

SOUTH JORDAN CITY  
CITY COUNCIL STUDY SESSION

April 1, 2014

**Present:** Mayor David Alvord, Councilman Mark Seethaler, Councilman Chuck Newton, Councilman Don Shelton, Councilman Steve Barnes, Councilman Chris Rogers, Interim CM Gary Whatcott, City Attorney Rob Wall, IS Director Jon Day, Community Development Director George Shaw, City Engineer Brad Klavano, City Council Secretary MaryAnn Dean

**Others:** See Attached (Attachment A).

Mayor Alvord welcomed everyone present. He noted that Councilman Seethaler is not present at this time.

Mayor Alvord offered an invocation.

**A. Presentation:** URMMA (*By Dean Steele*)

Councilman Seethaler arrived at this time.

Dean Steel, Utah Risk Management Mutual Association (URMMA), introduced the URMMA staff present. He reviewed the history of the creation of URMMA. They currently have 19 cities participating. It is a great program. They participate by interlocal agreement.

Councilman Barnes asked how other cities are insured. Mr. Steele said Salt Lake City is self insured. Larger cities buy a high self-insured retention (SIR), and then handle everything lower than the SIR. He said there are other pools, one of which is Utah Local Governments Trust that insures all government agencies. URMMA focuses on cities. There are similar pools throughout the country.

Mr. Steel reviewed the coverage if the City Council as a whole or individually is accused of not following their own policies. He noted that the deductible for each city is based on size. South Jordan is considered a medium sized city. He reviewed the coverage for the entire group.

Mr. Steel indicated that all 19 cities participate actively and they are fully engaged. South Jordan has had a representative serve as chairman of their board on 2 occasions. Mr. Steel said the premium is based on the city's population and budget.

Carl Parker, URMMA, said they have an active inspection program. City staff does a great job with risk management. He noted that the municipalities within URMMA help each other out with policies for issues that they have already dealt with.

Councilman Newton said if they only have 19 cities involved, URMMA should do a more aggressive marketing campaign because if they get more cities involved, it would lower their rates.

Mr. Parker said the smaller entities left because of the cost involved with risk management. He said risk is their number one priority, not insurance. That is hard for a lot of entities. Smaller cities can't do it.

Councilman Newton asked about the legislation regarding pit bulls. How will that affect their insurance? Mr. Parker said his only experience with pit bulls is when he handled claims in the private insurance industry. That is typically handled by people's homeowners insurance.

Paul Johnson, URMMA attorney, reviewed who is on the insurance defense policy. He noted that he has seen several cases regarding pit bulls. He said he is worried about that particular breed of dog. He said he is available to consult with the city attorneys on an issue. He noted that the city attorney has to approve which legal counsel to hire. He said they will not settle a claim or a lawsuit without the cities approval.

Joanne Glantz, URMMA, indicated that she did some training today for 80-90 South Jordan public works employees. They have a comfort level with city department heads and employees. She said they do on site training and, at times, regional training.

Kathy Kenison, URMMA, said they have been able to tighten their belt over the last few years and have not raised the premium level since 2007/2008. She said the executive committee feels they are seeing a light at the end of the tunnel. She said they want to do something to stimulate risk management emphasis again. She presented the city with a check for \$22,548.

**B. Presentation: Jordan School District Data Information from the Jordan School District's Building Utilization Committee (By Alison Taylor)**

Ms. Taylor indicated that their committee started last October. They presented their findings to the school board on March 11<sup>th</sup>. She reviewed the Jordan School District (JSD) Growth Projections presentation (Attachment B). Ms. Taylor said the city can use their resources and staff to project growth for the city and the school district the right way and be a partner with the school board. She said the projections that were provided by CB Richard Ellis (CBRE) were not mathematically sound. They have asked for more information, but CBRE has not been forthcoming. She said the type of housing units being built was not taken into consideration for their projections. She reviewed the corrected growth projections.

Councilman Newton indicated that CBRE is a commercial real estate firm with no experience in doing this type of work.

Ms. Taylor noted that the JSD has to be able to house students who come back from charter schools and home schools.

Teri Timpson, JSD, said they work closely with the charter schools to get accurate numbers for each grade level. She said the law states that once a decision is made for a school, they have to stay with it for that year.

Councilman Newton said the school district receives money per pupil in a charter school within that district. Ms. Taylor said it isn't a perk because of the requirement for the school district to have to be able to house all of the students, even those in charter schools. Ms. Timpson said they keep track of the percentage of charter school students that go back into the school system each year.

Ms. Timpson said the school district appreciates the cooperation of South Jordan City. They want to continue their partnership as they work to provide the best solutions in education for students within the city. There are a lot of ways to make these projections and they look at a lot of factors. The more the city and school district communicate, their relationship can continue.

It was noted that the building utilization report is posted online.

Councilman Rogers asked if there were comparisons done between South Jordan's rate of growth versus other cities? Ms. Timpson said no. They looked at the school district as a whole. They did look at trends, higher growth areas, and the demand for more schools. She said daybreak is one of the hot spots for growth and demand.

Councilman Rogers said he would like the growth projections addressed and how the district evaluated that growth in the entire district compared to the other areas. He said he would also like a recommendation from the school district to address the growth.

Ms. Taylor said they understand the information that the city is looking for and they can talk through it. This report was not the format for that information. She said there was significant representation from the city on their committee.

Councilman Rogers recommended another study session to go over the data concerning the need and recommendations for how to address the growth. The City Council discussed another work session later in April or early May to go over that information.

Ms. Timpson said they are aware of approved developments. They have identified areas that they know they have children coming. They understand the need to prepare for that growth.

Councilman Newton said they are hearing from parents regarding crowding in the schools and it seems that the school district has not been aware of that growth in the past. That is based on the information presented by the public information officer for the school district, as well as parents concerns.

Ms. Taylor said today, they don't have an overcrowding problem, they have a distribution problem. There are under utilized schools in the district. They have enough rooms to house

everyone. She said she feels good about their work and they feel that their voices were heard. The committee members have offered to continue to be a resource for the school district.

Mayor Alvord asked that the information requested by the city be sent to the City Council in email form and reviewed in a study session.

Ms. Timpson said they are very aware that the children are coming. They want to be proactive in preparing for those children.

**C. City Owned Collector Street Wall/Fencing Report (*By Public Works Director, Jason Rasmussen*)**

Public Works Director Rasmussen showed pictures of a city owned collector street fence in disarray at 9400 S. 2200 W. He gave the background information on the wall. Some of the issues have become safety issues. The City Council initially authorized the expenditure of \$210,000 for the wall. The City Council instructed staff to meet with the residents whose property is adjacent to the wall to discuss cost sharing options; 8 of the 18 residents attended the meeting with staff. The residents indicated that they do not want to take ownership of the fence. Some residents were okay with cost sharing; some said they could not afford it. On December 2<sup>nd</sup>, staff was asked to take an inventory of all city owned collector street fences and the condition of each fence (Attachment C).

Mr. Rasmussen reviewed the cost to repair this fence (\$100,000), replace the wall with a Rhinorock wall (\$405,000), or replace it with a post/panel wall (\$490,000). If they repair the fence, they anticipate it will last 10 years.

City Attorney Wall said there is nothing on the plat that defines this fence. They could make the argument that the property is responsible to maintain the fence just as they would with landscaping.

Councilman Rogers suggested they repair the fence and then put the residents on notice that the fence will now be their responsibility.

City Attorney Wall said the record indicates that impact fees were supposed to be used for the fence maintenance. That could have been done at the time the fence was built. The law has since changed, and impact fees would no longer be allowed for fence maintenance.

Councilman Seethaler said there is a total of 16 miles of city owned collector street fences. That is a potential liability of \$20 million to the city.

Mr. Rasmussen said they can treat the existing fences in good condition to extend their life.

Councilman Seethaler estimated that they will need to replace or repair half of these fences in the next three years. He expressed concern about setting a precedent. He said it is frustrating that the residents are not willing to share in the cost. The people believe they have an entitlement in

perpetuity. He said he does not want the city to fund this entitlement and disadvantage other residents.

Councilman Seethaler said they need to come up with something fair and affordable. He said he would be willing to participate at a modest level, and repair the fence, one time. He no longer wants to keep the fence as an asset.

The City Council discussed removing the fences if they continue to deteriorate. City Ordinance requires the collector street fence. If the city tears down the fence, they break their own Ordinance.

Councilman Newton said they need more legal analysis on this issue. The residents are indicating that they don't have the money to share in the cost of the fence.

Councilman Newton said if they repair the fence, they are just pushing the issue off to deal with again in the future.

City Attorney Wall said there are questions on this issue that he would like to look at further. The city currently levies a parkway fee for streetscapes. He said to do an assessment area, the neighborhood could get enough protest to kill it. The fence is for the protection of the property but also the beauty of the city and provides a walkway for kids.

Councilman Newton said in 2003/2004, the residents complained of a wood fence falling down so the city put in a precast wall from 2200 West to 2700 West because they all claimed they didn't know who was responsible for the fence. In that case, the residents should have been responsible for the fence. They are now dealing with the same issue.

Mayor Alvord asked for further legal research on the issue. They also need to have a policy discussion with the legal ramifications on this issue.

City Attorney Wall said there are options to handle cost sharing. A lien on the property to be paid when the property is sold is one option. Mr. Rasmussen said if the City Council wants to create a policy of cost sharing, they need to determine the percentages for the cost share.

Councilman Barnes indicated that there are portions of the collector street fencing Ordinance that he would like to repeal.

**D.**     Mixed Use and Land Use Map Update (*By Community Development Director, George Shaw*)

Community Development Director Shaw reviewed a proposed resolution, zone text amendment for the mixed use zone, a matrix, and a map (Attachment D).

He reviewed the proposed map and said staff only looked at VMU and medium to high density properties that are still developable. If they change the VMU designation on the map, they will

also need to change it for those developments that have been approved. He said they are getting a few inquiries on additional properties.

Councilman Newton said the City Council indicated that they did not want RM8 density or anything to say “mixed” or “use”, but that is still proposed in the new policy. Community Development Director Shaw said they can call the new zones whatever they want.

Mayor Alvord said the proposal by staff is the starting point. He said they need to have an open house and have a meeting with the homebuilders association. Councilman Rogers concurred. He said changes will be made to this proposal; it is not the final draft.

Councilman Newton said he feels they should let the homebuilders give their input and then the City Council can deliberate on the issue. Councilman Rogers said he is okay to send this to the homebuilders as a draft.

Community Development Director Shaw said staff wanted to refine the document before it goes to the public. Councilman Rogers concurred.

The City Council discussed when they could have a study session on this issue. The City Council determined to have a study session on this issue on April 15<sup>th</sup>, and a public open house the week of May 6<sup>th</sup>.

Councilman Barnes recommended they use the term crossed application or blended application rather than mixed use.

