



# South Jordan General Plan

**PLAN TOGETHER, GROW TOGETHER**

# Special Thanks To...

## SOUTH JORDAN MAYOR

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## CITY COUNCIL

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*Councilman Donald J. Shelton (District 3)*

*Councilwoman Tamara Zander (District 4)*

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**THANK YOU TO THE RESIDENTS AND STAKEHOLDERS THAT PARTICIPATED IN THIS PLANNING PROCESS.  
YOUR INPUT AND DIRECTION WAS INVALUABLE TO THE CREATION OF THIS PLAN.**



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# SOUTH JORDAN GENERAL PLAN AT-A-GLANCE

## The Process...

### HOW DID WE COMMUNICATE?



SOCIAL MEDIA POSTS



NEWSLETTERS & EMAILS



SURVEYS & POLLS



PUBLIC EVENTS

39\*

\*During this process, we reached out to South Jordan Citizens 39 times to participate in the General Plan Process

### HOW DID PEOPLE PARTICIPATE?



STAKEHOLDER INTERVIEWS



OPEN HOUSE ATTENDEES



WEBSITE VISITS



WEBSITE CONTRIBUTIONS

5,052\*

\*During this process, South Jordan residents gave 5,052 valuable opinions to help shape this General Plan

# The Results...

## HOW WE MOVE



- Expand multi-use trail network
- Improve traffic flow
- Plan for future transit extensions
- Expand bike network

## WHERE WE LIVE



- Preserve stable neighborhoods
- Ensure well-designed moderate income housing
- Promote diverse housing types
- Facilitate growth of safe and well-planned neighborhoods

## WHERE WE WORK



- Attract local businesses
- Expand our economic base
- Develop a business positive atmosphere
- Expand employment opportunities

## WHERE WE GATHER



- Enhance public spaces
- Create an arts and culture district
- Promote infill development
- Enhance local character

## WHERE WE PLAY



- Enhance space surrounding the Jordan River
- Promote unstructured recreation opportunities
- Redevelop underutilized parks
- Enhance our trail system

## HOW WE GROW



- Encourage redevelopment
- Increase coordination
- Promote energy efficient elements
- Reduce waste and excessive water use
- Preserve open space and agricultural heritage



# Chapter 1 Introduction

South Jordan was settled in 1859 as a primarily rural farming community, with irrigation ditches stemming off the Jordan River. The City was incorporated in 1935 and by 1960, the population was 1,354. That number quickly doubled to 2,942 in 1970 and by 1990, the population was 13,106, replacing farmland with housing.

Today South Jordan's population is more than 74,000. With a steadily growing population, the City's footprint is increasing. As development spreads further and further west, it becomes increasingly important to plan for necessary City services and infrastructure.

South Jordan is home to several major regional employers and commercial centers, three prominent religious temples, and a large new urbanist master planned community. South Jordan is well-connected regionally through public transportation, a major freeway and highway, and a multi-use trail that spans from the Great Salt Lake to Utah Lake and beyond. This plan is designed to highlight South Jordan's unique and diverse character, preserving what makes it so special. This plan is also designed to tap into the City's unrealized potential and enhance the quality of life for its residents.





# OUR COMMUNITY PROFILE

## REGIONAL SETTING

The City of South Jordan sits in the south western end of the Salt Lake Valley, about 16 miles from Utah’s capital, Salt Lake City. South Jordan extends from I-15 on the east, nearly to the foothills of the Oquirrh Mountains on the west. The City is well-connected regionally through public transportation, a major freeway and highway, and a multi-use trail that spans from the Great Salt Lake to Utah Lake and beyond.

### QUICK LOOK

**South Jordan...**

- has 74,149 residents (2018)
- is the 14th fastest growing City
- has a median age of 32.7
- employs 22,888 people

**Our Regional Connections**

- Interstate 15
- UTA FrontRunner
- UTA Trax RedLine
- Mountain View Corridor
- Bangerter Highway
- Redwood Road

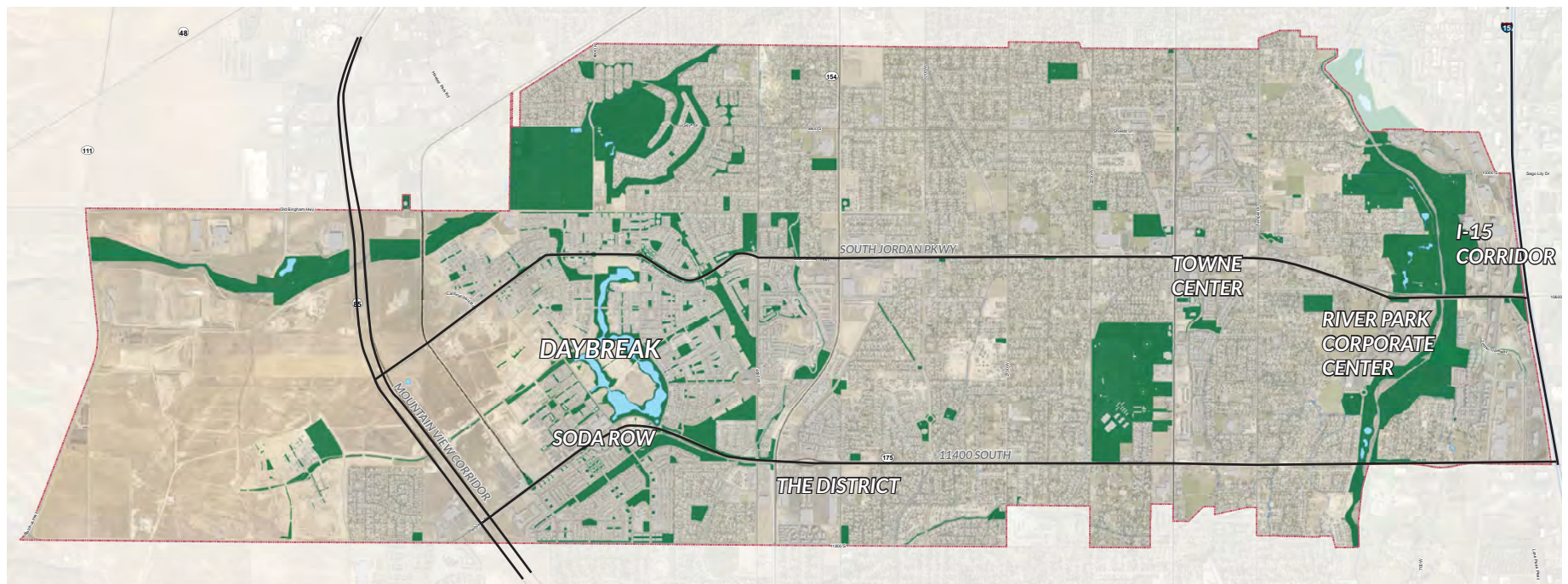
**Nearby Landmarks**

- Wasatch Mountains (east)
- Oquirrh Mountains (west)
- Great Salt Lake (northwest)
- Kennecott Copper Mine (west)

## LOCAL CONTEXT

South Jordan is home to several major regional employers and commercial centers, three prominent religious temples, and a large master planned community. One third of the City, roughly 4,201 acres, is currently zoned “Planned Community”. This area takes up the western portion of the City and is home to a new urbanist, master planned community known as Daybreak. Daybreak is a planned community with a wide variety of housing options and a vibrant mixed use district, with many dining and bar restaurant options known as SoDa Row. The Daybreak Town Center, currently underway, is planned to provide new employment, dining, retail, and entertainment opportunities connected to the TRAX light rail.

On the opposite side of the spectrum, the eastern portion of South Jordan is known for large lots, quiet neighborhoods, and beautiful historic homes. This suburban area of the City is also home to several large regional destinations and major employers in the valley. About 40% of the City is zoned for single family residential (including 12% zoned for agricultural and rural residential and 28% classic single family), leaving a small amount of land for office, commercial, or entertainment uses. Though these uses make up a relatively small percentage of South Jordan’s land, the City makes the most of it with some major economic generators and employers. The District is a valley-wide destination for shopping, dining, and entertainment. Other notable districts in South Jordan are the Towne Center at the heart of the City, I-15 corridor on the east, and River Park Corporate Center in the southeast corner.



## WHY WE ARE PLANNING

The South Jordan General Plan (the Plan or this Plan) serves as a guide for future growth and investment while preserving the City’s high quality of life and unique character. Since the previous general plan was adopted in 2010, the City’s population has grown by more than 20,000. With the current rate of growth in South Jordan and the Salt Lake Valley, it is important to revisit the general plan to create goals and strategies that will guide growth in a smart and sustainable way. This plan is designed to highlight South Jordan’s unique and diverse character, preserving what makes it so special. This plan is also designed to tap into the City’s unrealized potential and enhance the quality of life for its residents.

Development of a general plan is required by Utah State Statutes. Section 10-9a-403 of the Utah Code provides, in part:

“At a minimum, the proposed general plan, with the accompanying maps, charts, and descriptive and explanatory matter, shall include the planning commission’s recommendations for the following plan elements:

- I. a land use element that:
  - i. designates the long-term goals and the proposed extent, general distribution, and location of land for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate; and
  - ii. may include a statement of the projections for and standards of population density and building intensity recommended for the various land use categories covered by the plan;
- II. a transportation and traffic circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, mass transit, and any other modes of transportation that the planning commission considers appropriate, all correlated with the population projections and the proposed land use element of the general plan; and
- III. for a municipality described in Subsection 10-9a-401(3)(b), a plan that provides a realistic opportunity to meet the need for additional moderate income housing.”

### WHAT IS A GENERAL PLAN?



A guide for future growth in South Jordan...

The South Jordan General Plan strives to identify a **community-built vision** and **goals** to work alongside other existing City Documents



Other City Documents



## PLAN TOGETHER, GROW TOGETHER

The Plan provides South Jordan with a toolkit for guidance on land use and development over the next 20 years. The Plan establishes a community supported vision for the future that strives to maintain and enhance the City's neighborhoods, transportation network, commercial and service hubs, and recreational facilities that contribute to South Jordan's high quality of life. It identifies elements that contribute to the City's unique character, explores existing opportunities within the City, and identifies goals and strategies to accomplish the visions and opportunities outlined in the Plan.

The Plan aims to provide direction on major land use, transportation, housing, and other decisions within the City as new development and redevelopment occurs. It is important when making these decisions to think at least 20 years ahead, but this Plan provides flexibility because not all information in the Plan will be relevant for that long. For the Plan to be successful, City leaders must review and reevaluate it on a yearly basis to ensure it remains relevant and continues to fulfill the community's vision.

### THE GENERAL PLAN IS DESIGNED TO BE USED FOR FIVE PRIMARY PURPOSES:

1. *Unite the City with a community supported vision for the future*
2. *Identify initiatives that the City can undertake to advance its goals and objectives and achieve the community's vision*
3. *Guide future development and land use changes within the City*
4. *Provide a tool used for reviewing land use applications for consistency with the overall land use vision*
5. *Monitor progress on the Plan's objectives and to adapt the Plan, where necessary, to ensure continuing progress toward South Jordan's goals and objectives*



### A NOTE FROM THE MAYOR

"South Jordan has always been a shining star in the state of Utah. Our parks, recreational amenities, job creation, outstanding schools, access to Trax and FrontRunner, community programs, senior services, excellent planning, and low crime rate are just a few of the reasons South Jordan is truly exceptional.

We are working hard to ensure that our opportunities, amenities, and services meet the needs of every member of our community. This General Plan reflects the values, vision, and potential of our great City and, as Mayor, I sincerely appreciate the involvement of so many of you. Together, we will continue to make South Jordan one of the best places in the state to live, work, and play."

*- Mayor Dawn R Ramsey* Mayor Dawn R. Ramsey



### WHO SHOULD USE THIS PLAN

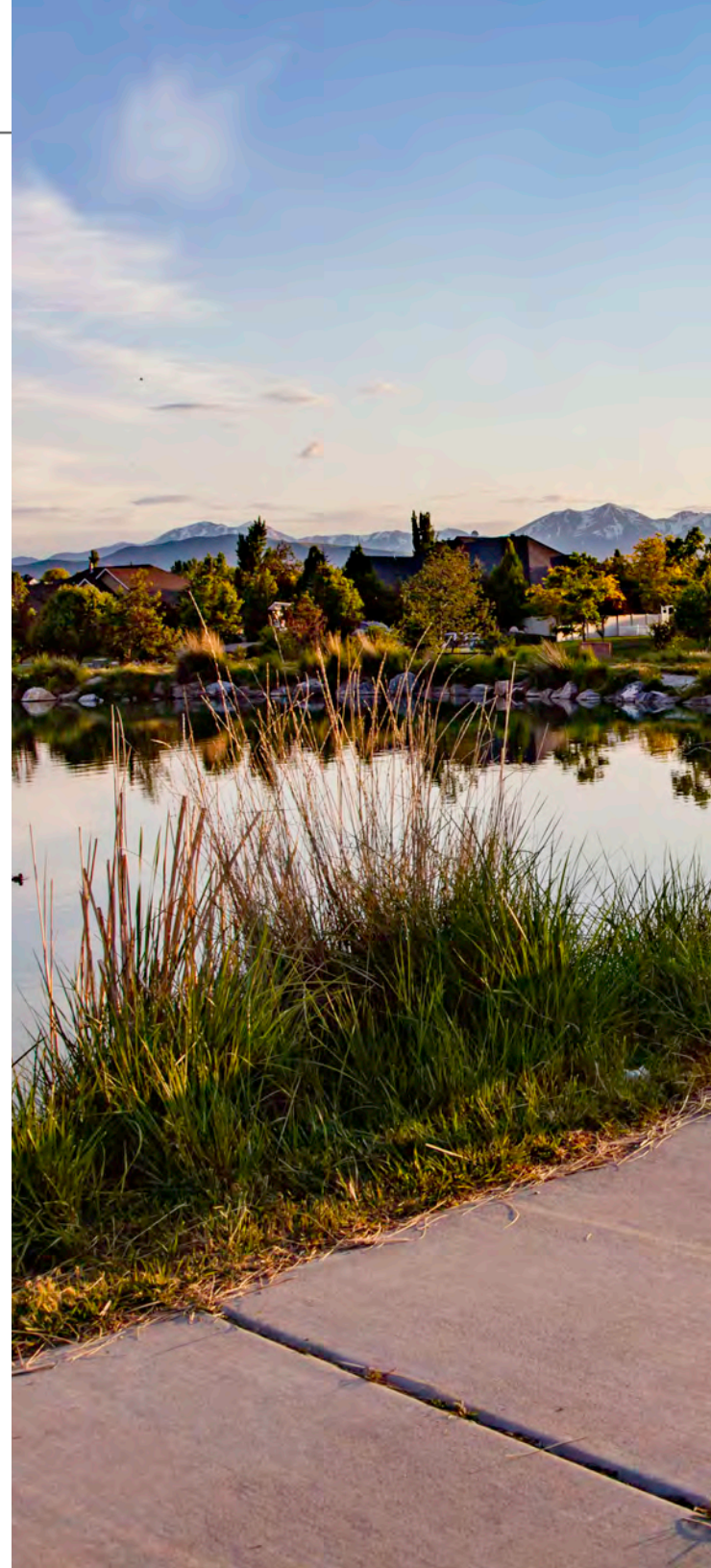
A wide range of users can find meaning in this Plan. The City's residents, property owners, businesses, developers, City staff, leaders, and partners all use the Plan to guide and realize the City's future success.

**RESIDENTS AND PROPERTY OWNERS** can use the Plan in a way that allows them to actively participate as informed citizens in the City's overall physical development including in the decisions about land use that impact them most directly.

**BUSINESSES AND DEVELOPERS** can rely on the Plan to plan how they will grow, adapt, and implement their development and business plans in a way that helps the community achieve its vision of the future.

**CITY STAFF** will use the Plan to work with applicants and stakeholders to review development proposals, and to provide decision-makers with information about how various proposals align with the intention, vision, and strategies of the Plan. The Plan must also be used to create and implement City initiatives, including City Code changes, to advance the Plan's goals and recommendations, and adapt the Plan as necessary to changing needs and circumstances. City staff can also use the Plan to work collaboratively with stakeholders and City leaders to find acceptable solutions for specific projects

**CITY LEADERS** should use the Plan to establish annual priorities, develop partnerships, ensure accountability, and make thoughtful and informed decisions in harmony with the goals of the Plan.



## HOW TO USE THE PLAN

Chapters 2 through 7 of this document provide much of the primary contents of the Plan, including existing conditions, a vision statement, framework maps, and goals and strategies. Chapter 8 provides necessary steps for implementing the goals and strategies, along with indicators to review when evaluating this Plan's success. The text and contents of the Plan are formatted to support navigation to the most applicable strategy direction. The following is a description of what these are and how they should be used.

### 1. EXISTING CONDITIONS AND FUTURE POSSIBILITIES

Each chapter begins with an introduction and description of the chapter theme, focusing on the issues the City faces. It describes why each theme is important and highlights a few of the key trends that particularly relate to them. This section establishes the context for the goals and strategies by tying the existing conditions to public input and regional trends.

### 2. FRAMEWORK MAPS

Chapters 2 through 7 each include a Framework Map. These maps provide a spatial “framework” to help link the text to goals and strategies spatially. These maps express important concepts and priorities for areas of South Jordan and inform the Future Land Use Map herein. While these maps should be used, their boundaries, extents, and limits are purposefully generalized. Therefore these maps are advisory and not regulatory. They should be referenced prior to moving on to other components of the Plan.

### 3. GOALS AND STRATEGIES

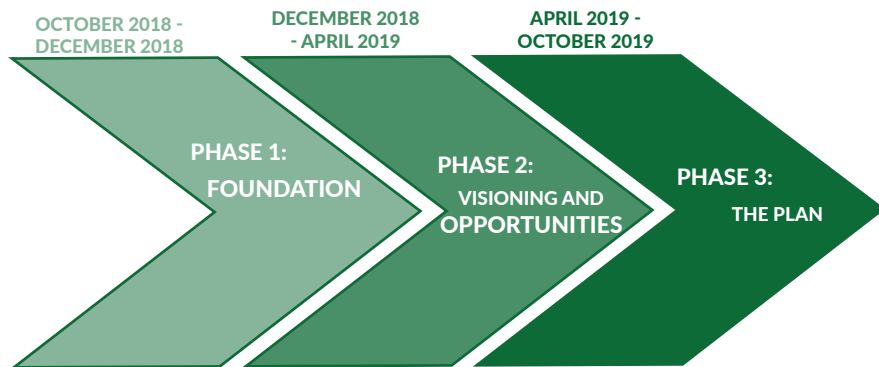
The goals and strategies support and advance the City's vision. The goals identified in Chapters 2 through 7 encompass the opportunities of the Plan. They articulate a desired ideal and a value to pursue. The strategy statements under each goal are outcome based and guide decision making or provide examples of action-based implementation of the vision.

### 4. IMPLEMENTATION

The implementation table outlines necessary steps for implementing the goals and strategies. This includes time frames, anticipated cost, and important benchmarks for success.

## A COMMUNITY-BASED PROCESS

This Plan is the product of a community-driven process that kicked off with an evaluation of the City’s current conditions and existing plans, followed by interviews with community stakeholders and public open houses. Through the fall and winter of 2018, residents were engaged in City events and open houses to define South Jordan’s vision for the future by way of identifying the City’s greatest assets and most exciting opportunities by answering, “what do you love most about SoJo?” and “what could be improved in SoJo?”. The feedback gathered resulted in the vision statements and corresponding opportunities that were refined into goals and strategies to help: 1) improve east to west transportation; 2) preserve stable neighborhoods; 3) encourage a healthy continuation and expansion of the City’s employment opportunities; 4) support redevelopment and infill; 5) enhance the City’s recreation amenities; and 6) guide informed growth and development.



A wide variety of public engagement tools were used to ensure every resident, business owner, employee, and student had an opportunity to have their voice heard. Through each step, the community was engaged online and in-person through public events, open houses, and the Plan website, [SouthJordanGeneralPlan.com](http://SouthJordanGeneralPlan.com). During this process the City hosted 5 open houses across the City, attended 4

City functions, provided 5 online surveys, and overall heard from 5,052 people. The City promoted these engagement opportunities through posters placed in public spaces, social media, hand-outs in City hall and at public events, and emails to those who registered on the Plan website. For a more comprehensive summary of public engagement see Appendix C of this document.

## OUR COMMUNITY-BUILT VISION

The ideas and comments gathered from the community, stakeholders, steering committee and elected officials were cataloged, processed and further sorted into six themes: How We Move, Where We Live, Where We Work, Where We Gather, Where We Play, and How We Grow. These themes, detailed on the following pages, shaped the Plan, and are the basis for Chapters 2-7.



## HOW WE MOVE

*South Jordan offers numerous choices for safe and efficient travel by offering walkable destinations, connected development patterns, and continuous pathways for pedestrians and bicycles with enhanced safety features ensuring access for every resident and visitor.*

### WHAT DOES “HOW WE MOVE” MEAN TO RESIDENTS OF SOUTH JORDAN?

- Improved east-west traffic
- Crosswalks for better trail connectivity
- More off-road bike trails
- Public transportation improvements
- Shared mobility

## WHERE WE LIVE

*South Jordan is a balanced community that provides a range of desirable housing forms and amenities that appeal to all stages of life and lifestyles, while retaining its one-of-a-kind character and heritage.*

### WHAT DOES “WHERE WE LIVE” MEAN TO RESIDENTS OF SOUTH JORDAN?

- Safe communities
- Attainable housing
- Diverse neighborhoods
- A healthy and safe community that provides a variety of high-quality community services and amenities to all residents, encourages water and resource conservation, and strengthens community





## WHERE WE WORK

*South Jordan is a strong and resilient economy that attracts a skilled and vibrant workforce through a balance of both large-scale economic generators that encourage new, high-quality development, and neighborhood-oriented shops and businesses that preserve and build on our local character.*

### WHAT DOES “WHERE WE WORK” MEAN TO RESIDENTS OF SOUTH JORDAN?

- Opportunities to work near home
- Support for local businesses
- Unique and upscale restaurants



## WHERE WE GATHER

*South Jordan has active, vibrant, and unique destinations that encourage socialization, entertainment, art, local events, and celebrations that connect people together.*

### WHAT DOES “WHERE WE GATHER” MEAN TO RESIDENTS OF SOUTH JORDAN?

- Well-designed and managed gathering places
- More activities for teens
- Arts venue or district

## WHERE WE PLAY

*South Jordan has a growing network of parks and trails that offer access to and between neighborhoods while offering exceptional trail amenities.*

### WHAT DOES “WHERE WE PLAY” MEAN TO RESIDENTS OF SOUTH JORDAN?

- Enhanced trail system
- Park system connectivity
- Collaboration with Salt Lake County on the Equestrian Park, Jordan River Trail, and Bingham Creek Regional Park
- Preservation of open space

## HOW WE GROW

*A healthy and safe community that provides a variety of high-quality community services and amenities to all residents, encourages water and resource conservation, and strengthens community resiliency and fiscal sustainability with each new development through open communication and cohesive development patterns.*

### WHAT DOES “HOW WE GROW” MEAN TO RESIDENTS OF SOUTH JORDAN?

- Cohesive development
- Predictable rezoning
- A mix of densities and uses
- Water conservation



## FUTURE LAND USE

The Future Land Use Map describes South Jordan’s desired future, and is a tool to guide development decisions, infrastructure improvements, and public and private investment and reinvestment in South Jordan. The Future Land Use Map identifies locations where different types of land uses are anticipated to occur during the next 10 to 20 years, and where the City would support the development of these uses.

As South Jordan continues to experience rapid growth there is little desire from residents in older traditional neighbors to see changes in the City’s traditional land uses. Therefore a large portion of this Future Land Use Map is designated “stable residential”, meaning the area is relatively built out and no anticipated change in land use or intensity. Currently, most of the growth west of Bangerter Highway inside the City boundary is planned by Daybreak with more than 14,000 residential units and additional commercial space left to build. The future land use categories build off areas of stability and areas of change in a general manner so as not to conflict with the City’s zoning map. The proposed categories generally follow existing and proposed uses based upon parcel lines, roadways, and other geographic boundaries. Generalized nodes identify more intense development categories or areas of potential change. It is expected that future zone changes would generally adhere to the land use categories depicted on the Future Land Use Map, but flexibility in interpretation of the boundaries may be granted by the Planning Commission and City Council, provided the proposed change is consistent with the vision, goals, and strategies contained in this General Plan.

## LAND USE CATEGORIES

### STABLE NEIGHBORHOOD (SN)

Stable Neighborhood identifies residential areas throughout South Jordan that are mostly built out and not likely to change or redevelop into a different land use. This land use designation supports existing or planned residential with a variety of housing types, densities, and styles. Any new development, redevelopment, or rezoning within this designation shall be consistent with the surrounding land uses in order to maintain existing character and quality of life for adjacent property owners.



### RESIDENTIAL DEVELOPMENT OPPORTUNITY (RD)

Residential Development Opportunity identifies areas, generally located within existing residential areas, which are not yet fully developed, but would support a variety of residential land uses. These areas are suited to support additional residential development due to adjacency to municipal services such as utilities, roads, and amenities. Any new development, redevelopment, or rezoning within this designation shall be consistent with the surrounding land uses in order to maintain existing character and quality of life for adjacent property owners.





### MIXED USE OPPORTUNITY (MU)

Mixed Use Opportunity identifies areas that are currently either undeveloped or underdeveloped and adjacent to Economic Centers. The intent is to elevate these areas from single land uses to an integrated mix of commercial, retail, office, residential, and light industrial land uses. Mixed use opportunity supports both horizontal and vertical mix of uses and shall result in walkable areas that are activated with employees during weekdays and residents, restaurants, and entertainment during evenings and weekends.



### ECONOMIC INFILL OPPORTUNITY (EIO)

Economic Infill Opportunity identifies areas within existing Economic Centers that could support infill or redevelopment of additional commercial, retail and entertainment uses to support and bolster existing uses. Development or redevelopment in these areas shall include public space for gathering such as plazas or parks and be designed with the pedestrian in mind. These areas could support land uses such as retail, restaurants, hotels, entertainment venues, or open space and could strive to include unique design elements to give each commercial center its own identity.



### ECONOMIC CENTER (EC)

Economic Center identifies areas that are currently mostly built out as commercial or office land uses and not likely to change or redevelop into a different land use. These areas are characterized by proximity to primary transportation corridors and supportive residential densities. Economic Center typically serve the City's current and near future needs and there is no desire for a change in land use in these areas.



### INDUSTRIAL (I)

Industrial land uses identify businesses that have minimal impact on surrounding traffic and produce small goods and services.

**MIXED USE TOD OPPORTUNITY (MUT)**

Mixed Use Transit Oriented Development Opportunity identifies active areas that are within ¼ mile of transit hubs. These areas support a vertical or horizontal mix of commercial, office, and higher density residential uses with entertainment, restaurants, bars, cafes, and businesses that do not require automotive transportation. These areas shall be located adjacent to regional transit hubs and provide accommodation for active transportation such as bike racks.



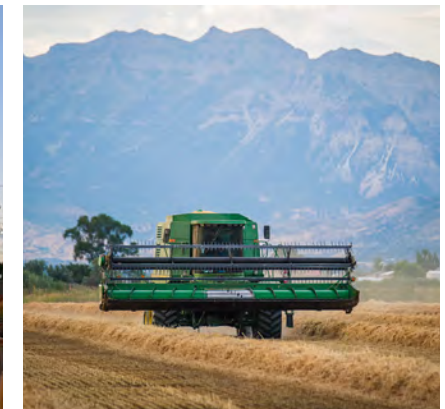
**HISTORIC (H)**

Historic identifies areas of historic interest that have been or have the potential to be designated as historically significant and support architectural styles characteristic of South Jordan’s original agricultural heritage. Development and redevelopment of these areas is not desirable but should it occur, development shall respect the historic nature of the properties and preserve historically significant structures. Any new development, redevelopment, or rezoning within this designation shall be consistent with the surrounding land uses in order to maintain existing character and quality of life for adjacent property owners.



