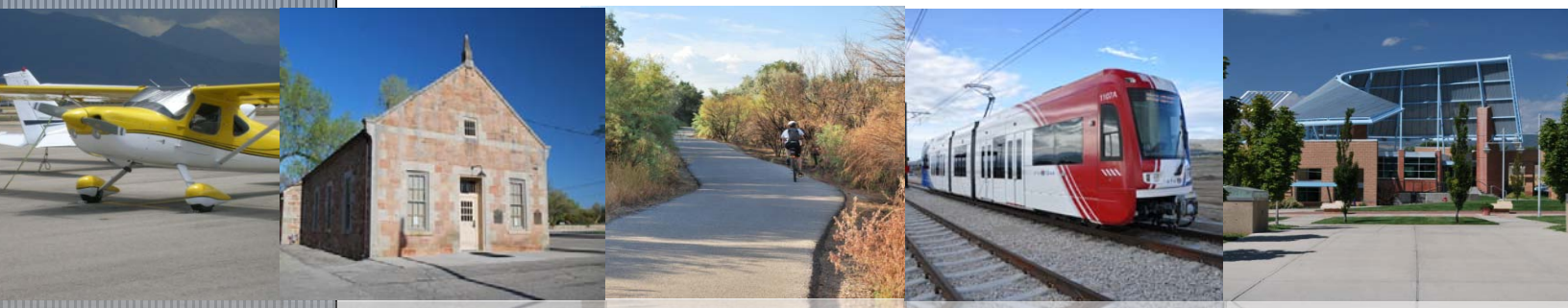
Comprehensive

General Plan

2012

West Jordan, Utah



Adopted March 14, 2012

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Contents

Chapter 1
Introduction

Purpose of the General Plan

Utah Law requires that each city adopt a general plan to address the "present and future needs of the municipality" and manage "growth and development of all or any part of the land within the municipality" (Utah Code Section 10-9a-401). Consistent with State law, the City of West Jordan has adopted this General Plan which is a compilation of long-range goals and policies that set the direction for how West Jordan should maintain existing development, plan for future growth, provide public services, and enhance the qualities that are unique to the city.

The General Plan is an important policy document used to guide future development in the city. The Plan provides direction which development should take but should be flexible enough to adapt to changing conditions. However, the Plan is not a static document but should evolve as the city evolves. The economy, new administrations, and unforeseen events may affect the Plan. For these reasons, it should be reevaluated from time to time to ensure its relevancy.

A primary emphasis of this General Plan is on implementation. Much of what is discussed in the Plan should result in a specific action or series of actions. So, in addition to goals and policies, the Plan also contains implementation strategies. The recommendations of the Plan are generally implemented through specific programs, the Zoning Ordinance, the Subdivision Ordinance, and/or the Capital Facilities Plan.

The General Plan's format includes both a policy approach to planning as well as a geographic or mapping approach. Each element contains specific recommendations intended to serve as the basis for initiating a plan of action to achieve the established goals. The City of West Jordan's Future Land Use Map graphically displays the recommendations of the Plan. This map, and others which are prepared to illustrate recommendations of the General Plan, are generally the most often used portions of the Plan, but it should be remembered that the future land use recommendations are the end result of a lengthy community visioning process. Any inconsistencies that may exist between the text and maps should be resolved in favor of the text. The goals, policies, and implementation strategies tie the Plan together, and the maps help display their findings.

Policy statements in the General Plan intentionally use the words “shall” and “should” to express two differing degrees of emphasis. It is important, therefore, to bear in mind that the General Plan is a guide to decision-making, and while this format implies that the policies represent a preferred course of action, their use is not mandatory and no one policy is binding on the city. There may be occasions when strict adherence to a policy is not always practical. Utah State Code also provides guidance for application of the General Plan.

The General Plan should be used as a framework for land use decisions, as the primary reference in developing amendments to the City Code, and should be put to everyday use by developers, by administrative and political bodies of the City of West Jordan, and by other governmental entities.

History of General Plan Development

The City of West Jordan has developed a strong planning tradition since its incorporation. The tradition began in July 1948 when an ordinance establishing a Zoning Commission was adopted. Within a month, the new Commission was directed to proceed with development of a master plan for the Town of West Jordan. However, there is no record that a master plan was produced at that time. The City Council again expressed the need for a Master Plan in March 1964 when it directed the Planning and Zoning Commission to prepare a master plan. Again, no document resulted.

Finally, a concerted effort to create a master plan for West Jordan was initiated in 1971. At that time, a citizen’s committee was formed and given the mission to define the goals and objectives for the future of the community. The committee’s recommendations were completed in August 1972 and were then used as the basis for the first West Jordan Master Plan and Zoning Ordinance which were adopted on September 24, 1974.

The General Plan has continued to evolve in the intervening years. In July 1980, the plan was updated with the adoption of the 1980 Master Plan titled *Perspectives of the ‘80’s*. The next update occurred in 1988 with the adoption of the *1988 Comprehensive Master Plan*. Following completion of the *Salt Lake City Airport II Master Plan* in November 1989, the *1990 West Jordan General Plan* was adopted on July 17, 1990. That plan was updated and readopted on April 23, 1996.

In November 2001, the City initiated a comprehensive rewrite of the General Plan which was completed in December 2003. This update of the General Plan was initiated in 2008.

Public Process

General Plan Committee - The General Plan Committee is a 15-member council-appointed ad-hoc committee responsible for reviewing the plan, assisted by staff, in making recommendations to the Planning Commission and Council. The General Plan Committee acted as a steering committee assisting with updating the plan, and met at least monthly through the preliminary review process, providing valuable insight regarding planning issues affecting the City.

Public Open House Meetings - Public Open House meetings were held on April 7 and April 14, 2011 to gather public comment on the General Plan. Notice of the open house meetings was mailed to all residential households and business owners in utility bills. A survey/comment form was distributed to those attending the meetings and was also posted on the City's website asking for responses to questions relating to transportation, parks and trails, economic development, housing, and other concerns specific to the plan. Written comments were also received. The responses were summarized and documented, and the significant issues have been addressed throughout the Plan.

Public Hearings - Public hearings for each Element of this General Plan were conducted by the West Jordan Planning Commission and City Council from July 19, 2011 to March 14, 2012. Final adoption of the Plan occurred on March 14, 2012.

Consistency with Goals and Policies of the General Plan

It is intended that this General Plan be used as the primary guide in evaluating all land use decisions and approvals, and that those decisions and approvals be consistent with this General Plan.

Capital Facilities Plan

Capital facilities are defined as structures, improvements, parcels of land, or other major assets that have a useful life of more than 10 years and may also include the costs for design, permitting, environmental analysis, land acquisition and construction of such facilities. There is a direct relationship between the provision of capital facilities (or public facilities) and quality of life in a community. The Capital Facilities Plan links infrastructure needs with the development

and growth of the city. The primary purpose of the Capital Facilities Plan is to maintain appropriate levels of service established in the General Plan Growth Management section.

West Jordan's Capital Facilities Plan consists of several component plans that are adopted by the City and are updated as needed. Plans for fire protection, emergency response services, and law enforcement are also included as part of the Capital Facilities Plan.

The following are examples of component plans of the Capital Facilities Plan:

- Water Master Plan
- Master Drainage Plan
- Master Transportation Plan
- Parks, Recreation & Trails Master Plan
- Sanitary Sewer Model & Capital Facilities Plan

These plans are integral to the General Plan as they support and help implement the goals and polices contained in the plan. For consistency, the goals and polices of the General Plan, including the accompanying Future Land Use Map, should be consulted as part of any updates to capital facilities plans or growth impact fees that are based on the facility plans. For more detailed information on each of the component plans, please refer to the full document which is on file in the office of the West Jordan City Clerk.

A Strategic Plan is used to prioritize capital facilities. This plan is updated annually by the City Council based on the recommendations contained in facility plans.

Chapter 2
Population and Demographics

Historic Population Growth

West Jordan was incorporated as a town on January 10, 1941. The first U.S. Census taken for West Jordan in 1950 reported a population of 2,107. According to the 2010 U.S. Census, the population of West Jordan has increased over 49 times to 103,712. During the same time period, the population of Salt Lake County increased only threefold. A comparison of West Jordan's growth to Salt Lake County is illustrated in Figures 2.1 and 2.2.

Figure 2.1 - Historic Population West Jordan

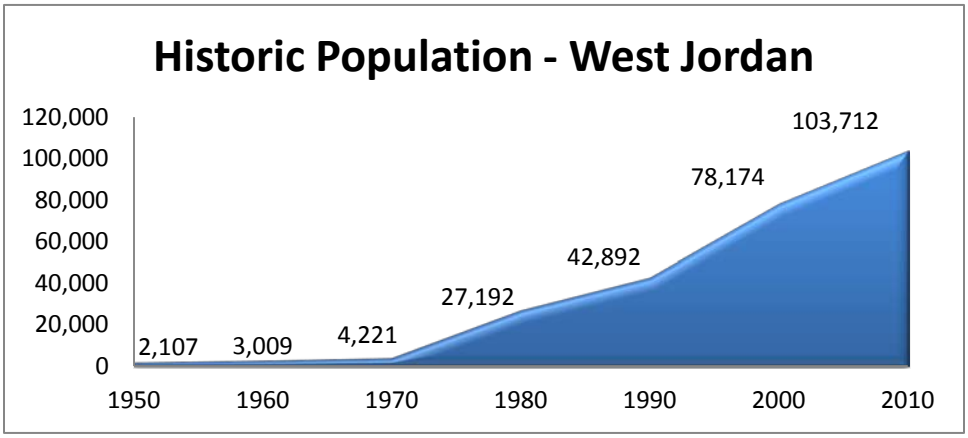
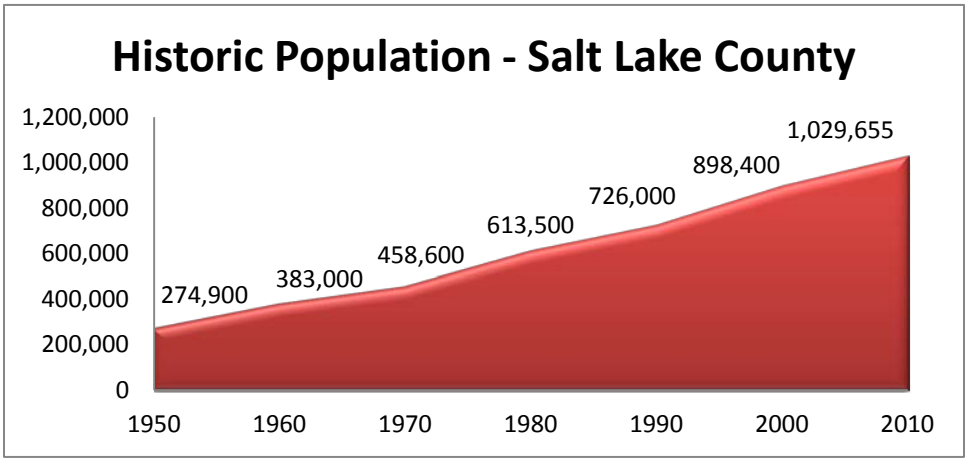
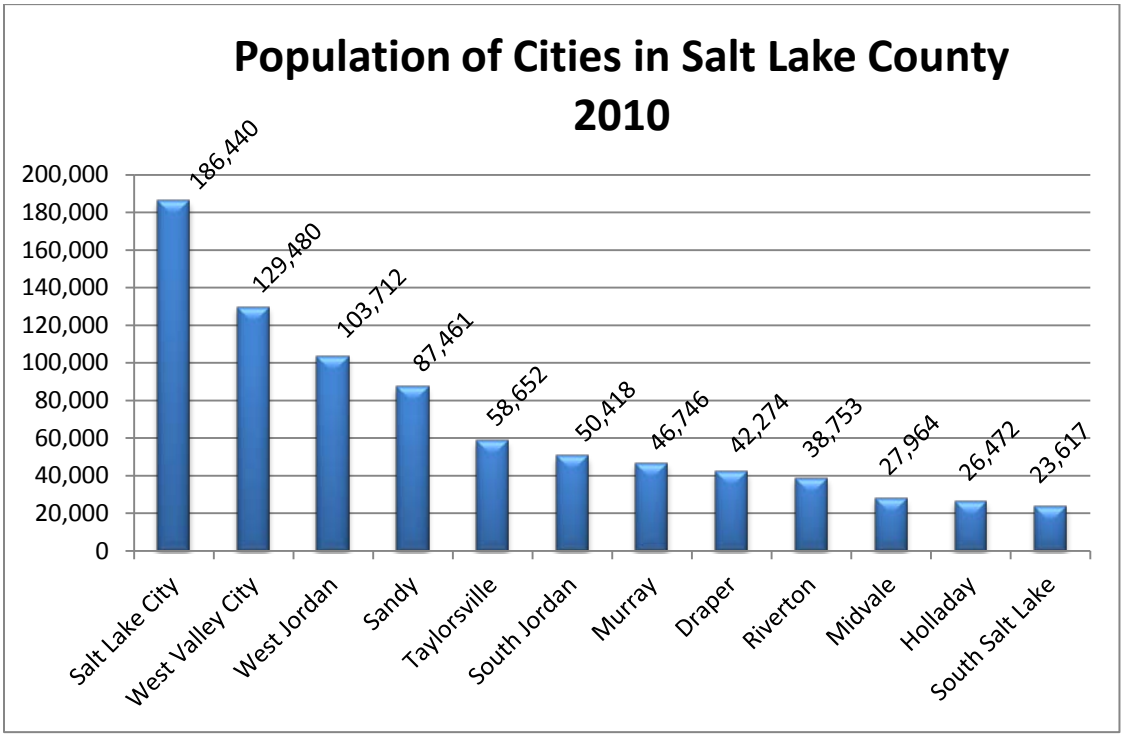


Figure 2.2 - Historic Population Salt Lake County



As illustrated in Figure 2.3, West Jordan is now the third-largest city in Salt Lake County and, according to state-wide figures, the fourth-largest city in Utah. Since the 1990 Census, West Jordan has seen a population increase of 141%, or an average annual increase of 5.0%. Population growth is attributable to a combination of both annexations and residential development. Continued population growth is expected as housing needs in Salt Lake County create demands on undeveloped land within the city's boundaries. Population growth will continue to present many challenges to, and opportunities for, improving the quality of life in West Jordan.

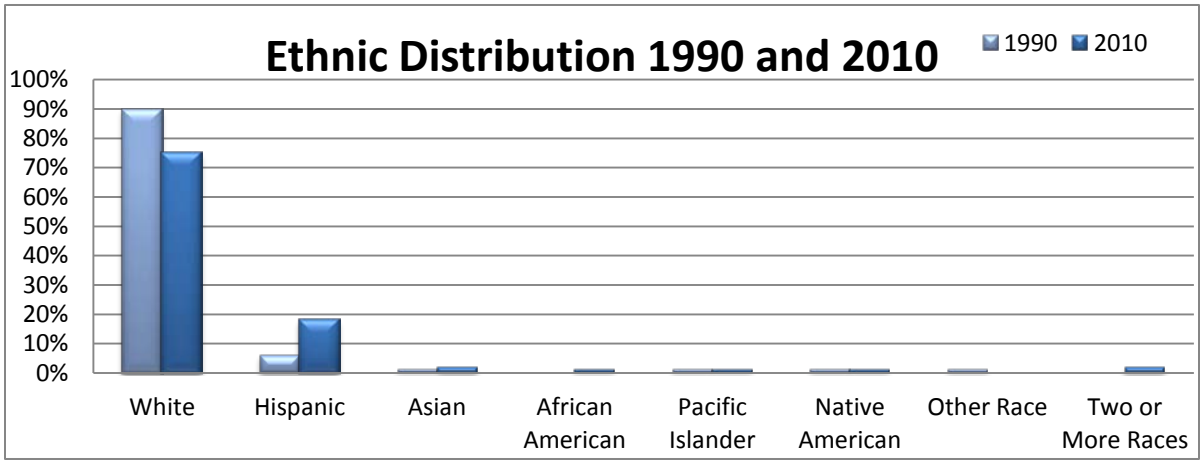
Figure 2.3 - Population of Cities in Salt Lake County



Ethnic Distribution

Figure 2.4 shows that there has not been significant change in the ethnic composition of West Jordan's population since the 1990 Census. By far, the largest single ethnic group is still White/Caucasian. The greatest increase in the minority population has been in the Hispanic segment of the city's population.

Figure 2.4 - Ethnic Distribution



Age and Education

The population of West Jordan is fairly young, as shown by Figure 2.5. The median age of a West Jordan resident is 28.2 years old (2010 U.S. Census). According to the U.S. Census Bureau's 2005-2009 American Community Survey, 89.9% of residents over the age of 25 are high school graduates, and 22.4% have received bachelor's degrees (Figure 2.6)

Figure 2.5 - Age Distribution

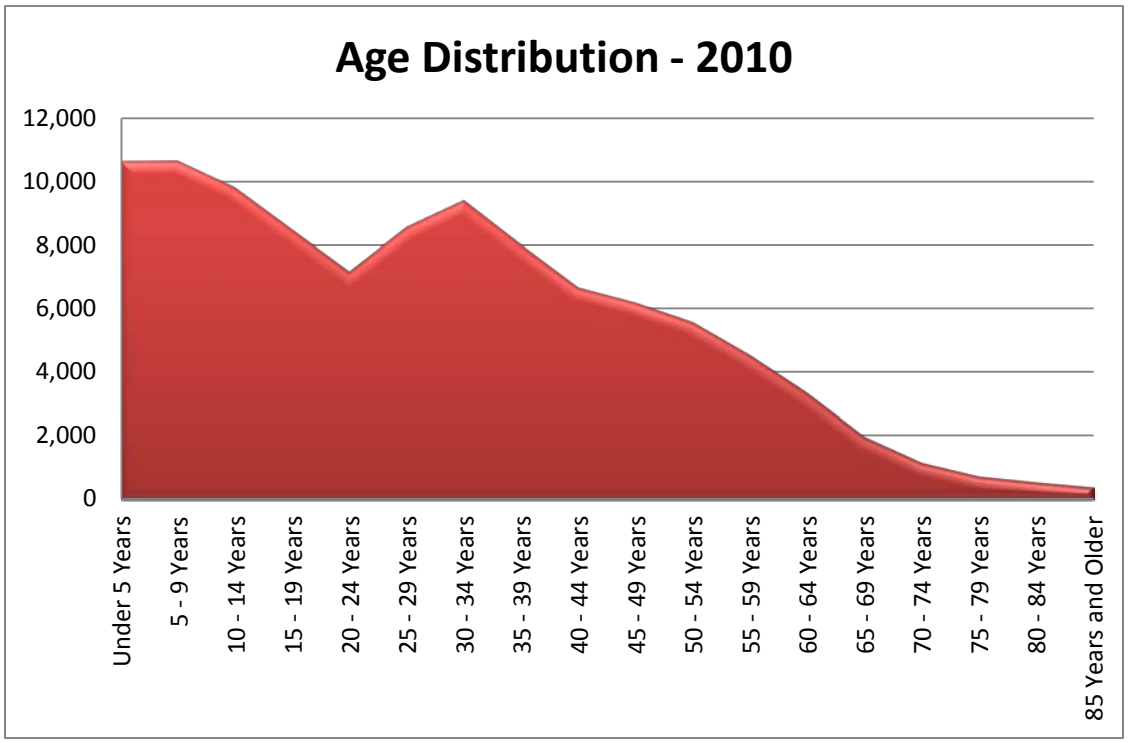
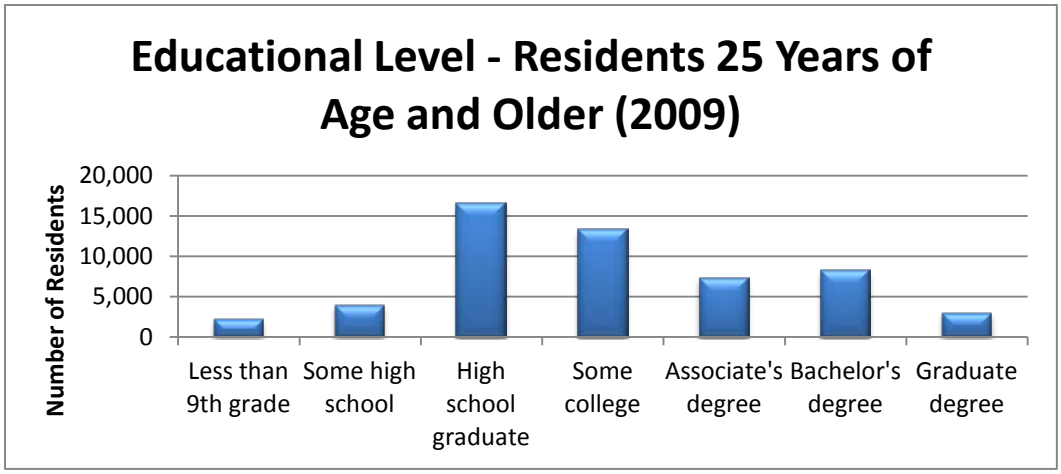


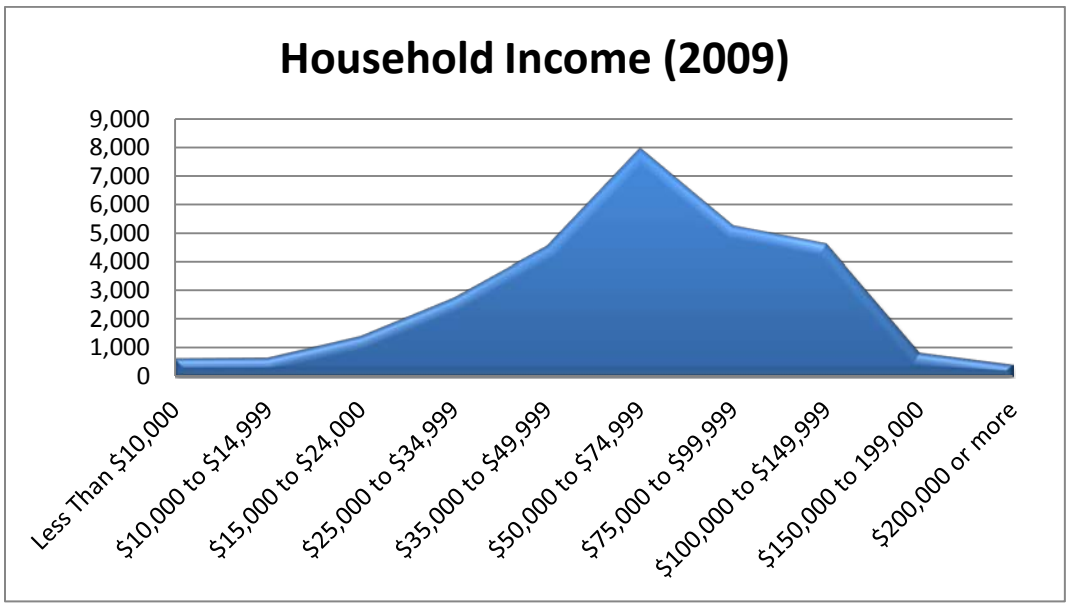
Figure 2.6 - Education Level



Household Income

West Jordan families enjoy an income level that is slightly higher than in Salt Lake County as a whole (Figure 2.7). According to the U.S. Census Bureau's 2005-2009 American Community Survey, the median family income in West Jordan is $67,986 compared to $66,413 for all of Salt Lake County. It should be noted, however, that per capita income is lower ($21,333 vs. $24,911). This is attributable to the fact that the average family size in the city is greater than that of Salt Lake County (3.46 vs. 3.58 persons per household).

Figure 2.7 - Household Income

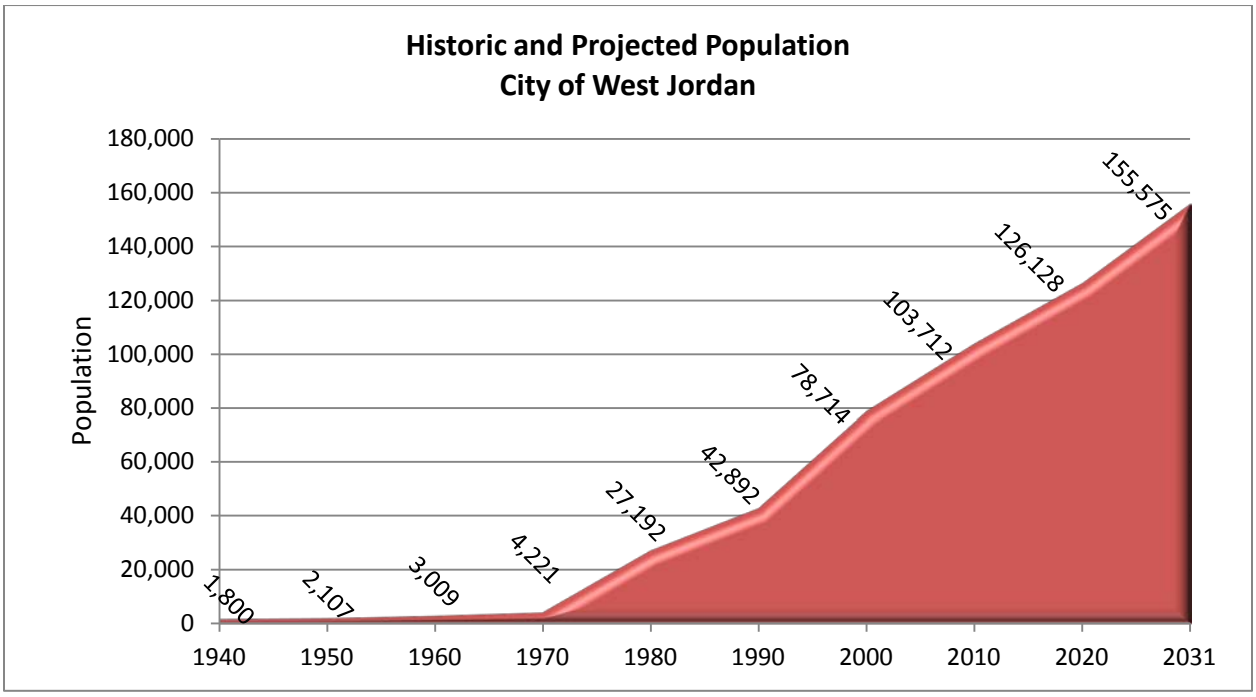


Population Projections

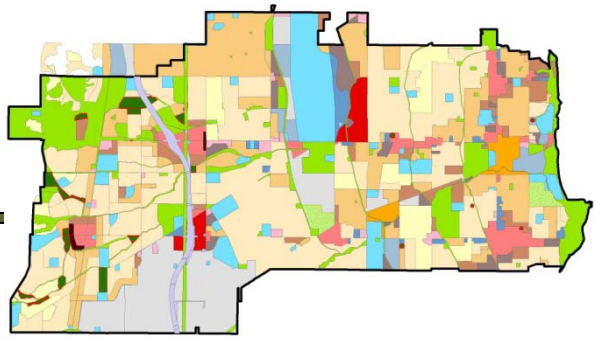
Population projections are a best guess at what the future holds based on past trends. The city experienced a period of higher than normal residential growth during 2005 and 2006. However, the economic downturn during 2008 and 2009 slowed residential construction and population growth dramatically. The 2010 Census reported West Jordan had a population of 103,712. It is estimated that West Jordan's population will increase to over 155,000 by 2031.

Figure 2.8 graphically displays historic population and anticipated population increase for West Jordan through the year 2031.

Figure 2.8 - Historic and Projected Population



Chapter 3
Land Use



Introduction

The purpose of the Land Use Element is to establish and define the desired character and appropriate location of all future land uses within the city. This is accomplished by establishing guidelines for the distribution, location, and character of future land use development. A land use plan is traditionally composed of a future land use map and detailed textual description in the general plan itself. The purpose of the future land use map is to communicate the geographic distribution and coverage of various land uses, while the textual element of the plan is meant to define the use classifications and sufficiently communicate the manner in which development should occur. The primary goal in determining future land uses is to determine development patterns which build upon already existing and established patterns. It is also meant to provide for effective, appropriate, and sustainable uses of land in a way that best promotes compatibility between those uses and maintains the goals of the General Plan.

Existing Conditions

Approximately 6,500 acres of land in West Jordan remains vacant or is used for agricultural uses. It is expected that the majority of this unimproved land will be developed within the next 20 to 30 years, at which time, the city will have a build-out population of approximately 160,000 residents. Much of this population growth is projected to be generated internally, where regionally it is projected that the northern Wasatch Front will grow to near 2.7 million residents by 2020.

Current Land Use

A survey of current land use in the city was completed in April 2010. Figure 3.1 summarizes the percent of the total area of the city that each type of use occupies. As the table indicates, agricultural land and land that is currently vacant and unimproved accounts for the highest percentage (29.97%) of land in the city. Single-family residential is the next largest land use at 29.57%).

The Current Land Use Map (see map in the appendix and on the City of West Jordan website) brings into sharp focus that the city has a considerable amount of agricultural land, most of

which is primarily located west of 5600 West. The eastern portion of the city is essentially developed which means that any future development, or redevelopment, will consist primarily of infill. The western portion of the city is where the majority of growth will occur in the future.

Land Use Type	Land Use Acreage	% of Land
Agriculture/Vacant	6141.39	29.97%
Single Family	6058.8200	29.57%
Streets/Roadways	2657.0000	12.97%
Industry	1548.2700	7.56%
Public Facility	1507.3100	7.36%
Park/Open Space/Common Area	836.2700	4.08%
Commercial/Retail/Service	570.7500	2.79%
School	445.6600	2.17%
Multi-Family	230.7300	1.13%
Religious Institution	230.1800	1.12%
Professional Office	103.1900	0.50%
Group Care Facility	98.4500	0.48%
Medical	52.9900	0.26%
Duplex/Town Home	11.7700	0.06%
Total Acreage	**20492.78**	

General Land Use Goals and Policies

GOAL 1. MAINTAIN STABILITY AND CONSISTENCY IN LAND USE DECISION-MAKING.

Policy 1. Honor and respect community values in the decision-making process.

Implementation Measures

1. Land use decisions shall, as much as possible, be guided by the maps, goals, and policies of the General Plan.

2. Zoning Implementation - Concurrently with, or soon after adoption of this General Plan, the City should initiate zoning changes based on the use recommendations contained herein.

3. Inform and educate residents and encourage their involvement with planning issues.

4. Develop and implement a strong citywide communication program.

5. Foster citizen participation in all areas of local government.

6. Keep citizens of the city adequately informed of development in their immediate vicinity through appropriate public notification.

GOAL 2. CONTINUALLY AND CONSISTENTLY UPDATE THE FUTURE LAND USE MAP, ZONING MAP, AND ZONING ORDINANCE FOR EASE OF REFERENCE AND ADMINISTRATION.

Policy 1. The official Future Land Use Map should accurately represent the future land use needs and goals of the city.

Implementation Measure

1. Update the Future Land Use Map on an as-needed basis after positively finding that the location of the new or changed use is appropriate for the area and that no negative impact will be created to the neighborhood or the city because of the change.

Policy 2. The Zoning Map should accurately depict actual or intended land uses and the Zoning Ordinance shall incorporate any new or modified zoning classifications and the requirements therein when they are proposed.

Implementation Measures

1. Update the Zoning Map and Ordinance to eliminate the General Commercial (C-G) zoning district and expand the Community Commercial (SC-2) and Heavy Commercial (C-M) zones to incorporate the General Commercial (C-G) zone's permitted and conditional uses.

2. Update the Zoning Ordinance to modify the Business Research Park (BR-P) zoning district to make it a more attractive option for development.

3. Adopt a citywide mixed-use zoning district and define the classification within a new land use category in the Plan.

4. Update the Zoning Map to allow for an "Airport" zone which will better facilitate the proposed future land uses within the Airport's Master Plan. This will require a rezone and land use amendment of the Airport from Public Facilities (P-F) to the new Airport Facility & Enterprise (AFE) designation, incorporating the zone's permitted and conditional uses.

Policy 3. The Zoning Ordinance shall be updated to incorporate necessary changes that are consistent with State Code, and reflect the best and most current land use practices of the time. Zoning Ordinance modifications and updates shall be made easy for the general public and City administration to understand.

Implementation Measures

1. Consistently review the Zoning Ordinance and edit where necessary in order to eliminate redundancy and replace technical jargon with plain English.

2. Modify and update the Transit Station Overlay District (TSOD) and the City Center Zone sections of the ordinance to better complement each other. Also analyze the City Center Zone to potentially add City Center concepts which may allow for better design, pedestrian access, and higher transit ridership around the city's main transit station sites.

3. Reevaluate the off-street parking requirements currently required in the Zoning Ordinance to address current trends and concerns related to "over-parking," drainage, and heat islands. Research should be conducted to determine the relevance and benefit of requiring parking stall maximums rather than minimums for new developments. The Zoning Ordinance should be expanded to properly regulate parking structures as well as joint, common, and shared parking scenarios.

4. Maintain the current residential street width standards to allow free-flow of traffic.

5. Reevaluate the standards and requirements for undergrounding utilities in areas of infill development, considering the fairness of exaction, cost to underground, and practicality over loss of economic development. The City shall also consider the feasibility of "in-lieu of" fees, bonding, and/or impact fees when considering undergrounding utilities.

6. New development and redevelopment shall require undergrounding of all utilities.

7. Create and adopt future ordinances which take into consideration form-based (emphasis on compatible building and site design rather than land use) or modified form-based ordinance concepts.

8. Develop and adopt ordinances, standards, and policies to support mixed-use development in various parts of the city.

9. Prepare and implement ordinance language which plans for small area and corridor planning, focusing on right-of-way improvements, land use, redevelopment, beautification, and building design regulations.

Policy 4. Promote sustainability and apply sound site planning and environmental design practices to mitigate negative impacts to the environment.

Implementation Measures

1. Through enhanced policies and standards, promote and practice sustainable site planning to reduce development impacts to existing and new development sites.

2. Reduce development impacts through the proper arrangement and design of buildings, roads, parking areas, open spaces, and other site features.

3. Mitigate against urban heat islands in developments that, by their nature, require large surface parking areas.

4. Seek ways to promote energy conservation and smart/sustainable growth through education.

5. Reduce the disturbance of existing natural habitats through sound development practices.

6. Adopt ordinances to protect environmentally sensitive areas such as steep slopes, flood plains, natural drainages, and aquifer recharge zones.

7. Encourage the reuse and local recycling of materials/waste.

8. Adopt green standards and green building designs for neighborhoods under Leadership in Energy and Environmental Design for Neighborhood Design (LEED-ND) or other standards that ensure a high level of energy efficiency in new development.

9. By ordinance, continue the practice of providing open space for preservation in large residential developments.

10. Where deemed appropriate, permit cluster design scenarios in residential developments that strategically group development in specific locations leaving the remainder as open space.

11. Construct an extensive trail system that provides diverse opportunities for walking, biking, and hiking.

12. If feasible and economically/environmentally sound, consider wind-farm generation for urban power purposes in appropriate sections of the city.

GOAL 3. PROMOTE LAND USE POLICIES AND STANDARDS THAT ARE ECONOMICALLY FEASIBLE AND ORDERLY, WHICH ALSO PROTECT DESIRABLE EXISTING LAND USES AND MINIIMIZE IMPACTS TO EXISTING NEIGHBORHOODS.

Policy 1. Adopt ordinances that incorporate the best-known land use practices.

Implementation Measures

1. The type, location, timing, and intensity of growth shall be managed. Premature and scattered development shall be discouraged.

2. Growth shall be limited to those areas of the city that can provide for adequate levels of service (i.e. water, sewer, fire and police protection, schooling, and transportation).

3. For those developments/properties which are likely to have areas of sensitivity (i.e. slopes over 30-degrees, high water tables, wetlands, etc.) encourage clustering of development away from those sensitive areas.

4. Infill development shall be compatible with surrounding land uses and development.

5. Infill of vacant non-agricultural lands in existing developed areas and new development within designated serviceable areas shall be a priority over development upon existing (useable) agricultural land.

Policy 2. Establish policies that integrate regional planning practices to better serve the city and region as a whole.

Implementation Measures

1. Participate in regional planning programs established by Salt Lake County, the State of Utah, Wasatch Front Regional Council, Federal Government, and other entities.

2. Support and incorporate the land use recommendations and development standards of the "Wasatch Choices 2040 Plan."

Residential Land Use

West Jordan has historically been a suburban community consisting of primarily single-family homes and open agricultural land. The Current Land Use Survey, completed in March of 2010, indicates that nearly 30% of all *developed* land in West Jordan is occupied by single-family residential uses. One of the primary goals of this General Plan is to continue to encourage new development that is integrated with existing development, and to make the most efficient use of existing infrastructure.

While lower density single-family residential uses are most preferred in West Jordan, the City should also address in its General Plan a range of residential densities and housing types in order to provide housing opportunities for all age groups and income levels. Higher density development should be limited to those areas that are adjacent to higher intensity land uses and nodes, along high volume traffic corridors, and within or near transit oriented developments where they can more easily be designed to buffer the impacts of these more intense land uses. In those areas where the General Plan recommends such developments, multiple-family residential developments should be compatible with the surrounding area, not negatively impact neighboring residential areas, and conform to strict design and buffering criteria established for such developments.

Residential Land Use Classifications: For purposes of this Plan, residential land use has been divided into five classifications, based on the threshold of density (the number of dwelling units per acre) permitted. These classifications are: Very Low Density, Low Density, Medium Density,

High Density, and Very High Density. Each of these classifications is described and defined below. It should be noted that development goals and polices for Transit-Oriented Development are covered elsewhere in this Plan.

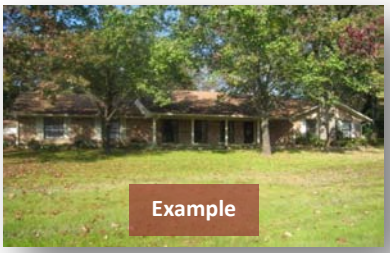
Residential Density - Adjusted Net Density (Excluding Multi -Family Residential)

Density Designation	Density Range (Dwelling Units Per Acre)	Zoning Districts
Very Low Density	Up to 2.0	All A, RR, RE Zones, PC, PRD
Low Density	1 to 3.0	RR, RE, R-1-12, R-1-14, PC, PRD
Medium Density	3.1 to 5.0	R-1-8, R-1-9, R-1-10, PC, PRD
High Density	5.1 to 10.0	RM, R-1-5, R-1-6, R-2, R-3-6, R-3-8, R-3-10, PC, PRD
Very High Density	10.1 and up	R-3-12, R-3-16, R-3-20, R-3-22, PC, PRD

Residential Density for the Performance Based Overlay District - Adjusted Net Density

Density Designation	Density Range (Dwelling Units Per Acre)	Zoning Districts
Very Low Density	Up to 2.0	VLSFR
Low Density	1 to 3.5	LSFR
Medium Density	3.1 to 7.6	MFR
High Density	5.1 to 14.1	HFR
Mixed Use	0-25	MU

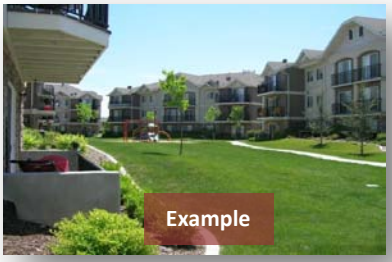
- **Very Low Density** will include development having up to two dwelling units per acre. Characteristics of land in this category range from extremely large acreages of land still in agricultural production, to fairly large lots (an acre or more) some of which may allow horses and other farm animals to be kept. Very low-density residential uses are appropriate as a buffer between higher density single-family development and dedicated open lands or on hillsides where sensitive slopes make higher density development inadvisable.



- **Low Density Residential** will include development providing for low intensity single-family detached residential uses typically found in suburban and traditional neighborhoods.

- **Medium Density Residential** will include development providing for moderate intensity single-family attached/detached units as well as twin and town homes. Areas that should be designated as medium density residential uses should be preferred for infill development that are well buffered from commercial and industrial uses.

- **High Density Residential** will include development providing for multi-family housing at or above 2-stories in height, with densities intended to serve a large number of residents in a small development area. This designation is typically used to serve as a transition from higher intensity land uses to lower density residential uses and is located in neighborhoods near major transportation routes, near core shopping centers, and where densities are typically higher to increase daily ridership numbers that are near transit stations.



- **Very High Density Residential** will include development providing for multi-family high-rise apartments, condominium and townhomes, where public transit and major transportation routes are readily available and nearby. These higher density classifications should be applied around commercial nodes at major intersections.

Residential Goals and Policies

GOAL 1. PROVIDE A SAFE AND HEALTHY LIVING ENVIRONMENT FOR ALL CITIZENS OF THE CITY.

Policy 1. Ensure safety, accessibility, and walkability within and between neighborhoods.

Implementation Measures

1. Implement street design standards for residential subdivisions that provide an interconnected street system, greater distribution of traffic and route flexibility, and traffic calming measures where appropriate. Street systems should eliminate dead-end roads, hammerheads, and cul-de-sacs except in areas where there is no alternative for connectivity.

2. Provide convenient pedestrian and bicycle routes to public facilities such as transit stops, schools, libraries, and trail-ways.

3. Require that the design of new subdivisions incorporate block sizes at a pedestrian scale. Require new subdivisions to provide pedestrian connections, including pedestrian crossing and sidewalk systems between neighborhoods within the development and existing or future neighborhoods surrounding the development.