## **ADJOURNMENT**

**Councilman Newton made a motion to adjourn the study session. The vote was unanimous in favor.**

**This is a true and correct copy of the April 1, 2014 Council Study Session meeting minutes, which were approved on April 15, 2014.**

  
**South Jordan City Recorder**



4-1-2014 CC meeting (Study Session)  
Attachment B

# JSD Growth Projections

## An Analysis

Alison Taylor  
11/12/13

# Original CBRE Projections

- 65,000 2013 June households in district
- 40,000 2000 households in district
- 25,000 growth in households
- 62.5% total percentage growth in 12.5 years
- 5.00% total percentage growth divided by 12.5 years to equal growth per year
- 4.80% CBRE "rounded down" growth per year number for JSD projections

# However...

- This methodology is inaccurate to project annual household growth
- Correct number is 3.96% per year

(FROM CBRE)		
4.80% per year increase in households		
Year	HHs	
2000	40,000	
2001	41,920	
2002	43,932	
2003	46,041	
2004	48,251	
2005	50,567	
2006	52,994	
2007	55,538	
2008	58,204	
2009	60,997	
2010	63,925	
2011	66,994	
2012	70,209	
2013.5	71,894	

(ACTUAL based on 2000 and 2013 June YTD)		
3.960% per year increase in households		
Year	HHs	
2000	40,000	
2001	41,584	
2002	43,231	
2003	44,943	
2004	46,722	
2005	48,573	
2006	50,496	
2007	52,496	
2008	54,575	
2009	56,736	
2010	58,982	
2011	61,318	
2012	63,746	
2013.5	65,009	

# Corrected Projected Growth in HH and Students

- CBRE took  $5 \times 4.8\%$  to equal 5 years of growth
  - This is mathematically incorrect; must add growth to each year, then calculate the next year, etc.
- Growth below assumes that the 0.8 students per incremental household is correct
- Waiting on validation of this 0.8 number

ORIGINAL CBRE PRESENTATION			CORRECTED CBRE PRESENTATION		
Projections based on 4.8% Annual student growth			Projections based on 3.96% Annual student growth		
	Student Growth	Additional Students		Student Growth	Additional Students
5 years	24%	12,480	5 years	19%	9,920
10 years	48%	24,960	10 years	45%	23,191
15 years	72%	37,440	15 years	76%	39,308
20 years	96%	49,920	20 years	113%	58,878

# Calculations for Corrected Growth Projections

(ACTUAL based on 2000 and 2013 June YTD)						
3.960% per year increase in households						
		PROJECTED				
Year	HHs	HH per 5 yrs	new HHs	Students @ 0.8 per HH	Students per 5 yrs	Cumulative Students
2013.5	65,009		1,262	1,010		
2013	66,271		1,262	1,010		
2014	68,895		2,624	2,099		
2015	71,623		2,728	2,183		
2016	74,460		2,836	2,269		
2017	77,408	12,400	2,949	2,359	9,920	
2018	80,473		3,065	2,452		
2019	83,660		3,187	2,549		
2020	86,973		3,313	2,650		
2021	90,417		3,444	2,755		
2022	93,998	16,590	3,581	2,864	13,272	23,191
2023	97,720		3,722	2,978		
2024	101,590		3,870	3,096		
2025	105,613		4,023	3,218		
2026	109,795		4,182	3,346		
2027	114,143	20,145	4,348	3,478	16,116	39,308
2028	118,663		4,520	3,616		
2029	123,362		4,699	3,759		
2030	128,247		4,885	3,908		
2031	133,326		5,079	4,063		
2032	138,606	24,463	5,280	4,224	19,570	58,878
	incremental HHs 20 yrs	73,597		incr studs. 20 yrs	58,878	

# Additional CBRE Assumptions/Data

- 52,000 current students (June 2013)
- 65,000 current households
- 0.8 students per household
- Request submitted for data to validate 0.8 students per household
  - How many incremental households added each year for last 5 years
  - How many incremental students added to the district last 5 years

# Other Considerations

- Attrition
  - 3,000+ students graduate each year, need to factor this in to assumptions
- Demographics
  - All students coming in the next 5 years have been born already
    - can we get info on this? (US Census figures)
- Migration
  - From out of state – what is forecast for net in-migration to Utah/JSD for next 5 years? How does that vary from last 5-10 years
  - Within state – what have migration patterns been as compared to other districts in the SL valley?
  - Does CBRE have a forecast about the net new households/in-migration of employees at the NSA data center in Bluffdale?

# Other Considerations

- Actual growth of student census is not what it seems

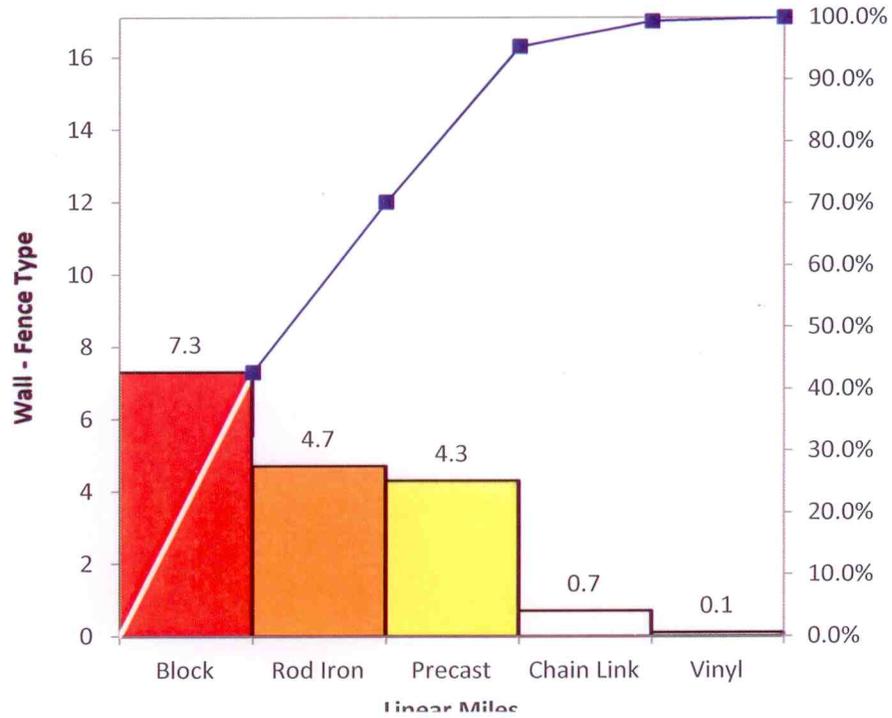
% increase	# increase	Year	Total	Source
		2010-11	49,729	actual in JSD budget for 2012
1.82%	904	2011-12	50,633	actual in JSD budget for 2013
2.77%	1,404	2012-13	52,037	actual in JSD budget for 2014
1.57%	819	2013-14	52,856	actual based on 10/1/13 enrollment report from Luann at JSD
		2013-14	54,417	projected in JSD budget for 2014, on June 2013

- Charters? Home School? JSD has this data.
  - JSD by law must be able to house students who come back from a charter school
- 2012 School Age Children population estimate from US Census: 61,950 district / 14,314 SJC

# Recommendations for Calculating Growth

- Ideally:
  - Look at historical number of households and number of incremental students added per year
  - Determine a “best fit” line when those are plotted on a graph, NOT an average, to forecast incremental households and students per year
  - Then factor in:
    - Type of incremental household (high density, multi family, single family)
    - Number of students per household type added
    - Attrition
    - Graduation
    - Migration
    - Charter schools

### City Owned Wall/Fencing Inventory



Type	Condition Rating
Precast	4.9
Chain Link	3.4
Block	3.2
Rod Iron	2
Vinyl	1.5

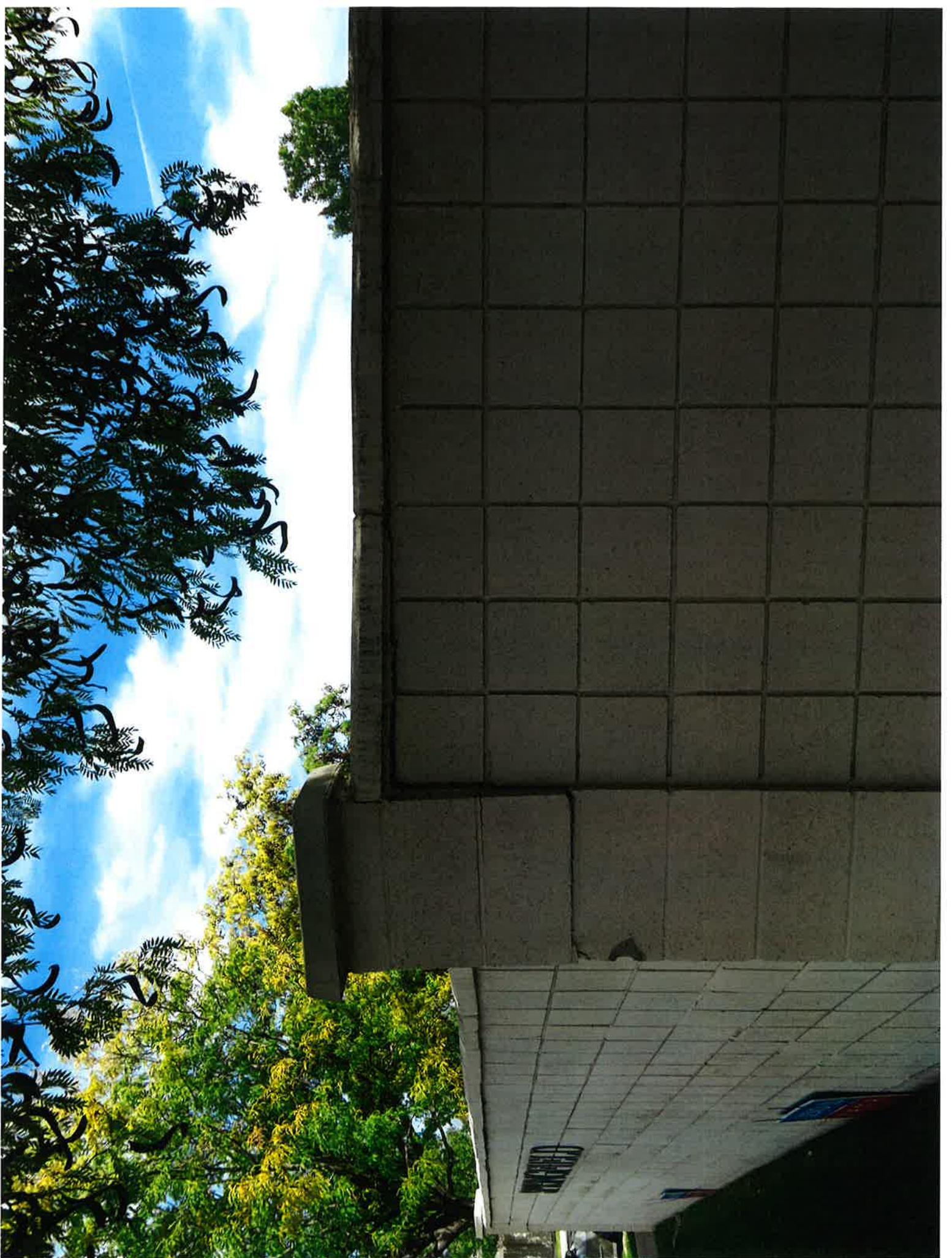
Block Wall Condition	
Excellent	41%
Good	3%
Fair	12%
Poor	25%
Failing	19%

