

Introduction



OVERVIEW

It's been said that as the Mormon pioneers moved westward Brigham Young was looking for country that no one else wanted. In the dry and desolate desert of the Salt Lake Valley, he apparently found what he was looking for. Jim Bridger is claimed to have offered \$1000 to anyone who could grow a bushel of corn in the valley. (Wallace Stegner, Mormon Country) While it was a barren valley, within a short time it provided for the needs of thousands of pioneers.

The early pioneers did not arrive unprepared. Settlement patterns had previously been devised and within a few days of first arriving a planning commission was established to implement those plans. Those initial developments became essential to their survival. Beyond the practical purposes of survival, they understood that development patterns would have important social, civic, financial, and environmental impacts. Sound planning practices would positively influence their future as well as the future of this valley.

The tradition of community planning and the effects of those development patterns



continues today. The purpose of this General Plan is to build upon this tradition by providing a vision and a framework to guide development for a better future for South Jordan than would otherwise be possible. While the challenges may be different than they were in the mid 1800's in this valley, sound planning will continue to enrich lives by providing social, economic, and environmental advantages.

GENERAL PLAN

The state of Utah is among many states requiring that "each municipality shall prepare and adopt a comprehensive long-range general plan." (Utah Code 10-9a-

401) By doing so the state is consistent with it's long history of planning and ensures greater coordination and uniformity in the planning process throughout the

state. The state's purpose is to benefit the state, municipality, residents, and businesses by the following:

- Provide for the health, safety, and welfare
- Promote prosperity
- Improve morals, peace and good order
- Improve comfort and convenience
- Improve aesthetics
- Protect the tax base
- Secure economy in governmental expenditures
- Foster the state's agricultural and other industries
- Protect urban and nonurban development
- Protect and ensure access to sunlight for solar devices
- Provide fundamental fairness in land use regulation
- Protect property values
(Utah Code 10-9a-102)

The general plan is required to contain land use and transportation elements. It is also recommended to include environmental, public services/facilities, redevelopment, conservation, and economic elements, as well as "any other element the municipality considers appropriate." (Utah Code 10-9a-403) The wording and requirements of the state code also illustrates the state's concern for affordable housing, the environment, alternative modes of transportation, land use and transportation integration, and economic prosperity.

A general plan is advisory and provides a direction to reach the municipality's vision. The state grants the authority needed by the municipality to carry out the purposes of the general plan through ordinances, resolutions, rules, restrictive covenants, easements, and "other forms of land use controls and development agreements that they consider necessary or appropriate for the use and development of land within the municipality." (10-9a-102-2)

PROFILE

History

The South Jordan area was among the early settlements in the Salt Lake Valley. In 1859, Alexander and Catherine Beckstead moved their family to the area currently known as South Jordan (about 15 miles south of Salt Lake City). They purchased land between 9000 south and 12500 south and between the Jordan River to 1300 west from George A. Smith. They built a "dug-out" home in the bluffs along the west banks of the Jordan River and set about irrigating the land for farming, portions of



the main ditch is still in use today. Many families soon followed the Becksteads to the area, however by 1960 the population had grown to a mere 1354 individuals.

Beginning in 1960, the City's population would double or nearly double every decade through the present day. South Jordan has been among the fastest growing cities in Utah over the last few decades. Even with the tremendous growth, the City could still be considered an agricultural community well into the 1990's.

South Jordan timeline:

- 1859** – Settled by the Becksteads
- 1863** – LDS Church created the South Jordan Branch, giving the area its name
- 1876** – South Jordan Canal completed
- 1894** – Jordan Mercantile opened
- 1895** – Faun Flour Mill built
- 1914** – Working water, electrical systems, and an Interurban railroad (the Red Heifer) completed
- 1931** – Utah Lake Canal completed
- 1935** – South Jordan became an incorporated city
- 1974** – Introduction of city-wide sewer system
- 1975** – Bingham High School moved to current building
- 1981** – Completion of the Jordan River LDS Temple
- 2003** – Hindu Temple completed, Work begins on the Daybreak Subdivision
- 2009** – City's Sesquicentennial Celebration, Oquirrh Mountain LDS Temple Completed

Growth By Decade, 1960-2000

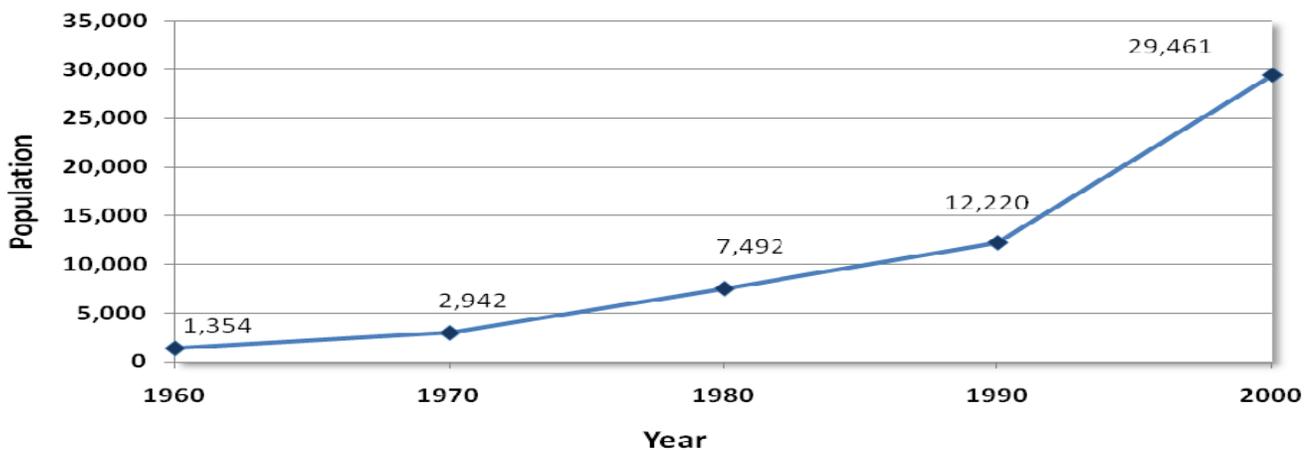
Decade	% Growth
1960-1970	117%
1970-1980	155%
1980-1990	63%
1990-2000	141%
Average	119%

Today

South Jordan continues to provide a 'small town' feel in a growing urban environment. As of July 1, 2009, its population had grown to 54,309. Many parcels are still farmed and many of those have been farmed since the City was settled. Even more parcels retain rights to large animals and South Jordan is home to the Salt Lake County Equestrian Park. That history continues to shape its character, contributing to South Jordan's growth, and remains an important aspect of life to many residents.



South Jordan's Population By Year 1960 - 2000



Source: US Census Bureau

Population. The majority population (distinguished by the US Census bureau as white, not of Hispanic descent) accounted for 94% of the population at the time of the 2000 Census. The remaining population is either of Hispanic origin or of a minority race. The Hispanic population grew by 300% from 1990 to 2000, doubling its share of the population from 2% to 4%. This follows a national trend of an increasing minority population, specifically Hispanic.

The median age was 25 in 2000. This is somewhat deceiving as that age group is among the smallest by 5-year age group. South Jordan is largely comprised of middle-aged families with teenage children. The age structure is likely a function of the housing stock, largely higher valued homes and fewer housing units available to younger families, singles and the elderly. The national median age is 35. This also happens to be the largest 5-year age group (35-39).

The most recent census data (ACS 2006-

2008), reveals that that the increase in the Hispanic population is continuing. It also reflects more diversity in the population age structure as the City has added housing units more compatible with young families, singles, and elderly. (see Population Pyramids).

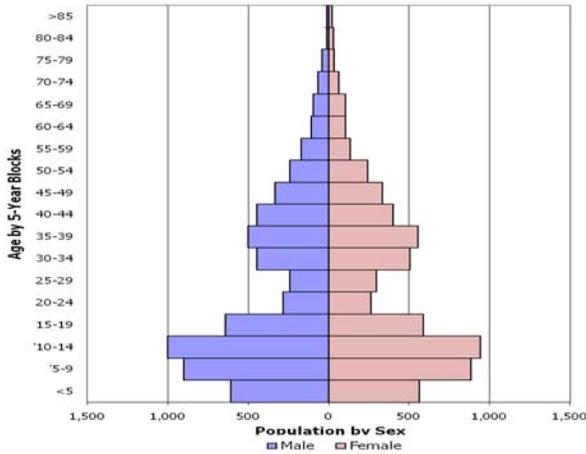
The estimated population for January 1, 2010 was 54,830.

Housing. South Jordan is known as a quality residential community. Many of the farms that lined the canals west of the Jordan River have been parceled and reparceled into rural residential (<1.8 units/acre) and low density (1.8-3 units/acre) single-family neighborhoods. These neighborhoods have provided quality housing and established the "semi-rural residential/small town" feel and character the many people enjoy about South Jordan.

More recently the city has established a base of additional housing types. Multiple condo, apartment, and townhome developments have been approved and developed. The largest diversion from the

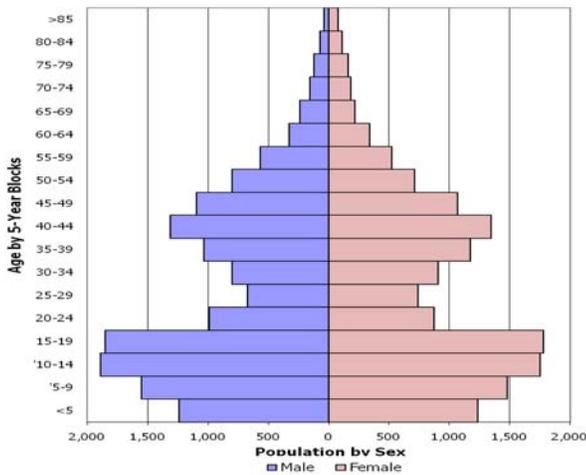
Population Pyramids: South Jordan City's Age/Sex Structure

South Jordan City, 1990



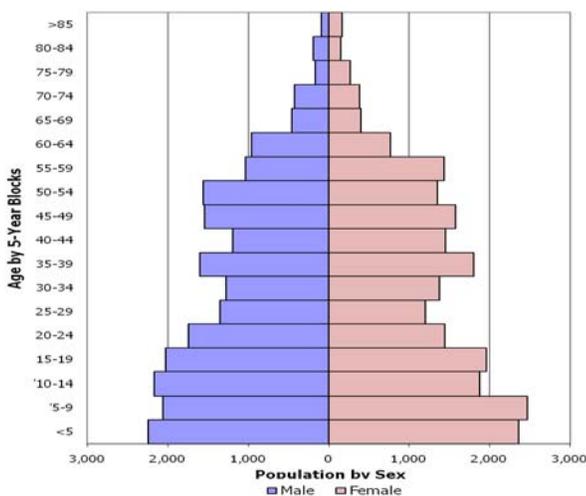
Source: US Census Bureau, Census 1990, Table QT-P1A

South Jordan City, 2000



Source: US Census Bureau, Census 2000, Table QT-P1

South Jordan City, 2006-2008 ACS



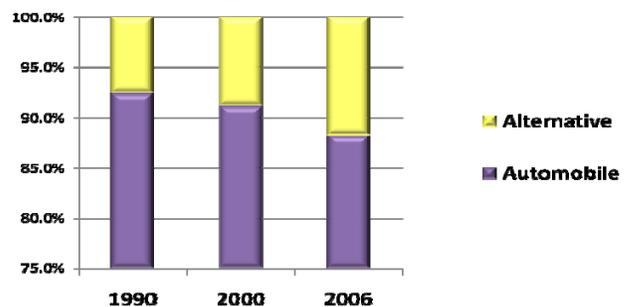
Source: US Census Bureau, 2006-2008 ACS, Table B01001

traditional housing type came in 2003 with the beginning of the Daybreak community. The property is owned by the largest land owner in South Jordan, Rio Tinto, who also owns the Kennecott Copper Mine, owning nearly 1/3 the land in South Jordan. In 2003, Daybreak was approved as the largest master planned community in the state. Rio Tinto created Kennecott Land Corporation to develop the property. A total of 20,785 housing units were approved, at a gross density of approximately 4 units/acre and a net residential density of near 11 units/acre.

The total number of existing housing units in the City, as of January 1, 2010, was 15,441, approximately 2,000 of which are in the Daybreak community.

Accessibility. South Jordan is centrally located between Provo and Ogden, the Wasatch Front Region. It extends westward from the interstate freeway, I-15, to state road U-111 and between about 9400 south and 11800 South. It is easily accessible by road, within minutes of the Salt Lake International Airport, and is intersected by rail line. A new freeway ramp is under construction at 11400 South. Work is underway on an extension of the

Mode of Commute by South Jordan Residents



Source: US Census Bureau (1990 & 2000 Census, 2005-2007 ACS)
Note: Created Oct 2009 (J. Warner)

valley's light rail system (TRAX) that will bring two stations to the western portion of the city. Work has also started on the commuter rail line that will connect Ogden and Provo, with a station in South Jordan.



Households. At 3.92 people per housing unit, South Jordan's household size is more than 50% larger than the national average. The composition of households is also quite different. South Jordan's households are comprised more by families than the nation, state and county. As with the household size, the City's average family size (4.16) is larger than these other entities.

Socioeconomic. According to many socioeconomic indicators, South Jordan maintains a high quality of life. South Jordan performs better than the nation, state, and county in measurements for median income, homeownership rates, and educational attainment. South Jordan's median household income (\$75,433), according to the 2000 Census is nearly twice the median household income of these other entities, however it appears that it is somewhat a function of larger

household size. The per capita income (\$20,938) is average compared to these other entities. The greatest difference is seen in the percent of those living in above poverty. Poverty is seven times lower in South Jordan (1.7%) than the national rate (12.4%). More South Jordan households own their homes (89.7%) as compared to the nation (69.0%), state (71.5%) and county (66.2%) by significant margins

Land Use. As has been mentioned, South Jordan has evolved from a community known for its agricultural land use to a community known for its residential use. According to the previous land use map, the combined residential use (rural, low, medium, and high) accounted for 46% of total land use within the City. The largest land use designation is Planned Community (the Daybreak Community) at 31%. However, 64% of Daybreak is expected to also be residential. Combining the Planned Community residential with the other residential designations brings the total residential land use to nearly 2/3 of total acreage within the City. The agricultural feel still exists through larger parcels that continue to be farmed and areas of exceptionally low density residential (Rural Residential).

The Planned Community designation was established for the Daybreak community. Daybreak comprises nearly the entire western 1/3 of the City. It is a master-planned area allowing for mixed-use and flexibility within a preapproved community development agreement and community development structure plan map.

Future-The Development of the Vision

It's been said that we create the future by the decisions that we make today. The purpose of the General Plan is to establish a vision for decisions that will be made. The City of South Jordan is well founded in tradition and values. Our vision of the future may be largely the preservation of the existing quality of life that already exists.

While South Jordan is a unique place to live and residents enjoy a high quality of life, it is not immune to national trends and influences. An awareness of current trends also reveals the path the City is currently following. Trends become the inheritance of the future. An understanding of these trends, national and local, provides the basis for good decision-making.

