

**AN ADDENDUM
TO
THE GENERAL PLAN
FOR
THE NEW HARMONY VALLEY AREA
2010 - 2011**

**Prepared by
The Washington County
Planning Department**

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To
The New Harmony Valley Area
General Plan
2010 - 2011**

INTRODUCTION

(Add to the end of the first paragraph)

This latest update, adopted in 2011, comes during an economic downturn in the economy during which growth and development in the county has been significantly reduced. Therefore, the transition from agricultural to residential development has been very minimal for the past 5 or more years. The transition may increase again in the future, but with the size of the valley, will not change the rural character of the area for many years to come.

Open space areas

(Additional policy)

- Work with the Utah Department of Transportation (UDOT), owner of the land surrounding the Black Ridge Reservoir, and the irrigation company who controls the water rights, to find a means to stabilize the elevation of the reservoir to protect "Old Highway 91" along the south side of the reservoir to guarantee the use of this roadway during all weather and run-off conditions. Without this policy the county cannot continue to maintain this section of roadway.
- (Extend this policy) Such a study might include consideration for development of parks, riding trails, hiking and walking trails, etc. that have been identified in the 2010 citizen questionnaire as being desirable to develop in the New Harmony Valley area. (Repeat this policy under the section relating to recreation)

Residential Development

(Amend the following policy)

- The zoning ordinance should be used to determine housing densities in different areas with an overall valley density of 5 acres per dwelling unit. Specific developments should not have a density of less than 2-1/2 acres per dwelling unit within the overall 5 acre density for all areas using septic tanks for waste disposal.

(New policy to be added at the end of the residential section)

- Cluster and higher density development should only be approved in areas where package plant type waste disposal facilities have been established.

Commercial development

(Add the following to the last commercial policy)

- Consider other convenience commercial uses only as an integrated part of the overall development plan for large-scale residential developments, and as a means of meeting the provisions of the Vision Dixie Plan to make commercial areas as convenient to the majority of residents as possible.

Public Services

(Add a new policy at the end of this section)

- Review the public services identified in the citizen questionnaire, and work with the providers of these services to improve the quality and amount of service where the questionnaire identified services that were considered to be less than the citizens desire to have.

(Add another new section as follows)

- In the area of public safety, police protection is provided by the Washington County Sheriff's Office. This service will continue as long as the valley continues to be an unincorporated part of the county. Some areas in the county who desire a greater presence of officers, have contracted with the county for an increased visibility of officers in exchange for additional funds being contributed by the area involved.

(Another new policy under public services)

Road maintenance and improvement has been identified as a major concern of residents in the valley. The following policies should be added to this section of the General Plan.)

- The General Plan encourages the development of frontage roads on both sides of the Interstate 15 Freeway. Contact should be made with the Congressional delegation from Utah to encourage them to submit a bill before Congress to allow the construction of the east side frontage road. If approved by Congress, then UDOT should be contacted to provide funding for the improvement of this section of roadway between the two freeway interchanges.
- On the westerly side of the freeway, the General Plan recommends that contact be made with the arm of the LDS Church that is managing the land in the New Harmony area to encourage approval of the frontage road on this side of the freeway. If approval is granted, UDOT should be contacted relative to the financing of a frontage road connecting the two interchanges together.
- The General Plan recommends that contact be made with the LDS Church relative to opening up the roadway between New Harmony Town and the Kolob freeway interchange, and determine what would be required to allow it to become a county road, and to be improved to a higher standard than presently exists. The road running south from the library should be extended to connect to the road from the town of New Harmony to the freeway interchange at the Kolob area.

- Residents living in any of the various subdivisions in the New Harmony valley area should discuss the needs of their specific subdivision relative to further road improvements. If significant interest exists to upgrade the condition of any of these roads, the General Plan recommends that contact be made with the county to determine cost estimates, etc., relative to roadway improvements. The General Plan recommends that consideration be given to creating improvement districts to ease the cost of improvements to individual home owners.

(A new section should be added to the General Plan relative to a review of the Vision Dixie Plan recommendations. This plan had not been undertaken at the time of the current General Plan document.)