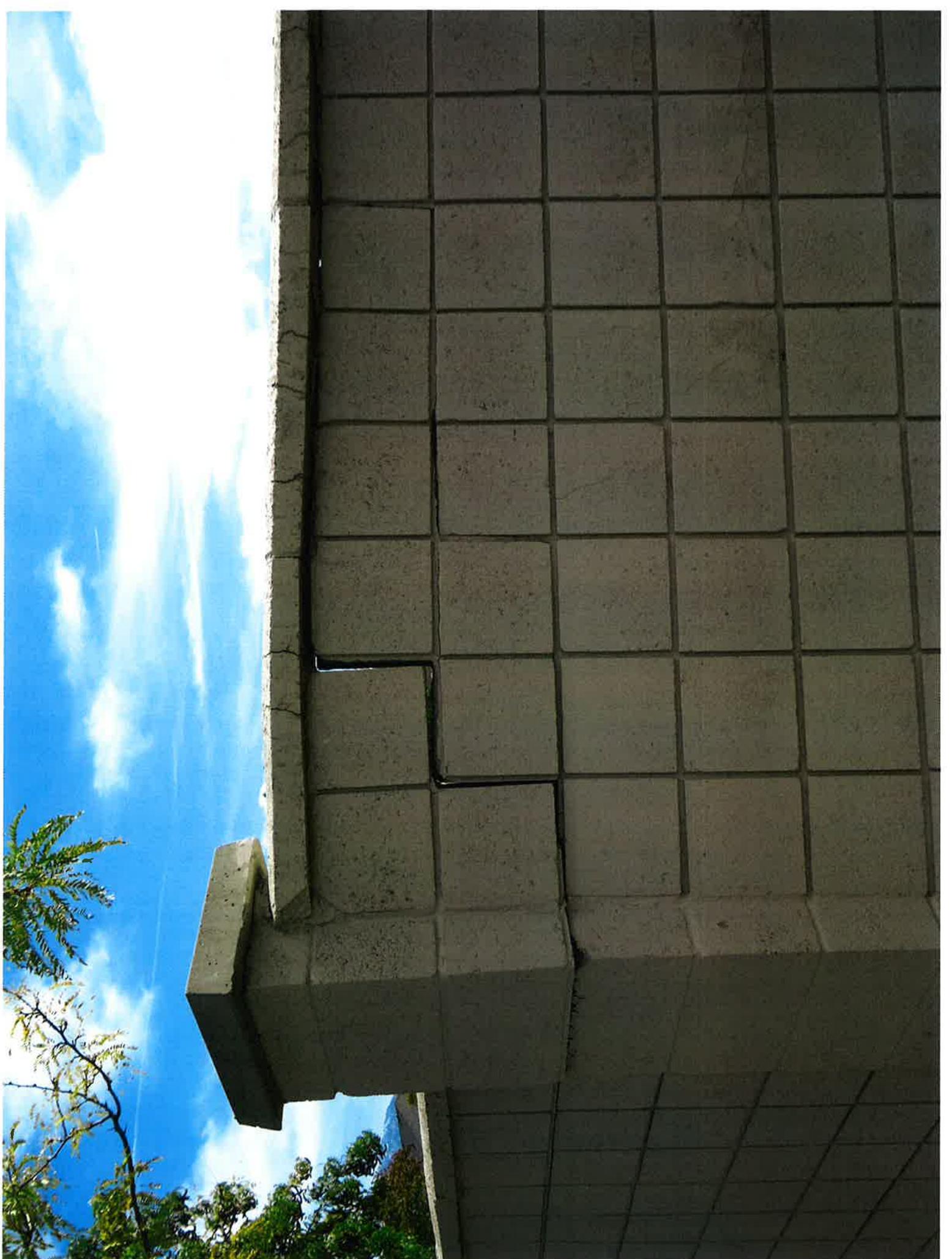
Scale:  
5 = Excellent  
1 = Poor/Failing

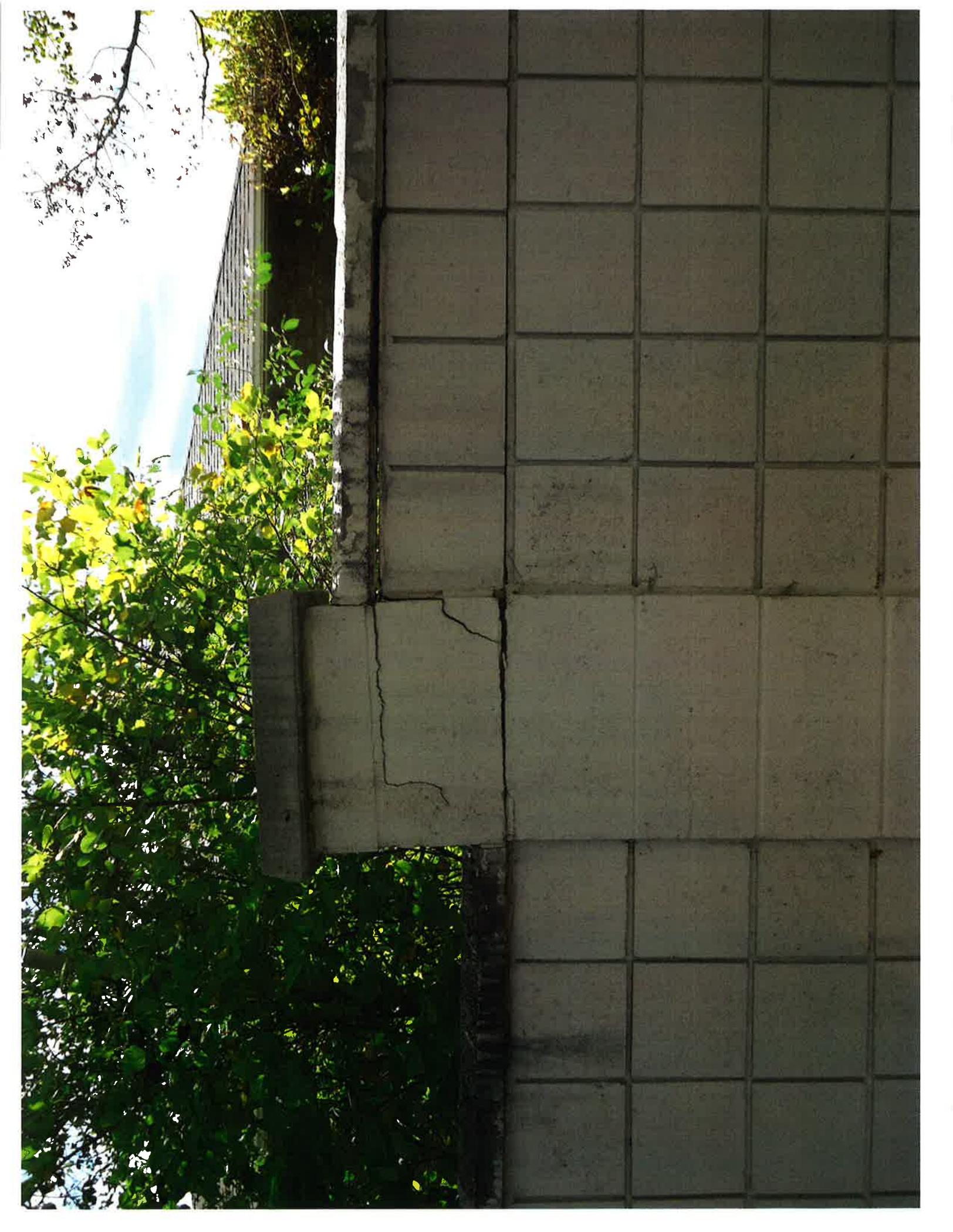
4-1-2014 CC Study Mtg  
Attachment C













**ORDINANCE NO. 2014-02**

**AN ORDINANCE AMENDING SECTION 17.74 MIXED USE (MU) ZONE TO THE PLANNING AND LAND USE CODE (TITLE 17) OF THE SOUTH JORDAN MUNICIPAL CODE**

**WHEREAS**, the City of South Jordan has adopted the Planning and Land Use Ordinance (Title 17) of the Municipal Code; and

**WHEREAS**, the City has updated the General Plan in 2010 with the accompanying Future Land Use Map, including the Transit Oriented Development, Towne Center, and Village Mixed Use designations; and

**WHEREAS**, a temporary land use regulation was adopted by the City Council on August 20, 2013 with the intent of addressing development concerns within the City's Mixed Use Zone and specifically the VMU (Village Mixed Use) Sub-District; and

**WHEREAS**, the South Jordan Planning Commission, after holding a public hearing, has reviewed the proposed text amendments to Title 17; and

**WHEREAS**, the City Council has held a public hearing and has reviewed the proposed amendments and considered the recommendation of the Planning Commission regarding the proposed amendment; and

**WHEREAS**, in accordance with principles of sound municipal planning, the City Staff, the City Planning Commission, and the City Council have taken into account the impact the proposed amendments will or may have on existing or future development projects, and to the extent legally permissible or practical, the City Staff, Planning Commission and City Council have taken reasonable steps to ensure that the proposed amendments meet the purposes and objectives of the Planning and Land Use Code; and

**WHEREAS**, the City Council desires to amend the Planning and Land Use Code to modify how mixed use development is implemented in the City; and

**WHEREAS**, the City Council has found and determined that the proposed amendments to Title 17 of the South Jordan Municipal Code will support the best interests of the City and will help implement the City's General Plan and promote the public health, safety and welfare.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF SOUTH JORDAN CITY, STATE OF UTAH, AS FOLLOWS:**

**Section 1. Amendment.** Chapter 17.74, the Mixed Use (MU) Zone, including TOD, TC, and VMU Sub-Districts, is hereby amended, as part of the South Jordan Municipal Code:

# Chapter 17.74

## MIXED USE (MU) ZONE

### 17.74.010: OBJECTIVES AND CHARACTERISTICS OF ZONE:

### 17.74.020: PERMITTED USES AND CONDITIONAL USES:

### 17.74.030: USE REGULATIONS:

### 17.74.040: ZONE ESTABLISHMENT:

### 17.74.050: DEVELOPMENT REVIEW:

### 17.74.060: SPECIAL PROVISIONS:

### 17.74.070: AREA REQUIREMENTS:

### 17.74.080: DEVELOPMENT STANDARDS APPLICABLE TO MIXED USE (MU)

### ZONES/SUBDISTRICTS:

### 17.74.090: RESIDENTIAL DESIGN REQUIREMENTS:

### 17.74.100: REQUIREMENTS UNIQUE TO THE MIXED USE TRANSIT ORIENTED

### DEVELOPMENT (MU-TOD) SUBDISTRICT:

### 17.74.110: REQUIREMENTS UNIQUE TO THE MIXED USE TOWN CENTER (MU-TC)

### SUBDISTRICT:

### 17.74.120: REQUIREMENTS UNIQUE TO THE VILLAGE MIXED USE (VMU)

### SUBDISTRICT:

### **17.74.010: OBJECTIVES AND CHARACTERISTICS OF ZONE:**

The mixed use (MU) zone is established to provide a zone to be used in specific locations near city transportation nodes and corridors with the intent of allowing a mix of specific land uses that are typically found separately in "mutually exclusive" zoning districts. Mixed use represents a departure from characteristic zoning to the extent that it encourages a combination of land uses which may be compatible, but have traditionally been separated.

The intent of this zone is to create self-sustaining developments that become walkable neighborhoods, in which residents may walk to work, to shopping, to recreational facilities, and have access to mass transit. These neighborhoods are to provide a variety of housing opportunities and choices that include a range of household types, family sizes, and incomes. They shall provide convenient pedestrian access to commercial services, and employment opportunities, recreation, and other activity centers.

