broadband Services

Residents and commercial industries have the ability to access a variety of services to meet their needs within Parowan City limits and the surrounding areas.

7.9 County and Regional Services

Iron County retains several facilities in Parowan City for the betterment of Parowan residents as well as those residents of Brian Head, Paragonah, Summit and the north part of unincorporated Iron County. These facilities include a Senior Citizen Center at 685 North 300 East and the Iron County Courthouse at 68 South 100 East. The Parowan location of the Iron County landfill is located at 700 South 1200 West.

The United States Post Office does not provide curbside mail delivery to Parowan residents and therefore provides post office boxes to all residents at no cost at its Parowan location, 58 South 100 West.

There are currently two health clinics in Parowan. Other health oriented businesses include a well-established pharmacy, veterinary clinic, and a full-time dentist and physical therapist. Parowan and all of Iron County receive ambulance services through a private ambulance service.

7.10 Emergency Services

Parowan City retains both a full-time police department and an all-volunteer fire department. City staff has made a concerted effort since 2010 to become certified in FEMA Emergency Management Training. Various staff and council members have taken National Incident Management System (NIMS) Courses including taking advantage of a federal grant program which paid for the cost of attending FEMA Emergency Management training in Maryland at FEMA headquarters. Parowan City has an adopted Emergency Operations Plan (EOP) that is currently under review.

7.11 City Hall

Completed in 2015, the Parowan City Hall is a state-of-the-art building that hosts a variety of departments vital to the functions of the community. In addition to hosting staff offices and location for city council, planning commission and other cities, it also is the home to, the police department and the justice center. The building is anticipated to meet the current and future needs of the community.

7.12 Parowan City Visitor Center

The Parowan City Visitor Center is meant to welcome visitors with an old fashioned hometown feel. Parowan invites visitors to stop, view historical sites, participate in community events and enjoy the beauty of Southeastern Utah. As the gateway to National Scenic Byway #143, also known as Patchwork Parkway, and a central point for visiting National Parks and Monuments, the Visitor's Center is a must for gathering information, brochures, and shopping for souvenirs.

7.13 Library

The Parowan City Library was established in 1913 as a Carnegie library and replaced in 1964. The library provides computer, internet, and media circulation services for residents of Parowan, visitors, and those members of surrounding communities including unincorporated areas in Iron County, Summit, and the communities of Paragonah and Brian Head. The Parowan City Library continues to serve as a “community center” of sorts hosting various community and other meetings.

7.14 Cemetery

The Parowan City Cemetery was established with the first recorded burial in 1853. Up until 1899, residents of Paragonah were also buried in the Parowan Cemetery. There are currently six cemetery sections: Old, North, South, Far South A, B, and C. Approximately 15% of the gravesites in the North section remain available. Approximately 75% of the gravesites in Far South A remain available. All of Far South B and C are available. There are no gravesites available in the South or Old sections at this time.

7.15 Theater

The Parowan Community Theater, also known as the Aladdin Theater, is used primarily for community theater productions but also is used regularly to show films on special occasions, summer recreation programs and other various events. There are usually two community productions each year, one in the Spring and one in the Fall.

7.16 Fairgrounds

As the county seat of Iron County, part of Parowan’s land and infrastructure portfolio includes the Iron County Fairgrounds building, parking lots, and arena including grandstands, restrooms, and cooking facilities. While the principal use of this area is for the annual Iron County Fair events in August leading up to Labor Day Weekend, other uses include daily rentals of the building, half marathon coordination and finish line area, various rodeo events, and many other municipal, county, and private uses.

7.17 Historic Preservation

The list of historic sites in Parowan is extensive. There are various markers and monuments throughout the community. Some of the historic places include The Old Rock Church Museum, The Jesse Smith Home, the Priddy Meeks Cabin, Heritage Park and many others. For more information about historic sites in and around Parowan, one should consult the various historic publications available at the Parowan Visitors’ Center or Parowan.org.

