



THE CITY OF WEST JORDAN COMMITTEE OF THE WHOLE April 13, 2023

Thomas M. Rees Justice Center
8040 S Redwood Road
West Jordan, UT 84088

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WORK SESSION 6:00 pm

1. CALL TO ORDER

2. DISCUSSION TOPICS

- a. Council will review the DRAFT General Plan and discuss potential modifications in preparation for its final adoption.
No motions or official action will be taken at this event.
- b. Council Breakout Sessions

3. ADMINISTRATIVE ITEMS

4. ADJOURN

UPCOMING CITY COUNCIL MEETINGS

- Wednesday, April 26, 2023 – Regular City Council Meeting – 6:00p
- Tuesday, May 9, 2023 – Committee of the Whole Meeting – 6:00p
- Wednesday, May 10, 2023 – Regular City Council Meeting – 6:00p

- Wednesday, May 17, 2023 – Committee of the Whole Meeting – 6:00p
- Wednesday, May 24, 2023 – Regular City Council Meeting – 6:00p

Interested parties may contact the Council PRIOR to the meeting in one of the following ways: (your comment will not be part of the meeting but will be provided to all members of the entire City Council)

- Call the 24-hour Public Comment Line PRIOR to the meeting and leave a message: **(801) 569-5052**. Please include your name and phone number.
- Send an email to councilcomments@westjordan.utah.gov. Please include your name and phone number.

You can follow the City Council on Twitter @WJCityCouncil and on Facebook @WestJordanCityCouncil

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ELECTRONIC PARTICIPATION

One or more council members may participate electronically in this meeting using online video conferencing technology per Utah Code (§52-4-207) and West Jordan City Ordinance 1-13-1-E. Members' participation via electronic communication will be broadcast and amplified so other Council Members and all other persons present in the Council Chambers will be able to hear or see the communication.

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CERTIFICATE OF POSTING

I certify that the foregoing agenda was posted at the principal office of the public body, on the Utah Public Notice website <https://www.utah.gov/pmnl/>, on West Jordan City's website <https://westjordan.primegov.com/public/portal>, and notification was sent to the Salt Lake Tribune, Deseret News, and the West Jordan Journal.

Please note: agenda items are subject to change and may be reordered or tabled in order to accommodate the needs of the City Council, staff, and the public.

Posted and dated April 12, 2023 Cindy M. Quick, MMC, Council Office Clerk



CITY OF WEST JORDAN

GENERAL PLAN



The City of West Jordan is a family-friendly, vibrant, growing city dedicated to improving the quality of life and opportunities of the community while preparing for the future and honoring the legacy of our past through:

- **logical and sustainable growth** that ensures key services, safety, infrastructure and quality design;
- **efficient transportation and convenient connectivity within West Jordan** to other cities;
- **brant economic development** that provides diverse work business, educational and recreational opportunities;
- **responsive, transparent and trusted communication** with community stakeholders.

City of West Jordan Growth and Development Vision Statement

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The General Plan also includes a Future Land Use Map and other maps illustrating the recommendations of the General Plan. The guiding principles, goals, and implementation strategies tie the plan together, and the maps convey their findings.

The recommendations of the General Plan are implemented through specific plans or programs.

In fact, the City of West Jordan has adopted several other plans to manage day-to-day and long-term operational needs of the City. Some examples include the following:

- Sanitary Sewer Master Plan
- Storm Drainage Master Plan
- Drinking Water System Master Plan
- Transportation Master Plan
- West Jordan Parks, Recreation, Trails and Open Space Master Plan
- Moderate Income Housing Plan

These plans, although separate documents, are a part of and are interconnected with the General Plan. As a result, these documents should also be consulted when making decisions that will structure and guide other management and operational decisions for the City.

These master plans are routinely updated to keep pace with current conditions within the City. The General Plan, Future Land Use Map and individual master plans should be consistent with each other. The General Plan and Future Land Use Map should be consulted when individual master plans are updated.

The goals and policies in the General Plan are intended to have broad City-wide application, while the individual plans are more specific as to how the goals and policies of the General Plan are to be implemented. For this reason, the more detailed goals, policies, and implementation strategies should be in the individual plans rather than in the General Plan where possible.

When conflicts exist between the following types of documents, the following hierarchy

FIGURE 1.1
**GENERAL PLAN DEVELOPMENT:
A HISTORY**

of documents shall be implemented:

1. The approved West Jordan City Code and Public Works and Engineering Standards (highest level);
2. The approved West Jordan City Master Plans, i.e. Water Master Plan, Storm Drain Master Plan, etc. (next highest level); and
3. The approved West Jordan City General Plan, including all the elements (chapters) and the Future Land Use Map (lowest level).

The General Plan is updated every five years, or the City Council to relevant to changing conditions in the City. The General Plan is a decision-making tool and while this format implies that principles represent a preferred action, their use is not mandatory. A guiding principle is binding on the City. The City Council may amend the General Plan with a majority vote.

Community Engagement in General Plan Creation

General Plan Committee

The General Plan Committee is a 15-member Council-appointed ad-hoc committee responsible for assisting the Planning Commission in updating the General Plan. The General Plan Committee, which acted as a steering committee, provided valuable insight regarding planning issues affecting the City.

Survey

A survey was conducted in March through May 2021 to seek public input on issues and challenges facing the City.

A variety of questions were asked, with many of them relating to redevelopment, job growth, housing and housing mix, parks and open space, traffic, and neighborhood revitalization.

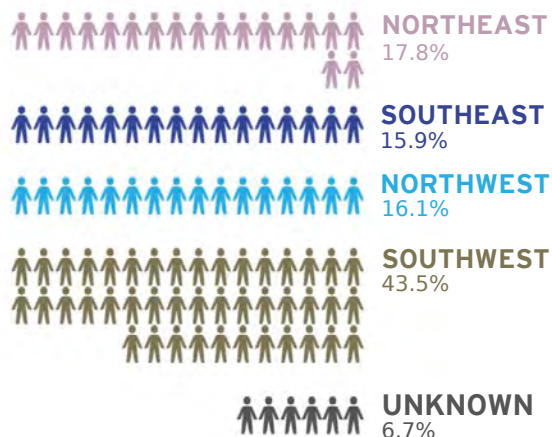


FIGURE 1.2
SURVEY RESPONDENTS BY AREA
427 Respondents

Notice to participate in the survey was posted on the City and City Council social media accounts. Postcards were mailed to 7,500 residents (2,500 per zip code) and an invitation to participate in the survey was included with every utility bill. This effort generated 427 responses from City residents.

Responses from this sample of residents were analyzed and incorporated into the previous chapter of the General Plan where applicable.

It should be noted that the responses received were not uniformly distributed geographically as shown in Figure 1.2 and therefore may not be fully representative of interests across the City.

Public Open House Meetings

Public open house meetings were held on August 23, 2022 and August 31, 2022 to gather public comment on the General Plan. Notice of open house meetings... **add open house dates and a description of results of the open houses prior to publishing.**

Public Hearings

Public hearings for each chapter of this General Plan were conducted by the West Jordan Planning Commission and City Council **from _____, 2022, to _____, 2022.**



_____, 2022. Add additional information as necessary prior to publishing.

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

Sustainability

The guiding framework of this plan

One of the greatest challenges of the General Plan is ensuring the long-term

economic, environmental and social health of the City. Through adopted guiding principles, the General Plan helps enable the residents of West Jordan to meet their current needs and maintain a fulfilling quality of life without compromising the ability of future generations to do the same. As a result, this General Plan has been created with a framework inspired by sustainability.

A commonly cited definition of "sustainability" comes from the Brundtland Commission Report in 1987, as part of the World Commission on Environment and Development. This commission

sustainable development as "...development that meets the needs of the present without compromising the ability of future generations to meet their own needs." Consistent with this definition, Utah Code requires that cities adopt a General Plan that defines how it will meet the "present and future needs of the municipality...."

Economic opportunity, social health and opportunity, and environmental stewardship are generally considered the three main elements of sustainability. Maintaining a balance between each of these components is key to the long-term success of the City.

Balance will be difficult to achieve without first understanding that these three components are interrelated and equally important in attaining sustainability. Any action implemented in one area will likely have a direct or indirect impact on the other elements. Therefore, it is important that decision-making be based on an equal balance of these factors. It is important that no single component dominates another. The basic three components of sustainability and examples of how they are addressed in this Plan are described as follows:



Social health and opportunity means that residents have equal access to jobs, transportation, education, housing, government, and recreation. Social health and opportunity also means protection from nuisances and hazards. Investing in social health and opportunity supports the other sustainability components of environmental protection and economic vitality.

Strategies in this General Plan that assist in promoting social health and opportunity include:

- encouraging the development of senior and affordable housing;
- promoting appropriate buffering between residential and non-residential land uses;
- establishing goals and policies that encourage a variety of housing for different income levels;
- locating high-density residential and mixed-use development near public transit facilities; and
- equally distributing recreational amenities throughout the City.

Economic opportunity is accomplished by allowing for business diversity and flexibility in order to provide for stability during economic ebbs and flows. Sometimes it is difficult to be economically viable without competing against environmental priorities. Economics cannot simply be about financial profits. Rather, sustainability in an economy requires the ability of an organization, community, and government to improve stability without sacrificing the environment or creating nuisances or adverse conditions for residents.

Strategies in this General Plan that assist in promoting economic sustainability include:

- fostering a positive climate for viable, low-impact developments;
- providing for future businesses in appropriate locations in the City (i.e., large distribution along existing rail corridors and/or adjacent to regional arterial streets);
- targeting public investment in appropriate places to help attract investment and support the community;
- creating partnerships to help generate jobs; and
- promoting and ensuring a better quality of life which makes the City a more desirable place to do business.



Environmental stewardship is accomplished by reducing the impact on the land and natural systems created because of human activities. One of the major components to environmental sustainability is through the prudent utilization of land. Growth that is consistent with the future land use allocations in the General Plan will result in reduced impacts on the environment.

Strategies in this Plan for environmental sustainability include:

- incorporating sustainable development concepts in the General Plan;
- promoting pedestrian oriented, compact and clustered developments;
- encouraging water conservation and “water-wise” landscaping;
- allowing for mixed-use developments in higher density neighborhoods;
- promoting of infill development and compatible re-uses in older neighborhoods;
- redeveloping along key transit corridors;
- protecting sensitive lands;
- preserving open space and agricultural uses;
- implementing “smart growth” principles including: Waste material recycling; and, Green waste recycling/reuse; and
- promoting LEED (Leadership in Energy and Environmental Design) or similar building certifications intended to improve performance in energy savings, water efficiency, CO2 emissions reduction, and improved indoor environmental quality.

Guiding principles and discussions supporting sustainability have been incorporated throughout this General Plan. For example, the economic development element advocates attracting and retaining businesses to increase the tax base, job supply, economic vitality, and contributions to the long-term health of the City’s economy.



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The environmental element supports water conservation, improving air quality, and preservation of open spaces that has both short and long-term benefits to the community.

The Land Use element encourages land use patterns, urban form guidelines, and development standards that promote more compact mixed use and higher intensity development near transit hubs and commercial centers.

Implementing these practices conserves energy, reduces the need for public infrastructure and, in general, uses the land more efficiently, with reduced environmental impact.

It is recognized that sustainability will be an ongoing challenge for each successive generation. However, continual adherence to the goals and policies of this General Plan and successive plans will help ensure that this concept is realized.

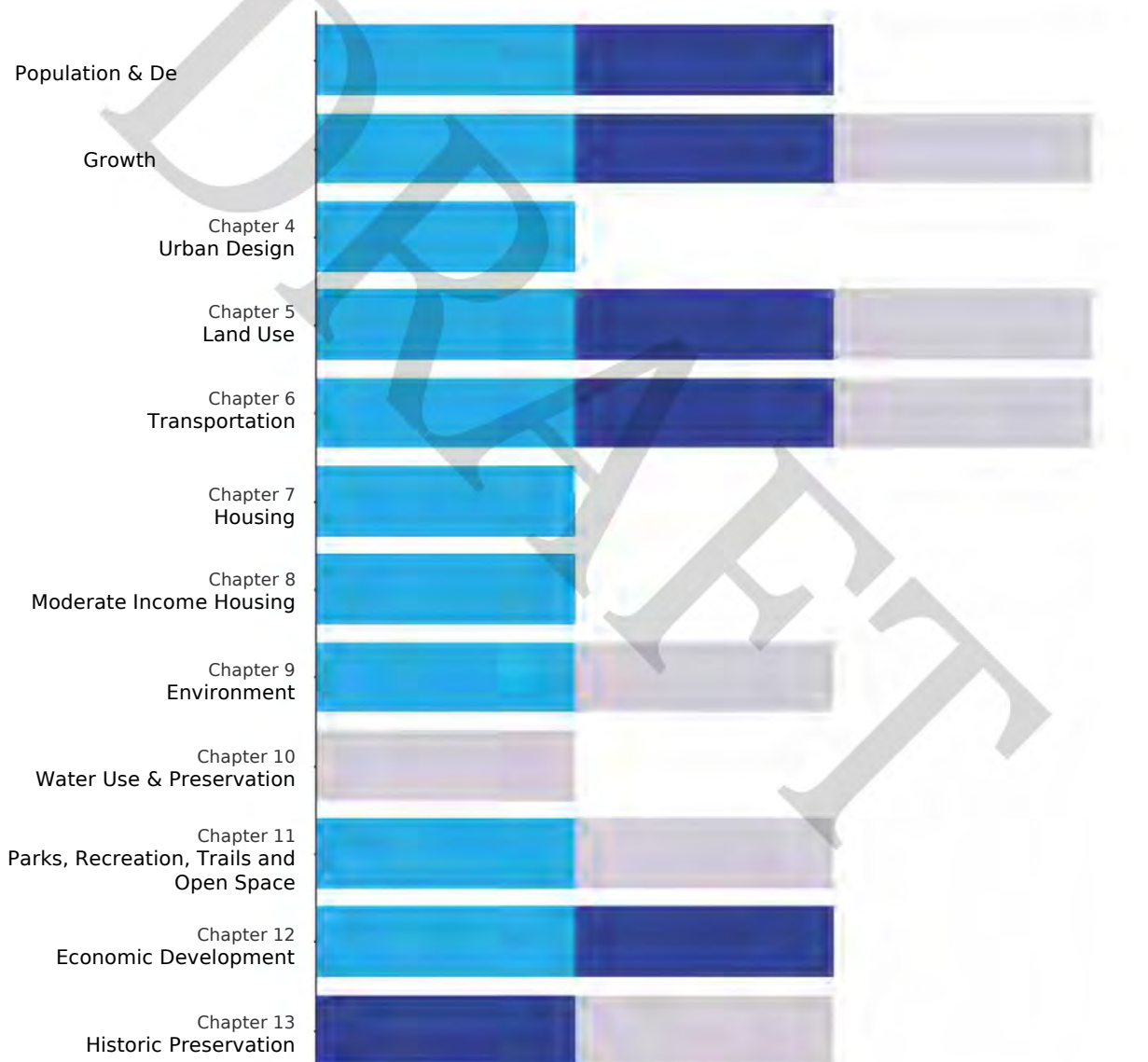


FIGURE 1.3

GENERAL PLAN CHAPTERS WITHIN SUSTAINABILITY FRAMEWORK



TABLE 1.1

GENERAL PLAN FULFILLMENT OF STATUTORY REQUIREMENTS

Chapter Name in 2022 General Plan	Type of Element: Required, Supporting, Optional, or "Other"	Statutory Requirements	Related Plans, Reports, & Maps (Actual or Potential)
1-Introduction	"Other" Element	§10-9a-403(3)(g)	5-Year Capital Facilities Plan City of West Jordan Strategic Plan
2-Population & Demographics	"Other"	§10-9a-403(3)(g)	City Council Districts Map
3-Growth Management	Supports Land Use Chapter	§10-9a-403(2)(a)(i), §10-9a-403(2)(d), & §10-2-401.5	Annexation Policy Plan (Utah Code §10-2-401.5)
4-Urban Design	Supports Land Use Chapter	§10-9a-403(2)(a)(i) & §10-9a-403(2)(d)	TRAX Station Area Plans (Utah Code §10-9a-403.1)
5-Land Use	1 of 4 Required Elements	§10-9a-403(2)(a)(i) & §10-9a-403(2)(d)	Future Land Use Map (Gen. Plan Elem., Ch. 14)
6-Transportation	1 of 4 Required Elements	§10-9a-403(2)(a)(ii) & §10-9a-403(2)(e)	Transportation Master Plan Active Transportation Master Plan
7-Housing	Supports Land Use Chapter	§10-9a-403(2)(a)(i) & §10-9a-403(2)(d)	Annual Balanced Housing Reports (WJCC Sec. 13-8-23)
8-Moderate Income Housing (including Strategies)	1 of 4 Required Elements	§10-9a-403(2)(a)(iii), §10-9a-403(2)(b), & §10-9a-403(2)(c)	Moderate Income Housing Reports Utah Code §10-9a-408
9-Environment	1 of 4 Optional Elements	§10-9a-403(3)(a)	Storm Drainage Master Plan Sanitary Sewer Master Plan
10-Water Use & Preservation	1 of 4 Required Elements	§10-9a-403(2)(a)(iv), §10-9a-403(2)(f)	Drinking Water System Master Plan
11-Parks, Recreation, Trails, & Open Space	Part of Public Services & Facilities, 1 of 4 Optional Elements	§10-9a-403(3)(b) & §10-9a-403(3)(g)	Parks, Trails, & Open Space Master Plan Master Plans for Specific Parks (Veterans, etc.) Police Master Plan Fire Master Plan
12-Economic Development	1 of 4 Optional Elements	§10-9a-403(3)(d)	Economic Development Plan
13-Historic Preservation	Part of Rehabilitation, Redevelop., & Conservation, 1 of 4 Optional Elements	§10-9a-403(3)(c)	Rehabilitation and Redevelopment part of Economic Development Plan
Future Land Use Map (Official Map)	Supports Land Use Chapter	§10-9a-407	Zoning Map (Utah Code §§10-9a-501 to -503)



Chapter Two

POPULATION & DEMOGRAPHICS

In order to improve quality of life and opportunities within the community, it is essential to understand changes in the City's population.

West Jordan was incorporated as a town on January 10, 1941. The first U.S. Census taken for West Jordan in 1950 reported a population of 2,107. Since the 1950 U.S. Census, the population of West Jordan has increased over 56 times to 116,961 in 2020. During the same time period, the population of Salt Lake County increased fourfold. A comparison of West Jordan's growth to Salt Lake County's growth is illustrated in Figure 2.1.

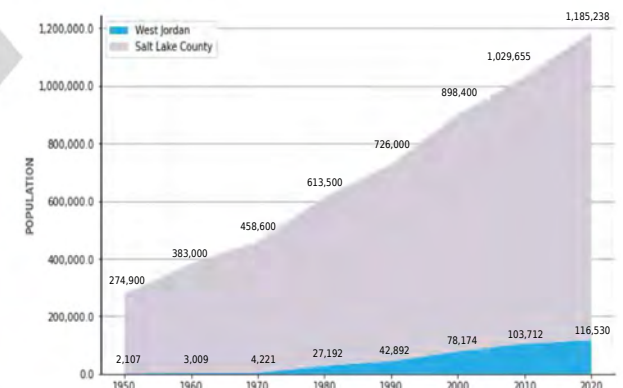


FIGURE 2.1
WEST JORDAN AND SALT LAKE COUNTY POPULATION GROWTH
 Sources: 2012 General Plan; Moderate Income Housing Plan; Governor's Office of Planning & Budget, U.S. Census Bureau



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As illustrated in Figure 2.2, West Jordan is the third most populous city in Salt Lake County and, according to the 2020 Census, the third most populous city in the entire state of Utah.

Since the 1990 Census, West Jordan has seen a population increase of 167% or an average annual increase of 5.95%. Continued population growth is expected as housing needs in Salt Lake County continue to create demands on undeveloped land within the City's boundaries.

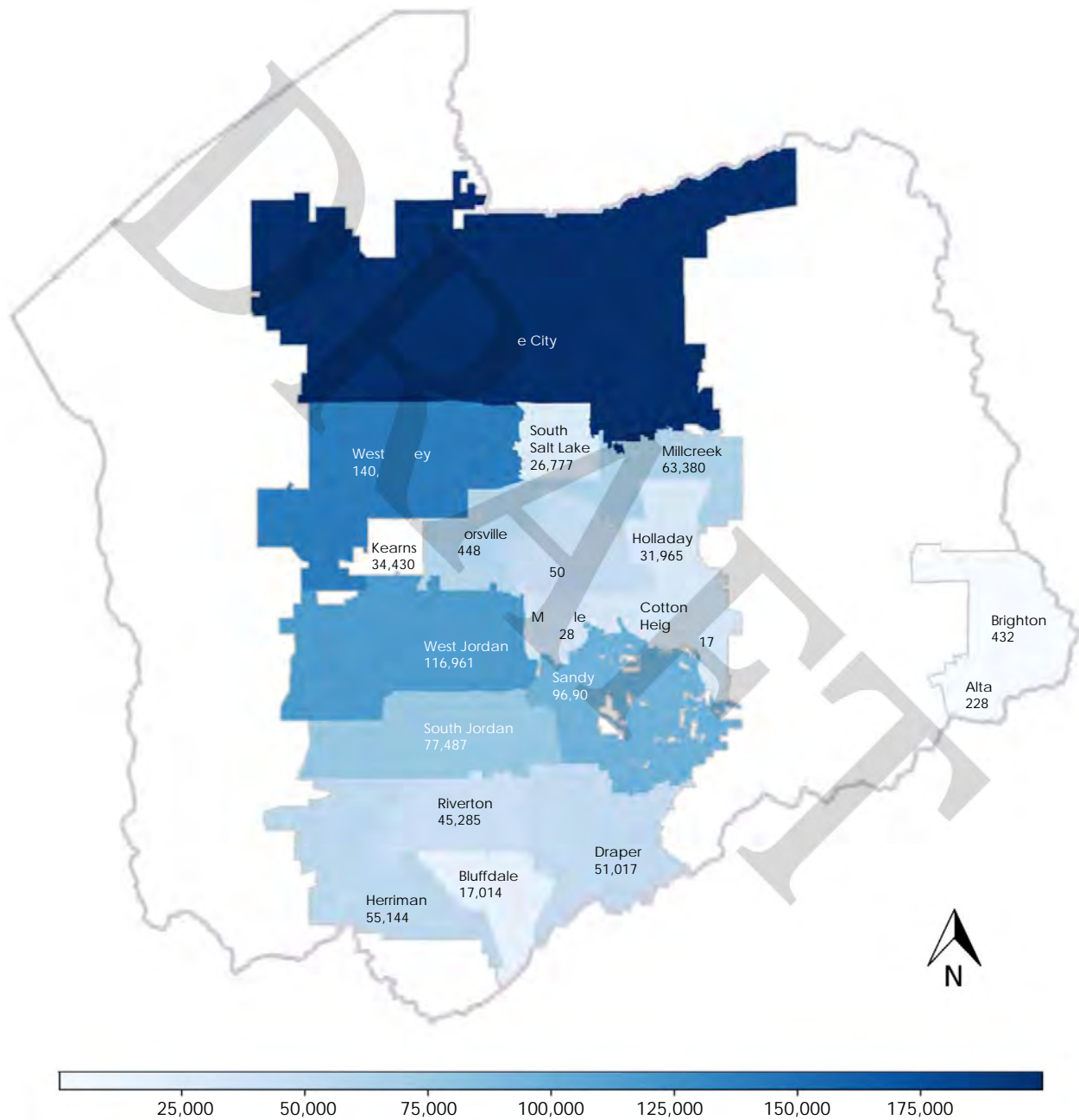


FIGURE 2.2
SALT LAKE COUNTY MUNICIPALITY POPULATIONS HEAT MAP

Source: 2020 U.S. Census

Racial & Ethnic Distribution

The largest single racial group within West Jordan is White/Caucasian. The greatest increase in an ethnic minority population has been in the Hispanic segment of the City's population as shown in Figure 2.3.

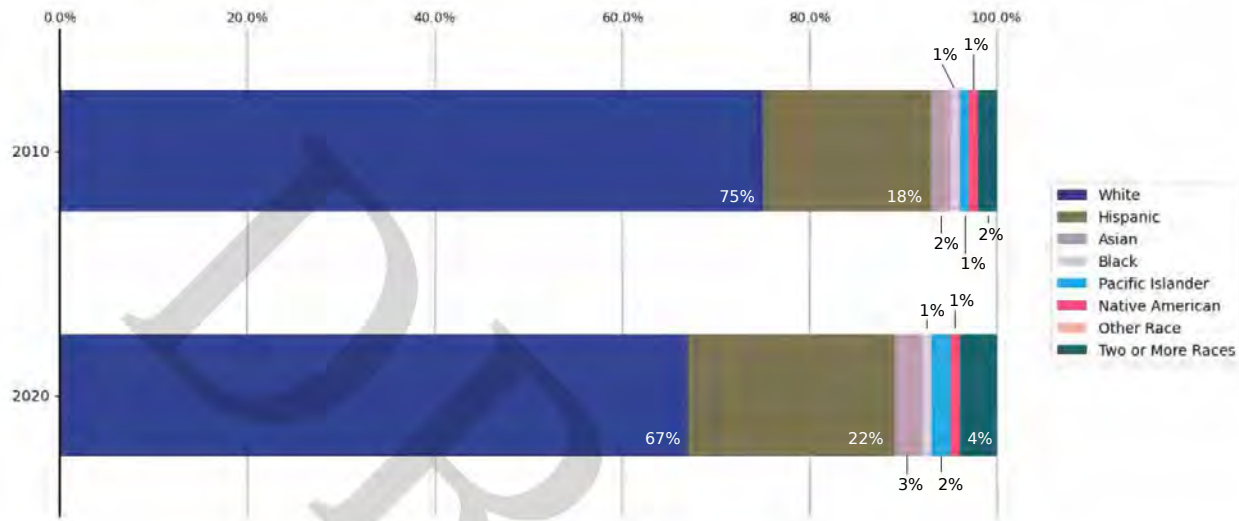


FIGURE 2.3
WEST JORDAN RACIAL AND ETHNIC MAKEUP

Source: 2020 U.S. Census

Age and Education

The median age of a West Jordan resident is 32.3 years old as compared to the median age in Utah, which is 31.2 years old. According to the U.S. Census, 90.1% of residents over the age of 25 are high school graduates, and 22.7% have received a bachelor's degree or higher. Figure 2.4 illustrates the age distribution of residents and the education level of West Jordan residents over 18 years of age.

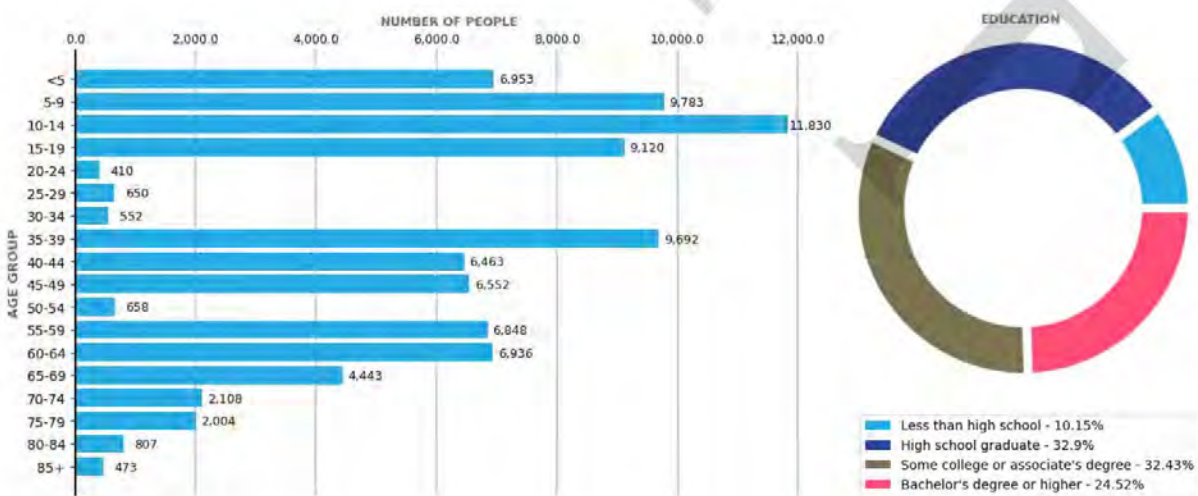


FIGURE 2.4
AGE DISTRIBUTION AND EDUCATION (2019)

Source: On the Map, U.S. Census Bureau



Household Income

West Jordan families enjoy an income level that is higher than in Salt Lake County as a whole (Figure 2.7). According to the U.S. Census, the median family income in West Jordan is \$87,006 compared to \$80,119 for all of Salt Lake County. It should be noted, however, that per capita income is lower in West Jordan when compared to Salt Lake County (\$29,369 vs. \$35,672). This is attributable to the fact that the average family size in the City is greater than that of Salt Lake County.

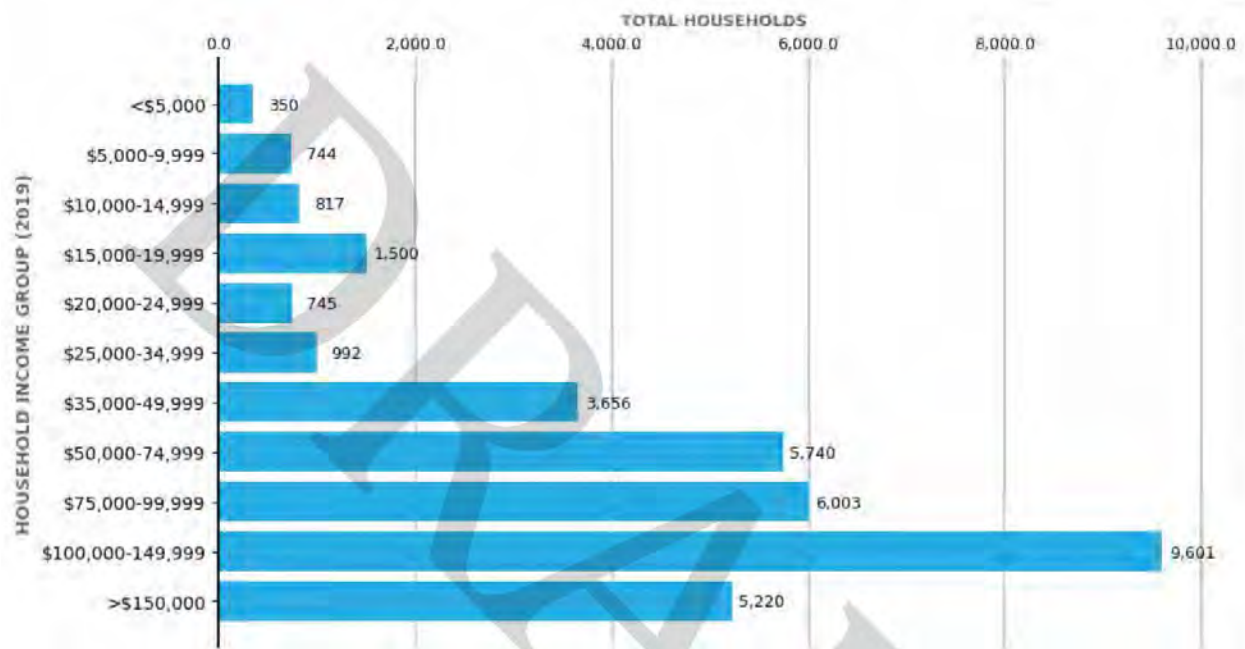


FIGURE 2.5

WEST JORDAN HOUSEHOLD INCOME (2019)

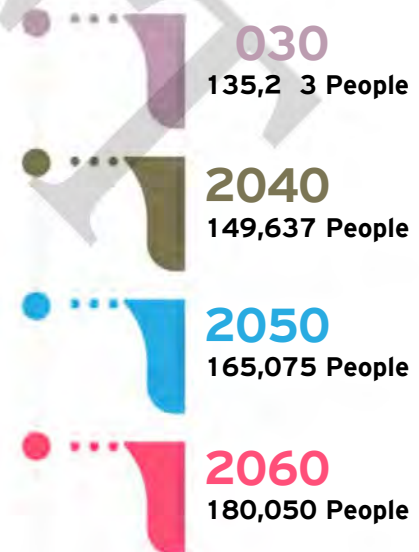
Source: On the Map, U.S. Census Bureau

Population Projections

The 2010 Census reported West Jordan had a population of 103,712 people. In 2020, West Jordan's population was over 116,000 people. It is estimated that West Jordan's population will increase to nearly 150,000 by 2040.

The figure to the right shows the anticipated population increase for West Jordan through the year 2060.

Population growth has presented many challenges and opportunities for improving the quality of life in West Jordan and will continue to do so for the foreseeable future; however, the City is committed to sustaining its reputation as a family-friendly and vibrant city.



Source: West Jordan 2012 General Plan & Moderate Income Housing Plan, Governor's Office of Planning & Budget, U.S. Census Bureau.

Chapter e

GROWTH MANAGEMENT

The City of West Jordan, with a current population of over 116,000 people, has developed about 75% of its available land. A growth management challenge is planning infrastructure for expansions west while providing capacity for infill and redevelopment on the eastern half of the City. How these areas develop over time will determine the City's image and desirability as a livable and attractive community.

The pattern and economics of growth in the Salt Lake Valley are as much a factor of land availability, location of employment, shopping, and transportation patterns as it is of the individual community attempts to direct growth. Each local governmental entity has jurisdiction over its specific land use and growth rate. With regional factors driving growth, such as wages, housing costs, and location of employment, individual local governments experience the impact of these factors in their community.



Many of the trends and economic factors affecting growth in metropolitan areas nationwide are also being felt in communities like West Jordan. A few important trends and indicators the City should keep in mind as growth management strategies are developed include the following:

1. A major constraint for growth located at the western edge of the City will be the ability to finance needed infrastructure improvements.
2. Future residential development will require additional employment areas and employment centers.
3. New residential growth is often further from existing employment centers. This results in longer commute times and vehicle miles traveled. However, recent advancements in communications technology have made it possible and relatively convenient for some employees to work from home, thereby reducing or eliminating commutes. Addressing traffic and air quality will require the community to encourage new employment opportunities closer to residential growth areas and employment centers that offer work-from-home options to their employees.
4. The quantity, character, and mix of housing have a significant impact on the future locations of employment centers. Housing that meets the needs of workers wishing to locate near employment centers may also be a factor.

Growth Patterns

Most of the residential growth in the City has been single-family residential development. During the past 10 years, single-family residential development has steadily increased and much of this growth has been within large planned communities on the west side of the City. These include Dry Creek Highlands (592 acres, 2,960 units), Copper Rim (205 acres, 732 units) and Wood Ranch (635 acres, 3,068 units).

There have been a number of multi-family residential developments built within the past several years, particularly in the larger planned communities and near light rail stations. However, growth of multi-family residential development has somewhat slowed since the adoption of ordinances that limit the number of multi-family developments in order to keep the ratio of single-family residential to multi-family residential housing consistent with the goals of the General Plan. It is anticipated that future multi-family growth will develop primarily near light rail stations, Mountain View Corridor and within 75+ year old planned communities.

Industrial development has also grown substantially over the past 10 years, most of which has occurred in the southwest quadrant of the City and the area west of the airport. Growth of small industrial development has remained steady, while a significant surge of very large industrial projects has occurred within the past five years. These large projects include an Amazon distribution center, the Aligned Energy data center, the VAST data center, and the South Valley Regional Office Park/ West Jordan Business Park consisting of over 500,000 square feet of leasable warehouse/ office space.

The construction of public facilities has also surged significantly within the past several years, and much of this has been driven by Salt Lake County and the Jordan School District. The Salt Lake County Public Health offices and the District Attorney's offices were

built near West Jordan City Hall, while the Salt Lake County Public Works facility was built on Airport Road. The Jordan School District has built the new Antelope Canyon Elementary

School on 6400 West, a large expansion of its bus facility, and has re-constructed West Jordan Middle School.

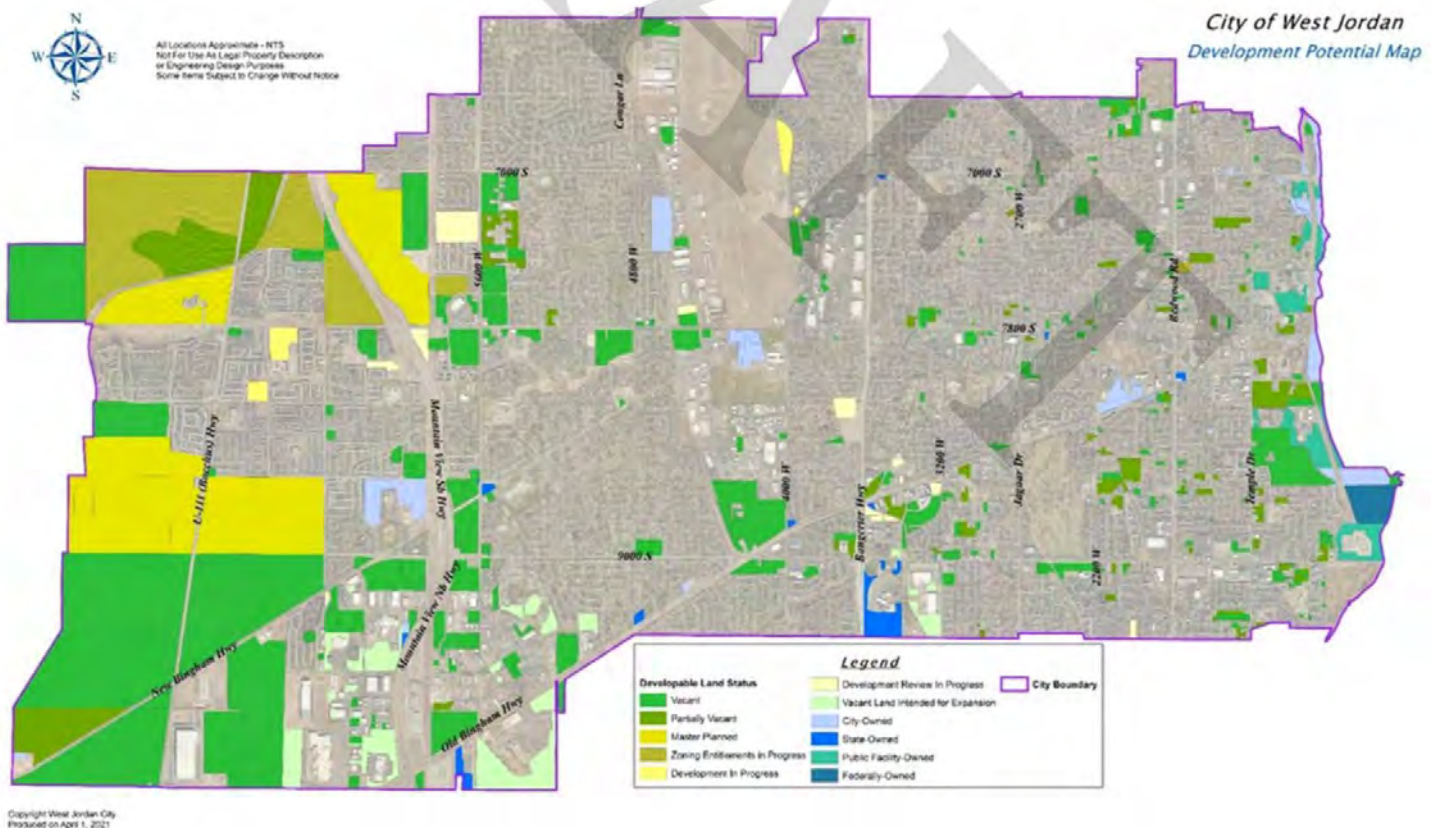
The City has also completed the construction of the West Jordan Public Works facility.

Much of the new commercial development in the City has been near the corner of 5600 West and 7800 South in Jordan Landing. The large projects has been the 24-acre commercial and 14-acre High commercial development at the northeast corner of West and South. Other infill projects within Jordan Landing include the renovation of the entertainment center around the C movie theater, the Rush Entertainment center, Residence Inn Bank of America and the My Place extended stay hotel.

Office development has been much more tempered and has consisted primarily of small infill projects throughout the City.

Growth Potential

West Jordan has a sizeable amount of developable land remaining within its boundaries. As of April 2021, West Jordan has a total of 5,295 acres of developable (vacant or partially vacant) land, which equates to 25.6% of the total area of the City. This amount of land primarily consists of fully vacant or partially vacant properties, which comprise 56.7% of the vacant land in West Jordan. Master planned communities that have been approved or are currently under review comprise 31% of the vacant land. The remaining vacant land is either owned by municipal, State or Federal public entities (7.7%) or is being held for future public utility or industrial business expansion (4.6%).



Annexation Policy Plan

Utah Code §10-2-401.5 requires municipalities to adopt an annexation policy plan to guide the municipality's decision whether to grant future annexation petitions. The City's policy plans have changed over time as the City has grown. The most recent Master Annexation Policy Declaration (Resolution 02-26) was adopted by the City Council on March 26, 2002, which extended the proposed West Jordan annexation area west to the Tooele County boundary as shown below in Figure 3.2. Figure 3.2 shows the possible future annexations of the City into Tooele County.

Growth Vision

West Jordan strives to maintain and enhance its rich path through history, continuing to

integrate and balance the ideals of its humble past with future aspirations emblematic of a large community. The City also endeavors to choose its future built on a sensible and sustainable, yet innovative, growth strategy.

Part of this growth strategy recognizes the need to balance the preservation of established neighborhoods while accommodating increasing demand for a wide range of housing choices.

The other part of the growth strategy integrates a sensible and sustainable community while supporting and developing a myriad of economic opportunities through a stable, varied commercial and industrial community that is supported by a vibrant, efficient, accessible, and robust transportation network that facilitates business interests while efficiently moving citizens throughout West Jordan.

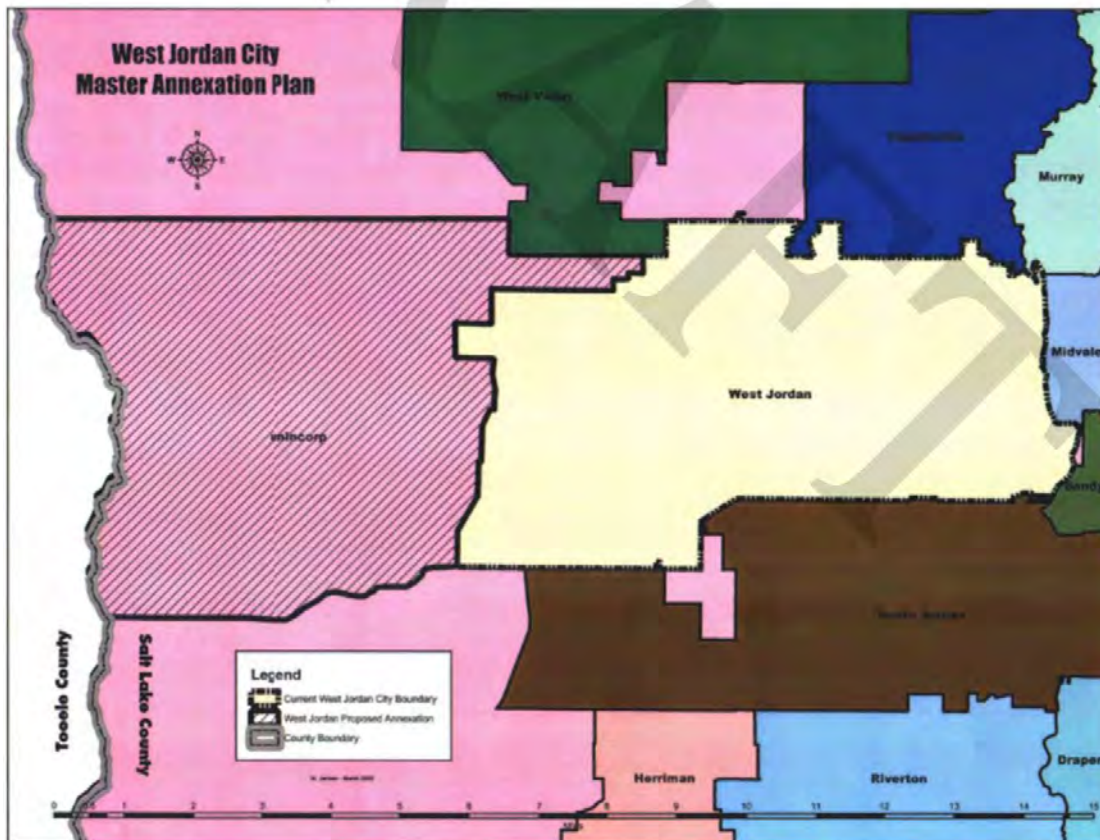


FIGURE 3.2
WEST JORDAN CITY MASTER ANNEXATION PLAN

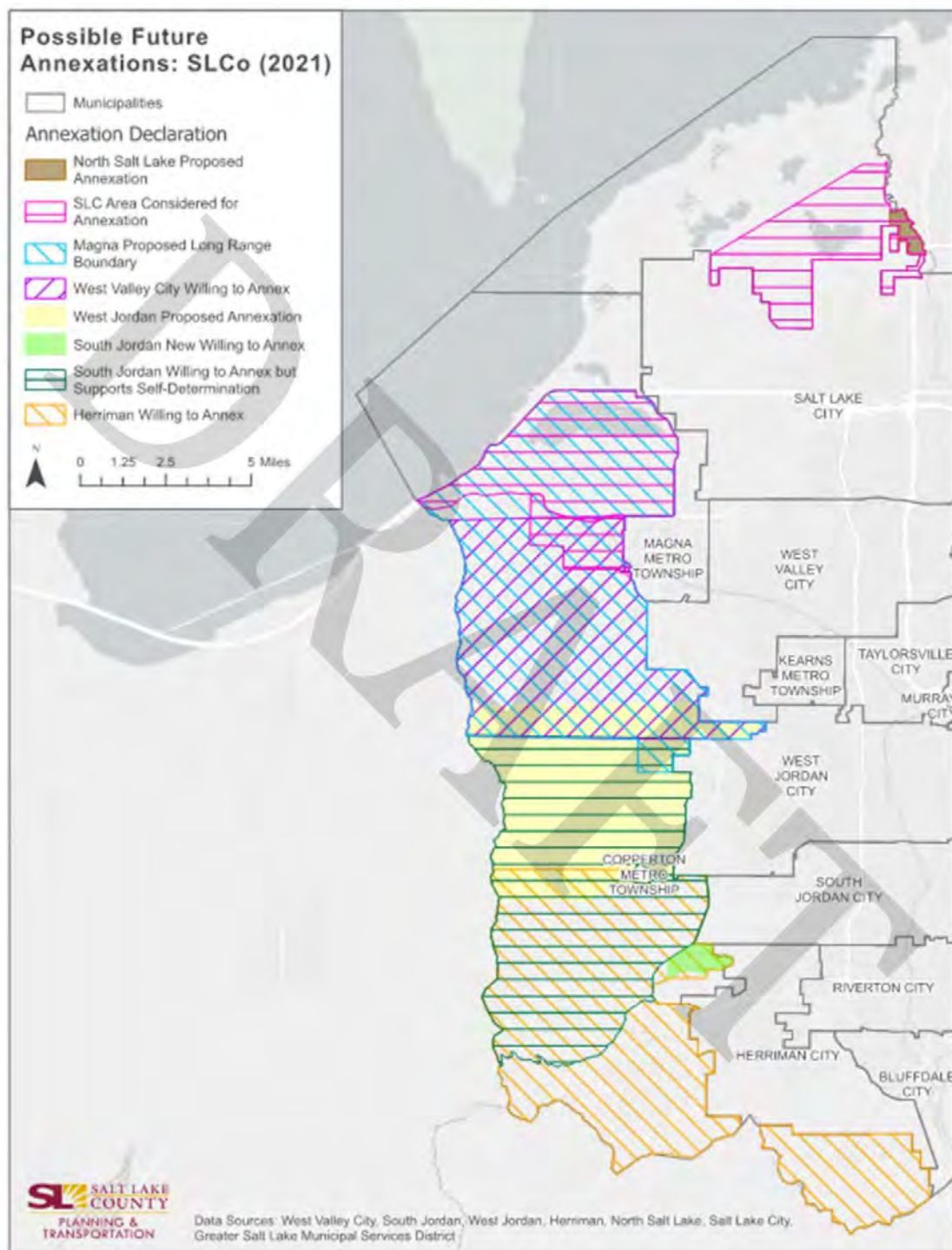


FIGURE 3.3
POSSIBLE FUTURE ANNEXATIONS: SLCo (2021)



It will also be imperative for the City of West Jordan to balance growth amongst the community and business needs. An ideal balance of residential and commercial interests creates an equal and beneficial contribution of both economic and communal support for a community that will thrive for decades as envisioned by the overall community.

Growth Management Strategies

The City of West Jordan employs a number of tools to manage the timing, extent and cost of new growth. Foremost among these

strategies are techniques to ensure that new growth pays for its fair share of the costs for public improvements and services. Among common growth management strategies are featured below.

Ultimately, smart growth management should be cost-effective, logical, and aim to maintain or increase the quality of life for residents.



Growth Management Strategies:

- 1. Urban growth boundaries or urban service limits.** These are mapped boundaries designating areas of the community where development may occur. The timing and phasing of development into these areas is often designated as well.
- 2. Threshold standards.** Standards can be established for a variety of public facilities and services that must be met to allow development to proceed. Demonstration that a site can be adequately serviced by public utilities before a rezoning or an amendment to the Future Land Use Map can occur is an example of a threshold standard.
- 3. Incentive zoning.** This encourages development of certain types, amenities, or design qualities in return for defined benefits, such as increased densities. Incentives are often used in downtown areas and suburban business centers to gain open space, special building features, target infill, or other public benefits.
- 4. Development exactions.** Developers may be required to contribute land, facilities, or funding for certain types of public facilities that may or may not serve the developer's project.
- 5. Development impact fees.** These are monetary charges imposed on new development to recoup or offset a proportionate share of public capital costs required to accommodate such development with necessary public facilities.
- 6. Infill Development Zoning.** The City has adopted a number of overlay zones that encourage development or redevelopment of vacant or underutilized property that are surrounded by established development.
- 7. Transit-Oriented and Mixed-Use Zoning.** The City has established Transit Station Overlay Districts around all six light rail stations within West Jordan. These areas require a high level of architectural and site design while allowing for increased density and convenient access to public transit. At least two of these areas have seen increased development within the past 10 years, namely the Jordan Valley Station (3300 West and 8700 South) and the area around Garner Village. The city has also create Residential Overlay District, which allow for high-density residential development within large commercial shopping centers to facilitate a mixed-use environment.
- 8. Redevelopment Agencies.** Local, State or Federal redevelopment agencies can assist potential developers with public/private partnerships or procuring funds for the development or redevelopment of underutilized property or in need of redevelopment.
- 9. Future Land Use Map.** The Future Land Use Map graphically illustrates the vision, concepts, goals and strategies described in the general plan in the form of existing and anticipated or predicted land uses. It is the community's guide to future planning. The map helps to manage growth as it is used by decision-makers to make land use and zoning decisions and to plan for new public infrastructure such as roads, parks, water, sewer, and storm drainage facilities in a predictable and orderly manner.
- 10. Zoning.** Regulatory standards, such as zoning, controls the location, type, density and timing of development and is a common tool used by communities to manage growth.
- 11. Capital Facilities Plan.** The Capital Facilities Plan is a 6-year plan that prioritizes the City's capital projects and includes estimated improvement costs. Implementation of the Capital Facilities Plan may or may not affect growth depending on funding available for public infrastructure.

GROWTH MANAGEMENT POLICIES AND GOALS

PROVIDE OPPORTUNITIES FOR ATTRACTIVE NEW DEVELOPMENT WITHIN ESTABLISHED NEIGHBORHOODS AND COMMERCIAL AREAS THAT PRESERVES THE INTEGRITY OF THE AREA AND IS ADEQUATELY SUPPORTED BY INFRASTRUCTURE

Reduce urban sprawl by promoting smart infill development.

Streamline review and approval process for infill development that meets the goals of specific redevelopment areas of the City.

Reduce development fees for infill developments that use existing excess infrastructure capacity.

Include infill and redevelopment areas in updates to master facility and utility plans.

Examine the zoning map and identify locations where mixed-use, infill developments can complement existing residential neighborhoods and investigate the possibility of creating specific overlay districts with development criteria for these areas.

Look for density bonuses for development proposals that meet the intent and criteria for mixed-use, infill development.

Encourage small-scale development in commercial areas as outlined in Chapter 5, Land Use.

Encourage infill development in Station Areas as outlined in Chapter 5, Land Use.

PROVIDE FOR ORDERLY ANNEXATION OF PROPERTIES INTO THE CITY

Ensure the City is up to date on annexation interests.

Annually review the resolution adopting the West Jordan City Master Annexation Plan for consistency with Utah State statutes post-legislative session.

Continue to establish and update boundary agreements with neighboring jurisdictions in accordance with State Law.

Complete cost-analysis through geoaccounting to help ensure fiscally sound expansion.

Conduct a comprehensive financial evaluation of proposed annexations to ensure that the collection of impact fees and/or tax revenue will be sufficient to offset costs of providing infrastructure and services.

Establish phased urban expansion areas on the annexation map that is based on cost-effective extension of municipal infrastructure and services.

Annexations to which municipal services can be readily provided should have priority over those that may not pay their fair share.

ENSURE THAT NEW DEVELOPMENT PAYS ITS FAIR SHARE FOR INFRASTRUCTURE AND COSTS FOR SERVICE

Ensure that impact fees are appropriate for all regions of the City.

Examine development impact fee regulations to ensure that a rational nexus exists between the fees collected and the impact a specific development may have on the community.

Research innovative methods for impact fee collection that considers the less obvious costs of development such as the upgrading of streets, utilities, and public facilities outside a specific development which are necessary as a result of development.

Implement timing and phasing requirements for development to ensure logical, compact, and cost-effective extension of municipal services.

Research techniques for impact fee collection which consider the distance a proposed development is from established municipal services. A tiered system may be possible where impact fees may be higher the further a development is away from the existing infrastructure with available capacity.

Develop mechanisms for quantifying and tracking the costs of development on the City's budget and adjust impact fees accordingly.

Enter into development agreements for larger projects that require developers to provide major capital facilities in associated unserved areas.

Provide for residential and employment land uses in strategic growth and expansion areas of the city so that the tax base is diversified and residents have employment opportunities close to where they live.

The City's zoning ordinance and map should be revised as necessary to reflect the proposed land uses on the General Plan's Future Land Use Map. This task should be part of the City's program for updating the General Plan.

ENSURE FUTURE DEVELOPMENT IS PROVIDED WITH ADEQUATE PUBLIC FACILITIES AND INFRASTRUCTURE

Annually review and update Section 13-7 (Adequate Public Facilities) of the City's zoning ordinance to ensure the standards are current and address potential impacts of development on the City.

