



STOCKTON GENERAL PLAN

June 2026

Acknowledgments

Many thanks to the Steering Committee, consisting of Steve Oblad, Heather Phillips, Antoinette Romano, Mitchell Solomon, Shyla Solomon, and Penny Thomas; Mayor Joe Johnston; Former Mayor Nando Melli; the Town Council, consisting of Emily Castagno, Shyla Solomon, Tom Speakman, and Ronald Staley; the Planning Commission, consisting of Clark Hyde, Edward Martinez, Steve Oblad, and Mitchel Solomon; and the Town Staff, consisting of Diana Degelback (Town Clerk), Tara Williams (Treasurer), Rod Wheeler (Watermaster/Sewermaster) and David Wright (Public Works).

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Chapter 1: Introduction

A General Plan is the long-range guiding document that outlines the Town's vision for its future and establishes the goals, policies, and strategies needed to achieve that vision. It provides a framework for many aspects of local government. For Stockton, the General Plan serves as a roadmap to preserve the town's rural character, enhance quality of life, and guide responsible growth in a way that reflects the values and priorities of its residents. It is both a practical tool for daily decision-making and a long-term commitment to thoughtful, coordinated community development.

THIS GENERAL PLAN:

- **Provides a roadmap** for the future of Stockton and its residents
- Identifies the **main issues and opportunities** the town should consider as it grows carefully and thoughtfully
- Gives Town leaders a **foundation for making decisions** and helps guide the work of staff and volunteers
- **Offers direction** for important topics such as land use, transportation, housing, recreation, historic preservation, public safety, and utilities
- Sets a **shared vision** for the community along with the priorities, goals, and strategies needed to reach that vision

BACKGROUND

This General Plan builds upon previous planning efforts, incorporating key principles from the 2004 General Plan and 2022 Annexation Policy Plan.

WHY STOCKTON HAS A GENERAL PLAN

Utah law (Utah Code 10-9a-401) requires every town to prepare and adopt a long-range general plan that addresses:

the present and future needs of the municipality, and

growth and development of all or any part of the land within the municipality.

The purpose of a general plan is to promote the health, safety, and welfare of residents by guiding orderly and responsible growth. State law also gives each municipality the flexibility to decide how detailed and comprehensive its plan should be (UCA 10-9a-403(2)).

The General Plan is intended to be a living document. It should be reviewed regularly, updated about every five years, and amended as needed so it continues to reflect the community's vision and direction for the future.

USING THE GENERAL PLAN

The effectiveness of Stockton's General Plan depends on how it is used. Utah law encourages towns to make decisions that are consistent with their plan. While Stockton has not experienced the same rapid growth as some nearby communities, there are several undeveloped areas within town limits, especially on the outskirts of town. The principles in this plan provide guidance for how those areas should be considered for rezoning or future development. Careful, responsible planning will help Stockton grow in ways that fit the community's character and remain financially sustainable.

Suggestions to make the plan an impactful part of the community:



Cite General Plan Goals in reports and meetings.



Review Goals and Strategies.

This General Plan is intended to provide overall direction while leaving flexibility for the Town Council, staff, and administration to decide how best to achieve its goals. Many of the goals outlined here can be reached in different ways. It will be up to Stockton's leaders and staff to determine which goals to pursue and what actions are most practical and effective for the community.



Set Completion Dates, including benchmarks, to move toward completing General Plan goals.



Adapt and Amend. Growth is a natural part of any community. Changes in the economy, demographics, or the establishment of a new employer or large housing development can influence Stockton's growth path and future vision. This General Plan is meant to adapt as conditions change, helping the community remain prepared and responsive while still working toward its long-term goals.



Land Use Element

This element shall:

- Designate “the **long-term goals** and the proposed **extent**, general **distribution**, and **location** of land for housing for residents of various income levels, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate.”
- Include “a statement of the projections for and standards of population density and building intensity recommended for the various land use categories covered by the plan.”
- As a note, because Stockton is a town, the State-mandated Water Use Element is not required.



Moderate-Income Housing Element

This element shall:

- Provide “a realistic opportunity to meet the need for **additional moderate-income housing** within the municipality during the next five years.”



Transportation and Traffic Circulation Element

This element shall:

- Provide “the general location and extent of existing and proposed **freeways, arterial and collector streets, public transit, active transportation facilities**, and other modes of transportation that the planning commission considers appropriate.”
- Address “the municipality’s plan for residential and commercial development in areas that will maintain and improve the connections between housing, transportation, employment, education, recreation, and commerce.”
- Correlate “with the population projections, the employment projections, and the proposed land use element of the general plan.”

Selected Optional Elements

Recreation & Trails

Public Facilities & Services

Water Use & Preservation

Economic Development

Natural Resources & Hazards

CREATION OF THE GENERAL PLAN

This General Plan was created with input from Stockton residents, the Planning Commission, Town Council, and Town staff. The Town made a General Plan Committee, which included members of Planning Commission, Town Council, and the community at large. Sunrise Engineering's Community Development Team consulted with this Committee to gather community feedback and prepare the Plan. Utah State Code requires public participation in the planning process through proper notice and open meetings. To involve residents, the Town provided a public survey. The public survey was announced through the newsletter, social media (Facebook), and flyers on individual doors. The survey received strong participation, representing a significant portion of Stockton households.

The following is the process undertaken by Sunrise Engineering to update the Stockton General Plan:



Community Preferences Survey

A public survey was open to residents from May to July 2025.

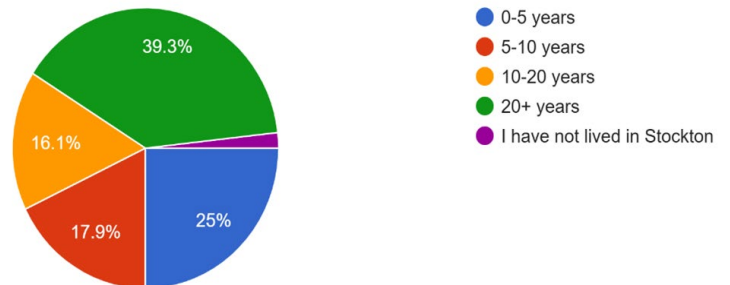
- 59 Responses
- Survey QR Code and URL posted on:
 - Town of Stockton social media (Facebook)
 - Monthly newsletter
 - Flyers delivered to household doors
- All respondents either live in Stockton (98%) or work in Stockton (2%)
- Responses were limited to one per person
- Respondents represented a broad range of residents.



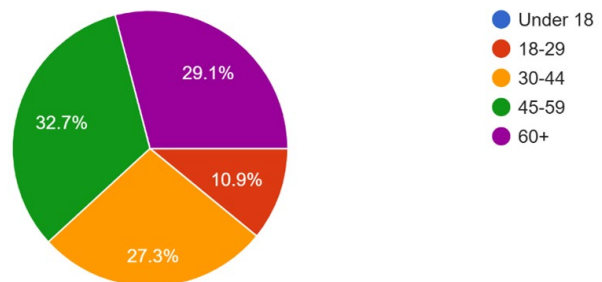
Data Collection

- Collection of Census, American Community Survey, and UGRG data
- Land use inventory (an assessment of zoning and land use patterns)
- Traffic circulation and patterns
- Natural hazard data analysis

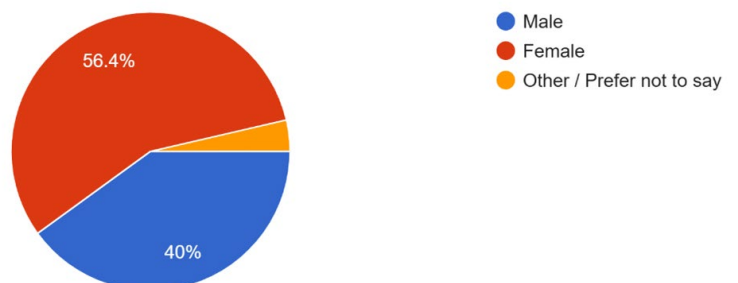
How Long Residents Have Lived in Stockton



Residents' Age



Residents' Gender





Public Open House

- The Town hosted a public open house to share the survey results and gather feedback from residents. At the event, participants were invited to share their preferences on different growth management concepts and alternative approaches for Stockton's future.



Town Review

- Sunrise's Community Development Team worked with Town staff, the General Plan Steering Committee, Planning Commission, Town Council, and the Mayor to review current issues and discuss community goals and vision.
- From August to November 2025, Sunrise updated the General Plan to reflect the vision, priorities, and goals shared by Stockton residents. Survey results and visioning activities helped shape the themes used in creating the plan's goals and overall vision.
- Sunrise then drafted the updated General Plan based on these goals and the community's vision for the future.



Review

- This General Plan draft was shared with staff, the Steering Committee, Planning Commission, and the Town Council for review and input. Residents were also encouraged to participate in the process.
- Sunrise presented the updated General Plan to the Stockton Planning Commission and Town Council at a public hearing for final comment and adoption.





Chapter 2: Community Context

Tucked against the foothills of the Oquirrh Mountains, Stockton is a small town with pioneering and mining roots and strong community pride. Home to around 500 residents, Stockton blends rural charm with easy access to larger employment centers 7 miles north in Tooele and 35 miles northeast in Salt Lake City. Most of the community consists of single-family homes. Though many residents commute to nearby cities for work, Stockton remains close-knit—neighbors know one another and local events continue to anchor community life.



Long before the Town of Stockton was established, the Tooele Valley was home to the Goshute people, whose traditional territory extended across western Utah and eastern Nevada. The Goshutes lived in small family groups, relying on hunting and gathering the valley’s natural resources for survival. The Ute people also traveled through parts of the region for hunting and trade. Conflicts arose in the 1860s when settlers and miners displaced the Goshutes from portions of their ancestral homelands. Today, the history and legacy of the Goshute and Ute peoples remain an important part of the broader story of Stockton and Tooele Valley.

Stockton was founded in 1863, and the first mining claim was established in 1865. The discovery of silver in the nearby Oquirrh Mountains led to a bonanza. The town quickly became a center for mining and smelting, including Utah’s first smelter, which locally processed silver and lead ores. Miners also extracted zinc, copper, and small amounts of gold. Mining shaped the town’s early economy and identity. Mining opportunities led to rapid growth in the town’s early years, with some estimates suggesting a population peak of several thousand residents. Since the initial boom, Stockton’s

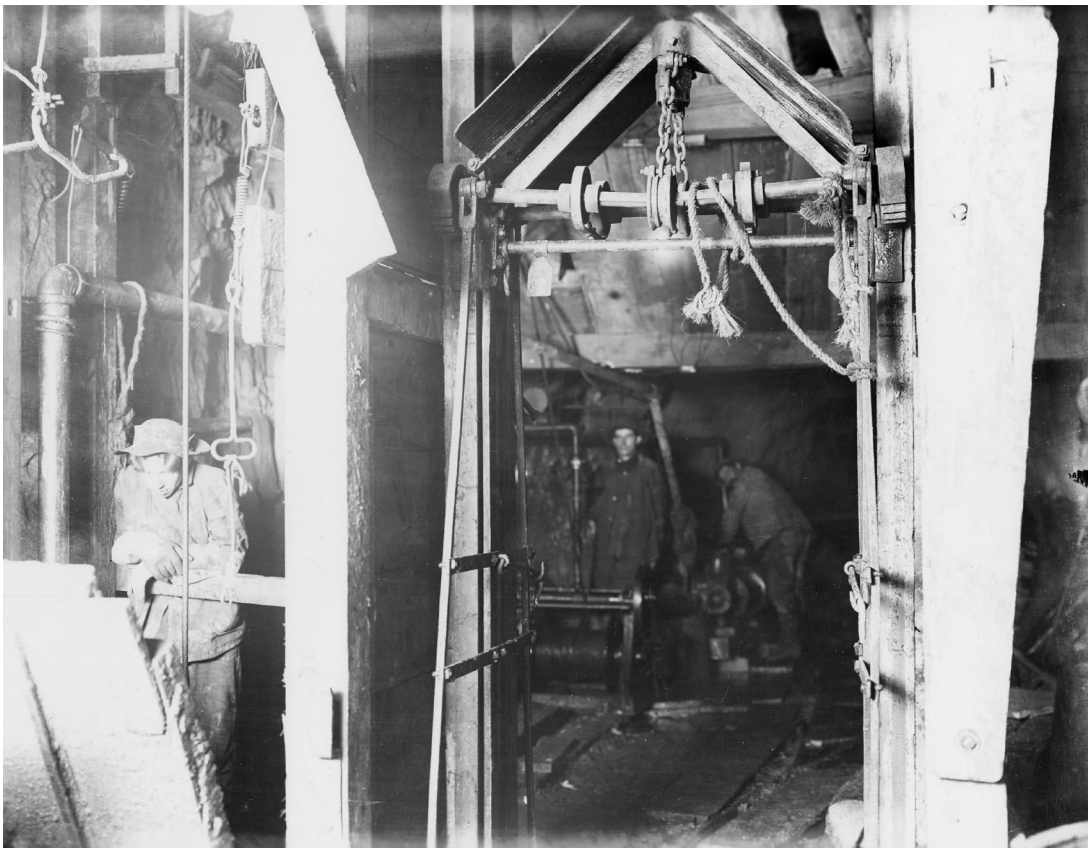
population has steadied to a few hundred permanent residents, maintaining a relatively consistent base since its incorporation in 1901. While large-scale mining has declined, Stockton's mining heritage remains a defining part of the town's character and history.

The surrounding landscape played a central role in Stockton's development. The Oquirrh Mountains rise steeply from the western edge of the Tooele Valley and contain the mineral-rich veins that attracted early miners. These mountains are primarily composed of sedimentary rocks overlying Precambrian formations, with volcanic and igneous intrusions. The valley itself is part of the Great Basin. Waterways such as Ash Creek cut through the valley, creating riparian habitats that support local vegetation and wildlife.

Stockton's semi-arid climate features hot summers, cold winters, and low annual precipitation. Vegetation is dominated by desert and sagebrush species, and wildlife includes mule deer, coyotes, rabbits, birds, and reptiles adapted to the desert environment. The rugged mountains, scenic valleys, and mineral-rich geology not only shaped the town's early growth and economy but continue to define Stockton's character and offer recreational opportunities for residents and visitors alike.



Turn of the century mining operation around Stockton, courtesy of Utah State Historical Society.¹



New Stockton Mining Company at work in the smelters, taken April 17, 1907, courtesy of Utah State Historical Society.²

DEMOGRAPHIC SNAPSHOT
 As of the 2020 Decennial Census, the population was 621. Under Utah State Code 10-2-301, as of 2025, Stockton is classified as a town.

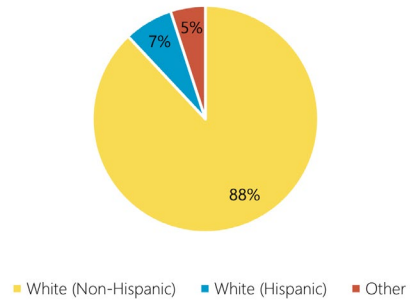
Utah Municipal Class System

Class	Population
Town	Under 1,000
5th Class	1,000-9,999
4th Class	10,000-29,999
3rd Class	30,000-64,999
2nd Class	65,000-100,000
1st Class	Over 100,000

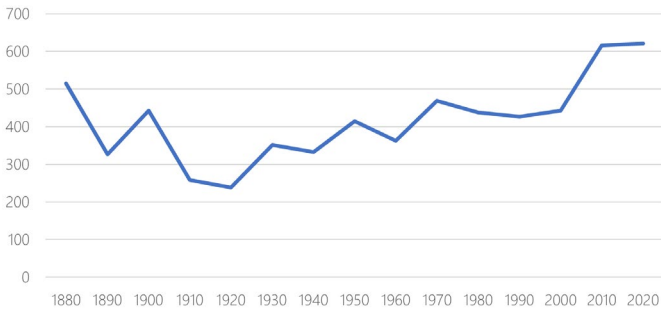
Stockton Population History³

Year	Population	Percent Growth
1880	515	
1890	326	-36.7%
1900	443	35.9%
1910	258	-41.8%
1920	238	-7.8%
1930	351	47.5%
1940	332	-5.4%
1950	414	24.7%
1960	362	-12.6%
1970	469	29.6%
1980	437	-6.8%
1990	426	-2.5%
2000	443	4%
2010	616	39.1%
2020	621	0.8%

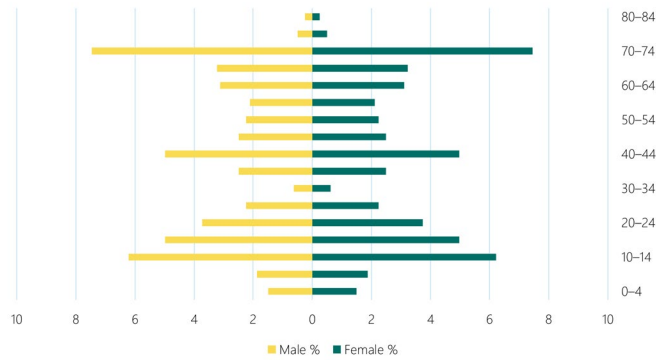
Race & Ethnicity⁴



Stockton Population



Stockton 2020 Population Pyramid



DEMOGRAPHIC STATISTICS⁴

Median Age

Stockton	41.1
State of Utah	32.3



65+ Population

Stockton	20.8%
State of Utah	12.2%



Median Household Income

Stockton	\$92,857
State of Utah	\$93,421



Poverty

Stockton	4.5%
State of Utah	9%

Educational Attainment:
Bachelor's Degree or Higher

Stockton	9%
State of Utah	38.4%



Number of Housing Units

Stockton	243
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Note: Significant margin of error on all ACS data. For the median household income the margin of error is \$55,704, while for poverty it is 4.5%.



Main Street in Stockton, 1916, courtesy of Utah State Historical Society.⁵

Data Limitations

American Community Survey data for a small town has a high margin of error. For example, Stockton's median household income estimate has a margin of error of \$55,704. This means the census is 90 percent confident that the actual median household income is somewhere between \$55,704 and \$148,561.

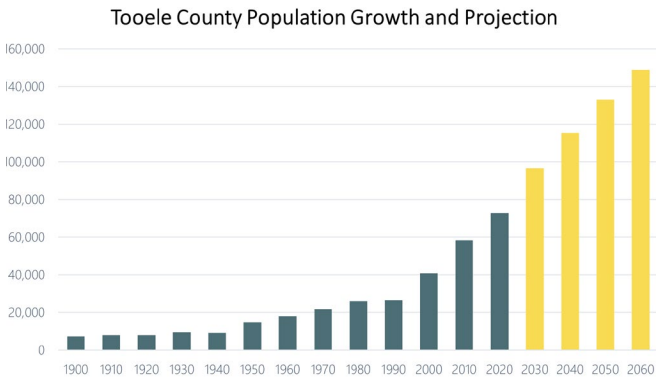
Small shifts in reporting can exaggerate results. A single household responding—or not responding—can shift the numbers significantly.

Addressing Data Limitations

The Town may conduct a HUD-compliant local income survey to supplement ACS estimates. This approach can provide more accurate household income data and improve reliability for grant applications.

REGIONAL IMPACTS AND FUTURE GROWTH

While Stockton has maintained a relatively small and stable population, the surrounding region has experienced explosive growth in recent years. According to projections from the Kem C. Gardner Policy Institute, this rapid regional growth is expected to continue well into the future.



Historical growth is shown in green with projected future growth displayed in yellow.

The area immediately surrounding Stockton is experiencing much of the region’s rapid growth, particularly in the South Rim community west of town. South Rim, an unincorporated residential area characterized by single-family homes on large lots, has expanded to surpass Stockton in both population and land area. In 2024, Tooele County approved an additional development phase on the western edge of South Rim. Because South Rim lacks commercial services, its expanding population increases both the commercial potential within Stockton and the demand placed on Stockton’s transportation network and community amenities, including the local park.

This broader regional growth makes forecasting Stockton’s own population challenging. Future population levels will depend largely on whether the Town chooses to annex adjacent properties, not whether local growth occurs. Without annexation, Stockton’s population is likely to remain small, with most new development occurring outside its municipal boundaries. With annexation, the Town would absorb some of this growth and see its population increase. Public feedback gathered through the community survey and open house reflected mixed views: some residents prefer the Town to annex and guide nearby growth so that Stockton residents can have a greater say in its development, while others believe the Town lacks the staff capacity to manage new development effectively and would rather leave growth to the County’s more extensive resources.

Regardless of which path the Town ultimately chooses, this General Plan acknowledges a fundamental reality: growth affecting Stockton will continue, whether it occurs inside the municipal boundaries or immediately beyond them.



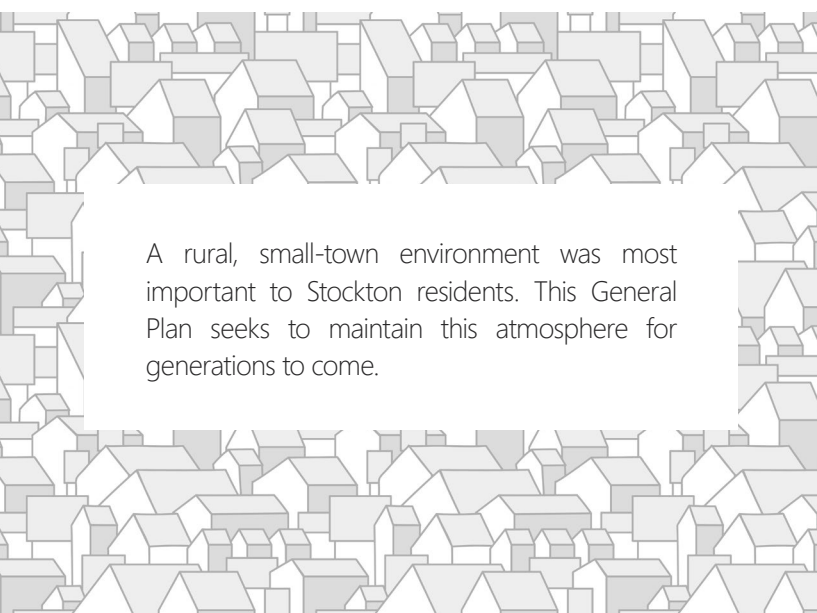
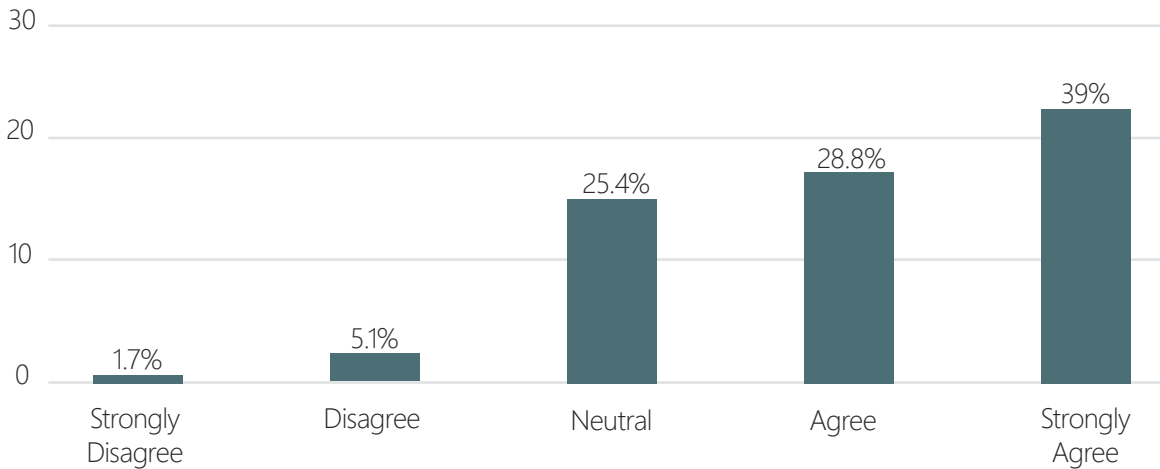
COMMUNITY VALUES

Residents value community connections. This is aided by a small-town environment that includes many people with deep local roots. Neighbors often know one another, and community events provide opportunities to gather, socialize, and strengthen relationships. Most residents enjoy living in Stockton and feel it is a great place to live. At the same time, residents express more neutral feelings about Stockton’s future, with many noting that the Town faces important issues that need attention.

40.7%
are **neutral** about the **future of the town**

Stockton Is a Great Place to Live

59 Responses



A rural, small-town environment was most important to Stockton residents. This General Plan seeks to maintain this atmosphere for generations to come.

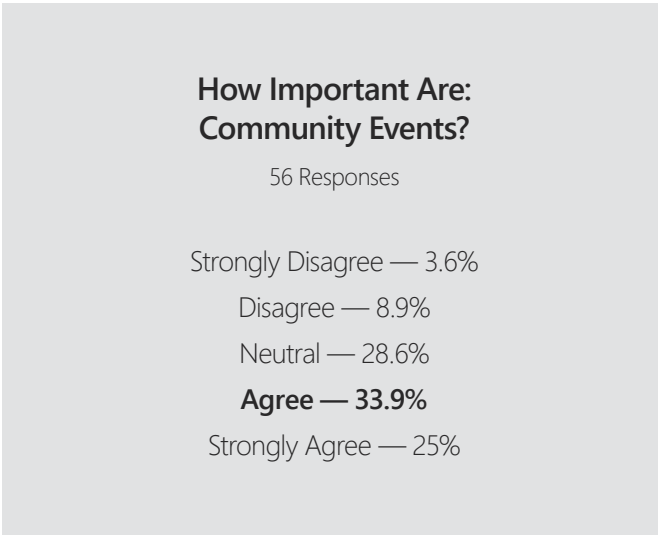
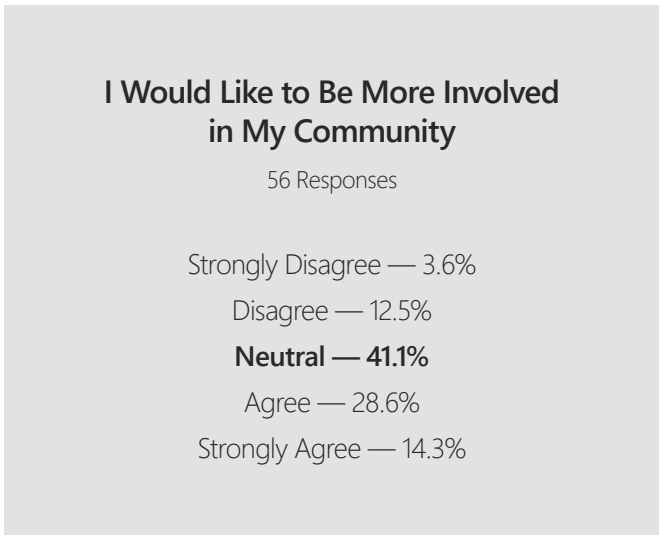
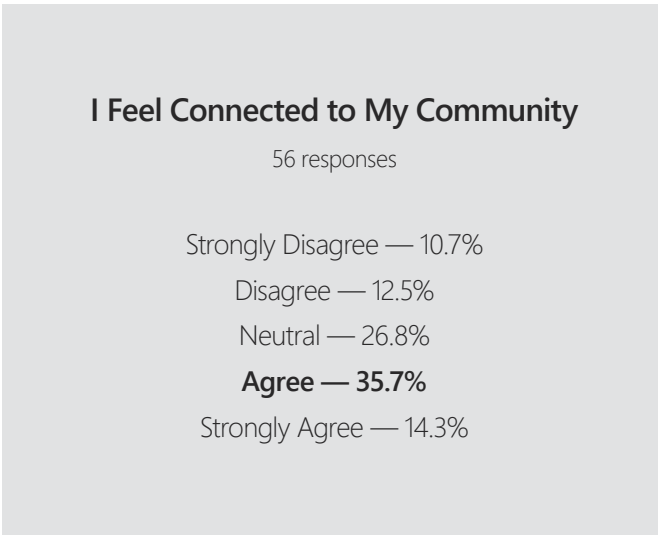
What Do You Like Most About Living in Stockton?

(Select all that apply)

(59 responses)

Rural, small-town environment	81.4%
Natural beauty and recreation	61%
Safety/low crime rate	54.2%
Grew up here/familiarity	25.4%
Proximity to friends/family	18.3%

Residents express strong appreciation for their community and report high satisfaction with local events such as Stockton Days and various holiday celebrations and activities. Survey responses indicate that these events are widely valued, and while many residents are content with their current level of involvement, others expressed interest in becoming more engaged. This suggests an opportunity for the Town to continue strengthening and expanding community-building activities.



SOURCES

- ¹ <https://collections.lib.utah.edu/ark:/87278/s6nz8jrk>.
- ² <https://collections.lib.utah.edu/ark:/87278/s67h1z8d>.
- ³ U.S. Decennial Census.
- ⁴ 2020 Decennial Census.
- ⁵ <https://collections.lib.utah.edu/ark:/87278/s6pz5kvh>.



