2022
ERDA GENERAL PLAN



DRAFT – JUNE 16, 2022

PSOMAS

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Thank you to all the residents, workers, property owners, and employers that participated with the website and open house. We appreciate the feedback and have incorporated it into all aspects of the plan.

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01
EXISTING CONDITIONS

“We like Erda the way it is but we know some growth is needed to pay the bills. I am retired and on a fixed income but I like the farming and the open space and would like to stay if possible. ”

- ERDA RESIDENT

Executive Summary

The purpose of the Erda General Plan is to establish a resident driven vision for the City and its future growth habits. This vision is set forth in four elements which are used as guiding principles and implementation practices for the land use, transportation, open space and recreation, and conservation and preservation practices in Erda City. The intent of the four designated elements is to encourage preservation of historic culture, open space, and natural resources while creating a plan that will make Erda an attractive place to live and serve as the pattern to guide inevitable future development.

Erda City was incorporated in January 2022 and encompasses approximately 22.5 square miles of previously unincorporated Tooele County. Erda's population as of the 2020 US Census was 3,673 [*data.census.gov/cedsci/all?q=Erda%20utah*].

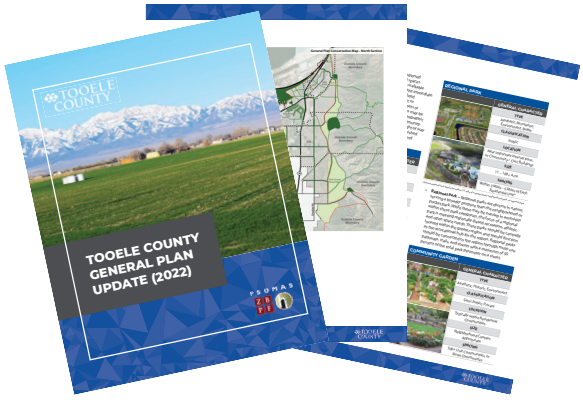
This General Plan is based heavily on the 2022 Tooele County General Plan Update which was developed and neared completion during the Erda City incorporation process. At that time Erda was still part of unincorporated Tooele County and Erda residents contributed to and provided feedback on the update. This general plan is to serve as an interim document to help guide short- and medium-term growth and development for Erda City.

This plan reviews existing conditions and studies and analyzes that information with collected data. That data includes the Erda City Open House and General Plan website feedback, previous public engagement completed as part of the Tooele County General Plan Update, and other sources to establish community-centric sustainable growth practices. Best practices and emerging trends are also outlined in the elements. Land use and transportation patterns were modified by focusing on the pubic feedback received, sustainable best practices, and UDOT and UTA plans.

Existing Plans & Codes

The project team reviewed the Utah State Law to determine which elements were required and added those deemed as relevant to establish the vision, needs, and desires of residents of Erda City. In addition, several County studies have been completed that may impact the Erda General Plan. Those existing studies and plans for the focus areas were reviewed and synthesized as follows:

Tooele County General Plan (2022)



The Tooele County General Plan update is made up of seven elements which prescribe how development should occur throughout the County. These elements are meant to safeguard the resident's vision and encourage development in a manner that is consistent with surrounding context. The seven elements serve the various aspects of development in Tooele County and include: land use, transportation, housing, open space and recreation, public facilities, conservation and preservation, and economic development.

The Tooele County General Plan update focuses on seven elements which prescribe how development should occur throughout the County. These elements are:

- Land Use
- Transportation
- Housing
- Open Space and Recreation
- Public Facilities
- Conservation and Preservation
- Economic Development

Below are a few highlighted recommendations from elements not covered in the Erda General Plan:

- **Increase incentives for high-paying jobs in the Community, thus reducing the need for residents to commute outside of the Community to work.**
  - **Strategy:** Focus on manufacturing jobs and develop an incentives policy for businesses with high-paying jobs
  - **Strategy:** Encourage the development of high-tech jobs and remote work opportunities through greater access to broadband Internet

- **Increase tourism in the City**
  - **Strategy:** Market to socio-demographic groups that are attracted to high adventure activities
  - **Strategy:** Work with the Salt Lake City International Airport to use the Tooele Valley Airport (TVA) for more general aviation traffic, thus bringing more high-wealth (private planes) tourists to the City increasing tax revenue
  - **Strategy:** Consider adding other high adventure sports such as a gun range, ATV trails, etc.
- **Zone for densities necessary to ensure the production of moderate-income housing.** (Required by Utah State Law when City reaches 5,000 residents or more.)
- **Zone for higher density or moderate-income residential development in commercial and mixed-use zones, near major transit investment corridors, commercial centers, or employment centers.** (Required by Utah State Law when City reaches 5,000 residents or more.)
- **Create or allow for, and reduce regulations related to, multifamily residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones.** (Required by Utah State Law when City reaches 5,000 residents or more.)

Tooele County Transportation Plan (2015)



The 2015 Tooele County Transportation Plan is a 25 year look at the vision, policies, and infrastructure within Tooele County and between its neighboring Counties. The plan focuses primarily on Tooele Valley and establishes ten principles to guide transportation network planning and design. Those principles are:

1. Implement the Midvalley Highway
2. Re-envision State Route 36 as a companion to the Midvalley Highway that complements the vision for Tooele Valley Communities
3. Create a safe and comprehensive trails network that connects regional and local destinations, serves non-motorized and motorized users, and improves transportation and recreation
4. Grow and build upon the existing system of transit routes and seek opportunities for new high-speed, high capacity, long-distance services
5. Make strategic grid connections that unify poorly connected areas into coordinated places
6. Create sustainable and multi-modal ways to move Tooele Valley commuters to and from the Salt Lake Valley and other job areas in a manner that is efficient, reliable, and convenient
7. Plan a freight network that enables economic development while complementing the vision for Tooele Valley communities and other transportation modes
8. Support multi-modal transportation in communities, especially in existing and emerging activity centers
9. Preserve opportunities for expansion of all transportation modes within the transportation network
10. Use the transportation network to preserve rural character, open space, views, and other aspects of Tooele Valley valued by its citizens

Tooele County Active Transportation Implementation Plan (2018)



The Active Transportation Plan, completed in 2018, also focused on the Tooele Valley area and was based on the vision set forth in the 2016 General Plan and the 2015 Transportation Plan. It established six primary goals with four secondary goals that were meant to encourage public health, safe school access, transit access, recreation, sense of place and environment, and economic benefit. The ten goals are as follows:

Primary

1. Integrate active transportation into new and improved major transportation facilities
2. Build active transportation trunk routes through the valley
3. Connect Tooele Valley active travelers to key destinations
4. Ensure that new developments have connected active transportation infrastructure
5. Enable pedestrians and cyclists to thrive while remaining safe
6. Increase community visibility, awareness, and support of active transportation.

Secondary

1. Build walkable activity centers
2. Provide good active transportation access to transit
3. Create a trail network around the valley
4. Create regional active transportation connectivity

Tooele County Human Services Coordinated Plan (2016)

This study was completed in 2016 by the Tooele County Mobility Council to identify gaps in transportation and provide solutions and funding sources to help fill existing gaps. In addition, the plan listed existing County Services to better understand and promote current ways these mobility gaps are being filled. Those services include:

- **Dial-A-Ride** is a transportation service for seniors (60 and older) who need help getting to the bank, shopping centers, hair appointments, the post office etc.
- **Salt Lake Shuttle** is a shuttle service between Tooele County and Salt Lake City that runs weekdays from 7:00 – 4:00. This service is for seniors 65 and older, veterans, and persons with disabilities going to medical appointments, education, and job search opportunities and is run off volunteer drivers.
- **In County Shuttle** is a shuttle service within Tooele County that runs weekdays from 7:00 – 4:00. This service is also for seniors 65 and older, veterans, and persons with disabilities going to medical appointments, education, and job search opportunities.
- **The On–Demand Shuttle** is a fare shuttle service for all adults that runs between Granstsville, Stansbury Park, and Tooele with designated stops. The shuttle runs weekdays from 7:00 – 7:00 and allows deviations from existing stops up to 3/4 of a mile for an additional fee.
- **Tooele Cab Company** is a for-profit service that runs every day from 7:00 am – 2:00 am. This service provides rides within Tooele City, and to Salt Lake City Downtown and the Salt Lake City Airport. This service is for all persons without the need of wheelchair access.



Image Credit: Tim Gillie | Tooele Transcript Bulletin

- **Valley Behavioral Health** is a medicaid client only transportation mode that offers door to door service between the individuals home and the medical facility.
- **Wasatch Transportation** is a private for-profit service providing special needs transportation for private and public schools of students outside of the traditional bus routes. This service runs twice a day coordinating with school start and end times. Additional service is offered to deaf and blind students in Tooele Valley accessing education services in Salt Lake County.
- **My Chauffeur** is a for-profit fare service that runs 24/7 and includes transportation to the Salt Lake Airport, surrounding locations, Wendover, food delivery, grocery pick-up, and errands. This service is for all individuals.
- **Utah Transit Authority** is the major public transportation provider for the Wasatch Front Region, and includes services to Box Elder, Davis, Salt Lake, Tooele, Utah, Weber, and Summit Counties. This service seeks to provide increased mobility, travel choices, and regional connectivity for all persons of various ability. Current services within Tooele Valley include the following programs:
  - Peak-hour commuter/fixed route service
  - Flex routes
  - On-demand service
  - Vanpool



Image Credit: Steve Howe | Tooele Transcript Bulletin

This study also identifies potential funding options to further bridge the mobility gap within Tooele County. Among those funding sources are:

- **Federal Transit Administration (FTA)** offering the Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310, and Section 3006(b)
- **State of Utah Funds** are also available through the following capital projects:
  - Rolling stock and related activities for section 5310-funded vehicles
  - Passenger facilities related to Section 5310-funded vehicles
  - Support facilities and equipment for Section 5310-funded vehicles
  - Lease of equipment when lease is more cost effective than purchase.
  - Acquisition of transportation services under a contract, lease, or other arrangement
  - Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.
  - Capital activities to support ADA-complementary paratransit services
  - General Funding – Up to 45 percent of a rural, small urbanized area, or large urbanized area's annual apportionment may be utilized for public transportation projects that: are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities; improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit services; or alternatives to public transportation that assist seniors and individuals with disabilities with transportation.
- **(FTA) Formula Grants for Rural Areas** – Section 5311. Provides capital, planning, and operating assistance to states to support public transportation in transit dependent rural areas with populations of less than 50,000.
- **(FTA) Buses and Bus Grants Program** – Section 5339. Established funds to states to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Federal Highway Administration (FHWA) Funds** are administered through the Congestion Mitigation and Air Quality (CMAQ) program. The CMAQ program supports surface transportation projects and other related efforts that reduce congestion and that contribute to air quality improvements.
- **US Department of Housing and Urban Development (HUD) Grants** are available to fund community development activities.
- **Community Development Block Grants (CDBG)** assists projects that benefit low- and middle-income persons, projects that prevent or eliminate slums or blight, and activities that address an urgent threat to health and safety.

Utah State Law Senate Bill 110 - General Plan Required Elements

1. To accomplish the purposes of this chapter, a municipality shall prepare and adopt a comprehensive, long-range general plan for:
   a) Present and future needs of the municipality; and
   b) Growth and development of all or any part of the land within the municipality.
2. The general plan may provide for:
   a) Health, general welfare, safety, energy conservation, transportation, prosperity, civic activities, aesthetics, and recreational, educational, and cultural opportunities;
   b) The reduction of the waste of physical, financial, or human resources that result from either excessive congestion or excessive scattering of population;
   c) The efficient and economical use, conservation, and production of the supply of:
      i) Food and water; and
      ii) Drainage, sanitary, and other facilities and resources;
   d) The use of energy conservation and solar and renewable energy resources;
   e) The protection of urban development;
   f) If the municipality is a town, the protection or promotion of moderate income housing;
   g) The protection and promotion of air quality;
   h) Historic preservation;
   i) Identifying future uses of land that are likely to require an expansion or significant modification of services or facilities provided by [each] an affected entity; and
   j) An official map.
3. The general plan of a municipality, other than a town:
   a) Shall plan for moderate income housing growth.
   b) On or before December 1, 2019, any of the following that have a general plan to comply with subsection 3.a
      i) A city of the first, second, third, or fourth class
      ii) A city of the fifth class with a population of 5,000 or more, if the city is located within a county of the first, second, or third class; and
      iii) A metro township with a population of 5,000 or more.
4. Subject to Subsection 10-9a-403(2), the municipality may determine the comprehensiveness, extent, and format of the general plan.
5. Except for a city of the fifth class or a town, on or before December 31, 2025, a municipality that has a general plan that does not include a water use and preservation element that complies with Section 10-9a-403 shall amend the municipality's general plan to comply with Section 10-9a-403.



02

GENERAL PLAN ELEMENTS

"I think it is important to have a variety of zoning options. The half acre lots on Rose Springs Road have been a nice addition to our neighborhood. Those lots have brought great people with young families who wouldn't have been able to afford a one or five acre lot."

- ERDA RESIDENT

Introduction

The Erda General Plan update is made up of four elements which prescribe how development should occur throughout the city. These elements are meant to safeguard the resident's vision and encourage development in a manner that is consistent with surrounding context. The four elements serve the various aspects of development in Erda and include: land use, transportation, open space and recreation, and conservation and preservation.

These elements have been divided into five subsections allowing the City Staff, elected officials, residents, and other stakeholders to more easily navigate and understand each element section. These subsections include the following:

Introduction & Background

The introduction and background subsection will set forth the basic understanding of what the element will cover with a brief outline of the existing conditions in Erda.

Best Practices

This subsection will outline industry standards, and emerging trends that are effective in establishing a sustainable and vibrant community.

Principles

The principles subsection will look at specific issues shared during the public engagement process, and offer context of the stated issues.

Element

The element subsection will establish practices specific to the city that will help protect Erda Resident's Vision for the future.

Implementation

This subsection will layout the steps to implement the Erda specific practices outlined in the elements subsection.

General Plan History

This is the first General Plan completed for the newly incorporated Erda City, and is to serve as an interim General Plan to guide short- and mid-term development. The information found in the following elements was originally created for the Tooele County General Plan (TCGP) and was adapted to fit the feedback and vision of Erda City residents. As part of TCGP, several districts were identified to help residents maintain greater control over their communities and how they develop in terms of look and feel. The districts that fall within the Erda City boundaries are:

- Erda East
- Tooele Valley Airport**
- Oquirrh Mountain Preservation Area



Image Credit: Topher | Flickr.com

This General Plan will focus on establishing areas where short- and mid-term development may more easily occur given existing and planned infrastructure. Planning districts or Community Service Districts (CSD) will also be established to help guide development while protecting the rights of land owners and residents. These districts will also help distinguish development patterns based on community context, and local residential preferences.