Design standards include requirements that help produce a true "neighborhood" by stipulating a mix of commercial and residential various-mix-of uses, "build-to" lines, compact building design, preservation of open space, pedestrian friendly streets, streetscape, parking concealment, architectural control, and maintenance. Proposed developments with increased land intensity and housing density but without the above "walkable" elements are unacceptable and will not be approved. (Ord. 2011-11, 4-19-2011)

### **17.74.020: PERMITTED USES AND CONDITIONAL USES:**

Permitted and conditional uses in the MU zone shall be approved based on the uses listed under each respective mixed use sub-district. (Ord. 2011-11, 4-19-2011)

### **17.74.030: USE REGULATIONS:**

Uses may be conducted in the MU zone only in accordance with the following regulations:

- A. Only allowed permitted, conditional or accessory uses as set forth in this chapter may be conducted in the MU zZone. A conditional use permit must be obtained prior to the establishment of a conditional use.
- B. Accessory buildings uses may be constructed in the MU zZone only in conjunction with allowed permitted and conditional uses. Accessory uses include, but are not limited to, garages, sheds, swimming pools, recreational equipment, gardens, greenhouses and other structures and activities which are incidental and subordinate to the principal permitted or conditional use on the premises.
- C. There shall be no open storage of trash, debris, used materials or commercial goods or wrecked or neglected materials, equipment or vehicles in the MU zZone.
- D. It shall be unlawful to park, store or leave, or to permit the parking, storing or leaving of any vehicle of any kind, or parts thereof, which is in a wrecked, junked, dismantled, inoperative or abandoned condition, whether attended or not, upon any private or public property within the MU zZone for longer than seventy two (72) hours, except that up to two (2) such vehicles or parts thereof may be stored completely within an enclosed building or within an opaque fence enclosure which is completely screened from view of public streets and neighboring properties.
- E. No commercial vehicle or commercial earthmoving or material handling equipment shall be parked or stored on any lot or parcel designated for residential or office uses within the MU zZone, except in conjunction with temporary development or construction activities on the lot. Commercial vehicles shall include semitrucks and trailers, trucks and trailers equaling or exceeding eight thousand (8,000) pounds' curb weight, delivery vehicles, dump trucks, backhoes, graders, loaders, farm implements, cement trucks, bulldozers, belly dumps and scrapers, forklifts or any similar vehicle or apparatus.
- F. No commercial vehicles such as earthmoving or material handling equipment, semi-trucks or trailers or any commercial truck, trailer or vehicle may be parked or stored on any lot or parcel designated for commercial uses within the MU zZone for longer than twenty four (24) hours unless in conjunction with approved construction activities or unless it is in conjunction with an approved use or development and parked or stored in an approved loading dock that is screened from street view.
- G. Watercraft, trailers, campers, motor homes and other utility or recreational vehicles shall be stored within lawfully constructed buildings or behind the front line of the main building on the lot or parcel in an MU zZone except that said vehicles may be stored temporarily in front or street side yards for no longer than seventy two (72) hours. Recreational and utility vehicles may be stored permanently in the street side yard of a corner lot only if stored completely behind the front line of the main building and at least eight feet (8') from the street right of way line and if enclosed with a six foot (6') high solid vinyl or masonry fence. Travel trailers, campers and motor homes may not be occupied as living quarters in the MU zZone, except that a vehicle owned by a guest of the resident may be stored and occupied in the driveway located in the required front yard or street side yard of the permanent dwelling for no more than seven (7) days per calendar year. (Ord. 2011-11, 4-19-2011)

#### 17.74.040: ZONE ESTABLISHMENT:

- A. Each proposed MU zone, or sub-district thereof, may be established by following standard rezoning procedures of [chapter 17.22](#) of this title and shall be accompanied by a master development plan (MDP) prepared by the applicant, in consultation with city staff and area property owners, which specifies land use areas and residential types. A combination of Retail, office, residential, vertical mixed use (containing different upper floor uses), open space and public/quasi-public land use areas shall will be shown on the MDP. The MDP must show all stages of the development

(including any phasing plans), street connections, and both existing and reasonable projected development on adjoining properties, determined as needed. Phased developments and approved individual subdivision plats, ~~and~~ site plans, and approved uses shall conform to the master development plan.

- B. The intent of the above is to achieve a consistent overall mixed use neighborhood with uniform and compatible site standards when the project area is completely built out. Remnant parcels left from old developments, rebuilds on existing parcels, or pads within existing center developments, are required to make reasonable compliance with mixed use development standards through consultation with the community development director.
- C. The MDP shall be adopted as a legal document and exhibit to the ordinance establishing the MU zZone sub-district, in which it is proposed. The MDP, or portions thereof, may be amended only after review by the pPlanning eCommission and upon approval of the eCity eCouncil with public input after the establishment of the MU zZone, as may be needed. A development agreement between the city and the applicant may be required by the city council and executed before the zoning designation shall be effective. (Ord. 2011-11, 4-19-2011)

### 17.74.050: DEVELOPMENT REVIEW:

All development and uses in MU zones may only be established in conformance with development review procedures of the city as set forth in title 16, chapter 16.24 of this code and in conformance with the approved master development plan (MDP), or as the plan may be amended and approved.

Applicants shall follow the procedures and requirements of this code regarding development review in the preparation and review of development proposals in MU zones. All uses shall be conducted according to the approved plan or plat and any requirements conditions of approval. Applicants are required encouraged to consult with city staff and/or the development review committee (DRC) prior to submitting a site plan application. The following procedure shall be used for site plan review of projects in the MU zone:

- A. The developer shall prepare and submit a site plan and submit a design book containing typical renderings, cross sections, and plan views of the following:
  1. Existing and proposed public street curb, gutter, sidewalk, park strip, landscaping, streetlights and pavement.
  2. Yard areas between buildings and public streets, including trees, grass, shrubs, ground cover, signs and screen walls.
  3. Parking areas, walkways, driveways, landscaped areas and storm detention/retention areas.
  4. Architectural features, including materials and colors, of buildings, freestanding and wall mounted signs and light fixtures, trash enclosures, utility and loading area screen walls, pedestrian furniture and artwork.
  5. Other improvements as required by city staff.
- B. The city staff shall review the site plan and design book for compliance with the master development plan and shall provide comments to the developer for needed revisions to the documents. Upon final review and approval of city staff, the site plan and design book for the development will be scheduled on the pPlanning eCommission agenda for a public hearing.

- C. Upon approval of the site plan and design book by the ~~p~~lanning ~~e~~Commission, the subdivision or condominium plats for all or portions of the MU ~~z~~Zone may be prepared and submitted in accordance with [title 16, chapter 16.10](#) of this code and other applicable sections of [title 16](#), "Development Code", of this code.
- D. Building permits shall only be approved upon prior approval of the site plan, design book, and, if necessary, the subdivision or condominium plat (including improvements). (Ord. 2011-11, 4-19-2011)

**17.74.060: SPECIAL PROVISIONS:**  

When reviewing a proposed development in the MU zone, the planning commission shall consider the following special provisions in order to protect the intended characteristics of the zone:

- A. Location: Mixed use developments shall be located at transportation nodes and along transportation corridors and other locations where "walkable" components (i.e., housing choices, convenience commercial, employment, community facilities, transportation linkages, park or other open space, schools, churches) are already present, planned, or where the size and scale of development is such that said components can be provided within the project itself. As a guiding principle, mixed use components should be within a five (5) minute (or 1/4 mile) walking distance, approximately one-fourth (1/4) mile, of the above.
- B. Traffic: The developer shall demonstrate that all potential traffic concerns regarding existing intersections, substandard streets, inadequate improvements, and access are mitigated. As determined by the City Engineer, the applicant may be required to complete traffic studies concurrent with the zoning application and/or site plan approval.
- C. Surrounding Properties: The ~~applicant developer~~ shall demonstrate to the satisfaction of ~~staff and~~ the ~~p~~lanning ~~e~~Commission, that sufficient measures have been incorporated into the ~~master~~ development plan to assure that adjacent properties will not experience significant impacts as a result of the proposed development.
- D. Use Composition: Each MU zone shall contain a combination of more than one use. The actual blend of "vertical" and/or "horizontal" mixed use development shall be determined depending upon the size, scale, and location of the development. Where size and scale permit, housing units shall include more than one land use type (i.e., single-family homes, twin homes, townhomes, condominiums, apartments, row houses), housing size/~~footprint~~, and number of bedrooms, encouraging neighborhoods with a mix of family cycles and incomes.
- E. Pedestrian Realm: In order to achieve an overall "walkable" development, appropriate land uses, pedestrian connections, cross easements, common driveways, consistent site standards, etc., must be coordinated within the respective MU ~~z~~Zone sub-district, even though properties may be individually owned. In order to promote pedestrian activity and to improve air quality, drive-through windows are discouraged in conjunction with uses such as fast food restaurants, dry cleaners, banks, etc. (Ord. 2011-11, 4-19-2011)

**17.74.070: AREA REQUIREMENTS:**  

The following area requirements shall apply in any MU zone:

- A. Minimum Zone Area: Except as otherwise noted, tThe minimum area of an MU ~~z~~Zone/MDP shall be four (4) acres.

- B. Minimum Project Area: Any development in any MU ~~z~~Zone for which a preliminary plat or site plan has been proposed or approved ~~shall have a~~ ~~The~~ minimum project area of ~~any project within an MU-zoned area shall be~~ of two (2) acres. Approved projects may be built in phases based upon an overall approved phasing plan.
- C. Minimum Lot Area: There shall be no minimum lot area in any MU ~~z~~Zone, except as established with development approval. Parcels shall be of sufficient size to assure compliance with building setbacks, landscaping, access, parking, and walkability standards. (Ord. 2011-11, 4-19-2011)

## 17.74.080: DEVELOPMENT STANDARDS APPLICABLE TO MIXED USE (MU) ZONES/SUBDISTRICTS:

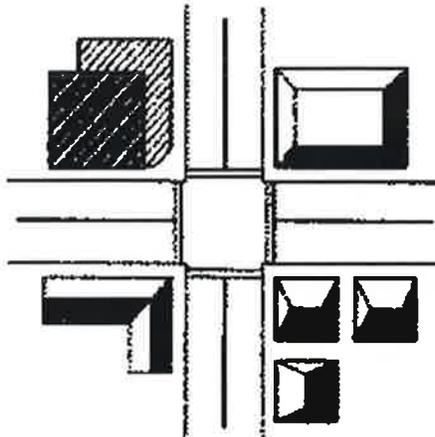
The following standards are to be considered as applying specifically to development in mixed use (MU) sub-districts in addition to general standards provided elsewhere in this code:

### A. Building Placement and Massing:

1. Setbacks: Building facades, including windows, display windows, doors, and arcades, for non-residential development shall comprise at least seventy percent (70%) of each street edge identified as "build-to lines". To meet this requirement, building facades adjacent to streets must be zero feet (0') to five feet (5') from the street side (typically inside edge of sidewalk) property lines where build-to lines are drawn. Awnings and architectural features may project beyond build-to lines, as approved by the ~~p~~Planning ~~e~~Commission. Street side setback variations may be used when an activity related to pedestrian use is maintained, i.e., special landscaping, outside restaurant seating. Recessed plazas, courtyards, and trellises are encouraged.

Zero lot line side setbacks with attached structures, in compliance with the international building code (IBC), may be required except for necessary driveway access, pedestrian access, open space, and landscape areas. Unless otherwise approved by the ~~p~~Planning ~~e~~Commission, rear yards and the rear of buildings shall not directly abut streets.

2. Building Orientation And Access: Unless otherwise approved by the Planning Commission, ~~T~~he entrances of all retail, civic, residential, and office buildings shall front onto streets (or approved private driveways designed as streets), with the exception of center block residences (which still must front green courts and pedestrian ways) and anchor stores greater than forty thousand (40,000) square feet in size, which may be considered for "side fronting" design.