National Trends

Demographics are always changing. Nationally the most dramatic changes may be the aging of the population, the increasing diversity, and the decreasing household size. Baby boomers reflect the increase in fertility rates in the years following World War II. This cohort has become a significant share of the population. As the baby boomers have moved through the life cycle, they have affected the median age of the population. They are now beginning to reach retirement and the median age is increasing. As they move into the elderly years of their lives, cities will need to increase the ability to meet their needs.

Another increasing share of the population is foreign born immigrants. This is not new

to the United States as this nation was built and established by foreign born immigrants. However, the twentieth century began with the decline of in-migration. That changed in the last few decades of the century, and the foreign born population continues to gain share of the total population. While immigrants at the beginning of the century were largely from Europe, immigrants over the last few decades have largely been from Latin America. It is projected, based on this trend that by the mid twenty-first century the combined minority population will become the majority.

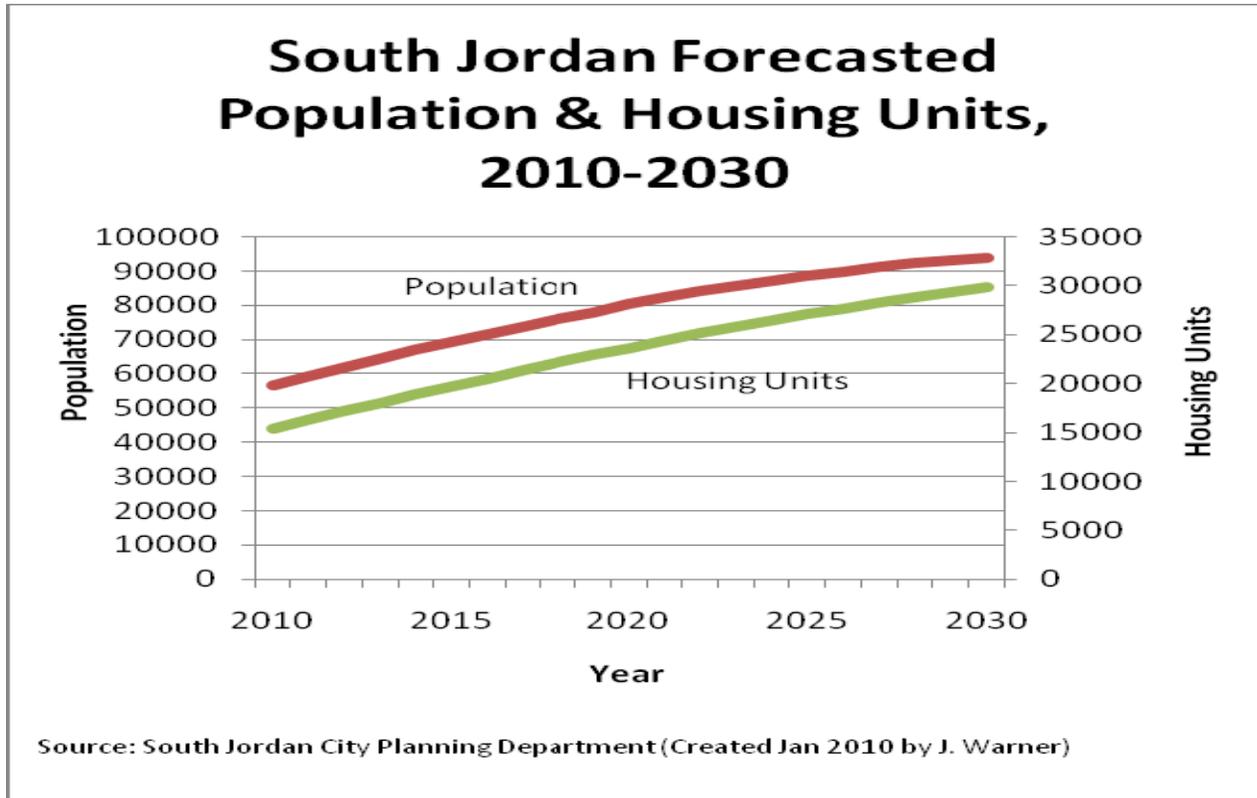
The declining trend in household size is also a significant trend that needs to be considered. Household size is a measurement of the number of people, related or not, living in the same housing unit. For decades the household size has been decreasing nationally. This is due to many factors, mainly that the fertility rate is going down among women of the majority population (categorized by the census as white and not Hispanic). Based on Census information, South Jordan appears to follow these national trends.

Housing and Population Baseline

The most relevant local trend continues to be population growth. Assuming continued interest in South Jordan housing, the most obvious constraint on growth will be the availability of land. Approximately 30% of the land in the City remains undeveloped (2660 undeveloped acres). The majority of that land (64% of the total undeveloped land) lies within the Daybreak development. The development has received approval for a maximum of 20,785 residential units. It is expected that at build-out, the remainder of South Jordan will reach a total of

approximately 15,000 units. (This is based on current land use, zoning, and existing densities.) At full build-out the City could

The purpose of forecasting is an effort in predicting a future for which we must prepare, but an understanding of a



reach 35,785 housing units. It is forecasted that South Jordan will reach approximately 90% of full build-out, or 32,000 units by the year 2030. Based on the most recent census information (ACS 2006-2008), South Jordan has an average household size of 3.83 persons per housing unit. Accounting for vacancy and applying a 3.83 household size equates to a population of 122,560 in 2030. However, as has previously been discussed, household size is trending downward. Accounting for this downward trend and assuming that it will continue over the next twenty years, it is forecasted that the population in 2030 will be approximately 95,000.

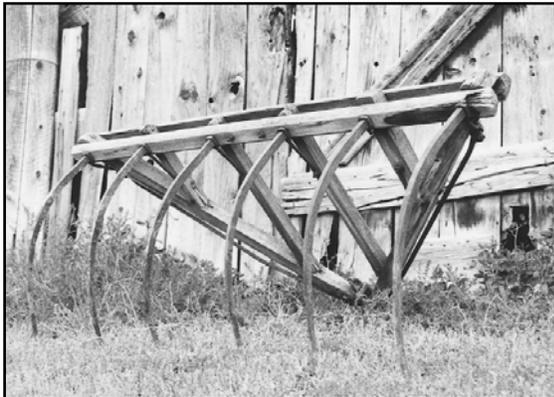
plausible outcome, based on current policies and trends, in order to create the future we desire. In addressing concerns about the future, accounting for current trends and determining what future we, as a community intend to create, it becomes obvious that the process needs to be guided by some fundamental community values. The General Plan is a guiding document intended to influence decisions and manage growth within the City while incorporating these values, protecting and enhancing its tradition and character in a way that is socially, economically, and environmentally sustainable.

Community Identity and Urban Design Element



NARRATIVE

Community identity is not a required element for general plans, as outlined in the Utah State Code. However, goals and policies in regards to how a city 'looks' and how the City is perceived by residents and the outside world can be a great impetus in helping create a quality community. This element has been merged with the previous Urban Design Element, but is largely a new element to the City's General Plan. This Plan element will prove useful in putting proper context to other goals and policies contained in the Plan.



The overall goal of the Community Identity Element is to preserve and enhance the legacy of the community by protecting the City neighborhoods, maintaining and enhancing natural and scenic resources, preserving the community's cultural and historical heritage while promoting responsible economic development. This can be accomplished by focusing on the following areas: managing growth, creating a sense of place, a sense of entry, a sense of

arrival, a sense of safety, establishing city icons, protecting natural features, preserving historic heritage, creating appropriate streetscapes, agriculture/rural preservation, city 'branding,' building community pride, etc. In doing so, the attributes that contribute to the City's unique character and distinguish it from other communities in the region can be enhanced. Good community identity is also a boon for economic development and sustainability in the City.

Questions that should be answered in regards to community identity include: What makes our community unique? How can the identity of the City be further enhanced to help differentiate it from other communities along the Wasatch Front? What are the elements of the community that should be preserved and accentuated? How can the City image as a quality place be improved in the eyes of its citizens and the public at large?

It has been said that a quality community can be found in the following equation: $QP=(L,G,C)$, wherein a Quality Place equals Lean, Green, and Clean. 'Lean' means that the community is efficient in design, physical layout, and the provision of City services. 'Green' means that the community practices sustainability in regards to such things as energy conservation, water conservation, etc. 'Clean' means that the community has a fresh and prosperous look which promotes economic development and that helps create a sense of safety wherein City

streets, facilities, and amenities are properly maintained

SENSE OF PLACE

South Jordan is a rapidly growing City with a long history. Its roots are in the agrarian economy and it was settled early in the development of the Salt Lake Valley. The City has already benefited from a sense of place based upon its site, situation, and history. William R. Ferris, Chair of the National Endowment for the Humanities, said this in 1996: *Each of you carries within yourself a 'postage stamp of native soil,' a 'sense of place' that defines you. It is the memory of this place that nurtures you with identity and special strength...and it is to this place that each of us goes to find the clearest, deepest identity of ourselves.* Residents develop emotional ties and feelings toward their community based upon its quality of life, identifiable components and focal points that evoke 'hometown' attachment.

This attachment is often tied to physical and land use attributes of a particular neighborhood or area of the City. These attributes may include physiographic and man-made landmarks, housing stock and style, vegetation, water features, public facilities, open space and recreational facilities, transportation nodes and corridors, and unique activity centers. Each resident creates their own 'mental map' which reflects his or her own image of the community. This public image is honed and hopefully enhanced as a whole as residents interact with each other as individuals, families, and neighbors.

Sense of Entry Every great community has 'gateways' wherein the traveler receives

cues as to their physical location, signaling the entrance into a different community, along with its values and physical attributes, both natural and man-made. South Jordan has a number of critical 'gateway' entrances that could be further enhanced by signage, landmarks, landscaping, etc. The following major City gateways should be considered:



- I-15 at 10000 South, 10600 South, and 11400 South
- Redwood Road and Bangerter Highway at 9400 South and 11800 South
- Mountain View Corridor and U-111 at 10200 South and 11800 South
- Major 'entrance' intersections on Bangerter Highway and Mountain View Corridor
- Mid-Valley Trax Line entrance to the City at 10200 South.

A good sense of entry builds community identity, both with visitors and residents as they return from traveling outside the City. A recently completed study entitled: 'Entry & Departure Features Master Plan,' will be used as guide in recognizing and enhancing the importance of gateways into the City.

Sense of Arrival Memorable cities typically have a center spot which can be identified as a location within the city that evokes a 'sense of arrival.' These locations provide a focal point for each community wherein residents can interact and identify with each other—a 'gathering place.' The Daybreak Town Center is being planned to fill this need for the Daybreak community and is likely to become a reality based upon the plan and the land use controls available to Kennecott Land.

The future of the South Jordan Towne Center (Redwood Road) may be more problematic. However, with City Hall, the Plaza and Fountain areas and the addition of anchor uses and more intensive development in the area the center could become the focal point or gathering place for the City. Policy and ordinance changes can be effected which will help the town center idea come to fruition. Building a community identity landmark structure, attracting additional activity generating anchors to the area, focusing on mixed use zoning (with substantial emphasis on new 'roof tops'), more intense use of the land (such as raising the building height to five or six stories, parking terraces), and adopting architectural guidelines or architectural theme (i.e. architectural components that evoke pioneer or mining feel to the area), are all steps that can be taken to make a town center for South Jordan City a reality.

This is even more important when considering the continued intensity of development of the South Towne Area and the future development of the Daybreak Town Center. The enhancement and redevelopment of the South Jordan Towne Center is critical in the preservation of the City's long term community identity.

A focus on upgrading key intersections on Redwood Road at 10400 South and at Towne Center Drive are also important steps in creating a viable town center. These two intersections are arguably the most important in the City in regards to protecting and enhancing the identity of the 'original' area of South Jordan.

COMMUNITIES and NEIGHBORHOODS

Neighborhoods and other unique areas within the City can also have their own special identity. Care must be taken that such areas are not emphasized to the point of overwhelming the identity of the City at-large, however, enhancing local neighborhood identification can greatly affect how residents feel about their community.

Naming/Branding A common theme in many communities involves City 'branding.' This process can involve a variety of things that the City can do to further enhance community identity. The City's logo or other City identification on street furniture, signage, structures, etc. is just one way this can be done. The naming of streets, parks, schools, neighborhoods, etc. to reflect local history and tradition will help improve the identity of the overall City. The City is rich in local names which can help create a local sense of place: Gale, White Faun, Lampton, Glenmoor, Daybreak, The District, etc.

LANDSCAPE and STREETScape

Landscaping is a vital element of the urban environment because of its visual effects and environmental benefits.

Unique and strategically placed landscaping can help create a 'sense of place' for various areas of the City. Water-wise landscaping should be encouraged, whether it is on residential, commercial, or public lands. This will more effectively present a green touch to the sometimes sterile urban/suburban hardscape environment.

The planting of both coniferous and deciduous trees should be encouraged. Tree planting, and street tree planting within parkstrips in particular, add greatly to the visual urban forest. Trees shade the planted landscape which helps conserve water and meet other environmental goals of the City. An effective urban forest program can mollify or soften the otherwise visual shortcomings of typical urban development. This program should include the pursuance and achievement of 'Tree City USA' status for the City.

*(The complete **Streetscape Plan for South Jordan**, including additional detail and justification for tree planting, will be referenced under a separate cover in an appendix of the **South Jordan General Plan**.)*

HISTORIC PRESERVATION

It has been said that preserving history is one way of finding courage to face the future. South Jordan has a rich history with the settling of the area as an agricultural community. Area historic structures and sites should be considered for preservation. Where significant historic structures still exist, preservation should be pursued with national historic registry obtained, as appropriate. For historic sites where structures do not exist, appropriate memorials, monuments,

or markers should be placed. Historic properties should be documented and inventoried, as part of the City's history and legacy to current and future generations. Historic murals on building walls around the community should be encouraged as a way to help preserve the past and enrich the lives of City residents.



QUALITY OF THE BUILT ENVIRONMENT

Proper urban design policies can help to promote and maintain an attractive, sustainable, and unique quality of life. High development standards have helped create the City's current identity and distinguish it as a highly desirable place to live, work, and recreate. Development standards and ordinances should be evaluated from time to time to ensure that the quality of the built environment is being enhanced. These standards include, but are not limited to, site plan design and standards, minimum floor areas, roof pitch, garage requirements, construction materials, building relationship to the street, and C.P.T.E.D. (Crime Prevention Through Environmental Design). The latter will help reduce crime and the perception of crime as these principles are incorporated into site design. It will also enhance personal safety in the City by focusing on 'natural surveillance,' 'natural access control,'

‘territoriality,’ and ‘maintenance’ when designing buildings and environs.