Monitor all new development to determine how it may impact the Adequate Public Facilities section of the Zoning Ordinance.

Ensure new development is in line with Capital Improvement Project Plans.

ENCOURAGE THE CONVERSION OF EXISTING BUILDINGS AND INFRASTRUCTURE TO USES OTHER THAN THEIR INITIALLY INTENDED USES WHERE APPROPRIATE

Promote adaptive reuse for businesses within or relocating to West Jordan.

Consider a wider variety of uses that fully utilize the large spaces of vacant "big box" commercial buildings.

Encourage the conversion of existing homes fronting arterial streets to commercial services, storefronts, restaurants, or office space where appropriate to do so.

Allow for adaptive reuse.





Chapter Four

URBAN DESIGN

Urban design is a process that is implemented by cities and towns to develop a relationship between people and their physical environment, with a goal of the municipality being both functionally and aesthetically pleasing. Good urban design can facilitate social health and opportunity.

Urban design standards are usually established and implemented through a city's zoning and development ordinances, sign regulations, site plan review, and other review and permitting procedures. While developers usually retain the greatest influence over the design of their projects, a city can directly influence land use, architecture, open space, street and transportation improvements, and landscaping of private development through urban design guidelines.

The goals and policies of the various elements of the West Jordan General Plan have been established to encourage orderly growth and development. The urban design goals, policies and standards are then used as a tool to synthesize these other elements and create a cohesive form and identity for a city.

For urban design to be meaningful, it must define the design objectives of the city and incorporate the process for making decisions regarding a city's future character. The process must determine how individual parts of the city interact to create an identifiable image and character that helps to achieve the goals and vision of the community.

The Urban Design Element focuses on three major areas - urban form, neighborhood character, and implementation of goals and policies. The three are closely interrelated and must be considered within a comprehensive urban design framework. For example, initiating an open space plan that has little relationship to other urban design components, such as streetscapes, neighborhoods, and linkages will do little to improve the quality of the urban environment.

Urban Form

The physical shape and appearance of a city is its urban form. This form is determined by topography and other natural features such as rivers and drainages; the arrangement, size, shape, pattern, visual quality of buildings or developed areas; the spaces surrounding them; and the transportation system serving them. While the natural forms of the city are not easily altered, a great deal can be done with man-made elements to enhance a city's environment.

City topography obviously has a significant influence on its form. So do urban practices (e.g. piping of stormwater, drainages, vegetation removal, massive grading of development sites) have tended to alter the city's relationship to these distinct features. If this tendency continues, Jordan may lose much of what makes it unique today.

An effective urban design policy suggests ways to create a more efficient, attractive and interesting place to live and visit within the context of what is unique and character-defining while preserving as much of the natural topography in its original form as possible.

A strong urban form is an important economic development tool. Businesses, including the convention and tourism industry, are attracted to and retained by sound urban environments. In cities throughout the United States, city officials, business organizations and residents have effectively used their urban environment and form in promoting their cities as good places to work, reside, and engage in recreational activities. The manner in which neighborhoods of all types are interconnected both functionally and aesthetically influences a city's form. This in turn affects a city's ability to attract and retain businesses and residents.

The tendency in an urban design program is to look at individual issues separately rather than as an interconnected network. Land

use, scale of development, transportation systems, site design, pedestrian open space, etc., are all very much related to each other and must be considered as an interrelated group which affect the city's present and future development form and character.

West Jordan's urban design policy must be able to respond to the ever-changing marketplace and the special characteristics of different areas of the City. At the same time, individual project designers must be allowed to be innovative in designing projects that fit the goals and vision of the community and how it wishes to grow and develop in the future.

Neighborhood Character

West Jordan faces three principal challenges in making the most of its future:

1. **Use areas of the City that already meet all expectations and stand out as great places within the community must be recognized and preserved;**
2. **Those that do not meet expectations must be improved, revitalized, and/or redeveloped;**
3. **Undeveloped open areas to the west must be carefully planned and guided to reflect the City's goals and objectives related to future growth and development.**

In preserving neighborhood character, the term "neighborhood" takes on its broadest definition. Neighborhoods are not just residential. West Jordan also includes commercial, office, industrial, and even emerging transit-oriented and mixed-use neighborhoods.

Neighborhood character is important for many reasons other than nostalgia or historic significance. Preservation of distinctive buildings helps ensure the conservation of unique characteristics and contributes to the establishment of a sense of place. For the designer of new buildings, this information can be a valuable resource for making new buildings fit with existing neighborhood character. All of this enhances the city's richness and preserves a history of changing architectural styles through the years.

Through establishment of design compatibility ordinances and measures, property owners in small areas are given additional to revitalizing, and general for neighborhoods. The types of features created by compatibility ordinances may include such as views, specific land use forms and styles, landscape standards and site design characteristics.

Neighborhoods each have special characteristics that distinguish them from one another. Attributes such as open spaces link areas together and make the important connections that build communities by bringing people together in appealing places. Architecture, building placement and density, open spaces, vehicle and pedestrian circulation networks, street design, and landscape character, among other things, play important roles in creating neighborhood character. An important goal of this Urban Design Element is to identify areas, features, and qualities that define West Jordan's character, and then build on these elements while promoting smart design in new areas of the City.

In summary, urban form provides the physical structure and framework of streets, blocks, districts and neighborhoods that enhances community character. Generally, urban form deals with the larger scale elements of a community. Neighborhood character focuses on the details of urban form and builds on the basic framework and structure, and goes beyond to create places that are special, memorable, enjoyable, livable, and attractive.

The Urban Design Element is arguably the most important element of the General Plan because it pulls together all of the "big ideas" from the other elements and melds them into a common vision of community.

Elements of Urban Design

Land Form and Natural Features

Most communities develop at a particular location because of "the lay of the land" and its natural attributes. This is true of West Jordan. The pioneers that founded the City discovered ample water from the Jordan River and other minor creeks, abundant fertile land on rolling hills, and timber and other materials for building on the slopes of the Oquirrh Mountains to the west. These features are still evident and remain character-defining.

The Jordan River is an excellent example of a major natural feature that is recognized for its beauty and its potential to provide an important natural environment in an amazing community. Today, it is a critical part of West Jordan's open space system and defines the eastern edge of the community.

Smaller drainages and creeks have the same potential as major land forms and should become equally important connections for pedestrian, biking and equestrian access to the Jordan River and the Oquirrh Mountains in the future. Many are identified in the Parks, Recreation, Trails and Open Lands Master Plan.

Just as important, the Parks, Recreation, Trails and Open Lands Master Plan identifies lands that should be preserved and not developed. These, combined with community and neighborhood parks, provide the "green" aspects of the overall community framework.

As the City develops, taking advantage of and incorporating the remaining creeks, drainages, and sensitive lands into the emerging urban form on the west side of the City is an important community-wide goal and vision. It is similarly important to reestablish



these same natural features within developed areas. The various elements of the General Plan all support this vision.

Streets

All of the most memorable cities in the world have great streets. Large boulevards and parkways connect communities. Main streets around which a city center is formed also connect neighborhoods. Narrower streets connect people within a neighborhood. Each street is different in scale, function, and treatment, but all are the most important element of the urban landscape. The importance of the community role of streets and the importance of streets in defining neighborhood character cannot be overemphasized.

The 2015 Master Transportation Plan and Transportation Element of this plan identify a hierarchy of streets. This hierarchy determines how the streets will function, and where they should be located. The Urban Design Element gives streets character and qualities that lessen their harshness, soften their edges, and make them a pleasant experience for not only vehicle occupants, but pedestrians, cyclists and neighborhood residents as well.

Arterial Streets

Arterial streets are typically non-highway roads that carry the highest volumes of traffic. These streets should have wide park strips, large street trees, consistent, coordinated lighting fixtures and street furniture, and should incorporate separated bicycle and pedestrian paths.

Arterial streets may also have landscaped medians. Because these streets are often wide and difficult for pedestrians to comfortably cross, medians should be used to provide a "safe island" while crossing, as well as to beautify the street, reduce its perception of width, and make it more welcoming and comfortable for pedestrians.

Pedestrian bridges can also be included near schools or other areas where pedestrian

crossings are more frequent to enhance pedestrian safety and convenience. Many of these elements are included in the Redwood Road Corridor Master Plan, which was adopted by the City Council on June 14, 2017. This General Plan was designed to establish an enhanced and uniform design for the streetscape of Redwood Road.

Collector Streets

Collector streets are roads that have traffic intensities in between arterial streets and local streets and generally link these roads together. Where they interface with residential neighborhoods, they should take on more neighborhood street characteristics.

Where they interface with commercial/retail and mixed-use neighborhoods, they should take on more "main street" characteristics where it makes sense. Such characteristics may include buildings close to the sidewalk, wide sidewalks and park strips to separate pedestrians from vehicles, undergrounded utilities, street trees, decorative lighting along corners with important buildings.

Collector streets will be wider than most local streets and carry more traffic, but they can also be as inviting and pedestrian friendly as local streets.

Local Streets

Local streets are the smallest in scale or the narrowest in width, and primarily serve the people who live in the neighborhood. Park strips, sidewalks, street trees, and front yards should be the primary streetscape elements.

Gateways

Gateways primarily occur with streets and constitute entrances in and out of a city, but may also refer to entrances into districts or neighborhoods, or a place of arrival for another mode of transportation such as a TRAX station or a bridge across the Jordan River. They are the first visual impression of a city or neighborhood.

A gateway often frames a principal view,

providing a point of identity from which the viewer begins to identify and remember an area. A gateway may be created in many different ways depending on its location and the space available. Wherever it is created, it should have some consistency in signage, materials, and design so that it becomes associated with the community or neighborhood and establishes an image. Primary gateways into West Jordan include:

- 7000 South, 7800 South, and 9000 South on the east side;
- Redwood Road, Mountain View Highway, the 111 on the east and Highway sides of the City; and
- TRAX station

View Corridors and Vista

A view is a visual image having aesthetic beauty worth preserving. A "view corridor" frames a view of a building or natural feature from either a short or long distance. View corridors are most often associated with streets or pedestrian walkways. The buildings adjacent to the street often frame a view of a prominent feature of a city.

A vista, on the other hand, suggests a wider perspective or panoramic view. It may encompass an entire city, a sunset over the Great Salt Lake, or provide a backdrop to the community such as those provided by the Oquirrh Mountains to the west and the Wasatch Mountains to the east.

West Jordan has many view corridors that influence both the urban form of the city and the development character of its districts and communities. More of these view corridors will be created as the City Center is developed and open spaces and trails are connected.

View corridors often terminate on a landmark, whether it is already there or needs to be created. It could be a historic structure, an existing building like City Hall, a new building, a roundabout, a large public gathering place, a park, or any number of other

architectural or landscape features. Important streets may terminate with a view or vista that establishes a landmark.

West Jordan's most important vistas "place" the community in a setting and connect it to a broader environment. West Jordan is a valley community along the Wasatch Front. Its residents and visitors should feel that connection and understand where they fit into the region. Most of the important vistas are to the east and west, and these certainly are the broadest and have the biggest visual impact.

Height, Scale and Character of Buildings

A city's image is greatly influenced by the character and placement of its buildings. Building height, mass, scale, materials selection and architectural style should be planned and built with consideration to existing or future surrounding development.

Since buildings placed without regard for their effect on the street environment could cast undesirable shadows on a plaza or a park. The following policies have been developed to stress the importance of building in our City's character and image:

- Limit building height, scale and character to significant features of a neighborhood's image.
- Consider that features of building design such as color, detail, materials, and scale should be responsive to neighborhood character, neighboring buildings, and the pedestrian.
- Maintain a pedestrian-oriented environment at the ground floor of all buildings.
- When designing parking facilities, balance the need to provide adequate parking based on the use of the site while minimizing its visual and spatial impact.



Urban Open Space

Open space includes streets, plazas, side yards, courts, parks, arcades, yard areas, and vacant land. The Jordan River Parkway and the mountain canyons to the west are appealing open space amenities available to West Jordan residents. There are also many untapped open space resources in the City including school sites, natural drainage channels and canal corridors, etc., which may have additional open space potential. Ideally, open spaces in an urban environment should provide a range of experiences for residents and maintain trails to encourage walking and biking.

While the space provided is important, it is equally important to connect pedestrian networks to link those spaces together. To improve existing and create new circulation facilities and provide new stimulating pedestrian experiences for the future, we must plan for them today.

Design principles such as integrating ground floor uses into pedestrian networks, using architecture to define a space, and using materials within the space that are compatible with surrounding architecture should be carefully considered in the design and development of public spaces in an urban environment.

Urban spaces should also be designed to invite and welcome people into them and to serve as gathering places. Care should also be taken at the concept level to design the placement and integration of usable open spaces in central areas that are easily accessible to the general public, rather than placing them near the fringes as an afterthought.

Signs

Signs are an integral element in the urban fabric of the City. They contribute to the character of different areas and are often a major prominent identifying feature. Most signs in West Jordan are oriented to the street level environment which helps make

buildings and land features the focus rather than signs. This not only helps to maintain the individuality and quality of buildings, but it also enhances views and vistas. It is important to maintain this balance between the need for businesses to identify themselves and to advertise their products, and the public purpose of creating and maintaining an orderly and attractive urban environment. Therefore, the purpose for establishing and updating any sign standards for the City should be to:

- Provide ample opportunities for businesses to advertise products and services without having a detrimental effect on the aesthetics of the community.
- Consider sign design and location as an integral part of all development, not as an after-thought.
- Ensure that government-sponsored signage sets a positive example.
- Regulate the size and location of all signs so they do not detract from the City's positive appearance nor impede the safety of vehicles and pedestrians.

Properly manage the density of signage to reduce visual "clutter" and avoid an overly distracting urban environment.

Land Use Buffers

Buffers are used to mitigate the use from the negative effects of another use or activity. They may be created through landscaping, distance, berms, fences, and/or building orientation. Buffers, when used appropriately, improve the living and working environment and help mitigate negative impacts between dissimilar land uses and associated nuisances such as dirt, litter, noise, light glare, signs, and unsightly buildings.

Art in Public Places

Art in public places is not a new concept. Virtually every city has some form of publicly displayed art. The art may be located in

plazas, parks, street corners, transit stops, school yards, and building lobbies. It may be an integrated feature of a building or site or it may be completely independent.

Because art in public places is so visible, it can be valuable in shaping a neighborhood's character. It lends interest to the setting and can portray a particular image of a business, district or city. Artwork not only helps enhance the image of a particular facility, but a city's image as well. Art can also showcase the diversity of the city and provide an inclusive and creative outlet for its residents.

The City should place greater emphasis on visual arts. During the past few years, the City has created a statue near the main City Hall and a sculpture at Lake County has placed a sculpture at the West Jordan Library and the Attorney's office building.

The City should also consider ways to assist developers in providing artwork for privately financed developments. This would include helping them find artists to create the work, and funds, through art grants or other sources to help finance it. The City should also consider installing art on property that it owns, such as neighborhood parks (e.g. play equipment can often function as sculpture), public plazas and other public gathering spaces. The City should encourage County and State agencies to provide public art at schools, libraries and transit stations.

Art competitions are often an excellent way to publicize a development and make the public aware of the visual arts. An art competition program to assist developers and property owners in procuring art pieces for public display could also be beneficial to publicly financed projects and allow the public to be involved in the selection process.

The City Center

The Land Use Element of this Plan, Chapter 5, recommends development of a City Center in the general vicinity of the intersection of 7800 South and Redwood Road. Design

elements that should be considered for the City Center include establishing a "street wall" (bringing buildings closer to the street to create a continuous, but varied, architectural façade), creating a pedestrian-friendly mixed-use environment, enhancing visual interest and functionality at the pedestrian scale and providing public spaces throughout the area.

The street wall concept (locating buildings next to streets with parking areas behind the buildings) is a major urban design element in development of a City Center. A strong street wall helps facilitate the sense of being in the commercial center of a city and establishes the character of an authentic "downtown". The street wall can be used to create a pleasant contrast to surrounding suburban residential areas and shopping centers. A strong street wall helps facilitate pedestrian circulation as well as provide a sense of space and scale unique to the City Center and establishes a strong relationship between streets and buildings.

Public space within the City Center must be thoughtfully located and its character must be compatible with the district. Public spaces should take their form from the buildings around them, and materials used should be in harmony with those buildings. These spaces should all be designed to be unique and positively engaging in order to attract people to the space and to facilitate a memorable experience.

Transit Oriented Development

The Land Use Element of this Plan, Chapter 5, recommends that areas within one-quarter mile of a transit station be designed using principles of transit-oriented development. These principles include creating compact development that includes a diversity and mix of uses and pedestrian-friendly design. Design elements that should be incorporated into a transit-oriented development include a complete network of bike and pedestrian paths that enhance accessibility, comfort, convenience and visual interest.



Having an interconnected network of bike lanes, sidewalks and pedestrian paths is essential to creating a pedestrian-friendly transit-oriented development, which primary purpose is to encourage people to walk, bike or use public transportation instead of relying solely on automobiles for travel. Such a network should provide convenient and efficient routes of travel throughout the development and be sufficiently wide in order to accommodate cyclists and pedestrians equally. Main entrances to buildings should be placed as closely as possible to these paths to provide convenient access. Sufficient lighting should be provided at street intersections and at other places where pedestrian use is expected to enhance safety for nighttime use.

The inclusion of restrooms, shade, exercise equipment, and waste receptacle amenities along paths and pathways and the implementation of landscaping can also enhance visual interest at the pedestrian scale and can also further enhance the pedestrian experience and encourage people to walk, bike or use transit. Such features could include durable and aesthetically unique bike racks, secure bike lockers, indoor bike storage rooms, bike tire pump/repair stations, drinking fountains, shaded benches, shower and locker facilities or other similar amenities.

Crime Prevention Through Environmental Design (CPTED)

In the 2021 community preference survey, 80% of respondents indicated that safety and security was very important to their quality of life in West Jordan. While many of the aspects of security are handled through law enforcement, urban design can also aid in preventing crime and enhancing security through Crime Prevention Through Environmental Design (CPTED) principles.

Crime Prevention Through Environmental Design is based on a theory that good design and effective use of the built environment will result in a reduction in the incidence and fear of crime, and an improvement in the quality

of life. In other words, if a site is laid out well and people are attracted to it, the likelihood of it being targeted for a crime may be reduced.

Crime prevention anticipates, recognizes, and evaluates crime risk and initiates action to remove or reduce risk. CPTED takes crime prevention one step further by evaluating site design and working with the development community and public development agencies to create safer designs in new and existing developments.

CPTED is widely applied to individual businesses, shopping malls, and industrial/commercial parks, as well as to residential areas, schools, institutions, parks, and playgrounds. It is most effective when performed as a cooperative effort between designers (e.g. architects, landscape architects, engineers), land managers (e.g. park managers), community action organizations (e.g. neighborhood watch groups), and law enforcement. Cooperation and partnerships are needed since each group is not equally equipped to apply CPTED. Each group has a unique knowledge which makes them an important information source in creating effective CPTED strategies. Combined, these groups can develop holistic plans that influence offender behavior while, at the same time, creating desirable urban spaces to help people feel safe in their neighborhoods.

Principles of CPTED

CPTED principles include natural surveillance, natural access control, territoriality, maintenance, activity support, and order maintenance.

Natural surveillance is facilitated by organizing physical features, activities, and space to maximize visibility. In other words, "to see and be seen." This includes lighting of public spaces and walkways at night, avoiding hedges and walls that may be barriers to visibility, and eliminating other "hiding places." Surveillance puts the offender under the threat of being observed, and therefore identified and apprehended.

Natural surveillance can be very subtle.

Natural access control means carefully placing entrances and exits in proper relation to fencing, landscaping, buildings, and lighting to make these points of ingress/egress easily identifiable. For legitimate users, access control helps to visually define the desired entrance, provides a means of finding the safest access or exit, and leaves the criminal with few options for escape that are not being used or observed.

Territoriality happens when people take ownership and control of their own space. Territoriality suggests that people have an innate desire to define a space, to protect or control it, and to claim it as their own. The extent to which people will defend their territory depends on their personal investment in or responsibility for that territory. Well-designed places that people can enjoy become their own; they use them and defend them.

Maintenance represents and demonstrates respect, caring, and ownership. It prevents reduction of visibility from overgrown vegetation or broken lighting. Spaces that are well-maintained create a perception of ownership and safety, whereas unpainted homes, graffiti, litter, broken glass, and dumping on vacant lots all say "no one cares, so why should I" and compromise feelings of ownership and safety.

Activity support involves placing natural activities in an area at appropriate times to increase surveillance and enhance access control. Activity support strategies involve locating safe or at-risk activities in such a way as to enhance or receive support from the other CPTED principles. In these situations, observation by people is casual and normally very subtle without a specific plan to watch for undesirable behavior. For example, placing a street vendor selling hot dogs at a key intersection will provide activity that discourages inappropriate behavior while increasing legitimate activity.

Order maintenance refers to prompt identification and attention to minor or non-

criminal acts. Loitering, littering, graffiti, excessively noisy people or "boom boxes," speeding vehicles, illegal parking, public drunkenness, and other disorderly behaviors offend and frighten people away. Public spaces are then vulnerable to even more offensive criminal acts. Quick attention to minor violations essentially "nips it in the bud" and reduces the possibility of increased crime.

CPTED review and evaluation should be an essential part of all public space design. It can mean the difference between a successful space and one that is unacceptable. It is a proactive step in creating great public spaces.

In conclusion, good urban design develops a positive relationship between residents and their environment by increasing safety, social health, and opportunity. Effective urban design also maintains the City's reputation as a family-friendly, vibrant growing city.



PROMOTE AND FOSTER GOOD URBAN DESIGN AT THE COMMUNITY, NEIGHBORHOOD, AND INDIVIDUAL PROJECT LEVELS

Vigorousl enforce all City ordinances that seek and promote an attractive urban environment.

Establish, regularly review, and enforce standards for improving the visual quality of roadside appearance.

Adopt and vigorously enforce ordinances requiring landowners to keep their property free of weeds, junked vehicles and equipment, unsightly buildings, trash, and other debris.

Regularly evaluate the City's zoning and sign ordinances to determine the degree to which they promote good urban design and update as necessary.

Require that mechanical equipment, parking, trash disposal and storage areas be screened from public view.

The City should lead by example through incorporating art into public places that is appropriate to the development and relevant to its image.

Promote development design that is pedestrian-oriented.

Provide pedestrian walkways between parking aisles and from parking areas to adjacent businesses.

Incorporate pedestrian plazas and other gathering places into the design of major activity centers.

Provide clearly defined, safe, and attractive pedestrian systems throughout development, and wherever possible, connect developments.

IDENTIFY AND ENHANCE GATEWAYS INTO THE CITY

Strengthen gateways so visitors receive a positive impression of the City and recognize when they have arrived in West Jordan.

Preserve positive aspects of the City's major and minor gateways.

Improve gateway vistas and the immediate environment of major gateway roads.

Rehabilitate the areas immediately around gateways by providing landscaping, special streetscapes, or district improvements.

Remove overhead power transmission lines along streets in gateway and vista areas.

Unify streetlight fixtures and equipment into a consistently designed theme for each neighborhood.

Encourage development that preserves and incorporates natural features, such as topography, vegetation, water elements, etc., into its overall design.

Improve enforcement of ordinances requiring vacant buildings secured and vacant lots to be maintained along gateway

Establish stringent guidelines for screening and landscaping of unsightly roadside uses. Low maintenance, indigenous vegetation and water conservation should be encouraged.

Reevaluate a land uses adjacent to principal gateways. Prohibit storage, auto wrecking, junk yards, and other unsightly uses in view corridors.

Require y eas of property s adjacent to gateway or principal s ts to be treated s front yard space with landscape setbacks and screening of unsightly uses in new development.



STRENGTHEN THE IDENTITY AND IMAGE OF THE CITY OF WEST JORDAN

Continue planting trees to improve the image of the City.

Encourage street tree conservation and replanting in street right-of-way construction. Street trees should have the same level of importance as curb, gutter, and sidewalk reconstruction.

Require that all site plans for new construction and remodeling by private or public concerns show all existing trees located in the public rights of way.

Provide adequate financial support and staffing for the Urban Forester program.

Implement a financially coordinated street lighting plan.

Define appropriate levels of street lighting and style of streetlight fixtures based on the characteristics and use of the street and on neighborhood character.

Analyze a neighborhood's or street's lighting needs. Establish a hierarchy of streetlights by size, type of lighting source, and light intensities to better address the streetscape and neighborhood character as needed.

Use streetlight fixtures with shields or directional diffusers, particularly important where views or vistas may be impaired by light glare or where light over-spray will interfere with neighboring residents or businesses.

Coordinate street lighting improvements with planned utility improvements

Utilize the natural and man-made setting to promote a strong community identity for the City of West Jordan.

Buildings throughout the City should promote diversity and interest and be imaginative in design and statement. Buildings should be placed in such a manner as to focus visual attention on its architecture, while at the same time, screening mechanical units, service bays, trash dumpsters, and parking areas.

Use buildings along street vistas to properly frame view corridors. This is particularly important along prominent view corridors.

Encourage grid-style road systems that facilitate both individual project and community interconnectivity while unifying the image of the City.

Preserve vistas to and from City parks, open space areas, and landmarks.

Establish view easements to protect existing and potential vistas of prominent buildings, natural features, and parks. Building height, scale, and mass may be used as tools to properly frame major vistas.

Require water wise street landscaping and utility equipment prominent streets and vista corridors to frame or enhance vista.

Encourage revitalization of poorly maintained neighborhoods and developments.

All signs in the City should be high quality and promote a positive image.

Promote pedestrian-level activity as the first priority when developing pedestrian-oriented open space and circulation networks.

Treat key thoroughfares and boulevards with consistent street design themes that address lighting, landscaping, street equipment and furniture, etc.

Building setbacks and parkway widths and treatments should be sufficient and appropriate to create an aesthetically pleasing and functional streetscape.



ESTABLISH A COMPREHENSIBLE URBAN OPEN SPACE SYSTEM IN THE CITY

Create urban open space areas that serve residents and attract visitors.

Improve urban open space amenities to promote an orderly and visually pleasing environment for workers, residents and visitors. Provide facilities for people, i.e., public restrooms, places to relax, and protection from the elements.

Encourage private development with urban open spaces.

Encourage greater use of public areas for eating, entertainment, etc.

Focus on creating pedestrian friendly access to buildings and amenities.

Reinforce recommended land use patterns by providing both vehicular and pedestrian links between individual developments and surrounding areas.

Encourage both private and public development that focuses on pedestrian-oriented site and building design, even if the building is reached primarily by automobile.

Require pedestrian circulation networks in all neighborhoods and districts.

Require the incorporation of natural open space features in pedestrian networks whenever possible.

Require new building design to respect the pedestrian elements of the street.

Require building design that encourages pedestrian-oriented activities in the street, including plazas and ground floor activities in the street oriented, regardless of the building's use.

Ensure that street and building equipment are grouped and screened to minimize visual impacts from pedestrian pathways.

ESTABLISH AREAS OF TRANSIT-ORIENTED DEVELOPMENT (TOD) THAT EXEMPLIFY A HIGH LEVEL OF URBAN DESIGN

Follow the established urban design guidelines for TOD districts.

Establish specific urban design standards for TOD districts that address architectural design, landscape architecture, urban design, and a design palette for public amenities.

Implement programs such as "Art in Transit" to enhance areas at and around transit stations.

Adopt a "Public Transit Corridor Zone" with specific standards and regulations as agreed upon with UTA and other cities along the Mid-Jordan Transit Corridor.

PRESERVE POSITIVE NEIGHBORHOOD CHARACTER

Implement buffering between differing uses, zoning, and densities.

In new developments, buffering standards should be established requiring that a more intensive use be responsible for mitigating its impact on less intensive uses.

Buffering should provide appropriate levels of mitigation while, at the same time, provide for appropriate neighborhood connectivity.

Require buffers between dissimilar uses to include landscaping materials, setbacks and appropriate site/building orientation.

Modify side yard zoning standards to require buffers between dissimilar uses, rather than between dissimilar zoning districts.

Require a buffer when a commercial or industrial use is adjacent to a residential use.

Establish landscape buffers along major street rights-of-way to improve the quality of open space and visual image of important ateways. Walls used in streetscape buffers should be minimized, and distance, landforms, and intensive landscaping should be emphasized.

Limit the height of neighborhood retail, residential, and industrial uses to the height and scale of the respective neighborhood. Generally, building heights should be limited to three stories.

Establish streetscape standards to ensure that the massing of non-residential uses in or near residential areas is compatible with surrounding neighborhoods.

Establish streetscape standards and landmarks to help create neighborhood identity. Elements used to create nodes and landmarks may include:

- Architectural features
- Monuments, Natural forms (water, vegetation, etc.)
- Recognizable areas which have a sense of place
- Changes in street width, material, grade, etc.



CREATE A CITY CENTER THAT EXEMPLIFIES A HIGH LEVEL OF URBAN DESIGN

Follow the City Center design guidelines established in the zoning ordinance for uses within the City Center.

Develop and implement a City Center concept that is based on appropriately scaled buildings, interesting architectural treatments, visual coherence, and a unique sense of place.

Develop and implement urban design elements that will create a new image attractive to appropriate markets not served by competing commercial centers. Do not replicate the standard strip-mall development pattern so common throughout the Salt Lake Valley.

Break down the perceived size, scale, and openness of the City Center area through the development of a smaller street grid pattern and inviting pedestrian-scale sidewalks adjacent to buildings.

Encourage human-scale buildings mixed with a range of public spaces, pedestrian amenities, high quality small-scale streets and squares, and linkages to adjacent uses.

the area together by making visual and functional connections using pedestrian, bike, open space, lighting, and transit systems. Incorporate the City Center design theme into intersection pavement at 7800 South and Redwood Road.

Visually reinforce gateways into the City Center to heighten the sense of downtown as a significant district in the city. Strengthen the sense of arrival into the City Center by providing urban design enhancements along 7800 South east and west of Redwood Road along Redwood Road north and south of the City Center intersection of 7800 South and Redwood Road.

Implement an intensive street type improvement program including traffic calming measures, tree planting, store front design guidelines, introduction of human/pedestrian-scaled city building pedestrian-scaled city block and a street system with minor as well as major streets.

Develop pedestrian amenities of the highest quality including special paving, awnings on buildings, good directional signage, seating, public art, street trees, and seasonal lighting.

In cooperation with UDOT, redesign Redwood Road as a "boulevard" running through the City Center. This should include creation of a landscaped median, pedestrian-scale lighting, underground placement of utilities, special signage, a grade-separated pedestrian crossing in the vicinity of City Hall, and other traffic calming measures that do not inhibit the street's use as a through route, while still allowing it to support business and accommodate pedestrians within the City Center.

Create well-designed commercial retail buildings, which may include office space or residential uses on upper floors that provide a continuous edge along streets. Encourage a mix of uses with an emphasis on facilities designed and sized for locally owned businesses.

Develop standards that will result in efficient and functional parking areas with trees and other plants integrated into parking lot design.

Provide a trail connection to link the City Center with the proposed Bingham Creek Trail that will, in turn, connect to the Jordan River Parkway.

Chapter Five

LAND USE

The purpose of the Land Use Element is to establish and define the desired character and appropriate location of all future land uses within the City. This is accomplished by establishing guidelines for the distribution, location, and character of future land use development. A land use plan is typically composed of a future land use map and detailed textual description in the General Plan itself.

The purpose of the Future Land Use Map is to communicate the geographic distribution and coverage of various land uses, while the textual element of the plan is meant to define the use classifications and sufficiently communicate the manner in which development should occur.

The primary goal in determining future land uses is to determine development patterns which build upon already existing and established patterns. It is also meant to provide for effective, efficient, appropriate, and sustainable uses of land in a way that promotes compatibility between those uses and maintains the goals of the General Plan.

Existing Conditions

Approximately 4,600 acres of land in West Jordan remains vacant or is used for agricultural uses. It is expected that the majority of this unimproved land will be developed within the next 20 to 30 years. By 2060, it is anticipated that the City will have a population of approximately 180,000 residents. According to the Kem C. Gardner Policy Institute at The University of Utah, Salt Lake County is projected to add approximately 600,000 residents by the year 2065.



Current Land Use

Single-family residential development is the predominant land use in the City, occupying 6,384.99 acres or 30.87% of the total land area within the City. This is followed by vacant and agricultural land which occupies 22.22% of the City. Multi-family residential occupies 3.31% while commercial comprises 2.99% as shown in Table 5.1.

The eastern portion of the City is essentially developed, which means that any future redevelopment or primarily of infill development in the western portion of the City is where the majority of growth will occur in the future.

TABLE 5.1

EXISTING LAND USES

Source: 2020 U.S. Census

Land Use	Acreage	Percentage
Single-Family Residential Detached	6,384.99	30.87%
Vacant / Agriculture	4,594.98	22.22%
Roads, Railroads & Canals	3,260.25	15.76%
Public Facilities	1,768.37	8.55%
Industrial	1,611.14	7.79%
Parks and Open Lands	770.98	3.73%
Multi-Family Residential	685.19	3.32%
Commercial	619.08	2.99%
Schools	484.15	2.34%
Religious Institutions	244.37	1.18%
Professional Office	112.40	0.55%
Group Care Facility	93.30	0.45%
Medical	51.64	0.25%
Total	20,680.84	100.00%

TABLE 5.2

COST OF VARIOUS LAND USE TYPES

Land Use	Community Pros	Community Cons	Financial Pros	Financial Cons
Parks, Open Space, and trails	<ul style="list-style-type: none"> - Opportunities for members of various socioeconomic classes - Safer community, improves community wellness - Promotes physical fitness - Enhances property values - Ensures infrastructure are not destroyed due to natural hazards by providing a buffer 			<ul style="list-style-type: none"> - No opportunity to gain sales tax and/or property tax revenue - Funded for maintenance could be used to improve other City-services - Trails require purchases of contiguous space, which may be costly depending on property owners' desires
Single-family residential	<ul style="list-style-type: none"> - Residents perceive single-family homes as having high value and these homes are considered a major objective for many individuals - Greater privacy for residents - Allows residents to express living preferences within yards - Less congestion on roads in neighborhoods - More defensible with less exits, which deters crime 	<ul style="list-style-type: none"> - Places an intense burden on existing water and sewer facilities if a zoning change with higher density is implemented - Increases demand for vehicular travel and makes it difficult for residents to walk or cycle to places. - Gateways into single-family residential neighborhoods can become crowded during peak travel time 	<ul style="list-style-type: none"> - Relatively low public safety service cost per acre 	<ul style="list-style-type: none"> - High infrastructure maintenance cost per acre - Increases funds for road, sidewalk maintenance, and snowplowing as lane miles increase - Increases delivery pipe miles - Low property tax and sales tax revenue per acre

COST OF VARIOUS LAND USE TYPES (cont.)

Land Use	Community Pros	Community Cons	Financial Pros	Financial Cons
Multi-family residential	<ul style="list-style-type: none"> - Can create easier access to transit - Efficient way to increase supply of housing - Less of a carbon impact - Provides housing to younger households and modest income earners - Creates saving costs for police, ambulance, and fire services (in terms of travel time) - Prevents urban sprawl into farmland 	<ul style="list-style-type: none"> - Places an intense burden on existing water and sewer facilities if a zoning change with higher density is implemented - Established residents do not prefer this type of housing (residents are open to middle housing, but not next to where they live) 	<ul style="list-style-type: none"> - Relatively higher property tax and sales tax per acre - Lower infrastructure costs per housing unit, lower infrastructure maintenance costs per person, per acre 	<ul style="list-style-type: none"> - Higher public safety costs per acre than single family homes
Industrial	<ul style="list-style-type: none"> - Make more jobs for the City 	<ul style="list-style-type: none"> - Makes surrounding land less ideal for other uses without sufficient buffering - Excess noise and sometimes pollution 	<ul style="list-style-type: none"> - Relatively low public safety service cost per acre, per \$1 million in value - Relatively low infrastructure maintenance cost per acre, & per \$1 million in property value - Commercial property tax rates 	<ul style="list-style-type: none"> - Not a lot of sales tax revenue
Agricultural	<ul style="list-style-type: none"> - Maintains historical character of the city - Less costly on police, fire, sewer, and road maintenance - Allows for groundwater recharge/reduces water runoff 	<ul style="list-style-type: none"> - Potentially uses more water, especially if the farm is crop-based - Little property tax revenue 		
Commercial	<ul style="list-style-type: none"> - Provides goods and services for purchase to residents and creates a local economy - Creates jobs for residents - Local businesses create community character 	<ul style="list-style-type: none"> - Big box retailers often have large parking lots that are a waste of land use while creating greater lane miles and sidewalk miles around them to be maintained - Once vacated, big box retail is hard to retrofit - Local businesses may have a hard time competing with established commercial/large commercial 	<ul style="list-style-type: none"> - Brings in sales tax revenue into the City 	
Office	<ul style="list-style-type: none"> - Creates jobs near residents - Potentially decreases east/west traffic issues during peak times with more residents working closer to home and residents from other cities commuting into the City 	<ul style="list-style-type: none"> - Changing work landscape may lessen demand for office space, creating vacancies 		
Research Park	<ul style="list-style-type: none"> - Research parks create high-value activities that need support and attract business investment. - Research parks create opportunities to partner with higher education institutions or other research-based corporations - Creates jobs with various income potentials 	<ul style="list-style-type: none"> - Research Parks need an attractive tenant to bring in other high-value tenants to not be a burden on the regional community 		



COST OF VARIOUS LAND USE TYPES (cont.)

Land Use	Community Pros	Community Cons	Financial Pros	Financial Cons
Public Facilities	<ul style="list-style-type: none"> - Creates quicker service times for residents - Provides cultural and recreation opportunities - Encourages volunteerism - Improves Public Health - Increases quality of life 	<ul style="list-style-type: none"> - Does not generate revenue 		<ul style="list-style-type: none"> - These facilities are maintained using income from various types of taxes
TOD/Station Areas	<ul style="list-style-type: none"> - Incentivizes public transit - Increases affordable housing - Provides opportunity for mixed use - Increases tax base for both property tax and sales tax - Station area planning is required by the State, so TOD areas can help fulfill these requirements 	<ul style="list-style-type: none"> - Station area plans cannot be implemented without willing property owners - Places an intense burden on existing water and sewer facilities if a zoning change with higher density is implemented without careful planning 		

GENERAL LAND USE POLICIES AND GOALS**MAINTAIN SUSTAINABILITY AND CONSISTENCY IN LAND USE DECISION-MAKING**

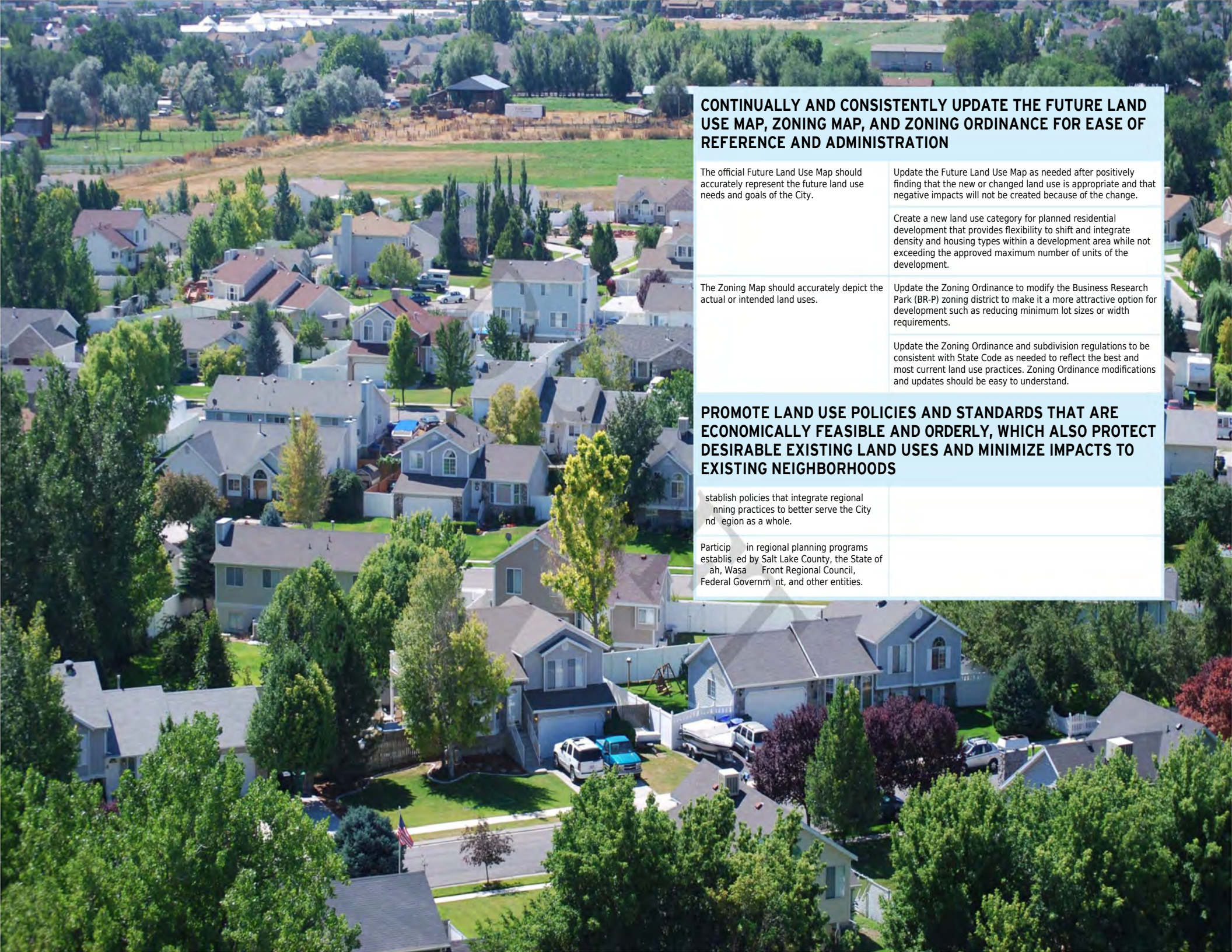
Land use decisions shall be guided by the maps, goals, and policies of the General Plan.

The City should initiate zoning changes based on the use recommendations contained herein, as determined by the City Council.

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

Implement a public data portal on the City's website to show development that is under construction.





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

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

Update the Future Land Use Map as needed after positively finding that the new or changed land use is appropriate and that negative impacts will not be created because of the change.

Create a new land use category for planned residential development that provides flexibility to shift and integrate density and housing types within a development area while not exceeding the approved maximum number of units of the development.

The Zoning Map should accurately depict the actual or intended land uses.

Update the Zoning Ordinance to modify the Business Research Park (BR-P) zoning district to make it a more attractive option for development such as reducing minimum lot sizes or width requirements.

Update the Zoning Ordinance and subdivision regulations to be consistent with State Code as needed to reflect the best and most current land use practices. Zoning Ordinance modifications and updates should be easy to understand.

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

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

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

Residential Land Use

West Jordan has historically been a suburban community consisting of primarily single-family homes and open agricultural land.

Approximately 31% of all developed land in West Jordan is occupied by single-family residential uses. One of the primary goals of this General Plan is to continue to encourage new development that is integrated with existing development, to make the most efficient use of existing infrastructure.

The 2021 West Jordan Survey results indicate that 53% of the respondents feel there are too many opportunities for multi-family residential, 40% indicate the current mix of housing type is about right while 7% indicated there are too few opportunities for multi-family residential.

While lower density single-family residential uses are most preferred in West Jordan, the City should address in its General Plan a range of residential densities and housing types in order to provide housing opportunities for all age groups and income levels.

Higher density development should be limited to those areas that are adjacent to higher intensity land uses and nodes, along high-

volume traffic corridors, and within or near transit-oriented developments where they can more easily be designed to buffer the impacts of these more intense land uses.

In those areas where the General Plan recommends such developments, multi-family residential developments should be compatible with the surrounding area, not negatively impact neighboring residential areas, and conform to strict design and buffering criteria established for such developments.

Residential Land Use Classifications

For purposes of this Plan, residential land use has been divided into five classifications, based on the threshold of density (the number of dwelling units per acre) permitted.

These classifications are: Very Low Density, Low Density, Medium Density, High Density, and Very High Density. Each of these classifications is described and defined within the General Plan. It should be noted that development standards and policies for Transit-Oriented Development are covered elsewhere in this plan.

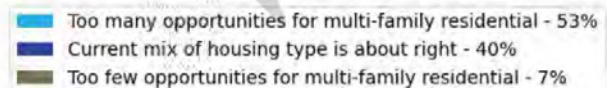


FIGURE 5.1

SURVEY RESPONSE—MULTI-FAMILY RESIDENTIAL

Source: Sample of West Jordan Residents

Very Low Density

Characteristics of land in this category range from large acreages of land still in agricultural production to fairly large single-family residential lots, some of which may allow horses and other farm animals to be kept. Very low-density residential uses are appropriate as a buffer between higher density single-family development and dedicated open lands or on hillsides where sensitive slopes make higher density development inadvisable.

Low Density Residential

Includes development providing for low intensity single-family detached residential uses typically found in suburban and traditional neighborhoods.

Medium Density Residential

Includes development providing for moderate intensity single-family attached/detached units. Medium density residential uses should be preferred for infill development that are well buffered from commercial and industrial uses.

High Density Residential

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

Very High Density Residential

Includes development providing for multi-family high-rise apartments, condominiums and townhomes, where public transit and major transportation routes are readily available and nearby. These higher density classifications should be applied around commercial nodes at major intersections.

TABLE 5.2

RESIDENTIAL DENSITY

Density Designation	Density Range (Dwelling Units Per Acre)	Zoning Districts
Very Low Density	Up to 2.0	All A, RR, RE Zones, PC, PRD
Low Density	1 to 3.0	RR, RE, R-1-12, R-1-14, PC, PRD
Medium Density	3.1 to 5.0	R-1-8, R-1-9, R-1-10, PC, PRD
High Density	5.1 to 10.0	RM, R-1-5, R-1-6, R-2, R-3-6, R-3-8, R-3-10, PC, PRD
Very High Density	10.1 to 75.0	R-3-12, R-3-16, R-3-20, R-3-22, PC, PRD



RESIDENTIAL POLICIES AND GOALS

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

Ensure that the development of neighborhoods provide basic services and needs, i.e., parks, shopping, medical facilities, churches, transit, and schools within walking distance of each other.

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

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

Provide convenient pedestrian and bicycle facilities such as transit stops, schools, libraries, and parks.

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

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



Commercial Land Use

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

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

Neighborhood Commercial

The Neighborhood Commercial designation is applied to areas in which the primary use of the land is for commercial and service functions that serve the daily convenience needs of a surrounding residential neighborhood.

The services provided in these districts will normally serve a trade area population up to 10,000 people.

This type of commercial use is intended to be located near or within neighborhoods and to be integrated into the residential structure of a neighborhood in a manner that will create a minimum impact on surrounding residential development. Each neighborhood shopping node should be relatively small in size and may include such uses as small convenience grocery stores, variety stores, bakerie professional service shops, restaur service laundries, and barber o shops.

Community Com

The Community Commercial designation is applied to areas in which shopping centers



CITY OF WEST JORDAN GENERAL PLAN

may be established to satisfy the daily or specialty shopping needs of a community or a group of neighborhoods.

The services provided in these districts will normally serve a trade area population of 10,000 to 70,000 people.

Medium-scale department stores and supermarkets may be typical uses permitted in Community Commercial districts as anchors, and by a wide range of restaurants, hotels, retail and specialty shops, automobile service stations, and food or soft goods stores.

Regional Commercial

The Regional Commercial designation is applied to areas in which the primary use of the land is for commercial and service functions to serve needs of people living in an entire region and to serve as a place of employment close to the center of the regional population it is intended to serve.

Uses in these districts may include large chain department stores with satellite shops and facilities providing a wide range of goods and services occupying an attractively designed and unified shopping center complex.



COMMERCIAL POLICIES AND GOALS

PROVIDE ADEQUATE AND ACCESSIBLE COMMERCIAL AND BUSINESS SERVICES TO ALL CITY RESIDENTS

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

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

Where appropriate, restrict “strip” commercial development through proper site development. Implement strict urban design standards, in conformance with the urban design policies and goals within this General Plan.

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

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

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

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

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

In the design and modification of commercial sites, separate pedestrian and vehicle traffic to create a pedestrian friendly shopping environment.



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

Improve the visual appearance of all commercial areas.

Maintain strong architectural controls and site planning standards for all commercial areas. These controls should allow for diversity in form while allowing commercial nodes to create a sense of place. Buildings should be designed to minimize a box-like appearance and be in conformance with the urban design policies and goals within this General Plan.

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

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

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

Improve the appearance and function of business signs by eliminating nonconforming signs as allowed by the City Code.

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

Encourage underground placement of all utility lines through commercial areas. Develop practical and consistent undergrounding utilities in redevelopment and infill areas.

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

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

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

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

Coordinate commercial development with transportation planning.

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

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

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

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

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

City Center and Neighborhood Transit Station Overlay District (TSOD) Center Land Use

The purpose of this designation is to create pedestrian-oriented areas with a densely integrated and synergistic mix of residential, commercial, professional, office and civic development in a main street or downtown character.

The design intent is to encourage and facilitate redevelopment and transit stations to strengthen neighborhood connectivity and encourage and facilitate conveyance of public transportation and pedestrian traffic. The goal is to expand local employment opportunities and attract investment.

or within residential development, and establish or enhance a sense of place. Each TRAX station within the City has at least some area within a quarter-mile radius designated as a TSOD; however, there are four large areas within the City designated for planned and comprehensive City Center/TSOD development: the area around Gardner Village, the original downtown core of the city located at the southeast corner of 7800 South and Redwood Road, an approximate 40-acre area located north and northeast of the Jordan Valley Hospital and a currently vacant area to the north and northwest of the western-most TRAX station on Old Bingham Highway.

These areas also fall within zones requiring a station area plan under Utah Code.

CITY CENTER AND NEIGHBORHOOD TSOD CENTER LAND USE POLICIES AND GOALS

PROVIDE WELL-DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT CITY CENTER AND NEIGHBORHOOD CENTER AREAS

Promote the development and redevelopment of the City Center and Neighborhood Center areas.

Follow the design goals set out in the Chapter 10, Urban Design.



Transit Oriented Development Land Use

Transit Oriented Development (TOD) is a community planning and design approach meant to achieve compact development that garners social, environmental and economic benefits for a community and municipality by concentrating jobs, housing, and daily conveniences around transit stations.

By creating high use land use pedestrian-friendly strategic points transit systems, TODs encourage people to use their cars less; walk, bicycle, and ride transit more; and use services within walking distance of their homes and local transit stations. The basic components of Transit Oriented Development are:

1. **Compact development built at greater densities than exclusively auto-oriented development.**

TODs are built compactly within walking distance (approximately 1/4 to 1/2 mile) of transit stations to provide a user base to support the transit system.

To maximize the number of residents and workers within walking distance of transit, TODs contain higher residential and employment densities but should not be out of context with surrounding areas. People are more inclined to use transit if it is within convenient and comfortable walking distance to where they live, work, play, or shop.

Relatively lower intensities, though still higher than typical new suburban density, are appropriate for areas outside the

1/4 to 1/2 mile core of the TOD, enabling people to walk, bike, take the bus, or be dropped off at the transit station. Land use intensity should be gradually reduced farther away from the station to be compatible with the scale of existing neighborhoods.

2. **A diversity and mix of uses, with daily conveniences and transit at the center.**

Conventional zoning traditionally separates uses into a similar land use.

Commercial areas are generally used only during the day or week (for example, office areas shut down after working hours and weekends) and people are forced to drive to commercial destinations.

By contrast, TODs include diverse and complementary uses such as retail, professional services, housing, and employment adjacent to transit. This mix of activities and uses permits residents and employees to run errands on foot, without relying on a car.

Uses within a TOD may include convenience retail and services, small offices, day care, and civic amenities such as libraries and post offices.

Apartments or other multi-family housing types are also appropriate, often above ground-floor retail uses. A mixed-use environment creates the vitality and round-the-clock activity associated with active urban environments and reinforces the vibrancy of shopping and employment destinations. Residential uses are vital to TOD cores to

provide use of the area at all times of the day and week.

3. **Pedestrian-friendly design that encourages and facilitates walking and bicycling and reduces auto dependency.**

TODs create a vibrant pedestrian-scale urban landscape that incorporates pedestrian-friendly features, walkable street design, and human-scale architecture. Building and site design in TODs should create pleasant and enjoyable urban places that make walking an attractive, preferred travel option.

Traffic calming devices can also help create a feeling of pedestrian safety and comfort, and emphasize pedestrian needs in a way that many contemporary suburbs neglect. TODs also incorporate an interconnected network of streets that enhance accessibility between transit stops or station areas adjacent to commercial, community, and residential areas.

Interconnected streets minimize walking and cycling distances, and help reduce traffic, thereby reducing traffic congestion. In combination with higher density compact development and the mix of uses, pedestrian-friendly design represents a land use/transportation solution that can reduce automobile use and support transit systems.

TRANSIT ORIENTED DEVELOPMENT LAND USE POLICIES AND GOALS

PROVIDE WELL-DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT TOD AREAS WITHIN THE CITY OF WEST JORDAN

Incorporate TOD concepts into future development and redevelopment along major transit corridors.

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

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

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

Update Station Area Plans as required by State Law within a mile of all TRAX stations to determine the most appropriate uses and compliance with State Moderate Income Housing requirements.

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

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

Promote efficient and diverse transportation options within TOD districts.

Strategically locate parking lots, parking structures, and park-and-ride facilities near light rail stations.

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

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

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

All Transit Oriented Developments must conform to the urban design policies and goals and the housing policies and goals included in this General Plan.

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

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

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



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Mixed-Use Land Use

The mixed-use land use category is designed to create compact urban neighborhoods that contain small-scale retail, service, and other office uses with supportive high density residential.

It is intended to have a village character design that facilitates the creation of walkable urban neighborhoods adjacent to commercial nodes that are multimodal and pedestrian friendly. The Mixed-Use land use

designation is intended to support a variety of compatible land uses and increase access to adjoining communities.

Uses within the Mixed-Use land use category should include commercial, office, civic, and higher density residential land uses integrated together to form a unique character and community.

MIXED-USE LAND USE POLICIES AND GOALS

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

Key intersections and street corridors should provide a mix of uses that will become centers of activity and development within the City.

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

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

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

Zoning standards should include amenities to support mixed-use development such as urban parks and plazas.



Professional Office Land Use

The Professional Office designation is applied to areas where professional and business offices, laboratories, studios, and other office-related facilities may be located.

Uses which produce loud noises, excessive vehicle traffic, excessive parking needs,

objectionable odors, storage of large amounts of hazardous substances, or the outside storage of inventory or equipment are not appropriate in these areas. Professional Office uses are considered to be an ideal buffer between commercial or manufacturing uses and residential uses.