7.18 Capital Improvement Plan

The Capital Improvement Program (CIP) allows various City departments to identify and prioritize projects to build or improve city facilities and to acquire equipment required to perform baseline city maintenance activities. Decisions regarding prioritization and funding of capital improvements should be based on the department’s master plan, as adopted by the City Council. The collaboration and planning of capital improvements facilitates consolidation of department projects City wide in light of limited funds available for capital improvements.

Capital improvements in Parowan are defined as an expenditure of assets over \$5,000 or more, which have a life of more than a year. Department superintendents propose items along with initial construction or acquisition costs and operating costs. Projects are then prioritized. All City projects are reviewed and

rated by City Administration, and then taken to the City Council who ultimately determines what action will be taken.

After a program is approved and prioritized by the City Council, timelines are established based on available funds.

7.19 Goals and Strategies

Goal 1: The City will continue to provide adequate, clean, and high quality public services to City residents by:

1. Protecting water sources from potential threats and ensuring that any future land uses do not jeopardize water sources.
2. Developing and maintaining an accurate, fully-functional system for planning and infrastructure information (i.e. ArcGIS Online).
3. Exploring more opportunities to provide secondary water to residents that currently do not have access to it.
4. Maintaining current subdivision and site plan ordinances that require adequate planning for drainage and stormwater runoff.
5. Encouraging new development in areas where infrastructure is enough to meet the level of service.
6. Ensuring all land use, infrastructure, service and resource allocation decisions shall be found to be consistent with the City General Plan.
7. Formulating, and annually updating, a comprehensive Capital Facilities Plan that is informed by current infrastructure master plans.
8. Appropriately maintaining the City's existing capital facilities.
9. Updating and monitoring the City's public improvement and construction standards.
10. Identifying and evaluating potential public safety hazards involving vehicular and pedestrian hazards and prescribing corrective actions.
11. Explore strategies such as conservation pricing and further investment in system redundancies.

Section 8.0 Economic Development



Stores along Main Street

8.1 Introduction to Local Economic Development

Historically a mining and agricultural based economic community, Parowan has since expanded to include a variety of sectors including educational services, retail trade, and manufacturing. Overall, Parowan's economy is good and getting better. According to an economic diversity study done by [Kem C. Gardner Institute](#) at the University of Utah, Iron County scored a 80.5 on the Hachman Index, which is the 6th highest in the state and above or very near surrounding counties. Overall the number of jobs has increased 2.4% since 2016. The median income for Parowan in 2020 is estimated to be \$42,303, which is a growth of 4% from 2016.

Efforts to attract jobs, encourage the growth of businesses and growth of income are all important to the vitality and well-being of Parowan. While the community has shown interest in economic development for many years, it is important that Parowan continues to define its role in economic development.

8.2 Economic Development Committee

An Economic Development Committee was established in Parowan City in 2010. This committee is an advisory body to the City Council. It is composed of up to 10 residents and community members of various backgrounds. The Committee advises the City Council on matters related to the attraction and retention of businesses; development and review of plans, programs, and strategies that relate to job creation; property and sales tax generation; and to serve as a source of local input into economic development.

8.3 Employment in Parowan

Parowan City has placed employment of its residents as a top priority and understands that steady growth and the vitality of local schools will require local employment. Many Parowan residents commute to work in Cedar City, Brian Head, and other areas. Parowan City places a strong emphasis in fostering a community where small, clean industry can thrive and employ local individuals. An Economic Census might help quantify and categorize employment in Parowan. This in turn could identify gaps that provide local business opportunities.

Travel and Tourism have been targeted as an industry crucial to the economy of Parowan City. The relationship between Brian Head Town, Parowan City, and Brian Head Resort is very important. Since nearly every person going to Brian Head must pass through Parowan, there is a unique opportunity to provide services that would cause resort and other potential patrons to stop in Parowan and frequent area businesses. Although this is already happening, it can likely be improved. Parowan City encourages businesses to proactively welcome tourists.