Flexibility in the use of construction materials should be such that a proper balance between rich architecture and affordability is maintained. The primary focus should be looking at each project and building on a case by case basis, rather than adhering to stringent, pre-set mandated architectural design or building materials, especially in regards to non-residential structures. The City recognizes that economic development and market trends must be considered in building a sustainable community. Acknowledging that most of the City’s development improvements are a result of private sector actions, the City should still guide and direct those actions to help fulfill the City’s vision as a community (creating a greater sense of place) while still allowing market forces and free enterprise to flourish. Guidelines for such include:

1. Seek a high quality standard of development and design which preserves and enhances ‘sense of place.’
2. Foster a business friendly atmosphere in expediting review processes and finding the ‘middle ground’ wherein high quality development can occur and still be economically viable.
3. Be open minded to new development concepts, new uses or combination of uses, unique or flexible designs, new materials and development innovations that will enrich the lives of residents and visitors.
4. Require materials to be long lasting and maintain their intended appearance over time with new materials being considered based upon experience, manufacture

warranty, and the review of such in other locations.

5. Encourage development that adds to the City’s overall economic development, business diversity, and financial stability.
6. The practice of long flat roof lines and wall surfaces, as well as blank walls without windows, doors, or architectural variance should be minimized.
7. Projects with multiple buildings should be required to have a design theme, including building materials, signage, and landscaping.

Architectural Review Committees The use of ARC’s (Architectural Review Committees) should be used judiciously to ensure quality architecture. The intent of quality architecture is to enhance the appeal of individual buildings while still encouraging compatibility with other buildings and the uniqueness of each site.

The committee structure should be comprised of the following to help ensure an understanding of how to grow a sustainable community through proper architectural design:

- Community Development Director or City Planner and planner assigned to the project
- City Building Official or Plans Examiner
- City Manager or designee
- Member of the Planning Commission
- Member of the City Council
- Two citizens of the community with architectural or building background or interest

The City Council is responsible for the appointment of a representative from

the Planning Commission, the City Council, and the two citizen members. Terms of appointment shall be staggered for two

year periods. Assigned City staff shall serve without term.

GOALS & POLICIES

Goal CIUD-1 *Improve 'Community Identity' and 'Sense of Place' in the eyes of City residents, visitors, and outsiders.*

- Policy CIUD-1.1 'Brand' the City by using the City logo and other identification for gateways, parks and other open spaces, community facilities, Frontrunner, Trax, bus stops, street signs, trash receptacles, etc.
- Policy CIUD-1.2 Encourage and promote the creation of art pieces in public spaces.
- Policy CIUD-1.3 Approach and offer incentives to local artists to produce art for public spaces.
- Policy CIUD-1.4 Encourage pedestrian plazas for the holding of public events.
- Policy CIUD-1.5 Using the study on 'Entry & Departure Features,' continue to acquire or lease key locations for the installation of gateway signage and landscaping.
- Policy CIUD-1.6 Consider the following locations for major City gateways with appropriate signage and landscaping: I-15 at 10000 South, 10600 South, and 11400 South, Redwood Road and Bangerter Highway at 9400 South and 11800 South, Mountain View Corridor and U-111 at 10200 South and 11800 South, major 'entrance' intersections on Bangerter Highway and Mountain View Corridor, and the Mid-Valley Trax Line entrance to the City at 10200 South.
- Policy CIUD-1.7 Consider the following locations for minimal entry signage: 1300 West at 9400 South and 11400 South, 2200, 2700, 3200 and 4000 West at 9400 South and 11800 South, and 3600 West at 11800 South.
- Policy CIUD-1.8 Consider upgrading the following intersections with urban design and landscape features: South Jordan Parkway at Jordan Gateway, 1300 West, Redwood Road, and Mountain View Corridor, 11400 South at Jordan Gateway, 1300 West and Redwood Road, Bangerter Highway at 9800 South, 10400 South and 11400 South, Mountain View Corridor and 11800 South.

- Policy CIUD-1.9 Improve neighborhood identity by encouraging local names for the identification of schools, parks, trails, community facilities, etc. and by using tree species and other urban design features to help distinguish areas of the City.
- Policy CIUD-1.10 Consider using local and historic names to further create a sense of-place within the City, i.e. Lampton, White Fawn, Gale, Jordan Ridge, Temple View, Palisades, Country Roads, Glenmoor, The District, Harvest Village, Glenmoor, Daybreak.
- Policy CIUD-1.11 Implement urban design elements and strategies to create intermittent landscaped medians on major streets within the City with appropriate tree planting and ground covers.
- Policy CIUD-1.12 Adopt CPTED (Crime Prevention Through Environmental Design) requirements for new development, including natural surveillance ('eyes on the street'), natural access control, territoriality, and maintenance.
- Policy CIUD-1.13 Work towards becoming a 'destination' city by providing the goods and services of a 'full service' community.
- Policy CIUD-1.14 Enhance the safety and image of the City by promoting walkability and the energy efficient accessibility of needed goods and services by City residents.

Goal CIUD-2 *Implement high quality and distinctive architectural design throughout the City.*

- Policy CIUD-2.1 Continue to require minimum masonry construction for dwellings and encourage low maintenance exteriors.
- Policy CIUD-2.2 Continue to encourage masonry or masonry-like construction in commercial buildings.
- Policy CIUD-2.3 Require appropriate garages or other covered parking for all dwellings.
- Policy CIUD-2.4 Continue to require relief in large building surfaces and variation in rooflines of commercial and institutional buildings.
- Policy CIUD-2.5 Provide opportunities for street-side, pedestrian oriented building placement in commercial areas.

Goal CIUD-3 ***Promote a balance between the necessity of commercial signage and its impact on community aesthetics.***

- Policy CIUD-3.1 Continue to require high standards of design, compatibility and materials for commercial signage.
- Policy CIUD-3.2 Limit the use of temporary signs.
- Policy CIUD-3.3 Require multi-tenant signs to use project place names, with the name of the development as the prominent sign copy.
- Policy CIUD-3.4 Require ‘icon’ or ‘landmark’ type sign structures for larger projects that help create and enhance ‘sense of place.’
- Policy CIUD-3.5 Encourage painted murals on larger building elevations, particularly those that tie to the City’s historical events and places.

Goal CIUD-4 ***Facilitate and promote tree planting to increase the City’s ‘urban forest’ and to enhance the City’s aesthetics and image.***

- Policy CIUD-4.1 Require appropriate tree plantings as part of the development review process, including parkstrips, landscape buffers, and parking lots.
- Policy CIUD-4.2 Reconsider parkstrip widths to ensure proper intermittent landscaped medians on major streets within the City with appropriate tree planting and ground covers.
- Policy CIUD-4.3 Improve the character of the City by encouraging general tree planting by developers, residents, and civic groups.
- Policy CIUD-4.4 Use effective tree planting and tree species as a way to increase the City’s tree cover and to help create a ‘sense of place,’ and to help achieve environmental goals (see Environmental Element Goals and Policies).
- Policy CIUD-4.5 Pursue and achieve ‘Tree City USA’ status for the City, with appropriate tree planting programs, maintenance, and funding support.
- Policy CIUD-4.6 Consider locations, designs, and funding sources to create intermittent landscaped medians on major streets within the City with appropriate tree planting and ground covers.
- Policy CIUD-4.7 Consider recognition for quality landscaping of commercial and residential properties through a beautification awards program.

Goal CIUD-5 Enhance ‘Community Identity’ and image of the City through improved streetscape design.

- Policy CIUD-5.1 Update the City’s Streetscape Plan for major streets within the City and re-adopt the Plan as a reference document that can be updated as tree species types, planting designs and methods evolve.
- Policy CIUD-5.2 Require parkstrips and appropriate street tree planting for all development plans and capital improvement projects, in conformance with the South Jordan City Streetscape Plan.
- Policy CIUD-5.3 Re-assess fencing requirements on local and collector streets with the intent of requiring fencing that evokes a ‘country feel’ to the community.
- Policy CIUD-5.4 Promote the proper maintenance of street park strip plantings and fencing, by both public and private entities. Use GPS technology to inventory and track tree species and maintenance activities.
- Policy CIUD-5.5 Better coordinate street tree design with utility companies.
- Policy CIUD-5.6 Coordinate with utility companies to minimize the visual impacts of utility boxes through screening requirements, undergrounding, or other utility placement, for a ‘cleaner’ street design.
- Policy CIUD-5.7 Coordinate with Rocky Mountain Power to underground power lines, whenever possible, and to minimize the visual impact of new lines and replacement lines through alternate location or design.

Goal CIUD-6 Preserve and enhance the City’s history through programs that recognize historic structures and sites, and that enhances the cultural heritage of the community.

- Policy CIUD-6.1 Identify, inventory, and document historic sites and structures within the community, including possible intensive level surveys and National Historic Registration status.
- Policy CIUD-6.2 Implement the protection and/or restoration of specific structures and sites that will help preserve the City’s history and identity, i.e. Aunt Mame’s.
- Policy CIUD-6.3 Identify and prioritize locations within the City for historical monuments, dioramas, or other historical site information.

Policy CIUD-6.4 Identify a funding source to produce a brochure for residents, school groups, and visitors that chronicles the City's history, identifies historic locations for the accommodation of on-site visits and education.

Land Use Element



NARRATIVE

The purpose of the land use element is to establish a vision and framework for how land is used within the city. This is done by determining the distribution, location, and characteristics of existing and future land uses. Land is a limited resource and with development it becomes increasingly scarce. The proper application and balance of land uses will provide for the effective, efficient, and sustainable use of land in a way that reflects the values of the community and improves the quality of life.

Land use decisions determine future development patterns and affect the character of the City. The intent of this general plan is to build upon the development patterns and character already established and enjoyed by South Jordan residents. Additional considerations include collaborating with the regional vision established by Wasatch Choices 2040, changing trends in demographics and issues identified by the public, elected officials, and city staff.



Faced with continued growth, it becomes increasingly difficult to preserve the historic character of the City. By absorbing some of this growth in mixed-use villages and town centers, incorporating multi-modal transportation options, and implementing well designed infill/redevelopment projects, the City will be able to not only maintain its character, but enhance it.

Through proper planning and implementation, the application of the land use element will:

- Reduce traffic congestion
- Preserve open space
- Reduce infrastructure cost
- Maintain overall vitality
- Enhance the quality of life
- Respect diversity
- Strengthen community character

Land Use Types

Residential Cities are often characterized by the quality of its housing. South Jordan has long been known for its quality housing and one of the primary purposes of the general plan is to protect the existing neighborhoods. Large-lot single-family homes dominate the City and have continued to preserve the semi-rural feel that attracted many residents. It is anticipated that single-family homes will continue to be the majority of new homes built.

In order to meet market demand for housing throughout the life cycle, especially with the growing numbers of seniors, a variety of housing types will be needed. With the regulated use of accessory apartments, existing neighborhoods can maintain their character and help meet the needs for a housing type currently underserved. The proper introduction of housing into areas identified as adequate for mixed-use will also provide for a variety of housing types, densities, and lifestyles. As the population demands different types of housing, the City will be in a position to continue to provide quality housing.

The majority of the remaining developable rural residential development is currently being used as agricultural. Clustering future residential units within these areas is preferred in order to maintain land as open space. This may be accomplished through a residential overlay zone.

Housing can be located in 10 designations. They are: Planned Community (PC), Town Center Mixed-Use (TC-MU), Corridor (COR), Rural Residential (Rural), Low Density Residential (LD), Medium Density Residential (MD), High Density Residential (HD), and Transit Oriented Development Mixed-Use (TOD-MU).

Commercial While quality neighborhoods have traditionally been the City's focus, commercial uses provide desired goods and services to the community and revenue sources to meet the needs of City services required. The proper balance between the two establishes a higher quality of life for residents and an atmosphere where commercial services can be successful. When planned properly, the balance between the two will

increase the vitality and character of a place.

Retail commercial is most likely to be successful along highly visible corridors and in high intensity nodes (village and town center settings). Design in these areas becomes increasingly important in order to enhance the City's character and mitigate impacts. The following design elements contribute to providing positive experiences for individuals in those commercial areas:

- Buildings that front the street
- Parking screened behind buildings
- Variety of uses within walking distance



In order to provide for these types of places, the City has added the following multiple-use land use designations: Corridor, Town Center Mixed-Use, and Transit Oriented Development Mixed-Use. These areas not only allow for a mix of uses, but also transportation types. Recognizing that the automobile will dominate transportation, mixed-use areas are located around areas where people have the access to other transportation types (transit, bus service) and introduce environments compatible with walking and/or biking. The proper land use

application (design, mixed-use, and density) in these centers provides reciprocal benefits between land use and transportation.

Redwood Road is South Jordan's 'main street'. It is the City's desire that it take on a traditional main street feel. The City will look at opportunities to enhance this corridor through ordinances and design guidelines, most likely through a special district.

Commercial may be located in six designations. They are: Planned Community (PC), Commercial (COM), Town Center Mixed-Use (TC-MU), Corridor (COR), and Transit Oriented Development Mixed Use (TOD-MU).

Office The office land use designations may include small-scale office, large-scale office, and office park. In the appropriate application and with the appropriate design, office is also an acceptable transitional use between residential and more intense, harsh uses (Commercial, Freeways, etc.).

Office space may be located in four designations. They are: Office (O), Town Center Mixed-Use (TC-MU), Transit Oriented Development Mixed-Use (TOD-MU), and Corridor (COR).

Industrial The City's industrial land use is limited to a small area at its north east boundary between the Jordan River and the I-15 frontage road. While not a large area, it is ideally situated in a central location within the Salt Lake valley with good transportation access. Industrial is located in one designation: Industrial Parkway (IND).

Open Space Open space is an important component to the quality of life within a

community. South Jordan residents benefit from a mixture of passive and natural open space. Open space is found in two designations: Natural Open Space (NOS), Open Space (OS).

Public Public is a broad category that includes a wide range of services, facilities, and land uses. The largest use by area is the county landfill situated at South Jordan's western border. The most common, however, are the public schools. The Gale Center recognizes the City's history and has become a valuable community resource. The Historic designation allows the City to protect its heritage by seeking to preserve historical assets and encouraging development that complements the historical character of the City. Public land uses are found in the Public (PUBLIC) and Historic (HIST) designations.

Planned Community/Daybreak The planned community designation largely encompasses the western third of the City known as the Daybreak community. The area is characterized by a mixture of uses and housing types. It is maintained on a master community plan and design guidelines. The master community plan broadly describes blocks of land. The design guidelines control various details within the blocks. The area is identified by the Planned Community (PC) designation.

Future Land Use Map

The future land use map (general plan map) is the visual and geographical representation of the vision, principles, goals, and policies of this section. As such, the future land use map has been updated in conjunction with the general plan. Land uses are represented by color coded land use designations. Land use

designations reflect the intended use and not current zoning. It is the zoning ordinance that actually regulates land use and development. However, the land use map should be highly influential in land

use decisions, particularly when considering requests for changes in zoning.