Vision Dixie Plan:

A number of the residents of the New Harmony valley participated in the Vision Dixie Plan that was undertaken by the county a few years ago. The outgrowth of the study and the recommendations by the committee charged with reviewing the material collected was a series of guidelines and policies aimed at guiding future growth in the county. The summary of the Vision Dixie Study, adopted by the county and most of the incorporated cities and towns is summarized for the residents of the New Harmony valley area by summary of the policies adopted in the Plan and relating them to this area.

Policies:

- Plan regionally, implement locally - The General Plan for the New Harmony Valley area is a locally prepared plan for this area of the county only, and is a part of the overall county General Plan. It deals with aspects of the future of the valley and may be amended from time to time as necessary, dealing with the concerns of the residents of this valley and not related to the county at large.
- Maintain air and water quality, and conserve water - This valley has a high standard of air quality. The low population density and the separation of this area from other more urban areas help to maintain good air quality. Water conservation has always been necessary because of a limited amount of water available in most of the subdivisions in the valley.
- Guard our Signature Landscapes - The surrounding hillsides of this valley are maintained in an open space category on public land. With the Vision Dixie Principles in place, it can be expected that the surrounding view sheds on the public land will be protected.
- Provide connected natural recreation areas and open spaces - The surrounding public land areas provide considerable natural recreation areas. The Pine Valley Wilderness Area is adjacent to the valley on the west as part of the Pine Valley Mountains. The valley is surrounded by connected public lands including the National Forest, the Bureau of Land Management, and Zion National Park. These areas are all connected.
- Build a balanced transportation system - There are no public transportation systems available to the residents of the New Harmony Valley. Contact with the

- public transportation bus systems may be able to arrange for a stop at the New Harmony interchange, or for the St. George Shuttle to stop at this interchange when residents have reservations to travel to areas in northern Utah.
- Get centered by focusing on growth in walk-able mixed use centers - The New Harmony Valley is a large geographic area. Because it was developed outside of the Vision Dixie Plan, the various developments are spread out with significant open space areas between them. Over time, some of these areas will fill in making some degree of walking useful in parts of the valley. At this time, a unified transportation system connecting each of these areas together is probably more important than to connect each of the various subdivisions by walking trails. The New Harmony Valley fits the Vision Dixie Plan in providing satellite commercial centers throughout the county. A location within this valley would meet the criteria for a satellite commercial center.
 - Direct growth inward - Currently, most of the residential development is located in the "four corners" of the valley. The only direction for growth to take place in the future will be by infill into the central parts of the valley. This will happen when the major property owner submits plans for further residential development.
 - Provide a wide-range of housing types - This policy works well in the urbanized area of the county where sewer systems are available. It does not work well in the unincorporated areas of the county where sewer service is not available. It is very difficult to provide mixed use or a high density development using septic tanks.
 - Reserve areas for industry - Industrial development could exist in the New Harmony valley. However, the current freeway interchanges have developed primarily in a residential character. If industrial development should come to the valley, areas would need to be identified where freeway access is readily available without the need to travel through existing residential areas, or areas far from the freeway.
 - Public land conversion - The valley is surrounded by public land. None of this land is identified as being necessary for the future development of the valley.

Annexation and incorporation:

(New policy to add at the end of the current policy section)

- The county feels that the form of government that is closest to the people is the best form of government. The county does not oppose the incorporation of a community. The county does not promote incorporation of an area nor does it oppose such incorporation. The county will lend support to whatever decision the area might make.
- Any desire of the residents of the New Harmony Valley to become a part of Iron County would need to make contact with the legislators from the two counties in order to have a bill submitted to the legislature for consideration. The approval of a change in the boundary of a county must be approved by the State Legislature and the Governor. The local commissioners in both of

the counties would need to be in agreement with a change before it would likely gain any traction with the legislature.