Chapter 3: Land Use

INTRODUCTION

The Land Use Element guides how Stockton will grow and address land use. This element implements Utah Code §10-9a-403 by describing existing land use patterns, projecting future opportunities and constraints, and establishing goals and strategies to promote orderly and desirable development. The land use policies in this element are rooted in Stockton's values: its rural character, mountain setting, mining heritage, and strong community identity.

This element builds on prior planning documents and updates Stockton's land use policies, goals, and strategies. The 2002 Stockton General Plan documented core issues that remain relevant today, including limited land available for development, infrastructure constraints (particularly water), and the need to manage growth in a way that preserves Stockton's identity while strengthening its tax base. The 2020 "We Are Stockton" General Plan reaffirmed these themes and noted that residents strongly value the town's small-town feel, open space, and historic background while also expressing a desire for an improved main street and more local services.

HOUSING

Stockton's housing landscape is largely single-family homes on medium and large lots. Survey responses showed that most residents feel neutral about whether Stockton currently offers enough housing options. This suggests that while housing is not perceived as scarce, there is also no strong desire for significant additional development. When asked about higher-density housing, such as apartments or multifamily buildings, residents expressed clear opposition: only about 20 percent supported such options, while 65 percent were opposed. This sentiment reflects a community preference for maintaining the existing low-density, spacious development pattern. In the future, Stockton's housing policies should reinforce these values by focusing on traditional single-family neighborhoods while ensuring that limited, small-scale alternatives—such as accessory dwelling units or modest infill—can support residents across life stages without altering the town's established character.

57.9%
strongly disagree with building an apartment building or townhomes along the highway

Survey results show that Stockton faces a familiar small-town challenge: limited local commercial options paired with generally high satisfaction in driving elsewhere for goods and services. Nearly 65 percent of residents reported that Stockton does not have sufficient commercial offerings, yet when asked whether they prefer to drive to Tooele instead of having more businesses in town, a clear majority agreed—and over a quarter strongly agreed. This pattern indicates that while residents recognize the lack of local commercial amenities, they are not eager for significant new development that could change Stockton’s rural character or increase traffic along Highway 36.

What Kinds of Developments Would You Prefer to See in New Growth Areas?

(Select all that apply)

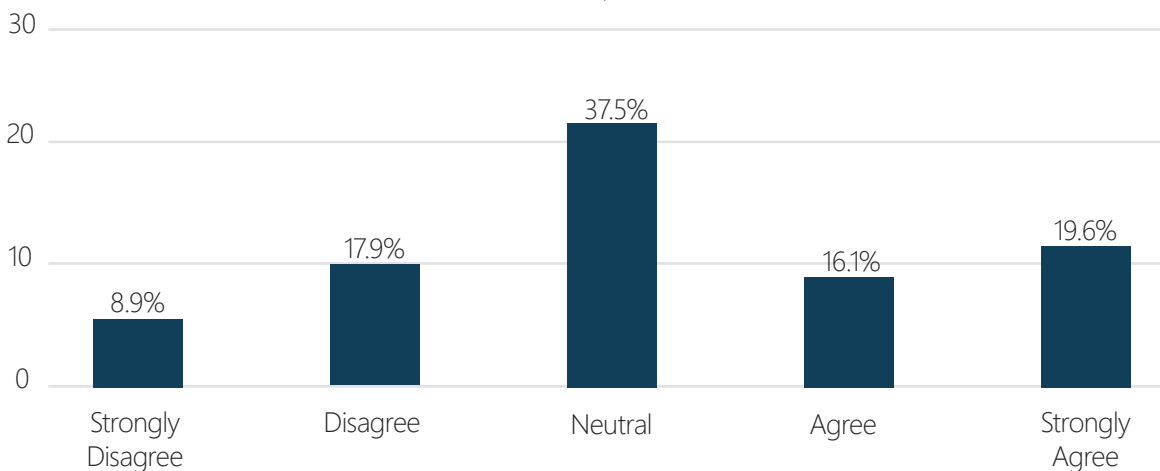
(55 responses)

Single-family homes on medium sized lots (¼ to ½ acre)	60%
Housing on agricultural lots (5+ acres)	49%
Housing on large lots (1 acre)	44%
Commercial	20%
Some multifamily housing (townhomes or apartments) near the highway	15%
None	4%



There Are Sufficient Housing Options Available in Stockton

56 Responses



There Are Sufficient Commercial Options (Grocery, Hardware Stores, Restaurants, Other Retail) Available in Stockton

56 Responses

Strongly Disagree — 32.1%

Disagree — 30.4%

Neutral — 14.3%

Agree — 10.7%

Strongly Agree — 12.5%

I Would Rather Drive to Toole Than Have Commercial Options Available in Stockton

58 Responses

Strongly Disagree — 17.2%

Disagree — 5.2%

Neutral — 25.9%

Agree — 24.1%

Strongly Agree — 27.6%

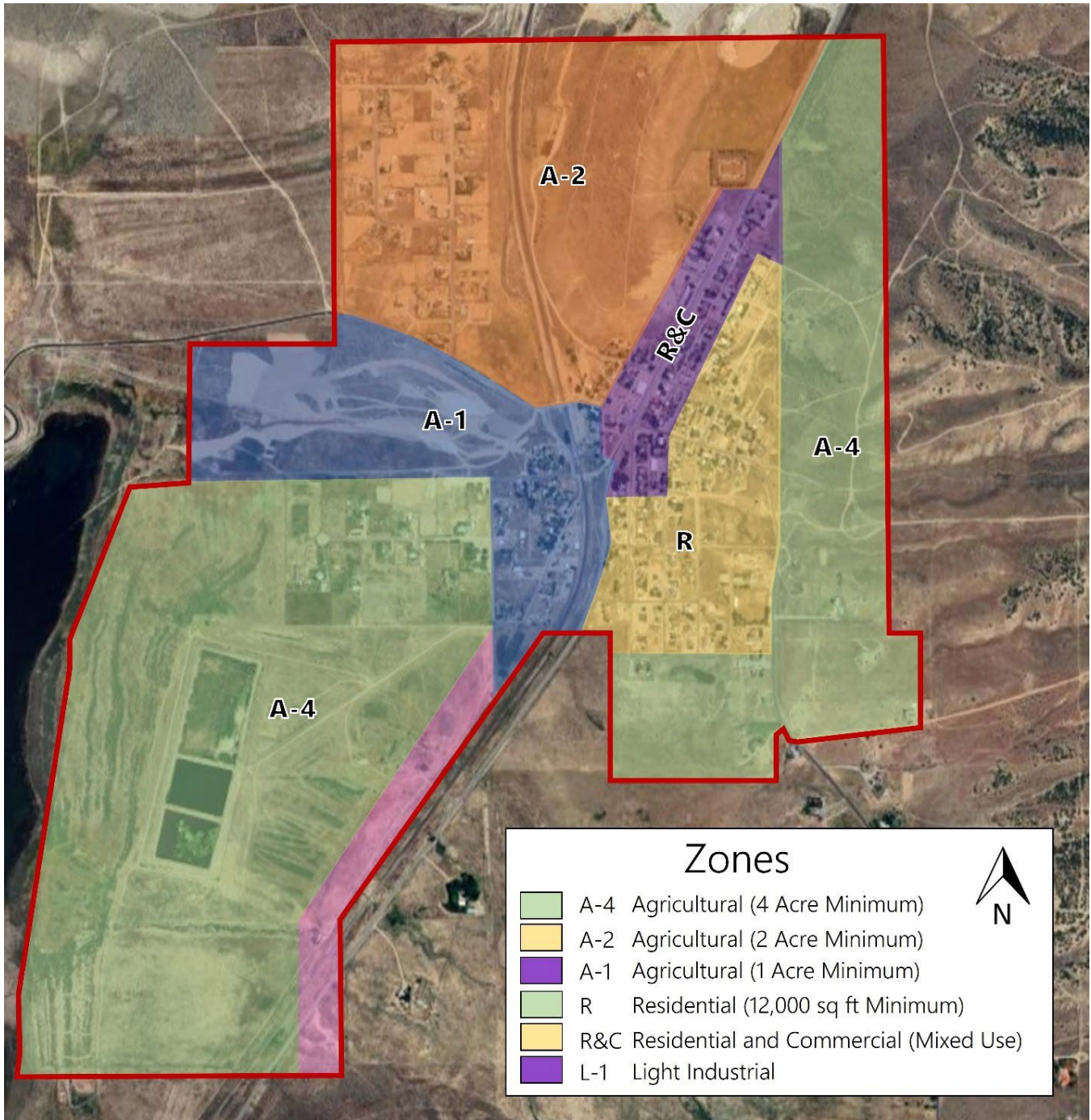
Instead, the town should pursue a balanced approach: maintaining the quiet, low-intensity environment residents value while providing flexibility that allows modest, organic economic activity. Flexible mixed-use zoning in the town center can create opportunities for small businesses, home-based enterprises, and adaptive reuse of existing buildings without actively recruiting large-scale commercial developments or offering substantial incentives. This approach supports local entrepreneurship and enhances convenience for residents while respecting the community’s stated preference for limited commercial growth.

CURRENT ZONING PATTERNS

The town’s zoning structure includes agricultural zones (A-1, A-2, A-4), residential districts (R, R-4), a mixed-use residential/commercial zone (R-C), and a light industrial district (I-1). The 2002 plan noted that three-quarters of the town was zoned for one-acre or larger lots, with only limited zoning available for small-lot or multifamily housing. This restricted the town’s ability to diversify housing, promote affordability, or support a viable local commercial sector. The 2020 plan similarly found that only 258 acres of developable vacant land remained, and existing zoning would support a maximum of approximately 141 additional homes. These conditions largely remain the same in 2025, with only a handful of homes constructed since 2020.

Zone	Description
A-4	Agricultural 4 Acre Zone (not less than 4 acres)
A-2	Agricultural 2 Acre Zone (not less than 2 acres)
A-1	Agricultural 1 Acre Zone (not less than 1 acre)
R	Residential Zone (not less than 12,000 square feet)
R-4	Multiple Residential Zone
R-C	Residential-Commercial Zone
LI	Light Industrial Zone

STOCKTON CURRENT ZONING MAP



FUTURE LAND USE CATEGORIES



Residential: This allows for any zones that prioritize residential development at a density under one unit per acre. Currently, the Town has an R-1 zone that requires a minimum of 12,000 sq ft for a single-family home.



Agricultural: This allows for zones that prioritize agricultural development and may include limited single-family residential. The Town has three different agricultural zones that each allow agricultural uses, and one single-family home on a minimum acreage, as determined by zone. The minimum lot size in this land use category is 1 acre, with some zones requiring larger lot sizes.



Mixed-Commercial: This area is designated for commercial and higher-density infill. The Town currently has one commercial zone, called the R-C Commercial Zone. This provides for a mix of development types. Any additional zone or overlay shall align with the goal of providing flexible zoning for commercial enterprises and historic structures along the highway.



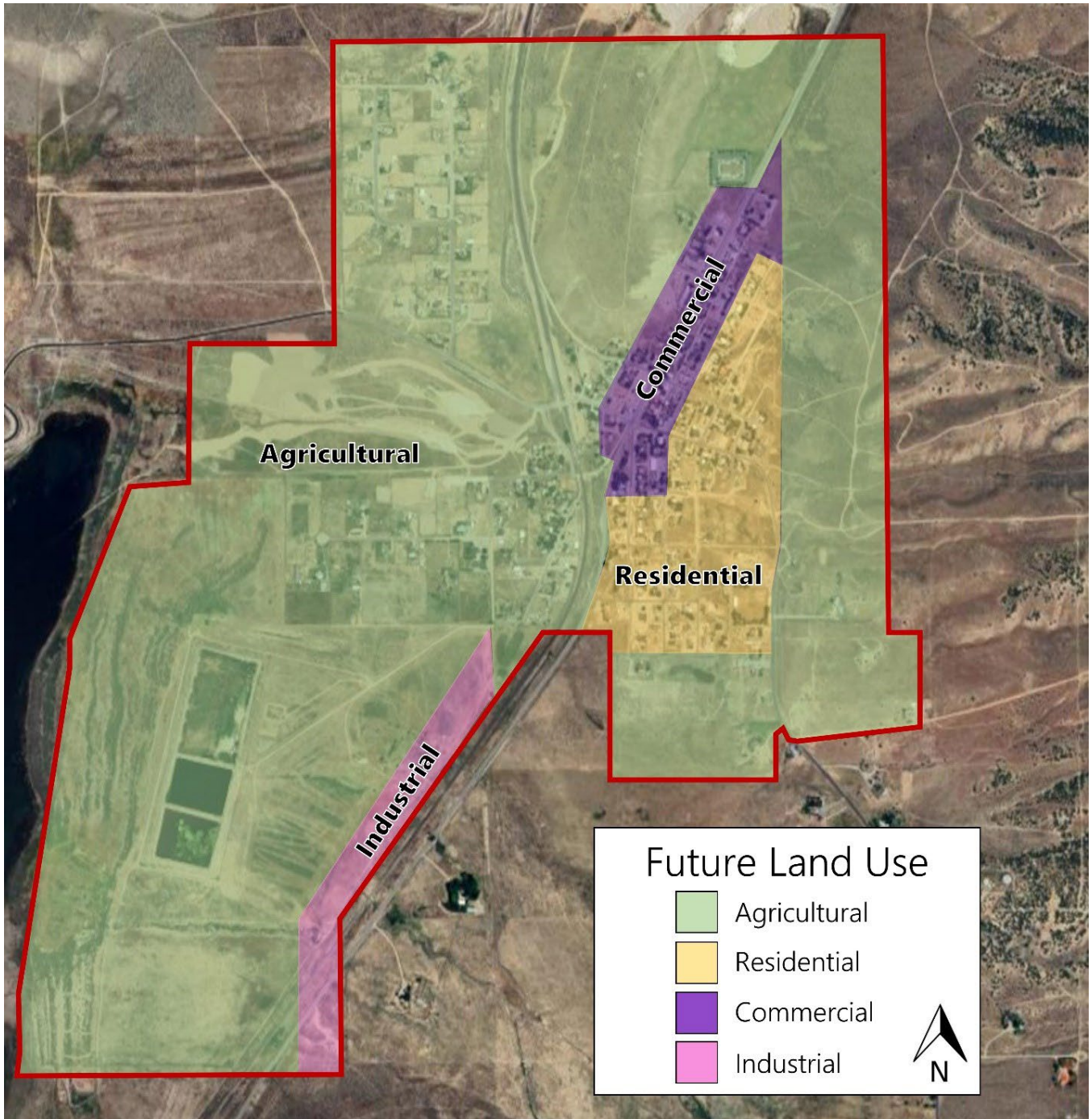
Light Industrial: This area allows for industrial uses. Currently, the Town has one industrial zone, the Light Industrial Zone, which has been applied to this area.

Interpreting the Future Land Use Map

The Future Land Use Map is a guiding tool that visualizes Stockton's long-term vision for how land should develop over time. In Utah, this map supports the requirements of Utah Code §10-9a-403 by providing a policy framework used by the Planning Commission and Town Council when evaluating rezonings and annexations. It is not zoning. While not regulatory, the Future Land Use Map should be referenced whenever land use decisions are made to confirm that proposals are consistent with the community's stated goals and intended development patterns.



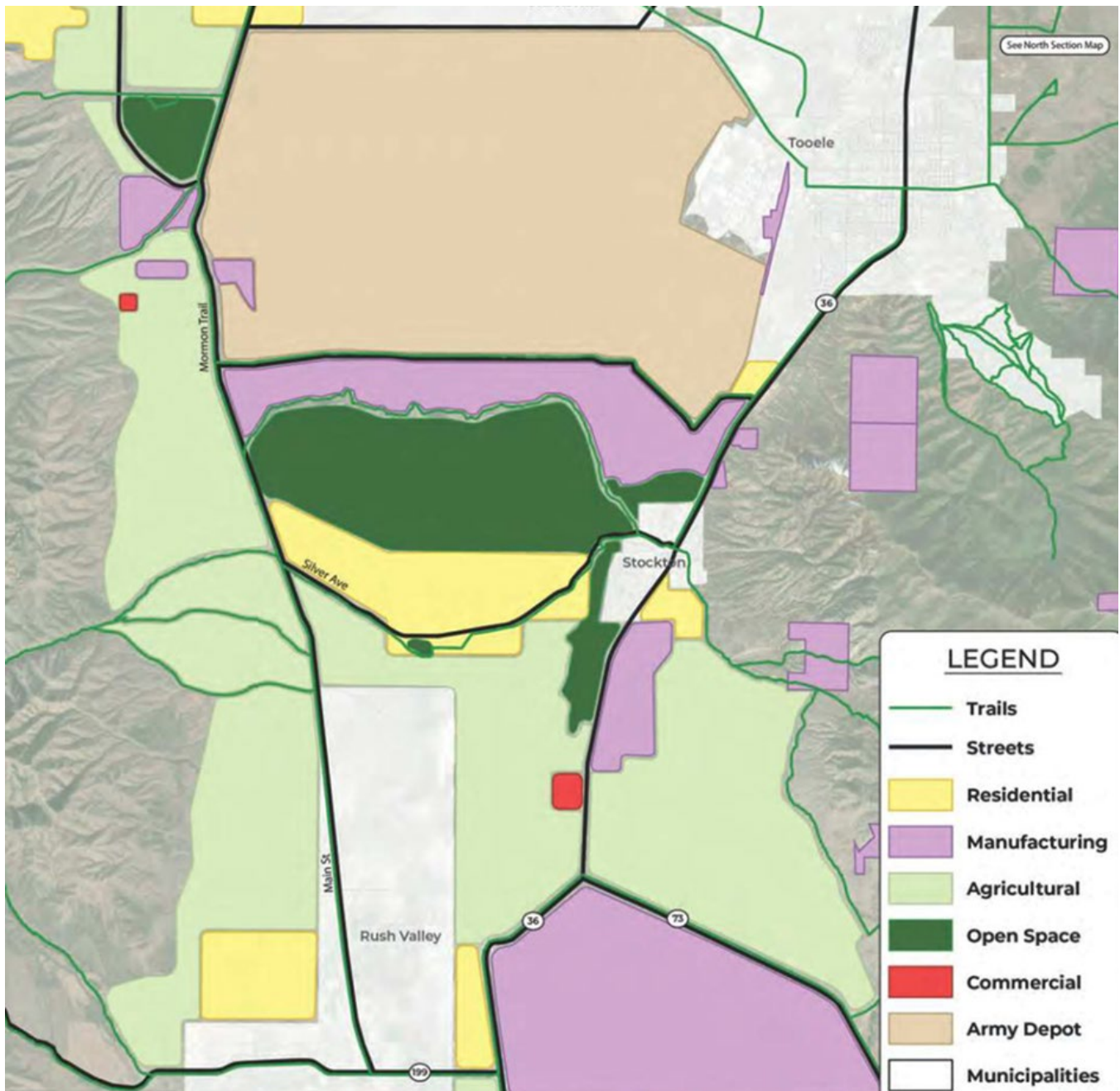
STOCKTON FUTURE LAND USE MAP



REGIONAL PLANNING

Tooele County’s General Plan includes a future land use map for the unincorporated area surrounding Stockton. This map shows open space on the north and west of town, manufacturing south of town, and residential southeast of town. Public lands are located east of town. These are intended to remain as open space. When growth occurs in the unincorporated County, it is highly likely to conform to its future land use map.

2022 TOOELE COUNTY FUTURE LAND USE MAP¹

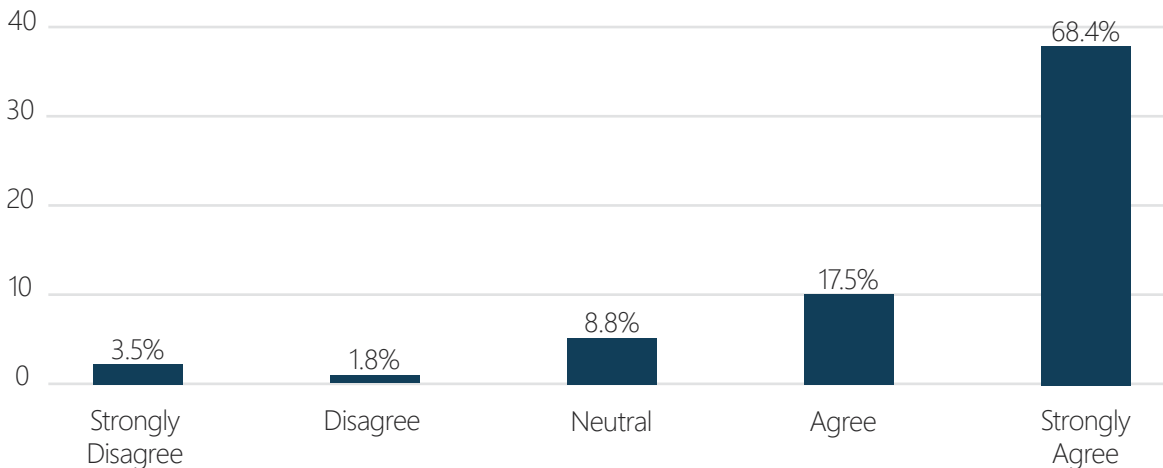


While many residents would prefer little to no growth, they also recognize that change is already happening—most visibly through the South Rim development, which now exceeds Stockton in size. Additional residential activity has appeared south of town, and rumors of future commercial development along the highway surface from time to time. Given these realities, residents acknowledge that if growth is inevitable, Stockton should have greater control over how and where it occurs. In fact, 86 percent of survey respondents stated they would prefer the Town—not outside entities—to regulate new development. This is compared to only 5 percent who disagreed.



I Would Rather Have Stockton Regulate New Developments (Zoning, Street Layout, Development Standards, Etc.) Instead of Toole County

57 Responses



FUTURE GROWTH

As Stockton plans for managing future residential growth, community feedback provides clear guidance on both the preferred location and character of new housing. Residents consistently indicated that, if additional development occurs, it should be directed to the south side of town, where it can extend existing neighborhoods without altering Stockton's established rural form. Survey results further show strong support for continuing the town's traditional pattern of low-density single-family housing, particularly on ¼-acre and 1-acre lots. While high-density options received little support, nearly half of respondents favored allowing a limited amount of "garden court" housing—small 55+ buildings with four units each—to offer downsizing options for older adults while maintaining Stockton's desired low-intensity residential character.

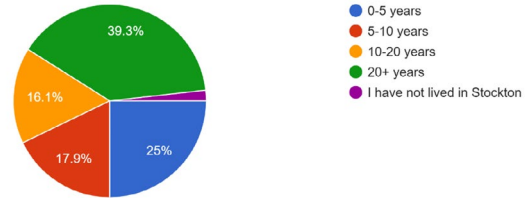
Survey Question:

How Many of Each Housing Type Would You Like to Have in New Growth Areas?

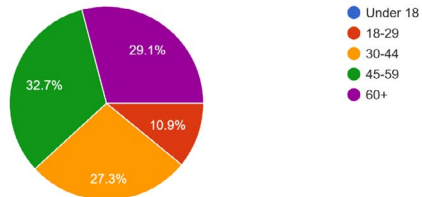
57 Responses



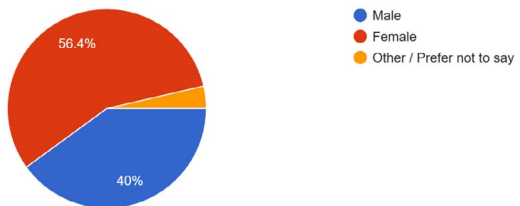
Single-Family Homes on 1/4-Acre Lot



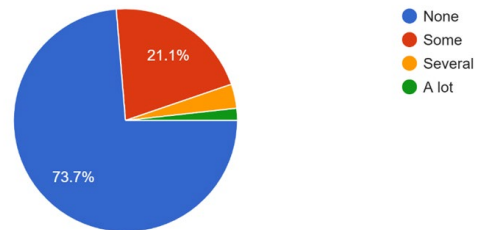
Single-Family Homes on 1-Acre Lot (or More)



Garden Court (55+ Housing, Four Units in a Building)



Townhomes or Similar



When land is annexed into Stockton, it must be incorporated into the Town’s Future Land Use Map and assigned an initial zoning designation consistent with the community’s goals. As the Town Council evaluates annexation petitions and subsequent zoning decisions, it should consider the strong public feedback received during this planning process. Residents expressed a clear preference for directing any future residential growth to the south side of town and maintaining Stockton’s established pattern of medium- and large-lot single-family development, with limited opportunities for small 55+ “garden court” housing. Integrating this community guidance into annexation and zoning decisions will help ensure that newly annexed areas develop in a manner that aligns with Stockton’s rural character and long-term vision.

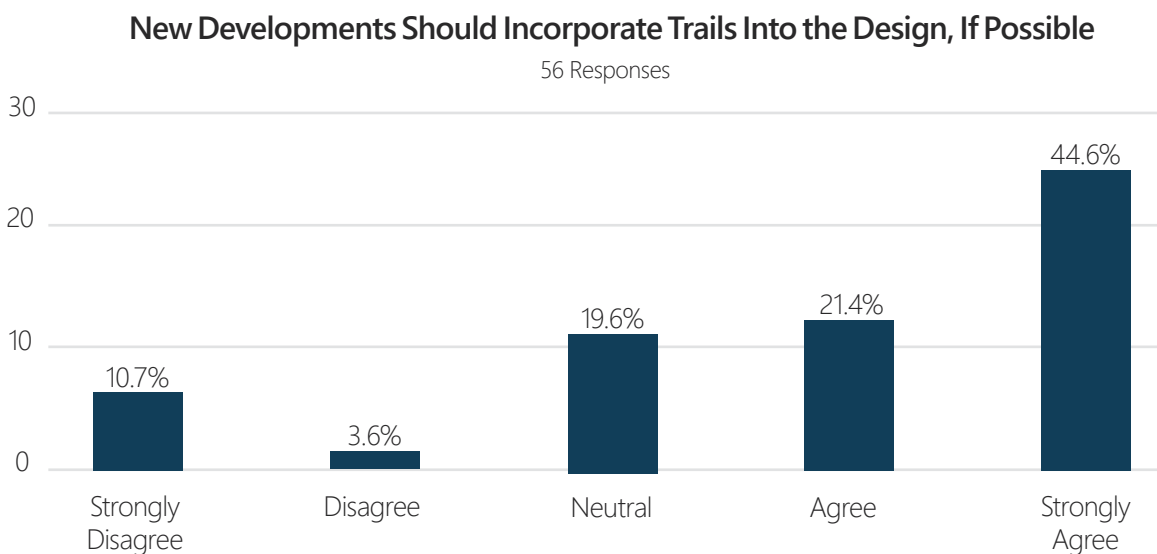
INTEGRATING LAND USE AND INFRASTRUCTURE DECISIONS

Land use decisions should never occur in isolation—they must be closely coordinated with the planning, funding, and long-term maintenance of trails, parks, roads, utilities, water and sewer systems, other public infrastructure, and municipal staffing and services. Each land use choice influences the demand placed on public infrastructure. Conversely, the location and capacity of infrastructure determine where development is appropriate and fiscally responsible.

Well-planned neighborhoods and commercial areas should connect seamlessly to parks and trails, support safe walking and biking, and be served by roads and utilities sized for their intended use. Likewise, land use designations must account for Stockton’s limited water supply. Growth should occur only where reliable culinary water, adequate sewer capacity, stormwater systems, and emergency access can be provided. Integrating land use with infrastructure planning delivers services more efficiently, protects public resources, reduces long-term costs, and ensures that growth strengthens rather than strains the community.

70.2%

strongly agree that new development areas should maintain access to public lands, such as ATV, Jeep, and hiking trails



HISTORIC PRESERVATION

While many early buildings, such as cafes, saloons, mercantiles, barbers, and the town opera, have disappeared—several lost to fire—Stockton’s residents preserve the memory of their town’s past through local storytelling and community landmarks. A few notable historic sites remain today:

- **Stockton Jail** (1902): A one-cell jail preserved at the base of Tabernacle Hill.
- **Stockton Town Hall** (1929, former school): Originally built as a school, later adapted for civic use, and still central to the community. This building houses the Stockton Daughters of Utah Pioneers Museum, which features photographs, artifacts, and memorabilia from Stockton’s early days.
- **Stephoe Historical Marker**: Located at nearby Rush Lake, marking the site of Colonel Steptoe’s 1850s Camp Relief.

Following incorporation in 1901, Stockton experienced a wave of civic improvements that helped establish it as a thriving mining community. Electricity was introduced in 1903 by the Clark Electric Power Company, and several streetlights were installed shortly thereafter. The Board of Trustees set aside land for a public square and cemetery, and new civic and social buildings transformed the community’s landscape.