The City's future land use ordinance, zoning, and transportation structure will serve as an umbrella for regulation and development throughout the City, with the CSD allowing greater flexibility for land use designations, zoning classifications, buffer areas between uses and densities, and specific development standards.

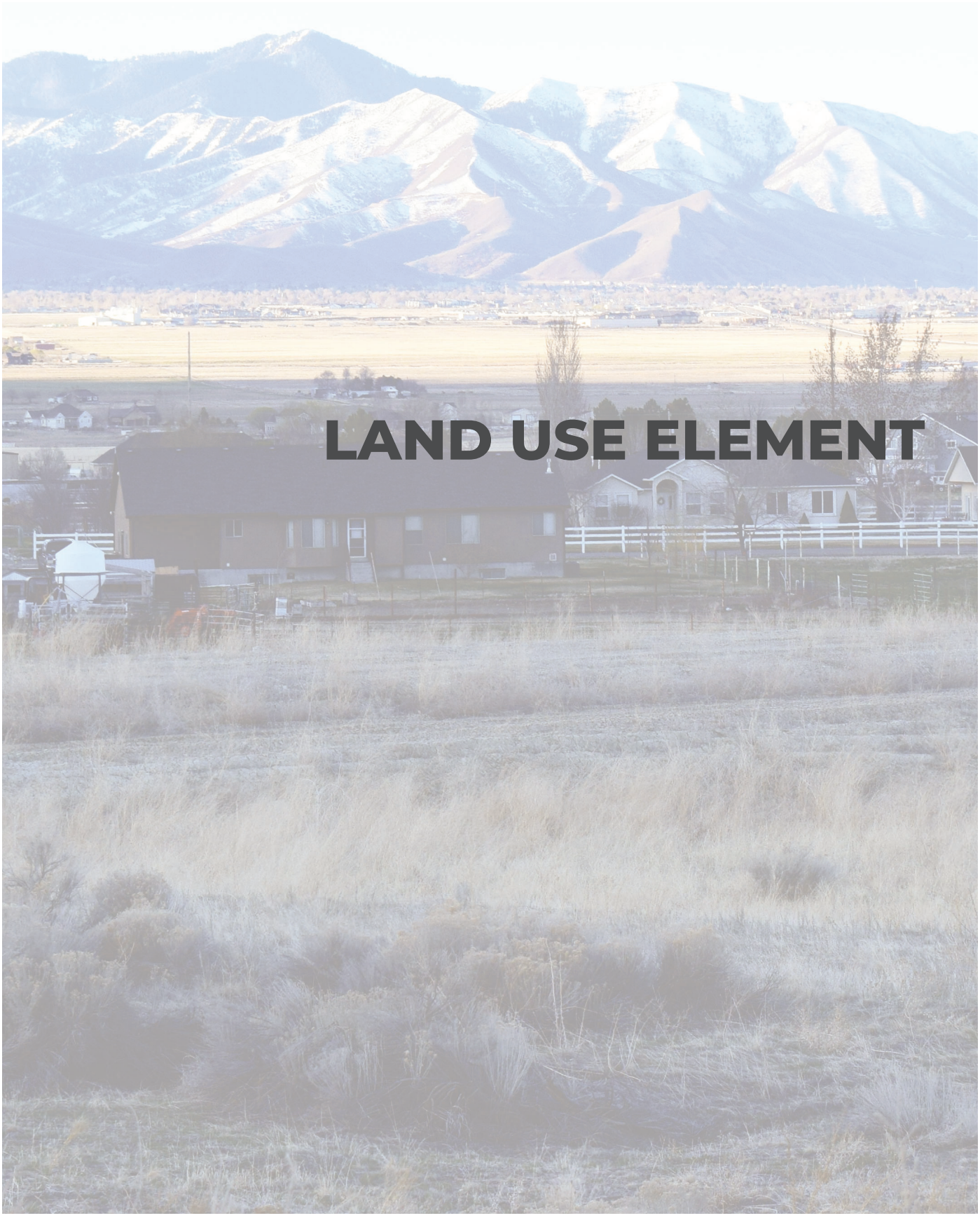
The creation of CSDs are important as typical (Euclidean) zoning practice creates clear distinctions or hard boundaries between development types with little to no transition between uses or development types.

This approach also allows the City to establish specific CSDs which can serve as overlay areas offering residents within the CSD, greater input on how their communities are developed. The CSD standards will fit within an additional chapter covering the proposed overlay zones.

Note: These services districts are meant to be established before significant development pressure occurs creating development standards for the community which it serves.



Image Credit: Elevation.Maplogs.com



LAND USE ELEMENT

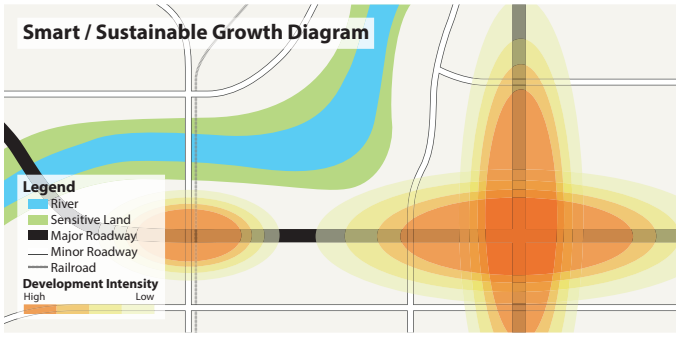
Introduction & Background

The most fundamental decisions in planning begin with land use, or in other words, what to put where. Land use planning envisions the future of an area and interacts with all other elements in this chapter. The purpose of a land use plan is to reflect a community's vision and promote thoughtful, equitable, and accessible distribution of different land uses, including residential, commercial, industrial/manufacturing, agricultural, and open space. The land use element is a tool that can address issues and concerns specific to its location and resolve those while preventing future issues.

Over the past ten years, the County has seen continued population growth, with significant growth within Erda City, and that growth is projected to significantly increase into the future. Cost of living is continuing to rise, and feasibly priced options for senior, younger, and lower-income residents are limited, necessitating younger and older generations to search elsewhere for housing. Several factors have controlled development including infrastructure, land and development costs, water and sewer capacity, and referendums. Other identified concerns to the city include:

- Proposed growth conflicting with existing land uses
- Limited east-west connections and north-south outlets leading to increased traffic and safety concerns
- Lack of job center, retail opportunities, and designated areas for economic growth
- Limited publicly accessible outdoor recreation opportunities

This land use element needs to be flexible and adapt with the Erda's growing needs. Plans that do not give place for smart and sustainable growth to happen, tend to receive increased amounts of contention, hostility, and non-desirable uncoordinated growth.



Best Practices

The following are best practices for smart and sustainable development:

- Focus intensities around key intersections, major traffic corridors, and where infrastructure is readily accessible.
- Maximize efficiency of existing and planned infrastructure by placing most intense development at major nodes.
- Preserve and enhance cultural and natural amenities.



Image Credit: Colby Walker | KSL News Radio

- Buffer less-compatible land uses and facilitate compatible land uses.
- Optimize land use designations based on opportunities and constraints.
- Step intensities down progressively away from major development nodes and intersections.
- Provide safe and efficient multi-modal access to businesses and residents and consider proximity to other land uses, neighboring jurisdictions, and transportation networks.
- Ensure land uses and intensities are context-appropriate.
- Provide active and passive recreation opportunities within close proximity to residents.
- Balance land uses based on current and projected demographic information and market trends.

Principles

The following principles help illustrate what would be required from various land use scenarios in order to achieve desired outcomes that were expressed during the public engagement process of this study:

Desired outcome: Stop the growth within the city

Most of the population growth in 2021 in Erda, and the County as a whole, was due to in-migration, however, historically population growth has primarily been due to natural increase. A productive mindset for the community is not to debate whether growth should occur (which is not in anyone's control), but rather where growth should occur, which can be regulated and planned for in the land use plan. Deciding where development makes the most sense, where specific uses should be located, and where areas should be preserved is within the control of the community and should be reflected in the land use plan.

Desired outcome: Large commercial use/grocery store in the Erda/higher paying jobs

Retailers and employers require communities to reach certain demographic thresholds in order to open a new location. Municipal incentives can entice these users to develop in one location over another, but that user must already have the location in their growth plan. Municipalities or Counties can not make up for commercial and employment users required demographic metrics for locating their businesses.

Examples:

- Costco requires within a 5-mile trade area radius, 200,000 people and a median income of $75,000. Their target demographic also includes college educated, 2-person+ households.
- Whole Foods requires an even higher population (250,000 within a 3-mile trade area radius with a median income of $75,000).
- A typical medium-sized grocery store requires about 7,000 - 10,000 residents within a 1-mile radius, and 40,000 - 50,000 residents within a 3-mile radius.

Tooele Valley Populations: 2021 [*worldpopulationreview.com*]

- Tooele City – 37,465
- Grantsville City – 12,994
- Stansbury Park – 9,325
- Erda City – 3,627 (2020 US Census)
- Tooele County – 76,799 (including incorporated cities)



Desired outcome: Increased Tourism

To increase tourism an area needs to do/have a few things:

- Develop and prioritize a list of Tourist locations and attractions within the city
- Establish a unique identity for each – this must be a unified community driven effort which supports what is unique about your location or attraction.
- Enable surrounding uses to support or be in harmony with that location or attraction.
- Create an inviting and inclusive atmosphere for tourists. This includes lodging, retail, and entertainment accommodations; general services, access for all abilities, care and maintenance for the area, and how residents and other tourists react to tourists. When tourists sense the resident's love and care for a place, they take on that same sentiment.
- Promote the location or attraction in a manner that is consistent with its unique identity.
- Implement regulations that protect the identity and sense of place of that location or attraction and adjacent land.

Desired outcome: Large lots & development costs

Residents often want only large lot development within the city, but this can prevent younger generations from being able to raise families where they grew up, and older generations to continue to live in their communities. Many younger generations can only afford to live in small lot, townhome, condo, or apartments homes when they first start out. A lack of variety of housing types puts more demand on a limited supply, which drives prices up and makes communities unaffordable. In addition, for older generations, their need for larger lots decreases as their ability to maintain and get around their property diminishes. Only allowing large lots will likely cause you and your children to have to leave your community. Planning for you and your families future in the County, ensures your ability to be a lifetime resident.

As for cost of development within large lot communities, the burden of open space amenities and infrastructure gets pushed to the few, making the large lots even more expensive, and commercial development impossible. The reason for this is, large lot communities increase the distances between properties, adding significant, often unsustainable costs to infrastructure (utilities and road development and maintenance; public services providers like fire and police; water use needs access; etc.). For government agencies to be able to service a community, a mix of unit types is required, with the more intense development often subsidizing less intense development.

To further explain this subsidy we will use general terms to compare typical one-acre lot development with quarter-acre lot development:

LOT COMPARISON

TYPICAL LOT INFO	1-ACRE LOT	.25-ACRE LOT
Lot Size	43,560 SF	10,800 SF
Lot Width	200′	100′
Home Size	5,000	3,500
Irrigated Landscaping	18,000	7,000
Water Use (600 gal / 1,000 sf irrigated landscape / week)	10,800 gal / week	4,200 gal / week
Road/Utility Length Need	200′	100′
Market Rate (MR)	Land value (LV) + improved value (IV)	
Taxable Value Calculation (TVC)	MR x 55% (Home taxable value receives a 45% reduction from MR)	
Market Rate (2017)	$400,000	$370,000
Taxable Value (See TVC)	$220,000	$203,500
Approx. Property Tax (.0138 tax rate)	$3,036	$2,808

A one-acre lot pays approximately $228 (3.9%) more in property taxes than a quarter-acre lot despite needing twice the amount of roads and utilities, public services, etc. and 6,600 more gallons per week in water use. The more compact the development the lower your property taxes will be to support the maintenance and development of infrastructure. In addition, more intense development requires significantly less water use then less intense development. Comparing multifamily townhome dwellings with one-acre lots, the property taxes for townhomes are from $500 - $800 (10-15%) less, the infrastructure needs are approximately 90% less, and the water usage is 10,000+ gallons less per week.

The "Desired outcome: Large lots & development costs" section is not meant to advocate for all new development to be small lot or multifamily, only illustrate the cost of large lot development and its need for subsidy by mixed development types.

Desired outcome: Quality community design & walkability

Quality community design can be costly if the development standards do not focus on the fundamental principles of what makes a quality community. To achieve quality community design, development standards must be established to protect the community's character, welcome contextual variation, and promote the health and safety of its residents. This can be accomplished by integrating open space and trails with a mix of housing types, introducing traffic calming measures and multi-modal street networks in various forms, allowing the surrounding atmosphere and function of the place to lead the design, and incorporating innovative solutions to resolve issues rather than only typical solutions.

A tool often utilized in municipalities to help create quality context-specific community developments is a Community Service/Standards District (CSD). CSDs allow communities to guide how development in a specific area occurs, and what it will ultimately look and feel like. A CSD is typically an overlay zone established within a code that provides more specific development standards than the general code of which it is part.

One universal principle of quality community design is walkability. To put it simply, walkability means it is suitable and safe for walking, or close enough to be reached by walking. The average person will walk up to 5 minutes (1/4 mile) before choosing to drive. For a community to be "walkable" it needs to be safe and more compact.


Image Credit: Oakwoodhomesco.com

Element

The public engagement (which included an open house, website, and other engagement as part of the Tooele County General Plan Update) was utilized as a basis for which the land use map was established. This land use map was based on the Tooele County Land Use Element and heavily modified incorporating the public's vision for their communities, and was revised based on site visits, existing land uses, previous approvals, and the best practices for planning.

Utilizing specific zoning distinctions without the flexibility of Community Service Districts (CSD) could prove detrimental to the existing character of the community, and would not allow elected officials the flexibility within the general plan land use element to use judgment on what best serves the needs of the location's context in the time period to which it is needed.

For that purpose this general plan will further develop the concept of planning districts or Community Service Districts (CSD) and adjust or establish several of these districts. Those districts and their general boundaries of operation can be seen in the diagrams on the following page.