4. Improve safety and opportunities for social interaction through the creation of human-scaled public spaces on streets and in parks and plazas, including traffic calming measures, safe pedestrian crossings, and neighborhood connectivity.

5. Plant street trees that provide shade for pedestrians and enhance neighborhood character and identity.

6. Encourage development of horizontal and/or vertical mixed-use neighborhoods, which will provide residents with basic services and needs, i.e., parks, shopping, medical facilities, churches, transit, and schools, all within walking distance of each other.

Policy 2. Establish standards employing easily sustainable practices.

Implementation Measures

1. Encourage the construction of LEED rated buildings and LEED-ND rated neighborhoods within the city.

2. Adjust ordinances to allow residents to modify existing structures and/or lots, for solar and wind power generation. Such modifications shall not adversely impact the surrounding neighborhood.

3. Incorporate facilities, such as drainage and natural treatment systems, into open space, landscape areas, corridors, islands, and buffer yards creating aesthetically pleasing, enjoyable, and environmentally sustainable areas.

4. Allow community gardens to count toward open space requirements for new developments.

5. Hillside development must be sensitive to the local views of the hills and to the natural environment. Consider adopting ridgeline development caps along the western boundary of the city.

6. Locate moderate to high density housing next to employment and transit centers to reduce the vehicle miles traveled.

GOAL 2. ESTABLISH COMMUNITY PRIDE THROUGH CREATION OF ATTRACTIVE, WELL-DESIGNED, AND MAINTAINED NEIGHBORHOODS.

Policy 1. Develop and implement standards and policies to promote, develop, and maintain attractive residential areas.

Implementation Measures

1. Develop a sense of neighborhood identity through design regulations. Focal points for improved design standards should include, but not be limited to, schools, parks, community centers, gateways to the city, and commercial areas, or a combination of these elements.

2. Encourage traditional neighborhood design within new developments and redevelopment areas, near transit stations, mixed-use zones, transit villages, and within the Performance Based Planning Area.

3. Encourage non-traditional design within new development and redevelopment areas utilizing custom-built homes with individual home and lot design.

4. Promote compatible, aesthetically pleasing architecture and urban design in residential areas in conformance with the urban form and design guidelines included in this Plan and within West Jordan Planning Division's *Design Guideline Manual.*

5. Require street-side tree planting in new subdivisions using trees from the City approved tree list.

6. Continue to administer and refine development standards requiring buffers between incompatible uses. Buffers may include a combination of landscaping and open space, and where appropriate, permanent walls and fences. Separation and buffering between incompatible uses should occur most frequently at rear property lines, occasionally at side lot lines, but discouraged at street lines. The preferred buffers between arterial streets and residential neighborhoods should consist of the following:

    - A frontage road and generous landscaping islands between the neighborhood and the arterial street; or,
    - A landscape buffer between the sidewalk and subdivision wall that is wide enough to accommodate large canopy trees, bushes, and shrubs, adding visual interest and relief.

7. Where appropriate, encourage generous landscape buffers between future development and the future Mountain View Transportation Corridor.

8. Require the underground placement of all utility lines throughout new residential developments.

9. Develop a unified streetscape design that ties together the various buildings that will eventually comprise a neighborhood.

10. Promote a positive integration of the built and natural environment within a neighborhood and incorporate unique natural features into the community to help create a sense of place.

11. High architectural and landscape standards shall be promoted through zoning regulations and implemented during development review. Use of the Design Review Committee shall be expanded and encouraged.

Policy 2. Encourage proper maintenance and/or rehabilitation of existing housing and neighborhoods.

Implementation Measures

1. Strictly enforce building codes.

2. Rehabilitate housing that is run-down but still structurally sound.

3. Continue to promote annual neighborhood clean-up campaigns.

4. Enforce ordinances requiring land owners to keep their property free of weeds, junk vehicles and equipment, unsightly buildings, trash, and other debris.

5. Upgrade existing neighborhoods to include traffic calming devices, pedestrian sidewalk systems, pedestrian street crossings, street trees, and bicycle lanes.

GOAL 3. MANAGE GROWTH OCCURRING WITHIN THE CITY.

Policy 1. Plan and support an efficient residential development pattern that enhances established neighborhoods and creates new neighborhoods in identified (infill) growth areas.

Implementation Measures

1. Identify neighborhoods with development and/or redevelopment potential and create small area plans in order to guide and facilitate their development in a manner best suited to the existing community.

2. Support the development and implementation of design guidelines and neighborhood specific regulations for utilities, roads, parking, and landscaping.

3. Require developers to prepare small area plans showing the relationship of proposed subdivisions to the neighborhood of which they will be a part. These plans should illustrate, among other things: access to the general street system, connections to adjacent neighborhoods and properties, schools, recreation sites, and other facilities and services.

4. Without exception, utilize present utility infrastructure to its capacity before extending additional utilities to undeveloped land.

5. Ensure the adequacy of present and future public services such as culinary water, sanitary sewer, storm drain, schools, parks/recreation, public safety, transportation facilities and other vital utilities prior to approval of a development.

6. Prohibit "leap-frog" developments which necessitate high service and infrastructure costs.

GOAL 4. ENCOURAGE A DIVERSITY OF DWELLING UNIT TYPES AND DENSITIES IN RESIDENTIAL AREAS.

Policy 1. Create a variety of neighborhood types which offer an array of housing densities and styles.

Implementation Measures

1. Require new residential developments to integrate a range of housing types and lot and building sizes. Create standards in the Zoning Ordinance which include a cap on the number (by percentage) of identical house types within the same development.

2. Create new mixed-use zone separate from that described in the Performance Based Planning Area which will incorporate a variety of uses, including non-residential, within specific neighborhood areas of the city.

3. Encourage developments in the TSOD to include several housing types within walking distance to the transit stop which services the housing.

4. Allow for affordable housing throughout the city in accordance with state guidelines.

Policy 2. Single-family housing should be the primary residential development type in the city.

Implementation Measures

1. Consider amendments to the Zoning Ordinance that would define residential development according to density ranges rather that minimum lot sizes.

2. Require the density of residential infill development to be similar to existing, adjacent, residential development.

3. Discourage division of existing subdivision lots which may be detrimental to housing character or housing values.

4. Preserve established "Rural Residential" and "Residential Estate" neighborhoods and prevent encroachment of incompatible uses in these areas.

5. Develop standards that require the highest level of design, function, and appearance for all single-family developments. These standards should address, among other things, architectural design, landscape design, and provision of open space and recreation amenities, including those items identified in the urban form and design guidelines within this plan and within the West Jordan Planning Division's *Design Guideline Manual.*

Policy 3. Multiple-family residential development should be provided in appropriate areas in order to maintain diversity in the city's housing stock and to provide land use transitions between dissimilar uses.

Implementation Measures

1. In evaluating areas that may be appropriate for multiple family residential uses, identify sites that are in or near urban areas, employment, shopping, recreation and transportation centers and located within convenient access to public transit.

2. When evaluating proposed multi-family residential projects, evaluation criteria shall include site suitability and infrastructure availability, including convenient transit access.

3. Develop standards that require the highest level of design, function, and appearance for all multiple-family developments. These standards should address, among other things, architectural design, landscape design, and provision of open space and recreation amenities, including those items identified in the urban form and design guidelines within this plan and within West Jordan Planning Division's *Design Guideline Manual.*

4. Private open space shall be provided for all residences through internal courtyards, terrace and rooftop gardens, modest front and rear yards and/or balconies. In the case of private yards or balconies, the area shall be large enough for residents to use the space in a practical and functional manner.

Policy 4. Provide for age-restricted and workforce housing.

Implementation Measures

1. Create an age-restricted housing zone to provide a safe and convenient area for senior citizens to live within the community, addressing their unique needs.

2. Incorporate age-restricted housing with the surrounding neighborhoods throughout the city to prevent isolation and provide easy access to various facilities and stores.

3. Encourage the incorporation of workforce housing throughout the city.

4. Provide residential areas located near employment centers and/or transit stations to promote convenient transportation and commuting options within the city.

Commercial Land Use

Commercial uses are significant and necessary components of the community, providing needed goods and services as well as sales tax revenues for the funding of public improvements and services.

This Plan identifies three general commercial land use categories which are defined as follows:

Neighborhood Commercial - The Neighborhood Commercial designation is applied to areas in which the primary use of the land is for commercial and service functions that serve the daily convenience needs of a surrounding residential neighborhood. The services provided in these districts will normally serve a trade area population up to 10,000 people. This type of commercial use is intended to be located near or within neighborhoods and to be integrated into the residential structure of a neighborhood in a manner that will create a minimum impact on surrounding residential development. Each neighborhood shopping node shall be relatively small in size and may include such uses as small convenience grocery stores, variety stores, bakeries, professional service shops, restaurants, self-service laundries, and barber or beauty shops.

Community Commercial - The Community Commercial designation is applied to areas in which shopping centers may be established to satisfy the daily or specialty shopping needs of a community or a group of neighborhoods. The services provided in these districts will normally serve a trade area population of 10,000 to 70,000 people. Medium-scale department stores and supermarkets may be typical uses permitted in Community Commercial districts as anchors, and by a wide range of restaurants, hotels, retail and specialty shops, automobile service stations, and hard goods or soft goods stores.

Regional Commercial - The Regional Commercial designation is applied to areas in which the primary use of the land is for commercial and service functions to serve needs of people living in an entire region and to serve as a place of employment close to the center of the regional population it is intended to serve. Uses in these districts may include large chain department stores with satellite shops and facilities providing a wide range of goods and services occupying an attractively designed and unified shopping center complex.

Commercial Goals and Polices

GOAL 1. EVALUATE AND UPDATE SECTIONS OF THE ZONING ORDINANCE RELATING TO COMMERCIAL DEVELOPMENT.

Policy 1. Develop an identifiable hierarchy of commercial areas within the city comprised of neighborhood commercial, community commercial, and regional commercial nodes.

Implementation Measures

1. Repeal the General Commercial (C-G) zoning category and rezone area with that designation to either SC-2, SC-3, or C-M as appropriate. Upon re-designation of the General Commercial zone (C-G), classify uses that were unique to the zone as either conditional or permitted uses in the most applicable commercial zone.

2. Conduct a redevelopment corridor study along Redwood Road to determine future zoning designations and identify infill development opportunities.

3. Encourage a wider range of commercial uses in Community Commercial (SC-2) and Regional Commercial (SC-3) zones.

4. Expand the permitted and conditional uses within the Heavy Commercial (C-M) zoning district to allow for a more flexible and economically viable district.

Policy 2. Promote the efficient use of land to create a more balanced land use pattern.

Implementation Measures

1. Revise the Zoning Ordinance to allow increased building heights for commercial zoning districts while still ensuring compatibility with adjacent neighborhoods.

2. Amend the Zoning Ordinance to allow an increase in building coverage in commercial zoning districts without compromising landscaping area requirements.

3. Modify the Zoning Ordinance to better accommodate office uses within commercial developments.

Policy 3. Encourage sustainable site development and building construction practices.

Implementation Measures

1. Encourage the construction of LEED rated buildings within the city.

2. Enact ordinances that enable commercial developments to easily modify existing sites or buildings to accommodate alternative energy sources such as solar or wind power.

3. Encourage site designs which incorporate natural features and existing landscapes into the overall design.

4. Reduce the urban "heat island" effect by modifying the Landscape Code to increase the tree canopy coverage in parking areas.

5. Reduce the need for storm water infrastructure by encouraging the use of onsite bio-filtration systems and porous paving materials.

GOAL 2. PROVIDE ADEQUATE AND ACCESSIBLE COMMERCIAL AND BUSINESS SERVICES TO ALL CITY RESIDENTS.

Policy 1. Continue to implement the policy of limiting commercial centers to "nodes" located at the intersections of major arterial streets or, in the case of neighborhood commercial centers, at designated locations within large planned residential communities.

Implementation Measures

1. Ensure that neighborhood commercial centers are designed at a walkable, pedestrian scale.

2. Restrict "strip" commercial development through proper site development. Implement strict urban design standards, in conformance with the City of West Jordan's *Design Guideline Manual.*

3. Encourage the creation of planned commercial centers exhibiting the qualities of good design and efficient function.

4. Restrict the size of neighborhood commercial areas so as not to impact the residential character of an area.

5. Provide adequate infrastructure sized to support development and anticipated needs.

6. Encourage infill development of vacant land in existing commercial districts before adding to the inventory of commercial land through rezoning non-infill parcels of vacant land.

7. Allow for large-scale retail uses (big box) only where the scale of the use and design is compatible with the surrounding areas. These buildings should not be exempt from urban form and design guidelines and strong focus should be given to the design of the structure and grounds.

8. Provide for commercial districts within close proximity to residential neighborhoods and transit stations.

GOAL 3. PROVIDE WELL-DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT COMMERCIAL AREAS WITHIN THE CITY OF WEST JORDAN.

Policy 1. Improve the visual appearance of all commercial areas.

Implementation Measures

1. Maintain strong architectural controls and site planning standards for all commercial areas. These controls should allow for diversity in form while allowing commercial nodes to create a sense of place. Buildings should be designed to minimize a box-like appearance and be in conformance with the urban form and design guidelines within the City of West Jordan's *Design Guidelines Manual.*

2. Prohibit incompatible and disruptive land uses.

3. Encourage existing business to improve general maintenance and appearance of buildings and grounds.

4. Adopt ordinances that will help eliminate cluttered, aesthetically unpleasing commercial areas.

5. Enforce the sign ordinance to protect the city from the negative impacts of visual blight. Encourage adequate, visible, and attractive street signage.

6. Improve the appearance and function of business signs by eliminating nonconforming signs as allowed by the municipal code.

7. Maintain and improve the appearance of commercial development through additional standards for landscaping along street frontages, within and around large parking lots, and in other buffer areas.

8. Encourage the underground placement of all utility lines throughout commercial areas. Develop practical and consistent standards for undergrounding utilities in redevelopment and infill areas.

9. Enforce all applicable development codes in order to prevent commercial areas from becoming blighted.

10. Maintain the landscaping and fencing buffer requirements between residential and commercial uses.

11. Evaluate and alter, as necessary, parking ratios and parking lot design standards to encourage shared parking scenarios and to reduce instances of over parking. Required parking caps (or maximums) should be considered in ordinance adoption to facilitate the reduction of oversized surface parking lots.

12. Require that all new buildings, additions, and/or façade remodels to commercial developments are reviewed by the Design Review Committee.

Policy 2. Coordinate commercial development with transportation planning.

Implementation Measures

1. Coordinate with City Engineering and UDOT to ensure that street levels of service will not be compromised as a result of proposed commercial development.

2. Maintain the requirements for the construction of curb, gutter, and sidewalk in and around commercial districts.

3. Isolate high volume, high speed traffic from low volume traffic areas.

4. Regularly examine and update parking regulations to meet present and future needs.

5. Encourage the incorporation of transit stops into the design of large commercial centers by providing for pedestrian connections to transit stops.

6. Expand economic development opportunities along the future Mountain View Corridor and near all major transit stations without compromising the existing adjacent land uses.

GOAL 4. ENCOURAGE THE RE-USE, REHABILITATION, AND REVITALIZATION OF VACANT AND/OR OBSOLETE BUILDINGS.

Policy 1. Create programs to promote the reuse, rehabilitation, and revitalization of vacant and obsolete commercial centers and/or buildings.

Implementation Measures

1. Develop incentive programs for the re-use and renovation of deteriorated commercial centers.

2. Encourage the redesign of strip centers to be more pedestrian friendly (walkable) through the incorporation of enhanced landscaping, architectural design, and pedestrian connectivity.

3. Determine suitable areas for city investment in redevelopment and revitalization.

4. Where practical and physically possible, enhance the access to transit within rehabilitated commercial centers.

5. Encourage revitalization efforts which re-orient development to the street front and provide for new uses which can more fully contribute to the vitality, attractiveness, and overall viability of the area. Revitalization efforts should expand local employment opportunities, provide a mix of residential and commercial/office uses and create a sense of place.

City Center and Neighborhood TSOD Center Land Use

The purpose of this designation is to create areas with a traditional main street or downtown character. The designation encourages the revitalization of areas to strengthen neighborhoods, expand local employment opportunities, and establish or enhance a sense of place. There are currently two areas within the city that contain these designations: the original downtown core of the city, located at the southeast corner of 7800 South and Redwood Road, and approximate

40-acre site located north and northeast of the Jordan Valley Hospital. Both of these locations have TRAX stations nearby.

Goals and Policies for the City Center and Neighborhood TSOD Center Land Use.

GOAL 1. EVALUATE AND UPDATE SECTIONS OF THE ZONING ORDINANCE AND ZONING MAP RELATING TO CITY CENTER AND NEIGHBORHOOD TSOD CENTER DEVELOPMENT.

Policy 1. Create standards that promote sustainable development practices such as the use of solar energy, integration of building and site design into the natural environment, energy efficient building design, and locating new residential and commercial uses near public transit.

Implementation Measures

1. Modify ordinances to enable new City Center or Neighborhood TSOD Center developments to easily modify new and existing structures and add equipment for solar power. The additional height allowed within the City Center or Neighborhood Center designated areas should not obstruct existing solar power infrastructure on adjacent properties.

2. Encourage site designs that incorporate natural features and existing landscapes into the overall design.

3. Encourage the construction of LEED rated buildings.

4. Locate new housing next to areas of employment and transit to reduce the vehicle miles traveled.

5. Utilize compact and clustered residential development, including reduced minimum lot sizes to preserve open space.

Policy 2. Add language to the Zoning Ordinance that will establish more marketable and viable uses within the City Center or Neighborhood Center.

GOAL 2. PROVIDE WELL DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT CITY CENTER AND NEIGHBORHOOD CENTER AREAS.

Policy 1: Develop and implement standards and policies to promote and develop attractive City Center and Neighborhood Center areas.

Implementation Measure

1. City Center and Neighborhood Center developments shall conform to the urban form and design standards included in this plan and within the West Jordan Planning Division's *Design Guidelines Manual.*

Transit Oriented Development Land Use

Transit Oriented Development (TOD) is a community planning and design approach meant to achieve compact development that garners social and economic benefits for a community and municipality by concentrating jobs, housing, and daily conveniences around transit stations. By creating high-intensity, mixed-use land use patterns with pedestrian-friendly designs at strategic points along regional transit systems, TOD's allow people to use their cars less; walk, bicycle, and ride transit more; and use services within walking distance of their homes and local transit stations. The basic components of Transit Oriented Development are:

- **Compact development** built at greater densities than exclusively auto-oriented development. TOD's are built compactly within walking distance (approximately 1/4 to 1/2 mile) of transit stations to provide a user base to support the transit system. To maximize the number of residents and workers within walking distance of transit, TOD's contain higher residential and employment densities but should not be out of context with surrounding areas. People are more inclined to use transit if it is within convenient and comfortable walking distance to where they live, work, play, or shop. Relatively lower intensities, though still higher than typical new suburban density, are appropriate for areas outside the 1/4 to 1/2 mile core of the TOD, enabling people to walk, bike, take the bus, or be dropped off at the transit station. Land use intensity should be gradually reduced farther away from the station to be compatible with the scale of existing neighborhoods.

- **A diversity and mix of uses,** with daily conveniences and transit at the center. Conventional zoning traditionally separates uses into areas of similar land use. These areas are generally used only part of the day or week (for example, office areas shut down after working hours and on weekends) and people are forced to drive to all activities and destinations. By contrast, TOD's include diverse and complementary uses such as retail, professional services, housing, and employment adjacent to transit. This

mix of activities and uses permits residents and employees to run errands on foot, without relying on a car. Uses within a TOD may include convenience retail and services, small offices, day care, and civic amenities such as libraries and post offices. Apartments or other multi-family housing types are also appropriate, often above ground-floor retail uses. A mixed-use environment creates the vitality and round-the-clock activity associated with active urban environments and reinforces the vibrancy of shopping and employment destinations. Residential uses are vital to TOD cores in order to provide use of the area at all times of the day and week.

- **Pedestrian-friendly design** that encourages and facilitates walking and bicycling and reduces auto dependency. TOD's create a vibrant pedestrian-scale urban landscape that incorporates pedestrian-friendly features, walkable street design, and human-scale architecture. Building and site design in TOD's should create pleasant and enjoyable urban places that make walking an attractive, preferred travel option. Traffic calming devices can also help create a feeling of pedestrian safety and comfort, and emphasize pedestrian needs in a way that many contemporary suburbs neglect. TOD's also incorporate an interconnected network of streets that enhance accessibility between transit stops or station areas adjacent to commercial, community, and residential areas. Interconnected streets minimize walking and cycling distances, and help distribute traffic, thereby reducing traffic congestion. In combination with higher density, compact development and the mix of uses, pedestrian-friendly design represents a land use/transportation solution that can reduce automobile use and support transit systems.

Transit Oriented Development Goals and Policies

GOAL 1. INCORPORATE TOD CONCEPTS INTO FUTURE DEVELOPMENT AND REDEVELOPMENT ALONG MAJOR TRANSIT CORRIDORS.

Policy 1. Encourage the development of mixed-use projects at appropriate locations within a 1/4 to 1/2 mile of light rail and bus rapid transit (BRT) stations to create a livable, walkable urban environment.

Implementation Measures

1. The Transit-Oriented Development (TOD) designation should be applied to areas in close proximity to light rail and Bus Rapid Transit (BRT) stations as shown on the

Future Land Use Map. These districts should include a concentration of jobs, higher density housing, and daily convenience services near these stations.

2. Provide a mix of medium to high density housing and commercial uses within 1/4 to 1/2 mile of transit station sites to provide a resident population in the area.

3. Within TOD districts, establish a centralized core of land uses that support transit ridership. Anchor transit centers with land uses that act as destination points.

4. Encourage a variety of commercial and retail uses that share the same clientele and patrons. For example, movie theaters provide a clientele who also patronize restaurants, arcades, and retail businesses.

5. Create an incentive program in TOD zones to attract suitable businesses.

6. Encourage redevelopment of lands around transit stations which are underutilized or inconsistent with the City's long-term vision.

7. Conduct small area studies for the 7800 South 5600 West BRT, Redwood Road and the Bangerter Station TSOD sites in order to determine the most appropriate development patterns for these areas.

8. Expand economic development opportunities around major transit stations and at major intersections along the Mountain View Corridor without compromising adjacent land uses or public health, safety or welfare.

9. Modify and update the Transit Station Overlay District (TSOD) to be more consistent with the City Center Zone sections of the Zoning Ordinance.

Policy 2. Encourage increased transit ridership to help reduce automobile use in the city.

Implementation Measures

1. Strategically locate parking lots, parking structures, and park-and-ride facilities near light rail and bus rapid transit (BRT) stations.

2. Encourage businesses to promote transit ridership and support employees who want to use it.

3. Promote the use of all forms of alternative transportation, including light rail, buses, biking, walking, shuttles, and carpooling.

4. Locate transit facilities adjacent to work, residential areas, shopping, and recreational facilities to encourage pedestrian trips and provide convenient access to the transit stop.

5. Increase the floor to area ratios (FAR) within TOD developments to improve the city's jobs to housing ratio and promote higher public transit ridership.

Policy 3. Incorporate urban design features in Transit Oriented Developments that create a strong sense of place.

Implementation Measures

1. All Transit Oriented Developments must conform to the urban form and design standards included in this plan and within West Jordan Planning Division's *Design Guideline Manual.*

2. Provide secured environments for pedestrians, within both the public and private areas, including sidewalks, walkways, parking areas and open spaces.

3. Incorporate local and regional cultural, historic, and architectural resources, as appropriate, into the design of TOD's to preserve and strengthen the community's identity.

Policy 4. Establish standards allowing for easily implemented, sustainable practices.

Implementation Measures

1. Encourage the construction of LEED rated buildings.

2. Modify ordinances to enable developments within TOD areas to easily incorporate solar power systems into buildings and on site. The additional height allowed within TOD districts should not obstruct existing solar power uses on adjacent properties.

3. Encourage site designs that incorporate natural features and existing landscapes into the overall design.

4. Allow community gardens to count toward open space requirements for new developments within TOD districts.

Mixed Use Land Use

The mixed-use land use category is designed to create compact urban neighborhoods that contain small-scale retail, service, and other office uses with supportive high density residential. It is intended to have a village character design that facilitates the creation of walkable urban neighborhoods adjacent to commercial nodes that are multimodal and pedestrian friendly. The Mixed Use land use designation is intended to support a variety of compatible land uses and increase access to adjoining communities. Uses within the Mixed Use land use category should include commercial, office, civic, and higher density residential land uses integrated together to form a unique character and community.

Mixed Use Goals and Policies

GOAL 1. EVALUATE AND UPDATE SECTIONS OF THE ZONING ORDINANCE AND ZONING MAP TO INCORPORATE MORE MIXED USE DEVELOPMENT IN THE CITY.

Policy 1. Amend the Zoning Ordinance and Zoning Map to include a Mixed Use (MU) zoning district that applies to all areas of the city.

Implementation Measures

1. The Mixed Use designation should be applied to key intersections and street corridors in order to provide a mix of uses that will become centers of activity and development within the city.

2. Locate mixed-use areas adjacent to the TRAX corridor and the City Center to encourage the use of public transit. Reducing trip generation by locating residential and commercial uses next to one another facilitates the efficient use of land by reducing the need for public infrastructure.

3. A mixed-use area should be developed in a physically compact pattern which includes a concentration of complementary and differing uses. Mixing uses may be done in a horizontal and/or vertical manner.

4. Provide a mix of medium to high-density housing, office, and commercial uses within the mixed-use area to create a neighborhood with uses that support the daily service and retail needs of residents living in the surrounding neighborhood.

5. Zoning standards should include amenities to support mixed-use development such as urban parks and grocery stores (urban markets).

Policy 2. Establish easily employed standards allowing for sustainable development practices such as energy efficient buildings and solar energy.

Implementation Measures

1. Encourage the construction of LEED rated buildings.

2. Modify ordinances to enable new mixed-use developments and existing uses within mixed-use areas to easily modify structures for the addition of solar and wind power equipment.

Professional Office Land Use

The Professional Office designation is applied to areas where professional and business offices, laboratories, studios, and other office-related facilities may be located. Uses which produce loud noises, excessive vehicle traffic, excessive parking needs, objectionable odors, storage of large amounts of hazardous substances, or the outside storage of inventory or equipment are not appropriate in these areas. Professional Office uses are considered to be an ideal buffer between commercial or manufacturing uses and residential uses.

Professional Office Goals and Policies

GOAL 1. PROMOTE THE EFFICIENT USE OF LAND BY CREATING A BALANCED MIX OF LAND USES THROUGHOUT THE CITY.

Policy 1. Increase the opportunities for the development of professional office space in the city.

Implementation Measures

1. Amend the Zoning Ordinance to allow greater building lot coverage in professional office districts.

2. Evaluate the Future Land Use Map to identify appropriate locations for additional professional office development.

3. Locate professional office districts within close proximity of residential neighborhoods and transit stations to promote convenient transportation and commuting options.

Policy 2. Establish standards which allow for easily employed, sustainable practices.

Implementation Measures

1. Encourage the construction of LEED rated buildings.

2. Modify ordinances to enable new and existing buildings within Professional Office zones to easily incorporate solar power systems into buildings and on site. Buildings heights should not obstruct existing solar power uses on adjacent properties.

GOAL 2. PROVIDE WELL-DESIGNED, AESTHETICALLY PLEASING AND EFFICIENT PROFESSIONAL OFFICE DEVELOPMENT IN THE CITY.

Policy 1. Developments in the Professional Office (P-O) zone should be designed to create an appropriate environment in which professional and business services can be conducted.

Implementation Measures

1. High standards should be established for architecture and landscape architecture in Professional Office developments to help ensure a pleasing appearance. Office developments should be in conformance with the urban form and design guidelines within this plan and within West Jordan Planning Division's *Design Guideline Manual.*

2. Existing standards for buffers and/or transitions between Professional Office and residential uses should be established and maintained in order to ensure compatibility between these uses.

3. Locate new office developments in areas where public services are adequately available. New office developments should be in close proximity to residential housing and along primary arterial roads with equal pedestrian and vehicular access.

4. Expand economic development opportunities for office use around major transit stations and at major intersections along the Mountain View Corridor, without compromising adjacent land uses or public health, safety, or welfare.

Business/Research Park Land Use

The Business/Research Park Land Use designation is applied to areas intended for scientific research, and business endeavors conducted in a business park setting. Some light manufacturing uses may be appropriate if associated with research-intensive industries. Heavy manufacturing uses that produce excessive noise and light, unpleasant odors or fumes, pollution, and heavy vehicle traffic should not be permitted in Business/Research parks. Business and Research Park Districts may act as a compatible buffer for residential areas, but should not be established for the purpose of creating a buffer unless they are located so as to be accessible to arterial streets and provide adequate space for unified and functional development. Through the coordinated use of open space, landscaping and architecture, the Business/Research Park land use provides opportunities for high quality development which will enhance the community.

Business/Research Park Goals and Policies

GOAL 1. PROVIDE WELL DESIGNED, AESTHEICALLY PLEASING, AND EFFICIENT BUSINESS AND RESEARCH PARK DEVELOPMENT IN THE CITY.

Policy 1. Reevaluate, and if necessary amend, development standards for Business and Research Park uses in order to ensure and maintain high-level development.

Implementation Measures

1. Require that all uses in Business and Research Park developments be conducted in well-designed, architecturally appealing buildings surrounded with abundant landscaped open space.

2. Maintain and improve the appearance of Business and Research Park developments by requiring extensive landscaping along street frontages and other buffer areas.

3. Vehicular and pedestrian access, parking, and service areas should be designed to enhance the appearance of the development and convenience of workers and visitors.

4. Appropriate standards for buffers and/or transitions between Business and Research Park developments and residential uses should be established in order to ensure compatibility between these uses.

Light Industrial Land Use

The Light Industrial designation is applied to areas suited to general manufacturing, assembly, repair, and storage. These districts are considered to be the most intensive zone which will provide industrial areas in the city that are free from extreme nuisances and dangerous conditions. Care should be taken to exclude undesirable uses from industrial areas which may create nuisances and adverse impacts on the community. Manufacturing, processing, warehousing, distribution, and similar functions should be sufficiently buffered from incompatible land uses, especially residential areas. If transitional zones are impractical or unavailable around industrial areas, other buffers such as open space, additional setbacks, landscaping and barrier fencing can serve to mitigate potential conflicts. High development standards should be required to maintain and improve the quality of the industrial environment.

Light Industrial Goals and Policies

GOAL. 1. PROVIDE WELL-DESIGNED, ATTRACTIVE INDUSTRIAL AREAS IN APPROPRIATE LOCATIONS THROUGHOUT THE CITY.

Policy 1. Require, maintain, and enforce high-level development standards in all industrial areas.

Implementation Measures

1. Promote clean light industrial development in an aesthetically pleasing environment removed from residential development and in close proximity to the freeway system.

2. As part of the site plan review process, require industrial developers to submit statements concerning anticipated impacts relating to storm drainage, water and sewer systems, power, and other utilities, traffic patterns and parking, emergency contingency planning, and aesthetics.

3. Establish stringent architectural and site planning standards for all industrial areas in order to prevent:

    - Dilapidated, poorly maintained, or unsightly buildings;
    - Drainage problems;
    - Inadequate parking and poor circulation;
    - Lack of required utilities;
    - Public view of unsightly storage and service areas;
    - Poorly maintained landscaping;
    - Poor lighting and low quality signage, and
    - Premature deterioration of all essential City infrastructure and facilities.

    These standards should create an environment attractive to future industrial development.

4. Continue to require appropriate buffering between all dissimilar uses to help mitigate undesirable impacts. Review current zoning requirements to determine whether additional standards should be created to improve buffering between residential and industrial uses.

5. Continue to require conditional use review of proposals that include open storage and apply strict site development standards for such uses.

6. Industrial development should occur in an aesthetically pleasing environment, preferably as planned industrial parks. Design standards for landscaping and architecture should be similar to the standards for commercial development, when such features are visible from the street.

Policy 2. Improve the appearance of existing industrial areas.

1. Enforce all City ordinances that support and promote an attractive urban environment.

2. Maintain and improve the appearance of industrial development through additional standards for landscaping along street frontages and other buffer areas. Encourage a high level of architectural design. These standards should be incorporated into existing sites as part of building additions or expansions when possible.

3. Encourage the elimination or relocation of industrial businesses that are located in or near residential areas.

4. Retrofit existing manufacturing areas to include pedestrian sidewalk and bicycle lane systems in order to encourage employees to use public transit.

Policy 3. Industrial development should occur in a planned and orderly manner.

Implementation Measures

1. Industrial land should be identified and reserved well in advance of anticipated need.

2. Prohibit inefficient "leap-frog" industrial development. Contiguous growth and completion of developing industrial areas should take place before opening up new districts for industrial development.

3. Logical grouping of industry should be encouraged with industries that benefit from access to rail or airport facilities located in close proximity to these amenities.

4. Any future industrial development should be “light” industrial. Light industrial uses are considered to be those in which all fabrication and manufacturing is done entirely within an enclosed building, where there is little, if any, particulate emission resulting from the use, and where there is little if any outside storage.

Policy 4. Create standards that promote sustainable development practices such as the use of solar energy, and encourage energy efficient building design.

Implementation Measures

1. Encourage the construction of LEED rated buildings.

2. Modify ordinances to enable existing industrial buildings and parks to be easily modified by adding equipment for solar and wind power.

3. Work to meet or exceed clean air standards within industrial areas.

4. Promote approaches and regulatory systems that focus on pollution prevention, re-use, and recycling.

Public Facilities Land Use

The Public Facilities designation is applied to areas where government buildings and facilities, schools, and major public utility facilities are located, or should be located in the future. These uses should be located in areas suitable and compatible with neighboring land uses, and should provide a buffer between land uses where appropriate.

Public or quasi-public uses include government buildings, the airport, schools, libraries, major transportation facilities, and public utility operations. Some public uses are appropriately intermingled with other land uses while others,

such as operations centers, are best located near industrial sites. Public facilities should be located among compatible land uses and zones but should also be located to efficiently serve a growing community.

Goals and Policies for Public Facilities

GOAL 1. EVALUATE AND UPDATE SECTIONS OF THE ZONING ORDINANCE RELATING TO AIRPORT DEVELOPMENT.

Policy 1. Create a zoning district specific to the airport and an overlay district related to compatible uses in the vicinity of the airport.

GOAL 2. ENCOURAGE THE LOCATION AND DEVELOPMENT OF PUBLIC FACILITIES AND ASSOCIATED SERVICES TO BEST SERVE THE NEEDS OF THE COMMUNITY.

Policy 1. Work in close cooperation with the Salt Lake Airport Authority to develop South Valley Regional Airport to its highest potential and establish an environment surrounding the airport that is attractive to airport related service and support industries.

Policy 2. Encourage and promote facilities that provide learning opportunities locally, such as a planetarium or educational museum.

Policy 3. Encourage education-oriented facilities to locate in the City Center or Transit Oriented Development (TOD) designated areas in order to maximize access to such facilities.

Policy 4. Identify sites for the location of future cultural arts facilities and encourage the placement of visual art in public places.

Policy 5. Public Facilities should be conveniently located to adequately serve the needs of the community.

Policy 6. Prior to the approval of any development, ensure the adequacy of present and future public services such as culinary water, sanitary sewer, storm drains, schools, parks/recreation, public safety, transportation facilities, and other vital utilities.

Parks and Open Land

The Parks and Open Land designation is applied to areas where public parks are located, or should be located in the future, and to areas where it is recommended that land be preserved in its natural state for future generations. Please refer to Chapter 6 for discussion, goals, and polices relating to parks, and open lands.

Agricultural Land Use

The Agricultural Land Use designation is important in keeping with the history of the city. Hundreds of acres are still under cultivation producing a variety of crops. Many factors that make this land valuable for farming also make it attractive for other types of more intensive development. With the development of the state and local road system, much of the agricultural land has become even more accessible. Residential subdivisions are gradually encroaching along with some commercial and industrial uses. The open agricultural areas that have characterized West Jordan for so long are slowly dwindling.

Agricultural Goals and Policies

GOAL 1. PROTECT PRODUCTIVE AGRICULTURAL LANDS FOR AS LONG AS THE OWNERS CHOOSE TO CONTINUE FARMING THEM.

Policy 1. Foster an environment within the city in which agriculture can co-exist with urbanized areas.

Implementation Measures

1. Agricultural uses should be protected and the property owners encouraged to maintain productive agricultural operations.

2. Identify lands that should be designated as agricultural/open space.

3. Explore alternatives for preservation of agricultural lands as open space through purchase, lease, conservation easements, or otherwise.

4. Protect agricultural lands from storm runoff generated from adjacent developed areas.

5. The Zoning Ordinance and Subdivision Ordinance should be amended to provide protection for farmlands as development occurs near such lands.

6. The land use development regulations shall protect a property owner's right to keep and maintain farm animals in designated rural residential and agricultural sections of the city. "Right to Farm" laws should be enacted to ensure these uses are protected.

Policy 2. Implement standards that promote sustainable development practices such as the use of solar and wind energy, energy efficient building design, and protection of the natural environment.

Implementation Measures

1. Modify ordinances to enable existing agricultural buildings and farms to easily add equipment for solar and wind power.

2. Encourage agricultural methods that reduce or minimize use of pesticides, herbicides, and manufactured fertilizers.

3. Encourage agricultural approaches that build up rather than deplete topsoil, and that conserve or minimize water use.

Future Land Use

Future Land Use Map - The Future Land Use Map illustrates the various types and distributions of land uses planned for West Jordan. There are several modifications that have been made since the 2003 General Plan adoption. These changes include the adoption of the West Side Planning Area, now referred to as the Performance Based Planning Area, and the creation of the Mixed-use, City Center/Neighborhood TSOD Center, and Transit Oriented Development land use designations. West Jordan's land use classifications include 10 general categories: Residential, Commercial, Mixed-use, City Center/Neighborhood TSOD Center, Transit Oriented Development, Professional Office, Light Industrial, Public Facilities, Parks and Open Land, and Agricultural. Descriptions of each general land use designation are provided in the previous sections of this Plan. The primary goal in determining future land uses is to determine future development patterns which build upon already existing and established patterns. It is also meant to provide for effective and sustainable uses of land in a way that best promotes compatibility between those uses in order to maintain the integrity of the community.

Future Land Use Designations - Each of the land use classifications is further divided into land use designations. There are 18 designations, as shown in Figure 3.2. Residential uses are split into five designations: very low, low, medium, high, and very high density. The term density refers to the population and development capacities of residential land use at a rate of the number of dwelling units per gross acre of land. Low Density Residential is the largest land use type planned within the city at 31.97%, followed by Medium Density Residential at 16.47%. Very High Residential is the smallest residential area within the city at 1.95%.

Parks and Open Land make up the third-largest land use category at 10.78%. This land is designed to provide city residents with recreation areas close to home. Future Parks include 1.33% of the city. Public Facilities make up 8.99% of land uses in the city. This category not only includes City services, but all utility sites and schools.

Generally, employment within the city is found within the industrial, office, and commercial areas. The Light Industrial designation makes up 9% of the city. Professional Office and Research Park type uses include a combined 3.53% of the total land within the city. The largest commercial district, Community Commercial, includes 4.11% of the city, with Regional Commercial making up 1.59%, and Neighborhood Commercial 1.03%.

The new Mixed-Use land use designation comprises 0.24% of the city, and the City Center land use includes 1.12% of the city. Transit Oriented Development rounds out the new land use categories with 631.93 acres of property. It is important to keep in mind that the Transit Oriented Development land use category is an overlay district and encompasses property also located in other land use designations; therefore, a percentage of overall land coverage is not provided for in this category. These percentages are reflected in Figure 3.2.

Figure 3.2 Distribution of Future Land Uses (2010)

Land Use Type	Land Use Acreage	% of Land
Low Density Residential	6,551.00	31.97%
Medium Density Residential	3,375.07	16.47%
Parks and Open Land	2,208.75	10.78%
Light Industrial	1,871.84	9.13%
Public Facilities	1,842.05	8.99%
Very Low Density Residential	1,221.31	5.96%
High Density Residential	847.7	4.14%
Community Commercial	841.69	4.11%
Research Park	434.85	2.12%
Very High Density Residential	398.71	1.95%
Regional Commercial	326.21	1.59%
Professional Office	289.41	1.41%
Future Park	272.83	1.33%
City/Neighborhood Center	229.91	1.12%
Neighborhood Commercial	210.67	1.03%
Agricultural Open Space	167.85	0.82%
Mixed Use	49.64	0.24%
Transit Oriented Development (Overlay District)	631.93	-

Jobs to Housing Ratio - West Jordan currently has a jobs to housing ratio of 0.84. This number identifies the number of people who work in the city divided by the number of residential housing units located in the city. A jobs to housing ratio equates the daytime and nighttime populations of a city. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute and a ratio less than 1.0 indicates a net out-commute. West Jordan has traditionally been a bedroom community of Salt Lake City, as evidenced by the jobs to housing ratio.