Among the earliest civic projects was the Stockton Jail, a single-cell structure built in 1902 at the base of Tabernacle Hill. Although designed to hold offenders during Stockton’s mining boom, the jail was rarely used for more than overnight stays for drunks or rail passengers. While most early civic buildings have been lost, the jail remains as a tangible reminder of Stockton’s mining era, preserved today behind a protective fence.

In 1902, the community also celebrated the construction of the large brick and adobe I.O.O.F. Hall (Independent Order of Odd Fellows). The hall quickly became the heart of community life, hosting dances, card parties, school functions, and Christmas programs. Its dance floor was well-regarded throughout the county, and many local musicians performed there. Sadly, the hall was destroyed by fire, leaving only memories of its role in shaping Stockton’s cultural identity.

The arrival of the Oregon Short Line Railroad in 1902 further connected Stockton to regional markets and communities. By 1904–05, a large depot had been constructed to serve both freight and passengers. The depot became a vital hub of commerce and travel, with residents fondly recalling returning soldiers waving from train windows as they passed through after World War I. The depot was eventually demolished, but it remains a key chapter in Stockton’s history.



*Independent Order of Odd Fellows, early 1900s.
Courtesy of Utah State History.²*



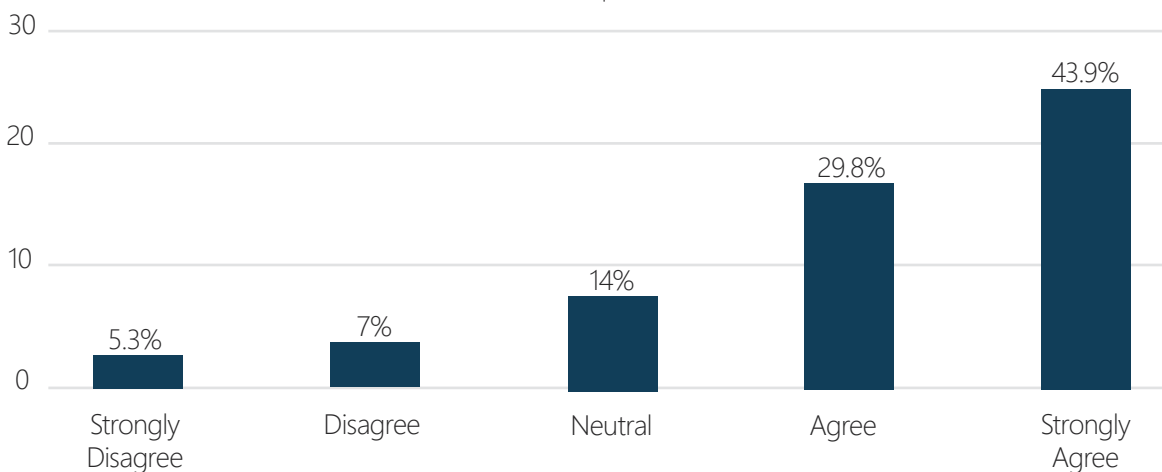
*Stockton Rail Depot, early 1900s.
Courtesy of the Utah State Historical Society.³*

In 1929, Stockton invested in another cornerstone of community life with the construction of the Stockton School, designed by the regional architectural firm Scott & Welch. The building replaced an earlier 1912 schoolhouse and reflected statewide efforts to modernize education following the Free Public School Act of 1890. With four classrooms, a central hall, and a basement, the school served not only Stockton's children but also those from surrounding communities, including Ophir Creek and, later, the Deseret Chemical housing area. The school remained in continuous use until 1984, when it was closed and repurposed as the Stockton Town Hall. Today, it continues to serve the community, housing town offices, the police department, and the public library. Despite some alterations, the building retains strong historical integrity and stands as a lasting legacy of early Stockton.



I Support the Town Pursuing Grants to Preserve These Structures

57 Responses



Residents support historic preservation efforts to maintain the last remaining vestiges of mining life. A clear majority emphasized the importance of protecting the town's historic school and jail and encouraged the Town to seek grants to restore and maintain these structures. Together, these buildings—and the stories tied to them—form a vital foundation for Stockton's sense of place. They connect current and future generations to the town's origins as a mining hub, its evolution into a tight-knit and resilient community, and its ongoing commitment to preserving its historic identity, even as new growth and change occur.

LAND USE GOALS

Goal 1: Update and Maintain an Effective and Responsive Town Code

A. Review and update the Town code	
1	Review legislative changes annually and update code to remain in compliance with Utah State Code
2	Update zoning map whenever zone changes are adopted
3	Align the code with the vision in the General Plan

B. Update conditional use permits to align with Utah State Code and best practices	
1	Ensure that all permitted and conditional uses are compatible with the intent of the zoning district
2	Outline conditions to mitigate and otherwise address for each conditional use
3	Streamline the process to track and monitor conditional uses along with permit compliance

Goal 2: Promote Orderly, Efficient, and Desirable Development

A. Develop a desirable and sustainable “town center”	
1	Provide zoning flexibility in downtown areas to assist landowners to best utilize their property
2	Provide a zoning overlay option to allow adaptive reuse of existing structures, including the permitting of mixed-use structures
3	Update all commercial and downtown overlay standards to support desirable urban design

B. Manage growth in an orderly fashion	
1	Avoid upzoning property until it is time for development
2	Consider PUDs or zoning overlays, with a development agreement for larger development proposals
3	Streamline development review process
4	Review existing and planned culinary and sewer capacity before any zone change or annexation is processed

Goal 3: Promote a Sense of Peace

A. Support historic preservation efforts		B. Strengthen Identity	
1	Prioritize maintenance and upkeep in-line with the historic appearance of the structures	1	Incorporate mining themes into public spaces, signage, trails, and community events
2	Pursue grants and assistance for upkeep	2	Highlight and promote Stockton's Dark Sky qualities (See goals in Natural Resources Element)
3	Sponsor volunteer events to clean up, maintain, and beautify historic properties		
4	Partner with local historians, Tooele County, and heritage groups, such as the DUP, to document and share mining-era stories and artifacts		

SOURCES

¹ 2022 Tooele County General Plan, page 19, <https://cms3.revize.com/revize/tooelecountyut/Document%20Center/Department/Development/General%20Plan/tooele-county-general-plan-2022.pdf>.

² <https://collections.lib.utah.edu/ark:/87278/s6ck286j>.

³ <https://collections.lib.utah.edu/ark:/87278/s6dj5rq5>.



Chapter 4: Moderate Income Housing

INTRODUCTION

This chapter addresses Stockton's current and future housing needs, in alignment with Utah's moderate-income housing requirements as outlined in Utah Code 10-9a-401. It provides a foundation for future housing policy decisions by analyzing existing housing conditions, identifying gaps in housing types and affordability, and recommending strategies to support a broader range of housing options that align with community goals.

HOUSING NEEDS ASSESSMENT

A comprehensive assessment of Stockton's housing inventory reveals a predominantly owner-occupied market with limited rental availability and housing type diversity. This analysis includes an evaluation of housing typology, unit size, occupancy trends, affordability, and recent construction activity to help the Town better understand where the current supply may fall short of evolving demand. The assessment concludes that Stockton's housing pattern of low-density single-family homes may not meet the needs of all current or future residents, particularly young adults, seniors, and workforce households.

What is "moderate incoming housing"?

Utah State Code defines "moderate income housing" as housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.¹

- The household must be able to occupy the housing unit by paying no more than 30% of the household's income for gross housing costs, including utilities.²
- "Gross housing costs" not only includes cost of rent or mortgage, but all other housing costs, such as property taxes, utilities, mortgage insurance, and home-related insurance.

¹ Utah Code 10-9a-103(41)

² Utah Code 35A-8-2201(3)

Total
Residential Units

268

Estimated
Owner-Occupancy Rate

94%

Average
Household Size

3.35

CURRENT HOUSING MARKET CONDITIONS

Owner-occupied households average: 3.27 persons

Renter-occupied households average: 4.56 persons

The larger number of renter-occupied households suggests significant occupancy pressure on the town's limited rental options.

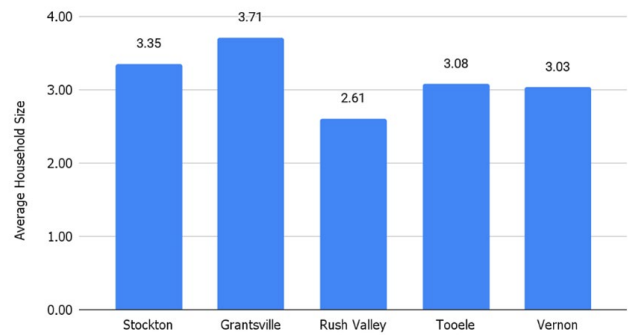
Regional Comparison

Stockton has larger households and fewer rentals than Tooele, while Grantsville has the largest average household size. Rush Valley and Vernon also maintain high ownership rates, but with smaller household sizes.

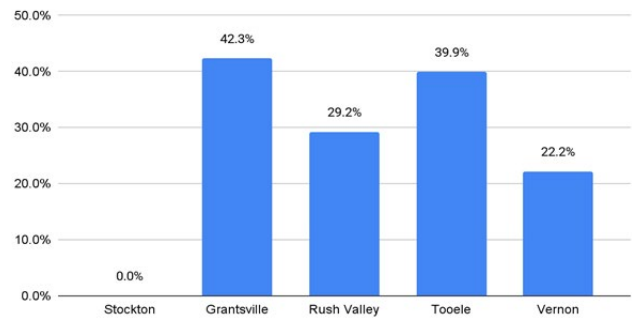
Affordability

Recent data show that 0 percent of households in Stockton are classified as cost-burdened. This suggests that no households spend more than 30 percent of their income on housing. This finding must be interpreted with caution. Neighboring communities report much higher rates of cost burden, including 42.3 percent in Grantsville City and 22.2 percent in Vernon Town, suggesting that Stockton appears comparatively more affordable. However, Stockton's very small population and limited available data heavily skew these results, making it difficult to draw firm conclusions about true housing affordability in town. While the numbers provide a preliminary point of reference, they are not robust enough to represent long-term conditions or emerging trends. Local observations and continued data collection will be essential to developing a clearer, more reliable understanding of housing affordability in Stockton.

Average Household Size Comparative Analysis

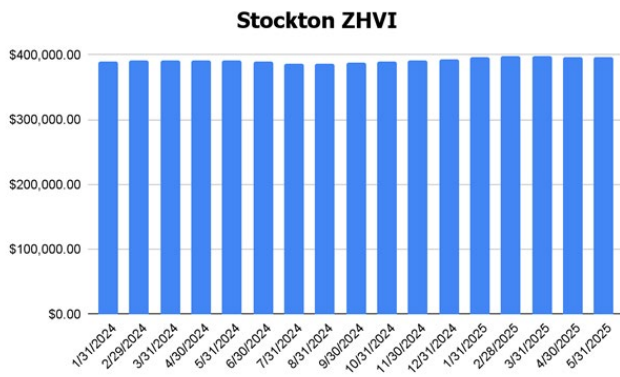


Cost Burdened Households



Home Prices

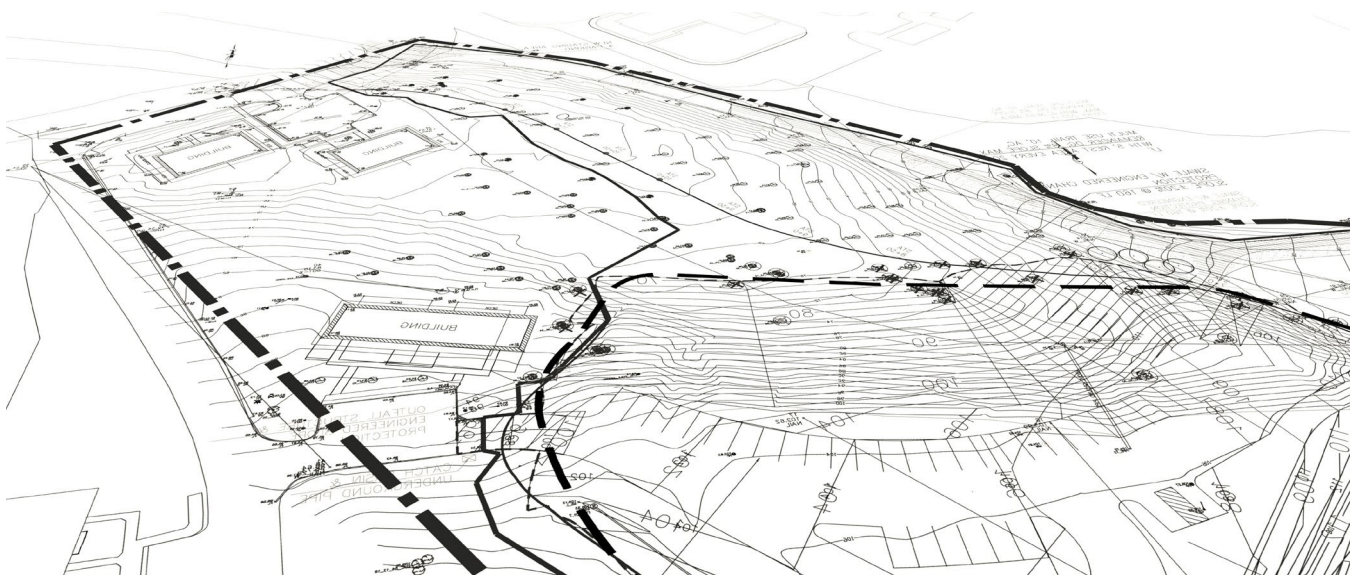
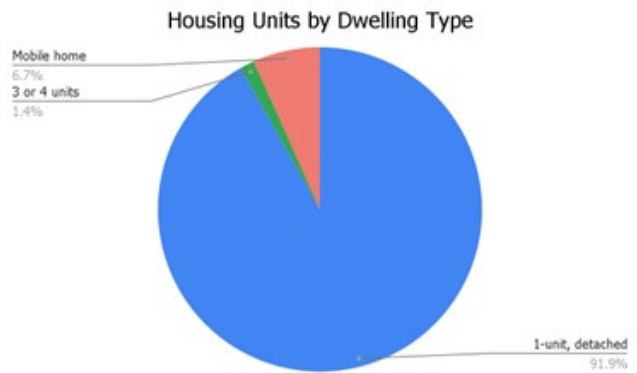
According to Zillow Home Value Index (ZHVI) data, Stockton’s housing market has remained relatively steady, showing only modest fluctuations over the past year. The typical home value was \$390,584 in February 2024 and rose to \$395,927 by May 2025—an increase of about 1.37 percent over 15 months. While this growth is not as dramatic as that in faster-moving markets in the region, the slow and steady appreciation suggests stable demand and limited volatility. Such conditions often point to low vacancy rates and sustained interest in local housing. Rather than experiencing sharp swings common in higher-pressure markets, Stockton’s home values appear to be gradually rising, offering a more predictable environment for both renters and prospective buyers.



Housing Types

Stockton primarily consists of single-family detached homes, accounting for 91.9 percent of the housing supply. Stockton’s housing typology is as follows:

Types of Housing Units	Stockton Total
Total housing units	283
1-unit, detached	260
1-unit, attached	0
2 units	0
3 or 4 units	4
5 to 9 units	0
10 to 19 units	0
20 or more units	0
Mobile home	19
Boat, RV, van, etc.	0

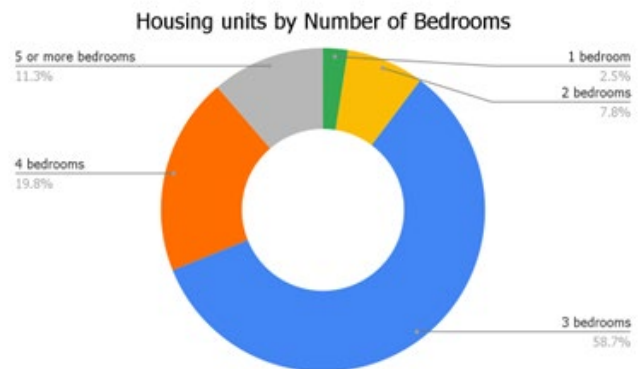


Stockton's housing stock is overwhelmingly composed of larger homes, leaving limited options for smaller and more affordable units. Assigning five bedrooms to all homes categorized as having "five or more," the town's 283 housing units average 3.30 bedrooms per dwelling. Most units fall into the larger-sized categories, with 166 three-bedroom homes (59%) and 88 units (31%) containing four or more bedrooms. In contrast, the supply of smaller homes is minimal: only 7 one-bedroom and 22 two-bedroom units exist townwide. This imbalance suggests that key segments of the housing market, including seniors looking to downsize, young adults forming new households, single residents, and those seeking more affordable entry-level options, are not well served by Stockton's current supply.

No. of Bedrooms	Stockton Total by No. of Bedrooms
Total Housing units	283
No bedroom	0
1 bedroom	7
2 bedrooms	22
3 bedrooms	166
4 bedrooms	56
5 or more bedrooms	32

CURRENT AND FUTURE HOUSING SUPPLY GAPS

The housing gap analysis shows that Stockton's current housing supply does not align with the community's present or future needs, revealing both immediate shortages and long-term mismatches by bedroom type. As shown in the table, the analysis compares existing units to estimated demand, based on typical household-size patterns such as one-bedroom units for young adults or four- and five-bedroom units for larger families, while also incorporating current vacancies and a target vacancy rate to maintain a healthy market. By evaluating how many units Stockton has today against how many are needed, both now and over the next 20 years, the analysis identifies clear surpluses in some categories and significant shortages in others. This approach highlights not only where Stockton's housing stock already falls short, but also where future gaps are likely to grow if development patterns remain unchanged.



No. of Bedrooms	Existing Units	Projected Demand	% of Total Household Units	Current Supply Gap	Future Supply Gap
1 bed	7	34	2.47	-10	-27
2 beds	22	56	7.77	-7	-34
3 beds	166	44	58.63	135	166
4 beds	56	78	19.79	13	56
5+ beds	32	78	11.31	-10	32

The housing gap analysis shows a current and future undersupply of smaller units.

HOUSING OPPORTUNITIES

These findings point to a broader challenge: Stockton's predominantly single-family, owner-occupied housing stock does not fully reflect the diversity of household types emerging in the community. The housing gap analysis shows notable shortages at both ends of the spectrum—too few one- to two-bedroom units for young adults, seniors, and smaller households, and insufficient four- to five-bedroom units for larger and multigenerational families. Addressing these gaps will require expanding the range of housing types and sizes available in town. Encouraging appropriately scaled smaller and larger units, particularly in areas already served by existing utilities, can help meet demand without pushing growth into undeveloped areas. By diversifying its housing supply, Stockton can better support future demand, maintain affordability, and ensure residents have options that meet their needs at every stage of life.

Key Opportunities

- Increase availability of smaller units (one to two bedrooms)
- Support housing for larger families (four+ bedrooms)
- Promote infill and density where infrastructure allows
- Preserve community character while allowing for housing diversity

LAND USE AND ZONING IMPACTS

Stockton's ability to support future housing and economic growth depends, in part, on the flexibility of its land-use regulations. This section reviews how current zoning policies may limit development, even in areas with existing infrastructure, and identifies targeted updates to enable small-scale, infill, and medium-density projects where appropriate.

The analysis also highlights areas suitable for future development based on infrastructure access, site conditions, and compatibility with surrounding uses. This approach helps guide growth that feels consistent with Stockton's character and resources.

CURRENT ZONING REGULATIONS

Stockton's Development Code impacts the feasibility of new development, particularly in areas where existing infrastructure could otherwise support additional growth. The existing regulations limit building size and use, which makes smaller or more compact housing difficult to construct. The zoning restrictions and recommended code updates below clarify how these constraints currently operate in Stockton and how the town can better support infill and increase housing variety.

Zoning Restrictions That May Impact Development Feasibility:

Minimum Lot Sizes: The predominant zones (A-4, A-2, A-1, R) require large minimum lot sizes, ranging from 1 to 4 acres in agricultural zones and at least 12,000 square feet for residential zones. These large minimums limit density and reduce the potential for compact, infrastructure-efficient development.

Split Zoning Constraints: Parcels that span two zoning districts are governed entirely by the designation covering the larger square footage, which may restrict creative infill or mixed-use opportunities.

Non-Conforming Lot Requirements: Development on lots smaller than three platted town lots (or 12,000 square feet) is only allowed by conditional use, and strict site plan requirements apply.

Use Limitations: Uses not expressly permitted in each zoning district are prohibited, limiting flexibility in adapting existing structures or parcels for emerging residential, commercial, or mixed-use models.

Possible Code Updates to Support Development in Areas with Existing Infrastructure:

Introduce Flexible Lot Standards: Consider overlay zones or infill development provisions allowing for smaller lot sizes or increased density in areas with adequate roads, water, and sewer infrastructure.

Expand Permitted Use Lists: Broaden use categories in residential and mixed-use zones to allow for small-scale commercial, home-based business, or missing-middle housing types by right.

Streamline Conditional Use Processes: Clarify and simplify the conditional use approval process for smaller lots or mixed residential types to reduce barriers to infill development.

Create Form-Based Options: Evaluate the feasibility of adopting simplified form-based standards or site plan flexibility in areas along the Highway 36 corridor or older town blocks.

Review Livestock and Accessory Use Standards: Allow limited agricultural and animal uses in smaller lot contexts to support hobby farming or residential-agricultural hybrids, with appropriate buffering measures in place.

OPPORTUNITY SITES FOR DEVELOPMENT

- Vacant, underutilized, or redevelopment-ready parcels that are suitable for higher-density residential development and have characteristics that are compatible with the surrounding area
- Sites that have proximity to essential services such as transportation, utilities, schools, and parks

HOUSING VISION

The housing strategy for Stockton outlined below focuses on creating a balanced, accessible, and community-aligned mix of housing types. Guided by public input and housing data, the Town aims to work toward conditions where current and future residents can find housing that fits their needs and income levels while maintaining the rural character that defines Stockton's identity.

Vision Statement

Stockton will be a livable and welcoming community that offers a variety of housing options for individuals and families

at all income levels, supporting long-term affordability, community stability, and the ability for residents to age in place while preserving the town's small-town charm.

Mission Statement

To expand housing choice by aligning land use policy with infrastructure capacity, reducing regulatory barriers to moderate-income housing, and promoting a range of housing types that reflect Stockton's values, character, and long-term needs.

Guiding Focus Areas

- Encourage a broader mix of housing types, including smaller homes and accessory dwelling units.
- Identify locations where infrastructure can support additional density at minimal cost.
- Align housing policy with state requirements for moderate-income housing.
- Maintain Stockton's rural character while allowing for gradual, meaningful growth.
- Support long-term affordability so residents can remain in the community across life stages.

HOUSING RECOMMENDATIONS

To support housing affordability and meet the requirements of Utah Code 10-9a-401, Stockton should implement targeted policies and programs that align with the following statutory objectives. Each strategy reflects community feedback, infrastructure realities, and the town's desire to preserve its rural character while expanding housing options.

INSERT STOCKTON PHOTO

MODERATE INCOME HOUSING GOALS

Goal 1: Expand housing choices that are attainable for moderate-income residents by promoting diverse unit types, strong design standards, and supportive, inclusive housing policies

A. Expand the range of housing options available at a variety of price points	
1	Identify locations that can appropriately accommodate moderate-income housing and update zoning to allow it
2	Create a downtown overlay zone or other zoning flexibility to allow mixed-use and smaller lot moderate income housing in the downtown area
3	Consider development proposals that include moderate income units as part of a master-planned design
4	Encourage future developments to include a mix of unit sizes and housing costs to better serve diverse household needs

B. Support the development of ADUs as a flexible, low-impact way to increase affordable housing in Stockton	
1	Continue to improve and streamline the ADU approval process to make it easier for homeowners to pursue
2	Consider amending Stockton’s Development Code to allow detached ADUs by right in all residential zones, provided the property contains one existing single-family home and the ADU meets size and location standards
3	Provide an ADU Toolkit about the process, benefits, and guidelines for establishing an ADU
4	Track changes to Utah’s ADU requirements and revise the Town’s code as needed to ensure alignment with state law

C. Create clear design and site-planning standards that support high-quality, attractive multifamily housing that fits Stockton’s character	
1	Make sure overlays and master plans include clear design standards for any multifamily housing to help new development complement Stockton’s established character
2	Update zoning overlays and any zoning districts that permit multifamily housing to include a mechanism to address design standards

D. Regularly assess local housing trends and identify emerging opportunities	
1	Check regularly on the availability of moderate-income housing and note where the town is not yet meeting its aim to provide fair, realistic housing opportunities for all income groups within five years
2	Engage with builders, housing providers, and nonprofit groups to find creative ways to support and increase affordable housing opportunities
3	Actively gather input from residents, particularly growing families and those seeking smaller homes, to track evolving housing preferences over time

INSERT STOCKTON PHOTO

Chapter 5: Transportation

PURPOSE AND INTENT

The purpose of the Transportation Element is to guide the development and upkeep of a safe and reliable transportation system that fits Stockton's small-town and rural character. With a limited street network and growing traffic on Highway 36, the Town's focus is on maintaining existing roads, improving safety, and supporting connections that make it easier for residents to walk, drive, and access nearby destinations. Transportation investments are focused on local needs, such as road maintenance, drainage, and winter snow removal.

STATE CODE REQUIREMENTS

Utah State Code 10-9a-403(2)(ii) requires that the General Plan include a transportation and circulation element that:

- A. provides the general location and extent of existing and proposed freeways, arterial and collector streets, public transit, active transportation facilities, and other modes of transportation that the planning commission considers appropriate;

- B. for a municipality that has access to a major transit investment corridor, addresses the municipality's plan for residential and commercial development around major transit investment corridors to maintain and improve the connections between housing, employment, education, recreation, and commerce;
- C. for a municipality that does not have access to a major transit investment corridor, addresses the municipality's plan for residential and commercial development in areas that will maintain and improve the connections between housing, transportation, employment, education, recreation, and commerce; and
- D. correlates with the population projections, the employment projections, and the proposed land use element of the general plan.

This Transportation Element seeks to meet the objectives of paragraphs A, C, and D. Paragraph B does not apply, as the city does not have access to a major transit investment corridor as defined in Utah State Code 10-9a-103.

In accordance with Utah Code 10-9a-403(2)(e), the Planning Commission has also considered and coordinated with the regional transportation plan developed by the Wasatch Front Regional Council (WFRC), the metropolitan planning organization that includes Tooele County. Other requirements under the statute, such as preparing a station area plan or consulting directly with the Utah Department of Transportation on a transit corridor, do not apply to Stockton's size or setting.