**NEW HARMONY VALLEY
STATISCIAL DATA**

Some statistical data for the New Harmony Valley has been updated since the last update of the General Plan. The following data is included in this update:

Subdivisions:

Blackridge Ranches (Phases)	233 lots	1,470 acres
Doug Thorley	15	421
Flint Ridge	1	2
Fort Harmony	6	19
Harmony Heights (Phases)	74	240
Kolob Ranches	157	709
New Harmony Farms	128	696
North Canyon (Phases)	4	40
North Valley Ranches (Phases)	22	257
Prince Subdivision	4	80
Total Lots:	644	3.934 acres
 Current Total Dwelling Units:	 350	 294 vacant lots
 New of permits over the past 10 years	 193	
 Estimated 10 year population increase using NH Valley family size:		480 persons
Estimated 10 year population increase using county family size:		580 persons
 Estimated 2011 population using New Harmony Valley family average:		875 persons
Estimated 2011 population using Washington County family average:		1,050 persons
 10 year projection using the number of permits for the past		
10 years extended for the next 10 years:	Total Dwellings	543
Using New Harmony family size average:	Population	1,358
Using county family size average:	Population	1,630

**WASHINGTON COUNTY COMMUNITY SURVEY ANALYSIS
FOR
THE NEW HARMONY VALLEY AREA
2010-2011**

At a meeting in the New Harmony valley in the summer of 2010, it was indicated that the county was going to update the General Plan of the New Harmony Valley. A questionnaire was filled out and has been tabulated by the county. Following is a brief analysis of the information from the questionnaire.

After reviewing the material in the questionnaire it became very apparent that there is a certain amount of misunderstanding relative to several issues facing this valley and the other unincorporated areas in the county. These issues are discussed as follows:

1. I-15 frontage roads:

On the east side of I-15 at the New Harmony exit there is a small subdivision located there. The main north-south road in the subdivision dead ends at the southern end of the subdivision. The property from this point to the Kolob Canyon interchange is owned by the National Park Service. Many years ago, they were approached, through the Park Superintendent, about the possibility of opening a road through the National Park to connect the road on the north with the interchange to the south. The county found out that would require an act of Congress to authorize a road to be opened up through the National Park. As a result, it never happened.

Depending upon the makeup the Presidency and Congress following the 2012 election, it may be possible to have the Congressional Representative from this area to propose a bill in congress to allow such a road to be constructed.

On the westerly side of I-15 along the west side of the land that was once owned by Mr. Anderson, there is a 50' right-of-way across this land. South of that property the land is owned by the LDS Church. There is another parcel of private property between the LDS land and the Kolob Canyon Interchange.

2. Connection between Kolob Canyon Interchange and New Harmony Town:

Some years ago the LDS Church, the majority land owner on the New Harmony Bench, started developing their property, primarily areas fronting the county road between the I-15 freeway and the Town of New Harmony. At that time, the church and the county were very close to being able to open the road through the LDS Church land. When the decision was made by the church to return to livestock production and to cancel development for a time, they did not favor opening the road because of the problems it would create for grazing livestock in

the area of the roadway. At such time as they once again begin developing, that road should be able to be opened and used.

The road itself is not a main highway. It is however an existing roadway and is very easy to travel in an automobile. While not being a high speed highway and a straight road such as the road from I-15 to New Harmony Town, it is a good road, readily passable, and a very scenic drive between the two areas. The county is not prepared to condemn the property, fence the entire right-of-way, and improve the road condition by paving it.

This will happen at some future time, but it will be determined by the future decision of the LDS Church. In addition, the road going south from the county library should be extended across the Church land and tie into the New Harmony to the Kolob interchange road.

3. Road improvements:

In Washington County roads are improved and maintained in two ways. One way is for the improvements to be installed at the time the subdivision is approved by the county. The county standards have changed many times over past years. At one time, no specific improvements were required. A developer could tell the county that no one wanted paved roads and therefore the roads were not paved. This worked well until the first home was built and the cars going by created dust. Then the homeowner wished that the roads were paved. Homeowners did not pay for paved roads when they bought their lots. They actually paid for the amount of road improvement that is in the subdivision in which they live.

Washington County does not use property taxes for road maintenance. The county receives money each year from the State of Utah that is collected in the form of gasoline tax. This amount changes each year and forms the basis for maintenance of all county roads. Last year, the General Fund of Washington County received approximately five cents for every dollar of taxes paid. This represents the lowest general fund tax of all twenty-nine counties in the State.