The City should begin looking at ways to increase the jobs to housing ratio as a means to increase its tax base and daytime population, and thereby create a more self sustaining community. Looking at the Future Land Use Map distribution, as shown in figure 3.2 above, Professional Office uses account for 1.41% of the overall city. According to figure 3.1 Existing Land Uses, office uses currently account for 0.5% of the city's development. If you assume that the Mixed-Use and City/Neighborhood Center land use designations will include office uses, the potential office area jumps to 4.89% of the future land uses. This number is still quite low considering Light Industrial uses make up 9% of the future land uses and commercial uses (including Mixed-Use and City/Neighborhood Center) make up 8.09% of the future land uses. The City should look into increasing the number of office uses located within the city to create a more evenly distributed land use category.

Given property constraints, the City should also look into increasing the intensity of office uses as well as the overall acreage designated for such uses. Intensity of land usually describes non-residential uses and takes into consideration general floor area, percentage of lot coverage, and the number of stories a particular development has. Floor Area Ratio (FAR) describes intensity as the relationship between the total square footage of development on a lot and the area of that lot. Floor area does not include the area within parking structures and parking lots. The FAR is determined by dividing the gross floor area of all buildings on a lot by the gross land area of the lot. The current average FAR for existing office development within the city is 0.33. This means that about one-third of the lots used for office are actually developed with buildings, with the remaining two-thirds being used for parking and/or landscaping. By increasing the amount of allowed FAR, the city can increase the floor area of office uses within the city, by increasing the lot coverage and the number of stories allowed within office areas.

As demonstrated in Figure 3.3, the existing average FARs for other types of uses are also low. Increasing the FAR in all non-commercial zones, would benefit the city by providing a larger daytime population, increasing the tax base, and providing opportunities for residents to both live and work within the city.

Figure 3.3 Existing Average FAR (2010)

Use Type	Existing Average FAR
Office	0.33
Commercial	0.25
Industrial	0.18
Institutional	0.20

Chapter 4
Housing

Introduction

Since its incorporation in 1941, West Jordan has developed as a community where families could live, play, and attend schools and churches in neighborhoods consisting of predominately single-family homes with an attractive range of pricing available. More recently, the city experienced a significant increase in the construction of multi-family dwellings, giving home buyers and renters even more housing options.

However, the rural atmosphere and lifestyle, which attracted families to West Jordan prior to 1990 is rapidly disappearing. Residents are likely to continue to be attracted to West Jordan because of its excellent location within the Salt Lake Valley, its proximity to job centers, and its expanding shopping and cultural opportunities. Housing needs change as citizens progress through their life cycle, and over time may require different types of housing. Residents may want to continue living in the community while moving to a home that better suits their needs. Providing housing options that meet the needs of all citizens is important to maintaining a sense of community.

Future housing needs will require a wide range of housing options, including opportunities for families; attractive locations and lots for estate homes; housing for people with special needs such as active seniors, the elderly and disabled; as well as locations for those who may prefer to use alternative transportation modes.

Responsible use of the region's natural resources and minimizing infrastructure needs and maintenance are supported by the goals and polices of this plan. As such, water and energy efficient housing, both in new construction and renovation projects should be encouraged.

Housing Inventory

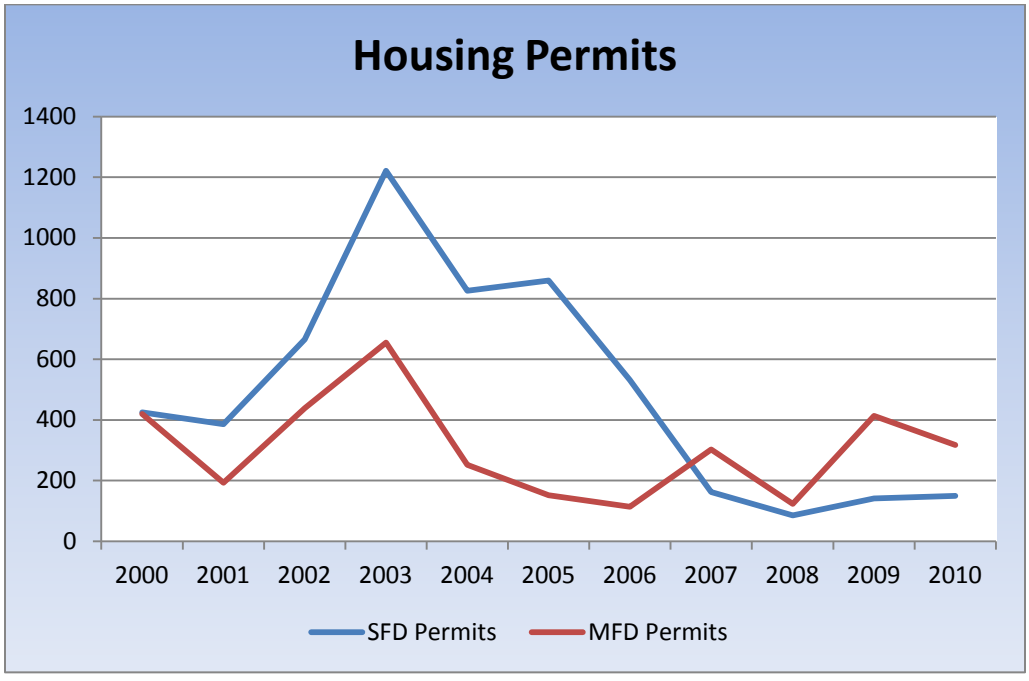
The West Jordan housing inventory consists primarily of relatively new single-family dwellings. The number of single-family houses has grown from about 1,600 in 1970 to approximately 30,000 by the end of 2009, adding 60% of all dwelling units within the past 20 years. However, the rapid population growth has impacted the ability of the City to provide services at the same levels.

The 2009 American Community Survey estimated a total of 31,461 housing units in the city, of which 23,603 were single-family, 724 were mobile homes, and 7,134 were listed as two-family or multi-family dwellings. Figures 4.1 and 4.2 illustrate the growth in single-family and multi-family dwelling units in West Jordan from 2000 through 2010.

Multi-Family Housing Trend

Multi-family construction has typically exceeded single-family construction during national recessions, as evidenced in figure 4.2. On average, approximately 35% of all new housing construction since 2000 is multi-family dwelling units. Currently, multi-family units comprise about 20% of all housing in the city.

Figure 4.1 Single and Multi-Family Housing Trends



Source: West Jordan Building Permits

Figure 4.2 Permits Issued Per Year

Year	Single Family Dwelling Units	Multi-Family Dwelling Units	Total Dwelling Units
2000	425	420	845
2001	386	193	579
2002	666	439	1,105
2003	1,221	655	1,876
2004	826	252	1,078
2005	860	152	1,012
2006	532	114	646
2007	162	303	465
2008	86	123	209
2009	141	414	555
2010	150	318	468

Source: West Jordan Building Permits

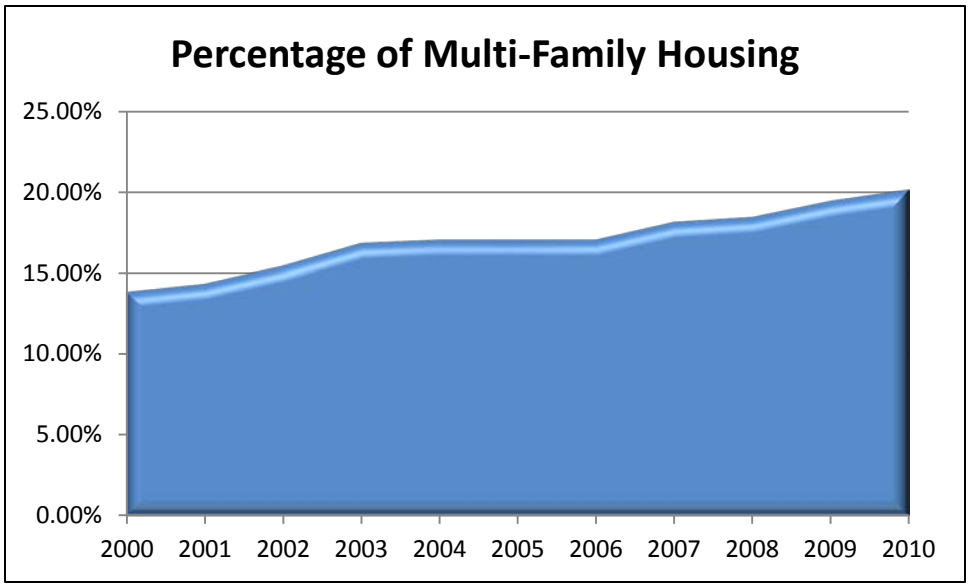
The percentage of multi-family housing has increased slowly since 2000, climbing from 14% to 20% in 2010. The percentage of existing multiple-family housing as compared to the total housing stock is illustrated by the chart and graph below (Figures 4.3 and 4.4).

Figure 4.3 Housing Type

Year	Single-family	Multi-family	Total	% Single-family	% Multi-family
2000 (Census)	19,531	2,789	22,230	87.5%	12.5%
2000	19,852	3,187	23,030	86.2%	13.8%
2001	20,238	3,380	23,609	85.7%	14.3%
2002	20,904	3,819	24,714	84.6%	15.4%
2003	22,125	4,474	26,590	83.2%	16.8%
2004	22,951	4,726	27,668	83.0%	17.0%
2005	23,811	4,878	28,680	83.0%	17.0%
2006	24,343	4,992	29,326	83.0%	17.0%
2007	24,505	5,295	29,800	82.2%	17.8%
2008	24,591	5,418	30,009	82.0%	18.0%
2009	24,732	5,832	30,562	80.9%	19.1%
2010	24,882	6,150	31,032	80.2%	19.8%

Source: W.J. Building Permits; U.S. Census Bureau, 2000 Census

Figure 4.4 Percentage of Multi-Family Housing



Dwelling Unit Value

The median value of owner-occupied units in West Jordan has grown from $155,200 in 2000 to $227,600 in 2009, an average annual increase of about 6.0%. This rapid price appreciation has increased the share of units valued at $200,000 or more, which now comprises over two-thirds of all owner-occupied units in the city. The values of owner-occupied dwellings are illustrated in figures 4.5 and 4.6.

Figure 4.5 Value of Owner-Occupied Dwellings

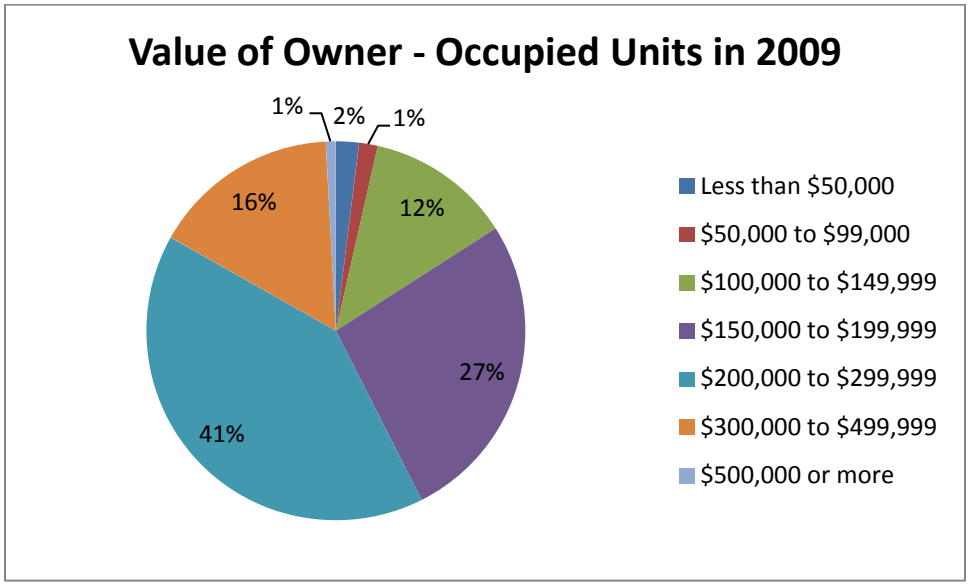


Figure 4.6 Residential Construction Valuation

Value of Owner-Occupied Units in 2009	
Value	# of Units
Less than $50,000	461
$50,000 to $99,000	371
$100,000 to $149,999	2,908
$150,000 to $199,999	6,242
$200,000 to $299,999	9,549
$300,000 to $499,999	3,746
$500,000 or more	202
Median value = $214,600	

Source: U.S. Census Bureau, 2009 American Community Survey (ACS)

Owner-Occupied and Renter-Occupied Housing

In 1990, owner-occupied housing represented 78.8% of the housing in the city, while renter-occupied housing represented 21.2%. By the year 2000, the owner-occupied portion of all housing had grown to nearly 82%, while renter-occupied housing represented about 18%, a 3% decrease.

Figure 4.7 Housing Tenure

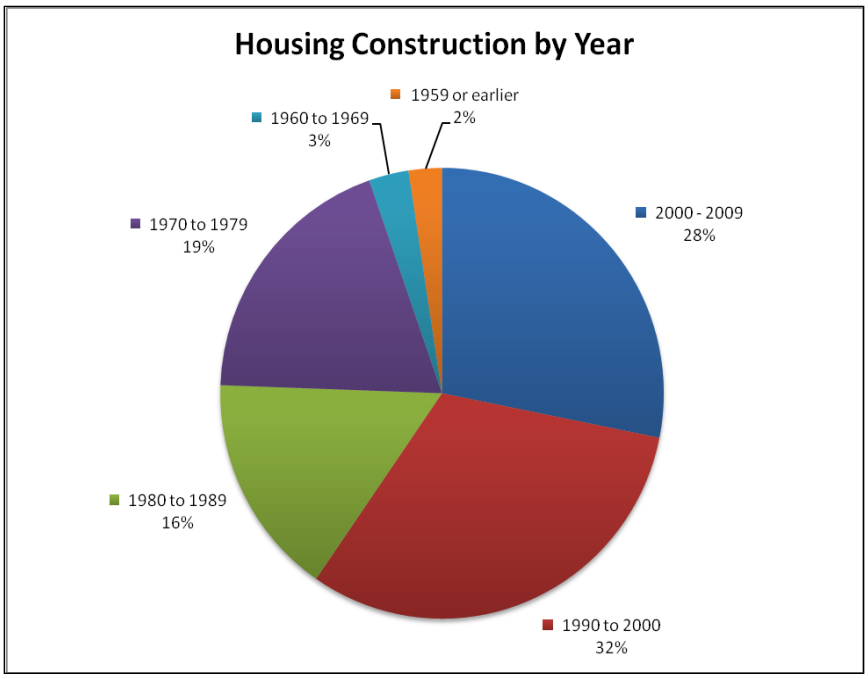
Year	Owner-Occupied	Renter-Occupied
1990	8,777	2,366
2000	15,478	3,419
2009	24,410	5,997

Source: U.S. Census Bureau, 2009 American Community Survey (ACS)

Age and Condition of Housing Stock

Since West Jordan is a relatively new city, being incorporated in 1941, only 5% of the housing stock is over 50 years old. Two-thirds of the housing (66%) was constructed since 1990. This rapid rate of residential growth is evident in the number of new schools, roads, parks, and other community facilities constructed in the past few years. Since the city has only been recently incorporated (in city years), the percentage of housing stock considered to be deteriorated or dilapidated is very low. This does not mean, however, that there may not be homes needing rehabilitation within some older neighborhoods.

Figure 4.8 Housing Constructed by year



Source: U.S. Bureau of the Census, 2000 Census; West Jordan Building Permits

Housing Occupancy - Vacancy Rate

West Jordan has had a very low occupancy vacancy rate for housing over the past 12 years. The vacancy rate has continued to decline, beginning with a 4.3% vacancy rate in 1990, decreasing to 3.6% in 2000, before reaching 2.2% in 2009.

Figure 4.9 Housing Occupancy

Year	Occupied	Vacant
1990	11,143	497
2000	18,897	700
2009	29,210	673

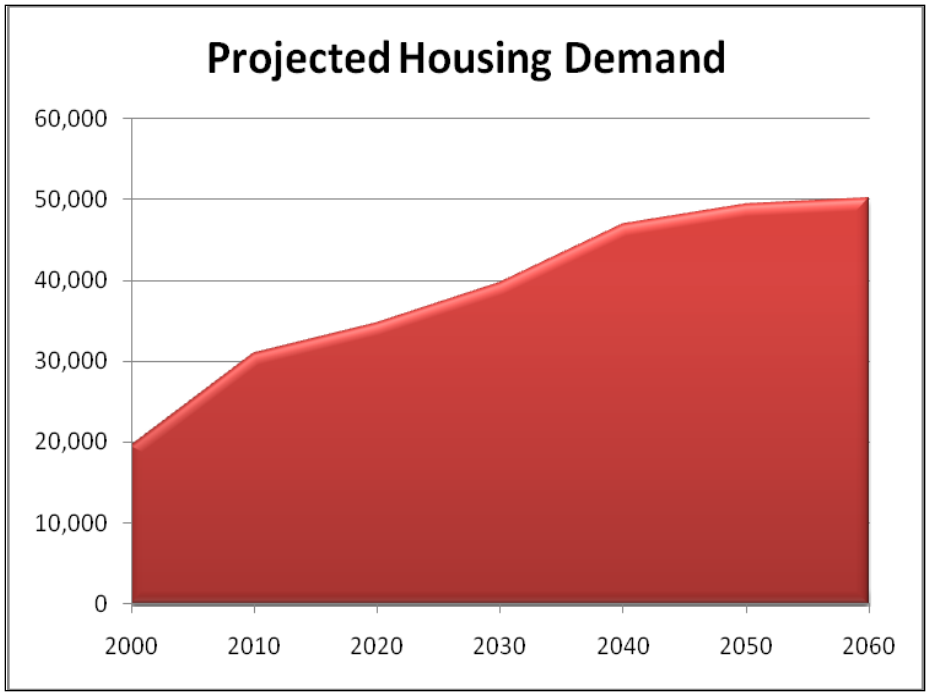
Source: U.S. Census Bureau, 2009 American Community Survey (ACS)

Projected Market Conditions

West Jordan has an attractive environment and location within the Salt Lake Valley for residential, industrial, and commercial development. With approximately one-third of the community left to develop, and available sewer and water capacity, the city is likely to continue to see residential development. This expected growth will challenge the community's ability to meet the demand for new and improved transportation infrastructure, including light rail and other commuter transit modes.

Current population projections for West Jordan anticipate a population increase to at least 155,575 by the year 2031. This would indicate a need to construct housing for approximately 50,000 more residents over a 20-year period. Assuming an average dwelling unit occupancy of 3.46 persons per household, another 14,000 dwelling units would need to be constructed by 2030 in order to house the additional population. This projection does not take into account economic factors that may impact housing construction, the availability of essential utilities, timing of major infrastructure extensions, or other factors such as a declining average household size and the increasing age of the head of the household. While there is enough vacant land to accommodate this increase, the cost to install and maintain the added infrastructure will be significant.

Figure 4.10 Projected Housing Demand



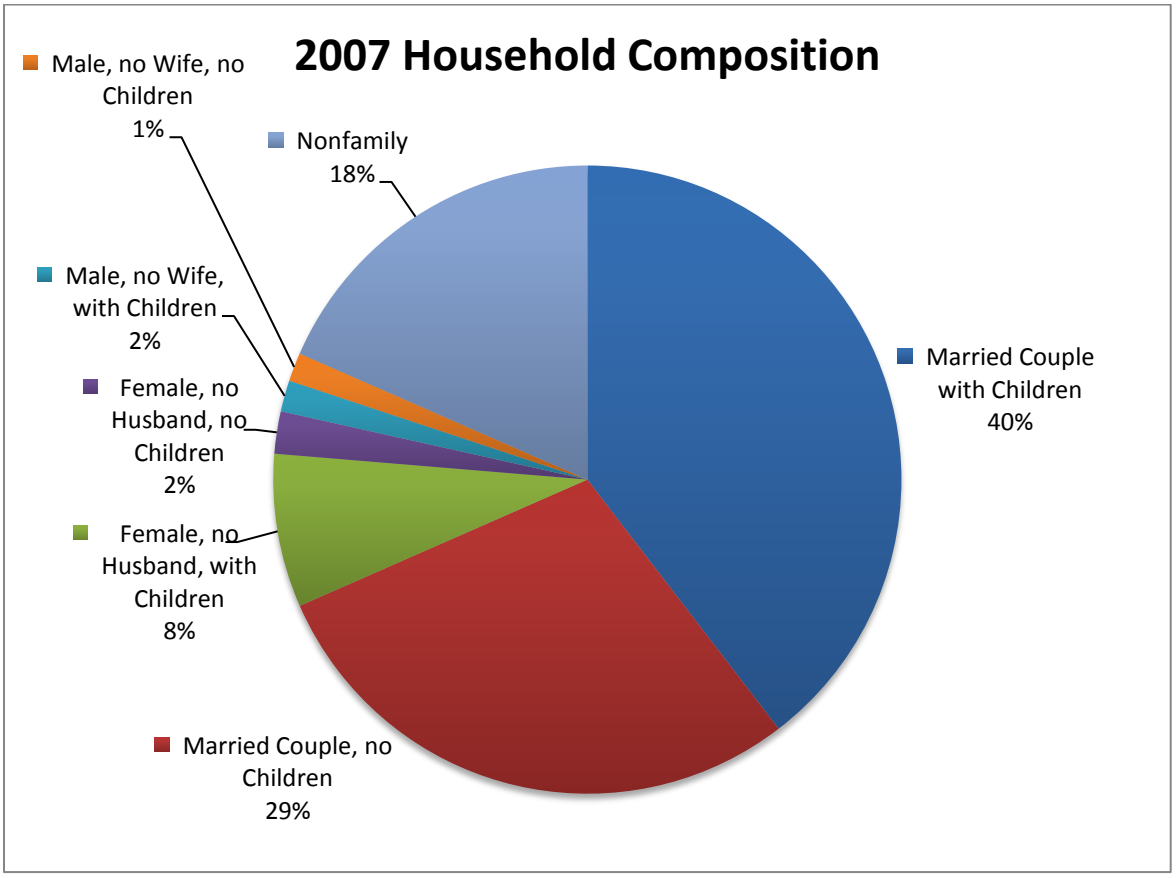
Current Conditions

In 2010, the constructed housing universe within the City of West Jordan was composed of 24,882 single-family dwellings (or 80.2%), and 6,150 multi-family units (or 19.8%), (Source: W.J. Building Permits; U.S. Census Bureau, 2000 Census).

Future Demand

Future demand will be determined by the economy and market demand. The West Jordan General Plan and land uses predict single-family to be 83% and multi-family 17%.

Figure 4.11 Household Composition



The Utah Governor's Office of Planning and Budget projects West Jordan's population will reach 126,427 by the year 2020. The Development Department estimates the city's average household size will be 3.33 in 2020, a decrease from the 2000 Census figure of 3.6. To house the total 2020 population, 39,321 housing units will be required, or 8,289 new units will need to be constructed, assuming a housing vacancy rate of 3.57%.

In order to meet an 83/17 single family/multi-family housing ratio established by the General Plan, the city would need a total of 32,636 single-family units and 6,685 multi-family units, which will require construction of an additional 7,754 single-family units and 535 multi-family units by 2020, when manufactured housing units are classified as multi-family dwellings.

The projected future market ratio is primarily driven by two factors, the first of which is the large increase in the active senior and elderly population. The Bureau of Economic and Business Research (BEBR), located within the Eccles School of Business at the University of Utah, projects that the increase in West Jordan 2050 population aged 65 and over may range from 15,753 to 37,062 (Salt Lake County's Distinctive Demographics; Implications for the Aging Population, BEBR, December 2006). Growth scenarios provided by BEBR for the senior population are shown in the table below.

Figure 4.12 Projected Active Senior and Elderly Population

Growth of Active Senior and Elderly Population					
	2010	2020	2030	2040	2050
Scenario 1	4,249	6,732	9,651	12,567	15,753
Scenario 2	9,558	14,868	21,768	29,708	37,062
Scenario 3	6,903	10,800	15,710	21,138	26,408

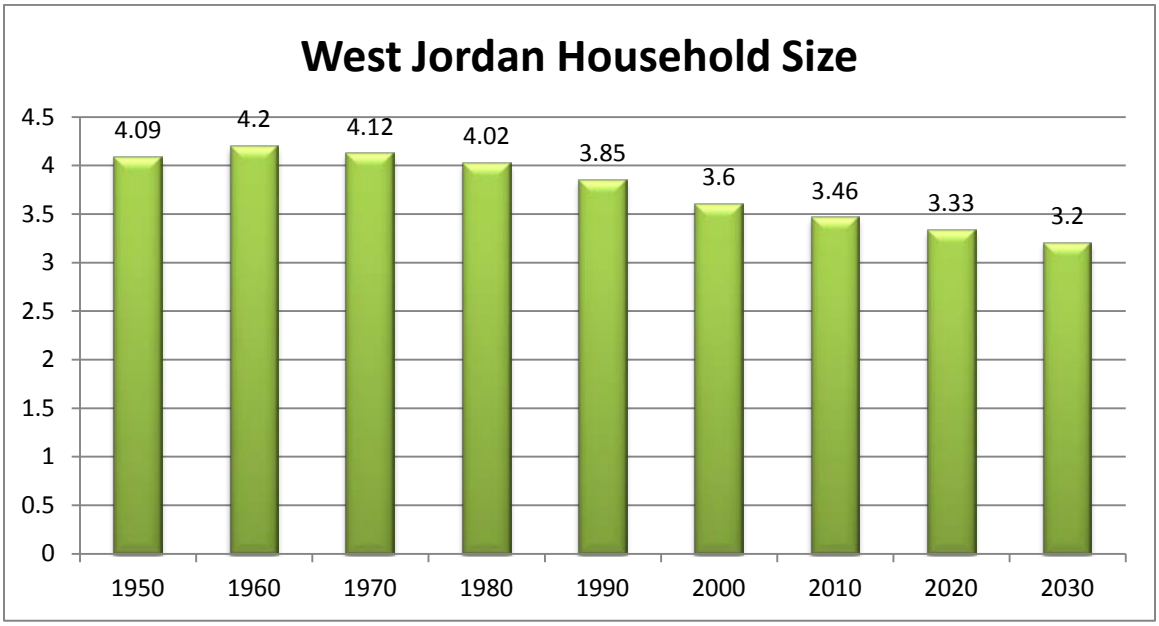
The growth of this population group represents an increase of 628.0% to 1,612.7% over the 2000 Census retirement population of 2,164. Although less dramatic, the BEBR estimates the senior population's share of the total population increased from 3.2% in 2000 to a minimum of 8.65% and an maximum of 20.35% in 2050, dependent upon growth scenarios. These amounts are illustrated in the table below.

Figure 4.13 Seniors as a Share of the Population

Active Senior and Elderly Population					
	2010	2020	2030	2040	2050
Scenario 1	3.86%	5.32%	6.66%	7.51%	8.65%
Scenario 2	8.67%	11.76%	15.02%	17.75%	20.35%
Scenario 3	6.26%	8.54%	10.84%	12.63%	14.50%

The second factor influencing the projected future housing market is the decline in household size. The U.S. Census reports the 1950 household size for West Jordan was 4.09, and had decreased to 3.46 in the 2010 Census. Extrapolating these amounts, the projected city household size will decrease to 3.2% in 2030. The graph below illustrates the historical and projected decrease in the city's household size as calculated by the Development Department.

Figure 4.14 Projected Household Size



Moderate Income Housing Plan

In January 1999, the City of West Jordan adopted a moderate income housing plan to meet the intent of §10-9a-403, Utah Code Annotated. This plan set goals and policies which were intended to provide a reasonable opportunity for people to live within West Jordan's boundaries regardless of income, which was later amended as part of the 2003 General Plan update, and was further amended in 2007.

The U.S. Department of Housing and Urban Development (HUD) defines housing cost burden when total housing expenditures (including rent or mortgage, insurance, taxes, and utilities) exceed 35% of the gross household income. Moderate income housing is defined by HUD as housing which does not exceed the housing cost burden of households which earn 80% or less than the Area Median Income (AMI).

The average median income for a family of four in the Salt Lake Metro area in 2009 was $67,800, as reported by HUD. Therefore, the moderate income housing income for a family of four in 2009 would be $54,250. Additionally, HUD defines very low income families as those earning 50% of the AMI, which equates to $33,900 for a family of four, while a family earning 30% of AMI would receive $20,350 annually.

The Utah Association of Realtors reports that the average price of a single-family home sold in Salt Lake County in the first quarter of 2009 was $240,000, and the average price for a

condominium unit was $160,450. The table below shows the housing burden limits for a family of 4 in Salt Lake County; the corresponding mortgage amount, which assumes a 30-year fixed interest rate of 5.5%; and the amount required to purchase an average-priced home after subtracting the amount financed by mortgage. It should be noted that the mortgage includes principal and interest, property taxes, homeowner's insurance, and private mortgage insurance, but does not include homeowner's association fees or utility costs.

Figure 4.15 Housing Burden Limits

2009 Housing Burden Limits				
% of AMI	*Annual Income*	*Maximum Monthly Housing Payment*	*Mortgage Amount*	*Required Down Payment*
100	$67,800	$1,570	$276,500	--
80	$54,250	$1,256	$221,000	$19,000
50	$33,900	$781	$137,600	$102,400
30	$20,350	$467	$82,300	$157,700

Housing Market

The Salt Lake Board of Realtors reports the average sale price of a home in West Jordan during the first quarter of 1997 was $125,269. In the first quarter of 2009, the average sales price had increased to $208,244, a total increase of 66.2%, or an Average Annual Rate of Change (AARC) of 4.3%. Increases in housing prices for the city as reported by the Salt Lake Board of Realtors are shown in the table below.

Figure 4.16 Housing Sale Prices

West Jordan Average Housing Sale Prices						
	1997 Q1		2003 Q1		2009 Q1	
Zip Code	*84084*	*84088*	*84084*	*84088*	*84084*	*84088*
Single-Family	120,000	142,000	142,500	172,900	199,950	237,500
Condo Units	73,500	101,435	118,950	162,832	156,600	174,000
Zip Code Avg.	112,314	138,430	140,349	172,759	192,193	228,309

Future Market Conditions

In 1950, the U.S. Census reported the average value of a home within city limits as $7,327, which increased to $155,200 in 2000, an AARC of 6.3%. Nationally, the rate of home price appreciation during this same period was 5.74%. The table below uses these rates to project the future cost of a median home in West Jordan.

Figure 4.17 Projected Price Appreciation

West Jordan Projected Home Price Appreciation		
Year	*6.30% AARC*	*5.74% AARC*
2009	$208,244	208,244
2010	235,309	232,837
2015	300,450	291,077
2020	407,792	384,773
2025	553,484	508,629
2030	751,227	672,354

During the 1950 to 2000 time period, the U.S. Census reports that the national median household income increased at an average annual rate of 5.71%. Because median income increased at a slower rate than the increase of home prices, housing became less affordable during that period for the average person. If these rates of growth continue, housing would become even more expensive, and home ownership more limited in the future.

Goals and Policies for Housing

The following goals, policies, and implementation measures are intended to guide and direct housing development within the City of West Jordan.

GOAL 1 PRESERVE THE IDENTITY OF WEST JORDAN AS A FAMILY-ORIENTED COMMUNITY

Policy 1. Encourage development that will be attractive for residents.

Implementation Measures

1. Provide opportunities for single-family detached and other owner-occupied housing.

2. Encourage the development of residential neighborhoods with a range of lot sizes to offer variety for home buyers.

3. Enhance the visual character of residential areas by maintaining open space, parks, and public facilities.

4. Improve neighborhood identity through the incorporation of thematic designs and materials.

5. Reinforce a strong pedestrian orientation through the use of trails for recreation and to provide access to public facilities.

Policy 2. Provide opportunities for existing homeowners to purchase homes within the community.

Implementation Measures

1. Provide housing targeted for the diversified market.

2. Preserve and provide opportunities for the development of housing on larger lots (1/3 to one acre).

3. Provide increased opportunities for residents to purchase housing within the community by encouraging large employers within the city to offer an Employer-Assisted Housing (EAH) Program as a benefit to their employees. These programs can provide employees with grants, loans, matching savings programs, interest rate reductions for down payment assistance, and instructional classes on mortgage financing and the home buying process.

4. Increase housing opportunities for active seniors and the elderly.

Policy 3. Protect home values by encouraging the preservation and enhancement of environmentally sensitive areas near or within residential areas.

Implementation Measures

1. Preserve areas that should be maintained for scenic, historic, conservation, or public health and safety purposes.

2. Enhance the visual character of residential areas and provide for the preservation of environmental values.

GOAL 2 PROVIDE A RANGE OF HOUSING TYPES, STYLES, SIZES, AND PRICE LEVELS IN ALL AREAS OF THE CITY

Policy 1. Maintain flexibility in land development standards consistent with good design and efficient provision of services and infrastructure.

Implementation Measures

1. Review and amend zoning and subdivision regulations, as needed, to assure opportunities for creative solutions to development issues.

2. Provide some flexibility in setback requirements in the City's zoning regulations to allow for house placement and creative use of residential lots.

3. Continually monitor land development standards, with the intent to modify the effects of regulations, ordinances, codes, fees, and standards on housing development costs.

4. Encourage measures at the City level to streamline processes for developers.

Policy 2. Provide opportunities within the community for a variety of multi-family housing units.

Implementation measures

1. Select multi-family development locations to minimize incompatibility with surrounding land uses, and to serve a transitional function between lower density residential areas and other land uses.

2. Require multi-family developments to provide attractive buildings by using high standards of design and materials, by providing functional open space and recreational amenities, and by providing adequate parking and traffic circulation.

3. Manage multi-family housing to preserve the low-density nature of West Jordan by maintaining a single-family to multi-family residential housing ratio of 83/17.

GOAL 3 PROVIDE HOUSING THAT SERVES DIFFERENT LIFE CYCLE STAGES, INCLUDING THE ACTIVE SENIORS, ELDERLY, DISABLED, AND OTHERS REQUIRING SPECIALIZED FACILITIES OR LOCATIONS.

Policy 1. Group homes must comply with the residential character of the neighborhood and shall be assessed on their individual merits to determine compatibility with adjacent land uses.

Policy 2. The City shall consider the design, availability, and functional quality of residential developments to meet the needs of the active seniors, elderly, physically challenged, single individuals, couples, empty nesters, young professionals, and those dependent on public transportation. The location of

such housing should be in close proximity to shopping, medical services, entertainment, and public transportation.

GOAL 4 PRESERVE EXISTING HOUSING STOCK IN THE CITY AND STABILIZE AND REVITALIZE EXISTING NEIGHBORHOODS.

Policy 1. Redevelop and rehabilitate housing areas in the city that have experienced a decline in housing quality.

Implementation Measures

1. Institute a community renewal program within the City's planning process to coordinate municipal renewal efforts and investigate potential funding mechanisms.

2. Increase interest on the part of volunteer, citizen, and business groups to redevelop and/or rehabilitate their properties.

3. Taxing and assessment practices should not favor urban decay. The City of West Jordan should adopt practices that encourage the replacement or rehabilitation of deteriorating residential structures.

Policy 2. Encourage homeowners and property owners to maintain their property in order to enhance the city's image as a desirable place to live.

Implementation Measures

1. Promote neighborhood participation and cooperation by identifying and rehabilitating abandoned or neglected properties.

2. Local merchants and the City should, as a service, provide housing repair information and workshops to residents. Owners should be encouraged to maintain their homes and properties.

3. Action should be taken by the responsible agencies to remove dilapidated houses that do not lend themselves to restoration or remodeling, and the lot should be restored to an aesthetically pleasing condition.

Chapter 5
Transportation

Introduction

The process to develop a Transportation Master Plan was initiated in 2002 and was adopted on October 14, 2003. The Plan was updated on October 3, 2006. This chapter contains a brief summary of the Transportation Master Plan as well as the goals and policies contained in the Plan. For more detailed information, please refer to the full document through the City's Engineering Department or online at www.wjordan.com.

Street Classification System

Streets and highways provide for two distinct and very different functions: mobility and land access. Both functions are vital and no trip is made without both. Road facilities are classified by the relative amounts of through and land-access service they provide. There are four primary classifications:

Local Streets - These facilities primarily serve land access functions. Their design and control facilitates the movement of vehicles onto and off the street system from land parcels. Through movement is difficult and is discouraged by both the design and control of the facility.

Collectors - These facilities, the "middle" classification, are intended to serve both through and land access functions in relatively equal proportions. They are frequently used for shorter through movements associated with the distribution and collection portion of trips. In general, collectors are divided into major and minor categories with the exception of the Performance Based Planning Area.

Arterials - These facilities are provided to primarily serve through-traffic movement. While some land access service may be accommodated, it is clearly a secondary function, and most traffic controls and the facility design are intended to provide efficient through movement.

Freeways and Expressways - These facilities are provided to service long-distance trips between cities and states. No land access service is provided by these facilities.

Street Cross Sections

The cross-section standards presented in this plan are similar to those in use by West Jordan prior to this update. The current pavement width is the same, but will allow for wider sidewalks and park strips on arterial streets and collectors. There are four functional classifications in this plan, which will be used in new construction in previously undeveloped areas. Infill

construction, as determined by staff, the Planning Commission, and the City Council will be built to match existing cross-sections.

The additional width required on arterial streets and collectors constructed in previously undeveloped areas can be obtained by one of two methods: the City may acquire the property, or the City may obtain a sidewalk easement for the use of property.

The new arterial street cross-section is 10 feet wider than the typical 106-foot right-of-way. The additional 10 feet will allow for 9-foot park strips and 6-foot sidewalks. The new collector cross section includes two travel lanes, two bike lanes, a 9-ft. park strip and 5-ft. sidewalks. A wider section is required at all major intersections.

High capacity UDOT facilities such as the Bangerter Highway or the Mountain View Corridor have separate functional classifications and are not described in detail here. The roadway classifications described here are for municipal streets that fall under the jurisdiction of West Jordan. A summary of these classifications and their cross-section dimensions is shown in the Table below.

Bangerter Highway

Typical West Jordan Cross-Sections

Classification	# of Lanes[1]	Total Width	Pavement Width	Park Strip Width	Sidewalk Width
Local Street	2	50’	25’	5’	5’
Residential Collector	2	60’	35’	5’	5’
Extensions to Existing 66’ Wide Minor Collectors[2]	2	66’	41’	5’	5’
Extensions to Existing 90’ Major Collectors[2]	3	90’	55’	10’	5’
New Collector Streets	2	70’	37’	9’	5’
Arterial	5	116’	81’	9’	6’

[1]Number of Lanes includes a center two-way-left-turn-lane if the number is odd.

[2]As approved by the City Engineering Department.

Transportation Improvement Plan

The majority of the new streets to be constructed are located in the western portion of the city. For the most part, the arterials and collectors in the eastern portion of the city are built out or

planned to their ultimate condition, although many are expected to experience traffic volumes at or above their capacity in the future.

The results of a survey distributed at public open houses on April 7 and April 14, 2011, indicated a concern by residents about east-west traffic congestion, particularly at intersections on Bangerter Highway at 7000 South, 7800 South and 9000 South. In 2011, the Utah Department of Transportation began making improvements to these intersections which includes a grade-separated intersection at 7800 South and Bangerter Highway. These improvements will improve east-west traffic flow at these intersections.

The Mountain View Corridor is a planned freeway, transit, and trail system that will extend 35 miles from I-80 in Salt Lake County to I-15 in Lehi in Utah County. The Mountain View Corridor will extend north and south through the city between 5600 West and 6400 West, and is being constructed in phases. Phase 1 includes two lanes in each direction with signalized intersections where the Mountain View Corridor crosses local roads. The second phase will be a true freeway and will be constructed in the future. New grade-separated interchanges will be constructed at Old Bingham Highway, 9000 South, and 7800 South. Although some local streets will be impacted, such as Wells Park Road and Old Bingham Highway (which will be re-routed), east-west access will be maintained across the freeway by bridges at 7400 South, 8200 South, and Dannon Way. Regional and community commercial centers are shown on the Future Land Use Map at 7800 South and 9000 South, which will benefit from visibility and easy access to the freeway. The first phase of construction began in 2011.

Public Transportation

An effective and efficient transit system will be an increasingly vital component of the overall transportation network in West Jordan as the city continues to grow. Proper transit planning and design not only requires that the transit facilities themselves be considered, but also adjacent land uses and transportation corridors. The Wasatch Front Regional Council's Long Range Plan includes increased transit service throughout Salt Lake County. As the population grows, it will be necessary for UTA to provide service to these new areas. Major corridors, such as 5600 West, will be arterial streets and have been identified as transit corridors. New services are also being provided with UTA's new Mid-Jordan light rail TRAX line which began service on August 7, 2011.

Bike Paths

The map of the proposed bicycle and trail facilities network is shown in the Transportation Master Plan. All of the proposed street cross-sections allow for the addition of bicycle lanes. Before a bicycle lane can be installed on a roadway, the roadway itself must be complete along the entire extent of the bicycle path. Missing shoulders and incomplete segments pose a serious hazard to cyclists. An example of a good facility for bike lanes is Grizzly Way, which could immediately support a bike lane from 7000 South to 9000 South.

Goals and Policies for Transportation

GOAL 1. PROVIDE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC WITHIN THE CITY.

Policy 1. Maintain a street hierarchy for the City of West Jordan that promotes safe movement of people and goods. This hierarchy should be composed of arterials, collectors, and local residential streets.