PROFESSIONAL OFFICE LAND USE POLICIES AND GOALS

PROMOTE THE EFFICIENT USE OF LAND BY CREATING BALANCED MIX OF LAND USES THROUGHOUT THE CITY

Provide ample opportunities for the development of professional office space in the City.

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

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

PROVIDE A WELL-DESIGNED, AESTHETICALLY PLEASING AND EFFICIENT PROFESSIONAL OFFICE DEVELOPMENT IN THE CITY

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

High standards should be established for architecture and landscape architecture in Professional Office developments to help ensure a pleasing appearance. Office developments should be in conformance with the urban design policies and goals within this General Plan.

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

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



Business and Research Park Land Use

The Business and Research Park Land Use designation is applied to areas intended for scientific research and business endeavors conducted in a business park setting. Some light manufacturing uses may be appropriate if associated with research-intensive industries. Heavy manufacturing uses that produce excessive noise and light, unpleasant odors or fumes, pollution, and excessive vehicle traffic should not be permitted in Business and Research Parks.

Business and Research Park Districts may act as a compatible buffer for residential areas, but should not be established for the purpose of creating a buffer unless they are located so as to be accessible to arterial streets and provide adequate space for unified and functional development.

Through the coordinated use of open space, landscaping and architecture, the Business/Research Park land use provides opportunities for high quality development which will enhance the community.

BUSINESS AND RESEARCH PARK LAND USE POLICIES AND OBJECTIVES	
PROVIDE WELL-DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT BUSINESS AND RESEARCH PARK DEVELOPMENT IN THE CITY	
Require that all uses in Business and Research Park developments be conducted in well-designed, architecturally appealing buildings surrounded with abundant landscaped open space.	Reevaluate and amend if necessary, development standards for Business and Research Parks in order to ensure and maintain high-level development.
	Maintain and improve the appearance of Business and Research Park developments by requiring extensive street-wise landscaping and street frontages and other buffer areas.
	Vehicular and pedestrian access, parking, and service areas should be designed to enhance the appearance of the development and convenience of workers and visitors.
	Appropriate standards for buffers and/or transitions between Business and Research Park developments and residential uses should be established to ensure compatibility between these uses.

Light Industrial Land Use

The Light Industrial designation is applied to areas suited to general manufacturing, assembly, repair, and storage. These districts are considered to be the most intensive zone which will provide industrial areas in the city that are free from extreme nuisances and dangerous conditions.

Care should be taken to include undesirable uses from industrial areas which may create nuisances and conditions on the community. Processing, warehousing, and similar functions should be sufficient to be excluded from

incompatible land uses, especially residential areas.

If transitional zones are impractical or unavailable around industrial areas, other buffers such as open space, additional setbacks, landscaping and barrier fencing can serve to mitigate potential conflicts. High development standards should be required to maintain and improve the quality of the industrial environment.

LIGHT INDUSTRIAL AND USE POLICIES AND GOALS

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

Improve the appearance of existing industrial areas.

Enforce all city ordinances that support and promote attractive urban environment.

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

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

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

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

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

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

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



CITY OF WEST JORDAN GENERAL PLAN

Require, maintain, and enforce high-level development standards in all industrial areas. (cont.)

Establish stringent architectural and site planning standards for all industrial areas to prevent:

- dilapidated, poorly maintained, or unsightly buildings;
- drainage problems;
- inadequate parking and poor circulation;
- lack of required utilities;
- public view of unsightly storage and service areas;
- poorly maintained landscaping;
- poor lighting and low quality signage, and
- premature deterioration of all essential City infrastructure and facilities.

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

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

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

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

As part of the plan review process, mitigate anticipated impacts resulting from storm drainage, water and sewer systems, power, and other utilities, traffic patterns and parking, emergency contingency planning, and aesthetics.

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

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

Public Facilities Land Use

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

Public or quasi-public uses include government buildings, the airport, schools, libraries, major transportation facilities, and public utility operations. Some public uses are appropriately intermingled with other land uses while others, such as operations centers, are best located near industrial sites. Public facilities should be located among compatible land uses and zones but should also be located to efficiently serve a growing community.

PUBLIC FACILITIES POLICIES AND GOALS

ENCOURAGE THE LOCATION OF PUBLIC FACILITIES AND ASSURE ACCESS TO THE NEEDS OF THE COMMUNITY

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

AND DEVELOPMENT OF PUBLIC SERVICES TO BEST SERVE THE COMMUNITY

Encourage and promote facilities that provide cultural and learning opportunities locally, such as a performing arts center, planetarium, or natural history museum.

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

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



Parks and Open Land

The Parks and Open Land designation is applied to areas where public parks are located, or should be located in the future, and to areas where it is recommended that land be preserved in its natural state for future generations. Please refer to Chapter 11 for discussion, goals, and policies relating to parks, and open lands.



Agricultural Land Use

The Agricultural Land Use designation is important in keeping with the history of the City. Hundreds of acres are still under cultivation producing a variety of crops. Many factors that make this land valuable for farming also make it attractive for other types of more intensive development. With the

development of the state and local road system, much of the agricultural land has become even more accessible. Residential subdivisions are gradually encroaching into these areas along with some commercial and industrial uses. The open agricultural areas that have characterized West Jordan for so long are slowly dwindling.

AGRICULTURAL POLICIES AND GOALS

PROTECT THE OPEN SPACE	MAINTAIN AGRICULTURAL LANDS FOR AS LONG AS POSSIBLE TO CONTINUE FARMING THEM
Foster an environment in the city in which agriculture can co-exist with urbanized areas.	The Zoning Ordinance and Subdivision Ordinance should be amended to provide protection for farmlands as development occurs near such lands.
	Agricultural uses should be protected and the property owners encouraged to maintain productive agricultural operations.
	Protect agricultural lands from storm runoff generated from adjacent developed areas.
	Prevent pollution near agricultural uses from animal waste, waste blocking drains or other impacts on the agricultural use.
	The land use development regulations should protect a property owner's right to keep and maintain farm animals in designated rural residential and agricultural sections of the City.
Explore alternatives for preservation of agricultural lands as open space through purchase, lease conservation, easements, or otherwise.	Encourage agricultural approaches that build up rather than deplete topsoil, and that conserve or minimize water use.
	Implement standards that promote sustainable development practices such as the use of solar and wind energy, energy efficient building design, and protection of the natural environment.

Master Planned Community Use

The Master Planned Community designation is applied to large, planned communities within the city. Master planned communities are sometimes referred to as a city within a city with multiple neighborhoods or villages within the development.

The identity of a master planned community is achieved through a highly planned and integrated mix of commercial and residential

land uses with a variety of housing types. Such communities including themed or unique residential architectural styles, streetscapes, recreational amenities and commercial building design.

Master planned communities also allow flexibility in the location of a variety of housing types according to contemporary city planning practices within the approved total number of dwelling units for the overall master planned area. This allows for a more form-based and flexible approach to development.

MASTER PLANNED COMMUNITY GOALS

MASTER PLANNED COMMUNITY POLICIES AND

ENCOURAGE THE IMAGINATIVE, CREATIVE, AND EFFICIENT USE OF LAND IN MASTER PLANNED COMMUNITIES

Zoning standards for planned communities should provide more design and planning flexibility than may be possible under conventional zoning classifications.	Open space and/or	be consolidated into larger, more significant as when possible.
	Master Communities should include a variety of housing types including owner and renter occupied units, single-family detached dwellings and multiple-family structures and affordable housing as defined in the City's Moderate Income Housing Plan.	
	Incorporate architectural design into planned communities that creates distinct visual character and identity and does not become outdated over time	
	Project design should include an appropriate mix of residential and market-balanced commercial uses as determined by the City Council.	
	Encourage social and community interaction through proper site design.	
	Master planned communities should provide land for the community and public for recreation and social purposes.	



Future Land Use

The Future Land Use Map illustrates the various types and distributions of land uses planned for West Jordan. The primary goal in determining future land uses is to determine future development patterns which build upon already existing and established patterns. It is also meant to provide for effective and sustainable uses of land in a way that best promote compatibility

TABLE 5.3

FUTURE LAND USES

August 23rd, 2021

Land Use	Area (Acres)	Percentage
Medium Density Residential	5,863.48	
Light Industrial	2,442.6	11.8 %
Low Density Residential	2,221.87	10 %
Parks and Open Land	1,983.28	9. %
High Density Residential	1,849.88	8.94%
Public Facilities	1,828.96	8.83%
Very Low Density Residential	831.85	4.02%
Community Commercial	759.36	3.67%
Research Park	608.65	2.94%
Very High Density Residential	447.72	2.16%
Master Planned Community	361.38	1.75%
Professional Office	357.45	1.73%
Regional Commercial	356.12	1.72%
City Center/ Neighborhood TSOD Center	256.08	1.24%
Future Park	175.52	0.85%
Agricultural Open Space	171.65	0.83%
Neighborhood Commercial	161.85	0.78%
Mixed Use	25.44	0.12%

between those uses to maintain the integrity of the community.

Future Land Use Designations - There are 18 land use designations, as shown in Table 5.3. Residential uses are split into five designations: very low, low, medium, high, and very high density.

The Medium Density Residential land use designation is the most common land use type planned within the City at 28.32%. Light Industrial is second at 11.8%, followed by Low Density Residential at 10.73% of the total area of the city.

Generally, employment within the city is found within the industrial, office, and commercial areas.

The Light Industrial designation makes up 11.80% of the City.

Professional Office and Research Park type uses include a combined 4.67% of the total land within the City.

The largest commercial district, Community Commercial, covers 3.67% of the City, while Regional Commercial makes up 1.72%. Neighborhood Commercial covers 0.78% of the city.

These percentages are reflected in Table 5.3

Ultimately, cities have jurisdiction over land use, which allows cities to create individual Future Land Use maps. The maps convey the geographical distribution and coverage of various land uses while using textual descriptions to define land use classifications and how these classification may be sustainably developed to reach goals of the General Plans. Any changes to the Future Land Use Map must undergo review by the Planning Commission and City Council.

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Chapter Six **TRANSPORTATION**

The City's transportation system is a complex network of roadways, trails and public transit systems designed to provide safe and efficient modes of transit, for all ages and abilities. Much of the City's transportation system is already in place but it is steadily being upgraded and expanded as the City continues to grow.

Since the last General Plan update in 2012, several major transportation infrastructure improvements are underway or have been completed including the widening of 9000 South between the Jordan River and Redwood Road to seven lanes, the 9000 South roadway construction between 5600 West and SR-111, 7800 South from 5600 West to SR 111 and the widening of 1300 West as examples.

The document that provides the long-range policy framework for the City's transportation system is the Transportation Master Plan. The Transportation Master Plan guides the location and type of transportation facilities that are needed to meet projected growth and development within the City. It contains an extensive analysis of the City's existing transportation network, identifies deficiencies in the system, and recommends funding and implementation strategies designed to create a balanced and accessible transportation system.

The Transportation Master Plan has undergone several revisions since its initial adoption on October 14, 2003. The latest update was completed on June 24, 2015. For more detailed information, the Transportation Master Plan can be found on the City's website.

The 2019 West Jordan Active Transportation Plan includes more detailed bicycle and pedestrian information than can be found in the Transportation Master Plan. The Active Transportation Plan focuses on the City's bicycle and pedestrian infrastructure needs.

Residents in West Jordan have expressed a desire to see more trails and more Utahns are saying that active transportation facilities are important to their quality of life.

There are over 20 miles of paved multi-use trails, 37 miles of Active Transportation Plan-designated shoulders and bike lanes and over 590 miles of sidewalks in West Jordan, most of which are owned and/or maintained by the City. As areas are developed or redeveloped, the demand for active transportation will grow.

The Active Transportation Plan describes the importance of pedestrian and bicycle amenities and the interconnection between land uses and transportation. It evaluates existing sidewalks, trails and bicycle infrastructure and makes specific

prioritized recommendations on pedestrian and bicycle system improvements. It also identifies potential funding sources for making systemwide improvements.

The Neighborhood Traffic Management Program provides residents with a process for identifying and addressing problems related to speeding, excessive traffic volume, and safety on local residential streets. In new developments, the City has been incorporating traffic calming features such as speed tables, bulb outs and roundabouts. When new neighborhoods are constructed with lower speed street design, a lower speed limit of 20 MPH to reduce speeding.

Street Classification System

Streets and highways provide for two distinct and very different functions: mobility and land access. Both functions are vital and no trip is made without both. Road facilities are classified by the relative amounts of through and land-access service they provide. The City's Road and Bridge Standards contain the latest street cross-sections that have been approved by the City Council.

There are four primary classifications:

1. Local Streets

These facilities primarily serve land access functions. Their design and control facilitates the movement of vehicles onto and off the street system from land parcels.

Through movement is difficult and is discouraged by both the design and control of the facility. Nearly all local streets, with the exception of private lanes, are owned and maintained by the City.

2. Collectors

These facilities, the "middle" classification, are intended to serve both through and land

access functions in relatively equal proportions. They are frequently used for shorter through movements associated with the distribution and collection portion of trips. In general, collectors are divided into major and minor categories.

All collector roads are owned and maintained by the City.

3. Arterials

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

Some of the arterial roads in West Jordan are owned and maintained by the Utah Department of Transportation (UDOT), while other arterials are owned and maintained by the City. Specific jurisdiction for each road is specified in the 2015 Transportation Master Plan.

4. Freeways

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

The freeways that cross through West Jordan are Bangerter Highway and the Mountain View Corridor. These freeways are owned and maintained by UDOT. State Highway U-111 (Bacchu Highway) and the New Bingham Highway are classified as limited access high speed arterials.

Street Cross Sections

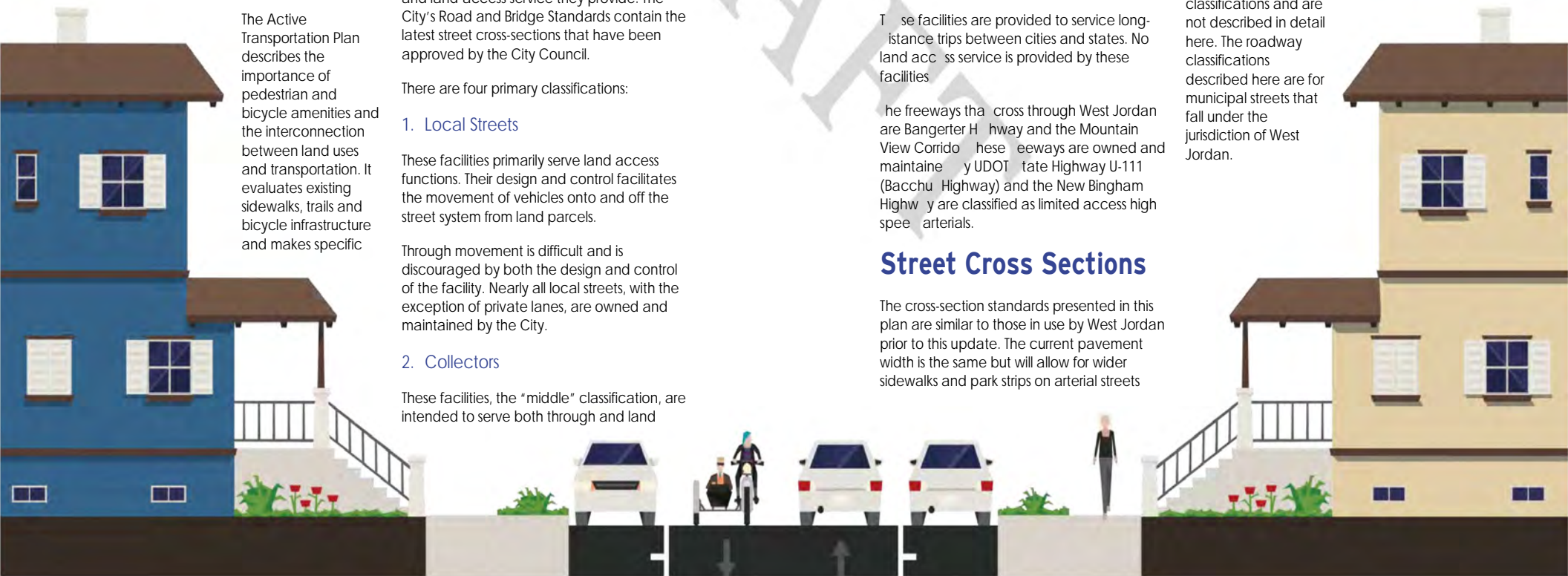
The cross-section standards presented in this plan are similar to those in use by West Jordan prior to this update. The current pavement width is the same but will allow for wider sidewalks and park strips on arterial streets

and collectors. There are four functional classifications in this plan, which will be used in new construction in previously undeveloped areas. Infill construction, as determined by staff, the Planning Commission, and the City Council will be built to match existing cross-sections.

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

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

High capacity UDOT facilities such as the Bangerter Highway or the Mountain View Corridor have separate functional classifications and are not described in detail here. The roadway classifications described here are for municipal streets that fall under the jurisdiction of West Jordan.



Transportation Improvement Plan

The majority of the new streets to be constructed are located in the western portion of the City. For the most part, the arterials and collectors in the eastern portion of the City are built out or planned to their ultimate condition, although many are expected to experience traffic volumes at or above their capacity in the future.

The results of the 2011 survey distributed during the months of 2021 indicated a significant increase in east-west traffic volume, particularly at major intersections along Old Bingham Highway at 7000 South, 7400 South, 7800 South, 8200 South, and 8600 South.

In 2011, the Utah Department of Transportation began making improvements to these intersections which include a grade-separated intersection at all of the intersections. These improvements will improve east-west traffic flow at these intersections.

The Mountain View Corridor is a planned freeway, transit, and trail system that extends 35 miles from I-80 in Salt Lake County to I-15 in Lehi in Utah County. The Mountain View Corridor extends north and south through the city between 7000 South and 10200 South and is being constructed in phases.

Phase 1 includes two lanes in each direction with signalized intersections where the Mountain View Corridor crosses local roads. The second phase will be a true freeway and will be constructed in the future. New grade-separated interchanges will be constructed at Old Bingham Highway, 9000 South, and 7800 South.

Although some local streets will be impacted, such as Wells Park Road and Old Bingham Highway (which will be re-routed), east-west access will be maintained across the freeway by bridges at 7000 South, 7400 South, 8200 South, 8600 South and Dannon Way.

Regional and community commercial centers are shown on the Future Land Use Map at 7800 South and 9000 South, which will benefit from visibility and easy access to the freeway. The first phase of construction began in 2011.

Public Transportation

An effective and efficient transit system will be an increasingly vital component of the overall transportation network in West Jordan as the City continues to grow. Proper transit planning and design not only requires that the transit facilities themselves be considered, but also adjacent land uses and transportation corridors.

The Wasatch Front Regional Council's Long-Range Plan includes increased transit service throughout Salt Lake County. As the population grows, it will be necessary for UTA to provide service to these new areas. Major corridors, such as 5600 West, will be arterial streets and have been identified as transit corridors. Services are also being provided by UTA's Mid-Jordan light rail TRAX line began service on August 7, 2011.

Bike Paths

The map of the proposed bicycle and trail facilities network is shown in the Active Transportation Plan. All of the proposed street cross sections allow for the addition of bicycle lanes. Before a bicycle lane can be installed on a roadway, the roadway itself should be complete along the entire extent of the bicycle path. Missing shoulders and incomplete segments pose a serious hazard to cyclists. An example of a good facility for bike lanes is 4800 West, which could immediately support a bike lane from 6200 South to Old Bingham Highway.

Transportation will continue to be of the utmost importance to sustaining convenient connectivity to various services within the City, including jobs, schools, entertainment, and fellow communities.

TRANSPORTATION POLICIES AND GOALS

ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM

Encourage greater use of pedestrian and bicycle transportation facilities.

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

Coordinate with UTA and other organizations to provide facilities for pedestrians or bicyclists to store bikes and gear at transit stops.

Improve pedestrian access to multi-modal facilities.

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

Incorporate traffic-calming measures and road designs to slow down traffic speeds in the City Center, TSOD, and other pedestrian-oriented areas.

Support design and construction of public transit systems to serve the City.

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

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

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

Encourage greater use of public transportation to reduce automobile use in the City.

Encourage employer subsidies for employee transit passes.

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

Review UTA bus stop locations to provide safer street crossings to access light rail stations and enhance enhanced crosswalks where determined by the City Traffic Engineer.

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

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



PROVIDE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC WITHIN THE CITY

Maintain a street hierarchy for the City of West Jordan that promotes safe movement of people and goods. This hierarchy should be composed of arterials, collectors, and local residential streets.	Publish a street map defining residential, collector, and arterial roads.
	Establish and maintain street design standards for each street classification.
	Update and properly maintain truck routes for the safe flow of goods within and through West Jordan.
	Maintain a minimum level of service "C" on collector intersections and a minimum level of service "D" on arterial intersections (Level of service is a traffic engineering term that describes the amount of travel delay in a roadway network. Level of service "A" describes free flowing conditions. Level of service "F" describes gridlock.)
	Require all new development with a peak trip generation of 100 vehicles or more per hour to submit a Traffic Impact Study (TIS). Require developers to implement mitigation measures suggested in the study as a development requirement.
Ensure street markings and pavement are properly maintained.	Upgrade roads and install signals as defined in the Capital Facilities
	Identify intersections and/or developments that have experienced unusual congestion or accident rates; develop and implement solutions to resolve these problems.
	Ensure street identification and regulatory signage meet standards.
	Ensure street pavements are adequately maintained through the City's Pavement Management System to sustain the desired level of service.



Development should be compatible with designated road classifications.	Encourage major multi-family housing developments, commercial developments, and major public facilities to have access to a collector or arterial street.
	Maintain established minimum separation requirements between driveways that access arterial and collector streets.
	Maintain established minimum distances from intersections for driveway locations on all City streets.
	In undeveloped areas, encourage existing properties to share driveway access to collector and arterial streets to provide increased spacing.
	In developed areas, encourage existing properties to limit the number of turning movements available from driveways onto collector and arterial streets.
	Limit the width of driveways on arterial and collector streets.
	Maintain on-street parking standards for residential, collector, and arterial streets.
Coordinate with the _____ and local agencies to accomplish the transportation goals of this General Plan.	Work with the Utah Department of Transportation to improve timing, traffic flow, and safety on state-maintained roads in the City of West Jordan.
	Coordinate with the Utah Department of Transportation and Wasatch Front Regional Council in the planning and construction of regional expressways streets that will directly impact West Jordan.
	Coordinate with neighboring cities, Salt Lake County, and UDOT to improve the timing and maintenance of through-streets and at common boundaries.
	Coordinate the installation of all underground utilities with road construction to ensure cost-effective capital project programming, minimize damage to new streets, and minimize disruption to the transportation system. Limit the cuts to newly paved streets to a maximum of _____ years after paving.

DEVELOP A TRANSPORTATION MANAGEMENT PROGRAM

Encourage the development of Intelligent Transportation System (ITS) programs.	Coordinate signals on arterial and collector roadway.
	Identify areas that would benefit from changeable message signs to inform motorists of traffic conditions and/or delays.
	Encourage the development of Transportation Demand Management systems.
	Allow transit and emergency vehicle traffic signal pre-emption at intersections along major transit routes.
Encourage partnerships with the private sector to develop customized transportation demand management plans.	Encourage businesses to promote voluntary trip reduction through flexible time work schedules, telecommuting, free parking for rideshare users, and provision of on-site services for employees.
	Provide a public education program to inform residents about individual trip reduction options.



ENSURE THE USE OF BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEMS

Work to improve current bicycle transportation facilities.	Establish and maintain a safe network of bicycle routes to major destinations.
	Provide multiple bike routes or connections to the Jordan River Parkway and the Mountain View Corridor Bikeway. Link bicycle routes to the inter-modal hub(s), park and ride facilities, and light rail stations.
	Encourage businesses to provide facilities for storing bicycles (bike racks, etc.).
	Include bicycle route creation costs as part of the Capital Facilities Plan.
	Encourage bicycle friendly streets through striping, regular street sweeping, maintenance, and removal of obstacles.
Encourage increased pedestrian traffic	Reduce conflicts and increase safety for pedestrians and cyclists at railroad and light rail crossings.
	Update the Master Trails Plan up to date.
	Complete and beautify those portions of the Jordan River Parkway that are located in the City.
	Consider pedestrian overpasses at major crossings of arterial streets. Provide enhanced crosswalks" including center islands, bulb out crossings where trails cross collector streets.
	Encourage pedestrian friendly streets through regular sweeping, street maintenance, safer crosswalks, pedestrian islands, and removal of obstacles.
	Program traffic signals to allow adequate time for pedestrians to cross intersections.
	Ensure ADA compliance of existing and future pedestrian routes.
Identify and maintain safe school walking routes.	Identify areas where there are gaps in the trail system and sidewalk system and prioritize projects to fill these gaps.
	Enforce speed limits near schools.
	Maintain safe school crossings at collector and arterial streets.
	Collaborate with school districts to reduce the number of future school crossings of arterial and collector streets.
	Clearly identify school crossing zones.
Update the Active Transportation Plan.	Assist school districts in developing and maintaining safe school walking routes.

SUPPORT RESIDENTIAL TRAFFIC CALMING

Encourage the use of traffic calming measures in new development.

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

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

Establish a "Target Speed" for new streets including residential and collector streets. Provide street and intersection designs to meet that target speed. Example: 20 MPH for residential streets and 30 MPH for Collector Streets between residential neighborhoods.

Vary street widths and patterns to either encourage or discourage through traffic, where appropriate, and to promote safe speeds on local streets. Provide shorter crossing distances at intersections to protect pedestrians. Provide improved street connectivity in all new residential areas. Limit the use of cul-de-sacs in street design.

Discourage speeding in residential neighborhoods.

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

Educate residents about the benefits of traffic management.

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

Provide information on the City's website relating to current traffic calming projects so residents can track the status of a request on the Intermodal Transportation System.

IMPROVE THE AESTHETIC QUALITY OF THE CITY'S STREETS

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

Encourage landscaped berms and increased setbacks on high volume roads.

Require developers to include street furniture amenities (benches, trash receptacles, news racks, etc.) according to an adopted City Streetscape Ordinance.

Enforce sign ordinance provisions relating to illegal sign postings on City streets.

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

Maintain City standards for decorative street lighting.



DRAFT

Chapter Seven

H O U S I N G

Since its incorporation in 1941, the City of West Jordan has transformed from a rural community to the third largest city in Utah. West Jordan's central location within the Salt Lake Valley, proximity to job centers, housing, and recreational and cultural opportunities continue to attract residents to the City.

Although West Jordan's housing stock is predominantly single-family residential, there are a wide range of housing options available in the City, including opportunities for individuals, families, people with special needs, the elderly, people with disabilities and those who may prefer to use public transportation. Housing needs change as citizens progress through their life cycle, and over time may require different types of housing. Residents may want to continue living in the West Jordan community while moving to a home that better suits their needs. Maintaining a balance of housing types available to West Jordan's residents is an important goal of the General Plan and should be carefully considered as part of any new development proposal.

Housing availability and affordability has become a significant issue in recent years, not only in West Jordan but throughout the state of Utah. Prices and the number of new homes being built dropped for the first couple of years of the past decade but have steadily increased ever since. To understand and counter these trends, the City has created and adopted a Moderate Income Housing Plan, which "ensure(s) that the City of West Jordan provides a reasonable opportunity to provide for a variety housing, including moderate income housing, to meet the needs of the population desiring to live in the City".



The Moderate Income Housing Plan is featured in Chapter 8. The Moderate Income Housing Plan is updated regularly and provides current data and specific details concerning housing affordability. In response, the City of West Jordan has implemented strategies over the past decade, which include the creation of the Interchange Overlay Zone and the Residential Overlay District.

The Interchange Overlay Zone allows for high-density residential/mixed-use development near the Mountain View Interchange and the Interchange Overlay District accommodates high-density residential/mixed-use development within certain large commercial zoning districts. It also adopts regulations governing accessory dwelling units to increase housing options.

Moreover, responsible use of the natural resources and minimizing infrastructure needs and maintenance are supported by the goals and policies of this General Plan. As such, water and energy efficient housing, both in new construction and renovation projects should be encouraged.

Housing Inventory

The West Jordan housing inventory consists primarily of single-family dwellings, which constitute roughly three quarters of the City's total stock. The number of single-family houses has grown from about 1,600 in 1970 to approximately 27,000 by the end of 2020, adding an average of 36% of all dwelling units within the past 20 years. This rapid population growth has impacted the ability of the City to provide public services, such as police, fire, water, sewer, garbage disposal, etc., at the same levels.

The 2020 Census found that West Jordan has a total of 36,247 housing units. While this data is helpful, it does not distinguish between which units are single-family homes and which units are multi-family units (townhomes, condos, apartments). During the previous General Plan update, the City estimated the number of housing units based on utility billing and separated those numbers into single-family and multi-family units. Those numbers were then added to every year based on building permit data. These numbers estimate there are a total of 36,587 housing units in the City as of the end of 2020, with 26,956

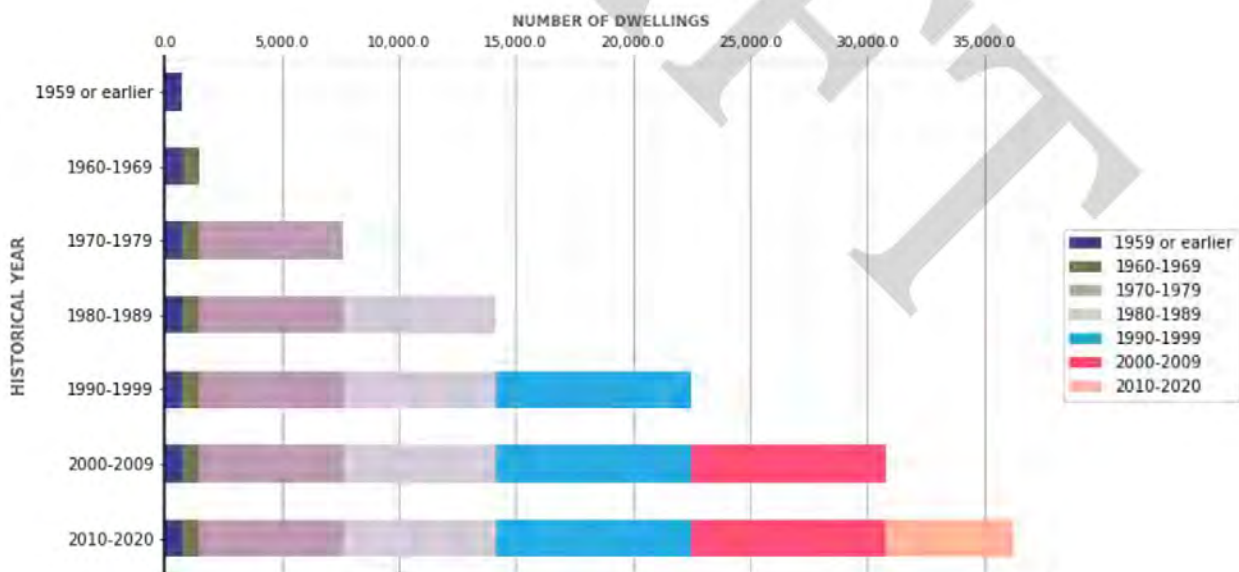


FIGURE 7.1
HOUSING CONSTRUCTION BY YEAR

Source: WJ Building Permits; U.S. Census Bureau

units that are single-family dwellings and 9,574 units that are multi-family dwellings. These numbers yield a ratio of 73.8% single-family and 26.2% multi-family.

Single Family and Multi-Family Housing Trends

Since the end of the 2008 recession, single-family home construction has increased at a steady pace. Although the pace of permits has not reached pre-recession levels during the early 2000s, they have currently been on par with the rate seen during the late 1990s. Single-family construction averaged 59% of new housing during the last 10-year period, averaging 41%.

Multi-family construction saw a decline during the first few years of the recession but has since seen isolated spikes during the

past five years. This trend is primarily due to the construction of two large transit-oriented developments and recently adopted ordinances.

In the last few years, demand for all types of housing, including multi-family, has increased significantly along the Wasatch Front due to limited supply resulting from a slow increase in construction over the years following the 2008 recession.

In West Jordan, this supply has also been somewhat tempered by the Balanced Housing ordinance that was initially adopted on October 22, 2014. This ordinance essentially controls the location and distribution of any new multi-family development, with various exceptions, until the actual single-family/multi-family dwelling unit ratio matches the 83% single-family and 17% multi-family ratio called for in the “Guiding Principles and Goals for Housing” section of this chapter.

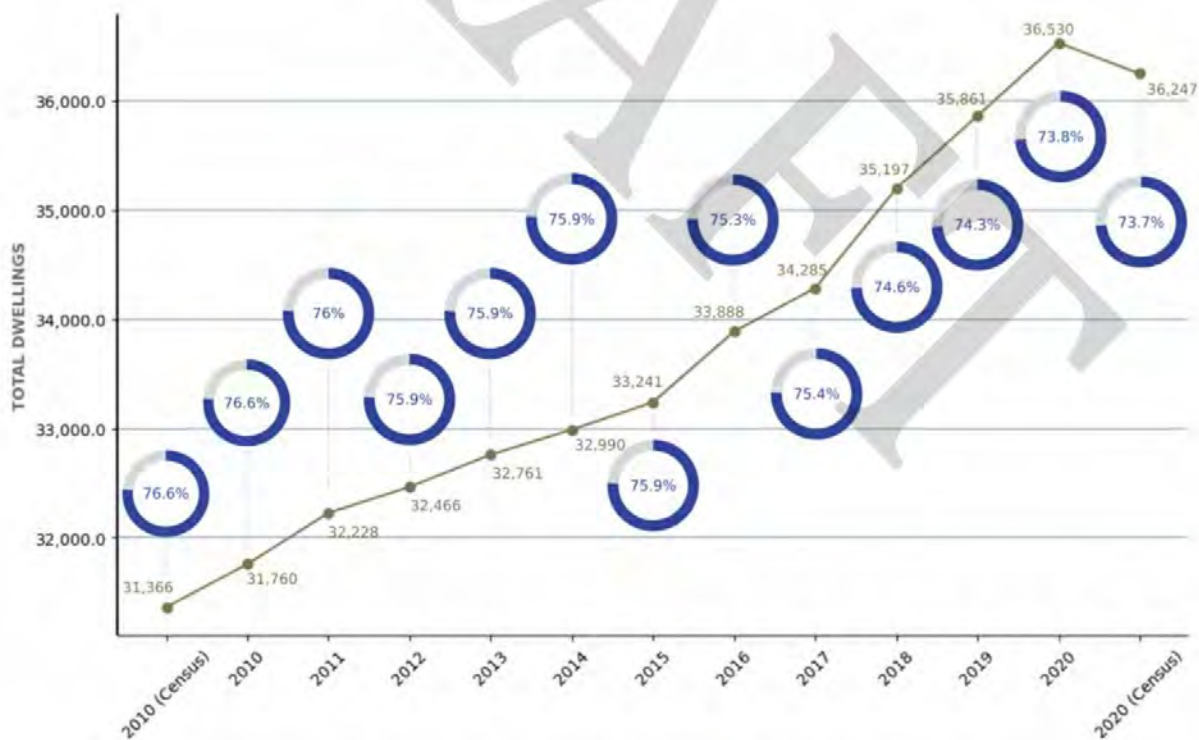


FIGURE 7.2
TOTAL DWELLINGS 2010-2020

Source: WJ Building Permits; U.S. Census Bureau (2019)

■ Percent of dwellings that are single-family
■ Total dwellings



The isolated spikes shown in Figure 7.3 likely refer to multi-family developments that were approved or under review prior to the ratification of this Balanced Housing ordinance but began construction later.

These spikes could also be attributed to specific types of multi-family development that is exempt from the Balanced Housing ordinance, such as high-density multi-family developments within one-quarter mile of a

light rail station, senior housing developments, or 75+ acre planned communities that maintain a ratio of single-family to multi-family / 83% single-family potential. As a direct result of this ordinance, it is likely that new multi-family construction in West Jordan will fall short of year-to-year demand remaining.

Despite the increase in permits, the percentage of single-family housing permits slightly decreased, while the multi-family housing percentage has seen a small increase.

The multi-family percentage remained steady around 24% from 2010 to 2015 but has steadily increased to 26% by 2020. This spike could be explained by the backlog of vested multi-family development that has been finishing up construction and the relatively modest increase in single-family home development when compared to the previous decade. These percentages are illustrated in Figures 7.2 and 7.3.

Accessory Dwelling Units

Within the past few years, accessory dwelling units have become a common tool to increase the housing stock within West Jordan and throughout Utah. Accessory dwelling units are essentially a dwelling that is smaller in size and scope to a primary dwelling on a property. These small dwellings typically fall into two categories: internal accessory dwelling units and external accessory dwelling units.

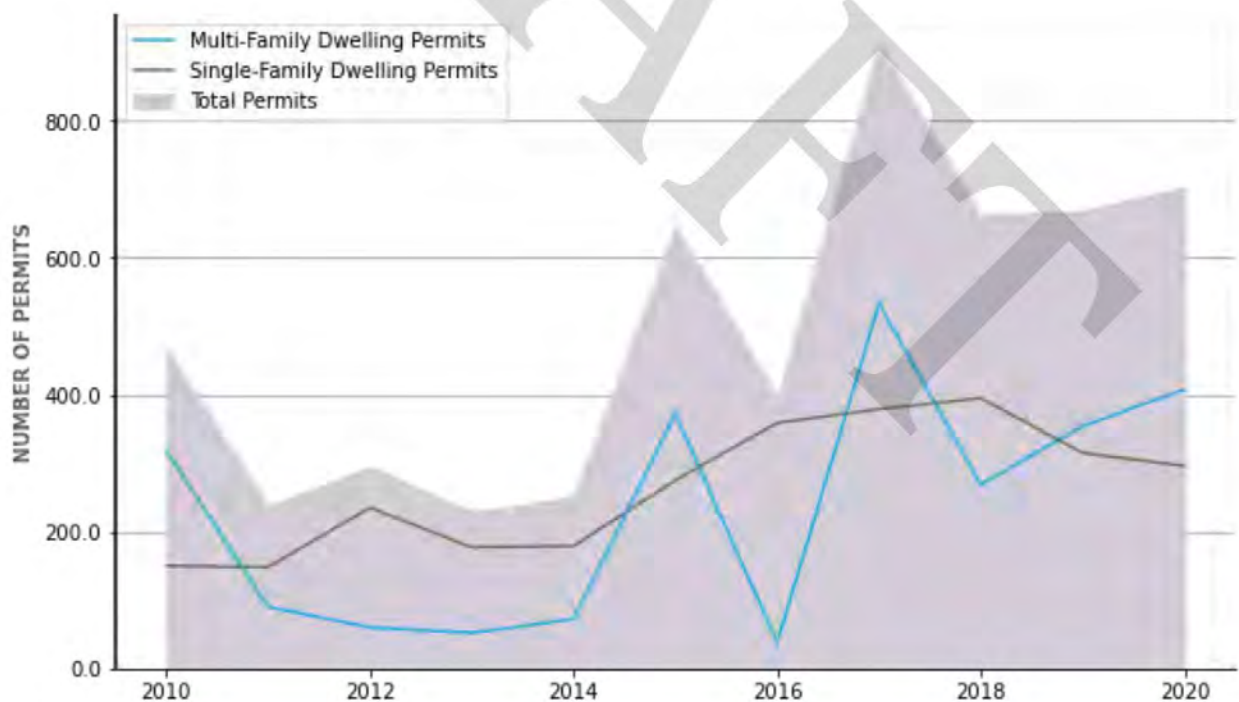


FIGURE 7.3
BUILDING PERMITS

Source: WJ Building Permits

Internal accessory dwelling units are contained within the overall structure of the primary dwelling but are separated from the rest of the primary dwelling by a wall or door and typically have a separate access to the outside. These accessory dwelling units are typically found in the basement or over an attached garage.

External accessory dwelling units are small dwellings that are fully detached from the primary dwelling. These dwelling units are required to be no less than 230 square feet per State Building Code. The maximum size can vary depending on local ordinances, property and/or zoning laws and the owner's needs. Accessory dwelling units are typically located behind or to the side of the primary dwelling. Due to higher expenses and regulations, external accessory dwelling units are less common than internal accessory dwelling units.

As of October 1, 2021, the State of Utah requires all municipalities to allow external accessory dwelling units as a permitted use in all single-family residential zones, provided that they are contained only within the existing structure of the home. However, these laws left a lot of discretion as to how municipalities could regulate accessory dwelling units. On June 9, 2021, the City of West Jordan ratified new zoning laws concerning both internal and external accessory dwelling units, which regulate parking, setbacks, size, utilities, etc.

Since these new accessory dwelling unit laws were passed, the City has received very few permits for such dwellings.

Citizen Survey Results

In February of 2021, the City conducted a survey to gauge the priorities of the citizens of West Jordan. Out of a total of 16 questions, there were 6 questions pertaining to multi-family development, residential density, and preferred housing types.

Concerning multi-family housing, most respondents felt that West Jordan has too much (54%) or about the right amount (40%).

Density followed similar trends, with 55% of responses indicating that density should be decreased.

For smaller lot residential subdivisions, three-quarters of respondents opposed such developments. The preferred type of housing was for single-family homes, which constituted 68% of responses. The final question of the survey gauged the preferred priorities of the respondents. Based on the responses, safety and security was the top-ranked priority, followed by reducing traffic. Affordable housing was tied for the third-highest ranked priority, along with open space and shopping options/convenience.

Housing Valuation and Market

The median value of owner-occupied units in West Jordan has grown from \$214,600 in 2009 to \$337,600 in 2019, an average annual increase of about 4.6%. This rapid price appreciation has increased the share of units valued at \$300,000 or more, which now makes up over two-thirds of all owner-occupied units in the city. The values of owner-occupied dwellings are illustrated in Figure 7.4.

The Wasatch Front Regional Multiple Listings Service (WFRMLS) reports the average sale price of a single-family home in West Jordan during the fourth quarter of 2015 was \$272,001. In the fourth quarter of 2020, the average sales price had increased to \$418,899, a total increase of 54%, or an Average Annual Rate of Change (AARC) of 9%.

The areas of the City east of 4800 West had the highest annual rate of price increases but had the lowest starting prices in 2015, while the areas west of 4800 West started with the highest prices but had the lowest annual rate of price increase. Multi-family dwellings, including condominiums and townhomes, showed trends that were the opposite of the single-family home market. For these dwellings, the eastern half of the City started with the highest prices in 2015 and had the lowest rate of annual increase over the 5-



year period, while the western half started with the lowest prices and had the highest rate of annual increase.

Owner-occupied and Renter Occupied Housing

In 2009, owner-occupied housing represented 80% of the housing in the city, while renter-occupied housing represented 20%. These percentages show a 2% decrease in ownership from the percentages in the year 2000. By the year 2019, owner-occupied portion of all housing decreased even further to 75%, while renter-occupied housing increased to 25%.

Rental Housing

From 2015 to 2019, more than half of rental rates in West Jordan were between \$1,000 and \$1,500 per month. Nearly 80% of rental rates in the city are greater than \$1,000 per month. In terms of household income, more than half of all rental households pay 30% or more of their income on rent, see Figure 7.5.

Age and Condition of Housing Stock

Since West Jordan is a relatively new city, being incorporated in 1941, only 4% of the housing stock is over 50 years old, see Figure 7.1. More than one third (38%) of the total housing stock has been constructed within the past 20 years. This rapid rate of residential growth is evident in the number of new schools, roads, parks, and other community facilities constructed in the past few years. Since the City has only been recently incorporated (in city years) and the majority of residential growth has steadily increased since the 1970's, the percentage of housing stock considered to be deteriorated or dilapidated is very low. This does not mean, however, that there may not be homes needing rehabilitation within some older neighborhoods.

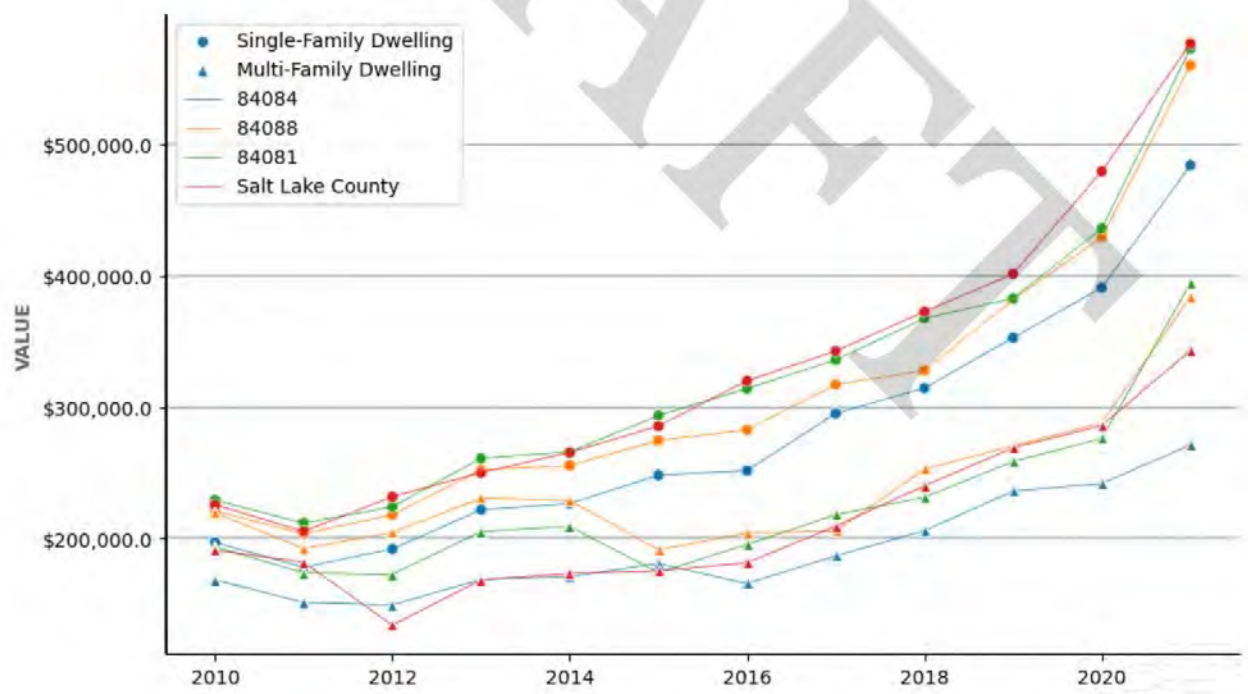
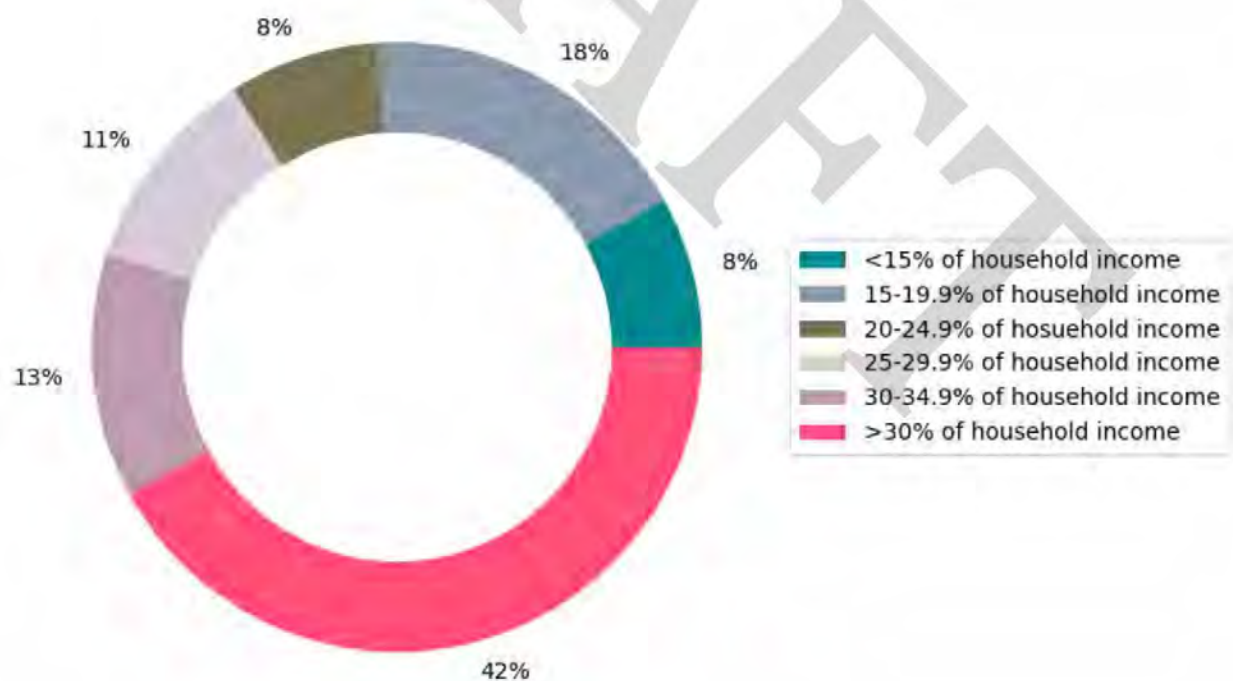
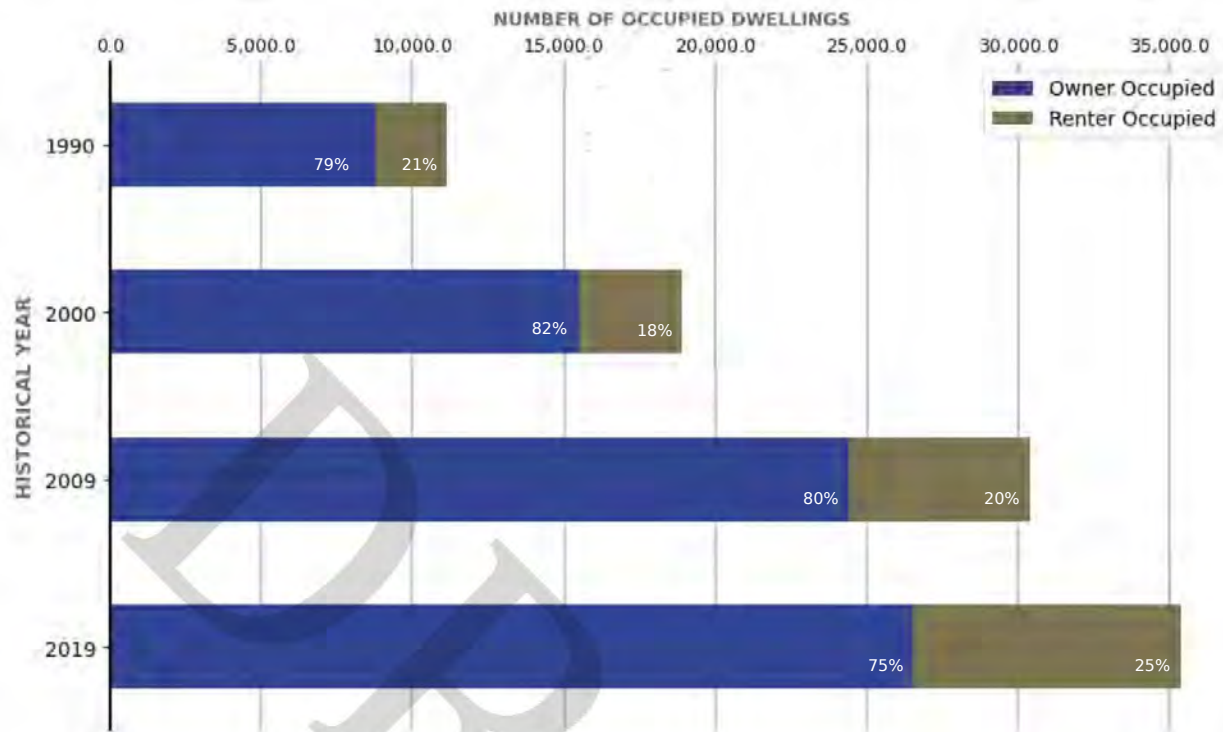


FIGURE 7.4

AVERAGE PRICE FOR DWELLINGS

Source: Wasatch Front Regional Council Multiple Listing Service (WFRMLS), Zillow



Housing Occupancy - Vacancy Rate

West Jordan has generally had a very low occupancy vacancy rate for housing over the past 3 decades. Based on this data, the vacancy rate was 3.6% during the year 2000 but had increased to 4.8% by 2010, likely due to the housing market crash of 2008. Since 2010, the vacancy rate has declined back down to its lowest level in the last 3 decades to a percentage of 3.3.

TABLE 7.1

VACANCY	PERCENTAGE
2000	4.27%
2010	3.57%
2020	4%
2030	3.32%

Projected Market Conditions

West Jordan has an attractive environment and location within the Salt Lake Valley for residential, industrial, and commercial development. The City is one of a few cities within Salt Lake County that has large tracts of vacant land. Although the west side of the city contains hundreds of acres of vacant land, much of it has been master planned for residential development within the past 10 years.

Growth in these areas will challenge the community's ability to meet the demand for new and improved transportation infrastructure, including light rail and other commuter transit modes.

Household size is expected to decrease over the next few decades. According to the 2019 American Community Survey conducted by the U.S. Census Bureau, the average household size in West Jordan was 3.28 persons per household. This number is very similar to the national household size of 3.23. Based on household size census data from

the past 50 years, the number of persons per household has decreased by 0.84 persons. Based on these trends, it is anticipated that the persons per household will decrease to 2.9 by the year 2050.

TABLE 7.2

AVERAGE HOUSEHOLD SIZE

Year	Number of People
1960	4.20
1970	4.12
1980	4.02
1990	3.85
2000	3.60
2010	3.46
2020	3.28
2030	3.15
2040	3.02
2050	2.90

Based on the population and average household size forecasts, the demand for housing will increase over the next 50 years. However, this rate will be somewhat tempered by the shrinking household size.

Current population projections for West Jordan anticipate a population increase to at least 135,254 by the year 2030. This would indicate a need to construct housing for approximately 18,133 more residents over the next 10 years. Assuming an average dwelling unit occupancy of 3.28 persons per household, another 5,577 dwelling units would need to be constructed by 2030 in order to house the additional population. Based on the building permit trends between 2000 through 2020, West Jordan should remain on track to provide the amount of housing needed to accommodate population growth.