Although, the standards for these CSDs should be established before significant development pressure occurs, this does not mean the standards for each CSD needs to be created immediately. These standards should be drafted at the mutual discretion and desired timing of the community which it serves, elected officials, and City staff based on development pressure, community needs, and funding availability. Residents from other adjacent CSDs should not dictate how a CSD should be developed, thus ensuring that community members and stakeholders within their own CSD retain their unique culture, context, and history. These CSDs should be established to govern form and design and not specify any regulation concerning density or accessory dwelling units.

In addition, it must be understood that the Utah State Legislature House Bill 98 (2021) (Local Government Building Regulation Amendments) **"prohibits a municipality or county from regulating certain building design elements" unless "agreed to under a development agreement."** This includes, but is not limited to: exterior color; type or style of exterior cladding material; style, dimensions, or materials of a roof structure, roof pitch, or porch; exterior nonstructural architectural ornamentation; and minimum square footage over 1,000 square feet. A provision would need to be added to all CSD overlay zones that would require new development to be placed under a development agreement, thus allowing these standards to become enforceable by Utah State Law.



Image Credit: Spenser Heaps | Deseret News

Community Service District (CSD) Proposed Boundaries

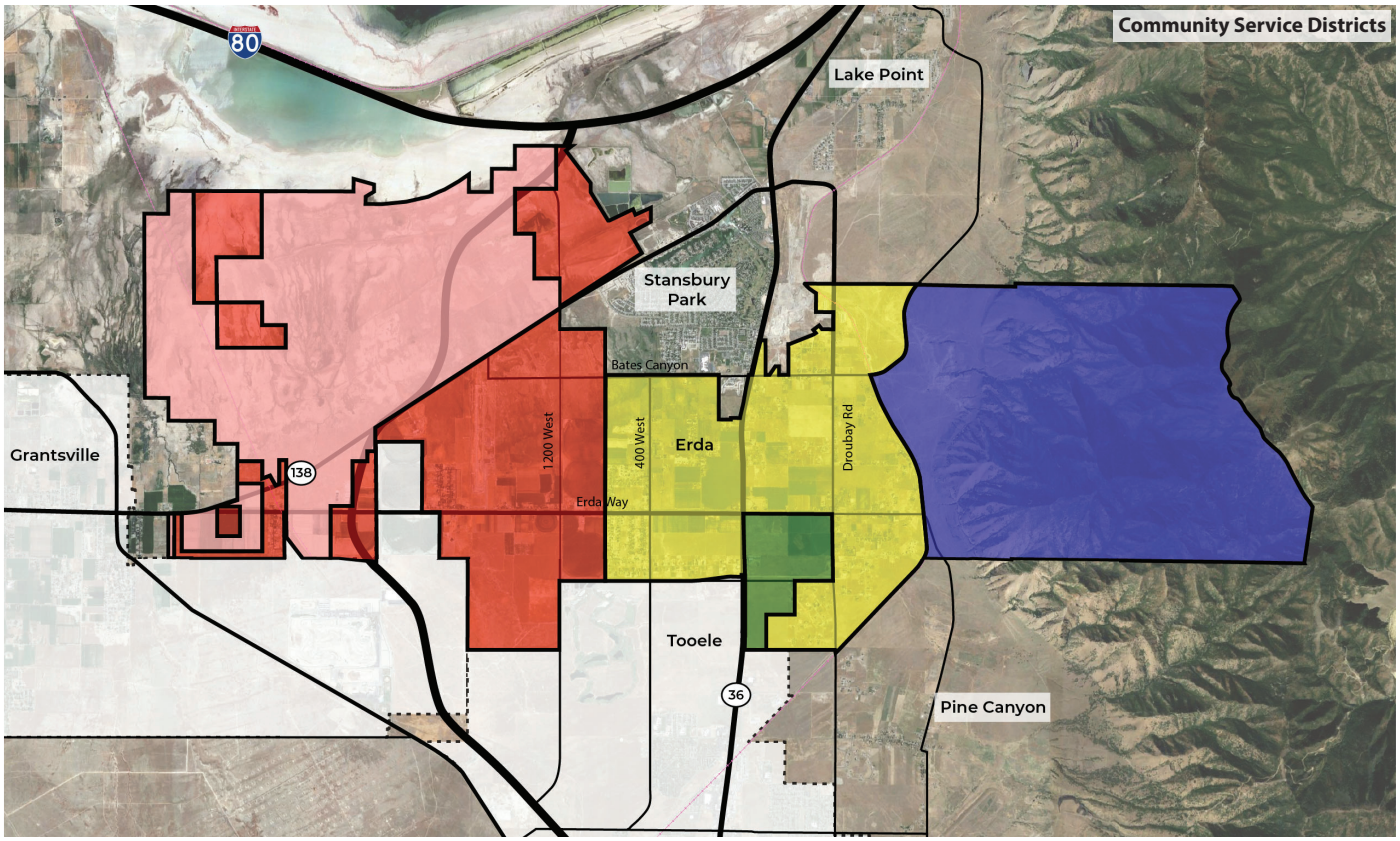
Below are the proposed boundaries for the CSDs. Each CSD allows its community members greater involvement in how their communities are developed. Colors on the map correspond to the various CSD boundaries listed below.

- West Erda (Red)
- East Erda (Yellow)
- Oquirrh Pointe (Green)
- Oquirrh Mountain Preservation Area (Blue)

Land Use, Economic, & Transportation Study Funding

Several potential funding sources exist that would aid in additional land use, economic, and transportation studies. These sources include the following:

- **State Funding Sources**
  - **Community Development Block Grant (CDBG)** – The CDGB program provides grants to cities of fewer than 50,000 people for the purpose of developing viable communities for persons of low and moderate incomes." [*jobs.utah.gov/housing/community/cdbg*]
  - **Transportation & Land Use Connection Program (TLC)** – This program provides technical assistance to local communities to help them achieve their goals and plan for growth. [*wfrc.org/programs/transportation-land-use-connection*]
  - **Technical Planning Assistance Grant (TPA)** – This grant is for technical planning assistance to local governments in Utah, and cover projects including: transportation master plans, general plans, and zoning code updates. [*udot.utah.gov/connect/business/public-entities/planning*]
  - **RCAC Loan Fund** – This Loan Fund is a financial resource for rural communities to fill financing gaps in affordable housing, environmental infrastructure, community facilities and small businesses in rural locations. [*rcac.org/lending*]
- **Federal Funding Sources**
  - **Rural Community Development Initiative** – These grants are awarded to help low-income rural communities support housing, community facilities and community and economic development projects. [*rd.usda.gov/programs-services/community-facilities/rural-community-development-initiative-grants*]

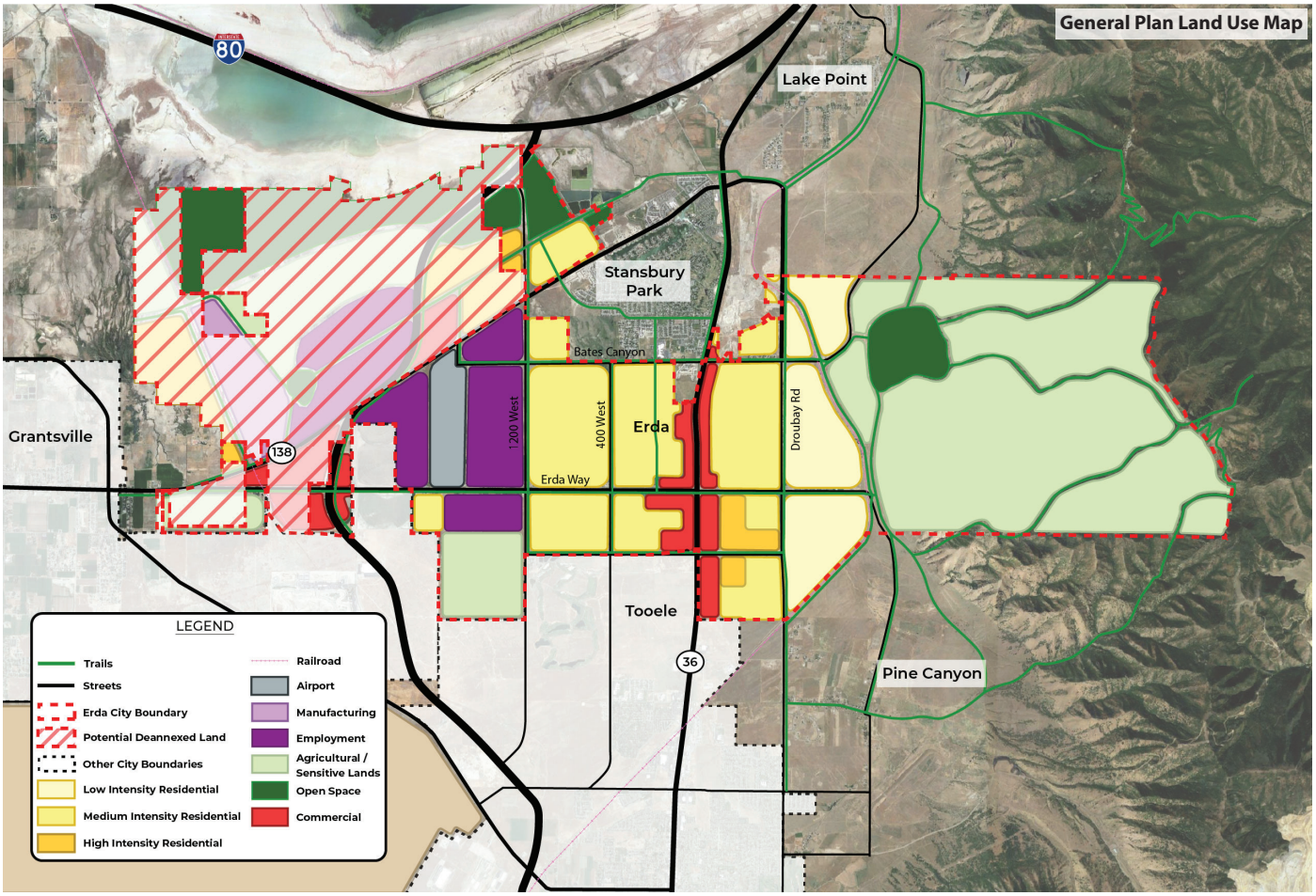


Erda Land Use Map

The following land use map was developed based on feedback received from the residents during the public engagement portion of this process, and sustainable and smart land use, preservation, transportation, and economic planning practices.

The land use distinctions on these concepts do not correspond directly with zoning designations, but are established to allow flexibility within the various areas. This creates the ability for development to better blend into the existing community fabric, buffer less-compatible land uses, facilitate compatible land uses, and step intensities down or up based on proximity to major development nodes and intersections.

There are no set densities for the low, medium, and high intensity residential areas as density should be established based on the surrounding context at the time of submittal, the City's Vision, and best practices set forth in this Land Use Element. The low, medium, and high intensity distinctions are delineated to help guide development to better utilize existing infrastructure and adapt to medium- and long-term growth pressure. The development horizon on the preferred land use map is based on a 30 year development horizon. High intensity areas should be where concentrated growth occurs to further maximize existing infrastructure, limit loss of rural atmosphere, and establish triggering mechanisms to encourage commercial and employment center development in Erda. Clustering development around high intensity nodes would better attract a range of employers to the City.



Implementation

The following steps should be taken upon approval of the Erda General Plan:

1. **Establish the Community Services Districts (CSD) as Overlay Zones**

   The following CSDs should be established as overlay zones within the future Erda City Land Use Ordinance:
   - West Erda
   - Erda East
   - Oquirrh Pointe
   - Oquirrh Mountain Preservation Area

   These overlays should be added as a separate chapter to the land use ordinance to address all overlay zones.

2. **Assess the proposed Community Service Districts (CSD) and create standards for CSD areas with immediate need**

   The assessment should be made based on development pressure and community needs of each CSD. These CSDs should then be ranked and implemented as funding becomes available starting with the most critical CSDs going to the least critical CSDs. This will facilitate development standards creation before significant development pressure occurs. A provision needs to be added that requires new development to be placed under a development agreement which requires adherence to the CSD standards. Development agreements are common in projects where the question of density allocation is not explicitly addressed by the General Plan.

   This General Plan was created to help safeguard the rural nature of the City, while giving the City and its residents greater ability to control the design standards and still abide by State Law.

3. **Adopt a Zoning Ordinance with the Following Additional Zones**

   It is advised to modify and adopt a version of the Tooele County Zoning ordinance to keep in compliance with existing development and approved developments. This also allows the City to adopt the County zoning map that currently exists. Saving the City from potential lawsuits, and "non-conforming" uses throughout the City.

   The following zoning districts should be added or modified:
   - **Airport** – establishing a zone for the protected potential expansion and regulation of the Tooele Valley Airport.
   - **Open Space (OS)** – establishing a zone for the protection of existing and proposed parks, special use areas, and local and regional trails; historical sites, landmarks, and geological features; watersheds, wetlands, and other sensitive lands.
   - **Employment Use (EU)** – establishing a zone for the protection of proposed employment centers within Erda. This zoning district would allow office, flex use, light industrial uses, and mixed-use where the primary use is for employment purposes.

4. **Add land uses and their corresponding zoning distinctions to the land use ordinance**

   The following land uses are proposed by the General Plan update and may be added individually to the land use ordinance with the corresponding zoning districts below:
   - **Airport** – Airport*
   - **Manufacturing** – M-D, M-G, MG-H, R-T, MG-EX, CDO, WSW, T-I, LES*
   - **Employment** – EU*, C-N, C-S, C-H, C-G, C-T, TI, T, R-T, M-D, M-G
   - **Commercial** – C-N, C-S, C-H, C-G, C-T, TI, RRS
   - **Agricultural / Sensitive Lands** – MU-40, MU-80, MU-160, A-5, A-10, A-20, A-40, LES*, WUI, DWSPO
   - **Open Space** – OS*, RRS, WUI, LES*
   - **High, Medium, Low Intensity Residential** – P-C, RR-10, RR-5, RR-1, R-1-21, R-1-12, R-1-10, R-1-8, R-M-7, R-M-15, R-M-30

*Represents new zoning district proposed by General Plan

5. **Once Funds are Available Revise the City Zoning Ordinance to Meet Current and Future Needs of the City.**

   The formation of a new city comes with several challenges and requirements. Once the baseline requirements are met and the City is able to understand the existing conditions, it is advised that the City apply for Wasatch Front Regional Council and Utah Department of Transportation funding for a revised zoning ordinance and zoning map.