**AGRICULTURAL PRESERVATION (AP)**

Agricultural Preservation identifies areas with current and/or historic agricultural usage. Though these properties are a beloved asset to the community, future development is probable. Future development shall be primarily residential and serve to preserve the agricultural character in the forms and character of the development. Cluster style development will be encouraged to preserve the agricultural use/open space where possible. Small scale, neighborhood commercial uses could be strategically placed consistent with surrounding land uses and/or at the core of the neighborhood to provide a themed service base for neighborhood gathering.



## NATURAL AREAS (NA)

Natural Areas are set aside for habitat and riparian corridors in continuity to allow for animal migration, hydraulic flows, and visual breaks in the built environment. These areas may include limited site improvements characteristic of the environment such as restroom facilities, shade structures, and small outdoor classrooms.

## OPEN SPACE (OS)

Open Space identifies areas that are not required to be maintained, but often are maintained for recreational purposes and to develop pedestrian connectivity. These areas may include multi-use playing fields, play structures, pavilions, parking, and other recreational amenities.

## PUBLIC (P)

Public land uses identify areas that contain or are planned for city and county buildings or facilities and public schools. As public buildings, these sites should strive for the highest level of design and efficiency to serve as an example for future development.

## TRANSIT CORRIDOR

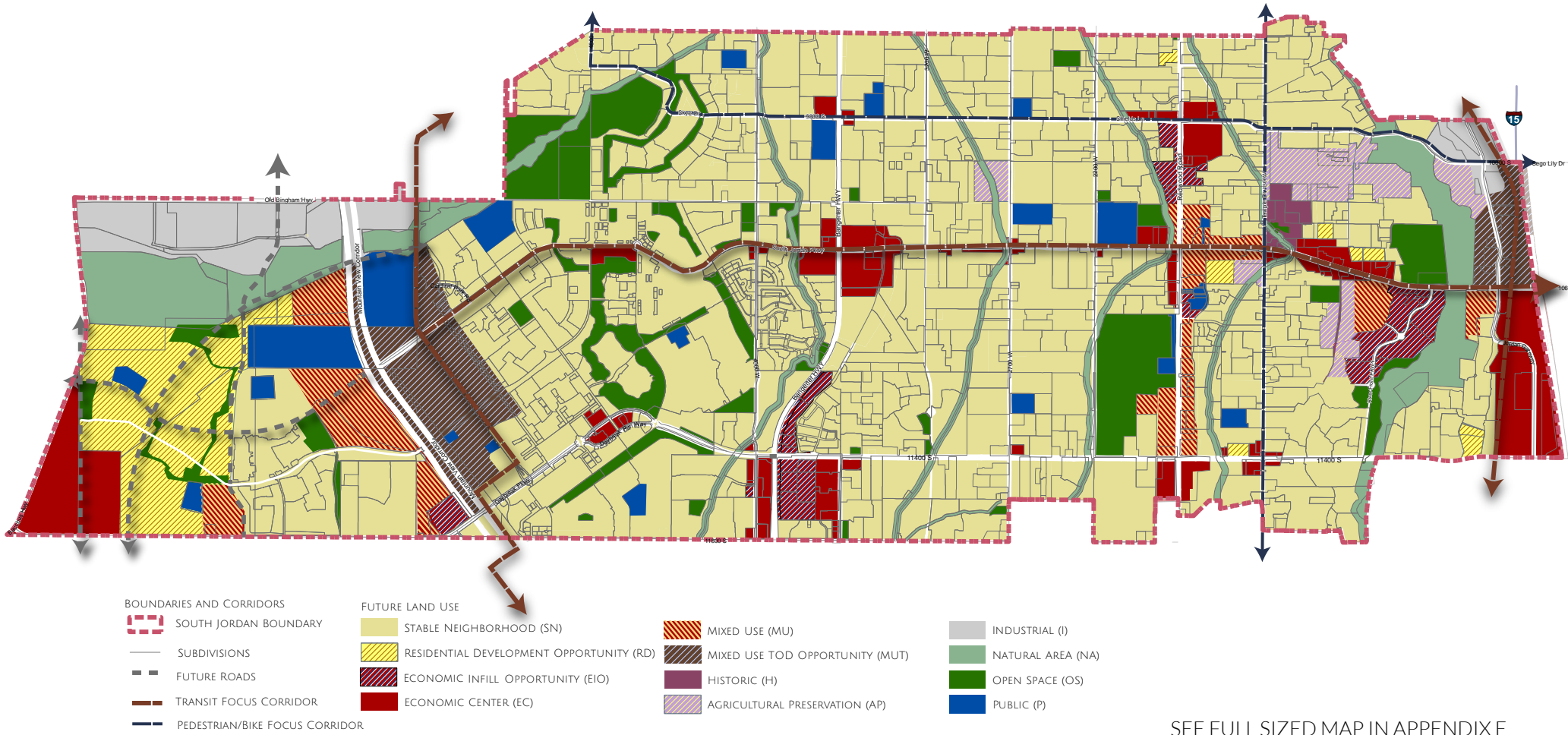
Transit Corridors are major roads that are anticipated to support transit or public transportation in the future. Development in these areas should plan ahead by offering wider sidewalks, large parkstrips that could accommodate bus stops, enhanced crosswalks at intersections, etc.

## BIKE CORRIDOR

Bike Corridors are roads that are being called out for future bike-lane enhancements. These roads are arterials that have less traffic, or slower traffic, than other arterials. It is envisioned that these roads will have separated and designated bike lanes and become a safe alternative route for bike commuters. Developments on these corridors should plan ahead by installing proper amenities such as bike racks.



# FUTURE LAND USE MAP



SEE FULL SIZED MAP IN APPENDIX E

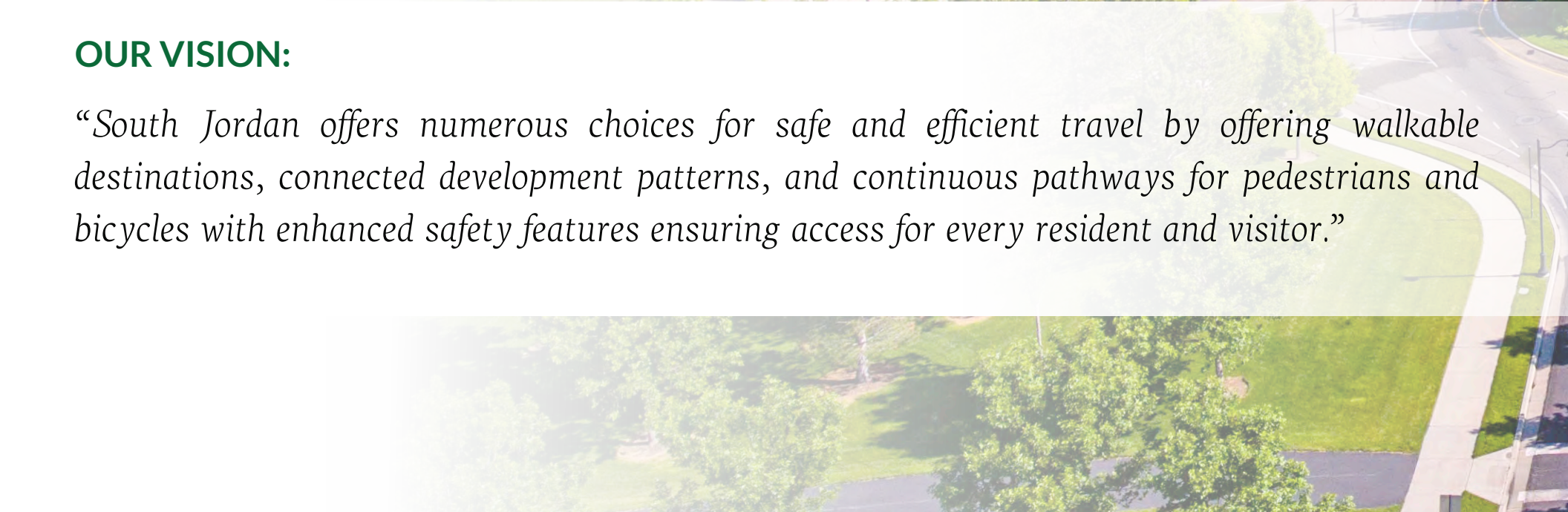




# Chapter 2 How We Move

## **OUR VISION:**

*“South Jordan offers numerous choices for safe and efficient travel by offering walkable destinations, connected development patterns, and continuous pathways for pedestrians and bicycles with enhanced safety features ensuring access for every resident and visitor.”*





# TRANSPORTATION IN SOUTH JORDAN

## THE IMPORTANCE OF ACCESSIBILITY

Transportation networks support the daily lives of every citizen in South Jordan. The most important aspect of this system is the connection it provides to important community centers and services. This includes access to the areas in which residents work, live, and play via personal vehicle, bicycle, public transportation or on foot to ensure that all ages and abilities have access to these services. The transportation system is critical in providing a high quality of life within the City.

Historically, most of the traffic in Salt Lake County has flowed north and south along the valley’s most heavily trafficked interstate, I-15, with minimal east to west traffic. As development in the Salt Lake Valley spreads further towards the mountains on the east and west ends of the valley, new infrastructure heading in these directions has been, and will continue to be, a big discussion. South Jordan’s eastern border follows I-15, connecting South Jordan to surrounding jobs, education opportunities, and retail hubs. As a mostly-built-out valley with few major interstates, many Salt Lake Valley residents rely heavily on I-15 to get where they need to go.

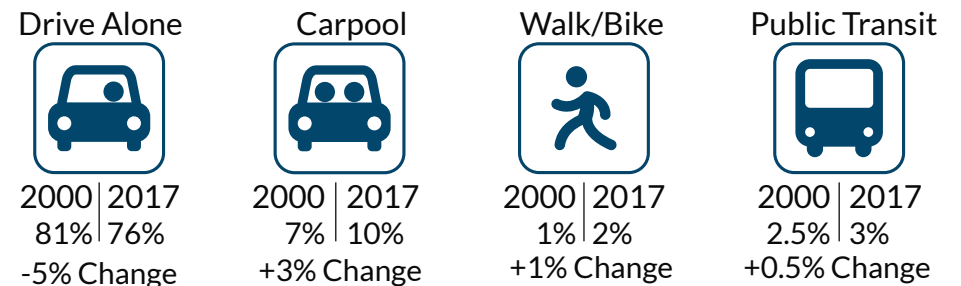


The main issue in South Jordan is east-west traffic. The major east-west corridors are South Jordan Parkway and 11400 South. South Jordan is also connected to two major regional transit routes, the TRAX Red Line, which runs from the west side of South Jordan to the University of Utah Campus in Salt Lake City, and FrontRunner, which follows I-15, connecting the valley from north to south.

The western portion of the South Jordan is served by Bangerter Highway and Mountain View Corridor. Mountain View Corridor has become a popular route for western communities in the Salt Lake Valley, with plans from UDOT to expand from American Fork to Salt Lake City as a second major north-south route. It is anticipated that this will reduce the stress on east-west routes by providing a viable north-south alternative to I-15.

Like most U.S. cities, vehicular routes play an important part of South Jordan’s transportation efforts. However, as roads are widened they often begin to deter quality of life and destroy sense of community. Wide roadways divide cities and only provide temporary relief to traffic congestions.

### TRANSPORTATION MODES IN SOUTH JORDAN



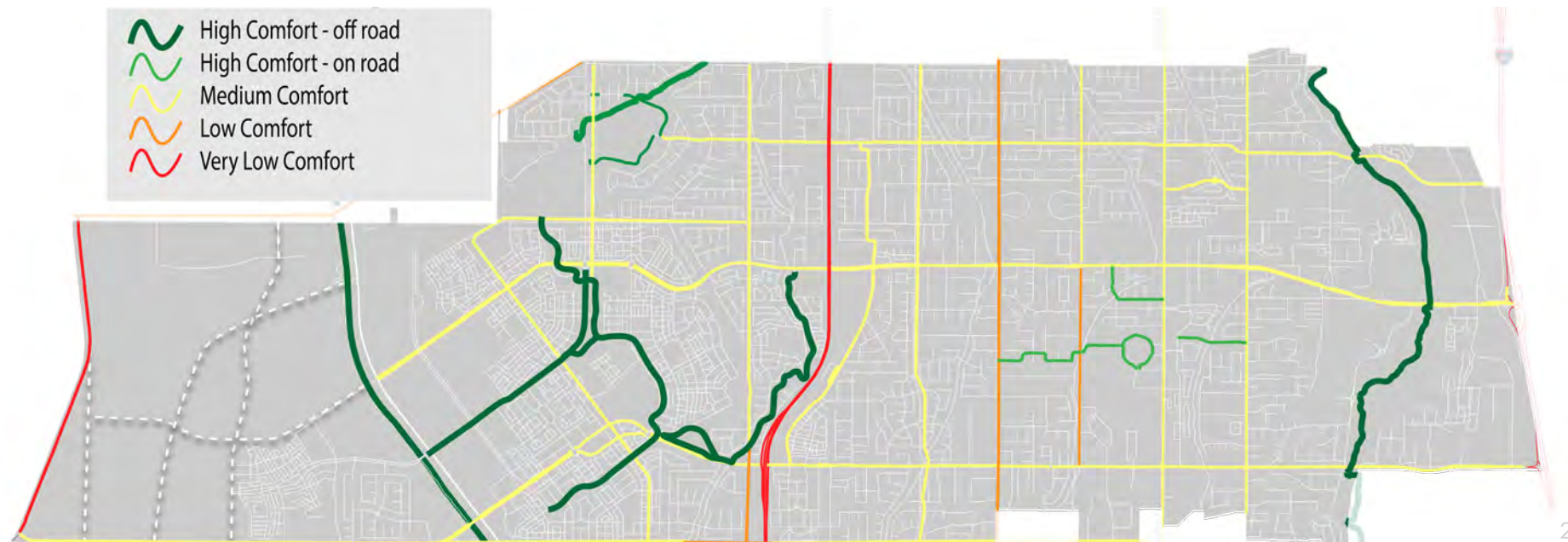
## PUBLIC TRANSPORTATION

Public Transportation can play an important role in reducing stress on vehicular routes, providing residents an alternative mode of transportation. South Jordan is connected by public transportation regionally, but not locally. The City is home to two light rail stations on the west side of the City (with a third one proposed), one heavy rail station on the east side, and one dedicated bus route with several flex routes. The westernmost light rail station is the last stop on the TRAX Red Line route, which runs from the Daybreak area, through downtown Salt Lake City, and to the University of Utah Campus. The heavy rail station, on the FrontRunner route, is just west of I-15 and connects South Jordan from Provo to the south and Ogden to the north. Between these two regional rail routes, South Jordan residents have access to most places in Salt Lake and Utah Counties, the trouble is getting to these stations. There is only one permanent UTA bus route in South Jordan, running west from the FrontRunner station and then turning north out of the City, only connecting a handful of residents to public transportation options.

## BIKE AND PEDESTRIAN TRANSPORTATION

A trail system for “active” modes of transportation such as walking or biking is another important component of a healthy transportation network in any City. South Jordan is connected regionally via the Jordan River Trail, this trail is an amazing amenity to those who choose to walk or bike through the valley with many trail systems branching off and through surrounding cities. In addition to this regional trail connection, South Jordan has four north-south canals spread out through the City. These canals currently have service roads that are often used as trails for pedestrians and bicyclists.

Below is a map of bikeability in South Jordan according to Bike SLC’s bike map. High comfort roads offer trails or bike lanes with a physical separation from traffic and/or streets with very low traffic volumes and speed; medium comfort represents painted bike lanes; low comfort represents bike lanes or shoulders on busy streets; and very low comfort represents roads that are not recommended for bicycle travel.



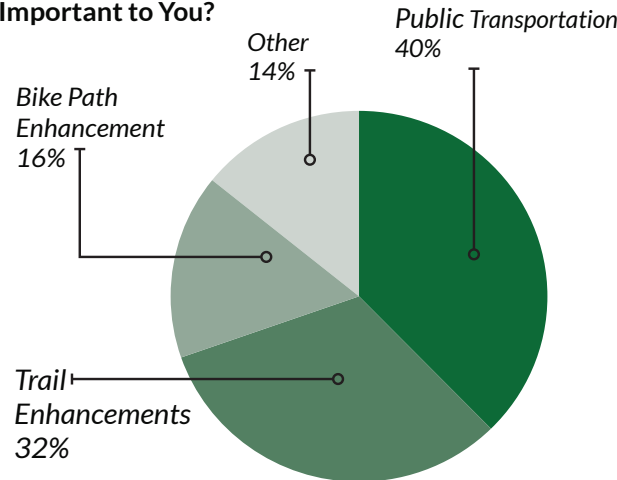
## THE FUTURE OF TRANSPORTATION IN SOUTH JORDAN

During the first round of public outreach for the South Jordan General Plan Update, we asked residents what they would change about their City. The most common issue we heard about by far, was east to west traffic circulation.

Over 21% of employed South Jordan residents are commuting to Salt Lake City daily, which is accessed via Interstate 15, directly to the east of South Jordan, with access via South Jordan Parkway. With no connecting bus routes east to west and only three continuous east-west roads, traveling east towards the freeway or west to get home is a common frustration among residents, especially residents on the western side of the City. Although the expansion of Mountain View Corridor is expected to provide some relief to traffic congestion by providing an additional north/south freeway, South Jordan will still need to consider additional options to address local connectivity and congestion. When asked to choose what was most important to residents out of public transportation, trail enhancements, or bike path enhancements, residents were in favor of public transportation and trail enhancements. This is reflected in the Framework maps and goals.

In this survey, about 14% of residents voted “other”. These responses included suggestions such as; east to west freeways, less housing development, and widening the current east/west roads as a way to reduce east-west congestion. There are many strategies that can work together to reduce traffic congestion, these are some of the most supported methods in South Jordan. With a high number of residents supporting enhanced bike paths, public transportation, and trails, South Jordan has the potential to make the majority of the City accessible without the use of a car, hopefully reducing the number of cars on local roads.

**Which of the Following Opportunities is Most Important to You?**



### Looking to the future...

#### How can we ensure our City is connected regionally and locally?

South Jordan sits in a prime location in the Salt Lake Valley. The primary north-south connections, regionally and locally, are Bangerter Highway and Interstate 15. The major east-west corridors are South Jordan Parkway and 11400 south. Both north-south and east-west traffic flows need to be addressed to mitigate congestion.

#### Moving forward, South Jordan should consider the following questions:

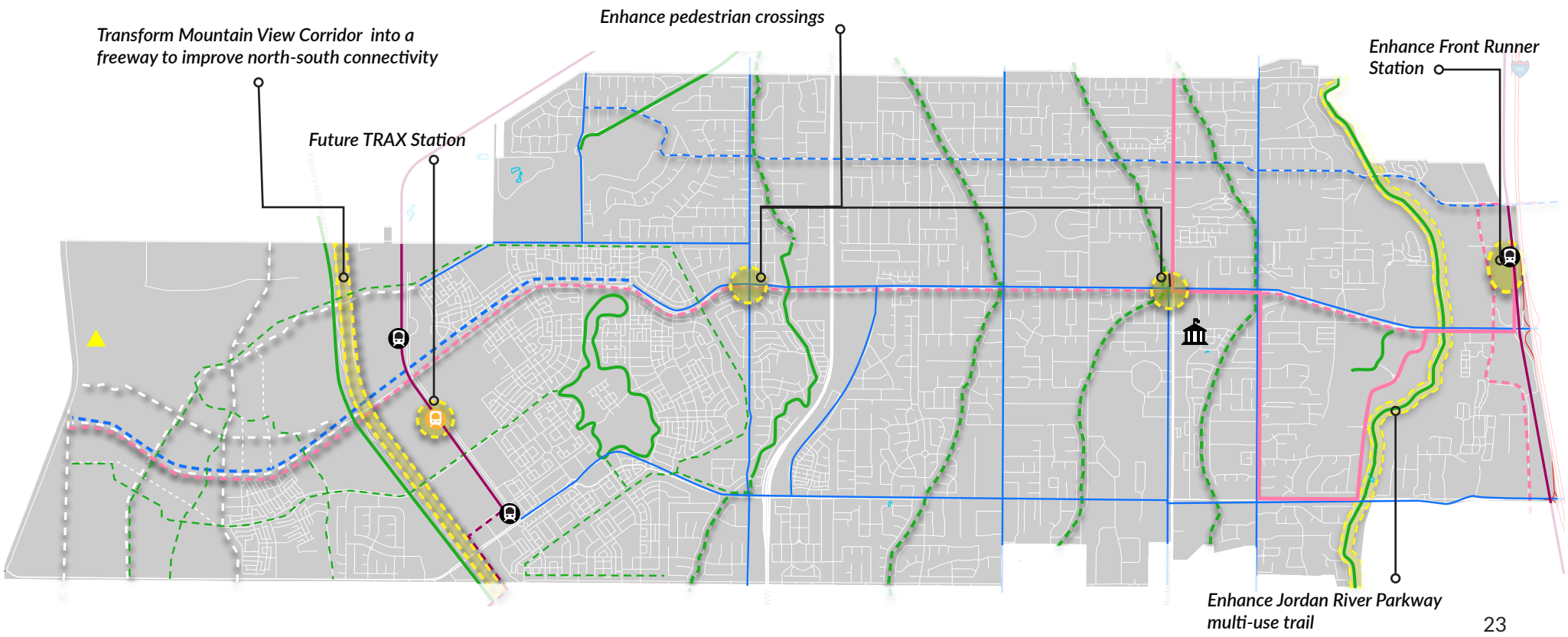
- Where can we implement more efficient public transportation routes?
- How can the City’s infrastructure be built to accommodate east to west travelers as the west side of South Jordan becomes more developed?
- How can we maximize the benefits of Mountain View Corridor as a major north-south connection?
- How can micro-transit (i.e. shuttles, ride share, etc.) become a primary mode of transportation?

# FRAMEWORK FOR HOW WE MOVE

After receiving comments on east-west traffic in South Jordan, we asked residents “What are South Jordan’s Big Opportunities?”. This led to many great ideas, among the most common were: Enhance public transportation, offering a route that connects FrontRunner to TRAX; enhancing bike paths through the City, creating safe shoulders with buffers and signage; and expanding and enhancing the canal trails through the City and improving the crossings at major intersections for pedestrians, bikes, and other modes of active transportation. This map shows the desired locations for future improvements and changes.

## Legend

	Future Road		Transit route
	Opportunity area		Proposed transit route
	Future Transit Stop		Bus route
	Transit Stop		Proposed bus route
	City Hall		Multi use trail
	Trans-Jordan Landfill		Proposed multi use trail
			Bike Lane
			Proposed bike Lane



## HOW WE MOVE: GOALS AND STRATEGIES

The goals and strategies support and advance the City’s vision and reflect the opportunities of the Plan. They articulate a desired ideal and a value to pursue. The strategy statements under each goal are outcome based and guide decision making. The supporting strategies are the most specific and are intended to provide examples of action-based implementation of the vision.

The Vision for How We Move: ***“South Jordan offers numerous choices for safe and efficient travel by offering walkable destinations, connected development patterns, and continuous pathways for pedestrians and bicycles with enhanced safety features ensuring access for every resident and visitor.”***



### MOVE GOAL 1: Expand on multi-modal trail systems

- MG1.1. Coordinate with canal companies to pave trails, landscape, and add site furnishing along the existing canals
- MG1.2. Improve intersections where trails cross major roads with enhanced crosswalks
- MG1.3. Explore ways to place wayfinding maps and signage along existing and future trail systems
- MG1.4. Support the development of an east-west pedestrian trail with enhanced sidewalks, landscape buffers, benches, etc.
- MG1.5. Develop design standards for pedestrian enhancements along identified corridors

### MOVE GOAL 2: Improve traffic flow and circulation to major activity centers, within and without the City

- MG2.1. Continue to provide a street system that operates at a minimal level-of-service standard for high peak traffic volumes and where passing through an intersection can be accomplished in a reasonable amount of time
- MG2.2. Continue to preserve the tranquility of residential neighborhood areas through circulation design that slows traffic flows and encourages safe driving practices such as on street parking, crosswalks, landscaping, etc.
- MG2.3. Continue to encourage and work with City’s partners to complete planned Mountain View Corridor highway improvements as a priority for regional connectivity and economic stimulus

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### **MOVE GOAL 3: Implement a balanced approach to transportation and mobility that considers mass transit, bicycles, pedestrians, and other transportation modes as an alternative to the automobile**

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MG3.1. Work with UTA to plan for a public transportation connection from the TRAX South Station to Front Runner

MG3.2. Coordinate with WFRC, UDOT, UTA, SLCo, adjacent municipalities, developers, and land owners to ensure any public transportation enhancements improve local and regional connectivity

MG3.3. Encourage the development of bus turnout lanes to minimize traffic flow obstruction in major commercial areas and higher density residential areas of the City

MG3.4. Work with UTA for additional bus routes, potential for bus rapid transit (BRT) and a higher level of bus service in the City, addressing in particular the mobility needs of seniors, children, and the handicapped

MG3.5. Work to integrate bus routes and potential BRT routes with other transportation modes and coordinate design of bus stops and shelters throughout the City

MG3.6. Continue to coordinate with UTA and other City partners to extend TRAX further south along the City's preferred route for regional connectivity

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### **MOVE GOAL 4: Expand and enhance the existing bike path network**

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MG4.1. Develop a cohesive bike network including a variety of bike lane enhancements along 9800 South, 1300 West, and other identified corridors including physical buffers, pedestrian crossing signals, raised sidewalks at cross streets

MG4.2. Convert painted bike lanes to protected bike lanes along high traffic roads

MG4.3. Conduct public information programs and publish promotional materials to increase public awareness of bicycle and pedestrian facilities and safety issues

MG4.4. Encourage bicycling by requiring bike racks at shopping centers, public buildings, schools, and parks; by providing bike share stations near the Jordan River Parkway; and bicycle storage facilities at key transportation nodes within the City

MG4.5. Work with developers and existing developments to implement safe bike/walking paths through parking lots and connect the trails to various buildings and stores

MG4.6. Explore the feasibility of a single track dirt trails system through the City in coordination with local non-profits



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### **MOVE GOAL 5: Re-assess appropriate street standards, cross-sections, and connectivity throughout the City annually**

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MG5.1. Design highways, arterials, and collector streets to discourage the splitting or isolation of neighborhoods, communities, and open space

MG5.2. Continue to require appropriate automobile and pedestrian connectivity between subdivisions and neighborhoods

MG5.3. Continue to design subdivision streets and connections to “spread” traffic, rather than concentrating it

MG5.4. Require secondary access for new developments based upon the number of proposed lots and/or length of street

MG5.5. Consider modified or alternate street cross sections for rural, historic, and agricultural areas of the City

MG5.6. Promote integrated residential neighborhoods by prohibiting gated communities and by encouraging CPTED (Crime Prevention through Environmental Design) standards

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### **MOVE GOAL 6: Explore and consider new and innovative methods of reducing vehicle trips and improving air quality**

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MG6.1. Continue to implement living healthy programs that encourage active lifestyles wherein residents will be more apt to use modes of transportation besides the automobile for their day to day needs

MG6.2. Continue to encourage each new development to create designs that invite people to walk and bicycle as much as possible





# Chapter 3 Where We Live

## **OUR VISION:**

*“South Jordan is a balanced community that provides a range of desirable housing forms and amenities that appeal to all stages of life and lifestyles, while retaining its one-of-a-kind character and heritage.”*





# HOUSING IN SOUTH JORDAN

## THE IMPORTANCE OF A DIVERSE HOUSING STOCK

Maintaining a diversified housing stock is integral to any City’s livability and essential to a sustainable and resilient local economy. Available homes must be suitable for all life stages and lifestyles in order to attract and keep young adults who progress through creating and raising families, downsizing, and transitioning toward senior living.

South Jordan’s mean home value is \$384,100, which is well above the Salt Lake County average. The percent of homes that are valued under \$200,000 is constantly decreasing in the Salt Lake Valley and in South Jordan and the cost of rent is constantly rising. To afford a two-bedroom apartment in Salt Lake County, an individual or family would need to make \$41,400 per year (the salary of 2.7 full-time, minimum wage jobs). South Jordan is no exception to this statistic. About 40% of renters in the City are “cost burdened,” meaning they pay more than 30% of their monthly income towards housing.

## HOUSING TYPES

The majority of housing units in South Jordan are owner-occupied, single-family homes with large lot sizes. The City currently has 19,553 residential parcels, and roughly 21,839 housing units. Over 83% of those housing units are single-family homes with an average lot size of 0.29 acres.