Implementation Measures

1. Publish a street map defining residential, collector, and arterial roads.

2. Establish and maintain street design standards for each street classification.

3. Update and properly maintain truck routes for the safe flow of goods within and through West Jordan.

4. Encourage major multi-family housing developments, commercial developments, and major public facilities to have access to a collector or arterial street.

5. Develop, adopt, and regularly update a Master Transportation Plan. This plan shall consider the proper time frame for City-sponsored widening of collector and arterial streets as well as remedies for neighborhoods disconnected by spot growth.

6. Facilitate the delivery of emergency services by limiting the number and length of cul-de-sacs in residential areas and by requiring multiple points of ingress and egress for all developments.

7. Develop and adopt codes which require developers to construct off-site improvements needed to serve isolated developments.

Policy 2. Maintain an access management plan for the City of West Jordan.

Implementation Measures

1. Maintain established minimum distances between street intersections with arterial and collector streets.

2. Maintain established minimum separation between driveways that access arterial and collector streets.

3. Maintain established minimum distances from intersections for driveway locations on all city streets.

4. In undeveloped areas, encourage existing properties to share driveway access to collector and arterial streets in order to provide increased spacing.

5. In developed areas, encourage existing properties to limit the number of turning movements available from driveways onto collector and arterial streets.

6. Limit the width of driveways on arterial and collector streets.

7. Maintain on-street parking standards for residential, collector, and arterial streets.

Policy 3. Maintain a minimum level of service "C" on collector streets and a minimum level of service "D" on arterial streets (Level of service is a traffic engineering term that describes the amount of travel delay in a roadway network. Level of service "A" describes free flowing conditions. Level of service "F" describes gridlock.)

Implementation Measures

1. Require all new development with a peak trip generation of 100 vehicles or more per hour to submit a Traffic Impact Study (TIS). Require developers to implement mitigation measures suggested in the study as a development requirement.

2. Work to synchronize signal timing on arterial streets.

3. Build roads and install signals as defined in the Capital Facilities Plan.

4. Plan future streets to serve projected demand at an established level of service.

5. Indentify intersections and/or developments that have experienced unusual congestion or accident rates; develop and implement solutions to resolve these problems.

6. Ensure street markings are clearly visible.

7. Ensure that street identification and regulatory signage are clearly visible.

8. Ensure street pavements are adequately maintained through the City's Pavement Management System to sustain the desired level of service.

Policy 4. Coordinate with the state and local agencies to accomplish the goals of this General Plan.

Implementation Measures

1. Work with the Utah Department of Transportation to improve signal timing, traffic flow, and safety on state maintained roads in the City of West Jordan.

2. Coordinate with the Utah Department of Transportation and Wasatch Front Regional Council in the planning and construction of regional expressways that will directly impact West Jordan.

3. Coordinate with neighboring cities, Salt Lake County, and UDOT on improvement and maintenance of through-streets and streets located at common boundaries.

4. Coordinate the installation of all underground utilities with road construction to ensure cost-effective capital project programming, minimize damage to new streets, and minimize disruption to the transportation system.

GOAL 2. ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM.

Policy 1. Encourage greater use of pedestrian and bicycle transportation facilities.

Implementation Measures

1. Coordinate the Master Trails Plan and the Master Bicycle Plan with a Comprehensive Bus and Transit Plan. These plans should provide access points where pedestrians, bicyclists, and transit riders will meet.

2. Coordinate with UTA to provide facilities for pedestrian or bicyclists to store bikes and gear at transit stops.

3. Improve pedestrian access to multi-modal facilities.

Policy 2. Encourage greater use of public transportation.

Implementation Measures

1. Coordinate with UTA to prepare a Comprehensive Transit Plan including park and ride facilities. This plan should be designed to provide service to major activity centers (such as Salt Lake Community College), large commercial developments (such as Jordan Landing), and an inter-modal transit hub in downtown West Jordan.

2. Reserve land for future transit shelters and park and ride facilities as identified by UTA.

3. Promote construction of an inter-modal transit hub for bus service, light rail, park and ride, bicycle, and pedestrian traffic.

4. Encourage employer subsidies for employee transit passes.

5. Locate new activity centers such as commercial centers, education facilities, recreation centers, etc. along existing or planned transit corridors identified by UTA.

6. Require internal and external street systems to incorporate a balance of safe pedestrian, bicycle, and transit uses with efficient vehicular traffic flow.

Policy 3. Support design and construction of public transit systems to serve the city.

Implementation Measures

1. Work with UTA to develop light rail and bus rapid transit (BRT) and other public transit systems with transit stops at major destinations such as commercial centers, education facilities, recreation centers, parks, etc.

2. Assist UTA in identifying and acquiring sites for potential future light rail and BRT transit corridors.

GOAL 3. DEVELOP A TRANSPORTATION MANAGEMENT PROGRAM.

Policy 1. Encourage the development of Intelligent Transportation System (ITS) programs.

Implementation Measures

1. Coordinate signals on arterial and collector roadways.

2. Allow transit and emergency vehicle traffic signal pre-emption at intersections along major transit routes.

3. Identify areas that would benefit from changeable message signs to inform motorists of traffic conditions and/or delays.

4. Explore the possibility of adding real time traffic conditions to the city website for important arterial intersections.

Policy 2. Encourage the development of Transportation Demand Management systems.

Implementation Measures

1. Encourage development of large commercial, activity centers, and high-density housing near the locations of transportation hubs.

2. Encourage businesses to promote voluntary trip reduction through flexible time work schedules, telecommuting, free parking for Rideshare users, and provision of on-site services for employees.

3. Encourage partnerships with the private sector to develop customized transportation demand management plans.

4. Provide community recognition for employers who exceed expectations in traffic demand management.

5. Provide a public education program to inform residents about individual trip reduction options.

GOAL 4. ENCOURAGE THE USE OF BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEMS.

Policy 1. Work to improve current bicycle transportation facilities.

Implementation Measures

1. Update the Bicycle and Pedestrian Master Plan.

2. Establish and maintain a safe network of bicycle routes to major destinations.

3. Link bicycle routes to the inter-modal hub(s), park and ride facilities, and light rail stations.

4. Encourage businesses to provide facilities for storing bicycles (bike racks, etc.).

5. Include bicycle route creation costs as part of the Capital Facilities Plan.

6. Reduce conflicts and increase safety for pedestrians and bicyclists at railroad and light rail crossings.

7. Encourage bicycle friendly streets through striping, regular street sweeping, maintenance, and removal of obstacles.

Policy 2. Encourage increased pedestrian traffic.

Implementation Measures

1. Keep the Master Trails Plan up to date.

2. Complete and beautify those portions of the Jordan River Parkway that are located in the city.

3. Consider pedestrian overpasses at major crossings of arterial streets.

4. Encourage pedestrian friendly streets through regular sweeping, maintenance, safer crosswalks, pedestrian islands, removal of obstacles.

5. Program traffic signals to allow adequate time for pedestrians to cross intersections.

6. Ensure ADA compliance of existing and future pedestrian routes.

7. Identify areas where there are gaps in the sidewalk system and prioritize projects to fill those gaps.

Policy 3. Identify and maintain safe school walking routes.

Implementation Measures

1. Enforce speed limits near schools.

2. Maintain safe crossings at collector and arterial streets.

3. Collaborate with school districts to reduce the number of future school crossings of arterial and collector streets.

4. Clearly identify school crossing zones.

5. Assist school districts in developing and maintaining safe school walking routes.

6. Utilize visual safety programs at road crossings near elementary schools.

GOAL 5. SUPPORT RESIDENTIAL TRAFFIC CALMING.

Policy 1. Encourage the use of traffic calming measures in new development.

Implementation Measures

1. Maintain a list of neighborhood traffic calming measures for neighborhoods and encourage their use.

2. Evaluate the effectiveness of traffic calming measures placed in new subdivisions, and use information gained in development of future Master Transportation Plans.

3. Vary street widths and patterns to either encourage or discourage through traffic, where appropriate, and to promote safe speeds on local streets.

Policy 2. Discourage speeding in residential neighborhoods.

Implementation Measure

1. Utilize the Neighborhood Traffic Management Program (NTMP) which is a traffic calming program that provides a process for identifying and addressing problems related to speeding, excessive traffic volumes, and safety on local residential streets.

Policy 3. Educate residents about the benefits of traffic management.

Implementation Measures

1. Provide information on the city website and in the city newsletter that answer common traffic management questions (such as warrants for stop signs and signals, traffic calming techniques, transportation demand management strategies, etc.).

2. Provide information on the city's website relating to current traffic calming projects so residents can track the status of a request via the Internet.

GOAL 6. IMPROVE THE AESTHETIC QUALITY OF THE CITY'S STREETS.

Policy 1. Improve the appearance of streets by encouraging landscaping and better urban design.

Implementation Measures

1. Adopt streetscape standards that encourage low maintenance and water efficient landscaping.

2. Encourage landscaped berming and increased setbacks on high volume roads.

3. Provide attractive, landscaped entry treatments at all gateways to the city.

4. Require developers to include street furniture amenities (benches, trash receptacles, newspaper stands, etc.) according to an adopted City Streetscape Plan.

5. Enforce sign ordinance provisions relating to illegal sign postings on city streets.

6. Require high-back curbing on residential, collector, and arterial streets.

Policy 2. Improve the quality of lighting on West Jordan streets.

Implementation Measures

1. Develop a street lighting plan that will provide safer neighborhoods.

2. Maintain City standards for decorative street lighting.

Chapter 6
Parks, Recreation, Trails and Open Lands

Introduction

The *Parks, Recreation, and Trails Master Plan* was adopted on July 15, 2003 and amended on October 24, 2006. In 2003, the City Council also adopted the West Jordan Open Land Plan. Recent reorganization of land use policies within the Performance Based Planning Area and the completion of several parks, recreation and trail improvements have left these master plans outdated. This chapter strives to set forth new goals and polices that will lead the City onward in its parks, recreation, trails and open space development and also serve as the basis for a new *Parks, Recreation, Trails and Open Space Handbook*.

Veterans Memorial Park

General Goals and Policies for Parks, Recreation, and Trails and Open Lands

Goals for the Parks, Recreation, and Trails Element of the General Plan are generally broad and inclusive. They are the basic philosophy expressed by the City in providing services. These general goals are:

1. Guide the development of parks, recreation facilities and programs, and trails in West Jordan for the next five years, after which the plan will be revised and updated.

2. Provide an integrated, connected, and diverse system of parks, recreation programs, and trails that are physically, and economically accessible to community members.

3. Provide recreation opportunities to city residents equitably by basing them on adopted guidelines or community preferences.

4. Maintain communications between administration, public officials, and residents to ensure that recreation facilities and programs continue to meet the needs of the community.

5. Design and construct park and recreation facilities that conserve natural resources such as water, and set an example for the community.

6. Provide a citywide connected system of trails to serve recreational needs, as well as the needs of bicycle commuters and pedestrians.

7. Balance out the distribution of parks and recreational facilities across the city.

8. Encourage the most efficient use of land and resources in order to provide the citizens with the greatest benefit.

Parks

The City currently has three classifications of parks: Mini, Neighborhood, and Community. The table below includes park classification, minimum and maximum size requirements, and standard service area radii. The size requirements should be used as a guideline as there may be instances where a deviation is warranted.

Figure 6.1 - Park Standards

Classification	Minimum Size	Maximum Size	Minimum Service Area Radii
Mini Parks	0.5 acres	1 acre	0.25 miles
Neighborhood Parks	2.5 acres	Less than or equal to 20 acres	0.5 miles
Community Parks	Greater than 20 acres	Less than 200 acres	1 mile

There are 575.24 acres of parkland within the city. Parkland can be divided into two types of parks: active and passive. Active parks are characterized by having some sort of designed activity, such as a playground, ball fields, or picnic areas. Passive parkland is characterized by not having developed recreational activities and will generally include open space with trails. West Jordan has 438.11 acres of active parkland and 137.13 acres of passive parkland.

The active parkland includes 40 parks. There are four community parks ranging from 30.07 acres to 117.65 acres in size. The 30 neighborhood parks range between 1.3 and 13.65 acres in size. The six active mini parks are between 0.37 acres and 0.7 acres in size.

The passive parkland includes 15 parks. The two community parks are 61.24 acres and 34.57 acres in size. The nine neighborhood parks range between 1.01 acres and 12.8 acres in size. There are four mini parks sized at 0.36 acres and 0.66 acres.

Sixty-three communities within the city contain privately owned, Home Owner Association (HOA) maintained parkland. These parks include 65.9 acres of property and provide various amenities to residents including ball fields, swimming pools, playgrounds, picnic areas, and recreational clubhouses. It is anticipated that the number of private parkland and amenities will continue to grow as the popularity of HOA's continues in the Salt Lake Valley.

Comments received at open houses held on April 7 and 14, 2011, indicate that residents are interested in developing additional parks with recreational amenities such as a recreation center, splash park, and skate park on the city's west side. The West Jordan Land Use Map identifies 258.45 acres of future parkland. All but 12.5 acres of this land are designated to be located within the Performance Based Planning Area (PBPA), formerly the West Side Planning Area (WSPA). The PBPA is an overlay district which is generally classified as all properties west of 5600 West Street. The 12.5 acres, when developed, will fill the majority of existing gaps in service area within developed areas, and in general will contain five parks. The remaining 245.92 acres will provide park service to the PBPA as it develops in the future. These parks will come on line as new neighborhoods are built and a need is created.

For the past six years, the level of service goal for West Jordan has been to provide 5 acres of parkland per 1,000 people. The City has met this goal with a current level of service of 5.5 acres of parkland per 1,000 people. As the City strives to maintain this level of service during future development and population shifts, it is important to point out that different park classifications have different level of service needs. The National Recreation Park Association (NRPA) recommends the following level of service standards for various park classifications:

Figure 6.2 - NRPA Level of Service Standards

Classification	**Guidelines**
Mini Parks	0.5 ac/1,000 population
Neighborhood Parks	1-2 ac/1,000 population
Community Parks	5-8 ac/1,000 population

Given the city's current population, the City should provide up to 52.9 acres of mini parks, 105.8 to 211.7 acres of neighborhood parks, and 529.4 to 847.1 acres of community parks in order to meet the National Recreation Park Association standards.

Currently, the City meets the recommended range for neighborhood parks, with 150.3 acres; and mini parks, with 70.8 acres when HOA owned and maintained property is included. The City falls short in providing the recommended amount of community parks, with 420.0 acres. Future park planning and development should take the level of service standards into consideration in order to ensure enough park land is provided for residents. The existing level of service for park categories can be found in Figure 6.3 compared against the NRPA standards.

Figure 6.3 - City of West Jordan Level of Service Comparison

Classification	**Existing Parkland**	**Parkland needed to Meet NRPA Standards**
Mini Parks	70.8 ac (including HOA owned amenities)	52.9 ac
Neighborhood Parks	150.3 ac	105.8-211.7 ac
Community Parks	420.0 ac	529.4 - 847.1 ac

Goals and Policies for Parks

GOAL 1: TO MAINTAIN PARKLAND SERVICE LEVELS.

Policy 1. Adopt a policy to maintain the National Recreation Park Association level of service standards at a ratio of 0.5 acres per 1,000 people for mini parks, one-two acres per 1,000 people for neighborhood parks, and five-eight acres per 1,000 people for community parks.

Implementation Measures

1. Ensure that new parkland acquisition and development is incorporated into the Capital Improvement Program.

2. Analyze the Park and Recreation Impact Fee every year, and revise as needed, as a means of funding future park needs required by new growth.

3. Include in the Capital Improvement Plan funding for new parks and improvements to existing parks.

4. Investigate a variety of funding options for acquisition and development of new parks, according to the Park Development Priorities, which may include the open space bonds, impact fees, developer contributions, donations, special use taxes, partnerships with large corporations and individuals, as well as others.

Policy 2. Residents should have convenient, close-to-home access to public parks as represented in the service area minimums.

Implementation Measures

1. Reserve and acquire parkland for neighborhood and community parks ahead of development to keep the cost of land acquisition low.

2. Maintain a distribution of parks that provides access to all residents, where mini parks serve an area of a 1/4 mile radius, neighborhood parks serve an area of 1/2 mile radius, and community parks serve an area of a one-mile radius, and where all residents are within the service area of one or more of these parks.

3. As a priority for new parks, focus on neighborhood park development in new development areas.

4. Encourage Home Owner Association owned and maintained mini parks rather than city owned and maintained mini parks.

5. Maintain a minimum size for each kind of park, as follows:

Mini parks	0.5 acre.
Neighborhood Parks	2.5 acres.
Community Parks	20.0 acres.

Policy 3. Require parkland development with each new residential project or large-scale mixed-use project that achieves the desired level of service for parkland within the city.

Implementation Measures

1. Maintain a development review process for residential projects and large mixed-use projects to ensure parklands are provided to residents.

2. Coordinate with developers to achieve desired parks.

3. Encourage residential development that preserves space for parks, open spaces, and trails.

GOAL 2: UPGRADE AND IMPROVE EXISTING NEIGHBORHOOD PARKS.

Policy 1. Target annually five existing neighborhood parks for upgrade and improvement.

Implementation Measures

1. Ensure existing neighborhood parks are improved with funds that are incorporated into the Capital Improvement Plan.

2. Refer to the West Jordan Parks Department for a list of park deficiencies and meet with neighborhood groups to establish priorities for improvements, such as replacement play equipment, benches and picnic tables, trees, shelters, restrooms, and other facilities, which are identified as highly desired and needed.

3. The City should look into designating a volunteer coordinator who can organize volunteer group efforts for various programs, including organizing park clean-up, repair, and enhancement projects. The volunteer coordinator should collaborate with the City's Public Works Department.

4. Park amenities should be constructed of materials that require minimal maintenance in order to ensure a long equipment life span.

GOAL 3: PROVIDE A DIVERSITY OF PARKLANDS AND ASSOCIATED ACTIVITIES.

Policy 1. Provide the diversity of parkland desired by residents so that the maximum number of residents can be served by recreational needs within the community.

Implementation Measures

1. Monitor resident needs every six years with a survey.

2. Identify on the Future Parks and Open Space Map where both active and passive community and neighborhood parks are needed based on National Recreation Park Association standards.

3. Broaden the Existing and Future Parks and Open Space Maps to include privately owned and operated recreation centers, civic centers, urban fisheries, and public schools as providing recreational opportunities for residents.

4. Maintain a diversity of parklands, both developed and undeveloped, to allow residents access to public parks and open spaces that meet as many activity needs as possible. These activities should include multi-use fields, trails and amenities which will appeal to the broad range of age demographics allowing parks to serve the surrounding neighborhoods as the population ebbs and flows from young families to empty nesters and back to young families.

5. Promote the installation of community gardens as amenities, both by the City and by Home Owners Associations.

6. Evaluate all new parkland properties based on natural characteristics and expected use to determine an appropriate level of development, thus maximizing activity opportunities.

7. Initiate communications and form partnerships with groups and organizations that can cooperate in maximizing the use of parks.

8. Provide universal access to parks, park facilities, and equipment to accommodate persons with disabilities.

9. Update the Veterans Memorial Park Master Plan to reflect current conditions and future needs.

10. Provide a development plan for all community parks which will identify needed facilities based on individual service area.

Policy 2. Maximize opportunities for coordination in acquiring parkland.

Implementation Measures

1. Initiate communications and agreements between City of West Jordan Parks Department and other city and county departments to identify opportunities for joint purchase and development of parks.

2. Update the West Jordan Land Use Map and the Future Parks and Open Space Map, as needed, to reflect any planned County and State facilities and parks.

GOAL 4: PROVIDE PARKLANDS AND PARK FACILITIES WHICH ARE A POSITIVE REFLECTION OF THE COMMUNITY.

Policy 1. Maintain existing parks and facilities in good repair and condition.

Implementation Measures

1. Increase maintenance of parks by adding park personnel or utilizing volunteer groups.

2. Experiment with new programs such as “Adopt a Park,” “Park Watch,” and other ways of using volunteers to extend park resources and improve parks.

3. Continue to modify and upgrade existing park and open space irrigation systems and landscaping to continually improve water conservation.

4. Coordinate with the Police Department for periodic patrol of neighborhood parks, and regular patrol of community parks. Walking and bicycle patrols are encouraged.

5. Implement a service level formula for park maintenance, as provide by the West Jordan Parks Department.

Recreation

The Parks, Recreation and Trails Master Plan identifies seven recreation and leisure program hubs within the city. Each hub provides its own unique recreational opportunities. Figure 6.4 below, outlines the existing recreational opportunities within the city.

Figure 6.4 Existing Recreational Facilities

Facility and Program Name	Facilities Provided
Various City Parks	Playgrounds, ball fields/courts, picnic areas, pavilions, walking trails
Gene Fullmer Recreation Center	Swimming pool, gymnasium, aerobic/fitness/dance rooms, indoor track, classrooms
Ron Wood Baseball Complex	Baseball fields, picnic areas, pavilions, playground
Utah Youth Sports Complex: Soccer Complex	Soccer fields, picnic areas, pavilions, playground
Rodeo Grounds	Equestrian uses
West Jordan Senior Citizen Center	Exercise/fitness classes, horseshoe pits, life-long learning classes, art classes/groups, subsidized noon meals
West Jordan Arts Council	Schorr Gallery, West Jordan City Band, West Jordan Symphony, Western Chorale, Youth Theater, Literary Arts
Field of Dreams	ADA Ball Field/ Playground

Salt Lake County also provides recreational venues within West Jordan. County facilities include the Gene Fullmer Recreation Center and Mountain View Golf Course. A portion of Sandy City's River Oaks golf course is located west of the Jordan River, south of 9000 South.

With the exception of the Ron Wood Baseball Complex and some city parks, all of the listed recreational facilities are located within the east side of the city. As the population on the west side continues to develop, more recreational opportunities will need to be created to serve these residents. West Jordan, in conjunction with Salt Lake County, should look into providing community recreation center facilities within this newly populated area.

Other potential facilities that could be developed within the city are skateboard parks, ice skating/ice hockey rink, additional cultural art facilities and programs, amphitheater, and expanded opportunities at the Gene Fullmer Recreation Center.

Another potential facility that could be developed within the city is a regional equestrian facility on the west side of the city. This would not only provide economic benefit to the city, but would also provide residents with another recreational opportunity. Relocating the existing rodeo arena as part of this effort would be a first step toward implementing this concept.

With the close proximity of City Hall, Veterans Memorial Park, Gene Fullmer Recreation Center, and new library west of City Hall, the City of West Jordan has created a civic center that caters to recreational and social needs of the community.

As the City looks to expand overall recreational opportunities, the importance of interconnected uses is vital. The existing and future parks and trails system within the city should be used to connect the different recreational facilities to each other and to residential neighborhoods.

Goals and Policies for Recreation

GOAL 1. PROVIDE AND MAINTAIN RECREATION FACILITIES THAT MEET THE NEEDS OF RESIDENTS, AND THAT ARE FINANCIALLY FEASIBLE AND SUSTAINABLE.

Policy 1. Provide neighborhood and community parks where programs can be scheduled and coordinated.

Implementation Measures

1. Upgrade and expand neighborhood parks with desired facilities as identified in the Parks, Recreation, Trails and Open Space Handbook. Mini park facilities should be maintained in good repair.

2. Identify appropriate funding strategies for new construction, upgraded facilities, and long-term maintenance of facilities.

Policy 2. Plan and budget for community identified recreation facility and program needs.

Implementation Measures

1. Adopt a Capital Improvement Plan, which includes proposed improvements identified as existing priorities.

2. Acquire funding and begin implementation of the highest priority program needs.

3. Analyze the Parks Impact Fee on an annual basis, and revise as necessary to cover the cost of facilities associated with new development and needed programs.

Policy 3. Provide diversity in recreation facilities and programs so that the maximum number of residents are served within the community.

Implementation Measures

1. Monitor resident needs every six years with a resident survey, and target specific demographic groups with a program and facility needs survey such as senior citizens, special populations, special interests, adults, and others.

2. Identify partners and interest groups such as Salt Lake County, private corporations, Rotary clubs, and the Chamber of Commerce who can participate in developing programs and facilities.

Policy 4. Maximize access to recreation facilities and programs for residents.

Implementation Measure

1. Evaluate the feasibility of extending hours of operation at the recreation center and other facilities, and other means of using existing facilities to their maximum in order to accommodate as many residents as possible.

Policy 5. Cooperate with other public and private agencies, facilities, organizations and groups to provide additional facilities and programs.

Implementation Measures

1. Form partnerships and shared-use agreements with the Jordan School District, churches, adjacent municipalities, special interest groups, cultural and arts organizations, and others.

2. Facilitate the scheduling of events and activities on both public and private facilities to achieve a maximum of use potential.

3. Determine the appropriate City role and management strategies for concessions in city parks.

GOAL 2. DEVELOP CULTURAL ARTS PROGRAMS FOR ALL AGES AND INTERESTS IN WEST JORDAN.

Policy 1. Create a Cultural Arts Master Plan to determine the feasibility and sustainability of developing cultural arts facilities in West Jordan.

Implementation Measures

1. Work with the West Jordan Arts Advisory Committee to head-up fundraising for a feasibility study, and for development of facilities and programs.

2. Investigate the viability of a nonprofit organization to oversee and manage programs.

3. Future arts facilities should be incorporated with existing resources, such as the Schorr Gallery.

4. Investigate and encourage the viability of private interests to construct, operate, and manage cultural art facilities and programs.

GOAL 3. PROVIDE ALL CITY OF WEST JORDAN RESIDENTS WITH ACCESS TO A RECREATION CENTER.

Policy 1. Develop a new recreation center in the west area of the city.

Implementation Measures

1. Work with Salt Lake County Parks and Recreation toward development of a new facility.

2. Locate a site for a recreation center that is served by public transit.

GOAL 4. DEVELOP A REGIONAL EQUISTRIAN FACILITY IN THE PERFORMANCE BASED PLANNING AREA.

Policy 1. Relocate the existing rodeo arena as a first phase of developing a new regional equestrian facility.

Implementation Measures

1. Conduct a market study to determine the economic feasibility of relocating the rodeo arena to the Performance Based Planning Area (PBPA).

2. Implement a bond initiative, tax increase or public/private partnership to fund the equestrian facility.

Trails

The City of West Jordan Trails Map provides for future trail systems which will link parks and recreation areas to housing and shopping throughout the city. Standard trail types include multi-use, urban, equestrian, and bicycle trails. Multi-use trails are designed to accommodate various types of users, including pedestrians, bicyclists, and in some cases, equestrian users. They tend to be wider than normal pedestrian walkways in order to accommodate the different users at one time and tend to be located along open space areas or within parks. Urban trails are sidewalk pathways that have been placed to connect neighborhoods and parks to other parks, recreation sources and trail systems. Equestrian trails are pathways designed expressly for the use of horse riders. Bicycle lanes are pathways which are located within the public right-of-way allowing bicyclists to share the road with motor vehicles.

The *West Jordan Trails Map* comprises 124.8 miles of trails within the city. This includes 41.9 miles of multi-use trails, 6.3 miles of equestrian trails, 7.9 miles of urban trails, and 68.72 miles of bike paths. Multi-use trails are proposed along all canals, washes, creeks and the Jordan River. Equestrian trails are recommended along the power corridor and Barney's Wash North and should be built in conjunction with multi-use trails. Bicycle pathways are planned along all arterial streets and most collector streets. Urban trails are generally located within residential neighborhoods. All trails are designed to link to each other, creating several east-west and north-south trail connections. The Performance Based Planning Area (PBPA) has proposed a new multi-use trail along the Bonneville Shoreline in the foothills of the Oquirrh Mountains. This proposed trail measures 6.33 miles in length.

Jordan River Parkway

Salt Lake County is working on a master plan for the Welby gravel pit. While this gravel pit is located within South Jordan City and unincorporated County, its redevelopment is important to the City of West Jordan as it will encompass 160 acres of regional parkland directly outside the city boundary. It will create a link between existing Bingham Creek trail sections located in West Jordan and South Jordan, will restore the quality of Bingham Creek in the gravel pit

Jordan River Parkway

vicinity, and will help contribute to a north/south greenway trail along Bingham Creek. The City of West Jordan should work with Salt Lake County and South Jordan City to ensure adequate trail and park connections are maintained and redeveloped along Bingham Creek.

The West Jordan Trails Map lists a total of 14.4 miles of existing multi-use, equestrian and urban trail ways. With 62.4 miles of proposed multi-use, equestrian and urban trails within the city, 18.7% of the total trails have been completed to date. City standards for trails are consistent with the American Association of State Highway Transportation Officials (ASHTO) standards.
Bicycle lane standards can be found within the Master Transportation Plan, and include several types of bicycle lanes. These subcategories include bicycle lane (or designated striped bike lanes), paved shoulder (which when separated from vehicular traffic by a striped line provides a safe lane for bicycle traffic), and a bicycle boulevard (or a residential street that has been modified to facilitate bicycle safety and access). The minimum width for bicycle lanes is 4-feet on a road with vehicular speeds of 35 mph or less, with the recommended width increasing for higher vehicular speeds.

Currently there are 6.4 miles of designated bike lanes within the city. Bicycle lanes are required to be installed with new road construction, where they are designated within the Master Transportation Plan. As the City restripes, widens, and modifies existing roads, bicycle lanes will be added, as determined in the Master Transportation Plan.

Goals and Policies for Trails

GOAL 1. PROVIDE A COMPREHENSIVE TRAIL SYSTEM IN WEST JORDAN.

Policy 1. Provide trail interconnectivity between neighborhoods, other trails, park and recreation facilities, shopping centers, and major employment centers.

Implementation Measures

1. Determine trail development priorities and appropriate funding strategies.

2. Broaden trail categories within the Parks, Recreation, Trails and Open Space Handbook to include urban sidewalk trail systems that have been designed to expressly connect neighborhoods and parks to other neighborhoods, parks, open space, trails, shopping centers, and civic centers.

3. Pursue trails which will connect the Jordan River Parkway to the Bonneville Shoreline Trail.

4. Pursue the feasibility of a Bingham Creek trail which will connect the Jordan River Parkway to the future Welby Regional Park and South Jordan City and Daybreak Trail network, include policies which will minimize the piping of Bingham Creek.

5. Work with Salt Lake County and adjacent cities to complete the Jordan River Parkway.

6. Continue requiring new developments to dedicate an open space corridor along all stream, wildlife, and trail corridors.

GOAL 2. SUPPORT IMPLEMENTATION AND EXTENSION OF THE CITYWIDE TRAILS NETWORK THROUGH THE LAND DEVELOPMENT PROCESS, TRANSPORTATION INFRASTRUCTURE DEVELOPMENT PROCESS, AND ROAD CONSTRUCTION PROJECTS.

Policy 1. Work with private, state, regional, and local agencies to incorporate trails planning with land development and infrastructure development processes.

Implementation Measure

1. Review all new development applications for compliance with the Parks, Recreation, Trails and Open Space Handbook.

GOAL 3. FACILITATE TRAIL DEVELOPMENT WITH THE USE OF DIVERSE FUNDING SOURCES AND PARTNERSHIP OPPORTUNITIES.

Policy 1. Pursue a variety of funding sources to establish consistent funding for trails programs.

Implementation Measures

1. Coordinate with UDOT, UTA, and other sources when roadway and transit improvements are planned to implement trails; including across and along the Mountain View Corridor and TRAX line.

2. Work with local canal companies to secure use of canal access roads and rights-of-way for trails.

3. Work with other agencies and localities to establish inter-city connectivity.

4. Continue to coordinate with the Wasatch Front Regional Council and Salt Lake County to create a regional trail plan and modify City Master Plans to incorporate regional trail connection goals.

GOAL 4. PROMOTE USE OF TRAILS AS AN ALTERNATIVE TRANSPORTATION MODE.

Policy 1. Publicize and educate the public about the benefits of walking and biking.

Implementation Measures

1. Prepare and publish a City of West Jordan Trails Map that is readily available to the community. Update this map annually, or as needed, to provide citizens with an up-to-date map to help facilitate trail usage.

2. Develop safety programs for drivers, bicycle riders, and walkers to promote understanding and reduce conflicts.

3. Promote walkable transportation corridors through improvements to sidewalks and walkways and develop thorough review processes that require pedestrian and bicycle connections.

4. Improve signage so that people are aware of trail locations and trail crossings.

General Goals and Policies for Parks, Recreation and Trails

GOAL 1. PROVIDE AN INTEGRATED, CONNECTED AND DIVERSE SYSTEM OF PARKS, RECREATION PROGRAMS, AND TRAILS THAT ARE PHYSICALLY AND ECONOMICALLY ACCESSIBLE TO COMMUNITY MEMBERS.

GOAL 2. PROVIDE RECREATION OPPORTUNITIES TO CITY RESIDENTS EQUITABLY BY BASING THEM ON ADOPTED GUIDELINES OR COMMUNITY PREFERENCES.

GOAL 3. MAINTAIN COMMUNICATIONS BETWEEN ADMINISTRATION, PUBLIC OFFICIALS, AND RESIDENTS TO ENSURE THAT RECREATION FACILITIES AND PROGRAMS CONTINUE TO MEET THE NEEDS OF THE COMMUNITY.

GOAL 4. DESIGN AND CONSTRUCT PARK AND RECREATION FACILITIES THAT CONSERVE NATURAL RESOURCES SUCH AS WATER, AND SET AN EXAMPLE FOR THE COMMUNITY.

GOAL 5. PROVIDE A CONNECTED SYSTEM OF TRAILS TO SERVE RECREATIONAL NEEDS, AS WELL AS THE NEEDS OF BICYCLE COMMUTERS AND PEDESTRIANS.

GOAL 6. BALANCE OUT THE DISTRIBUTION OF PARKS AND RECREATIONAL FACILITIES BETWEEN THE EAST AND WEST SIDES OF THE CITY.

GOAL 7. ENCOURAGE THE MOST EFFICIENT USE OF LAND AND RESOURCES IN ORDER TO PROVIDE THE CITIZENS WITH THE GREATEST BENEFIT.

GOAL 8. KEEP CRITICAL AREAS AVAILABLE FOR FARMING, ACTIVE AND PASSIVE PARKS, WETLANDS, WILDLIVE HABITAT, AND OTHER OPEN LAND USES.

GOAL 9. KEEP THE PARKS, RECREATION, TRAILS AND OPEN SPACE HANDBOOK AND ASSOCIATED MAPS UPDATED TO REFLECT CURRENT CONDITIONS AND CHANGES THAT HAVE OCCURRED.

Open Lands

Open space is uniquely different from Parks, Recreation, and Trails in that it does not necessarily include active recreational elements. Open space within a city can comprise a number of things, including nature preserves, wetlands, hillside protection zones, and the conservation of agricultural lands. Many times these areas will include recreational aspects, such as trails, or picnic facilities, but often, they are inaccessible to the general public, such as a functioning private farm. Open space provides intrinsic value to the community by not only preserving ecosystems but by contributing to a sense of place, a scenic view, and evoking feelings of personal enjoyment with one's community.

Open lands can be classified into five general categories:

- Cultural (visually significant resources, sites rich in cultural tradition, parcels for civic and entertainment centers).
- Ecological (sites with important natural resources, environmentally sensitive lands and minimally maintained native open spaces).
- Developmental (canals, roadways, utility corridors, rail corridors and city-owned parcels).
- Agricultural (farms and ranches)
- Recreational (sports fields, parks, etc.)

These five categories are known by the acronym CEDAR. All open land acquisitions should fit within one or more of the five CEDAR categories and be physically interconnected where possible. The Parks, Recreation, Trails and Open Space Handbook, including the associated maps, should be updated as needed to reflect changes in existing open space inventory.

The Future Parks and Open Space Map identifies 2,220.61 acres of open space within the city, including recreational, ecological, and cultural sites. There are 413.7 acres of property either developed as, or set aside for, public schools. The West Jordan 2003 Open Land Plan Map identified 408 acres of agricultural open space. Of this space, 176.4 acres, or 43.2% has been developed and another 72.2 acres has been rezoned to a non-agricultural use and remains

undeveloped. There are 159.3 acres of agriculturally zoned land remaining from the former Open Land Plan Map. However, there are also several farms within the city that were not included within the original maps that should be included with a future update to the handbook. In total, there are 2,825 acres of agriculturally zoned property within the city, with the majority of this land located on the west side of the city.

A new trail guideline within the city has successfully resulted in the preservation of drainage corridors on the city's west side. The guidelines require multi-use trails to be located within a minimum 100-foot wide greenway. These greenways are to be dedicated to the city at time of property development for perpetual conservation. As the west side continues to develop, trails and greenways along the drainage corridors will be expanded, creating a significant open space network within the city.

In 2004, voters approved a $4 million bond for the acquisition of undeveloped open space, parks, and trails. This bond can also be used for the purposes of amenity development within open space, parks and trails. As of August 2009, this bond has been used in several ways. The City has purchased the Sigafus house at 8060 South 4000 West, the canal property between Jordan Landing Boulevard and 6200 South, and 11.86 acres of park land located at 6463 West 7400 South. The money has also been used for a concept and feasibility study for a trail along the TRAX rail corridor. Moving forward, the bond money will be used to purchase additional property and provide for the development of parks, trails, and amenities.

Goals and Policies Relating to Open Lands

Acquisition Goals:

GOAL 1. PROTECT THE MAXIMUM FEASIBLE AREA OF STRATEGICALLY LOCATED OPEN LAND WITHIN WEST JORDAN.

GOAL 2. ACQUIRE OPEN LAND WITHIN EACH OF THE CEDAR CATEGORIES: CULTURAL, ENVIRONMENTAL, DEVELOPMENTAL, AGRICULTURAL, AND RECREATIONAL AND CONNECT THEM.

Policy 1. The existing Open Space Bond should be used for the property acquisition of undeveloped park land and open space, in all CEDAR Categories.

Policy 2. Coordinate with Kennecott Land in order to provide access to and create trails, parks and open space within the foothills.

GOAL 3. PROVIDE CITY COUNCIL, COMMITTEES, AND STAFF WITH AN OBJECTIVE OPEN LAND PROPERTY EVALUATION SYSTEM.

GOAL 4. ADOPT AN OPEN, CONSISTENT, AND OBJECTIVE DECISION MAKING PROCESS FOR ALL OPEN LAND ACQUISITIONS BY THE CITY.

Management Goal:

GOAL 1. PROVIDE MANAGEMENT OF OPEN LANDS AND RESOURCES, THAT ARE OWNED OR OTHERWISE PROTECTED BY THE CITY, IN A MATTER CONSISTENT WITH THE IDENTIFIED PURPOSE(S) WHEN THE SITE WAS ORIGINALLY ACQUIRED OR PRESERVED.

Policy 1. Consider conservation easements to ensure permanent protection, as well as a management plan for individual properties.

Budget Goal:

GOAL 1. DEVELOP AN OPEN LAND PROGRAM BUDGET.

General Plan Goals, Objectives, and Policies

GOAL 1. KEEP CRITICAL AREAS AVAILABLE FOR FARMING, ACTIVE AND PASSIVE PARKS, WETLANDS, WILDLIFE HABITAT, AND OTHER OPEN LAND USES.

Policy 1. Implement the Parks, Recreation, Trails and Open Space Handbook in order to provide an aesthetic relief from the asphalt, concrete, steel, and vehicular environments of a suburban city.

Policy 2. Identify open lands using the CEDAR categories, as described in the Parks, Recreation, Trails and Open Space Handbook, and implement a minimum required percentage of open land, to preserve wildlife habitats, wetlands, native vegetation, and other sensitive lands that will provide a physically interconnected system of permanent open land.

Implementation Measures

1. CULTURAL. Preserve and enhance all historical sites and views to the Oquirrh and Wasatch Mountains.

2. ECOLOGICAL. Provide protection to wetlands, indigenous native vegetation, wildlife habitats and corridors, groundwater recharge areas, flood plains, and other sensitive unbuildable lands.

3. DEVELOPMENTAL. Integrate open land within residential, commercial utility corridors, and industrial developments providing islands of respite from wall-to-wall buildings, structures, and paved surfaces when development occurs.

4. AGRICULTURAL. Maintain uncluttered views and breathing room by encouraging dry and irrigated agricultural lands to remain as cropped fields, tree farms, community gardens, corn mazes, and niche livestock feed and vegetable production areas for local markets.

5. RECREATIONAL. Establish and preserve access to open lands and stream corridors for public trails, and regional and local parks, to provide active and passive recreational opportunities for all residents. Pursue the use of canal maintenance roads as paths for walking, biking, equestrian, and other non-vehicular uses.

6. CONNECTIVITY. Where possible, interconnect open lands with intermittent stream beds, wildlife corridors, highway and railroad rights-of-way, other services, and canal maintenance roads to assure a functional open land design and a loop trail system that connects the Jordan River to the Oquirrh Mountains.

7. REVIEW. Regularly review and prioritize the inventory of available open lands.

8. PERMANENCY. Properties that have been set aside as open lands must remain as open lands unless there is a bona fide need to develop the property for the general benefit of the citizens and residents of the city.