The position of the county for several decades has been to maintain the county roads in the same condition as they are in at the time the subdivision plats are recorded. It is not uncommon for residents in subdivision in the county to desire to have their roads paved or otherwise improved. The county is willing to create special improvement districts to improve roads in any area where the residents would like them improved. By creating an improvement district, the cost of the improvement can be spread over a period of time, usually about ten years. This method of improvement is available if the residents are in favor of doing so. Otherwise, the county will continue to maintain the roads in the condition they were in at the time of subdivision approval.

Roads with "borrow ditches" along each side have become a major maintenance problem in the county. It would require to men, a dump truck, and a back hoe to work full time to maintain all of the culverts crossing borrow ditches into individual lots to keep them cleaned out and working. Further, property owners frequently landscape their lots out to the edge of the travel way by placing large rocks, etc, in the county right-of-way. These objects create a significant problem for the county to remove materials that may cause traffic problems. It is easier to maintain curb and gutter.

Residency and family size:

The average resident in the New Harmony Valley has lived here approximately ten years. The interesting thing is to notice the average family size which is about 2.5 residents per dwelling. The county average is out 3 residents per family. This lower number would tend to indicate that there are many seasonal residents in the area and many retired residents who live here either part time of full time.

Reasons for living in the New Harmony valley:

There were a number of reasons given for living in this area. The highest number mentioned were being close to the mountains, or liking the open space of the area. A quiet community was also rated high as a reason for living in this valley. It is also considered to be a safe community.

Should the rural character be preserved?

Over 90 % of those responding to the questionnaire would like to preserve the rural atmosphere. Many reasons were given as suggestions as to how to maintain these qualities that are strongly supported by residents. Their suggestions include some of the following: Maintain low density housing, limit sales of agricultural land, limit commercial development, limit new roads, have no street lights, enforce CC& R's, no street paving, designate high density areas, don't allow lot splits, no new subdivisions, county to buy conservations easements, lock the freeway entrances, leave things alone, no windmills.

Some of these suggestions may be good suggestions for the future of the valley, but have little to do with maintaining the rural character. Large lot sizes will work. The county has no way to limit the sale of agricultural land or whether someone continues to farm or not. The county does not currently require street lights in new subdivisions. The county does not enforce conditions, covenants and restrictions (CC& R's). It is the responsibility of individual home owners, or associations to enforce this type of restriction.

Conservation easements are a good way to preserve various types of open space land. However the county does not have tax money to spend buying such rights. There are various entities that do purchase conservation easements that residents of the area could

look into. The county has been a recipient of the purchase of conservation easements. Locking the freeway exits may be a good way to keep new residents out, but it may make it hard for residents to come and go as they would like.

Should farm land be preserved?

Over 97 % of the residents filling out questionnaires were in favor of preserving the farm land in the valley. Comments on the county buying development rights were discussed in the previous section relating to maintaining the rural character of the valley. Whether or not to work with SUU (Southern Utah University) or FFA (Future Farmers of America) are decisions that would need to be left up to existing farmers to decide. There are presently methods of protecting agricultural land including the Green Belt legislation which protects the farmer from increases in land value until such time as the land is sold. There is also legislation for Farmland Protection to allow farmers to continue farming when neighbors may be upset with some farming practices.

Walking and bicycle trails:

A majority of those filling out the questionnaires were in favor of developing bicycle and walking trails in the valley. There was also interest in including equestrian (horseback riding) as a part of any such trails that might be developed. However a significant number of people also were not in favor of trails and indicated that the present road system was adequate for these purposes.

Concerns about traffic safety, street and road conditions, unsafe OHV use, and street dedication:

There was not any particular concern raised about the use of OHV use. Speed was indicated as a concern by about 1/3 of the respondents. Road conditions were discussed at the beginning of this analysis. Unsafe OHV use does not appear to be a serious problem in the area. Some concern was raised about road dedication. None of these issues, except concerns about roads, was raised to a serious concern level.

Desired commercial or industrial business:

Almost half of the respondents to the questionnaire indicated that there was no place in the valley for further commercial or industrial development. On the other hand, about the same number indicated the types of commercial development that they felt would be of benefit to the area. These things are listed in the statistical survey under # 7 of that document. At least one respondent indicated, with a good sense of humor, that any commercial development should be located in Enterprise, Central, or Veyo.