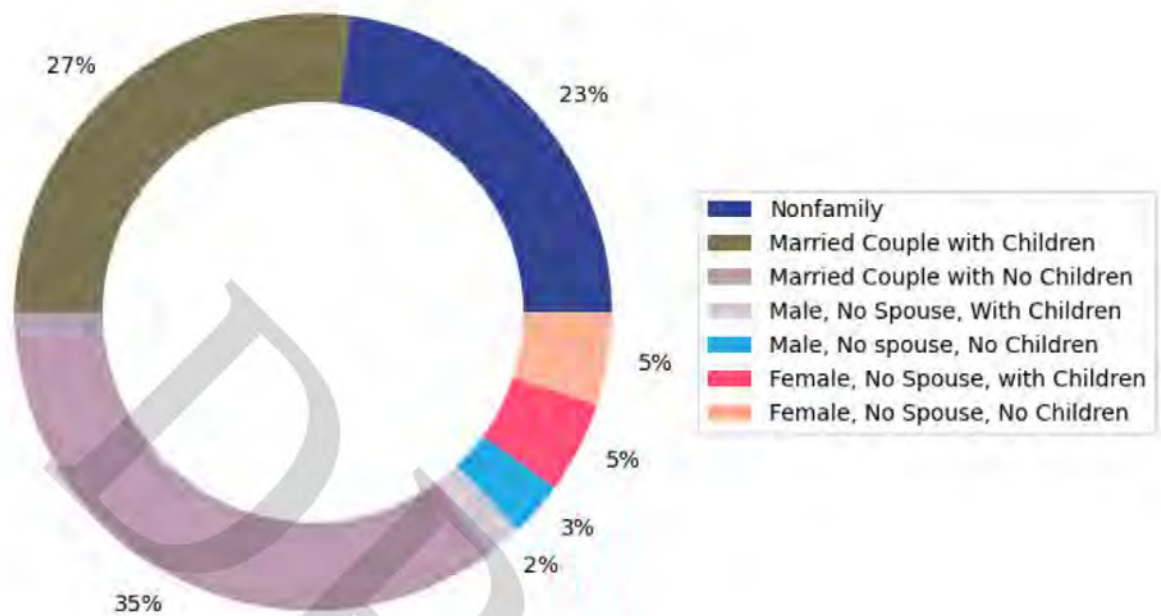


FIGURE 7.6
HOUSEHOLD COMPOSITION

Source: U.S. Census Bureau; 2019 American Community Survey (ACS)

However, these projections do not account for economic factors that may impact housing construction, the availability of essential utilities, timing of major infrastructure extensions, or other factors. While there is enough vacant land to accommodate this increase, the cost to install and maintain the added infrastructure will be significant.

Household Composition

The composition of households within West Jordan has changed rather significantly over the past 10 years. Overall, the majority of households have transitioned from married couples with children to married couples without children and to nonfamily households. More specifically, the biggest percentage increases included married couples without children (6% increase) and nonfamily households (5% increase). The category with the largest decrease consisted of married couples with children, which was a 13% decrease.

Future Demand

Although future housing demand is complex, subjective and based on a myriad of factors at the local, state and national level, there are a few important demand factors that can be inferred from the West Jordan housing data. One of these factors is housing supply. During the recession of 2008 there was a major reduction in the number of new homes being built. Since then the new home inventory has slowly been increasing at a steady pace but is still below pre 2006 figures. During this time, many people moved in with family members, rented affordable apartment units or stayed in their homes waiting for the valuation to increase. As the economy improved, the number of people that were willing and able to buy a home increased at a faster pace than supply could keep up with, resulting in high demand. A vacancy rate that has decreased to its lowest level in the past 30 years also indicates that demand remains high.



CITY OF WEST JORDAN GENERAL PLAN

As a result of the limited supply and high demand, housing affordability has become a major issue in West Jordan and along the entire Wasatch Front. The data has shown that prices for both single-family homes and condominium/townhome units has steadily increased over the past 10 years and is likely to continue this trend. Although projections based on the current rate of increase show a substantial price increase over the next decade, it is unknown how this rate of increase will change over time. Rent burdens are also likely to remain high as the supply of multi-family units has increased slowly over time.

Average household composition will also affect demand, particularly in terms of the types of households that will be in high demand. The data in this chapter shows that households will likely get smaller, meaning that demand for smaller townhomes, condos and apartments will likely increase for the foreseeable future. The trends shown in the increasing number of multi-

family permits over the past decade also reflect this demand.

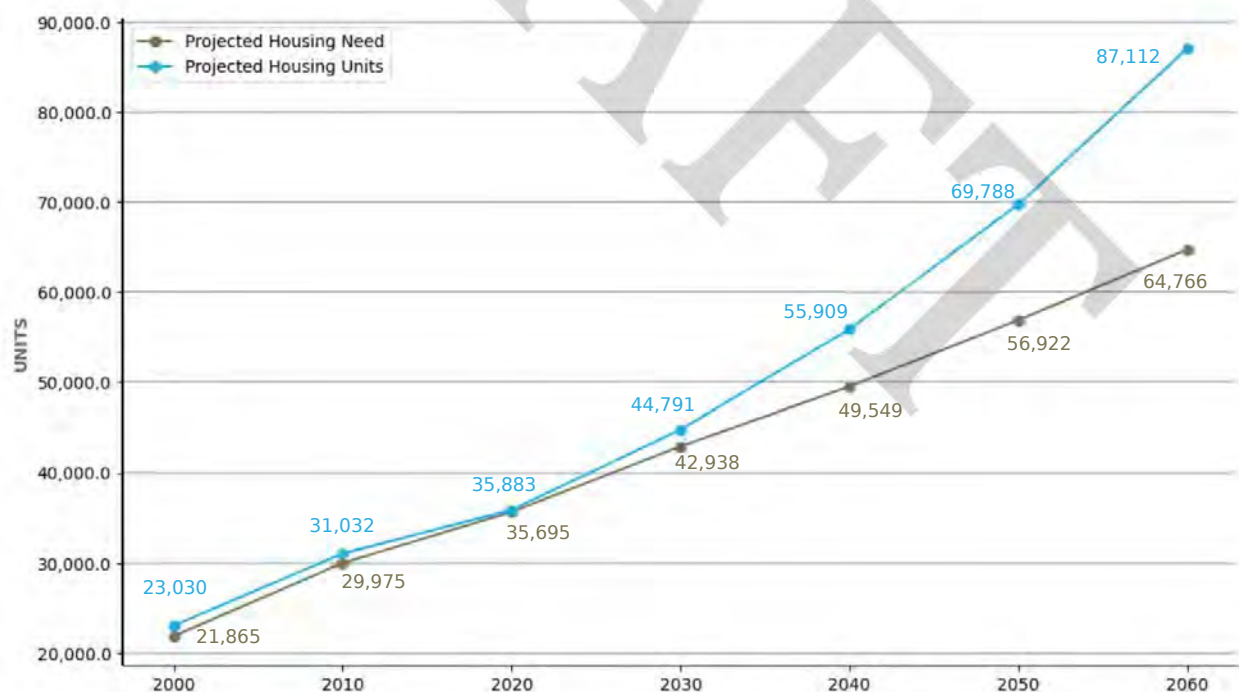


FIGURE 7.7

PROJECTED HOUSING NEEDS

Source: U.S. Census Bureau; West Jordan Building Permits

HOUSING GUIDING PRINCIPLES AND GOALS

PRESERVE THE IDENTITY OF WEST JORDAN AS A FAMILY-ORIENTED COMMUNITY THROUGH PROVIDING A RANGE OF HOUSING TYPES, STYLES, AND SIZES TO FIT THE VARIOUS NEEDS OF THE FAMILY LIFECYCLE

Encourage a wide variety of housing types that meet the needs of all life stages.

Encourage the development of residential neighborhoods with a range of lot sizes to offer variety for home buyers, including lots that are 1/3 to an acre in size.

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

Improve access to public information for regulations and review processes for accessory dwelling units.

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

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

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

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

Review and update zoning and subdivision regulations, as well as opportunities for creative solutions to housing issues.

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

Revise architectural standards to be more flexible and to balance material cost without compromising architectural quality.

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



PROVIDE HOUSING THAT SERVES RESIDENTS WHO REQUIRE SPECIALIZED FACILITIES OR LOCATIONS

Specialized housing developments should be located near services and employment centers that serve their intended resident demographics.

Senior housing developments should provide grade-level single story structures and other elements designed to enhance mobility and quality of life for senior residents.

Amenities, pathways and ingress/egress within all residential developments should be designed for people of all ages and a variety of physical abilities.

Building maintenance and property upkeep should be considered in group home review.

Group homes should not compromise the health, safety, or welfare of its occupants, adjacent neighbors or the neighborhood in general.

RESERVE EXISTING HOUSING STOCK IN THE CITY AND STABILIZE AND REVITALIZE EXISTING NEIGHBORHOODS

Institute a community renewal program to coordinate municipal renewal efforts and investigate potential funding mechanisms.

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

Assess and implement Community Development Block Grant (CDBG) funds and programs to encourage the repair, rehabilitation, or replacement of deteriorating residential structures.

Maintain an inventory of abandoned homes and vacant properties to inform prospective buyers.

Encourage the removal of dilapidated houses that do not lend themselves to restoration or remodeling.



DRAFT

Chapter Eight

MODERATE INCOME HOUSING PLAN

The purpose of the moderate-income housing element of the general plan is to ensure that the City of West Jordan provides a reasonable opportunity for a variety of housing, including moderate income housing, to meet the needs of the population desiring to live in the City. Utah Code §10-9a-401(3) requires a moderate income housing plan be adopted as part of the City's General Plan.

“(3)(a) The element of a specified municipality, as defined in Section 10-9a-408, shall include a moderate income housing element that meets the requirements of Subsection 10-9a-403(2)(a) ii).”

- Utah Code §10-9a-401(3)

West Jordan is the 3rd most populous city in Utah. Nineteen U.S. Census Tracts correspond with West Jordan's neighborhood precincts. The population of West Jordan is 116,541 residents in 2022 and projections indicate a population of 123,341 by 2030. Population growth may strain the City's supply of moderate income housing.

Many new single family homes are only affordable to households earning more than 100% of the area's median family income of \$92,900.00. Over one third of all households in West Jordan earn 80% or less of the area median income of \$92,900.00 per year. The demand for moderate income rentals and home ownership opportunities are projected to increase. Analysis of data provided by the U.S. Census Bureau and the U.S. Department of Housing and Urban Development (HUD) indicate that a high percentage of households, particularly renters earning a moderate income, are expending more than 30 percent of their household income on housing costs.



Current Land Use Ordinances

West Jordan City is divided into zoning districts segregating ten different types of land uses ranging from agriculture to industrial. West Jordan City has thirty residential zoning districts. Each of the residential zones are different and can generally be categorized by lot size and whether they are single family or multi-family.

West Jordan is predominantly a low to medium density suburban community. Since the vision of the city has been transformed from a rural farming community over the last 50 years. Single family residential comprises 70% of the residentially zoned property in West Jordan. The R-1-10 zone (Single Family) is the most used single family zone in the city. The average density of all of the combined single family zones is 3.32 units per acre. When all of the currently zoned single family zones, which does not include Planned Community PC zones, are developed, using West Jordan's average household size of 3.42, approximately 94,000 people could live in that type of housing density.

West Jordan has 3,258.58 acres or 15.56% of the land area in Planned Community (PC)

zones. Planned Community zoning allows a mixture of single family and multi-family residential, retail, office, schools and institutions with planned open space and other amenities. The average residential density of the PC zoning in West Jordan is 6.54 units per acre. When all of the current PC zones are developed, using West Jordan's average household size of 3.32, approximately 70,750 people potentially could live in planned community zoning.

Traditional multi-family residential zones in West Jordan City comprises 3.5% of the City's zoning districts or 734 acres. This zoning consists of large apartment complexes and all other attached housing from duplexes on up. The average density of the traditional multi-family zoning is 12 units per acre. All of the traditional multi-family zoning in the city has been developed and it is estimated that 30,000 people live in this type of zoning in the City.

Table 8.1 shows the existing number of single family units vs. multi-family units in the City. 7% single family and 23% multi-family. This information demonstrates that West Jordan is a "cradle to grave community" meaning that every type of housing needed, from apartments to single family, from townhomes to senior care housing is available in the city.

TABLE 8.1
RESIDENTIAL STATISTICS

Data Type	Existing	Entitled Projects
Citywide Residential Density (Dwelling units/developed residential land)	37,418/9754 acres = 3.83 Units per acre	7972 combined units/1412 acres = 5.62 Units per acre
Ratio of Single-family vs. Multi-family dwellings	27,321 Single Family vs 10,097 Multi-Family	4,163 Single Family vs 2,854 Multi-Family
Combined existing plus future residential when built	31,484 Single Family 13,382 Multi-family	Residential density when all entitled constructed 4.08 units per acre
Persons per acre (3.42 household size) x 3.55	12.41 persons per residential acre	37.6 persons per residential acre
Entitled construction persons per acre	13.1 persons per acre	3,524 persons per square mile (based on Census)

TABLE 8.2

RESIDENTIAL DISTRIBUTION

NAICS Code	Acres	Percent of Total	Net Residential	Land Use Designation
RR-20 (Rural Residential-20,000 sq. ft.)	774.04	3.70%	1.75	Very Low, Low
RR-30 (Rural Residential-30,000 sq. ft.)	4.96	0.02%	1.16	Very Low, Low
RR-40 (Rural Residential-40,000 sq. ft.)	470.91	2.25%	0.87	Very Low, Low
RE-20 (Rural Estate-20,000 sq. ft.)	68.62	0.33%	1.75	Very Low, Low
RE-30 (Rural Estate-30,000 sq. ft.)	4.72	0.02%	1.16	Very Low, Low
RE-40 (Rural Estate-40,000 sq. ft.)	0	0.00%	0.87	Very Low, Low
*R-1-4 (Single Family 4,000 sq. ft.)	137.82	0.66%	8.7	High * No longer available
R-1-5 (Single Family 5,000 sq. ft.)	0	0.00%	6.9	High
R-1-6 (Single Family 6,000 sq. ft.)		4.25%	5.8	High
R-1-8 (Single Family 8,000 sq. ft.)		7.72%	4.3	Medium
R-1-9 (Single Family 9,000 sq. ft.)		0.05%	3.8	Medium
R-1-10 (Single Family 10,000 sq. ft.)	05.65	16.26%	3.4	Medium
R-1-12 (Single Family 12,000 sq. ft.)	46.09	3.09%	2.9	Low
R-1-14 (Single Family 14,000 sq. ft.)	52.9		2.4	Low
Multi-Family Zones				
RM (Mobile Home Residential)	132.85	0.63	5.	High Density
R-2 (Two-Family Residential)	171.31	0	.7	High Density
R-3 (Multiple-Family Residential) 7 Zones	359.42	1.72%	6 to	, Very High
Planned Community Zones				
PRD (Planned Residential Development)	119.32	0.57%	1 to 24	V Low to V y High
PC (Planned Community)	2034.85	9.72%	Established by CC	Very Low to Very High
West Side Planning Area Zones				
HFR (High Density, Multi-Family)	160.65	0.77%	Varies	High
LSFR (Low Density, Single-Family)	522.83	2.50%	Varies	Low
MFR (Medium Density, Multi-Family)	150.33	0.72%	Varies	Medium
MU (Mixed Use)	0	0%	Varies	High
VLSFR (Very Low Density, Single-Family)	143.63	0.69%	Varies	Very Low

Total City Acres 20,759.37

Potential Barriers to Moderate Income Housing

The majority of West Jordan's Zoning does not prohibit the development of housing for low to moderate income households. However, lot size, and house size requirements in zoning districts could make it difficult to develop moderate income single-family units. The City Council has stated in a balanced Housing ordinance that multi-family dwellings should be planned in the appropriate areas of the city. The ability to look at first are areas a transit where the housing density of 45 units per acre rather than more restrictive density maximums as required in zones. The city should be more entertain developments that provide a variety of housing types, including townhomes, condominiums, and apartments, in the appropriate areas. However, denser development should be carefully designed so it will integrate into and not impact lower density neighborhoods.

Impact fees are imposed so that new development pays for the impact that it imposes upon the City's infrastructure. Impact fees come in a variety of forms to pay for different types of infrastructure and services. Impact fees have a direct impact upon the affordability of new construction, as they add to the price of developing property. Therefore, redevelopment areas could be prime areas for Moderate Income Housing because of existing road and utility infrastructure.

Household Income

The median household income in West Jordan is \$87,006 per year. Two thirds of West Jordan households make \$50,000 or more per year, with the other one third making less than \$50,000 per year. Twenty-seven percent (27%) of the households of West Jordan make more than \$100,000 per year.

The percentage of households living below the federal poverty level in West Jordan is 13.7%. The federal poverty level is one person earning \$13,788.00 or less. Poverty thresholds shown in Table 8.3.

TABLE 8.3

POVERTY THRESHOLD BY SIZE OF FAMILY AND NUMBER OF RELATED CHILDREN UNDER 18 YEARS OLD: 2021

(In Dollars)

Size of family unit	Weighted average threshold	Related children under 18 years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual):	13,788	—	—	—	—	—	—	—	—	—
Under age 65	14,097	14,097	—	—	—	—	—	—	—	—
Aged 65 and older	12,996	12,996	—	—	—	—	—	—	—	—
Two people:	17,529	—	—	—	—	—	—	—	—	—
Householder under age 65	18,231	18,145	18,677	—	—	—	—	—	—	—
Householder aged 65 and over	16,400	16,379	18,606	—	—	—	—	—	—	—
Three people	21,559	21,196	21,811	21,831	—	—	—	—	—	—
Four people	27,740	27,949	28,406	27,479	27,575	—	—	—	—	—
Five people	32,865	33,705	34,195	33,148	32,338	31,843	—	—	—	—
Six people	37,161	38,767	39,921	38,119	37,350	36,207	35,529	—	—	—
Seven people	42,156	44,606	44,885	43,925	43,255	42,009	40,554	38,958	—	—
Eight people	47,093	49,888	50,329	49,423	48,629	47,503	46,073	44,585	44,207	—
Nine or more people	56,325	60,012	60,303	59,501	58,828	57,722	56,201	54,826	54,485	52,386

Source: U.S. Census Bureau

Analyzing the household income of the West Jordan residents is critical to understanding the City's moderate income housing need. Moderate income housing is defined by statute as housing that is affordable to those households whose income is less than or equal to 80% of the Area Median Income (AMI) of Salt Lake County. Salt Lake County AMI is \$92,900.00 per family of four as determined by the Department of Housing and Urban Development (HUD). Of the families in West Jordan City, 9,840 (38%) earn a moderate income. In 2018, 80% of AMI is a yearly salary of \$74,320.00. The Department of Housing and Urban Development defines moderate income households as those earning less than 30% of AMI (Very Low Income); 30% to 50% of AMI (Very Low-Moderate Income); and 50% to 80% of AMI (Low Income). In West Jordan, 1,930 (7.5%) of families earn less than 30% of AMI, 3,498 (13.5%) earn 30% to 50% of AMI;

(17.15) 50% to 80% AMI.

The State of Utah requires that municipalities facilitate a reasonable opportunity for moderate income housing in the City. The households that earn just 30% of the AMI find it more difficult to find market rate housing at their income. It is important that households of all income levels have moderate income housing options.

Housing Stock

New Housing Demand

According to the U.S. Census Bureau, West Jordan added 4,881 housing units between 2010 and 2020. Based on those statistics, the City's housing supply grew 1.35% or 488 units per year over the ten year time period. The 2020 inventory of housing units is 36,247. At that rate of growth, the total estimated

TABLE 8.4

WEST JORDAN HOUSING VALUES

Owner-occupied units value	Unit
Less than \$50,000	441
\$50,000 to \$99,999	230
\$100,000 to \$149,999	660
\$150,000 to \$199,999	2,089
\$200,000 to \$299,999	8,311
\$300,000 to \$499,999	13,424
\$500,000 to \$999,999	1,282
\$1,000,000 or more	84
Totals:	26,521

Median Home Value: \$316,600

30% of the adjusted median income for the municipality maximum house cost \$65,585
50% of the adjusted median income for the municipality maximum house cost \$136,000
80% of the adjusted median income for the municipality maximum house cost \$241,533

TOTAL STATISTICS

Occupied unit paying rent	Units
Less than \$600	142
\$600 to \$1,000	1,140
\$1,001 to \$1,499	2,242
\$1,500 to \$1,999	1,866
\$2,000 to \$2,499	349
\$2,500 to \$2,999	33
\$3,000 or more	0
Totals:	7,697

Median Monthly Rent Payment: \$1,269

No rent paid	254
30% of the adjusted median income maximum rent \$697 per month	
50% of the adjusted median income maximum rent \$1,160 per month	
80% of the adjusted median income maximum rent \$1,858 per month	



dwelling units by 2023 will be 36,736 and 41,140 units by 2030.

Existing Housing Stock Value

Table 8.4 shows the Census market values of existing homes in the City of West Jordan. Based on the house values shown in Table 8.4 and based on moderate income of 80% of AMI, twenty-nine percent (29%) of the housing stock in the City would be affordable to a household making a moderate income, if it were available.

Existing housing stock consists of 5,923 multi-family rental units, 1,000 single-family detached homes, 25,468 townhomes, and 1,000 mobile homes. Eighty-seven percent of the housing stock is owner-occupied. The median value of housing in West Jordan is valued at \$200,000. The number of existing occupied moderate income housing units in West Jordan shown in Table 8.4. Table 8.5 shows a different than Table 8.4 in that it separates the housing values to reflect the maximum value that people in the moderate income ranges could afford.

When both owner-occupied and renter-occupied moderate income units are combined, 18,865, or 52% of the housing units in West Jordan City are within the moderate income range of 80% or less of AMI.

Forecast of Moderate Income Housing Need

Based on estimated population growth it is projected that West Jordan will need all totaled an additional 2,872 new housing units by 2023. Of those 2,872 units, based upon the projected increase in population, income levels, and existing vacancies, the UAHFT Housing Model estimates that there will be a demand for 134 new units that will need to be affordable to extremely low-income ($\leq 30\%$ AMI) households, 245 new units will need to be affordable to very low-income ($> 30\%$ to $\leq 50\%$ AMI) households, and 95 new units will need to be affordable to low-income ($> 50\%$ to $\leq 80\%$ AMI) households by 2023.

Moderate Income Housing Strategies

Strategy 10-9a-403(2)(b)(iii) (A) Rezone for densities necessary to facilitate the production of moderate income housing. Strategy type ongoing.

Analysis of strategy: The Interchange Overlay Zone (IOZ) was adopted in December 2020 by the City Council and is a tool that the city can use to create compatible neighborhoods adjacent to the Mountain View Corridor. The reason the IOZ was adopted was to create more desirable development patterns adjacent to the Mountain View Corridor and to support residential uses and densities anticipated by the General Plan. The IOZ ordinance allows the City Council the discretion to set the density for the properties located in the IOZ, after receiving recommendation from the Planning Commission. The IOZ is a perfect tool to create additional moderate income housing in the City because of anticipated increased densities and because the use and density can be controlled by a master development agreement mandating a certain percentage of the development, as determined by the Council, be developed as moderate income housing.

Implementation Plan for this Strategy

1. Timeline: Rezone all qualifying properties to the Interchange Overlay Zone (IOZ) by December 31, 2025.

A. Measure: Identify the areas that qualify for the IOZ.

B. Measure: Complete existing conditions analysis of the areas.

i. Benchmark: Complete Measure a and b by May 31, 2023.

C. Measure: Identify utility constraints of each area and plot timeframe of utility development.

D. Measure: Identify transportation constraints of each area and plot timeframe of transportation development.

- E. Measure: Conduct analysis of potential residential density in each IOZ area, including recommended percentage of moderate income housing.
 - i. Benchmark: Complete measures c through e by December 31, 2023.
- F. Meet with property owners to determine feasibility.
 - i. Benchmark: Complete measure by March 31, 2024.
- G. Measure: Update Future Land Use Map in each IOZ to reflect future rezone to IOZ.
 - i. Benchmark: Complete by July 31, 2024.
- H. Measure: Develop master development (MD) required prior to rezone to IOZ.
- I. Measure: Identify commercial MDA.
 - i. Benchmark: Complete measure h and i by December 31, 2024.
- J. Measure: Start process to rezone areas to IOZ.
- K. Hold Planning Commission public hearing(s).
- L. Hold City Council public hearing(s).
 - i. Benchmark: Complete by July 31, 2025
- M. Measure: Final revisions.
 - i. Benchmark adopt by December 31, 2025.

Strategy 10-9a-403(2)(b)(iii) (B) Demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate income housing. Strategy type on-going.

Analysis of Strategy: West Jordan City is actively expanding its water and sewer infrastructure. Two new water reservoirs will serve Dry Creek and the housing associated with the Southwest Quadrant. Jones Ranch has a master development agreement that requires between 5% and 10% of the unit count to be moderate income housing. A component of the Southwest quadrant will be

for “workforce” housing, housing that will be in the moderate income range. Both development areas are in the beginning phases of construction in 2022 and will be under development for the next twenty plus years. The investment in new water and sewer infrastructure will serve the moderate income component of both developments for the foreseeable future.

Implementation Plan for this Strategy

1. Timeline: Demonstrate nexus by July 31, 2024.

- A. Measure: Identify potential infrastructure improvements that will contribute to the rehabilitation or expansion of Moderate Income Housing.
- B. Measure: Identify areas where infrastructure improvements will result in preservation of and/or the creation of Moderate Income Housing.
- C. Measure: Determine cost of infrastructure improvements.
 - i. Benchmark: Complete Measure a, b and c by July 31, 2023.
- D. Measure: If feasible, identify potential preservation of, or creation of, Moderate Income Housing through infrastructure investment.
- E. Measure: Establish nexus between investment in infrastructure and creation of Moderate Income Housing.
 - i. Benchmark: If feasible, establish nexus and potential rehabilitation of and/or the creation of MIH by July 31, 2024.

Strategy 10-9a-403(2)(b)(iii) (F) Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers. Strategy type ongoing.

Analysis of Strategy: The Residential Overlay District (ROD) is a tool that the city can use to



CITY OF WEST JORDAN GENERAL PLAN

promote and facilitate the redevelopment of large, underutilized, retail commercial properties with an influx of new residential and mixed-use development. The purpose of the ROD is to promote and maintain the viability of commercial retail shopping areas. The ROD will also reduce traffic congestion, air pollution and commutes to already existing shopping and entertainment areas. It is the intent of these districts to generally:

- Encourage flexibility in the redevelopment and reinvestment in retail and entertainment properties.
- Encourage the innovative approach to development that utilize sustainable practices.
- Encourage pedestrian activity and reduce vehicle miles traveled. This goal includes coordination of off-site activities.
- Facilitate the redevelopment of properties in West Jordan where public infrastructure is already in place.
- The ROD is not intended as a development tool on undeveloped property. However, the ROD may be overlaid on remnant properties that currently exist within retail and entertainment developments that were intended to be but have not been developed in SC-2 and SC-3 Zones.

The residential density in the ROD shall be a minimum of forty five (45) dwelling units per acre up to a maximum of seventy five (75) dwelling units per acre. Density is a function of site, landscaping and parking requirements. A minimum moderate income housing percentage should be required at entitlement and enforced through a master development agreement.

Implementation Plan for this Strategy

1. Timeline: Rezone all qualifying properties, approved by the City Council, to the Residential Overlay District (ROD) by December 31, 2025.

A. Measure: Identify the areas that qualify for the ROD.

B. Measure: Complete existing

conditions analysis of potential ROD areas.

i. Benchmark: Complete Measure a and b by March 31, 2023.

C. Measure: Identify utility constraints of each area and plot timeframe.

D. Measure: Identify transportation constraints of each area and plot timeframe.

E. Measure: Conduct analysis of potential residential density in each ROD area, including recommended percentage of moderate income housing.

i. Benchmark: Complete measures c through e by September 30, 2023.

F. Meet with property owners to determine feasibility.

i. Benchmark: Complete measure f by December 31, 2023.

G. Measure: Update Future Land Use Map in each ROD area to reflect future rezoned to ROD.

i. Benchmark: Complete measure g by July 31, 2024.

H. Measure: Determine if master development agreement (MDA) is required prior to rezoning to ROD.

I. Measure: Identify components of MDA.

i. Benchmark: Complete measure h and i by December 31, 2024.

J. Measure: Start process to rezone areas to ROD.

K. Hold Planning Commission public hearing(s).

L. Hold City Council public hearing(s).
i. Benchmark: Complete measures j through l by July 31, 2025

M. Measure: Final revisions.

i. Benchmark adopt by December 31, 2025.

Strategy 10-9a-403(2)(b)(iii) (G) Amend land use regulations to allow for higher density or new moderate income residential

development in commercial or mixed-use zones near major transit investment corridors. Strategy type one time.

Analysis of Strategy: The current City Center ordinance does not mention the creation of moderate income housing within the CC district. The CC ordinance could be modified to require with any new development in the CC zone that moderate income housing be a percentage of and a component of CC development.

Implementation Plan Strategy

1. Timeline: Modify CC) land use regulation by 23
 - A. City Center zone ordinance determine percentage of and conditions for new moderate income housing development.
 - B. Measure: Determine how moderate income housing should be integrated into CC zones.
 - i. Benchmark: Complete Measure a and b by December 31, 2022.
 - C. Measure: Identify how new moderate income housing will be subsidized.
 - D. Measure: Analyze potential RDA housing set aside for new moderate income housing development in CC zone.
 - i. Benchmark: Complete measures c and d by May 31, 2023.
 - E. Measure: Start process to amend CC zone language.
 - F. Hold Planning Commission public hearing(s).
 - G. Hold City Council public hearing(s).
 - i. Benchmark: Complete measures e through g by October 31, 2023
 - H. Measure: Final revisions.
 - i. Benchmark adopt by December 31, 2023.

in new developments. Strategy type ongoing.

Analysis of Strategy: The city is currently in process to adopt the Integrated Housing Ordinance (IHD). This proposed ordinance will allow a density increase in the overall development if the applicant agrees to construct moderate income housing. The ordinance requires a minimum of 3% of the project be moderate income housing and allows the density increase beyond the minimum. The integrated housing ordinance requires integration of multi-family with single family units. Any development using the IHD will be new development up to 90 acres in area.

Implementation Plan for this Strategy

1. Timeline: Implement Integrated Housing Ordinance (IHD) by December 31, 2024.
 - A. Adopt Integrated Housing Ordinance.
 - i. Benchmark: Complete measure a by September 30, 2022.
 - B. Measure: Identify the areas that could be used for the IHD.
 - C. Measure: Complete existing conditions analysis of each area.
 - D. Measure: Identify utility constraints of each area and plot timeframe.
 - i. Measure: Identify transportation constraints of each area and plot timeframe.
 - F. Measure: Conduct analysis of potential residential density each IHD area, include recommended percentage of moderate income housing.
 - i. Benchmark: Complete Measure b through f by December 31, 2022.
 - G. Meet with property owners/developers to determine feasibility.
 - i. Benchmark: Complete measure g by March 31, 2023.
 - H. Measure: Update Future Land Use Map in each IHD area to reflect future rezone to IHD.
 - i. Benchmark: Complete measure h by July 31, 2023.

Strategy 10-9a-403(2)(b)(iii) (J) Implement zoning incentives for moderate income units



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- I. Measure: Determine if master development agreement (MDA) is required prior to rezone to IHD.
- J. Measure: Identify components of MDA.
 - i. Benchmark: Complete measure i and J by October 31, 2023.
- K. Measure: Start process to rezone areas to IHD.
- L. Hold Planning Commission public hearing(s).
- M. Hold City Council public hearing(s).
 - i. Benchmark: Complete measure M by July 31, 2024.

Strategy 10-9a-403(2)(b)(iii) () De creation of, or participation in, a community land trust program for moderate income housing. Strategy type one time.

Analysis of Strategy: The city is currently in process to adopt the Integrated Housing Ordinance (IHO). This proposed ordinance will allow a density increase in the overall development if the applicant agrees to construct moderate income housing. The IHO anticipates that the moderate income housing would be held in a community land trust. West Jordan has not participated in a community land trust (CLT) before. The purpose of this strategy would be to explore the possibility of partnering with a community land trust for moderate income housing.

Implementation Plan for this Strategy

Explore participation in a community land trust program for moderate income housing.

- 1. Timeline: Determine feasibility by July 31, 2024.
 - A. Measure: Identify potential CLT partners.
 - B. Measure: Determine city involvement.
 - i. Benchmark: Complete

Measure a and b by May 31, 2023.

- C. Measure: If feasible start process for city involvement in CLT.
- D. Measure: Determine how city will be involved and requirements of CLT.
- E. Measure: Select CLT partner.
- F. Measure: Complete required documents for CLT partnership.
 - i. Benchmark: Complete measures c through f by December 31, 2023.
- G. Hold City Council public hearing(s).
 - i. Benchmark: Complete measures g by March 31, 2023.
- H. Measure: Final revisions.
 - i. Benchmark if feasible adopt by July 31, 2023.

Strategy 10-9a-403(2)(b)(iii) (O) Apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate income housing, an entity that applies for programs offered by the Housing Corporation within that city's funding capacity, an entity that applies for affordable housing programs administered by the Department of Workforce Services, an entity that applies for affordable housing programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act, an entity that applies for services provided by a public housing authority to preserve and create moderate income housing, any other entity that applies for programs or services that promote the construction or preservation of moderate income housing. Strategy Type one time.

Analysis of Strategy: The City Council is desirous to explore the possibility of applying for funding sources to create moderate income housing and/or partnering with an experienced entity that will assist in this effort.

Implementation Plan for this Strategy

- 1. Timeline: Complete MIH project by December 31, 2028.

- A. Measure: determine potential MIH projects, including potential locations.
- B. Measure: Identify potential funding sources.
- C. Measure: Identify and interview potential partners.
 - i. Benchmark: Complete Measure a, b and c by December 31, 2023.
- D. Measure: Determine development partners.
- E. Measure: Determine city involvement in project.
- F. Measure: Determine funding sources.
 - i. Benchmark: Complete Measure a through f by July 31, 2023.
- G. Measure: Analysis of proposed land uses and utility constraints with each MIH project.
- H. Measure: Analysis of proposed connectivity improvements.
- I. Measure: Analysis of proposed MIH residential density of each MIH project.
- J. Apply for or partner with the identified entity that applies for funding, programs or incentives.
 - i. Benchmark: Complete measures g through j by December 31, 2024.
- K. Measure: Concept plan and revisions.
- L. Measure: Entitlement.
 - i. Benchmark: Complete k and l by July 31, 2025.
- M. Measure: Preliminary plan completion and review.
 - i. Benchmark: Complete by December 31, 2025
- N. Measure: Final plan and revisions.
 - i. Benchmark: approval by May 31, 2026.
- O. Measure: Construction phase.
 - i. Benchmark: Construction complete by December 31, 2028.

political subdivision for the purpose of combining resources to acquire property for moderate income housing. Strategy Type one time.

Analysis of Strategy: The City Council is desirous to explore the possibility of partnering with either the school district or another partner to build moderate income housing or partnering with another agency in purchasing property solely for moderate income housing.

Implementation Plan for this Strategy

1. Timeline: Ratify partnership and acquisition agreement by December 31, 2025.
 - A. Measure: Identify potential Moderate Income Housing locations.
 - B. Measure: Identify potential funding sources.
 - C. Measure: Identify and interview potential partners.
 - i. Benchmark: Complete Measure a, b and c by October 31, 2023.
 - D. Measure: Determine partners.
 - E. Measure: Determine city involvement in MIH project.
 - F. Measure: Determine funding source
 - i. Benchmark: Complete Measure d through f by July 31, 2024.
 - G. Measure: Analysis of proposed land uses and utility constraints with each MIH project.
 - H. Measure: Analysis of proposed connectivity improvements
 - I. Measure: Analysis of proposed MIH residential density of each MIH project.
 - J. Measure: Work with appropriate city departments and complete a comprehensive legal analysis of all required contracts, purchase agreements and other documents.
 - K. Measure: Determine all relevant 2009 City Code sections that require amendment.
 - i. Benchmark: Complete measures g through k by May 31, 2025.

Strategy 10-9a-403(2)(b)(iii) (T) Ratify a joint acquisition agreement with another local



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L. Measure: Complete all required code amendments and all required legal documents.

M. Present to City Council and hold required public hearings.

- i. Benchmark: Ratify partnership with another local political subdivision for the purpose of combining resources to acquire property for moderate income housing by December 31, 2025.

Strategy 10-9a-4
adopt a station
with Section
ongoing.

Develop and
cordance
gy type

Analysis of Strategy 10-9a-4 is a requirement under state law because West Jordan has four station areas. Planning has been done in all station areas and the new plan will update and identify needed changes.

Implementation Plan for this Strategy

1. Timeline: Adopt four station area plans by December 31, 2025.

A. Measure: Identify the four station areas to be planned.

- 1. Task: Apply for Technical Assistance by July 15, 2022

B. Measure: Complete existing conditions analysis of the four station areas.

- i. Benchmark: Complete Measure a and b by August 31, 2022.

C. Measure: Identify stakeholders.

- 1. Task: Identify stakeholders by July 1, 2022

D. Interview Stakeholders.

- 1. Task: Interview stakeholders by December 31, 2022

E. Meet with adjacent jurisdictions.

- 1. Task: Meet with adjacent jurisdictions by August 1, 2022

F. Hold public meetings.

- i. Benchmark: Complete measures c through f by December 31, 2023.

G. Measure: Analysis of proposed land uses in each station area.

H. Measure: Analysis of proposed connectivity improvements.

I. Measure: Analysis of proposed residential density in each station area, including moderate income housing.

- i. Benchmark: Complete measures g through i by July 31, 2024.

J. Measure: Concept plan and revisions.

- i. Benchmark: Complete measure j by December 31, 2024.

K. Measure: Preliminary plan completion and review.

- i. Benchmark: Complete by July 31, 2025

L. Measure: Final plan and revisions. Benchmark adopted by December 31, 2025.

acknowledgement of the Utah Fair Housing Act

In accordance with the state and federal laws, the City of West Jordan exercises the authority to plan, zone, and regulate land-use in promoting the community's health, safety, and welfare. The moderate income housing element of this plan acknowledges and upholds the Utah Fair Housing Act by promoting the equal protection and equitable treatment of all people who lawfully seek to rent, lease, purchase, or develop real property within its jurisdiction. Its housing policies and plans strictly prohibit discrimination on the basis of color, disability, ethnicity, familial status, gender identity, national origin, race, religion, sex, sexual orientation, source of income, or any other suspect classification. It is the policy of the City of West Jordan to report housing discrimination to the Utah Antidiscrimination

Labor Division immediately. It is the goal of the City of West Jordan to prevent, eliminate, and/or mitigate any unfair housing practices that may result from its plans, policies, regulations, and ordinances. It is also the goal the City of West Jordan to affirmatively further fair and affordable housing by reviewing the housing needs of its moderate income households and its vulnerable populations biennially, and by proactively planning to meet their needs.

DRAFT



DRAFT

Chapter 1 ENVIRONMENT

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

Undeveloped lands within West Jordan range from the Jordan River channel to the west bench at the foothills of the Oquirrh Mountains. Developed land within the City supports a wide range of uses, including: low, medium, and high-density residential communities; professional offices; public facilities; commercial shopping centers; light and heavy industry; and open spaces. These numerous land uses create environmental conflicts. Environmental concerns in the community revolve around two major issues: preserving the natural environment and mitigating environmental impacts from heavy land uses.

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



Topography and Climate

West Jordan is located in the southwest area of Salt Lake County along the Wasatch Front. The City is bordered on the west by the Oquirrh Mountains and by the Jordan River

on the east. The City extends from as far north as 6119 South and as far south as 10200 South. West Jordan occupies approximately 20,492 acres. The elevation of West Jordan ranges from 5,335 feet in the foothills of the Oquirrh Mountains to 4,278 feet along the Jordan River. The terrain gradually slopes downward from the Oquirrh Mountains to the east and a steeper slope is encountered between 1300

West and approximately 900 West near the Jordan River.

Five irrigation canals, originating at the Jordan River at the south end of Salt Lake County, traverse the City in a northerly direction. Bingham Creek Wash and Barney's Creek Wash are two of several natural drainage channels originating in the Oquirrh

Mountains. West Jordan's generally flat terrain has historically provided ample farmland and ideal development opportunities.

The climate of West Jordan is semi-arid. Between the years 2010 through 2019, West Jordan had an average of 20.49 inches of precipitation per year with temperatures ranging from 9 degrees Fahrenheit to 104.9 degrees Fahrenheit.

Hillsides especially sensitive hillsides, may not be suitable for development and must be protected because of their natural scenic character. Ordinances, guidelines, and criteria for minimizing flooding, erosion, and other environmental hazards that may result from development of sensitive hillsides were adopted in 2006.

Geology and Soils

Soil types which have been identified in West Jordan have traditionally been found to be suitable for dry farming, seed crops, or pasture. Soil types range from rock and cobbles to gravelly and silty clays. Typically, variations of these soils emerge at surface elevations in stratified layers that cause fluctuations in surface soil types. Generally, though, nearly all soils are suitable for development.

Areas where soils have medium or high compressibility (clay) may require deeper excavation and additional soil consolidation prior to construction. Areas with shallow water tables have limited use for deep foundations and septic tanks. Collapsible soils and steep slopes with rocky soils place severe limitations on foundations and other underground building features. When placing a foundation, potential settling, cracking, and flooding of basements needs to be considered and the weight capacity of the soil is important to such considerations. All new buildings are reviewed for compliance with building codes and applicable City ordinances which address these issues.

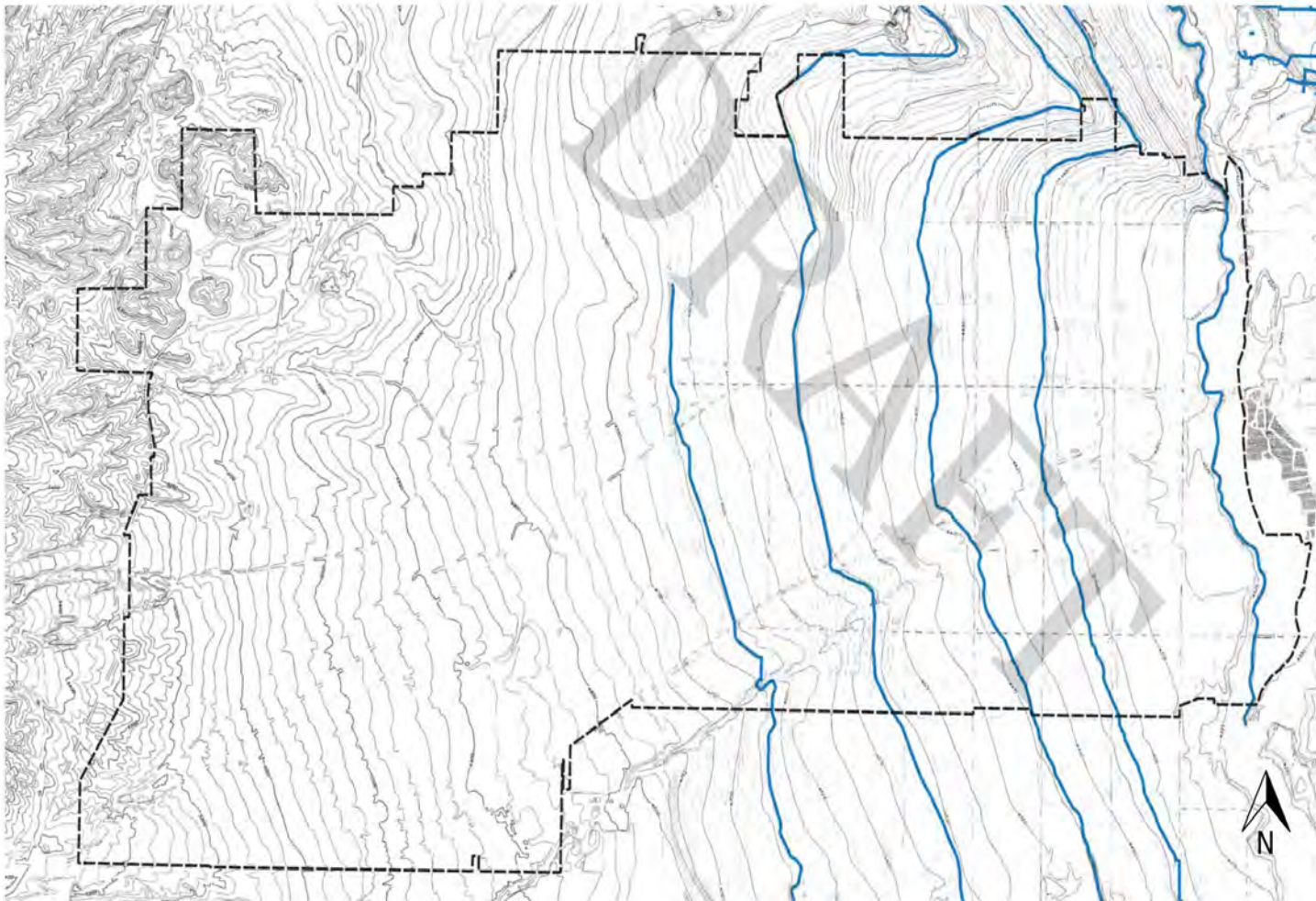


FIGURE 9.1
WEST JORDAN ELEVATIONS AND CANALS

Source: Utah Division of Water Rights; U.S. Geological Survey

— Elevation line
— Canal line
--- City boundary line



Contamination

Over time, a number of properties have been degraded by environmental contamination from industrial and commercial operations, which hinder the productive use of these properties. In some areas surrounding the Bingham Creek natural drainage channel existed documented cases of soil contamination. Contaminants included combinations of lead, arsenic, and copper tailings. The areas of contamination were identified, and the remediation of tainted soil was completed in the development projects have been in this area within the past. Remediation efforts were required to perform testing and clean-up efforts prior to development. More recently, a drainage canal remediated contaminated water from the Bingham Canyon mine to Magna was discovered in the vicinity of U-111 and 7800 South. This area has been buried since the 1940s, was remediated in 2008.

Contaminated soils are typically covered through routine Phase 1 Environmental Reports that are required to be submitted by the developer early in the development review process. These reports may trigger further soils testing and remediation through the Department of Environmental Quality (DEQ) if specific conditions are found. Smaller point contamination incidents, such as chemical spills, are reported to the DEQ at the time of spill.

Material Movement

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

Consolidation Potential

Consolidation of soils occurs when relatively low-density materials shrink in volume when they become wet or are subjected to great weight from buildings, road fill, or other construction activity. These are also known as collapsing and settling soils.

Collapsing and settling soils have considerable strength when dry and generally are not a problem to structures and improvements. When they become wet, they are subject to rapid collapse, and can be reduced in volume by as much as 10% to 15%. Surface ground displacement of several feet can result.

Human activities such as irrigation, installation of utilities, impoundment of water and blockage of natural drainage ways and construction of buildings result in the collapse and settlement of these soils. This can result in damage to private property and public improvements.

Similar processes frequently affect old landfills, poorly placed earth fills or sites that have previously been used for topsoil/gravel mining. Collapsible soils can be identified by geotechnical soil analysis that is required in the building permit review for each project and can often be mitigated.

Wildlife Habitat Migration Corridors

West Jordan's natural drainage pathways (washes) provide important travel, cover, nesting, feeding, and resting habitat for a variety of animals.

Wildlife tends to concentrate in natural washes and undeveloped open areas, particularly along the Jordan River and on the foothills of the Oquirrh Mountains. Eight natural drainage pathways transect the area, traveling from west to east. Many of these natural washes are surrounded by residential development and are located on the western half of the City.

These washes not only serve as useable open space for residents but also provide important wildlife habitats. There are at least three remaining washes in the southwestern quadrant of the City that have not been developed but will be preserved as either natural or improved open space as adjoining properties are developed.

Other than the drainage corridors and areas adjacent to the Jordan River, there are no isolated patches of preserved natural open space in West Jordan. Open space environmental planning emphasizes connections of habitats and preservation of corridors rather than isolated patches.

Encroaching land uses and increasing recreational activities can impact wildlife habitat areas. Preserving wildlife activity in these natural corridors can be accomplished by limiting the proximity of developments to the outlying perimeter of natural drainages. Consideration should be given to the boundaries of these drainages. The City has adopted standards to create both a wildlife corridor along the Jordan River and creeks, among other standards, require a buffer on each side of the waterway to balance recreational needs with preservation.

Hydrology

High Water Tables

Most areas of West Jordan are unaffected by high water tables. However, areas east of Redwood Road have been impacted by high water tables resulting from an impermeable clay layer within the soil profile. Development

has been made possible with proper drainage and construction techniques in this area. It is recommended that developments in the areas east of Redwood Road be carefully reviewed and evaluated, and that appropriate construction standards be applied. Natural wetlands also exist between Redwood Road and 1100 West where the water table reaches the surface. While the surrounding area is almost completely developed, care should be taken to preserve these natural wetland areas from further encroachment.

Floodplains

Historically, creeks at the base of the foothills of the Oquirrh Mountains were periodically flooded and scoured by snowmelt rushing out of the canyons and fanning out over the valley floor into the Jordan River. As native plant and animal species of the foothills evolved with this disturbance regime, many species became dependent upon the periodic floods. Native plants are dependent upon periodic flood scouring to create sand and gravel bars which are essential seedbeds for riparian vegetation and establishment of new populations.

Farming on the foothills area in West Jordan resulted in the dramatic alteration of riparian systems. Floodplains, which naturally ran



through the City, were greatly reduced by channelization of the streams and development of extensive ditch networks for irrigation. All streams have been partially or totally channelized and their flows have been considerably altered.

The general boundaries of the 100-year floodplain of West Jordan are shown on the Federal Emergency Management Agency's floodplain maps. The City's floodplain regulations address two specific zones within the City limits. The 100-year floodplain is the area subject to inundation by floodwater during a 100-year flood event, and the 500-year floodplain is the area subject to inundation by floodwater during a 500-year flood event, a (0.2%) chance flood event, or exceeded in any given year. The 100-year flood has a chance of being equaled or exceeded in any given year.

Groundwater

Studies have been conducted evaluating the quality of water pumped from wells into the City system and the possible threat of contamination by a Potential Contamination Source (PCS). Of great concern are the four wells in the southwestern industrial areas. For this reason, the City has reviewed and adopted best management practices to reduce possible risk of groundwater contamination and has established a Drinking Water Source Protection Overlay District that restricts or prohibits some uses in the southwestern industrial areas of the Bingham and Bagley Industrial Parks to protect groundwater quality.

The parameters of this overlay district are required to be updated when new scientific knowledge becomes available or if well or groundwater conditions change. The boundaries of the Drinking Water Source Protection Overlay District were recently updated and adopted by the City Council on December 15, 2021.

Wetlands

Wetlands are defined as those areas that are

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

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

Wetland soils contain little or no oxygen and are saturated for varying periods of time during the growing season. Certain plants are adapted to living in wet, low-oxygen conditions and thrive in wetland areas. Cattails, rushes, willows, sedges, and cottonwoods are examples of wetland plants typically found in the region.

Wetlands can be found along the Jordan River corridor that runs the length of West Jordan's east boundary and at Plum Creek located at approximately 8350 South 100 West.

Water Conservation

West Jordan's climate is semi-arid, with an average of 20.9 inches of precipitation per year as measured between the years 2010 and 2019. Historically, the Salt Lake Valley has enjoyed an adequate water supply. However, drought conditions and rapid population growth have increased demand on the City's water resources. Ways to help reduce water demand include encouraging landscape design which is efficient and compatible with the indigenous climate and educating the public about the prudent use of water.

On June 9, 2021, the City revised its landscape ordinance to reduce the burden on West Jordan's water delivery systems, reduce water waste and temper the increasing demand on limited water resources. The new standards require water conserving landscapes and irrigation systems

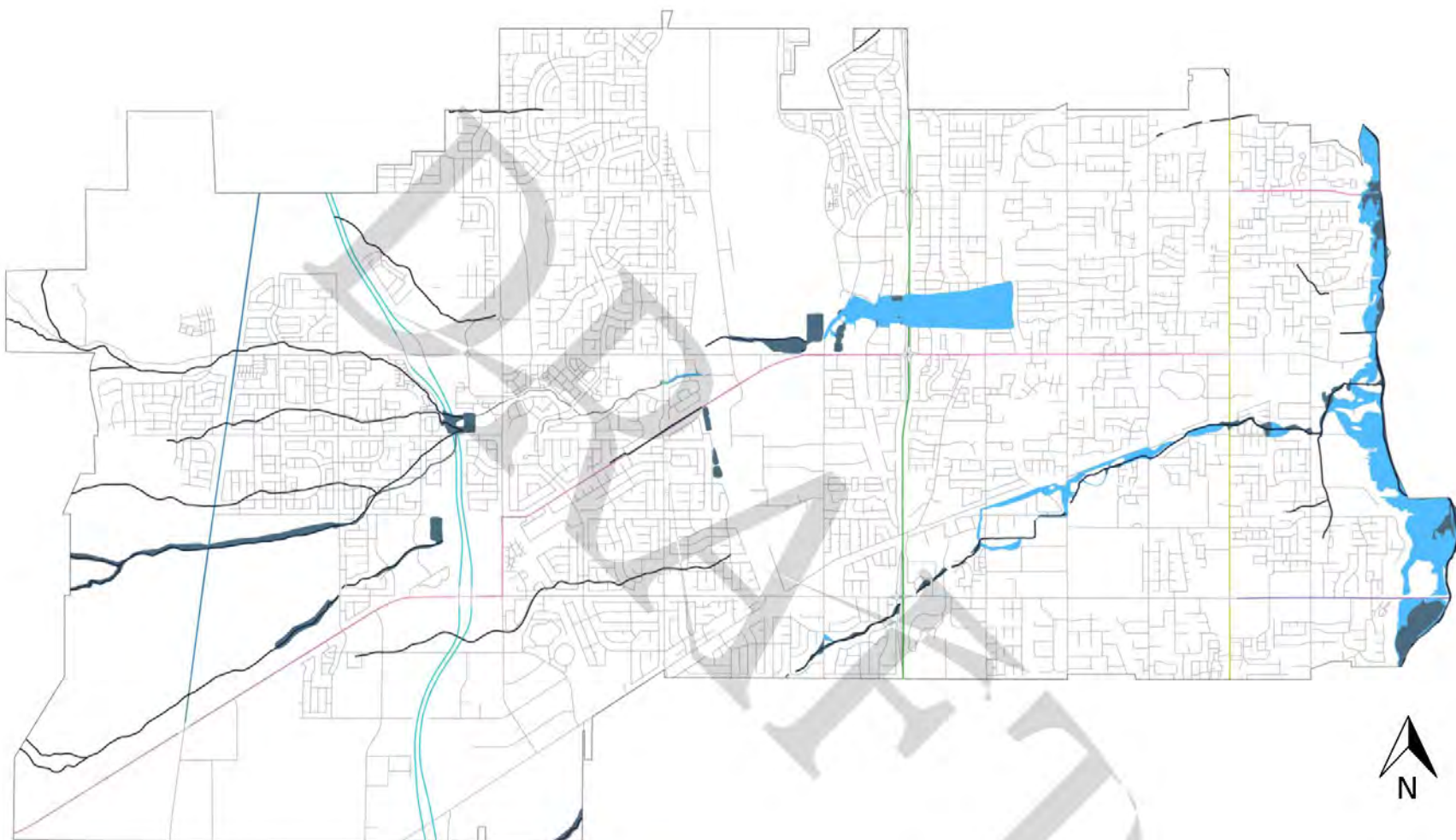


FIGURE 9.2

WEST JORDAN FLOOD PLAINS

Source: Federal Emergency Management Agency; Utah Geospatial Resource Center; Utah Department of Transportation



and prohibit the use of turf in park strips to prevent water waste for new residential, commercial and industrial developments.