In addition to single-family homes, South Jordan has a variety of apartment and rental options, with the number of apartments growing significantly in recent years. Additionally, there are 940 more units already approved by the City with development underway. South Jordan also has 11 assisted living and nursing home facilities that have a total of 840 beds.

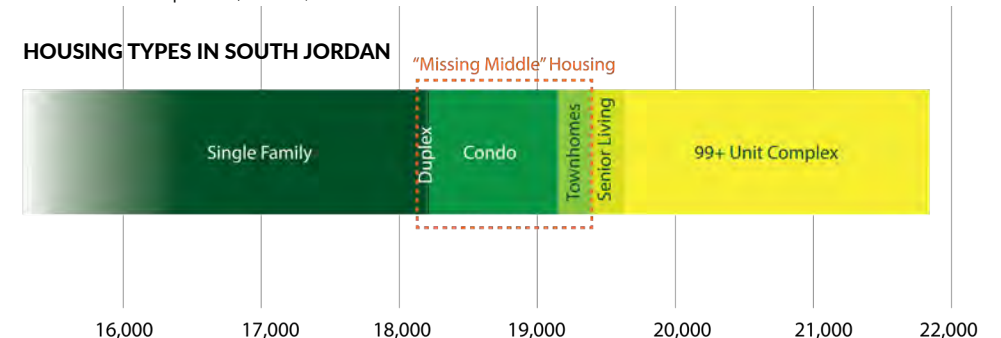
## HOUSING AFFORDABILITY

Housing affordability is evaluated by comparing the existing housing stock with average wages in an area to determine if there are sufficient units available for all income categories. The US Department of Housing and Urban Development’s (“HUD”) guidelines suggest that no more than 30% of a household’s income should be spent on housing costs (rent, mortgage payment, insurance, property taxes and utilities).

According to HUD, a “moderate income” household earns between 50% and 80% of the Area Median Income (“AMI”), while “low income” households earn 30%-50% of AMI, and “extremely low income” earn 30% or less. The AMI in Salt Lake County in 2018 was approximately \$80,000 (annual salary).

AFFORDABILITY GROUP	# OF HOUSEHOLDS	INCOME THRESHOLDS
<30% of AMI	1,351	<\$24,000
30% - 50% of AMI	1,182	\$24,000 - \$40,000
50% - 80% of AMI	8,152	\$40,000 - \$64,000

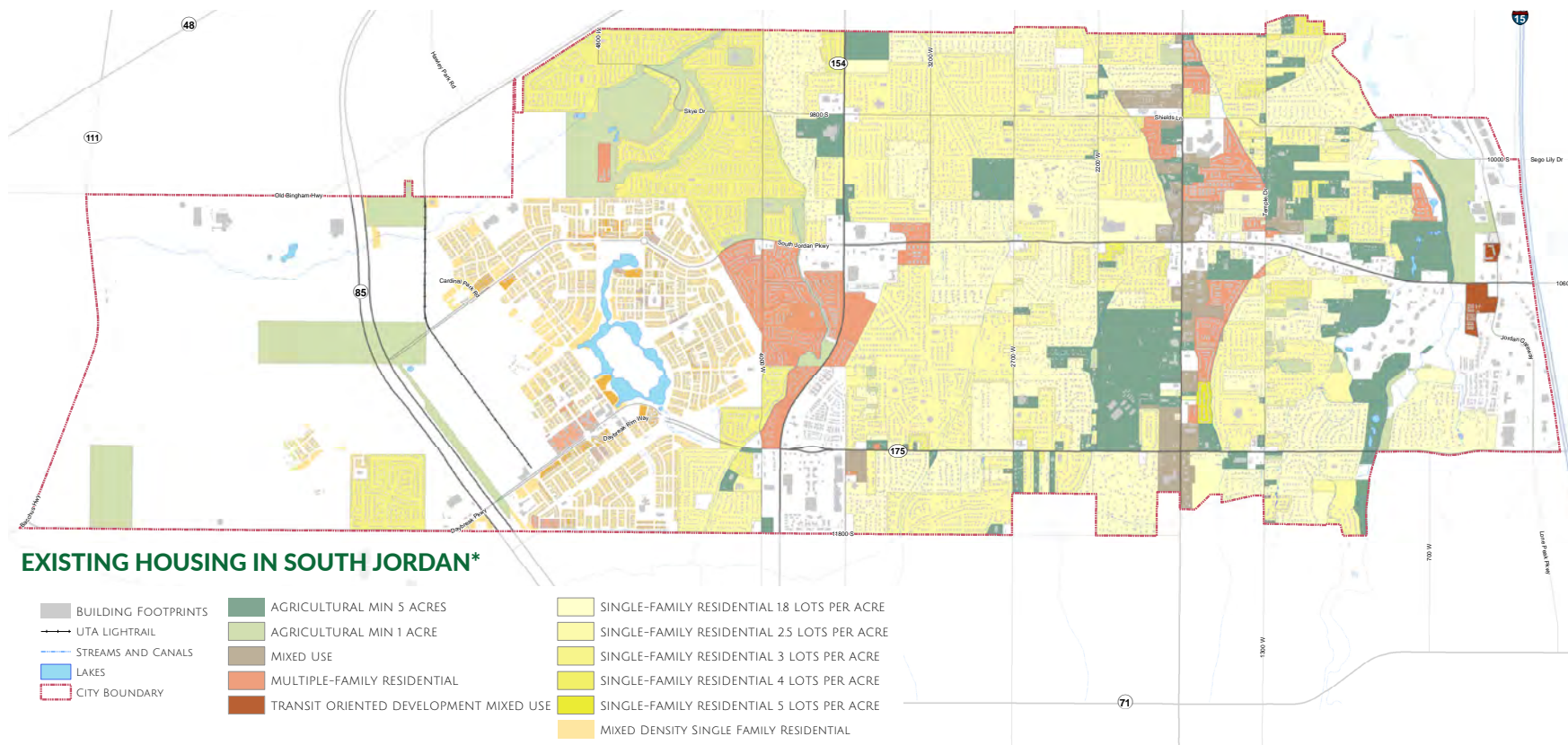
Using these HUD income levels, South Jordan has a total of 10,687 households that are considered low-to-moderate-income households. Translating this moderate-income affordability level to home values, a family that earns up to 80% AMI can afford a home in South Jordan that costs up to \$234,187.



## PROJECTED HOUSING NEEDS

Population growth is rapid throughout Utah and especially the Wasatch Front area. The Kem C. Gardner Institute recently produced a report that found, for the first time, there are more households than household units, meaning there are not enough homes in the valley to accommodate the families that should occupy them. They speculate that this is the primary reason behind skyrocketing home prices. Combined with slow wage growth, rising material costs and a shortage of skilled construction workers, any measures South Jordan can take to actively work towards providing a diverse range of housing units will help residents and families dramatically.

While the overall population in South Jordan continues to rise, there is still a significant age gap in young adults in their 20's in the City. While part of this could be a result of lifestyle factors, it can also be indicative of the current housing supply not adequately meeting full life-cycle housing demands. Throughout the public input process of the Plan, residents voiced the opinion that South Jordan does not need to be a starter home community. Other age groups are well represented compared to County averages. Senior units were short in previous housing studies, but today there are a high number of diverse senior property types.



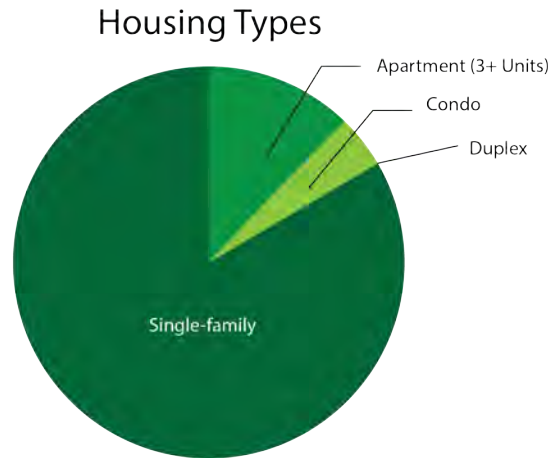
\*This map shows current land use in the City of South Jordan (as of 2018 GIS data), it may not be consistent with the current use or intended future land use

## THE FUTURE OF HOUSING

During public outreach we asked residents, as the City continues to grow and new housing development occurs, where would you like to see each of the following opportunities: neighborhood preservation, “missing middle housing”, and multifamily housing development? They were asked to place “pins” in appropriate locations throughout South Jordan for these housing opportunities. Each of these are important components of a diverse and inclusive housing stock. Below is a graphic showing the current makeup of the City’s housing stock. In response to residents’ desire to preserve single-family neighborhoods, several strategies in the Plan exist to preserve and enhance the beloved existing single-family neighborhoods.

During public outreach, many complained about the high number of apartment complexes being built in the City. The graphic below also shows that apartment complexes with 99 or more units is the second largest group of housing types in South Jordan. It is possible that the large number of 99+ unit apartment complexes is the reason that “multi-family housing” has gained a bad reputation. On the Where We Live Framework Map to the right, there are areas called out for the “missing middle housing” that South Jordan is lacking.

As the population and number of households continues to rise, the City will have greater need to provide housing that meets the needs of residents and those interested in moving to the City. The current shortage plus that additional need each year means that (assuming current distributions of household incomes) the City will need 10,370 affordable housing units by 2024. A large portion of this is made up of the current shortage with an additional 505 to 560 per year until 2024. Just five years ago the City had an excess of affordable housing, but – despite best efforts by the City – housing affordability is a major statewide issue presenting challenges for all communities.



### Looking to the future...

#### How can we achieve housing affordability in South Jordan?

As the population in Salt Lake County increases, home prices are rising dramatically. One of the greatest challenges many cities in Salt Lake County face is housing affordability.

The average cost of rent for a two bedroom apartment in the County is \$1,015 per month, in South Jordan, the average cost of rent for a two bedroom apartment is even higher, at \$1,405.

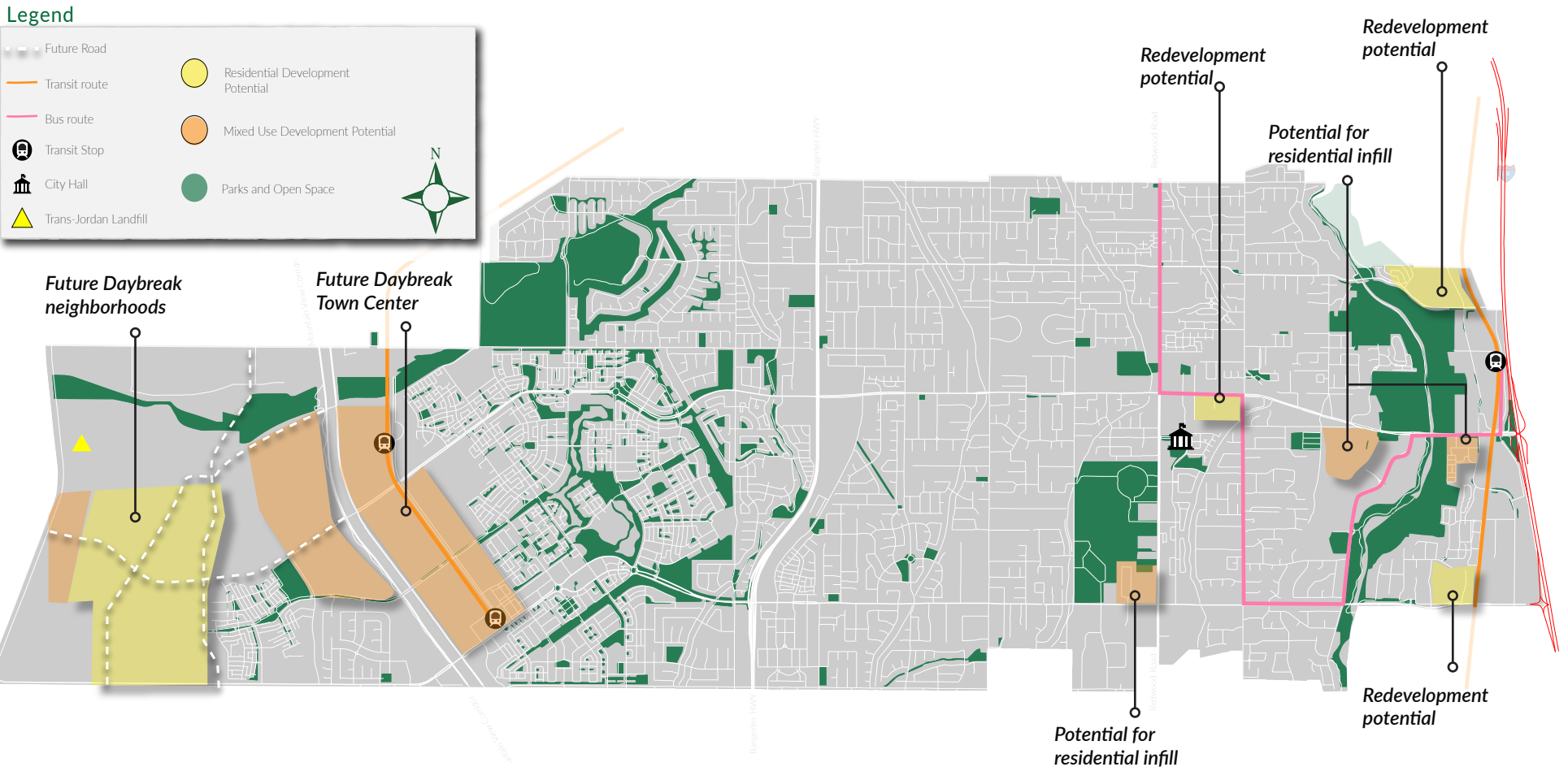
#### Moving forward, South Jordan should consider the following questions:

- How do we provide attainable housing for the workforce the City attracts?
- Are our higher density communities more affordable than our low density communities?
- Should steps be taken to maintain property values while we address affordable housing?
- How can the City use accessory dwelling units and micro-units to meet attainable housing needs?

## FRAMEWORK FOR WHERE WE LIVE

Each South Jordan neighborhood has its own unique character and feel. Some neighborhoods feel rural with large lots and quiet streets, while others offer a busy, new-urbanist feel with a mix of housing densities and neighborhood commercial. The map below depicts areas that have potential for residential development or mixed use development with residential.

Overall, housing supply in South Jordan is in good condition and growing at a steady rate. Affordable housing is becoming harder to find due to the overall increase in the average price of homes in the City. Therefore, the City may do well to primarily concentrate on increasing the number of affordable housing units. In this regard, the City can take many steps to promote safe, healthy, and attractive housing in a range of types, styles, and price levels.



## WHERE WE LIVE: GOALS AND STRATEGIES

The goals and strategies support and advance the City’s vision and reflect the opportunities of the Plan. They articulate a desired ideal and a value to pursue. The strategy statements under each goal are outcome based and guide decision making. The supporting strategies are the most specific and are intended to provide examples of action-based implementation of the vision.

The Vision for Where We Live: ***“South Jordan is a balanced community that provides a range of desirable housing forms and amenities that appeal to all stages of life and lifestyles, while retaining its one-of-a-kind character and heritage.”***



### LIVE GOAL 1: Ensure development of well-designed housing that qualifies as Affordable Housing to meet the needs of moderate-income households within the City

LG1.1. Plan for smaller single-family housing units in a medium-density residential (8 units per acre) development which also have appealing aesthetic qualities to allow for an affordable housing option that has a high-quality feel.

LG1.2. Implement zoning/density incentives for including planned moderate-income housing within new developments.

LG1.3. Allow accessory units in additional areas of the City

LG1.4. Provide a plan and opportunities for mixed-use development near transit that includes affordable housing

LG1.5. Reduce parking requirements for transit-oriented development

LG1.6. Utilize a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency

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**LIVE GOAL 2: Promote the development of diverse housing types which provide life-cycle housing for a full spectrum of users**

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LG2.1. Facilitate zoning that allows for multiple housing types (multi-family, single-family, “senior,” etc.) to be built in appropriate areas with the requirement that they adhere to similar visual standards and incorporate open areas which appeal to family gatherings and activities

LG2.2. Encourage multi-family developments with a diversity of unit types with unique building features (building architecture, height, façade, etc.) to avoid a monotonous visual appearance. Some examples of these development types could be townhomes, condos, and “mansion apartments” or apartments which appear to be one large single-family residence but house multiple housing units

LG2.3. Require or encourage the inclusion of “senior” and “empty nester” housing with approved mixed used developments instead of grouped together. Examples of these units would include condos and townhomes which fit the overall visual standard of the neighborhood

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**LIVE GOAL 3: Facilitate the growth of new, safe, and well-planned neighborhoods within the City**

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LG3.1. Ensure that all new developments include provisions for safe mobility (pedestrian and vehicular) by incorporating street lighting, sidewalks, and proper storm drainage and gutter systems

LG3.2. Put proper zoning in place to allow for appropriate growth of existing neighborhoods with new housing units

LG3.3. Avoid mobility problems by reviewing proposed developments for mobility issues to avoid neighborhoods with “dead-ends.” All new developments should include multiple access points to allow residents flexibility in traveling in and out of neighborhoods

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**LIVE GOAL 4: Maintain existing and well-maintained single-family residential neighborhoods**

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LG4.1. Schools, churches, libraries, fire stations, and other public buildings and structures, located in residential areas, should provide attractive and well-maintained landscaping

LG4.2. Industrial and other non-compatible activities should not be permitted or allowed to expand or encroach upon residential neighborhoods

LG4.3. Enforce existing ordinances requiring land owners to keep their property free of weeds, junked vehicles and equipment, unsightly buildings, trash, and other debris


LG4.4. Continue to maintain curbs, sidewalks, walkways, and street lighting to maintain walkability and install these features if existing neighborhoods lack such features



# Chapter 4 Where We Work

## **OUR VISION:**

*“South Jordan is a strong and resilient economy that attracts a skilled and vibrant workforce through a balance of both large-scale economic generators that encourage new, high-quality development, and neighborhood-oriented shops and businesses that preserve and build on our local character.”*





## EMPLOYMENT IN SOUTH JORDAN

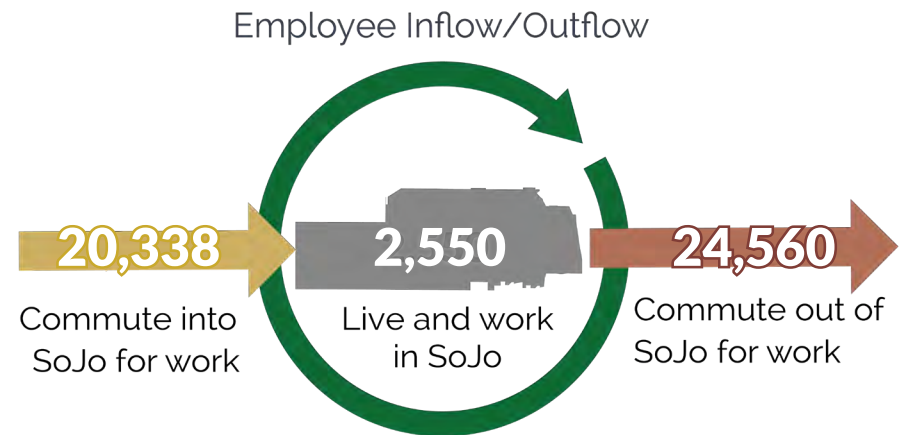
### THE IMPORTANCE OF A RESILIENT ECONOMY

Establishing a proper canvas for economic growth and development is one of the City’s key functions—and translates into opportunities that will make South Jordan more vibrant and stable with each succeeding generation. Employment options are essential to the community’s long-term vitality and sustainability. Additionally, a strong retail base, local employment, and robust business campuses provide opportunities for residents to live and work locally. By creating a regional draw, these options reduce commuting and traffic congestion while increasing leisure time and economic resiliency.

South Jordan is well positioned in the valley for continued economic growth in terms of both its current employment base and its geographic location. It boasts economic development programs that promote a thriving employment mix, appropriate jobs/housing balance, and revenue streams that support community development and investment. It is necessary to continue to plan for and expand the City’s programs to match employment options to residents’ skill-sets, as well as provide attainable housing options for those already working in the City.

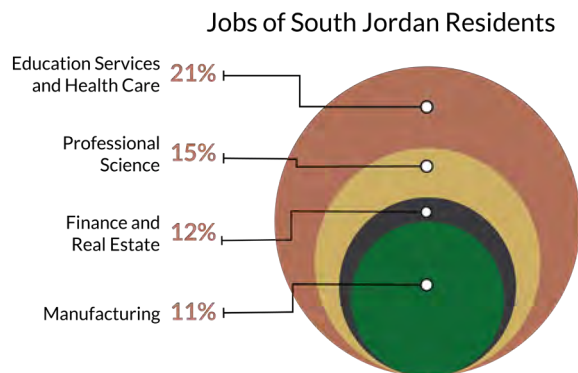
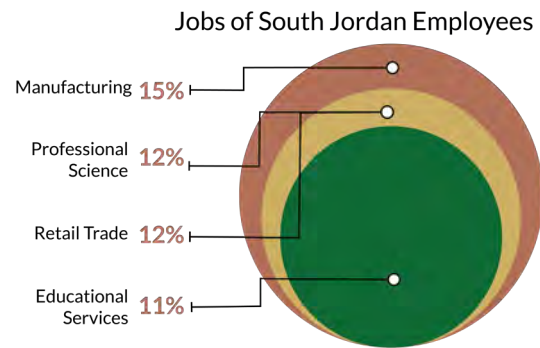
### OVERALL EMPLOYMENT

About 20,000 employees commute into South Jordan for employment. The primary draw for employees is the City’s manufacturing and technical/scientific services jobs. There is an even larger number of residents that are leaving the City for employment; nearly 25,000 residents leave South Jordan for work. This leaves only about 2,500 people who both live in South Jordan and work in South Jordan, commonly holding jobs within retail trade, education, or health care. A strong base of light industrial and manufacturing jobs help sustain the City’s local economy, as South Jordan is home to two major medical manufacturing facilities and the Trans-Jordan Landfill. South Jordan also has a substantial number of professionals work from home (nearly 10%), forming the start of new small businesses and a trend toward more people living and working in the community.



## SOUTH JORDAN EMPLOYEES

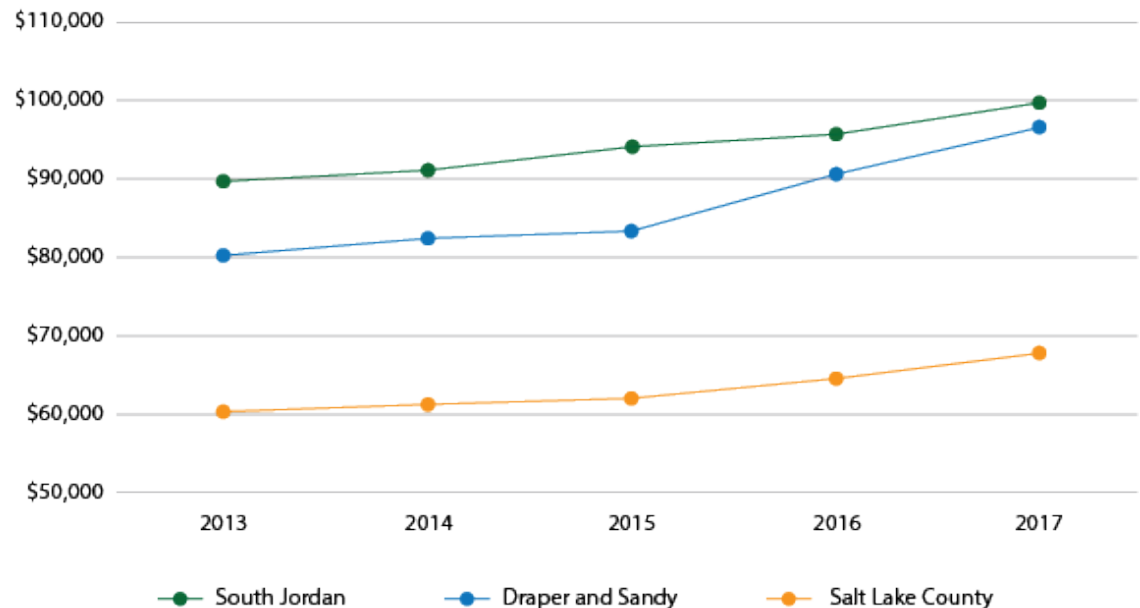
According to the 2016 US census, 22,888 employees commute into the City of South Jordan to work. These employees commute from all over the valley; most of whom are only commuting from under 24 miles away. Many employees are coming from the neighboring cities of West Jordan, Herriman, and Riverton, attracted to South Jordan by the manufacturing, professional, scientific, technical services, and retail trade jobs that account for almost half of the City’s total jobs. These numbers provide insight as to who South Jordan’s major employers/employment centers are, including Merit Medical, Ultradent, Rio Tinto Kennecott, The Riverfront Parkway Business Park, The District Shopping Center, and the University of Utah Health center.



## SOUTH JORDAN RESIDENTS

South Jordan residents have a relatively high median income of \$99,856, meaning there is plenty of support for local retail establishments. Despite that fact, almost 90% of South Jordan residents leave the City for work. This is fairly common in the Salt Lake Valley, an area that is almost entirely built out and anchored by Downtown Salt Lake City to the north and the Silicon Slopes of Lehi to the south. Public outreach for the General Plan revealed that many residents desire more opportunities to work close to home. Achieving that goal starts with understanding that the healthcare and social assistance; manufacturing; professional, scientific, and technical services; and financial/real estate industries account for nearly half of the primary jobs held by South Jordan residents. These residents are commuting mostly north to work, with an average commute time of 24.8 minutes.

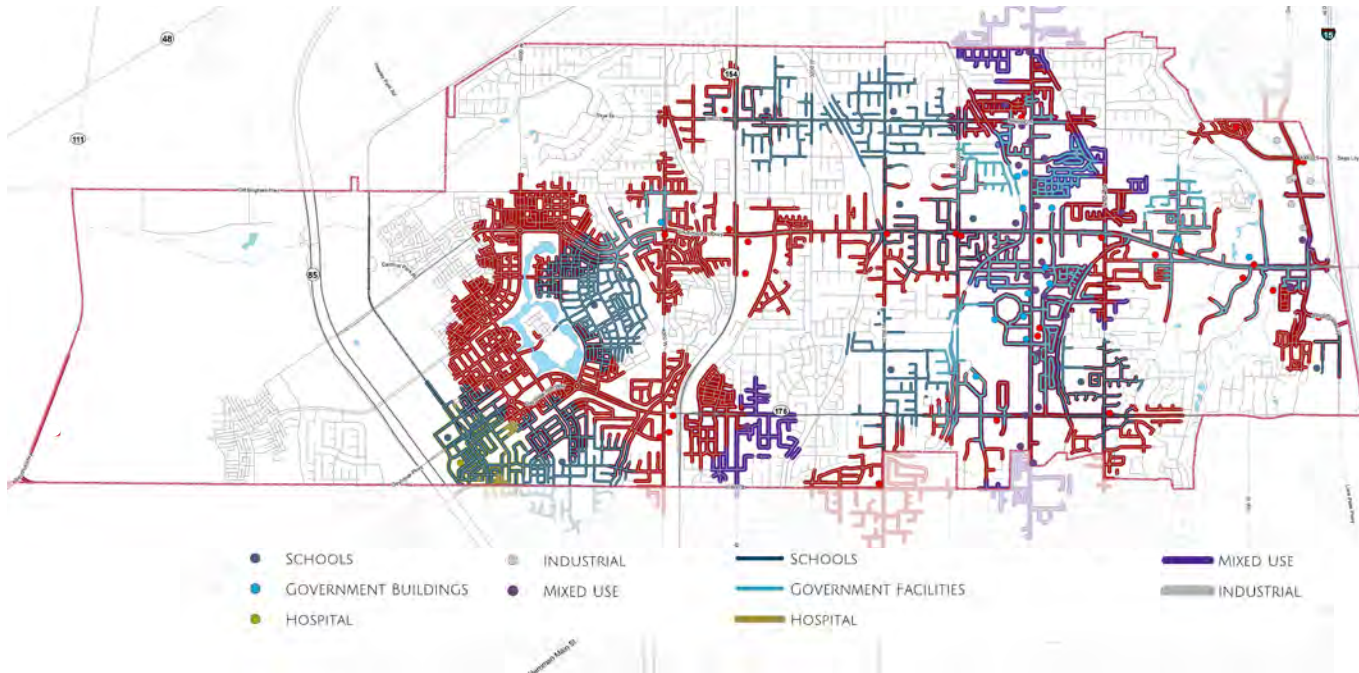
**Annual Median Household Incomes**



## THE FUTURE OF WHERE WE WORK

During public outreach, residents often voiced the desire for more employment opportunities close to home. The Walkability Map below depicts employment opportunities in South Jordan and who can walk to them within a half mile. For example, a dark blue dot shows the location of a school; a dark blue line represents a half-mile route to reach the school. This map clarifies that many of the employment opportunities are along South Jordan Parkway, Redwood Road, or in the Daybreak area; it also reflects that a large portion of available jobs in South Jordan are in commercial industries, that does not match the skillset of residents.