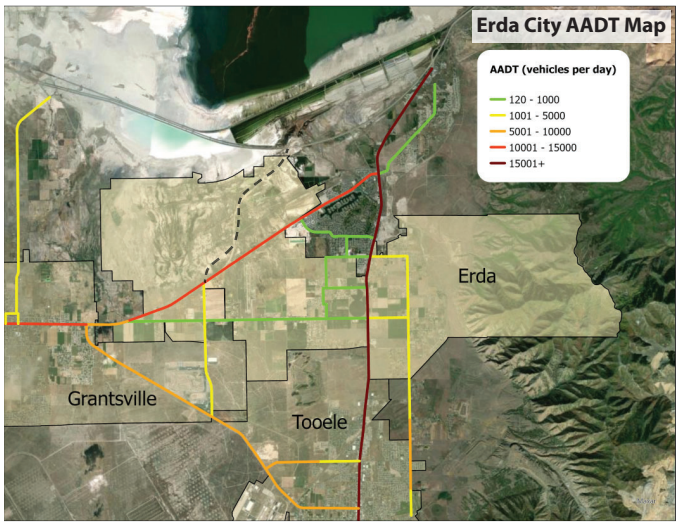


TRANSPORTATION ELEMENT

Introduction, Background & Best Practices

Street Connectivity

The street network determines how our communities function and interact with one another. Neighborhoods that are well connected feature greater intersection density which in turn links key destinations to residents. Poor connectivity leads to further reliance on the automobile, limits mode choice to access destinations, inhibits emergency response, divides communities, and focuses traffic into specific corridors.



Increasing street connectivity can reduce travel time by better balancing traffic. Improved access increases the likelihood of a trip switching to a non-motorized mode of travel. Street connectivity has been linked to better environmental outcomes and a decrease of health risks.

Connectivity Index & Intersection Density

Two basic elements of connectivity are the connectivity index and intersection density. The connectivity index is the ratio of links to nodes in an area. It measures how efficient the network is by taking the number of links divided by the number of nodes. Intersection density is another measure of how well connected the street network is. A high intersection density is linked with increased non-motorized travel.

The Utah Street Connectivity Guide classifies Erda as a rural community. Using the rural community connectivity standards, Erda exceeds the standard for the connectivity index and is far below the standard for intersection density. This means that future development should focus on maintaining a high link to node ratio as new intersections are added.



Active Transportation

Active transportation plays a key role in helping reduce congestion, and increase quality of life as Erda and the surrounding areas continue to experience growth and development. The Tooele County Active Transportation Plan outlines the following goals:

1. Integrate active transportation into new and improved major transportation facilities.
2. Build active transportation trunk routes through the valley.
3. Connect active travelers in the County to key destinations.



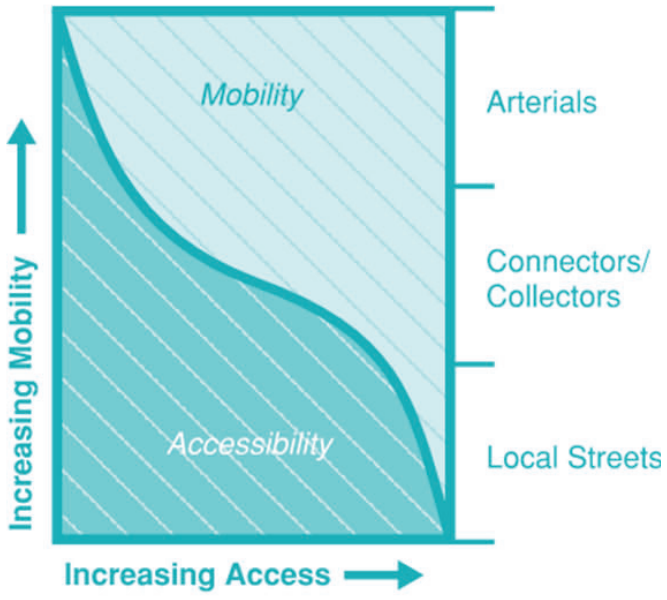
4. Ensure that new developments have connected active transportation infrastructure.
5. Enable pedestrians and cyclists to thrive while remaining safe.
6. Increase community visibility, awareness, and support of active transportation.

The six goals should be a priority in the City's General Plan. As the City continues to grow, regional and local destinations should be connected via active transportation corridors to maintain and improve accessibility. New road projects and developments are ideal opportunities to explore partnerships for incorporating active transportation.

Typical Cross-sections

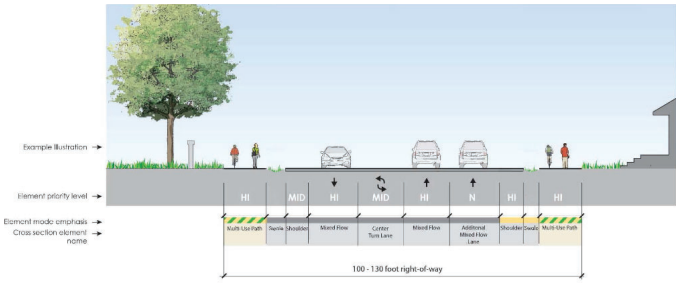
Defining typical roadway cross-sections ensures for consistent design and function of roadways in a community. The typical cross-sections for Erda have been designed to be similar to those defined in the proposed Tooele County Transportation Plan to maintain consistency with the County. However, the County cross-sections were modified to be more rural with swales instead of typical urban curb and gutter designs.

Cross-sections are defined by roadway classification. In Erda, these classifications range from local streets to connector roadways. Other regional roadways maintained by UDOT and the County, such as S.R. 36, would be defined as arterial roadways. Local streets have more accessibility than mobility while connector and collector roadways have a balance of mobility and accessibility.

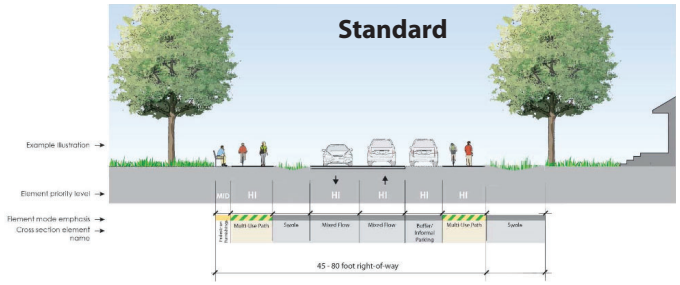


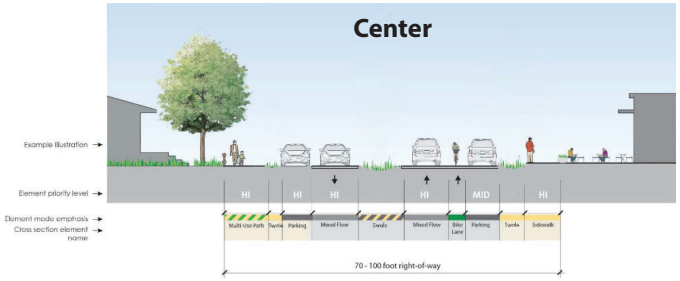
Below are descriptions of each of the cross-sections that have been defined in order of more mobile to more accessible. Some roadway classifications have both a "Standard" cross-section and a "Center" cross-section. The Center cross-sections are meant to be used in areas of high pedestrian activity, and the Standard cross-sections can be used everywhere else.

- **Mobility Connector**
  The purpose of the Mobility Connector is to connect the Erda community to activity centers and larger roads in the area. The intent of these roadways is to move people longer distances with all modes of transportation including private vehicles, transit, walking, and biking.

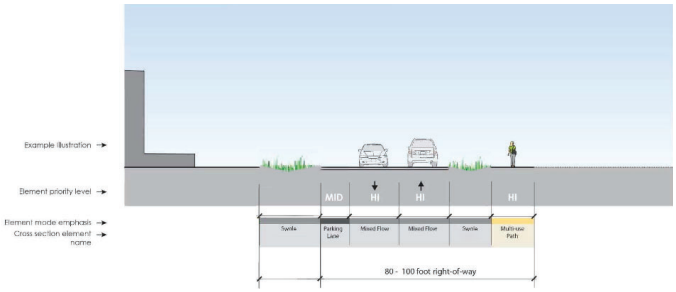


- **Rural Preservation Connector**
  The purpose of the Rural Preservation Connector is to connect the Erda community to activity centers and larger roads in the area while still maintaining an historical rural character. These roadways are ideal for active transportation facilities for biking and walking. Both a Standard and Center cross-section have been provided for this classification.

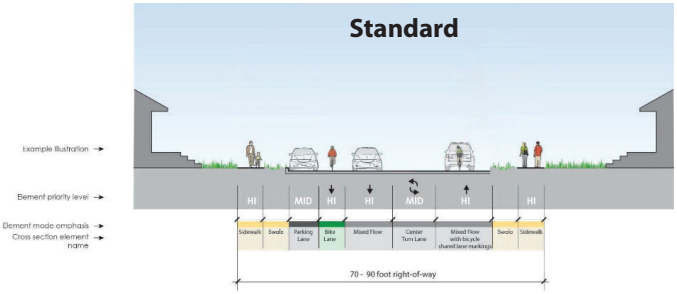


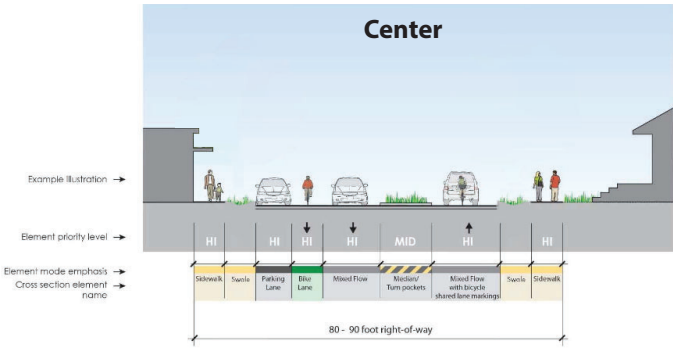


- **Industrial Connector**
  The purpose of the Industrial Connector is to connect Erda industrial centers to freight routes in the area. The primary design vehicle for this roadway is a large truck, though other vehicles will also use the roadway. These corridors can still include active transportation facilities to connect to the larger network.

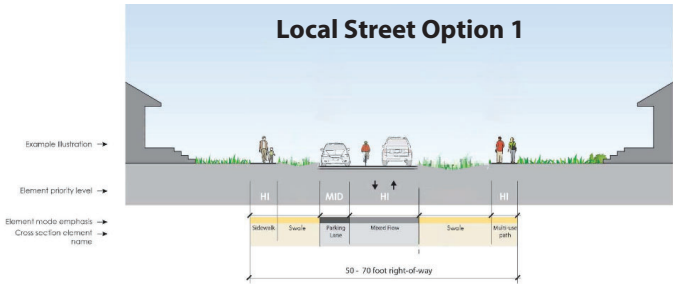


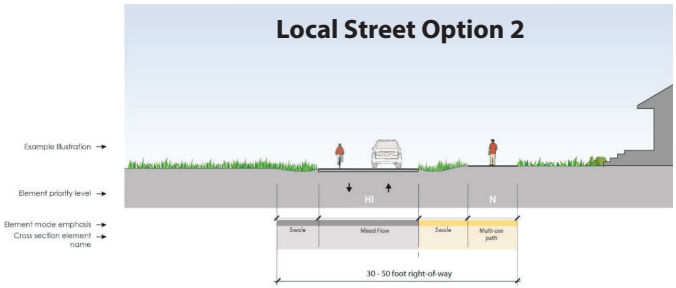
- **Neighborhood Connector**
  The purpose of the Neighborhood Connector is to provide good circulation routes for all modes of transportation. These roadways are generally in residential areas, though they may be used in activity centers for commercial or civic uses. More access can be allowed on these roadways, with decrease mobility.





- **Local Street**
  The purpose of the Local Street is to provide direct access to residential properties. Mobility should be limited and slow on these roadways to provide safe access and pedestrian safety.





These cross sections show a diverse width and should be strategically placed when a transportation master plan is completed for Erda. At that time, future roadway volumes will be balanced with roadway capacities, widths, and mobility for the connector roads and above, and a preferred cross-section will be identified.

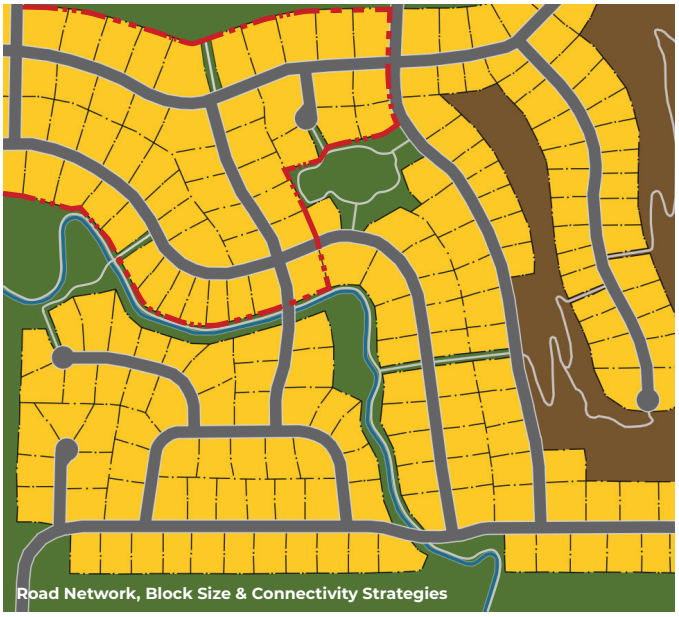
Implementation

1. **Connectivity Strategies**

   A variety of strategies can help increase street connectivity or active transportation connections. The following strategies may be used as a guide for Erda to consider as it continues to experience growth and new development:

   - **Require Active Transportation Connections with New Developments –** New developments should include sidewalks or trails that lead to existing networks or nearby destinations.