Secondary entries are encouraged and may be required at the rear of street facing buildings. Where possible, "like land uses" shall face "like land uses" or open space, i.e., retail across the street from retail, townhomes from townhomes, etc. Loading docks and service areas must be screened from streets and adjacent properties through architectural design and landscaping. Anchor store entrances must be connected to adjacent streets via landscaped, publicly accessible walkways. Access from parking areas may be via crosswalks, midblock passageways or "paseos" connected to the street.

3. Building Height: Depending on the type and scale of the project, building heights shall be varied with 'random' differentiation within the required Buildings shall have a minimum and maximum number of stories as indicated by building type and mixed use sub-district (see sections 17.74.100, 17.74.110, and 17.74.120 of this chapter). with Building height is to be measured in accordance with the city's adopted ordinances and standards. Buildings of greater height than allowed may be approved by the planning eCommission on a limited basis, based upon the size, scale, topography, and uniqueness of the development, i.e., rooftop gardens. Approved structures with additional height may be required to employ additional height differentiation, suitable "step back" architecture, and other architectural features which encourage a more walkable "village" feel at street level.

4. CPTED (Crime Prevention Through Environmental Design): Where practically possible, CPTED principles shall be used in the design and layout of buildings, streets, accesses and open space areas. Design shall promote natural surveillance, access control, territorial reinforcement, sense of ownership, proper management and maintenance. CPTED landscaping guidelines shall be used, including planting shrubs with a maximum height of two feet (2') to three feet (3') and trees with a proper ground clearance of six feet (6') to eight feet (8') above walkways and sidewalks and eight feet (8') to ten feet (10') above vehicular travel and parking lanes.

In order to encourage public safety through natural surveillance, natural access control, and territorial reinforcement, blank walls are not permitted adjacent to streets, pedestrian corridors, parking areas, and open space amenities. Territorial Symbolic barriers, such as low lying fences/wall, landscaping and signage may be used, as appropriate, to discourage crime and to promote safety through natural access control. Developments shall have sidewalk street side building entrances and extensive windows, with balconies, decks or landscape terraces, and other architectural features being encouraged to promote "eyes on the street".

B. Land Use Impact And Buffering: Landscape buffers are preferred over fences and walls where separation is desirable. A visually open look is encouraged between compatible uses. The planning eCommission may require special treatment of such areas. Fences or walls, if determined to be necessary or desirable, must be reviewed for their effectiveness in protecting private space while not creating isolated uses or dead space void of natural surveillance. When approved, fences or walls shall be compatible in color, texture, and design in relationship to building materials.

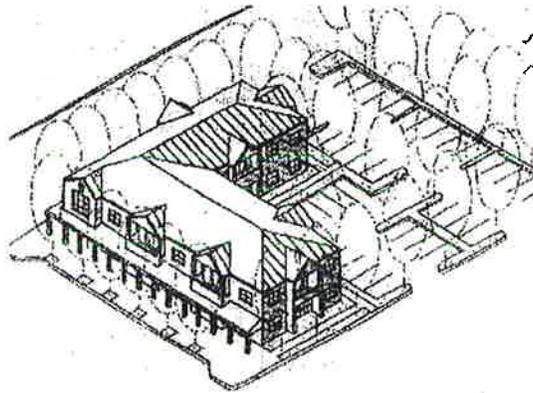
C. Architectural Design And Materials: The treatment of building mass, materials and exterior appurtenances shall create an aesthetically pleasing building and site that is in character with and in proportion to other surrounding buildings, while still providing diversity in massing and design. The city's architectural review committee (ARC) shall review such and make recommendations to the planning eCommission. Requirements applicable to all buildings are stated below:

1. All sides of buildings shall receive equal design consideration, particularly where exposed to pedestrian and/or vehicular traffic and adjacent properties.

2. Building materials for structures, including garages, shall use brick, stone, or cement fiber products (i.e., hardie board) in combinations that create aesthetically pleasing architecture with the intent of creating a 'random' development look. Stucco products, if used, shall clearly be used in minimal amounts and as a

contrast or accent to other building materials, i.e., gables. Both vertical and horizontal elements should be used, as appropriate, to enrich and give variety to the architectural theme. Individual buildings shall have enough architectural variation to appear as separately recognizable structures. The use of exposed concrete (architectural concrete excepted), or plastic for storefront facades is not permitted.

3. A consistent architectural theme with colors from the natural environment is encouraged to help buildings blend with surrounding developments. Building styles shall be compatible with existing buildings within the respective MU zone.
4. Buildings shall be designed to relate to grade conditions with a minimum of grading and exposed foundation walls, creating easy pedestrian access from sidewalks, parking areas, etc. Commercial or mixed use buildings shall be designed with contrasting ground floor architectural articulation in order to enhance street activity and walkability. All buildings shall have expansive windows, balconies, terraces, or other design features which are oriented to the street, or other people spaces, in order to maximize interface connection. ~~Windows, display windows, doors, and arcades must make up at least seventy percent (70%) of street facing facades on the first story of commercial developments.~~ Window shapes and sizes shall be so designed to be compatible from building to building. Tinted windows or windows with reflective film or glass are not permitted at street level.



5. Mechanical equipment shall be located or screened so as not to be visible from streets, pedestrian areas, and adjacent developments. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or on the roof.
6. Plans for significant exterior modifications to any existing structures must be submitted to the ~~p~~Planning ~~e~~Commission for approval and must meet the same requirements as all other structures within the MU development.
  - D. Signage: Proper design and placement of signs and their lighting shall be compatible with structures and uses. Mixed use developments shall have a sign theme which promotes mixed use compatibility. Permitted signs within the MU zone shall be in compliance with [title 16, chapter 16.36](#) of this code, except that freestanding and off premises signs or billboards shall not be permitted. Wall signs, blade signs, and window signs with pedestrian orientation, approved as part of an overall sign theme, are encouraged.

Monument signs and directional signs are discouraged. Where approved, a monument sign must comply with the following limitations: the sign shall have as the prominent feature the name of the development (i.e., "Jordan Village", "Jordan Plaza"). All other lettering shall be no taller than four inches (4") in height. The maximum height of the sign shall be four feet (4') for the portion

containing general copy, with an overall maximum height of six feet (6') above sidewalk grade. It is intended that the top two feet (2') be utilized to identify the name of the development. The lettering font style for tenant identification shall be the same for all tenants. Monument signs shall be constructed with the materials similar to that of the main building. Monument signs may not extend into the required sign visibility triangle, unless otherwise approved by the city transportation engineer.

- E. Open Space: Significant usable open space shall be provided within the mixed use development, depending upon size, scale, nature, and proximity of other accessible open space amenities in the area of the development. Approved open space may include, but is not limited to: commons, pocket parks, plazas, outdoor dining, courtyards, natural or manmade landscape features or focal points, fountains, waterfalls, other water features, greenbelts, trail connections, playgrounds, pavilions, and picnic areas. A "village green", as a commons area, may be required adjacent to mass transit connections or other significant activity.

Construction materials used within open space areas shall be related to the materials of adjacent buildings and shall be a nonskid finish. Design and texture shall encourage comfortable and safe pedestrian use, including landscaping, seating areas, and lighting as appropriate.

Areas of environmental concern or interest may be required to be preserved, i.e., drainages, steep slopes, connections to trail systems, and water features. Unless otherwise specified through special agreement or understanding with the city, all open space areas shall be maintained by property owners or property associations.

- F. Landscaping: Landscaping guidelines are established to improve and maintain site qualities while minimizing alteration, removal, or degradation of approved landscaping. Landscaping, in general, shall follow CPTED (crime prevention through environmental design) principles.

1. Submittal **O**f Landscape **A**nd Streetscape Plans: No plans for any building, structure or other improvements shall be approved by the city unless there shall also have been submitted landscape and streetscape plans satisfactory to the **p**lanning **e**Commission, or to the staff if so designated.
2. Installation **A**t Time **O**f Occupancy: Landscaping in accordance with the plans submitted must be installed at the time of occupancy or as otherwise approved by the planning staff as seasonal conditions may dictate.
3. Condition Free **O**f Weeds: Future development areas or land area not occupied by buildings, structures, hard surfacing, vehicular driveways or pedestrian walkways shall be kept in a weed free condition or landscaped, as approved by the **p**lanning **e**Commission.
4. Bond **F**or Landscape Improvements: The developer shall bond for landscape improvements to ensure that installations are completed as submitted and approved. Performance assurance requirements for landscape improvements shall be the same as required by the city for street improvements.

#### 5. Planting Specifications:

- a. Sixty percent (60%) medium size trees; deciduous trees with a caliper of two inches (2") and evergreen trees with a minimum height of seven feet (7'). Forty percent (40%) small size trees and shrubs in a combination with deciduous trees with a caliper of one and one-half inches (1<sup>1</sup>/<sub>2</sub>" to two inches (2") and evergreen trees with a minimum height of four feet (4'). Depending on site conditions, a 50/50 mix of deciduous and evergreen trees and shrubs should be used for on site landscaping.

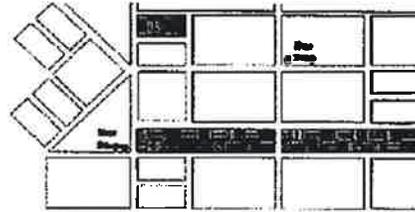
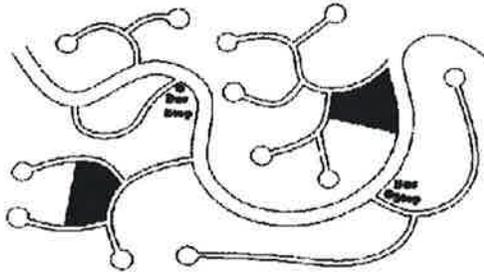
- b. Street trees within parkstrips with a minimum two inch (2") caliper shall be installed along all public rights of way, approved private streets, and 'driveways' required to look like streets, by the developer. The species type, location, and spacing of trees shall be as shown on the approved landscape plan, in compliance with designated streets within the city's streetscape plan.
- c. Parking lot landscaping shall include planters at the ends of parking rows with shade trees and ground covers. Planters shall be at least five feet (5') wide. Shade trees and ground covers shall be installed in planters at minimum intervals, or groups with a ratio of at least one tree per six (6) parking stalls for double parking rows and one tree per three (3) parking stalls for single parking rows. Planter areas may also include rocks (minimum of 3 inches) or bark mulch provided that a commercial grade weed barrier or fabric is used.
- d. Landscaping for plazas shall include at least one tree per seven hundred fifty (750) square feet. At least forty percent (40%) of the plaza area shall be covered with trees or planted canopy structures. One linear foot of seating shall be provided for every one foot (1') of perimeter of the plaza area.
- e. The landscaping of other open space shall include trees and ground covers, with a requirement of at least one tree per five hundred (500) square feet. Trees should be clustered together, where possible, to allow larger open areas for seating and activities.
6. Installation: It shall be the responsibility of the developer to grade, place topsoil, seed, sod, install sprinkler irrigation systems, and properly plant trees, shrubs, and other approved plant materials.
7. Maintenance: It shall be the responsibility of the developer and/or property association to properly maintain landscaped areas including watering, mowing, pruning, fertilizing, and the removal and replacement of dead plant materials in a timely manner.
8. Vegetation Modification/Removal: Pruning vegetation for "exposure", which results in unnatural plant specimens, is prohibited. Necessary vegetation removal shall be replaced with equal or better quality plant materials. Trees that are necessarily removed shall be replaced with a mix of trees with comparable total caliper. Street tree replacement shall be in compliance with the city's streetscape plan, unless otherwise approved by the planning staff.
9. Utility Connections: When disturbances are made to existing landscaped areas, the existing landscaping must be replaced to its previous condition. Other modification of landscaped areas shall require approval by the community development director.
- G. Outdoor Lighting: The lighting of streets, pedestrian areas, parking lots, and open space is required. Streetlights shall conform to an approved theme and shall encourage a "village" feel and walking safety. Indirect lighting, bollard lighting, and landscape lighting is encouraged.