9. OWNERSHIP. It is expected that open lands will be balanced between public and private ownership.

10. MAINTENANCE. Open lands will be maintained in a manner appropriate to the level of use and location of the property.

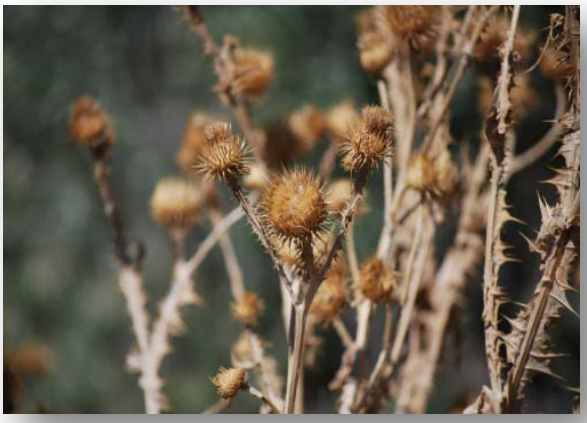
Chapter 7
Environment

Introduction

West Jordan's distinctive natural resources and environment contribute to its quality of life and the community's economic vitality. Natural resources and the natural environment are not inexhaustible commodities to be exploited, but are valuable assets to be judiciously used and wisely managed for the benefit of present and future generations. These resources, including land, air, habitat, water, and energy, are essential components of life.

Undeveloped lands within West Jordan range from the Jordan River channel to the west bench at the foothills of the Oquirrh Mountains. Developed land supports a wide range of uses that include low, medium, and high density residential communities, professional offices, public facilities, retail, light and heavy industry, and open spaces. This large variety of uses creates environmental conflicts. Environmental concerns in the community revolve around two major issues: preserving the natural environment, and mitigating environmental impacts from heavy land uses.

The purpose of this element is to examine critical environmental issues and to consider means of preserving the environment for the future. The protection and conservation of these distinct and valuable resources is everyone's responsibility. Environmental stewardship means that West Jordan has a responsibility to manage local resources, now and in the future, to assure a healthy and productive environment. Individual citizens, businesses, and the government working together can achieve it.



Topography and Climate

West Jordan is located in the southwest area of Salt Lake County along the Wasatch Front. The city is bordered on the west by the Oquirrh Mountains and by the Jordan River on the east. The city extends from as far north as 6119 South and as far south as 10200 South. West Jordan occupies approximately 20,492 acres. The elevation of West Jordan ranges from 5,335 feet in the foothills of the Oquirrh Mountains to 4,278 feet along the Jordan River. The terrain gradually slopes downward from the Oquirrh Mountains to the east. A steeper slope is encountered between 1300 West and approximately 900 West near the Jordan River. Five

irrigation canals, originating at the Jordan River at the south end of Salt Lake County, traverse the city in a northerly direction. Bingham Creek Wash and Barney's Creek Wash are two of several natural drainage channels originating in the Oquirrhs. West Jordan's generally flat terrain has historically provided ample farmland and ideal development opportunities.

The climate is semi-arid, with an average of 15.6 inches of precipitation per year. Temperatures can range from -30 degrees F. to 107 degrees F.

Hillside development is increasing as housing moves toward the Oquirrh Mountains. The natural scenic character of hillsides, and especially sensitive hillsides that may not be suitable for development, must be protected. Standards, guidelines, and criteria for minimizing flooding, erosion, and other environmental hazards that may result from development of sensitive hillsides were adopted in 2006.

Geology and Soils

Soil types which have been identified in West Jordan have traditionally been found to be suitable for dry farming, seed crops, or pasture. Soil types range from rock and cobbles to gravely and silty clays. Typically variations of these soils emerge at surface elevations in stratified layers that cause fluctuations in surface soil types. Generally, though, nearly all soils are suitable for development. Areas where soils have medium or high compressibility (clay) may require deeper excavation and additional soil consolidation prior to construction. Areas with shallow water tables have limited use for foundations and septic tanks. Steep slopes with rocky soils place severe limitations on foundations and other underground building features. When placing a foundation, potential settling, cracking, and flooding of basements needs to be considered. The weight capacity of the soil is important to such considerations.

Contamination - Over time, a number of properties have been degraded by environmental contamination from industrial and commercial operations, which hinder the productive use of these properties. In some areas surrounding the Bingham Creek natural drainage channel existed documented cases of soil contamination. Contaminants included combinations of lead, arsenic, and copper tailings. The areas of contamination were identified and the remediation of tainted soil was completed in 1993. More recently, a drainage canal that moved contaminated water from the Bingham Canyon copper mine to Magna was discovered in 2006 in the vicinity of U-111 and 7800 South. This canal, buried since the 1940's, was remediated in 2008.

Material Movement - Gravity and flowing water constantly modify the landscape. The foothills, because of their topographic relief, are particularly susceptible to material movement, including slumping, collapsible soils, and landslides.

Consolidation Potential - Consolidation of soils occurs when relatively low-density materials shrink in volume when they become wet or are subjected to great weight from buildings, road fill, or other construction activity. These are also known as collapsing and settling soils. Collapsing and settling soils have considerable strength when dry and generally are not a

problem to structures and improvements. When they become wet, they are subject to rapid collapse, and can be reduced in volume by as much as 10 to 15%. Surface ground displacement of several feet can result.

Human activities such as irrigation, installation of utilities, impoundment of water and blockage of natural drainage ways, as well as construction of buildings, result in the collapse and settlement of these soils. This can result in damage to private property and public improvements. Similar processes frequently affect old landfills or poorly placed earth fills. Collapsible soils can be identified by geotechnical soil analysis undertaken prior to development activities, and can often be mitigated.

Wildlife Habitat

Migration Corridors - West Jordan's natural drainage pathways (washes) provide important travel, cover, nesting, feeding, and resting habitat for deer, elk, fur bearers, and birds. Wildlife tend to concentrate in natural washes and undeveloped outlying areas. Eight natural drainage pathways transect the area, traveling from west to east. Open space environmental planning emphasizes connections of habitats and preservation of corridors rather than isolated patches.

Endangered Species - Encroaching land uses and increasing recreational activities can impact wildlife habitat areas. Preserving wildlife activity in these natural corridors can be accomplished by limiting the proximity of developments to the outlying perimeters of natural drainages; consideration should be given to the boundaries of these natural drainages. The City has adopted trailway standards to create both a recreational and a wildlife corridor along the washes and creeks, most predominantly west of 5600 West where existing development is minimal.

Hydrology

High Water Tables - Most areas of West Jordan are unaffected by high water tables. However, areas east of Redwood Road have been impacted by high water tables resulting from an impermeable clay layer within the soil profile. Development has been made possible with proper drainage and construction techniques in this area. It is recommended that developments in the areas east of Redwood Road be carefully reviewed and reevaluated, and that appropriate construction standards be applied. Natural wetlands also exist between Redwood Road and 1100 West where the water table reaches the surface. While the surrounding area is almost completely developed, care should be taken to preserve these natural wetland areas from further encroachment.

Floodplains

Historically, creeks at the base of the foothills of the Oquirrh Mountains were periodically flooded and scoured by snowmelt rushing out of the canyons and fanning out over the valley floor into the Jordan River. As native plant and animal species of the foothills evolved with this

disturbance regime, many species became dependent upon it. Native plants are dependent upon periodic flood scouring to create sand bars, which are essential seedbeds for germination and establishment of new populations.

Farming of the foothills area in West Jordan resulted in the dramatic alteration of riparian systems. Floodplains, which naturally ran through the city, were greatly reduced by channelization of the streams and development of extensive ditch networks for irrigation. All streams have been partially or totally channelized and their flows have been considerably altered.

The general boundaries of the 100-year floodplain of West Jordan are shown on the Federal Emergency Management Agency's floodplain maps. The city's floodplain regulations address two specific zones within the city limits. The 100-year floodplain is the area subject to inundation by floodwater during a 100-year flood event, and the 500-year floodplain is the area subject to inundation during a 500-year flood event. A 100-year flood has a 1% chance of being equaled or exceeded in any given year.

Groundwater - Studies have been conducted evaluating the quality of water pumped from wells into the city system and the possible threat of contamination by a Potential Contamination Source (PCS). Of great concern are the wells in westerly industrial areas. For this reason, the City has reviewed and adopted best management practices to reduce possible risk of groundwater contamination. A zoning overlay zone also exists that restricts or prohibits some uses in the westerly industrial areas of Bingham and Bagley Industrial Parks to protect groundwater quality.

Wetlands - Wetlands are defined as those areas that are inundated or saturated by surface or groundwater enough to support vegetation typically adapted to wet soil conditions. A wetland has certain characteristics that distinguish it from other natural ecosystems.

Wetlands represent a natural filtering system that remove sediments and pollutants from water as it flows through the wetland or as it percolates into the ground and is returned to an aquifer. Wetlands also serve as flood retention ponds and wildlife habitat, and are often places of great beauty where nature can be enjoyed in an area rich with life.

Wetland soils contain little or no oxygen and are saturated for varying periods of time during the growing season. Certain plants are adapted to living in wet, low-oxygen conditions and

thrive in wetland areas. Cattails, rushes, willows, sedges, and cottonwoods are examples of wetland plants typically found in the region.

Wetlands can be found along the Jordan River corridor that runs the length of West Jordan's east boundary and at Plum Creek Park located at approximately 8350 South 1520 West.

Water Conservation

West Jordan's climate is semi-arid, with an average of 15.6 inches of precipitation per year. Historically, the Salt Lake Valley has enjoyed a generous water supply, thanks to early development of irrigation projects and significant water availability. As the city's population steadily increases, there will be a corresponding increase in demand on the city's water resources. Ways to help reduce water demand include educating the public about prudent indoor use of water, and encouraging landscape design which is more compatible with the indigenous climate.

At present, most residential, commercial, and industrial landscaping in West Jordan has been developed with water intensive non-native plants that require frequent watering through the summer months. In order to make the transition to more environmentally compatible landscapes, it is important to more widely use native and naturalized plants which are capable of providing shade and beauty with minimal water use. Many of these plants are as aesthetically pleasing as introduced varieties (often more so), but have not been widely planted in the urban landscape because of limited availability at local nurseries and the general public's unfamiliarity with their landscape potential. To implement this concept, in 2005, the City Council adopted a landscape code which requires the use of water conserving landscapes and irrigation systems in all new multi-family, commercial, and industrial developments.

Jordan Valley Water Conservancy District
Conservation Garden Park

Creativity in landscape design should be encouraged through the use of drought tolerant plant species. Recognizing the value of these climate-compatible species, encouraging their more widespread use, and fueling their demand in the retail market, will thereby reduce the seasonal strain on West Jordan's water delivery system.

An important component of the goals and implementation strategies is the need to have an involved and educated public. The public is the ultimate supporter and benefactor of these potential policies and is therefore the focus of the need.

Air Quality

West Jordan is located in the western part of the Salt Lake Valley, which is defined by the Oquirrh Mountains on the west with the Wasatch Mountains on the east, which creates air quality concerns because the mountains act as a barrier to air mass flows. Inversions occur during winter months when normal temperature conditions (cool air above, warm air below) are inverted; inversions trap a dense layer of cold air under a layer of warm air. They act much like a lid, trapping pollutants within the cold air near the valley floor; the surrounding mountains act much like a pot, holding the air in the valleys. Consequently, when an inversion occurs, pollutants increasingly concentrate the longer the inversion lasts. In addition, inversions can be extended for many days when snow covers the valley floors and reflects sunlight needed to break the inversion. This allows pollution to continue to concentrate near the ground level. The physical geography and meteorological processes, when combined with pollutants, affect air quality.

The 1970 Clean Air Act required the Environmental Protection Agency (EPA) to establish air quality standards known as National Ambient Air Quality Standards to protect the public health and welfare. These standards are updated every five years and monitored by the state's Division of Air Quality to ensure that these federal standards are met. Air quality standards for the following six pollutants or classes of pollutants were established: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), and sulfur dioxide (SO_2). The three chief sources of air pollution in West Jordan are particulate matter, carbon monoxide, and sulfur dioxide. Although dangerous levels of air pollutants seldom occur within the area, preventing increases in emissions and minimizing their impact is essential to quality living within the community.

- Particulate matter is the generic term used for a type of air pollution that consists of complex and varying mixtures of particles suspended in the air we breathe. Particulate matter is a combination of fine solids such as dirt, soil dust, pollens, molds, ashes, and soot, as well as aerosols that are formed in the atmosphere from combustion by-products such as sulfur dioxide and nitrogen oxides. Particulate pollution comes from such diverse sources as factory and utility smokestacks, vehicle exhaust, wood burning, construction, and agriculture.

- Carbon monoxide is produced when the carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, and in areas with heavy traffic congestion, high levels of carbon monoxide are often present. Idling automobiles produce twice as many polluting emissions than are produced by automobiles traveling at normal speeds. Steps can be taken to reduce stop-and-go traffic in the city. Ideas to be considered include timed sequential traffic lights; roundabouts; alternative modes of transportation; and bus turnouts for major arterial and collector streets to eliminate traffic jams.

- Sulfur dioxide is produced when fuel (mainly coal and oil) is burned, or during metal smelting and other industrial processes.

Along the Wasatch Front, 60% of particulate matter and 70% of carbon monoxide emissions come from vehicles. Industrial sources account for 70% of sulfur dioxide emissions, with vehicles accounting for the remaining 30%.

Visibility and Air Quality - Haze consists of very small particles such as smoke, dust, moisture, and vapor suspended in the air, which impairs visibility. These particles are about the same size as the wave length of light in the visible spectrum and can either scatter or absorb light. These particles occur both naturally and artificially. Natural particles include salt particles from the Great Salt Lake, emissions from biological processes that create small particles known as sulfates and nitrates, and fog and water vapor which can add to the haze problem by enhancing particle formation and particle size. Artificial or manmade particles include pollution from internal combustion of engines, wood-burning, and industry. Other particles include very fine, nearly invisible dust pulled into the air from roads.

Natural Hazards

Seismic Activity - West Jordan is located approximately seven miles west of the primary Wasatch Fault seismic zone, which is adjacent to the Wasatch Mountain Range. The Salt Lake County Natural Hazards Map does not show any faults located in the City of West Jordan. However, the map does indicate areas with medium to high liquefaction potential between the Jordan River and approximately 2200 West.

Liquefaction may occur when water-saturated sandy soils are subjected to earthquake ground shaking. When soil liquefies, it loses strength and behaves as a thick liquid rather than a solid. This can cause buildings to sink or tilt, slope failure, surface subsidence, or ground cracking, among other things. “High” liquefaction potential means that there is greater than 50% probability that liquefaction will occur during a major earthquake. “Moderate” liquefaction potential means there is a 10-50% probability of liquefaction.

Although earthquake and other geological hazards are difficult to predict and may be present anywhere, risks to property and persons can be reduced if available geologic data is reviewed and properly applied. A site-specific natural hazards report may be advisable for some developments (Figure 7.1).

Flooding - Although Utah’s desert climate seems to dictate otherwise, land use and site planning in flood zones should reflect sensitivity to flooding concerns. Salt Lake County is the regulatory agency in West Jordan regarding flood plain and flood hazard matters.

Wildfire - Fire plays an important role in all ecological systems. However, as development moves into previously undisturbed natural landscapes, what was once a natural event becomes a significant threat to life and property. Planning in these natural land/urban interface areas is extremely important. In order to reduce potential impacts, property owners and other stewards of the land need to be aware of the elements of “firewise” development. These elements

include selecting appropriate locations for buildings, maintaining a defensible space around buildings, and selecting fire resistant materials for construction of buildings.

Conclusion

Environmental issues are associated with all aspects of the General Plan. Decisions affecting the environment affect everyone who lives in that environment. Careful consideration of all environmental impacts must be an important part of any land use decision.

Environmental Goals and Policies

General Plan goals and objectives have been formulated to guide development as it relates to the physical features of West Jordan. By properly applying knowledge pertaining to terrain, water features, flood zones, soils, and geological formations, development can be tailored to enhance the existing environment as well as protect life and property.

GOAL 1. PROTECT HILLSIDES AND RIDGELINES.

Policy 1. Encourage hillside development that avoids negative environmental and aesthetic consequences to the immediate and surrounding area. Do not degrade the views and vistas to and from public areas.

Implementation Measures

1. Administer the provisions of the Hillside Ordinance to protect the environmental conditions of hillside areas, and adjust such provisions as appropriate so that hillsides are protected.

2. Encourage transitional development to buffer environmentally sensitive areas from more intense uses.

Policy 2. Discourage hillside development in areas where natural hazards such as landslides, slumping, or collapsible soils pose a significant risk to buildings and infrastructure.

Implementation Measures

1. Administer the provisions of the Hillside Ordinance in conjunction with requiring geotechnical reports in all hillside areas to determine the scope of any natural hazard that may be present and which mitigation measures are available.

2. Encourage project development density to permit open space or parkland to be sited in areas of particularly high natural risk.

GOAL 2. PRESERVE AND RESTORE NATURAL HABITAT FOR WILDLIFE AND PLANTS NATIVE TO THE REGION.

Policy 1. Protect natural ecosystems and habitats for native plant and animal species on public and private lands through land use plans, development plans, management practices, and ordinances.

Implementation Measures

1. Adopt habitat design criteria for the preservation of wildlife and native and resident plant diversity.

2. Update the development review process to require protection and mitigation plans for development on lands with significant natural ecosystems and habitats.

Policy 2. Protect federally designated critical habitats, including wetlands and habitat harboring endangered or threatened species, from development.

Implementation Measures

1. Identify and catalog wetland areas and habitats for endangered or threatened species as defined by existing federal laws.

2. Require all development to either fully mitigate the impacts on these habitats, or completely avoid development in identified sensitive habitats.

GOAL 3. PROMOTE THE PUBLIC HEALTH, SAFETY, AND GENERAL WELFARE BY MINIMIZING PUBLIC AND PRIVATE LOSSES DUE TO FLOOD CONDITIONS.

Policy 1. Eliminate or restrict uses which may result in an increase of erosion, flood heights, or flood velocities.

Policy 2. Require that uses vulnerable to floods, on all property identified on the current FEMA Flood Insurance Rate Map for West Jordan, including facilities that serve such uses, be protected against flood damage at the time of initial construction.

Policy 3. Regulate the alteration of natural floodplains, stream channels, and natural protective barriers which help accommodate or channel floodwaters.

Policy 4. Regulate filling, grading, and dredging activities that may increase flood damage.

Policy 5. Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters, or which may increase flood hazards in other areas.

Policy 6. Design the storm drainage system to handle 100-year storm runoff, taking into consideration requirements for build-out of the city.

GOAL 4. CONSERVE WATER.

Policy 1. Conserve water through landscaping practices.

Implementation Measures

1. Review, develop, and amend City policies to allow and encourage water-conserving landscape design and irrigation practices.

2. Adopt polices requiring the use of drought tolerant landscaping and native vegetation.

3. Encourage the use of drought tolerant landscaping, native vegetation, and water conservation techniques in new developments to the greatest extent possible.

4. Encourage use of on-site water retention and vegetative buffering to reduce surface water runoff and erosion.

5. Establish a mechanism to ensure proper installation of landscape and irrigation systems in new construction.

6. Continue efforts to educate the public about water conservation practices and drought tolerant landscaping.

Policy 2. Conserve water through efficient indoor usage practices.

Implementation Measures

1. Encourage installation of water-efficient appliances and fixtures, including water heaters, washing machines, shower heads, toilets, and faucets.

2. Provide educational materials to residents to inform them of water conserving options that can be applied within their homes. These options usually result in a cost savings over time through reduced water bills.

3. Encourage water-wise behavior by all businesses and residents of the city.

Policy 3. Develop strategies for use of non-potable water.

Implementation Measures

1. Encourage self-designed water reuse for consumers of large quantities of water in development plans.

2. Encourage use of non-potable water for uses that do not require potable water.

Policy 4. Include citizens in decision making on water policies by encouraging attendance at meetings through postings of public meeting notices on the city website, flyers included with water bills, the local newspaper and other cost effective mass communication methods.

Implementation Measures

1. Provide continuing public information regarding water policy questions through various media, including the city website and the local newspaper.

2. Promote public involvement in major capital improvement decisions for water acquisition projects.

Policy 5. Implement reasonable water rate structures that also encourage conservation.

GOAL 5. PROTECT AND IMPROVE AIR QUALITY.

Policy 1. Reduce vehicular pollution.

Implementation Measures

1. Promote and encourage transportation alternatives to the automobile, including mass transit, bicycling, walking, and car and van pooling.

2. Pursue and adopt overall design standards to minimize the number of vehicle trips associated with new developments. Design approaches should encourage pedestrian traffic in commercial centers rather than strip developments that are more vehicle oriented.

3. Encourage street and/or walking interconnectivity between adjoining neighborhoods during the review phase of new subdivisions and site plans.

Policy 2. Support mixed-use pedestrian oriented developments to reduce reliance on automobiles.

Policy 3. In manufacturing zones, pursue "clean" industrial development that is designed to have few, if any, particulate emissions.

GOAL 6. AVOID OR MITIGATE EFFECTS OF NATURAL HAZARDS.

Policy 1. Undertake efforts through the development review process to substantially reduce adverse consequences of development by recognizing and appropriately addressing geologic hazards. Discourage development in potentially hazardous areas associated with hillside and geologic development constraints.

Implementation Measure

1. Carefully delineate geologic hazards and determine appropriate locations for development through the development review process.

Policy 2. Utilize a combination of development standards and public education to minimize wildfire danger.

Implementation Measures

1. Promote public education and awareness of wildfire prevention and protection.

2. Implement development standards such as access standards, non-combustible roofs, sprinklers, clear space, and other measures in areas prone to wildfire.

GOAL 7. PROTECT THE NATURAL ENVIRONMENT IN THE FOOTHILLS OF THE OQUIRRH MOUNTAINS AND ALONG THE JORDAN RIVER WHILE TREATING PROPERTY OWNERS FAIRLY.

Policy 1. Adopt, implement, enforce, and periodically update development regulations that preserve and protect lands and waters that provide wildlife habitat, or are important for control of and protection from flooding, or provide other important natural resource functions and values.

Implementation Measures

1. Protect natural features and habitat associated with drainage corridors, including the Jordan River.

2. Adopt, implement, enforce, and periodically update development regulations that require mitigation to avoid, minimize, and compensate for adverse impacts to lands and waters that have good potential to provide wildlife habitat; control of and protection from flooding; or other important natural resource functions and values.

GOAL 8. ACHIEVE A HARMONIOUS RELATIONSHIP BETWEEN MAN AND HIS ENVIRONMENT AND ASSURE ALL CITIZENS AN AESTHETICALLY PLEASING AND ENVIRONMENTALLY SENSITIVE URBAN ENVIRONMENT.

Policy 1. Preserve the natural character, beauty, and amenities of the city, and encourage developments compatible with the natural environment.

Implementation Measures

1. Identify all areas of the city with natural or man-made limitations for development, such as soil conditions, water table level, vegetation type, flood hazard, slope, and location.

2. Limit and regulate development in environmentally sensitive areas to conserve and protect the natural beauty of the city.

3. Establish criteria and methods to ensure that all development is in harmony with, and sensitive to, the natural physical constraints of the area.

4. Require that density and intensity of activity be compatible with the natural environment. Density is the distribution of a quantity of individuals, units, or urban function, such as housing per unit of space; whereas intensity can be defined as the degree or amount of activity expressed in terms of magnitude of energy or force per unit such as sound or light intensity.

5. Identify and protect from development those areas that lend themselves to open space and recreational uses. The provision of utility service to these areas should protect and enhance the recreational amenity of these sites.

6. The City should immediately protect the value and integrity of areas of natural beauty through appropriate land use controls.

7. Utilize the physical setting of the city to promote a strong community identity for the City of West Jordan.

8. Develop and utilize required flood mitigation areas as multiple use facilities.

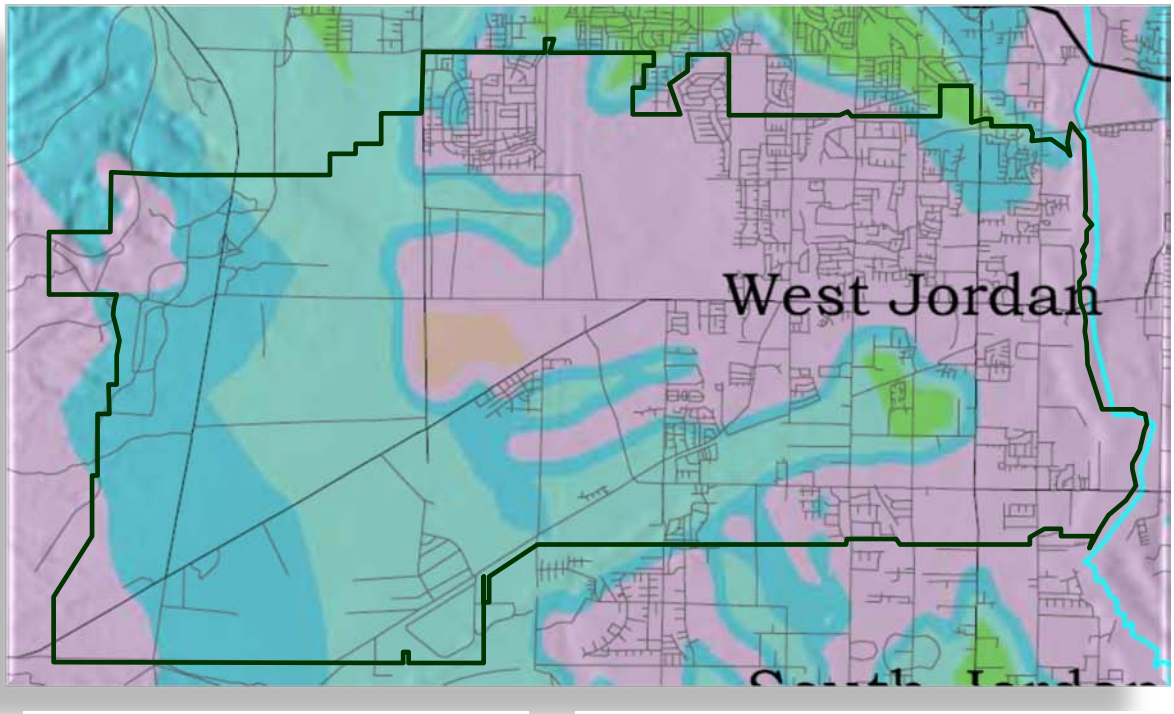
9. Protect all natural waterways in the city to provide for clean storm drainage and as a component of the city's linear park system.

10. Support the development of the open space corridor along the Jordan River.

11. Preserve the use and function of irrigation canals. In the future, some of these canals may provide opportunities to develop a portion of a citywide trail and bicycle route network.

12. Adopt and enforce land use development regulations in areas near major generators of noise (such as the South Valley Regional Airport and railroad switching yards). These regulations should ensure that noise emitting activities and adjacent uses are adequately buffered.

Figure 7.1 - Earthquake Hazards Map (Adapted From the Original Map)
Courtesy Utah Geologic Survey



Peak Horizontal Acceleration (g) / Modified Mercalli Intensity

Peak Horizontal Acceleration (g)	Modified Mercalli Intensity	
0.1 - 0.2	VI	Strong shaking. Felt by all, many frightened and run outdoors. Some heavy furniture moved; a few instances of fallen plaster and damaged chimneys. Damage light.
0.2 - 0.3		
0.3 - 0.4	VII	Very strong shaking. Negligible damage in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or designed structures.
0.4 - 0.5	VIII	Severe shaking. Slight damage in specially designed structures; considerable in ordinary substantial buildings with partial collapse; great in poorly built structures.
0.5 - 0.6		
0.6 - 0.7		
0.7 - 0.8		
0.8 - 0.9	IX	Violent shaking. Considerable damage in specially designed structures; well-designed frame structures thrown out of plumb; great in substantial buildings, with partial collapse.
0.9 - 1.0		
1.0 - 1.1		

FAULTS

- Latest Quaternary (most recent movement in the last 15,000 years)
- Middle to Late Quaternary (most recent movement in the last 750,000 years)
- Quaternary (most recent movement in the last 1.6 million years)

Bar on downthrown side

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a division of Utah Department of Natural Resources
2002

EXPLANATION

This map illustrates the estimated intensity of ground shaking that would occur in a magnitude 7 earthquake on the Wasatch fault in Salt Lake Valley. The Salt Lake City metropolitan area is one of the most seismically hazardous urban areas in the interior of the western U.S., chiefly because of its location along the Wasatch fault. The fault extends westward beneath the metropolitan area from its location near the eastern edge of the Salt Lake Valley (marked on the map by a heavy line). The Wasatch fault has generated large earthquakes (magnitude 7 and greater) repeatedly during the past few thousand years. The elapsed time since the last large earthquake on the "Salt Lake City segment" of the Wasatch fault is about 1,200 years and is approaching the average time interval between large earthquakes (about 1,400 years) based on the geologic record for the past 6,000 years.

The ground shaking depicted on the map is in terms of "peak horizontal acceleration," which is the measure most commonly used by engineers. The higher the peak acceleration, the stronger and more damaging the ground motions. Ground motions are due to the passage of seismic waves which, like sound waves, consist of a range in frequencies. The "peak" refers to the maximum acceleration at very high frequencies (greater than 30 cycles/second), which are the most damaging to shorter buildings and structures (one to two stories). "Horizontal" refers to the direction of motion. Peak acceleration is often expressed in terms of the unit "g" which is the gravitational acceleration at the earth's surface (1 g = 980 centimeters/second/second). The onset of damage to structures is about 0.1 g. To help the reader translate g's into felt and structural effects from earthquakes, an approximate correlation with the Modified Mercalli intensity scale is provided above. The values depicted on the map are "best estimates" given our current state of knowledge. Uncertainties in these estimates are large because of the uncertainties in quantifying the factors which affect earthquake ground shaking in Utah.

The pattern of ground shaking on the map is primarily controlled by the distance to the fault and the different types and thicknesses of soil or unconsolidated sediments (for example, sands, silts, or gravels). The highest peak accelerations (greater than 0.7 g) shown on the map will occur in the bench areas adjacent to the fault because of their proximity to the fault and because the relatively thin (less than about 100 meters thick), dense gravelly and sandy soil will increase (amplify) high-frequency ground shaking. Although peak accelerations will be lower in the thick sediments of the central Salt Lake Valley compared to the bench areas, low-frequency ground shaking (not illustrated on this map) will be comparable in both areas. Low-frequency ground motions are more damaging to tall or long structures (for example, high-rise buildings and highway overpasses).

In all areas of the Salt Lake City metropolitan area, we expect that ground shaking will be strong to severe (greater than 0.1 g) and damage significant when a future magnitude 7 earthquake ruptures the nearby Wasatch fault. Also, many other faults along the Wasatch Front can generate strong ground shaking in the Salt Lake City metropolitan area, such as other segments of the Wasatch fault (the "Provo segment" for example) and the nearby West Valley and East Great Salt Lake faults.

This map is one of nine maps showing the ground-shaking hazard in the Salt Lake City metropolitan area at a neighborhood scale. These maps were developed in order to help raise the awareness of the general public to the earthquake "threat" in Utah and thus to help reduce the earthquake risk. All nine maps with an accompanying report can be found in Utah Geological Survey Miscellaneous Publication MP-02-5.

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The views and conclusions contained in this document are those of the authors and should not be interpreted as necessarily representing the official policies, either expressed or implied, of the U.S. Government.

Chapter 8
Historic Preservation

The Value of Historic Preservation

Historic places help remind a community of its beginnings and of the achievements and values of previous generations. It is important that we learn from the past to help us as we move toward the future. Across the nation, thousands of communities promote historic preservation for its economic benefits, the aesthetic qualities of historic buildings and neighborhoods, and its environmental benefits. One indication of the success of historic preservation is that more than 75,000 individual properties are currently listed on the National Register of Historic Places, and it is estimated that up to 1,000,000 more are included in historic districts.

Economic Benefits of Historic Preservation

Historic preservation adds value to private property. Studies across the nation have shown that where local historic districts are established, property values typically rise which, in turn, helps to establish a climate for investment and reinvestment. Property owners within a district know that the time and money spent on improving their properties will be matched with similar efforts on surrounding lots. People invest in a neighborhood as well as in an individual lot.

Rehabilitating a historic building can also cost less than constructing a new one. For example, preserving building elements that are in good repair is generally less expensive than replacing them. Even in cases where appropriate restoration *may* cost more than less sensitive treatments, property owners are compensated for the added expense by the added value to the property.

Aesthetic Appeal and Quality of Life

One of preservation's most obvious advantages is that it creates more attractive places to live and work. The style and variety of historic places make communities more visually appealing. Historic neighborhoods are also more "user friendly." Mature trees, buildings closer to the street, and decorative architectural features contribute to a sense of identity that is unique for each historic neighborhood. These attributes encourage more pedestrian activity and interaction between neighbors. The physical sense of neighborhood also contributes to a sense of security in that it is more convenient to get to know ones' neighbors and become familiar with who lives (and belongs) in the neighborhood.


West Jordan Ward Meeting House

These traditional, historic neighborhoods are, in fact, the model for the concept of neo-traditional planning that has been gaining momentum over the last decade.

Environmental Benefits

Preserving historic structures is sound environmental conservation policy because: (1) energy is not consumed to demolish existing buildings and dispose of the resulting debris, thereby contributing to shorter life-span of landfills; (2) energy is not used to create new building materials, transport them and assemble them on site; and (3) by continuing to use historic buildings, there is less need to harvest new lumber and other materials that may negatively impact the environment of other locales where these materials are produced.

Responsibility of Ownership

Ownership of a historic property carries both the benefits described above and also a responsibility to respect the historic character of the property and its setting. Ultimately, residents and property owners should recognize that historic preservation is a long-range community policy that promotes economic well-being and overall viability of the city at large, and that they play a vital role in helping to implement that policy through careful stewardship of the area's historic resources.

A Brief History of West Jordan

Settlement of the land along the Jordan River in the area that is now West Jordan began in the fall of 1849. Due to the imminent onset of winter and the lack of readily available timber, the first homes were "dugouts" excavated into the hillsides above the river. Most of these dugouts were replaced the following spring as soon as weather permitted the hauling of timber from Bingham Canyon. By 1853, the population of the West Jordan area was 361.

The Jordan River, like the River Jordan in Palestine, flows from a fresh water lake (Utah) to an inland salt sea (the Great Salt Lake). Early settlers recalled the "good old days" when the Jordan River would fill to its banks and create dangerous whirlpools. It is reported in several old histories that the bridge between Midvale and West Jordan washed out every spring. At one time, a ferry provided river crossings until a substantial bridge could be built.

Gardner Mill

Archibald and Robert Gardner built the first saw mill in the area in 1850, powered by a 2 ½ mile long mill race, the first important canal in Utah. Lumber to supply the mill was hauled fourteen miles from the Oquirrh Mountains to the west. In 1854, Archibald added a grist mill to the site which introduced some excellent machinery to the area. The Gardner Mill is still standing at

approximately 1050 West 7800 South. The current owners have converted it into Gardner Village, a theme restaurant and retail shops, reminiscent of the days of Archibald Gardner.

The first blacksmith's shop in south Salt Lake County belonged to Alexander Beckstead who settled in West Jordan in 1850. The shop was completed in 1853 and operations consisted of setting wagon ties, repairing wagons and farm implements, sharpening plows, and shoeing.

In 1851, Matthew Gaunt started a woolen mill. In that same year, Samuel Mulliner tanned leather in the first tannery built west of the Mississippi River.

School opened in West Jordan for the first time in 1852. Classes were held in a small log house, about 14 by 15 feet, situated southwest of the West Jordan Ward Meeting House at 1137 West 7800 South.

Wight's Fort Cemetery

In the fall of 1854, a handful of people looking for a place to farm, came to a clear stream of water. This was Bingham Creek, which runs east from the Oquirrh Mountains and winds its way down to the Jordan River. During their explorations, the many signs of Indians convinced the group that they could not live in safety without some means of protection, which led to the construction of Wight's Fort (at about 3600 West on 9000 South). The four walls of the fort, each 12 feet high, were constructed of stones, earth, and logs. When completed, the structure was large enough to enclose and protect seven log houses, and part of the much-valued stream. The fort had two large gates, one on the east and the other on the west. By the spring of 1855, the wives and children of the fort builders had settled in. The families of Wight's Fort lived and prospered there until 1859. Lack of water forced settlers to abandon the site in 1861. For many years after, the only road to Bingham Canyon ran through the fort gates. Today, all that remains of the settlement at Wight's Fort is the Wight's Fort Cemetery located at approximately 3500 West 9000 South.

West Jordan's first post office opened in 1864 in a small adobe house adjacent to the West Jordan Ward Meeting House. In 1900, the Rural Free Delivery of mail (RFD) was begun from Sandy to West Jordan. Carriers delivered mail first by horse and buggy and later by Model T Ford. The current West Jordan Post Office has been renamed to honor Solon Richardson Jr., the first West Jordan Rural Free Delivery mail carrier.

It was in the West Jordan Ward Meeting House that the first mining claim in the Utah Territory (for the Jordan Silver Mining Company) was filed on September 7, 1863, after the discovery of mineral-bearing ore in Bingham Canyon by George B. Ogilvie. The following December, documents were prepared that organized the West Mountain Mining District in the Oquirrh Mountains under the direction of Col. Patrick E. Connor.

Dozens of small mining companies developed underground properties to recover lead, silver, and gold in Bingham Canyon. Copper became the most sought after mineral thanks to the vision of Daniel C. Jackling who organized the Utah Copper Company on June 4, 1903, now part of Rio Tinto (formerly Kennecott Copper Corporation). What was once a 1,500-foot-high hill in Bingham Canyon is now the largest man-made excavation on earth: Kennecott's world-famous Bingham Canyon open pit copper mine.

In 1891, the first sugar beets were raised in West Jordan. A factory was built in 1916 by the Dyer Construction Company. The work at the factory was seasonal. At its peak, it employed 235 people from mid-October to the end of December. An estimated 285,000 bags of sugar were produced annually in the 1950's. However, in the 1970's, the sugar beet market disappeared, and the factory closed its doors. In January 2011, the Utah-Idaho Sugar Factory was demolished due to structural and safety deficiencies.

Utah-Idaho Sugar Factory

Few people are aware of the role West Jordan has had in Utah aviation history. Significant landmark events include what is believed to be the first powered airplane flight in Utah, made by Lagar R. Culver on February 18, 1910. In 1941, Salt Lake City Airport II was authorized and began official operation on June 25, 1943. The airport was constructed by the U.S. Army Corps of Engineers as part of the national defense system, serving during World War II as a military pilot training facility. It was known during World War II as Kearns Army Airfield and provided operational training for personnel and units during the war, and was part of the larger Kearns Army Air Base (later renamed Camp Kearns) which was a major Air Force basic and technical training facility for personnel being reassigned to one of the combat zones overseas. The Army sold the airport in 1945, and it is currently owned and operated by Salt Lake City. In 1977, Salt Lake City Airport II became the location of the Utah National Guard's Aviation Support Facility. It was recently renamed the South Valley Regional Airport and continues to be a vital and significant regional aviation asset.

The first electric lights in West Jordan were installed in 1916. Early homes were equipped with a single clear light globe attached to a cord dangling from the ceiling.

The residents of West Jordan petitioned the County Commission for incorporation as a town in 1941. West Jordan became a third-class city in 1967, and after reaching a population of 104,128 residents, West Jordan officially became a first-class city on December 3, 2007.

Historic Sites

Existing and Potential Historic Sites - Criteria used to determine eligibility of districts or buildings for landmark status have been established at the federal level to evaluate sites that may be eligible for listing on the National Register of Historic Places. Briefly, landmark sites must be at least 50 years old, have maintained a high degree of integrity from the period in which they were built, and have contributed to broad patterns of the city's history. Historic districts must be composed of at least 51% contributing properties, as determined in a professionally conducted survey. Contributing properties are those which are over 50 years old and have retained a high degree of integrity.

There are three sites in the city currently listed on the National Register (see Figure 8.1 below) and several more that are generally acknowledged as meeting the eligibility criteria. Sites with potential for listing on the National Register include Wight's Fort Cemetery and the Welby Townsite.

Figure 8.1 - National Register Listings

NATIONAL REGISTER SITES, WEST JORDAN, UTAH						
Row	**STATE**	**COUNTY**	**RESOURCE NAME**	**ADDRESS**	**CITY**	**LISTED**
1	UT	Salt Lake	Gardner Mill	1050 W. 7800 South	West Jordan	9/29/1982
2	UT	Salt Lake	West Jordan Ward Meetinghouse (Pioneer Hall)	1137 W. 7800 South	West Jordan	4/14/1995
3	UT	Salt Lake	Utah-Idaho Sugar Factory	2140 W. Sugar Factory Road	West Jordan	2/13/2009

The Gardner Mill site is privately owned and is currently utilized as a retail/commercial center offering various shops and restaurants for the residents of West Jordan and Salt Lake County.

The West Jordan Ward Meetinghouse (also known as Pioneer Hall or the Old Rock Church) is currently owned by the City of West Jordan and utilized as the home of the local chapter of the Daughters of Utah Pioneers. This facility is maintained and rented to the public for social gatherings, weddings, family reunions, etc. This facility was completely renovated during 2006-2007 with a congressional appropriation.

Utah Century Farms and Ranches - As a part of Utah's centennial celebration in 1996, a program was initiated by the Utah Department of Agriculture and Utah Farm Bureau Federation to recognize and honor family farms and ranches in the State that have been owned by the same family for 100 years or more. All landowners received a special certificate and permanent "Century Farm & Ranch" sign for their property. Five of these farms were located in West

Jordan at some point: the Malmstrom Family Farm; Drake Family Farm; Bateman Dairy Farms Inc.; Gardner Heritage Farm; and the Cook Family Farm. Since the "Century Farm and Ranch" program was established, the Bateman Dairy Farm has been developed into a residential development leaving only four active farms in the program.