LAND USE DESIGNATIONS

Land Use	Designation	Map ID	Description	% of Total	% Not Developed by Type
Residential	Rural Residential	RURAL	Provides residential parcels that typically allow for agricultural use and farm animals within a growing urban environment. Historically the residential standard. Clustering residential is preferred in order to preserve open space.	15.8%	10.1%
	Low Density Residential	LD	Semi-rural character feel without farm animal use. Lots generally 1/4 acre is size. The standard residential designation throughout the city.	25.3%	10.5%
	Medium Density Residential	MD	Allows for smaller lot single-family homes as well as lower density condominiums/townhomes.	3.7%	28.2%
	High Density Residential	HD	Highest residential density found within the City. Generally used for apartment complexes. Large scale apartment complexes discouraged.	0.5%	0.0%
Com	Commercial	COM	Commercial areas are likely to be located at along higher profile corridors and intersections.	4.1%	43.9%
Office	Office	O	Areas that may include small-scale office, large-scale office, and office park uses. Office uses are an appropriate use between residential and higher intensity uses.	2.0%	33.0%
Industrial	Industrial	IND	A small portion of the City. However, it is centrally located within the Salt Lake Valley and with good access.	0.4%	6.8%
Public	Public	PUBLIC	The largest public use is the county landfill at the western boundary of the city. Public use also includes schools, utility facilities, and historical property.	3.2%	12.0%
Historical	Historic	HIST	Maintains the historic heritage of the City through the preservation of historical assets and development that is consistent and complementary to the City's historical character.	0.2%	16.0%

Open Space	Natural Open Space	NOS	Natural open space is largely found along the Jordan River to preserve its inherent beauty.	2.6%	4.4%
	Open Space	OS	Includes both passive and active uses, which include parks, golf courses, and the county equestrian park.	5.3%	28.1%
Mixed Use	Corridor	COR	Allows for a range of compatible uses, including residential, office, and commercial. It is to be located adjacent to Bangerter Highway and Redwood Road, and extending a walkable distance (not more than ¼ mile).	2.8%	22.6%
	Town Center Mixed Use	TC-MU	Solely found along Redwood Road around City Hall. The intent is to create a sense of place establish character, and create vitality as a small-scale 'downtown' area.	0.8%	9.1%
	Transit Oriented Development Mixed Use	TOD-MU	Found at the Front Runner Station and I-15. Those two facilities create an intensity that provides an opportunity for the land use and transportation to enhance and support one another. Intensity of the land use in the TOD is anticipated to match the intensity of the accessibility.	1.3%	45.4%
	Large Scale Master Planned Community	PC	Comprises a large portion of the City, the majority of the area west of Bangerter Highway. Known as the Daybreak community, it includes a mix of uses at higher than standard density than is common in South Jordan along with high design guidelines.	32.0%	64.84%

(Table updated 12/2014)

GOALS & POLICIES

Goal LU-1 **The Land Use Element and the Future Land Use Plan Map should specify the desired development pattern for South Jordan City.**

- Policy LU-1.1 Maintain a land use category system that provides for the location, type and density of development and redevelopment.
- Policy LU-1.2 Require development approvals to be subject to review processes to ensure intergovernmental coordination and public input.
- Policy LU-1.3 Support and Incorporate the land use recommendations and development standards of the "Wasatch Choices 2040 Plan" within the City's development review process.

- Policy LU-1.4 Ensure that development does not exceed the densities established within the Land Use Element and Future Land Use Plan.
- Policy LU-1.5 Review the Future Land Use Map periodically to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing or expected future conditions.
- Policy LU-1.6 Ensure the adequacy of present and future public services such as culinary water, sanitary sewer, storm drainage, schools, parks and recreation, public safety, transportation facilities and other utilities prior to approval of development.

Goal LU-2 **Develop and maintain a pattern of residential land uses that provides for a variety of densities and types yet maintains the high standards of existing development.**

- Policy LU-2.1 Create and adopt a floating Residential Conservation Development (RCD) district.
- Policy LU-2.2 Implement subdivision design regulations that encourage housing variation, including setbacks, lot size, house size, exterior materials and architectural enhancements such as front porches and garages set behind the front of house.
- Policy LU-2.3 In order to preserve a semi-rural character in a portion of the City, continued rural residential development with a maximum density of 1.8 units per acre should be encouraged.
- Policy LU-2.4 The City's land development regulations should protect property owners rights to keep and maintain farm animals (horses, cattle) in designated portions of the City.
- Policy LU-2.5 Reconsider the number and type of farm animals on lots with animal rights, including a possible revision to the animal point system as necessary to ensure compatibility with each zone.
- Policy LU-2.6 Allow, in specific areas of the City, mixed residential areas with a variety of lot sizes, varied setbacks and a requirement for quality architectural features.

Goal LU-3 **Locate commercial and office development in areas indicated on the Future Land Use Plan Map that contribute to the welfare and quality of life of South Jordan citizens.**

- Policy LU-3.1 Require commercial uses to meet development standards that promote attractive and compatible commercial development

while providing needed services and economic benefits to the City.

- Policy LU-3.2 Commercial land uses should not be permitted to occur in scattered or "strip" form of development, but should be aggregated in attractively and cohesively designed developments.
- Policy LU-3.3 Developments should be encouraged or required, depending on the underlying zone, to have architectural and site design orientation to the street, including the prohibition of parking lots between the building and the street.
- Policy LU-3.4 Create and adopt a floating Commercial Conservation Development (CCD) district in order to encourage buildings to be built closer to the street.
- Policy LU-3.5 Create and adopt a possible overlay zone for Redwood Road Village Architecture (RRVA), providing design guidelines to help create a 'village' feel along this important corridor, i.e. a pioneer/mining architectural theme.
- Policy LU-3.6 Major (larger than 5 acres) commercial development should occur in areas served by arterial and collector streets as indicated on the Future Land Use Plan Map.
- Policy LU-3.7 All commercial areas should be designed as outlined in the City's land development regulations to provide adequate on-site parking, access, sign control, landscaping, buffering, building height, building area, and lighting to ensure compatibility with adjacent land uses.
- Policy LU-3.8 Designated properties adjacent to 1-15, South Jordan Parkway, Redwood Road, Jordan Gateway, 11400 South Street, 11800 South Street, Bangerter Highway, 9800 South Street, Bangerter Highway, and the Mountain View Corridor, should be considered for acceptable locations for major retail land uses. Proposals for commercial development or redevelopment should be encouraged in these areas as designated on the Future Land Use Plan Map (see LU-3.2).
- Policy LU-3.9 Office uses should be encouraged in areas that provide buffers between residential uses and heavily used traffic arteries and other intense uses, and in locations that promote economic development and expansion of the employment base.
- Policy LU-3.10 Office uses should also be encouraged as part of major commercial clusters and mixed use developments to promote commerce as well as personal service and retail support.
- Policy LU-3.11 Appropriate accessory uses, i.e. limited personal service and retail uses, should be allowed and encouraged as an integral

part of any office complex, depending on the ability of the office uses to support those ancillary uses.

- Policy LU-3.12 Notwithstanding the foregoing policies, commercial uses in Large-Scale Master-Planned Communities should be integrated with other uses in accordance with the land use categories applicable to the Large-Scale Master Planned Communities.
- Policy LU-3.13 Pursuant to the adoption of this Plan, the City Council may rezone specific properties, designating such for commercial, industrial, office, residential, recreational, open space, or for mixed uses, including some or all of the aforementioned uses.
- Policy LU-3.14 Small office and neighborhood commercial development should be encouraged to blend architecturally with adjacent residential uses.
- Policy LU-3.15 High architectural and landscaping standards should be promoted through zoning regulations and implemented during development review.
- Policy LU-3.16 Reassess proper parking ratios and parking lot design. Encourage shared parking to avoid 'over parking' when it can be shown that the number of stalls and the parking design is sufficient to meet the need.

Goal LU-4 **Industrial Park development should be located in areas indicated on the Future Land Use Plan Map and should meet development standards that require attractive and compatible industrial development.**

- Policy LU-4.1 The City's industrial developments should be located adjacent to major transportation facilities to avoid impact on the City's residential neighborhoods or residential street systems.
- Policy LU-4.2 The City's land development regulations should encourage the establishment of flexible industrial park regulations which should also provide for open space, landscaping, screening and other forms of adequate buffering.
- Policy LU-4.3 The City should continue to evaluate areas for industrial development in appropriate locations as described on the Future Land Use Map.
- Policy LU-4.4 Notwithstanding the foregoing policies, industrial uses in Large-Scale Master-Planned Communities should be integrated with all other uses in accordance with the land use categories applicable to Large-Scale Master Planned Communities.

Policy LU-4.5 Industrial uses are encouraged to locate in conveniently accessed work centers for local residents, thus reducing vehicle trips, traffic congestion and air pollution.

Policy LU-4.6 Industrial developments should be designed with high standards of landscaping and architecture which are representative of South Jordan City.

Goal LU-5 **Amend the City's land development regulations to be consistent with the General Plan and so that future growth and development may be managed through the preparation, adoption, implementation, and enforcement of regulations, which ensure compliance with this Plan.**

Policy LU-5.1 Pursuant to the adoption of this Land Use Element of the General Plan, the following land development and use regulations should be reviewed periodically and amended such that the regulations may properly implement the goals and policies of the Plan:

1. Zoning Ordinance;
2. Development Code;

Policy LU-5.2 The City should encourage consistent interpretation and administration of land development and use regulations among the City Council, Planning Commission, Board of Adjustment, and city Staff through regular reports and interactions, both formally and informally.

Policy LU-5.3 The City's land development and use regulations should be reviewed continually to ensure that compliance with goals and policies of the General Plan is being effectively administered.

Policy LU-5.4 The City's land development and use regulations should be amended as necessary to ensure compliance with General Plan.

Policy LU-5.5 The land use goals and policies of the General Plan should be consistent with each other.

Goal LU-6 **Avoid the creation of incompatible land uses through the adoption of land development and use regulations and design guidelines.**

Policy LU-6.1 Development requests should be properly evaluated to ensure that land use incompatibility is minimized.

Policy LU-6.2 The City's land development regulations should establish mitigation requirements that may provide mutual relief from incompatible land uses.

Policy LU-6.3 Land uses in Large-Scale Master-Planned Communities will be regulated and buffered according to design guidelines adopted for the development.

(Rev. 12/2015)

Housing Element



NARRATIVE

In many ways, South Jordan’s rich history can be seen in the residential development patterns moving from east to west. The early settlers established farmland along the Jordan River. Those that followed farmed along canals running north and south, regularly spaced going west from the river. The farmland has been parceled into rural residential pieces and parceled again, more so as you move westward, into semi-rural and low density residential pieces.

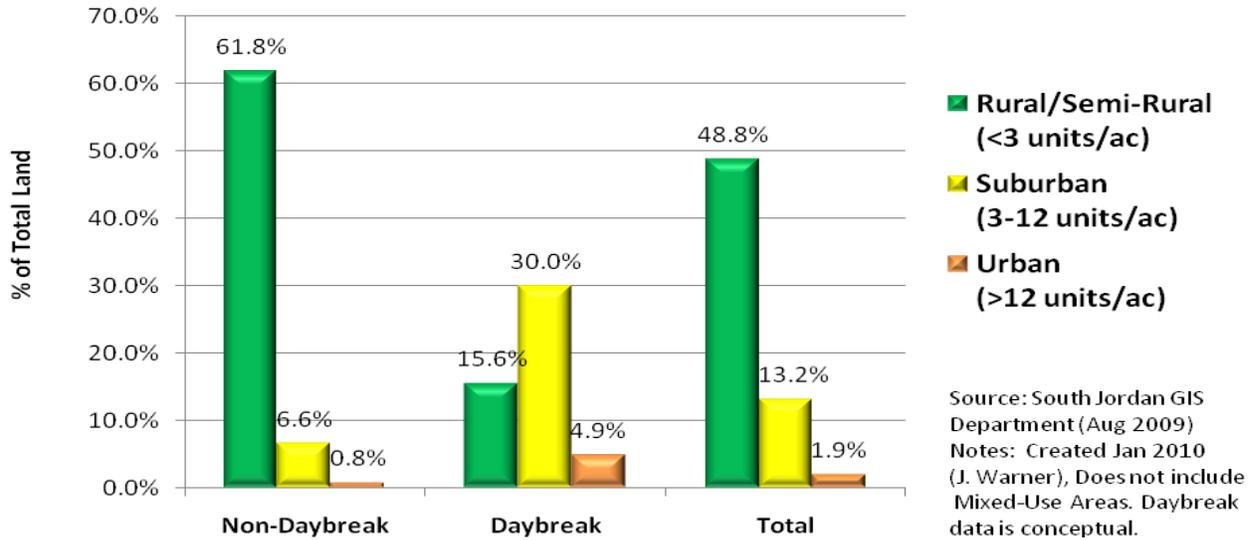


Kennecott Copper has long owned the west one-third of the City’s land. Originally used in the mining process, that land has been reclaimed and is now being developed as the Daybreak Community. Much of what makes South Jordan a great community is found in its residential history and residents that still hold to the values of those who have come before.

The edges of these neighborhoods, along the major corridors in South Jordan provide an opportunity to enhance existing neighborhoods and introduce housing options. Zoning has long been used to protect housing from incompatible land use types. However, a look at more traditional development patterns (pre-World War II) reveals that residential use may benefit by and be more sustainable by closer proximity and integrated with other appropriate and compatible uses. By properly locating such uses, existing neighborhoods will be protected and enhanced, housing variety and choice will increase, developable land will be used more responsibly, and redeveloped land will absorb more growth. In some locations office may be located along these edges to provide a buffer to higher intensity uses. The City has identified areas at the intersections of major corridors within the City as appropriate for mixed-use development. A mixture of compatible uses can enhance livability, sustainability, social equity, and create a sense of place for all residents.

It is the quality of existing neighborhoods that has long drawn people to South Jordan. Continued investment and appropriate infill practices are important to prevent the decline of these areas. The City must protect its existing viable neighborhoods while allowing limited alternative development patterns to meet future needs. As the City continues to grow, alternative and appropriate development patterns are introduced to meet future demand, existing neighborhoods must be protected from developments that are out of character. This is most important in transitional areas along existing residential perimeters.

Residential Land Use Distribution by % to Total Land, 2010



As planners have sought for solutions to meet future demands, they are recognizing the value of pre-World War II development patterns. These ideas are combined in a comprehensive concept known as the Traditional Neighborhood Development (TND). TND principles include:

- Walkability-a variety housing types within walking distance (5 to 10 minutes) of a variety of activities
- Interconnected Street/Trail System -enhances walking, bicycling, and automobile mobility
- Edges and centers-well defined neighborhoods
- Important public spaces-civic buildings, plazas, parks, squares

South Jordan recognizes the value of TND principles in maintaining a 'small-town' feel and accommodating future housing needs in greenfield, brownfield, and in-fill residential development.

In order to meet market demand for housing throughout the life cycle, especially with the growing numbers of

seniors through the year 2030, a variety of housing types will be needed. With proper regulations on the use of accessory apartments (i.e. in-law and garage apartments), existing neighborhoods can maintain their character and help meet the needs for a housing type currently underserved. The proper introduction of housing into areas identified as adequate for mixed-use will also provide for a variety of housing types, densities, and lifestyles. As the population demands different types of housing, the City will be in a position to continue to provide quality housing. (Moderate Income Housing Plan to be included in the appendix.)

Various programs exist (EnergyStar, LEED) that promote sustainable building practices and materials. The Daybreak development requires builders to be in compliance with the EnergyStar program. South Jordan supports practical and sustainable building methods and materials. Standards should be established through the implementation of the General Plan to encourage such practices.