Image Credit: Collett Litchard | Tooele Transcript Bulletin

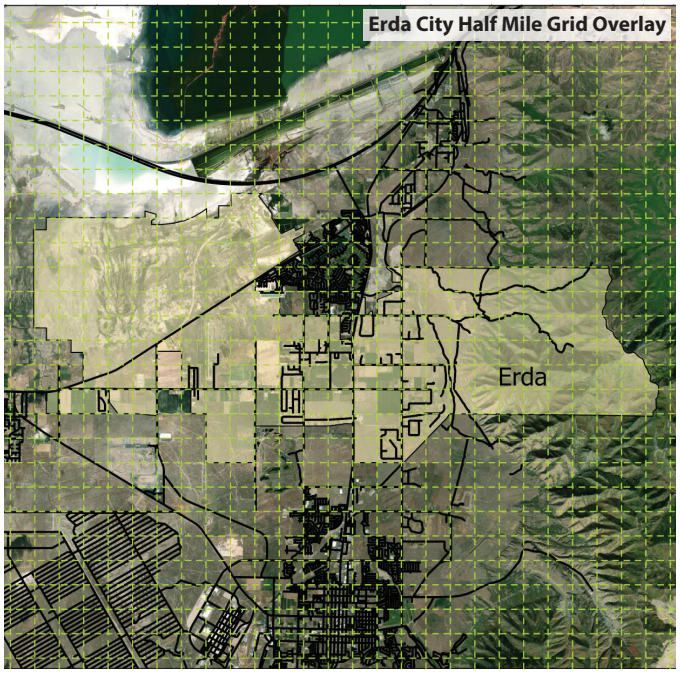


Road Network, Block Size & Connectivity Strategies

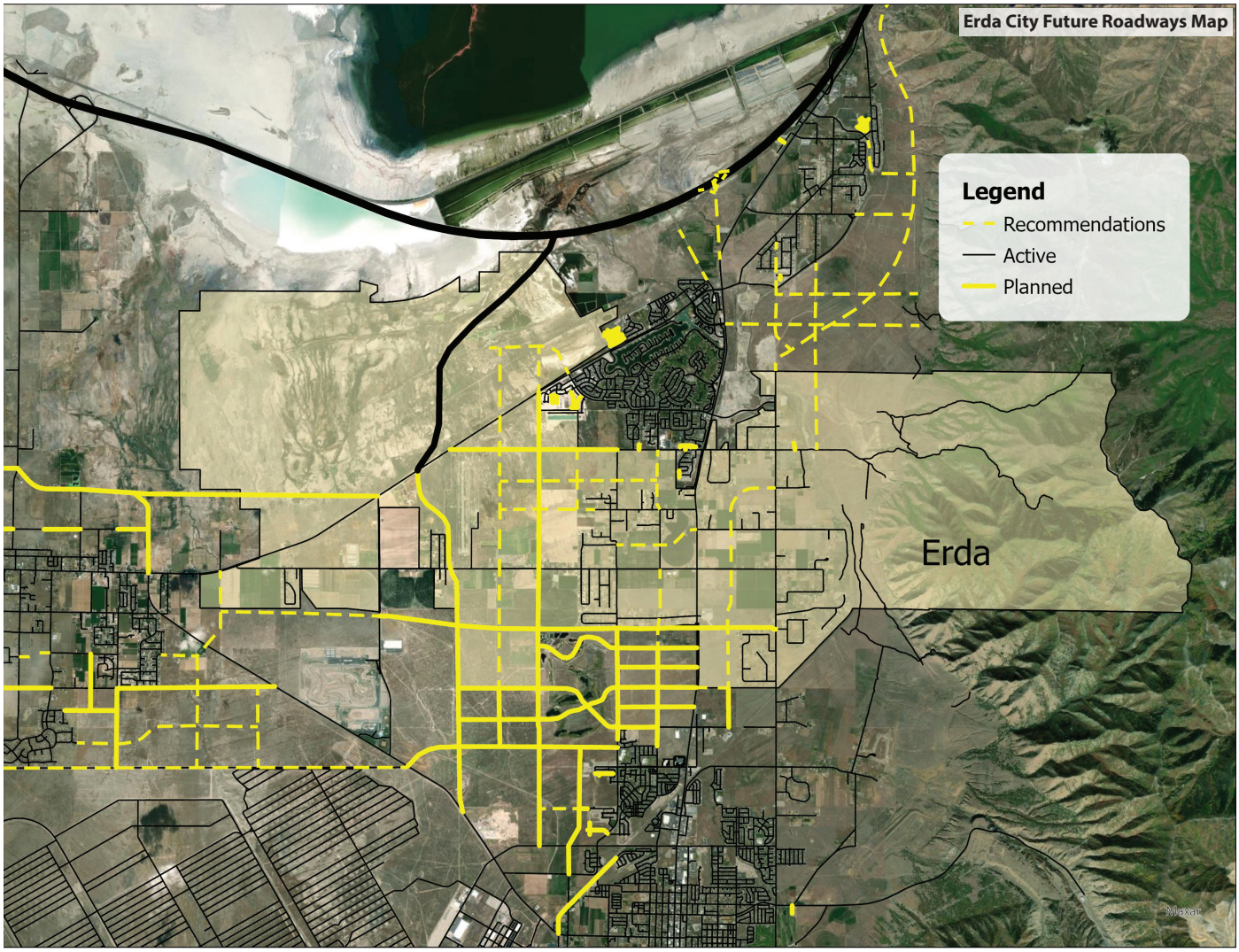
- **Connect and Require Stub Streets in New Developments –** New developments should include stub streets (local or collector roads) to adjoining parcels to increase connectivity as the area grows. Similarly, new developments should tie into existing stub streets or collectors.
- **Institute Maximum Block Lengths –** Block lengths, or intersection spacing, can guarantee the achievement of a minimum connectivity index. Maximum block lengths can be specified by zone to achieve desirable development patterns.
- **Institute a Complete Streets Policy –** Ensure that safe travel options are available across the county regardless of modal choice.
- **Limit Private or Gated Streets –** Gated communities inhibit community cohesion. While these communities may be desirable due to a perception of safety, they can lower the level of safety for nearby neighborhoods if emergency response is hindered. It is important to maintain active transportation routes at a minimum.
- **Connect Cul-De-Sacs –** Efforts should be made to connect cul-de-sacs to the roadway network. Cul-de-sacs prevent developments from connecting to adjacent parcels of land. When these connections are not possible, efforts should be taken to at least provide pedestrian and bicycling connections.

2. Road Network Improvements

- **½ Mile Grid Pattern** – Where possible, efforts should made to establish a ½ mile grid for arterials and collectors to aid in minimum connectivity standards for future developments.



- **Droubay Road** – Droubay Road should be extended north from Tooele City limits through Erda as an arterial roadway to provide relief on SR-36 and additional connections for the east side of the city. Future connections may make it possible for this route to serve as another primary route to Salt Lake County via SR-201.
- **Bates Canyon Road** – Extend west as arterial or major collector roadway to SR-138, per Tooele County Transportation Master Plan (TMP).
- **Village Boulevard** – Extend Village Boulevard beyond SR-138 toward Mid-Valley Highway to accommodate for future growth.
- **1200 West** – Upgrade and extend 1200 West north, per Tooele County TMP.
- **Church Road** – Extend west toward the Tooele Valley airport.



3. Active Transportation Improvements

- **Connect Community Centers –** Corridors between communities should be preserved for active transportation routes and trails. Parks, schools, and retail centers are ideal points to connect.
- **Transit Centers –** As transit increases throughout the county, active transportation routes and trails should connect residents to transit stops and hubs to increase accessibility and ridership.
- **SR-36 –** Trails should parallel SR-36 as it serves as a primary route north south route in Erda and the wider Tooele Valley. Much of the areas retail and activity centers are located near this roadway. In the future, this route may also serve as the primary transit connection between Erda and Salt Lake County.
- **Foothills Trail –** A recreational trail through the foothills of the Oquirrh Mountains within Erda City limits will capitalize on the cities natural amenities. Connecting this trail to nearby communities and roadways will increase opportunity for residents.


Image Credit: MomentumMag.com

OPEN SPACE & RECREATION ELEMENT



Introduction & Background

During the public outreach portion of this General Plan, a range of definitions were shared on what open space meant to residents. **Open space** is undeveloped land, a naturally landscaped area, or a formal or human-made landscaped area that provides an aesthetic, recreational, environmental, historical use; or a connective link or buffer between other resources. Open space can further be broken into two classifications, specifically public and private. These classifications denote the nature of who has access to use the space.

Given this definition and the classifications, the majority of land considered as open space in Erda, is private. Private land is only legally accessible by the property owner(s), land trust designees, or Home Owners Association (HOA) members. Temporary access may be granted to other individuals, but can be revoked by the owner, trust, or HOA at their discretion. This owner's discretion is being exercised in several areas of Erda as land owners seek to develop their land. The best way to preserve open space is to make it public. In order to make open space perpetually public it must be deeded to or purchased by a municipality, county, state, or federal agency.



Image Credit: Rick Egan | The Salt Lake Tribune

Best Practices

The following are best practices for open space and recreation placement, programming, and design:

- Encourage open space to be developed as part of a neighborhood or community during the planning and development phases.
- Catalogue existing public open spaces by type (aesthetic, recreational, environmental, connective link, or buffer), programmed amenities, and size.



Image Credit: StapletonDenver.com

- Provide open space close to residents. Open spaces within 1/4 mile of a resident receive significantly more use than those outside of that range.
- Place open space adjacent to roadways and maintain pedestrian-scale lighting. Doing so increases the user safety and access as well as ease of maintenance.
- Preserve and enhance cultural and natural amenities.
- Design the open space in tandem with local residents and the surrounding context including land features, views, near by open space types and programming.
- Diversify active and passive recreation opportunities for all user abilities.
- Preserve open space areas based on current and projected land uses and demographics.
- Plan and preserve tail networks and incorporate required connections to these networks to be made or stubbed within two miles of regional trails or connective network trails.

Principles

The following principles help illustrate what would be required given various desired outcomes that were expressed during the public engagement process of this study:

Desired outcome: Open space amenities & more trails

Open spaces are typically paid for in a few different ways. Public open space is generally paid for with property and sales tax and impact fees, or is privately developed then dedicated to the public for use. Typically these spaces are maintained by taxes. Private open space amenities are budgeted into the total cost of a development and are typically maintained by a private Home Owners Association (HOA). These types of open spaces can be naturally landscaped or man-made landscaped areas.

Private open space amenities are normally developed in later phases of a project to ensure enough members in the HOA can reasonably pay for their maintenance. The same applies to public open spaces. The more residents there are paying taxes to maintain open space, the more money there is to develop and maintain increasing amounts of public open space including trails.

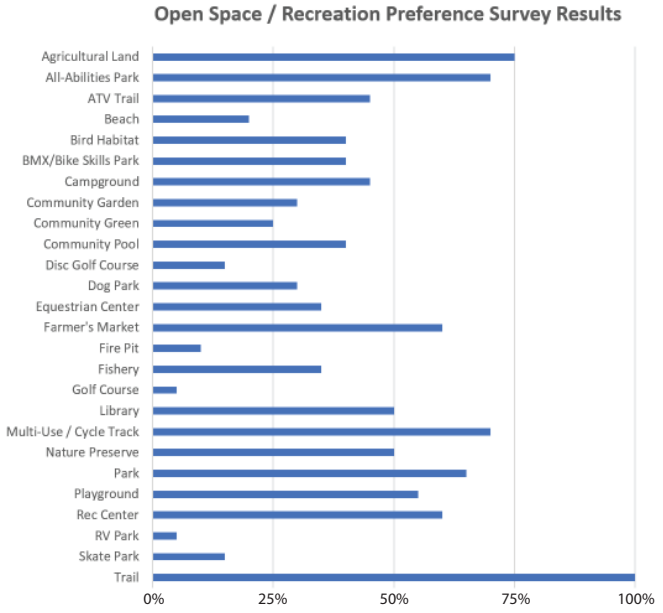


Private land or HOA maintained open spaces are for the private exclusive use of the owner or HOA members respectively. Much of the land considered as open space in Erda, as previously mentioned, is privately-owned undeveloped land with some State- Federal- and United States Forest Service-owned land. Several trails in the valley currently used by ATV or horse users are technically on private undeveloped land, which could be shut down at any moment by the land owner. Many residents view these as "public open space" when in reality they are not. To ensure open space amenities are publicly-accessible and preserved, they need to be incorporated into the governing agencies planning efforts and the land needs to be purchased and improved upon by that City, County, State, or Federal entity. As a rule of thumb larger trail systems are usually constructed by private developers as planned, incorporated, and enforced by government agencies, or as part of a major public facility enhancement (ex. the Midvalley Highway project.).

Provisions should also be added to regulating codes to guide community development to incorporate varying categories of open space. Varying categories of open space are denoted in the element section below. Individuals seeking to develop an area tend to provide the minimum requirements. If these regulations aren't included, open space will either not be provided or not be provided in a manner that promotes the health of its residents.

Element

A diverse network of integrated open space is critical to create vibrant healthy and inviting neighborhoods and communities. As such, part of the public engagement process for the Tooele County General Plan was dedicated to understanding the specific amenities and open space categories residents desired. Currently, there are no formal or human-made public open spaces in Erda. Existing open space types and classifications for Tooele County were analyzed to see what gaps may exist in or around Erda. Missing or insufficient public amenities were added to the Tooele County Open Space / Recreation Preference Survey. The graph below shows the percentage of resident survey respondents that desired each listed missing or insufficient public amenity.



Open Space Types

Delineating open space types helps distinguish the general use of each open space and increases usable open space as the types differentiate end goals of each amenity. Amenities may fit into multiple open space types. Descriptions of each open space type are as follows:

- **Aesthetic –** this open space type is meant to preserve views, maintain historic or rural character, increase community interest, or signify entrance of a location.
- **Recreational –** this open space type is for active and passive recreation uses.
- **Environmental –** the environmental open space type is established to conserve wetlands, agricultural land, critical habitats, wildlife preserves, and other sensitive lands.


Image Credit: SkydiveUtah.com

- **Historical –** historical open space types are meant to protect or promote historic locations, buildings, and features.
- **Connective Link –** this type is specific to connectivity of various modes and is intended to join source locations to destination locations.
- **Buffer –** this open space type's primary use is to separate non-compatible land uses or establish boundaries for development.

Open Space Categories

The open space categories below illustrate how the Open Space/ Recreation Preference Survey amenities are categorized and give an overview of their general character, type, classification, location, size, and spacing.

PLAZA	GENERAL CHARACTER
	**TYPE**
	Aesthetic, Historic, Connective Link
	CLASSIFICATION
	Public, Private
	LOCATION
	Important Intersections, Vista Termini, or Entrances to Community / Civic Buildings
	SIZE
	4,000 – 1 Acre
	SPACING
	N/A

- **Plaza –** A plaza is a more urbanized public community space that offers opportunities for civic gathering. Plazas add to the vibrancy of streets within the more urban, higher intensity areas. They create formal community spaces available for civic purposes and commercial activity. These spaces are typically defined by building frontages and contain a mix of hardscape and planting areas with various types of seating and trees provided for shade.