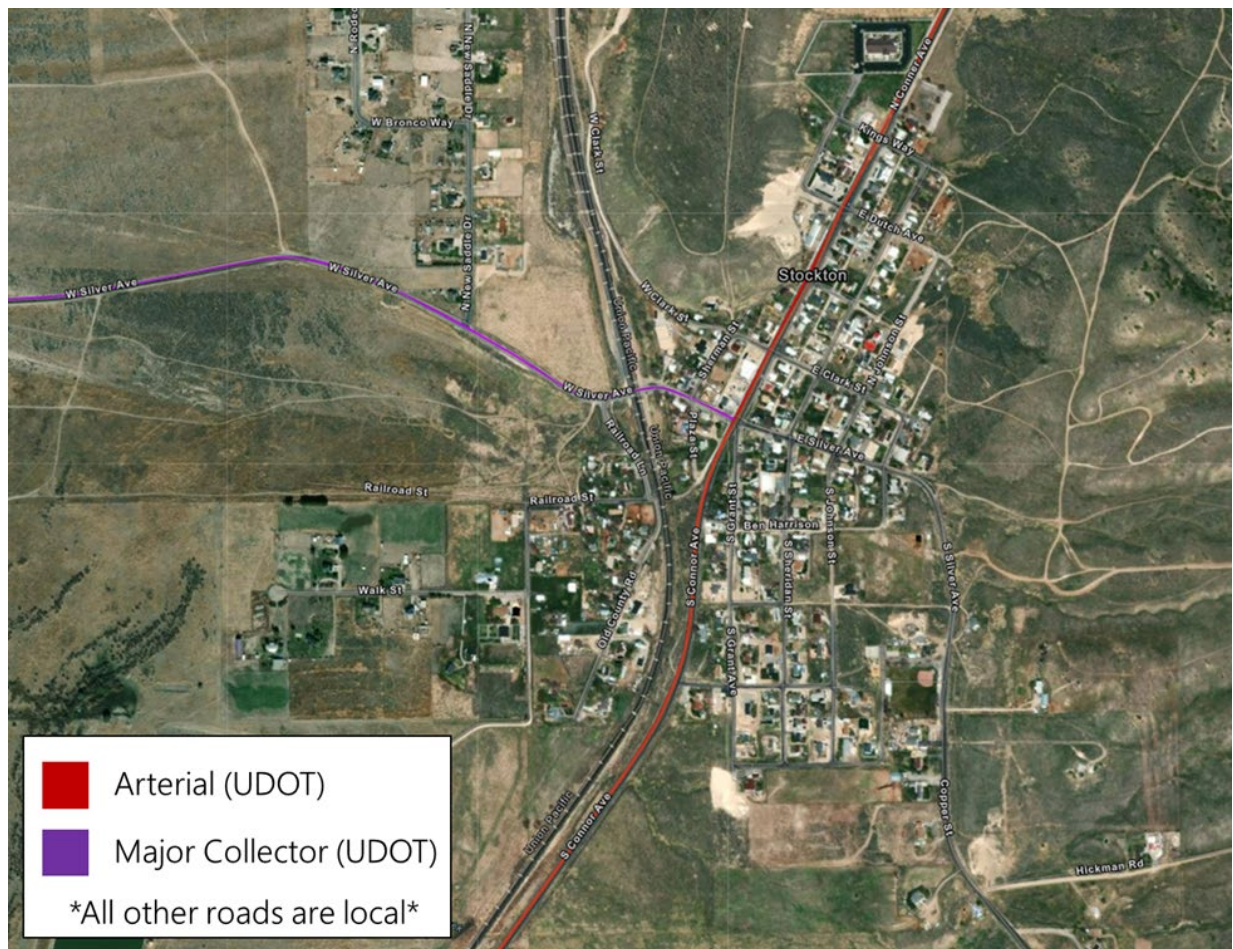
As outlined in Utah Code 10-8-87, Stockton has no major physical barriers, such as canals, waterways, or topographic constraints, that prevent the development of a safe and efficient local circulation system. The town's compact layout and gentle terrain allow for convenient access by vehicle, bicycle, and foot to community destinations such as Town Hall, the Post Office, Alex Baker Memorial Park, and local businesses along Main Street. While no major obstacles limit connectivity, opportunities exist to enhance access and safety through improved sidewalks, crosswalks, and trail links that connect neighborhoods to these key destinations and surrounding public lands.

Existing Conditions

Stockton's transportation network centers around Highway 36 (Connor Avenue), which serves as both the community's main street and its primary regional connection. Most other streets are local, providing neighborhood access and connections to surrounding foothills.

Functional Classification

A UDOT arterial road bisects Stockton: SR 36, also known as Connor Avenue or Main Street, which has a perpendicular junction with Silver Avenue, a major collector road. This road brings traffic to and from South Rim to the west of town. All other roads are local status roads. There are no freeways or public transit existing or planned. Active transportation is addressed in the Recreation and Trails Element.

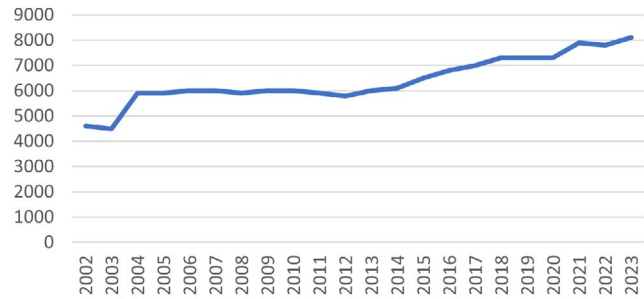


Connor Avenue

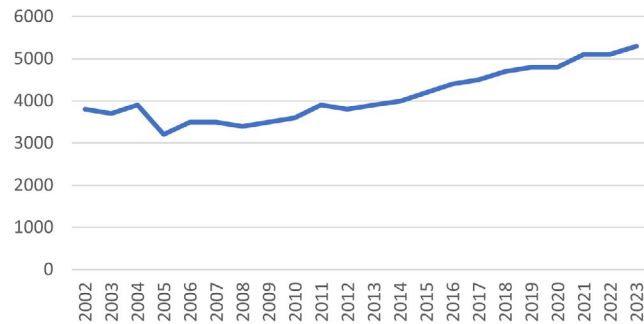
As the Town grows, improvements will focus on maintaining safety, reliability, and connectivity rather than major expansion. While the Town of Stockton has seen minimal growth, developments in South Rim have contributed to regional growth. Traffic on Conner Avenue (SR-36) has nearly doubled over the past two decades, increasing from about 4,500 vehicles per day in 2002 to more than 8,000 in 2023. South Rim is anticipated to continue growing, which will add additional traffic to both Connor and Silver Avenues and increase pressure on the junction between these two roads.

In addition to growth in South Rim, Tooele Valley is experiencing significant growth, including industrial growth that will bring increased truck traffic through Stockton. Tooele County has been working with UDOT and WFRC on a new regional connector called the Mid-Valley Highway. This road will divert traffic through the valley to a point on SR 36 south of Tooele near the Tooele Army Depot. Phase one of the project, which connects I-80 to SR 138, was completed in 2021.

Average Annual Daily Traffic
SR 36 (North Stockton)



Average Annual Daily Traffic-
SR 36 (South Stockton)



Map of the Mid-Valley Highway. This planned UDOT road will divert traffic around Tooele.

In anticipation of growth, Stockton will continue working closely with UDOT, WFRC, and Tooele County to pursue traffic-calming and safety enhancements along Connor Avenue. These are necessary to maintain a safe street network and a viable commercial district. These efforts may include:

- Speed feedback signs
- Upgraded crosswalks
- Improved signage
- Pavement markings
- Streetlighting designed to reduce glare and maintain dark-sky quality
- Sidewalk improvements
- Review of “no parking” areas around the intersection with Silver Avenue

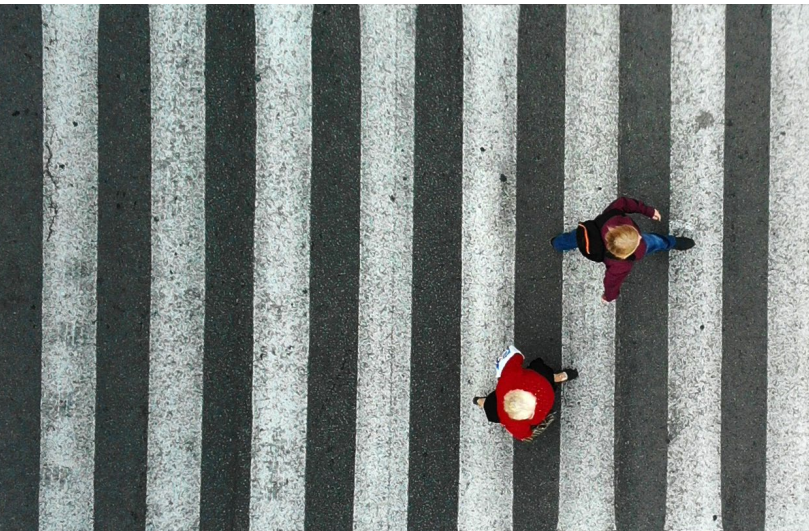
Sidewalks

Residents have voiced support for improving sidewalks and crossings along Main Street and near key destinations, such as the Post Office and Town Hall. Sidewalks currently exist along both sides of Main Street, along Silver Avenue to Town Hall, and along a section of Grant Avenue. Most other streets in Stockton lack sidewalks, with some parcels having

sidewalks added sporadically over time. The 2024 General Plan Survey found that 41 percent of residents want to focus on maintaining existing sidewalks, 34 percent prefer to keep things as they are, and 25 percent support adding sidewalks in strategic areas. Residents also emphasized the importance of keeping costs manageable, prioritizing maintenance over major expansion.

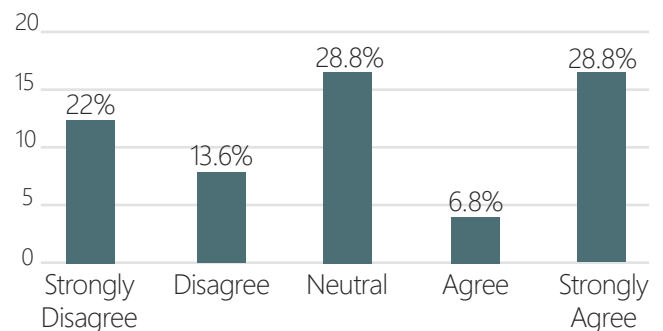
Sidewalk installation and maintenance should focus on areas with high pedestrian activity, such as near the Post Office, Town Hall, and community gathering spaces. New or improved sidewalks will be added strategically and as feasible. Streetlighting will be upgraded to shielded fixtures with warm color temperatures to enhance safety while preserving Stockton’s starry night skies.

Connectivity improvements will extend beyond Conner Avenue to strengthen the Town’s local and regional trail and pathway network. Stockton will seek to formalize and protect existing informal trails by securing public easements and, where development borders public lands, grant new developments access easements to link neighborhoods directly to nearby foothills, canyons, and open spaces. These efforts will create a cohesive and accessible system that supports safe travel and outdoor recreation.



If There Were More Sidewalks Around Town, I Would Use Them.

59 Responses



TRANSPORTATION GOALS

Goal 1: Maintain Safe and Reliable Roads

A. Keep existing roads in good condition	
1	Review and update maintenance schedule for roads, shoulders, and drainage
2	Install stop bars where appropriate, especially along any streets intersecting a collector or arterial road, and “shark’s teeth” next to yield signs
3	Incorporate storm drainage and erosion control into road projects
4	Where streetlights exist, maintain streetlights

C. Improve Conner Avenue safety and calm traffic	
1	Update crosswalks and speed feedback signs
2	Encourage on-street parking and trees or park strips to naturally slow traffic
3	Continue to maintain and improve “Welcome to Stockton” features at both entrances

B. Coordinate with Tooele County and UDOT	
1	Work with UDOT on Highway 36 safety improvements: signage, shielded lighting, speed management, and pedestrian crossings
2	Coordinate on efforts with gravel pit operators and other businesses to reduce impact
3	Include emergency access and evacuation routes in coordination efforts
4	Coordinate with WFRC on regional transportation efforts

D. Review and Update Town Standards	
1	Ensure all new signage aligns with Utah’s MUTCD standards
2	Update required right-of-way widths to align with Utah State Code requirements
3	Periodically review and update impact fee requirements and the impact fee schedule for new development
4	Require new street lighting to be designed for residential neighborhoods, with full cutoff shielding and kept at or below 3000 Kelvin

Goal 2: Improve Transportation Connectivity

A. Expand sidewalks and trail links		B. Strengthen local and regional connections	
1	Fill strategic sidewalk gaps around Town Hall, the Post Office, and other destinations	1	Require new roads to connect into and follow the grid pattern
2	Require new development to include sidewalks or paths that connect to existing routes	2	Limit cul-de-sacs and other dead-end streets
3	Require dedicated public access easements on new subdivisions that cross existing trails	3	Coordinate with UDOT on any new street connections into Conner Avenue
4	Require new developments next to public lands to provide access easements for both public access and emergency services, such as wildfire fighting		



Chapter 6: Recreation & Trails

PARKS

Stockton’s community park, Alex Baker Memorial Park, serves as the town’s primary public recreation and gathering space. The park includes a baseball diamond, playground, basketball court, skate park, large pavilion, and open turf area. The covered pavilion is used for Stockton Days and other community events when indoor space is limited. The site’s elevated location provides sweeping views of the Oquirrhos but also presents drainage and accessibility challenges.

Town leaders and residents see the park as one of Stockton’s most visible public spaces. It is also one of the few locations capable of accommodating large gatherings since the existing Town Hall lacks ADA access and adequate meeting space.

Survey results show that residents value and frequently use the town park, with half (50%) agreeing or strongly agreeing that it provides the amenities their families desire. However, a significant share (34% neutral; 16% disagree) indicated a more neutral position, showing room for improvement of park facilities.

Community Input

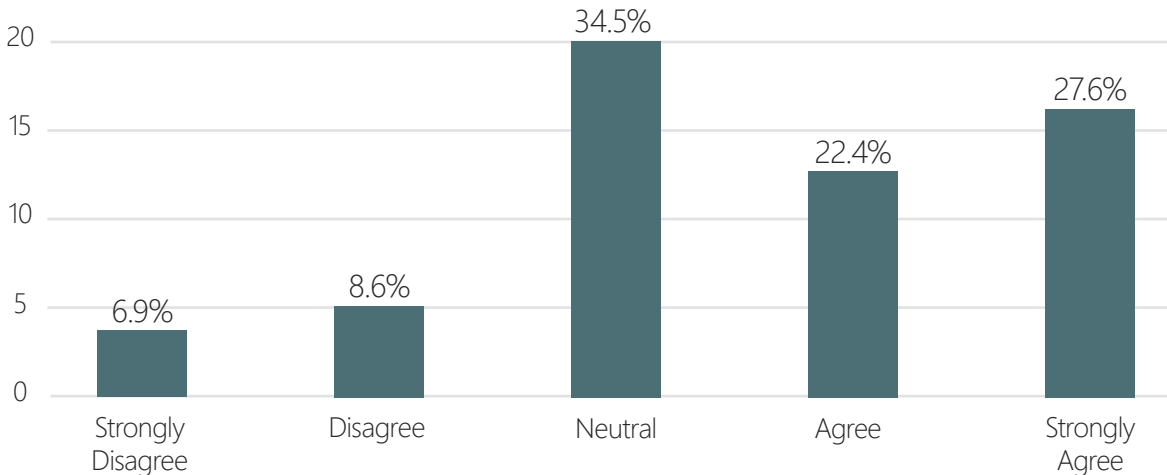
In a 2025 community survey (58 respondents):

- 60% were satisfied with Stockton’s overall recreational opportunities.
- Residents most frequently engaged in outdoor activities, such as ATV riding (72%), hiking/trail running (56%), and stargazing (46%).
- When asked about desired additional amenities, top requests included:
 - Pickleball courts (29%)
 - Additional benches/seating (25%)
 - Dog park and playground upgrades (23% each)
 - Soccer fields and small-group recreation areas (14%)

Residents value the park’s small-town charm and want incremental, community-driven enhancements that residents will use and that keep maintenance affordable.

The town park (Alex Baker Memorial Park) currently provides a playground, basketball court, skate park, and baseball diamond. The town park provides all the amenities my family and I would like.

58 Responses



Existing Conditions and Maintenance

The 2002 General Plan called for expanding the “ballpark area” and obtaining land for new recreation opportunities. The 2020 plan reaffirmed that Alex Baker Memorial Park is Stockton’s core recreational asset, recommending continued investment in maintenance, shade, and gathering spaces.

Since that time, the Town has invested in the baseball diamond, installing a quality dirt infield. The playground and skatepark are still in good condition but show signs of aging. Maintenance depends heavily on volunteer support and limited municipal resources. As the regional population grows and demand for recreation increases, long-term maintenance funding and safety improvements will become increasingly important. The park’s hillside location also presents challenges related to drainage, erosion, and ADA accessibility, which should be addressed through phased upgrades.

Vision

Alex Baker Memorial Park will continue to serve as the heart of Stockton’s community life. Incremental improvements will expand its usability across all ages and seasons while maintaining sustainable and water-wise operations.

Which additional amenities would you like, if any? Only select amenities you or someone in your household would use.

56 Responses

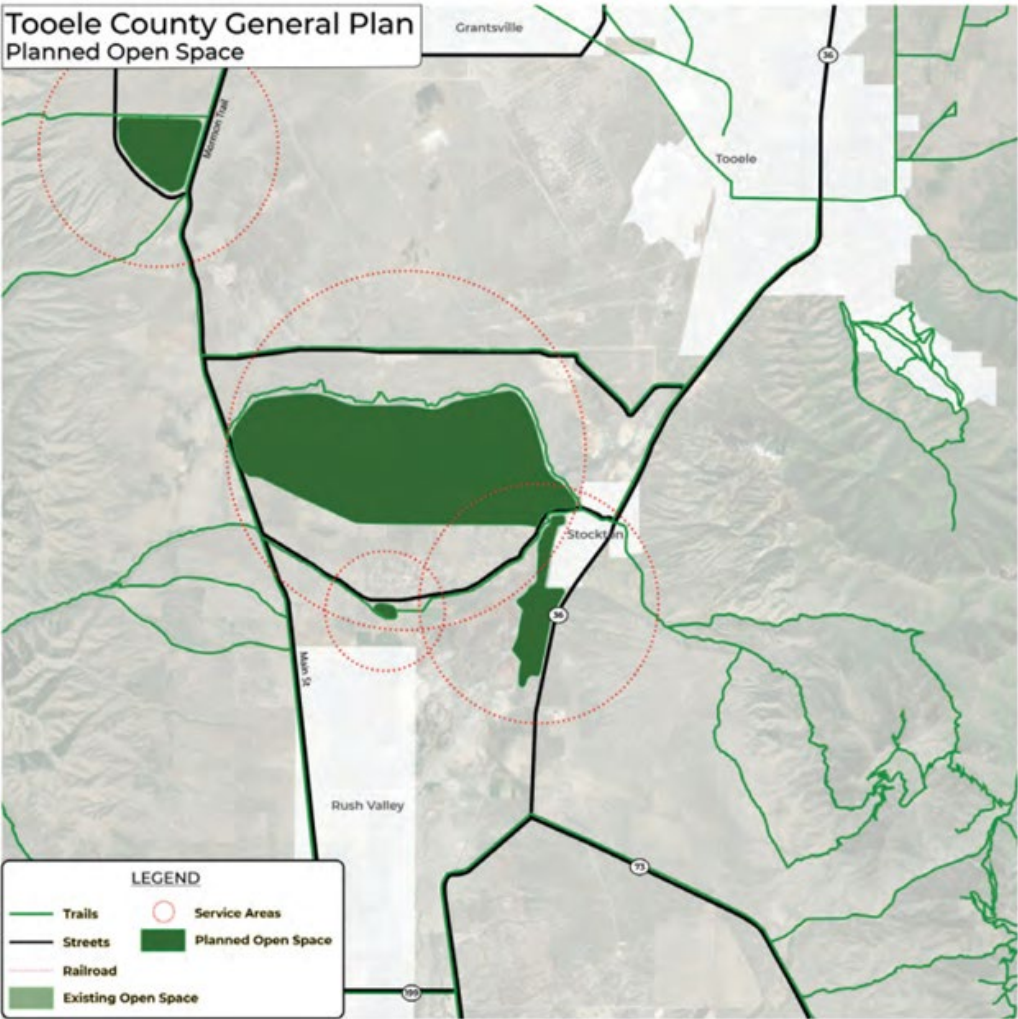
- Pickleball Court → **28.6%**
- Additional Benches/Seating → **25%**
- Dog Park → **23.2%**
- Playground Upgrades → **23.2%**
- No Additional Amenities → **17.9%**
- Soccer Fields → **14.3%**
- Tennis Court → **10.7%**
- Volleyball → **7.1%**

Regional Open Space

Tooele County is committed to supporting open space and trails. In the 2022 Tooele County General Plan, the County provides regional open space and trails maps and outlines this implementation strategy:

Preserve planned trail and multi-use path corridors and natural open space and greenways as established by the open space and land use maps. When new development is proposed, corresponding development agreements should include the need to preserve, incorporate, and improve open spaces as shown on the land use and open space maps. Doing so will help safeguard the rural nature, recreation opportunities, and historic and cultural sites of the County. One specific example of an historical site that should be preserved is the Stockton Sandbar. Implementation of this section would require the preservation of this site.¹

By coordinating with Tooele County, Stockton can contribute to shared regional efforts to enhance recreational opportunities. This will benefit both Stockton and the County as a whole.



TRAILS

Importance of Trails

Trails are a simple, cost effective, and publicly supported way to promote physical, emotional, mental, spiritual, and social health. Trails connect people to their environment and spur economic activity. With all these benefits, its little wonder Stockton residents are so supportive of efforts to expand and grow the trails network.

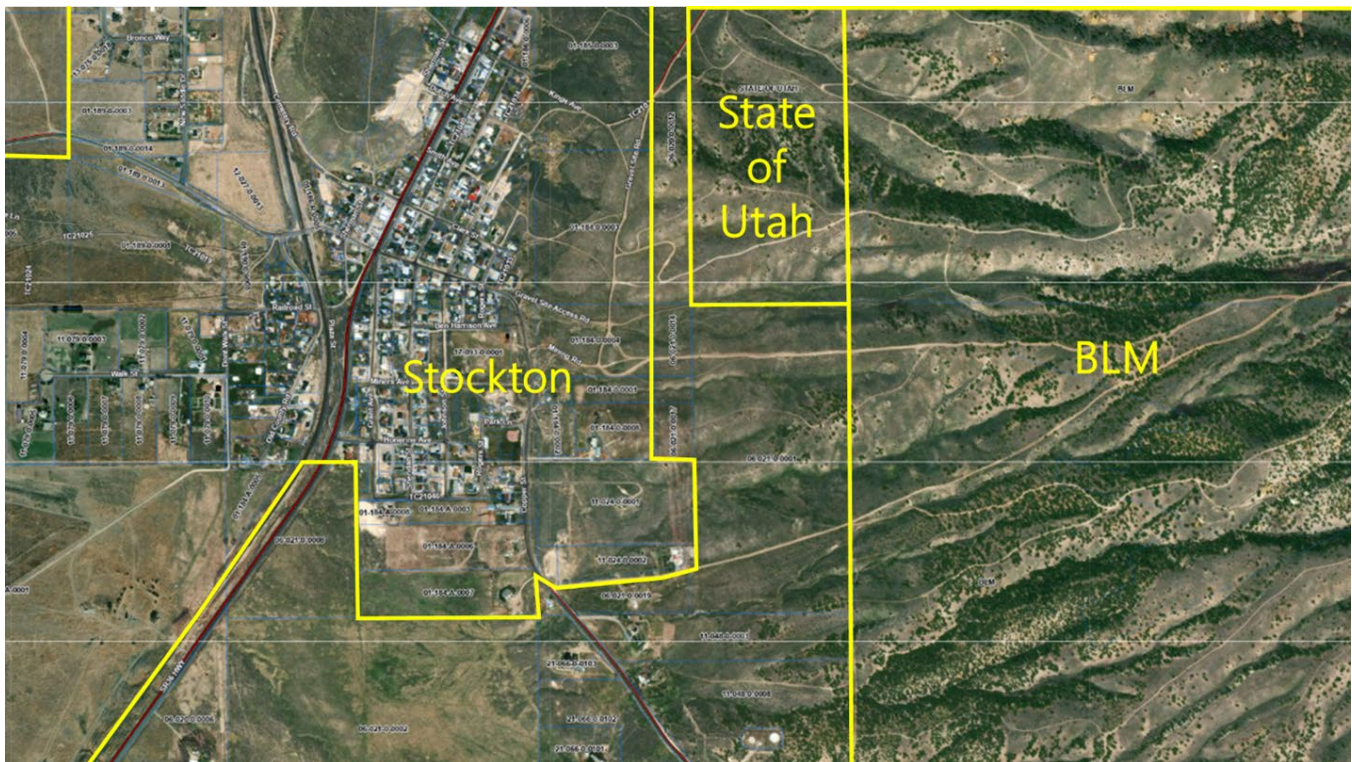
Stockton's surrounding foothills and canyons offer outstanding opportunities for trail-based recreation—from ATV and jeep routes to hiking, horseback riding, trail running, and stargazing. Surveys show that trail use is central to local life: 72% of residents ride ATVs, 56% hike or trail run, and 46% stargaze.

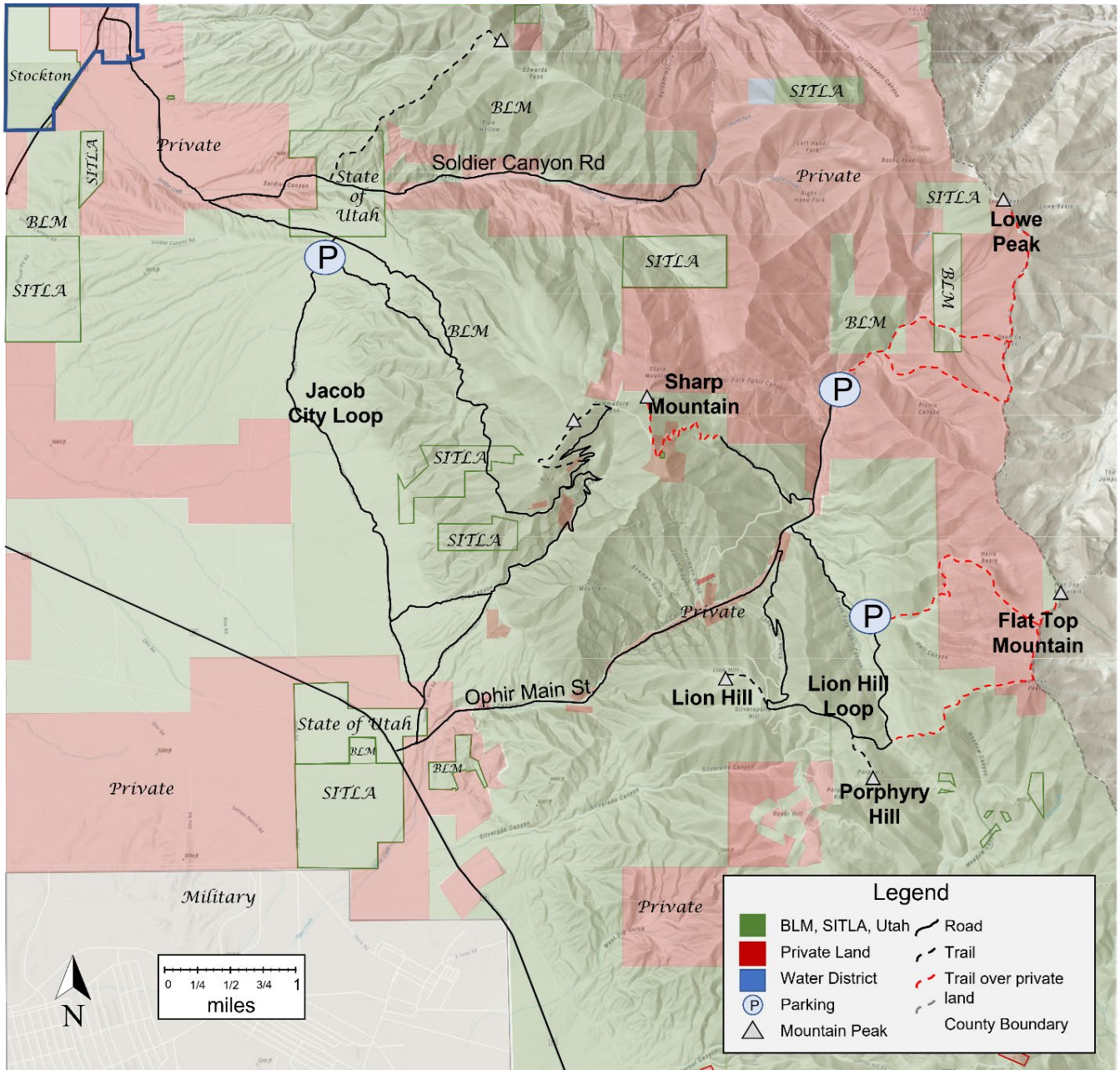
Despite strong local use, the town has no formal trail system or dedicated trailhead, and most existing routes cross private property east of town before connecting to State of Utah and BLM lands. These informal access routes are essential for recreation and public safety response, yet their future access is uncertain as ownership or land uses change over time.