In a survey during the winter of 2018-2019 we asked South Jordan residents to vote which opportunity they thought would have the most positive impact on the City’s economy and provide employment opportunities locally; a business campus along Mountain View corridor (52.8% in favor), or opportunities for neighborhood commercial (31.8% in favor). In an effort to sustain and enhance the City’s economy, several areas are called out in the framework map as having potential for office development to fulfill this desire for more employment opportunities near residents.



### Looking to the future...

#### How can we promote continued growth and diversification of our economy?

South Jordan is well positioned in the valley for continued economic growth in terms of both its current employment base and its geographic location.

#### Moving forward, South Jordan should consider the following questions:

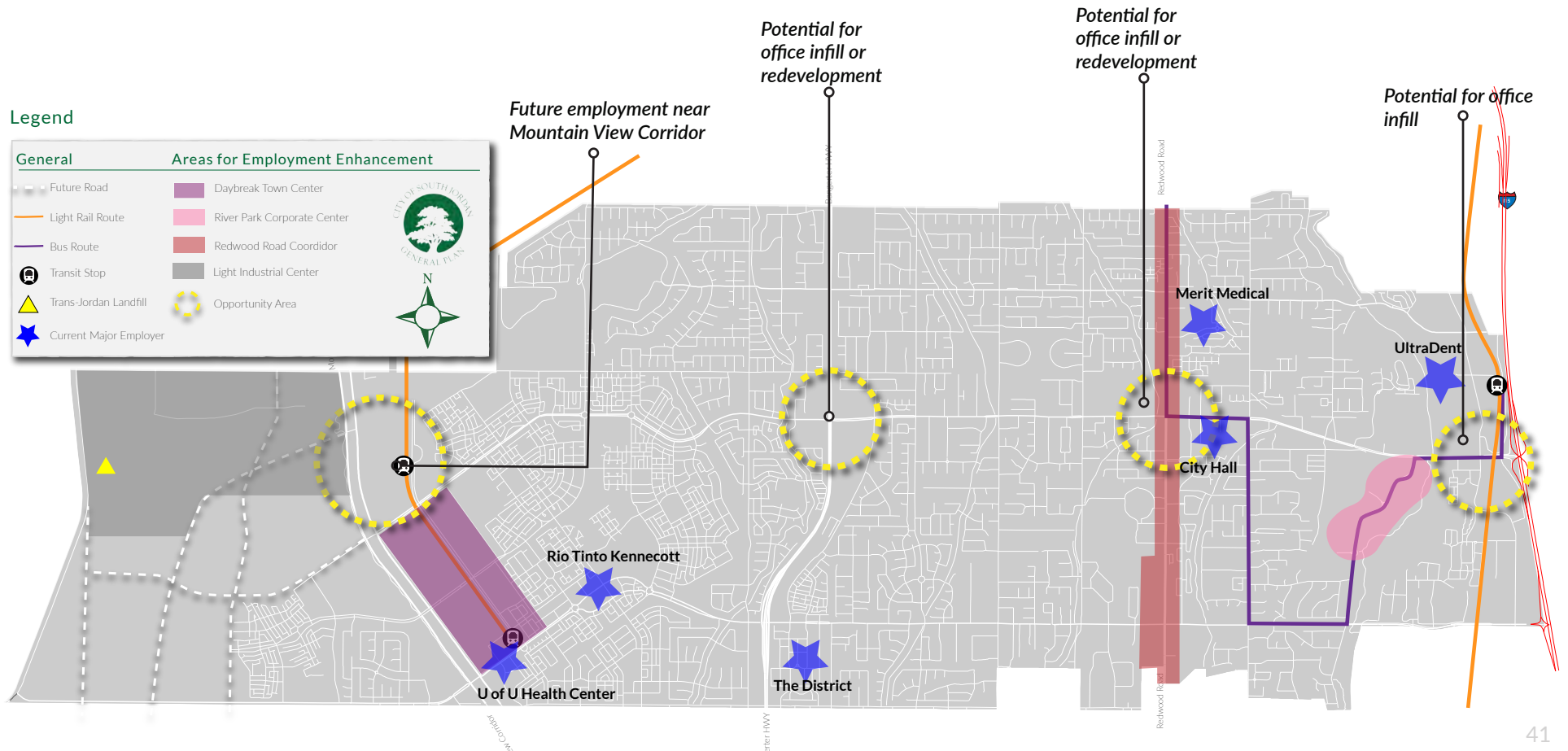
- What types of businesses should the City be looking to attract and does South Jordan’s workforce meet the needs of those businesses?
- How can the City work with its partners to leverage the City’s many unique assets, such as the Mountain View Corridor?
- How can the City attract the businesses to accompany residents’ skill-set?

# FRAMEWORK FOR WHERE WE WORK

Key strategies discussed for enhancing Where We Work were investing in a high-end business campus near Mountain View Corridor, and identifying appropriate places for neighborhood commercial in order to provide working opportunities close to home and increase opportunities for local business owners. The creation of a new, high-end business corridor is widely supported by those we heard from. To help pursue a high-end business corridor it is critical South Jordan provides a wide range of housing opportunities for future employees

at all stages of their careers. Additionally, the completion of Mountain View Corridor will be crucial for companies to feel their employees, customers, and vendors can access their business.

The idea of neighborhood commercial was somewhat supported, albeit to a lesser degree. The following Framework Map does not identify locations appropriate for neighborhood commercial; instead, it shows the areas in South Jordan that currently provide employment opportunities and the areas that could sustain more.



## WHERE WE WORK: GOALS AND STRATEGIES

The goals and strategies support and advance the City’s vision and reflect the opportunities of the Plan. They articulate a desired ideal and a value to pursue. The strategy statements under each goal are outcome based and guide decision making. The supporting strategies are the most specific and are intended to provide examples of action-based implementation of the vision.

The Vision for Where We Work: ***“South Jordan is a strong and resilient economy that attracts a skilled and vibrant workforce through a balance of both large-scale economic generators that encourage new, high-quality development and neighborhood-oriented shops and businesses that preserve and build on our local character.”***



### **WORK GOAL 1: Attract local businesses to bring in unique and exciting attractive employment, shopping, and dining options**

WG1.1. Evaluate the City’s current development code for regulations that could be a barrier to development of small and local businesses

WG1.2. Continue to partner with the South Jordan Chamber of Commerce in promoting and supporting local businesses and encouraging residents to shop locally

WG1.3. Develop an incentive program and associated funding structure to encourage local businesses to set up in South Jordan

### **WORK GOAL 2: Expand South Jordan’s economic base by utilizing major corridors and high traffic areas to provide more employment opportunities**

WG2.1. Continue Coordination with Daybreak to plan for a new high-quality employment campus next to the Mountain View Corridor with top-of-the-line employment amenities

WG2.2. Continue to actively recruit targeted retail, restaurant, and employment based businesses, with higher paying salaries to support the employment campus

WG2.3. Continue to identify and attract selected targeted industries that are consistent with the City’s Economic Development Plan while protecting the environment and quality of life

WG2.4. Encourage office uses in areas that provide buffers between residential uses and heavily used traffic arteries and other intense uses, and in locations that promote economic development and expansion of the employment base

WG2.5. Encourage office uses as part of major commercial clusters and mixed use developments to promote commerce as well as personal service and retail support

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**WORK GOAL 3: Develop a positive business atmosphere that promotes economic development for the benefit of City residents and businesses**

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WG3.1. Review and revise the City's commercial development review process to incentivize quality businesses to locate in the City with timely approvals

WG3.2. Continue to promote an active business outreach program to strengthen relationships and communication with existing businesses

WG3.3. Support uses/businesses/employers that provide goods and services that will increase convenience for City residents, increase the variety of places to shop, and help the City become a full service community

WG3.4. Support live/work development and co-working office space

WG3.5. Provide a flexible regulatory environment in order to respond to changes in the future economic environment

WG3.6. Identify events to create a community between local business owners and businesses and residents with unique and fun events that highlight our unique local businesses

WG3.7. Allow and encourage appropriate accessory uses, i.e. limited personal service and retail uses as an integral part of any office complex, depending on the ability of the office uses to support those ancillary uses

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**WORK GOAL 4: Support commercial and office developments that contribute to the welfare and quality of life of South Jordan citizens**

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WG4.1. Promote and leverage expansion of the South Jordan Towne Center on Redwood Road, the development of the Daybreak Town Center and other appropriate regional commercial development for the benefit of the community

WG4.2. Encourage commercial land uses to be aggregated in attractively and cohesively designed developments that encourage walkability

WG4.3. Encourage commercial developments, depending on the underlying zone, to have architectural and site design orientation to the street

WG4.4. Create and adopt a floating Commercial Conservation Development (CCD) district in order to encourage buildings to be built closer to the street


WG4.5. Encourage new commercial (office, retail, mixed use) developments to be designed for pedestrian traffic as the priority to make the City more walkable. It would encourage residents to work closer to home if they have a safe and inviting way to commute to work



# Chapter 5 Where We Gather

## **OUR VISION:**

*“South Jordan has active, vibrant, and unique destinations that encourage socialization, entertainment, art, local events, and celebrations that connect people together.”*







## GATHERING PLACES IN SOUTH JORDAN

### THE IMPORTANCE OF A VIBRANT COMMUNITY

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The most vibrant cities in the world are most commonly recognized by the places people gather; whether that's a beautiful plaza surrounded by local art and coffee shops, a vibrant shopping center with activities for all ages, or a historic main street with culturally rich events and historically significant architecture. Often, the creation of vibrant

gathering places for residents and visitors is overlooked or deemed unnecessary. In reality, creating vibrant and enjoyable spaces attracts people to spend time and money in your City and minimizes retail sales leakage, or sales gap by enticing residents and employees to stay in South Jordan to do their shopping.

### WHERE WE GATHER IN SOUTH JORDAN

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Currently, South Jordan's major gathering places include SoDa Row, the District, and the Towne Center. The District and the Towne Center are mainly accessed by car, they both border major north-south roads that have high traffic speeds and can be intimidating and dangerous to cross on bike or foot.

SoDa Row is Daybreak's "original village center", complete with a sports pub, salons, varied housing, public art, a stage for events, and other crowd-drawing amenities. SoDa Row is often a destination for a fun night out for South Jordan residents and visitors from neighboring cities. Daybreak is currently planning a new Town Center surrounding the TRAX line, which is anticipated to become another major gathering place in South Jordan.

To the southeast, the District is strategically located between 11400 South and 11800 South along Bangerter Highway and provides retail opportunities for much of the population in the southwest portion of the County. Though this major shopping, dining, and movie theater destination gets plenty of traffic, it is not seen as a place to spend an entire day.

Harvest Village is the major intersection just north of the District. The area is not a common place to gather or host events, but is home to a Costco, a Walmart, and other major retail anchors. Similarly, the I-15 corridor (on the east border of the City) is not often a destination for a night out, but contains a Walmart, several major employers, and multiple auto-dealers.

The Towne Center on Redwood Road and South Jordan Parkway is home to many restaurants, City Hall, and a couple major retail anchors such as Harmons. The development within the City center has large sidewalks, street-facing entrances, plenty of windows, and a plaza-like area. These elements are intended to create a "downtown" feel, promoting walkability and offering a place to spend time. Through public outreach, the City Youth + Council and many residents suggested the area redevelop its public spaces to accommodate unstructured recreation, making it a place to spend more time.

Lastly, Riverpark is just south of South Jordan Parkway and borders the Jordan River. This development has plenty of restaurants, offices, a high-end gym, and access to the Jordan River Parkway Trail. Although the parking lots are often fairly full and the facilities well utilized, it's rare to see gatherings and events here.

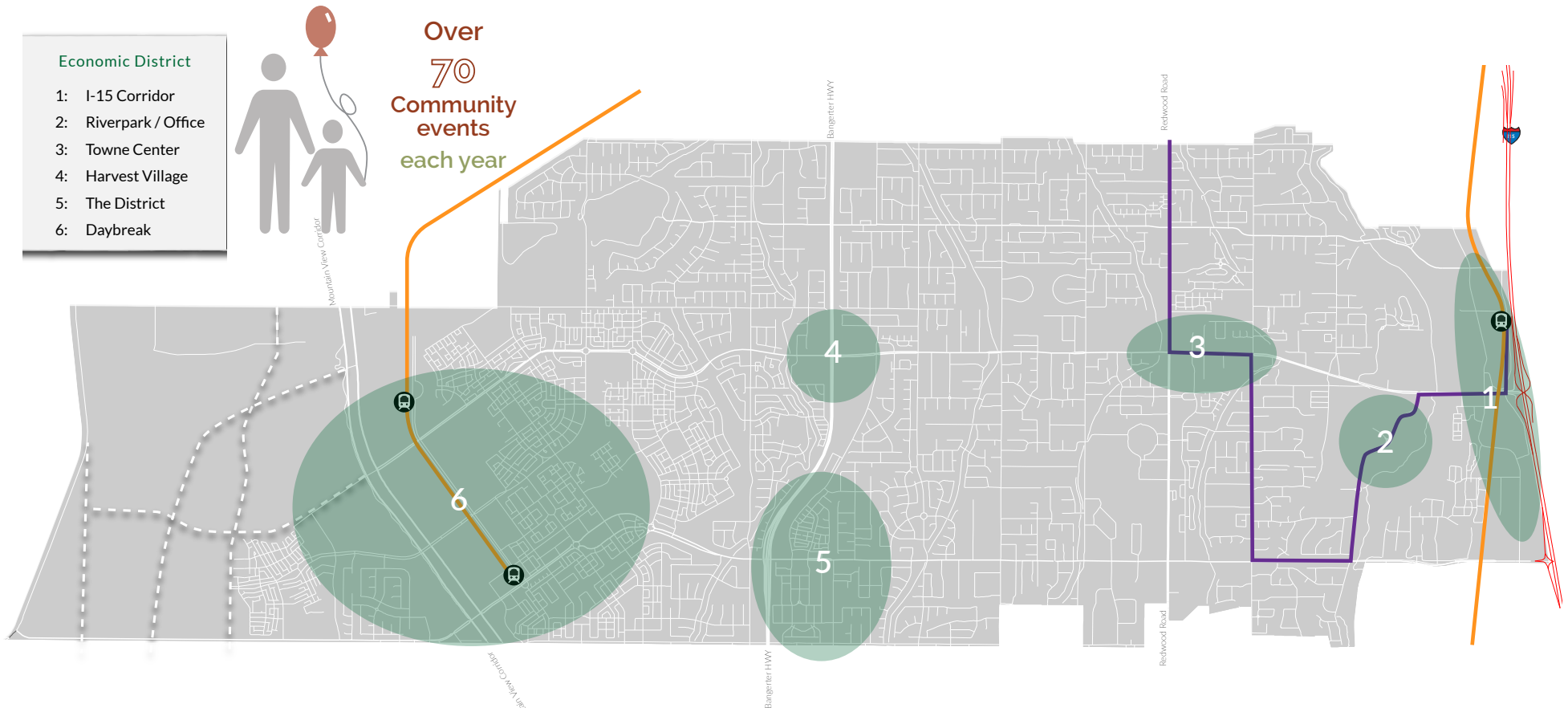
## ARTS AND ENTERTAINMENT

South Jordan is a City well known for its amazing parks and events. Every year, events like Summer Fest and the outdoor concert series draw participants from all over the valley! These community events are a great way to celebrate life in South Jordan, provide entertainment for people of all ages, and draw visitors.

Additionally, South Jordan is home to two arts councils, the South Jordan Arts Council and the Daybreak community’s Daybreak Arts Council. Between the two arts councils South Jordan has 15 sculptures,

6 murals, and numerous utility box art wraps. The South Jordan Arts Council and the South Jordan Parks & Recreation Department also provide art programming options ranging from art classes to theatrical productions.

The City has a unique funding source for the City’s arts council called the “Round It Up Program”. This program allows residents to “round up” their monthly utility bills to the nearest dollar amount, and that extra amount goes towards funding art and events in South Jordan.



# THE FUTURE OF WHERE WE GATHER

During public outreach, we attended several community events in South Jordan throughout the year to reach out and ask residents what they love most about their City. One very common answer was the events! South Jordan residents love the lively and frequent events that occur all year-round.

In order to create more vibrant gathering places, The Project for Public Spaces suggests planning public spaces keeping in mind the four key attributes that make a place great. These attributes are sociability, uses and activities, access and linkages, and comfort and image. There are many ways to make a place. All of these elements are incredibly important to creating a lively and vibrant gathering area. This is something that the residents of South Jordan crave.

### **SOCIABILITY:**

A social city is focused on the people that live there. A city with strong sociability is one that residents have a strong attachment to and a sense of pride. In these places, residents know each other and are invested in their community, making them more likely to reach out and make their community a better place through service, public input, attending local events, shopping locally, and making others feel welcome, which promotes diversity.

### **USE AND ACTIVITY:**

A key indicator of a great place is use and activity. Activities are what drive people out into public spaces to begin with. When people are in public places, enjoying their time, and interacting with one another, it creates a vibrant and lively vibe and encourages people to return. A place with good use and activity often has people of all ages engaging with one another and is used throughout the day.

### **COMFORT AND IMAGE:**

Comfort and image are often a first impression someone has about a place. People want to spend time in well-groomed and maintained places, places that appear safe and well-lit, and places they can spend a good amount of time in whether through shopping, dining, sitting, playing, or interacting with others.

### **ACCESS AND LINKAGE:**

Access and linkage are key to a great place. A great public place is one that is easily accessible by those of all ages and abilities, it's a place that can be accessed by car, foot, bicycle, wheelchair, or scooter. Access to, around, and between lively places promotes use by a wide group of people and provides people the opportunity to experience more than a parking lot.

## Looking to the future...

**How can we promote a vibrant sense of place that encourages residents and visitors to spend time and interact with one another?**

South Jordan is home to several major economic generators and retail destinations. As technology evolves, these destinations are being used less as traditional shopping districts and more as gathering areas. People are spending more money on services than goods.

**Moving forward, South Jordan should consider the following questions:**

- Where do people gather most often in South Jordan?
- How can the City work with developers to ensure existing and new destinations are vibrant and interesting?
- What gathering place amenities are lacking in the valley/county?
- Are there locations in South Jordan that would benefit from infill development?
- How can the City capitalize on new gathering places as economic generators with more service-based businesses?

# FRAMEWORK FOR WHERE WE GATHER

Two key strategies for creating vibrant gathering places are infill development and redevelopment. This means filling in and/or fixing up the places in South Jordan that are underutilized, or places that are lacking in sociability, uses and activities, access and linkages, and comfort and image.

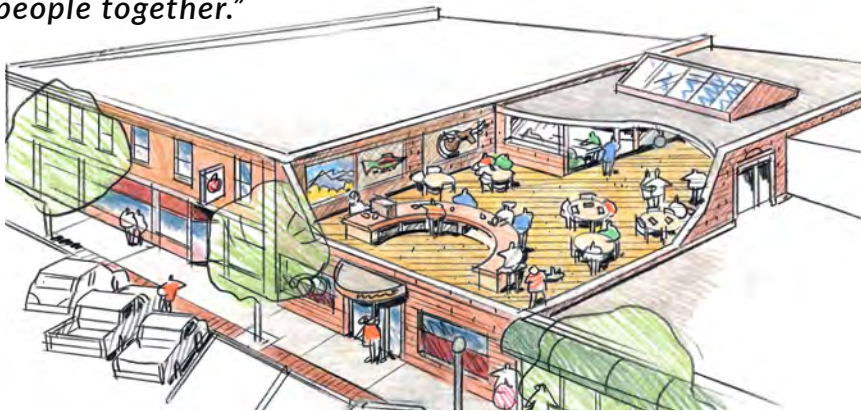
During the General Plan Update Process, we reached out to residents, visitors, and employees to ask what areas in the City would benefit from infill or redevelopment. Their input is reflected in this framework map, showing the places that people want to gather.



## WHERE WE GATHER: GOALS AND STRATEGIES

The goals and strategies support and advance the City’s vision and reflect the opportunities of the Plan. They articulate a desired ideal and a value to pursue. The strategy statements under each goal are outcome based and guide decision making. The supporting strategies are the most specific and are intended to provide examples of action-based implementation of the vision.

The Vision for Where We Gather: ***“South Jordan has active, vibrant, and unique destinations that encourage socialization, entertainment, art, local events, and celebrations that connect people together.”***



### GATHER GOAL 1: Enhance the public spaces in and around City destinations

GG1.1. Enhance the public space in and around existing shopping destinations to encourage unstructured recreation and gathering in the plaza-like space with additions such as public art, enhanced crosswalks, etc.

GG1.2. Support infill development in the District Shopping Center to promote a more pedestrian friendly design

GG1.3. Support interactive public art, wayfinding signage, unique furnishings, and other valuable placemaking elements in the District Shopping Center to promote more activity and vibrancy

GG1.4. Improve neighborhood identity by encouraging local names for the identification of parks, trails, community facilities, etc. and by using tree species and other urban design features to help distinguish areas of the City

GG1.5. Adopt CPTED (Crime Prevention through Environmental Design) requirements for new development, including natural surveillance (“eyes on the street”), natural access control, territoriality, and maintenance

GG1.6. Work towards becoming a “destination” for surrounding communities by providing the goods and services of a full service community such as high-end shopping destinations

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### **GATHER GOAL 2: Provide, brand, and promote an arts and culture district to build off our unique, rich and diverse cultural heritage**

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GG2.1. Identify appropriate locations for future art venues in South Jordan and coordinate with Salt Lake County to include a performing arts center for South Jordan and southwest Salt Lake County

GG2.2. Continue to encourage and promote the creation of art pieces in public spaces

GG2.3. Continue to offer incentives to local artists to produce art for public spaces

GG2.4. Develop an Arts and Culture Master Plan

GG2.5. Continue to support, and expand on, existing arts and culture programs, such as the “Round It Up Program”

GG2.6. Preserve the City’s history through programs that recognize historic structures and sites, and that enhances the cultural heritage of the community

GG2.7. Explore tools to protect and/or restore specific structures and sites that will help preserve the City’s history and identity, i.e. Aunt Mame’s

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### **GATHER GOAL 3: Promote infill and redevelopment of underutilized properties and public spaces**

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GG3.1. Continue to evaluate tools such as CDA, RDA, special districts, and others to support redevelopment, develop small area plans for areas with a high potential for change, and revise development requirements for parking to reduce the amount of underutilized space

GG3.2. Promote construction of parking structures to minimize parking footprint, especially near public transit and business hubs

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### **GATHER GOAL 4: Encourage the presence of local character and sense of place**

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GG4.1. Coordinate with developers and utility companies to minimize the visual impacts of utility boxes through screening requirements, undergrounding, or other utility placement, for a cleaner street design

GG4.2. Create a palette of design elements that reflect the City’s character to use in redevelopment of key gateway properties

GG4.3. Consider the following locations for major City gateways with appropriate signage and landscaping: I-15 at 10000 South, 10600 South, and 11400 South; Bangerter Highway at 9400 South and 11800 South; U-111 at 10200 South and 11800 South, major “entrance” intersections on Redwood Road, Bangerter Highway and Mountain View Corridor; and the Mid- Valley Trax Line entrance to the City at 10200 South

GG4.4. Consider the following locations for minimal entry signage: 1300 West at 9400 South and 11400 South; 9400 South at 2200, 2700, 3200 and 4000 West; 118 South at 11800 South, and 3600 West

GG4.5. Consider upgrading the following intersections with urban design and landscape features: South Jordan Parkway at Jordan Gateway, 1300 West, Redwood Road, and Mountain View Corridor; 11400 South at Jordan Gateway, 1300 West and Redwood Road; Bangerter Highway at 9800 South, 10400 South and 11400 South; Mountain View Corridor; and 11800 South

GG4.6. Update the City’s Streetscape Plan for major streets within the City and re-adopt the Plan as a reference document that can be updated as tree species types, planting designs and methods evolve; include parkstrip design, tree planting for development plans and capital improvement plans, and re-assessment of fencing requirements on local and collector streets



# Chapter 6 Where We Play

## **OUR VISION:**

*“South Jordan has a growing network of parks and trails that offer access to and between neighborhoods while offering exceptional trail amenities.”*



## RECREATION IN SOUTH JORDAN

### THE IMPORTANCE OF AN ACTIVE COMMUNITY

South Jordan sits adjacent to the Oquirrh Mountains and is a 30 minute drive to the Wasatch Canyons, home to several world-renowned ski resorts. The City is home to a segment of the Jordan River Trail, which is Utah's largest urban trail network.

Along with unparalleled regional amenities, South Jordan maintains over 35 City parks, 250 acres of natural open space and a growing network of nearly ten miles of formal trails. Roughly two thirds of the City's residents can walk a half mile or less to get to the nearest park or open space, which is apparent when looking at the map on page 55. This proximity to local and regional outdoor recreation provides an adventurous, outdoor-loving lifestyle for many South Jordan residents.

As reported by the National Recreation and Parks Association, parks and recreation departments are some of the most significant employers in most cities and towns across the United States. Their operations generate positive economic impacts and are generally a good stimulator of a good quality of life. Unfortunately, funding mechanisms to maintain these valuable facilities are on the decline, leaving communities in a constant struggle to keep up with existing park facilities and little funding for new facilities. One path many communities are taking to alleviate maintenance issues is to convert certain portions of park and open space land to native plantings which require less water and regular maintenance. This allows for funding to go towards maintenance of play equipment and trails to uphold the health, safety, and welfare of the space.

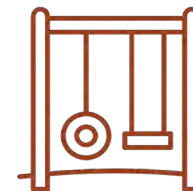
### OUR TRAILS

With almost ten miles of established City trails and 22 miles of trails in the Daybreak community, roughly two thirds of South Jordan households have walkable access to parks. This means they can walk a half-mile or less (without crossing a highway) on connected sidewalks to get to a nearby park or natural open space. In addition to these trails, there are several canals running north and south through the City with paved and unpaved maintenance access roads. The City continues to expand the pavement along the Welby Jacob Canal and work with other canal owners to formalize City trails along canals. This effort is in response to City surveys, and the public outreach for this Plan, where many people requested that the City continue to this effort to expand trails, particularly along existing canals.

Also noteworthy in South Jordan is the Jordan River Parkway Trail, which sits on the east side of the City. The regional trail spans the length of the Salt Lake Valley and northern Utah County between the Great Salt Lake and Utah Lake. The trail is surrounded by sensitive habitat for many bird species and other wildlife. It also provides access to park space, walking trails, shaded pavilions, and an urban fishery that provides over two acres of open water in three separate ponds stocked with rainbow trout, largemouth bass, bluegill, black bullhead or channel catfish. While South Jordan has enhanced its portion of the trail, there are many ways to continue enhancing expanding this unique and valuable community amenity.



Major ski resorts are easily accessible from South Jordan



62%

Of our public parks have playgrounds!