DESIGNATIONS

Rural Residential (RURAL)

Density: <1.8 units/acre

Zones: A-1, A-5, R-1.8

Acreage: 2,343

For many years this was the standard residential designation within the City. Provides rural-use residential parcels in an urban environment. Typically allows for agricultural and farm animals.

Low Density Residential (LD)

Density: >1.8-3 units/acre

Zones: R-2.5, R-3

Acreage: 3,369

The City standard for residential use. Provides a semi-rural feel. Does not generally allow for farm animal use. Lots generally about ¼ acre.

Medium Density Residential (MD)

Density: >3-8 units/acre

Zones: R-4, R-5, R-M

Acreage: 432

Allows for smaller lot single-family homes and lower density multi-family.

Medium High Density Residential (MHD)

Density: >8-12 units/acre

Zones: R-M

Acreage: 82

A multi-family zone of moderate density. Applies to one area on the land use map.

High Density Residential (HD)

Density: >12-20 units/acre

Zones: R-M

Acreage: 69

Highest by-right density allowed in the City. Typically used for apartment complexes. Large-scale single-use complexes discouraged.

Village Mixed Residential (VMR)

Zones: BHMU, (others TBD)

Acreage: 98

Allows for a mixture of housing types and densities. Preferred for areas appropriate for higher than standard densities.

Village Mixed Use (VMU)

Zones: BHMU, (others TBD)

Acreage: 435

Includes a mix of compatible uses, including residential, in appropriate locations, typically at corridor intersections. Smallest scale mixed-use designation available.

Town Center Mixed Use (TC-MU)

Zones: (TBD)

Acreage: 43

Includes the area along Redwood Road that incorporates City Hall. Intent to provide a moderate level of mixed-use, creating a 'downtown' area.

Transit Oriented Development Mixed Use (TOD-MU)

Zones: (TBD)

Acreage: 121

Found at the Front Runner station and I-15. Intended to combine land use and transportation in a way that each enhances and supports one another. The highest level of intensity allowed in the city.

Large-Scale Master Planned Community (PC)

Density: 2,785 units approved Zones: PC Acreage: 4,373 (Residential: 1,828)

The western third of the City is largely owned by Rio Tinto. The land use for the master planned area is comprised of 53% residential, 15% commercial, 9% public, 19% open space, and 4% mixed use as currently designated by Rio Tinto (Kennecott Land).

GOALS & POLICIES

Goal H-1 **Provide opportunities for the development of a mix of housing types within the City.**

- Policy H-1.1 Encourage various types of housing within the City that meets the ICC and NEC building codes, with an emphasis on owner-occupied housing .
- Policy H-1.2 Create and adopt a 'village' style mixed use zone to be used in appropriate locations along arterial and collector streets, with a TOD (Transit Oriented Development) sub-district for use adjacent to the Frontrunner Station and a Town Center sub-district for use around the existing South Jordan Town Center.
- Policy H-1.3 Utilize mixed use traditional neighborhood development (TND) projects to provide a variety of housing types in the City.
- Policy H-1.4 Create and adopt a floating Traditional Neighborhood Development (TND) residential district as an 'infill' zone in appropriate areas of the City by allowing slightly higher residential densities in return for 'traditional neighborhood' development standards.

- Policy H-1.5 Require multiple types of housing within mixed use and larger scale ‘stand alone’ projects based upon the size, scale, and market of the development.
- Policy H-1.6 Discourage or prohibit large scale multi-family residential developments that have the same housing type, building height, architecture, and ‘barrack style’ design.
- Policy H-1.7 Take advantage of the City’s attractiveness to retirees by providing areas for ‘Senior’ Housing or ‘empty nester’ housing by locating such in close proximity to retail, social, religious, and transportation amenities.
- Policy H-1.8 Encourage or require senior and empty nester housing to be integrated with approved mixed use developments, instead of isolated development pods.
- Policy H-1.9 Allow rental-type housing that can be integrated with other types of housing in mixed use projects or neighborhoods.
- Policy H-1.10 Consider allowing limited ‘accessory apartments,’ and/or ‘extended living areas’ within single family dwellings in certain residential zones to help provide housing that accommodates family life stages and cycles.

Goal H-2 **Provide a variety of well designed housing densities within the City in appropriate areas as indicated on the Future Land Use Map.**

- Policy H-2.1 Designate appropriate areas on the Future Land Use Map for ‘Rural Residential’ (up to 1.8 units per acre), ‘Low Density Residential’ (up to 3 units per acre), ‘Medium Density Residential’ (up to 8 units per acre), ‘Medium High Density Residential’ (Up to 12 units per acre), and ‘High Density Residential’ (up to 20 units per acre) developments.
- Policy H-2.2 Approval of any rezoning requests for a more intense residential zone within the designated Future Land Use Map density range, must take into consideration the zoning and land use intensity of properties in the area.
- Policy H-2.3 Provide limited areas for higher density as ‘infill’ and/or in mixed use developments, based upon superior design and development integration, spreading density rather than concentrating it in large pockets.

Policy H-2.4 Promote appropriate housing types and mix for additional housing opportunities within South Jordan's Towne Center development.

Policy H-2.5 Require appropriate architectural controls for single family and multi-family residential developments.

Goal H-3 **Protect and enhance existing single family residential neighborhoods within the City.**

Policy H-3.1 Except for the Bangerter Highway, Redwood Road, and 10400 South corridors, reserve the area between 3600 West and the west bluff of the Jordan River as primarily single family neighborhoods.

Policy H-3.2 Consider the adoption of a single family Conservation Development (RCD) floating zone (applied to all but "Rural Residential" areas) to encourage walkability, water conservation, and greater long term neighborhood stability. Said zone would allow re-modeling of existing dwellings and/or the construction of new dwellings with decreased front setbacks with the following requirements:

- a. Addition of porches as the focal point of the dwelling (instead of garage doors).
- b. Porch sidewalks connecting with street sidewalks.
- c. Other street oriented architecture and landscaping.

Goal H-4 **Provide for safe, attractive, and well maintained City neighborhoods.**

Policy H-4.1 The City Engineering and Public Works Departments should administer systematic maintenance programs which identify deficiencies in streets, pavement, sidewalks, parkstrips, public utilities, and public facilities.

Policy H-4.2 Participation by neighborhood groups in planning activities and decisions should be encouraged through informational mailings, direct notification to residents or neighborhood associations, and the posting of meeting dates and times at appropriate locations and/or on the internet.

Policy H-4.3 Encourage property owners to improve and maintain their properties.

Policy H-4.4 Require that all new developments have complete pedestrian and vehicular circulation facilities with appropriate curb, gutter, sidewalk, street lights, street trees, and proper storm drainage.

- Policy H-4.5 Utilize available CDBG and Redevelopment Housing Set-aside money to plan capital improvement projects such as the installation or replacement of curbs, gutters, sidewalks, and crosswalks.
- Policy H-4.6 Require appropriate pedestrian connections from housing to various activity centers (i.e. shopping facilities, schools, churches, parks, open space, and trail systems) to facilitate development of walkable self-sustaining neighborhoods.
- Policy H-4.7 Continue to require landscaping in front yards.
- Policy H-4.8 Continue to enforce property maintenance codes and implement a ‘good neighbor’ policy to hold individuals responsible for maintenance of their properties.
- Policy H-4.9 Discourage private gated communities within the City and instead promote accessible, connected and interactive neighborhoods.
- Policy H-4.10 Adopt a standard for ‘dead end’ subdivisions by requiring developments of a certain size or number of lots to have secondary access for residents and public safety apparatus.
- Policy H-4.11 Ensure that approved homeowners’ associations (HOA’s) are set up to be self-sustaining and adequately funded to handle on-going maintenance issues.
- Policy H-4.12 Set up a task force to consider methods for dealing with failing homeowners’ associations (HOA’s), such as special improvement districts.
- Policy H-4.13 Consider conducting a City-wide or neighborhood by neighborhood housing quality inventory, with periodic updates, and applying appropriate programs and policies to protect the City’s housing stock.

Goal H-5 **Provide for the development of adequate moderate income housing.**
 (See Moderate Income Housing Plan, Appendix “A”)

- Policy H-5.1 Provide locations and densities within the City, as necessary, to assure moderate income housing within economically viable inclusionary developments.
- Policy H-5.2 Promote infrastructure expansion and rehabilitation that will facilitate the construction of moderate income housing.

- Policy H-5.3 Re-design or rehabilitate potential re-adaptive structures for possible moderate income housing.
- Policy H-5.4 Review proportional share impact fee assessment for moderate income housing and consider reducing construction related fees imposed by the City.
- Policy H-5.5 Utilize state and federal funds or tax incentives to promote the construction of moderate income housing.
- Policy H-5.6 Utilize programs offered by the Utah Housing Finance Agency.
- Policy H-5.7 Utilize affordable housing programs administered by the Department of Community and Economic Development.
- Policy H-5.8 Preserve and maintain the existing moderate income housing stock.

Transportation Element



Narrative

The City's past and projected future growth will require significant ongoing transportation investments. The type of future we desire for the City will in large part be determined by the transportation investments we plan today. It is anticipated that automobile travel will continue to dominate the transportation system, but a higher portion of the population using alternative means of transportation will make the overall system more efficient and effective, mitigate the impacts of automobile use, increase overall mobility and absorb increased growth. Alternative transportation methods have been rising in South Jordan and through the objectives of this plan, the City intends to establish an environment for the continued establishment of a land use pattern that will compliment and enhance a complete transportation system. The basic principles that will form future transportation decisions are safety (CPTED principles), accessibility, mobility and balance. The transportation system should support the City's vision for the future.

Multimodal Options

Due to the dominance of the automobile, roadways and parking could continue to dominate the built environment. However, it is not economically, environmentally, or socially sustainable to provide enough roadways to continue avoiding significant levels of congestion

indefinitely into the future. The City desires a future that provides options for alternative modes of transportation. It is important that the City support services and facilities for various types of travel. Alternatives will not only provide for a more effective transportation system through reduced congestion, but also through increased mobility and accessibility to a greater portion of the population (special needs, seniors, low-income).



Walkability

The ability to reach a destination by walking is often limited by development patterns. Other constraints include distance to destination, automobile convenience, time constraints, weather, and inaccessibility. Certain elements make pedestrian activity more appealing and more likely; larger sidewalks, separation from automobiles, lighting, trees, shade, and a general sense of safety. Many roadway elements (lighting, street widths, etc.) typically designed for motorists are inadequate for

pedestrians. Improvements in these areas will increase the likelihood that walking will be used as a means of transportation. People are encouraged to walk when they consider the place safe, convenient, and comfortable. These same improvements contribute to the quality, vitality, accessibility, public health, and sense of community in the area. There is a great opportunity within South Jordan to improve walkability.



Pedestrian toolkit:

- pedestrian traffic signal and countdown
- connected pedestrian pathways
- curb radius reductions
- curb ramps
- education/awareness
- enforcement
- crosswalk treatment (stripping, materials, lights, raised, median refuge)
- buffers (on-street parking, trees, parkstrip)
- human scaled lighting
- bridge/grade separation
- reduced widths at cross-walks
- walkways (sidewalk, plazas, courts)
- street furnishings (benches)
- shade (trees, overhangs)
- traffic controls (traffic signs)

- turn restrictions (no turn on red)
- interconnected streets

Bicycles

Given adequate conditions, many trips could be taken by bicycle. Recent development patterns have largely not accounted for conditions that encourage bicycle use. As with walkability, biking is encouraged by separate, safe, convenient and comfortable bikeways. Biking also increases with access to activity centers, transit, and secure storage.

Bicycle use classification:

- Class I - bike paths (separate, more recreational, access to nonroad areas)
- Class II - bike lanes (Striped lanes along traffic, visible encouragement)
- Class III - shared roadway (bicycles legal vehicles and common on low-volume roads)

Transit

Transit ridership is often a small percentage of the population. It is expected that transit use will long be a small portion of the City's transportation system. The use of transit, even by a small minority of the population, contributes to the overall well-being of the entire population. The small decrease in auto use by those riders has a significant impact on. Many studies have found that increasing freeway capacity leads to an almost identical increase in use with in a short period of time, leading to no net benefit in terms of congestion. Transit users reduce demand and congestion of roadways. Transit may also be the best option for everyone occasionally. When special events (sporting event, conventions, concerts, etc.) are accessible by transit,

greater portions of the population will benefit from transit use. Transit can move more people using less land. “A rail transit line can carry more people in a 100-foot right-of-way than can a six-lane freeway, which requires a 300-foot right-of-way.” (Weyrich & Lund, How Transit Benefits People Who Do Not Ride It) Greater transit use also decreases the amount of land needed for parking. Within the Salt Lake Valley, transit is generally understood to be UTA bus service, light-rail, and commuter rail. South Jordan City, however, recognizes the potential benefits of a city wide shuttle service connecting the major retail, commercial, and employment areas within the City. Research is currently underway and further research will be needed to determine when this would be a viable enhancement to the City’s transportation system.



Automobiles

Vehicle miles traveled (VMT) is a measurement of the amount of car miles traveled over an amount of time by a given population. It is a factor in air quality and congestion. Transportation investments have a significant impact on VMT for a region. While VMT per capita is decreasing along the Wasatch Front, population growth may account for a near doubling of total VMT over the next thirty years. (Utah Governor’s Office

of Planning and Budget, 2008 Baseline) As the automobile will continue to dominate transportation, it is crucial that automobile mobility and accessibility not be overlooked as other modes are promoted. However, future roadway investments should consider ‘complete street’ principles, considering the needs of all types of uses. ‘Complete Streets’ will need to incorporate traffic calming elements. Traditional (Pre-World War II) street patterns are also growing in popularity. Traditional Neighborhood Design (TND) principles are based on a system of interconnected streets laid out on a grid pattern. A TND system provides optional routes for auto users and decreases trip distances for bicycles and pedestrians.

Traffic Calming toolkit:

- angled street parking
- angled slow point
- chicane
- choker
- curb radius reduction
- curve treatment (medians)
- enforcement
- entrance/gateway treatment
- intersection treatment (raised, bulb-outs)
- speed indicator
- crosswalk treatment (raised, ped median refuge)
- realigned T-intersection
- stripping
- roundabout
- signage
- speed bump
- median
- partial street closure
- right-in/right-out
- turn restrictions

Integrate Land Use and Transportation

Multimodal options become more viable and vehicle miles traveled decreases when transportation is successfully integrated with land use. The city desires a transportation system that supports the other elements of the plan, specifically land use, and in turn a land use pattern that increases mobility and accessibility with an efficient and safe balance of travel modes. It is important that both land use and transportation decisions and investments support the future we want to create and the history we want to preserve.