Lighting will be judged as to how adequately it meets its intended purpose. Design and location of standards and fixtures shall be specified on the site development drawings. Intensities shall be controlled so that "safety" lighting is provided while neighboring areas are protected from glare or excessive direct light. Streetlight design fixtures shall be pedestrian in scale, shall evoke a "village" feel and be installed and maintained as required.

#### H. Streets Aand Pedestrian ways:

1. Streets: All accesses within a mixed use development shall have connectivity with existing and future street patterns. A grid street pattern or modified grid pattern is required where practically possible. Cul-de-sac streets will not be approved unless it can be demonstrated that no other practical way exists to make connectivity. Private streets are discouraged and gated communities are prohibited in mixed use

developments.



2. Widths: Street widths shall be determined during site plan review and approved by the Planning Commission. In general, streets shall be designed to implement "complete streets" concept as recommended in the document: "Context Sensitive Solutions In Designing Major Urban Thoroughfares For Walkable Communities". The level of travel and service should be considered, while incorporating principles of traffic calming and pedestrian compatibility, i.e., tree lined streets with pedestrian ways and linkages, decreasing the need for pavement width by spreading traffic through a grid or modified grid street system.

3. Sidewalks, and Walkways and Parkstrips: The design of pedestrian ways may include a solitary meandering pathway or trail, a "pedestrian street", and the many possible designs in between. Walkways and connections to trail systems shall be incorporated into the project. Choice of appropriate pedestrian access will be made based upon scale, the type of mixed use project being proposed, and by the way uses are integrated. A standard eleven foot (11') cross section, with a six foot (6') park strip and a five foot (5') sidewalk, is a minimum, while wider park strips and/or sidewalks may be required depending upon the land uses and the desired effect. All streets shall have sidewalks and curbside streetscape.

Pavers, borders, and other sidewalk design materials with compatible colors shall be used as needed in order to break up expanses of hard surfacing and to encourage pedestrian interest and activity. In "vertical mixed use" and other more urban areas, sidewalk adjustments may be required in order to enhance street and land use connectivity. Portions of the park strip may be paved to accommodate street furniture, leaving appropriately sized tree wells for street trees.

Street furniture, including, but not limited to, benches, trash receptacles, artwork, drinking fountains, bike racks, and newspaper racks, may be required depending upon the nature of the block face and specific land uses. Street furniture requirements shall include an overall design theme for compatibility.

4. Crosswalks: Extensive use of crosswalks shall be incorporated within the project, at intersections, mid-blocks as needed, within parking lots, or other desirable pedestrian connections. A "pedestrian inconvenience distance" of one hundred fifty feet (150') shall be used as a guideline. Crosswalks shall be so configured to be a design feature of the development, i.e., multiple painted lines, pavers, edges, lighting, and other methods of emphasizing pedestrian use versus auto use. Crosswalk paving materials matching sidewalk materials are encouraged to further enhance the pedestrian realm. Bulb outs and other pedestrian design features shall be used to shorten walking distances across open pavement. Gaps in planted medians shall be used in appropriate areas to encourage walking and to act as a "refuge" for crossing pedestrians.

- I. Other Forms Of Transportation: All forms of transportation shall be considered within and without the mixed use development with the intent to improve convenience and reduce vehicle trips ("complete streets"). All forms of transportation should be encouraged, including train, auto, bus, bicycle, and pedestrian. Access connections shall be required where deemed essential to provide circulation or access to churches, schools, playgrounds, open space, shopping centers, transportation, and other community facilities.

Appropriate bus turnouts, shelters, stops and other transit options shall be coordinated and planned as part of the development review process. Based upon land use and the level of demand, bicycle parking shall be provided in appropriate locations, i.e., visible from storefronts and entrances to office buildings and residential structures.

- J. Parking Areas: Parking areas shall be considered as structures since they present a three-dimensional appearance when occupied. Parking areas shall be designed as follows:

1. Location of parking shall be determined not only from its visual relationship to the building and site, but also as it relates to safe, convenient pedestrian and vehicular circulation patterns. The placing of building and parking elements on a site shall be evaluated by the Planning Commission based on the following factors:
  - a. Type of land use and structure.
  - b. Building height and configuration.
  - c. Relationship to other buildings both horizontally and vertically.
  - d. Natural land features such as slopes and vegetation.
  - e. Physical features such as rail lines, canals, and controlled ingress and egress.
  - f. Visibility from vehicular approaches and distant highways.
  - g. Safe pedestrian connections to buildings, walkways, open space, and streets.
2. Where possible, parking lots shall be broken up and planned as "outdoor rooms" through the use of buildings, walkways, open space, and landscape design. When approved, large parking lots shall be broken up with substantial tree and ground cover plantings. Parking lots should be designed as broken up into "rooms" of no more than one hundred (100) parking stalls through the use of connecting walkways.
3. Unless otherwise approved by the Planning Commission, parking stalls lots are prohibited between streets and buildings.
4. Underground parking, deck or terrace parking, and parking garages are encouraged and may be required in conjunction with structures of three (3) stories or more. Said structures shall have architectural treatments compatible with area buildings. Parking structures with ground level parking immediately adjacent to the frontage of a street are prohibited. Parking structures shall be designed around natural light with "safety" lighting added as needed. Landscaping, within and without, may be required to enhance compatibility and safety.
5. Developments are not allowed to be "over parked" without justification. Developments may be approved by the Planning Commission with less than required parking if evidence can be shown that the nature

of the land uses proposed will not generate the number of stalls as recommended in the city's parking ordinance. Developments may also be "under parked" if justified with a walkable design that demonstrates such, and/or where local multimodal transit systems exist or are immediately planned, which would help reduce the number of needed parking stalls and/or vehicle automobile trips. Shared parking arrangements may be required in order to reduce unnecessary parking areas and to encourage pedestrian activity.

6. Where possible, on street parking shall be provided adjacent to developments, and a prorated share of such, may be used to satisfy overall parking requirements. Parallel or angle parking may be approved based upon the overall design and width of the street, as recommended by the city transportation engineer and approved by the planning eCommission.

#### K. Environmental Concerns:

1. Building orientation, landscaping, and solar access should be adjusted, where possible, to be compatible with the local climate. Such design should include, but not be limited to, window placement, building recesses, overhangs, trellises, awnings, porches, and landscape placement, planned in such a way to enhance livability and reduce energy costs.
2. The use of lighter colored building materials (i.e., rooftops), fences/walls, and extensive deciduous and evergreen tree cover shall be incorporated into developments in order to reduce the urban heat island effect. Where possible, streets, driveways, parking lots, etc., should use concrete or other materials which absorb less sunlight.
3. Where possible, drought resistant ground covers, shrubs, and trees shall be incorporated into the landscape to reduce water usage and storm runoff. Water gardens, landscape swales or other on site drainage design should be designed into the project. Extensive areas of grass or other high water use plants without a public purpose are discouraged.

- L. Service Areas: Loading and refuse collection areas must be screened from public view. These areas are not permitted between buildings and streets unless they can be adequately screened through landscaping and architectural design. Buildings and site improvements must be designed to properly accommodate loading, unloading and refuse collection, with such being discouraged on public streets. Screen walls and enclosures shall be constructed with materials compatible with the structures they serve. Loading and refuse collection areas shall be properly maintained in a debris free condition.

Except for approved and screened recreational vehicle storage lots associated with a residential use, storage areas, including the storage of materials, merchandise, pallets, etc., shall be within buildings.

- M. Utilities: Utility companies shall coordinate utility infrastructure location and grouping to create minimal impact on site design. All utility lines shall be placed underground in designated easements. No pipe, conduit, cable, line for water, gas, sewage, drainage, steam, electricity or any other energy or service shall be installed, and no pole or other support structure thereof shall be erected, altered or replaced, upon any lot (outside of any building) above the surface of the ground except for hoses, movable pipes used for irrigation or other purpose during construction.

1. Utility boxes shall be grouped together where possible and screened with vegetation or other appropriate method. Such facilities shall be sensitively placed so as to not detract from street aesthetics and pedestrian design. Gas meters and electric service meters and panels shall be located on the sides or rear of buildings.

2. Where overhead utility poles exist, service lines to new developments must be placed underground from the nearest overhead service pole.
3. This section does not require removal of any existing electrical transmission facilities and electrical distribution lines nor does it restrict the repair, minor relocation, and maintenance of any such existing facilities. However, the developer shall be responsible for the removing or relocating of utility poles out of the public right of way and/or away from the frontage of the development. (Ord. 2011-11, 4-19-2011)

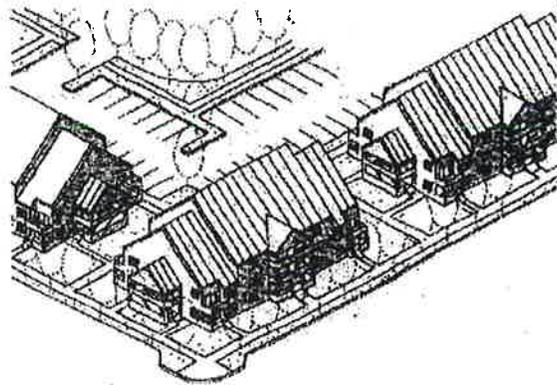
## 17.74.090: ADDITIONAL RESIDENTIAL DESIGN REQUIREMENTS:

Depending upon the size and scale of mixed use projects, residential **development dwellings** shall comprise more than one **housing land-use** type, fulfilling housing needs with an assortment of housing options and shall be designed using standards and design principles as promulgated in the "Wasatch Choices 2040 Plan". The number of bedrooms per unit and other housing design options shall be varied in proportions to assist in providing suitable housing for a range of household incomes, family size, and life cycles.

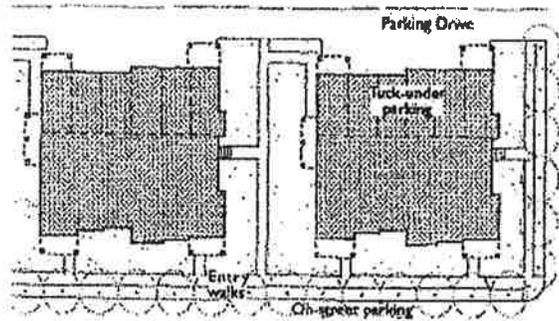
- A. Where possible, multi-family development shall front onto open space or public streets with appropriate walkable elements, including building entrances facing the street, sidewalks, and park strips with street trees. When approved, private streets shall be so designed to resemble a walkable public street design.
- B. Multi-family residential development shall conform to requirements heretofore presented. Approved setbacks shall be determined by the **p**lanning **c**ommission based upon acceptable layout and design.

1. The following standards shall be required for multi-family residential:

- a. Properly designed off street surface parking hidden from streets, or provided within parking terraces.