An important component of the goals and implementation strategies is the need to have an involved and educated public. The public is the ultimate supporter and benefactor of these potential policies and is therefore the focus of the need. The City's role in educating the public includes website advertisements and referral to The Jordan Valley Water Conservancy District for more detailed information and potential educational resources. The Utah Division of Water Quality and Utah State University.

Air Qual

West Jordan is located in the Salt Lake Valley, which is defined by the Oquirrh Mountains on the west with the Wasatch Mountains on the east, which creates air quality concerns because the mountains act as a barrier to air mass flows.

Inversions occur during winter months when normal temperature conditions (cool air above, warm air below) are inverted. Inversions trap a dense layer of cold air under a layer of warm air that acts much like a lid, trapping pollutants within the cold air near the valley floor. The surrounding mountains act much like a pot, holding the air in the valleys. Consequently, when an inversion occurs, pollutants increasingly concentrate the longer the inversion lasts.

Summer months can also have poor air quality due to ground-level ozone. When the sky is fully clear and the air is inert for long periods of time during the summer, sunlight mixes with nitrogen oxides and volatile organic compounds found in vehicle and industrial emissions to form ozone between the lower atmosphere and the ground.

The 1970 Clean Air Act required the Environmental Protection Agency (EPA) to establish air quality standards known as National Ambient Air Quality Standards to protect the public health and welfare. These

standards are updated every five years and monitored by the state's Division of Air Quality to ensure that these federal standards are met. Salt Lake County has historically been unable to meet these federal standards but came into compliance in 2020 for the first time since 2009 despite a growing population.

Air quality standards for the following six pollutants or classes of pollutants were established: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), and sulfur dioxide (SO₂).

The three dominant sources of air pollution in West Jordan are particulate matter, carbon monoxide, and sulfur dioxide. Although dangerous levels of air pollutants seldom occur within the area, preventing increases in emissions and minimizing their impact is essential to quality living within the community.

So, of air pollution in Salt Lake County from three types of sources: point, line and area.

Point sources include industrial or public facility sites, such as power plants, refineries and manufacturing facilities.

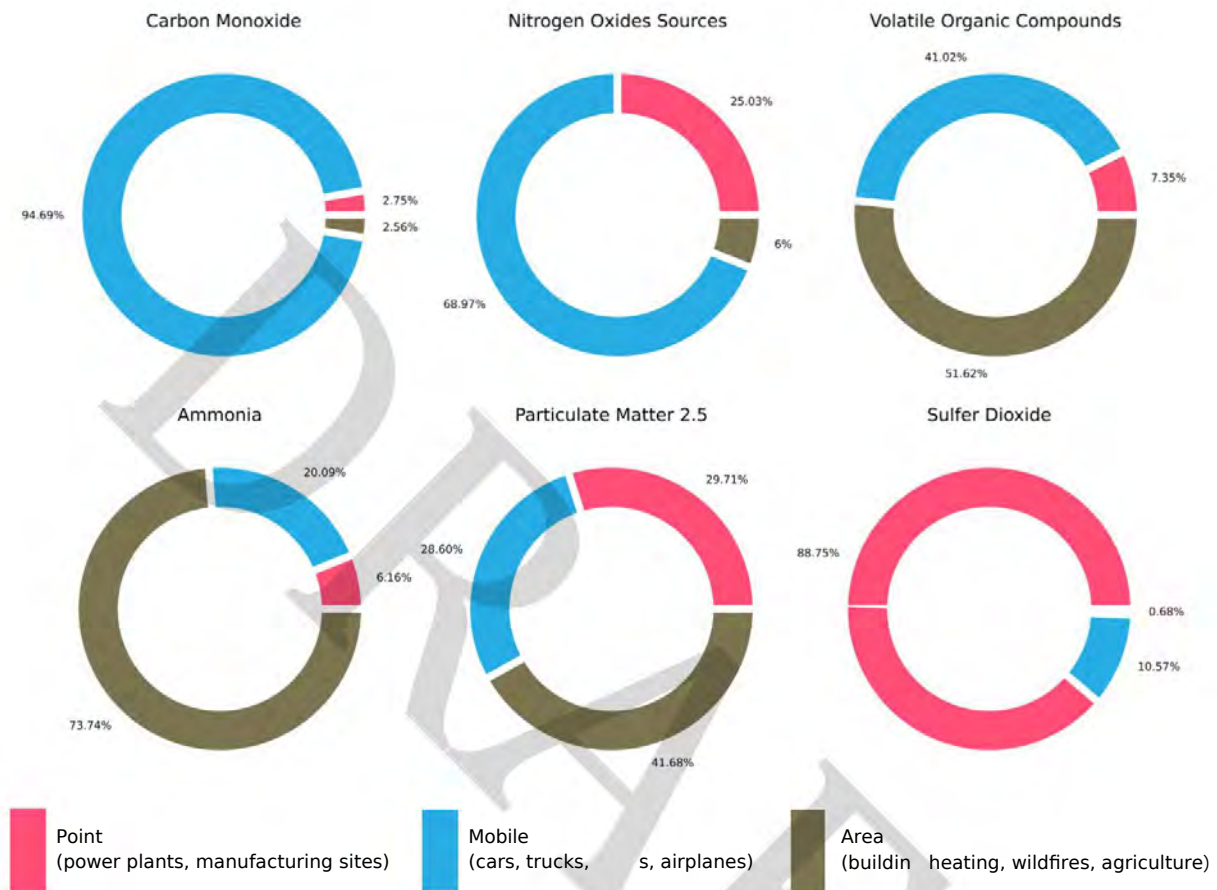
Mobile sources include vehicles, both on-road vehicles and off-road vehicles (i.e., airplanes, excavation equipment, trains, lawnmowers, etc.). The vast majority of mobile sources are on-road vehicles.

Area sources include any small source that is not part of the other two categories. Typical area sources include home heating, wildfires, building energy generation, construction and agricultural pollution. These sources and the percentages of pollution that they generate per year are outlined in Figure 9.3.

Visibility and Air Quality

Haze consists of very small particles such as smoke, dust, moisture, and vapor suspended in the air, which impairs visibility. These particles are about the same size as the

FIGURE 9.3
SOURCES OF POLLUTION



PARTICULATE MATTER is the generic term used for a type of air pollution that consists of complex and varying mixtures of particles suspended in the air we breathe. It is divided into 2 subcategories: PM2.5 and PM10. PM2.5 consists of finer particles that are roughly 5% of the width of a single human hair, while PM10 consists of larger particles that are roughly 20% of the width of a human hair. PM2.5 is essentially a mix of dust, fire ash, fuel combustion particles, vehicle emissions and industrial emissions, while the vast majority of PM10 is dust mixed with agricultural particles and some industrial and vehicle emissions. Both of these categories also include aerosols that are formed in the atmosphere from combustion by-products, such as sulfur dioxide and nitrogen oxides.

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

SULFUR DIOXIDE is produced when fuel, mainly coal and oil, is burned, or during metal smelting and other industrial processes.

NITROGEN OXIDES are a generic category that includes Nitrogen Oxide and Nitrogen Dioxide. While some of these compounds occur naturally, such as during lightning storms, most of them are generated by vehicles. Industrial processes and naturally occurring substances contribute to the remaining percentages.

VOLATILE ORGANIC COMPOUNDS are found in vapors produced by chemicals, such as paint thinners, adhesives, pesticides, cleaning supplies, etc. The vast majority of these emissions are found within buildings, but some can escape into the atmosphere.

AMMONIA typically comes from agriculture that uses ammonia-based liquid fertilizers or produces large amounts of animal manure. Ammonia can combine with other molecules in the atmosphere to form new compounds, such as ammonium nitrate.



wavelength of light in the visible spectrum and can either scatter or absorb light. These particles occur both naturally and artificially. Natural particles include salt particles from the Great Salt Lake, emissions from biological processes that create small particles known as sulfates and nitrates, and fog and water vapor which can add to the haze problem by enhancing particle formation and particle size. Artificial or man-made particles include pollution from internal combustion of engines, wood-burning, and industry. Other particles include very fine, nearly invisible dust pulled into the air from roads.

Natural Hazards

Seismic Activity

West Jordan is located approximately 10 miles west of the primary Wasatch-Cache National Park seismic zone, which is adjacent to the Wasatch Mountain Range. The Salt Lake County Natural Hazards Map does not show any faults located in the City of West Jordan. However, the map does indicate areas with moderate to high liquefaction potential between the Jordan River and approximately 2200 West. "High" liquefaction potential means that there is greater than 50% probability that liquefaction will occur during a major earthquake. "Moderate" liquefaction potential means there is a 10-50% probability of liquefaction.

Liquefaction may occur when water-saturated sandy soils are subjected to earthquake ground shaking. When soil liquefies, it loses strength and behaves as a thick liquid rather than a solid. This can cause buildings to sink or tilt, slope failure, surface subsidence, or ground cracking, among other things.

Although earthquakes and other geological hazards are difficult to predict and may be present anywhere, risks to property and persons can be reduced if available geologic data is reviewed and properly applied. A site-specific natural hazards report may be advisable for some developments, see Figure 9.4.

Flooding

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

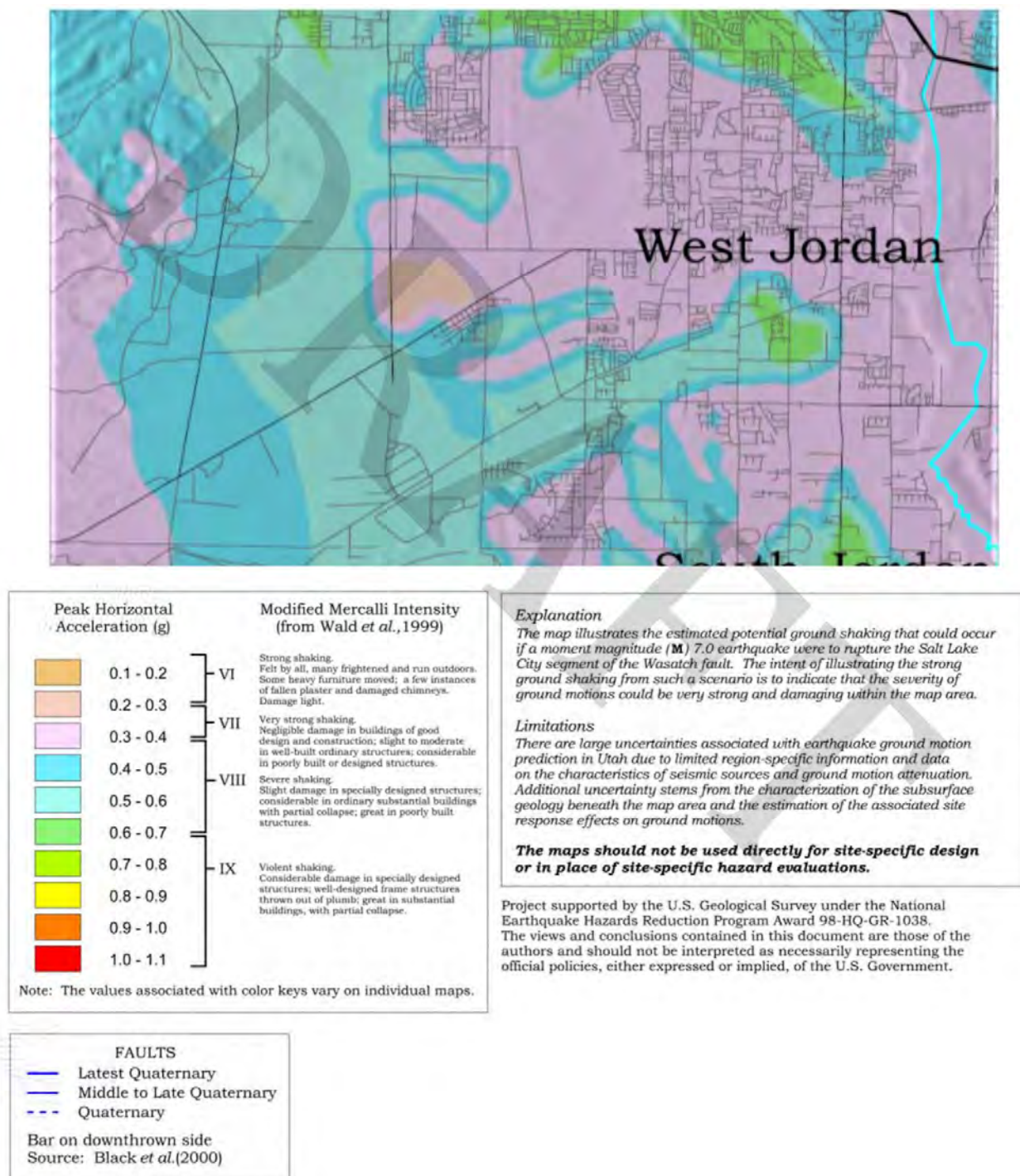
Wildfire

Fire plays an important role in all ecological systems. However, as development moves into previously undisturbed natural landscapes, what was once a natural event becomes a significant threat to life and property. A Wildland Urban Interface (WUI) area is a zone of transition between unoccupied land and human development. It is the line, area or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels. Planning in these natural land/urban interface areas is extremely important. In order to reduce potential impacts, property owners and other stewards of land need to be aware of the elements of "fire wise" development. These elements include selecting appropriate locations for buildings, maintaining a defensible space around buildings, and selecting fire resistant materials for construction of buildings.

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

FIGURE 9.4
EARTHQUAKE HAZARDS MAP (2002)

Source: Utah Geologic Survey



ENVIRONMENT POLICIES AND GOALS

PROTECT HILLSIDES AND RIDGELINES

Administer the provisions of all hillside ordinances to protect the environmental conditions of hillside areas and adjust such provisions as appropriate so that hillsides are protected.

Encourage transitional development such as low density residential to buffer environmentally sensitive areas from more intense uses.

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

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

Work with State agencies and other municipalities to improve building codes regarding construction on slopes where buildings are allowed.

PRESERVE AND RESTORE NATURAL HABITAT FOR WILDLIFE AND PLANTS IN THE OQUIRRH MOUNTAINS AND ALONG THE JORDAN RIVER WHILE CONSIDERING THE INTERESTS AND RIGHTS OF PROPERTY OWNERS

Utilize the natural features of the Oquirrh Mountains and Jordan River to promote a strong community identity for the City of West Jordan while supporting preservation.

Adopt native and plant sign criteria for the preservation of wildlife and native plant diversity.

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

Protect natural features and habitat associated with drainage corridors, particularly near the Jordan River.

Establish zoning districts, overlay districts and master planned areas along the Oquirrh Mountain foothill and the Jordan River that facilitate developments that are sensitive to wildlife habitat, wetland areas and natural hazards.

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

Require development to fully mitigate impacts on identified sensitive habitats.

Limit and regulate development in environmentally sensitive areas to conserve and protect the natural beauty of the City.

AVOID OR MITIGATE EFFECTS OF NATURAL HAZARDS

Promote public education and awareness of wildfire prevention and protection.

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

Annually review firework restrictions map.

Identify all areas of the City with natural or man-made limitations for development, such as soil conditions, water table level, vegetation type, flood hazard, slope, and location.

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

Establish criteria and methods to ensure that all development is in harmony with, and sensitive to, the natural physical constraints of areas prone to development limitations.

Promote public health and welfare by minimizing losses due to

general
vate

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

Prevent or regulate the alteration of natural floodplains, stream channels, and natural protective barriers which help moderate or channel floodwaters.

Prevent filling, grading, and dredging activities that may increase flood damage.

Prevent or regulate the construction of flood barriers which will increase floodwaters, or which may increase flood damage in floodplains.

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

Develop and utilize regulated flood mitigation areas as multiple use facilities.

Protect natural waterways in the City to provide for clean storm drainage and as a component of the City's linear park system.

Preserve the use and function of irrigation canals and develop trails along irrigation canals where possible.

Continue to require on-site stormwater detention or retention facilities for new developments.



CONSERVE WATER

Follow the goals and practices outlined in the Sustainability Chapter of this General Plan.

PROTECT AND IMPROVE AIR QUALITY

Promote and encourage transportation alternatives to the automobile, including mass transit, bicycling, walking, and car and van pooling, and urban design that reduces automobile trips.

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

Encourage street and/or walking interconnectivity between adjoining neighborhoods.

Support mixed-use pedestrian-oriented developments to reduce reliance on automobiles, see Land Use, Sustainability, and Transportation chapters.

Require or incentivize developments to install charging stations for electric vehicles or fuel stations for alternative fuel vehicles.

In manufacturing zones, pursue “clean” industrial development that is designed to have few, if any, particulate emissions.

Pursue Industrial Policies and Goals under the Economic Development Chapter

Require development to be compatible with the natural environment.

Identify and protect from development those areas that lend themselves to open space and recreational uses. The provision of utilities in these areas should protect and enhance the integrity of these sites.

Adopt and enforce land use development regulations in areas near major generators of noise, such as the South Valley Regional Airport and rail switching yards. These regulations should ensure that noise emitting activities and adjacent uses are adequately buffered.

ENCOURAGE ENVIRONMENTALLY SOUND “GREEN BUILDING” PRACTICES THAT SUPPORT SUSTAINABLE LIVING.

Encourage “green building” techniques and alternatives in conjunction with revitalization, neighborhood conservation and redevelopment efforts.

Encourage the use of recyclable building materials when appropriate and feasible in construction of City-owned infrastructure.

Encourage the use of durable materials in construction, maintenance, and operation to reduce impacts on landfills and prevent neighborhood blight.

Protect and enhance the natural elements of development sites.

ENVIRONMENTAL SUSTAINABILITY POLICIES AND GOALS

SUPPORT ALL ECONOMICALLY JUSTIFIABLE OPTIONS FOR ENVIRONMENTAL SUSTAINABILITY

Follow economically sound Land Use policies set out in Chapter 5 of this General Plan.

Follow economically sound Economic Development policies set out in Chapter 12 of this General Plan.

Promote environmental sustainability.

Provide flexibility for development or redevelopment projects that quantitatively demonstrate compliance with LEED or similar building standards.

Establish and support public committees and programs to create and coordinate resource conservation efforts.

Reduce energy consumption and promote renewable energy.

Promote mechanical, physical, and natural energy conservation measures.

Where available, use natural properties (sun, shade, walls, etc.) for building cooling and heating.

Use materials that contribute to energy conservation.

Promote solar energy opportunities in building and site design and seek ways to assure solar access potential.

Promote the use of energy efficient lighting sources in interior and exterior lighting systems.

Encourage conservation in building design and construction.

Promote local and regional efforts to improve air quality.

Support completion of the bikeway system.

Promote recycling efforts and renewable resources.

Explore modifications to existing ordinances to further encourage the use of alternative and reusable energy systems.

Adopt policies that measurably reduce demand on public facilities and utility resources.

Work with the City's energy providers to accomplish the City's energy conservation goals.





Chapter Ten

WATER USE & PRESERVATION

The Salt Lake Valley is located in a semi-arid climate and receives approximately 20.49 inches of precipitation per year. As the second driest state in the nation, Utah places a high value on water and its conservation.

Over the past decade, the snowpack in the mountains surrounding the Salt Lake Valley has been slowly declining due to warmer-than-average temperatures and shifting weather patterns reducing the amount of water available for urban development. At the same time, the Salt Lake Valley has experienced tremendous growth, placing greater demand on the water supply and City infrastructure.

To conserve water resources statewide, in 2022, the Utah State Legislature passed Senate Bill 110, requiring cities to add a Water Use and Preservation element to its general plan and meet several required water use preservation standards that are addressed below. This chapter has been developed to provide a general overview of the City's water resources, establish policies and goals to help conserve water and meet state requirements.

Approximately 80% of the water distributed to the southwestern portion of the Salt Lake valley, which includes West Jordan, comes from the Jordanelle Reservoir and Deer Creek Reservoir, as well as smaller reservoirs at the headwaters of the Provo River. The remaining 20% of the water comes from groundwater wells scattered throughout

CITY OF WEST JORDAN GENERAL PLAN

the Salt Lake valley. This water is treated by the Jordan Valley Water Conservancy District and then sold to West Jordan for distribution.

Over the past 10 years, an average of 87% of West Jordan's water was supplied by the Jordan Valley Water Conservancy District. An average of 10% came from underground wells scattered throughout the city, while the remaining 3% was untreated secondary water.

Over the past 10 years, West Jordan has purchased additional water shares from the Jordan Valley Water Conservancy District in anticipation of future demand. More specifically, the city has consistently increased its demand and has steadily grown its average rate by 2% per year, as shown in the following table. Despite this increase in water supply to West Jordan, these facts should not be misconstrued to conclude that the Jordan Valley Water Conservancy District has a surplus in supply. To the contrary, the total amount of water shares granted by the Jordan Valley Water Conservancy District has actually grown increasingly close to the total supply threshold over the past two decades. This means that they can technically offer

some shares presently, but their ability to do so will be much more limited in the future based on reservoir levels and the effect of water conservation efforts. On the other hand, water demand has followed a different trend by falling during the first half of the past decade, then rising in the second half. Since its low point a few years ago, water demand has increased at an average annual rate of 6% per year since 2017. As of 2020, water supply continues to remain higher than demand.

Nearly all of the water supplied to West Jordan is culinary water used for indoor or outdoor application. Most of the water connections in West Jordan serve residential land uses, which have been increasing steadily since 2010. These types of connections account for an estimate of roughly 90% of all water connections throughout the City. Non-residential water connections comprise the remaining 10%. Much of this water infrastructure growth is similar to the trends of new residential building issued over the past decade, which also has been increasing.

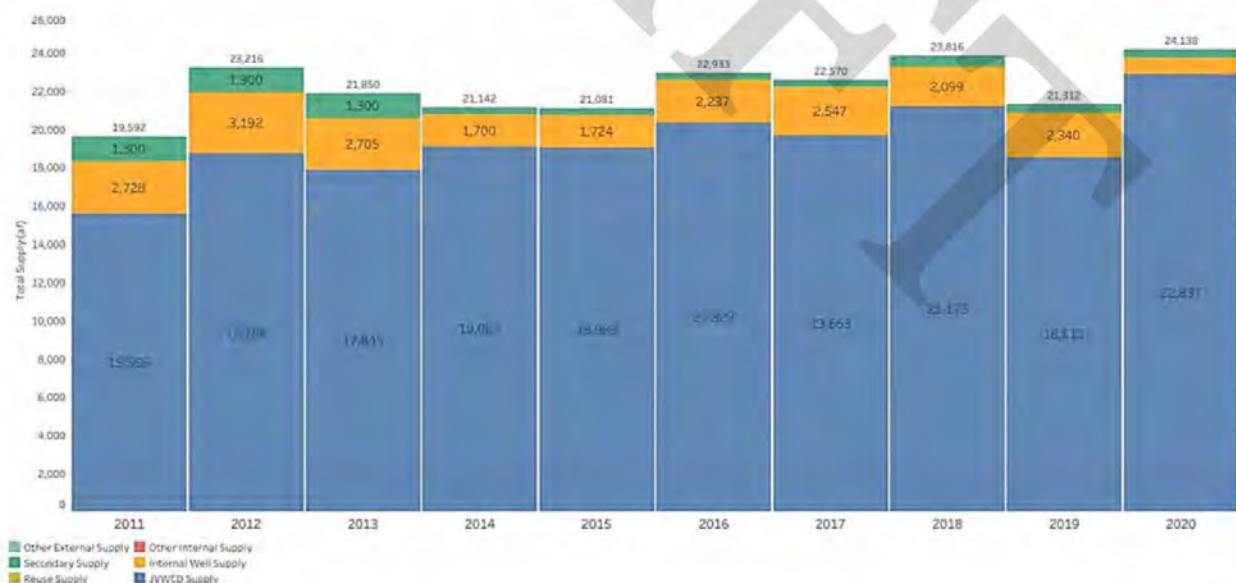


FIGURE 10.1
WATER SUPPLY BY SOURCE

Source: Jordan Valley Water Conservancy District

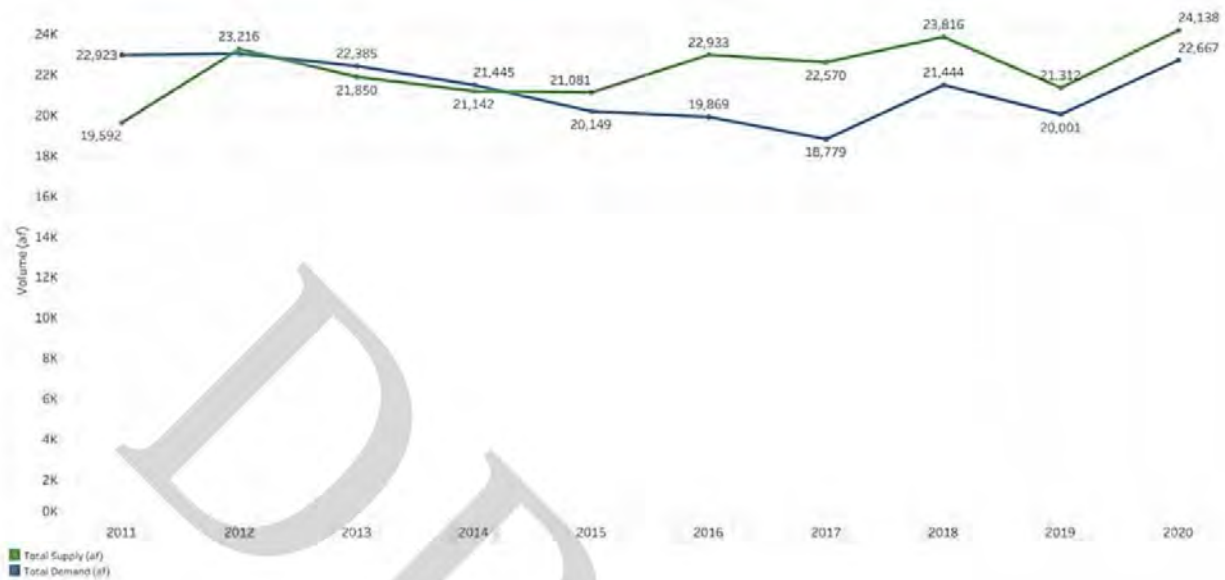
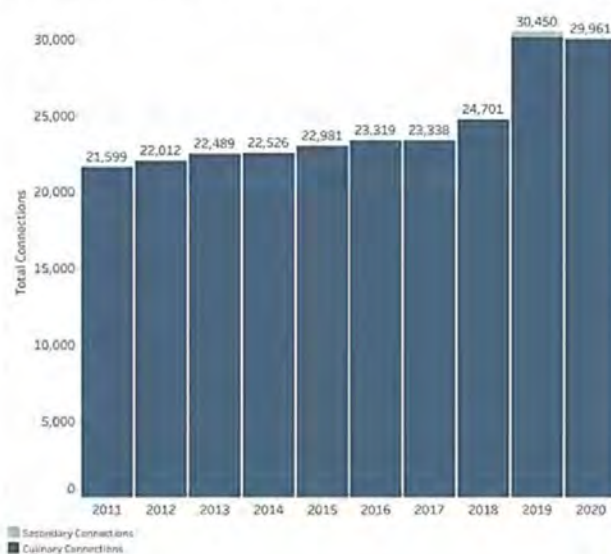


FIGURE 10.2
SUPPLY/DEMAND COMPARISON IN ACRE-FEET

Source: Jordan Valley Water Conservancy District

Connections by Source Type: City of West Jordan



Connections by Customer Classification: City of West Jordan



FIGURE 10.3
DEMAND CONNECTION DETAILS

Source: Jordan Valley Water Conservancy District



CITY OF WEST JORDAN GENERAL PLAN

It is important to note that each type of land use has fluctuating demand for water. Residential demand comprises over half of the total water demand but has remained fairly steady over the last 10 years. Commercial water use was much higher in the early 2010s but has steeply declined since. The demand for industrial and institutional uses has fluctuated from year to year but has seen a relatively substantial increase in the past five years.

Although most of the supplied water in West Jordan is culinary, it is applied to both indoor and outdoor uses. Typically, outdoor use has comprised half of the total supplied water. The rate of water use has been decreasing since 2000 at an annual rate of 1%. Outdoor water use is highest between the months of April and November, with the highest usage occurring in July and August.

In addition to water supply and distribution infrastructure and serviceability plans, a crucial role in providing water. During the last decade, the City has struggled to keep up with water pressure tank construction due to increased development and steady growth. The City will need to construct new tanks and supporting infrastructure in many of the water pressure zones of the City before any new developments that increase the density from the current designated land use can be

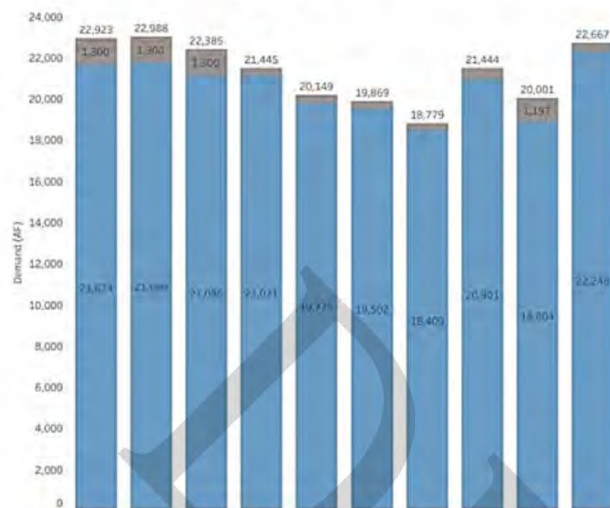
approved. The City is currently constructing a water tank in Zone 3B near the Wight's Fort Cemetery, two tanks in Zones 5 and 6 within the planned Jones Ranch development west of Bacchus Highway, and one tank within Zone 7 in the southwest corner of the City.

To adequately manage and plan for future demand on the City's water resources, the West Jordan Water Master Plan has been adopted to assess the available water supply, evaluate the adequacy of the projected water supply to meet projected demands and identify and prioritize system improvements that are needed to resolve anticipated deficiencies in the City's water service area. The City has also adopted the Water Conservation Plan, which discusses the City's efforts to reduce water consumption, recommends water conservation measures and sets goals to further reduce water use. The West Jordan City Code also contains numerous water efficiency and conservation standards such as limiting turf and requiring water efficient irrigation systems that are applicable to new development.

Following policies and goals throughout chapter should be used to help minimize water usage citywide.



Demand (af) by Source Type: City of West Jordan



Demand (af) by Customer Class: City of West Jordan

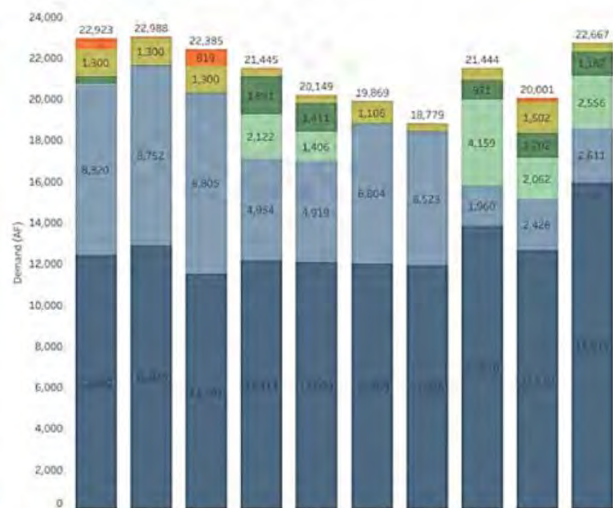


FIGURE 104
WATER DEMAND DETAIL

Source: Jordan Valley Water Conservancy District

FIGURE 10.5
TOTAL WATER DEMAND

Source: Jordan Valley Water Conservancy District



WATER USE AND PRESERVATION POLICIES AND GOALS	
IMPLEMENT AND ENCOURAGE PRINCIPLES OF SUSTAINABLE WATER USE AND WATER-CONSERVING LANDSCAPING FOR NEW DEVELOPMENT AND EXISTING DEVELOPMENT	
	Continue to prohibit the use of sod in parkstrips in new commercial, industrial and multi-family residential developments.
	Continue to discourage the use of grass in non-recreational areas.
	Require the use of drip irrigation or other water-efficient irrigation systems in planter beds and in other landscaped areas within new developments.
	Update the City's Approved & Prohibited Tree Lists to include drought-tolerant tree species.
	Update the City's Recommended Plant List to include and prioritize native and drought-tolerant tree and plant species.
	Limit the use of private ponds, pools and other water features used exclusively for aesthetic purposes.
	Reduce runoff by requiring the use of efficient irrigation systems in new developments.
RETROFIT EXISTING LANDSCAPE UTILIZING WATER-WISE PRACTICES	
	Educate the general public on water-wise landscaping design and irrigation system options.
	Facilitate replacing existing landscaping and irrigation systems with drought tolerant plants and more efficient irrigation systems.

MODIFY THE CITY'S PRACTICES TO EFFICIENTLY MANAGE WATER AND SET A POSITIVE EXAMPLE FOR WATER CONSERVATION

Convert City-owned landscaped areas, including park strips, to a more water-conserving condition.

Reduce or eliminate economic development incentives for businesses that consume large amounts of water or do not have effective methods for reducing water consumption.

Ensure that adequate water capacity and infrastructure is available or in place prior to approving new development.

Consult with the Utah Division of Water Resources for the latest best practices for conserving water.

Coordinate with the Jordan Valley Water Conservancy District on water supply planning.



Statutory Requirements for Water Use and Preservation

The State's required water preservation standards as defined in Utah Code, § 10-9a-403 are addressed in the West Jordan Water Master Plan, the Water Conservation Plan and in the City Code. The following table lists applicable statutory requirements for water use and preservation and states how these standards are or will be met:

Summary of Utah Code Requirement	Subsection of Utah Code § 10-9a-403	Utah Code Text	Standard Met/In Progress/Not Yet Met
Effect of development on water demand and infrastructure	(A) ...	(A) the effect of permitted development or patterns of development on water demand and water infrastructure;	Standard is met WMP - Effect of development on water demand and infrastructure is detailed in the West Jordan Water Master Plan, Chapter 2.
Reducing water demand for future development	(2)(a)(iv)(B) Shall include methods of reducing water demand and per capita consumption for future development;	Standard is met GP - Sustainability, Water Use and Preservation Element Policy 1, Goals 1-7. WCP - 2019 Water Conservation Plan
Reducing water demand for existing development	(2)(a)(iv)(C) Shall include ...	(C) methods of reducing water demand and per capita consumption for existing development;	Standard is met GP - Water Use and Preservation Element Policy 2 including Goals 1 and 2.
Opportunities to avoid wasting water	(2)(a)(iv)(D) Shall include ...	(D) opportunities for the municipality to modify the municipality's operations to eliminate practices or conditions that waste water.	Standard is met GP - Policy 3, Sustainability, Water Use and Preservation Element. See "Modify the city's practices to efficiently manage water and set a positive example for water conservation" Section.
Applicable regional goals for water conservation	(2)(f)(i)(A) Shall consider ...	(A) applicable regional water conservation goals recommended by the Division of Water Resources; and	In Progress
Consider adopting a water conservation plan	(2)(f)(i)(B) Shall consider ...	(B) if Section 73-10-32 requires the municipality to adopt a water conservation plan pursuant to Section 73-10-32, the municipality's water conservation plan; [West Jordan City is a "retail water supplier" pursuant to Utah Code Sec. 19-4-102(9), is a "water provider" pursuant to Utah Code Sec. 73-10-32(1)(d)(i), & shall adopt and prepare a water conservation plan pursuant to Utah Code Sec. 73-10-32(3)(a)(i).]	Standard is met WCP - Water Conservation Plan Update was adopted in 2019.

Where standard is addressed:

GP - General Plan Water Use and Preservation Element; CC - City Code; WMP - Water Master Plan; WCP - 2019 Water Conservation Plan Update; WP - Web page; O - Other

Summary of Utah Code Requirement	Subsection of Utah Code § 10-9a-403	Utah Code Text	Standard Met/In Progress/Not Yet Met
Recommendation for water conservation policies	(2)(f)(ii)(A) Shall include a recommendation for. . .	water conservation policies to be determined by the municipality; and	Standard is met WCP - 2019 Water Conservation Plan Update. The City has adopted a Water Conservation Plan containing water conservation policies.
Landscaping options in a parkstrip not requiring lawn/turf	(2)(f)(ii)(B) Shall include a recommendation . . .	(B) landscaping options within a public street for current and future development that do not require the use of lawn or turf in a parkstrip;	Standard is met CC - Section 13-13-5.1.: Water Efficiency Standards. Lawn/turf is prohibited in new multi-family residential, commercial and industrial developments.
Recommend City amendments to water	(2)(f)(iii)(A) Shall include a recommendation . . .	(iii) . . . the municipality's land use ordinances and include a recommendation for changes to an ordinance that promotes the efficient use of water;	Standard is met CC - Section 13-13-5: Water Efficiency Standards. City Code includes water efficiency standards that promotes the efficient use of water. No ordinance changes are necessary.
Reduction of the use of lawn/turf	(2)(f)(iv)(A) Shall consider . . .	reduction or limitation of the use of lawn or turf;	Standard is met CC - Section 13-13-6.A.1, 13-13-6.B.1, 13-13-6.C.1, 13-13-6.D.1: Landscape Requirements for Specific Uses. Limits use of lawn/turf. WP - Public Works Water Conservation rebate programs.
Landscape design to reduce stormwater & irrigation runoff	(2)(f)(iv)(B) Shall consider . . .	(B) promotion of site-specific landscape design that decreases stormwater runoff or run of water use for irrigation	Standard is met CC - 13-13-5: Water Efficiency Standards. Required use of drip irrigation systems in landscape design reduce the amount of water used and therefore the amount of stormwater runoff water. 13-13-6: Landscape Requirements for Specific Land Uses: site detention areas are considered part of the landscape area of a site and reduce stormwater runoff by detaining water on site.
Use of trees with a reasonable water requirement	(2)(f)(iv)(C) Shall consider . . .	(C) preservation and use of healthy trees that have a reasonable water requirement or are resistant to dry soil conditions;	Standard is met and is being strengthened. O - City of West Jordan Approved and Prohibited Tree List contains a list of tree species that thrive naturally in West Jordan's climatic and soil conditions. GP - Sustainability, Water Use and Preservation Element: Policy 1 Goal 5, Update the City's Street Tree List to include drought-tolerant tree species.



CITY OF WEST JORDAN GENERAL PLAN

Summary of Utah Code Requirement	Subsection of Utah Code § 10-9a-403	Utah Code Text	Standard Met/In Progress/Not Yet Met
Reduction of water features with unnecessary evaporation	(2)(f)(iv)(D) Shall consider . . .	(D) elimination or regulation of ponds, pools, and other features that promote unnecessary water evaporation;	Standard is met GP – Policy 1, Goal 6: “Limit the use of private ponds, pools and other water features used exclusively for aesthetic purposes.”
Reduction of yard waste	(2)(f)(iv)(E) Shall consider . . .	(E) reduction of yard waste; and	Standard is met City of West Jordan operates a curbside yard waste recycling program from March to November.
Use of more efficient irrigation	er . . .	(F) use of an irrigation system, including drip irrigation, best adapted to provide the optimal amount of water to the plants being irrigated;	Standard is met CC – Section 13-13-5.B: Water Efficiency Standards. Requires the use of drip irrigation or bubbler systems in all new construction.
Consult with the “public water system” (Jordan Valley Water Conservancy District)	(2)(f)(v)(B) Shall consult with	the public water system serving the municipality with drinking water regarding how implementation of the land use element and water use and element plan, including drinking water source and storage capacity consistent with Section 1114; and (B) water distribution planning, including master plan, infrastructure asset management programs and plans, infrastructure replacement plans, and impact fee facilities plans;	Standard is met WMP – City of West Jordan purchases water from the Jordan Valley Conservancy District (JVCD) and routinely consults with the JVCD on water supply. The City Landscaping Ordinance was recently updated to incorporate the Water Efficiency Standards from the Jordan Valley Water Conservancy District.
Low water use landscaping standards for new commercial & multi-family development	(2)(f)(vii)(A, B, & C) Shall include a recommendation for . . .	(vii) [a] municipality . . . for low water use landscaping standards for a new: (A) commercial, industrial, or institutional development; (B) common interest community, as defined in Section 57-25-102; or (C) multifamily housing project.	Standard is met CC – Section 13-13-6: Landscape Requirements for Specific Uses. This section contains low water use landscaping standards for new multi-family residential, commercial and industrial development.

Where standard is addressed:

GP – General Plan Water Use and Preservation Element; CC – City Code; WMP – Water Master Plan; WCP – 2019 Water Conservation Plan Update; WP – Web page; O – Other

Community Gardens

One concept related to sustainability that is not addressed elsewhere in the General Plan is community gardens. Community gardens are recognized by West Jordan as a valuable community-building resource. Aside from local food production, community gardens create attractive open spaces, encourage neighborhood interaction, provide educational value for residents, and make productive use of underutilized land. For these reasons, community gardens should be encouraged.


There are currently many community gardens in the city, and many more are planned for future development. Community gardens are an amenity for their neighborhoods. It is anticipated that the demand for community gardens will increase over time as vacant property becomes less available, particularly in areas where residents do not have their own yard space. Because of this, a community garden policy should be adopted by the city that

outlines how community gardens are organized and managed, and define what support the City will provide for community gardens located on City-owned property. All community gardens should be operated and maintained by volunteers from the community or by a homeowner's association with little or no cost to the City.

SUPPORT THE DEVELOPMENT OF NEIGHBORHOOD GARDENS

Encourage neighborhood gardens in new developments and in other areas of the city. The policy should outline how neighborhood gardens are organized and managed at no cost to the City.





Chapter Eleven

PARKS, RECREATION, TRAILS AND OPEN SPACE

The City of West Jordan has an abundance of natural and developed recreational amenities that play an important role in the quality of life for those who live and work in the City. Of the 967 acres of parks, open space and other facilities that serve the community, there are 247 acres of Regional Parks, Community Parks and Neighborhood Parks that are within the City's control.

In addition to City owned parks, there are other recreational facilities such as the Mountain View Golf Course, River Oaks Golf Course, Gene Fullmer Recreation Center and numerous privately owned and maintained parks and open spaces which also help to meet the recreational needs of the City.

This chapter of the General Plan contains the high-level vision, policies and goals that will lead the City in the development of its parks, recreation, trails and open spaces. The West Jordan Parks, Recreation, Trails and Open Space Master Plan, which was adopted on November 4, 2019, is the detailed supporting document designed to implement the long-term concepts, goals and objectives of the General Plan.

General Policies for Parks, Recreation, Trails and Open Space

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

- Guide the development of parks, recreation facilities and trails in West Jordan for the future.

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

- Provide recreation opportunities to City residents of all socioeconomic backgrounds.
- Maintain communication with city administration, public officials, and residents to ensure that recreation facilities and programs continue to meet the needs of the community.
- Design and construct park and recreation facilities that conserve natural resources such as water and set an example for the community.
- Provide a Citywide connected system of trails to serve recreational needs, as well as the need of bicycle commuters and pedestrians.
- Encourage the most efficient use of land and resources in order to provide the citizens with the greatest benefit.

Parks

The City currently has 46 parks with over half being acquired or developed since 2000.

West Jordan has two regional parks: the Veterans Memorial Park (69 acres) located on the east side of the City and the Ron Wood Park (30.4 acres) located on the west side of the city. Regional parks are generally greater than 30 acres in size.

Community parks are smaller than regional parks (10 acres or smaller). There are currently 10 community-wide parks in the city.

the City, the Utah Youth Soccer Complex Phase I and Constitution Park.

Neighborhood parks are typically 4 to 10 acres in size and are designed to serve surrounding neighborhoods not necessarily within walking distance of the park.

Mini parks are typically less than 4 acres in size and serve adjoining neighborhoods.

The West Jordan Parks, Recreation, Trails and Open Space Master Plan contains an inventory and description of existing parks and amenities, a parks distribution analysis, a detailed level of service evaluation, and addresses what park and park acreages are

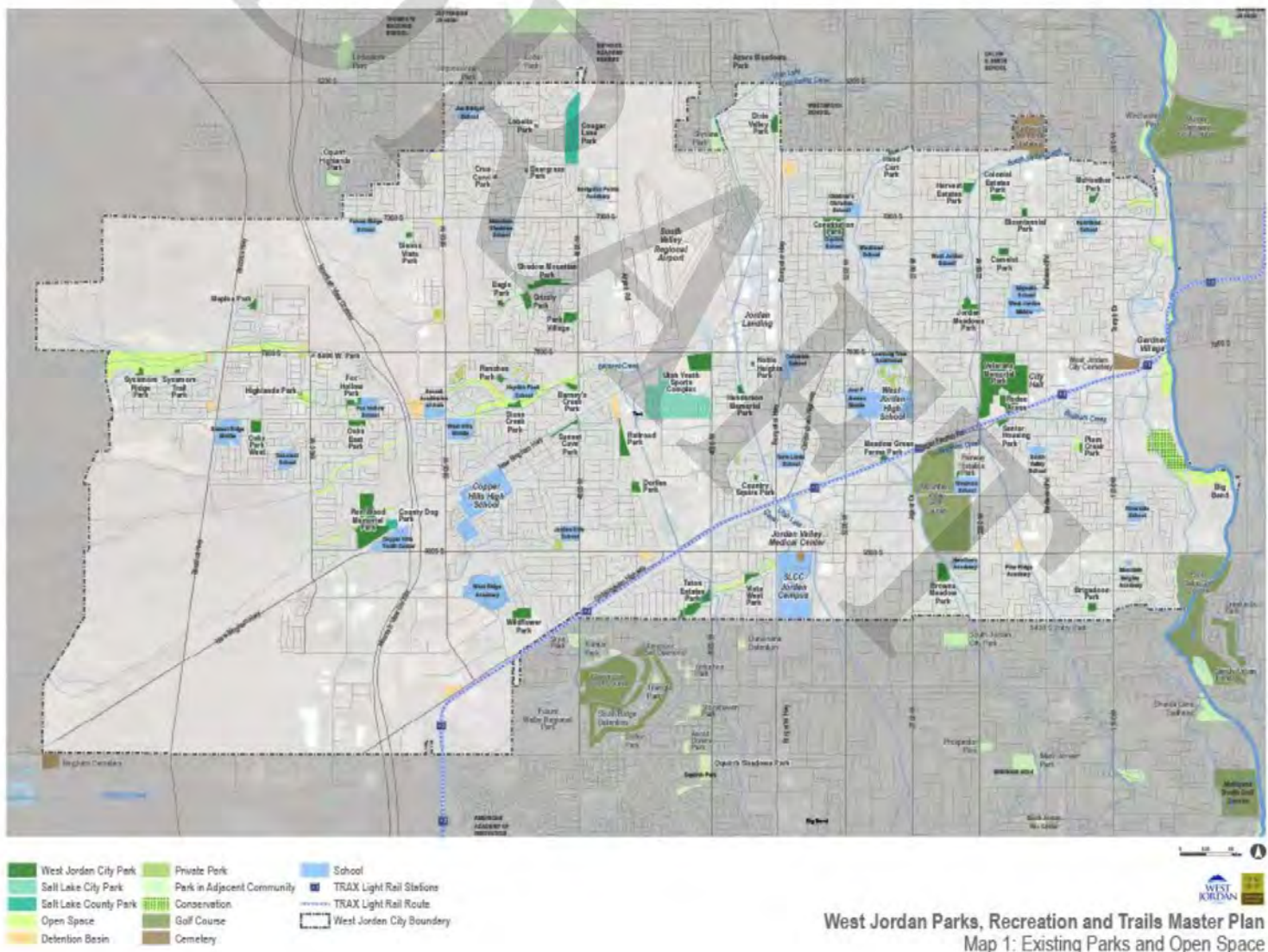


FIGURE 11.1
EXISTING PARKS AND OPEN SPACE

Source: WEST JORDAN PARKS, RECREATION AND TRAILS MASTER PLAN



required to meet community needs through buildout. The master plan also details what amenities are needed for each type of park and addresses deficiencies by level of service amenities required to meet park standards.

The master plan states that in the next 10 years, 53.5 acres of the undeveloped City-owned land needs to be developed into parks to meet project needs and an additional 137 acres of developed parks by buildout in 2060.

Over the past 10 years, the City has undertaken several projects. The largest of these was the construction of the initial phase of Mountain View Park, which was finished in 2011. The project established a new park within the Mountain View Community, providing an acre splash pad, playground, tennis courts, basketball courts, walking paths, and a paved trail along a natural waterway. Pickleball courts were constructed in 2021. An additional 24 acres of adjacent City-owned land remains vacant but will be developed to expand the park in the future.

The City has also re-developed the Wil West Jordan Playground across from the West Jordan Library in Veterans Memorial Park. All of the original structures were torn down in 2018 and new equipment was built in its place, which included western-theme slides, ramps, climbing features, swings, picnic tables, shade covers and benches. The original water tower near the entrance was left intact.

More recently, the City completed a new neighborhood park at 6400 West and 7400 South, known as Maple Hills Park.

Other Park projects that have been completed within the past 10 years include grading renovations to Constitution Park and the installation of identification monument signs in all parks.

During the first few months of 2021, the City conducted a public survey to gauge citizen interest in improving, developing or re-

developing parks, trails, recreation and open space.

Residents were asked what they would like to see developed or redeveloped in the City, of which 12% of the responses were related to parks, recreation, trails and open land. The number of comments related to parks, trails, recreation and open space were virtually equal for all categories, with trails and parks comprising a slight majority.

The survey also asked participants which park improvements were the most important to them, with the results being similar to the comments provided for the development/redevelopment question. Expanding the City's trail system was the most popular option (32%) and maintaining existing parks at a higher level was the second-most popular option (30%). Other options included the development of more park acreage (23%) and expanding sports opportunities (15%).

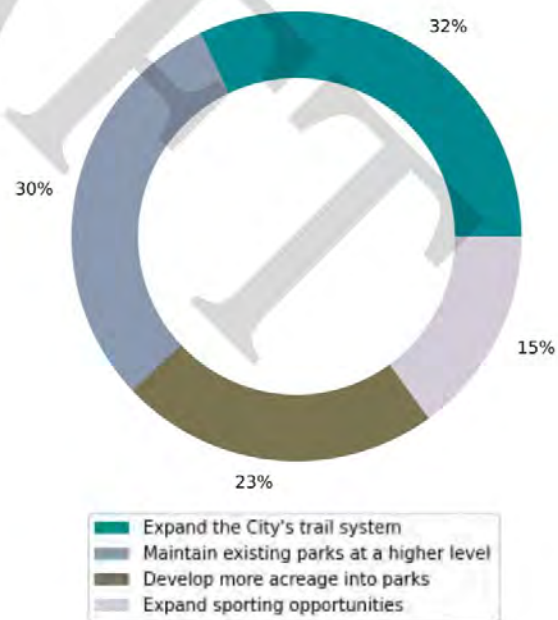


FIGURE 11.2
RESIDENT RESPONSES: PARKS

Source: Surveyed Residents

PARKS POLICIES AND GOALS

MAINTAIN PARKLAND SERVICE LEVELS

Meet the recommended level of service specified in the Parks, Trails, and Open Space Master Plan.

Acquire new land for parks to meet recommended levels of service.

Develop the remaining phases of existing parks.

Facilitate equitable access and use of parks for nearby residents and the general public.

Acquire new land for parks to meet recommended levels of service.

Analyze and re-assess the recommended level of service whenever the West Jordan Parks, Trails and Open Space Master Plan is updated.

Update the design standards for mixed-use projects where parklands are present and large developments.

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

Encourage homeowners' association owned and maintained mini parks rather than City-owned and maintained mini parks.

UPGRADE AND IMPROVING NEIGHBORHOOD PARKS

The West Jordan Parks Department should create and maintain a list of park deficiencies and meet with neighborhood groups to establish priorities for improvements. These deficiencies and priorities for improvements should be assessed, analyzed and referenced in the West Jordan Parks, Recreation, Trails and Open Space Master Plan.

The improvement of existing neighborhood parks with public funds should be a priority in the City budget.

Consider hiring a volunteer coordinator who can organize volunteers and efforts for various programs and collaborate with the Parks Department.

Park amenities should be constructed of materials that require minimal maintenance and ensure a long equipment life span.

Provide amenities that improve public safety and expand usage for various seasons and hours of the day.



PROVIDE A DIVERSITY OF PARKLANDS AND ASSOCIATED ACTIVITIES

Provide the diversity of parkland desired by residents so that the maximum number of residents can be served by recreational needs within the community.	Activities in parks should include multi-use fields, trails and amenities which will appeal to the broad range of age demographics allowing parks to serve the surrounding neighborhoods as the population ebbs and flows from young families to empty nesters and back to young families.
	Provide universal access to parks, park facilities, and equipment to accommodate persons with disabilities.
	Increase the availability of park facilities such as restrooms, drinking fountains, pickleball courts, pavilions, courts, etc. to accommodate current and future levels of park use.
Work with various partners and residents to assess park needs.	Identify on the Future Parks and Open Space Map active and passive community and neighborhood needs.
	All major updates to the Parks, Recreation and Open Space Master Plan should include a survey to assess the community's recreation needs.
	Initiate communications and form partnerships with groups and organizations that can cooperate in maximizing the use of parkland.
	Update the Veterans Memorial Park and the Ron Wood Memorial Park Master Plans as needed to reflect current conditions and future needs.
	Initiate communications and agreements between City of West Jordan Parks Department and other city and county departments to identify opportunities for joint purchase and development of parks.
	Update the West Jordan Land Use Map and the Future Parks and Open Space Map, as needed, to reflect any planned County and State facilities and parks.





MAINTAIN EXISTING PARKS AND FACILITIES IN GOOD REPAIR AND CONDITION

Analyze and improve maintenance procedures and best management standards for park maintenance.

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

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

Foster public education about resident service requests to report issues at parks.

Provide amenities that improve public safety and expand usage for various seasons and hours of the day.

Encourage the Police Department to increase or improve periodic patrol of neighborhood parks, and regular patrol of community parks. Thorough patrols via walking or biking are encouraged.

Recreation

With the close proximity of City Hall, Veterans Memorial Park, Gene Fullmer Recreation Center, the West Jordan Library, the West Jordan Outdoor Pool, the Western Stampede outdoor arena and a future performing arts center, the City of West Jordan has created a civic center that caters to recreational and social needs of the community. Other public recreational venues found throughout the city include the Mountain View Golf Course and River Oaks Golf Course.