In many places through out this plan, the integration of land use and transportation is dealt with from the need to increase land use intensity at appropriate transportation facilities and corridors. It is also important to consider those areas where intensity should be kept at a minimum, specifically as we seek to preserve our existing rural and semi-rural neighborhoods. Higher intensity uses are only appropriate along major corridors, specifically at intersections with other major corridors, and within designated villages, centers, and the TOD. South Jordan's semi-rural and rural neighborhoods do not typically lend themselves to a walkable environment. However, by increasing the range of uses and accessibility to transit along major corridors, combined with a focus on increasing interconnected streets, it is intended that residents within the City's existing residential blocks will have destination options available to them within a walkable distance (1/4 mile). While the main objective of transportation is the movement of goods

and people, another fundamental objective of the transportation system is bringing people together. This is done by the appropriate integration of land use and transportation.

The village/center/corridor strategy should increase uses within a walkable area, provide access to multiple modes of transportation, and minimize transportation impacts on the surrounding environment. The strategy is as much a transportation strategy as it is a land use strategy

New development and redevelopment should support the goals of multi-modal options, land-use integration, and safety for all users by considering:

- Interconnected Streets
- Higher density in appropriate locations
- Mixed-use where appropriate
- Complete streets

Parking Management

The comprehensive approach taken by this plan allows for the opportunity to reconsider parking requirements. Historically, parking has been oversupplied to ensure access for automobile users. The cost of parking is rarely considered by the user as it is typically provided at no direct charge within the City. The cost of parking is not paid for directly by the user, but the cost of providing and maintaining that parking is paid for indirectly through the cost of goods and services. Parking is also a considerable consumer of valuable land. A true multi-modal system with appropriate integration of land use and transportation creates a

new perspective to parking management. Methods for decreasing parking needs are encouraged.

Parking Management Toolbox:

- public/shared parking
- in-lieu fees
- angle parking
- min/max parking

- tandem parking
- pricing
- time limits
- valet
- parking permits
- parking districts
- code enforcement

GOALS & POLICIES

Goal T-1 **Design transportation facilities to assure efficient traffic flow through the City with appropriate connections to the regional transportation system.**

- Policy T-1.1 Design and plan South Jordan City's transportation system to assist in meeting the General Plan's Land Use Goals.
- Policy T-1.2 Preserve the tranquility of residential neighborhood areas through circulation design that slows traffic flows and encourages safe driving practices.
- Policy T-1.3 Implement appropriate 'traffic calming' techniques to protect neighborhoods and discourage 'cut through' traffic.

Goal T-2 **Improve traffic flow and circulation to major activity centers, within and without the City.**

- Policy T-2.1 Provide a street system that operates at a minimal level-of-service standard for high peak traffic volumes and where passing through an intersection can be accomplished in a reasonable amount of time.

Goal T-3 **Re-assess appropriate street standards, cross-sections, and connectivity throughout the City.**

- Policy T-3.1 Design highways, arterials, and collector streets to discourage the splitting or isolation of neighborhoods, communities, and open space.

- Policy T-3.2 Provide alternative ways of increasing roadway capacity, including demand management and system management strategies prior to advancing roadway widening projects.
- Policy T-3.3 Create a more open feel to the community and help tie neighborhoods together by allowing back facing development and walls only in limited areas of the City.
- Policy T-3.4 Implement 'Complete Street' principles when planning or improving City streets by doing the following:
* Emphasizing 'people first' infrastructure: non-auto design, including biking, pedestrian comforts, crosswalks, streetscape, and street furniture.
* Promoting neighborhood connectivity by discouraging or prohibiting cul-de-sacs, except where no other street layout is practical.
* Prohibit private streets/driveways except where it can be shown that a public street system is not practical or desirable.
- Policy T-3.5 Require appropriate automobile and pedestrian connectivity between subdivisions and neighborhoods.
- Policy T-3.6 Design subdivision streets and connections to 'spread' traffic, rather than concentrating it.
- Policy T-3.7 Require secondary access for new developments based upon the number of proposed lots and/or length of street.
- Policy T-3.8 Look for innovative ways to provide access or at least emergency access to existing 'landlocked' developments.
- Policy T-3.9 Re-assess need in regards to current street width requirements, including asphalt, sidewalk, and parkstrip cross-sections.
- Policy T-3.10 Consider modified or alternate street cross sections for potential ROCD (Rural Open Space Conservation Development) areas of the City.
- Policy T-3.11 Provide design standards for the review and approval of a limited number of 'flag lots' with rear driveway access where appropriate.
- Policy T-3.12 Promote safe integrated residential neighborhoods and social equity by prohibiting gated communities and by encouraging CPTED (Crime Prevention Through Environmental Design) standards.

Goal T-4 **Set safety of the transportation system as a high priority and work diligently to meet applicable safety standards.**

Goal T-5 **Enhance City image through appropriate streetscape design, recognizing aesthetic considerations as an important element of street cross-sections, i.e. trees, hardscape, softscape and limited turf.**

Goal T-6 **Implement a balanced multi-modal approach to transportation and mobility that considers mass transit, bicycles, pedestrians, and other alternative transportation modes to the automobile.**

Policy T-6.1 Encourage and take advantage of all modes of transportation, including mass transit options.

Policy T-6.2 Encourage regional transit systems and City connections thereto by supporting a Trax line extension from the Civic Center Trax Station to the South Jordan Front Runner Station, the new Mid-Jordan Trax line extension to Daybreak, and transit expansion in the West Daybreak area in conjunction with the West Salt Lake County Transit Study.

Policy T-6.3 Develop a reliable 'low fare' or 'no fare' intra-city shuttle/trolley that will connect business/commercial areas, schools, recreation centers, employment centers, regional mass transit stops, and other community activity centers with a system design that promotes ridership and allows the general public to conveniently shop, recreate, and access needed services within the City.

Policy T-6.4 Work with UTA for additional bus routes and a higher level of bus service in the City, addressing in particular the mobility needs of seniors, children, and the handicapped.

Policy T-6.5 Integrate bus routes with other transportation modes and coordinate proper location and spacing of bus stops and shelters.

Policy T-6.6 Require and design, as appropriate, bus turnout lanes to minimize traffic flow obstruction in major commercial areas and higher density residential areas of the City.

Policy T-6.7 Improve east-west mobility on 9800 South, South Jordan Parkway, and 11400 South, as well as on Redwood Road, through bus rapid transit (BRT) lines or other mass transit.

Goal T-7 **Implement useable networks for bicycle use and pedestrian pathways, trails, sidewalks, and walkways as viable options to the automobile.**

- Policy T-7.1 Conduct public information programs and publish promotional materials to increase public awareness of bicycle and pedestrian facilities and safety issues.
- Policy T-7.2 Update the City's bicycle plan to identify key bicycle connections to link activity centers, and to connect to the regional bike/trail system.
- Policy T-7.3 Implement design standards for Class I, II, and III bicycle trails and integrate them into other modes of transportation.
- Policy T-7.4 Encourage bicycling by requiring bike racks at shopping centers, public buildings, schools, and parks, and by providing bike rentals near the Jordan River Parkway and bicycle storage facilities at key transportation nodes within the City.
- Policy T-7.5 Implement policies for the creation of a walkable City by identifying key pedestrian connections, requiring tree lined streets and pedestrian access between neighborhoods and activity centers, i.e. shopping centers, schools, parks, community facilities, and mass transit.
- Policy T-7.6 Improve pedestrian safety and walkability by identifying key walking desire routes and potential pedestrian conflicts when connecting activity centers, and then provide appropriate crosswalks, crosswalk systems, and other pedestrian connections.
- Policy T-7.7 Update the City's trails plan to connect with the regional trail system and to identify key trail connections to link activity centers.
- Policy T-7.8 Set as a goal the provision of a safe and conveniently accessible walking/biking/mass transit/activity center experience with ¼ mile of all City residents.
- Policy T-7.9 Require sidewalks with tree-lined parkstrips on both sides of all streets, particularly on arterial and collector streets, unless separated pedestrian pathways are provided.

Goal T-8 **Implement innovative methods of reducing vehicle trips and improving air-quality.**

Policy T-8.1 Encourage efficient mass transit services to help with the community goals of energy efficiency, air quality, and congestion mitigation.

Policy T-8.2 Implement living healthy programs that encourage active lifestyles wherein residents will be more apt to use modes of transportation besides the automobile for their day to day needs.

The complete Master Transportation Plan for South Jordan will be referenced under a separate cover in an appendix of the South Jordan General Plan.

Environmental/Sustainability Element



NARRATIVE

The City seeks a healthy & sustainable environment. A sustainable environment is not one that is necessarily free of development, but develops with consideration to economic, social, and environmental issues. The Bruntland Commission defined sustainable development as development “that meets the needs of the present without compromising the ability of future generations to meet their own needs.” Sustainability in an urban environment is as much about managing adverse environmental affects as it is about improving the livability and quality of a place. It is a comprehensive, continuous, and dynamic endeavor. Foundational principles in the City’s approach to sustainability and the environment are balance and stewardship.

other needs and goals. Sustainability is known as a three-legged stool supported by environmental, economic, and social concerns. Sustainable urban environments are developed with consideration to all three. Monetary costs should not be the only costs considered in both city practices and private development, neither should all economic use be denied. Development must consider its environmental impacts, with respect to its natural function (ecological value) and its value to that function. The intent is to achieve land use and development practices that enhance the community, are considerate of the environment and natural processes, and are fiscally responsible. Development practices that are both practical and sustainable (green roofs, pervious surfaces, etc) are encouraged.



A sustainable balance must also be sought in other areas. The jobs/housing balance is important to maintain as a member city in a larger region. Local food production provides the benefits of fresh food for local residents and resource management efficiency for the region. The City is supportive of local gardening, produce sharing, and family food production. Landscaping needs should also consider a balance between benefits (local, regional, global) and water use.

FOUNDATIONAL PRINCIPLES

Balance The protection and improvement of the environment must be balanced with

Stewardship The city promotes and practices principles of sustainable development. Development can have a negative affect on the natural environment and systems. Impervious

surfaces change the natural flow of water. Wildlife habitats may be displaced. Larger cities create 'heat islands.' Resources (land, water, energy) can be wastefully consumed. One of the purposes of the General Plan is to mitigate these impacts, as well as promote strategies that:

- promote responsible and sensitive development
- protect the watershed
- manage resources efficiently
- enhance fiscal responsibility
- contribute to the region
- prevent public health hazards
- improve the urban environment

All of which increases sustainability.

The City is given the authority to regulate land use and the responsibility to implement and enforce many state and federal statutes. In this role the City becomes a steward over the local environment and resources (including land). Principles of low-impact development, smart growth, and sustainable development are encouraged to meet that responsibility. Programs that encourage responsible and conservative resource consumption (Energy Star, LEED) should be essential to City practices and promoted in development and construction.

IMPLEMENTATION

There are many tools available to the City in meeting its responsibilities as a resource steward. Incentives may be offered that encourage voluntary measures to mitigate impacts. Regulations may be used as an involuntary means. Programs may be developed to assist in the use of various

tools. A sustainability committee should be established to review city practices, approve construction and development practices, and to implement new technologies.

Development should be avoided in sensitive, critical, and irreplaceably important areas, unless it can be accomplished in a manner which: assures public health and safety, improves overall environmental conditions, is compatible with the existing natural environment, prevents significant erosion or degradation, assures long-term slope and soil stability, provides assurance that future repairs and maintenance will be performed. On-site, in-kind mitigation is generally preferable to off-site and out-of-kind mitigation.



As the sustainability element is implemented through incorporation in regulations, sustainability and stewardship principles should be encouraged and allowed at the level of the individual. New technology is increasingly available to homeowners. Solar, wind, and thermal technologies are now available and affordable to homeowners. While traditional nuisance concerns and aesthetics can not be discarded,

homeowners must be allowed to seek ways for individual sustainability.

Sustainable practices available to homeowners:

- Geothermal heating and cooling (air, water)
- Active solar hot water heaters and electrical production
- Passive solar home design
- Wind turbines
- Food production
- Water collection and other water saving techniques
- Higher efficient appliances
- Recycling
- Water efficient landscape systems and designs

OPEN SPACE

Open space is an important component to the social, economic, and

environmental aspects of sustainability. As South Jordan becomes more urbanized, the amount of active and passive space will become increasingly valuable. Open space contributes to natural ecological systems, provides reprieve from the built environment, and allows for a wide range of activities. Agricultural open space is also a fundamental component of South Jordan's character and history. South Jordan has been active in protecting and preserving natural open space along the Jordan River and has a range of open space types. South Jordan should both require and facilitate open space dedication from development. It is essential that the City continues to obtain, protect, and develop open space in order to maintain its level of service and ensure that open space will continue to be an integral part of and a defining characteristic of South Jordan.

Goals & Policies

Goal E-1 Create an integrated City-wide effort to identify and carry out sustainable development practices.

Policy E-1.1 Create an environment of sustainability (defined by the Brundtland Commission, 1987 as: *...meeting the needs of the present, while ensuring that future generations have the same or better opportunities*) within the City in regards to identifying, encouraging, and implementing sustainable development practices which protect and enhance the natural environment.

Policy E-1.2 Establish appropriate committees to address issues of sustainability, beautification, tree planting, and green programs within the City.

Energy Production and Conservation

- Policy E-1.3 Encourage residential and commercial energy efficiency, i.e., energy star appliances and energy systems, programmable thermostats, energy saving lighting, insulation techniques.
- Policy E-1.4 Promote and incentivize energy efficient building construction and LEED (Leadership in Energy and Environmental Design) certifications for commercial, industrial, and major residential projects, i.e. additional building height for green roofs, building permit and/or impact fee reductions.
- Policy E-1.5 Set the example for implementation of 'green' building methods and LEED certification by considering such in new City buildings and in retrofitting existing buildings and facilities.
- Policy E-1.6 Include passive solar review, building lot layout and building orientation during the development review process.
- Policy E-1.7 Develop lower cost utility strategies, including provisions to accommodate home energy production, including wind, solar, and geothermal.
- Policy E-1.8 Monitor home energy technology changes and help implement such when they can be shown to have minimal impact on adjoining properties.
- Policy E-1.9 Incorporate additional and suitable wind energy systems into City regulations as technology allows such systems to be better integrated into residential architecture and scale.
- Policy E-1.10 Encourage landscape design and deciduous tree specie placement that shades structures and hard surface areas and evergreen species which create strategic windbreaks.
- Policy E-1.11 Implement re-cycling and waste reduction policies for all City-owned buildings.
- Policy E-1.12 Encourage on-site residential re-cycling and composting in order to reduce the impact to the landfill.
- Policy E-1.13 Encourage mixed-use zoning districts in appropriate areas of the City, designed with a mix of goods and services to reduce vehicle trips and to improve air quality, walkability and resident convenience.

Water Quality and Conservation

- Policy E-1.14 Require water conserving landscape designs and irrigation systems for commercial, industrial, and multi-family site plans.
- Policy E-1.15 Consider and encourage other water saving techniques, i.e. rain water harvesting, re-use of grey water, and installing low-flow fixtures.
- Policy E-1.16 Encourage rain gardens and other storm water collection and retention systems.
- Policy E-1.17 Investigate the possible use of porous ‘paving’ materials to improve soil permeability and to avoid costly storm drainage systems.
- Policy E-1.18 Investigate alternate methods to improve the quality of ground water supplies as potable water.
- Policy E-1.19 Continue to study and evaluate the possibility of more cost effective secondary water systems in appropriate areas of the City.
- Policy E-1.20 Require the developers of large lot developments to provide suitable secondary water systems.
- Policy E- 1.21 Consider amending the General Plan Land Use Map to allow smaller lot development when appropriate secondary water systems are not feasible or practical.