- b. Surface parking, where possible, shall be designed in a linear fashion to better resemble a public street design.
- c. Garage units associated with multi-family development should be rear loaded. Where front loaded garages are approved, they shall be so designed to be subservient (set back at least 5 feet from the front line of the dwelling) to the architecture of the residential structure.



d. Roofs with a four to twelve (4:12) pitch or greater, unless otherwise approved by the Planning Commission.

e. Dwelling and garage gables facing streets and alleys.

f. Extensive windows facing streets, alleys and pedestrian connections.

g. Covered entrance porches.

h. Entry sidewalks that connect directly to public sidewalks.

i. Variety of building sizes, shapes and building heights.

j. Open space and recreational amenities compatible with project scale and market.

2. The following standards for multi-family residential shall be encouraged:

a. Multi-level structures.

b. Dormers and/or shutters, and other window treatments.

c. Street side balconies/decks.

C. Single-family residential dwellings, unless fronting a "green court", shall have front setbacks that range between twenty two feet (22') and thirty two feet (32'), measured from the porch to the edge of the curb. Front loaded garages shall be subservient to the dwelling and shall not have a setback less than eighteen feet (18') to the inside edge of the sidewalk. Side and rear setbacks shall be determined by the Planning Commission based upon acceptable subdivision layout and design.

1. The following standards shall be required for single-family residential:

a. Subservient garages, i.e., rear loaded with alley access, front loaded detached or attached but set back from the front line of the home by at least five feet (5'), side entry attached, or a combination of the above.

b. Roofs with a four to twelve (4:12) pitch or greater, unless otherwise approved by the planning commission.

c. Dwelling and garage gables facing streets and alleys.

d. Covered open front porches comprising at least fifty percent (50%) of the front elevation (not including the garage), and in no case being no less than fifteen feet (15') in width.

e. Entry sidewalks that connect directly to public sidewalks.

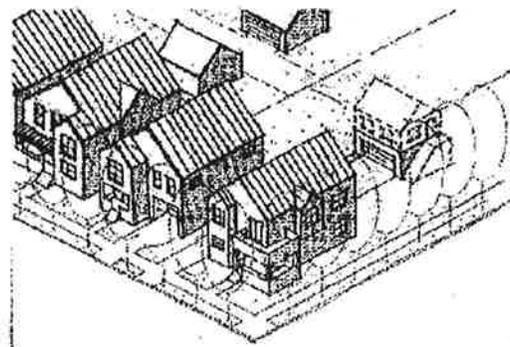
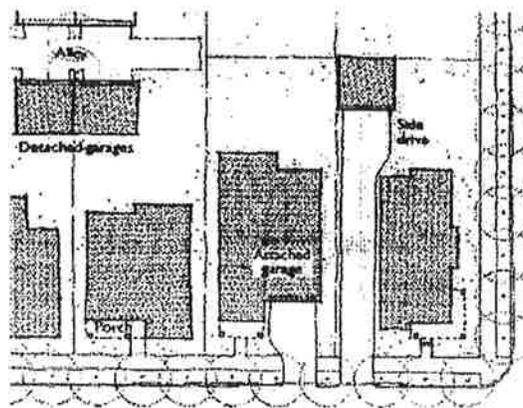
2. The following standards for single-family residential shall be encouraged:

a. Two-story dwellings.

b. House dormers and/or shutters, and other window treatments.

c. Street side balconies/decks.

d. Wraparound porches, particularly on corner lots.



(Ord. 2011-11, 4-19-2011)

**17.74.100: REQUIREMENTS UNIQUE TO THE MIXED USE TRANSIT ORIENTED DEVELOPMENT (MU-TOD) SUBDISTRICT:** 🏠 🚗

A. Purpose ~~Of~~ ~~F~~the MU-TOD Sub-~~D~~istrict: The purpose of this sub-district is to encourage the development of high intensity regional mixed land uses with maximum building height and bulk standards conducive to transit oriented development. The focus of such uses ~~sh~~ould be in appropriate areas along Jordan Gateway and I-15 in proximity to the "FrontRunner" Commuter Rail Station. (Ord. 2011-11, 4-19-2011)

B. Permitted Uses: The following uses shall be permitted in the MU-TOD ~~S~~sub-~~D~~istrict:

Accessory uses.

Agriculture without livestock or poultry.

Banks, credit unions, financial institutions without drive-up facilities.

Business services.

Educational facilities.

Healthcare facilities and services

Home occupations in compliance with this title.

Household pets in accordance with this code.

Medical and dental offices or clinics.

Multi-family dwellings, varied and integrated with adjacent uses.

Office services.

Personal services.

Residential facility for disabled persons as required by state law.

Residential use above the first floor of commercial or office use.

Restaurants without drive-up facilities, or with facilities located to the rear of the structure.

Retail sales and services, ~~;~~ excluding auto services such as stand alone car wash, tires, repairs, gas stations and/or convenience store.

C. Conditional Uses: A conditional use permit may be issued for the following uses in the MU-TOD ~~s~~Sub-~~D~~istrict:

Auto service, including stand alone car wash, tires, repairs, gas stations and/or convenience store wherein the building is built to the street with bays, pumps, etc., to the side or rear.

Banks, credit unions, financial institutions with drive-up facilities located to the rear of the structure.

Churches, excluding temporary revival tents or structures.

Daycare center facility.

- Health and fitness centers.
- Live/work units.
- Parks and recreational activities.
- Preschool center facility.
- Public buildings.
- Public or private schools.

~~Restaurants with drive-up facilities located to the rear of the structure.~~ (Ord. 2012-12, 10-2-2012)

D. Building Height: Buildings shall have a minimum and maximum height as indicated by building type, as shown below. Additional height may be granted by the ~~p~~Planning ~~e~~Commission for rooftop landscaping/amenities.

Land Use	Commercial	Office	Vertical Mixed Use	Condos	Apartments	Townhomes	Public And Quasi-Public
Min. building height	1 story, extended <sup>1</sup>	3 stories	2 stories	3 stories	<del>2</del> 3 stories	2 stories	1 story, extended <sup>1</sup>
Max. building height	20 stories <sup>2</sup>	20 stories <sup>2</sup>	20 stories <sup>2</sup>	20 stories <sup>2</sup>	20 stories <sup>2</sup>	3 stories	3 stories

Notes:

1. Vertical architectural elements that make the buildings appear greater than 1 story.
2. "Step back" architecture may be required wherein building height adjacent to public streets may be limited in order to enhance pedestrian design.

(Ord. 2011-11, 4-19-2011)

**17.74.110: REQUIREMENTS UNIQUE TO THE MIXED USE TOWN CENTER (MU-TC) SUB-DISTRICT:**  

A. Purpose Of The MU-TC Sub-~~d~~District: The purpose of this sub-district is to encourage the development of medium intensity community and town center mixed uses with a "village" look and feel (i.e., human scale, pedestrian friendly, architecturally diverse). The location of such uses would be in appropriate locations along portions of Redwood Road and South Jordan Parkway, with a focus on the area around city hall and the South Jordan Towne Plaza. (Ord. 2011-11, 4-19-2011)

B. Permitted Uses: The following uses shall be permitted in the MU-TC ~~s~~Sub-~~d~~District:

Accessory uses.

Agriculture without livestock or poultry.

Banks, credit unions, financial institutions without drive-up facilities.

Business services.

Educational facilities.

Healthcare facilities and services.

Home occupations in compliance with this title.

Household pets in accordance with this code.

Medical and dental offices or clinics.

Multi-family dwellings, varied and integrated with other uses in a "village" style.

Office services.

Personal services.

Residential accessory uses.

Residential facility for disabled persons as required by state law.

Residential use above the first floor of commercial or office use.

Restaurants without drive-up facilities or with facilities located to the rear of the structure.

Retail sales and services; excluding auto services such as stand alone car wash, tires, repairs, gas stations and/or convenience store.

C. Conditional Uses: A conditional use permit may be issued for the following uses in the MU-TC ~~s~~Sub-~~D~~District:

Auto service, including stand alone car wash, tires, repairs, gas stations and/or convenience store wherein the building is built to the street with bays, pumps, etc., to the side or rear.

Banks, credit unions, financial institutions with drive-up facilities located to the rear of the structure.

Churches, excluding temporary revival tents or structures.

Daycare center facility.

Health and fitness centers.

Live/work units.

Park and recreational activities.

Preschool center facility.

Public buildings.

Public or private schools.

~~Restaurants with drive-up facilities located to the rear of the structure.~~ (Ord. 2012-12, 10-2-2012)

D. Building Height: Buildings shall have a minimum and maximum height as indicated by building type, as shown below. Additional height may be granted by the ~~P~~lanning ~~C~~ommission for rooftop landscaping/amenities.

Land Use	Commercial	Office	Vertical Mixed Use	Condos	Apartments	Townhomes	Public And Quasi-Public
Min. building height	1 story, extended <sup>1</sup>	1 story, extended <sup>1</sup>	2 stories	2 stories	2 stories	2 stories	1 story, extended <sup>1</sup>
Max. building height	4 stories <sup>2</sup>	4 stories <sup>2</sup>	5 stories <sup>2</sup>	3 and 4 stories <sup>2</sup>	3 and 4 stories <sup>2</sup>	2 and 3 stories	3 stories

Notes:

1. Vertical architectural elements that make the buildings appear greater than 1 story.
2. "Step back" architecture may be required wherein building height adjacent to public streets may be limited in order to enhance pedestrian design.

(Ord. 2011-11, 4-19-2011)

## 17.74.120: REQUIREMENTS UNIQUE TO THE **VILLAGE** MIXED USE **INFILL (MUI VMU) SUB-DISTRICT:**

A. Purpose ~~O~~f The Mixed Use Infill VMU Sub-district: The purpose of this sub-district is to consider encourage the development of low intensity neighborhood mixed land uses with a "village" look and feel (i.e., human scale, pedestrian friendly, architecturally diverse). The location of such uses would be in appropriate infill locations along major collector streets.

Irrespective of other sections of the MU Zone, said MUI Sub-districts shall:

1....Be limited to the number of dwelling units per acre, as shown on the current Future Land Use Map, for the net area designated as residential on the Master Development Plan.

2....Have a rezone/development area of at least five (5) acres.

3....Have comparable lot size as residential lots immediately adjacent to the project, when residential is planned next to existing residential.

4....Have additional buffering adjacent to single family residential, as appropriate, including but not limited to restricted building height, increased setback, fencing, and landscaping.

5...Have a duly approved Master Development Plan (MDP) and Development Agreement with the city, after consultation with staff and adjacent property owners, to ensure compliance with the above.

6...The Master Development Plan (MDP) shall be accompanied by conceptual site plan showing the following: densities, open space, building footprints, building heights, elevations, and parking areas.

B. Permitted Uses: The following uses shall be permitted in the ~~MUI-VMU sSub-d~~District:

Accessory uses.

Agriculture without livestock or poultry.

Banks, credit unions, financial institutions without drive-up facilities.

Business services.

Educational facilities.

Healthcare facilities and services.

Home occupations in compliance with this title.

Household pets in accordance with this code.

Medical and dental offices or clinics.

Multi-family dwellings, varied and integrated with other uses in a "village" style.

Office services.

Personal services.

Residential accessory buildings on single-family lots that do not exceed that allowed under comparable lot size zoning requirements.

Residential accessory uses.

Residential facility for disabled persons as required by state law.

Residential use above the first floor of permitted commercial and office use.

Restaurants, excluding establishments with drive-up facilities.

Retail sales and services; excluding auto services such as stand alone car wash, tires, repairs, gas stations and/or convenience store.

Single-family dwellings.

C. Conditional Uses: A conditional use permit may be issued for the following uses in the ~~MUI-VMU sSub-d~~District:

Auto service, including stand alone car wash, tires, repairs, gas stations and/or convenience store

wherein the building is built to the street with bays, pumps, etc., to the side or rear.