As the City looks to expand overall recreational opportunities, the importance of interconnected uses is vital. The existing and future parks and trails system within the city should be used to connect the different recreational facilities to each other and to residential neighborhoods. These new recreational facilities should also be located in centralized areas that are in close proximity to the residents and patrons who use them.

PROVIDE AND MAINTAIN RECREATION FACILITIES THAT MEET THE NEEDS OF RESIDENTS, AND THAT ARE FINANCIALLY STABLE

Maximize access to recreation facilities and programs for residents.

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

Identify and partner or coordinate with other public and private agencies, facilities, organizations and groups to provide additional facilities and programs.

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

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

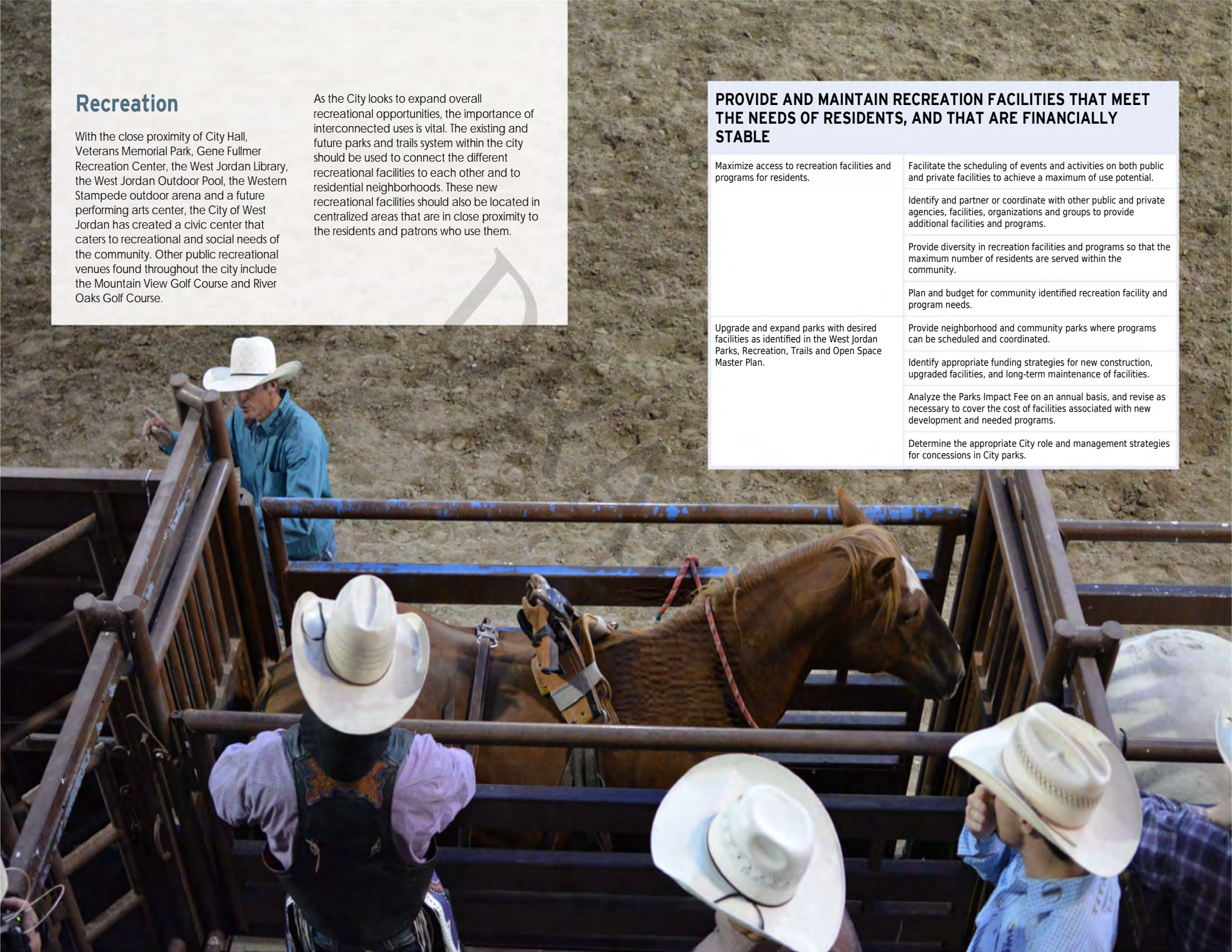
Upgrade and expand parks with desired facilities as identified in the West Jordan Parks, Recreation, Trails and Open Space Master Plan.

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

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

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

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



Trails

The City of West Jordan Trails Map provides for future trail systems which will link parks and recreation areas to housing and shopping throughout the city.

Standard trail types include multi-use, urban, and bicycle trails.

Multi-use trails are designed to accommodate various types of users, including pedestrians, and bicyclists. They tend to be wider than normal pedestrian walkways in order to accommodate the different users at one time and tend to be located along open space areas or within parks.

Urban trails are sidewalk pathways that have been placed to connect neighborhoods and parks to other parks, recreation sources and trail systems.

Bicycle lanes are pathways which are located within the public right-of-way allowing

bicyclists to share the road with motor vehicles.

The City of West Jordan currently has 25.4 miles of existing trails. There are 14.9 miles of existing multi-use trails for recreational trail use and 10.5 miles of existing urban trails which support recreational trail use and generally connect to and through more developed commercial areas.

There are 26.6 total miles of bicycle pathways which are located along arterial streets and most collector streets. Urban trails are generally located within resident neighborhoods. All trails are designed to each other, creating several north-south trail connections. A multi-use trail is shown along the Shoreline in the foothills of the Ogden Mountains which will be constructed as the west side of city is developed. The proposed trail measures approximately 6.33 miles in length.

TRAIL POLICIES AND GOALS

MAINTAIN PARKLAND SERVICE LEVELS

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

Determine trail development priorities and appropriate funding strategies.

Broaden trail categories to include urban trail systems that have been designed to expressly connect neighborhoods and parks to other neighborhoods, parks, open space, trails, shopping centers, and civic centers.

Plan for trails along all stream, wildlife, and wash corridors.

Pursue opportunities for implementing east to west trails and trail connections through the City.

Implement the installation of trails in accordance with City Master Plans and National standards for improved connectivity, accessibility and convenience.

SUPPORT IMPLEMENTATION AND EXTENSION OF THE CITYWIDE TRAIL NETWORK THROUGH THE LAND DEVELOPMENT PROCESS, TRANSPORTATION INFRASTRUCTURE DEVELOPMENT PROJECTS, AND ROAD CONSTRUCTION PROJECTS

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

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

Facilitate trail development with the use of diverse funding partnership opportunities and funding sources.

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

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

Coordinate with Municipal, County, State and Federal transportation agencies and other sources when roadway and transit improvements are planned to implement trails.

PROMOTE USE OF TRAILS AS AN ALTERNATIVE TRANSPORTATION MODE

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

Provide a variety of easily accessible informational resources to aid the public in locating and accessing trails.

Provide and maintain amenities along trails that improve safety, accessibility, and convenience.

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

Identify and implement safe walking routes to schools. Consult with School Community Councils to identify these walking routes and how to make them safe, accessible and convenient.

Open Lands

West Jordan has a heritage of open land with views of the Oquirrh Mountains to the west, the Jordan River on the east, and natural open land within the City.

Open Land is uniquely different than improved recreation areas as it has not been developed. Natural open space not only encourages community interaction but provides other recreational opportunities including hiking, mountain biking, equestrian activities, kayaking on the Jordan River and wildlife observation. Natural open land gives the opportunity for residents to connect with nature and enjoy the many health benefits it provides.

Open lands can be classified into five general categories:

1. **Cultural** - Open space that has historical significance such as a historically significant site or cemetery.
2. **Ecological** - Sites with important natural resources, environmentally sensitive lands and minimally maintained native open spaces.
3. **Developmental** - Canals, roadways, utility corridor rail corridors and city-owned parcels.
4. **Agriculture** - Farms and ranches.
5. **Recreational** - Sports fields, parks, etc.

When connected to parks and recreation facilities by trails, open land becomes an integral component of the City's comprehensive public lands system. Open lands provide a host of ecologic benefits by providing space to purify the soil, water, and air. Open lands also absorb noise, reduce wind and reduce visual disturbances. Natural open space will help to fill underground aquifers and reduce the urban heat island effect (reflected heat from developed areas).

The Parks, Recreation, Trails, and Open Space Master Plan, including the associated maps,

should be updated as needed to reflect changes in existing open space inventory.

Big Bend Habitat Park is a 70-acre combination habitat and urban fishery that is currently being developed by the City just north of 9000 South on the Jordan River. The park will include a mix of natural areas, walking, running and bike trails, trout ponds and fish cleaning stations and will offer residents a different and more natural type of park experience.

West Jordan has been successful in the preservation of most of the Oquirrh Mountain drainage corridors. Trail corridors averaging 50 feet on either side of the wash are required where new developments abut major drainage channels. As the west side continues to develop, trails and/or greenways along the drainage corridors will be interconnected, creating a significant open space network within the City.

There is no standard Level of Service (LOS) for open space in West Jordan. Currently, open space is primarily a function of the lay of the land and the natural systems that exist in the City. Rather than being planned like parks, open space is typically acquired on a case-by-case basis where opportunities exist. In the future, the City should explore the idea of establishing a standard Level of Service for open space as our population increases. Given the public's interest in acquiring additional open space, the City should consider some of the following tools to facilitate acquisition of open land:

- Developer dedications and donations;
- Intergovernmental land transfers;
- Open space design standards/clustered development;
- Zoning and development restrictions (sensitive lands overlay for example);
- Fee simple title (outright purchase);
- Purchase and Sellback or Leaseback;
- Conservation Easements;
- Land Banking; and
- Transfer of Development Rights (TDRs).

As opportunities to acquire open space are identified, the city should make use of the full range of tools and resources to secure

additional land for the benefit of the community.

The focus should be on the preservation of natural drainages and other key natural features and resources unique to West Jordan that will provide greater connections with the City's parks and neighborhoods. Unique uses should be considered for open spaces where appropriate and should be carefully implemented to ensure the integrity of the land is not compromised or degraded as a result of improved access and use.

Parks, recreation, trails and open space will continue to play an important role in the quality of life for those who live, visit, and work in West Jordan.

OPEN SPACES POLICIES AND GOALS	
PROTECT THE MAXIMUM AVAILABLE AREA OF STRATEGICALLY LOCATED OPEN LAND IN WEST JORDAN	
Identify areas of the City that have cultural significance, recreational potential or environmental sensitivity to be preserved as open space.	See Historical Preservation Goals in Chapter 13.
PROPERLY IDENTIFY, ACQUIRE, AND MANAGE OPEN LANDS	
Adopt an open, consistent, and objective decision-making process for all open land acquisitions by the City.	Provide City Council, committees, and staff with an objective open land property evaluation system.
	Provide management of open lands and resources, that are owned or otherwise protected by the City as a matter consistent with the identified purpose (when the site was originally acquired or preserved).
	Develop an open land program budget.
	Coordinate with and encourage Kennebec Land to sponsor or provide access to trails, parks and open space within the foothills.
KEEP CRITICAL AREAS AVAILABLE FOR FARMING, ACTIVE AND PASSIVE PARKS, WETLANDS, WILDLIFE HABITAT, AND OTHER OPEN LAND USES	
Implement the Parks, Recreation, Trails and Open Space Master Plan in order to provide relief from the asphalt, concrete, steel, and vehicular environments of a suburban City.	Review goals in the Parks, Recreation, Trails and Open Space Master Plan.

Chapter Two

ECONOMIC DEVELOPMENT

The economic well-being of West Jordan's economy is determined by the sum of its parts. Our workforce, businesses, jobs, retail establishments, local housing inventory, and many other factors work together to make up our local economy.

As population growth occurs, the makeup of the City's local economy is changing in ways that create new opportunities and new challenges alike. It is the intent of this chapter to illustrate the characteristics of the community that influence West Jordan's economy. This task is accomplished in large part by using data to illuminate trends and compare our community to others in Utah.

This chapter also aims to provide insights critical for elected officials and staff to use as they work together to guide our economy toward sustainable outcomes under the pressure of rapid growth and new challenges.



Economic Development Vision

In order to guide our economy toward desired outcomes, West Jordan will develop, deploy, and refine a robust economic development strategy. This strategy will maintain energetic and passionate focus on business retention and expansion (BRE), real estate development and reuse, and new business attraction.

Through our intentional investments in these three areas, we will create a place where business, industry, and the City as a whole thrive.

We will remain committed to understanding the unique needs of our businesses by listening carefully. We will partner with businesses with the resources and solutions they need to strengthen and expand, creating greater economic impact for the City. We will work to revitalize and develop older parts of the City by drawing new

investments that will create new opportunities for recreation, retail, living, and employment.

We will work closely with land owners and developers to create new opportunities for existing and future residents to live, work, and recreate in West Jordan in a manner that creates a strong sense of place.

We will work intentionally to draw innovative and responsible businesses to West Jordan that offer employment opportunities across a diverse spectrum of industries.

Our success will include thoughtful focus on our areas of greatest economic opportunity including Jordan Landing, the City Center redevelopment project, and development of the Southwest Quadrant as a major employment center balanced with retail opportunities and affordable housing.

Labor Force

Labor force refers to the number of persons usually employed or willing to be employed in a defined area. Those who are actually employed constitute the workforce. The

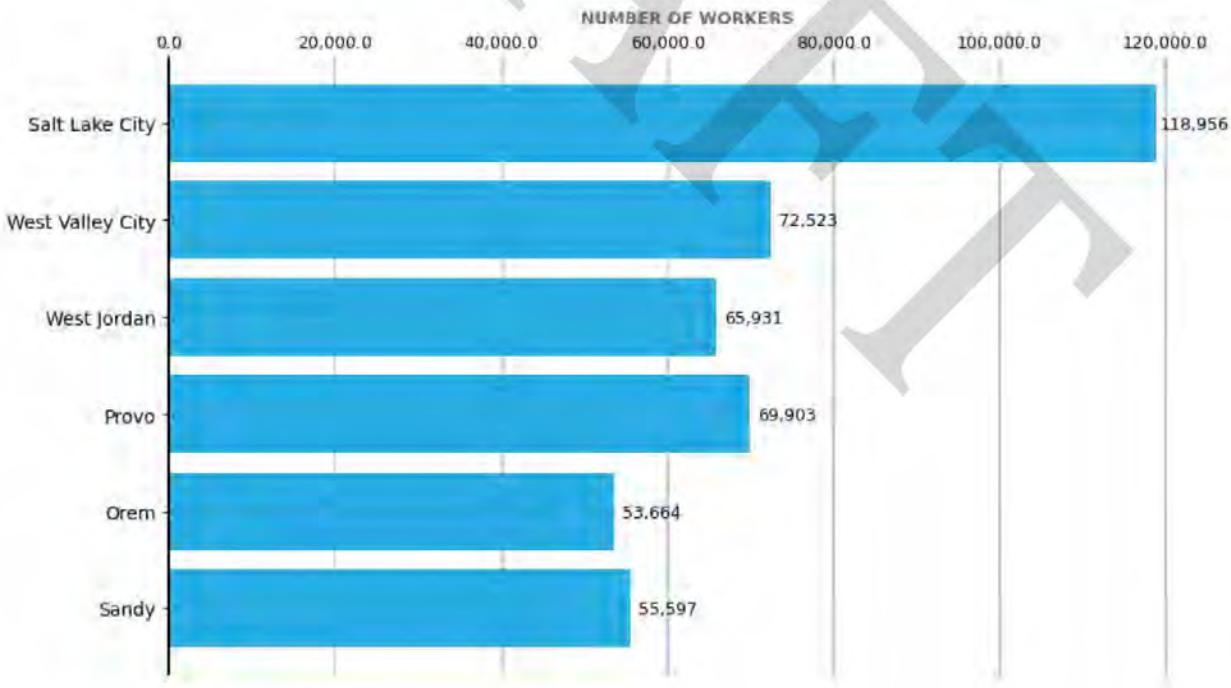


FIGURE 12.1
LABOR FORCE
Source: U.S. Bureau of Labor Statistics

difference between the labor force and the workforce is the unemployed labor force. Thus, workforce constitutes the employed labor force.

The available pool of labor for each of the six largest cities in the state is shown in Figure 12.1. Generally, the size of each City's labor force matches its ranking in relation to the total residential population. With the 2020 Census, West Jordan's population surpassed that of Provo, though West Jordan's labor force is lagging that of Provo by roughly 4,000 laborers. This may be in part, to Provo's large student population. It is expected that West Jordan's population growth will cause the City to gain rapidly and eventually surpass Provo.

Because the workforce residing in communities are typically mobile, the outflow of the workforce will impact the character of the community. Figure 12.2 illustrates the relationship between the regional workforce, jobs located inside and outside of the municipal boundaries, and the movement of workforce to fulfill these jobs. The following can be seen in the graph on the bottom of this page:

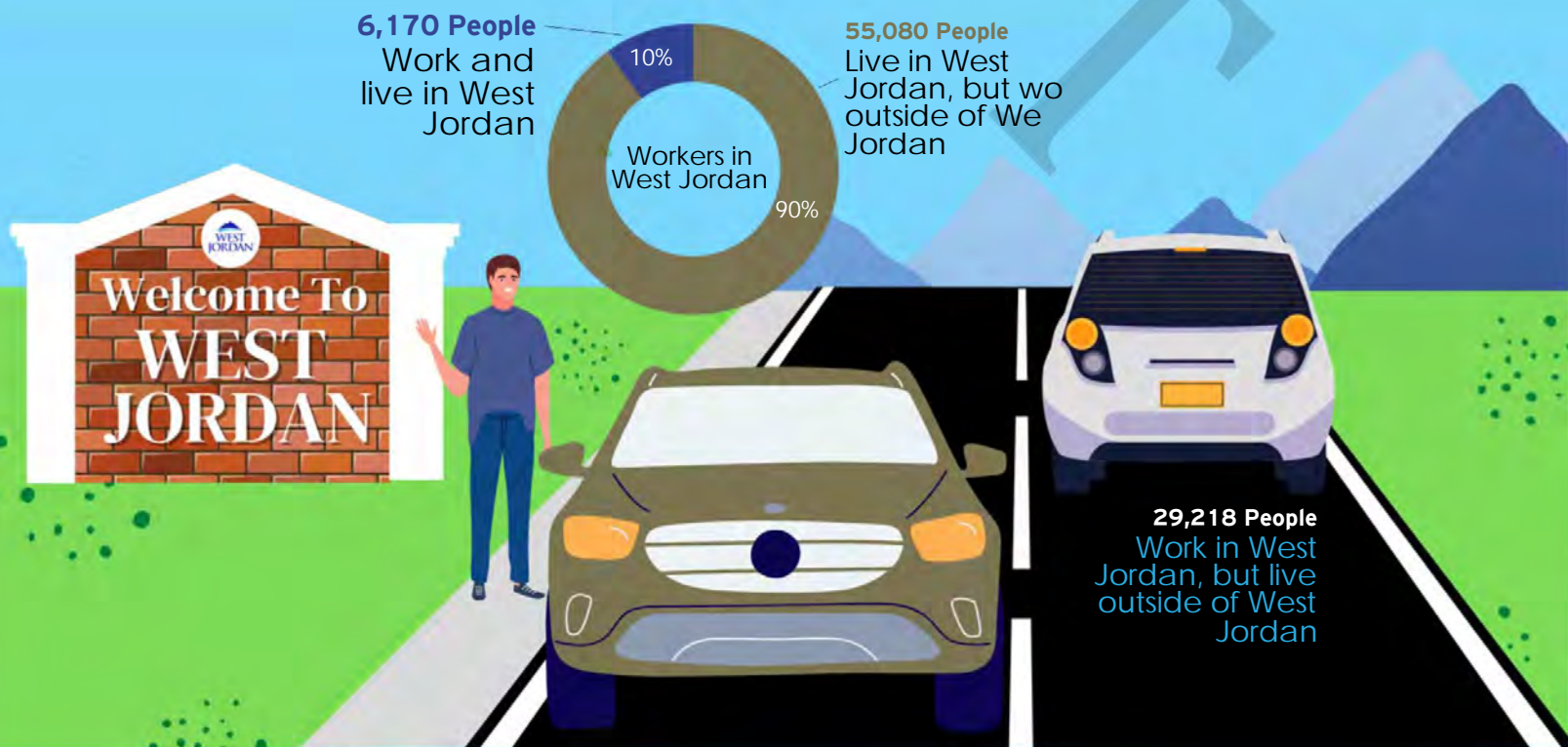
- 29,218 jobs in West Jordan are filled by regional workforce living outside of West Jordan's municipal boundaries.
- 55,080 of West Jordan's workforce is employed outside of the municipal boundary.
- Only 6,170 jobs are filled in West Jordan by West Jordan residents.

About 90% of West Jordan's workforce commutes outside the City limits to work and approximately 10% is employed within City limits, as shown in Table 10.2. When examining the seven largest cities in Utah, West Jordan has the smallest percentage of its population which is also employed in their city of residence (Figure 12.3). This inflow/outflow analysis also illustrates that 10% of West Jordan's workforce that stays in the community for work-only fulfills about 10% of the jobs available by local employers. This data suggests that there is significant opportunity for future job growth in West Jordan to be supported by West Jordan's resident workforce.

Looking outside of West Jordan's municipal boundaries, the regional labor force is equally compelling for potential new employers to compete in West Jordan. West Jordan is centrally

FIGURE 12.2
WORKFORCE INFLOW/OUTFLOW

Source: U.S. Bureau of Labor Statistics On the Map (2019)



located in the Salt Lake County labor shed, giving access to a regional labor force of over 650,000 within a 10-mile radius of West Jordan’s geographic center.

The movement of the City’s workforce is likely a prominent factor in West Jordan’s mean commute time being significantly higher than that of cities of similar size in Utah. As indicated in Figure 12.4, the average West Jordan resident can expect to commute as much as six- and one-half minutes longer than Provo residents. According to the U.S. Census Bureau, West Jordan residents have a mean travel time of 28 minutes, which exceeds the national average of 22.4 minutes and the Utah average of 21.9 minutes. Though commuting times have generally increased with population, the concentration of jobs within the City’s border can cause traffic if jobs are matched to the qualifications of the workforce.

When comparing West Jordan to other cities by the percentage of local jobs filled by local workforce, we see in Figure 12.3 that West Jordan is last among Utah cities with large populations.

TABLE 12.1
LOCATION OF EMPLOYMENT
FOR WEST JORDAN RESIDENTS

Source: U.S. Bureau of Labor Statistics, On The Map (2019)

City	Percentage
Salt Lake City	23%
West Jordan	10%
West Valley	9%
Sandy	6%
Murray	6%
South Jordan	5%
Draper	5%
Millcreek	4%
South Salt Lake	4%
Taylorsville	3%
Other	25%
Total	100.00%

Table 12.2 indicates that the majority of employees who work in West Jordan live in Salt Lake County. However, there is a great degree of variation between places of residence of these workers, with no single locality other than West Jordan, having a share greater than 10%.

Figure 12.5 shows the location and concentration of employment in West Jordan. We can see from this heat map the employment within the City is concentrated along Redwood Rd, along Bangerter Highway, and to the west in the industrial center.

Figure 12.6 shows the historic unemployment rate of West Jordan compared to that of Salt Lake County, the State of Utah, and the United States. The unemployment rate of West Jordan has typically moved in concert with both the national and statewide unemployment rate, although West Jordan has enjoyed overall lower rates of unemployment.

TABLE 12.2
PLACE OF RESIDENCE FOR
PEOPLE EMPLOYED IN WEST
JORDAN

Source: Bureau of Labor Statistics, On The Map (2019)

City	Percentage
West Jordan	16%
West Valley	8.8%
Salt Lake City	5.5%
South Jordan	5.3%
Sandy	4.7%
Taylorsville	4.7%
Kearns	4%
Riverton	3.6%
Herriman	3.2%
Midvale	2.4%
Other	41.2%
Total	100.00%

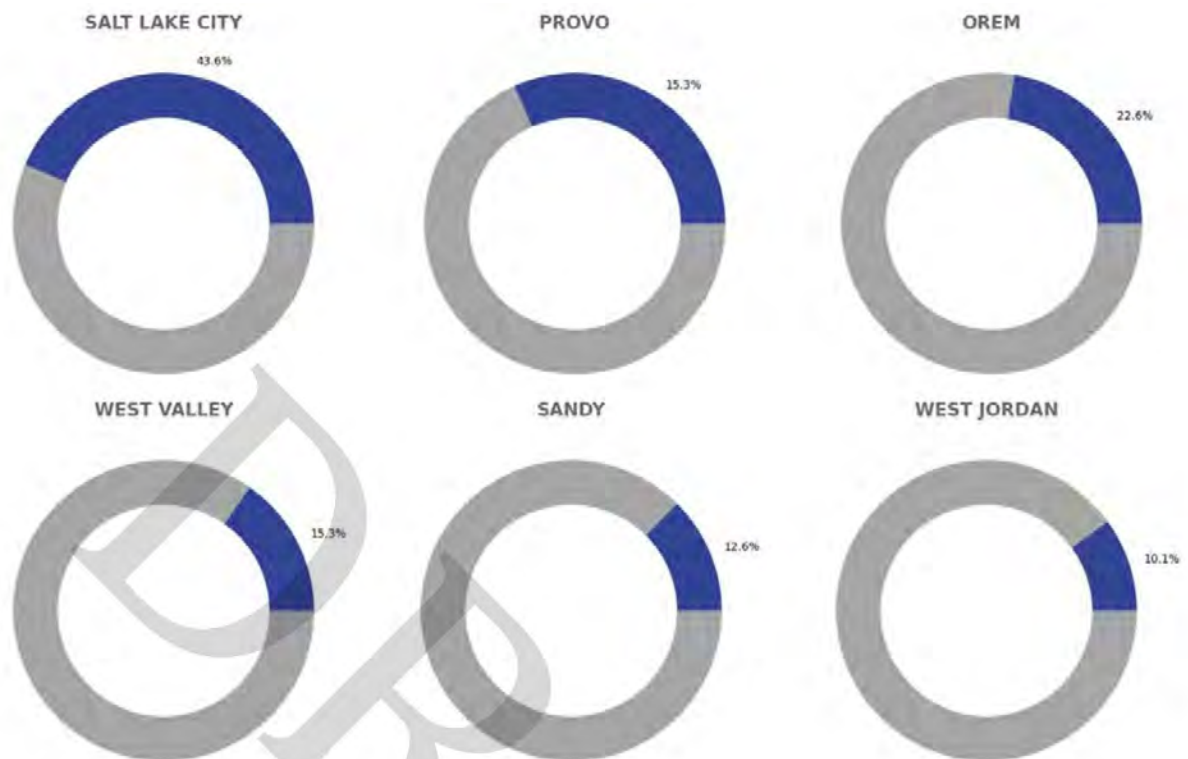


FIGURE 12.3
PERCENT OF RESIDENTS WHO LIVE AND WORK IN A CITY

Source: U.S. Bureau of Labor Statistics



FIGURE 12.4
AVERAGE DAILY COMMUTE

Source: U.S. Bureau of Labor Statistics



Table 12.3 shows West Jordan’s unemployment rate as compared to other large cities in the state for 2021. Currently, West Jordan’s unemployment rate is lower than three of the six comparison cities with similar population.

Jobs to Housing

The jobs to housing ratio is used to illustrate the number of total job compared to the residential units locate the City. Ratios below 1.0 are typical communities considered to be “communities”. West Jordan has met this threshold.

Figure 12.7 describes the jobs to housing ratio for the large cities in the state each city having a ratio exceed West Jordan being the lowest. There are many potential implications of jobs to housing ratio, though the most obvious is economic. Residential units of low to moderate density result in a net expense to municipality in the long term, whereas businesses generally result in net revenue in the long term.

As a means of creating a more economically sustainable community, the City should begin looking at ways to increase the jobs to

housing ratio as a way to benefit the tax base, daytime population, and to provide more opportunities for people to live and work in the City.

At its foundation, the jobs to housing ratio is an illustration of existing land use dynamics. Efforts to change the direction of this ratio are therefore, a matter of guiding an appropriate portion of future land use toward non-residential uses. Given this, the City should take care to protect areas devoted to professional office and other non-residential uses such as education, manufacturing, and retail to increase the jobs to housing ratio and make land use percentages more consistent with similarly sized cities in Utah.

TABLE 12.3
2021 UNEMPLOYMENT RATE AVERAGES

Source: U.S. Bureau of Labor Statistics, On The Map (2019)

City	Percentage
West Valley City	1.9%
Salt Lake City	1.7%
Sandy	1.6%
West Jordan	1.5%
Orem	1.4%
Provo	1.2%

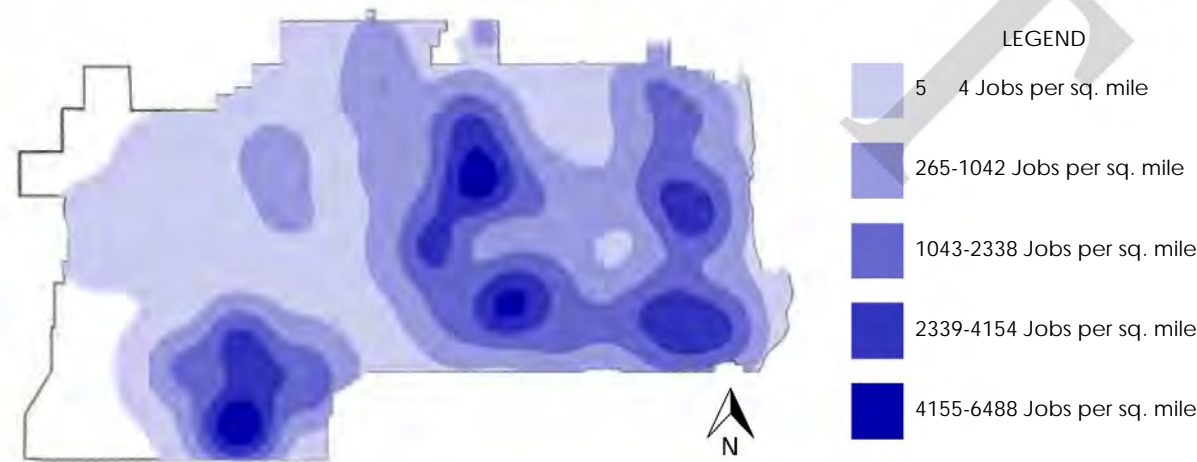


FIGURE 12.5
WEST JORDAN EMPLOYMENT CONCENTRATION HEAT MAP

Source: U.S. Bureau of Labor Statistics

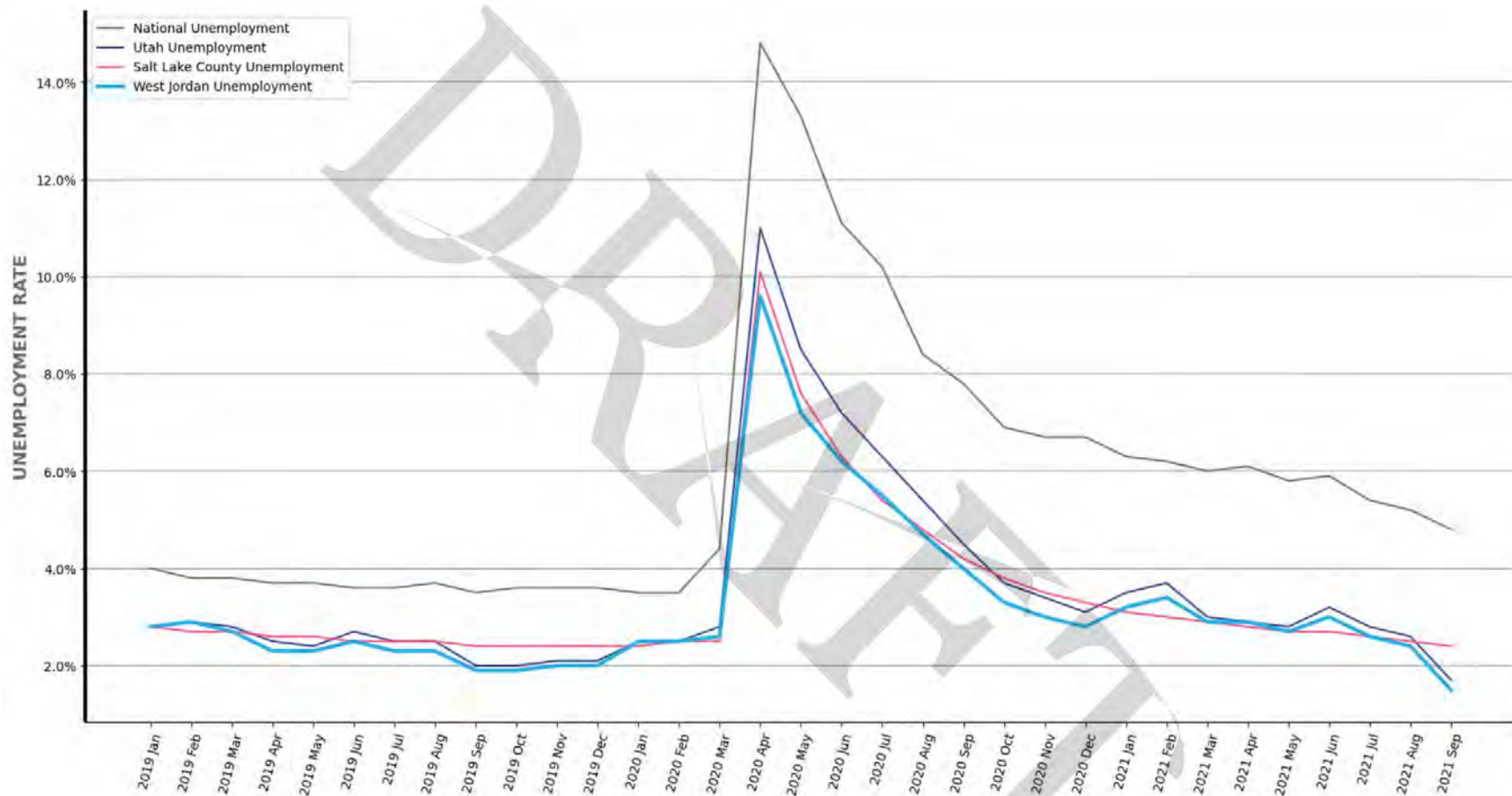


FIGURE 12.6
HISTORICAL UNEMPLOYMENT RATE
 Source: U.S. Bureau of Labor Statistics



CITY OF WEST JORDAN GENERAL PLAN



FIGURE 12.9
NUMBER OF FIRMS
Source: U.S. Bureau of Labor Statistics



NOTE: Squares are proportional to the percentage of West Jordan workers that are employed within each category.

- | | |
|--|--|
| 1 - 'Mining, Quarrying, and Oil and Gas Extraction', | 11 - 'Other Services (excluding Public Administration)', |
| 2 - 'Agriculture, Forestry, Fishing and Hunting', | 12 - 'Finance and Insurance', |
| 3 - 'Information', | 13 - 'Wholesale Trade', |
| 4 - 'Utilities', | 14 - 'Administration & Support, Waste Management and Remediation', |
| 5 - 'Arts, Entertainment, and Recreation', | 15 - 'Accommodation and Food Services', |
| 6 - 'Management of Companies and Enterprises', | 16 - 'Manufacturing', |
| 7 - 'Real Estate and Rental and Leasing', | 17 - 'Construction', |
| 8 - 'Transportation and Warehousing', | 18 - 'Health Care and Social Assistance', |
| 9 - 'Public Administration', | 19 - 'Educational Services', |
| 10 - 'Professional, Scientific, and Technical Services', | 20 - 'Retail Trade' |

FIGURE 12.10
WEST JORDAN JOBS BY INDUSTRY SECTOR
Source: U.S. Bureau of Labor Statistics

than average employment density for that industry. While LQ is an indicator of strengths in a broad industry, it will not identify strengths within specific NAICS codes within that industry.

LQ's are helpful when determining where a natural competitive strength may exist for recruiting new businesses. LQ's are also helpful for identifying where competitive advantages may be built through workforce development programs. In West Jordan, the sectors with the largest LQs are Construction (LQ=2.11), Retail Trade (LQ=1.39), and Wholesale Trade (LQ=1.30).

The Location Quotient Analysis shown in Table 12.5 also uses total employment and the average annual percent change in employment over the last five years as metrics in the analysis. Attention should be paid to the relative strength of each metric, including employment within the industry, the LQ, and the average change in employment for the industry. Drastic reductions in employment over the last five years may represent a potential risk within the industry such as the potential for future job losses. Business retention efforts are likely best directed toward employers in these industries. A strong

TABLE 12.5 WEST JORDAN FIRMS

Source: Utah

Workforce Servi

	Percentage	Firm	Percentage
Professional & Business Services	%	Manufacturing	5.8%
Trade Transportation & Utilities	18.62%	Leisure & Hospitality	5.61%
Construction	17.04%	Government	2.05%
Education & Health Services	14.14%	Information	1.2%
Financial & Activities	9.24%	Mining	0.18%
Other Services	6.95%		
	Total		100.0

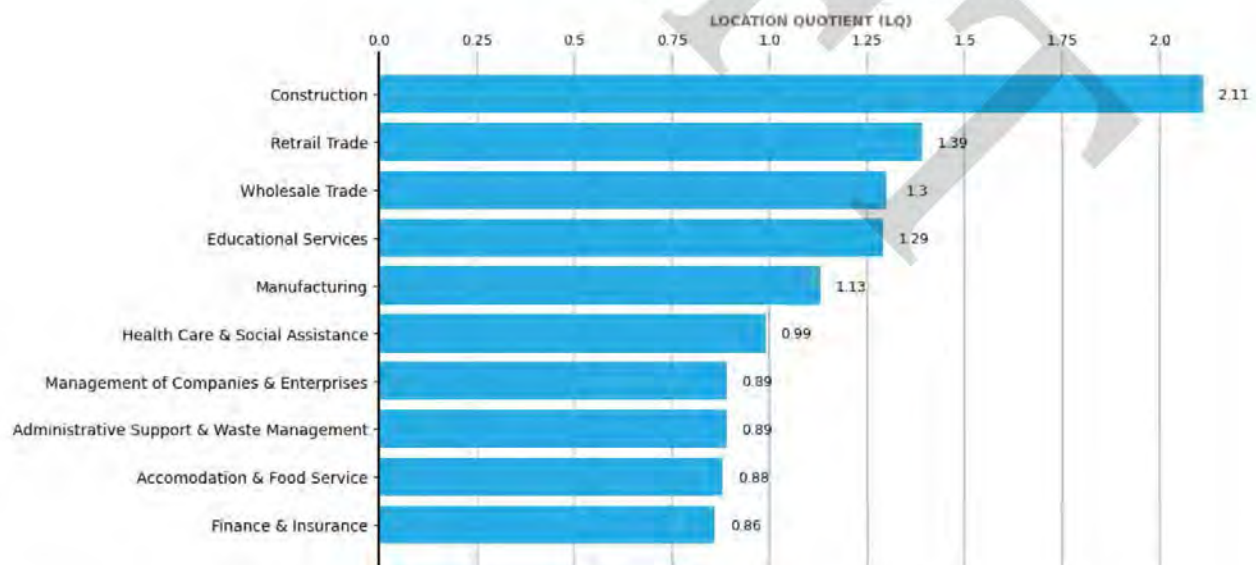


FIGURE 12.11

LOCATION QUOTIENT BY INDUSTRY

Source: JobsEQ as presented in EDCUtah 2019 Community Assessment (Data as of 2019Q2)



Opportunities for increasing employment in the City will include land near transit stations, interchanges along Mountain View Corridor, Redwood Road, South Valley Regional Airport, Jordan Landing, and the southwest quadrant (SWQ) of the City.

Population Economics

Economic value is created when work is performed. Populations are directly responsible for work that is performed, and thus the value that is added within a community. Within a population the capacity for work is determined by the education, employment, household size, and many other factors.

The attributes of a city's population play a key role in determining the economic value available in the community for services and amenities. Benchmark indicators such as median household income, per capita income, and persons in poverty are indicators of West Jordan's capacity for creating economic value.

West Jordan enjoys one of the largest median household incomes of the cities listed in Figure 12.8. On a per capita basis, West Jordan also maintains a high level of income compared to other cities, as evidenced in Figure 12.8. Due to this, the overall poverty rate in the City is comparatively lower than most other large cities in Utah. There are multiple factors that support above average household income for West Jordan. The two most prominent attributes are West Jordan's above average household size and its population age distribution which skews younger than many other communities.

Economic Base (Businesses, Employment, & Wages)

West Jordan's economic base is best understood by observing the characteristics of West Jordan businesses and the employment opportunities they create distributed across specific industries. It is also important to observe the relative strength of different industries within West Jordan when

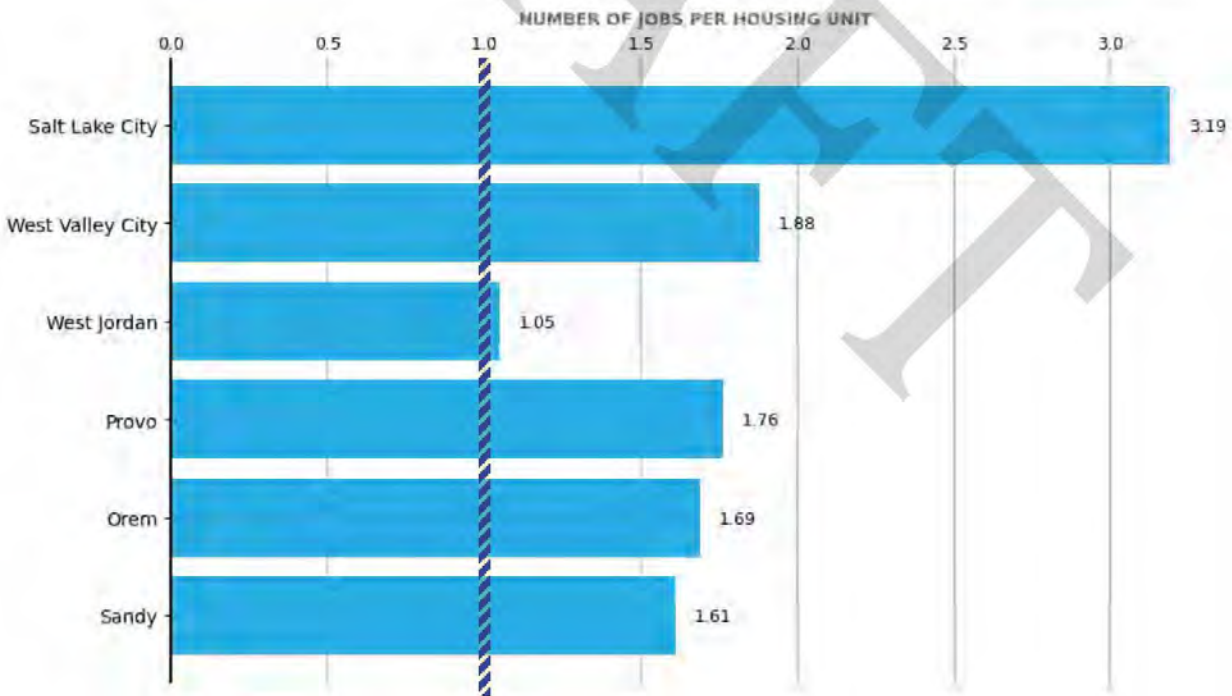


FIGURE 12.7
JOBS PER HOUSING UNIT

Source: U.S. Bureau of Labor Statistics; Utah Department of Workforce Services (2020)

compared to national and regional benchmarks. Our first observation is that West Jordan has significantly less business firms within its borders compared to other municipalities as indicated in Figure 12.9. In 2019, 2,751 businesses in West Jordan employed 35,388 persons.

In spite of this, West Jordan firms are diverse in the industries they cover (see Figure 12.10). This creates job opportunities across a wide variety of industries. West Jordan's business diversity protects the community from economic impacts industry-specific downturns.

Employment by Industry

The largest sector in West Jordan is (Figure 12.10), employing 5,997 workers. The largest sectors in the region are Educational Services

(4,400), Health Care and Social Assistance (4,159 workers) and Construction (3,398). It is worth noting that the retail sector employs the greatest number of workers in West Jordan, which is responsible in large part for the very low wages created by jobs in West Jordan when compared to other similarly sized municipalities.

Industry Location Quotients

Industry Location Quotients (LQs) measure the concentration of jobs within broad industry categories compared to the national average. An LQ of 1.0 communicates that the employment density for a specific industry in the study area is equal to the national average employment density for that industry. Thus, an LQ of 1.0 represents the national baseline. Any LQ higher than 1.0 indicates that the area has a higher concentration of employment in an industry when compared to the national average. An LQ less than 1 represents lower



FIGURE 12.8
INCOME AND POVERTY LEVELS (2019)

Source: U.S. Census Bureau (2019)



TABLE 12.5

WEST JORDAN LOCATION QUOTIENT ANALYSIS

NAICS Code	Industry	Employment	LQ	Average Annual Percent Change in Employment
5221	Depository Credit Intermediation	687	1.71	↑ 2.6%
4251	Wholesale Electronic Markets and Agents and Brokers	332	2.53	↓ 8.15%
6215	Medical and Diagnostic Laboratories	321	4.77	↑ 8.5
3323	Architectural Metals Manufacturing	317	3.39	↑ 7.3%
3371	Kitchen and Bath Cabinet Manufacturing	300	4.94	↑ 9.5%
3391	Medical Equipment and Supplies Manufacturing	256	3.36	↑ 3.9%
4851	Urban Transit Systems	247	4.28	↑ 6.1%
3254	Pharmaceutical and Medicine Manufacturing	244	3.50	↑ 39.0%
3118	Bakeries and Tortilla Manufacturing	208	2.69	↑ 8.8%
3345	Navigational, Measuring, Electromedical, and Control Instruments Manufacturing		1.85	↓ 2.2%
5222	Nondepository Credit Intermediation	82	1.26	↑ 10.4%
3116	Animal Slaughtering and Processing	169	.38	↓ 3.7%
3344	Semiconductor and Other Electronic Component Manufacturing	164	1.85	↓ 16.4%
4922	Local Messengers and Local Delivery	1	4.86	↑ 147.6%
3399	Other Miscellaneous Manufacturing	118	1.46	↑ 1.1%
3115	Dairy Product Manufacturing	110	3.18	↓ 2
3328	Coating, Engraving, Heat Treating, and Allied Activities	101	2.9	↑ 1.7%
3271	Clay Product and Refractory Manufacturing	85	.83	↑ 6.7%
4821	Rail Transportation	68	1.37	↑ 1.1%
3359	Other Electrical Equipment and Component Manufacturing	67	1.90	↑ 7.4%
3339	Other General Purpose Machinery Manufacturing	65	1.00	↑ 0.4%
3379	Other Furniture Related Product Manufacturing	64	7.56	↑ 0.6%
3219	Other Wood Product Manufacturing	62	1.07	↓ 6.5%
5414	Specialized Design Services	61	1.19	↑ 6.9%
3256	Soap, Cleaning Compound, and Toilet Preparation Manufacturing	48	1.78	↓ 11.3%

LQ coupled with robust employment growth may represent potential business recruitment opportunities.

Wage Trends

Total wages paid by employers in various cities are shown in Figure 12.12. West Jordan trails other cities by a significant margin. West Jordan's low level of total wages is correlated strongly to our jobs to housing ratio. Of the jobs that are available in West Jordan, a heavy concentration of those jobs are in the retail sector which are generally lower wage jobs. As we examine the average monthly wage in West Jordan, that West Jordan is near the bottom in comparing similarly sized cities (Figure 12.12).

An examination of the monthly wage by industry for West Jordan shows that the most lucrative jobs are in the manufacturing, financial, and construction industries. The fields with the lowest average salaries are in leisure & hospitality (Figure 12.13).

While wages in West Jordan are significantly lower than other similarly sized cities, wage growth is strong as indicated in Figure 12.12.

These graphs show 12% growth from 2008 to 2019. This is a positive trend which West Jordan City should seek to bolster through targeted recruitment of higher wage jobs in select industry sectors including manufacturing, financial activities, and professional and business services.

Tax Trends

Approximately 70% of West Jordan's General Fund revenues come from property tax and sales tax. The majority of City functions rely on these foundational revenues for funding. It is therefore important to understand how these taxes are calculated and how future development will impact revenues in relationship to anticipated City expenditures. Armed with that understanding, we can design economic development strategies to support revenue growth in proportion to anticipated expenditures. The sections below will look at benchmarks for both property and sales tax revenues.

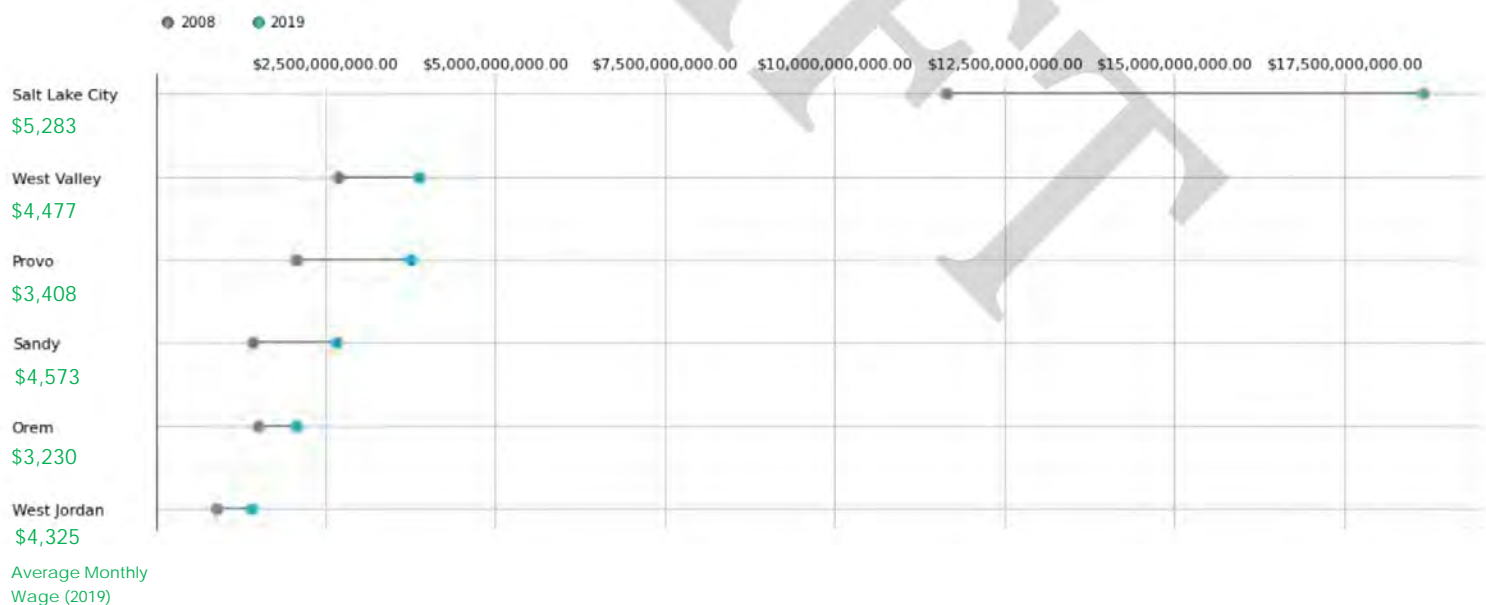


FIGURE 12.12

WAGE GROWTH AND AVERAGE MONTHLY PAY (NONFARM LABOR)

Source: Utah Department of Workforce Services (2019)



Per Capita Property Tax Digest

Per capita property tax digest is a benchmark indicator for the fiscal health of a community. Tax digest is measured by dividing the total taxes collected in for the year by the population during that same year. A decline in per capita property tax digest is an indicator that the City’s fiscal capacity may not be keeping pace with population growth. West Jordan’s proper has grown modestly (approx % per year) from 2018 through 20 by the data represented i

Per Capita Property Tax Digest

As with property tax digest, per tax digest is another important benchmark indicator for the fiscal health of a community. As can be seen in Figure 12.14, In 20 West Jordan collected \$210.90 in sales in 2020 for every resident living within its municipal boundary. Omitting Salt Lake City tax digest as an outlier, West Jordan closely relates to the average of the other similarly

sized cities. We can see clearly that Salt Lake City is an outlier in the amount of sales tax it collects per capita.

Per Capita Combined Tax Digest

Reviewing combined sales and property tax digest in Table 12.6, we see that West Jordan collects less in taxes per capita than all other cities with the lone exception of Provo, which has a high concentration of land that does not generate property tax. We see again that Salt Lake City is a clear outlier, collecting almost twice as much in combined taxes in 2020 as all other cities. A deeper dive into the Salt Lake City’s exceptional per capita combined tax generation illustrates the importance of balancing residential growth with non-residential land uses.

Salt Lake City’s per capita combined tax receipts are significantly higher than other cities for four primary reasons: Salt Lake has disproportionately high daytime population due to jobs located in the city.



FIGURE 12.13
WEST JORDAN MONTHLY WAGES BY INDUSTRY

Source: Utah Department of Workforce Services (2019)

- Salt Lake charges an additional 0.5% “Invest in our Future” sales tax.
- Salt Lake City has low sales tax leakage due to its diversity of retail opportunities.
- Salt Lake City has much higher density of industrial and commercial properties which are taxed at full appraised value (compared to residential property).

we have explored between Salt Lake City and West Jordan paints a stark contrast and illustrates the value of growing jobs within the community, see Table 12.7.