## OUR PARKS

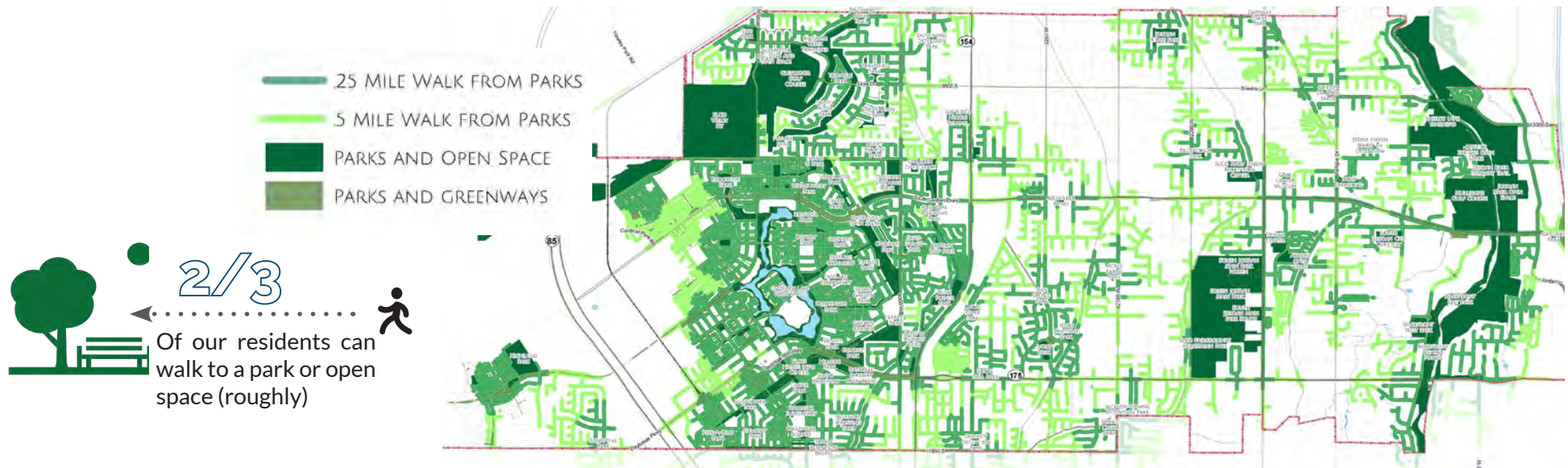
South Jordan has more than 35 City parks totaling over 200 acres, 2 county parks, more than 9 miles of trails, 3 fishing ponds, 250 acres of natural open space and boasts a variety of recreational fields and courts throughout the City. 62% of the City’s parks have playgrounds, and most contain pavilions, sports fields, grills, and other amenities.

The Daybreak community maintains roughly 30 additional parks that are available to its residents and guests. Daybreak is also home to Oquirrh Lake, a man-made lake that offers kayaks, paddle-boards, and other water sport equipment to Daybreak residents and their guests.

A major topic of conversation during this general plan process was the development of the Bingham Creek Regional Park, a 160-acre park that will be located at 10200 South and 4800 West. The City will be an equal partner with the County in managing the park through a park authority. Phase one of the park is fully funded and plans are being

finalized before grading for the park begins. Phase one is 47 acres that will include many amenities such as a large “destination” playground, bike and pedestrian paths, pavilions, and several multi-purpose fields. Future phases are planned to include tennis and pickle ball courts, a water play feature, a bike skills course, and enhancements to Bingham Creek and the existing BMX Rad Canyon facility.

The County has also proposed \$31 million in maintenance and improvement projects for nine County parks, including Salt Lake County’s Equestrian Park. While many residents want this to remain a park, they believe it is underutilized and would like to see it enhanced or redeveloped entirely. Additionally, in 2016, South Jordan adopted the South Jordan City Park Master Plan which addresses City Park on Redwood Road, outlining future enhancements and desired materials for fencing, signage, plants, furnishings, and trails.

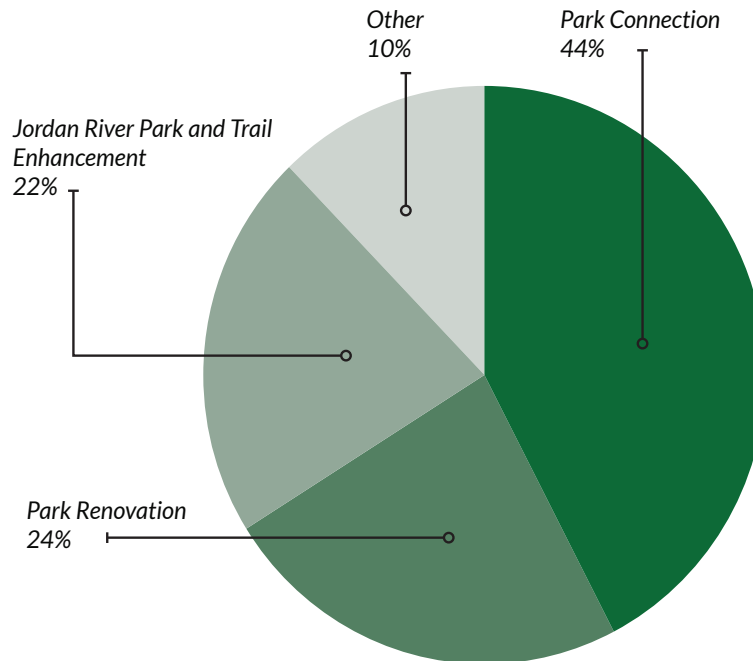


## THE FUTURE OF WHERE WE PLAY

South Jordan is known for having exceptional recreation facilities and amenities, and this was often mentioned as the reason residents love South Jordan. Maintaining, preserving, and expanding upon the City’s current network of parks and trails is a high priority for many residents. Although there are many parks, there is always room for improvement.

During public outreach, residents often mentioned a desire for more “updated” parks on the east side of the City. There are many parks with sports fields, but very few that offer the chance for unstructured recreation such as playgrounds, splash pads, “hammock poles” as found in Ewok Park in Daybreak community, etc. Along with the renovation of several parks, many residents asked to see enhanced connections allowing young children and families to safely travel to, from, and between City parks. Lastly, there was a large support for enhancement of the City’s section of the Jordan River Park and Trail, which is a unique regional trail that is home to many different species of birds.

**Which of the Following Opportunities is Most Important to You?**



### Looking to the future...

#### How can we protect and enhance the quality of life of existing and future residents?

In any city, it is important to ensure that all residents have access to the same types of quality of life amenities. Continued investment in the multi-modal transportation system will ensure residents of all ages, abilities, and income levels have the ability to reasonably access these amenities. Another key aspect of accessibility is the location of these amenities. The same quality of amenities should be dispersed equally throughout the City.

#### Moving forward, South Jordan should consider the following questions:

- How can the zoning and development code be used to ensure new housing developments have reasonable access to amenities?
- What types of amenities are missing in South Jordan?
- What residential areas of South Jordan do not have reasonable access to amenities?



# FRAMEWORK FOR WHERE WE PLAY

Recreation is important to the residents of South Jordan, during public outreach for this Plan we heard many ideas and concerns for the future of recreation. This map depicts the areas where residents would like to see enhanced trails, improved parks, and safer pedestrian connections.



## WHERE WE PLAY: GOALS AND STRATEGIES

The goals and strategies support and advance the City’s vision and reflect the opportunities of the Plan. They articulate a desired ideal and a value to pursue. The strategy statements under each goal are outcome based and guide decision making. The supporting strategies are the most specific and are intended to provide examples of action-based implementation of the vision.

The Vision For Where We Play: ***“South Jordan has a growing network of parks and trails that offer access to and between neighborhoods while offering exceptional trail amenities.”***



### PLAY GOAL 1: Use the Blue Print Jordan River Plan as a guide to enhance the Jordan River Parkway Trail to promote regional trail and park connections

PG1.1. Design and place educational signage for unique bird species and habitats within the Jordan River Open Space Area as grant funds allow

PG1.2. Ensure any further amenities or development for the Jordan River Parkway Trail are mindful of the sensitive natural environment and habitat

PG1.3. Provide boardwalk style trails along the Jordan River and near pavilions for wildlife viewing

PG1.4. Provide convenient and visible access to the Jordan River Parkway Trail to connect residents to the regional trail system

PG1.5. Provide access to the Jordan River for light water sports such as kayaks, fishing, and stand up paddle boards

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**PLAY GOAL 2: Develop public park lands and facilities to meet the recreational and open space needs of current and future residents of South Jordan**

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PG2.1. Encourage engaging and unstructured recreation at public parks such as plazas, unique site furnishings, and landscaped design

PG2.2. Encourage parks, playgrounds, and public spaces to include amenities and activities for a wide range of age groups including teenagers

PG2.3. Coordinate with Salt Lake County to investigate methods and strategies to ensure the long term viability of current and future Salt Lake County Park and Recreation properties and facilities

PG2.4. Coordinate with Salt Lake County and local recreation program and facility providers to enhance programming, access, and convenience for City residents at the Equestrian Park

PG2.5. Provide opportunities for strategically placed dog parks

PG2.6. Encourage the incorporation of parks and/or connection to recreational trails with all new residential development

PG2.7. Support and encourage the preservation of open space surrounding Bingham Creek

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**PLAY GOAL 3: Provide a variety of recreation opportunities, both active and passive that meet the needs of South Jordan residents**

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PG3.1. Expand adult and youth sports and education programs and events to meet community demands

PG3.2. Ensure Senior Citizen programs and events keeps pace with growth and demand

PG3.3. Investigate the potential of using school open space or other public space for programming

PG3.4. As appropriate, design detention/retention ponds to have dual uses, i.e. recreation or vegetation other than monoculture grass species

PG3.5. Consider innovative park activities that create community identity and provide meaningful recreation alternatives (i.e. pickleball, spray pads, or similar activities)

PG3.6. Develop and promote a single track mountain bike trail network



### **PLAY GOAL 4: Establish a trail system that provides a means of alternate transportation and a recreational resource to provide convenient and safe access to parks and open space for every neighborhood**

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PG4.1. Coordinate with canal companies to pave and enhance canal corridor trails within the City-wide trail system

PG4.2. Provide and locate strategically placed trail heads within the City that promote accessibility, walkability, and physical fitness

PG4.3. Design and implement wayfinding and mapping signage for parks and trails with new development or redevelopment of properties with direct access to parks, open space, or trail heads

PG4.4. Develop design standards for enhanced street crossings where trails meet major roads

PG4.5. Collaborate with adjoining communities to properly connect inter-City trail systems

PG4.6. Preserve existing trail easements within the City



The background image shows a commercial building at dusk. A street lamp with two glowing white globe lights is in the foreground. A green banner with white and pink Christmas ornaments hangs from a pole. The building has a sign that says "EVERETT" and another sign that says "what's your mix?".

# Chapter 7 How We Grow

## **OUR VISION:**

*“South Jordan is a healthy and safe community that provides a variety of high-quality community services and amenities to all residents, encourages water and resource conservation, and strengthens community resiliency and fiscal sustainability with each new development through open communication and cohesive development patterns.”*



Happy  
Holidays

FAMOUS BURGERS  
TONYBURGER  
SANDWICHES



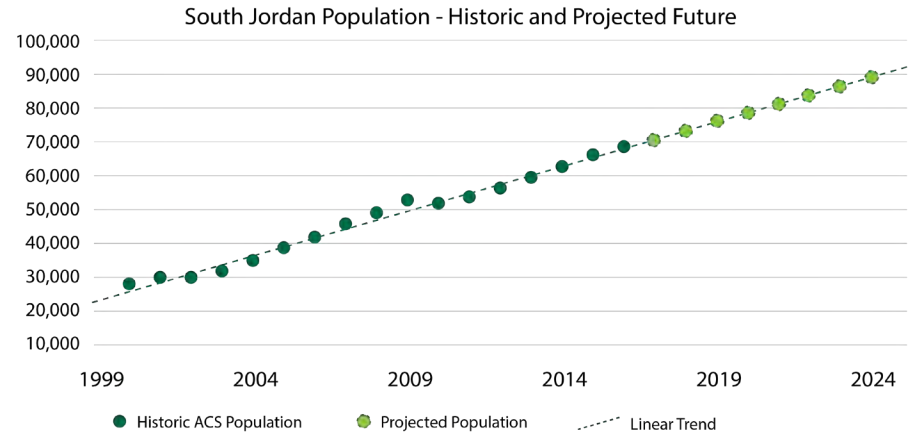
## GROWTH IN SOUTH JORDAN

### THE IMPORTANCE OF PLANNING AHEAD

As South Jordan grows and adds residents, the community needs to decide how it can accommodate and capitalize on that growth. In general, land uses and community design should be efficient and sustainable; support a multi-modal transportation network; provide housing choices conveniently located near jobs, schools, shops, and parks; minimize conflicts between incompatible uses; and integrate development with existing and planned infrastructure. A general plan and future land use map are the primary tools the City uses to influence community growth. This update makes sure that those tools reflect how the community desires to grow in the future.

### HOW WE'VE GROWN

South Jordan's population was 50,418 in 2010, according to the United States 2010 Census. Estimates for 2018 population were at 74,149 – an amazing 47% increase in just 8 years. This population makes up over 20,000 households living within the City in 2018. The Governor's Office of Management and Budget baseline projections did not originally anticipate South Jordan's population to be this high until almost 2030. While Utah too has had remarkable population growth statewide, the State's 12% population growth over the same time period is relatively much lower compared to South Jordan's growth rate. In fact, the US Census Bureau published in an article that South Jordan City was the 14th fastest growing large City in the country from July 2017 to July 2018, with a 4.4% population increase. This fast-paced growth rate has led to several quality-of-life concerns such as the over-crowding of public schools and traffic congestion.



South Jordan's population is projected to be around 88,981 by 2024 and it's estimated, based on this linear trend and the City's current zoning, that the population will likely reach 127,300 by the year 2040. In order to compensate for this growth, the City will need to plan ahead to ensure proper infrastructure is in place in order to preserve the high quality of life that South Jordan residents are used to.

Although the number of children and families has remained high as the City has grown, the greatest change in age distribution has been with residents older than 60 years. The median age from 2010 to 2017 increased from 28 to 33 years old. This indicates that South Jordan is increasing popularity with baby boomers and retirees, but still remains overall an attractive community for young families.

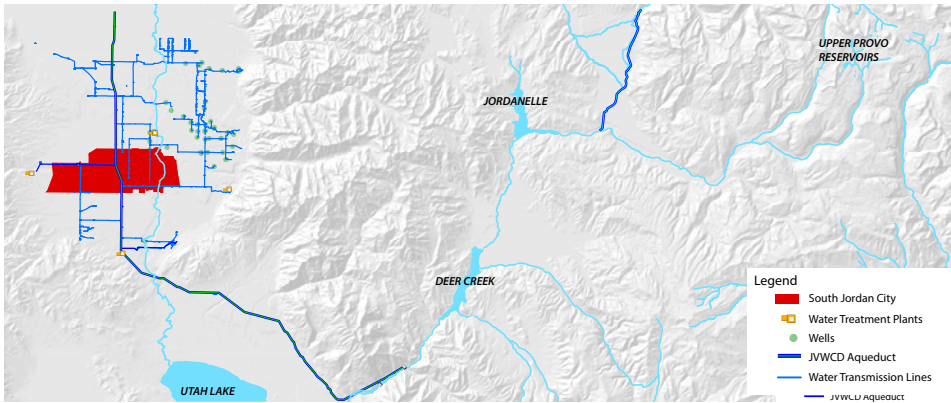


**LAND USE**

Roughly 41% of the land in South Jordan is zoned for Low Density Single Family Residential or Rural Residential and 32% of the land to be master planned as part of Daybreak, leaving 27% of the land for other uses. The remaining land available for growth and redevelopment will need to be carefully planned to create a sustainable balance of commercial and residential uses.

Current national trends show that our retail and commercial experiences are changing. Since 1950, there has been a decrease in personal consumption of goods and an increase in personal consumption of services such as restaurants, entertainment, and other service/experience oriented businesses which cannot be experienced or consumed through online retailers. These services now account for about two thirds of personal consumption.

Along with residential and commercial land use, open space is extremely important to residents. South Jordan is unique in the Salt Lake Valley, it's a City with strong ties to its agricultural heritage. There are several historic and agricultural properties in South Jordan, which are highly valued by the community as open space and a key element in the "rural" or "small-town" feel that residents love. As the City works to balance future land uses with new development, these properties should be carefully considered and preserved.



**THOUGHTFUL GROWTH**

When considering the future growth of South Jordan, it is important to remember that Utah is considered a desert state. This comes with many challenges. For example, the City cannot supply any of its own drinking water, it is instead purchased from Jordan Valley Water Conservancy District (JVWCD). JVWCD’s main water sources include Deer Creek and Jordanelle Reservoirs, the Provo River Watershed, and some ground water sources (see map below). South Jordan does, however, provide secondary water to a portion of the City. Secondary water is provided for landscaping purposes only. This water is made available through the four main canals that run through the City, which are fed by Utah Lake.

Following current growth trends in the valley and based on historical demand, JVWCD predicts that the total demand for water will soon outweigh available supply. To avoid this scenario, JVWCD suggests that communities relying on them as a primary water source achieve 25% conservation before 2025.

Alongside water-usage, air quality is among the top concerns related to sustainable and thoughtful growth in the Salt Lake Valley. Salt Lake County essentially exists in a geographic bowl, surrounded by mountains with development in the valley. This causes natural winter weather conditions to “trap” pollution in the valley until a rain or snow storm comes through. This unavoidable phenomenon is a primary factor of the valley’s famously bad winter air quality, which is often deemed hazardous to breathe and can even lead to “indoor recess days” in local schools.

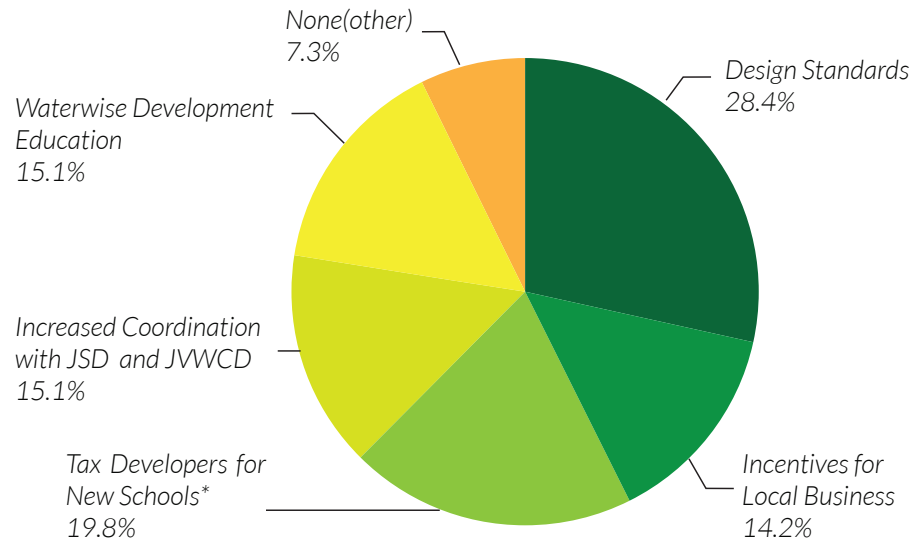
Although we cannot control the inversion, we can take steps to reduce emissions such as offering public transportation options, educating the public of the benefits of shorter and fewer vehicular trips, and taking steps to reduce traffic congestion.

## THE FUTURE OF GROWTH

During public outreach, it became apparent that residents want new development to be well thought out, cohesive, and sustainable for the local desert climate. Some of the most common ideas and themes that came out of public engagement were design standards to promote cohesive development, incentives to local businesses, a tax for new developers to go towards funding new schools, increased coordination with Jordan School District (JSD) and Jordan Valley Water Conservancy District (JVVCD), and Water-wise development standards and “localscapes” education.

When asked which of these growth strategies were most important to residents, answers were split fairly evenly, though the most popular was the creation of development standards for cohesive development. This is a perceived problem in many parts of the valley, many people are worried that new development is taking place without consideration for the design or uses surrounding. The creation of development standards for a City as large as South Jordan would likely focus on major areas for development such as the City Center, SoDa Row, the District, and others. While this was the most popular answer, many of these opportunities received support and will be addressed in this plan.

**Which of these strategy opportunities is most important to you for how we grow:**



\*Not currently allowed in the State of Utah

### Looking to the future...

**How can we pro-actively address the needs of our changing population? Where and how should we grow?**

Accommodating as many as 30,000 new residents by 2060 will require careful consideration and planning about where and how future growth occurs. Future growth will likely continue to occur on the west side of the City, given that much of that land is still undeveloped. That said, there are pockets of undeveloped land and redevelopment opportunities throughout the rest of the City as identified in the framework map to follow.

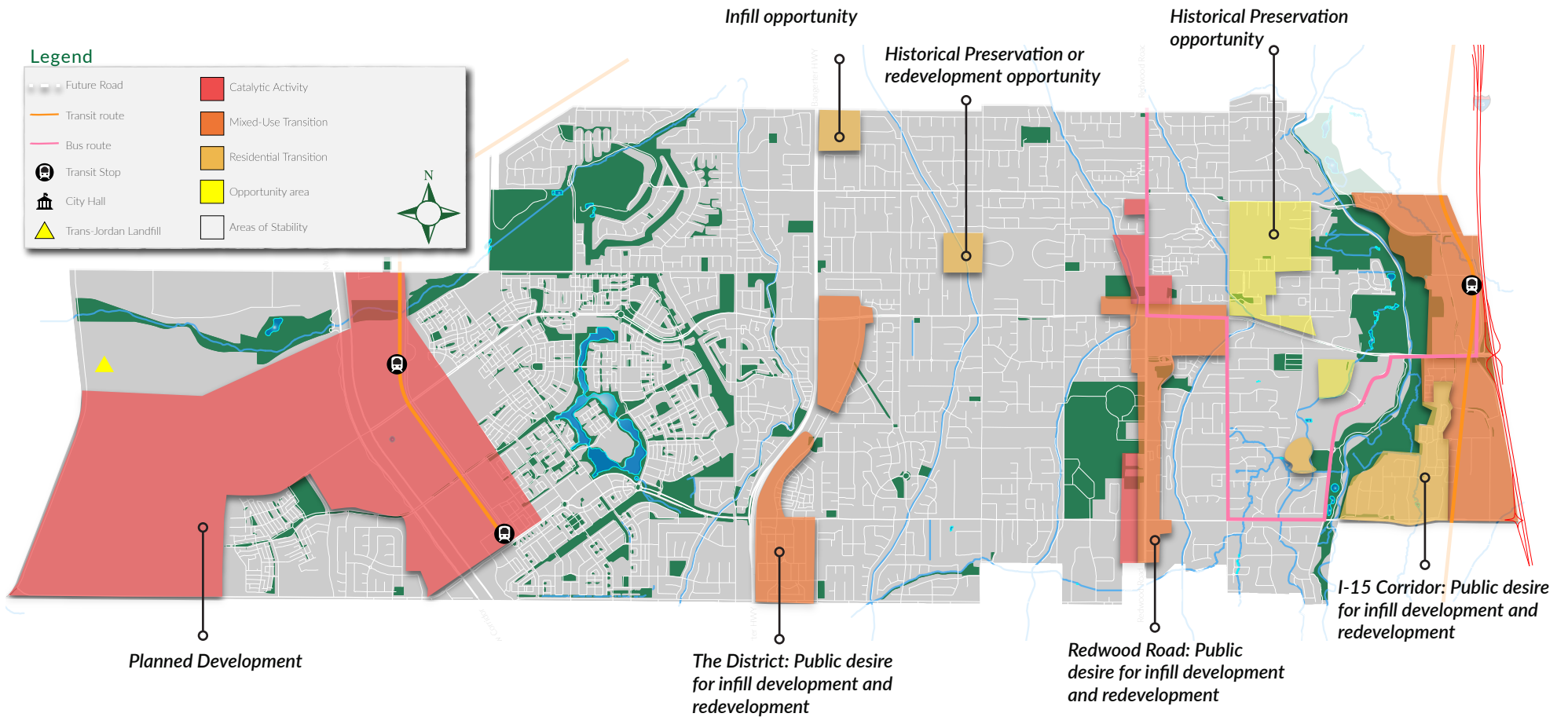
**Moving forward, South Jordan should consider the following questions:**

- Are there properties that are currently underutilized that can be reused (e.g., large parking lots, strip malls, aging buildings) in the City?
- Are there areas where a broader mix of land uses should be encouraged?
- What types of services will be required to meet the needs of our population over time?
- How can future investments in transportation and other infrastructure help improve connectivity and access for all segments of the population?

# FRAMEWORK FOR HOW WE GROW

As South Jordan grows, there are certain areas that are more likely to change than others. In fact, it's anticipated that a large portion of the City will remain the same, with little change.

The Map below depicts areas that are likely to change. Catalytic activity indicates an area that will change entirely, Mixed Use Transition areas will likely have a mix of additional land uses and existing, Residential Transition Areas are anticipated to change slightly in character, but not use, and Opportunity areas are not likely to change in character, but there is an opportunity to enhance the way the area is used.



## HOW WE GROW: GOALS AND STRATEGIES

The goals and strategies support and advance the City’s vision and reflect the opportunities of the Plan. They articulate a desired ideal and a value to pursue. The strategy statements under each goal are outcome based and guide decision making. The supporting strategies are the most specific and are intended to provide examples of action-based implementation of the vision.

The Vision For How We Grow ***“A healthy and safe community that provides a variety of high-quality community services and amenities to all residents, encourages water and resource conservation, and strengthens community resiliency and fiscal sustainability with each new development through open communication and cohesive development patterns.”***




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### **GROW GOAL 1: Encourage redevelopment and expansion of well-designed commercial spaces to meet the service needs of the projected growth in population**

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GrG1.1. Review the City’s zoning map alongside the Future Land Use Map to ensure the accommodation of appropriate commercial development that is compatible with surrounding uses

GrG1.2. Update commercial design standards in the zoning and subdivision code to align with development trends

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### **GROW GOAL 2: Increase coordination with Jordan School District and Jordan Valley Water Conservancy District**

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GrG2.1. Strengthen existing relationship with Jordan School District (JSD) by formalizing regular coordination meetings to discuss future housing development and access to education for new residents

GrG2.2. Strengthen existing relationship with the Jordan Valley Water Conservancy District (JWWC) by formalizing regular coordination meetings to ensure adequate infrastructure for future growth

GrG2.3. Develop a program to host annual public open houses with surrounding municipalities, JWWCD, and JSD to allow residents to learn about the process and plans for new development

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### **GROW GOAL 3: Promote energy efficient elements in new and existing development**

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GrG3.1. Encourage residential and commercial energy efficiency, (i.e., energy star appliances and energy systems, programmable thermostats, energy saving lighting, insulation techniques)

GrG3.2. Promote and incentivize energy efficient building construction and LEED (Leadership in Energy and Environmental Design) certifications for commercial, industrial, and major residential projects, i.e. additional building height for green roofs, building permit and/or impact fee reductions

GrG3.3. Set the example for implementation of “green” building methods and LEED certification by considering such elements in new City buildings and in retrofitting existing buildings and facilities

GrG3.4. Help minimize the urban heat island effect by encouraging lighter color building materials for roof-tops, parking lots, roadways, pathways, planting trees that provide shade, etc.