Historic Surveys - Conducting a historic resource survey, known as a "reconnaissance survey," is the first step in preparing a National Register nomination for an historic district. The survey determines the concentration of contributing versus non-contributing properties and identifies patterns of development that help describe the history of a community. A reconnaissance survey identifies patterns of development that help describe the history of a community. A reconnaissance survey also identifies properties that are worthy of further study, known as an intensive-level survey. Intensive level surveys are also necessary for the preparation of a National Register nomination for a district. There is no record of historic surveys having been done in West Jordan. However, they are a valuable tool in any historic preservation program, and the West Jordan Historic Preservation Commission is currently in the initial stages of developing such a survey for the city.

Incentives for Historic Preservation

Government agencies and nonprofit organizations offer incentives to assist property owners in maintaining and restoring historic properties. The most commonly used sources of funding and information are listed below.

Utah State Historic Preservation Office (SHPO) - The Utah State Historic Preservation Office administers the state and federal tax credit programs. The SHPO also administers federal funding for Certified Local Government programs, which provides communities access to preservation programs, tools and resources.

State of Utah Certified Local Government Program (CLG) - Once a city or county passes an approved historic preservation ordinance and appoints a historic preservation commission, then that government becomes recognized as a "Certified Local Government." The City of West Jordan has completed this process and is currently eligible for financial and technical assistance under the CLG program.

National Trust for Historic Preservation - Established in 1949, the National Trust has shown how preservation can play an important role in strengthening a sense of community and improving the quality of life. The National Trust offers small planning and design grants for communities with historical buildings.

State and Federal Tax Credits for National Register-Listed Properties - Owners of property listed on the National Register of Historic Places are eligible to obtain a 20% federal income tax credit for rehabilitation of income-producing properties and a 20% state income tax credit for residential properties (this includes residential income producing properties). All work performed on the property must comply with the Secretary of the Interior's *"Standards for*

Rehabilitation." The staff of the Utah State Historic Preservation Office reviews and processes these applications.

Utah Heritage Foundation - The Utah Heritage Foundation, a nonprofit statewide preservation advocacy organization, offers loans for purchase and rehabilitation of historic buildings. To qualify, a property must be at least 50 years old and retain its architectural integrity. Approval of loan applications is based on a number of criteria, including the historic appropriateness of the proposed renovation and the availability of loan funds.

Goals and Policies for Historic Preservation

GOAL 1. PRESERVE THE CHARACTER AND SIGNIFICANCE OF HISTORIC SITES AND STRUCTURES LOCATED WITHIN THE CITY.

Policy 1. Encourage preservation of buildings, structures, and sites which are historically significant.

Implementation Measures

1. Seek federal, state, and other funds to identify and recognize historic sites within the city.

2. Implement reconnaissance and intensive level surveys for recommended areas of West Jordan.

3. Submit formal application to list the Wight's Fort Cemetery and the Welby Town Site as historic sites on the National Register of Historic Places.

Policy 2. Encourage education and awareness of neighborhood history among the residents of West Jordan.

Implementation Measure

1. Make city residents aware of the history of West Jordan by encouraging programs and activities, such as those at the West Jordan Historical Museum, that recognize our heritage.

Policy 3. Identify and protect historic sites in the city.

Implementation Measures

1. Provide appropriate landscaping and signage at historic sites which recognizes and honors city history.

2. Develop a West Jordan historic logo/signage to identify these properties.

3. Carefully evaluate development that occurs in close proximity to historic sites or structures to ensure that it is compatible with the historic character of the area.

4. Encourage the preservation and enhancement of the West Jordan Historical Museum as practicable.

Chapter 9
Urban Design

Introduction

Urban design is a process through which the functional and visual relationships between people and their physical environment are planned and implemented. Urban design standards are usually established and implemented through a city's zoning and development ordinances, sign regulations, site plan review, and other review and permitting procedures. While developers usually retain the greatest influence over the design of their projects, the city can directly influence land use, architecture, open space, street and transportation improvements, and landscaping of private development through urban design guidelines. The goals and policies of the various elements of the West Jordan General Plan have been established to encourage orderly growth and development. The urban design goals, policies and standards are then used as a tool to synthesize these other elements and create a cohesive form and identity for the city.

For urban design to be meaningful, it must define the design objectives of the city and incorporate the process for making decisions regarding the city's future character. The process must determine how individual parts of the city interact to create an identifiable image.

The Urban Design Element focuses on three major areas - urban form, neighborhood character, and implementation. The three are closely interrelated and must be considered within a comprehensive urban design framework. For example, initiating an open space plan that has little relationship to other urban design components, such as streetscapes, neighborhoods, and linkages will do little to improve the quality of the urban environment.

Urban Form

The physical shape and appearance of a city is its urban form. This form is determined by topography and other natural features such as rivers and drainages; the arrangement, size, shape, pattern, visual quality of buildings or developed areas; the spaces surrounding them; and the transportation system serving them. While the natural forms of the city are not easily altered, a great deal can be done with man-made elements to enhance the city environment.

The city topographic and natural features obviously influence its form a great deal, but some past development practices (e.g. piping of creeks and drainages, vegetation removal and massive grading of development sites) have tended to erode the city relationship to these distinctive natural features. If this tendency continues, West Jordan will lose much of what makes it unique today. An effective urban design policy suggests ways to create a more efficient, attractive, and interesting place to live and visit, within the context of what is unique and character-defining.

A strong urban form is an important economic development tool. Businesses, including the convention and tourism industry, are attracted to and retained by sound urban environments. In cities throughout the United States, city officials, business organizations, and residents have effectively used their urban environment and form in promoting their cities as good places to work, reside, and engage in recreational activities. The manner in which neighborhoods, be they residential, commercial, or industrial, are functionally and visually interconnected influences the city's form and therefore its ability to attract and retain solid employers.

The tendency in an urban design program is to look at individual issues separately rather than as an interconnected network. Land use, scale of development, transportation systems, site design, pedestrian open space, etc., are all very much related to each other and must be considered as an interrelated group which affect the city's present and future development form and character. The city's urban design policy must be able to respond to the ever-changing market place and the special characteristics of different areas of the city. At the same time, individual project designers must be allowed to be innovative in designing projects that fit the goals and vision of the community and how it wishes to grow and develop in the future.

Neighborhood Character and Image

West Jordan faces three principal challenges in making the most of its future:

- Those areas of the city that already meet all expectations and stand out as great places within the community must be recognized and preserved;

- Those that do not meet expectation must be improved, revitalized, and/or redeveloped;

- Undeveloped open areas to the west must be carefully planned and guided to reflect the City's goals and objectives related to future growth and development.

In preserving neighborhood character, the term "neighborhood" takes on its broadest definition. Neighborhoods are not just residential. West Jordan also includes commercial, retail, industrial, and even emerging transit-oriented neighborhoods. Neighborhood character is important for reasons other than nostalgia or historic significance. Preservation of key buildings helps ensure the conservation of district characteristics and provides a historical account of the past. For the designer of new buildings, this information can be a valuable resource for making new buildings fit with existing neighborhood character. All of this enhances the city's richness and provides a record of changing values in different areas. Through establishment of design compatibility ordinances, property owners in small geographic areas are given additional tools for conserving, revitalizing, and generally upgrading their neighborhoods. The types of features regulated by compatibility ordinances may include items such as views, specific land uses, architectural forms and styles, landscape standards, and site design characteristics.

Neighborhoods each have special characteristics that distinguish them from one another. Attributes such as open spaces link areas together and make the important connections that

build communities by bringing people together in wonderful places. Architecture, placement, and density of buildings, open spaces, circulation networks, street design, and landscape character, among other things, play important roles in creating neighborhood character. An important goal of this Urban Design Element is to identify those areas, features, and qualities that define West Jordan's character, and then build on them as existing areas of the city change for the better and as new growth areas develop.

In summary, urban form provides the physical structure and framework of the community, its basic building blocks being streets, blocks, districts, and neighborhoods. Neighborhood character builds on the basic framework and structure, and goes beyond to create places that are special, memorable, enjoyable, livable, and wonderful. One deals with larger scale elements of a community, and the other looks at the details. The Urban Design Element is in many ways the most important element of the General Plan because it pulls together all of the "big ideas" from the other elements and melds them into a common vision of community.

Elements of Urban Form and Neighborhood Character

Land Form and Natural Features - Most communities develop at a particular location because of "the lay of the land" and its natural attributes. This is true of West Jordan. The pioneers that founded the city discovered ample water from the Jordan River and other minor creeks, abundant fertile land on rolling hills, and timber and other materials for building on the slopes of the Oquirrh Mountains to the west. These features are still evident and remain character-defining. The Jordan River is an excellent example of a major natural feature that is recognized for its beauty and its potential to provide an important natural environment in an urbanizing community. Today, it is a critical part of West Jordan's open space system and defines the eastern edge of the community.

Smaller drainages and creeks have the same potential. Many are identified in the Parks, Recreation, Trails and Open Lands Element, and should become equally important connections that ultimately provide pedestrian and bicycle, and in some places equestrian, access to the Jordan River on the east and the Oquirrh Mountains on the west. Just as important, the Parks, Recreation, Trails and Open Lands Element identifies lands that should be preserved and not developed. These, combined with community and neighborhood parks, provide the "green" aspects of the overall community framework.

As the city develops, taking advantage of the remaining creeks, drainages, and sensitive lands and incorporating them into the emerging urban form to the west and reestablishing them within developed areas is an important community-wide goal and vision. The Parks, Recreation, Trails, and Open Lands Elements; Land Use Elements; and Transportation Elements of the General Plan all support this vision.

Streets - All of the most memorable cities in the world have great streets. Large boulevards and parkways connect communities. Main streets around which a city center is formed also connect neighborhoods. Narrower streets connect people within a neighborhood.

Each street is different in scale, function, and treatment, but all establish the most important element of the urban "man-made" aspects of the community framework. The importance of streets and streetscapes as defining elements in a community cannot be overemphasized.

The Transportation Element identifies a hierarchy of streets. This hierarchy determines how the streets will function, and where they should be located. The Urban Design Element gives streets character and qualities that lessen their harshness, soften their edges, and make them a pleasant experience for not just vehicle occupants, but pedestrians and neighborhood residents as well.

Parkways and Boulevards - Streets like Redwood Road and the other major arterials should be organizing spines. These streets should have wide parks strips, large street trees, consistent, coordinated lighting fixtures and street furniture, and should incorporate separated bicycle and pedestrian paths. Parkways and boulevards may also have landscaped medians. Because these streets are often wide and difficult for pedestrians to comfortably cross, medians should be used to provide a "safe island" while crossing, as well as to beautify the street, reduce its perception of width, and make it more welcoming and comfortable for pedestrians.

Main Streets and Collectors - When streets play a significant role in organizing the civic functions of a city or commercial district, they are considered "main streets." Main streets should have buildings close to the sidewalk, wide sidewalks to separate pedestrians from vehicles, street trees and pedestrian scale lighting, benches and gathering spaces, strong corners with important buildings, outdoor dining, public art, and multiple activities and opportunities to attract people. Main streets should be the heart of the community and distinct districts. There may be more than one main street in a community: some that attract people community-wide because of what they have to offer, and others that primarily serve people within a certain neighborhood. Regardless of size or scale, they are equally important as focal points and gathering places.

Collectors may traverse many kinds of neighborhoods. Where they interface with residential neighborhoods, they should take on more neighborhood street characteristics, and where they interface with commercial/retail and mixed-use neighborhoods, they should take on more main street characteristics. Collector streets will be wider than most neighborhood streets and carry more traffic, but they can also be as inviting and pedestrian-friendly as neighborhood streets.

Neighborhood streets are the smallest in scale or the narrowest in width, and primarily serve the people who live in the neighborhood. Park strips, sidewalks, street trees, and front yards are the primary streetscape elements.

Gateways - Gateways primarily occur with streets and constitute entrances in and out of a city, but may also refer to entrances into districts or neighborhoods, a place of arrival for another mode of transportation such as a *TRAX* station or a bridge across *the Jordan River*. They are the first visual impression of a city or neighborhood. A gateway often frames a principal view, providing a point of identity from which the viewer begins to identify and remember an area. A

gateway may be created in many different ways depending on its location and the space available. Wherever it is created, it should have some consistency in signing, materials, and design so that it becomes associated with the community or neighborhood and establishes an image. Primary gateways into West Jordan include:

- 7000 South, 7800 South, and 9000 South on the east side;
- Redwood Road, Bangerter Highway, the future Mountain View Corridor, and Highway 111 on the north and south sides of the city; and,
- TRAX stations.

View Corridors and Vistas - A view is a visual image having aesthetic beauty worth preserving. A "view corridor" frames a view of a building or natural feature from either a short or long distance. View corridors are most often associated with streets or pedestrian walkways. The buildings adjacent to the street often frame a view of a prominent feature of a city. A vista, on the other hand, suggests a wider perspective or panoramic view. It may encompass an entire city, a sunset over the Great Salt Lake, or provide a backdrop to the community such as those provided by the Oquirrh Mountains to the west and the Wasatch Range to the east.

West Jordan has many view corridors that influence both the urban form of the city and the development character of its districts and communities, and more will be created as the City Center is developed and open spaces and trails are connected. View corridors often terminate on a landmark, whether it is already there or needs to be created. It could be a historic structure, an existing building like City Hall, a new building, a roundabout, a large public gathering place, a park, or any number of other architectural or landscape features. Important streets may terminate with a view or vista that establishes a landmark.

West Jordan's most important vistas "place" the community in a setting and connect it to a broader environment. West Jordan is a valley community along the Wasatch Front. Its residents and visitors should feel that connection and understand where they fit into the region. Most of the important vistas are to the east and west, and these certainly are the broadest and have the biggest visual impact.

Height, Scale and Character of Buildings - A city's image is greatly influenced by the character and placement of its buildings. Building height, mass, scale, and materials selection play an important role in this image. For instance, buildings placed without concern for their effect on the street environment could cast undesirable shadows over a plaza or urban park. The following policies have been developed to stress the importance of buildings in our city's character and image:

- Treat building height, scale and character as significant features of a neighborhood's image.

- Ensure that features of building design such as color, detail, materials, and scale are responsive to neighborhood character, neighboring buildings, and the pedestrian.

- Maintain a pedestrian-oriented environment at the ground floor of all buildings.

- Address parking needs at the neighborhood level rather than on an individual building basis.

Urban Open Space - Open space includes streets, plazas, side yards, courts, parks, arcades, yard areas, and vacant land. The Jordan River Parkway and the mountain canyons to the west are wonderful open space amenities available to West Jordan residents. There are also many untapped open space resources in the city including school sites, natural drainage channels and canal corridors, etc., which may have additional open space potential. Ideally, open spaces in an urban environment should offer a wide range of experiences for users, from mountain trails to an urban plaza in the City Center.

While the spaces that are provided are important, it is equally important to provide pedestrian networks to link those spaces together. To improve existing pedestrian circulation facilities and provide new and stimulating pedestrian experiences for the future, we must plan for them today.

Design principles such as integrating ground floor uses into pedestrian networks, using architecture to define a space, and using materials within the space that are compatible with surrounding architecture should be carefully considered in the design and development of public spaces in an urban environment. Urban spaces should also be designed to invite and welcome people into them and to serve as gathering places.

Signs - Signs are an integral element in the urban fabric of the city. They contribute to the character of different areas and are often a major identifying feature. Most signs in West Jordan are oriented to the street level environment which helps make buildings and land features the focus rather than signs. This not only helps to maintain the individuality and quality of buildings, it also enhances views and vistas. It is important to maintain this balance between the need for businesses to identify themselves and to advertise their products and the public purpose of creating and maintaining an orderly and attractive urban environment. Therefore, the purpose for establishing and updating any sign standards for the city should be to:

- Provide ample opportunities for businesses to advertise products and services without having a detrimental effect on the aesthetics of the community.

- Consider sign design and location as an integral part of all development, not as an after-thought.

- Ensure that government sponsored signage sets a positive example.

- Regulate the size and location of all signs so they do not detract from the city's positive appearance.

Land Use Buffers - Buffers are used to mitigate one use from the negative effects of another use or activity. They may be created through landscaping, distance, berms, fences, and/or building orientation. Buffers, when used appropriately, improve the living and working environment and help mitigate negative impacts between dissimilar land uses and associated nuisances such as dirt, litter, noise, light glare, signs, and unsightly buildings.

Art in Public Places - Art in public places is not a new concept. Virtually every city has some form of publicly displayed art. The art may be located in plazas, parks, street corners, transit stops, school yards, and building lobbies. It may be an integrated feature of a building or site or it may be completely independent.

Because art in public places is so visible, it can be valuable in shaping a neighborhood's character. It lends interest to the setting and can portray a particular image of a business, district or city. Artwork not only helps enhance the image of a particular facility, but the district image as well.

The City should encourage greater emphasis on visual arts in public spaces. For instance, a sculpture garden in the City Center would help to introduce visual arts into the community. The City might also consider ways to assist developers in providing artwork for privately financed developments. This would include helping them find artists to create the work, and funds, through art grants or other sources, to help finance it. The Arts Council would likely administer this program. The City should also consider installing art in neighborhood parks (e.g. play equipment can often function as sculpture) and encourage the Jordan School District to provide public art at schools. This would introduce public art into neighborhoods.

Art competitions are often an excellent way to publicize a development and make the public aware of the visual arts. An art competition program to assist developers and property owners in procuring art pieces for public display could also be beneficial to publicly financed projects and allow the public to be involved in the selection process.

The City Center

The Land Use Element of this Plan (Chapter 3) recommends development of a City Center in the general vicinity of the intersection of 7800 South and Redwood Road. Design elements that should be considered for the City Center include establishing a "street wall" (bringing buildings closer to the street to create a continuous, but varied, architectural façade), creating a pedestrian-friendly mixed-use environment, and providing public spaces throughout the area.

The street wall concept is a major urban design element in development of a City Center. A strong street wall helps facilitate the sense of being in the commercial center of a city. The street wall can be used to create a pleasant contrast to surrounding suburban residential areas.

A strong street wall helps facilitate pedestrian circulation as well as provide a sense of space and scale unique to the City Center and establishes a strong relationship between streets and buildings.

Public space within the City Center must be thoughtfully located and its character must be compatible with the district. Public spaces should take their form from the buildings around them, and materials used should be in harmony with those buildings.

Transit Oriented Development

The Land Use Element of this Plan (Chapter 3) recommends that areas within one-quarter mile of a transit station be designed using principles of transit-oriented development. These principles include creating compact development that includes a diversity and mix of uses and pedestrian-friendly design. For further information, please refer to Chapter 3.

Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design is based on a theory that good design and effective use of the built environment will result in a reduction in the incidence and fear of crime, and an improvement in the quality of life. In other words, if a site is laid out well and people are attracted to it, the likelihood of it being targeted for a crime may be reduced.

Crime prevention anticipates, recognizes, and evaluates crime risk and initiates action to remove or reduce risk. CPTED takes crime prevention one step further by evaluating site design and working with the development community and public development agencies to create safer designs in new and existing developments.

CPTED is widely applied to individual businesses, shopping malls, and industrial/commercial parks, as well as to residential areas, schools, institutions, parks, and playgrounds. It is most effective when performed as a cooperative effort between designers (e.g., architects, landscape architects, engineers), land managers (e.g., park managers), community action organizations (e.g., neighborhood watch groups), and law enforcement. Cooperation and partnership are needed since each group is not equally equipped to apply CPTED but each has a unique knowledge which makes them an important information source for creating effective CPTED strategies. Combined, these groups can develop holistic plans that influence offender behavior while, at the same time, creating desirable urban spaces to help people feel safe in their neighborhoods.

Principles of CPTED - CPTED principles include natural surveillance, natural access control, territoriality, maintenance, activity support, and order maintenance.

- *Natural surveillance* is facilitated by organizing physical features, activities, and space to maximize visibility. In other words, “to see and be seen.” This includes lighting of public spaces and walkways at night, avoiding hedges and walls that may be barriers to

visibility, and eliminating other "hiding places." Surveillance puts the offender under the threat of being observed, and therefore identified and apprehended. Natural surveillance can be very subtle.

- *Natural access control* means carefully placing entrances and exits in proper relation to fencing, landscaping, buildings, and lighting to make these points of ingress/egress easily identifiable. For legitimate users, access control helps to visually define the desired entrance, provides a means of finding the safest access or exit, and leaves the criminal with few options for escape that are not being used or observed.

- *Territoriality* happens when people take ownership and consider a place their own. Territoriality suggests that people have an innate desire, or even a compulsion, to protect or defend space which they occupy. The extent to which someone will defend territory depends on their personal investment in or responsibility for that territory. Well-designed places that people occupy and enjoy become their own; they use them and defend them.

- *Maintenance* represents and demonstrates respect, caring, and ownership. It prevents reduction of visibility from overgrown vegetation or broken lighting. Spaces that are well-maintained create a perception of ownership and safety, whereas unpainted homes, graffiti, litter, broken glass, and dumping on vacant lots all say "no one cares, so why should I" and compromise feelings of ownership and safety.

- *Activity support* involves placing natural activities in an area at appropriate times to increase surveillance and enhance access control. Activity support strategies involve locating safe or at-risk activities in such a way as to enhance or receive support from the other CPTED principles. In these situations, observation by people is casual and normally very subtle without a specific plan to watch for undesirable behavior. For example, placing a street vendor selling hot dogs at a key intersection will provide activity that discourages inappropriate behavior while increasing legitimate activity.

- *Order maintenance* refers to prompt identification and attention to minor or non-criminal acts. Loitering, littering, graffiti, excessively noisy people or "boom boxes," speeding vehicles, illegal parking, public drunkenness, and other disorderly behaviors offend and frighten people away. Public spaces are then vulnerable to even more offensive criminal acts. Quick attention to minor violations essentially "nips it in the bud" and reduces the possibility of increased crime.

CPTED review and evaluation should be an essential part of all public space design. It can mean the difference between a successful space and one that is unacceptable. It is a proactive step in creating great public spaces.

Conclusion

A city's physical image, livability, and enhancement of good urban design qualities are important to the economic well-being and the quality of life within the community. For West Jordan, good urban design can be accomplished by:

1. Formulation of an Urban Design Plan.

2. Requiring that neighborhood plans and public and private projects reflect community and neighborhood design objectives.

3. Developing regulatory measures that provide effective guidance, yet do not stifle creative design solutions.

Goals and Policies for Urban Design

GOAL 1. PROMOTE AND FOSTER GOOD URBAN DESIGN AT THE COMMUNITY, NEIGHBORHOOD, AND INDIVIDUAL PROJECT LEVELS.

Policy 1. Public and private development at all levels should exhibit a high level of urban design.

Implementation Measures

1. Establish and regularly update architectural design and site planning standards for all areas of the city. This should include standards for residential (both single-family and multi-family), commercial, and industrial design and development.

2. Identify focal points throughout the city that should be preserved and enhanced.

3. Sponsor and support design competitions in development of public projects.

4. Vigorously enforce all City ordinances that seek and promote an attractive urban environment.

5. Establish, regularly review, and enforce standards for improving the visual quality of roadside appearance.

6. Adopt and vigorously enforce ordinances requiring landowners to keep their property free of weeds, junked vehicles and equipment, unsightly buildings, trash, and other debris.

Policy 2. Through the development review and site plan approval processes, require quality developments that improve the livability of the city for its residents.

Implementation Measures

1. Encourage unity between individual development projects through landscaping, coordinated tree plantings, and/or use of similar streetscape elements.

2. Development at the urban fringe should be designed to provide sensitive transitions to natural areas within and adjacent to such developments.

3. Require that mechanical equipment, parking, and storage areas be screened from public view.

4. Incorporate pedestrian plazas and other gathering places into the design of major activity centers.

5. Establish consistent streetscape design for arterial streets throughout the city in order to strengthen the city identity.

6. Improve the visual quality of developments throughout the city by requiring generous landscaped areas. Such areas should be designed in a way that acknowledges the ecological and climatic setting in which the city is located.

7. Provide clearly defined, safe, and attractive pedestrian systems throughout new development, and wherever possible, connect with existing developments.

8. Require pedestrian walkways between parking aisles and from public parking areas to adjacent businesses.

GOAL 2. STRENGTHEN THE IDENTITY AND IMAGE OF THE CITY OF WEST JORDAN.

Policy 1. Community design standards should be established that will help create a unique and powerful identity and sense of place for West Jordan.

Implementation Measures

1. As part of the urban design program, preserve lands with unique features and character as permanent open space.

2. Continue the tree planting program in order to maintain and improve the image of the city.

3. All signs in the city should be high quality and promote a positive image.

4. Buildings throughout the city should promote diversity and interest and be imaginative in design and statement. Buildings should be placed in such a manner as

to focus visual attention on its architecture, while at the same time, screening mechanical units, service bays, trash dumpsters, and parking areas.

5. Encourage revitalization of poorly maintained neighborhoods and developments.

6. Utilize the physical setting to promote a strong community identity for the City of West Jordan.

Policy 2. Identify and preserve prominent view corridors and city vistas. Prominent landforms, buildings, and monuments should remain clearly visible as city landmarks. Special attention should be given to the design of buildings adjacent to prominent street and vista corridors.

Implementation Measures

1. Identify and prioritize view corridors and vistas.

2. Use buildings along street vistas to properly frame view corridors. This is particularly important along prominent view corridors.

3. Preserve vistas to and from city parks, open space areas, and landmarks.

4. Establish view easements to protect existing and potential vistas of prominent buildings, natural features, and parks. Building height, scale, and mass may be used as tools to properly frame major vistas.

5. Require street landscaping and utility equipment along prominent streets and vista corridors to frame or enhance the vista.

6. Acquire lands now for future vista or view parks in the city's foothill areas.

Policy 3. Recognize that all developments, street improvements, and streetscapes play an important role in urban identity.

Implementation Measures

1. Use street patterns and rhythms to create and unify the image of the city.

2. Encourage grid-style road systems that facilitate both individual project and community interconnectivity.

3. Treat key thoroughfares as boulevards with consistent streetscape themes that address lighting, landscaping, street equipment and furniture, etc.

4. Continue to use landscaped park strips and front yards as the major landscaped, open space element of the street in residential and commercial areas.

5. Stress the importance of street tree conservation and replanting in street right-of-way construction. Street trees should have the same level of importance as curb, gutter, and sidewalk reconstruction.

6. Emphasize street-level activity as the first priority when developing pedestrian-oriented open space and circulation networks.

7. Define appropriate levels of street lighting and style of streetlight fixtures based on the characteristics and use of the street and on neighborhood character.

8. Analyze a neighborhood's or street's lighting needs. Establish a hierarchy of streetlights by size, type of lighting source, and light intensities to better address the streetscape and neighborhood character as needed.

9. Provide streetlight fixtures with shields or directional diffusers. This is particularly important where views or vistas may be impaired by light glare or where light over-spray will interfere with neighboring residents or businesses.

10. Coordinate street lighting improvements with planned utility improvements.

11. Require that all site plans for new construction and remodeling by private or public concerns show all existing trees located in the public rights of way.

12. Provide adequate financial support for the Urban Forester program.

13. Building setback and park-strip widths and treatments should be sufficient and appropriate to create an aesthetically pleasing and functional streetscape.

14. Require street planting and irrigation for each lot in new subdivisions.

GOAL 3. IDENTIFY AND ENHANCE GATEWAYS INTO THE CITY.

Policy 1. Develop West Jordan's gateways to provide a good first impression of the city.

Implementation Measures

1. Preserve the city's major gateways.

2. Improve gateway vistas and the immediate environment of major gateway roads.

3. Rehabilitate the areas immediately around gateways by providing landscaping, special streetscapes, or district improvements.

4. Remove overhead power transmission lines along streets in gateway and vista areas.

5. Unify streetlight fixtures and equipment into a consistent design theme for each neighborhood.

6. Encourage development that preserves and incorporates natural features, such as topography, vegetation, water elements, etc., into its overall design.

Policy 2. Develop gateways to strengthen the identity of the city. Gateway streets should be visually uncluttered with their views unobstructed.

Implementation Measures

1. Improve enforcement of ordinances requiring vacant buildings to be secured and vacant lots to be maintained along gateway roads.

2. Establish stringent guidelines for screening and landscaping of unsightly roadside uses. Low maintenance, indigenous vegetation and water conservation should be encouraged.

3. Require yard areas of properties adjacent to gateway or principal streets to be treated as front yard space with landscaped setbacks and screening of unsightly uses in new development.

4. Reevaluate allowed land uses adjacent to principal gateways. Prohibit open storage, auto wrecking, junk yards, and other similar uses within view corridors.

GOAL 4. ESTABLISH A COMPREHENSIVE URBAN OPEN SPACE SYSTEM IN THE CITY.

Policy 1. Provide a wide range of public spaces with a network of pedestrian linkages.

Implementation Measures

1. Encourage private development with urban open spaces.

2. Improve urban open space amenities to promote an orderly and visually pleasing environment for workers, residents and visitors. Provide facilities for people, i.e., public restrooms, places to relax, and protection from the elements.

3. Reinforce recommended land use patterns by providing both vehicular and pedestrian links between individual developments and surrounding areas.

4. Encourage greater use of public areas for eating, entertainment, etc.

5. Encourage both private and public development that focuses on pedestrian-oriented site and building design, even if the building is reached primarily by automobile.

6. Require pedestrian circulation networks in all neighborhoods and districts.

7. Require the incorporation of natural open space features in pedestrian networks whenever possible.

8. Require new building design to respect the pedestrian elements of the street.

9. Require office building plazas and ground floor activities in the City Center to be street oriented, regardless of the building's use.

10. Ensure that street and building equipment are grouped and screened to minimize visual impacts from pedestrian pathways.

GOAL 5. PRESERVE POSITIVE NEIGHBORHOOD CHARACTER.

Policy 1. Height and scale of new development should be compatible with surrounding neighborhoods.

Implementation Measures

1. Limit the height of neighborhood retail, residential, and industrial uses to the height and scale of the respective neighborhood. Generally, building heights should be limited to three stories.

2. Establish standards to ensure that the massing of non-residential buildings in or near residential areas is compatible with the surrounding neighborhoods.

Policy 2. Land use buffers should be provided to mitigate, not separate, dissimilar uses.

Implementation Measures

1. In new developments, buffering standards should be established requiring that a more intensive use be responsible for mitigating its impact on less intensive uses.

2. Buffering should provide appropriate levels of mitigation while, at the same time, provide for appropriate neighborhood connectivity.

3. Require buffers between dissimilar uses to include landscaping materials, setbacks and appropriate site/building orientation.

4. Modify side yard zoning standards to require buffers between dissimilar uses rather than between dissimilar zoning districts.

5. Require a buffer when a commercial or industrial use is adjacent to a residential use.

6. Establish landscape buffers along major street rights-of-way to improve the quality of open space and visual image of important gateways. Walls used in streetscape buffers should be minimized, and distance, landforms, and intensive landscaping should be emphasized.

Policy 3. Distinctive landmarks should be identified or created in order to help establish neighborhood identity.

Implementation Measures

1. Establish nodes and landmarks to help create neighborhood identity. Elements used to create nodes and landmarks may include:
   - Architectural features
   - Monuments
   - Natural forms (water, vegetation, etc.)
   - Recognizable areas which have a sense of place
   - Changes in street width, material, grade etc.

GOAL 6. CREATE A CITY CENTER THAT EXEMPLIFIES A HIGH LEVEL OF URBAN DESIGN.

Policy 1. Development of the City Center should focus on creating a compact downtown area with a mix of uses that exemplifies a high-level, pedestrian-scale urban design.

Implementation Measures

1. Follow the City Center design guidelines established in the zoning ordinance for uses within the City Center. Detailed design guidelines are necessary in order to establish a “pattern language” for the City Center. These guidelines include standards relating to scale, massing, setbacks, signage, landscaping, lighting, parking, building height, and building façade treatment and/or materials, among other things. These guidelines establish the parameters for developing a scale and character that will be unique and serve to support the marketing and redevelopment goals of the City.

2. Develop a City Center concept that is based on appropriately scaled buildings, interesting architectural treatments, visual coherence, and a unique sense of place.

3. Develop urban design elements that will create a new image attractive to appropriate markets not served by competing commercial centers. Do not replicate the standard strip-mall development pattern so common throughout the Salt Lake Valley.

4. Break down the perceived size, scale, and openness of the City Center area through the development of a smaller street grid pattern and inviting pedestrian-scale sidewalks adjacent to buildings.

5. Encourage human-scale buildings mixed with a range of public spaces, pedestrian amenities, high quality small-scale streets and squares, and linkages to adjacent uses.

6. Link the area together by making visual and functional connections using pedestrian, bike, open space, lighting, and signage systems. Incorporate the City Center design theme into the intersection pavement at 7800 South and Redwood Road.

7. Visually reinforce gateways into the City Center to heighten the sense of downtown as a significant district in the city. Strengthen the sense of arrival into the City Center by providing urban design enhancements along 7800 South east and west of Redwood Road, along Redwood Road north and south of the City Center, and the intersection of 7800 South and Redwood Road.

8. Implement an intensive streetscape improvement program including traffic calming measures, tree planting, store front design guidelines, introduction of human/pedestrian-scaled city buildings, pedestrian-scaled city blocks, and a street system with minor as well as major streets.

9. Develop pedestrian amenities of the highest quality including special paving, awnings on buildings, good directional signage, seating, public art, street trees, and seasonal planting.

10. In cooperation with UDOT, redesign Redwood Road as a "boulevard" running through the City Center. This should include creation of a landscaped median, pedestrian-scale lighting, underground placement of utility lines, special signage, a grade-separated pedestrian crossing in the vicinity of City Hall, and other traffic calming measures that do not inhibit the street's use as a through route, while still allowing it to support business and accommodate pedestrians within the City Center.

11. Create well-designed commercial retail buildings, which may include office space or residential uses on upper floors that provide a continuous edge along streets. Encourage a mix of uses with an emphasis on facilities designed and sized for locally owned businesses.

12. Develop standards that will result in efficient and functional parking areas with trees and other plants integrated into parking lot design.

13. Provide a trail connection to link the City Center with the proposed Bingham Creek Trail that will, in turn, connect to the Jordan River Parkway.

GOAL 7. ESTABLISH AREAS OF TRANSIT-ORIENTED DEVELOPMENT (TOD) THAT EXEMPLIFY A HIGH LEVEL OF URBAN DESIGN.

Policy 1. Ensure that a high level of architectural design, human-scale site design, and provision of public amenities are incorporated in the creation of TOD districts.

Implementation Measures

1. Follow the established urban design guidelines for TOD districts.

2. Establish specific urban design standards for TOD sites that address architectural design, landscape architectural design, and a design palette for public amenities.

3. Implement programs such as “Art in Transit” to enhance areas at and around transit stations.

4. Require developers who receive City incentives to construct and maintain public amenities.

5. Adopt a “Public Transit Corridor Zone” with specific standards and regulations as agreed upon with UTA and other cities along the Mid-Jordan Transit Corridor.

Chapter 10
Economic Development

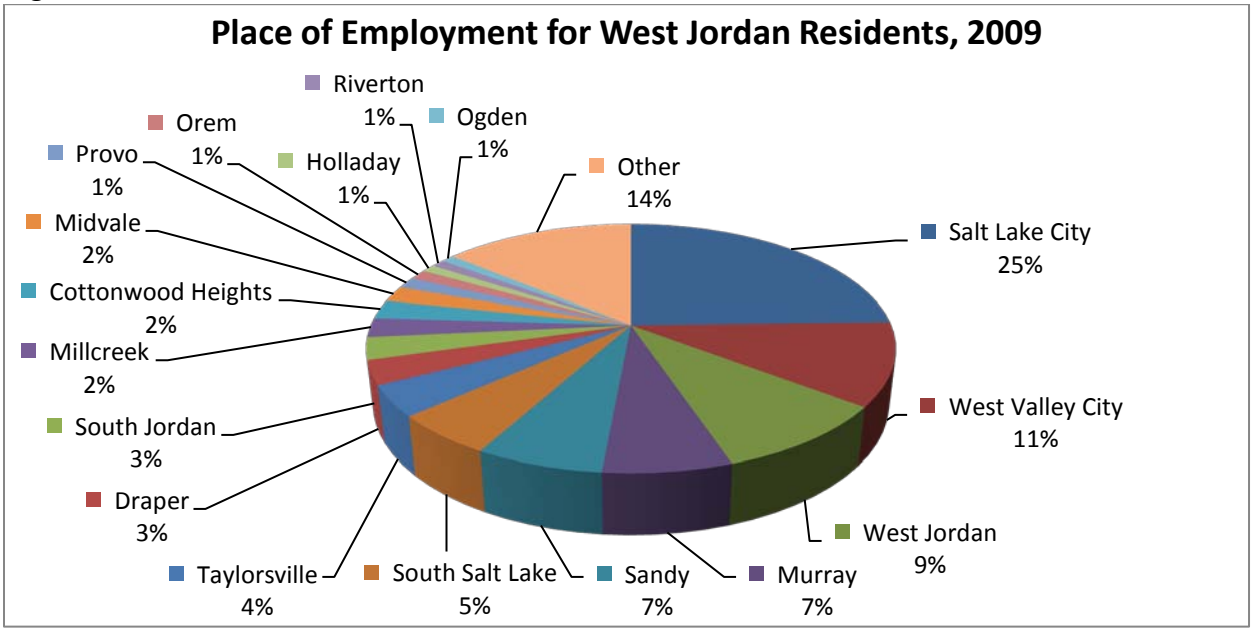
Introduction

The attraction of new businesses into an economy will increase the tax base, job supply, economic vitality, and diversity of the local economy. The attraction and retention of new and existing commercial, professional, and manufacturing businesses and industries is vital to provide the quality services and jobs that West Jordan and its residents demand. New opportunities for commercial, professional, and manufacturing development are anticipated to occur near transit stations along the TRAX light rail line, along the future Mountain View Corridor, and along U-111, which will further enhance the city's economy.

Employment

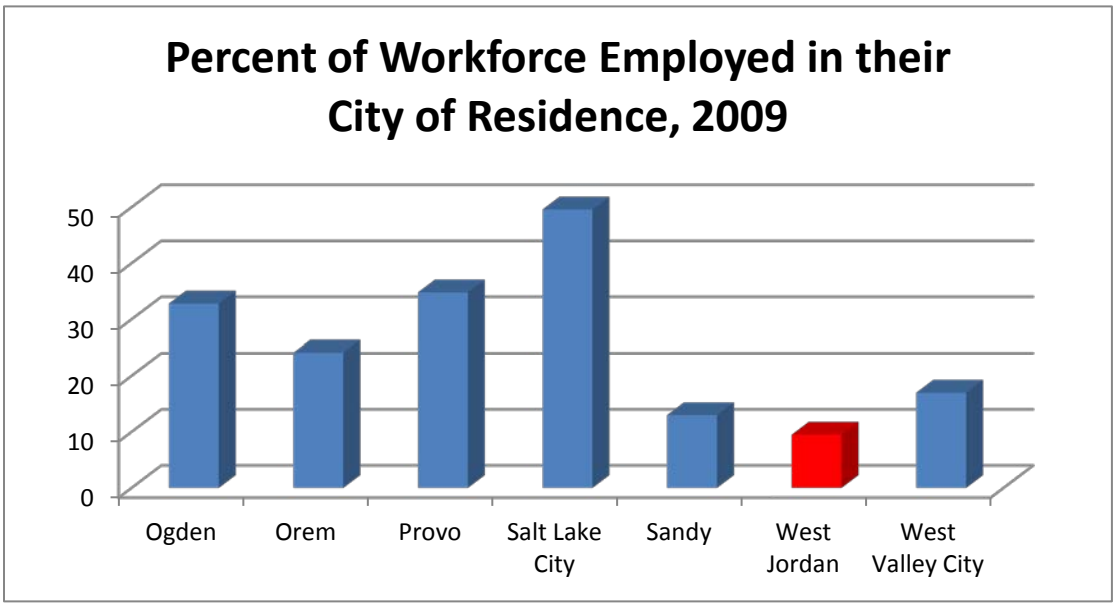
Figure 10.1 below, which illustrates where West Jordan residents travel to work, shows that nearly 91% of the city's residents who are employed, commute outside the city limits to work. Approximately 25% of these employees work in adjoining communities, including Sandy City, West Valley City, South Jordan, and Taylorsville, while another 25% work in Salt Lake City. Approximately 9% work within the city limits, as shown in Figure 10.2, which shows the percentage of workers that are employed in their city of residence along the Wasatch Front. Of the seven largest Utah cities, West Jordan has the smallest percentage of its population which is also employed in their city of residence.

Figure 10.1



Source: U.S. Census Bureau, Center for Economic Studies (2009).