The economy of Parowan employs roughly 1,060 people. The largest industries are Educational Services (147 people), Retail Trade (122 people), and Agriculture, Forestry, Fishing & Hunting (120 people), and the highest paying industries are Public Administration (\$57,596), Educational Services (\$55,156), and Manufacturing (\$52,847).



Data provided by the Census Bureau ACS 5-year Estimate.

8.4 Parowan City's Revenue

Most of Parowan City's revenues come from taxes. As Parowan continues to grow, ensuring a stable and adequate tax base is necessary to sustain City services such as facilities operation and maintenance, public safety and others. Many of the goals of economic development are focused around maintaining a sizable tax base that can provide a large part of the funding for these services without increasing the tax rates themselves and placing an undue burden on Parowan citizens. Most of the tax revenue for Parowan City comes from property tax and sales tax.

8.5 Goals and Strategies

The goals, objectives, and strategies section comprises specific goals and actions for Parowan during the next 20 years. The following pages present the goals, objectives, and strategies for the economic development element of the General Plan.

Goal 1: To encourage economic development that will focus on future growth while benefiting present and future residents; through an increased revenue base, employment opportunities, and business diversity.

Goal 2: Review and update the List of Potential Economic Development Incentives that was established by the EDC and adopted by city council action in July of 2012. Review and revise the City Economic Development Matrix that was established in July of 2013.

Goal 3: Promote Parowan through a marketing campaign.

Goal 4: Continue to build and encourage Parowan's economy by creating a marketing strategy to promote job creation and quality of life advantages.

Goal 5: Work with Iron County Tourism on event calendar coordination and marketing campaigns.

Goal 6: Work with the Utah Department of Economic Development to determine additional opportunities and to develop the economy of Parowan.

Goal 7: Investigate, promote, and market potential business opportunities associated with the 2018 realignment of Interstate-15 Exit 75 into Parowan.

Section 9.0 Environment



Local Farm near Parowan (Photo by Brandon Robinson)

9.1 Introduction to Environmental Considerations

Environmental issues affect everything from quality of life to economic development. It is important that we are mindful and respectful of environmental constraints that need to be considered in connection with the development process. The environment also provides important resources for quality of life measures such as recreation and natural setting and beauty. The sunrise over Valentine Peak and the Hurricane Cliffs and sunset over the Black Mountains and Parowan Gap to the west are all part of the daily ritual of life in our community. Parowan Creek and Bowery Creek waterways provide visual interest as they flow through town and opportunities for hiking in Parowan Canyon. They are part of the reason people choose to live in Parowan.

Open space preservation remains an important goal. Areas to the South and East of downtown Parowan are publicly owned lands and city officials would like them to remain open to public use while maintaining them as both beautiful and useful.

On average Parowan has 250 days of sunshine, while the United States average is 205 sunny days. The average high temperature in the summer months is 88 degrees, and average winter temperatures at 14 degrees. The average rainfall is 23.8" and average snowfall is 227". Parowan's elevation is 6017' above sea level. Parowan experiences periods of high winds between the months of February through June.

With the exception of the conservation easement on the Dr. Priddy Meek's Pioneer Farmstead Park and Urban Fishery There are currently no sensitive lands identified within the Parowan City Boundary.

9.2 Hydrology

9.2.1

The local waterways have a major impact on the community's daily activities. They are a source for recreation, irrigation, habitat for plants and animals, and an aesthetic resource. The city's proximity to the mouth of Parowan Canyon in the Southeastern portion of the City has created flash flooding, unstable soils, and potential for occasional liquefaction. Also, areas along waterways are at risk for flooding. As development occurs around waterways these areas require special considerations.

Extensive flooding took place in 2005 resulting in the enhancement of a flood channel that runs more or less along 300 South in Parowan. Severe flash floods occurred again in 2017, causing major damage to the ForeBay irrigation detention pond and homes along the 300 South flood channel.