What local recreational opportunities do you most frequently do? (Select all that apply)

57 Responses

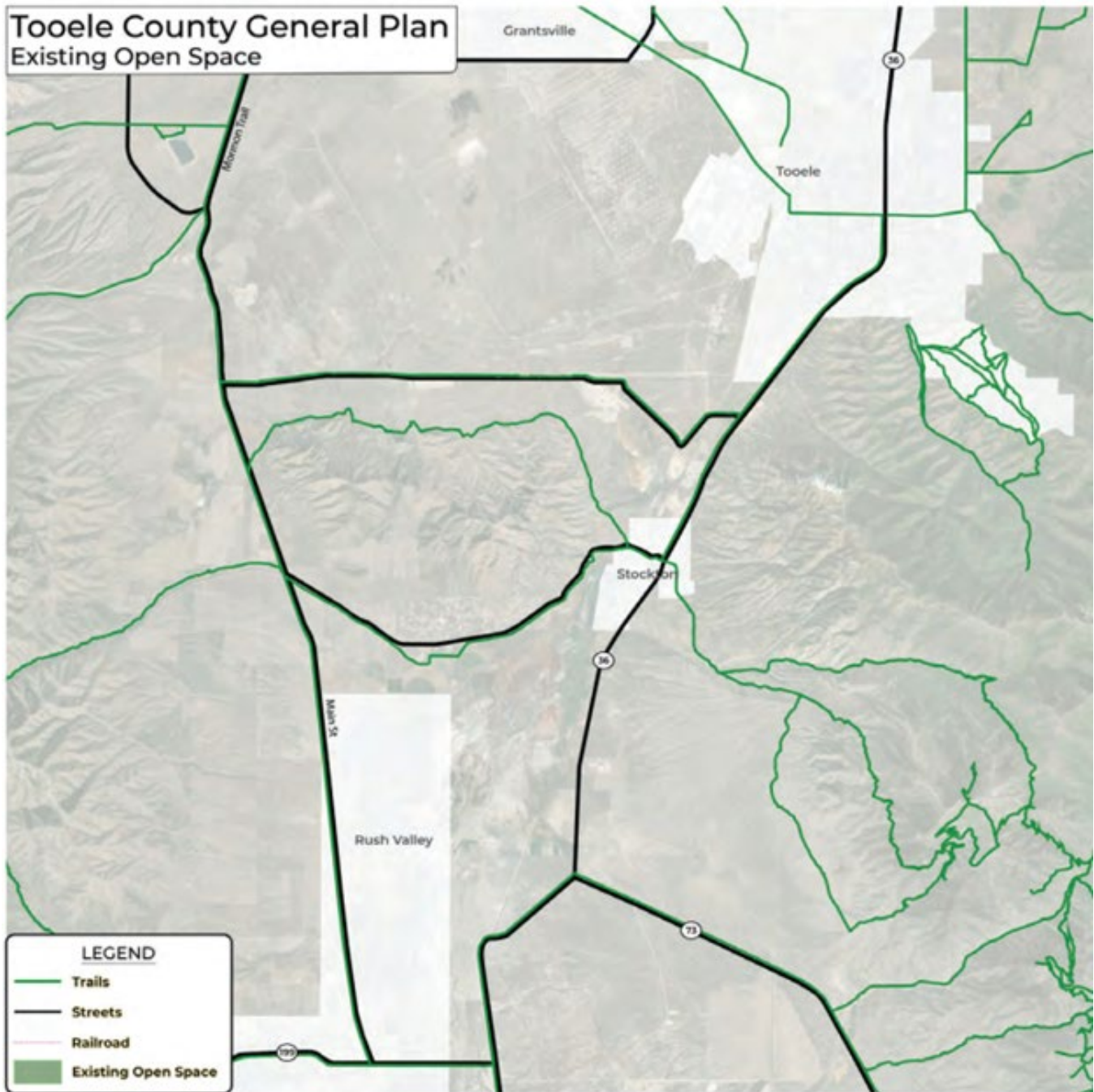
- ATV → **71.9%**
- Hike/Trail Run → **56.1%**
- Stargaze → **45.6%**
- Hunt → **38.6%**
- Fish → **35.1%**
- Horseback Riding → **17.5%**





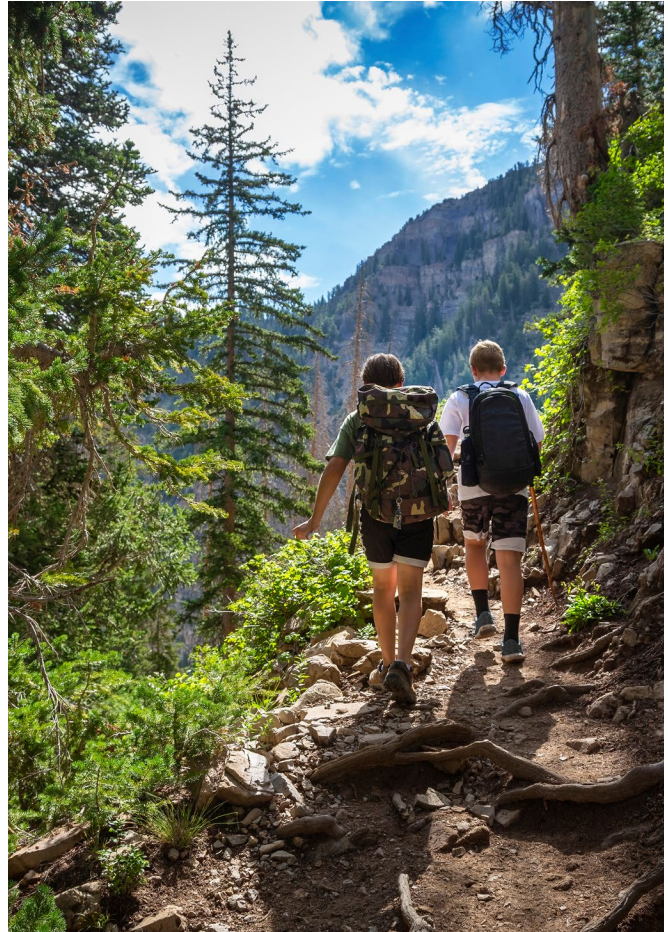
The breadth of trails accessible from Stockton’s backdoor was documented in Tooele County’s Oquirrh Mountains Trails Plan, which mapped existing trails and identified property ownership patterns. Several of these routes traverse private property, and the County is actively pursuing easements or alignment adjustments to preserve long-term public access.

Hazard data highlight the need for careful siting: erosion-prone soils, flood zones, and wildfire areas border much of Stockton’s eastern edge. Trail planning must protect natural drainage, minimize erosion, and support emergency vehicle access where feasible.



The Tooele County General Plan also designates a regional trail corridor passing through Stockton, though it remains conceptual and unbuilt. This includes two corridors—one crossing town east-west and another running along the highway. The future trail corridors present a valuable opportunity for Stockton to plan local trail access, secure easements, and coordinate with County and State partners to connect its residents to the broader regional network.

In Fall 2025, UDOT released the Utah Trail Network Master Plan. This plan also includes a multi-use trail located along SR 36. This trail connects into a statewide multi-use trail system. UDOT has designated the 5.9-mile-long segment from Tooele to Stockton as a “Base Network Trail Project.” This indicates that it is a high-priority project. The 21-mile segment south from Stockton to Fairfield is designated as a “Vision Corridor.” This means the project is part of UDOT’s longer-term goals for the trail network, but it is not an immediate high-priority project.



Trail Improvements, Maintenance, and Coordination

Although most trails lie outside Stockton’s municipal boundaries, they remain essential for residents and are used frequently for recreation and access to public lands. At times, trail usage has resulted in littering, and clean-up days have proven successful. By partnering with Tooele County and State and Federal land management agencies, Stockton can continue supporting a vibrant trail system that is a fundamental part of Stockton’s way of life.

RECREATION & TRAILS GOALS

Goal 1: Maintain and Enhance Alex Baker Memorial Park

A. Maintain park quality and operations		B. Improve comfort, accessibility, and appearance	
1	Establish and periodically review a Park Maintenance Plan that schedules inspections, turf care, equipment replacement, and volunteer clean-up days	1	Add shade structures, benches, and ADA-accessible paths
2	Incorporate water-wise landscaping and efficient irrigation systems consistent with the Town's water conservation goals	2	When light fixtures need to be replaced or installed, use Dark Sky-compliant fixtures
3	Explore ways to increase funding through youth sports use fees, grants, and community donations		

Goal 2: Strengthen the Park's Role as the Civic and Social Heart of Stockton

A. Continue to diversify amenities to support recreation and events		B. Plan for sustainable growth	
1	Phase in small-scale amenities such as pickleball courts or playground upgrades based on community priorities and funding	1	Consider requiring impact fees for new subdivisions to support park improvements to maintain the same level of service
2	Continue to host and expand community traditions like Stockton Days and youth sports	2	Pursue grants for phased park upgrades and accessibility projects
3	Explore partnerships for additional community activities		

Goal 3: Establish Safe, Sustainable Trail Connections that Link Stockton Residents to Surrounding Public Lands and the Regional Trail Network

A. Protect and formalize key trail access routes	
1	Identify and map existing informal routes and historic access roads connecting Stockton to adjacent public lands
2	Determine the legal status of existing access roads
3	Work with willing private landowners to establish trail easements or access agreements
4	Coordinate with the County and other agencies to determine regional alignments

B. Improve access and connectivity for local users	
1	Include trail connections and easements in new subdivisions to link neighborhoods with regional trails
2	Coordinate with volunteer groups such as Jeep Utah, UTV Utah, and faith-based organizations to host trail clean-up days
3	Collaborate with Tooele County and state/federal agencies to pursue trail grants
4	Coordinate with the Stockton Fire Department and Tooele County Emergency Management to support emergency and wildfire access

SOURCES

¹ Tooele County General Plan 2022, Open Space and Recreation Element, implementation strategy #2 (page 56, <https://cms3.revize.com/revize/tooelecountyut/Document%20Center/Department/Development/General%20Plan/tooele-county-general-plan-2022.pdf>).

INSERT STOCKTON PHOTO

Chapter 7: Economic Development

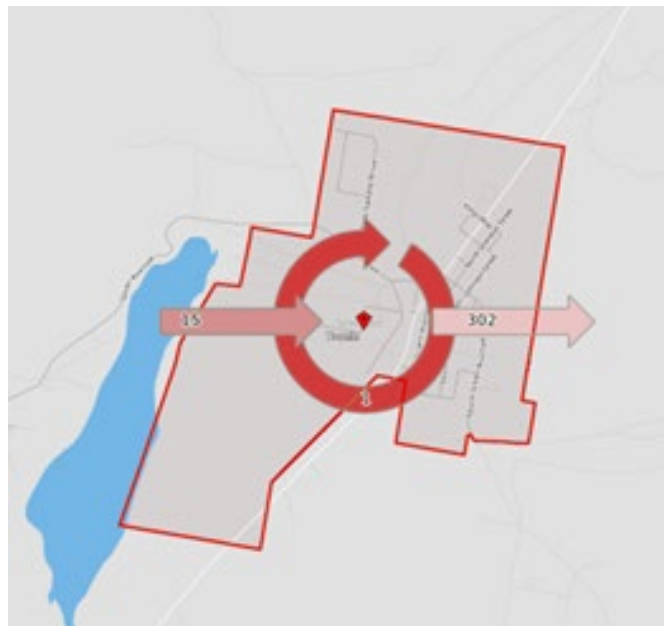
ECONOMIC ASSESSMENT

Stockton’s economy is largely shaped by its geography. With only a handful of local businesses and most residents commuting to Tooele or the Salt Lake Valley for work, Stockton has long operated as a quiet, rural community rather than a commercial hub. Yet residents consistently express a desire for a few more everyday conveniences close to home. This Economic Development Element looks at where Stockton stands today and identifies opportunities to strengthen the local economy while keeping the town’s small-town identity front and center.

CURRENT ECONOMIC CONDITIONS AND WORKFORCE ANALYSIS

Employment & Economy

Stockton’s economy is closely tied to the region. Most residents commute to work, with an average commute time of nearly half an hour. Most jobs are located in Tooele or the Salt Lake Valley, and only a small number of businesses operate within town.



Worker Inflow-Outflow from the US Census Bureau

Key Industries

The table below shows the top five NAICS sectors that employ the most Stockton residents from most to least common. Median earnings for each sector in the greater Tooele County over the past 12 months are provided in the right column and include both part-time and full-time workers. These figures reflect Stockton residents only. They exclude individuals who work in town but live elsewhere. The top three industries among Stockton residents are construction (15.26%), educational services (14.08%), and retail trade (13.38%).

Industry	Stockton Total	Stockton Percentage	2023 Tooele County Median Earnings
Construction	65	15.26%	\$59,675
Educational Services	60	14.08%	\$45,989
Retail Trade	57	13.38%	\$34,811
Public Administration	56	13.15%	\$63,125
Wholesale Trade	36	8.45%	\$61,489

Table 1: Stockton Residents' Employment by Sector

Local Occupations

The figures below represent the number of Stockton residents employed in the top five occupation categories, as reported by the Census Bureau. The right column lists the annual median earnings for each occupation in Tooele County, including both part-time and full-time workers. These earnings reflect cumulative income across all employment types in each category. The three most common occupations among Stockton residents are transportation (22.54%), office and administrative support (13.15%), and production (11.97%).

Occupation	Stockton Total	Stockton Percentage	2023 Tooele County Median Earnings
Transportation Occupations	96	22.54%	\$67,205
Office and Administrative Support Occupations	56	13.15%	\$38,713
Production Occupations	51	11.97%	\$49,856
Business and Financial Operations Occupations	43	10.09%	\$70,194
Construction and Extraction Occupations	37	8.69%	\$60,405

Table 2: Stockton Residents' Employment by Occupation



Workforce Characteristics

Stockton’s population of 679 includes approximately 62 percent (421 residents) between the ages of 18 and 64. The town’s median age is 41.1, and households average 3.27 people.

Educational Attainment

Stockton’s residents show a strong educational background, with 94.2 percent having completed high school or higher. Nearly half have attended some college, 15.2 percent hold an associate’s degree, and 9 percent of residents have earned a Bachelor’s degree.

The town has an educational foundation that is comparable to other cities and towns in Tooele County.

	Stockton Total	Stockton Percentage
No High School Diploma	31	5.8%
High School Graduate/GED	114	21.4%
Some College, No Degree	258	48.5%
Associate's Degree	81	15.2%
Bachelor's Degree	48	9.0%
Graduate or Professional Degree	0	0.0%
High School Graduate or Higher	501	94.2%
Bachelor's Degree or Higher	48	9.0%

Table 3: Stockton Residents' Educational Attainment

Most residents commute for employment.

81.6%

drive alone, while only 8.1% carpool, and 0% use public transport, walk, or bike.

Occupational Makeup

54.7%

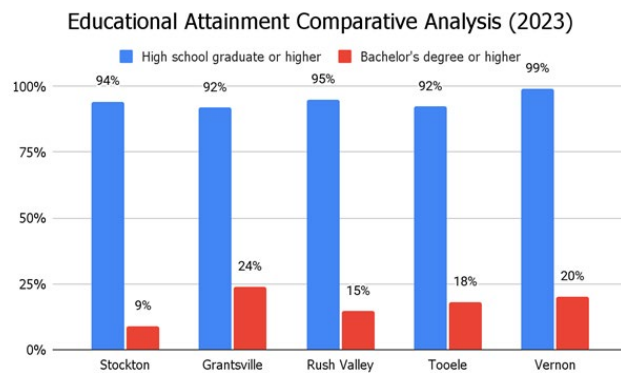
White-Collar

34.7%

Blue-Collar

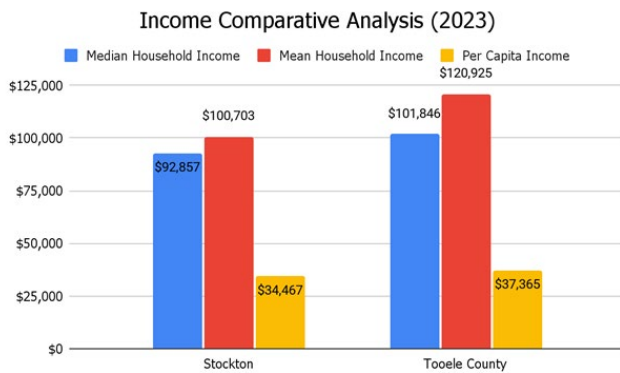
10.6%

Service Industry

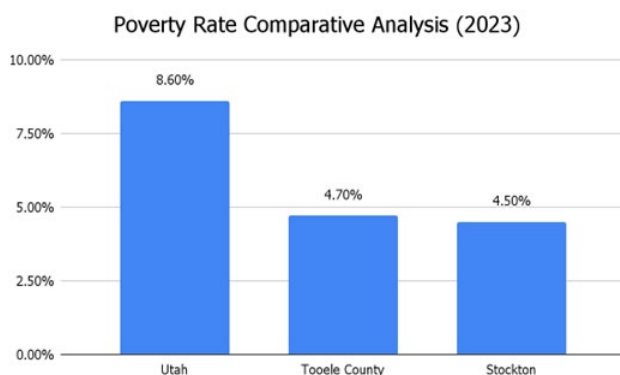


Income Analysis

Stockton's household incomes are generally in line with the rest of Tooele County. The town's median household income is \$92,857, and the mean is \$100,703, slightly below county averages. Per capita income shows a similar pattern at \$34,467 compared to \$37,365 countywide. These figures should be interpreted cautiously, as they are based on a small sample. Additional discussion of data limitations appears in chapter 2.



Stockton also reports a similar, but slightly lower, poverty rate (4.5%) than Tooele County (4.7%). This suggests a smaller proportion of residents may be living below the poverty line and demonstrates comparatively stronger household financial conditions in Stockton.



Market Analysis

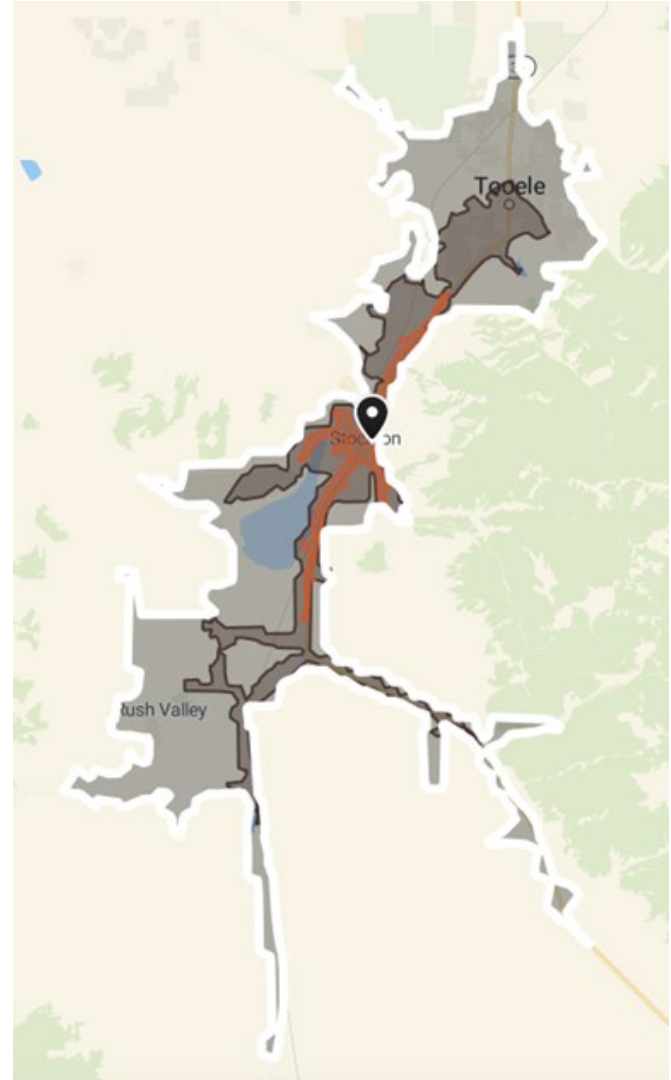
While residents often travel to nearby communities for goods and services, there are opportunities to strengthen Stockton's commercial base and better meet local needs. Maximizing the use of land and buildings requires identifying services and amenities that are both feasible and beneficial for the community. A December 2024 market gap analysis using Claritas Market Analysis data identified retail and service categories where residents commonly shop online or travel elsewhere, highlighting opportunities to introduce new businesses. The analysis considered two main development priorities:

- ROI-focused uses that deliver strong economic returns for private property owners.
- Civic-minded uses that enhance the quality of life and meet community needs.

Target Market Area

The analysis identified three key drive-time trade areas within and around Stockton:

- 5-minute drive: Residents rely on nearby services and retail for daily needs.
- 10-minute drive: Residents have access to a broader range of commercial options and may travel within the area for specialty goods or services.
- 15-minute drive: Residents from neighboring communities may visit periodically for events, unique offerings, or regional services.



Map showing 5-, 10-, and 15-minute drive time areas



Missing Sectors

The market gap analysis identified unmet demand in various retail sectors, presenting opportunities for community-wide growth and development. Addressing these gaps can strengthen Stockton's local economy, support small business development, and help retain sales tax revenue within the city.

This data is sourced from a combination of consumer surveys, transaction data, and government sources, including the U.S. Census Bureau of Labor Statistics. The report estimates and compares retail supply (sales) and demand (potential spending) to identify opportunity gaps where consumer spending exceeds local retail sales, signaling potential for new businesses. It is not guaranteed that Stockton will capture all of this opportunity gap, especially within the 15-minute drive time. However, there is an opportunity for Stockton to capture a substantial portion of this demand, particularly within the 5-minute drive time.

Stockton's retail opportunity gap indicates potential for additional businesses to enter the market and meet unmet local demand. By comparing this gap to the average sales per retail establishment in Utah from the 2017 Economic Census, we can estimate the number of businesses that could be supported in various retail categories within the drive-time areas. Even when the estimate is less than one establishment, it may still justify a small-scale or niche business. This analysis can guide efforts to attract new retailers, support business expansion, and strengthen Stockton's local economy.

Start-Up or Growth Opportunities

The following business types show the highest opportunity gaps within the 5-minute drive time area, with market demand sufficient to support at least one new establishment based on Utah's average sales per business. These sectors also show strong potential within the 10- and 20-minute drive time areas. They align with Stockton's character and are focused on small-scale, day-to-day retail and dining rather than regional services, which is consistent with community survey results and the recommendations in the economic chapter of this General Plan.

Small-Scale Market (NAICS 44511)

A small-scale grocery store represents one of the strongest retail opportunities in Stockton, with unmet demand exceeding \$2.1 million within a 5-minute drive. While some basic grocery items are available locally, most residents rely on the stores located in Tooele for their full shopping needs. Community survey responses consistently emphasized the need for more convenient access to everyday essentials. A compact, community-oriented grocery store could help address this gap, encourage local spending, and keep sales tax dollars local.

NAICS Sector	5-Min. Drive Time	10-Min. Drive Time	15-Min. Drive Time
Supermarkets and Other Grocery (Except Convenience) Stores (NAICS 44511)	\$2,103,157	\$24,905,090	\$9,300,667
Gasoline Stations (NAICS 447)	\$1,634,925	\$19,463,052	\$49,009,727

NAICS Sector	Potential Establishments (5-Min.)	Potential Establishments (10-Min.)	Potential Establishments (20-Min.)
Supermarkets and Other Grocery (Except Convenience) Stores (NAICS 44511)	0.15	1.76	0.66
Gasoline Stations (NAICS 447)	0.30	3.61	9.09

These stores:

- are ideally located along S Conner Avenue (SR-36), where they benefit from visibility, convenient access, and sufficient parking;
- enhance community self-sufficiency by providing staple goods without requiring a trip out of town;
- generate consistent daily traffic that supports and complements other nearby businesses;
- can operate at a scale appropriate to Stockton's size while still offering fresh produce, dry goods, dairy, and household necessities; and
- align directly with resident input, which calls for a grocery option within town limits.

Gasoline Stations (NAICS 447)

Stockton currently has one fueling option, but market data shows unmet demand exceeding \$1.6 million within a 5-minute drive. This suggests the potential to support additional fueling capacity or expanded services such as convenience retail or quick food offerings. Survey responses indicate a strong interest in more everyday amenities, and a second station or improvements to the existing offering could better serve residents and increase spending in town.

In particular, there is strong potential for a hybrid gas station and market model that offers more than fuel: stocking essential grocery items, snacks, household goods, and prepared foods. This type of offering can fill a critical service gap by providing daily necessities without requiring a trip out of town, especially for households with limited transportation flexibility.

These types of stations:

- are most effective when located on or near S Conner Avenue (SR-36), with convenient access for both residents and pass-through drivers;
- benefit from steady vehicle traffic and can anchor small-scale commercial activity.
- offer opportunities for co-location with other neighborhood-serving retail or services; and
- address a clear service gap and align with community interests in reducing out-of-town trips for essential goods.

Example of a hybrid gas station/food market



CURRENT COMMERCIAL AND INDUSTRIAL MARKET CONDITIONS

Vacancy Rates and Leasing Activity

The commercial and industrial real estate market in Stockton reflects broader regional trends in Tooele County.

- **Office Space:** Local office space is limited, and vacancy data specific to Stockton is not tracked independently. Most office demand is met through **small-scale or home-based businesses**.
- **Retail Space:** Retail leasing activity in Stockton is minimal. Most commercial activity is clustered along SR-36. Vacancy rates are not formally reported, but anecdotal evidence suggests a **stable or slightly declining market** due to limited supply.
- **Industrial Properties:** Tooele County's industrial vacancy rate is 11 percent, with 7,275,889 sq. ft. of total inventory and 514,780 sq. ft. delivered in 2024. Stockton's share of this activity is **very limited**, if it exists at all.

Different Sectors in the Community

Stockton's economy includes activity in the retail and restaurant sectors:

- **Retail:** The town issues business licenses for commercial uses, but only a handful of retail businesses are currently active. New retail development is **constrained** by infrastructure capacity and market size.
- **Restaurant:** The town issues business licenses for food service uses, but only a small number of restaurants operate locally. El Chile Verde Burrito serves as a popular local option, but overall, **restaurant development is limited**.
- **Service:** Stockton's private services include a local auto repair shop (BK Garage) and specialized animal-related businesses, such as a private conservation zoo and a dog breeding operation. While **limited in number**, these services reflect the town's **rural character and entrepreneurial activity**.

20-Year Future Projections

Stockton's economic growth over the next 20 years is likely to center around a few key opportunity areas. While large-scale commercial development is unlikely, targeted growth can occur through small-business expansion, light industrial activity, and strategic use of underutilized land.

Key areas with potential for future economic development include:

- **State Route 36 Corridor:** With existing access and visibility, this corridor is well-positioned for **incremental development** in the suburban area, including service-oriented businesses, light industrial uses, a commercial strip, and logistics operations that do not require major infrastructure investments.
- **Home-Based and Remote Businesses:** Given Stockton's rural character, the rise in **remote work and home-based enterprises** presents a unique opportunity for economic diversification. Supporting these through policy and increased broadband access could yield meaningful employment growth. In addition, the **development of a small-business office complex**, potentially including medical and professional office spaces, could provide flexible workspace options for remote workers, entrepreneurs, and service providers seeking a local presence.

Future economic growth will depend on maintaining and improving key infrastructure, addressing regulatory barriers, and pursuing partnerships with Tooele County and regional entities to align incentives and resources with Stockton's local priorities.



Community Services

Access and Infrastructure

- Groceries, healthcare facilities, and educational institutions are located nearby in Tooele.
- Internet access is limited to a single provider offering basic service; satellite options are available but more expensive.

Community Feedback Highlights

- Strong interest in a local grocery store or general market
- Concerns about the affordability and reliability of internet service
- Desire for more engagement and visibility from Town leadership
- Limited access to local contractors and service providers

Economic Development Opportunities

Key Opportunities

State Route 36 Corridor: This visible and heavily-traveled corridor provides a prime location for commercial development, especially for local businesses that would benefit from high-volume traffic. Increased growth along this road can support the necessary economic activity proposed without affecting the existing infrastructure.

Small-Scale Market: Based on unmet demand for grocery options and community insistence, a compact grocery store would provide residents convenient access to daily necessities without having to leave town limits.

Gasoline Stations: The market analysis showed additional demand for increased fueling stations, creating an opportunity to introduce a hybrid gas station model that would offer fuel, basic grocery items, and prepared foods in one stop.

Remote & Home-Based Businesses: The rise of remote work and the addition of flexible office spaces provide an opportunity for Stockton to expand its economy without creating large-scale commercial development. Supporting these businesses by also increasing broadband access can attract professionals and encourage job creation.

External Funding and Project Funding Resources

Various state, federal, and regional funding programs are available to support economic-related initiatives in Stockton.

Available Funding

- **Enterprise Zone Tax Credit:** Promotes economic development and business growth in rural areas of the state.
- **Rural Business Development Grant:** This program is designed to provide technical assistance and training for small rural businesses.
- **Rural County Grant:** For rural county governments supporting economic development planning, projects, and activities.
- **Rural Communities Opportunity Grant:** Available to rural counties, cities, and towns to support unique economic development projects and activities.
- **Economic Assistance Grant:** Up to a \$200,000 grant for Utah businesses that promote and support economic opportunity and provide a service related to industry, education, community development, or infrastructure connected to the state's five targeted industries.
- **Cooperative Marketing Program Grant:** Designed to leverage both state and partner funding to enhance the visitor economy and increase tax revenue.