GrG3.5. Encourage mixed-use zoning districts in appropriate areas of the City, designed with a mix of goods and services to reduce vehicle trips and to improve air quality, walkability and resident convenience

GrG3.6. Encourage new and infill development sites to include electric vehicle charging stations

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### **GROW GOAL 4: Develop and maintain a pattern of residential land uses that provides for a variety of densities and types and maintains the high standards of existing development**

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GrG4.1. Continue to maintain a land use category system that provides for the location, type and density of development and redevelopment

GrG4.2. Ensure that development is compatible with surrounding land uses established within the Future Land Use Map and existing surrounding land uses

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### **GROW GOAL 5: Reduce waste and excessive water use within the City**

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GrG5.1. Explore the possibility of supplying and promoting recycle stations throughout the City to allow for the opportunity to recycle materials that are no longer accepted through private services

GrG5.2. Consider and encourage water saving techniques (i.e. rain water harvesting, re-use of grey water, installing low-flow fixtures)

GrG5.3. Implement rain gardens and other storm water collection and retention systems

GrG5.4. Continue to develop and implement Low Impact Development (LID) standards to improve soil permeability and to avoid costly storm drainage systems

GrG5.5. Develop and implement a water meter replacement initiative for both commercial and residential

GrG5.6. Maintain an updated storm water infrastructure management plan

GrG5.7. Maintain an updated water conservation plan



### **GROW GOAL 6: Preserve desirable open space and natural open space areas within the City**

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GrG6.1. Continue efforts to maintain and enhance Jordan River wetland habitats through public ownership, private donation and dedication, federal regulation, and conservation easements

GrG6.2. Coordinate efforts with Salt Lake County and adjoining communities to implement Plan Elements of the Blue Print Jordan River Plan and to protect the corridor as natural open space

GrG6.3. Discourage development in the Jordan River corridor, except for a limited recreational/commercial focus south of 10600 South that is compatible with the goals of the Blue Print Jordan River Plan and that provides needed services for the Jordan River Parkway trail users

GrG6.4. Investigate possible areas within the City where existing farmland, or other significant open space, can be protected in order to help preserve rural lifestyle, promote a “historic village” look, and/or protect historic properties

GrG6.5. Create and adopt a Rural Open Space Conservation Development (ROCD) floating zone for possible preservation of rural and/or historic properties

GrG6.6. Continue to identify priority properties to preserve for natural open space and existing habitat protection

GrG6.7. Include a provision for a high percentage of open space by clustering residential development

### **GROW GOAL 7: Address natural hazards in land use and development plans**

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GrG7.1. Continue to limit development along known fault lines, high liquefaction areas, flood plains, and other natural hazard areas, unless appropriate mitigation measures can be implemented and require adequate review and mitigation of natural hazards as part of the development review process

GrG7.2. Require proper site and building construction mitigation in natural hazard areas

GrG7.3. Require adequate notice of hazards to public, i.e. public notification, document recordation, subdivision plat and site plan notations

### **GROW GOAL 8: Preserve South Jordan’s historical and agricultural properties**

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GrG8.1. Pursue grant funding for preservation of agricultural and historical properties

GrG8.2. Consider agricultural and open space preservation techniques such as Transfer of Development Rights (TDR) programs



# Chapter 8 Implementation





## MEASURING OUR SUCCESS

In order for the South Jordan General Plan to be a useful and relevant document, it must be regularly referred to, applied, and implemented. The most fundamental way in which the Plan can be implemented is through an adaptable but systematic approach that aligns key City decisions, processes, regulations, and standards with the objectives of this Plan and its overall vision. In this manner, the day-to-day decisions regarding development will effectively result in a physical environment that reflects this document and the community-built vision statements. The South Jordan General Plan is expected to be used in ways that are adaptable to future trends, conditions, and choices that are not entirely predictable. Alignment with the overall vision of this Plan is the most important goal and outcome.

## AMENDMENTS TO THIS PLAN

This Plan reflects a great deal of effort by both experts and the broader community in analyzing and thinking about the trends and assumptions that will impact our physical development, and how we expect to address them. However, we recognize that our land use future and the development market are not fully predictable. Therefore, the Plan is designed and intended to be used adaptively in response to changing conditions, circumstances, and markets. As part of that process, this Plan needs to be regularly monitored with respect to its use and effectiveness. Limited and technical amendments will certainly need to be made in order to keep this document up-to-date, fully viable, and maintained as a respected and regularly used source of guidance for the physical development of the City. More significant amendments may be deemed necessary depending on experience. If goals are not met and/or trends toward achieving trajectory goals are not positive, the Planning Commission and City Council should re-evaluate existing strategies and consider modifications to strategies that are necessary to reverse the trend.

The City Council and Planning Commission can review and adopt General Plan amendments between major updates to ensure that current community issues continue to be addressed and that the Plan continues to provide clear and realistic direction for future growth. In any case, a comprehensive review and update is strongly recommended at least once every ten years, or as directed by City Council.

Equally important is the need for a process of monitoring the implementation of the Plan. This effort will provide information on how well the goals and strategies are working, where there are opportunities for additional modification, and whether certain elements are not working at all. This monitoring process should also provide meaningful information for decision-makers to ensure that the Plan remains an effective and useful tool.

This chapter also summarizes key projects and tools that should be implemented to achieve the Plan vision and goals. These recommended projects and tasks represent high priority efforts that will significantly improve the link between the goals and strategies found herein and real-world implementation



## KEYSTONE INDICATORS - MONITORING OUR PROGRESS

Plan monitoring and evaluation will involve a long term commitment to tracking progress in accomplishing plan objectives. Ongoing monitoring will also assist in determining appropriate and effective courses of action in response to experience with use of the Plan.



### USE AND APPLICATION OF KEYSTONE INDICATORS

Keystone indicators are intended to be used primarily to measure Citywide progress toward achieving the Plan vision. In some cases, appropriate comparisons can be against other cities, or state or national averages, but most often the best comparison will be between past and future performance specific for our City. Some indicators are especially useful in evaluating how new development and redevelopment is measuring up compared with Citywide averages. Others will lend themselves well to sub-area analysis. Major City-sponsored initiatives should be systematically evaluated for their expected correlation with these indicators.

Some but not all of these indicators can and should be used, as appropriate and applicable, in the evaluation of major and discretionary land development applications. In this capacity, the intent is not to require a particular development proposal to demonstrate a positive correlation with every indicator, nor is there an expectation of detailed justifications or data analysis to be submitted by applicants.

### KEYSTONE INDICATORS

The following Keystone Indicators are established for the purpose of assessing the progress of this Plan over time and the potential alignment of major City decisions with the Plan.



## INDICATORS FOR HOW WE MOVE

**LESS SINGLE OCCUPIED VEHICLES:** Improving traffic congestion by providing alternative routes and travel methods through South Jordan is a cornerstone objective of this Plan. Currently, about 76% of South Jordan residents commute every day alone in their vehicles. Increased walkability, bicycle infrastructure and safety, and planning for micromobility and transit infrastructure along major corridors are the key methods for lowering this percentage and decreasing traffic congestion. Walkscore® and its related Bikescore® and Transitscore® are nationally recognized measures for walkability and bicycle and transit access in communities. These scores can be calculated Citywide, or for areas of focus, and can be compared with other communities. Currently, South Jordan has a score of 24 for walkability, 22 for transit, and 41 for bikability. However, because these measures are primarily based on a calculation of land use proximity, and do not account for the quality and design of walkable infrastructure, care should be taken in interpreting the results. This indicator can also be coupled with tracking the number of miles of bike lanes, pedestrian trails, and homes with access to transit.

## INDICATORS FOR WHERE WE LIVE



**HIGH LEVEL OF HOUSING ATTAINABILITY:** Improving housing affordability over time is identified and addressed as one of the cornerstone challenges and priorities in this Plan. Currently, about 20% of residents pay more than 30% of their income on housing. This recommended indicator combines overall median single-family and multifamily housing affordability. Together this combination is intended to provide an important and helpful general barometer for progress based on the broad averages and overall counts at different levels along the economic spectrum. It will be important to also be attentive to impacts on sub-groups of housing consumers, whose needs and experience may not be fully represented by measures that focus on overall median housing costs. Likewise, although changes in the overall homeless populations provide an important measure in that area, the status of sub-groups within that overall number will be important.

**HIGH QUALITY OF STABLE NEIGHBORHOODS:** Although it's easy to monitor progress on new development, much of South Jordan is already built out and largely single-family. South Jordan is known for being a diverse community with a wide range of neighborhood types, it will be important to monitor the quality of these existing stable neighborhoods and preserve them where possible.

## INDICATORS FOR WHERE WE WORK

The economic indicators for this Plan include the following measures, each of which are available from existing data sources and are easily comparable with other jurisdictions:

- **Increased number of residents that live and work in South Jordan**
- **New jobs added that are at or above the median salary for the region**
- **Decrease in unemployment rate**
- **New businesses added**

These measures are chosen because together they reflect a combination of the economic outcomes this Plan is intended to support as well as the economic activity that will be needed to allow many of the recommendations in the Plan to be fiscally sustainable with private and public sector resources. From another perspective, many of the recommendations of this Plan are intended to encourage the conditions that will be necessary to attract the economic development and workforce that will contribute to a sustainably strong economy.



## INDICATORS FOR WHERE WE GATHER

**INFILL AND REDEVELOPMENT** is a priority to many South Jordan residents. There are many underutilized properties throughout the City and large amounts of undeveloped land on the west side. This indicator incorporates a combination of reduced vacant acreage in core area of the City combined with evidence of increasing comparative development activity (i.e. building permit value) in these areas.

- **Less remaining vacant acres**
- **Less underutilized properties**
- **Increased total building permit value in infill area**

**MORE PUBLIC ART AND EVENTS:** Public art and public events are core elements for building public spaces where people want to gather. An increase in unique furnishings, public art exhibits, and public events are good indicators that South Jordan is turning into a place where people want to gather and spend time.





## INDICATORS FOR WHERE WE PLAY

Recreation opportunity is one of the most treasured attributes of the high quality of life South Jordan residents are trying to preserve. Below are the indicators chosen to represent a positive trend in recreation opportunity:

- **More Miles of Established Trails**
- **More Amenities in Parks**
- **Better access to parks**

The percent of City population, area, and employment within ½ mile of a park, trail, or accessible open space area is a great indicator that this attribute is being protected and enhanced. Alongside more parks and more access to parks, residents voiced a strong desire for more amenities in City parks. Higher quality and quantity of City recreation both indicate a dedication to enhancing the quality of life in South Jordan.

## INDICATORS FOR HOW WE GROW

**LESS WATER USE:** Being in a desert climate, South Jordan should be prioritizing water quality and quantity. Currently, all of the primary water in South Jordan is supplied by the Jordan Valley Water Conservancy District with water coming from Deer Creek, Jordanelle Reservoirs, and the Provo River Watershed serving more than half of the Salt Lake Valley. A decrease in water usage in the City would indicate a mindful and responsible approach to growth.

**LESS STUDENTS PER TEACHER:** A common concern among residents is keeping up with population growth by adding educational opportunities. As the City population continues to grow, so does the student count per teacher. South Jordan strives to coordinate with the Jordan School District, but as new subdivisions are planned further west, it will become more and more important to ensure that these new and existing residents have access to a great education.



## IMPLEMENTATION

It is important to note that this Plan is an overall guiding document that is linked to numerous other planning tools, including intergovernmental agreements, land use regulations, facility plans, and capital improvement programs. The success of this Plan is therefore dependent upon the implementation of a variety of other legislative, regulatory, technical, and financing mechanisms, requiring coordination and cooperation between the public, private, and nonprofit sectors within South Jordan and where applicable with the County and surrounding municipalities.

Implementation strategies must be relevant, adaptive, and decisive in order to realize the vision, goals, and strategies of this Plan. Key strategies included in the tables on the following pages, are intended to influence future zoning and regulation changes, suggest potential financing tools, leverage partnerships, prioritize capital investments, and establish new programs and services. The resources and partnerships required for each strategy should be considered in conjunction with annual budgeting and capital planning. Each strategy is outlined by the following elements:

### TYPE:

**CAPITAL PROJECTS:** These major infrastructure investments and funding partnerships are specifically relevant to the implementation of the General Plan goals and strategies, but should be considered in conjunction with other capital improvements to determine priorities, project efficiencies, and timing of capital improvement expenditures.

**REGULATORY REFORM:** Some development regulations and standards will need to be updated to ensure consistency with the goals and strategies of the General Plan.

**SUPPORTING PLANS AND STUDIES:** Specific locations or initiatives that may require additional support and direction at a more detailed level than what is established in this General Plan. These include site-specific development guidelines, feasibility studies, master plans, subarea plans, or additional funding mechanisms.

**PROGRAM/RESOURCE:** Many of the General Plan strategies may be implemented through continuation, expansion or addition of programs and services offered by the City.

### IMPLEMENTATION TIMELINE:

**SHORT-TERM:** 0-5 years;

**MID-TERM:** 5-10 years; or

**LONG-TERM:** 10-20 years or more.

### ANTICIPATED COST:

**LOW:** an anticipated cost less than \$20,000;

**MID:** an anticipated cost of \$20,000 - \$100,000; or

**HIGH:** an anticipated cost over \$100,000.

### EFFECTIVENESS:

How effective a strategy/action is in generating tangible results:

**LOW:** somewhat effective, or slow to go into effect but still important;

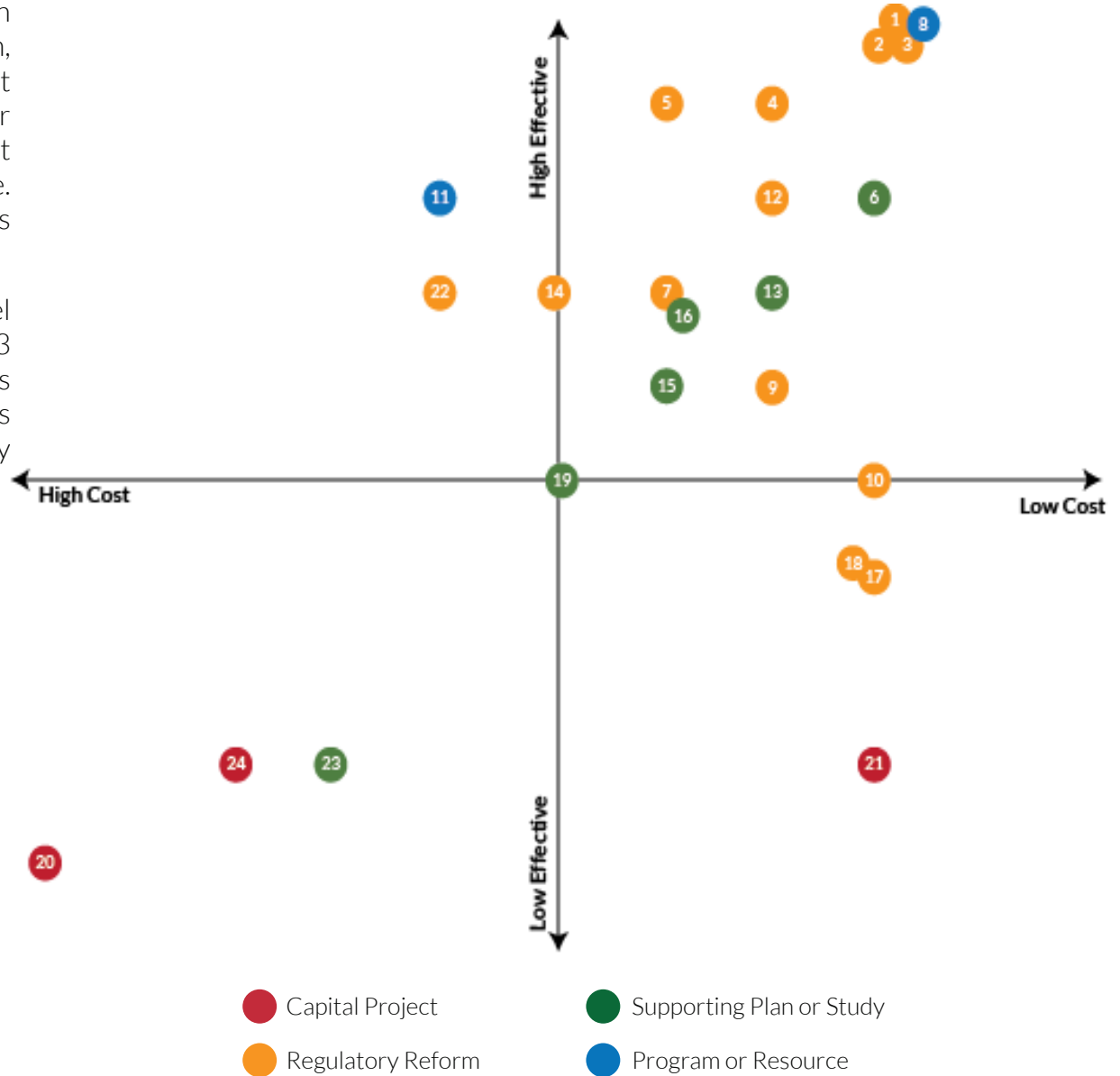
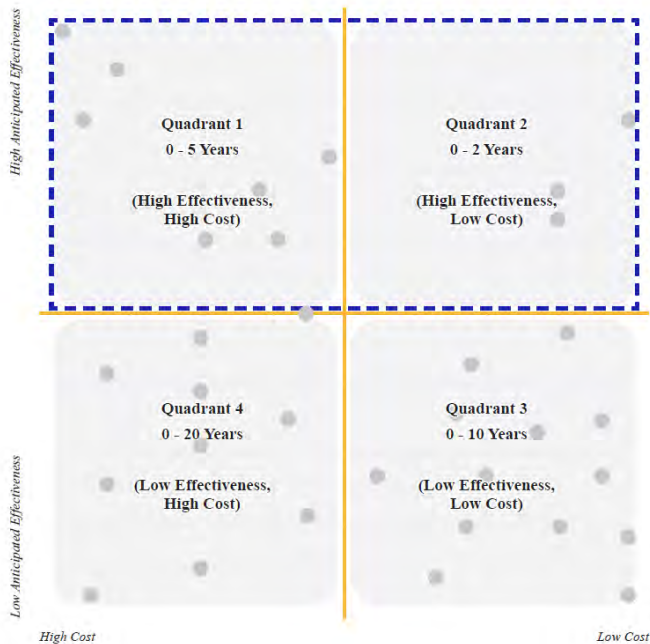
**MEDIUM:** more effective with some visible results shortly after implementation; or

**HIGH:** once completed, immediate results.

**IMPLEMENTATION MATRIX**

The focus of initial implementation should be on strategies that further the vision of the General Plan, generally those included within Quadrant 2—that are more programmatic in nature, set the stage for subsequent improvements and strategies, and that will have incremental positive change over time. They also have those “low-hanging fruit” strategies required for subsequent improvements.

Quadrant 1 includes strategies with a similar level of effectiveness, but higher price tag. Quadrants 3 and 4 include strategies that are important but less effective in achieving the vision. Quadrant 4 includes strategies that may take longer to implement as many of them also require additional funding sources.



## SHORT-TERM ACTIONS

Related Goal	Action #	Action	Type	Anticipated Cost
<b>Move Goal 3</b>	1	Develop specific standards for emerging and unique transportation options such as rideshare scooters, hover-boards, etc.	Regulatory Reform	low
<b>Live Goal 1</b>	2	Review ADU code language and update as necessary to meet the goals of this General Plan	Regulatory Reform	low
<b>Grow Goal 6</b>	3	Revise landscaping requirements to include language about choosing vegetation suitable for the environment	Regulatory Reform	low
<b>Live Goal 1</b>	4	Develop new code regulations to address infill residential development	Regulatory Reform	low
<b>Work Goal 5</b>	5	Review and revise the City's commercial development review process to incentivize quality businesses to locate in the City with timely approvals	Regulatory Reform	mid
<b>Move Goal 1</b>	6	Identify key intersections and mid-block street crossings for pedestrian safety enhancements and develop associated design standards	Supporting Plan/Study + Regulatory Reform	low
<b>Live Goal 1</b>	7	Develop a density bonus program for inclusion of moderate income housing within a new residential development	Regulatory Reform	mid
<b>Move Goal 5</b>	8	Create an annual meeting between all interested parties to discuss South Jordan's traffic counts, connectivity, and road conditions in order to determine additional projects needed to mitigate major issues	Program/Resource	low
<b>Gather Goal 5</b>	9	Develop standards to minimize the visual impacts of utility boxes through screening requirements, undergrounding, or other utility placement, for a cleaner street design	Regulatory Reform	low
<b>Work Goal 4</b>	10	Develop standards for live/work spaces and co-working offices	Regulatory Reform	low



## MID-TERM ACTIONS

Related Goal	Action #	Action	Type	Anticipated Cost
<b>Move Goal 3</b>	11	Work with surrounding municipalities and WFRC on the Southwest Salt Lake County Vision and Growth Strategy to determine priority locations for public transportation on the western side of the City/valley	Program/Resource	mid
<b>Move Goal 4</b>	12	Develop design standards for a variety of bike lane enhancements for corridors identified as primary bike routes including physical buffers and dedicated light signals for bicycles	Regulatory Reform	low
<b>Gather Goal 7</b>	13	Update the City’s Streetscape Plan for major streets within the City and re-adopt the Plan as a reference document that can be updated as tree species types, planting designs and methods evolve	Supporting Plan/Study	low
<b>Move Goal 1</b>	14	Develop streetscape design standards to include a palette of design elements such as site furnishing, shade structures, signage, artwork and plant species	Regulatory Reform	mid
<b>Gather Goal 5</b>	15	Create a palette of design elements that reflect the City’s character to use in redevelopment of key corridors/gateways	Supporting Plan/Study	mid
<b>Play Goal 1</b>	16	Develop a palette of design materials appropriate for trails, signage, lighting, and furnishings for the Jordan River Parkway Trail which are consistent with the natural environment and have minimal impacts on the existing habitats	Supporting Plan/Study	mid
<b>Live Goal 4</b>	17	Evaluate standards for street lighting, sidewalks, bike lanes, and other “safe mobility” elements	Regulatory Reform	low
<b>Play Goal 3</b>	18	Develop standards asking developers to provide trail connections to existing parks	Regulatory Reform	low
<b>Gather Goal 3</b>	19	Engage citizens in an Arts and Culture Plan to determine where to allocate Art Council money and what activities, events, and shows residents are interested in	Supporting Plan/Study	mid

## LONG-TERM ACTIONS

Related Goal	Action #	Action	Type	Anticipated Cost
<b>Move Goal 3</b>	20	Develop public transit extensions from the South Jordan Front Runner Station to the TRAX South Station	Capital Project	high
<b>Play Goal 2</b>	21	Upgrade existing parks per the Parks, Recreation, Community Arts, Trails and Open Space Master Plan	Capital Project	low
<b>Move Goal 1</b>	22	Implement a traffic calming plan for redevelopment and new residential neighborhoods through circulation design that slows traffic flows and encourages safe driving practices such as on street parking, crosswalks, landscaping, traffic circles, and intersection bump-outs	Regulatory Reform	mid
<b>Gather Goal 3</b>	23	In coordination with the South Jordan Arts Council, work to identify potential locations for an arts district and venue to host Arts Council Funded events and programs	Supporting Plan/Study	high
<b>Grow Goal 5</b>	24	Implements energy efficient upgrades to city-owned buildings	Capital Project	high

PLAN TOGETHER



GROW TOGETHER



# Appendix A Housing Plan



# SOUTH JORDAN GENERAL PLAN

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# City of South Jordan



## South Jordan Moderate Income Housing Plan



## Housing Market Overview

Housing growth and affordability has been capturing headlines across the country. The demand for new housing units is especially strong in Utah where the population is projected to double in the next 25-30 years. The State's economy is strong, having added nearly 375,000 new jobs in the past 10 years. In comparison, Wyoming has grown by 7,800 jobs, while Idaho has added 140,000 new jobs.<sup>1</sup> Salt Lake County (the County) is projected to grow by 6,079 new households per year, placing a significant demand on housing stock.

Further, Utah's households are unique. The State has the lowest median age in the nation and the highest median household size, which influences the type of housing product that the State needs. While incomes in Utah are the second-fastest growing in the nation, Utah's inflation rate is near an all-time high at 3.9 percent. Nationally, the average is only 1.6 percent.

Transportation costs are a critical factor when evaluating housing affordability. In the County annual transportation costs are \$13,999, representing 23.0 percent of average incomes.<sup>2</sup> Costs are probably slightly higher in South Jordan where the daily average commute time is slightly higher than the County average.

Although housing affordability is a concern in Utah, home prices along the Wasatch Front are still substantially more affordable than in other economic centers in the West. Table 1 shows the ratio of average home prices to average household incomes.<sup>3</sup>

Table: 1 Comparative Housing Affordability Index

Area	2000	2010	Current
Salt Lake County	3.26	3.31	4.03
Davis County	2.65	2.92	3.40
Weber County			2.76
Tooele County	2.22	2.45	2.74
Wasatch Front MCD			3.26
State of Utah	2.99	3.13	3.83
Portland, OR			5.12
Phoenix, AZ			5.44
Denver, CO			5.84
Las Vegas, NV			5.13
San Francisco, CA			18.12

The City of South Jordan (the City) is experiencing Utah's housing crunch as one of the fastest growing cities in Utah and the Country. The Salt Lake County Recorder's Office cites<sup>4</sup> Daybreak specifically as one of the County's strongest growing areas, referencing a high rate of splitting parcels, an indicator that shows both housing and economic growth. The Salt Lake Board of Realtors lists the City as the sixth most expensive area on the Wasatch Front; however, the Utah Housing Coalition found that,

<sup>1</sup>Zions Bank, *Economic Insights*

<sup>2</sup>Center for Neighborhood Technology (CNT.org)

<sup>3</sup>CityData; National Association of Realtors

<sup>4</sup>Salt Lake County Recorder's Office, "Salt Lake County Parcel Growth" Story Map

overall, Utah wages have not been keeping up with housing prices.<sup>5</sup> With large growth, long-term planning is both a challenging and vital task to ensure that growth is beneficial to residents and businesses. Facilitating proper housing development that is safe, efficient and diverse in type and affordability can improve the economic performance in the City, promote a feeling of community, and enhance the quality of life. The type of residential development that occurs will be influenced by government regulations and policies, zoning, existing land uses, and market forces. The Moderate-Income Housing portion of the General Plan addresses these issues in an effort to provide attainable housing variety that best meets the needs of current and potential residents.

## Summary of Findings

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The City has experienced a dramatic rise in housing prices and population in recent years, much like the rest of the Wasatch Front. The City has a projected need for more moderate-income housing over the next five years and has a shortage for the current City demographics. The biggest gap in demographics is young adults – often those looking for starter-homes. Resident interviews indicate that price is one of the biggest factors in keeping this population group from living in the City.

## Demographics Overview

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Demographic characteristics greatly influence housing demands within an area. Population growth, age, income and other characteristics of a city's population determine what types of housing are desired. A variety of housing options is also important to ensure that the needs are met in all lifecycle stages. This section evaluates these factors in the City in order to inform the analysis of the demand for units now and in the future.

### Population and Households Growth

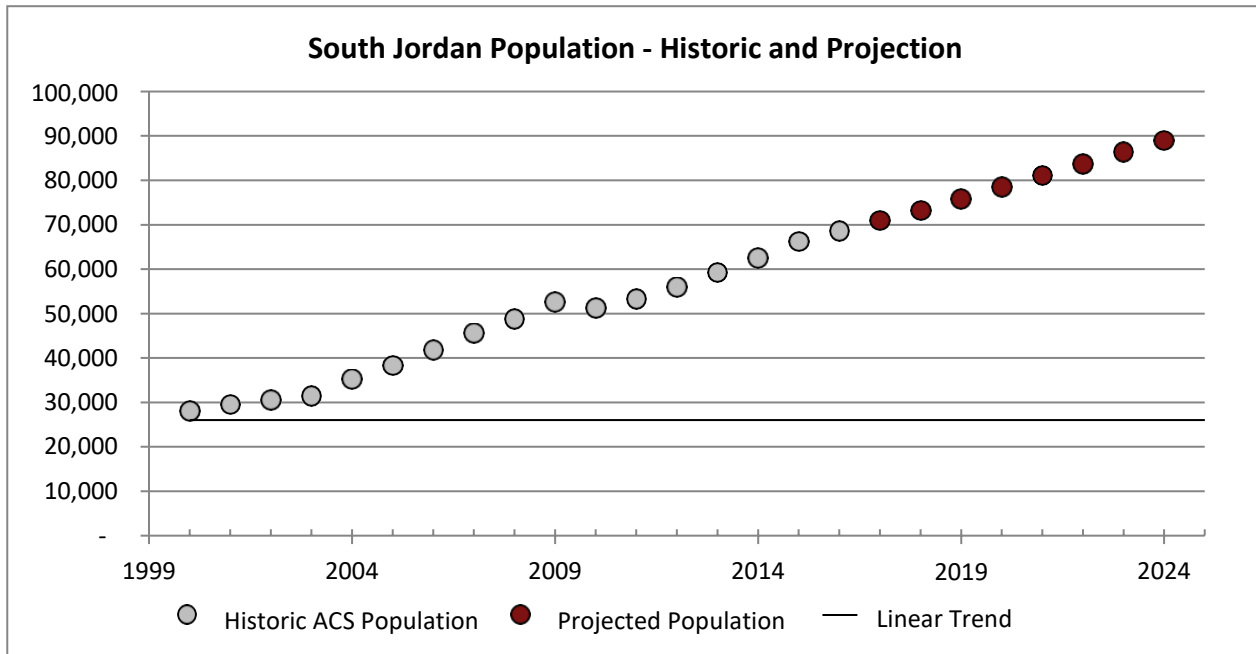
The City's fast population growth increases the challenge of accurately projecting housing needs across demographic needs. The City's population was 50,418 in 2010 according to the United States 2010 Census. However, the Census Bureau estimates the 2017 population at 70,954 – an amazing 40.7 percent increase in just 7 years. This population makes up 19,350 households living within the City in 2017. The Governor's Office of Management and Budget baseline projections<sup>6</sup> did not anticipate the City's population to be this high until almost 2030. While Utah has had remarkable population growth statewide, the State's population growth over the same time period was relatively much lower compared to that of the City, only 11.7 percent.