A project was completed to mitigate the flash flood runoff in Parowan Canyon along Highway 143. The 300 south flood channel was also enlarged and stabilized.

9.2.2 Meeks Pond

Located at 400 W. 100 N. in Parowan at the Dr. Priddy Meek's Pioneer Farmstead Park and Urban Fishery, is managed cooperatively by the City of Parowan, the Parowan Heritage Foundation, the Utah Division Wildlife Resources and Parowan High School. Catchable-sized rainbow trout are stocked in the spring and fall, and channel catfish are stocked in the summer. Catfish are hard to come by in southwest Utah, so Parowan Pond is very popular and experiences a high amount of pressure in the summer. A small nature center is also located at the pond. Disabled anglers will find some access on the gently sloping dirt banks.

9.2.3 Floodplain

The majority of floodplains are located near 300 South along the flood channel (see Map 10-X Flood Hazards). The high flooding potential will affect development. For flood hazard analysis purposes, floodplains for the area have been defined for either the 100-year or 500-year event. This means there is a 1 and 0.02 percent chance, respectively, of these events being equaled or exceeded in any year. Development within the 100-year floodplain is discouraged because of the increased risk of flooding. Development is allowed in the 500 year floodplain recognizing the greater risk for flooding than in areas outside of the floodplain. Following the 2017 flash floods, FEMA updated the floodplain maps for Parowan Creek and Parowan. Subsequently, Iron County's Flood Insurance Rate Map was also update.

9.3 Natural Hazards

Parowan is located at the mouth of Parowan Canyon near the Hurricane Cliffs to the southeast and Parowan Valley to the northwest and Navajo Ridge to the southwest. Parowan's physical setting creates abundant recreation, beautiful views, habitat for plants and animals, and improves the overall quality of life for its citizens. The City's beautiful location also includes potential natural hazards. Natural hazard concerns for Parowan include flooding, debris flows, earthquakes, landslides, and rock falls. To minimize the damage these hazards can cause, sensitive lands overlay regulations have been created (e.g., floodplain and hillsides).

9.3.1 Slopes

Steep slopes can be found in Parowan along the foothills and the mouth of Parowan Canyon. These areas are at greater risk for landslides, rock falls, and debris flows.

Development on steep slopes is highly discouraged (see Figure 10-3). Due to the fragile environment, there is an increased risk of damage to property and injury to people. Where development does occur in these areas, compliance to the hillside overlay regulation is required. The hillside overlay regulation helps mitigate some of the issues associated with development along slopes. The current regulations require lower densities, no building on slopes greater than 25%, and as little disturbance as possible. The hillside

overlay regulations need to be reviewed and updated to better reflect current scientific understanding and legal consensus.

9.3.2 Fault Lines

Faults and Liquefaction Potential identifies the location of two main fault lines that pass through Parowan. One fault line roughly follows along old highway 91 from Paragonah to the Southeast section of Parowan, while the other line, roughly parallel but three quarters mile to the south along the Hurricane Cliffs, runs east to west through T34S R08W-09W. Both fault lines run through areas that include structures and infrastructure improvements. Proximity to the fault line results in greater risk for damage during an earthquake. As new construction occurs, it is important that geotechnical studies be performed to identify areas of concern and that specific means of mitigation be met to help improve safety in these areas. Updating the sensitive lands sections of the zoning ordinance to better address these types of concerns is also important. (See Iron County Earthquakes Map)

9.4 Soils

Soil is an important environmental element for a high quality of life. Stable soils will allow structures to retain their integrity, plants to thrive during drought, and water to drain during floods. The majority of the soils in Parowan are silt loam, and silty clay loam that is moderately alkaline to strongly alkaline. Clay content is 27-35 percent. Soils along the foothills are mostly stony-loam.