Banks, credit unions, financial institutions with drive-up facilities located to the rear of the structure.

Churches, excluding temporary revival tents or structures.

Daycare center facility.

Health and fitness centers.

Live/work units.

Parks and recreational activities.

Preschool center facility.

Public buildings.

Public or private schools.

Restaurants with drive-up facilities located to the rear of the structure. (Ord. 2012-12, 10-2-2012)

- D. Building Height: Buildings shall have a minimum and maximum height as indicated by building type, as shown below. Additional height may be granted by the Planning Commission for rooftop landscaping/amenities.

Land Use	Commercial	Office	Vertical Mixed Use	Condos	Apartments	Town homes	Single-Family, Twin Homes	Public And Quasi-Public
Min. building height	1 story, extended <sup>1</sup>	1 story, extended	2 stories	2 stories	2 stories	2 stories	1 story	1 story, extended <sup>1</sup>
Max. building height	2 stories	2 stories	3 stories	2 and 3 $\frac{1}{2}$ stories	2 and 3 $\frac{1}{2}$ stories	2 and 3 $\frac{1}{2}$ stories	1 $\frac{1}{2}$ and 2 stories	3 stories

Note:

1. Vertical architectural elements that make the buildings appear greater than 1 story.

(Ord. 2011-11, 4-19-2011)

**Section 2. Severability.** If any section, part or provision of this Ordinance is held invalid or unenforceable, such unenforceability shall not affect any other portion of this Ordinance, and all sections, parts and provisions of this Ordinance shall be severable.

**Section 3. Effective Date.** This Ordinance shall become effective immediately upon publication or posting as required by law.

PASSED AND ADOPTED BY THE CITY COUNCIL OF SOUTH JORDAN CITY, STATE OF UTAH, ON THIS THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2014 BY THE FOLLOWING VOTE.

	YES	NO	ABSTAIN	ABSENT
Steven Barnes	_____	_____	_____	_____
Chuck Newton	_____	_____	_____	_____
Chris Rogers	_____	_____	_____	_____
Mark Seethaler	_____	_____	_____	_____
Don Shelton	_____	_____	_____	_____

\_\_\_\_\_  
David L. Alvord, Mayor

ATTEST: \_\_\_\_\_  
Anna M. West, City Recorder

# Potential Future Land Use Map (FLUM) Adjustments

Community Development Department  
March 2014

	Property Owner(s)	Address	Acres	Current FLUM Designation	New FLUM Designation	New Zone
1	Salt Lake County	10004 South 4800 West	15.0	Medium High Density (MHD)	Open Space (OS)	OS
2	SL Community College	3401 West 9000 South	17.8	Medium Density (MD)	Low Density (LD) 3 units/acre	R-3
3	South Jordan City	11601 South 4000 West (approx.)	14.2	Village Mixed Use (VMU)	Office Use (O)	P-O
4	Rugg, Welch, Sudweeks	10530 South 3600 West (approx.)	2.4	Village Mixed Use (VMU)	Mixed Use Infill (MUI) 8 units/acre	MUI-8
5	Egbert	11323 South 2700 West	7.3*	Village Mixed Use (VMU)	Medium Density (MD) 5 units/acre	RM-5
6	Lampropoulos	1350 W South Jordan Parkway	4.8	Village Mixed Use (VMU)	Mixed Use Infill (MUI) 8 units/acre	MUI-8
7	McMullin North	1500 West 10400 South (approx.)	12.0	Village Mixed Use (VMU)	Mixed Use Infill (MUI) 10 units/acre	MUI-10
8	McMullin South	1300 West 10500 South (approx.)	25.0	Village Mixed Use (VMU)	Medium Density (MD) 8 units/acre	RM-8
9	Makris	10610 South Redwood Road (approx.)	6.1	Village Mixed Residential (VMR)	Office Use (O)	P-O
10	Nielson	597 West Shields Lane	32.9	Village Mixed Residential (VMR)	Transit Oriented Development (TOD-MU)	MU-TOD
11	Stonefield Inc.	10624 South Jordan Gateway	2.0	Village Mixed Use (VMU)	Transit Oriented Development (TOD-MU)	MU-TOD
12	Deseret Generation & Transmission Co-Op	10714 South Jordan Gateway	6.5	Village Mixed Use (VMU)	Transit Oriented Development (TOD-MU)	MU-TOD
13	Dean, Hamilton, Salt, et.al. **	11100 South Redwood Road (approx.)	24.0	Village Mixed Use (VMU)	Mixed Use Infill (MUI) 15 units/acre	MUI-15
14	Redwood Associates (Petersen)	11389 South Redwood Road	11.7	Village Mixed Use (VMU)	Commercial (COM)	C-C
15	Rose Ranch, et. al.	11162 South Redwood Road (approx.)	11.0	Village Mixed Use (VMU)	Mixed Use Infill (MUI) 15 units/acre	MUI-15

For Internal Use Only

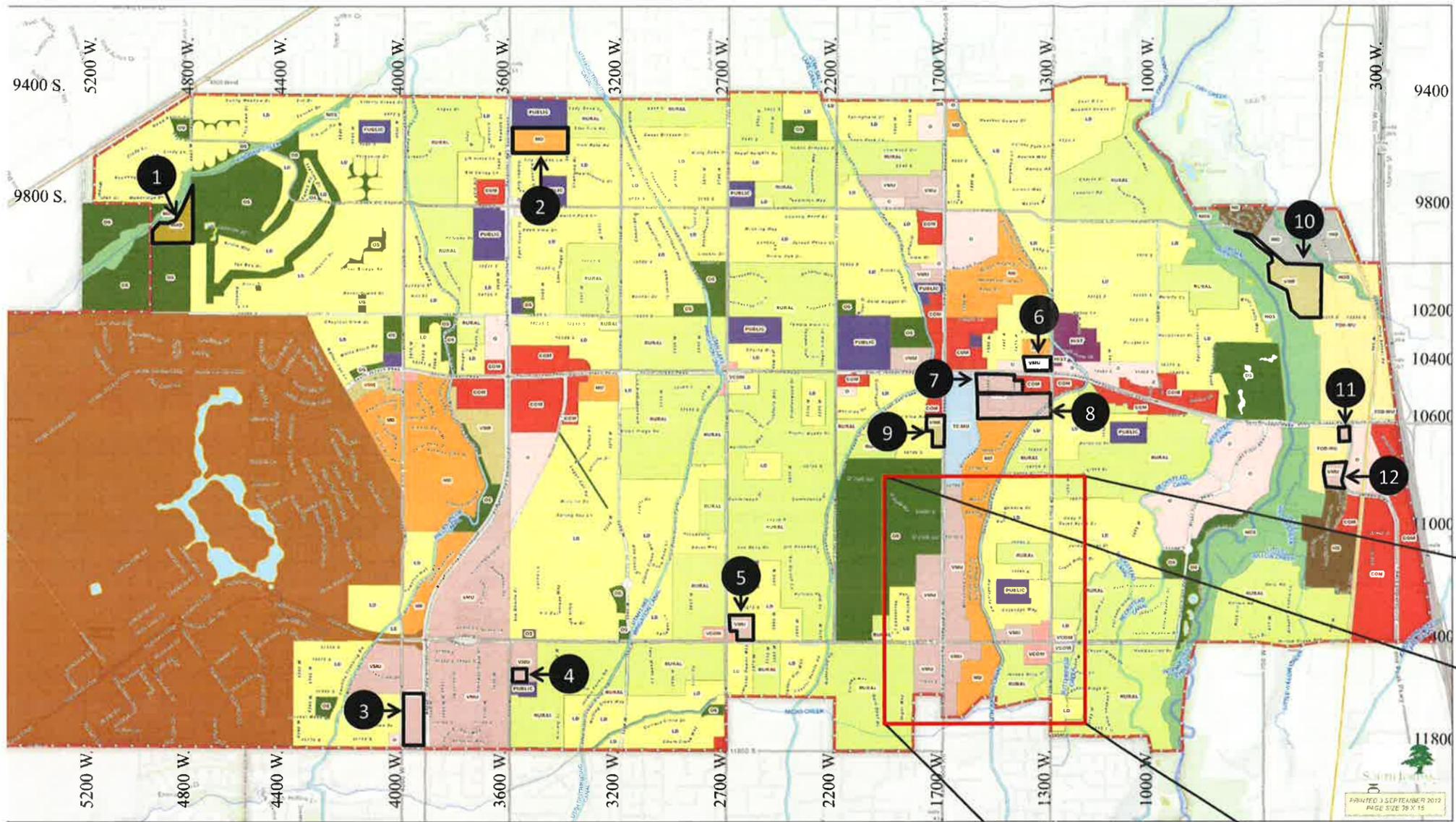
# Potential Future Land Use Map (FLUM) Adjustments

16	Harmon's East	11366 S Redwood Road (approx.)	9.5	Village Mixed Use (VMU)	Mixed Use Infill (MUI) 10 units/acre	MUI-10
17	Harmon's West	1790 West 11400 South (approx.)	8.7	Village Mixed Use (VMU)	Low Density (LD) 3 units/acre	R-3
18	Goldberg, et. al.	11550 South Redwood Road (approx.)	12.1	Village Mixed Use (VMU)	Commercial (COM)	C-C
19	Bogenschutz, Youngberg, Marchent, Pugh, Frantz	1617 West 11400 South (approx.)	4.9	Village Mixed Use (VMU)	Office Use (O)	P-O
20	Six S, et. al.	1549 West 11400 South (approx.)	28.4	Village Mixed Use (VMU) & Medium Density (MD)	Medium Density (MD) 8 units/acre	RM-8
21	Groves	1323 West 11400 South (approx.)	7.0	Village Commercial (VCOM)	Mixed Use Infill (MUI) 8 units/acre	MUI-8
22	Rowley, Larsen, Burke, Ackerman	1414 West 11400 South (approx.)	8.2	Village Mixed Use (VMU)	Medium Density (MD) 8 units/acre	RM-8

\* Does not include property with VCOM land use designation

\*\* Hamilton property (6.3 acres) rezoned to VMU by the City Council on 3/4/14

Zone Legend	
OS	Open Space
R-3	Single Family Residential (3 u/a)
P-O	Professional Office
MUI	Mixed Use Infill
RM	Residential Multiple-Family
C-C	Commercial Community



# CITY OF SOUTH JORDAN - Future Land Use Map

CITY BOUNDARY	HD - HIGH DENSITY RESIDENTIAL (UP TO 20 UNITS / ACRE)
TC-MU - TOWN CENTER MIXED USE	LSMPC - LARGE SCALE MASTER PLANNED COMMUNITY
COM - COMMERCIAL	VMR - VILLAGE MIXED RESIDENTIAL
VCOM - VILLAGE COMMERCIAL	NOS - NATURAL OPEN SPACE
O - OFFICE USE	OS - OPEN SPACE
VMU - VILLAGE MIXED USE	PUBLIC - PUBLIC USE
RURAL - RURAL RESIDENTIAL (UP TO 1.8 UNITS / ACRE)	HIST - HISTORICAL AREA
LD - LOW DENSITY RESIDENTIAL (UP TO 3 UNITS / ACRE)	TOD-MU - TRANSIT ORIENTED DEVELOPMENT / MIXED USE
MD - MEDIUM DENSITY RESIDENTIAL (UP TO 8 UNITS / ACRE)	IND - INDUSTRIAL PARKWAY
MHD - MEDIUM HIGH DENSITY RESIDENTIAL (UP TO 12 UNITS / ACRE)	