Population is projected to be around 88,981 with 26,248 households by 2024. Population growth in the City has been largely linear since 2000 and the projection below is based on the expectation that the trend will continue. The graph on the next page shows this projection based on historical Census data. This data is in line with the City's 2014 Housing Needs Study that factored in historical building permit data along with household size changes.

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<sup>5</sup> South Jordan City Journal "Utah's Housing Unaffordability Crisis", August 2018

<sup>6</sup> GOMB 2012 Baseline Projections, Sub-County Population Projections.



While population has been rising steadily, household sizes have been getting smaller. From 2007 to 2017 the average household size changed from 3.82 to 3.39, a difference of 0.43 persons per household.<sup>7</sup> Assuming the same decreasing trend in average household size by 0.043 persons per year, the projected population divided by the projected household size produces a projected number of households, informing the number of housing units needed (discussed in “Projected Housing Needs”). This estimated number of households (22,990) will be used as the current number of households in comparison to current housing supply.

Table: 2 Projected Population and Households

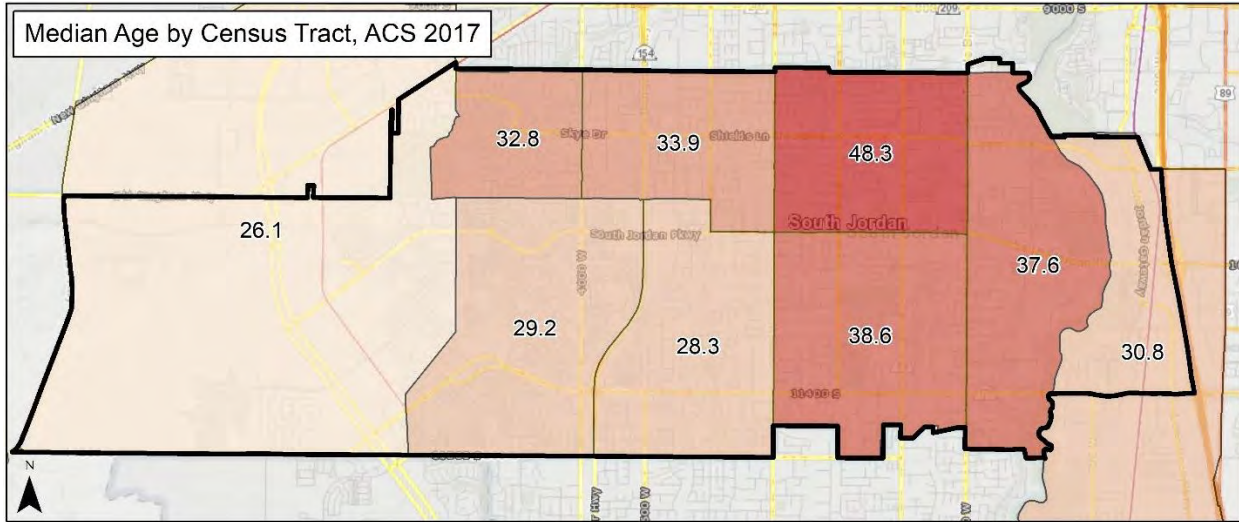
Year	Projected Population	Projected Household Size	Projected Households
2019	75,867	3.30	22,990
2020	78,490	3.26	24,077
2021	81,113	3.22	25,190
2022	83,736	3.18	26,332
2023	86,359	3.13	27,591
2024	88,981	3.09	28,796

### Age and Household Size

The City has a median age of 32.7 years, slightly older than the County median of 32.4 years and older than the statewide median of 30.5 years. The median age is younger in the western and southwestern portions of the City where most new development is occurring.<sup>8</sup>

<sup>7</sup> ACS 5-Year Estimates, 2007 and 2017

<sup>8</sup> ACS 2017 5-Year Estimate



Source: ACS 2017 5-year Estimate, Utah AGRC

The City is a family-oriented community with a high average household size of 3.39 persons per household. Nearly half of the current households contain children under 18 years old.

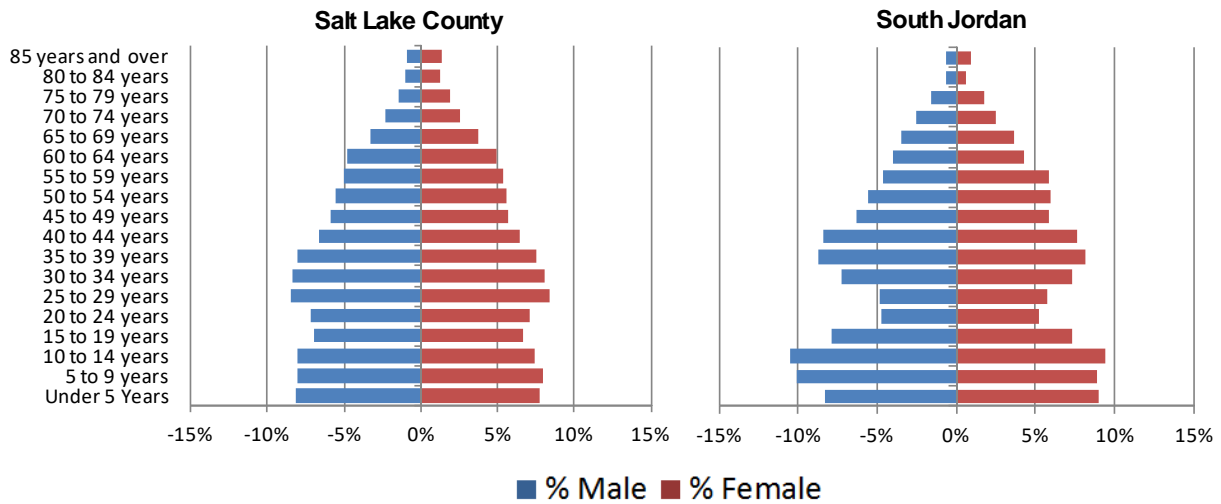
Table 3: Age and Household Characteristics in South Jordan

	South Jordan	Salt Lake County	Utah
HH Size	3.39	3.01	3.14
Median Age	32.7	32.4	30.5
% of households with someone under 18	46.8	38.9	41.7
% of total population under 18	33.5	28.1	30.4
% of total population 65 and over	9.2	10.0	10.3

Source: United States Census; ACS 2017 5-Year Estimate

The population pyramid on the next page shows a detailed breakdown of age groups in the City compared to the County. On average in the City, there are more adults in their 30s and early 40s as well as a higher proportion of older children and young teenagers. This suggests that the predominant family profile in the City is established families with school-age children. The smallest categories in the City are those of young adults. During several General Plan stakeholder interviews participants commented that housing prices in the City generally exceed the budget of those looking for starter-homes. The TRAX stop connecting Daybreak to the University of Utah has also been a topic of discussion; this may present an opportunity to locate housing near the TRAX stop that is targeted to this group that is currently underrepresented.

### Age Group Distribution



Source: United States Census; ACS 2017 5-Year Estimate

### Income

The City’s median household income is \$99,856, which is \$31,934 higher than the County median income of \$67,922. The City’s median income is comparable to the median income of surrounding cities like Herriman, Riverton, Bluffdale and Draper, but much higher than that of West Jordan.<sup>9</sup>

Table 4: Median Income

	Bluffdale	Draper	Herriman	Riverton	Sandy	South Jordan	West Jordan	Salt Lake County
Median Income	\$105,391	\$110,270	\$94,837	\$92,154	\$87,012	\$99,856	\$72,083	\$67,922

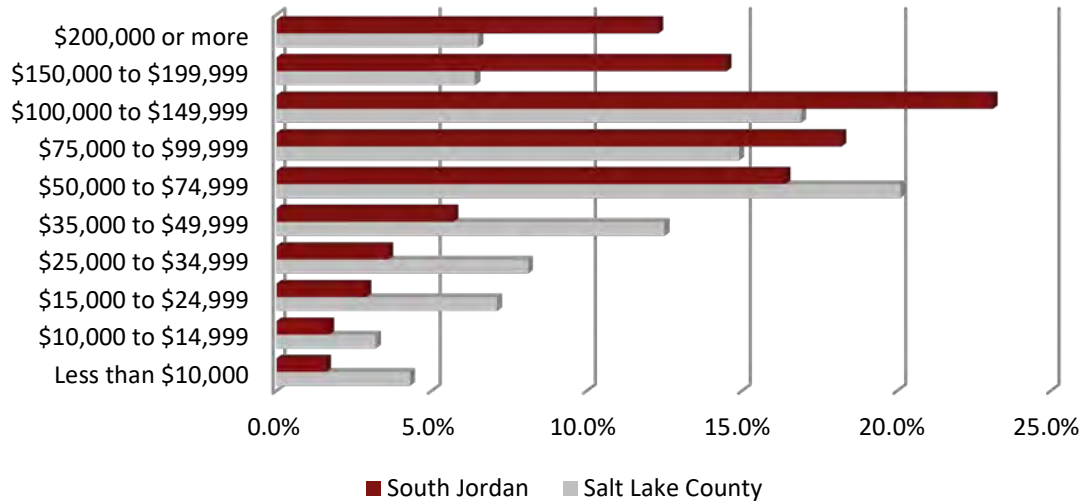
Source: ACS 2017 5-year Estimate

While household incomes are comparable to surrounding cities, the City’s per capita income is higher than those in many nearby communities, including the County. The City’s per capita income is \$36,125 compared to the County’s \$30,134. A higher per capita income indicates that the City’s population has greater economic buying power and more flexibility in housing affordability.

About half of the City’s population makes over \$100,000 per year, compared to about 30 percent County-wide. Only 9.8 percent of households live on less than \$35,000 in the City while 22.7 percent of households in the County live at this income level or less. The largest income category is \$100,000 to \$149,999 with 23.1 percent of the City’s population in this income range.

<sup>9</sup> ACS 2017 5-Year Estimate

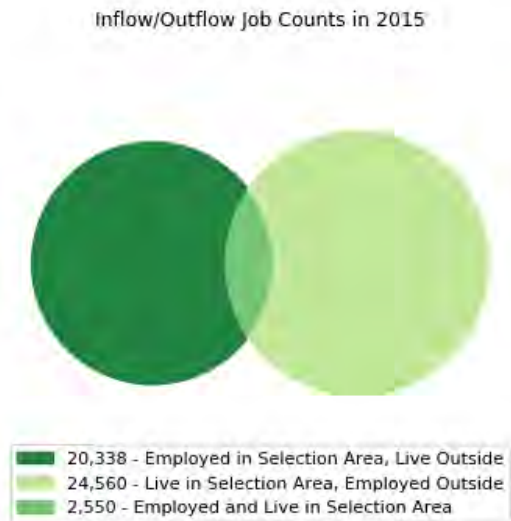
### Household Income Distribution



Source: United States Census; ACS 2017 5-Year Estimate

### Employment

The City is a diverse community with a strong residential and employment base, but many residents still commute to employment centers outside the City. The chart below<sup>10</sup> shows the inflow and outflow of jobs within the City.



City residents commute an average of 24.8 minutes, which is slightly longer than average commute times for residents of other cities in the County. The County-wide average is 22.1 minutes.<sup>11</sup> Commuting is an important factor in housing costs because a lower commuting cost can help a household afford housing. Other portions of the General Plan are working to increase employment within the City to reduce commuting needs.

<sup>10</sup> US Census “On the Map” Tool

<sup>11</sup> ACS 2017 5-Year Estimate

## Current Housing Supply

The majority of housing units in the City are owner-occupied, single-family homes with large lot sizes. The Salt Lake County Assessor currently lists 19,553 residential parcels in the City representing 21,839 housing units. Over 83 percent of those units are categorized as single-family residences (SFRs). The median value for SFRs is \$384,100 according to the County's assessed market values and the average lot size is 0.29 acres. In addition to housing units, the City has 11 assisted living and nursing home facilities with a total of 840 beds. Although assisted living and nursing home beds are important housing resources for residents, they are reserved for special needs and not available to most households as a housing choice. These facilities are included in the analysis where appropriate, but generally are not included in market affordability considerations.

Table 5: Number of Parcels and Units by Housing Type\*

Summary	Total Number of Household Units	Avg. Parcel Size (acres)	Median Value	Avg. Finished (sq. ft.)	Percent Rental Units
Apartments (Total)	2,690	NA	NA	NA	100.0%
3-4 Unit Complex	4	0.24	NA	NA	100.0%
5-9 Unit Complex	10	0.84	NA	NA	100.0%
99+ Unit Apt. Complex	2,201	NA	NA	NA	100.0%
Apartment Townhomes	229	NA	NA	NA	100.0%
Senior Apartments	246	NA	NA	NA	100.0%
Condo	921	NA	\$223,700	1,864	19.7%
Duplex**	24	0.41	\$261,000	2,015	58.3%
Single-Family Residence	18,204	0.29	\$384,100	2,745	6.7%
<b>TOTAL</b>	<b>21,839</b>				<b>23.1%</b>
Assisted Living/Nursing Home Beds	840	2.58	NA	NA	

Source: Salt Lake County Recorder's Office and Salt Lake County Assessor, 2019 Parcel Shapefile and CAMA database

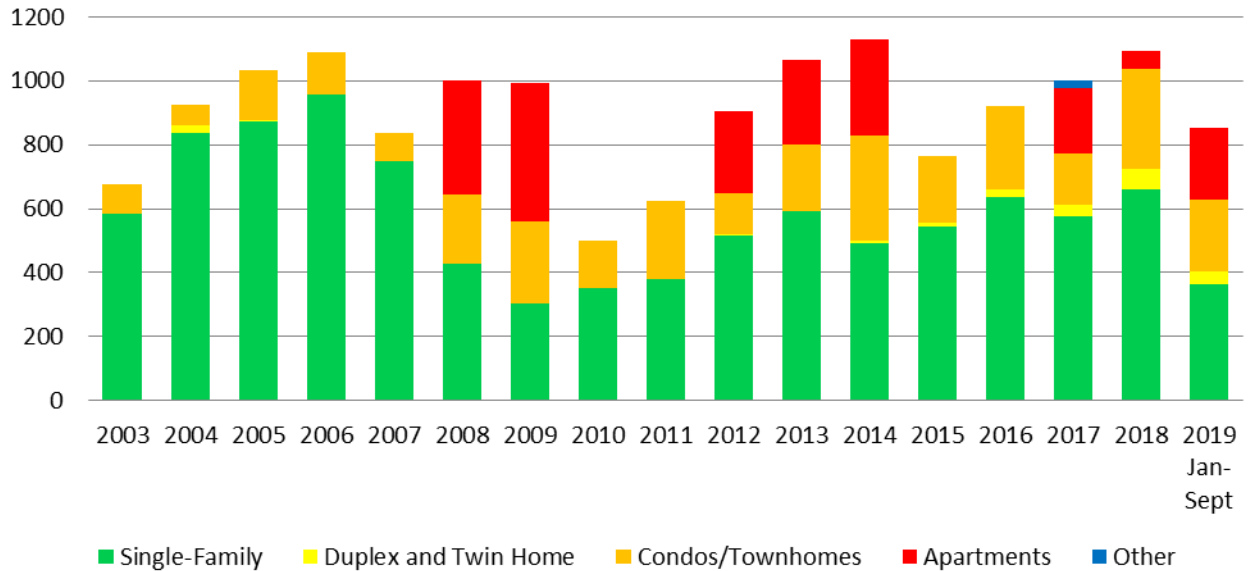
\*Types are categorized and grouped based on the parcel database. Although some townhomes are noted as part of the various multi-family apartment complexes, owner-occupied townhomes are not specifically categorized or noted by the County and are represented across Condo and SFR categories. Some apartments also include townhomes.

\*\*Duplex acres, values, square feet, and percent rental are based on the total building (pair of units). The County records duplexes as one parcel and building with two housing units. A duplex is considered owner-occupied if the owner is occupying one of the two units.

In addition to the 21,839 dwelling units already built and listed in the Salt Lake County Assessor's parcel database, an additional 852 building permits were submitted to the City in 2019 through September.<sup>12</sup> The following graph shows that the building of SFRs has been fairly steady since recession recovery. This corresponds with the City's consistent population growth. The building permits also show the variety of housing types built each year and the City's efforts to provide more housing diversity.

<sup>12</sup> South Jordan Planning Department

### South Jordan Building Permits (Total Dwelling Units) by Year

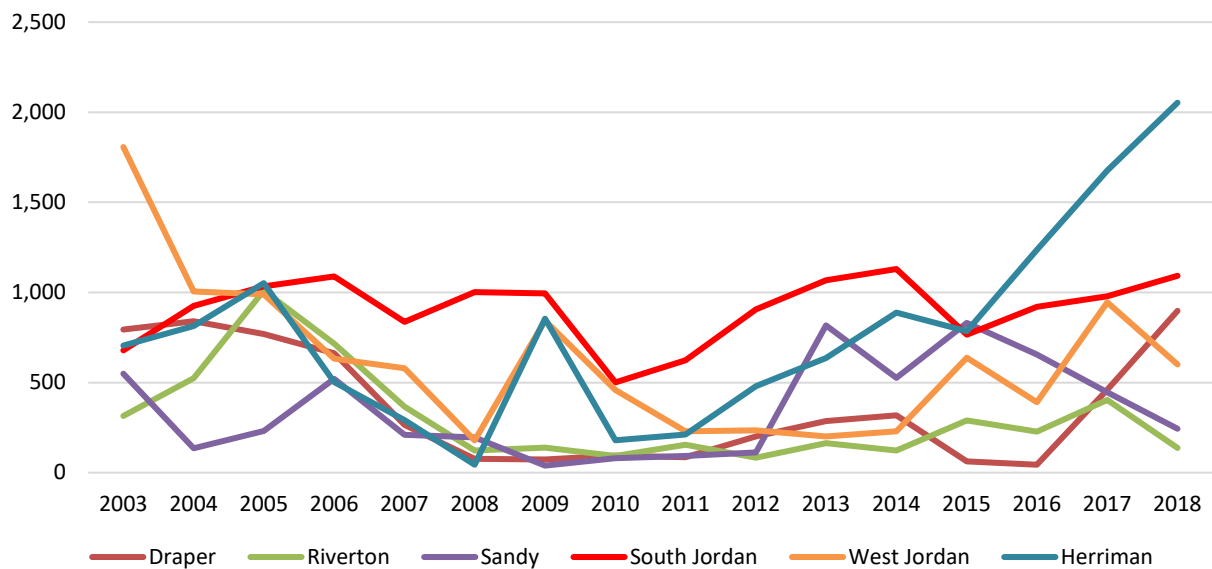


Source: University of Utah BEBR, South Jordan Planning Department

\*Indicates residential units such as assisted living units, conversions, accessory dwellings, etc.

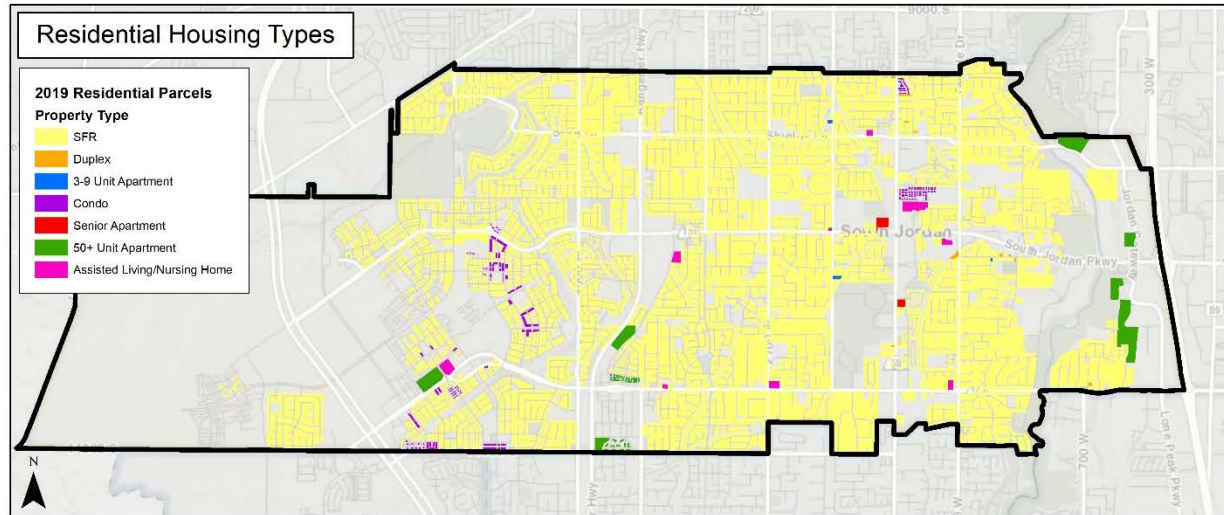
The chart below shows a comparison of the municipalities surrounding the City. The red line indicates the City's performance and shows that the City has been the most consistent home-building municipality in the area. The City substantially outperformed all its neighboring cities when the housing market crashed in 2008. The City continued to lead in home-building through the next six years following the crash and still remains one of the largest producers of new homes in the area.

### Comparison of Surrounding Cities

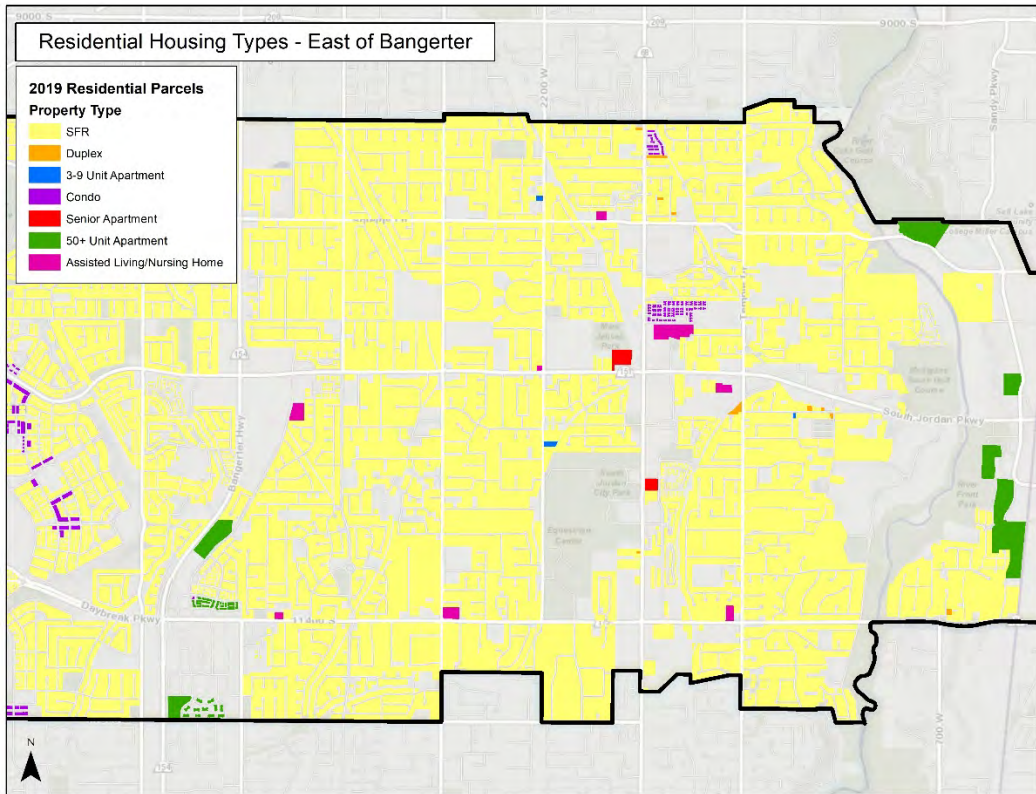
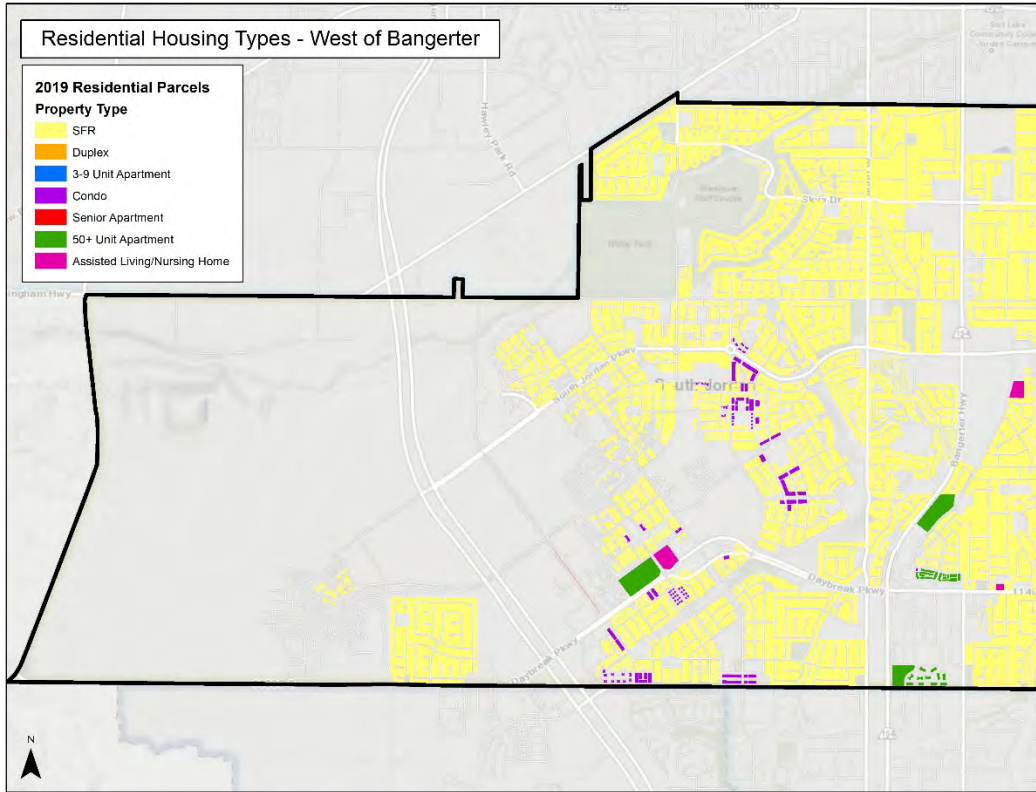


Source: University of Utah BEBR, South Jordan Planning Department

The following maps show the geographic distribution of housing types in the City, one view for the entire City and two more detailed views for the east and west sides. These maps visually show the predominance of SFRs in the City.



Source: Salt Lake County Recorder and Assessor Offices, 2019 Parcel Shapefile and CAMA database, Utah AGRC



Source: Salt Lake County Recorder's Office and Salt Lake County Assessor, 2019 Parcel Shapefile and CAMA database, Utah AGRC

The parcel database shows an incredible 1,821 vacant residential lots already recorded. There are 976 more multi-family units already approved by the City with development underway; 237 of those units are an addition to Jordan Station Apartments, 593 apartments at Daybreak South Station and The Flats at the District, and the remaining 146 units will be senior apartments at Resort Lifestyles Community.<sup>13</sup>

Compared to the City’s 2014 Housing Needs Study, there are more rental options available within the City, but a lower proportion of SFRs are available as rentals. In 2014 about 9.4 percent of SFRs were rentals, compared to the 6.7 percent today. However, the overall proportion of rentals of all types has increased from 18.9 percent to 23.1 percent.