Retail Sales

Gross retail sales for selected cities in 2020 are shown in Figure 12.15, and the gross retail

A comparative review of some of the metrics

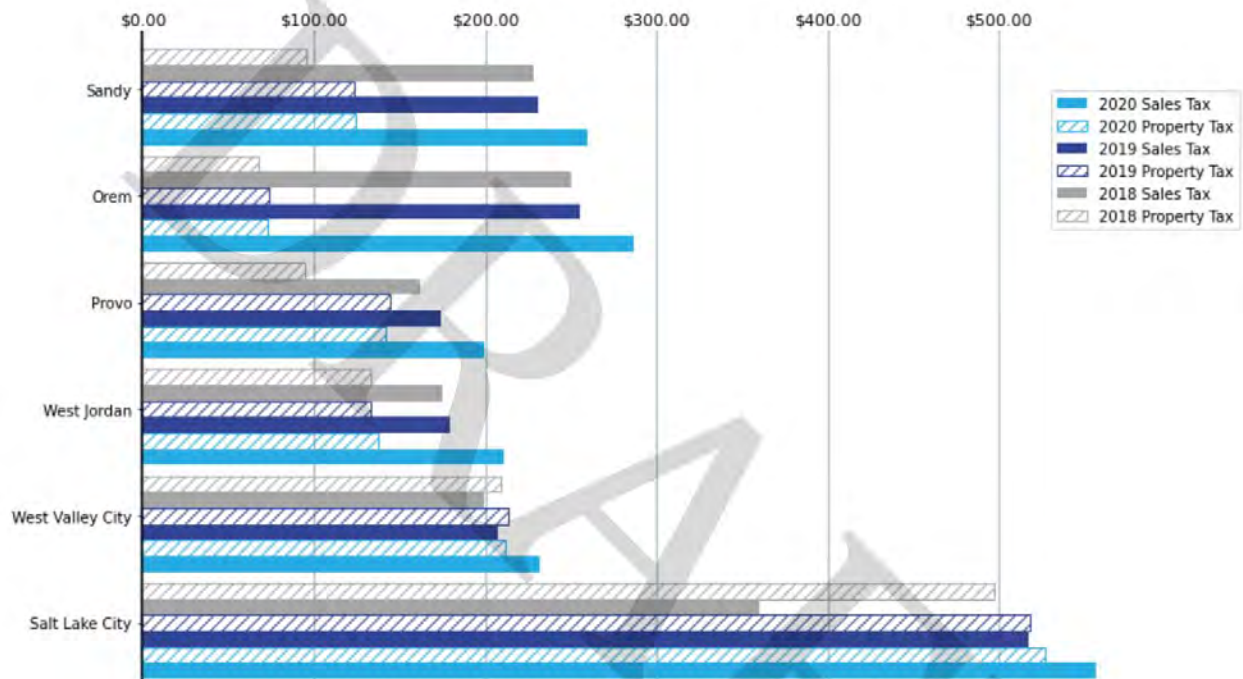


FIGURE 12.14

PER CAPITA PROPERTY AND SALES TAX

Source: Utah Department of Workforce Services (2019)

TABLE 12.6

CUMULATIVE PROPERTY TAX AND SALES TAX PER CAPITA

Source: Utah Department of Workforce Services (2019)

City	2018	2019	2020
Sandy	\$323.98	\$354.50	\$383.32
Orem	\$317.68	\$328.38	\$359.63
Provo	\$256.76	\$318.70	\$341.35
West Jordan	\$308.13	\$312.26	\$348.49
West Valley City	\$408.55	\$420.75	\$442.90
Salt Lake City	\$857.31	\$1,035.11	\$1,083.63



sales on a per capita basis are shown in Figure 12.16. In each case, West Jordan is second to last in the amount of gross retail sales. Despite its relatively low overall total, West Jordan’s retail sales growth has been very strong for a twenty two year period (1998 -2020), expanding at an average annual rate of 6.95%. Notably, retail sales contracted in only one year (from 2008 to 2009) over that twenty two year period. Total retail sales growth for that period is equal to over 361% (Figure 12.18).

West Jordan’s retail sales are well balanced across a number of categories with retail building materials, equipment and supplies of West Jordan’s total retail sales (Figure 12.17). Looking at retail sales per capita in Figure 12.16, West Jordan is second among the six largest cities in Utah in large part to West Jordan’s significant tax leakage of motor vehicle related sales, which accounts for \$2,104 in per capita sales

tax leakage.

If West Jordan were to eliminate retail sales leakage of motor vehicle related sales, we would see per capita gross retail sales approximately equal to those of West Valley City.

Ultimately, the City’s workforce, businesses, jobs, and retail establishments work together to make up the local economy of the City. Consideration of these economic elements can help elected officials and City staff make economically sustainable decisions in various policy realms.

TABLE 12.7
**COMPARATIVE REVIEW OF
WEST JORDAN & SLC**

Source: Utah Department of Workforce Services (2019)

	Salt Lake City	West Jordan
Labor Force	118,956	65,931
Number of Firms in City	13,801	2,751
Percent of Resident Workforce Employed in City	43.60%	10.10%
Jobs/Housing Ratio	3.19	1.05
2019 Monthly Wages	\$5,283	\$3,408

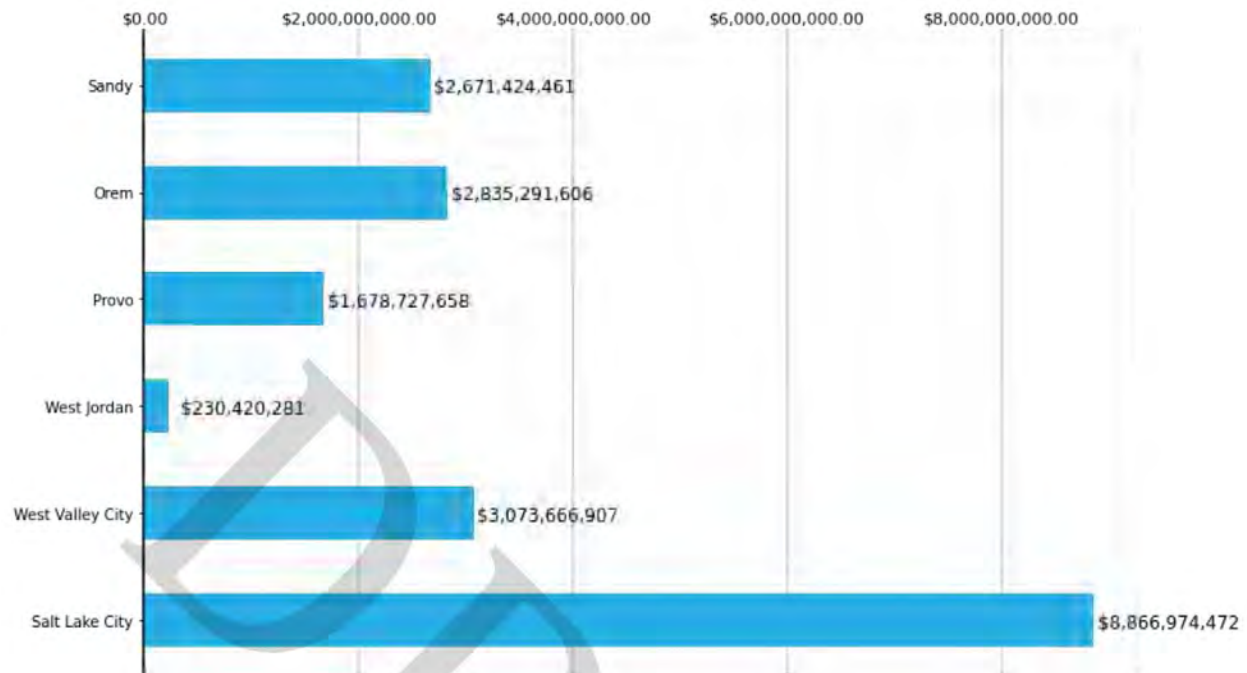


FIGURE 12.15

2020 GROSS RETAIL SALES

Source: Utah State Tax Commission (2020)



FIGURE 12.16

2020 GROSS RETAIL SALES PER CAPITA

Source: Utah State Tax Commission (2020)



CITY OF WEST JORDAN GENERAL PLAN



FIGURE 12.17
WEST JORDAN RETAIL SALES CATEGORY
Source: Utah State Tax Commission (2020)

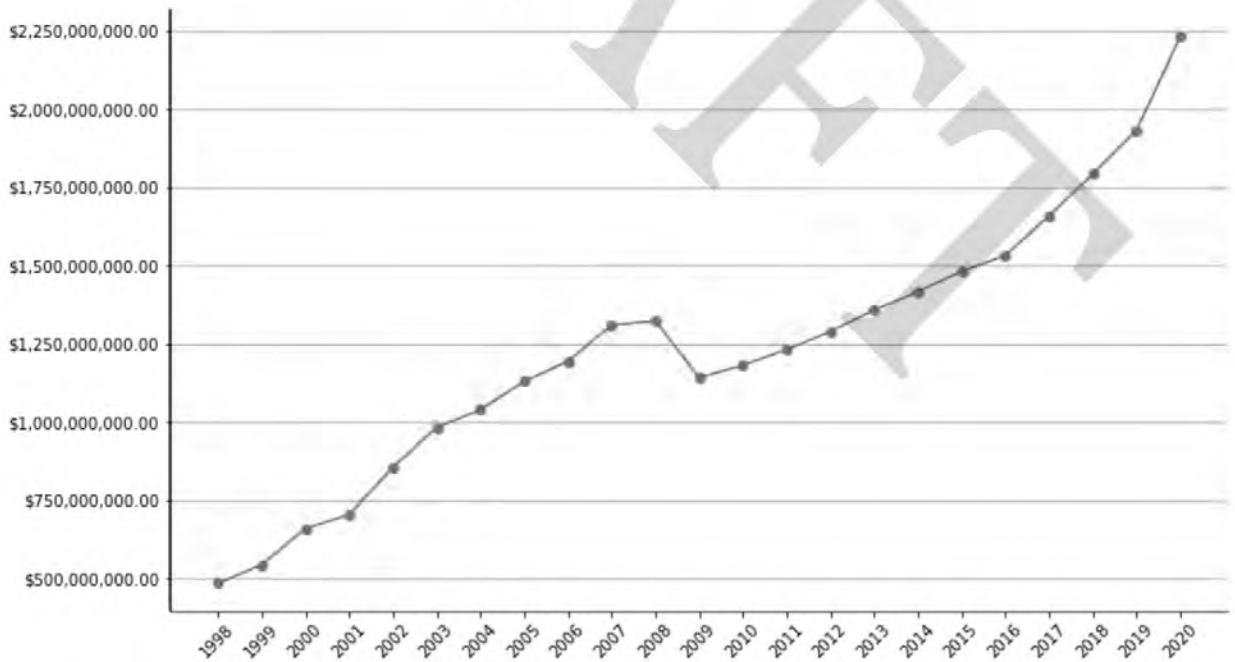


FIGURE 12.18
HISTORICAL RETAIL SALES GROWTH FOR WEST JORDAN
Source: Utah State Tax Commission (2020)

ECONOMIC DEVELOPMENT POLICIES AND GOALS

PROMOTE AND ENCOURAGE A VIBRANT, COMPREHENSIVE, AND HEALTHY ECONOMY

Provide a balanced mix of commercial, office, industrial, institutional, and residential land uses throughout the City in order to support existing industries and recruit new commercial, office, institutional, medical facilities, higher education and industrial development relative to land uses and community employment.

Create the opportunity for unique business and community organizations to be developed in the City.

Increase employment opportunities in the City to reduce commuting time of residents.

Actively promote reuse of vacant industrial, commercial, and office space.

ATTRACT MAKIN PHILOSOP

AND RETAIN QUALITY BUSINESS BY IS OUR FRIEND" PART OF OUR OVERALL

Within the limits of the City's authority, assist the business community in sustain viability by identifying ongoing and emerging economic trends and hardship and working to overcome obstacles.

Ensure that new development and infrastructure improvements do not impede access to existing businesses and are constructed in a timely manner.

Ensure that City processes, policies, regulations, and tax and fee structures affecting businesses are adequate but not excessive.

Streamline and improve permit processes to provide the most effective and no some processes for businesses and for the City itself.



DIVERSIFY AND STRENGTHEN THE EMPLOYMENT AND TAX BASE IN THE CITY OF WEST JORDAN.

Maintain an active, viable, and aggressive economic development department.

Seek outside funds that may be available to develop the City's infrastructure and amenities.

Provide City information, policies, programs, and goals to businesses to assist them in their development and business plans.

Develop and maintain a current community information packet, data files, and economic development website.

Establish a close working relationship with other city, state, federal, and private economic development agencies.

Provide a contact person to service and coordinate the development and expansion plans of new and existing business and industry using the chamber of commerce to its fullest advantage as a partner with the City.

Partner with public and private lead generating organizations to ensure West Jordan receives all leads and is actively marketed.

Organize economic committees to tap local resources that be used in an economic development program.

Develop and maintain a capital improvement program for the provision of needed infrastructure on a planned basis, and monitor and update progress through the yearly budget process.

Develop public-private partnerships, with the City willing to explore alternative financing sources and techniques.

Establish a business entity-building and marketing program to position and market the city for business attraction and expansion.

Promote the Mountain View Corridor as a vital component of West Jordan's integrated transportation network essential for commercial and industrial development and sustainability.

Promote public transit options within West Jordan as cost saving benefits for commercial and industrial businesses and interests.

INDUSTRIAL POLICIES AND GOALS

PROMOTE AND ENCOURAGE QUALITY INDUSTRIAL DEVELOPMENT IN THE CITY

Foster an environment conducive to a relationship of mutual cooperation between the City and industrial firms.

Meet biennially with owners of all major industrial firms in the City to identify needs, problems, and opportunities.

Increase the number of high paying industrial jobs within the City.

It should be recognized that the provision and preservation of prime industrial land is a valuable community asset. Therefore, industrial development should be actively promoted.

Identify and utilize funding sources for industrial development.

Create an environment that supports technology driven industrial businesses (Industry 4.0), and industrial businesses with above average investment in advanced production equipment.

COMMERCIAL POLICIES AND GOALS

PROVIDE ADEQUATE AND ACCESSIBLE COMMERCIAL AND BUSINESS SERVICES TO ALL CITY RESIDENTS

Establish well-located, convenient, and appropriate business sites that will encourage diversified commercial developments

Restrict lengthy or continuous commercial areas along major transportation routes; rather, encourage commercial areas to maintain compactness within a service region to create a high level of shopper convenience and drawing power.

Encourage the creation of planned commercial centers that provide the services and amenities residents need, and which reduce the need for extra or lengthy vehicle trips.

PROVIDE WELL-DESIGNED, ATTRACTIVE, AND AESTHETICALLY PLEASING PROFESSIONAL OFFICE AND BUSINESS ENVIRONMENTS WITHIN THE CITY

Support the renovation of older commercial areas in the City and ensure new commercial developments are attractive and consistent with citywide aesthetics.

Use the West Jordan Redevelopment Agency as a tool to revitalize older commercial areas of the City.

PROFESSIONAL OFFICE AND BUSINESS POLICIES AND GOALS

PROVIDE WELL-DESIGNED, ATTRACTIVE, AND AESTHETICALLY PLEASING PROFESSIONAL OFFICE AND BUSINESS ENVIRONMENTS WITHIN THE CITY

Promote development of office buildings and business parks that meet the needs of a dynamic workforce.

Promote the construction of multi-story office buildings, multiple office buildings, and larger business parks near major transportation corridors, such as Mt. View Corridor, Bangerter Highway, and Bacchus Highway.





Chapter Thirteen

HISTORIC PRESERVATION

Historic places help remind a community of its beginnings and of the achievements and values of previous generations. It is important that we learn from the past so that we as a community may move forward together into the future.

Across the nation, thousands of communities promote historic preservation for its economic benefits, the aesthetic qualities of historic buildings and neighborhoods, and its environmental benefits.

One indication of the success of historic preservation is that more than 90,000 individual properties are currently listed on the National Register of Historic Places¹. There are 362 properties listed on the National Register of Historic Places in Salt Lake County.

¹National Register of Historic Places, 2019-05-20 gsa.gov

Historic Preservation

Historic preservation adds value to private property. Studies across the nation have shown that where local historic districts are established, property values typically rise which, in turn, helps to establish a climate for investment and reinvestment. Property owners within a district know that the time and money spent on improving their properties will be matched with similar efforts on surrounding lots. People invest in a neighborhood as well as in an individual lot.

Rehabilitating a historic building can also cost less than constructing a new one. For example, preserving building elements that

are in good repair is generally less expensive than replacing them. Even in cases where appropriate restoration may cost more than less sensitive treatments, property owners are compensated for the added expense by the added value to the property.

Aesthetic Appeal and Quality of Life

One of preservation's most obvious advantages is that it creates more places to live and work. The style of historic places make communities visually appealing. Historic neighborhoods are also more "user friendly."

buildings closer to the street, and decorative architectural features contribute to a sense of identity that is unique for each historic neighborhood. These attributes encourage more pedestrian activity and interaction between neighbors. The physical sense of neighborhood also contributes to a sense of security in that it is more convenient to get to know one's neighbors and become familiar with who lives in the neighborhood.

Environmental Benefits

Preserving historic structures is sound environmental conservation policy because: (1) energy is not consumed to demolish existing buildings and dispose of the resulting

debris, thereby contributing to shorter life-span of landfills; (2) energy is not used to create new building materials, transport them and assemble them on site; and (3) by continuing to use historic buildings, there is less need to harvest new lumber and other materials that may negatively impact the environment of other locales where these materials are produced.

Responsibility of Ownership

Ownership of a historic property carries both the benefits described previously and also a responsibility to respect the historic character of the property and its setting. Ultimately, residents and property owners should recognize that historic preservation is a long-range community policy that promotes economic well-being and overall viability of the City at large, and that they play a vital role in helping to implement that policy through careful stewardship of the area's historic resources. Encouraging more ownership of historical properties will help create more awareness of the City's rich history and culture.

There are currently no historic districts in the City of West Jordan and only two buildings, the West Jordan Ward Meetinghouse (Pioneer Hall) and Gardner Village, that are listed on the National Register of Historic Places. Given the benefits to the community described above, the City should work with the State Office of Historic Preservation to determine if other sites or areas are eligible for inclusion on the National Register of Historic Places.



A Brief History of West Jordan

1849

The land that is now West Jordan along the Jordan River was settled in the fall of 1849. Due to the imminent onset of winter and the lack of readily available timber, the first homes were "dugouts" excavated into the hillsides above the river.

Most of these dugouts were replaced the following spring as soon as weather permitted the hauling of timber from Bingham Canyon.

The Jordan River flows from Utah Lake (fresh water lake) to the Great Salt Lake (inland salt sea). Early settlers recall when the Jordan River would fill to its banks and create dangerous whirlpools. It is reported in several old histories that the bridge between Midvale and West Jordan washed out every spring. At one time, a ferry provided river crossings until a substantial bridge could be built.

1851

In 1851, Matthew Gaunt started a woolen mill. In that same year, Samuel Mulliner tanned leather in the first tannery built west of the Mississippi River.

1852

School opened in West Jordan for the first time in 1852. Classes were held in a small log house, about 14 by 15 feet, situated southwest of the West Jordan Ward Meeting House at 1137 West 7800 South.

1853

The population of the West Jordan area is now 361 people.

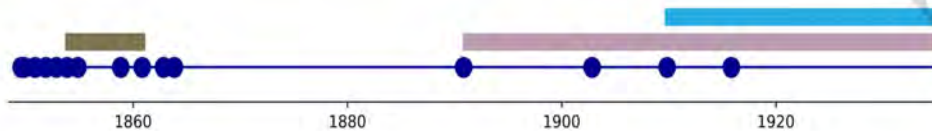
The first blacksmith's shop in south Salt Lake County belonged to Alexander Beckstead who completed the shop in 1853. Operations consisted of setting wagon ties, repairing wagons and farm implements, sharpening plows, and shoeing.

1854

In 1854, some of the mill standing at a site 1050 West 7800 South. The current owners have converted it into Gardner Village, a theme restaurant and retail shops reminiscent of the days Archibald Gardner.

1850

Archibald and Robert Gardner built the first saw mill in the area in 1850, powered by a 2 1/2 mile long mill race, the first important canal in Utah. Lumber to supply the mill was hauled fourteen miles from the Oquirrh Mountains to the west.



Wight's Fort History

1854

In the fall of 1854, a handful of people looking for a place to farm, came to a clear stream of water. This was Bingham Creek, which runs east from the Oquirrh Mountains and winds its way down to the Jordan River. During their explorations, the many signs of Native Americans convinced the group that they could not live in safety without some means of protection, which led to the construction of Wight's Fort (at about 3600 West on 9000 South).

The four walls of the fort, each 12 feet high, were constructed of stones, earth, and logs. When completed, the structure was large enough to enclose and protect seven log houses, and part of the much-valued stream. The fort had two large gates, one on the east and the other on the west.

1855

In spring, the wives and children of the fort builders had settled in.

1859

The families of Wight's Fort lived and prospered there until 1859.

1861

Lack of water forced settlers to abandon the site in 1861. For many years after, the only road to Bingham Canyon ran through the fort gates. Today, all that remains of the settlement at Wight's Fort is the Wight's Fort Cemetery located at approximately 3500 West 9000 South.

1863

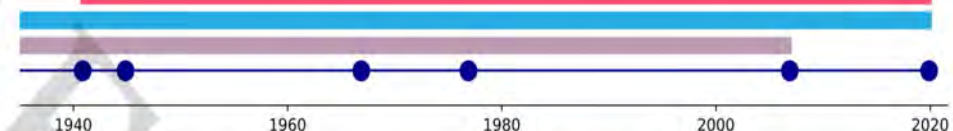
It was in the West Jordan Ward Meeting House that the first mining claim in the Utah Territory (for the Jordan Silver Mining Company) was filed on September 7, 1863, after the discovery of mineral-bearing ore in Bingham Canyon by George B. Ogilvie. The following December, documents were prepared that organized the West Mountain Mining District in the Oquirrh Mountains under the direction of Col. Patrick E. Connor.

1864

West Jordan's first post office opened in 1864 in a small adobe house adjacent to the West Jordan Ward Meeting House. In 1900, the Rural Free Delivery of mail (RFD) was begun from Sandy to West Jordan. Carriers delivered mail first by horse and buggy and later by Model T Ford. The current West Jordan Post Office has been renamed to honor Solon Richardson Jr., the first West Jordan Rural Free Delivery mail carrier.

1903

Dozens of small mining companies developed underground mines to recover lead, silver, and gold in Bingham Canyon. Copper became the most sought after mineral thanks to the vision of Daniel C. Jackling who organized the Utah Copper Company on June 4, 1903, now part of Rio Tinto (formerly Kennecott Copper Corporation). What was once a 1,500-foot-high hill in Bingham Canyon is now Kennecott's Bingham Canyon open pit copper mine.



Aviation History

1910

Few people are aware of the role West Jordan has in Utah aviation history. Significant landmark events include what is believed to be the first powered airplane flight in Utah, made by Lagar R. Culver on February 18, 1910.

1941-1943

In 1941, Salt Lake City Airport II was authorized and began official operation on June 25, 1943. The airport was constructed by the U.S. Army Corps of Engineers as part of the national defense system, serving during World War II as a military pilot training facility. It was known during World War II as Kearns Army Airfield and provided operational training for personnel and units during

the war. It was also part of the larger Kearns Army Air Base (later renamed Camp Kearns) which was a major Air Force basic and technical training facility for personnel being reassigned to one of the combat zones overseas.

1945

The Army sold the airport in 1945, and it is currently owned and operated by Salt Lake City.

1977

In 1977, Salt Lake City Airport II became the location of the Utah National Guard's Aviation Support Facility. The South Valley Regional Airport and continues to be a vital and significant regional aviation asset.

Sugar Factory History

1891

In 1891, the first sugar beets were raised in West Jordan.

1916

A factory was built in 1916 by the Dyer Construction Company. The work at the factory was seasonal. At its peak, it employed 235 people from mid-October to the end of December.

1950s

An estimated 285,000 bags of sugar were produced annually in the 1950s.

1970s

However, in the 1970s, the sugar beet market disappeared, and the factory closed its doors.

2011

The site served as a community theater for a number of years until January 2011, when the Utah-Idaho Sugar Factory was demolished due to structural and safety deficiencies.

Incorporation History

1941

The residents of West Jordan petitioned the County Commission for incorporation as a town in 1941.

1967

West Jordan became a third-class city in 1967, and after reaching a population of 104,128 residents,

2007

West Jordan officially became a first-class city on December 3, 2007.

2020

The City of West Jordan is currently the 3rd largest city in the state of Utah by population.



Historic Sites

Existing and Potential Historic Sites

Criteria used to determine eligibility of districts or buildings for landmark status have been established at the federal level to evaluate sites that may be eligible for listing on the National Register of Historic Places. Briefly, landmark sites must be at least 50 years old, have maintained a high degree of integrity from the period in which they were built, and have contributed to the patterns of the city's history. Historic sites are composed of contributing properties, which are professionally conducted surveys. Those which are 50 years old and retained a high degree of integrity.

There are two sites in the City currently on the National Register (see Figure 3.1 below) and several more that are generally acknowledged as meeting the eligibility criteria. Sites with potential for listing on the National Register include Wight's Fort Cemetery and the Welby Townsite located at the intersection of 9000 South and Old Bingham Highway.

The Gardner Mill site is privately owned and is currently utilized as a retail/commercial center offering various shops and restaurants for the residents of West Jordan and Salt Lake County.

The West Jordan Ward Meetinghouse (also known as Pioneer Hall or the Old Rock Church) is currently owned by the City of West

Jordan and utilized as the home of the local chapter of the Daughters of Utah Pioneers. This facility is maintained and rented to the public for social gatherings, weddings, family reunions, etc. With help from a congressional appropriation, this facility was completely renovated during 2006-2007.

Utah Century Farms and Ranches

As a part of Utah's centennial celebration in 1996, a program was initiated by the Utah Department of Agriculture and Utah Farm Bureau Federation to recognize and honor family farms and ranches in the State that have been owned by the same family for 100 years or more. All landowners received a special certificate and permanent "Century Farm & Ranch" sign for their property. Five of these farms were located in West Jordan at some point: the Malmstrom Family Farm; Drake Family Farm; Bateman Dairy Farms Inc.; Gardner Heritage Farm; and the Cook Family Farm.

Historic Surveys

Conducting a historic resource survey, known as a "reconnaissance survey," is the first step in preparing a National Register nomination for a historic district. The survey determines the concentration of contributing versus non-contributing properties and identifies patterns of development that help describe the history of a community. A reconnaissance survey also identifies properties that are worthy of further study, known as an intensive-level survey. Intensive level surveys are also necessary for the preparation of a National

TABLE 13.1

NATIONAL REGISTER SITES, WEST JORDAN, UTAH

Resource name	Address	City	Date listed
Gardner Mill	1050 W. 7800 South	West Jordan	9/29/1982
West Jordan Ward Meeting House (Pioneer Hall)	1137 W. 7800 S	West Jordan	4/14/1995

Register nomination for a district. There is no record of historic surveys having been done in West Jordan. However, they are a valuable tool in any historic preservation program.

Incentives for Historic Preservation

Government agencies and nonprofit organizations offer incentives to assist property owners in maintaining and restoring historic properties. The most commonly used sources of funding and information are listed below.

Utah State Historic Preservation Office (SHPO)

The Utah State Historic Preservation Office administers the state and federal programs. The SHPO also administers funding for Certified Local Government programs, which provides communities access to preservation programs, tools and resources.

National Trust for Historic Preservation

Established in 1949, the National Trust has shown how preservation can play an important role in strengthening a sense of community and improving the quality of life. The National Trust offers small planning and design grants for communities with historical buildings.

State and Federal Tax Credits for National Register-Listed Properties

Owners of property listed on the National Register of Historic Places are eligible to obtain a 20% federal income tax credit for rehabilitation of income-producing properties and a 20% state income tax credit for residential properties (residential rental properties can sometimes qualify for federal and state tax credits).

All work performed on the property must comply with the Secretary of the Interior's "Standards for Rehabilitation." The staff of the Utah State Historic Preservation Office reviews and processes these applications. It is very important to contact the office prior to beginning physical work on the project whenever possible.

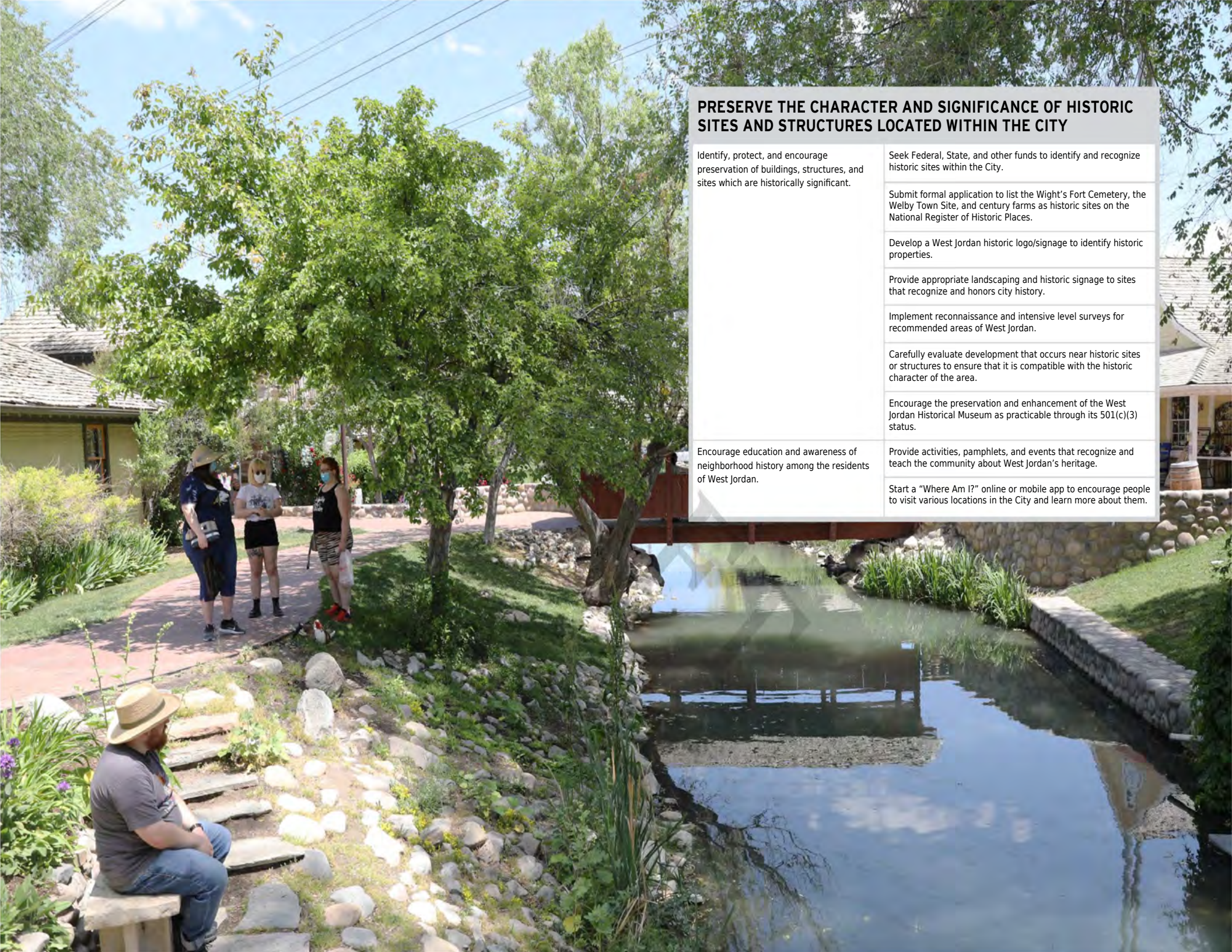
Preservation Utah

Preservation Utah is a statewide historic preservation nonprofit that offers low interest loans set at half the prime interest rate to restore and rehabilitate historic buildings. In general, a property must be at least 50 years old and retain its architectural integrity to qualify. Approval of loan applications is based on a number of criteria, including the historic appropriateness of the proposed renovation and the availability of loan funds.

Preservation Utah also maintains the Utah Preservation Directory which identifies companies and individuals who have experience in working with historic buildings.

Ultimately, preservation helps remind a community of its beginnings and of the achievements and values of previous generations. It also includes economic benefits, environmental benefits, and community benefits.





PRESERVE THE CHARACTER AND SIGNIFICANCE OF HISTORIC SITES AND STRUCTURES LOCATED WITHIN THE CITY

Identify, protect, and encourage preservation of buildings, structures, and sites which are historically significant.

Seek Federal, State, and other funds to identify and recognize historic sites within the City.

Submit formal application to list the Wight's Fort Cemetery, the Welby Town Site, and century farms as historic sites on the National Register of Historic Places.

Develop a West Jordan historic logo/signage to identify historic properties.

Provide appropriate landscaping and historic signage to sites that recognize and honors city history.

Implement reconnaissance and intensive level surveys for recommended areas of West Jordan.

Carefully evaluate development that occurs near historic sites or structures to ensure that it is compatible with the historic character of the area.

Encourage the preservation and enhancement of the West Jordan Historical Museum as practicable through its 501(c)(3) status.

Encourage education and awareness of neighborhood history among the residents of West Jordan.

Provide activities, pamphlets, and events that recognize and teach the community about West Jordan's heritage.

Start a "Where Am I?" online or mobile app to encourage people to visit various locations in the City and learn more about them.

Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
GROWTH MANAGEMENT POLICIES AND GOALS			
PROVIDE OPPORTUNITIES FOR ATTRACTIVE NEW DEVELOPMENT WITHIN ESTABLISHED NEIGHBORHOODS AND COMMERCIAL AREAS THAT PRESERVES THE INTEGRITY OF THE AREA AND IS ADEQUATELY SUPPORTED BY INFRASTRUCTURE			
Reduce urban sprawl by promoting smart infill development.	Streamline the permitting and approval process for development that meets the needs of the development areas of the city.		Community Development Administration City Council Office Legal Services
	Implement fees for infill development that use existing infrastructure capacity.		Administrative Services City Council Public Utilities
	Include infill and redevelopment as in updates to master plans.		Public Utilities Public Services Public Works
	Examine the zoning map and identify locations where mixed use, infill developments can complement existing residential neighborhoods and investigate the possibility of creating specific zoning overlay districts with development criteria for the identified locations.		Community Development Economic Development City Council Legal Services
	Allow for density bonuses for development proposals that meet the intent and criteria for mixed-use, infill development.		Community Development City Council Legal Services Public Utilities
	Encourage smart master development in commercial areas as outlined in Chapter 5.		Community Development Economic Development City Council
	Encourage smart infill development in Station Areas as outlined in Chapter 5.		Community Development Economic Development City Council
PROVIDE FOR ORDERLY ANNEXATION OF PROPERTIES INTO THE CITY			
Ensure the City is up to date on annexation interests.	Annually review the resolution adopting the West Jordan City Master Annexation Plan for consistency with Utah State statutes post-legislative session.		Community Development Communication Administration Legal Services City Council

	Continue to establish and update boundary agreements with neighboring jurisdictions in accordance with State Law.		Community Development Communication Administration Legal Services City Council
Complete cost-analysis through geoaccounting to help ensure fiscally sound expansion.	Conduct comprehensive financial evaluation of proposed annexations to ensure collection of impact fees will be sufficient to funding infrastructure		Community Development Communication Administration Legal Services City Council Administrative Services Public Utilities Public Works Public Services
	Develop urban expansion areas to be included on comprehensive extension map based on infrastructure and services		Administrative Services Public Utilities Public Works Public Services
	Annexations to which municipalities can be read provided they would have priority over those that may not pay their fair share.		Administrative Services Community Development City Council
ENSURE FUTURE DEVELOPMENT IS PROVIDED WITH ADEQUATE PUBLIC UTILITIES AND INFRASTRUCTURE			
Annually review and update Section 13-7 (Adequate Public Facilities) of the City's zoning ordinance to ensure the standards are current and address potential impacts of development on the City.	Monitor all new development to determine how it may impact the Adequate Public Facilities section of the Zoning Ordinance.		Community Development Public Utilities Public Works Police Services Police Fire
	Ensure new development is in line with Capital Improvement Project Plans.		Community Development Public Utilities Public Works Public Services
ENCOURAGE THE CONVERSION OF EXISTING BUILDINGS AND INFRASTRUCTURE TO USES OTHER THAN THEIR INITIALLY INTENDED USES WHERE APPROPRIATE			
Promote adaptive reuse for businesses within or relocating to West Jordan.	Consider a wider variety of uses that fully utilize the large spaces of vacant "big box" commercial buildings.		Community Development Economic Development City Council
	Ensure new development is in line with Capital Improvement Project Plans.		Community Development Economic Development City Council



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
ENCOURAGE THE CONVERSION OF EXISTING BUILDINGS AND INFRASTRUCTURE TO USES OTHER THAN THEIR INITIALLY INTENDED USES WHERE APPROPRIATE (CONT.)			
Promote adaptive reuse for businesses within or relocating to West Jordan. (Cont.)	Allow for adaptive reuse.		Community Development Economic Development City Council Legal Services
ENSURE THAT NEW DEVELOPMENT		SHARE FOR INFRASTRUCTURE AND COSTS FOR SERVICE	
Ensure that impact fees are appropriate for all regions of the City.	Ensure that a national agreement between the collected impact fee and the cost of development may have on the community.		Community Development Public Utilities Administrative Services Public Works Public Services Legal Services
	Research innovative impact fee collection that considers obvious costs of development such as the upgrading of streets, utilities, and public facilities outside a specific development which are necessary a result of development.		Community Development Public Utilities Administrative Services Public Works Public Services Legal Services
	Implement timing and phasing requirements for development to ensure logical, compact, and cost-effective extension of municipal services.		Community Development Administrative Services Public Utilities Public Works
	Research techniques for impact fee collection which consider the distance a proposed development is from established municipal services. A tiered system may be possible where impact fees may be higher the further a development is away from the existing infrastructure with available capacity.		Community Development Administrative Services City Council Public Utilities Public Works
	Develop mechanisms for quantifying and tracking the costs of development on the City's budget and adjust impact fees accordingly.		Administration Administrative Services City Council
	Enter into development agreements for larger projects that require developers to provide major capital facilities in associated unserved areas.		Community Development City Council Economic Development Public Utilities Public Works Legal Services Administrative Services

Provide commercial and employment land uses in strategic locations within the expansion areas of the City so that the community's tax base is diversified and residents have employment opportunities closer to where they live.		Community Development City Council Economic Development
The ordinance and map as necessary to reflect uses on the General Use Map. This task the City's program for neral Plan.		Community Development City Council Legal Services Economic Development

URBAN DESIGN POLICY & GOALS

PROMOTE AND FOSTER GOOD URBAN DESIGN AT , NEIGHBORHOOD, AND INDIVIDUAL PROJECT LEVELS

Vigorously enforce all City ordinances that seek and promote an attractive urban environment.	Establish, regularly revise, and enforce standards for improving the visual quality of roadside appearance	Community Development City Council Public Services
	Adopt and vigorously enforce ordinance requiring landowners to keep their property free of weeds, junk vehicle and equipment, unsightly buildings, trash, and other debris.	Community Development City Council Legal Services
	Regularly evaluate the City's zoning and sign ordinances to determine the degree to which they promote good urban design and update as necessary.	Community Development City Council Legal Services
	Require that mechanical equipment, parking, trash disposal and storage areas be screened from public view.	Community Development City Council Legal Services
	The City should lead by example through incorporating art into public places that is appropriate to the development and relevant to its image.	Community Development Administration City Council
Promote development design that is pedestrian-oriented.	Require pedestrian walkways between parking aisles and from public parking areas to adjacent businesses.	Community Development City Council



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROMOTE AND FOSTER GOOD URBAN DESIGN AT THE COMMUNITY, NEIGHBORHOOD, AND INDIVIDUAL PROJECT LEVELS (CONT.)			
Promote development design that is pedestrian-oriented. (Cont.)	Incorporate pedestrian plazas and other gathering spaces into the design of major activities.		Community Development City Council
	Provide well-lit, safe, and secure pedestrian systems throughout the city and wherever feasible, coordinate with existing systems.		Community Development Public Works Public Services
IDENTIFY AND ENHANCE GATEWAYS THROUGHOUT THE CITY			
Strengthen gateways so visitors receive a positive impression of the City and recognize when they have arrived in West Jordan	Preserve positive physical features of major and minor gateways.		Community Development Public Services
	Improve gateway vista and the immediate environment of major gateway roads.		Community Development Public Services
	Rehabilitate the areas immediately around gateways by providing landscaping, special streetscapes, or district improvements.		Community Development Public Services
	Remove overhead power transmission lines along streets in gateway and vista areas.		Community Development Public Services
	Unify streetlight fixtures and equipment into a consistently designed theme for each neighborhood.		Public Services
	Encourage development that preserves and incorporates natural features, such as topography, vegetation, water elements, etc., into its overall design.		Community Development
	Improve ordinances and the enforcement of such ordinances requiring vacant buildings to be secured and vacant lots to be maintained along gateway roads.		Community Development



	Establish stringent guidelines for screening and landscaping of unsightly roadside uses. Low maintenance, indigenous vegetation and water conservation should be encouraged.		Community Development City Council Legal Services Public Utilities
	Reevaluate land uses adjacent to streets. Prohibit open parking, junk yards, and within view corridors.		Community Development City Council Economic Development
	Setbacks of properties adjacent to principal streets to be consistent with the character of the neighborhood. Landscaping of unsightly uses in neighborhoods.		Community Development City Council
STRENGTHEN THE IDENTITY AND IMAGE OF THE CITY OF PORTLAND			
Continue planting trees to improve the image of the City.	Encourage street tree conservation and replanting in street right-of-way construction. Street trees should have the same level of importance as curb gutter, and sidewalk reconstruction.		Public Services Community Development Public Works
	Require that all site plans for new construction and remodeling by private or public concerns show all existing trees located in the public rights of way.		Community Development City Council
	Provide adequate financial support and staffing for the Urban Forester program.		City Council Administration Public Services
Implement a financially sound street light coordination plan.	Define appropriate levels of street lighting and style of streetlight fixtures based on the characteristics and use of the street and on neighborhood character.		Public Services
	Analyze a neighborhood's or street's lighting needs. Establish a hierarchy of streetlights by size, type of lighting source, and light intensities to better address the streetscape and neighborhood character as needed.		Public Services

Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
STRENGTHEN THE IDENTITY AND IMAGE OF THE CITY OF WEST JORDAN (CONT)			
Implement a financially sound street light coordination plan. (Cont.)	Provide streetlight fixtures with shields or directional diffusers. This is particularly important where views or vistas may be impacted by glare or where light overexposure interferes with neighboring properties.		Public Services
	Lighting improvements to enhance safety and visibility.		Public Services Public Utilities Public Works
Utilize the natural and man-made setting to promote a strong community identity for the City of West Jordan.	Promote diversity and encourage creative and imaginative design throughout the city. Buildings should be planned in a manner as to not obstruct views on its architecture while at the same time, screening mechanical units, service bays, trash dumpsters, and parking areas.		Community Development City Council Administration
	Use buildings along street vista to properly frame view corridors. This is particularly important along prominent view corridors.		Community Development
	Encourage grid-style road systems that facilitate both individual project and community interconnectivity while unifying the image of the City.		Community Development
	Preserve vistas to and from City parks, open space areas, and landmarks.		Community Development Public Services
	Establish view easements to protect existing and potential vistas of prominent buildings, natural features, and parks. Building height, scale, and mass may be used as tools to properly frame major vistas.		Community Development
	Require water wise street landscaping and utility equipment along prominent streets and vista corridors to frame or enhance the vista.		Community Development Public Services City Council

	Encourage revitalization of poorly maintained neighborhoods and developments.		Community Development Economic Development
	All signs in the City should be high quality and promote a positive image.		Public Works
	Emphasize first-level activity as the developing pedestrian-friendly and circulation		Community Development
	Improve boulevards and streetscapes that enhance the quality of the urban environment, including landscaping, lighting, landscape equipment and furniture		Community Development Public Services
	Building setbacks and treatments should be consistent and appropriate to create a visually pleasing and functional streetscape.		Community Development Public Works Public Services
ESTABLISH A COMPREHENSIBLE URBAN OPEN SPACE SYSTEM IN THE			
Create urban open space areas that serve residents and attract visitors.	Improve urban open space amenities to promote an orderly and visually pleasing environment for workers, residents and visitors. Provide facilities for people, i.e., public restrooms, places to relax, and protection from the elements.		Public Services Community Development City Council Economic Development
	Encourage private development with urban open spaces.		Community Development Economic Development
	Encourage greater use of public areas for eating, entertainment, etc.		Public Services Community Development Economic Development
Focus on creating pedestrian friendly access to buildings and amenities.	Reinforce recommended land use patterns by providing both vehicular and pedestrian links between individual developments and surrounding areas.		Community Development Public Services
	Encourage both private and public development that focuses on pedestrian-oriented site and building design, even if the building is reached primarily by automobile.		Community Development



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
Focus on creating pedestrian friendly access to buildings and amenities. (cont.)	Require pedestrian circulation networks in all neighborhoods and districts.		Community Development City Council
	Require the incorporation of natural open space features in pedestrian networks when feasible.		Community Development City Council
	Require building design to respect the needs of the street.		Community Development City Council Economic Development
	Require building design to respect the needs of the street and ground level in the City Center. Building design should be consistent with the City Center Plan, and building's use.		Economic Development Community Development
	Ensure that street design and equipment are grouped and designed to minimize visual impacts from pedestrian pathways.		Community Development
ESTABLISH AREAS OF TRANSIT-ORIENTED DEVELOPMENT (TOD) THAT SUPPORT AND ENHANCE A HIGH LEVEL OF URBAN DESIGN			
Follow the established urban design guidelines for TOD districts.	Establish specific urban design standards and guidelines for TOD sites that address architectural design, landscape architectural design, and a design palette for public amenities		Community Development City Council
	Implement programs such as "Art in Transit" to enhance areas at and around transit stations.		Public Services Administration City Council Economic Development
	Adopt a "Public Transit Corridor Zone" with specific standards and regulations as agreed upon with UTA and other cities along the Mid-Jordan Transit Corridor.		Community Development City Council Legal Services
PRESERVE POSITIVE NEIGHBORHOOD CHARACTER			
Implement buffering between differing uses, zoning, and densities	In new developments, buffering standards should be established requiring that a more intensive use be responsible for mitigating its impact on less intensive uses.		Community Development City Council

Buffering should provide appropriate levels of mitigation while, at the same time, provide for appropriate neighborhood connectivity.		Community Development
Require buffers between dissimilar uses using appropriate materials, appropriate site/building		Community Development City Council
Require buffers and zoning require buffers between uses, rather than between districts.		Community Development City Council
Require a buffer when commercial or industrial use is adjacent to a residential use.		Community Development City Council
Establish landscape buffers along street rights-of-way to improve the quality of open space and visual image of important gateways. Walls used in streetscape buffers should be minimized and distance, landforms, and intensive landscaping should be emphasized.		Community Development
Limit the height of neighborhood retail, residential, and industrial uses to the height and scale of the respective neighborhood. Generally, building heights should be limited to three stories.		Community Development
Establish standards to ensure that the massing of non-residential buildings in or near residential areas is compatible with the surrounding neighborhoods.		Community Development City Council

Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PRESERVE POSITIVE NEIGHBORHOOD CHARACTER (CONT.)			
Implement buffering between differing uses, zoning, and densities. (Con.t)	<p>Establish nodes and landmarks to help create neighborhood identity. Elements used to create nodes and landmarks may include:</p> <ul style="list-style-type: none"> • Natural features and natural forms (water, trees, etc.) • Areas which have a unique character • Features in street design, material, grade etc. 		Community Development
CREATE A CITY CENTER THAT EXEMPLIFIES A HIGH-QUALITY URBAN DESIGN			
Follow the City Center design guidelines established in the zoning ordinance for uses within the City Center.	Develop and implement the City Center design concept that is based on scaled buildings, interesting architectural treatments, visual coherence, and a unique sense of place.		Economic Development Community Development
	Develop and implement urban design elements that will create a new image attractive to appropriate markets not served by competing commercial centers. Do not replicate the standard strip-mall development pattern so common throughout the Salt Lake Valley.		Community Development Economic Development
	Break down the perceived size, scale, and openness of the City Center area through the development of a smaller street grid pattern and inviting pedestrian-scale sidewalks adjacent to buildings.		Economic Development Community Development
	Encourage human-scale buildings mixed with a range of public spaces, pedestrian amenities, high quality small-scale streets and squares, and linkages to adjacent uses.		Economic Development Community Development



<p>significant district in the sense of arrival into the city providing urban design along 780th east</p> <p>a Redwood Road north of the City Center, and to 7800 South and Redwood Road</p>		
<p>Implement an intensive streetscape improvement program including traffic calming measures, tree planting, store front design guideline introduction of human/pedestrian-scaled city block and a pedestrian-scaled city block and a street system with minor streets as well as main streets.</p>		Economic Development
<p>Develop pedestrian amenities of the highest quality including special paving, awnings on buildings, good directional signage, seating, public art, street trees, and seasonal planting.</p>		Economic Development
<p>In cooperation with UDOT, redesign Redwood Road as a "boulevard" running through the City Center. This should include creation of a landscaped median, pedestrian-scale lighting, underground placement of utility lines, special signage, a grade-separated pedestrian</p>		Economic Development

Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
CREATE A CITY CENTER THAT EXEMPLIFIES A HIGH LEVEL OF URBAN DESIGN (CONT.)			
	Create well-designed commercial retail buildings which may include office space or residences on upper floors that provide a continuous edge along streets. Encourage a mix of uses with an appropriate mix of building heights and building footprints designed and sized for the neighborhood.		Economic Development Community Development
	Develop streets that will result in a more functional public realm with a mix of uses and other planned into parking lot design.		Economic Development Community Development Public Services
	Provide a trail connect City Center with the proposed Mormon Creek Trail that will in turn, connect to the Jordan River Parkway.		Public Services City Council
GENERAL LAND USE POLICIES AND GOALS			
MAINTAIN SUSTAINABILITY AND CONSISTENCY IN LAND USE CHANGING			
Land use decisions shall be guided by the maps, goals, and policies of the General Plan.	The City should initiate zoning changes based on the use recommendations contained herein, as determined by the City Council.		Community Development City Council Legal Services
	Keep citizens of the City adequately informed of development in their immediate vicinity through appropriate public notification.		Community Development City Council
	Implement a public data portal on the City's website to show development that is under construction.		Community Development City Council Communication
CONTINUALLY AND CONSISTENTLY UPDATE THE FUTURE LAND USE MAP, ZONING MAP, AND ZONING ORDINANCE FOR EASE OF REFERENCE AND ADMINISTRATION			
The official Future Land Use Map should accurately represent the future land use needs and goals of the City.	Update the Future Land Use Map as needed after positively finding that the new or changed land use is appropriate and that negative impacts will not be created because of the change.		Community Development City Council

	Create a new land use category for planned residential development that provides flexibility to shift and integrate density and housing types within a development area while not exceeding the approved maximum number of units of the development..		Community Development City Council Legal Services
The Zoning Map should accurately depict the actual or intended land uses.	Update Ordinance to modify Birch Park (BR-P) zoning to be more attractive and efficient such as reducing setbacks or width requirements.		Community Development City Council Legal Services Administration
	Update the Zoning Ordinance to be consistent with State Code and the best and most current local practices. Zoning Ordinance modifications and updates should be easy to understand.		Community Development City Council Legal Services

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

ECONOMICALLY FEASIBLE AND ORDERLY, WHICH ALSO PROTECT DESIRABLE EXISTING LAND USES AND MINIMIZE IMPACTS TO EXISTING NEIGHBORHOODS

Establish policies that integrate regional planning practices to better serve the City and region as a whole.			City Council Administration
Participate in regional planning programs established by Salt Lake County, the State of Utah, Wasatch Front Regional Council, Federal government, and other entities.			Community Development Administration City Council

RESIDENTIAL POLICIES AND GOALS

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

Ensure that the development of neighborhoods provide basic services and needs, i.e., parks, shopping, medical facilities, churches, transit, and schools within walking distance of each other.	Ensure safety, accessibility, and walkability within and between neighborhoods.		Community Development Public Works Public Services
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Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROVIDE A SAFE AND HEALTHY LIVING ENVIRONMENT FOR ALL CITIZENS OF THE CITY (CONT.)			
Ensure that the development of neighborhoods provide basic services and needs, i.e., parks, shopping, medical facilities, churches, transit, and schools within walking distance of each other (Cont.)	Implement street design standards for subdivisions that provide an interconnected street system, greater traffic and route flexibility, measures where systems should be implemented in areas where roads, hammerheads, and roundabouts are active for connectivity.		Community Development City Council Public Works
	Provide convenient pedestrian and bicycle routes, public facilities such as transit stops, schools, libraries, and trails.		Community Development Public Services
	Require that the design of subdivisions incorporate block sizes at a pedestrian scale. Require new subdivisions to provide pedestrian connections, including pedestrian crossing and sidewalk systems between neighborhoods within the development and existing or future neighborhoods surrounding the development.		Community Development City Council Legal Services Public Works
	Improve safety and opportunities for social interaction through the creation of human-scaled public spaces on streets and in parks and plazas, including traffic calming measures, lighting at key locations, safe pedestrian crossings, and neighborhood connectivity.		Community Development Public Services Public Works

COMMERCIAL POLICIES AND GOALS

PROVIDE ADEQUATE AND ACCESSIBLE COMMERCIAL AND BUSINESS SERVICES TO ALL CITY RESIDENTS

Continue to implement the policy of limiting commercial centers to “nodes” located at the intersections of major arterial streets or, in the case of neighborhood commercial centers, at designated locations within large planned residential communities.	Ensure that neighborhood commercial centers are designed at a walkable, pedestrian-friendly scale.		Community Development Economic Development
	When considering commercial development, restrict “strip” development through proper zoning, implement strict design standards, in conformance with the Comprehensive Design Policy and goals of the Comprehensive Plan.		Community Development Economic Development
	Encourage the creation of neighborhood commercial centers that exhibit qualities of design and efficient function.		Community Development Economic Development
	Restrict the size of neighborhood commercial areas so as not to impact residential character of an area.		Community Development Economic Development
	Provide for commercial districts within close proximity to residential neighborhoods and transit stations.		Community Development Economic Development
Encourage infill development of vacant land in existing commercial districts before adding to the inventory of commercial land through rezoning non-infill parcels of vacant land.	Allow for large-scale retail uses (big box) only where the scale of the use and design is compatible with the surrounding areas. These buildings should not be exempt from urban form and design guidelines and strong focus should be given to the design of the structure and grounds.		Community Development Economic Development
	In the design or modification of commercial sites, separate pedestrian and vehicle traffic to create a pedestrian-friendly environment for shopping.		Community Development Economic Development Public Works



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROVIDE WELL-DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT COMMERCIAL AREAS WITHIN THE CITY OF WEST JORDAN			
Improve the visual appearance of all commercial areas.	Maintain strong architectural controls and site planning standards for all commercial areas. These controls should allow for variety in form while allowing commercial areas to create a sense of place. Signs should be designed to enhance the visual appearance and be in scale with the urban design standards within the General Plan.		Community Development
	Encourage existing commercial areas to improve general maintenance of buildings and grounds.		Economic Development Community Development
	Adopt ordinances that will help eliminate cluttered, aesthetically pleasing commercial areas.		Community Development City Council Legal Services Economic Development
	Enforce the sign ordinance to protect the city from the negative impact of visual blight. Encourage appropriate, visible, and attractive street signage.		Community Development Economic Development
	Improve the appearance and function of business signs by eliminating nonconforming signs as allowed by the City Code.		Community Development Economic Development Legal Services
	Maintain and improve the appearance of commercial development through additional standards for landscaping along street frontages, within and around large parking lots, and in other buffer areas.		Community Development City Council Legal Services Economic Development
	Encourage the underground placement of all utility lines throughout commercial areas. Develop practical and consistent standards for undergrounding utilities in redevelopment and infill areas.		Community Development Public Works Public Services