Public Services:

A number of public services in the valley were identified with a response as to concerns that may exist with the various services provided.

Several services received high ratings. These services include drinking water quality and service, garbage collection, and postal service. Moderate and acceptable ratings were given to services including electric power, and fire protection. Receiving the lowest ratings were services such as law enforcement, school transportation, telephone and cellular service. It should be noted however, that ambulance service and school transportation had a high rating of those who expressed little or no experience with the services. In other words, they had not used ambulance service and had no children riding a school bus.

In addition to the services listed in the questionnaire, there were several services mentioned that were provided but which could be improved. These included internet service, better fire prevention, snow removal and new power and telephone lines.

Should the area provide recreation facilities?

The majority of respondents by a slim margin indicated No, slightly less than half of those responding indicated yes and then went on to list a number of different facilities that they would like to see in this area.

How to best inform residents of public meetings:

The first choice is by listing meetings at the mail boxes. Posting on the county web site was also highly supported. Other sources suggested include including meetings in the local valley news letter which would be a very good suggestion, at the church, library, and by direct mail. Direct mail is probably not an option for the county to use simply because of the cost involved if this method was used on a county-wide basis.

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Regarding the Vision Dixie Planning Project, about 1/4 of the respondents indicated that they attended the meeting held in this area. About twice this many residents did not participate in the study. From those who did participate, a number of suggestions were made in the statistical review of some things that they would like to see happen.

The final question in the questionnaire was to indicate any other things that should be considered relative to the New Harmony Valley area. These are also listed in the statistical summary. Some of these items have been discussed in this section of the study. Others may be identified in the General Plan report.

**WASHINGTON COUNTY COMMUNITY STATISTICAL SURVEY
FOR
THE NEW HARMONY VALLEY AREA
2010 - 1011**

In the summer of 2010 a community meeting was held at the County Library building regarding the development of a General Plan study for this unincorporated area of the county. Attendees were asked to fill out a questionnaire relating to the current conditions in the valley. Additional copies of the questionnaire could be submitted to the county planning department either in hard copy or by the internet. Following is a summary of the statistics received by the county and submitted to several different means.

1. Residency:
 - a. How long have you lived in this area? 10 year average
 - b. Number in family: 2.5 member average
 - c. Homeowners: 94.80 %
 - d. Land owners only: 5.20 %

2. Reasons for living in the New Harmony valley area:
 - a. Born or raised in the area 10.2 %
 - b. Close to family, friends, or neighbors 25.6 %
 - c. Close to mountains, etc. 94.8 %
 - d. Like open space 94.8 %
 - e. Opportunity to keep animals 64.1 %
 - f. Quiet community 94.8 %
 - g. Recreation opportunities 66.6 %
 - h. Safe community 74.3 %
 - i. Small town atmosphere 87.1 %

3. Should the rural atmosphere be preserved?

Yes - 94.8 % No - 5.2 %

How should it be done?

Maintain low density housing, limit sales of agricultural land, limit commercial development, limit new roads, have no street lights, enforce CC & R's, county help with building codes, have a minimum of 5 acre lots, no street paving, don't split lots, no businesses near mixed lot sizes, no subdivisions, county to buy conservation easements, designate high density areas, keep rural areas, lock freeway entrances, leave alone, have large lots, no windmills

4. Should farmland be preserved?

Yes - 97.4 % No - 2.5 %

How should it be preserved?

Keep existing zoning/development regulations, county to buy development rights, require large lots, keep farming, leave it alone, preserve historic sites, stop commercial development, create incentives for agriculture, sell land only as now used, have permits required to subdivide, encourage crops, work with SUU and FFA, allow subdivision only if owner wants to subdivide, limit development

5. Would you favor developing a system of walking/bicycle trails throughout the community?

Yes: 61.5 %

No: 41.0 %

6. Mark on a scale of 1 to 5 your concerns on each of the following, traffic, safety, street and road conditions, unsafe OHV use, and road dedication. 5 = most concerned, 1 = least concerned, 0 = no perceived problem.