SQUARE	GENERAL CHARACTER
	**TYPE**
	Aesthetic, Recreation, Historic, Connective Link
	CLASSIFICATION
	Public, Private
	**LOCATION**
	Important Intersections or Nodes
	SIZE
	11,000 SF – 4 Acres
	SPACING
	N/A

- **Square –** A square is a public community space available for civic purposes, commercial activity, unstructured recreation and other passive uses. The square should have an urban, formal character and be defined by the surrounding building frontages or adjacent tree-lined streets. All buildings adjacent to the square should front onto the square, with adjacent streets lined with appropriately scaled trees. Shaded areas for seating should be provided, with the potential addition of a civic element or small structure such as an open shelter, pergola, monument or fountain.

COURTYARD





GENERAL CHARACTER
TYPE
Aesthetic, Recreation
CLASSIFICATION
Public, Semi-Public, Private
LOCATION
Locations Supported by Adjacent Use Pattern
SIZE
600 - 6,000 SF
SPACING
75+ Attached Unit Communities, or Medium+ Retail / Office Properties

- **Courtyard –** A courtyard is a developed space that offers a variety of opportunities for public, semi-public and private gatherings. Courtyards provide a more intimate spatial experience apart from the streets within the more urban, higher intensity areas. They can be formal, paved spaces framed by buildings or restful, garden spaces that can be experienced visually from within building spaces such as offices, retail shops or residences. Building frontages, walls or fences typically define these spaces with a mix of hardscape and planting surfaces dependent upon location and expected use patterns. Shade and heating units should be provided to extend the seasonal use for gatherings or dining, with various forms of seating.

GREEN





GENERAL CHARACTER
TYPE
Aesthetic, Recreation, Connective Link
CLASSIFICATION
Public, Private
LOCATION
Vista Protection, Central Community Gathering Space
SIZE
11,000 SF – 2 Acre
SPACING
75+ Unit Communities, or Large Retail / Office Properties

Green – A Green is a public community space available for civic purposes, commercial activity, unstructured recreation and other passive uses. Greens are primarily naturally landscaped with many shaded places to sit. The space may include thoughtful open lawn areas, paths, civic elements, fountains or open shelters. Greens are typically adjacent to a public right of way and are spatially defined by buildings which front onto this space.

POCKET PARK





GENERAL CHARACTER
TYPE
Aesthetic, Recreation
CLASSIFICATION
Public, Private
LOCATION
In Neighborhoods Along Minor Collectors or Local Roads
SIZE
20,000 SF – 1 Acre
SPACING
Within 1/2 Mile of Each 10,000 SF or Smaller Residential Unit*

* Each 10,000 sf or smaller residential unit should be within 1/2 mile of a pocket park, neighborhood park, or regional park.

- **Pocket Park –** Small and frequently dispersed throughout the community, these infill spaces support passive recreation that ensures walkable green space access for everyone within the immediate neighborhood. They may contain specialized facilities that serve a specific demographic or limited population or group such as tots, pets or senior citizens. Thematic elements and uses may be determined by the needs of the target demographic or the nature of the location within the community. Pocket Parks must be adjacent to a public right of way and be fully developed and maintained as finished recreational open spaces. Native landscapes and natural areas do not constitute a Pocket Park.

NEIGHBORHOOD PARK





GENERAL CHARACTER
TYPE
Aesthetic, Recreation, Environment, Buffer
CLASSIFICATION
Public, Private
LOCATION
Typically within Residential Communities
SIZE
2 – 10 Acre
SPACING
Within 1/2 - 1 Mile of Each 10,000 SF or Smaller Residential Unit*

* Each 10,000 sf or smaller residential unit should be within 1/2 mile of a pocket park, neighborhood park, or regional park.

- **Neighborhood Park –** The neighborhood park remains the basic unit of the local open space system and serves as the recreational and social focus of the neighborhood. The focus is on informal active and passive recreation. The park should be centrally located within the neighborhood and may function as the recreational hub of adjacent neighborhoods. These parks are frequently developed adjacent to civic uses such as an elementary school.

  Parks should be connected to the greater community through multi-use pathways or trails. Parks should also be adjacent to a public right of way on at least one side, with a minimum of 25 percent of the total park perimeter on a street.

REGIONAL PARK





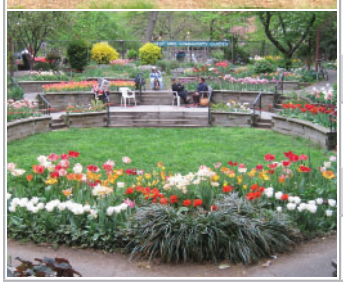
GENERAL CHARACTER
TYPE
Aesthetic, Recreation, Environment, Buffer
CLASSIFICATION
Public
LOCATION
Near Important Intersections, or Community / Civic Buildings
SIZE
11 – 100+ Acre
SPACING
Within 3 - 5 Miles of Each 10,000 SF or Smaller Residential Unit*

* Each 10,000 sf or smaller residential unit should be within 1/2 mile of a pocket park, neighborhood park, or regional park.

- **Regional Park –** Regional parks are diverse in nature, serving a broader purpose than the neighborhood or pocket park. While there may be overlap in amenities within these park categories, the focus of a regional park is meeting regionally-based recreation, athletic, and open space needs. These parks should be centrally located within the greater region and should function as the recreational hub for the region. Regional parks should be connected to the region through multi-use pathways, trails, and streets with a minimum of 50 percent of the total park perimeter on a street.

COMMUNITY GARDEN





GENERAL CHARACTER
TYPE
Aesthetic, Historic, Environment
CLASSIFICATION
Semi-Public, Private
LOCATION
Typically within Residential Communities
SIZE
Neighborhood Context Appropriate
SPACING
300+ Unit Communities, or Rural Communities

- **Community Garden –** Space programmed specifically for edible or ornamental gardening. Located in the center of a neighborhood to provide convenient and safe access. Oftentimes, community gardens may be included in pocket parks and parks. They are a valued asset in urban or higher intensity areas where residential yards are rare.

  Community orchards and vineyards may also be included in this category of open space as long as they are operated as a non-profit organization that provides produce to the local community and they are not a commercial or agricultural use. Appropriate irrigation sources must be provided, and the garden must be locally managed and maintained. Seasonal farmer's markets may occur in these spaces.

SPECIAL USE





GENERAL CHARACTER
TYPE
Aesthetic, Recreation, Environment, Historic
CLASSIFICATION
Public, Private
LOCATION
Varies
SIZE
Varies
SPACING
N/A

- **Special Use –** This category covers a broad range of parks and recreation facilities oriented toward single purpose uses. Special uses generally fall into three categories: Historic/Cultural/Social Sites (ex. Historic areas, performing arts parks, arboretums, ornamental gardens, indoor theaters, churches, public buildings and amphitheaters). Recreation facilities (i.e., either specialized or single-purpose facilities) fall into this category, for example, community centers, senior centers, hockey arenas, golf courses, campgrounds, skate and water parks. Frequently, community buildings and recreational facilities are located within parks.

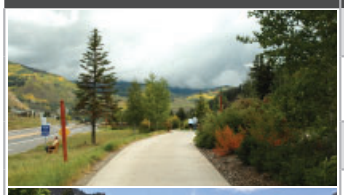
PASEO




GENERAL CHARACTER
TYPE
Aesthetic, Connective Link
CLASSIFICATION
Public
LOCATION
Key Through-Blocks Connecting Adjacent Non-Homogeneous uses
SIZE
Minimum Width 15 FT
SPACING
N/A

- **Paseo –** Pedestrian passages or paseos are linear public community spaces that connect one street to another at through-block locations. Pedestrian passages create linkages through buildings or lots at designated locations. These pathways may provide direct pedestrian access to residential, commercial, office, or educational addresses. Pedestrian passages allow for social and commercial activity to spill into the public realm and should consist of a hardscape pathway with landscaped edges and must be connected to public paths or thoroughfares at both ends of the corridor.

MULTI-USE PATH





GENERAL CHARACTER
TYPE
Aesthetic, Recreation, Connective Link
CLASSIFICATION
Public, Private
LOCATION
Drainage, Canal, and Road Corridors**; and Between Open Spaces and Communities
SIZE
Minimum Width 10 FT
SPACING
N/A

**All Drainage, Canal, and Major Road Corridors should contain a multi-use path or trail.

- **Multi-Use Path –** A multi-use path is an improved linear public transportation and recreation corridor that accommodates two or more users on the same, undivided pathway. Path users could include pedestrians, bicyclists, skaters, etc. A multi-use path frequently provides an important place for active recreation and creates a connection to regional paths and biking trails. Multi-use paths should be clearly defined with refined paving materials that provide for safe use and low maintenance.

  Pedestrian amenities add to recreational opportunities, and may include drinking fountains, scenic viewpoints, fitness stations, bike repair stations, and directional signs. These elements may be spread along the pathway or grouped in high use areas.

TRAIL



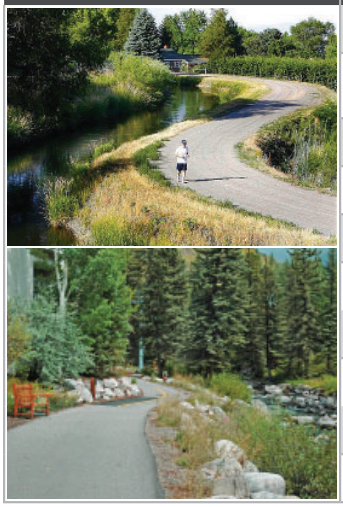
GENERAL CHARACTER
TYPE
Aesthetic, Recreation, Historic, Connective Link
CLASSIFICATION
Public
LOCATION
Drainage and Canal Corridors**; and Natural Open Space Areas
SIZE
Minimum Clear Surface Width 6 FT
SPACING
N/A

**All Drainage, Canal, and Major Road Corridors should contain a multi-use path or trail.

- **Trail –** A trail is an unimproved, or semi-improved, linear public transportation and recreation corridor that traverses more natural areas or connecting corridors. Trails could include pedestrians, bicyclists, and equestrian users. A trail provides an important place for active recreation and serves as the backbone for regional non-vehicular connectivity.

  Pedestrian amenities add to recreational opportunities, and may include drinking fountains, scenic viewpoints, fitness stations, bike repair stations, parks, and directional signs. These elements may be spread along the pathway or grouped in high use areas.

STREAM/RIVER CHANNEL OR CANAL



GENERAL CHARACTER
TYPE
Aesthetic, Recreation, Environment
CLASSIFICATION
Public, Private
LOCATION
Stream/River Channel or Canal
SIZE
N/A
SPACING
N/A

- **Stream/River Channel or Canal -** Linear space defined by a waterway. The space should serve as a pedestrian connection or recreational opportunity, enhancing adjacent property values (waterfront property). It can serve as a secondary connection to a natural open space or a greenway. Paths and trails that parallel a water course may also serve as maintenance easements.

NATURAL OPEN SPACE & GREENWAYS



GENERAL CHARACTER
TYPE
Aesthetic, Recreation, Environment, Historic, Buffer
CLASSIFICATION
Public, Private
LOCATION
N/A
SIZE
N/A
SPACING
N/A

- **Natural Open Space & Greenway –** Natural open space or greenway areas may occur at the edges of the rural neighborhoods or serve as boundaries to development. These may be areas of hillsides, forests, rangelands, or agricultural land that lies outside of the development limits.

  Selection of an area for preservation may not be required by legislation or ordinance but may be preserved through formal open space or preservation easements or by definition within a development agreement. Trails or raised trails may occur in these areas with low impact paving materials so there is minimal disturbance to the existing landform and vegetated patterns. Developed trail heads at key locations may contain parking and other facilities to support recreational opportunities.

SENSITIVE LANDS



GENERAL CHARACTER
TYPE
Aesthetic, Recreation, Environment, Buffer
CLASSIFICATION
Public, Private
LOCATION
N/A
SIZE
N/A
SPACING
N/A

- **Sensitive Lands –** Sensitive Lands contain elements that can influence or limit development through physical or regulatory restrictions. The types of lands represented in this typology may include steep slopes, wetlands, critical habitats, stream corridors, ridgelines, and unique vegetation patterns. Non-physical, locational characteristics, such as critical viewsheds and highway corridor buffers, may also be factors that determine the extent of sensitive land designations. Additional elements may relate to historic or culturally significant landforms or existing development patterns or structures. Preservation of these areas in a natural state may be based on regulatory controls, cost controls or amenity-based strategies.