New development plans for landscaping and storm water drainage should consider the effects they will have on the soil, such as exposed slopes that should be immediately vegetated in order to prevent runoff from eroding soils. Best management practices (BMPs) should be followed, so that surface runoff can be managed in a way that will be effective. Each development will warrant a different BMP for the most effective management of surface water.

9.5 Solid Waste

Solid Waste in Parowan is taken to the Northern Iron County Landfill and transfer station located south of old highway 91 at 1200 West, where it is either buried or accumulated and taken to the Cedar City Landfill located northwest of Cedar City . Curbside garbage collected weekly by garbage truck is taken directly to the Cedar City landfill. The Transfer Station is used primarily by Parowan residents. This site is within the boundary of Parowan's city limits.

9.5.1 Recycling

Parowan currently does not have a recycling program. Parowan's small size and semi-remote location typically make collection and transportation of recyclables unappealing from a financial perspective. In order to establish a recycling program, a method needs to be identified to make the program economically feasible for the City and the residents.

9.5.2 Green Waste

Green waste can be disposed of by taking it to the Northern Iron County Landfill in Parowan. There is no charge to dispose of yard waste. The waste is then processed into mulch or compost that is available for purchase.

9.6 Noise Pollution

Parowan has ordinances preventing anyone from creating unreasonable noise which disturbs others. Parowan also considers the level of noise pollution new industrial and commercial business will have on surrounding residential areas.

9.7 Light Pollution

Lighting is an important concern because of the balance between security and being a nuisance to adjacent properties. When new development occurs the impact of lights, signs, headlights, and glare on adjacent properties is considered and addressed. Lighting should be directed away from neighboring properties, or indirect lighting should be used. To provide security, new development may be required to add security lighting.

9.8 Air Quality

Air quality is a regional issue. However, Parowan air quality is excellent and is rated 93. (The US average is 58) based on new measures of hazardous air pollutants from the EPA, called the National Air Toxics Assessment. Air pollution when encountered is a threat to health and quality of life. The main pollutants found in Iron County are carbon monoxide, ground-level ozone, and particulate matter. These pollutants are highest during the winter and summer months.

9.9 Goals and Strategies

Goal 1: To ensure a safe, healthy, and clean environment while supporting and promoting outdoor recreation activities

Section 10.0 Implementation



Parowan City Hall (Photo by Brandon Robinson)

Implementation Recommendations

The following ideas are suggestions of implementation best practices, and that the City is not obligated to implement any of them or consider them policy.

IDEA #1 - Plan and Budget Integration

Budget is policy, and making a plan without investing in its implementation is largely a waste of time. City leaders need to first develop a baseline of what their strategic priorities are, and then deliberately update this vision over time.

Host an annual pre-budget retreat with the commission and administration. The City Council and Planning Commission should meet for a joint session before any budget requests are considered. The purpose of this meeting would be to review the City's long-range goals.

Conduct a biannual "Coordinating" event. An outside party could facilitate a "discovery" discussion for existing and prospective City Council members (and anyone else in the public that is interested). The intent of this event would be to increase awareness of how cities actually work by describing systems, explaining rules, and sharing best practices. If done near the deadline for candidates to file in the summer, then the outcome of this event would be a more informed election in the fall. It can be assumed that an investment in "taking the long view" like this will result in better policy and budgets ongoing.

IDEA #2 - Community Clean-Up Initiative Enforcement

Update the land use code to outline a clear process for enforcing clean-up effort:

- establish a clear definition of what needs to be cleaned-up

- review staff capacities, including enforcement personnel and attorney staff time
- outline roles and responsibilities in responding to citizen complaints, create a method to document violations, establish deadlines for clean-up, establish a cost recovery system for Town-initiated efforts on properties in violation.

IDEA #3 - Planning Commission Agenda Alignment

Although every community differs in the details of how it operates, the one thing they have in common is a commission that makes decisions that affect the whole enterprise. Because they have to deal with a number of short-term issues, it is easy for them to lose focus on any kind of long-term strategy.