- a. Off highway vehicles on streets - 0 = 12.8 %, 5 = 12.8 %, 4 = 2.5 %, 3 = 12.8 %, 2 = 20.5 %, 1 = 30.7 %
- b. Speed and traffic control - 0 = 12.8 %, 5 = 30.7 %, 4 = 7.6 %, 3 = 5.1 %, 2 = 12.8 %, 1 = 12.8 %
- c. Road conditions - 0 = 2.5 %, 5 = 46.2 %, 4 = 17.9 %, 3 = 15.3 %, 2 = 2.5 %, 1 = 12.8 %
- d. Unsafe OHV use - 0 = 5.1 %, 5 = 28.2 %, 4 = 5.1 %, 3 = 23.1 %, 2 = 20.5 %, 1 = 12.8 %
- e. Road dedication - 0 = 25.6 %, 5 = 20.5 %, 4 = 2.5 %, 3 = 7.6 %, 2 = 15.4 %, 1 = 12.8 %
- f. Other: Mow the roadsides, plow snow in town, have rules for OHV riders, have no street lights, keep noise levels low, control dust, connect the frontage roads between the interchanges, have two ways in and out of valley, none, move to cities, improve roads because we pay taxes, crown and ditch roads, don't pave everything, the dust and dirt on the roads is unhealthy

7. Desired commercial or industrial business:

None (43.5 % of those filling out questionnaire), a food market, a convenience market, a larger market at the Texaco market location, a mini mall, café, hardware store, a barber and beauty shop, auto repair garage, bed and breakfast inn, school, park, home occupations only, a fast food restaurant, a restaurant with good food, No business more than 1/2 mile from the freeway interchanges, no wind mill farms

8. Where should commercial or industrial development be located?

Close to I-15, next to the post office, Cedar City or St. George, or somewhere else, like Central, Veyo, or Enterprise, no big boxes, must be architecturally pleasing, single story, no signs or advertising, along the county road, in New Harmony, in Kanarraville

9. Please rate on a scale of 1 - 5 your experience with the following local services as they relate to the area. Excellent = 5, Poor = 1, 0 = no experience.

- a. Ambulance - 0 = 23.1 %, 5 = 15.4 %, 4 = 25.6 %, 3 = 20.5 %, 2 = 7.6 %, 1 = 2.5 %
- b. Drinking water quality and service - 5 = 59.2 %, 4 = 15.4 %, 3 = 5.1 %
- c. Electric power - 0 = 7.6 %, 5 = 35.9 %, 4 = 33.3 %, 3 = 7.6 %, 2 = 2.5 %, 1 = 2.5 %
- d. Fire protection - 0 = 2.5 %, 5 = 38.5 %, 4 = 35.9 %
- e. Garbage collection - 0 = 5.1 %, 5 = 53.8 %, 4 = 35.9 %
- f. Law enforcement - 0 = 12.8 %, 5 = 17.9 %, 4 = 17.9 %, 3 = 20.5 %, 2 = 5.1 %, 1 = 5.1 %
- g. Postal service - 0 = 2.5 %, 5 = 69.2 %, 4 = 17.9 %, 3 = 5.1 %
- h. School transportation - 0 = 41.0 %, 5 = 17.9 %, 4 = 23.1 %, 3 = 5.1 %, 1 = 2.5 %
- i. Telephone service - 0 = 15.3 %, 5 = 25.6 %, 4 = 28.2 %, 3 = 12.8 %, 2 = 2.5 %, 1 = 10.2 %
- j. Cellular service - 5 = 25.6 %, 4 = 25.6 %, 3 = 17.9 %, 2 = 10.3 %, 1 = 2.5 %
- k. Other services: Internet, better fire prevention, snow removal, new power and telephone lines, too many power outages

10. Should the community consider providing recreation facilities?

Yes - 43.6 %

No - 51.3 %

11. List services that could be provided:

A town hall, gymnasium, not needed, a senior citizen facility, park, picnic area, walking, bicycle, and horse trails, Fort Harmony tourism, club house, sports fields, a community center, equestrian trails, open Mormon and stage coach trails, horse and fitness trails, fishery, an indoor exercise facility

12. How can you best be informed about meetings?

- a. Word of mouth 48.7 %
- b. Posting at the fire station 20.5 %
- c. Posting at a store 17.9 %
- d. At the mail boxes 74.4 %