Implementation

The following steps should be taken upon approval of the Erda General Plan:

1. **Establish open space and recreation standards for all new development**

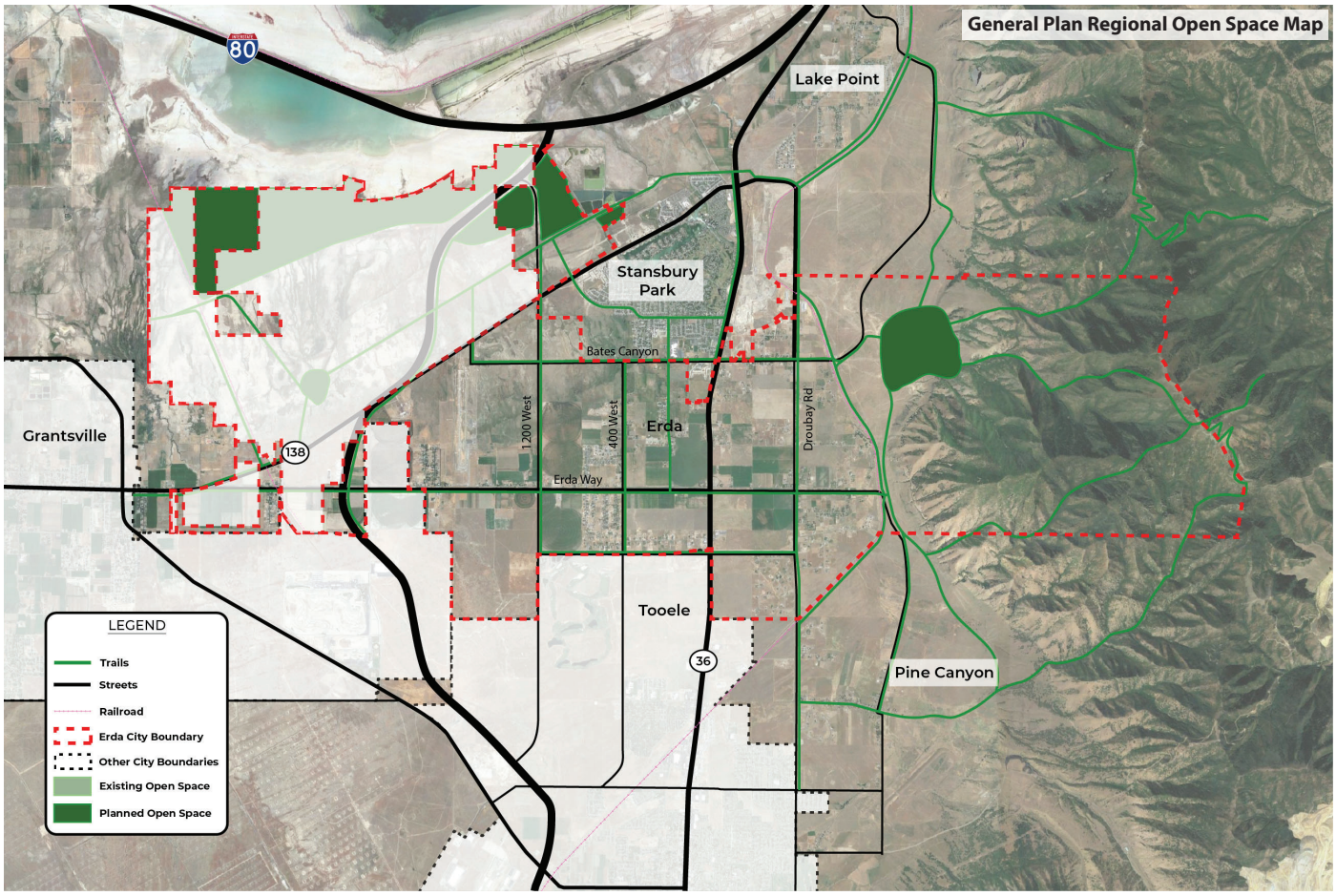
   The open space and recreation standards should include requirements to incorporate open space types, classifications, and categories in this section and follow the designated spacing and location guidelines. These standards should not allow for "fee in lieu" policies for pocket park, neighborhood park, or regional park proximity to residents spacing requirements.

2. **Preserve planned trail and multi-use path corridors and open spaces as established by the regional open space and land use maps**

   When new development is proposed, corresponding development agreements should include the need to preserve, incorporate, and improve open spaces as shown on the land use and open space maps. Doing so will help safeguard the rural nature, recreation opportunities, and historic and cultural sites of the city.

3. **Add multi-use paths to existing and future major transportation corridors**

   This can be done by modifying County approved right of way sections to ensure that all future developments, and transportation improvements include multi-use paths. Federal and State funding is available to retrofit existing road networks to include multi-use paths. These networks should be prioritized by those which would receive the greatest use (based on population distribution along major vehicular or non-vehicular corridors).


General Plan Regional Open Space Map
Lake Point
Stansbury Park
Bates Canyon
Grantsville
Erda
1200 West
400 West
Droubay Rd
Erda Way
138
Tooele
36
Pine Canyon
LEGEND
Trails
Streets
Railroad
Erda City Boundary
Other City Boundaries
Existing Open Space
Planned Open Space

CONSERVATION & PRESERVATION ELEMENT

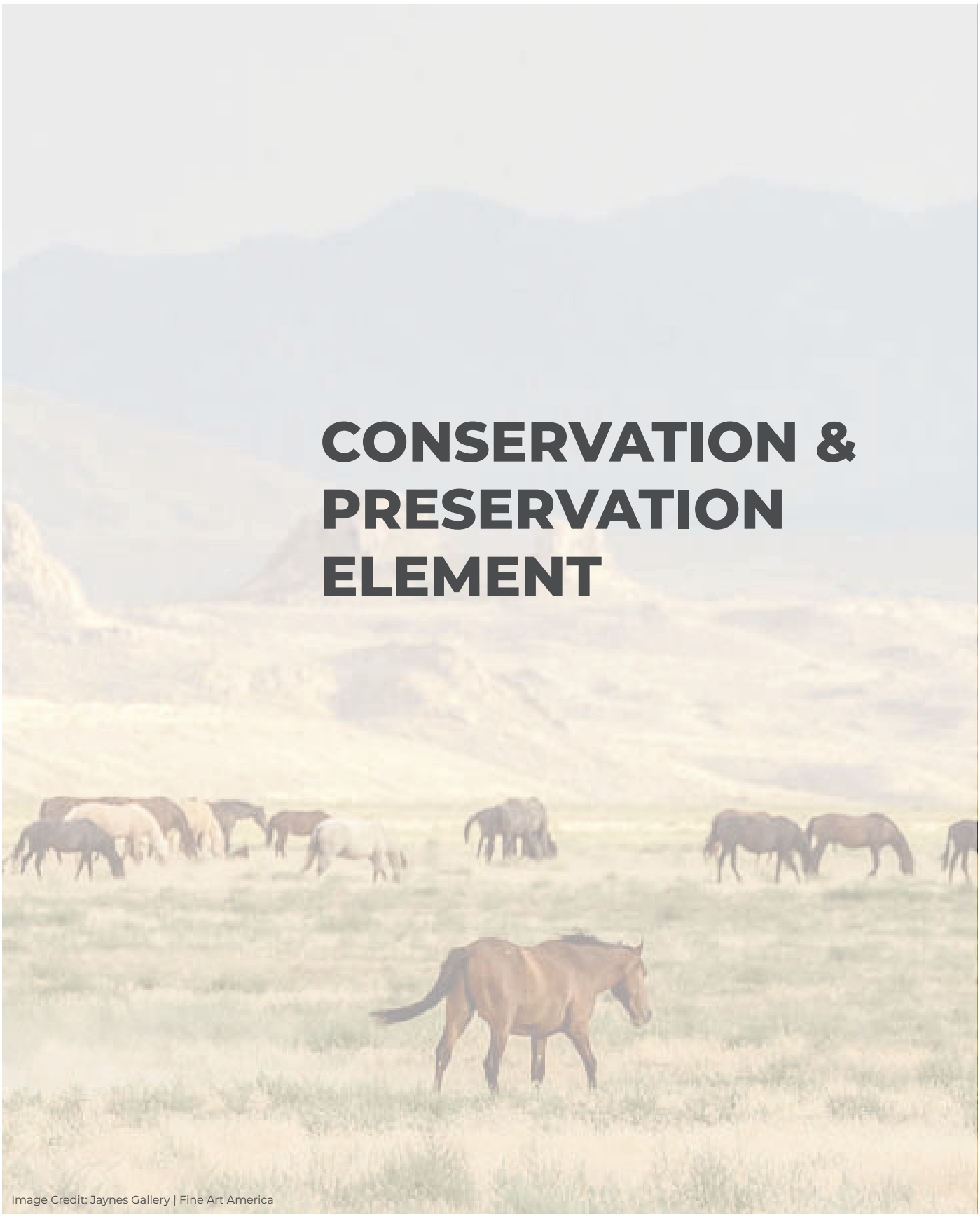


Image Credit: Jaynes Gallery | Fine Art America

Introduction & Background

Agricultural land in growing areas tends to be the least expensive land to develop due to its "development ready" potential. This is because developers look at a potential property to purchase based on how much work it will take to develop the site verses how much the land costs. Typical development ready criteria reviewed may include:

- How flat is the site, and are there any existing constraints (water, wetlands, topography, etc)?
- How many property owners would be involved and are they willing to sell?
- What government entities have jurisdiction over the property?
- Is there an existing survey?
- What is the size of the property?
- Are there existing buildings, utilities, easements or other things that would need to be removed or incorporated in the future design?
- What is the price / acre?
- What is the existing zoning?
- What are the surrounding zones and land uses?
- What is the existing access to the site in terms of roads and utilities?

Agricultural land usually meets most of this criteria and is the easiest land for developers to build on. This is why the need to plan ahead for growth and development is so critical and needs to be done holistically across all jurisdictions in a region. If there is no place for growth to occur, or if it is not planned for in advance, the developer driven growth will gravitate to the most affordable land wherever it may be. And although one developer may be stopped from developing, the next 5, 10, or 50 may not be.



Image Credit: Tim Gillie | Tooele Transcript Bulletin

Each area should be looked at based of whether or not it should be developed given its context, infrastructure, history, culture, and the development pressure surrounding the region. Then growth should be distributed proportionally according to the findings no matter its jurisdiction. Looking at a geographic area holistically allows jurisdictions to coordinate conservation and preservation efforts on land, water and other resources. This type of planning creates smart and sustainable growth and preserves the most resources. Unfortunately, once agricultural or historic land is lost it does not typically come back. This is the exact situation the Erda is finding itself in today, and why it is critical to delineate which areas should and should not be developed.

Best Practices

Part of the vision of the public engagement process was to preserve the rural atmosphere of the Erda. The following are potential tools and best practices for preserving agricultural land, open space, and rural character:

Land Conservation & Preservation

- **Land Use Regulation –** Land use regulation is often utilized to preserve lands for near- and medium-terms and has the ability to grow and adapt to the ongoing changing environment. Often this is only utilized as a temporary solution.
- **Conservation Subdivision / Cluster Development** – Conservation subdivisions encourage clustered housing and commercial development while preserving the majority of the remainder of the "developed" land as open space under a conservation easements. (Ex. On a five-acre parcel you could develop five one-acre lots and have no public open space remaining, or you could shift to five half-acre lots and preserve 2.5 acres of conserved land. You could also develop eight third-acre lots and have 2.6 acres of conserved land, or 10 quarter-acre lots and have 2.5 acres of conserved land. The increased amount of smaller units allow the preservation of land to be more affordable.)
- **Conservation & Farmland Preservation Easements** – Are voluntary legal (easement) agreements that permanently limit the use of land for agricultural and open space purposes. These must be entered into by the land owner and the legal governing body.

- **Agriculture Conservation Easement Purchase Program (ACEP)** – This federal program provides funding to help protect sensitive lands, working farms, and ranches through conservation easements.
- **Greenbelts, Greenways & Green Wedges** – Are sections of undeveloped land which encircles cities, townships, or major areas of development. They are typically used as growth boundaries and also serve the residents by providing large natural open spaces within close proximity. (Stansbury Park, just north of Erda, currently maintains a Greenbelt Service Area.)
- **Transfer of Development Rights (TDR) Program –** TDR programs limit development in key locations transferring that potential development to other targeted locations where development is more appropriate. Once the development rights have been transferred that land is placed under a conservation easement. Development potential is not reduced only transferred.



- **TDR Bank –** Allows for a municipality to control the transfer of development by purchasing the development rights and reallocating them when and where they desire. The TDR bank typically is created in tandem with a TDR program.
- **Private Land Trusts and Easements** – A land trust is a legal entity formed by an individual or group to purchase and manage property for the intent of preserving the land for a particular use. That use may be recreation, agricultural, or to buffer from other development.
  - **Utah Open Lands Program** – The Utah Open Lands program is a land trust designed to permanently protect land in Utah, by acquiring the title or trust of a conservation easement. They maintain stewardship of these properties for public use.
  - **Bureau of Land Management** – "The Bureau of Land Management's [BLM] mission is to sustain the health, diversity, and productivity of public lands for the use and enjoyment of present and future generations." BLM owns thousands of acres within the Tooele Valley including in the city of Erda.
  - **United States Forest Service (USFS)** – Is a federal agency that owns and maintains national forests, grasslands, and mountain range land.
- **Fee Simple Title (Land Purchase)** – A fee simple title is similar to a land trust in that an individual or group may purchase a desirable open space property or own a property and hold it for the intent to be used for recreation or agriculture. Due to the high cost of land, this option may be costly and reserved for highly important or critical parcels to preserve open space.
- **Historic Preservation / National Historic Registrar** – Land that has been deemed on the historic preservation or National Historic Registrar is another method of preserving land as open space or non-developed land. This case does not apply to many properties, but is a tool that can be used if significant historic value can be found on a property. Typically the historic value is in the preservation of an historic building on the property. There are no properties in Erda on this list. Some examples of this in Tooele County are:
  - Ophir Town Hall
  - Benson Grist Mill
  - Thomas N. Taylor House
  - Lawrence Brothers and Company Store
  - Pony Express Trail and Station Monuments

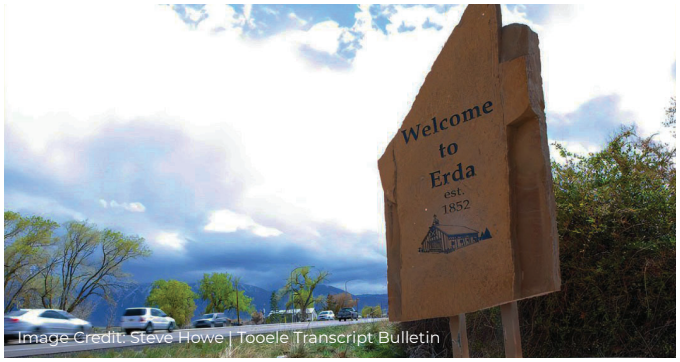
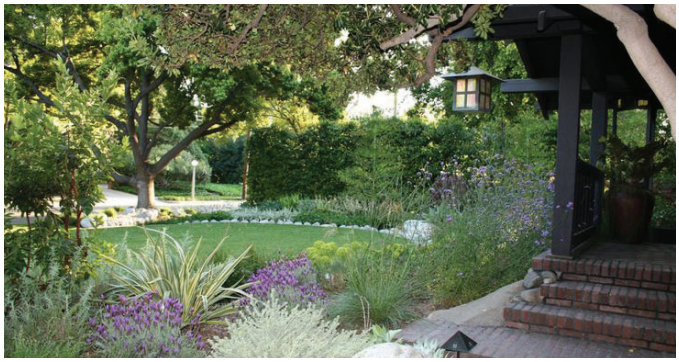


Image Credit: Steve Howe | Tooele Transcript Bulletin

Water Conservation & Preservation

- **Water System Management –** This management process evaluates and assesses the existing water system and replaces or improves under performing sections and facilities. It also adds meters in critical areas to watch for water leakage. Leakage represents the largest real losses for most water systems. [*https://www.epa.gov/sites/default/files/2016-12/documents/wc_best_practices_to_avoid_supply_expansion_2016_508.pdf*]
- **Metering –** Add meters at each user location to track water consumption and distribute the cost of the system on those consuming the most water using a conservation rate structure. A conservation rate structure incentives users to reduce water use to be under certain thresholds of cost/gallon of water use.
- **Grey Water Systems & Water Reuse –** Grey water systems or water reuse takes water that has already been used (from places like your laundry, shower, and sink) and uses it for a secondary purpose (like watering gardens or landscaping) before allowing it to enter the sewer system.
- **Rain Water Harvesting –** Allows users to capture and store water on site for future outdoor irrigation needs.
- **Sustainable Water Use Practices –** Changing user habits to utilize smart water sensing irrigation systems, water wise appliances and toilets, turning off water when not in use, watering landscape the right amount and at the right times.
- **Water-Wise Landscape Design –** When individuals hear the term water-wise landscape design they typically think no lawn and only use rock or bark mulch. A water-wise landscape design is a design that is thoughtful in its placement or use of lawn and utilizes more drought tolerant native plants. It may also mean replacing typical lawns with other more water-wise plant substitutions. The use of rock or bark mulch, drip irrigation systems, and less water intensive plants is encouraged in water-wise landscape design.





