

Here is a “clean” version of the proposed general plan amendments. This is how the amended parts of the plan will read if the amendments are adopted.

Chapter 7. Land Use

7-4 Land Use Goals and Policies

Goal 4: Responsible Growth Management

G4-3 - Consider capacity and effects on Boulder’s school, parks, community centers, emergency services, ~~ete.~~ and other public facilities and functions when evaluating development proposals.

7-5 Land Use Zoning Categories and Patterns

D. Commercial.

As part of its effort to maintain its existing character, Boulder will not engage in speculative commercial or industrial zoning. That practice is not consistent with the available public facilities and services or the current mixture of land uses and would undercut the vision and goals adopted in this plan.

Boulder will instead establish performance-based zoning regulations that permit compatible commercial and industrial activity that has access to Utah Highway 12 in the LDR and GMU zoning districts pursuant to a conditional use permit, as authorized by the Utah Municipal Code, Title 10, Chapter 9a, Section 507. Each proposed commercial or industrial enterprise, including home-based businesses, will be reviewed for compliance with a pre-adopted set of standards. Those standards will ensure that new commercial or industrial activities do not overtax Boulder’s infrastructure and public services, and that they are compatible with the peaceful, mixed-use agricultural village ambience that attracts and sustains current residents and respectful visitors.

There will be performance standards for:

- home-based businesses that are operated by an occupant of residential premises and expected to have essentially no impact on neighboring properties, and
- commercial or industrial enterprises that are not home-based and may have more potential impact on the community, but still meet the goals of this plan.

The handful of properties that are now in the Commercial Zoning District will continue pursuant to their approved permits or as nonconforming uses. Significant changes within the mapped commercial districts will require a conditional use permit.

Attaining the goals of this plan requires, above all, that the scale of commercial development be consistent with Boulder’s character. Dimensional limits on scale, like floor area ratio or lot coverage, will not be effective here, where large, mostly agricultural parcels are mixed with smaller parcels. Even the most restrictive dimensional standards could still permit out-of-scale development. Restricting floor area to just one percent, for example, would still

permit what would, for Boulder, be massive buildings on some of the larger lots that adjoin Highway 12. A 120-acre parcel could accommodate a 52,000 square foot structure.

The most straightforward and appropriate way to regulate scale in Boulder will, instead, be to directly address that aspect of commercial development that has the most impact on the view from the road (and thus, peoples' perception of the community) and traffic generation, as well as a potentially significant impact on the environment through storm water runoff: parking. Boulder will impose maximum parking lot sizes and frontages on commercial development, along with standards for the buffering or screening of parking.

This approach is less arbitrary than the alternatives. For example, the Town formerly regulated lodging places by the number of units, a measure that says nothing about the functionality or appearance of the business, nor anything direct about its impacts on its neighbors or the community. Limiting parking, on the other hand, directly addresses potential impacts, functionality, and even appearance.

Chapter 9. Economic Goals - While Boulder is a small rural community, the value of a strong and viable local economy cannot be overemphasized.

Goal 1: Promote the development of home-based businesses, sustainable agriculture, and nonpolluting, small-scale businesses that have minimal impact on the town's infrastructure and public services, and are compatible with neighboring uses and the Town's character as it is defined by the vision and goals of this plan.

Policies: G1-1 - Small home businesses that require minimal off-street parking and signs, and have little nuisance potential will be a potentially compatible use in all zoning districts.

G1-2 - All commercial development should reflect and promote Boulder's identity and character. The 2021 amendments to Boulder's zoning ordinance provided more specific guidance about how commercial development should respect local identity and character, providing specific performance standards for the scale of commercial projects – see 7.5.D, above - and commercial building design.

G1-3 - Encourage the placement of all utilities underground in commercial areas.

G1-4 - Establish and regularly update site planning standards for all new commercial areas. As described above, a major review of how the Town regulates commercial development was undertaken in 2020, resulting in revisions to this plan and the zoning ordinance.

Chapter 10. Transportation

10-5 Traffic Flow Problem Areas

There are several potential traffic hazards and areas of parking congestion along Highway 12 and elsewhere in Boulder, including:

1. congested parking in the vicinity of Pole's Place, Boulder Exchange, and the Anasazi State Park;
2. limited visibility along Highway 12 adjacent to the Hills and Hollows Store;
3. congested parking and poor visibility for cars turning either direction on the Burr Trail from the Burr Trail Grill parking lot at the junction of Highway 12 and the Burr Trail poses a risk;
4. the road between the Burr Trail (400 East and 300 East) and the LDS church and the elementary school is narrow and offers poor visibility around corners;
5. frequent pedestrian use and the absence of a sidewalk or trail along of the Burr Trail Road between the junction with Highway 12 and the Boulder Mesa Restaurant poses a hazard for both vehicles and those on foot;
6. the blind corner where the Town landfill road intersects with Highway 12; and
7. the narrow cross-section and lack of shoulders along Lower Boulder Road.

10-6 Transportation Goals and Policies

Goal 1: To provide a circulation system to move people and goods safely and efficiently throughout the town and the general planning area.

G1-1 Maximize and improve the operating efficiency and safety of the existing roadway system. Specific improvements that may be needed include warning signs and turn lanes where Highway 12 passes the Hills and Hollows store.

Chapter 12. Public Facilities and Services

12-1 - A trade-off of living in Boulder is the relative lack of public facilities and services. This does not appear to detract from the overall quality of life for current residents, but an increase in the number of transitory visitors would impact the limited services available and could place an undue burden – potentially including both reductions in the availability of services and increased taxes and fees - on ~~the~~ current residents.

12-14 Public Facilities and Services Goals and Policies

G1-3 Wireless telecommunications are necessary for the safety and convenience of Boulder's citizens, but have great potential to detract from the Town's wonderful scenic vistas. The Town adopted a telecommunications ordinance that addresses these issues in September 2020. It is Boulder's intent to protect its scenic setting by minimizing the number of telecommunications towers. The Town will seek to require co-location of all carriers on one tower.