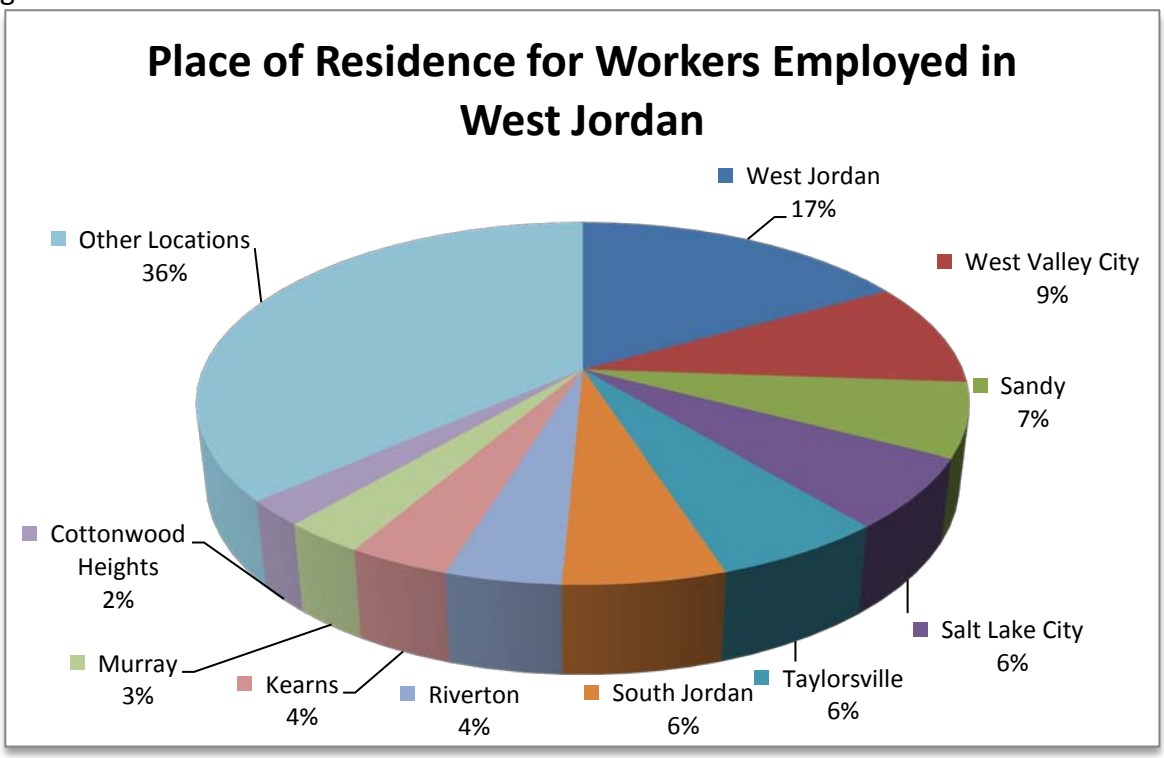
Figure 10.2



Source: U.S. Census Bureau, Center for Economic Studies

Figure 10.3 below indicates that the majority of employees who work in West Jordan live in Salt Lake County. However, there is a great degree of variation between places of residence of these workers, with no single locality, other than West Jordan, having a share greater than 10%.

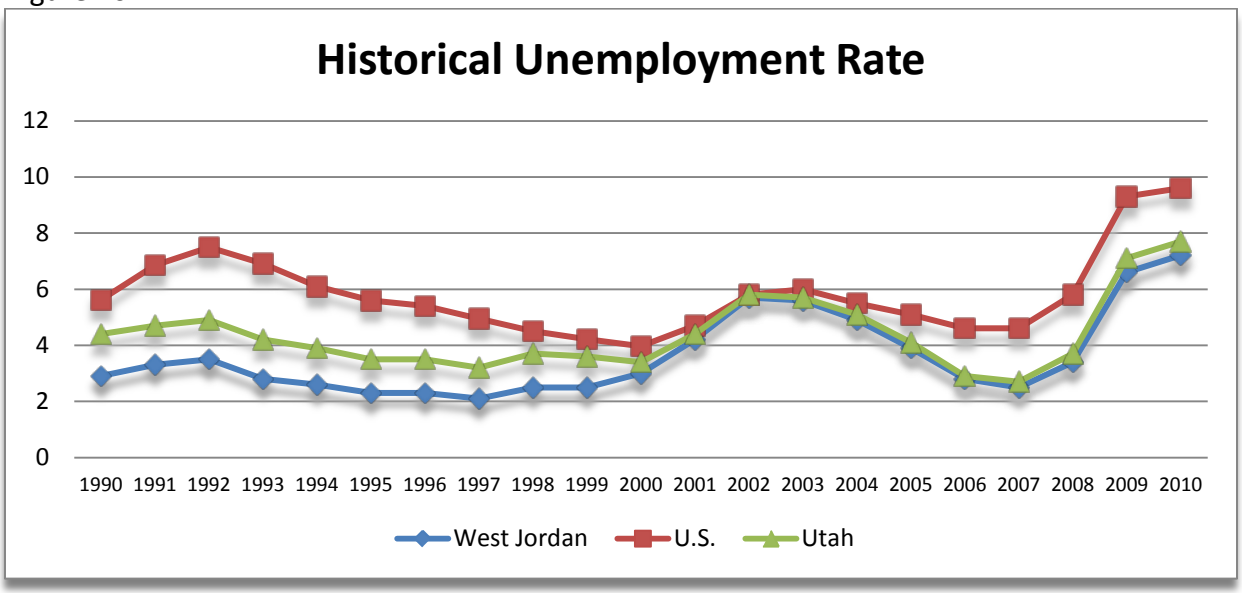
Figure 10.3



Source: U.S. Census Bureau, Center for Economic Studies

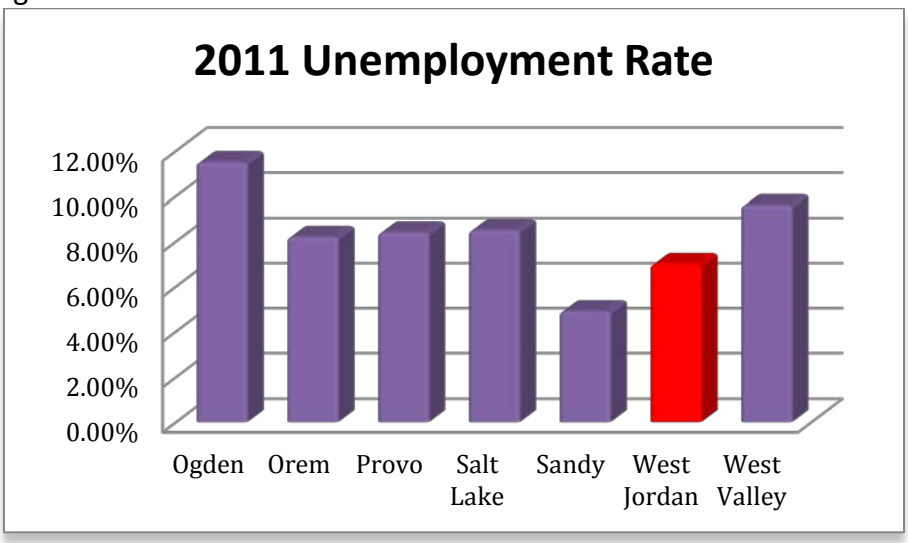
Figure 10.4 shows the historical unemployment rate of West Jordan compared to that of the State of Utah and the United States. The unemployment rate of West Jordan has typically moved in concert with both the national and statewide unemployment rate, although West Jordan has enjoyed overall lower rates of unemployment, with the exception of the 2001 recession, when the municipal, state, and national rates were essentially identical. Figure 10.5 shows West Jordan's unemployment rate as compared to other large cities in the state for 2011. Currently, West Jordan enjoys one of the lowest unemployment rates among the largest cities in the state.

Figure 10.4



Source: U.S. Bureau of Labor Statistics (2010)

Figure 10.5

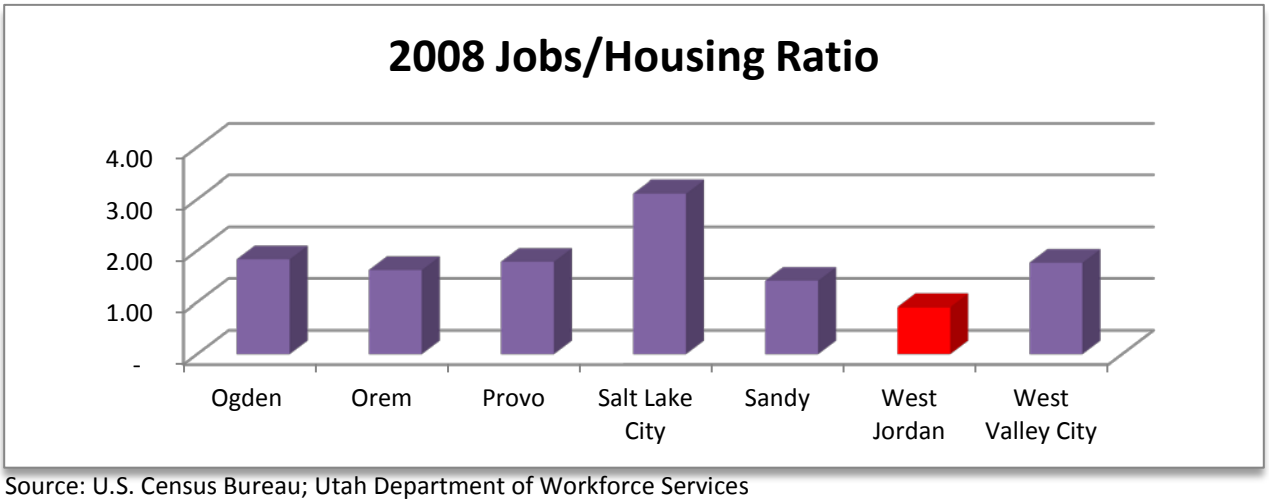


Source: U.S. Bureau of Labor Statistics (2011)

Jobs to Housing Ratio - West Jordan has historically been considered a "bedroom community" where many people commute outside the city for employment. The jobs to housing ratio is used primarily to illustrate the number of total jobs compared to the residential population of the city. It is an indicator of the number of people who work in the city divided by the number of housing units located in the city. A ratio greater than 1.0 indicates a net in-commute into the city and a ratio less than 1.0 indicates a net out-commute. A ratio of 1.0 indicates a balance. West Jordan currently has a jobs to housing ratio of 0.88 which is indicative of a bedroom community.

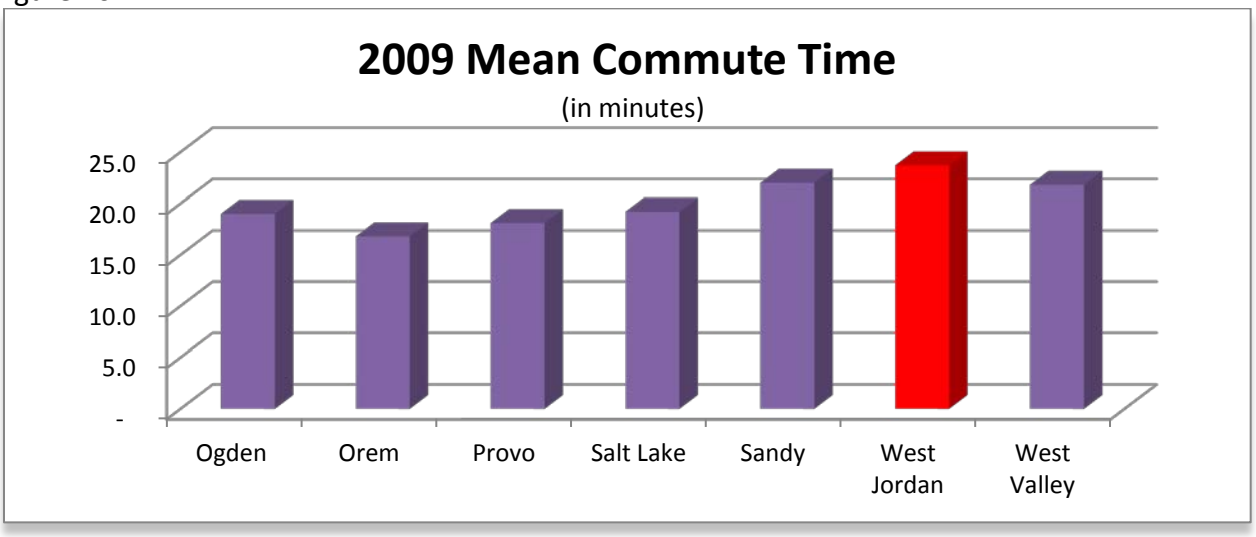
Figure 10.6 below demonstrates the jobs to housing ratio for the largest cities in the state, with each city having a ratio exceeding 1.0, with West Jordan being the lone exception. As a consequence of the city's low jobs to housing ratio, the average commute time for residents is the highest among the seven study cities as illustrated in Figure 10.7.

Figure 10.6



Source: U.S. Census Bureau; Utah Department of Workforce Services

Figure 10.7



Source U.S. Census Bureau (2009)

As a means of creating a more economically sustainable community, the City should begin looking at ways to increase the jobs to housing ratio as a way to increase its tax base, its daytime population, and provide more opportunities for people to live and work in the city.

On the City's Future Land Use Map, professional office uses account for 1.41% of the land within the city and 0.5% of the city's new development. Adding office space in areas designated as Mixed-Use and City/Neighborhood Center on the Future Land Use Map increases this number to 4.89%. This number is still quite low considering Light Industrial uses make up 9% of the future land uses in the city and commercial uses (including Mixed-Use and City/Neighborhood Center) make up 8.09%. Given this, the City should consider increasing the area devoted to professional office and other non-residential uses such as education, manufacturing, and general services to increase the jobs to housing ratio and make land use percentages more consistent with other non-residential land uses. Opportunities for increasing employment in the city are located near transit stations, interchanges along the Mountain View Corridor, Redwood Road, and the South Valley Regional Airport.

Floor Area Ratio - The City should also consider increasing the intensity of office uses as well as the overall acreage designated for such uses. Intensity of land usually describes non-residential uses and takes into consideration general floor area, percentage of lot coverage, and the number of stories a particular development has. Floor Area Ratio (FAR) describes intensity as the relationship between the total square footage of development on a lot and the area of that lot. Floor area does not include the area within parking structures and parking lots. The FAR is determined by dividing the gross floor area of all buildings on a lot by the gross land area of the lot. The current average FAR for existing office development within the city is 0.33. This means that about one-third of the lots used for office are actually developed with buildings, with the remaining two-thirds being used for parking and/or landscaping. By increasing the amount of allowed FAR, the city can increase the floor area of office uses within the city, by increasing the lot coverage and the number of stories allowed within office areas.

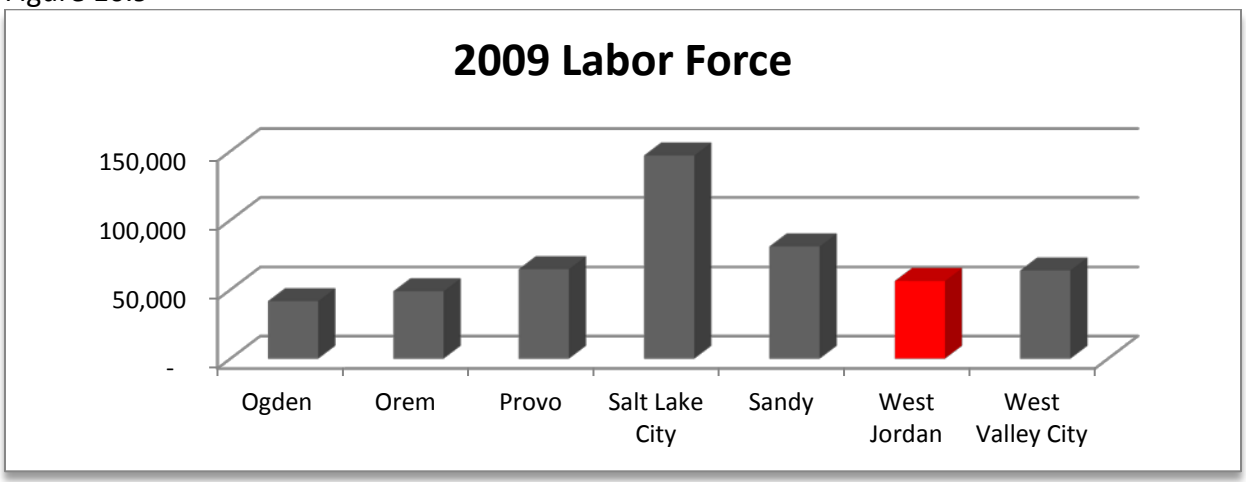
As demonstrated in Figure 10.8, the existing average FARs for other types of uses are also low. Increasing the FAR in all non-commercial zones would benefit the city by providing a larger daytime population, increasing the tax base, and providing opportunities for residents to both live and work within the city.

Figure 10.8 Existing Average FAR (2010)

Use Type	Existing Average FAR
Office	0.33
Commercial	0.25
Industrial	0.18
Institutional	0.20

The available pool of labor for each of the seven largest cities in the state is shown in Figure 10.9 below. Generally, the size of each city's labor force matches its ranking in relation to the total residential population.

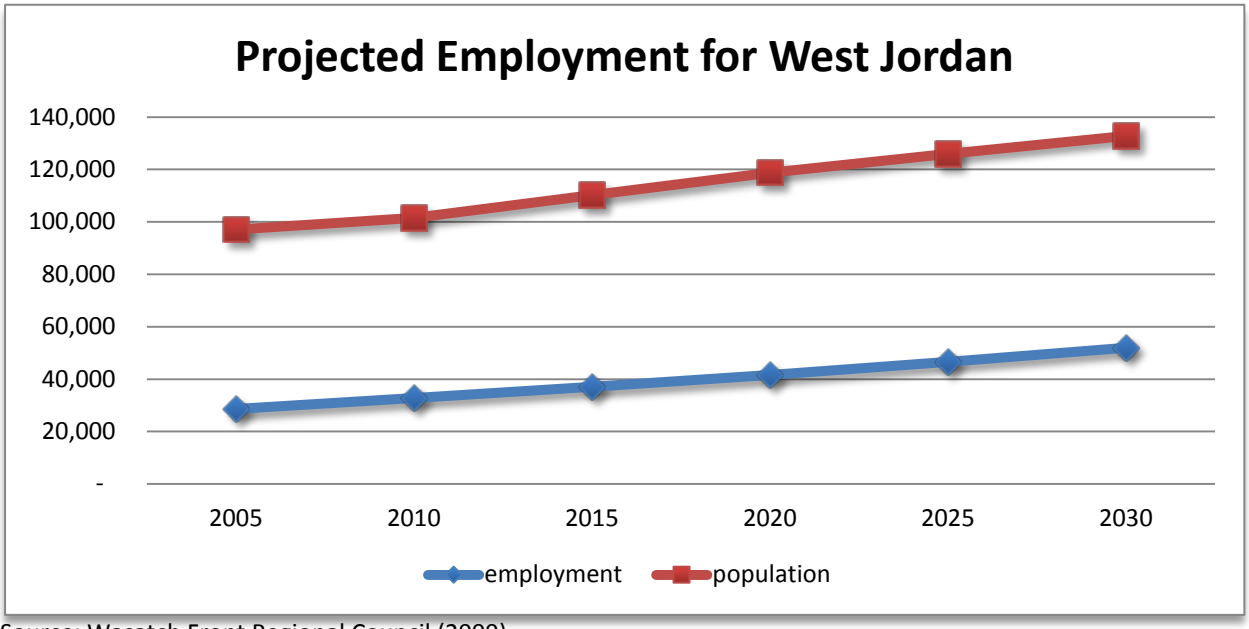
Figure 10.9



Source: U.S. Census Bureau (2009)

Figure 10.10 shows the projected employment for West Jordan to the year 2030. Estimates for future employment in West Jordan show positive growth, as the number of current jobs is anticipated to nearly double by 2030, when employment will reach approximately 50,000. Total employment is expected to grow at a rate over 1% more annually than the general population, which by 2030 will have increased by approximately one-third. However, the gap between employment and the population grows from approximately 70,000 in 2005 to 80,000 in 2030.

Figure 10.10

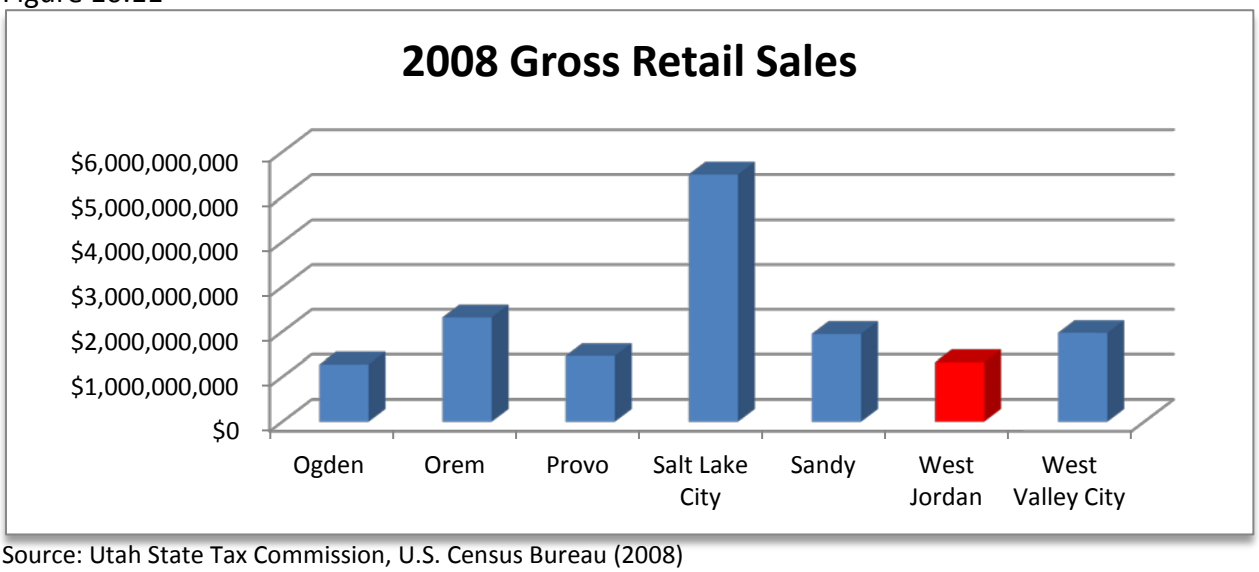


Source: Wasatch Front Regional Council (2009)

Economy

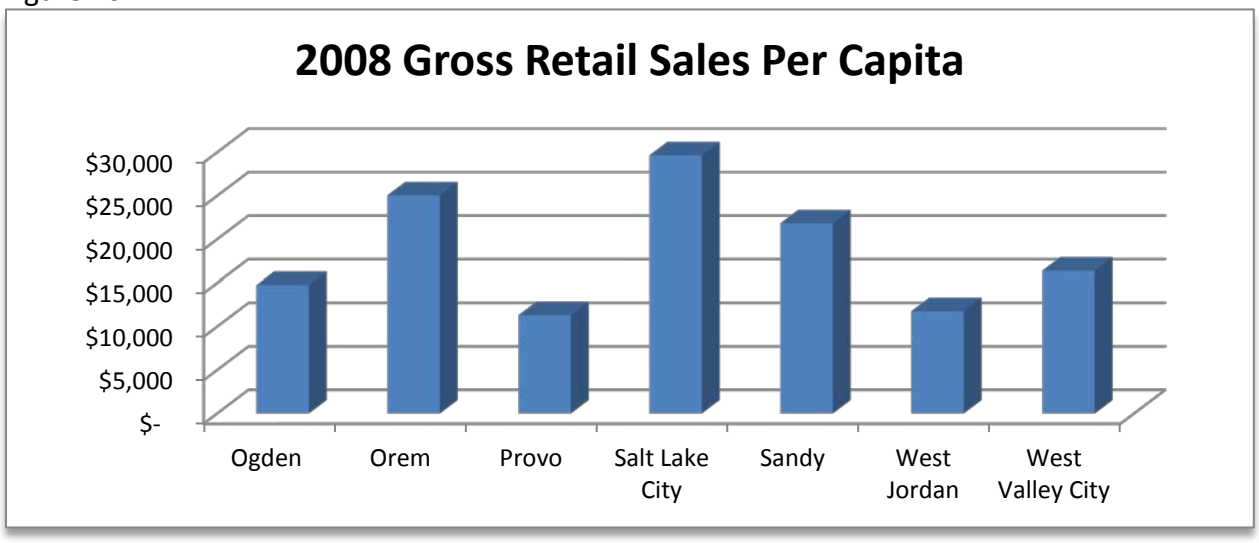
Gross retail sales for selected cities in 2008 are shown in Figure 10.11, and the gross retail sales based on a per capita basis are shown in Figure 10.12. In each case, West Jordan is second to last in the amount of gross retail sales. Despite its relatively low overall total, West Jordan's retail growth since 1996 has been very strong, expanding at an average annual rate of 10.3%. This growth has more than tripled the gross retail volume in the 12-year period from 1996 to 2008 Figure 10.13). The majority of retail sales within the city are in the retail trade and business investment sectors (Figure 10.14).

Figure 10.11



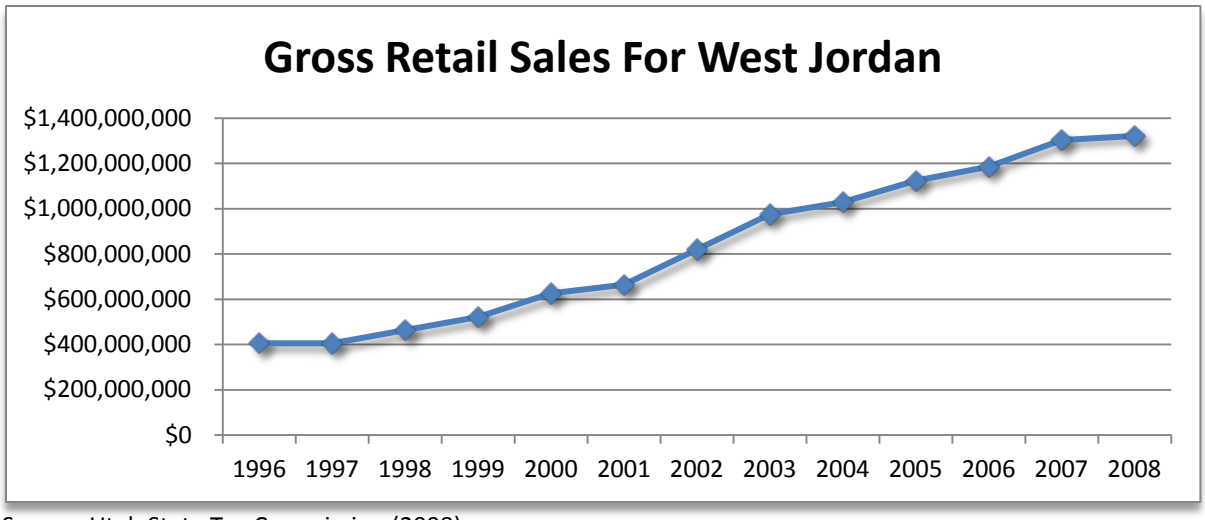
Source: Utah State Tax Commission, U.S. Census Bureau (2008)

Figure 10.12



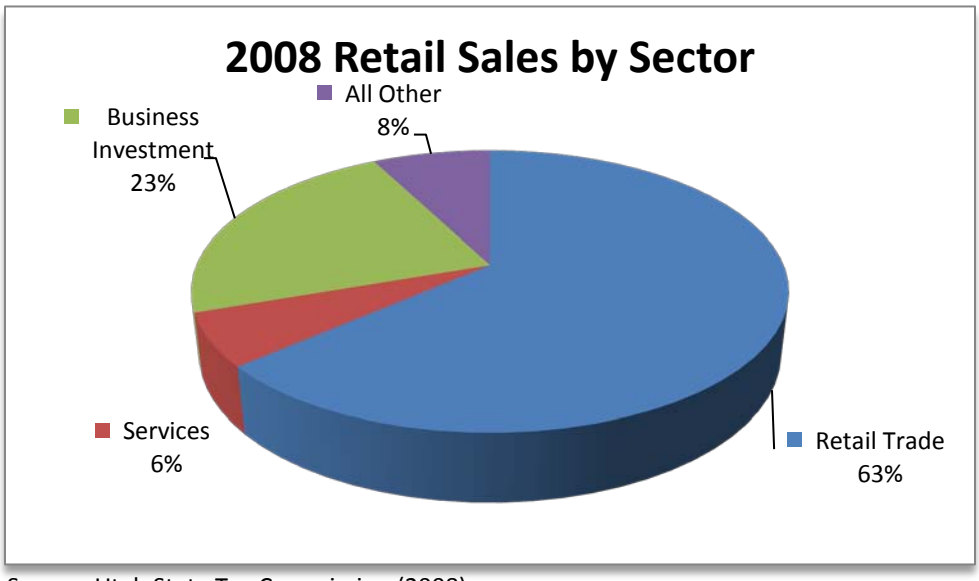
Source: Utah State Tax Commission (2008)

Figure 10.13



Source: Utah State Tax Commission (2008)

Figure 10.14



Source: Utah State Tax Commission (2008)

The largest sales tax payers in the city are shown in Figure 10.15, and the largest property tax payers are listed in Figure 10.16. While a large majority of the largest sales tax payers are large retail businesses, the composition of the property tax payers is more diverse, and includes industrial, retail, office, and property management companies.

Figure 10.15 Principal Tax Payers

Taxpayer (Listed Alphabetically)	Industry
Lowe's	Home Improvement
Macey's	Grocery
Rocky Mountain Power	Utility
Sam's Club	Discount Retail
SME Industries	Construction
Smith's	Grocery
Sysco Foods	Distribution
Target	Discount Retail
The Home Depot	Home Improvement
Wal-Mart Stores	Discount Retail

Source: West Jordan Finance Department

Figure 10.16 Principal Property Tax Payers

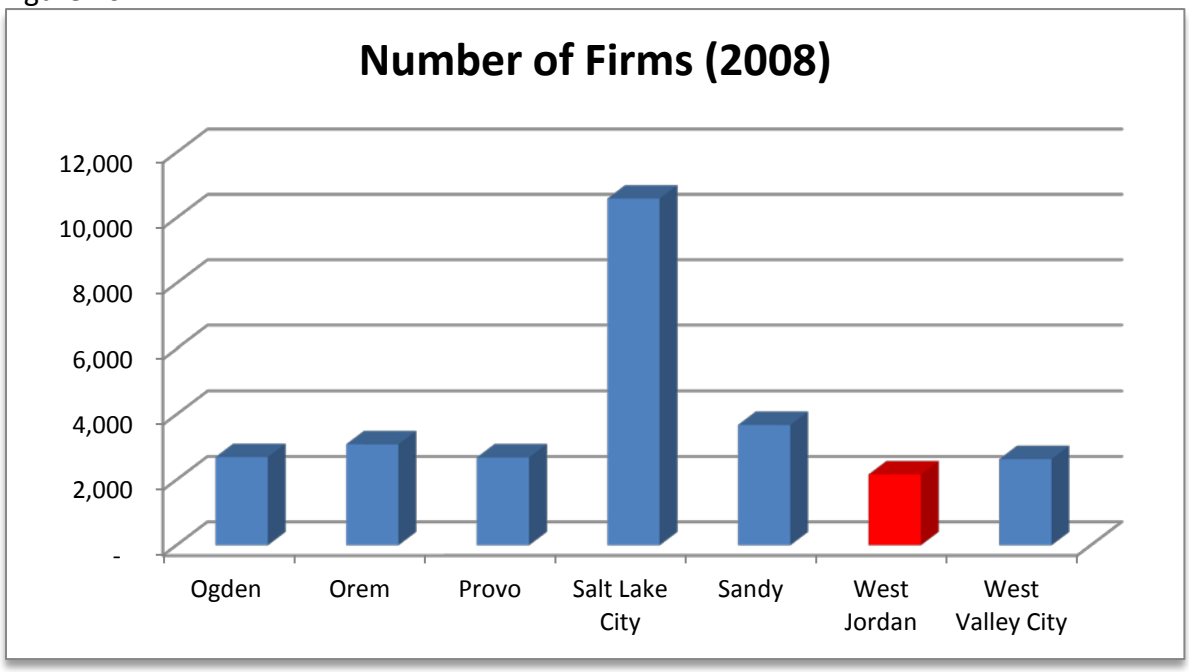
Taxpayer	Assessed Valuation	Rank	Percentage of Total Valuation
Jordan Landing LLC	$127,014,300	1	2.41
Masco Cabinet Group LLC	58,806,600	2	1.12
CHC Jordan Valley Inc.	31,026,200	3	0.59
WRI West Jordan LLC	26,616,600	4	0.51
Willowcove Intntl. LLC	26,098,710	5	0.50
Mtn. America Credit Union	23,598,800	6	0.45
Dannon Company Inc.	21,647,000	7	0.41
Wal-Mart Stores, Inc.	19,593,300	8	0.37
SYSCO Foods	17,775,100	9	0.34
Grand Central Inc.	16,281,400	10	0.31

Source: West Jordan Finance Department (2010)

Businesses

Figure 10.17 shows the number of businesses in West Jordan compared to other cities along the Wasatch Front. In 2008, 2,168 businesses in West Jordan employed 28,907 persons. West Jordan's largest employers for 2008 and their approximate numbers of employees are shown in Figure 10.18. As shown in Figure 10.19, which illustrates the major categories of businesses in West Jordan, approximately 70% of the businesses in West Jordan are concentrated in the construction, financial, professional and business services, trade, transportation, and utilities sectors.

Figure 10.17



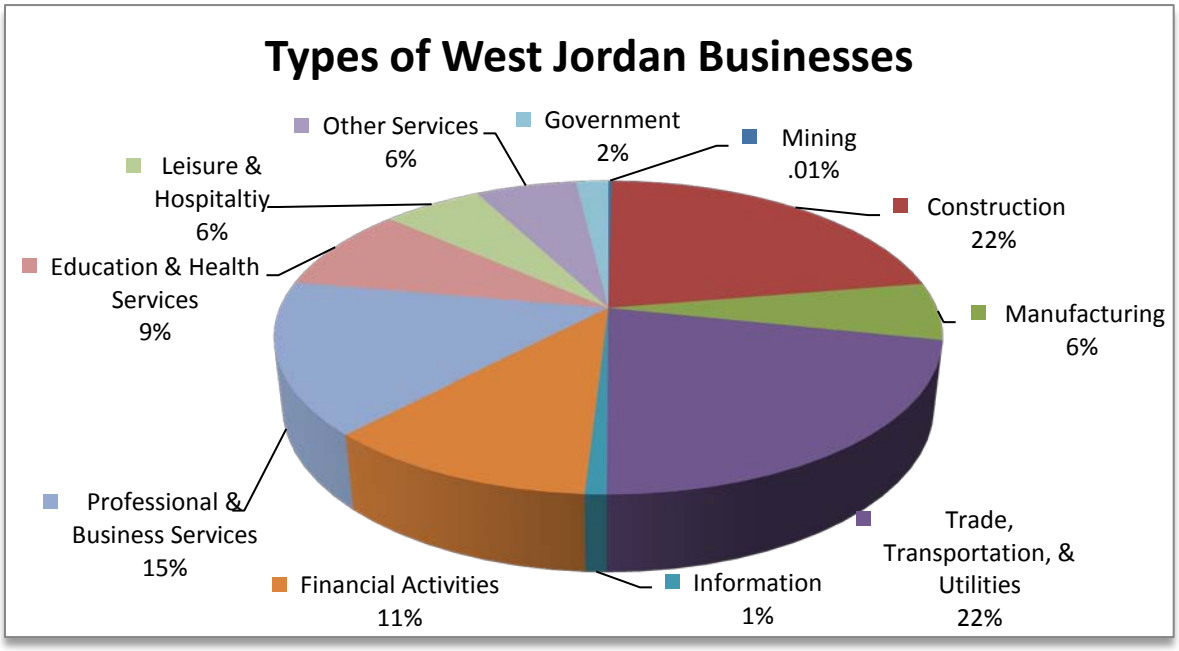
Source: Utah Department of Workforce Services (2008)

Figure 10.18 West Jordan's Largest Employers

Employer	Industry	Employees
Jordan Valley School District	Government	3,588
Utah Army National Guard	Government	777
Jordan Valley Medical Center	Health Services	656
Wal-Mart Stores	Discount Retail Trade	581
Fairchild Semiconductor	Manufacturing	575
City of West Jordan	Government	564
SYSCO Intermountain Food Services	Distribution	463
SME Industries	Construction	375
Mountain America Credit Union	Financial Services	327
Copper Hills Youth Center	Education	260

Source: West Jordan Division of Business Licensing

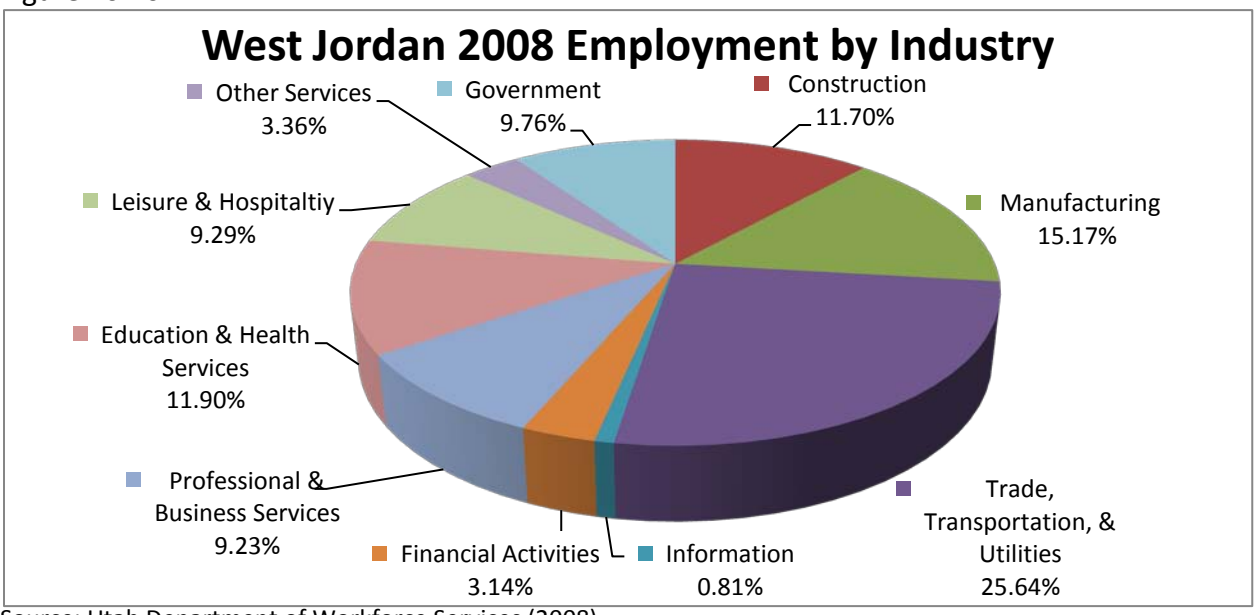
Figure 10.19



Source: Utah Department of Workforce Services

The major employment sectors in 2008 were trade, transportation, and utilities, which employed 26% of the workforce; manufacturing, which employed 15%; construction, which employed 12%; education and health services, which employed 12%; and government, which employed 10% of the workforce (see Figure 10.20).