Principles

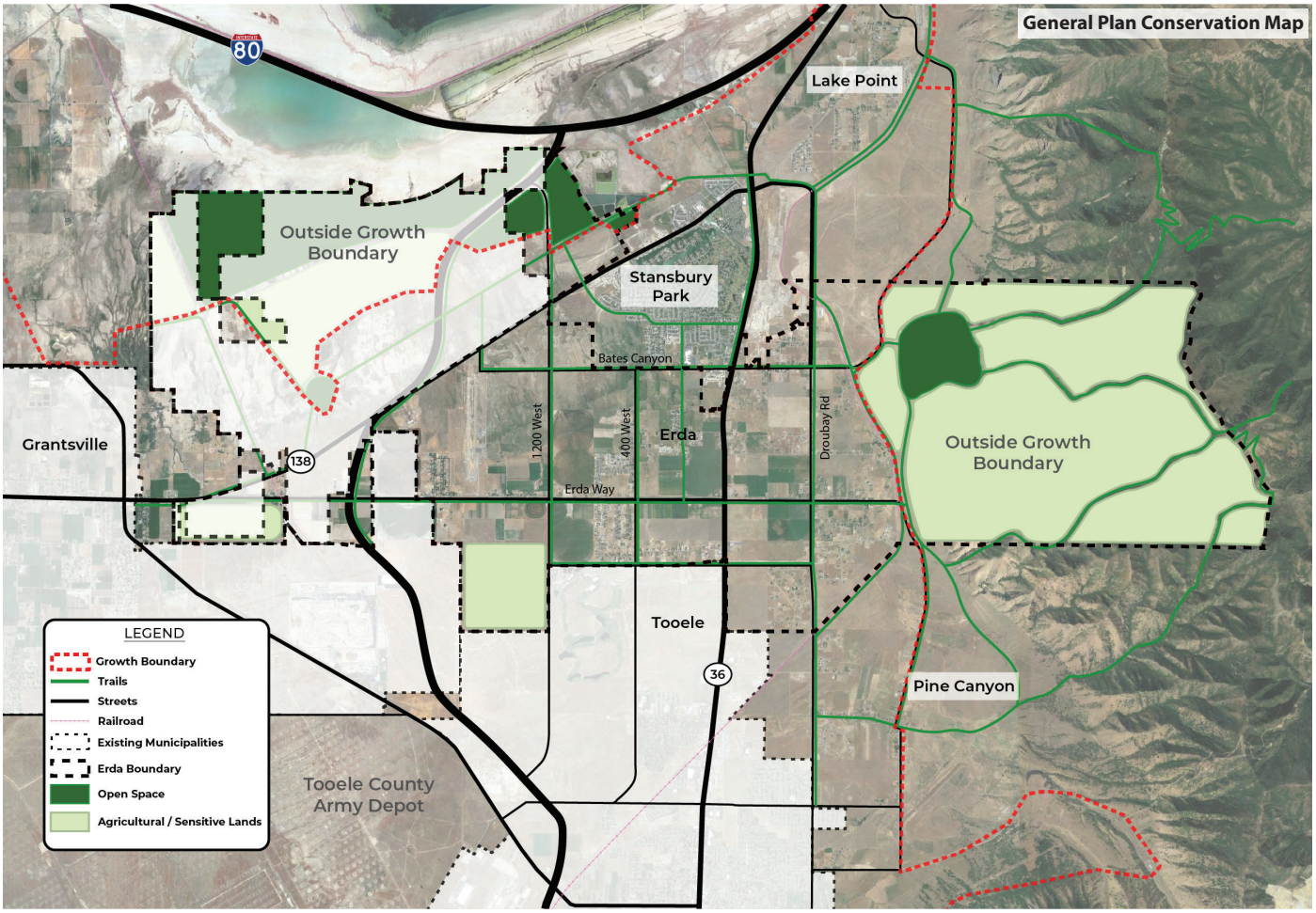
The following principles help illustrate what would be required given various desired outcomes that were expressed during the public engagement process of this study:

Desired outcome: Water Efficiency

As outlined in the Land Use Principles section the majority of water use comes from landscape irrigation. Single family homes, townhomes, and apartment homes indoor water use is approximately the same, but their outdoor use is drastically different. The easiest and best solutions for reducing water consumption is to reduce lot sizes, and utilize water-wise landscape design. (See Desired outcome: Large lots & development costs under the principles section of the Land Use Element)

Element

As shown on the preferred map in the Land Use Section and the maps below, growth boundaries have been established in both the Tooele and Rush Valleys helping to concentrate the long-term growth of these areas. No significant development should occur outside of the growth boundary areas indicated on the map. Development on the fringes of the growth boundaries should blend with its surrounding context and increase in intensity as development reaches major nodes and existing and planned infrastructure. Key areas for long-term agricultural and open space preservation have also been identified.


General Plan Conservation Map
80
Lake Point
Outside Growth Boundary
Stansbury Park
Bates Canyon
Grantsville
138
1200 West
400 West
Erda
Droubay Rd
Erda Way
Outside Growth Boundary
Tooele
36
Pine Canyon
Tooele County Army Depot
LEGEND
Growth Boundary
Trails
Streets
Railroad
Existing Municipalities
Erda Boundary
Open Space
Agricultural / Sensitive Lands

Implementation

The following steps should be taken upon approval of the Erda General Plan:

1. **Evaluate land conservation and preservation best practices**

   A study to evaluate the following land conservation and preservation best practices should be conducted to find the best solution for preserving critical agricultural and open space lands in Erda:
   - Land Use Regulation
   - Conservation Subdivision / Cluster Development
   - Conservation & Farmland Preservation Easements
   - Agriculture Conservation Easement Purchase Program (ACEP)
   - Greenbelts, Greenways & Green Wedges
   - Transfer of Development Rights (TDR) Program
   - TDR Bank
   - Private Land Trusts and Easements
   - Fee Simple Title (Land Purchase)
   - Historic Preservation / National Historic Registrar

2. **Join the Unified Tooele County Water Council (UTCWC)**

   As part of the Tooele County General Plan, we recommended the creation of a Tooele and Rush Valley Water Council to facilitate the collaboration of water use, design standards, codes, and infrastructure throughout the region. This Council should be made up of members from each of the municipalities, water service, and improvement districts including:
   - Erda
   - Grantsville Conservation District
   - Lake Point Improvement District
   - Rush Valley Water Conservancy District
   - Stansbury Park Improvement District
   - Stockton
   - Tooele Conservation District
   - West Erda Improvement District

Create water-wise landscape standards as part of the development code

Historically in Erda, through the Tooele County Development Code, the major landscape standard for development was summed up in this sentence: "The site must be maintained and landscaped so as to minimize the impact on neighboring properties and in order to retain the character of the neighborhood." A section prescribing landscape standards should be drafted with requirements for the reduction of outdoor water use. The addition of the landscape standards should incorporate rain water harvesting and focus on native or drought tolerant plants, smart sensing irrigation systems, and water-wise design practices. A maximum allowable lawn area should also be incorporated into the landscape standards.

4. **Add incentives for water reuse, grey water systems, and smart irrigation systems**

   A study should be conducted to review strategies on how to encourage remodel, redevelopment, and new development projects to utilize grey water and water reuse systems. In addition to this study the UTCWC should incentives residents for converting or incorporating smart irrigation systems and water wise landscape development or redevelopment. Currently, the Jordan Valley Water Conservancy District offers an incentive program for similar projects in Salt Lake County [*https://jvwcd.org/public/conservation*].

5. **Mandate meters on all new development**

   Meters should be added to each new water user location and to existing water users when feasible to track water consumption. A conservation rate pricing structure should also be implemented to encourage the reduction of water use in the Erda.

6. **Adopt applicable regional water conservation goals recommended by the Division of Water Resources** [*https://conservewater.utah.gov*]

7. **Create a water conservation plan for the County which includes the implementation practices above.** (See Utah State Code Section 73-10-32)

03

PUBLIC ENGAGEMENT

“Protect the rural lifestyle of Erda. This does not mean no high density development, just plan it smartly and in the appropriate locations. Plan compatible land uses that fit the adjacent land use, especially agricultural and ranching areas”.

- ERDA RESIDENT

Introduction

As part of the Tooele County General Plan, several stakeholders were individually interviewed from late March through June 2021. Individuals with a variety of backgrounds were selected, ranging from residents and property owners, to community leaders and County officials. Three public open houses were held at the following locations:

- Stockton at Alex Baker Memorial Park on May 27th
- Stansbury Park at Porter Way Park on June 3rd
- Tooele at the County Building on October 20th



Tooele County Billboard along SR-36

Social media, newspapers, billboards, and an interactive website were utilized to advertise events, offer outlets to give feedback, and allow residents the opportunity to share their vision for areas in the County. These outlets gave individuals the opportunity to voice their opinions in person and digitally. Everyone was asked to share their ideas, goals, concerns, opportunities, constraints, and vision for the future of the county. An additional open house was held on March 31, 2022 at the Deseret Peak Complex and although an official count was not taken, it is estimated that over 250 residents were in attendance.


Erda City Public Open House


Stakeholder Interviews

The following is a summary of the main ideas expressed during the outreach process:

Opportunities

- Find common ground and plan for growth while preserving and maintaining Erda's character and agriculture
- Cluster growth along major transportation corridors (SR-36, 33rd Parkway, and the Midvalley Connector)
- Allow for differing residential housing types
- Employment around I-80
- Retail along major intersections
- Use the Midvalley Highway to shift growth
- Plan and preserve land for trails and amenities
- Plan and Preserve east west road connections now

Constraints

- Access to water, sewer, and other utilities
- Contention between residents and between residents and developers
- General misunderstanding of the development process and avenues to voice concern and make a difference in proposed projects.
- Traffic and access issues throughout Erda
- General angst towards all new development
- Need for commercial and employment to support tax base

Land Use

- Plan mixed-use projects around major transportation corridors
- Buffer development and consider a Transfer Development Rights (TDR) program to preserve agriculture
- Use "Smart Growth" practices
- Plan more commercial, and give place for jobs
- Buffer non-compatible uses and different intensities
- Desire to preserve animal rights for rural properties

Transportation

- Plan for future transportation corridors running north south and east west
- Plan and preserve trail corridors
- Plan general access improvement throughout the City

Open Space / Recreation

- Opportunity to connect the valley trail system to the shoreline trail system and preserve equestrian trails
- 4-wheeling, rock climbing, running, mountain biking, and touring are all great opportunities
- Large outdoor recreation facility on the east side of Erda

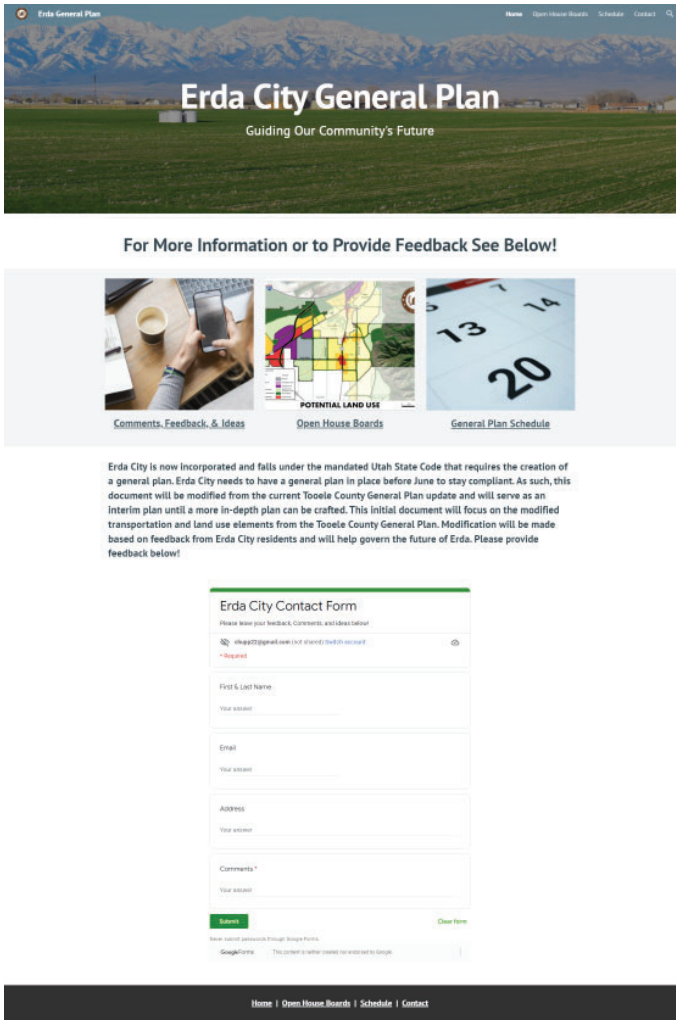


Erda City Public Open House

Key Takeaways

- Once the plan is adopted, it needs to be upheld by the community, otherwise it serves little purpose
- Intensity should be kept along major corridors/ intersections where it makes sense, thus preserving other areas for lower intensity development
- Give residents a greater opportunity to be involved in the planning stages of a project
- The plan should say what areas are off-limits "buffer zones" for certain types of development and which areas should be developed
- The concept of "Transfer of Development Rights" (TDRs) is a means to preserve certain areas and develop others
- There is an overall hope that the General Plan will preserve the character and find common ground between differing opinions

General Plan Website





2022
ERDA GENERAL PLAN

PSOMAS