Coordinate commercial development with transportation planning.	Enforce all applicable development codes to prevent commercial areas from becoming blighted.	Community Development Economic Development
	Maintain the landscaping and fencing buffer requirements between residential and commercial uses.	Community Development Economic Development
	As necessary, parking lot design standards to parking scenarios and uses of over parking. ing caps (or mums) should be considered for adoption to facilitate oversized surface	Community Development City Council Legal Services
	Require that new buildings, additions, and/or façade remodel commercial developments are reviewed by the Design Review Committee.	Community Development City Council Legal Services
	Coordinate with City Engineering and UDOT to ensure that streets of service will not be compromised as a result of proposed commercial development.	Public Works
	Maintain the requirements for the construction of curb, gutter, and sidewalk in and around commercial districts.	Community Development
	Isolate high volume, high speed traffic from low volume traffic areas.	Public Works
	Regularly examine and update parking regulations to meet present and future needs.	Community Development Economic Development
	Encourage the incorporation of transit stops into the design of large commercial centers by providing for pedestrian connections to transit stops.	Community Development Economic Development

Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
CITY CENTER AND NEIGHBORHOOD TSOD CENTER LAND USE POLICIES AND GOALS			
PROVIDE WELL-DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT CITY CENTER AND NEIGHBORHOOD CENTER AREAS			
Promote the development and redevelopment of the City Center and Neighborhood Center areas.	Follow the goals set out in the Charter and the Design, of this General Plan		
TRANSIT ORIENTED DEVELOPMENT POLICIES AND GOALS			
PROVIDE WELL-DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT TOD AREAS WITHIN THE CITY OF WEST JORDAN			
Incorporate TOD concepts into future development and redevelopment along major transit corridors.	Promote a mix of medium density housing, professional commercial uses, and transit station uses to serve the population in the area.		Community Development Economic Development City Council
	Encourage a variety of commercial and retail uses that share the same clientele and patrons. For example, movie theater provide a clientele who also patronize restaurants, arcades, and retail businesses.		Economic Development
	Encourage redevelopment of lands around transit stations which are underutilized or inconsistent with the City's long-term vision for transit-oriented development.		Economic Development Economic Development City Council
	Conduct Station Area Plans as required by State Law within a half-mile of all TRAX stations to determine the most appropriate land uses and compliance with State Moderate Income Housing requirements.		Community Development City Council
	Expand economic development opportunities around major transit stations and at major intersections along the Mountain View Corridor without compromising adjacent land uses or public health, safety or welfare.		Economic Development Community Development City Council

	Modify and update the Transit Station Overlay District (TSOD) to be more consistent with the City Center Zone sections of the Zoning Ordinance.		Community Development City Council Legal Services Economic Development
Promote efficient and diverse transportation options within TOD districts.	Strategically locate parking lots, parking structures, and park-and-ride facilities.		Community Development Economic Development City Council
	Encourage all forms of transportation, including light rail, walking, biking, and transit.		Communication Community Development Economic Development City Council Administration Public Works
	Locate transit facilities near residential areas, shopping, recreational facilities to encourage pedestrian trips and provide convenient access to the transit system.		Economic Development
	Increase the floor to area ratio (FAR) within TOD developments to improve the city's jobs to housing ratio and promote higher public transit ridership.		Community Development Economic Development
All Transit Oriented Developments must conform to the urban design policies and goals and the housing policies and goals included in this General Plan.	Provide secured environments for pedestrians, within both the public and private areas, including sidewalks, walkways, parking areas and open spaces.		Community Development
	Incorporate local and regional cultural, historic, and architectural resources, as appropriate, into the design of TOD's to preserve and strengthen the community's identity.		Community Development Economic Development



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
All Transit Oriented Developments must conform to the urban design policies and goals and the housing policies and goals included in this General Plan. (Cont.)	Encourage developments in the TSOD to include several housing types within walking distance to the transit stop which services transit housing.		Community Development Economic Development
MIXED-USE LAND USE POLICIES			
EVALUATE AND UPDATE SECTION 15.04.010, MIXED-USE DEVELOPMENT, OF THE ZONING ORDINANCE AND ZONING MAP TO INCORPORATE MORE MIXED-USE DEVELOPMENT IN THE CITY			
Key intersections and street corridors should provide a mix of uses that will become centers of activity and development within the City.	Locate mixed-use areas along the TRAX corridor and encourage the use of transit. Reducing trip length by locating residential and commercial uses next to one another facilitates the efficient use of land by reducing the need for public infrastructure.		Community Development Economic Development
	A mixed-use area should develop a physically compact pattern which includes a concentration of complementary and differing uses. Mixed uses may be done in a horizontal and/or vertical manner.		Community Development Economic Development
	Provide a mix of medium to high-density housing, office, and commercial uses within the mixed-use area to create a neighborhood with uses that support the daily service and commercial needs of residents living in the surrounding neighborhood.		Community Development Economic Development
	Zoning standards should include amenities to support mixed-use development such as urban parks and plazas.		Community Development City Council Legal Services

Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROFESSIONAL OFFICE LAND USE POLICIES AND GOALS			
PROMOTE THE EFFICIENT USE OF LAND BY CREATING A BALANCED MIX OF LAND USES THROUGHOUT THE CITY			
Provide ample opportunities for the development of professional office space in the City.	Amenity Ordinance to allow greater lot coverage in districts.		Community Development City Council Legal Services Economic Development
	Professional office districts within city of residence and transportation to promote convenient commuting option		Economic Development Community Development
PROVIDE A WELL-DESIGNED, AESTHETICALLY PLEASING AND EFFICIENT PROFESSIONAL OFFICE DEVELOPMENT IN THE CITY			
Developments in the Professional Office (P-O) zone should be designed to create an appropriate environment in which professional and business services can be conducted.	High standards should be established for architecture and landscape architecture in Professional Office development help ensure a pleasing appearance. Office developments should be in conformance with the urban design policies and goals within this General Plan.		Community Development City Council Legal Services
	Existing standards for buffers and/or transitions between Professional Office and residential uses should be established and maintained to ensure compatibility between these uses.		Community Development City Council
	Locate new office developments in areas where public services are adequately available. New office developments should be in close proximity to residential housing and along primary arterial roads with equal pedestrian and vehicular access.		Community Development Economic Development



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
BUSINESS AND RESEARCH PARK LAND USE POLICIES AND GOALS			
PROVIDE WELL-DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT BUSINESS AND RESEARCH PARK DEVELOPMENT IN THE CITY			
Require that all uses in Business and Research Park developments be conducted in well-designed, architecturally appealing buildings surrounded with abundant landscaped open space.	Reevaluate and amend if necessary, standards for Business and Research Park developments in order to ensure high-level development.		Community Development City Council Legal Services Economic Development
	Improve the appearance of Research Parks by requiring extensive landscaping and street frontages and other		Community Development City Council Legal Services Economic Development
	Vehicular and pedestrian parking, and service areas should be designed to enhance the appearance of the development and convenience of workers and visitors.		Community Development
	Appropriate standard for buffer transitions between Business and Research Park developments and residential uses should be established to ensure compatibility between these uses		Community Development City Council Legal Services Economic Development
LIGHT INDUSTRIAL LAND USE POLICIES AND GOALS			
PROVIDE WELL-DESIGNED, ATTRACTIVE INDUSTRIAL AREAS IN APPROPRIATE LOCATIONS THROUGHOUT THE CITY			
Improve the appearance of existing industrial areas.	Enforce all City ordinances that support and promote attractive urban environment.		Community Development
	Maintain and improve the appearance of industrial development through additional standards for landscaping along street frontages and other buffer areas. Encourage a high level of architectural design. These standards should be incorporated into existing sites as part of building additions or expansions when possible.		Community Development Economic Development



Require, maintain, and enforce high-level development standard in all industrial areas.	Encourage the elimination or relocation of industrial businesses that are located in or near residential areas, gateways, or recreational areas.		Economic Development City Council Community Development
	Retrofit existing manufacturing areas to include pedestrian sidewalk and bicycle lane in order to encourage public transit.		Economic Development Community Development City Council
	Prohibit industrial aesthetically pleasing moved from residential neighborhood in close proximity to transit system.		Economic Development Community Development
	Prohibit inefficient industrial development. Completion of development in industrial areas should take place before opening up new districts for industrial development.		Community Development Economic Development
	Logical grouping of industry should be encouraged with industries that benefit from access to rail or airport facilities located in close proximity to these amenities.		Community Development Economic Development
	Establish stringent architectural and sit planning standards for all industrial areas to prevent: <ul style="list-style-type: none"> • dilapidated, poorly maintained, or unsightly buildings; • drainage problems; • inadequate parking and poor circulation; • lack of required utilities; • public view of unsightly storage and service areas; • poorly maintained landscaping; • poor lighting and low quality signage, and • premature deterioration of all essential City infrastructure and facilities. These standards should create an environment attractive to future industrial development.		Community Development City Council Legal Services Public Works Public Services Economic Development

Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROVIDE WELL-DESIGNED, ATTRACTIVE INDUSTRIAL AREAS IN APPROPRIATE LOCATIONS THROUGHOUT THE CITY (CONT.)			
Require, maintain, and enforce high-level development standards in all industrial areas. (cont.)	Any future industrial development should be "light industrial. Light industrial uses are considered to be those in which all fabrication and manufacturing is done within an enclosed building, and, if any, particulate emissions are controlled from the use, and noise is controlled if any outside the building.		Economic Development Community Development City Council
	Industrial development should be located in an aesthetically pleasing environment, preferably as planned parks. Design standards for landscaping and architecture should be similar to the standards for commercial development, when such features are visible from the street.		Economic Development Community Development
	As part of the site plan review process, mitigate anticipated impacts relating to storm drainage, water and sewer systems, power, and other utilities, traffic patterns and parking, emergency contingency planning, and aesthetics.		Community Development Public Utilities Public Works Administration
	Continue to require appropriate buffering between all dissimilar uses to help mitigate undesirable impacts. Review current zoning requirements to determine whether additional standards should be created to improve buffering between residential and industrial uses.		Community Development
	Continue to require conditional use review of proposals that include open storage and apply strict site development standards for such uses.		Community Development City Council

PUBLIC FACILITIES POLICIES AND GOALS

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

Public Facilities should be conveniently located to adequately serve the needs of the community.	Encourage and promote facilities that provide cultural and learning opportunities, such as a planetarium or museum.		Administration Economic Development Public Services
	Location-oriented facilities such as City Center or Transit development (designated to maximize access to these facilities).		City Council Administration Community Development
	Prior to the approval of development, ensure the availability of present and future public services such as culinary water, sanitary sewer, storm drains, schools, park creation, public safety, transportation facilities, and other vital utilities.		Community Development Public Utilities Public Works Public Services

AGRICULTURAL POLICIES AND GOALS

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

Foster an environment within the City in which agriculture can co-exist with urbanized areas.	The Zoning Ordinance and Subdivision Ordinance should be amended to provide protection for farmlands as development occurs near such lands.		Community Development City Council Legal Services
	Agricultural uses should be protected and the property owners encouraged to maintain productive agricultural operations.		
	Protect agricultural lands from storm runoff generated from adjacent developed areas.		
	Protect waterways near agricultural uses from animal waste pollution, plant waste blocking drains or other impacts generated by the agricultural use.		Public Utilities Community Development



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROTECT PRODUCTIVE AGRICULTURAL LANDS FOR AS LONG AS THE OWNERS CHOSE TO CONTINUE FARMING THEM (CONT.)			
Foster an environment within the City in which agriculture can co-exist with urbanized areas. (Cont.)	The land use development regulations should protect a property owner's right to keep and maintain farm animals in designated residential and zones of the City.		
	Agricultural approaches that are less than depletion of topsoil, and erosion or minimize further use.		
Explore alternatives for preservation of agricultural lands as open space through purchase, lease conservation, easements, or otherwise.	Implement standards for sustainable development such as the use of solar and energy, energy efficient building design, and protection of the natural environment.		Community Development
MASTER PLANNED COMMUNITY POLICIES AND GOAL			
ENCOURAGE THE IMAGINATIVE, CREATIVE, AND EFFICIENT USE OF LAND IN MASTER PLANNED COMMUNITIES			
Zoning standards for planned communities should provide more design and planning flexibility than may be possible under conventional zoning classifications.	Open spaces should be consolidated into larger, more significant and/or useable areas when possible.		Community Development Public Services
	Master Planned Communities should include a variety of housing types including owner and renter occupied units, single-family detached dwellings and multiple-family structures and affordable housing as defined in the City's Moderate Income Housing Plan.		Community Development
	Incorporate architectural design into planned communities that creates distinctive visual character and identity and does not become outdated over time.		Community Development

Project design should include an appropriate mix of residential and market-balanced commercial uses as determined by the City Council.		Community Development Economic Development City Council
Encourage social and community interaction through proper site design.		Community Development
Modalities should be designed to serve the community and its economic and social purposes.		Community Development Public Services

TRANSPORTATION POLICIES AND

ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM

Encourage greater use of pedestrian and bicycle transportation facilities.	Coordinate the street and the Active Transportation and the Comprehensive Bus and Transit Plan. These plans should provide access points where pedestrians, bicyclists, and transit riders will meet.	Public Works Public Services
	Coordinate with UTA and other organizations to provide facilities for pedestrian or bicyclists to store bikes and gear at transit stops.	Administration Public Works Community Development
	Improve pedestrian access to multi-modal facilities.	Public Works Community Development
	Require internal and external street systems to incorporate a balance of safe pedestrian, bicycle, and transit uses with efficient vehicular traffic flow.	Public Works Community Development
	Incorporate traffic-calming measures and road designs to slow down traffic speeds in the City Center, TSOD, and other pedestrian-oriented areas.	Public Works Community Development
Support design and construction of public transit systems to serve the City.	Promote construction of an inter-modal transit hub for bus service, light rail, park and ride, bicycle, and pedestrian traffic.	Community Development Economic Development City Council



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM (CONT.)			
Support design and construction of public transit systems to serve the City. (Cont.)	Reserve land for future transit shelters and par and ride facilities as identified by UT		Community Development Administration Public Works
	C UTA and other prepare a ansit Plan including lities. This plan should provide se ice to major rs (such as take y College), l mercial developments (suc ding), and an inter-mod downtown Wes rda		Public Works Community Development Administration
	Encourage eater use f public transportation to redu automobile use in the City.		Communication Community Development Economic Development Public Works City Council
	Encourage employe subsidies for employee transit passes.		Economic Development Administration City Council
	Locate new activity centers such as commercial centers, education facilities recreation centers, etc. along existing planned transit corridors identified b UTA.		blic Works Community Development Economic ev lopment.
	Review UTA bus stop locations to provide safer street crossings to access light rail stations and place enhanced crosswalks where determined by the City Traffic Engineer.		ublic Wor
	Work with UTA to develop light rail and bus rapid transit (BRT) and other public transit systems with transit stops at major destinations such as commercial centers, education facilities, recreation centers, parks, etc.		Public W ks Community Development
	Assist UTA in identifying and acquiring sites for potential future light rail, Express Bus, and BRT transit corridors.		Public Works Community Development

PROVIDE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC WITHIN THE CITY

<p>Maintain a street hierarchy for the City of West Jordan that promotes safe movement of people and goods. This hierarchy should be composed of arterials, collectors, and local residential streets.</p>	<p>Publish a street map defining residential, collector, and arterial roads.</p>		Public Works Communication
	<p>Establish and maintain street design for each street classification.</p>		Public Works Community Development
	<p>Regularly maintain truck routes to ensure the flow of goods within the city of Jordan.</p>		Public Works
	<p>Establish minimum level of service "D" at collector intersections (Level of service "C" minimum for arterial intersections). Level of service "A" describes free flowing condition. Level of service "F" describes gridlock.</p>		Public Works
	<p>Require all new developments with a trip generation of 100 vehicles or more per hour to submit a Traffic Impact Study (TIS). Require developers to implement mitigation measures suggested in the study as a development requirement.</p>		Community Development City Council Legal Services
	<p>Build roads and install signals as defined in the Capital Facilities Plan.</p>		Public Works
	<p>Identify intersections and/or developments that have experienced unusual congestion or accident rates; develop and implement solutions to resolve these problems.</p>		Public Works
<p>Ensure street markings and pavement are properly maintained.</p>	<p>Ensure that street identification and regulatory signage meet reflectivity standards.</p>		Public Works



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROVIDE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC WITHIN THE CITY (CONT.)			
Ensure street markings and pavement are properly maintained. (Cont.)	Ensure street pavements are adequately maintained through the City's Pavement Management System to sustain the service.		Public Works
Development should be compatible with designated road classifications	Multi-family housing, commercial and major public facilities to a collector or arterial		Community Development
	Maintain established separation between access arterials and collector streets.		Community Development
	Maintain established minimum distances from intersections for driveway locations on all City streets.		Community Development
	In undeveloped areas, encourage existing properties to share driveway access to collector and arterial street provide increased spacing.		Community Development
	In developed areas, encourage existing properties to limit the number of driveway movements available from driveways onto collector and arterial streets.		Public Works
	Limit the width of driveways on arterial and collector streets.		Community Development City Council Legal Services
	Maintain on-street parking standards for residential, collector, and arterial streets.		Community Development
Coordinate with the state and local agencies to accomplish the goals of this General Plan.	Work with the Utah Department of Transportation to improve signal timing, traffic flow, and safety on state-maintained roads in the City of West Jordan.		Public Works

Coordinate with the Utah Department of Transportation and Wasatch Front Regional Council in the planning and construction of regional expressways streets that will directly impact West Jordan.		Public Works Community Development
Coordinate with neighboring cities, Salt Lake County, and UDOT on improvement of through-streets and common boundaries.		Public Works Community Development
Coordinate the installation of all utilities within the project area to ensure minimal disruption to the transit system. Limit the construction of new streets by 5-years after paving.		Public Services Public Works Public Utilities

DEVELOP A TRANSPORTATION MANAGEMENT PROGRAM

Encourage the development of Intelligent Transportation System (ITS) programs.	Coordinate signals on arterial and collector roadways.	Public Works
	Identify areas that would benefit from changeable message signs to inform motorists of traffic conditions and/or delays.	Public Works
	Encourage the development of Transportation Demand Management systems.	Public Works
	Allow transit and emergency vehicle traffic signal pre-emption at intersections along major transit routes.	Public Works
Encourage partnerships with the private sector to develop customized transportation demand management plans.	Encourage businesses to promote voluntary trip reduction through flexible time work schedules, telecommuting, free parking for Rideshare users, and provision of on-site services for employees.	Economic Development



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
DEVELOP A TRANSPORTATION MANAGEMENT PROGRAM (CONT.)			
Encourage partnerships with the private sector to develop customized transportation demand management plans. (Cont.)	Provide a public education program to inform residents about individual trip reductions.		Economic Development
ENSURE THE USE OF BICYCLE TRANSPORTATION SYSTEMS			
Work to improve current bicycle transportation facilities.	maintain a network of es to major ions.		Public Services
	Provide multiple b connections to J kway and the Moun n View ikeway. Link bicyc utes to e inter-modal hub(s), park and ride ilities, and light rail stations.		Public Services
	Encourage business to provide facilities for storing bicycles (e r etc.).		Economic Development
	Include bicycle route creation costs as part of the Capital Facilities Plan.		Public Works
	Encourage bicycle friendly streets through striping, regular street sweeping, maintenance, and removal of obstacles.		P blic Work Public Services
	Reduce conflicts and increase safety for pedestrians and bicyclists at railroad and light rail crossings.		Public Se es Public Works Community Development
Encourage increased pedestrian traffic.	Keep the Master Trails Plan up to date.		Public Services
	Complete and beautify those portions of the Jordan River Parkway that are located in the City.		Public Services Administration



	Consider pedestrian overpasses at major crossings of arterial streets. Provide “enhanced crosswalks” including center islands, bulb outs and flashers where trails cross collector streets.		Public Works
	Encourage pedestrian friendly streets sweeping, maintenance, pedestrian islands, les.		Public Works Public Services
	Install traffic signals to provide adequate pedestrian crossings at intersections.		Public Works
	Ensure ADA compliance and future pedestrian routes.		Community Development Public Works
	Identify areas where there are gaps in the trails system and sidewalk system and prioritize projects to fill those gaps.		Public Services
Identify and maintain safe school walking routes.	Enforce speed limits near schools.		Police
	Maintain safe school crossings at collector and arterial streets.		Police
	Collaborate with school districts to reduce the number of future school crossings of arterial and collector streets.		Police
	Clearly identify school crossing zones.		Public Works Police
	Assist school districts in developing and maintaining safe school walking routes.		Police Public Works Community Development
Update the Active Transportation Plan.			

Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
SUPPORT RESIDENTIAL TRAFFIC CALMING			
Encourage the use of traffic calming measures in new development.	Maintain a list of neighborhood traffic calming measures for new neighborhoods and encourage their use.		Public Works
	Effectiveness of traffic signs placed in new development use information gained from future Master Plans.		Public Works
	Establish a "Target Speed" for residential streets including collector streets. Provide recommendations for street designs to match that target speed. Example: 35 MPH for residential streets and 30 MPH for Collector Streets between residential neighborhoods.		Public Works
	Vary street widths and patterns to encourage or discourage through traffic where appropriate, and to promote slower speeds on local streets. Provide shorter crossing distances at intersections to protect pedestrians. Provide improve street connectivity in all new residential areas. Limit the use of cul-de-sacs in street design.		Public Works Community Development City Council Legal Services
Discourage speeding in residential neighborhoods.	Utilize the Neighborhood Traffic Management Program (NTMP) which is a traffic calming program that provides a process for identifying and addressing problems related to speeding, excessive traffic volumes, and safety on existing residential streets.		Public Works Community Development
	Educate residents about the benefits of traffic management.		Communication

Provide information on the City website and in the City newsletter that answer common traffic management questions (such as warrants for stop signs and signals, traffic calming techniques, transportation demand management strategies, etc.).		Communication
Post information on the city's website about traffic calming projects so residents can track the status of the Intersecting Street Project.		Communication

IMPROVE THE AESTHETIC QUALITY OF THE CITY STREETS

Improve the appearance of streets by encouraging landscaping and better urban design.	Encourage landscaped curbing and increased setbacks on high volume roads.	Public Services
	Require developers to include street furniture amenities (benches, trash receptacles, newspaper stands, etc.) according to an adopted City Streetscape Plan.	Community Development City Council Legal Services
	Require high-back curbing on residential, collector, and arterial streets.	Community Development City Council Legal Services
	Maintain City standards for decorative street lighting.	Public Services
	Enforce sign ordinance provisions relating to illegal sign postings on City streets	Community Development



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
HOUSING GUIDING PRINCIPLES AND GOALS			
PRESERVE THE IDENTITY OF WEST JORDAN AS A FAMILY-ORIENTED COMMUNITY THROUGH PROVIDING A RANGE OF HOUSING TYPES, STYLES, AND SIZES TO FIT THE VARIOUS NEEDS OF THE FAMILY LIFECYCLE			
Encourage a wide variety of housing types that meet the needs of all life stages.	Encourage development of neighborhoods with a range of variety for home buyers, are 1/3 to an acre in		Community Development City Council
	Provide opportunities for multi-family and other housing.		Community Development City Council Legal Services
	Improve accessory regulations and review for		Community Development Communication
Manage multi-family housing to preserve the low-density nature of West Jordan by maintaining a single-family to multi-family residential housing ratio of 83/17.	Require multi-family developments to provide attractive buildings by using high standards of design and material providing functional open space and recreational amenities and provide adequate parking and traffic circulation		Community Development City Council
	Select multi-family development locations to minimize incompatibility with surrounding land uses and to serve a transitional function between lower density residential areas and other more intensive land uses.		Community Development City Council
Continually monitor land development standards, with the intent to modify the effects of regulations, ordinances, codes, fees, and standards on housing development costs.	Review and amend zoning and subdivision regulations, as needed, to assure opportunities for creative solutions to development issues.		Community Development City Council Legal Services
	Provide some flexibility in setback requirements in the City's zoning regulations to allow for house placement and creative use of residential lots while maintaining the residential character of neighborhoods.		Community Development City Council Legal Services

Revise architectural standards to be more flexible and to balance material cost without compromising architectural quality.		Community Development City Council Legal Services
Encourage measures at the City level to streamline processes for developers and homeowners.		Community Development City Council Legal Services Administration

PROVIDE HOUSING THAT SERVES

REQUIRE SPECIALIZED FACILITIES OR LOCATIONS

Specialized housing developments should be located near services and employment centers that serve their intended resident demographics.	Specialized housing developments should be located near services and employment centers that serve their intended resident demographics.		Community Development
	Amenities, parking, and transit should be designed for people of all ages and a variety of physical abilities.		Community Development
	Building maintenance and property upkeep should be considered in home review.		Community Development
	Group homes should not compromise the health, safety and welfare of its occupants, adjacent neighbors or the neighborhood in general.		Community Development

RESERVE EXISTING HOUSING STOCK IN THE CITY AND STABILIZE AND REVitalize

EXISTING NEIGHBORHOODS

Institute a community renewal program to coordinate municipal renewal efforts and investigate potential funding mechanisms.	Increase interest on the part of volunteer, citizen, and business groups to redevelop and/or rehabilitate their properties.		Community Development Public Services Communication Economic Development
	Assess and implement Community Development Block Grant (CDBG) funds and programs to encourage the repair, rehabilitation, or replacement of deteriorating residential structures.		Community Development
	Maintain an inventory of abandoned homes and vacant properties to inform prospective buyers.		Community Development



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
RESERVE EXISTING HOUSING STOCK IN THE CITY AND STABILIZE AND REVITALIZE EXISTING NEIGHBORHOODS (CONT.)			
Institute a community renewal program to coordinate municipal renewal efforts and investigate potential funding mechanisms.	Encourage the removal of dilapidated houses that do not lend themselves to restoration or remodeling.		Community Development
ENVIRONMENT POLICIES AND			
PROTECT HILLSIDES AND RIDGES			
Administer the provisions of all hillside ordinances to protect the environmental conditions of hillside areas and adjust such provisions as appropriate so that hillsides are protected.	Encourage transition of development such as low density residential from more intense uses.		Community Development
	Encourage project development denser to permit open space or parkland sited in areas of particular high risk.		Community Development
	Administer the provisions of all hillside ordinances in conjunction with requiring geotechnical reports in all hillside areas to determine the scope of any natural hazard that may be present and which mitigation measures are available.		Community Development
	Work with State agencies and other municipalities to improve building codes regarding construction on slopes where buildings are allowed.		Community Development

PRESERVE AND RESTORE NATURAL HABITAT FOR WILDLIFE AND PLANTS NATIVE TO THE REGION THROUGH PROTECTING THE FOOTHILLS OF THE OQUIRRH MOUNTAINS AND ALONG THE JORDAN RIVER WHILE CONSIDERING THE INTERESTS AND RIGHTS OF PROPERTY OWNERS

Utilize the natural features of the Oquirrh Mountains and Jordan River to promote a strong community identity for the City of West Jordan while supporting preservation.	Adopt habitat design criteria for the preservation of wildlife and native and resident diversity.		Community Development City Council Legal Services
	Update development review process on and mitigation plans in lands with significant impacts and habitats.		Community Development
	Identify natural feature habitat associated with drainage, particularly near trails.		Community Development Public Works Public Utilities
	Establish zoning districts and master planned areas along the Oquirrh Mountain foothills and the Jordan River that facilitate developments that are sensitive to wildlife habitat, wetland areas and natural habitats.		Community Development City Council Legal Services
	Identify and catalog wetland areas and habitats for endangered or threatened species as defined by existing federal laws.		Community Development Public Works Public Utilities
	Require development to fully mitigate impacts on identified sensitive habitats.		Community Development City Council Legal Services
	Limit and regulate development in environmentally sensitive areas to conserve and protect the natural beauty of the City.		Community Development City Council

AVOID OR MITIGATE EFFECTS OF NATURAL HAZARDS

Promote public education and awareness of wildfire prevention and protection.	Implement development standards such as access standards, non-combustible roofs, sprinklers, clear space, and other measures in areas prone to wildfire.		Community Development City Council Legal Services
	Annually review firework restrictions map.		Fire City Council



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
AVOID OR MITIGATE EFFECTS OF NATURAL HAZARDS (CONT.)			
Identify all areas of the City with natural or man-made limitations for development, such as soil conditions, water table level, vegetation type, flood hazard, slope, and location.	Carefully delineate geologic hazards and determine appropriate locations for development through the development review process.		Community Development
	Develop and implement policies and methods to ensure development is in harmony with the natural physical features prone to limitations.		Community Development
Promote public health, safety, and general welfare by minimizing public and private losses due to flood conditions.	Require that developers on all property identify potential FEMA Flood Insurance Rate Map areas in West Jordan, including facilities serve such uses, protect against flood damage at the time of initial construction.		Community Development Public Utilities
	Prevent or regulate the alteration of natural floodplains, stream channel, and natural protective barriers which help accommodate or channel floodwaters.		Community Development Public Utilities City Council Legal Services
	Prevent filling, grading, and dredging activities that may increase flood damage.		Community Development Public Utilities
	Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters, or which may increase flood hazards in other areas.		Community Development Public Utilities City Council Legal Services
	Design the storm drainage system to handle 100-year storm runoff, taking into consideration requirements for build-out of the City.		Public Utilities
	Develop and utilize required flood mitigation areas as multiple use facilities.		Public Utilities Public Services

Protect natural waterways in the City to provide for clean storm drainage and as a component of the City's linear park system.		Public Utilities Public Services
Preserve the use and function of irrigation canals and develop trails along them where possible.		Public Utilities Public Services
Develop on-site stormwater retention facilities for new developments.		Public Utilities Community Development

SUSTAINABILITY POLICIES AND

CONSERVE WATER

Follow the goals and practices outlined in the Sustainability Goal section of this General Plan.

PROTECT AND IMPROVE AIR QUALITY

Promote and encourage transportation alternatives to the automobile—including mass transit, bicycling, walking, and car and van pooling—and urban design that reduces automobile trips.	Pursue and adopt over all design standards to minimize the number of vehicle trips associated with new developments. Design approaches should encourage pedestrian traffic in commercial centers rather than strip developments that are more vehicle oriented.		Community Development City Council Legal Services
	Encourage street and/or walking interconnectivity between adjoining neighborhoods.		Community Development City Council Legal Services Public Services
	Support mixed-use pedestrian-oriented developments to reduce reliance on automobiles, see Land Use, Sustainability, and Transportation chapters.		Community Development
	Require or incentivize developments to install charging stations for electric vehicles or fuel stations for alternative fuel vehicles.		Community Development City Council Legal Services



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROTECT AND IMPROVE AIR QUALITY (CONT.)			
In manufacturing zones, pursue “clean” industrial development that is designed to have few, if any, particulate emissions.	See Industrial Policies and Goals under the Economic Development Chapter		
Require that density and intensity of activity be compatible with the natural environment.	<p>Prevent development from encroaching on and threatening themselves to recreational uses. The city service of these areas is to protect and enhance the natural amenity of these areas.</p> <p>Adopt and enforce development regulations in areas as generators of noise, such as South Valley Regional Airport and railroad switching yards. These regulations should ensure that noise emitting activities and adjacent uses are adequately buffered.</p>		Community Development City Council
			Public Services Community Development City Council Legal Services
SUPPORT ALL ECONOMICALLY JUSTIFIABLE OPTIONS FOR ENVIRONMENTAL SUSTAINABILITY			
Follow economically sound Land Use policies set out in Chapter 5 of this General Plan.			
Follow economically sound Economic Development policies set out in Chapter 12 of this General Plan.			
Promote environmental sustainability.	Provide flexibility for development or redevelopment projects that quantitatively demonstrate compliance with LEED or similar building standards.		Community Development Economic Development City Council
	Establish and support public committees and programs to create and coordinate resource conservation efforts.		Administration City Council

Reduce energy consumption and promote renewable energy.		Public Utilities Communication
Promote mechanical, physical, and natural energy conservation measures.		Communication
Where possible, use natural properties (such as wind, etc.) for building cooling.		Public Utilities Community Development
What contributes to energy efficiency.		Community Development Public Services
Energy opportunities in building design and site design to assure solar access.		Community Development
Promote the use of energy efficient lighting sources in interior and exterior lighting applications.		Public Services
Encourage conservation in building design and construction.		Community Development
Promote local and regional efforts to improve air quality.		Communication
Support completion of the bikeway system.		Bicycle Services
Promote recycling efforts and renewable resources.		Communication Community Development
Explore modifications to existing ordinances to further encourage the use of alternative and reusable energy systems.		Community Development City Council Legal Services
Adopt policies that measurably reduce demand on public facilities and utility resources.		Public Utilities City Council Legal Services
Work with the City's energy providers to accomplish the City's energy conservation goals.		Public Utilities Community Development

Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
ENCOURAGE ENVIRONMENTALLY SOUND “GREEN BUILDING” PRACTICES THAT SUPPORT SUSTAINABLE LIVING			
Encourage “green building” techniques and alternatives in conjunction with revitalization, neighborhood conservation and redevelopment efforts.	Encourage the use of recyclable building materials when appropriate and feasible in conjunction of City-owned infrastructure.		Community Development Public Services
	Use of durable materials for maintenance, and reduce impacts on landfills and neighborhood blight.		Community Development
	Identify and enhance the key elements of development.		
WATER USE AND PRESERVATION POLICIES AND STANDARDS			
IMPLEMENT AND ENCOURAGE PRINCIPLES OF SUSTAINABLE WATER USE AND WATER-CONSERVING LANDSCAPING FOR NEW DEVELOPMENT AND EXISTING DEVELOPMENT			
	Continue to prohibit the use of sod in parkstrips in new commercial, industrial and multi-family residential developments.		Community Development
	Continue to discourage the use of grass in non-recreational areas.		Community Development Public Utilities
	Require the use of drip irrigation or other water-efficient irrigation systems in planter beds and in other landscaped areas within new developments.		Community Development Public Services City Council Legal Services
	Update the City’s Approved & Prohibited Tree Lists to include drought-tolerant tree species.		Community Development Public Services
	Update the City’s Recommended Plant List to include and prioritize native and drought-tolerant tree and plant species.		Community Development Public Services
	Limit the use of private ponds, pools and other water features used exclusively for aesthetic purposes.		Community Development City Council Legal Services

RETROFIT EXISTING LANDSCAPES UTILIZING WATER-WISE PRACTICES

	Reduce irrigation runoff by requiring the use of efficient irrigation systems in new developments.		
	Educate the general public on water-wise sign and irrigation system		Communication
	Update existing landscaping plans with drought resistant and more efficient plants.		Public Services

MODIFY THE CITY'S PRACTICES TO EFFICIENTLY MANAGE WATER AND SET A POSITIVE EXAMPLE FOR WATER CONSERVATION

	Convert City-owned parking lots, streets, and other paved areas to permeable pavement to reduce runoff and improve water infiltration.		Public Services
	Reduce or eliminate economic development incentives for businesses that consume large amounts of water. Encourage businesses to adopt water-saving methods for reducing water consumption.		Economic Development City Council Legal Services
	Ensure that adequate water capacity infrastructure is available or in place prior to approving new development.		Community Development Public Utilities
	Consult with the Utah Division of Water Resources for the latest best practices for conserving water.		Public Utilities
	Coordinate with the Jordan Valley Water Conservancy District on water supply planning.		Public Utilities

SUPPORT THE DEVELOPMENT OF NEIGHBORHOOD GARDENS

	Encourage neighborhood gardens in new developments and in other areas of the city. The policy should outline how neighborhood gardens are organized and managed at no cost to the City.		Public Services City Council Administration
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Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PARKS POLICIES AND GOALS			
MAINTAIN PARKLAND SERVICE LEVELS			
Meet the recommended level of service specified in the Parks, Trails, and Open Space Master Plan.	Acquire land for parks to meet levels of service.		City Council Economic Development Public Services
	Initiating phases of existing		Public Services City Council Administration
	Improve table access and use of nearby residential and general public.		Public Services City Council
Acquire new land for parks to meet recommended levels of service.	Analyze and assess recommended level of service when the West Jordan Parks Trails and Open Space Master Plan is updated		Public Services City Council Administration
Update the development review process and standards for residential projects and large mixed-use projects as needed to ensure parklands are provided to residents.	Encourage residential development preserves space for parks, open spaces, and trails.		Community Development City Council
	Encourage homeowners' association owned and maintained mini parks rather than City-owned and maintained mini parks.		Community Development City Council
UPGRADE AND IMPROVE EXISTING NEIGHBORHOOD PARKS			
The West Jordan Parks Department should create and maintain a list of park deficiencies and meet with neighborhood groups to establish priorities for improvements. These deficiencies and priorities for improvements should be assessed, analyzed and referenced in the West Jordan Parks, Recreation, Trails and Open Space Master Plan.	The improvement of existing neighborhood parks with public funds should be a priority in the City budget.		Public Services City Council Administration
	Consider designating a volunteer coordinator who can organize volunteer group efforts for various programs and collaborate with the City's Parks Department.		Public Services

	Park amenities should be constructed of materials that require minimal maintenance and ensure a long equipment life span.		Public Services
	Provide amenities that improve public safety and usage for various seasons of the day.		Public Services City Council Administration
PROVIDE A DIVERSITY OF PARKLAND AND RELATED ACTIVITIES			
Provide the diversity of parkland desired by residents so that the maximum number of residents can be served by recreational needs within the community.	Park amenities should include multi-use and amenities which will provide a broad range of recreation options allowing the surrounding neighborhood population to enjoy the park to young families.		Public Services
	Provide universal access to parks, park facilities, and equipment to accommodate persons with disabilities.		Public Services
	Increase the availability of park facilities such as restrooms, drinking fountains, pickleball courts, pavilions, courts, fields etc. to accommodate current and future levels of park usage.		
Work with various partners and residents to assess park needs.	Identify on the Future Parks and Open Space Map where both active and passive community and neighborhood parks are needed.		Public Services
	All major updates to the Parks, Recreation, Trails and Open Space Master Plan should include a survey to assess the community's recreation needs.		Public Services
	Initiate communications and form partnerships with groups and organizations that can cooperate in maximizing the use of parks.		Public Services



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROVIDE A DIVERSITY OF PARKLANDS AND ASSOCIATED ACTIVITIES (CONT.)			
Work with various partners and residents to assess park needs. (Cont.)	Update the Veterans Memorial Park and the Ron Hood Memorial Park Master Plans needed to reflect current conditions and future needs.		Public Services
	Developations and agreements with West Jordan Parks and other city and county agencies to identify opportunities for and development of		Public Services Communication
	Update the West Jordan Map and the Free Parks and Open Space Map, as needed, to reflect any planned County and State facilities and parks.		Public Services
MAINTAIN EXISTING PARKS AND FACILITIES IN GOOD REPAIR AND CONDITION			
Analyze and improve maintenance procedures and best management standards for park maintenance.	Increase maintenance of parks by adding park personnel or utilizing volunteer groups.		Public Services City Council Administration Administrative Services
	Continue to modify and upgrade existing park and open space irrigation systems and landscaping to continually improve water conservation.		Public Services City Council Administrative Services Administration
	Foster public education about resident service requests to report issues at parks.		Communication Public Services
Provide amenities that improve public safety and expand usage for various seasons and hours of the day.	Encourage the Police Department to increase or improve periodic patrol of neighborhood parks, and regular patrol of community parks. Thorough patrols via walking or biking are encouraged.		Police

PROVIDE AND MAINTAIN RECREATION FACILITIES THAT MEET THE NEEDS OF RESIDENTS, AND THAT ARE FINANCIALLY STABLE

Maximize access to recreation facilities and programs for residents.	Facilitate the scheduling of events and activities on both public and private facilities to achieve a maximum of use potential.		Public Services
	Identify and partner or coordinate with private agencies, organizations and groups to utilize facilities and		Public Services Communication
	Provide diversity in recreation facilities and programs so that a wide number of residents can participate in the community.		Public Services Administration City Council
	Plan and budget for community identified recreation facility and program needs.		Public Services
Upgrade and expand parks with desired facilities as identified in the West Jordan Parks, Recreation, Trails and Open Space Master Plan.	Provide neighborhood and community parks where programs can be scheduled and coordinated.		Public Services
	Identify appropriate funding strategies for new construction, upgraded facilities, and long-term maintenance of facilities.		Public Services Administration City Council
	Analyze the Parks Impact Fee on an annual basis, and revise as necessary to cover the cost of facilities associated with new development and needed programs.		Public Services Administration City Council
	Determine the appropriate City role and management strategies for concessions in City parks.		Public Services Legal Services



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
TRAIL POLICIES AND GOALS			
MAINTAIN PARKLAND SERVICE LEVELS			
Provide trail interconnectivity between neighborhoods, other trails, park and recreation facilities, shopping centers, and major employment centers.	Determine development priorities and funding strategies.		Public Services Administration City Council
	Identify categories to include urban trails that have been designed to connect neighborhoods and recreational neighborhoods, parks, trails, shopping centers, and civic centers.		Public Services City Council Legal Services
	Plan for trail along all major roads and washes, and wildlife corridors.		Public Services Community Development
	Pursue opportunities for implementing east to west trails and trail connections through the City.		Public Services
	Implement the installation of trails in accordance with City Master Plans and National standards for improved connectivity, accessibility and convenience.		Public Services
SUPPORT IMPLEMENTATION AND EXTENSION OF THE CITYWIDE TRAILS NETWORK THROUGH THE TRANSPORTATION INFRASTRUCTURE DEVELOPMENT PROCESS, AND ROAD CONSTRUCTION PROJECTS			
Work with private, state, regional, and local agencies to incorporate trails planning with land development and infrastructure development processes.	Review all new development applications for compliance with the Parks, Recreation, Trails and Open Space Master Plan.		Community Development
	Facilitate trail development with the use of diverse funding partnership opportunities and funding sources.		Public Services Administrative Services
	Work with local canal companies to secure use of canal access roads and rights-of-way for trails.		Public Services

	Continue to coordinate with the Wasatch Front Regional Council and Salt Lake County to create a regional trail plan and modify City Master Plans to incorporate regional trail connection goals.		Public Services Community Development Administration
Coor St	Municipal, County, transportation r sources when it improvements are ment trails.		Public Services Community Development Administration Public Works

PROMOTE USE OF TRAILS AS AN TRANSP TION MODE

Publicize and educate the public about the benefits of walking and biking.	Provide a variety of informational reso le public in locating and es		Communication Public Services
	Provide and aintain a enities along trails that improve sa , accessibility, and convenience.		Public Services
	Promote walkable transport on corridors through improve nts to sidewalks and walkways and develop thorough review processes that require pedestrian and bicycle connections.		Public Services Community Development
	Identify and implement safe walking routes to schools. Consult with School Community Councils to identify these walking routes and how to make them safe, accessible and convenient.		Administr tion Police

OPEN LANDS POLICIES AND GOALS

PROTECT THE MAXIMUM FEASIBLE AREA OF STRATEGICALLY LOCATED OPEN LAND WITHIN EST JORDAN

Identify areas of the City that have cultural significance, recreational potential or environmental sensitivity to be preserved as open space.	See Historical Preservation Goals		
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Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROPERLY IDENTIFY, ACQUIRE, AND MANAGE OPEN LANDS			
Adopt an open, consistent, and objective decision-making process for all open land acquisitions by the City.	Provide City Council, committees, and staff with objective open land acquisition system.		Public Services Economic Development Community Development Public Utilities
	Identify the extent of open lands and the land owned or otherwise in the City, in a matter that identifies the identified purpose(s) and the origin of the land acquired or		Public Services
	Develop an open space management plan.		Public Services Administration City Council
	Coordinate with and encourage Kennecott Land to sponsor or provide access to trails, park and open space within the foothills.		Economic Development Public Services
KEEP CRITICAL AREAS AVAILABLE FOR FARMING, ACTIVE AGRICULTURE, PARKS, WETLANDS, WILDLIFE HABITAT, AND OTHER OPEN LAND USES			
Implement the Parks, Recreation, Trails and Open Space Master Plan in order to provide relief from the asphalt, concrete, steel, and vehicular environments of a suburban City.	Review goals in the Parks, Recreation, Trails and Open Space Master Plan		
ECONOMIC DEVELOPMENT POLICIES AND GOALS			
PROMOTE AND ENCOURAGE A VIBRANT, COMPREHENSIVE, AND HEALTHY ECONOMY			
Provide a balanced mix of commercial, office, industrial, institutional, and residential land uses throughout the City in order to support existing industries and recruit new commercial, office, institutional, medical facilities, higher education, and industrial development relative to other land uses and community employment needs.	Create the opportunity for unique business and community organizations to be developed in the City.		Economic Development Community Development
	Increase employment opportunities in the City to reduce commuting time of residents.		Economic Development
	Actively promote reuse of vacant industrial, commercial, and office space.		Economic Development Community Development

ATTRACT, RECRUIT, AND RETAIN QUALITY BUSINESS BY MAKING “BUSINESS IS OUR FRIEND” PART OF OUR OVERALL PHILOSOPHY

Within the limits of the City's authority, assist the business community in sustaining viability by identifying ongoing and emerging economic trends and hardships, and working to overcome obstacles.	Ensure that new development and infrastructure improvements do not impede access to existing businesses and are constructed in a timely manner.		Economic Development Community Development
	Ensure regulatory processes, policies, tax and fee structures are adequate but		Economic Development Community Development Administration City Council
	Develop mechanisms to ensure the most effective and least cumbersome process for the City		Economic Development Community Development Administration City Council

DIVERSIFY AND STRENGTHEN THE EMPLOYMENT AND TAX BASE IN THE CITY OF WEST JORDAN

Maintain an active, viable, and aggressive economic development department.	Seek outside funds that may be available to develop the City's infrastructure and amenities.		Economic Development Community Development Public Utilities
	Provide City information, policies, programs, and goals to businesses to assist them in their development and business plans.		Economic Development Community Development Communication
	Develop and maintain a current community information packet, data files, and economic development website.		Economic Development Communication
	Establish a close working relationship with other city, state, federal, and private economic development agencies.		Economic Development Communication
	Provide a contact person to service and coordinate the development and expansion plans of new and existing business and industry using the chamber of commerce to its fullest advantage as a partner with the City.		Economic Development



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
DIVERSIFY AND STRENGTHEN THE EMPLOYMENT AND TAX BASE IN THE CITY OF WEST JORDAN (CONT.)			
Maintain an active, viable, and aggressive economic development department. (Cont.)	Partner with public and private lead organizations to ensure West Jordan meets all leads and is actively marketing.		Economic Development Communication
	Form economic committees to tap into resources that may be used in an incentive program.		Economic Development
	Engage public-private partnerships, with the goal to explore innovative financing techniques.		Economic Development
	Develop and maintain an improvement program for the provision of needed infrastructure on a planned basis, and monitor and update progress through the yearly budget process.		
	Establish an identity-building program to position and market the city for business attraction and expansion.		Economic Development Communication
	Promote the Mountain View Corridor as a vital component of West Jordan's integrated transportation network essential for commercial and industrial development and sustainability.		Economic Development Communication
	Promote public transit options within West Jordan as cost saving benefits for commercial and industrial business interests.		Economic Development Communication
INDUSTRIAL POLICIES AND GOALS			
PROMOTE AND ENCOURAGE QUALITY INDUSTRIAL DEVELOPMENT IN THE CITY			
Foster an environment conducive to a relationship of mutual cooperation between the City and industrial firms.	Meet biennially with owners of all major industrial firms in the City to identify needs, problems, and opportunities.		Economic Development
	Increase the number of high paying industrial jobs within the City.		

	It should be recognized that the provision and preservation of prime industrial land is a valuable community asset. Therefore, industrial development should be actively promoted.		Economic Development
	Identify and utilize funding sources for industrial development.		Economic Development
	Develop a policy that supports industrial businesses and industrial businesses encourage investment in industrial development.		Economic Development

COMMERCIAL POLICIES AND GOALS

PROVIDE ADEQUATE AND ACCESSIBLE COMMERCIAL AND BUSINESS SERVICES TO ALL CITY RESIDENTS

Establish well-located, convenient, and appropriate business sites that will encourage diversified commercial developments.	Restrict lengthy or continuous commercial areas along major transportation routes rather, encourage commercial areas to maintain compactness within a specific region create a high level of shopper convenience and drawing power.		Economic Development Community Development
	Promote development in planned commercial centers featured on the Future Land Use Map.		Economic Development Community Development
	Encourage the creation of planned commercial centers that provide the services and amenities residents need, and which reduce the need for extra or lengthy vehicle trips.		Economic Development Community Development

PROVIDE WELL-DESIGNED, ATTRACTIVE, AND AESTHETICALLY PLEASING COMMERCIAL ENVIRONMENTS WITHIN THE CITY

Support the renovation of older commercial areas in the City and ensure new commercial developments are attractive and coincide with citywide aesthetics.	Use the West Jordan Redevelopment Agency as a tool to improve older commercial areas of the City.		Economic Development
	Promote infill development of vacant land within commercial districts.		Economic Development Community Development



Long-term Goals	Projects to Help Achieve Goals	Goal Year	Assigned Departments
PROFESSIONAL OFFICE AND BUSINESS POLICIES AND GOALS			
PROVIDE WELL-DESIGNED, ATTRACTIVE, AND AESTHETICALLY PLEASING PROFESSIONAL OFFICE AND BUSINESS ENVIRONMENTS WITHIN THE CITY			
Promote development of office buildings and business parks that meet the needs of a dynamic workforce.	Promote construction of multi-story office buildings, green parks near major corridors, such as Mt. Angel Parkway, and others.		Economic Development Community Development
	Promote infill development of land within office parks.		Economic Development Community Development
HISTORIC PRESERVATION POLICIES AND GOALS			
Identify, protect, and encourage preservation of buildings, structures, and sites which are historically significant.	Seek Federal, State, and other funds to identify and recognize historic sites within the City.		Community Development Communication
	Submit formal application to list the Wight's Fort Cemetery, the Welby Town Site, and century farms as historic sites on the National Register of Historic Places.		Community Development Public Services
	Develop a West Jordan historic logo/signage to identify historic properties.		Public Services Communication
	Provide appropriate landscaping and historic signage to sites that recognizes and honors city history.		Public Services Communication
	Implement reconnaissance and intensive level surveys for recommended areas of West Jordan.		Community Development
	Carefully evaluate development that occurs near historic sites or structures to ensure that it is compatible with the historic character of the area.		Public Services

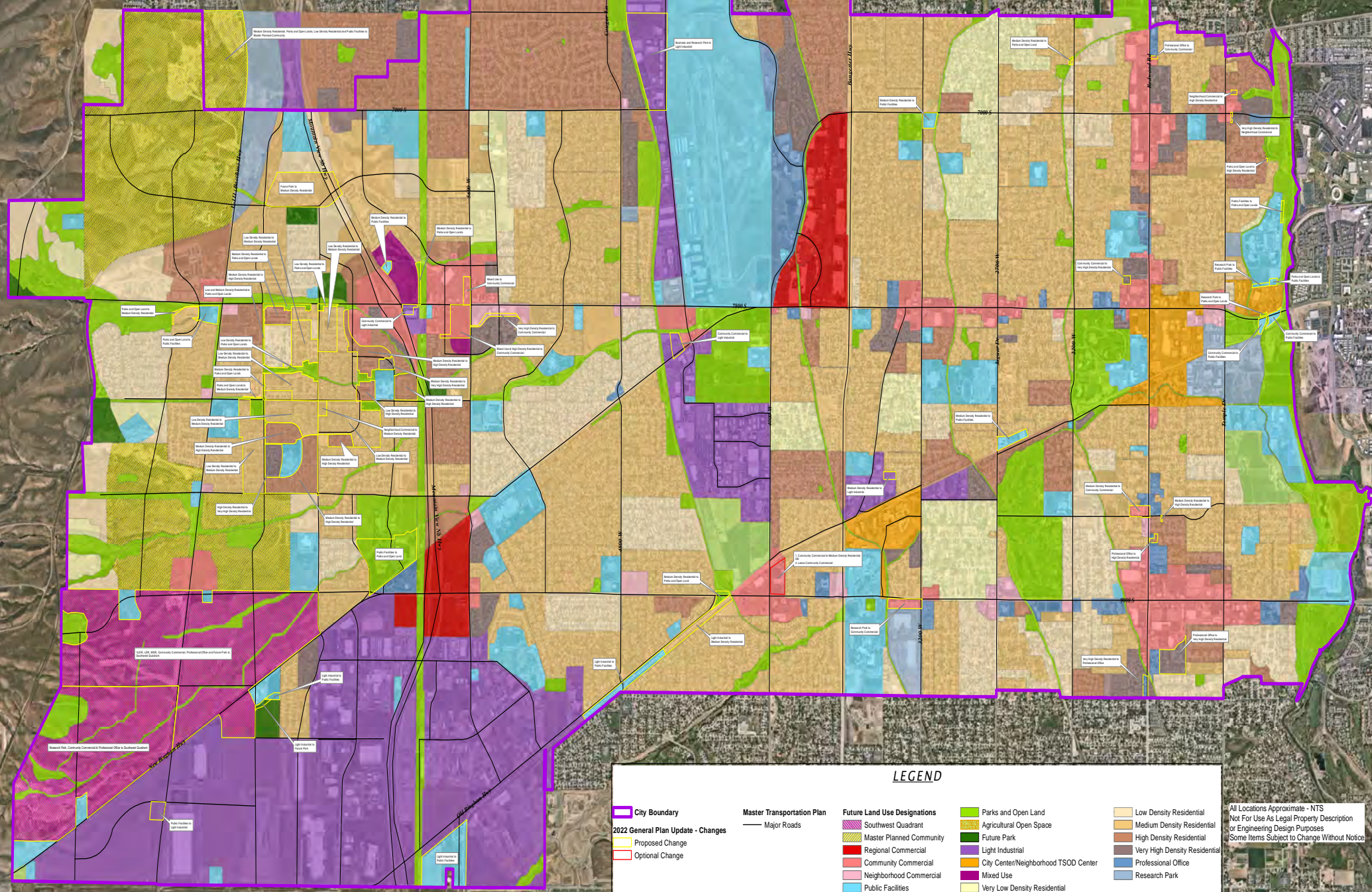
	Encourage the preservation and enhancement of the West Jordan Historical Museum as practicable through its 501(c)(3) status.		Public Services
Encourage education and awareness of neighborhood history among the residents of West Jordan.	Provide activities, pamphlets, and events that ab and teach the community an's heritage.		Communication
	m l?" online or mobile e people o visit various e City and n more		Communication Public Works





City of West Jordan

Proposed Future Land Use Map



2022 General Plan Update - Changes

- City Boundary
- Proposed Change
- Optional Change

Master Transportation Plan

- Major Roads

Future Land Use Designations

- Southwest Quadrant
- Master Planned Community
- Regional Commercial
- Community Commercial
- Neighborhood Commercial
- Public Facilities

Parks and Open Land

- Parks and Open Land
- Agricultural Open Space
- Future Park
- Light Industrial
- City Center/Neighborhood TSOD Center
- Mixed Use
- Very Low Density Residential

Residential

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential
- Professional Office
- Research Park

All Locations Approximate - NTS
Not For Use As Legal Property Description
or Engineering Design Purposes
Some Items Subject to Change Without Notice