Figure 10.20

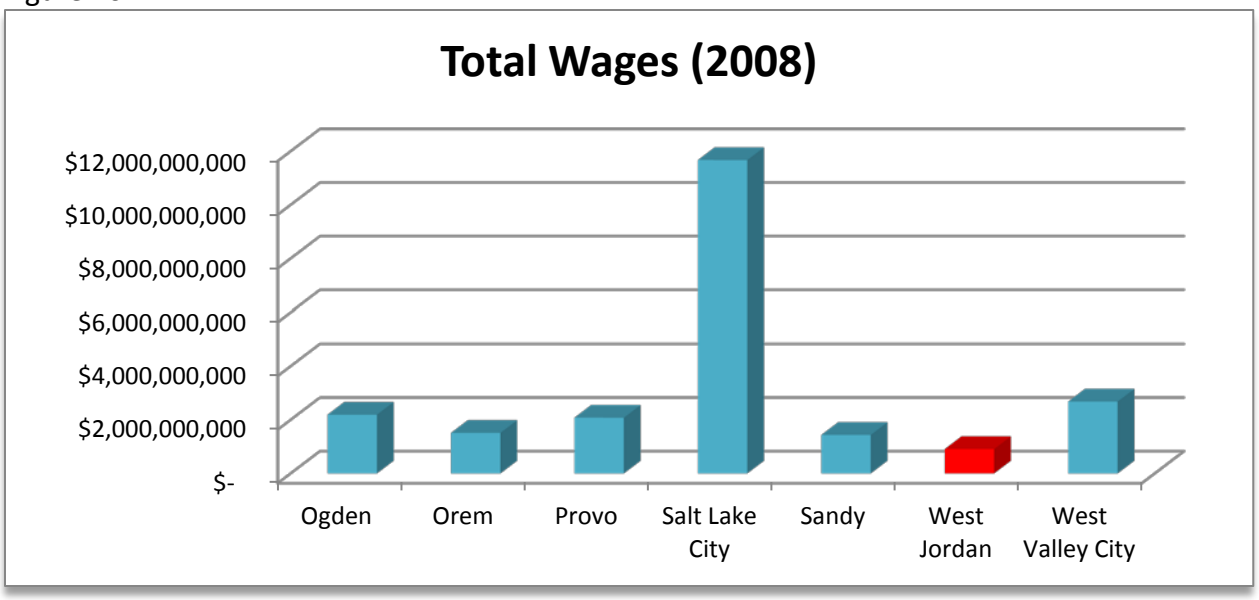


Source: Utah Department of Workforce Services (2008)

Wages

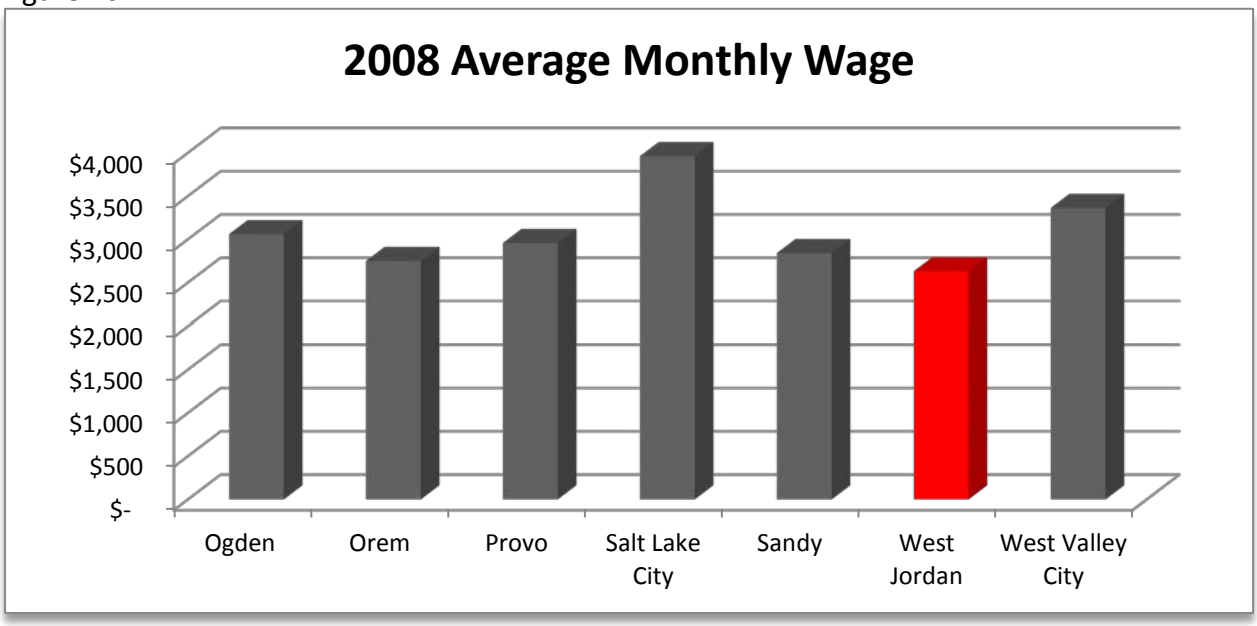
Total wages paid by employers in various cities are shown in Figure 10.21 below. Due to the small number of people employed in the city, West Jordan trails the other cities by a significant amount. However, in examining the average wage, West Jordan is more competitive, although still in last place (See Figure 10.22).

Figure 10.21



Source: Utah Department of Workforce Services (2008)

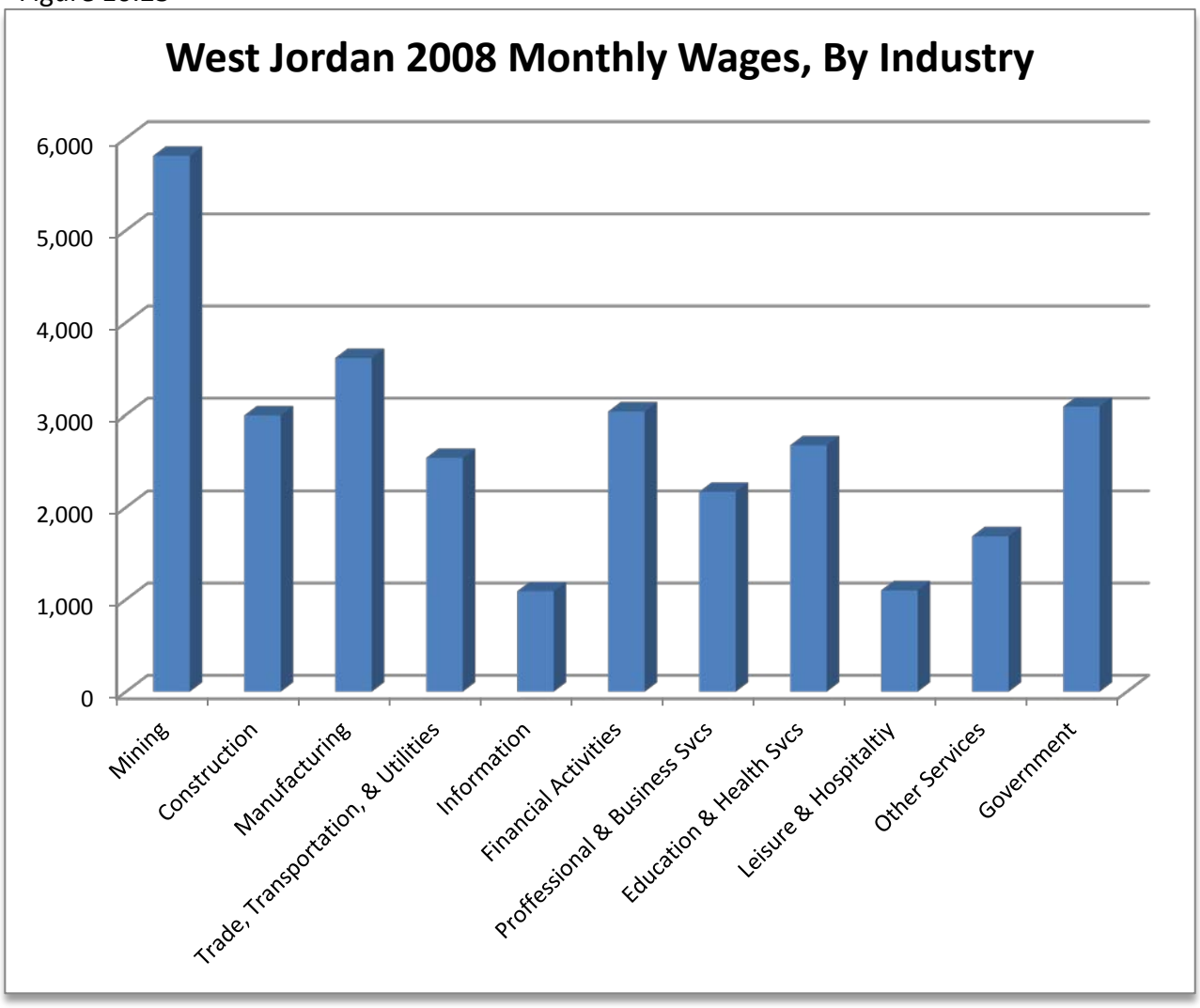
Figure 10.22



Source: Utah Department of Workforce Services (2008)

An examination of the monthly wage by industry for West Jordan shows that the most lucrative jobs are in the construction, financial, government, manufacturing, and mining industries. The fields with the lowest average salary include information, and leisure & hospitality (see Figure 10.23).

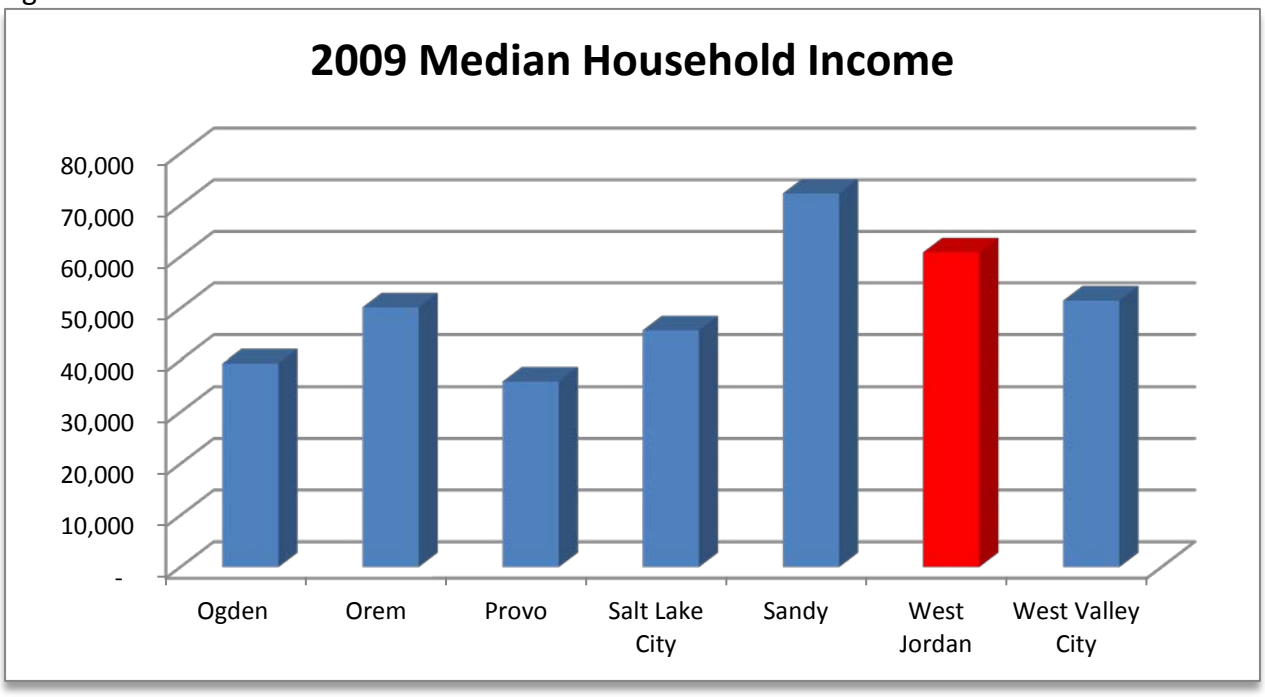
Figure 10.23



Source: Utah Department of Workforce Services (2009)

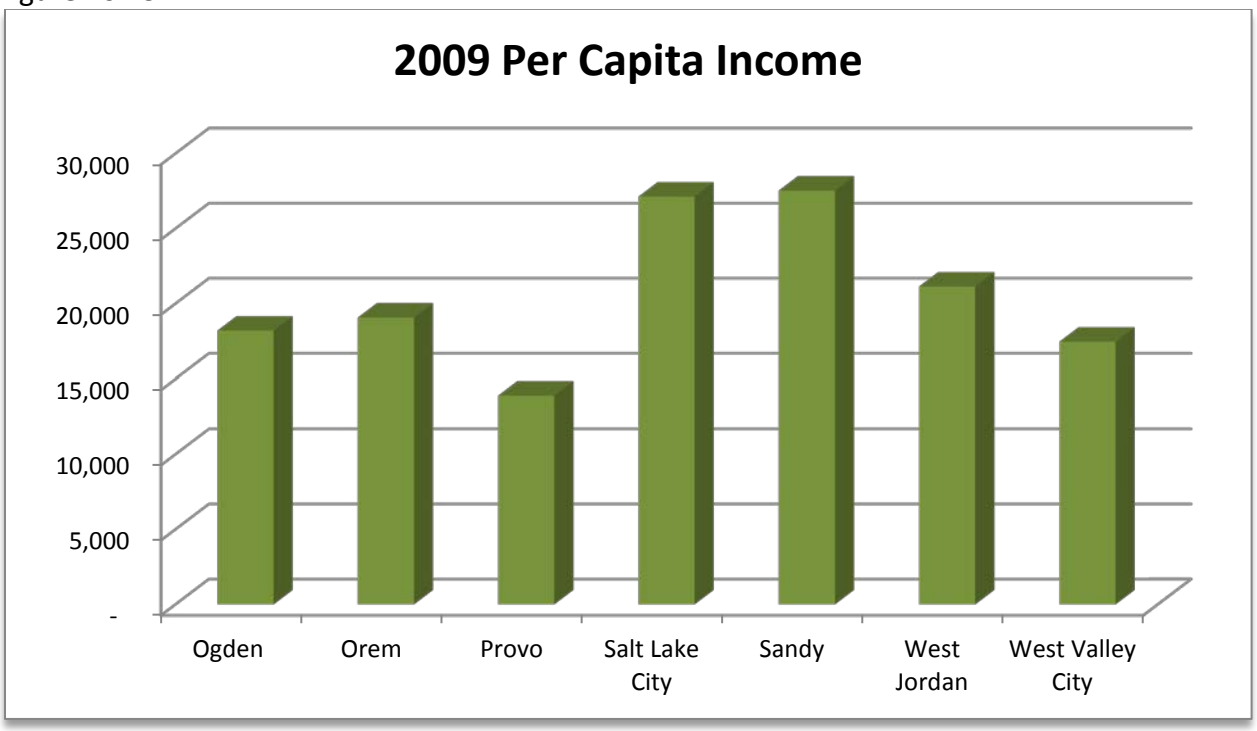
West Jordan enjoys one of the largest median household incomes of the cities listed in Figure 10.24. On a per capita basis, West Jordan maintains a high level of income compared to other cities, as evidenced in Figure 10.25. Due to this, the overall poverty rate in the city is comparatively lower than most other large cities in Utah (see Figure 10.26).

Figure 10.24



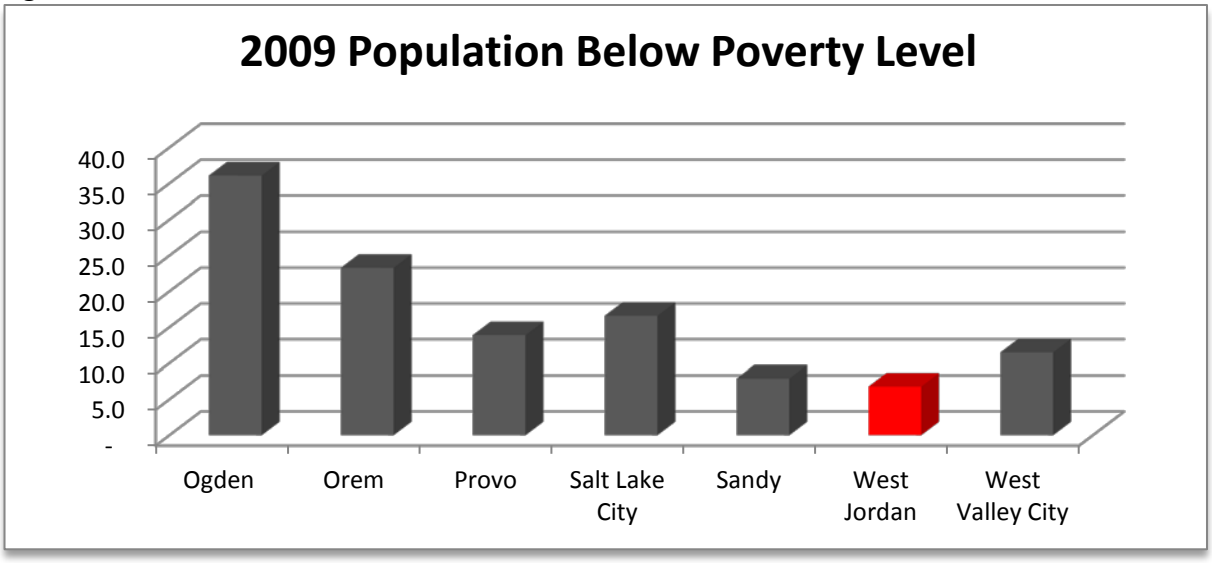
Source: U.S. Census Bureau (2009)

Figure 10.25



Source: U.S. Census Bureau (2009)

Figure 10.26



Source U.S. Census Bureau (2009)

Goals and Policies for Economic Development

The economic development goals and policies statements will, in concert with the City Council, guide strategic planning for other economic development activities in the City of West Jordan.

GOAL 1. PROMOTE AND ENCOURAGE A VIBRANT, COMPREHENSIVE, AND HEALTHY ECONOMY FOR THE CITY OF WEST JORDAN.

Policy 1. Provide a balanced mix of commercial, office, industrial, institutional, and residential land uses throughout the city.

Implementation Measures

1. Support existing industries and recruit new commercial, office, institutional, medical facilities, higher education, and industrial development relative to other land uses and community employment needs. That amount will be determined principally by:

    - The amount of revenue required to support a high quality environment and life-style in the city.

    - The number of jobs required to broaden and strengthen the local economy and employment base; and

    - The amount of city land resources reserved for non-residential uses.

2. Collaborate with Salt Lake City to prepare a joint strategic economic development action plan for the South Valley Regional Airport. The plan should include and consider aviation and non-aviation related businesses based on the Airport Master Plan.

Policy 2. Increase employment opportunities in the city.

Implementation Measures

1. Create the opportunity for unique business and community organizations to be developed in the city.

2. Plan, promote, and establish well-located, convenient, and appropriate retail, commercial, and office developments. Development standards will be based principally on:

   - Identification of the services and retail needs of the residents of the area,

   - Locating retail and office development in order to reduce the need for residents to travel long distances for basic services, and

   - Recruitment and location of key professional services, jobs, entertainment, and retail needs to reduce the need for residents to travel outside of the city.

GOAL 2. ATTRACT, RECRUIT, AND RETAIN QUALITY BUSINESS BY MAKING "BUSINESS IS OUR FRIEND" PART OF OUR OVERALL PHILOSOPHY.

Policy 1. Initiate opportunities for personal contacts with business owners, decision makers, and consultants involved in business location activities.

Policy 2. Proactively attract new investment, development, and entrepreneurship to the city. Use a broad range of incentives to accomplish this, specifically targeting the type and size of the desired business and workforce.

Implementation Measure

1. Maintain a targeted business program and actively work with property owners, developers, commercial brokers, and corporate representatives to recruit and locate targeted businesses in West Jordan.

Policy 3. Work closely with state agencies as well as public and private groups that supply national and international development leads to ensure West Jordan is marketed and involved.

Policy 4. Partner with Salt Lake Community College and other educational institutions in economic development opportunities.

Policy 5. Support efforts and enterprises promoting West Jordan as a location for those businesses or developments that create a sense of place, distinction, and destination.

Policy 6. Lobby for and promote West Jordan as an ideal location for business investment.

Policy 7. Structure economic business incentives to encourage positive relationships between the business community, the city, and residents.

Implementation Measures

1. Maintain and regularly update a comprehensive economic development incentive policy.

2. Incentives should be structured so that the new business will obtain necessary motivation to locate in West Jordan.

3. Incentives should provide protections that tax dollars will not be abused and that taxpayers will receive a proportional benefit of new jobs and/or increased revenues for the city.

4. Incentives should be tailored to the individual business needs and circumstances.

5. Each incentive agreement should specify return-on-investment expectations and reimbursements for provisions not fulfilled by the business entity.

Policy 8. Establish and maintain policies, programs, and procedures that encourage sustainability of established businesses within the city.

Implementation Measures

1. Maintain open communication and information sharing with the West Jordan Chamber of Commerce.

2. Within the limits of city government's authority, assist the business community in sustaining viability by identifying ongoing and emerging economic trends and hardships, and working to overcome obstacles.

3. Ensure that new development and infrastructure improvements do not impede access to existing businesses and are constructed in a timely manner.

4. Ensure that City processes, policies, regulations, and tax and fee structures affecting businesses are adequate but not excessive.

5. Streamline development processes to provide the most effective and non-cumbersome processes for businesses and for the city itself.

Policy 9. Promote the future Mountain View Corridor as a vital component of West Jordan's integrated transportation network essential for commercial and industrial development and sustainability.

Policy 10. Promote public transit options within West Jordan as cost saving benefits for commercial and industrial business interests.

GOAL 3. DIVERSIFY AND STRENGTHEN THE EMPLOYMENT AND TAX BASE IN THE CITY OF WEST JORDAN.

Policy 1. Actively seek to increase the number of new businesses and industries within the city.

Policy 2. Support and promote the expansion and retention of existing West Jordan businesses and industries.

Implementation Measures

1. Establish relationships between existing businesses, developers, suppliers, vendors, governmental entities, and other parties that will support continued business and job development and expansion.

2. Establish West Jordan as an ideal area for business investment and expansion.

3. Link businesses with resources designed to assist them in expansion activities.

4. Actively promote reuse of vacant industrial, commercial, and office space.

Policy 3. Increase the number of persons who work locally.

Policy 4. Effectively market and promote the city and its businesses.

Implementation Measures

1. Establish an identity-building branding program to position and market the city for business attraction and expansion.

2. Expand economic development efforts to attract and support tourism.

Policy 5. Strengthen partnerships with the West Jordan Chamber of Commerce and other marketing and development groups to effectively market, promote, and inform businesses of the advantages of doing business or locating in the City of West Jordan.

Policy 6. Develop and maintain a capital improvements program for the provision of needed infrastructure. Monitor and update progress through the yearly budget process.

Policy 7. Maintain a strong economic development program.

Implementation Measures

1. Develop a strategic business expansion and retention plan based on the policies contained within this plan.

2. Expand economic development efforts to attract and support tourism.

3. Establish a branding program for business attraction to the city.

Industrial Goals and Policies

GOAL 1. PROMOTE AND ENCOURAGE QUALITY INDUSTRIAL DEVELOPMENT IN THE CITY.

Policy 1. Increase the number of industrial jobs within the city.

Policy 2. It should be recognized that the provision and preservation of prime industrial land is a valuable community asset. Therefore, industrial development should be actively promoted.

Implementation Measures

1. Partner with public and private lead generating organizations to ensure West Jordan receives all leads and is actively marketed.

2. Identify and utilize funding sources for industrial development.

3. Routinely meet with owners of all major industrial firms in the city to identify needs, problems, and opportunities.

4. Provide city information, policies, programs, and goals to businesses to assist them in their development and business plans.

5. Expedite the development process in conformance with West Jordan ordinances and standards.

Policy 3. Promote a positive environment for industrial growth.

Implementation Measures

1. Develop and maintain a current community information packet, data files, and economic development website.

2. Establish a close working relationship with other city, state, federal, and private economic development agencies.

3. Maintain an active, viable, and aggressive economic development department.

4. Encourage economic committees to tap local resources that may be used in an economic development program.

5. Provide a contact person to service and coordinate the development and expansion plans of new and existing business and industry using the Chamber of Commerce to its fullest advantage as a partner with the city.

Policy 4. Develop and maintain a capital improvement program for the provision of needed infrastructure on a planned basis, and monitor and update progress through the yearly budget process.

Policy 5. Recognize and promote the location advantages of the city for industrial development.

Policy 6. Recognize the need for industrial development to support the quality of life we seek.

Policy 7. Develop strong public-private partnerships, with the city willing to explore innovative financing sources and techniques.

Policy 8. Foster an environment conducive to a relationship of mutual cooperation between the city, businesses, and industry.

Policy 9. Seek outside funds that may be available to develop the city's infrastructure and amenities.

Commercial Goals and Policies

GOAL 1. PROVIDE ADEQUATE AND ACCESSIBLE COMMERCIAL AND BUSINESS SERVICES TO ALL CITY RESIDENTS.

Policy 1. Establish well-located, convenient, and appropriate business sites that will encourage diversified commercial developments.

Policy 2. Restrict lengthy or continuous commercial areas along major transportation routes. Rather, encourage commercial areas to maintain compactness within a service region to create a high level of shopper convenience and drawing power.

Policy 3. Encourage the creation of planned commercial centers that provide the services and amenities residents need, and which reduce the need for extra or lengthy vehicle trips.

GOAL 2. PROVIDE WELL-DESIGNED, ATTRACTIVE, AND AESTHETICALLY PLEASING COMMERCIAL ENVIRONMENTS WITHIN THE CITY OF WEST JORDAN.

Policy 1. Support the renovation of older commercial areas in the city.

Policy 2. Require all street lighting to enhance the safety and appearance of commercial areas.

Policy 3. Use the West Jordan Redevelopment Agency as a tool to improve older commercial areas of the city.

Policy 4. Promote infill development of vacant land within commercial districts.

Policy 5. Encourage the underground placement of all utility lines throughout commercial areas.

Policy 6. Use the Redevelopment Agency and redevelopment statutes as appropriate to enhance the downtown area and implement community plans.

Professional Office and Business Goals and Policies

GOAL 1. DEVELOP ATTRACTIVE, PROPERLY DESIGNED, AND WELL LOCATED PROFESSIONAL OFFICE BUILDINGS AND BUSINESS PARKS WITHIN THE CITY OF WEST JORDAN.

Policy 1. Promote development of office buildings and business parks.

Policy 2. Identify areas within the city that support professional services in clustered and convenient areas.

Policy 3. Promote the construction of multi-story office buildings, multiple office buildings, and larger business parks near major transportation corridors and intersections.

Policy 4. Promote infill development of vacant land within office and business districts.

Implementation Measure

1. Promote office and business park development in urban renewal/redevelopment areas.

Policy 5. Encourage the underground placement of all utility lines throughout office areas.

Chapter 11
Growth Management

Introduction

The City of West Jordan, with a current population of over 106,000, has developed about 70% of its available land. A growth management challenge is to plan infrastructure for expansions west, and provide capacity for infill and redevelopment on the eastern half of the city. How these areas develop over time will determine the city's image and desirability as a livable and attractive community.

The pattern and economics of growth in the Salt Lake Valley are as much a factor of land availability, location of employment, shopping, and transportation patterns as it is of the individual community attempts to direct growth. Each local governmental entity has jurisdiction over its specific land use and growth rate. With regional factors driving growth, such as wages, housing costs, and location of employment, individual local governments experience the impact these factors have in their community.

Many of the trends and economic factors affecting growth in metropolitan areas nationwide are also being felt in communities like West Jordan in the Salt Lake Valley. A few important trends and indicators the City should keep in mind as growth management strategies are developed include the following:

1. A major constraint for growth located at the western edge of the city will be the ability to finance needed infrastructure improvements.

2. Future sales tax generation will require providing retail opportunities close to residential areas and employment areas.

3. New residential growth areas are locating further from existing employment centers. This is resulting in longer commute times and vehicle miles traveled. Addressing traffic and air quality will require the community to encourage new employment opportunities closer to residential growth areas and the promotion of alternative modes of transportation.

4. The quantity, character, and mix of housing have a significant impact on the future locations of employment centers. Residential home values and quality of housing needs to match the economic and cultural profile of workers wishing to locate near employment centers.

Growth Management Strategies

Several growth management strategies have emerged throughout the country, which have provided communities with tools for managing the timing, extent, and cost of new growth. Foremost among these strategies are techniques to ensure that new growth pays for its fair share of the costs for public improvements and services. Among common growth management strategies are:

1. Urban growth boundaries or urban service limits. These are mapped boundaries designating areas of the community where development may occur. The timing and phasing of development into these areas is often designated as well.

2. Threshold standards. Standards can be established for a variety of public facilities and services that must be met to allow development to proceed.

3. Incentive zoning. This encourages development of certain types, amenities, or design qualities in return for defined benefits, such as increased densities. Incentives are often used in downtown areas and suburban business centers to gain open space, special building features, target infill, or other public benefits.

4. Development exactions. Developers may be required to contribute land, facilities, or funding for certain types of public facilities that may or may not serve the developer's project.

5. Limitation on development permits. Annual quotas for building permits are established to control the rate of growth. Many have a rating system for determining priorities among potential projects.

6. Development impact fees. These are monetary charges imposed on new development to recoup or offset a proportionate share of public capital costs required to accommodate such development with necessary public facilities.

The City of West Jordan is employing a combination of growth management strategies. Incorporated in the zoning code are threshold standards, incentive zoning, development exactions, and development impact fees (Growth Management Strategies 2,3,4 and 6 above). Primary tools historically have been impact fee collection and requirements for adequate public facilities to direct and permit development. As the City moves forward with future regional transportation improvements including light rail transit and the Mountain View Corridor, it may wish to modify its growth management techniques in order to direct desirable development into specific areas of the community.

Goals and Policies for Growth Management

The following goals, polices and implementation measures will provide the community with strategies for directing cost effective and efficient future urban development.

GOAL 1. ENSURE FUTURE DEVELOPMENT IS PROVIDED WITH ADEQUATE PUBLIC FACILITIES AND INFRASTRUCTURE.

Policy 1. Continue to enforce the City's Adequate Public Facilities Management System.

Implementation Measures

1. Annually review and update Section 13-7 (Adequate Public Facilities) of the City's zoning ordinance to ensure the standards are current and address potential impacts of development on the city.

2. Carefully monitor all new development to determine if it is subject to the Adequate Public Facilities section of the Zoning Ordinance.

GOAL 2. PROVIDE FOR ORDERLY ANNEXATION OF PROPERTIES INTO THE CITY.

Policy 1. Maintain a current annexation policy plan that meets the community's desire for orderly expansion of corporate boundaries.

Implementation Measures

1. Periodically review the resolution adopting the *West Jordan City Master Annexation Plan* for consistency with Utah State statutes.

2. Establish phased urban expansion areas on the annexation map that is based on cost-effective extension of municipal infrastructure and services.

3. Continue to establish and update boundary agreements with neighboring jurisdictions.

Policy 2. Carefully evaluate the financial implications to the City of annexation requests.

Implementation Measures

1. Conduct a comprehensive financial evaluation of proposed annexations to ensure that the collection of impact fees and/or tax revenue will be sufficient to offset costs of providing infrastructure and services.

2. Annexations to which municipal services can be readily provided should have priority over those that may not pay their fair share.

GOAL 3. ENSURE THAT NEW DEVELOPMENT PAYS ITS FAIR SHARE FOR INFRASTRUCTURE AND COSTS FOR SERVICE.

Policy 1. Monitor and update development impact fee regulations to reflect accurate and current costs for the installation of public infrastructure, facilities and municipal services.

Implementation Measures

1. Examine development impact fee regulations to ensure that a rational nexus exists between the fees collected and the impact a specific development may have on the community.

2. Research innovative methods for impact fee collection that considers the less obvious costs of development such as the upgrading of streets, utilities, and public facilities outside a specific development which are necessary as a result of development.

3. Implement timing and phasing requirements for development to ensure logical, compact, and cost effective extension of municipal services.

4. Research techniques for impact fee collection which consider the distance a proposed development is from established municipal services. A tiered system may be possible where impact fees may be higher the further a development is away from the existing infrastructure with available capacity.

5. Develop mechanisms for quantifying and tracking the costs of development on the City's budget and adjust impact fees accordingly.

6. Enter into development agreements for larger projects that require developers to provide major capital facilities in associated unserved areas.

Policy 2. Development in areas of the city requiring the extension of infrastructure and public services should provide opportunities for supporting land uses such as commercial and employment centers.

Implementation Measures

1. The City's General Plan should provide commercial and employment land uses in strategic locations within the expansion areas of the city so that the community's tax

base is diversified and residents have employment opportunities closer to where they live.

2. The City's zoning ordinance and map should be revised as necessary to reflect the proposed land uses on the General Plan's Future Land Use Map. This task should be part of the City's program for updating the General Plan.

GOAL 4. PROVIDE OPPORTUNITIES FOR NEW DEVELOPMENT THROUGHOUT THE COMMUNITY IN ORDER TO MAINTAIN A HEALTHY, VIBRANT CITY WITH ATTRACTIVE NEIGHBORHOODS AND COMMERCIAL AREAS.

Policy 1. Encourage infill development and investment in the core areas of the city in order to maintain an active and attractive community.

Implementation Measures

1. Streamline review and approval process for infill development that meets the goals of specific redevelopment areas of the city.

2. Reduce development fees for infill developments that use existing excess infrastructure capacity.

3. Include infill and redevelopment areas in updates to master facility and utility plans.

Policy 2. Encourage mixed-use, infill development which will provide shopping and employment opportunities near existing residential areas.

Implementation Measures

1. Examine the zoning map and identify locations where mixed-use, infill developments can complement existing residential neighborhoods and investigate the possibility of creating specific zoning overlay districts with development criteria for these locations.

2. Allow for density bonuses for development proposals that meet the intent and criteria for mixed-use, infill development.

Policy 3. Encourage Transit Oriented Development (TOD) near light-rail transit stations, Mountain View Corridor and near existing major bus routes.

Implementation Measures

1. Give priority to proposed Transit Oriented Development near TRAX transit stations.

2. Develop concept Transit Oriented Development studies to demonstrate the range of possibilities for key locations in the city.

3. Use financial incentives, such as Tax Increment Financing, for projects that meet the goals of the Redevelopment Agency and incorporate TOD principles meeting the City's goals.

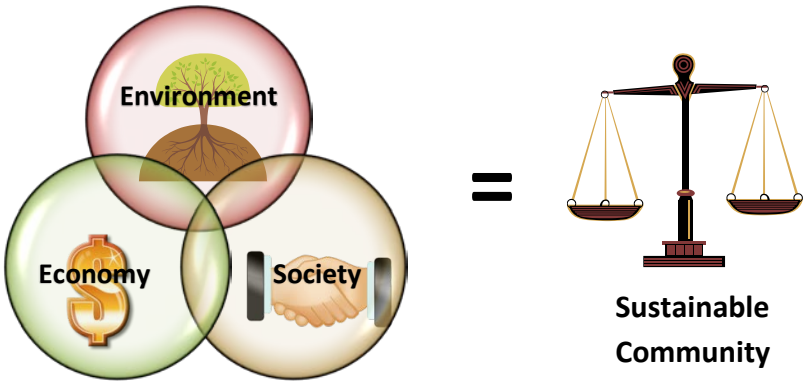
Chapter 12
Sustainability

Introduction

A commonly cited definition of "sustainability" came from the Brundtland Commission Report in 1987, as part of the World Commission on Environment and Development. This 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." Consistent with this definition, Utah state law requires that cities adopt a General Plan that defines how it will meet the "present and future needs of the municipality…."

One of the greatest challenges of the General Plan is ensuring the long-term economic, environmental and social health of the city. Through adopted goals and polices, the General Plan helps enable the residents of West Jordan to meet their current needs and maintain a fulfilling quality of life without compromising the ability of future generations to do the same.

Economic opportunity, social health and opportunity, and environmental stewardship are generally considered the three main elements of sustainability, and maintaining a balance between each of these components is key to the long-term success of the city. Balance will be difficult to achieve without first understanding that these three components are interrelated and equally important in attaining sustainability. Any action implemented in one area will likely have a direct or indirect impact on the other elements. Therefore, it is important that decision-making be based on an equal balance of these factors. It is important that no single component dominate another.



The basic three components of sustainability and examples of how they are addressed in this Plan are described as follows:

Environment - Environmental sustainability is accomplished by reducing the impact on the land and natural systems created because of human activities. One of the major components to environmental sustainability is through the prudent utilization of land. Growth that is consistent with the future land use allocations in the General Plan will result in reduced impacts on the environment.

Strategies in this Plan for environmental sustainability include:

- Incorporation of sustainable development concepts in the General Plan
- The promotion of pedestrian oriented, compact and clustered developments
- Encouraging water conservation and "water-wise" landscaping
- Allowance for mixed-use developments in higher density neighborhoods
- The promotion of infill development and compatible re-uses in older neighborhoods
- Redevelopment along key transit corridors
- Protection of sensitive lands
- Preservation of open space and agricultural uses
- The efficient use of energy and resources
- Implementation of "smart growth" principles including:
    - Waste material recycling
    - Green waste recycling/reuse and,
- Promoting LEED (Leadership in Energy and Environmental Design) intended to improve performance in the following areas:
    - Energy savings
    - Water efficiency
    - CO_2 emissions reduction
    - Improved indoor environmental quality

Economy - Economic sustainability is accomplished by allowing for business diversity and flexibility in order to provide for stability during economic ebbs and flows. Sometimes it is difficult to be economically viable while still not competing with environmental priorities. Economics cannot simply be about financial profits; rather, sustainability in economy requires the ability of an organization, community, and government to improve stability without sacrificing the environment or creating nuisances or adverse conditions for residents.

Strategies in this Plan that assist in promoting economic sustainability include:

- Fostering a positive climate for viable, low-impact developments
- Providing for future businesses in appropriate locations in the city (i.e., large distribution along existing rail corridors and/or adjacent to regional arterial streets).
- Targeting public investment in appropriate places to help attract investment and support the community.

- Creating partnerships to help generate jobs.
- Promote and ensure a better quality of life which makes the city a more desirable place to do business.

Social Health and Opportunity - For purposes of this General Plan, social health and opportunity means that residents have equal access to jobs, transportation, education, housing, government, and recreation. Social health and opportunity also means protection from nuisances and hazards. Investing in social health and opportunity supports the other sustainability components of environmental protection and economic vitality.

Strategies in this Plan that assist in promoting social health and opportunity include:

- Encouraging the development of senior and affordable housing.
- Promoting appropriate buffering between residential and non-residential land uses.
- Establishing goals and policies that encourage a variety of housing for different income levels.
- Locating high-density residential and mixed-use development near public transit facilities.
- Equal distribution of recreational amenities throughout the city.

Energy Conservation

The General Plan also contains many strategies for conserving energy. It promotes higher density, pedestrian-oriented development near transit facilities. This encourages the use of public transportation which in turn reduces vehicle emissions and fuel consumption. Compact development is also encouraged to reduce the need for public infrastructure which is expensive to install and maintain.

There are currently no standards in the Zoning Ordinance specifically regulating the use of alternative and renewable energy sources such as solar and wind power. Because of the many benefits alternative energy provides, ways to encourage its use should be explored.

Community Gardens

One concept related to sustainability that is not addressed elsewhere in the General Plan is community gardens. Community gardens are recognized by West Jordan as a valuable community-building resource. Aside from local food production, community gardens create attractive open spaces, encourage neighborhood interaction, provide educational value for residents, and make productive use of underutilized land. For these reasons, community gardens should be encouraged.

There are currently no formal community gardens in the city, but it is anticipated that the demand for community gardens will increase over time as vacant property becomes less available, particularly in areas where residents do not have their own property. Because of this, a community garden policy should be adopted by the City that outlines how community gardens are organized and managed, and define what support the City will provide for community gardens located on city-owned property. All community gardens should be operated and maintained by volunteers from the community or by a home owner's association with little or no cost to the city.

Summary

Policies and discussions supporting sustainability have been incorporated throughout this General Plan. For example, the economic development element advocates attracting and retaining businesses to increase the tax base, job supply and economic vitality, and contributing to the long-term health of the city's economy. The environmental element supports water conservation, improving air quality, and preservation of open spaces that has both short and long-term benefits to the community. The Land Use element encourages land use patterns, urban form guidelines, and development standards that promote more compact mixed use and higher intensity development near transit hubs and commercial centers. Implementing these practices conserves energy, reduces the need for public infrastructure and in general, uses the land more efficiently, with reduced environmental impact.

It is recognized that sustainability will be an ongoing challenge for each successive generation. However, continual adherence to the goals and policies of this General Plan and successive plans will help ensure that this concept is realized.

Goals and Policies for Sustainability

GOAL 1. SUPPORT ECONOMICALLY SUSTAINABLE LAND USES.

Policy 1. Make land use decisions that help to improve the city's fiscal condition. Manage West Jordan's future growth in an orderly and consistent manner, to be both efficient and economically viable in the long term.

Implementation Measures

1. Recognize the value of long-term planning and strong land use policy in managing the City's fiscal position.

2. Promote land use policies that increase the jobs-to-housing ratio to improve the City's fiscal condition, consistent with economic development and land use policies in this General Plan.

3. Designate and maintain suitable sites for a full-range of commercial and industrial land use opportunities which serve the residents of the city and increase sales tax revenue.

Policy 2. Support the development of neighborhood gardens.

Implementation Measures

1. Adopt a community garden policy that outlines how community gardens are organized and managed at no cost to the city and with minimal impacts on staff time.

2. Assist residents in developing new community gardens at minimal cost to the city.

3. Encourage and support community gardens in new high-density residential developments where there is little or no private space available for gardening.

4. Strengthen or implement development incentives (density bonuses, etc.) for community gardens which are part of new multi-family and mixed use projects as necessary.

5. Encourage partnerships with nonprofit organizations which can assist with community gardens.

GOAL 2. PROMOTE AND SUPPORT A SUSTAINABLE ENVIRONMENT.

Policy 1. Reduce energy consumption and promote reusable energy.

Implementation Measures

1. Promote mechanical, physical, and natural energy conservation measures.

2. Where available, use natural properties (sun, shade, walls, etc.) for building cooling and heating.

3. Use landscaping that contributes to energy conservation.

4. Promote solar energy opportunities in building and site design and seek ways to assure solar access potential.

5. Promote the use of energy efficient lighting sources in interior and outdoor lighting areas.

6. Encourage conservation in building design and construction.

7. Promote local and regional efforts to improve air quality.

8. Support completion of the bikeway system.

9. Promote recycling efforts and renewable resources.

10. Explore the adoption of ordinances specifically oriented toward the use of alternative and reusable energy.

Policy 2. Encourage environmentally sound "green building" practices that support sustainable living.

Implementation Measures

1. Encourage "green building" techniques and alternatives in conjunction with revitalization, neighborhood conservation, and redevelopment efforts.

2. Protect and enhance the natural elements of development sites.

3. Utilize low-impact building materials.

4. Encourage the use of durable materials in construction, maintenance, and operation to reduce impacts on landfills and prevent neighborhood blight.

Resource: Scottsdale Arizona General Plan