ECONOMIC DEVELOPMENT GOALS

Goal 1: Improve Access to Everyday Goods and Services in Stockton

A. Encourage small businesses that meet daily needs		B. Make it easier for residents to run home-based or small local businesses	
1	Focus new commercial uses along S. Conner Avenue (SR-36) where access and utilities already exist	1	Update the home-based business section of the Development Code to allow low-impact occupations with simple standards
2	Prioritize businesses that fill clear gaps, such as a small grocery or a combined gas station and market	2	Work with Tooele County and internet providers to improve broadband reliability
3	Give preference to the reuse of existing buildings before considering new commercial zoning	3	Consider a small, shared office or co-working space for remote workers and local service providers

Goal 2: Direct Commercial Growth to Locations That Can Handle It

A. Match new development to the town's infrastructure capacity		B. Maintain Stockton's small-town character along SR-36	
1	Allow commercial rezonings only on parcels with adequate water, sewer, public safety access, and safe traffic conditions	1	Adopt basic design and signage standards that fit Stockton's scale and rural setting
2	Use a simple infrastructure review checklist when evaluating commercial proposals	2	Limit large regional retail or high-intensity uses not suited to Stockton's market size or infrastructure
3	Limit the number of new driveways along SR-36 by encouraging shared access and shared parking	3	Use a corridor overlay or updated RC zoning standards to guide neighborhood-sized commercial activity

Goal 3: Build Long-Term Economic Stability Through Partnerships and Efficient Use of Land

A. Pursue outside funding and regional coordination		B. Use land and existing buildings carefully to avoid unnecessary expansion	
1	Apply for rural county grants, rural business development grants, and other state or federal programs relevant to Stockton's needs	1	Identify vacant or underused commercial spaces and share them with potential businesses
2	Coordinate with Tooele County on broadband upgrades, small-business assistance, and infrastructure planning	2	Prioritize infill and reuse before extending utilities to new areas
3	Maintain a list of potential grants and match them with projects as they arise	3	Allow light industrial or service uses only in locations already suited for truck access, noise, and utility needs



Chapter 8: Water Use & Preservation

WATER USE AND CONSERVATION

Water: Stockton's defining natural constraint

While the Town's sewer system currently has sufficient treatment capacity, the availability of culinary water and the quantity of transferable water rights are limited. Stockton's water system depends on local springs and groundwater sources that fluctuate with seasonal and climatic conditions.

Water Sources

Rush Lake serves as the area's primary surface water feature, supported mainly by inflows from groundwater and a network of small springs that discharge into the basin. The lake has undergone dramatic shifts in both depth and surface area over time, reflecting the region's variable climate and hydrologic conditions. By the spring of 2020, the basin was nearly dry, with little or no visible standing water.

Beneath the surrounding landscape, groundwater occurs in two distinct systems. A shallow aquifer provides base flow to Rush Lake and nearby perennial springs but generally exhibits poor water quality, making it unsuitable for domestic use. Below this, at roughly 200 feet beneath the surface,

lies a deep aquifer that supplies private wells and regional groundwater users. Current studies indicate that these two systems are largely hydraulically separate, with no evidence of direct interaction.

The Town of Stockton's culinary water system draws from Soldier Canyon Springs, located southeast of town at the base of the Oquirrh Mountains. This source has provided Stockton's drinking water since the town's founding in 1863.

In 1950, a Utah Circuit Court decree (based on Division of Water Rights guidance) allocated 210 gallons per minute (gpm) for municipal use between April 1 and October 31, and 490 gpm from November 1 through March 31, with remaining flow reserved for agricultural users through the Soldier Canyon Irrigation Company.

A sand filtration treatment plant was installed in 1985, following flood damage to the original collection system in 1983.

Historically, the springs produced over 500 gpm into the early 2000s, but recent surveys show a significant decline in

Challenges & Future Needs

- **Limited Supply:** Existing sources are nearly fully allocated; future growth will require new water development, acquisition, or transfers.
- **Aging Infrastructure:** Portions of the distribution system need upgrades to maintain reliability and fire flow capacity.
- **Growth Pressures:** Expansion in the South Rim and southern areas is increasing demand on an already limited supply, including areas outside town limits.
- **Funding Constraints:** Grant opportunities (e.g., CDBG, Utah Drinking Water Board) exist but depend on updated income data—an ongoing challenge for Stockton.
- **Climate Resilience:** Drought and shifting precipitation patterns threaten surface and groundwater recharge, underscoring the need for long-term water planning.

flow. In 2021, inflows to the treatment plant averaged 220 gpm, falling to 160 gpm by April 2022 and 130 gpm by November 2022.

To supplement the diminishing spring yield, the Town drilled an emergency well in 2008 and is now pursuing funding for a new production well to stabilize long-term supply. Stockton currently maintains two water storage tanks with a combined capacity of approximately 750,000 gallons, which are served by the slow sand filtration plant.

Recent hydrologic assessments confirm that flow from Soldier Canyon continues to decline, likely due to reduced precipitation, prolonged drought, and spring depletion at both the Right-Hand Fork and Left-Hand Fork tributaries of the canyon. By late 2022, only one spring in Right-Hand Fork remained active, and just a few in Left-Hand Fork produced measurable flow.

Due to these constraints, Stockton has, at times, imposed water use restrictions and a temporary moratorium on new residential connections until additional supply is secured. The 2021 Tooele County Pre-Disaster Mitigation Plan also identifies water shortage, flood risk, and infrastructure vulnerability as major community hazards, recommending continued investment in potable water expansion, drought ordinances, and code updates to improve resilience.

Water Rights and Dedication Ordinance

Stockton requires developers to dedicate sufficient water rights to the Town before new subdivisions or expanded service can be approved. Under the Town's water ordinance, each development must provide water rights equal to at least three acre-feet per acre of land developed, with adjustments based on use and verified by the Town Engineer. The intention is for Stockton to grow only as fast as its water supply allows. It is the Town's most important tool for maintaining long-term fiscal and environmental sustainability.



Stockton Municipal Water

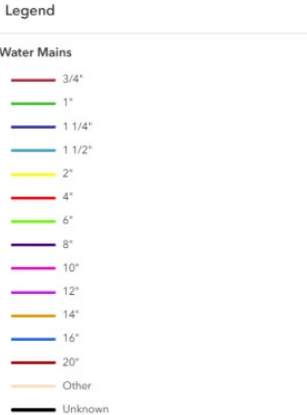
The Stockton Municipal Water System provides service to all properties within the town limits as well as to a limited number of properties located just outside the municipal boundary. The number of water connections has remained relatively stable, as the town's overall population has remained steady.

Since at least 2015, all water usage is metered and the distribution reflects the land uses in Stockton.

Annual water use within the Stockton Municipal Water System has ranged from roughly 130 to 200 acre-feet per year, with most variation driven by improvements in system efficiency and natural climatic variability.¹



The most recent GIS water main map. Some unmapped growth may have occurred.



Total Number of Connections

Year	Residential	Commercial	Industrial	Institutional	Total	ERC Value
2024	279	4	0	5	288	303.27
2023	281	4	0	5	290	307.14
2022	280	4	0	5	289	306.27
2021	280	4	0	5	289	306.88
2020	280	4	0	5	289	303.64
2019	280	3	0	5	288	303.07
2018	280	3	0	5	288	308.95
2017	281	2	0	5	288	290.72

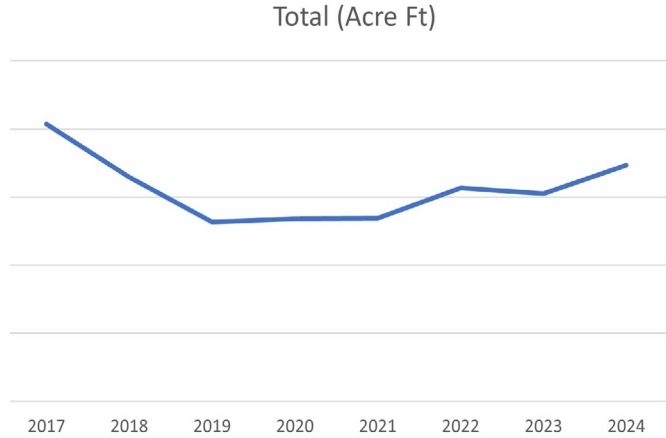
1 Acre-Foot



Total Use in Acre Feet

Year	Residential	Commercial	Industrial	Institutional	Total (ACFT)
2024	279	4	0	5	288
2023	281	4	0	5	290
2022	280	4	0	5	289
2021	280	4	0	5	289
2020	280	4	0	5	289
2019	280	3	0	5	288
2018	280	3	0	5	288
2017	281	2	0	5	288

Year	Total (Ac Ft)
2024	173.28
2023	152.6
2022	156.54
2021	134.49
2020	134
2019	131.63
2018	164.64
2017	203.6



By promoting water-wise landscaping and water-efficient appliances, Stockton can work toward the Salt Lake regional goal of an 11% reduction in water use.

Proposed Regional M&I 2030 Water Conservation Goals and Future Goal Projections

Region	2015 Baseline (gpcd)	2030 Goal		2040 Projection		2065 Projection	
		Goal (gpcd)	Reduction from 2015	Projection (gpcd)	Reduction from 2015	Projection (gpcd)	Reduction from 2015
Bear River	304	249	18%	232	24%	219	28%
Green River	284	234	18%	225	21%	225	21%
Lower Colorado River North	284	231	19%	216	24%	205	28%
Lower Colorado River South	305	262	14%	247	19%	237	22%
Provo River	222	179	20%	162	27%	152	32%
Salt Lake	210	187	11%	178	15%	169	19%
Sevier River	400	321	20%	301	25%	302	24%
Upper Colorado River	333	267	20%	251	25%	248	25%
Weber River	250	200	20%	184	26%	175	30%
Statewide	240	202	16%	188	22%	179	26%

Note M&I = municipal and industrial; gpcd = gallons per capita per day based on permanent population. Reported per-capita use includes all residential, commercial, institutional, and industrial uses averaged over the permanent population in each region.

Water Infrastructure Management

Stockton's water system is adequate for its current population but will need investment and expansion to accommodate any future growth. Priority improvements include:

- Upgrading lines and storage capacity to support existing users and provide redundancy.
- Developing existing spring rights owned by the Town.
- Continuing to monitor and maintain source protection zones in coordination with Tooele County and the Utah Division of Drinking Water.
- Conducting periodic system assessments to identify leaks, inefficiencies, or infrastructure vulnerabilities.

New development will continue to be required to pay its way through impact fees, dedication of water rights, and infrastructure extensions consistent with the Town's standards and capacity.

Water Conservation

Stockton's water supply is finite and increasingly vulnerable to drought cycles and growth-related demand. Conservation and thoughtful water use is vital for the Town to be able to provide sustainable water resources. While conservation efforts may require resources and effort, it helps delay or eliminate the need for costly water infrastructure development. To reduce overall demand and strengthen resilience to future shortages, Stockton is pursuing the following policies:

- 1. Encourage Water-Wise Landscaping:** Promote the use of drought-tolerant and locally adapted plant species for public and private landscaping. Encourage xeriscaping principles that reduce irrigation needs while preserving neighborhood character and aesthetics.
- 2. Leak Detection and System Maintenance:** Implement a routine leak detection and repair program for the municipal distribution system to minimize water loss and maintain service reliability. Support the use of modern monitoring technologies to identify and address inefficiencies.
- 3. Drought Response Planning:** Adopt and periodically update a Drought Response Policy outlining voluntary and mandatory conservation measures during periods of water shortage. Ensure that public communication during drought conditions is timely, consistent, and accessible.
- 4. Public Education and Outreach:** Conduct regular outreach campaigns to educate residents, businesses, and institutions on water conservation practices. Provide information about water-efficient fixtures, irrigation scheduling, and household water-saving techniques through the Town website, utility bills, and community events.
- 5. Development Standards and Incentives:** Incorporate water efficiency standards into subdivision and site development processes. Encourage the installation of high-efficiency fixtures, smart irrigation controllers, and water reuse systems in new development and retrofits.
- 6. Regional Coordination:** Coordinate with neighboring communities, Tooele County, and the Utah Division of Water Resources to align conservation programs and pursue joint funding opportunities.

Water Quality

Stockton's culinary water originates in Soldier Canyon, a critical natural watershed that supplies the Town's entire water system. The community's location between the Oquirrh Mountains and Rush Lake creates both opportunity and vulnerability—while the surrounding terrain provides clean mountain water, it also exposes the Town to flooding, erosion, drought, and contamination risks.

In 2022, the Jacob City Fire burned over 4,500 acres in Soldier Canyon just southeast of town. This fire threatened water resources, and resulted in a temporary shutdown of the water treatment facility. The burn scars resulted in summer flooding. The Town of Stockton partnered with DWR, BLM, SITLA, and Utah County to oversee rehabilitation of the burn area, including aerial reseeding, erosion control, re-establishment of native plants, and habitat restoration.

Maintaining a reliable, safe, and sustainable water supply is therefore one of Stockton's highest public health and environmental priorities.

Issues and Challenges

- **Source protection:** Soldier Canyon's watershed is open to recreation and grazing, increasing the risk of contamination from runoff, livestock, or off-highway vehicles.
- **Aging infrastructure:** System improvements are needed to reduce water loss and meet future demand.
- **Limited treatment capacity:** Current filtration facilities are near their long-term limits.
- **Stormwater and drainage:** Urban runoff and flash flooding from steep slopes can carry sediment and pollutants.
- **Soils:** The Town sits at the convergence of steep foothills, erodible soils, and shallow groundwater, creating flood-prone and runoff-sensitive areas.
- **Groundwater Contamination:** For properties remaining on a septic system, maintenance is important to prevent groundwater contamination.



WATER USE & PRESERVATION GOALS

Goal 1: Maintain a Reliable, Efficient, and Safe Municipal Water System

A. Match growth to available water supply		B. Improve system reliability and capacity	
1	Continue requiring dedication of water rights before approving new development	1	Complete development of existing Soldier Canyon spring rights and pursue new well construction to supplement declining flows
2	Verify water availability prior to subdivision approval	2	Maintain and upgrade existing storage tanks, mains, and the filtration system
3	Update the Capital Improvements Plan to ensure new growth funds required system upgrades	3	Continue annual leak detection and system maintenance programs
		4	Coordinate with Tooele County and the Division of Drinking Water on system compliance and source protection
C. Prepare for emergencies and drought			
1	Maintain an Emergency Water Supply and Drought Response Plan		
2	Provide clear public communication during shortages or restrictions		
3	Work with County and State partners to improve drought and hazard preparedness		

Goal 2: Protect Stockton's Water Quality and Watershed Resources

A. Safeguard the Soldier Canyon watershed		B. Maintain compliance with drinking water standards	
1	Coordinate with Tooele County and State agencies to maintain source protection zones	1	Continue regular water testing and publish results in the Consumer Confidence Report
2	Limit recreation, livestock, and grading near water sources where contamination risk exists	2	Maintain and operate the sand filtration treatment system
3	Support post-fire watershed rehabilitation and erosion control projects	3	Implement cross-connection and backflow prevention programs
		4	Monitor septic system impacts and coordinate with Tooele County Health Department

Goal 3: Encourage Efficient Water Use and Community Conservation

A. Promote water-wise landscaping and household conservation		B. Plan for long-term drought resilience	
1	Encourage drought-tolerant and 'localscape' design for new development	1	Adopt clear water-use restriction stages during drought conditions
2	Educate residents on water conservation best practices	2	Communicate conservation needs early and consistently
3	Encourage use of low-flow fixtures and efficient irrigation systems	3	Seek regional assistance for drought response and recovery

Goal 4: Protect Stockton’s Water Quality and Watershed Resources

A. Collaborate regionally to improve water security		B. Maintain accurate water data and system records	
1	Participate in Tooele County and State water planning and hazard mitigation efforts	1	Track annual water use and report to the Division of Drinking Water
2	Pursue funding and infrastructure opportunities, including shared opportunities with nearby communities	2	Monitor per-capita use and system loss to identify areas for improvement
3	Maintain active coordination with the Division of Drinking Water and Department of Environmental Quality	3	Keep accurate maps and inventories of water lines, valves, and facilities

SOURCES

¹ Stockton Water Data: https://www.waterrights.utah.gov/asp_apps/viewEditPWS/pwsView.asp?SYSTEM_ID=1049



Chapter 9: Natural Resources and Hazards

NATURAL HAZARDS

Stockton's setting at the base of the Oquirrh Mountains exposes the community to a variety of natural hazards. These include earthquakes, flooding, debris flows, problem soils, erosion, and wildfire, along with potential secondary impacts such as landslides and hazardous materials releases. The 2021 Tooele County Pre-Disaster Mitigation Plan outlines natural hazards, specific threats—including parcel locations and land uses—and mitigation strategies. The intent of this General Plan is to support, follow, and incorporate Tooele County's Pre-Disaster Mitigation Plan.

Because Stockton is a small community with limited emergency staffing, the Town relies heavily on Tooele County Emergency Management, regional fire and law enforcement services, and the Tooele County Multi-Jurisdictional Hazard Mitigation Plan (2021) for hazard mitigation and emergency response coordination. The County plan provides detailed mapping, vulnerability assessments, and mitigation strategies for Stockton and serves as the Town's primary hazard reference document.

TOOELE COUNTY PRE-DISASTER MITIGATION PLAN

2021 UPDATE



PRIMARY NATURAL HAZARDS

Earthquakes

Stockton is located near the Southern Oquirrh Mountains Fault Zone. The Utah Geological Survey has mapped this fault zone, which is located primarily southeast of town. Fault lines in yellow on the map are active faults (evidence of surface movement in the past 15,000 years) and have a slip rate of 0.2 to 1 millimeter per year.

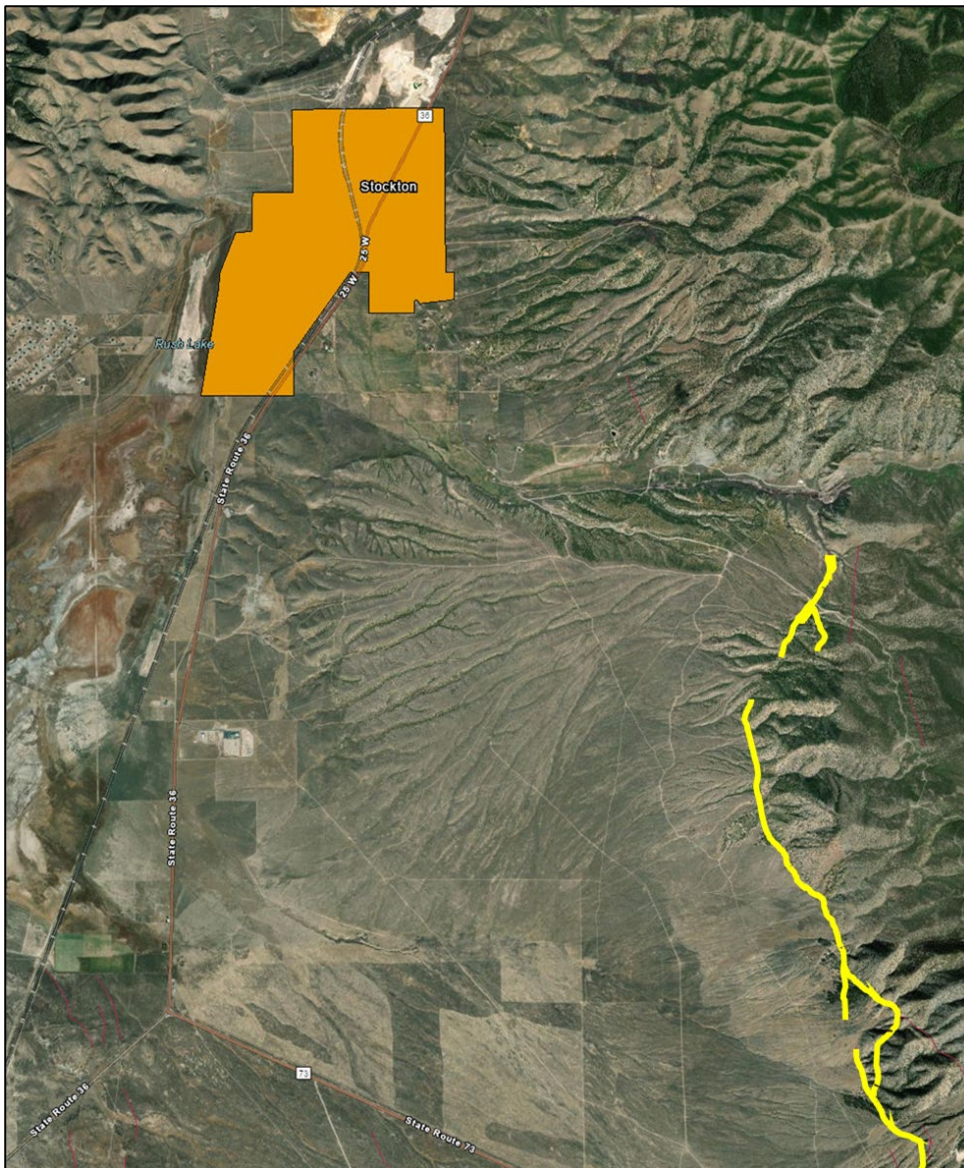
While the fault trace lies east of town, Stockton could experience strong shaking, ground failure, or liquefaction during a major event. The fault can generate magnitude 6.5 to 7.0 earthquakes at intervals of roughly 2,000 to 3,000 years.

KEY ACTIONS

1. Maintain seismic building code compliance

2. Retrofit older structures (such as the historic Town Hall)

3. Coordinate with Tooele County for emergency preparedness and public education



Southern Oquirrh Mountains Fault Map with active faults shown in yellow

Flooding and Drainage

Runoff from the Oquirrh foothills can cause localized flooding, especially where roadside ditches or culverts become blocked. FEMA mapping identifies limited flood hazard areas, but localized drainage and erosion remain recurring concerns.



KEY ACTIONS

1. Maintain drainage systems
2. Avoid building in flood-prone areas
3. Integrate flood mitigation into road and infrastructure projects



Wildfire

The foothill slopes and undeveloped lands around Stockton present a moderate to high wildfire hazard, particularly during dry summer conditions. Virtually the entirety of Stockton is located within a wildland-urban interface (WUI) area, and areas outside WUI are still vulnerable. The Stockton/South Rim Volunteer Fire Department is the community's primary defense and participates in regional hazard mitigation efforts. The Fire Department is discussed in the Public Facilities Element.

KEY ACTIONS

1. Maintain defensible space around structures
2. Support fire mitigation in WUI areas
3. Coordinate with Tooele County and the Utah Division of Forestry, Fire, and State Lands (FFSL) on prevention and response

Erosion and Problem Soils

Erosive soils and slopes on the town’s periphery can cause road, ditch, and foundation damage. These issues are closely tied to flood and stormwater management. Debris flow and alluvial fan areas are located on the east side of town. The Town should avoid development in these areas. Please see the Tooele County Pre-Disaster Mitigation Plan for maps and more information.

KEY ACTIONS

1. Incorporate geotechnical review for new development

2. Implement best management practices to reduce runoff and erosion

Hazardous Materials (Hazmat)

State Route 36 and the Union Pacific rail line carry materials that could pose risk in the event of a spill or transport accident. The Town relies on Tooele County and the regional fire department for incident management.

KEY ACTIONS

1. Maintain coordination with Tooele County Emergency Management

2. Ensure emergency communication systems and evacuation routes remain functional



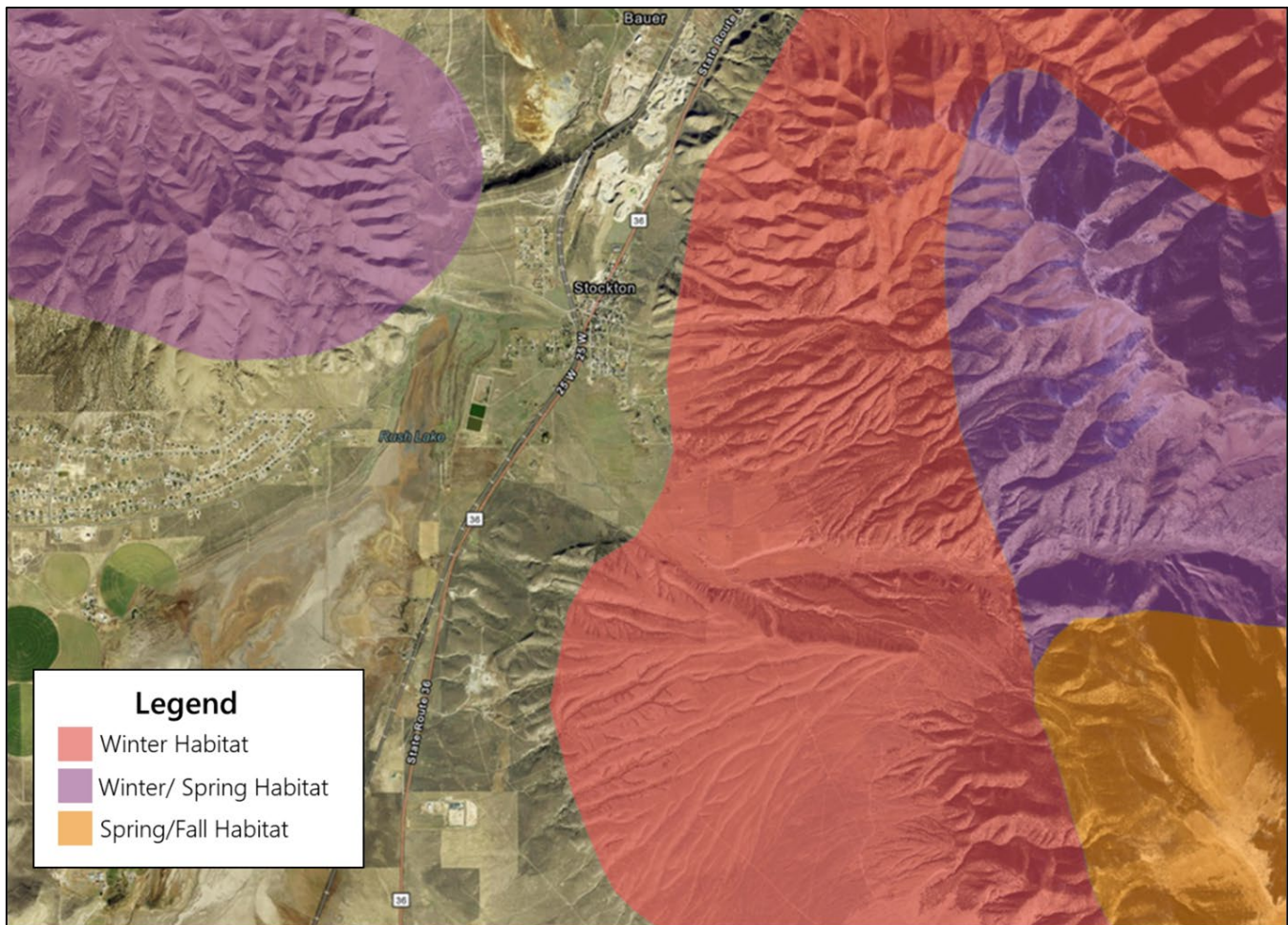
NATURAL RESOURCES AND ENVIRONMENT

Migration Corridors

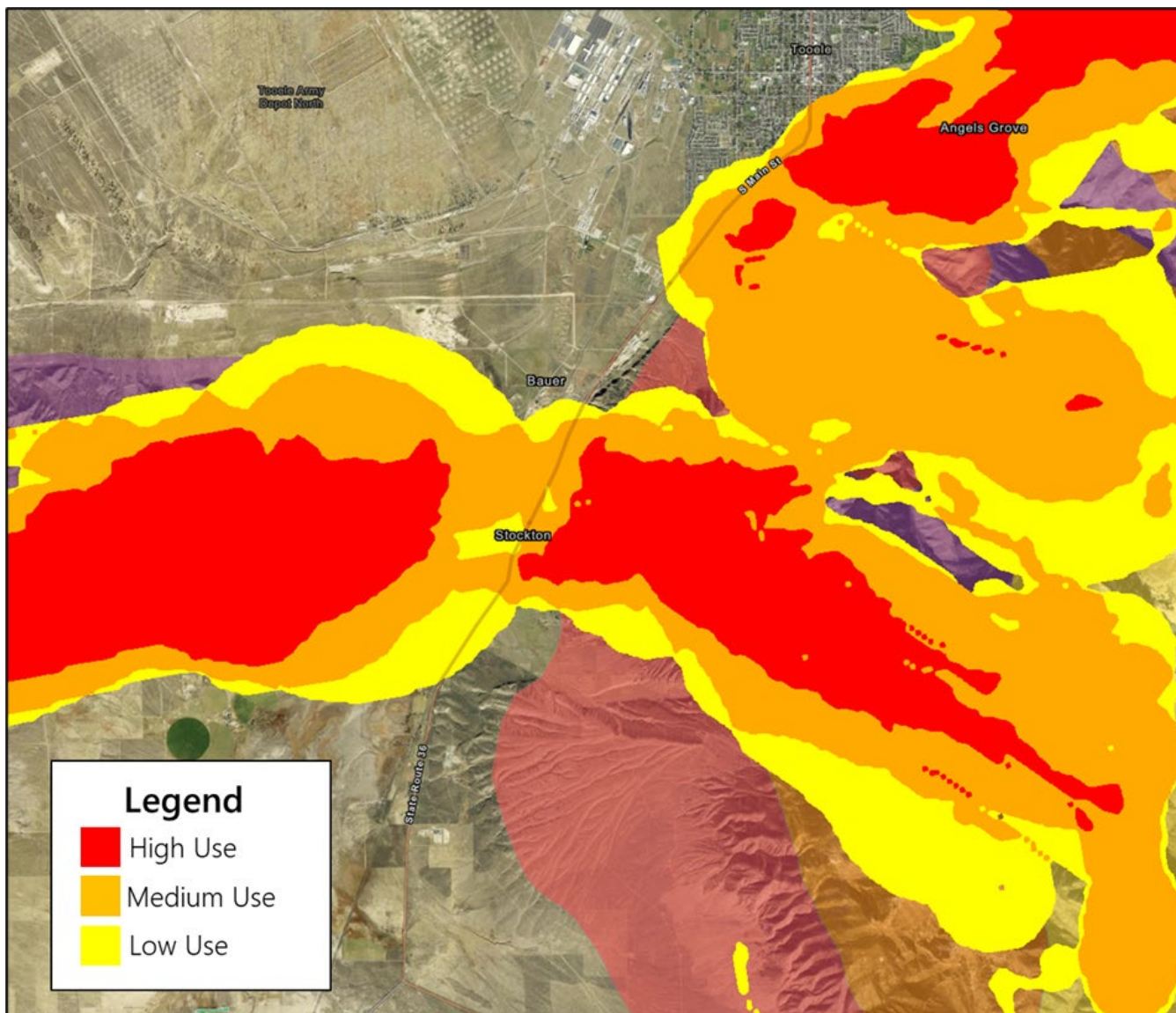
Stockton is surrounded by open rangeland that supports a variety of wildlife species. The Utah Division of Wildlife Resources (DWR) Migration Initiative works to increase understanding and public awareness of wildlife migration areas across the state. Through this effort, the initiative has mapped extensive portions of elk range near Stockton, identifying key movement corridors and seasonal habitat surrounding the community. Elk herds move seasonally between high-elevation summer range in the Oquirrh Mountains and low-elevation winter habitat surrounding

Stockton. Portions of Soldier Canyon and the foothills immediately east and south of town serve as critical winter range, and elk regularly cross through and near the community, particularly along State Route 36 and Soldier Canyon Road. While the Town does not directly manage wildlife, it recognizes the importance of maintaining safe movement routes and reducing conflicts between residents, motorists, and migrating herds.