Micro-Climate

- Policy E-1.22 Help minimize the urban heat island effect by increasing the canopy of the City’s urban forest, through tree plantings along major streets, within parks, and other public spaces, and by encouraging tree planting by City residents.
- Policy E-1.23 Help minimize the urban heat island effect by encouraging lighter color building materials for rooftops, parking lots, roadways, pathways, etc.
- Policy E-1.24 Minimize the size of parking lots and necessary paving and continue to require parking lot landscape and tree cover.
- Policy E-1.25 Encourage and incentivize ‘green’ rooftops for commercial, industrial, and multi-family projects, i.e. additional building height, increased density.

Food Production

- Policy E-1.26 Encourage local family food production to further regional ‘locavore’ (*eating food grown locally and in season*) food system independence.

- Policy E-1.27 Encourage local markets, gardens, and nurseries for the distribution of locally grown produce and landscape plants.
- Policy E-1.28 Re-evaluate ordinances that regulate where and how locally grown produce can be sold or distributed to the public.
- Policy E-1.29 Encourage neighborhoods, religious and social groups, and other organizations to promote the sharing of ‘excess’ garden produce during the growing season.
- Policy E-1.30 Encourage community garden plots within required opens space areas for residential development projects.
- Policy E-1.31 Consider allowing limited number of smaller farm animals (i.e. chickens) on smaller sized residential lots with standards that will minimize impact on neighborhood properties, i.e. prohibiting roosters.

Goal E-2 **Preserve desirable open space and natural open space areas within the City.**

- Policy E-2.1 Continue efforts to maintain and enhance Jordan River wetlands through public ownership, private donation and dedication, federal regulation, and conservation easements.
- Policy E-2.2 Coordinate efforts with Salt Lake County and adjoining communities to implement Plan Elements of the Blue Print Jordan River Plan and to protect the corridor as natural open space.
- Policy E-2.3 Discourage development in the Jordan River corridor, except for a limited recreational/commercial focus near 10600 South that is compatible with the goals of the Blue Ribbon Jordan River Plan and that provides needed services for the Jordan River Parkway trail users.
- Policy E-2.4 Prioritize and implement a City-wide parks and trails plan (see Parks & Recreation Element).
- Policy E-2.5 Investigate possible areas within the City where existing farmland, or other significant open space, can be protected in order to help preserve rural lifestyle, promote an ‘historic village’ look, and/or protect historic resources.
- Policy E-2.6 Create and adopt a Rural Open Space Conservation Development (ROCD) floating zone for possible preservation of rural and/or historic resources.
 - Apply the floating zone in selected zoned areas of the City when appropriately requested by property owners.

- Include a provision for a high percentage of open space by clustering residential development.
- Implement appropriate alternate development standards to enhance a rural feel, i.e. parkstrip swales, ribbon curbs, cottage style architecture.

Policy E-2.7 Adopt an Open Space (OS) Zone and a Natural Open Space (NOS) Zone to help protect currently designated open space and to apply to future open space preservation.

Goal E-3 *Address natural hazards in land use and development plans.*

Policy E-3.1 Limit development along known fault lines, high liquefaction areas, flood plains, and other natural hazard areas, unless appropriate mitigation measures can be implemented.

Policy E-3.2 Require adequate review and mitigation of natural hazards as part of the development review process.

Policy E-3.3 Require proper site and building construction mitigation in natural hazard areas.

Policy E-3.4 Consider ‘cut and fill’ requirements in the City’s land disturbance ordinance that will encourage new development to better match existing terrain.

Policy E-3.5 Require adequate notice of hazards to public, i.e. public notification, document recordation, subdivision plat and site plan notations.

Policy E-3.6 Prohibit habitable structures within 100 year flood plains.

Policy E-3.7 Update and implement the current storm water master plan.

Policy E-3.8 Implement alternative storm water solutions to reduce run off and to increase soil permeability.

Goal E-4 *Preserve, enhance, and create scenic views within the City.*

Policy E-4.1 Identify key scenic views and develop strategies to enhance these views, i.e. mountains, open space, Jordan River corridor, landscaping, civic structures and uses.

Policy E-4.2 Consider key scenic views in subdivision and site plan design during the development review process.

Policy E-4.3 Minimize removal of desirable vegetation. Require tree protection plans for development sites with significant vegetation cover. Require re-vegetation plans as needed.

Parks and Recreation Element



NARRATIVE

The purpose of the Parks and Recreation Element is to ensure that adequate services and facilities are provided to the community. It functions to protect natural resources, provide for recreation, support economic development, promote public health, shape development, and provide for gathering places. It is important to realize that the value of the parks system is more than recreational, it is also valuable socially, economically, environmentally, culturally, and to the public health.

Parks and recreational facilities have become a measurement of a municipality's quality of life. A planned approach is necessary to provide a consistent, balanced, diverse, connected and equitable system. Guidelines and standards, however, must be flexible in order to take advantage of opportunities and meet the need for a wide range of recreational types among a diverse population.

South Jordan City is committed to providing its residents with quality park and recreational facilities. A 2006 analysis for the Parks and Recreation Master Plan inventoried nearly 400 acres of existing parks and open space, 109 acres of restricted access natural open space along the Jordan River, 66 acres of anticipated parks and open space, and 102,000 square feet of indoor facilities. A partial list of those facilities includes:

- South Jordan City Park
- Riverfront Park



- City Plaza (ice-skating, fountain, library)
- Various Neighborhood Parks
- Jordan River and Bingham Creek Trails
- South Jordan Fitness Center
- Mulligan's Golf and Games
- Community and Senior Center
- Gale Center Museum
- Holt Homestead Historic Home

The City owns a diverse portfolio of quality facilities that is well maintained by the parks and recreation department.

The City's demographics are different than that of the state and nation. South Jordan has a lower average age, a higher household size, and a higher median income. These traits are common among those who typically use park and recreational facilities often. A wider variety of uses is also desired among recreational users compared to the past. The high amount of use and the wide range of desired uses makes it impossible for the City to provide for every need. Other recreational providers are an

essential component in meeting the needs of residents. These providers include schools, the county, HOA's, churches, and private companies. The City supports and seeks for partnerships with many of these providers, as appropriate, in sharing resources and avoiding duplication of services, providing leverage for a higher level of service and quality of life.



The City's greatest challenge is maintaining the existing level of service faced with a high growth rate. As development has proceeded westward, City parks and recreational facilities have not yet been provided in those areas. Well established neighborhoods on the eastern side of the City have been provided for adequately. The Daybreak neighborhood has incorporated adequate facilities within its development. Some of the areas in between are currently underserved. Existing development often creates barriers to providing these facilities.

It is the City's desire to provide recreational facilities within walking

distance of all residents. An acceptable walking distance is generally thought to be between ¼ mile and ½ mile (a 5 to 10 minute walk). The completion of a city-wide trail system will provide a recreational component to these underserved areas. Trails have an inherent recreational value that is enhanced by providing access to other recreational facilities.

The problem of providing adequate facilities in existing development emphasizes the need for ongoing park and recreational planning. Clear and binding development standards will guide new development and redevelopment in providing necessary facilities. As the City continues to reach complete build out, the master plan for parks and recreation becomes increasingly important. Proposed locations of future parks, trails, and other facilities should be identified and incorporated with new development and redevelopment. The plan may also identify sensitive lands and natural resources for protection. Design guidelines are also an essential tool in providing for quality facilities, contributing to the overall level of service, and enhancing the City's character. Guidelines should consider principles of sustainability to establish efficient use of resources while minimizing maintenance needs and costs. The proper implementation of the parks and recreation element will ensure that all residents, existing and future, have access to high quality and diverse parks and recreational facilities.

GOALS & POLICIES

Goal PR-1 **Develop public park lands and facilities to meet the recreational and open space needs of current and future residents of South Jordan.**

- Policy PR-1.1 Establish Neighborhood Parks at a ratio of 0.75 acres of park land per 1,000 residents.
- Policy PR-1.2 Plan Neighborhood Parks to be of sufficient size and design for efficient operation and maintenance, generally 5 acres in area.
- Policy PR-1.3 Plan Neighborhood Parks to have a general service area of approximately one mile radius and to be located such that patrons may avoid having to cross arterial streets.
- Policy PR-1.4 Plan Neighborhood Parks to be designed to promote a safe and clean environment for recreation.
- Policy PR-1.5 Establish Community Parks at a ratio of 3.0 acres of park land per 1,000 residents.
- Policy PR-1.6 Plan Community Parks to be of sufficient size and design for efficient operation and maintenance, generally between 5 and 50 acres in area.
- Policy PR-1.7 Plan Community Parks to have a general service area of approximately 3 to 6 mile radius and located to provide adequate access from major streets.
- Policy PR-1.8 Complete and implement a comprehensive Parks and Recreation Master Plan identifying current and future needs for park land and facilities, methods for acquisition of land and funding for facility construction and maintenance.
- Policy PR-1.9 Preserve quality open space on large parcels through conservation easements or other methods of preservation.

Goal PR-2 **Provide a variety of recreation opportunities, both active and passive that meet the needs of South Jordan residents.**

- Policy PR-2.1 As financing allows, expand adult and youth sports and education programs and events.
- Policy PR-2.2 As financing allows, expand Senior Citizen programs and events.
- Policy PR-2.3 Cooperate and coordinate with private and other public recreation program and facility providers to enhance choice, access and convenience for City residents, i.e. the Equestrian Park.
- Policy PR-2.4 Investigate the potential of using school open space or other public space as park land.
- Policy PR-2.5 Monitor and balance the need for active vs. passive parks based upon the changing needs and demo-graphics of the City.
- Policy PR-2.6 Design detention/retention ponds to have dual uses, i.e. parks, rain gardens, or other vegetation.
- Policy PR-2.7 Consider innovative park activities that create com-munity identity and provide meaningful recreational acitivities, i.e. corn maze, frisbee golf.
- Policy PR-2.8 In cooperation with Salt Lake County, investigate methods and policies to ensure the long term viability of current and future Salt Lake County Park and Recreation properties and facilities (i.e. Marv Jensen Recreation Center, Sal Lake County Equestrian Park and Welby Park – areas of interst may include the most effective and efficient use of land, buildings, race track, fields, outbuildings, parking areas and arenas).

Goal PR-3 **Design and construct parks and facilities that require less maintenance, conserve natural resources and set examples for the community that are proactive regarding resource conservation.**

- Policy PR-3.1 Assure that the City ordinances and policies support the Parks and Recreation element of the General Plan.
- Policy PR-3.2 Provide for safe and well maintained parks and trails throughout the City.

Policy PR-3.3 Establish resource efficient design standards for City –wide parks and facilities to minimize maintenance problems and costs.

Goal PR-4 **Establish a trail system that provides a means of alternate transportation and a recreational resource.**

Policy PR-4.1 Complete and implement a comprehensive trails master plan identifying exact locations, alignments and methods of securing rights of way or easements.

Policy PR-4.2 Support the regional trail system and the Blue Print Jordan River Plan by completing the South Jordan portion of the Jordan River Parkway Trail.

Policy PR-4.3 Conduct a feasibility study and implement a plan incorporating canal corridor trails within the City-wide trail system.

Policy PR-4.4 Provide and locate strategically placed trail heads within the City that promote accessibility, walkability, and physical fitness.

Policy PR-4.5 Include trails, parks, and open space within industrial/commercial developments.

Policy PR-4.6 Collaborate with adjoining communities to properly connect inter-city trail systems.

Policy PR-4.7 Preserve existing trail easements within the City.

Policy PR-4.8 Incorporate the Southwest Aqueduct easement into the City's trail system.

Policy PR-4.9 Consider simple obstacle courses and exercise facilities adjacent to or within trail systems.

Policy PR-4.10 Enhance trail signage (including distances to activity centers) to increase safety and community identity.

Economic Development Element



NARRATIVE

The purpose of the economic prosperity element is to enhance the quality of life for residents within the city. A vibrant economic environment provides the opportunity for residents to live and work within the same city,



increases the goods, services, and facilities available to the community, and creates tax revenue for maintaining and improving city services and facilities. Residential development typically requires more services than supported through its own property taxes and user fees. This is also true of many institutional land uses, such as churches and schools. To offset this deficit, new opportunities to provide revenue-producing commercial and industrial uses, or to revitalize old uses, need to be developed. Economic prosperity is essential to the quality of life within a city.

The pursuit of increasing the quality of life for residents is a desirable pursuit of itself. Quality of life is also becoming a more important consideration in business location

decisions. Technology allows companies increasingly greater flexibility in where they locate. The quality of life of a location is a benefit to employees and assists in attracting future employees, providing a competitive advantage to a City in attracting new businesses. In return, businesses provide jobs and tax revenue, both necessary for economic prosperity and increasing the quality of life within the City.

Nonresidential growth (commercial, office, industrial) generally follows residential growth. As the City continues to maintain strong residential growth, it is expected that it will also maintain nonresidential growth. The purpose of this element is to ensure that nonresidential growth develops in line with the City's vision, that the character of the city is protected and enhanced, that job growth matches housing growth, and quality establishments provide desired goods



and services. The collaboration with other General Plan elements is essential. The balance of land uses affects the City's capacity to provide public services and facilities. An appropriate amount of land must be designated for each use to maintain a proper balance. Transportation systems must allow for mobility and accessibility of goods and people. The livability of a place that draws business is enhanced by entertainment/arts, cultural attractiveness, parks and recreation, open space quality urban and architectural design, sense of place, and governmental stability. By implementing the vision through regulation and investment, the City lays the foundation for the future it would like to create.

South Jordan recognizes the potential mutual benefit of appropriate industries and business types locating within the city. It is the City's desire to continue positioning itself as an attractive location for these companies. Besides quality of life, other elements are important to attract desirable businesses and establish ongoing economic prosperity. A city actually has a significant amount of influence and control over its economic climate through the use of:

- By-right, predictable, flexible, and stable regulations
- Land use availability
- Expedited approval processes
- Transportation investments
- Friendly and flexible service
- Use of financial leverage (TIF, PPP, Fee Reduction)
- Establishment of special districts (RDA, CDA, EDA, BID)

The City's resources in providing these incentives must be used with great care.

Incentives are not intended to replace market demand, but to facilitate desired industries and business types that the market is demanding to develop in the most appropriate locations, assisting in the fulfillment of the City's vision.

The City's strategy of increasing the intensity of non-residential use in specific corridors and centers accomplishes many desired objectives. Areas are identified where regulations will be accommodating and land will be available for significant economic development. These will be areas where an environment will be established that inherently supports retail, commercial, and office success through mixed-use, quality design, and multi-modal transportation. The vision is that these will be areas that attract more people, for a longer period of time, in a more comfortable environment that is more accessible.