Cities need a way to standardize the implementation of their long-term goals. It seems like the way to do this is to keep the goals in front of everyone (especially the commissions) when they are facing decisions.

- Incorporate the long-term goals into their regular meetings. Format the agenda so that each discussion item is categorized under one strategic priority. Those issues/items that don't help achieve a priority goal are moved to the bottom.
- Create a request form for items to be put on the commission's agenda. Require that all commission agenda items are submitted using a form that asks which priority the proposed issue helps the City achieve. Doing this helps applicants (including commissioners) maintain focus on their goals.
- Formally establish an "implementation champion". Assign someone on the City Council or Planning Commission to monitor the implementation of the plan's goals and strategies.

IDEA #4 - Adequate Public Facilities (Concurrence)

The adequacy and availability of public facilities and services to support growth and development has become a key issue in most areas, both because of the financial implications as well as the effect on the timing of development.

A concurrence system requires that prior to the issuance of a land development permit, the applicant must demonstrate that all necessary public facilities and services are available and adequate at a specified level of service (LOC) standards.

The "adequacy" requirements provides that, for a development project to be approved, infrastructure must be conformed to level-of-service standards in the General Plan.

The availability requirement establishes where public facilities or public facility capacity is needed, indeed available for use by the proposed development. Unlike other resources which are sometimes used to ensure carry capacity, infrastructure capacity is not static. It is increased as new capital improvements are added, and it is decreased as other development comes on-line. Development approvals can be denied, deferred, or recommended for phasing in order to keep infrastructure capacity and utilization in proper balance.

A key component of any concurrence management system is the determination of which public facilities are included and where they should be applied to all types of development.

IDEA #5 - Impact Fees and Financing of Capital Facilities

Parowan City currently authorizes impact fees because of the type and timing of the development that occurs. However, if the City's housing market (in particular) changes, the financial implications of new growth may warrant the adoption of impact fees and other taxing and regulatory financing systems.

Impact fees are a regulatory policy mechanism whereby the capital cost of a Town's need to support new development is funded on a prorated basis by such development.

Courts have judicially approved the concept of impact fees as long as various legal and constitutional requirements are met. Those requirements included procedural due process, substantive due process, equal protection and "earmarking". The latter requirement ensures that money collected from the payment of impact fees will be segregated from other City funds and used only for the purpose for which they have been collected. The constitutional standard for impact fees has generally been described as the "rational nexus" test. The test has two parts: (1) that the need for the public facility or public facility expansion is the result of the proposed new development; and (2) that the proposed new development will benefit from the provision of the public facility.

IDEA #6 - Development Process Checklist

A clearly-defined approval process will facilitate better understanding of the City's requirements for development approvals. This will help applicants understand what is expected of them, and might even help the City ensure due process.

These checklists could be incorporated into brochures and development applications. Caution should be given to ensure that the process is also formally incorporated into the land use ordinance.

IDEA #7 - Land Use Code and Zoning Ordinance Update

It has been estimated that there have been almost forty significant changes to the Utah Land Use Development and Management Act since the mid-1990s. Parowan City should undertake a comprehensive rewrite of its ordinances based on the following principles:

- Cities are political subdivisions of the state. Therefore, any ordinance revision should include COMPLIANCE ISSUES where the City is not supported by state statute.
- The General Plan serves as the rationale for any ordinance or capital investment a community wants to implement. Ordinance revision should include ALIGNMENT ISSUES related to an internal inconsistency or a lack of justification between the General Plan and ordinances.
- One of the most significant statutory impacts to local planning was the recent "PLAIN LANGUAGE" bill (UCA 10-9a-308). Among other things, this requires local codes to be simplified. Any ordinance revision efforts should develop "plain language" by simplifying references, rewriting complicated explanations, and incorporating graphics where possible.