ELK HABITAT AREAS¹



ELK MIGRATION CORRIDORS



DNR has designated the winter habitat surrounding Stockton as "crucial."

BEST PRACTICE POLICIES

1 Wildlife-Friendly Fencing

Encourage fencing designs that allow wildlife passage, such as three-wire fences with smooth top and bottom wires, and discourage impermeable fencing (chain-link, solid wood, or full privacy fencing) near known migration areas or open foothill edges.

2 Roadway Crossings

Work with the Utah Department of Transportation (UDOT) and the Utah Division of Wildlife Resources (UDWR) to identify elk crossing “hotspots” along SR-36 and Soldier Canyon Road, where herds regularly move between winter and summer ranges.

3 Signage and Safety Measures

Support installation of “Elk Crossing” or seasonal wildlife warning signage where crossings are frequent. Encourage UDOT or Tooele County to consider speed management or wildlife reflectors in areas with high crossing volume.

4 Development Review

For new subdivisions or site plans in known crossing zones, require fencing and lighting designs that minimize impacts to wildlife movement (e.g., avoid long continuous fences and use downward-shielded lighting).

5 Winter Habitat Management

Avoid grading, vegetation removal, or new lighting on slopes or open lands known to serve as habitat.

6 Public Education

Provide short, seasonal information on the Town’s website or social media about living near elk, wildlife-friendly fencing, and seasonal movement awareness for residents and motorists.



DARK SKIES

Local and Regional Efforts

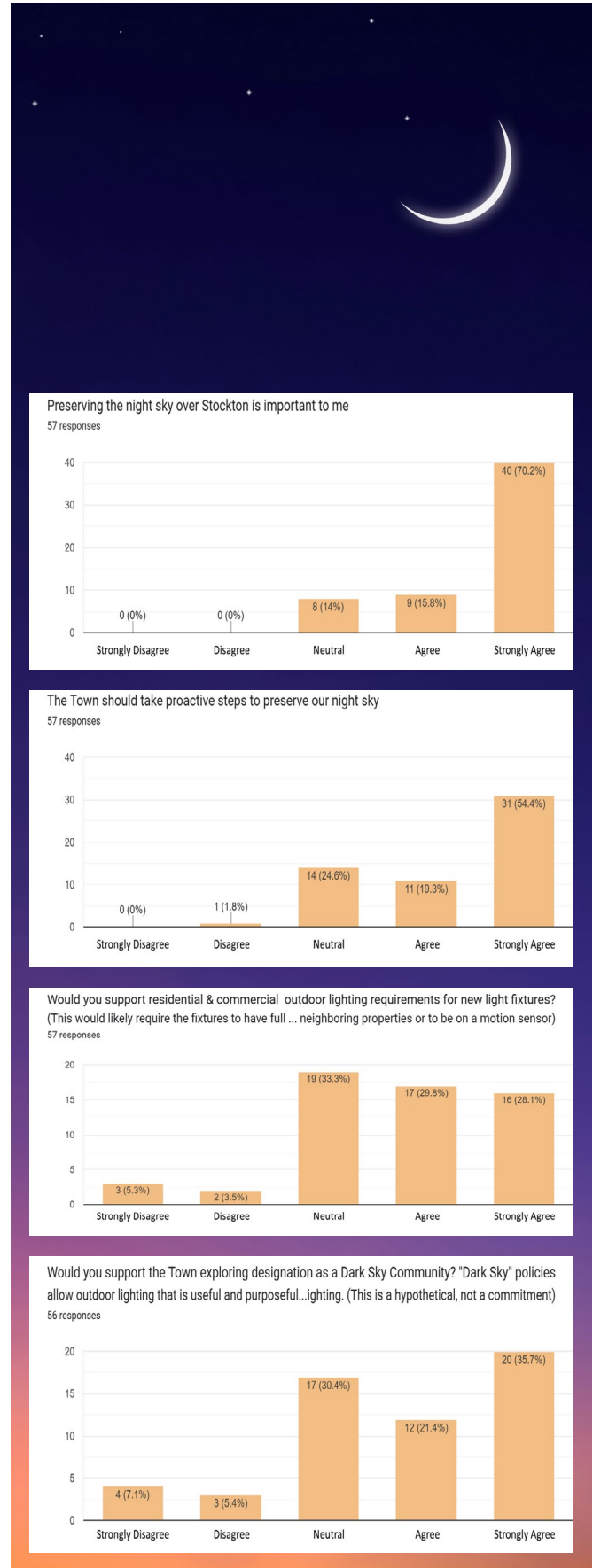
Residents enjoy dark, star-filled nights. On clear evenings, many often see the Milky Way from their own backyards. They want to preserve this experience and worry that new development, if left unchecked, will introduce lights that diminish this important part of their quality of life.

Stockton recognizes that preserving this treasured resource will require close collaboration with Tooele County to ensure new development adopts dark-sky-friendly standards. This includes shielding exterior lighting and using warmer, yellow-orange fixtures instead of the cooler white-blue lights that have created significant skyglow and glare in other communities. Without reducing lighting impacts from new regional growth—particularly large industrial and commercial projects—even the strongest local efforts would be insufficient to prevent Stockton from losing its dark skies and becoming indistinguishable from the rest of the Wasatch Front.

Importance to Stockton

The General Plan Public Survey asked several questions pertaining to dark skies and residents voiced strong support. This makes sense as Stockton is separated from much of the region’s urban skyglow. Approximately 86 percent of residents indicated that “preserving the night sky” was important, with no respondents indicating disagreement. A similar number suggested the absence of lights at night is something they value.

Residents strongly indicated that the Town should take proactive steps to preserve the night sky. Three-fourths wanted all new lights to be shielded. Residents are concerned about how new growth could impact their starry nights. In interviews, several residents stated that the night sky is an important part of the Town’s identity. In the survey, nearly 60 percent voiced support to pursuing “Dark Sky” designation—which could be used in the Town’s branding. Half of residents indicated an interest in attending community star parties. Only 12.5 percent disagreed with pursuing Dark Sky designation.



ENVIRONMENTAL REMEDIATION AND RESOURCE EXTRACTION

Stockton's early history as a mining community left behind significant environmental challenges. While mining shaped Stockton's identity and early prosperity, it also resulted in long-term soil and water contamination from tailings, smelting operations, and waste rock disposal.

Several locations in and near Stockton have been identified by the U.S. Environmental Protection Agency (EPA) and the Utah Department of Environmental Quality (DEQ) as Superfund or remediation sites. Environmental cleanup and remediation at each of these locations is very important for local residents. Accordingly, each of them is discussed in detail in this General Plan.

Cleanup efforts have been ongoing for decades and have included removal of contaminated soil, restrictions on residential construction in certain areas, and public education on minimizing exposure risks. However, the Town continues to face challenges related to:

- Managing disturbed soils during construction or grading activities;
- Ensuring that redevelopment of former mining properties complies with DEQ standards;
- Monitoring potential contamination of groundwater and stormwater; and
- Maintaining clear communication with residents about cleanup progress and safety precautions.

Stockton will continue to collaborate with Tooele County, EPA, DEQ, and property owners to ensure that remediation efforts remain effective and that redevelopment occurs safely and responsibly.



Jacobs Smelter Superfund Site

Background

The Town of Stockton sits within the boundaries of the Jacobs Smelter Superfund Site, a federally designated area covering roughly eight square miles. The site was added to the U.S. Environmental Protection Agency's (EPA) National Priorities List in 2000 because of contamination from 19th-century mining and smelting operations.

During the 1860s and 1870s, lead and silver smelting produced large volumes of tailings, slag, and waste rock that contained lead and arsenic. Over time, these materials contaminated soils in and around Stockton. The EPA, working with the Utah Department of Environmental Quality (UDEQ), has been investigating, cleaning up, and monitoring the area for more than two decades to protect public health and the environment.

Site Characteristics

The Jacobs Smelter Site includes the Town of Stockton and nearby areas that were once home to extensive mining and smelting in the late 1800s. Those early operations left behind waste materials that released heavy metals, such as lead, arsenic, cadmium, and zinc, into the surrounding soil and water. When the EPA evaluated the area, it found contamination levels high enough to meet federal standards for cleanup under the Superfund program.

The site boundary is based on where contamination has been found, not on property lines. This means that any place where pollutants from historic smelting have spread is considered part of the site, regardless of who owns the land.

Site Organization

To manage cleanup, the EPA divided the site into six Operable Units (OUs), each representing a different area or set of contamination issues.

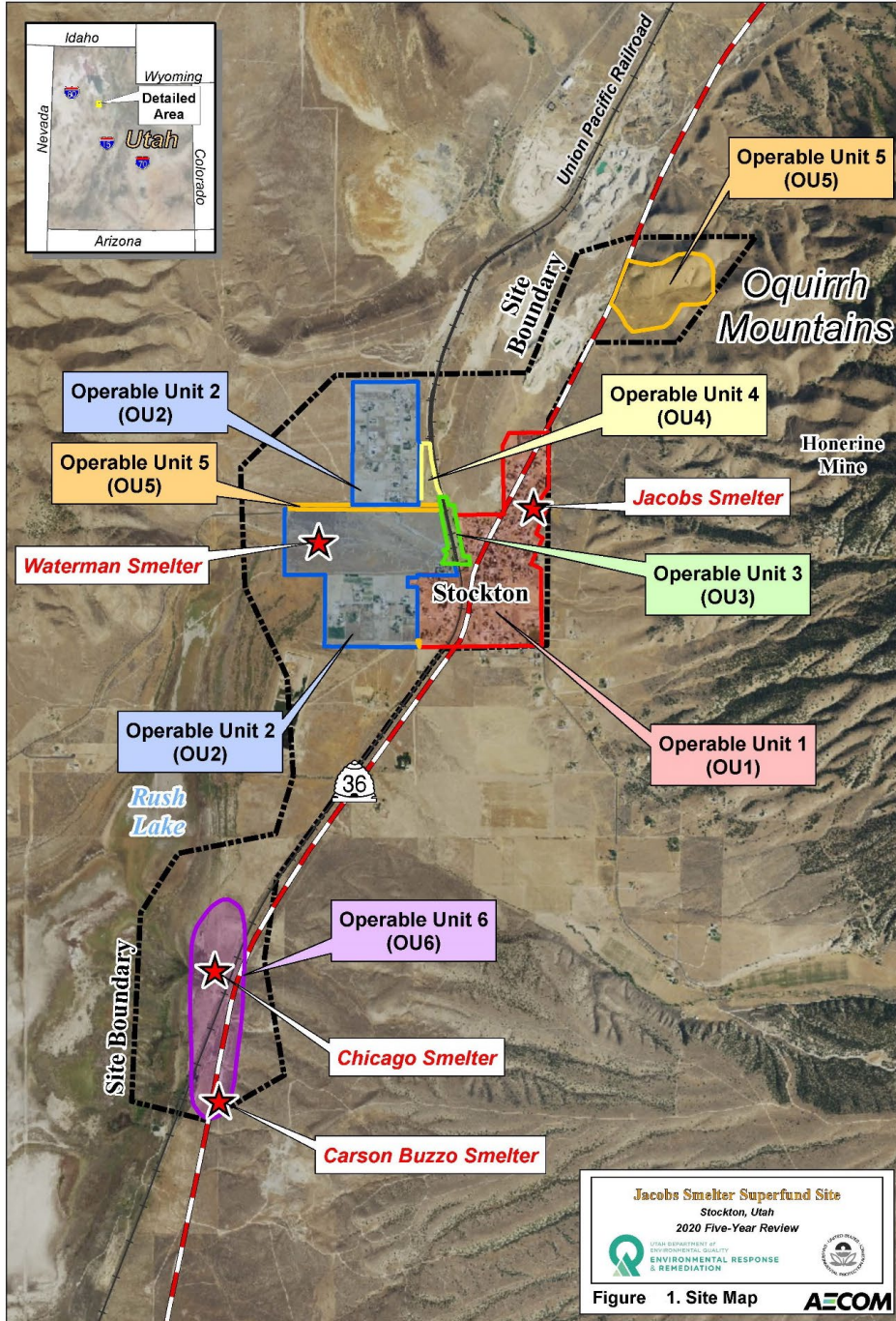


What Is a Superfund Designation?

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly referred to as Superfund, is a 1980 U.S. law that provides broad authority to clean up abandoned or uncontrolled hazardous waste sites. It provides funding for cleanups and allows for federal intervention when no responsible party can be identified. The Superfund designation identifies the Jacobs Smelter area as a priority site for long-term cleanup and monitoring. The Superfund designation does not imply that Stockton is unsafe. Rather, it means that federal and state agencies remain committed to continued oversight to protect public health and the environment.

For residents and property owners, this means:

1. Contaminated soils have been remediated or managed to protect health.
2. New construction or excavation must follow established permitting and testing procedures.
3. Information about property-specific cleanup and soil conditions is available through EPA and UDEQ.



OU1 - Residential Properties in Stockton

This area encompasses much of Stockton's developed area. Between 1999 and 2000, the EPA and UDEQ removed contaminated soils from 155 residential lots in OU1. Contaminated soil was replaced with clean fill, and landscaping was restored. Stockton adopted an excavation ordinance requiring testing and safe handling of any soils disturbed below 18 inches and later constructed a local disposal site for contaminated soils. OU1 was officially deleted from the National Priorities List in 2001.

OU2 - Waterman Smelter Area (Outside Stockton Limits)

This area includes many homes on the west side of town. Cleanup has been conducted on contaminated subdivision lots and smelter-adjacent lands since 2001. A final Record of Decision was issued in 2016 to guide additional work. The EPA is now reviewing the long-term effectiveness of these measures.

OU3 - Stockton Rail Yard

In 1999, Union Pacific Railroad placed a clean soil cap over contaminated soils within the rail corridor. The area was deleted from the National Priorities List in 2005 and remains protective through ongoing maintenance of the soil cover.

OU4 - Kennecott Copper Parcel

This property, between the Rawhide Ranchettes subdivision and the rail line, was cleaned up in 2008. An environmental covenant filed with Tooele County ensures that any future land use changes are evaluated for potential exposure risks.

OU5 - Bureau of Land Management Property Northeast of Stockton

The BLM completed cleanup work in 2011 and assumed responsibility for remaining contamination. The EPA later determined that a portion of this area was affected by unrelated sources and removed it from the Superfund boundary. The BLM continues to manage cleanup of the remaining affected land.

OU6 - Chicago and Carson Buzzo Smelter Area (South of Town)

This area was separated from OU2 in 2014 to allow for specific investigation of agricultural lands and historical smelter sites. The EPA plans to begin additional sampling and evaluation in late 2025.

Future Conditions and Implications

Efforts over the past couple decades represent significant progress: most residential and public areas have been cleaned up and are safe for normal use. Ongoing coordination among the EPA, UDEQ, BLM, and the Town of Stockton ensures that monitoring, testing, and protective measures remain in place.

Moving forward, the EPA and UDEQ will continue to conduct Five-Year Reviews to evaluate the effectiveness of the cleanup. Stockton's ordinance and local disposal facility remain key tools for managing future soil disturbances. Portions of the site may eventually be formally deleted from the National Priorities List once the EPA determines that all cleanup objectives have been met.

The Superfund status does not prohibit development, but it does require additional due diligence and sometimes site-specific environmental review to ensure compliance with federal and state cleanup objectives. All development or land disturbance within Superfund areas must consider:

1. Soil disturbance protocols and, where applicable, EPA/ UDEQ consultation before excavation or grading.
2. Avoidance of contaminated soils or tailings during construction or landscaping.
3. Continued institutional controls limiting residential use on certain parcels until cleanup is certified.
4. Coordination with the Town and state environmental agencies before issuing building permits in remediated areas.

Other Remediation Sites*Kennecott NE Stockton Property*

In addition to the Jacobs Smelter Superfund Site, a smaller cleanup area known as the "Kennecott NE Stockton Property" lies on the northeast side of town near State Highway 36. This site is associated with past mining and smelting activity but was found to have limited contamination. The EPA managed a focused cleanup, known as a "removal action," to address the issue. Because the contamination was localized and no longer poses a health or environmental risk, the site is not part of the National Priorities List and does not require ongoing Superfund investigation or long-term cleanup. The EPA now classifies it as a "Removal Only" site, meaning the necessary work has been completed and no additional assessment is needed.

Bauer Tailings

The Bauer Tailings area northwest of Stockton was once used for ore processing, which left behind soil and sediment containing lead and arsenic. EPA investigated the site and determined that the contamination does not present a significant health or environmental risk under current conditions. The site was not added to the Superfund list, and no further federal cleanup is planned at this time. The property is currently located outside municipal boundaries on the west side of the Union Pacific Railroad tracks just north of town.





Resource Extraction and Gravel Operations

Background

Gravel, sand, and rock aggregate are essential materials for construction and infrastructure. The Town of Stockton is located next to a couple long-standing gravel operations that serve regional needs. These facilities are situated west of State Highway 36, with active mining and processing areas outside the Town's incorporated limits.

During the survey, Stockton General Plan Open House, and resident interviews, many residents indicated significant concerns about the impacts of these gravel pits, potential expansion, and potential ways to mitigate these impacts. In light of these responses, this General Plan will provide greater context to assist residents and decision-makers in understanding legal constraints and potential actions.

In 2025, Utah House Bill 355 expanded the rights of existing gravel operations. Under this law, operators who lawfully operated before May 7, 2025, have a vested right to continue operations and may expand or alter their operations on site. These operators may also, under certain conditions, expand operations onto contiguous land that they own or control. However, this "new land" is limited to the land that they own or control before January 1, 2026. This can include land inside municipal boundaries if the land is contiguous with existing operations—even if contiguous through a chain of parcels—and is not separated by a highway. Land purchased or otherwise controlled after January 1, 2026, is not subject to these protections.

Potential Impact

One of the major operators west of Highway 36 (Kilgore Companies) conducts a gravel pit on land that crosses into Stockton municipal boundaries. The operator also owns or controls additional land within Stockton that is contiguous to their operations but has not been used as of this time. Under HB 355, now codified as Utah Code 10-9a-903, the mining company can operate and expand onto these parcels within Town limits even if Stockton's Zoning Map and Zoning Ordinance would have otherwise disallowed it. Any expansion onto land that is either not contiguous or that is purchased or controlled after January 1, 2026, would need to comply with Stockton's Zoning Ordinance.

Residents are concerned about this potential expansion. The historic Stockton Cemetery is surrounded by a parcel that appears to be owned or controlled by Kilgore. The Cemetery was established in 1902 and contains earlier burials. The Cemetery, in particular the locations of early burials, may not follow the exact parcel lines, which may result in some burials being located outside the official boundaries of the Cemetery. There are several protections for burials. First, the State of Utah has protections against disturbing existing burial sites. Second, before a gravel pit operator can expand onto "new land," Utah Code 10-9a-903(4) allows the Town to propose measures to mitigate the endangerment of "public health, safety, and welfare." In this situation, the operator must notify the Town of their intent to expand operations, and the Town has 90 days to notify the operator of evidence that the "new land will endanger the public health, safety, and welfare" and propose measures to mitigate the endangerment.

The Town recognizes both the importance of the gravel industry and the need to protect the dignity, access, and cultural integrity of the cemetery.

Community Context and Concerns

Concerns expressed during public input include:

- potential **visual and noise impacts** of expanded mining near the cemetery and residential areas;
- preservation of safe and permanent public **access to the cemetery**;
- **protection of burial grounds** and the possibility of unmarked graves beyond recorded boundaries;
- **maintenance** of public welfare and safety, including dust, vibration, and slope stability; and
- the need for **clear communication** between operators, residents, and government agencies.

Legal and Regulatory Setting

Under Utah Code §§ 10-9a-901 through -905 and 17-41-402, municipalities:

may not prohibit or restrict a vested gravel pit use or its expansion onto qualifying contiguous land, except where the expansion would endanger public health, safety, or welfare;

may require reasonable mitigation measures that do not exceed state environmental standards; and

retain authority to regulate related impacts such as transportation routes, hours of operation, noise, and visual buffering, provided those measures are consistent with state law.

In addition, Utah Code § 76-5-802 protects cemeteries and burial sites from disturbance or desecration, and the Utah Division of Oil, Gas, and Mining requires operators to address cultural and historic resources as part of their mining and reclamation plans.



NATURAL RESOURCES AND HAZARDS GOALS

Goal 1: Protect Stockton’s Residents, Property, and Infrastructure From Natural Hazards

A. Incorporate hazard mitigation into local planning and decision-making		B. Maintain emergency readiness through coordination and outreach	
1	Use the Tooele County Pre-Disaster Mitigation Plan as Stockton’s hazard reference and update coordination after each County plan revision	1	Continue to rely on and coordinate with Tooele County Emergency Management for response planning, evacuation routes, and training
2	Require drainage and geotechnical review for new development in flood-prone, steep, or unstable areas	2	Support the Stockton/South Rim Volunteer Fire Department in wildfire preparedness and community education
3	Integrate hazard-resilient design—such as stormwater controls, slope stabilization, and defensible space—into public infrastructure and private development	3	Provide seasonal public information on hazards such as flooding, earthquakes, wildfire, and hazmat incidents

Goal 2: Conserve Stockton’s Natural Environment and Wildlife Habitat

A. Maintain safe wildlife migration routes and seasonal habitats		B. Protect rural character, open space, and night skies	
1	Work with UDOT and DWR to identify elk crossing hotspots along SR-36 and Soldier Canyon Road	1	Encourage residents to use Dark Sky-compliant fixtures for exterior lighting
2	Support wildlife crossing signage and encourage speed management or reflectors in high-traffic crossing areas	2	Educate residents on the benefits of shielding lights and reducing color temperature of outdoor lighting
3	Encourage wildlife-friendly fencing (three-wire, smooth top/bottom) and downward-shielded lighting in new development near migration routes	3	Review the city’s lighting standards, especially for new developments, to reduce light pollution
4	Avoid grading, vegetation removal, or new lighting on winter range slopes and open foothills	4	Consider pursuing designation as a “Dark Sky Community”
5	Share seasonal information with residents about living near elk and minimizing conflicts	5	Coordinate with Tooele County and neighboring towns to promote Dark Sky lighting standards

Goal 3: Support Safe Environmental Remediation & Hazmat Response

A. Coordinate ongoing cleanup and soil management		B. Maintain hazmat readiness for SR-36 and UP rail	
1	Continue working with the EPA and DEQ to monitor the Jacobs Smelter Superfund Site and related cleanup areas	1	Keep an updated contact tree and operating procedures for hazmat incidents with County EM and the railroad
2	Review, update, and enforce the Town's excavation and soil handling ordinance for projects disturbing contaminated ground	2	Ensure evacuation routes and public alerts are documented and communicated
3	Provide clear guidance to residents and builders about soil testing and disposal requirements	3	Inventory and maintain hazmat trailer and equipment
4	Participate in the EPA's Five-Year Review process to ensure remediation remains protective	4	Schedule periodic hazmat drills

Goal 4: Balance Natural Resource Use With Community Safety, Cultural Protection, and Environmental Stewardship

A. Manage potential gravel and extraction impacts near Stockton	
1	Coordinate with gravel operators and Tooele County to address dust, noise, and traffic impacts
2	Maintain communication with residents, operators, and regulators regarding mining activity and community concerns
3	Encourage early coordination between operators and Town officials prior to any expansion or plan modification
4	Conduct periodic community meetings to update residents on mining-related developments

SOURCES

¹ Utah DNR Wildlife Migration Initiative <https://wildlifemigration.utah.gov/land-animals/corridors/>.



Chapter 10: Public Facilities and Services

TOWN ADMINISTRATION AND CAPACITY

Stockton operates under the Mayor–Council form of government, consistent with Utah state law. The Mayor and five-member Town Council provide policy direction, enact ordinances, and oversee key community functions. Each Council member is assigned specific areas of responsibility to ensure hands-on oversight of town operations.

Day-to-day administration is carried out by a small but dedicated team of Town staff. The Town Clerk and Treasurer manage general administration, budgeting, and recordkeeping, while the Public Works Department oversees the operation and maintenance of Stockton’s water, sewer, and street systems. Public works personnel are state-certified in water and wastewater operations, ensuring compliance with Utah Division of Drinking Water and environmental regulations. Stockton supports ongoing training and certification to maintain technical expertise and operational redundancy in essential services.

Because of its small size, Stockton relies on a combination of employees, volunteers, and contracted professionals to deliver high-quality public services efficiently. The Town contracts for legal counsel, engineering, planning, and building inspection services, as well as projects such as water, sewer, and GIS, allowing it to access specialized expertise without the expense of maintaining full-time professional staff. Fire protection is provided by the Stockton/South Rim Volunteer Fire Department, which coordinates closely with Tooele County Emergency Management and regional partners. Volunteers fill the fire department staff, along with many other tasks throughout the town, such as community events, cemetery maintenance, and park beautification.

The Town’s Planning and Zoning Commission, composed of volunteer residents, serves as an advisory body to the Town Council on land use, subdivision, and zoning matters. The Commission reviews development proposals, makes recommendations on ordinance amendments, and ensures that growth aligns with the General Plan. Stockton encourages ongoing training for commission members to promote consistency and effectiveness in decision-making.

The Town's organizational structure is lean and efficient:

- The Mayor and Town Council provide leadership and policy direction.
- The Town Clerk and Treasurer manage administrative and financial operations.
- The Public Works Department—consisting of a Public Works Director and a Watermaster/Sewermaster—maintains critical infrastructure and oversees water and sewer systems.
- The Fire Department provides emergency and hazard response.
- The Planning and Zoning Commission advises on land use and development.
- Contracted professionals and County partnerships provide specialized technical and legal services.

PUBLIC FACILITIES AND TOWN HALL

Stockton's Town Hall is housed in the historic Stockton School. Constructed in 1929 and designed by the noted architectural firm Scott & Welch, the building was listed on the National Register of Historic Places in 2018. The Stockton School represents the Town's early commitment to education and civic improvement. For more than half a century, the school served students from Stockton and nearby mining communities before being converted to the Town Hall in the 1980s.

The building is a Colonial Revival–inspired brick structure that retains much of its historic integrity despite some reversible alterations, such as the boarding of the original classroom windows during its conversion to municipal use. The school's original design reflected an era of educational progress in rural Utah, and Stockton's building remains one of the few surviving examples of Scott & Welch's small-town school architecture.