Economic development is often a joint endeavor. It requires leadership, initiative, and cooperation between the city, chamber of commerce, school district, county, state, developers, taxing entities, businesses and others. The City also recognizes its role in the regional context. More and more economic competition is becoming regional. The City desires to be a strong regional partner by striving to attract businesses

that will contribute to the region economy. This general plan demonstrates the city's leadership and

desire to work with others in making South Jordan and the Wasatch Front a great place well into the future.

GOALS & POLICIES

Goal ED-1 Develop a positive business atmosphere that fosters economic development for the benefit of City residents and businesses.

- Policy ED-1.1 Continue commitment to a high standard of development for all commercial and industrial projects by adhering to high standards of site design, architecture, landscaping and project construction.
- Policy ED-1.2 Encourage quality businesses to locate in the City and expedite projects by minimizing delays in project approvals and development processing.
- Policy ED-1.3 Promote high quality commercial and industrial development by establishing and maintaining high architectural and landscaping standards.
- Policy ED-1.4 Pursue transportation improvements that will increase mobility, access and capacity.
- Policy ED-1.5 Preserve and enhance development value and South Jordan's "sense of place" by promoting compatible projects with consistent design themes.
- Policy ED-1.6 Encourage recreational and cultural amenities for an enhanced quality of life through zoning and incentive practices.
- Policy ED-1.7 Strengthen relationships and communication with existing businesses through an active business outreach program.
- Policy ED-1.8 Partner with the South Jordan Chamber of Commerce in promoting area businesses and encouraging residents to shop locally.
- Policy ED-1.9 Update and revise the City's "Economic Development Plan" as business and economic needs of the City change.
- Policy ED-1.10 Identify uses/businesses/employers that provide goods and services that will increase convenience for City residents, that

will increase the variety of places to shop and that will help the City become a full service community.

Policy ED-1.11 Actively recruit targeted retail, restaurant, and employment base businesses, with higher paying salaries.

Policy ED-1.12 Seek a better balance of the 'jobs to dwelling unit' ratio in the City by promoting new businesses and job opportunities for City residents, including seasonal and part time jobs for youth.

Policy ED-1.13 Monitor the number and types of businesses in the City for a more equitable level of service in the community.

Policy ED-1.14 Provide a flexible regulatory environment in order to respond to changes in the future economic environment.

Goal ED- 2 Expand South Jordan's economic base with new retail commercial businesses and high quality clean industry.

Policy ED-2.1 Maximize the economic development potential at key nodes within the City. Encourage commercial activities around major intersections with I-15, 1300 West, Redwood Road, Bangerter Highway, Mountain View Corridor, South Jordan Parkway, and 11400 South.

Policy ED-2.2 Establish office, retail, mixed use, and light industrial uses near major transportation facilities such as I-15, Mountain View Corridor, light rail stops and commuter rail.

Policy ED-2.4 Provide prestigious office locations for research and business parks including Class A (steel frame construction, minimum three stories with at least 10,000 sf per floor, and central interior lobby) and Class B developments (steel frame, concrete, or masonry construction, minimum two stories with at least 15,000 sf per floor, and central interior lobby)

Policy ED-2.5 Establish and equitably implement economic development incentive policies.

Policy ED-2.6 Identify and attract selected targeted industries that are consistent with the City's goal of expanding economic vitality while protecting the environment and quality of life.

Policy ED-2.7 Develop an action plan for each targeted industry to encourage retention and expansion of businesses.

Goal ED- 3 **Plan for adequate land within the City for shopping and employment locations which will encourage regional shopping and employment centers in South Jordan, conveniently serve current and future local needs, provide employment opportunities and contribute to the City's tax base.**

Policy ED-3.1 Designate commercial sites on the Future Land Use Plan Map that are large enough to accommodate regional commercial development.

Policy ED-3.2 Promote transit oriented development where multi-modal transit is established.

Policy ED-3.3 Discourage commercial strip centers and the piecemeal development of large commercial and employment centers.

Policy ED-3.4 Develop land use policies that blend or buffer employment centers with adjoining residential development.

Policy ED-3.5 Establish and maintain a capital projects plan and implement it based upon available financial resources.

Policy ED-3.6 Promote and leverage expansion and densification of the South Jordan Town Center on Redwood Road, the development of the Daybreak Town Center and other appropriate regional commercial development for the benefit of the community.

Policy ED-3.7 Identify desired industries and developments, i.e. medical technology, light manufacturing, educational and scientific facilities, recreational uses. Create mechanisms to attract them to the City.

Policy ED-3.8 Investigate strategies, land use clusters, and development designs that will encourage residents and visitors to lengthen their on-site shopping experiences.

Capital Facilities Element



NARRATIVE

One of the primary responsibilities of the City is to provide and manage public services and the facilities that provide those services (capital facilities). South Jordan provides services and facilities that are associated with culinary water, storm water management, secondary water, transportation, parks and recreation, and emergency response. Regional districts provide sewer, telecommunication, electrical, and natural gas services and facilities. South Jordan's growth, which is projected to continue in the coming years, places great stress on existing capital facilities. Growth also requires new facilities in order to accommodate new residents. The ongoing planning for capital facilities will be crucial in maintaining adequate levels of service for the residents.

LEVEL OF SERVICE

The level of service (LOS) desired is largely determined by the residents. Level of service determines the number and quality of parks. It will determine emergency response times. It will affect transportation investments to ease congestion. A higher level of service correlates with a higher quality of life for residents. However, the higher the level of service, the more expensive it is to provide and maintain. Maintaining a desired level of service requires new facilities as population increases and upkeep of existing facilities that serve the current population. South Jordan is proud to provide its residents with a high level of

service in a fiscally responsible manner. However, it recognizes the need for additional facilities. The City also desires to establish a regional arts/culture facility.



HOMEOWNER'S ASSOCIATIONS

A concern that the City has begun to address is failing homeowners associations (HOA's). HOA's are largely responsible for funding and managing the operation and maintenance of common private facilities (streets, swimming pools, open space, etc.). While the City is not responsible for these facilities when an association fails, the City may be inclined to become involved in order to prevent the decline of neighborhoods/developments. City involvement in a previously private development would increase the burden of all taxpayers. As well, private facilities are often not built or installed to public standards and may be more costly to maintain than similar City facilities. HOA's and planned urban developments (PUD's) need to be monitored closely. New HOA's will need to be scrutinized carefully, prior to establishment, to ensure ongoing viability. In failed HOA's, the City may consider funding measures specific to

those within the HOA and/or PUD in order to provide maintenance and improve facilities in accordance with City standards (i.e. adding sidewalks).



efforts. The City has established a planning committee (the CIP Committee), represented by all applicable departments of the City, to monitor, analyze, and propose capital facility budgets to the city council for approval. The CIP Committee shall meet monthly to review capital facility needs and update the CIP plan yearly. Master plans may be developed for each capital facility category to assist in the decision making process. Master plans should be updated every five years. Planning requires balance between needs, wants, and funding capacity. The City has met its needs in the past by using a conservative approach to spending, avoiding unnecessary levels of risk from liabilities, and will continue to do so into the future.

PLANNING

This General Plan is intended to direct the City's capital facilities planning

GOALS & POLICIES

Goal CF-1 **Ensure the Capital Facilities Plan is an accurate and balanced portrayal of the City's infrastructure goals and needs.**

- Policy CF-1.1 Annually review goals and policies of the General Plan Elements and adjust to reflect changing philosophies regarding infrastructure needs.
- Policy CF-1.2 Annually review goals and policies of the General Plan to ensure that they are considered in the annual capital facilities planning process and budget.
- Policy CF-1.3 Annually update the City's 5 year Capital Facilities Plan in conjunction with annual capital facilities planning process and budget preparation.
- Policy CF-1.4 Create 10 and 20 year capital facilities plans and update them at least every 5 years.

Goal CF-2 **Monitor community facilities and infrastructure to ensure implementation of selected goals and policies of the General Plan.**

Policy CF-2.1 When needed, construct emergency response facilities in geographically centralized locations where the development of such can be integrated and support surrounding development.

Policy CF-2.2 Construct a regional performing arts center in the City in a location where the development of such can be integrated and support surrounding development, i.e. South Jordan Town Center.

Policy CF-2.3 Monitor Homeowner Associations (HOA's) and Planned Unit Developments (PUD's) for on-going viability.

Policy CF-2.4 Create an inventory of all streets in the City and their condition.

Policy CF-2.2 Include and update as needed infrastructure maps and information within the General Plan.

*(The complete **Capital Facilities Master Plan** for South Jordan will be referenced under a separate cover as an appendix of the South Jordan General Plan.)*

Implementation Element



NARRATIVE

The General Plan is intended to establish a vision for the development of the community. It references general principles, objectives, goals, and policies to achieve that vision. The success of the plan requires the commitment of the community, elected officials, and city staff. It will only have effect when it becomes part of daily decisions made throughout the City.

The General Plan, however, is not the tool that carries out the vision. The Utah Municipal Code states, 'the general plan is an advisory guide for land use decisions, the impact of which shall be determined by ordinance.' (Utah Code 10-9a-405) The implementation element assists in transforming the vision from the general plan into ordinances and regulations. This general plan largely refines previously adopted policies. The implementation process will build upon South Jordan's strong foundation.

TOOLS

Zoning Ordinance The purpose of the zoning ordinance is to promote the general health, safety, and welfare of the public through land regulation in accordance with the policies of the general plan. Land is regulated by allowed land use, intensity/density, and structure size and location. It is intended to:

- Encourage orderly growth and development

- Protect the health, safety, and welfare of residents, business, and property owners
- Maintain and improve property values
- Improve and enhance the quality of life
- Reduce traffic congestion and hazards
- Provide adequate light and space and minimize the crowding of land
- Improve security and living environment
- Promote economic development and the economic health of the city and its inhabitants
- Promote a wholesome, sustainable, and attractive city
- Further the goals of the general plan
- Protect and preserve community values and identity
- Encourage land uses which are compatible with the rural character of the city
- Protect urban and nonurban development

The zoning ordinance includes a zoning map. The zoning map depicts the zoning districts related to specific regulations for that district. It is important to distinguish between the zoning map and the general plan map. The general plan map (Future Land Use Map) illustrates the broad policies of the General Plan through land use designations. The zoning map and the land use map may not always coincide. Where the land use map represents



intended future use, the zoning map represents the existing zone.

Alternative zoning tools anticipated to be used to implement this general plan:

- Overlay zones
- Floating zones
- Design guidelines
- Special Use/Conditional Use
- Mixed-Use Zones
- Performance based zoning

Subdivision Ordinance The subdivision ordinance regulates the division of land tracts in accordance with the General Plan. The focus is on the process of reaching an acceptable plat. The subdivision review process and design guidelines are critical tools in administering the subdivision ordinance. It is intended to:

- Promote and protect the public health, safety, and welfare
- Promote cohesive, orderly and efficient growth and development
- Implement the goals and objectives of the General Plan
- Provide standards and procedures for review and construction of subdivisions and other developments
- Enhance aesthetics and quality of life in the city

- Minimize traffic congestion and enhance mobility
- Encourage efficiencies in public services and promote a sustainable community
- Provide adequate light, air and privacy and minimize congestion of uses
- Eliminate or minimize nuisances, clutter and visual blight



Capital Facility Master Plans Ongoing facility planning will be essential in carrying out the purposes of this plan. As master facility plans are updated in the future, those plans should reflect the vision and principles of the General Plan. The CIP (capital improvement planning committee) should meet regularly to review the City's current needs, plan for future needs, & financial ability. The following areas fall under the responsibility of capital facility planning:

- Transportation
- Storm Drain
- Culinary Water
- Secondary Water
- Parks and Recreation
- Police and Fire Safety

STEPS

Adoption An amendment or update to a municipality's General Plan requires a public hearing and approval by the planning commission. Upon approval, the Planning Commission makes recommendation for adoption by the city council. The city council may adopt or reject the plan in full or in part. The City Council may provide suggestions for consideration affecting a rejection.

Revision/Amendments The zoning and subdivision ordinance will need to be revised to reflect the General Plan. The most significant zoning revisions will be the inclusion of the mixed-use zones, increase for multi-modal access, and sustainability considerations. Planning staff will be responsible for presenting revisions to the planning commission and city council. This process will officially commence with adoption of the general plan. It is important to recognize that 'after the legislative body has adopted a general plan, no street, park, or other public way, ground, place, or space, no publicly owned building or structure, and

no public utility, whether publicly or privately owned, may be constructed or authorized until and unless it conforms to the current general plan.'
(Utah Code 10-9a-406)

Updates/Additions The CIP committee will be responsible for ensuring consistency with the General Plan principles as master facility plans are updated. Additional zoning and subdivision ordinance components will need to be added in the future. Adoption of design guidelines, overlay zones, etc. will be adopted as necessary and as possible following the general plan adoption.

The General Plan should be seen as a living and dynamic guiding document. As conditions change, the plan should be updated and amended to reflect the changing needs of the community (i.e. market trends, economic conditions). Conditions and demographics should be monitored to ensure that the General Plan continues to reflect the community's needs and values.

TOOLS & POLICIES

Goal I-1 **Amend the Zoning Ordinance (including the Zoning Map) and Development Code to implement the goals and policies of the General Plan through on-going prioritized text and map changes.**

- Policy I-1.1 Review and monitor existing ordinances for compliance with the prioritized General Plan goals and policies.
- Policy I-1.2 Process zone text amendments (ZTA's), as they evolve over time, to bring ordinances into conformance with the General Plan goals and policies

- Policy I-1.3 Encourage congruency between the General Plan and City ordinances by compiling and implementing a prioritized list of needed zone text amendments.
- Policy I-1.4 Compile and implement a prioritized list of parcels for which the current zoning and land use designations should be amended to implement General Plan goals and policies.
- Policy I-1.5 Monitor existing ordinances for effectiveness and enforceability and make recommendations for needed changes based upon appropriate policy direction.

Goal I-2 **Develop design guidelines to be used during the development review process.**

- Policy I-2.1 Create a pattern book which contains recommended streetscape designs, subdivision layouts, parking lot designs, fencing, architectural features, street cross sections, signage, street lighting, building placement and landscaping techniques.
- Policy I-2.2 Publish a pattern book and make it available to developers and builders for use in the development review process.

Goal I-3 **Update the Capital Improvement Plan (CIP) on an annual basis.**

- Policy I-3.1 Solicit public input regarding the CIP (Capital Improvement Plan) annual update. (see the Capital Facilities Element)
- Policy I-3.2 Include in the CIP, recreational, transportation, and aesthetic amenities.

Goal I-4 **Regularly evaluate and update General Plan goals and policies, as a whole or element by element, based upon changing needs.**

- Policy I-4.1 Review the General Plan at least every five years and make revisions as needed based upon changing community values, goals, economics, and planning trends.
- Policy I-4.2 Continue to investigate, monitor, and implement innovative and cutting edge planning, land use and development concepts that help to fulfill the goals of the City.
- Policy I-4.3 Prohibit incremental changes in the Zoning Ordinance and Development Code that conflict with the goals and policies of

the General Plan. If necessary, update and re-adopt specific goals and policies to reflect the changing needs and values of the community.

Policy I-4.4 Ensure that appropriate General Plan goals and policies are in place to protect and re-vitalize City neighborhoods.