Following the school's closure in 1984, the building was adapted for civic use and has since served as the seat of local government, housing Town offices, council chambers, and community space. Earlier General Plans described the building as a "symbol of Stockton's civic pride and heritage," a sentiment that continues to hold true today. The building now also houses the Daughters of the Utah Pioneers (DUP) Museum, which occupies one of the original classrooms and preserves artifacts and photographs from Stockton's mining and settlement history.

Despite its historic and cultural significance, the structure presents serious functional challenges. It lacks a full heating system and has no central air conditioning, contributing to high utility and maintenance costs. The council chambers are too small to accommodate large public meetings, and the building is not ADA-compliant, limiting accessibility for some residents. For larger gatherings, the Town Council and Planning Commission often meet at the Fire Department or outdoors under the park pavilion.



The building also has substantial deferred maintenance, including window restoration, cosmetic repairs, accessibility improvements, and structural updates. These limitations underscore the Town's long-term need for a new municipal facility that is energy-efficient, ADA-compliant, and large enough to accommodate public participation in civic events.

Nevertheless, the Town intends to preserve and reuse the historic school building regardless of any future construction. Stockton's residents consider it an irreplaceable piece of the community's history and architectural heritage. While the DUP Museum could potentially expand its use of the space, it is unlikely to fill the building entirely. The Town will explore additional adaptive reuse opportunities, such as a cultural center, small community meeting venue, or educational space, to help sustain and maintain the building for future generations. Preserving the Stockton School as a living part of civic life—while planning for a new, functional Town Hall—will allow Stockton to honor its past while meeting the practical needs of the future.

CITY OUTREACH

Effective communication between the Town and its residents is essential to maintaining and promoting trust and community involvement. Stockton's small size allows for direct and personal interaction with residents. The Town currently uses several methods to keep residents informed and engaged:

- **Monthly Town newsletter:** Distributed in print and online. This serves as the primary means of sharing Town news, upcoming events, and meeting information.
- **Town of Stockton's official website:** Provides access to ordinances, meeting agendas, minutes, forms, announcements, and personnel and contact information.
- **Social media (Facebook):** The Facebook page is used for Town updates, public notices, and reminders. It is a moderated page, mostly limited to official Town posts. The Fire Department also maintains an active Facebook page with a large local following, frequently sharing safety information, restrictions, and emergency updates. The Fire Department Facebook page serves a broader regional audience.
- **Portable roadside message sign:** This is placed along the highway to announce meetings and community events.

43.4%

of respondents would like to see a
community center in town

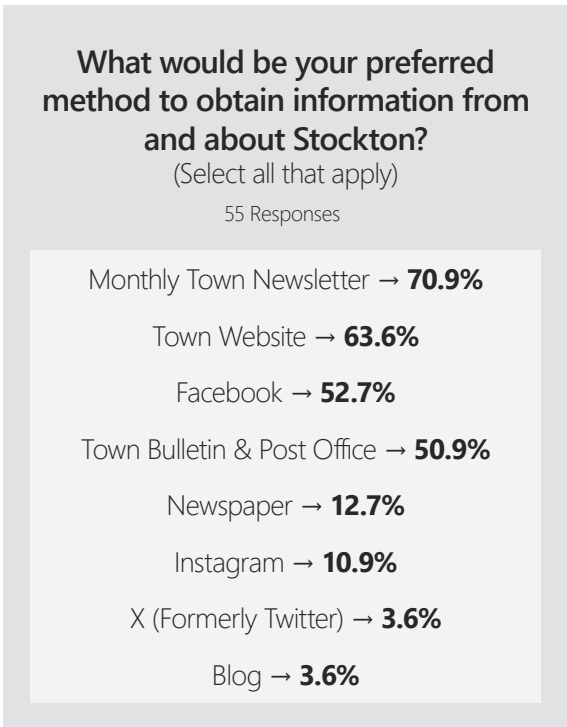
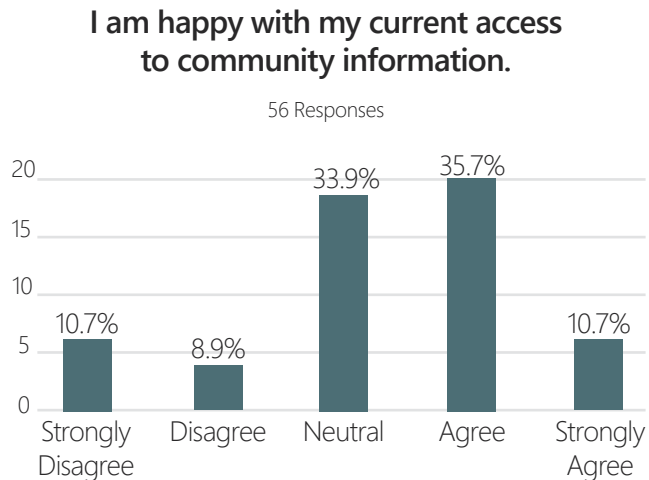


The 2025 community survey shows that Stockton’s communication efforts are generally well-received:

- ➔ 91% of respondents agreed or strongly agreed that it is important for them to receive communication from the Town about local happenings.
- ➔ 76% follow local news through the monthly newsletter, while 61% use social media and 26% use the Town website.
- ➔ The most preferred communication tools are the newsletter (71%), website (64%), Facebook page (53%), and bulletin board or Post Office postings (51%).
- ➔ However, only about 46% of respondents said they are satisfied with their access to community information, with 20% expressing dissatisfaction and 34% neutral.

These results indicate that Stockton’s current outreach methods are effective and well-trusted, but that the Town can continue improving information accessibility and consistency—especially for residents who may not use social media or digital tools regularly.

The Town’s communication strategy should emphasize both digital and physical outreach, ensuring that all residents—longtime locals, commuters, and new arrivals alike—can access timely and accurate information. Maintaining a mix of traditional tools (newsletter, bulletin board, highway sign) and modern platforms (website, Facebook) reflects the Town’s inclusive, small-town approach.



LAW ENFORCEMENT

Until recently, Stockton maintained a small local police department composed of two officers who provided local community policing. The department was disbanded due to staffing, administrative, and liability challenges.

Law enforcement is now provided by the Tooele County Sheriff’s Office, which covers the entire county’s unincorporated areas and smaller towns. While this arrangement ensures continued coverage, many residents feel the loss of Stockton’s personalized police presence. In survey comments and community outreach, residents frequently noted that the former local officers “knew the community,” “understood the residents,” and “handled problems with discretion.” This was backed up by the public survey, where over 60% of residents indicated they preferred a local police department, and only 12% were content with the status quo.

Residents expressed both appreciation for the County’s assistance and frustration over slower response times and

a lack of community familiarity. The Town recognizes these trade-offs and will continue exploring methods to improve law enforcement, which may include efforts such as:

- contracting with Tooele County for enhanced patrol hours or a dedicated deputy;
- exploring cost-sharing grants where Stockton coordinates with Toole County as the applicant;
- organizing local opportunities for structured community feedback on recurring issues, such as traffic issues, code enforcement challenges, and neighborhood disputes;
- establishing a part-time town marshal or shared position with another small community; and
- reinvesting in neighborhood watch programs and community engagement in safety efforts.

Stockton’s priority is to maintain safety while fostering the sense of trust and responsiveness that residents valued under the local department.



FIRE AND EMERGENCY SERVICES

Fire protection and emergency response in Stockton are provided by the Stockton Volunteer Fire Department, which also serves the unincorporated community of South Rim. Together, these communities operate as a single volunteer department with two fire stations, one located in Stockton and the other in South Rim. The South Rim Station was officially opened in June 2025.

The department is led and supported by a dedicated team of trained volunteers. The department provides structural, wildland, rescue, and hazardous materials response capabilities.

Organization and Equipment

Two Stations: Stockton and South Rim operate jointly under one command structure. Equipment and personnel are shared between both stations as needed.

Budget: Approximately two-thirds of the department's budget is funded by Tooele County. County reimbursement is based on the number of service calls handled each year.

VEHICLES AND APPARATUS (10 total)

2	structural engines
2	rescue trucks
3	brush trucks
1	emergency management truck (required under HB 96, 2023)
1	hazmat trailer
1	water tender
1	UTV (planned for future addition)

Much of this fleet has been acquired within the past few years, representing a major expansion in response capacity. With both a new South Rim station and recent vehicle acquisitions, the department does not anticipate further expansion in the near term but will continue focusing on training, maintenance, and coordination.



Regional Coordination and Hazmat Preparedness

The Stockton/South Rim Fire Department coordinates closely with Tooele County Emergency Management and neighboring jurisdictions to ensure regional readiness. The department regularly participates in countywide emergency planning and training exercises and responds to mutual aid requests when needed.

Tooele County recently completed a Hazardous Materials (Hazmat) study identifying key risks associated with rail and highway transport corridors that pass through or near Stockton. The department maintains specialized equipment, including a hazmat trailer, to respond to potential incidents involving hazardous materials. Because Stockton lies along a key transportation corridor (Highway 36 and the Union Pacific rail line), ongoing collaboration among the Fire Department, Town, and County is essential to ensure response capabilities keep pace with growth and evolving hazards. The Fire Chief or department representatives regularly attend Stockton Town Council and Tooele County meetings to maintain coordination and advise on development, infrastructure, and safety considerations.

Community Engagement and Survey Results

Stockton residents expressed overwhelming support for their volunteer fire department in the 2025 Community Survey:

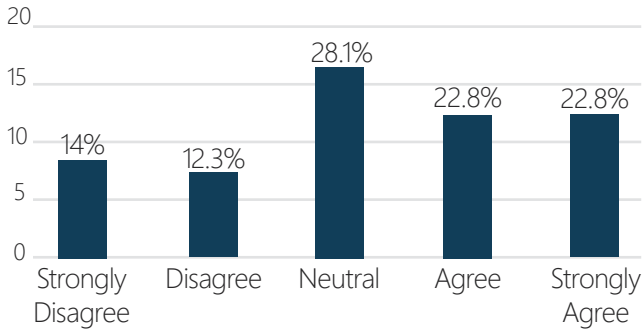
- 90% of respondents said it is “very important” for Stockton to maintain a quality fire department.
- 50% said they are familiar with the services the department provides; 25% said they were not familiar, and another 25% were unsure.
- Similar results were reported for understanding how the volunteer department operates and what it takes to volunteer.

71.9%

of respondents **strongly agree** that it is important Stockton maintains a quality fire department

I am confident I know how our volunteer fire department works

57 Responses



These results reflect strong community appreciation for the volunteer fire department, while also highlighting the importance of continued public education and outreach to build awareness and encourage participation. The Fire Department actively maintains a popular Facebook page, which serves as an effective communication tool for sharing updates, safety tips, fire restrictions, and best practices with residents. This outreach helps strengthen public understanding of the department’s work and keeps the community informed and engaged.

Challenges and Future Priorities

- **Volunteer Recruitment and Retention:** As the region grows, maintaining a strong volunteer base will remain critical to sustaining service levels.
- **Training and Certification:** Continuous training is essential to maintain state certification, especially given the department’s range of response types.
- **Growth Coordination:** Future residential and commercial development, particularly in South Rim and the southern parts of Stockton, should be closely coordinated with the Fire Department to ensure adequate access, water flow, and emergency response times.
- **Funding Stability:** Continued partnership with Tooele County will be key to sustaining reliable funding and equipment maintenance.



CODE ENFORCEMENT

Stockton aims to keep its neighborhoods attractive and well cared for while respecting the rights of individual property owners. Maintaining this attractive community appearance and safety has at times been a challenge for Stockton. Like most small towns, Stockton does not employ a full-time code enforcement officer. Instead, enforcement responsibilities are shared among the Town Clerk, Mayor, and Town Council, who respond to complaints and work directly with property owners to resolve issues. This approach has traditionally relied on voluntary compliance and community cooperation rather than formal citations.

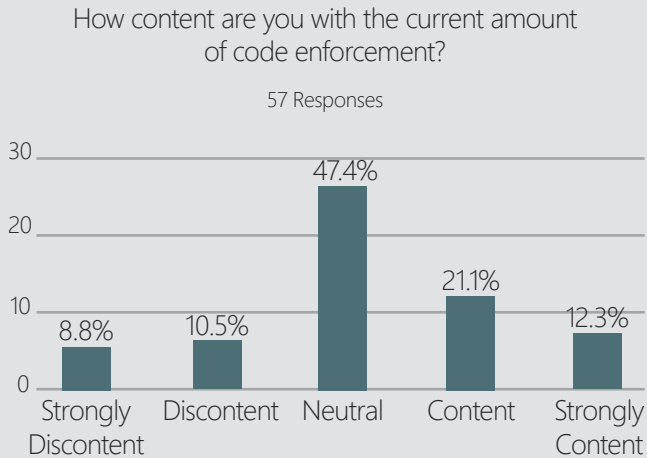
While this system reflects Stockton's strong emphasis on property rights and small-town neighborliness, it has also limited the Town's ability to address chronic issues such as junked vehicles, weeds, debris, and outdoor storage. Many properties in town show signs of neglect, and residents have expressed concern that the current approach does not adequately maintain community appearance or fairness among neighbors.

The 2025 General Plan Survey confirmed this sentiment:

- Only **one-third** of respondents said **they are content with the current level of code enforcement.**
- **Nearly half** agreed that **the Town should "proactively use code enforcement to ensure properties are kept up,"** compared to just 15% who disagreed.
- **Half** of respondents said **they are not confident they know how to report a violation or understand the code enforcement process.**

These results suggest that while residents value personal freedom and property rights, there is also strong support for consistent, transparent, and proactive enforcement—especially for chronic or safety-related violations.

The Town will continue to emphasize education and voluntary compliance while improving outreach, consistency, and opportunities for community participation. Code enforcement will remain a community partnership, built around shared responsibility rather than punishment.



To that end, Stockton will consider reintroducing and expanding voluntary clean-up programs, such as:

- 1 Town-wide Clean-Up Days with roll-off dumpsters for debris disposal
- 2 Abandoned vehicle collection events in coordination with Tooele County and local towing services
- 3 Collaboration with the Tooele Army Depot scrap metal recycling program to encourage responsible disposal and reuse

The Town should use its communication channels (monthly newsletter and social media) to encourage neighborhood cleanup and code enforcement by:

- 1 Promoting neighborhood cleanup campaigns
- 2 Informing residents on resources and regulations
- 3 Publishing clear information on how to report a code violation
- 4 Outlining the enforcement process and response timelines

ANIMAL CONTROL

Animal control in Stockton is provided through Tooele County Animal Control, which handles enforcement, impoundment, and field response. The Town does not employ its own animal control officer but coordinates with the County when needed. Locally, the Town Clerk, Mayor, and Council assist with communication and complaints, focusing on education and voluntary compliance before formal enforcement.

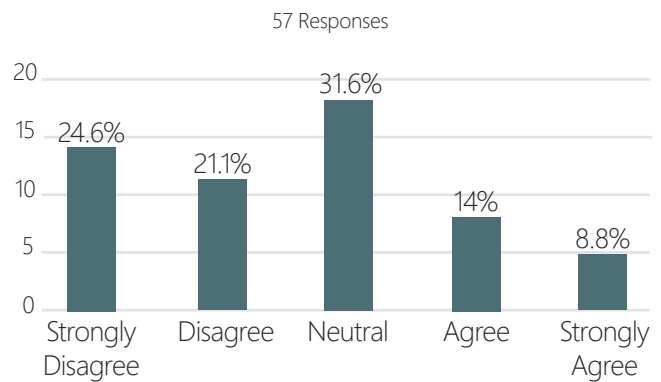
Common issues include loose or stray dogs, barking, and livestock containment, which are typical of small rural towns. Stockton promotes responsible pet ownership and works cooperatively with residents to address concerns. The Town maintains licensing and leash ordinances and encourages compliance through outreach rather than penalties.

The 2025 community survey found that 46% of residents did not know how to contact animal control or understand enforcement procedures, while only 23% felt confident. These results indicate a need for clearer communication and easier public access to animal control information.

Stockton can strengthen its approach by clearly publishing Tooele County Animal Control contact information, outlining reporting procedures, and continuing coordination with the County Sheriff’s Office. Emphasizing public education, transparency, and interagency cooperation will help improve service awareness and maintain Stockton’s neighborly approach to enforcement.



I am confident I know how to contact animal control and understand their regulations and enforcement actions.



SEWER

The Town of Stockton owns and operates a municipal wastewater collection and treatment system that serves properties within the Town's incorporated limits.

The Town's treatment facility consists of a multi-cell lagoon system located south of the community. The system operates well and is currently functioning well below its design capacity. Stockton has significant additional capacity available to support modest future growth. One lagoon cell is presently inactive but maintained in reserve to preserve its structural integrity and treatment capability. The Town periodically introduces water into this dormant cell to prevent cracking and ensure it remains viable for future use.

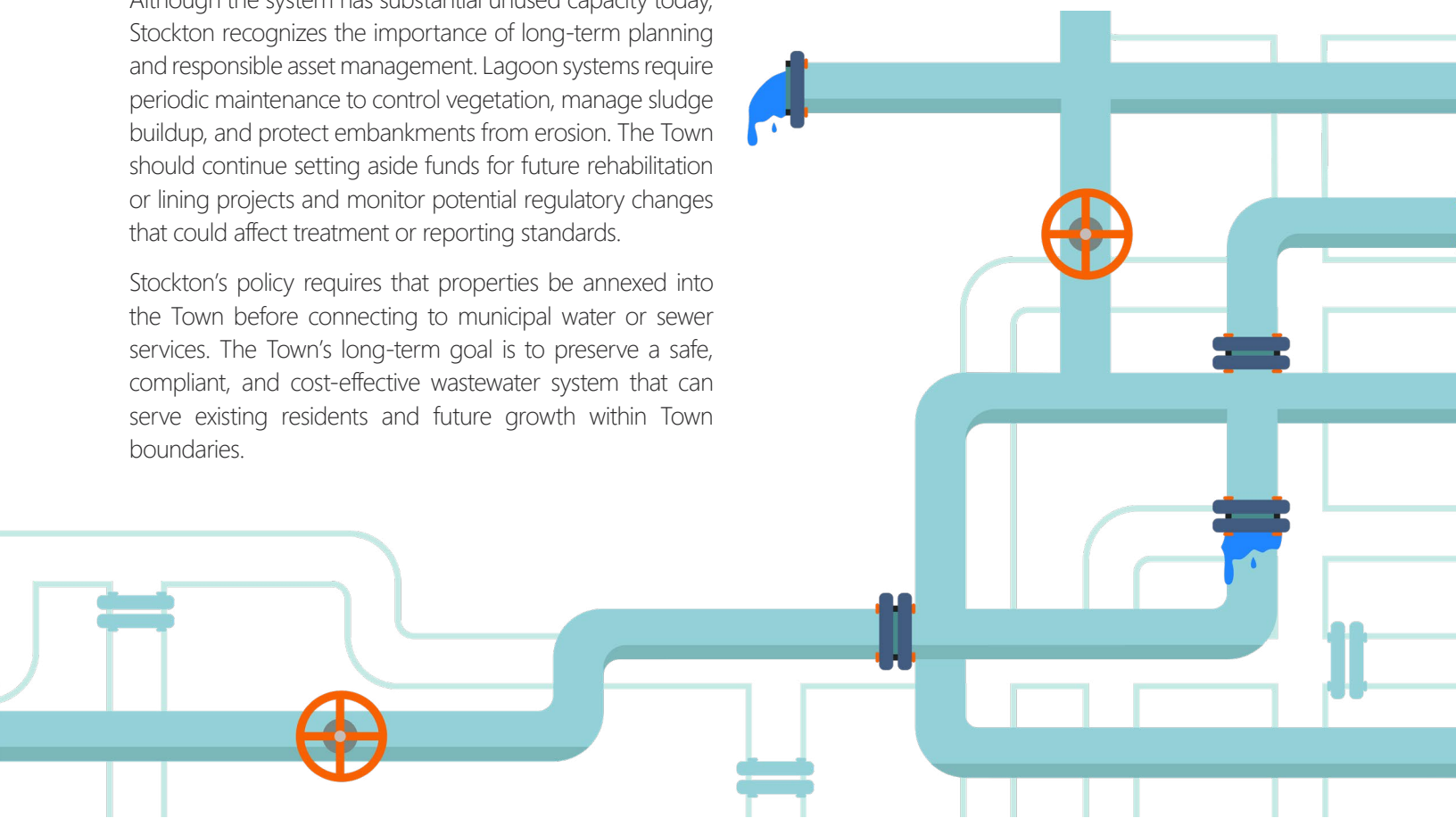
The Public Works Department manages the operation and maintenance of the sewer system under the direction of the Town's certified Watermaster/Sewermaster. Regular inspection, maintenance, and compliance reporting are conducted to meet the requirements of the Utah Division of Water Quality (DWQ). The system has a strong compliance record, with no recent violations or major maintenance concerns.

Although the system has substantial unused capacity today, Stockton recognizes the importance of long-term planning and responsible asset management. Lagoon systems require periodic maintenance to control vegetation, manage sludge buildup, and protect embankments from erosion. The Town should continue setting aside funds for future rehabilitation or lining projects and monitor potential regulatory changes that could affect treatment or reporting standards.

Stockton's policy requires that properties be annexed into the Town before connecting to municipal water or sewer services. The Town's long-term goal is to preserve a safe, compliant, and cost-effective wastewater system that can serve existing residents and future growth within Town boundaries.

SOLID WASTE

Stockton previously managed its own solid waste collection program, but maintenance and operation of Town-owned equipment—particularly frequent dump truck repairs—proved costly and inefficient for a small community. The Town has since transitioned to contracted private collection services, which has significantly improved reliability and reduced long-term costs. Residents have responded positively to the change, and the system is functioning effectively. The Town will continue to monitor service quality, coordinate with the provider on scheduling, and address illegal dumping or bulk waste issues as they arise.





STOCKTON CEMETERY

The Stockton Cemetery is among the community's most historically and culturally significant landmarks. Established formally in 1902, with burials dating back to the late 19th century, the cemetery represents the earliest era of permanent settlement in Stockton and the surrounding Tooele Valley. Within its modest acreage rest miners, merchants, veterans—including from the Civil War—and families who helped establish the original mining town.

Because the cemetery predates modern land-use boundaries and is now surrounded by privately owned land used for gravel extraction, the Town recognizes both its vulnerability and its heritage value. Working with the Utah State Historic Preservation Office (SHPO) offers a direct way to promote long-term protection. Through SHPO, the Town can pursue a Determination of Eligibility or listing on the National Register of Historic Places. Either path formally acknowledges the cemetery's historic integrity and ensures that it will receive state and federal review whenever nearby projects—such as mining expansions or infrastructure improvements—may affect it. Under Utah Administrative Code R647-4-123, the Division of Oil, Gas, and Mining must coordinate with SHPO to avoid or mitigate impacts to properties listed on or eligible for the National Register. Establishing eligibility is therefore both a historic preservation achievement and a strategic safeguard that integrates the cemetery into the State's official cultural-resource framework.

As part of this process, the Town will compile historic records, maps, and oral histories documenting the cemetery's origins and early burials. It will also share boundary data and access routes with both SHPO and the Division of Oil, Gas, and Mining to ensure the site is mapped as a protected cultural resource. To strengthen its case and enhance the site's educational value, Stockton can implement modest improvement projects, which may include:

- Interpretive signage explaining the town's mining heritage
- Restoration of original grave markers and fencing
- Improved landscaping using native plantings
- Parking or walking areas designed for respectful visitation

These projects may be great candidates for local service projects, such as Eagle Scout or school service projects. Grant funding for assistance may be available through resources like Utah's Certified Local Government (CLG) and heritage-tourism programs through the Utah Office of Tourism.

By combining historical documentation, physical improvements, and formal coordination with SHPO, the Town of Stockton can both honor its pioneers and enhance the cemetery's protection within the state's preservation system, helping the Stockton Cemetery remain a visible and respected part of the community's identity for future generations.

PUBLIC FACILITIES AND SERVICES GOALS

Goal 1: Maintain a Lean, Effective Town Organization With the Capacity to Deliver Core Services

A. Strengthen administrative capacity and continuity		B. Plan for a future modern Town Hall while preserving the historic school building	
1	Maintain written standard operating procedures for budgeting, records, procurement, grants, and public noticing	1	Pursue state and federal grant funding for historic preservation, energy efficiency, and rural facility improvement
2	Cross-train the Clerk, Treasurer, and Public Works on essential tasks to ensure coverage during absences	2	Maintain and adaptively reuse the historic Stockton School for civic and cultural purposes such as museum, meeting, or educational space
3	Provide ongoing training for the Town Clerk, Treasurer, Public Works staff, and Planning Commission to ensure compliance with state certification and open-meeting requirements	3	Implement priority repairs to the historic building, including accessibility, HVAC, and window restoration, while exploring adaptive reuse options
4	Continue to use contracted professional services for legal, engineering, planning, and building inspection tasks where specialized expertise is needed		

Goal 2: Provide Reliable Public Safety, Emergency Response, and Code Enforcement

A. Improve law-enforcement service and community trust		B. Sustain a strong volunteer fire and emergency response program	
1	Negotiate with Tooele County Sheriff for enhanced patrol hours or a named liaison/ deputy for Stockton	1	Continue annual training and certification for structural, wildland, and hazmat response, in coordination with Tooele County Emergency Management
2	Hold periodic coordination meetings to review response times, hot spots, and community feedback	2	Pursue equipment/training grants to maintain a quality department
3	Publish a simple reporting guide (who to call, what to expect, timelines) on the Town website and in the newsletter	3	Continue to actively promote volunteerism and spotlight fire department volunteers in public outreach material
4	Evaluate options for a part-time town marshal/ shared position if service gaps persist	4	Maintain the maintenance and replacement schedule
		5	Coordinate development review with the Fire Department for access, hydrants/flows, and response times
C. Improve consistency and transparency in enforcement			
1	Publish a code enforcement guide outlining common violations, reporting, and procedures.		
2	Emphasize education and voluntary compliance before formal enforcement actions		
3	Focus limited enforcement resources on health, safety, and chronic violations		
4	Reintroduce voluntary community clean-up programs and promote neighborhood cooperation through Town communication channels		

Goal 3: Communicate Clearly and Consistently With Residents to Strengthen Trust and Participation

A. Provide timely, accessible information through multiple platforms		B. Improve transparency and responsiveness	
1	Continue publishing a monthly Town newsletter in print and online as the primary source of community information	1	Publish a public information guide explaining how to report issues such as code concerns, animal control, or public works needs
2	Maintain the Town website and Facebook page for timely updates, meeting notices, and public announcements	2	Establish clear response timelines for inquiries and complaints to promote accountability
3	Promote outreach efforts, such as social media, the website, and newsletter	3	Track and summarize resident requests and responses to identify recurring issues and guide service improvements
4	Use the portable roadside sign and bulletin boards to reach residents who do not use digital platforms	4	Annex properties that can be served without requiring higher tax rates for existing residents

Goal 4: Maintain Reliable, Compliant, and Cost-Effective Utility Services

A. Preserve wastewater treatment capacity and system integrity		B. Provide efficient solid waste services	
1	Maintain a comprehensive operations and maintenance schedule for the Town's lagoon system, including vegetation control and embankment monitoring	1	Review the solid waste service contract periodically to verify service quality, rates, and scheduling
2	Fund periodic maintenance and rehabilitation projects, such as lining repairs or sludge removal	2	Sponsor Town clean-up events and coordinate with Tooele County for roll-off dumpsters and recycling options.
3	Require annexation before new sewer connections are approved	3	Provide public information on bulk-waste disposal, recycling, and reporting of illegal dumping
4	Continue compliance with Utah Division of Water Quality (DWQ) reporting and permit standards		

Goal 5: Preserve and Protect the Stockton Cemetery as a Historic, Cultural, and Community Landmark

A. Maintain and enhance the cemetery's condition	
1	Coordinate with the Utah State Historic Preservation Office to establish the cemetery's eligibility for the National Register of Historic Places and integrate it into state preservation databases
2	Implement interpretive and site improvement projects, such as signage, native landscaping, and marker restoration, through grants and community volunteering
3	Maintain safe access, fencing, and visitor amenities
4	Encourage service projects to help preserve and beautify the site

B. Protect the cemetery from incompatible adjacent uses	
1	Proactively study potential health, safety, and welfare impacts of gravel pit expansion near residences and the cemetery before any formal expansion proposal is submitted
2	Identify and document reasonable mitigation measures—such as landscape berms, dust control, slope stabilization, visual screening, fencing, entrance corridor design, and access road preservation—to be applied if mining operations expand near Town boundaries
3	Coordinate with the Utah Division of Oil, Gas, and Mining and Utah State Historic Preservation Office to identify and map graves located outside of the cemetery parcel
4	Pursue buffering or land acquisition opportunities to permanently preserve cemetery boundaries and safeguard its setting from future industrial impacts