The Census’s 2017 American Community Survey (ACS) data estimated a 20.6 percent rental rate for the City, while the more recent parcel data shows rental occupancy at 23.1 percent; some apartments have opened in recent years accounting for this change. Comparing the City’s ACS data to other cities shows the City has fairly average rental rates within the southwest portion of the County, but lower than the countywide rate. Herriman, Draper, and Sandy are similar, with West Jordan having more rentals and Riverton and Bluffdale having fewer. As previously mentioned, there are very few SFR rental units, especially compared to the County. About 6.7 percent of SFRs in the City are currently rentals, compared to the countywide ACS estimate of 12.3 percent.

**Table 6: Proportion of Units that are Renter-Occupied**

	Bluffdale	Draper	Herriman	Riverton	Sandy	South Jordan	West Jordan	Salt Lake County
% of units renter-occupied	17.0	20.7	20.0	10.4	23.2	20.6	25.1	33.5

Source: ACS 2017 5-Year Estimate

The City has a wide variety of apartment and rental options, with the number of apartments growing significantly in recent years. The City’s 2014 Housing Needs Study listed a total of 1,712 apartments available in the City. This figure has grown by 1,051 units in five years. Additionally, the City has already approved 940 more units with development underway. The following tables detail the current and developing apartments and senior living complexes in the City.

**Table 7: Units by Apartment Complex**

	Address	Number of Units	Monthly Rental Rate	Units Under Development
Four Seasons at Southtowne Apartments	420 W Cadbury Way	276		
1 Bed/1 Bath		72	\$1,041	
2 Bed/1 Bath		42	\$1,254	
2 Bed/2 Bath		120	\$1,330	
3 Bed/2 Bath		42	\$1,545	
ICO District	11100 South River Heights Dr.	258		
Atwood – 1 Bed/1 Bath		54	\$1,019	
Audrey – 1 Bed/1 Bath		33	\$1,059	
Bridger – 1 Bed/1 Bath		18	\$1,209	
Brinkly – 1 Bed/1 Bath		18	\$1,119	

<sup>13</sup> South Jordan Planning Department

	Address	Number of Units	Monthly Rental Rate	Units Under Development
	Canyon – 2 Bed/2 Bath	84	\$1,259	
	Danika – 2 Bed/1 Bath	12	\$1,229	
	Emerald – 2 Bed/2 Bath	10	\$1,479	
	Fairview – 2 Bed/2 Bath	10	\$1,539	
	Huntington – 2 Bed/2 Bath	1	\$1,819	
	Powell – 3 Bed/ 2 Bath	18	\$1,629	
Jordan Station Apartments*	10428 S. Jordan Gateway	302		237
	Crescent – 1 Bed/1 Bath	65	\$1,064	
	Daybreak – 1 Bed/1 Bath	60	\$1,137	
	Draper – 1 Bed/1 Bath	57	\$1,168	
	Euclid – 1 Bed/1 Bath	36	\$1,225	
	Midvale – 2 Bed/2 Bath	36	\$1,315	
	Redwood – 2 Bed/2 Bath	48	\$1,350	
Legacy Cottages of South Jordan*	1844 W 10400 S	186		
	1x1A – 1 Bed/1 Bath	106	\$939	
	1x1 ADA – 1 Bed/1 Bath	2	\$999	
	1x1B – 1 Bed/1 Bath	2	\$999	
	1x1C RIS – 1 Bed/1 Bath	4	\$999	
	2x1 – 2 Bed/1 Bath	2	\$999	
	2x2C – 2 Bed/2 Bath	40	\$999	
	2x2B – 2 Bed/2 Bath	8	\$1,049	
	2x2D – 2 Bed/2 Bath	2	\$1,019	
	2x2 ADA – 2 Bed/2 Bath	2	\$1,299	
	2x2A – 2 Bed/2 Bath	14	\$1,299	
	2x2E RIS – 2 Bed/2 Bath	4	\$1,299	
Olympus at Daybreak	4950 W Frogs Leap Dr.	315		
	1A – 1 Bed/1 Bath	44	\$1,172	
	1B – 1 Bed/1 Bath	39	\$1,205	
	2A – 2 Bed/2 Bath	156	\$1,426	
	2B – 2 Bed/2 Bath	41	\$1,352	
	3A – 3 Bed/2 Bath	35	\$1,719	
Promenade at the District	11391 River Heights Dr.	170		
	1 Bed/1.5 Bath	19	\$1,100	
	2 Bed/2 Bath	43	\$1,400	
	2 Bed/2.5 Bath	29	\$1,400	
	3 Bed/2.5 Bath	12	\$1,650	
	3 Bed/2.5 Bath	9	\$1,650	
	3 Bed/2.5 Bath	3	\$1,750	
	3 Bed/2.5 Bath Townhouse	49	\$1,550	
	4 Bed/2.5 Bath	3	\$1,850	
	4 Bed/2.5 Bath Townhouse	3	\$1,950	
Sagewood at Daybreak*	11289 Oakmond Rd.	99		
	IL Aspen – 1 Bed/1 Bath	14	\$2,995	
	IL Birch – 1 Bed/1 Bath	22	\$3,195	
	IL Cottonwood – 1Bed/1Bath	3	\$3,600	
	IL Elm – 1 Bed/1 Bath Den	6	\$3,500	
	IL Fir – 1 Bed/ 1 Bath Den	12	\$3,750	
	IL Juniper – 2 Bed/2 Bath	18	\$4,300	

	Address	Number of Units	Monthly Rental Rate	Units Under Development
	IL Hawthorn – 1 Bed/1.5 Bath	3	\$4,600	
	IL Maple – 2 Bed/2 Bath	3	\$4,550	
	IL Oak – 2 Bed/2 Bath	6	\$5,050	
	IL Spruce – 2 Bed/2 Bath Den	12	\$6,550	
San Marino Apartments	776 West Grande Rose Way	320		
	1A – 1 Bed/1 Bath	4	\$1,044	
	1B – 1 Bed/1 Bath	60	\$1,097	
	1C – 1 Bed/1 Bath	24	\$1,174	
	1D – 1 Bed/1 Bath	24	\$1,195	
	2A – 2 Bed/1 Bath	4	\$1,390	
	2B – 2 Bed/2 Bath	88	\$1,437	
	2C – 2 Bed/2 Bath	95	\$1,386	
	3A – 3 Bed/2 Bath	21	\$1,620	
San Tropez Apartments & Townhomes	11747 Siracus Dr.	332		
	1A – 1 Bed/1 Bath	48	\$1,047	
	1B – 1 Bed/1 Bath	18	\$1,107	
	1C – 1 Bed/1 Bath	18	\$1,099	
	1D – 1 Bed/1 Bath	4	\$1,172	
	1 Den – 1 Bed/1.5 Bath	2	\$1,235	
	2A – 2 Bed/2 Bath	70	\$1,336	
	2B – 2 Bed/2 Bath	67	\$1,360	
	3A – 3 Bed/2 Bath	21	\$1,559	
	Townhome 1 – 2 Bed/2 Bath	28	\$1,529	
	Townhome 2 – 2 Bed/2.5 Bath	28	\$1,480	
	Townhome 3 – 3 Bed/2.5 Bath	28	\$1,799	
South Ridge Townhomes	10668 S Monica Ridge Way	145		
	2 Bed/2.5 Bath	85	\$1,469	
	3 Bed/2.5 Bath	60	\$1,821	
Sterling Village Apartment Homes	11065 Sterling View Dr.	300		
	Essex – 1 Bed/1 Bath	75	\$1,160	
	Dover – 1 Bed/1 Bath	38	\$1,210	
	Ellington – 1 Bed/1 Bath	12	\$1,320	
	Stratton – 2 Bed/2 Bath	75	\$1,575	
	Regency – 2 Bed/2 Bath	76	\$1,430	
	Oxford – 3 Bed/2 Bath	24	\$1,660	
The Garden Apartments	10850 Beckstead Ln.	60		
	1 Bed/1 Bath	52	\$624	
	2 Bed/2 Bath	8	\$762	
Daybreak South Station				437
Resort Lifestyles Community				146
The Flats at the District				120

Source: South Jordan Planning Department

\*These apartment complexes are for customers who are 55 years of age and older

Table 8: Beds by Senior Living Complex

Summary	Units Available For Rent	Beds
Legacy House of South Jordan		82
Legacy Retirement Residence		162
Lodge at Jordan River		24
Beehive Homes of South Jordan		24
Brighton House Assisted Living		16
Carrington Court Assisted Living and Memory Care		70
Pheasant Run Alzheimer's Special Care Center		66
Riverway Assisted Living and Memory Care		64
Sagewood at Daybreak	99	101
Stonehenge of South Jordan		32
The Sheridan at South Jordan		100

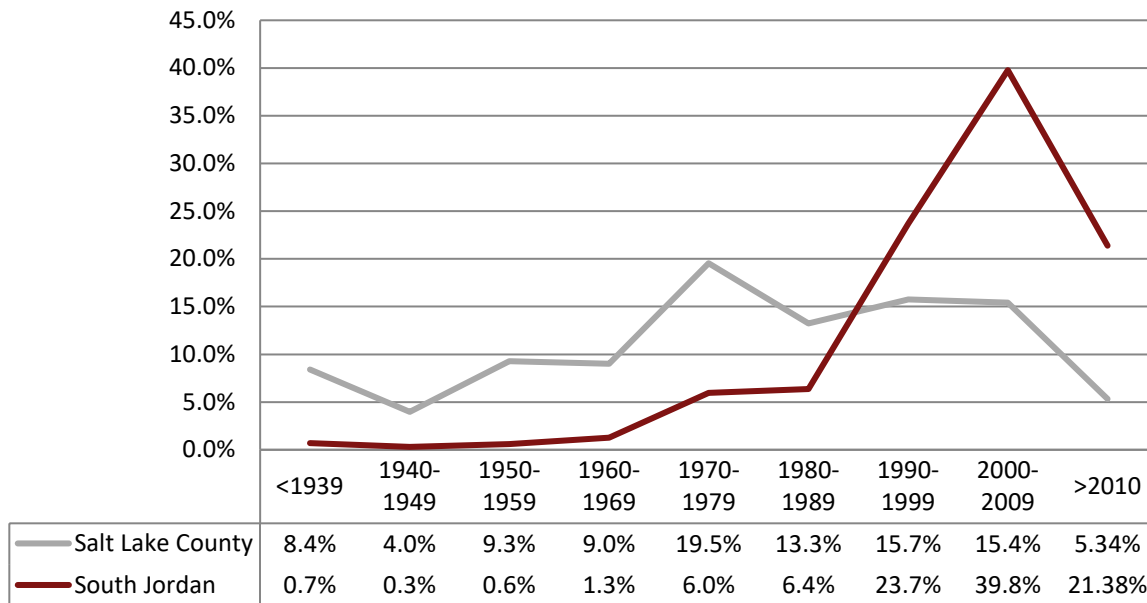
Source: South Jordan Planning Department

The ACS estimates 63 percent of all rentals have a gross rent above \$1,000 per month. The median gross rent is \$1,405, compared to the County's \$1,015.

### Housing Conditions

Due to strong population growth in the City in the last decade, much of the housing stock is newly built. 61.2 percent of housing in the City was built after 2000 and 84.8 percent after 1990, compared to only 20.8 percent of housing County-wide that was built after 2000.

Proportion of Housing Units by Year Built



Source: ACS 2017 5-Year Estimate

The Salt Lake County Assessor notes that 76.9 percent of residences are in good, very good, or excellent condition. 79.4 percent are constructed with average or good construction grades and most other units with even better construction grades.

**Table 9: South Jordan Housing Units, Grade and Condition**

Condition/Construction Grade	Units by Condition	Percentage of Units by Condition	Units by Construction Grade	Percentage of Units by Grade
Poor	3	0.0%	8	0.0%
Fair	159	0.7%	572	2.5%
Average	1,211	5.3%	11,721	51.7%
Good	3,463	15.3%	6,284	27.7%
Very Good	6,549	28.9%	216	1.0%
Excellent	7,419	32.7%	3	0.0%
No Rating	3,875	17.1%	3,875	17.1%
TOTAL	22,679	100%	22,679	100%

Source: Salt Lake County Assessor CAMA database 2019

## Housing Affordability

Utah State Code and recent legislation requires municipalities to include a plan for moderate income housing as part of a general plan. The City must outline a plan to “facilitate a reasonable opportunity for a variety of housing . . . to meet the needs of people of various income levels living, working, or desiring to live or work in the community.”<sup>14</sup> And the plan must “allow people with various incomes to benefit from and participate in all aspects of neighborhood and community life. . . .”<sup>15</sup> This Moderate Income Housing Plan (the Plan) is designed to meet these requirements.

Moderate income housing is defined by the U.S. Department of Housing and Urban Development (HUD) as “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the City is located.”<sup>16</sup> This Plan uses Area Median Income (AMI) in the Salt Lake City, UT HUD Metro Fair Market Rent Area<sup>17</sup> as determined by HUD and average household size to determine current moderate-income thresholds for an average household in the region.

### Area Median Income Levels

According to HUD, the Median Family Income (MFI or AMI)<sup>15</sup> for 2018 in the region is \$80,000 – HUD rounds up from \$79,994. The Plan will estimate housing affordability as a percentage of this AMI. A “moderate income” household at its most basic definition is at 80% AMI – an income of \$64,000 in the County. The Plan will also consider thresholds for those making 30% and 50% of AMI.

**Table 10: Income Thresholds in Salt Lake City HUD Metro Fair Market Rent Area**

Area Median Income	30% of AMI	50% of AMI	80% of AMI
\$80,000	\$24,000	\$40,000	\$64,000

<sup>14</sup> Utah Code 10-9a-403(b)(i)

<sup>15</sup> Utah Code 10-9a-403(b)(i)(B)

<sup>16</sup> This area contains Salt Lake County – terminology changed between 2017 to 2018.

<sup>17</sup> Area Median Income (AMI) is more generally used in the industry. HUD considers the terms synonymous. <https://www.huduser.gov/portal/datasets/il/il18/FAQs-18r.pdf>

Table 11 shows the HUD income limits adjusted for family size at each income threshold and for poverty definitions, which allows larger families to earn more and still qualify for services. HUD does not always use 30 percent of AMI as its lowest income level. Poverty guidelines established by the Department of Health and Human Services are used if higher than 30 percent of AMI, as is the case for the County. Calculations in this Plan will use the simple 30 percent threshold, as this is the level indicated by Utah Code and legislation guidelines. Table 11 is provided for informational and contextual reasons only.

**Table 11: Area Median Income Thresholds by Household Size**

Household Size	"Extremely Low Income"	50% of AMI	80% of AMI
1 person	\$16,800	\$28,000	\$44,800
2 persons	\$19,200	\$32,000	\$51,200
3 persons	\$21,600	\$36,000	\$57,600
4 persons	\$25,100	\$40,000	<b>\$64,000</b>
5 persons	\$29,420	\$43,200	\$69,150
6 persons	\$33,740	\$46,400	\$74,250
7 persons	\$38,060	\$49,600	\$79,400
8 persons	\$42,380	\$52,800	\$84,500

Source: HUD

Using the HUD income levels, the City has a total of 10,687 households that are considered low to moderate income households earning under the 80 percent of AMI threshold. A more comprehensive breakdown of this figure is detailed in Table 12.

**Table 12: South Jordan Low- and Moderate-Income Households**

Affordability	Number of Households	Cumulative Number of Households
<30% of AMI	1,351	1,351
30% - 50% of AMI	1,182	2,533
50% - 80% of AMI	8,154	10,687

Source: ACS 2017 5-Year Estimate, HUD, ZPFI

HUD considers an affordable monthly housing payment for either a mortgage or rent to be no greater than 30 percent of gross monthly income. This 30 percent should include utilities and other housing costs such as mortgage and hazard insurance.

Table 13 shows affordable monthly allowances at different levels of income given above but using the 30 percent income level instead of poverty definitions. Utah Code does not stipulate whether those of moderate income must be able to purchase a home, so the allowance considers affordability for gross monthly costs that include either a mortgage or rental rate. A family choosing housing would need to consider utilities and other fees for a given housing unit within this affordable range. For example, a household of four at the 80 percent AMI threshold has a gross monthly housing allowance of \$1,600. If utilities are \$300 per month,<sup>18</sup> the family can afford a rent or mortgage payment of \$1,300 per month, including taxes and interest if applicable.

<sup>18</sup> Utilities include water, sewer, storm drain, gas, electric, and garbage. This is an estimated amount; utilities vary widely based on house size, quality, season and usage.

Table 13: Monthly Housing Allowance by Household Size and AMI Thresholds

Household Size	30%	50%	80% of AMI
1 person	\$420	\$700	\$1,120
2 persons	\$480	\$800	\$1,280
3 persons	\$540	\$900	\$1,440
4 persons	\$600	\$1,000	<b>\$1,600</b>
5 persons	\$649	\$1,080	\$1,729
6 persons	\$696	\$1,160	\$1,856
7 persons	\$745	\$1,240	\$1,985
8 persons	\$793	\$1,320	\$2,113

Source: ACS 2017 5-Year Estimate, HUD, ZPFI

Translating this moderate-income affordability level to home values, a family at 80 percent of AMI can afford a home in the City up to \$234,187. This assumes utility payments at \$300 per month, average City property tax rates, insurances, a four percent interest rate, 30-year mortgage term and a 10 percent down payment. Table 14 shows the home price ranges affordable to household income categories at various interest rates. Table 15 shows the ranges specific to targeted low- and moderate-income households. Note the significant changes in affordability due to mortgage interest rates. While current interest rates are at historic lows between three and four percent, making housing much more affordable, maintaining affordability in the City would be more difficult if interest rates rise in the future.

Table 14: Affordable Home Price Ranges by Income Category and Mortgage Interest Rate

Household Income Range	Home Price Range					
	4% Mortgage		5% Mortgage		6% Mortgage	
	Low	High	Low	High	Low	High
\$10,000 to \$14,999	\$0	\$81	\$0	\$72	\$0	\$64
\$15,000 to \$24,999	\$86	\$47,857	\$76	\$42,561	\$68	\$38,108
\$25,000 to \$34,999	\$47,861	\$95,632	\$42,565	\$85,049	\$38,111	\$76,151
\$35,000 to \$49,999	\$95,637	\$167,296	\$85,054	\$148,783	\$76,155	\$133,216
\$50,000 to \$74,999	\$167,301	\$286,735	\$148,787	\$255,004	\$133,220	\$228,324
\$75,000 to \$99,999	\$286,740	\$406,175	\$255,009	\$361,226	\$228,328	\$323,432
\$100,000 to \$149,999	\$406,180	\$645,054	\$361,230	\$573,670	\$323,436	\$513,649
\$150,000 to \$199,999	\$645,058	\$883,932	\$573,674	\$786,114	\$513,653	\$703,865
\$200,000 or more	\$883,937		\$786,118		\$703,869	

Source: ZPFI

Table 15: Affordable Price Ranges by Targeted Group and Interest Rate

Household Income Range	Home Price Range							
	Income Range		4% Mortgage		5% Mortgage		6% Mortgage	
			Low	High	Low	High	Low	High
< 30% of AMI	\$0	\$24,000	\$0	\$43,084	\$0	\$38,316	\$0	\$34,307
30% to 50% of AMI	\$24,000	\$40,000	\$43,084	\$119,525	\$38,316	\$106,298	\$34,307	\$95,176
50% to 80% of AMI	\$40,000	\$64,000	\$119,525	<b>\$ 234,187</b>	\$106,298	\$208,271	\$95,176	\$186,480

Source: ZPFI

## Housing Unit Pricing and Affordability

In considering affordability, there are two types of housing costs: the costs to purchase (and likely pay a mortgage) or the rental costs of a unit. For purposes of analyzing housing costs, SFR, condo, and duplex units will be analyzed on their market value since they can be bought and sold by individual owners and are primarily owner-occupied. The affordability of these units, regardless of rental status, is analyzed based on their market value as assessed by the County. Multi-family rentals are rented from a central owner with no option for individual sale as a single unit. These units are studied by their estimated rental rates. These unique types of housing costs are presented separately and then combined for a total percentage of affordable units in the City.

### Market Value Properties – SFR, Condo and Duplex

Table 16 shows the distribution of 19,048<sup>19</sup> SFR, duplex and condo units by home value, as assessed and maintained by the Salt Lake County Assessor. The median property value is \$375,100 of these assessed values. This median value is above the affordable threshold of \$234,187. Approximately 6.9 percent (1,320 units) of these types of units – units available for sale to individual households – are within this affordability target or below. Of those, only nine units are attainable at the 50 percent affordability threshold and one at the 30 percent level.

Compared to the 2014 Housing Needs Study, overall home prices in the City have risen dramatically. In 2014, about 71 percent of homes were below \$300,000. Now only 24 percent are below that value.

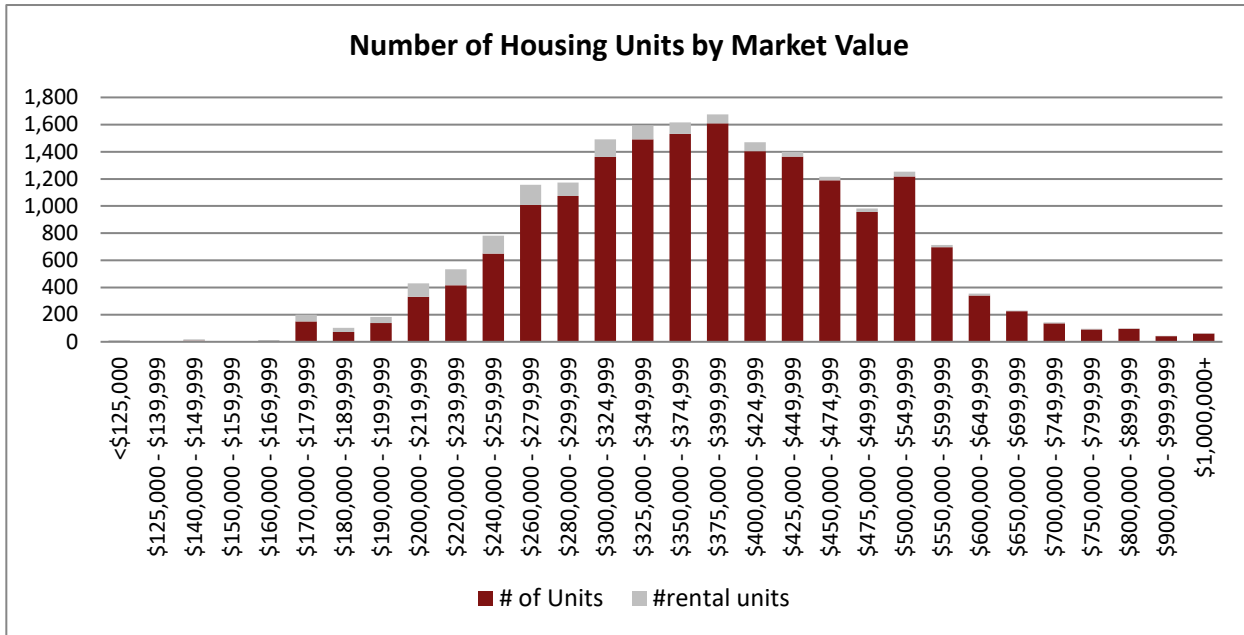
Table 16: Residential Unit Values

Home Value	# of Units	# Rental Units	% of Total	Cumulative % Total
<\$125,000	0	11	0.1%	0.1%
\$125,000 - \$139,999	0	3	0.0%	0.1%
\$140,000 - \$149,999	9	8	0.1%	0.2%
\$150,000 - \$159,999	0	4	0.0%	0.2%
\$160,000 - \$169,999	7	6	0.1%	0.3%
\$170,000 - \$179,999	149	50	1.0%	1.3%
\$180,000 - \$189,999	73	31	0.5%	1.8%
\$190,000 - \$199,999	138	46	1.0%	2.8%
\$200,000 - \$219,999	332	98	2.3%	5.1%
\$220,000 - \$239,999	416	119	2.8%	7.9%
\$240,000 - \$259,999	650	132	4.1%	12.0%
\$260,000 - \$279,999	1007	150	6.1%	18.1%
\$280,000 - \$299,999	1074	99	6.2%	24.2%
\$300,000 - \$324,999	1361	130	7.8%	32.0%
\$325,000 - \$349,999	1491	102	8.4%	40.4%
\$350,000 - \$374,999	1530	85	8.5%	48.9%
\$375,000 - \$399,999	1609	66	8.8%	57.7%
\$400,000 - \$424,999	1403	66	7.7%	65.4%
\$425,000 - \$449,999	1363	37	7.3%	72.7%
\$450,000 - \$474,999	1190	25	6.4%	79.1%
\$475,000 - \$499,999	955	27	5.2%	84.3%
\$500,000 - \$549,999	1217	37	6.6%	90.9%
\$550,000 - \$599,999	697	17	3.7%	94.6%

<sup>19</sup> 101 units in the database have no value recorded by the County and were excluded.

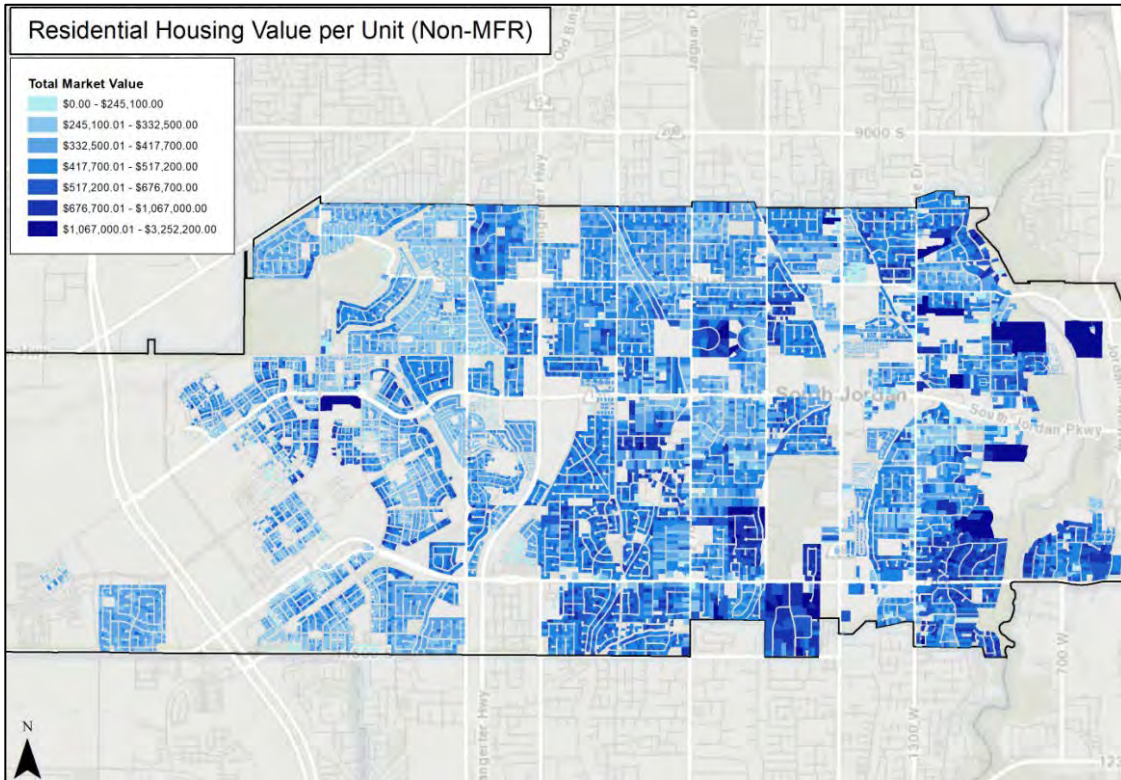
Home Value	# of Units	# Rental Units	% of Total	Cumulative % Total
\$600,000 - \$649,999	341	14	1.9%	96.5%
\$650,000 - \$699,999	225	5	1.2%	97.7%
\$700,000 - \$749,999	137	5	0.7%	98.4%
\$750,000 - \$799,999	91	6	0.5%	98.9%
\$800,000 - \$899,999	95	3	0.5%	99.4%
\$900,000 - \$999,999	42	2	0.2%	99.7%
\$1,000,000+	60	2	0.3%	100.0%

Source: Salt Lake County Parcel Database, ZPFI



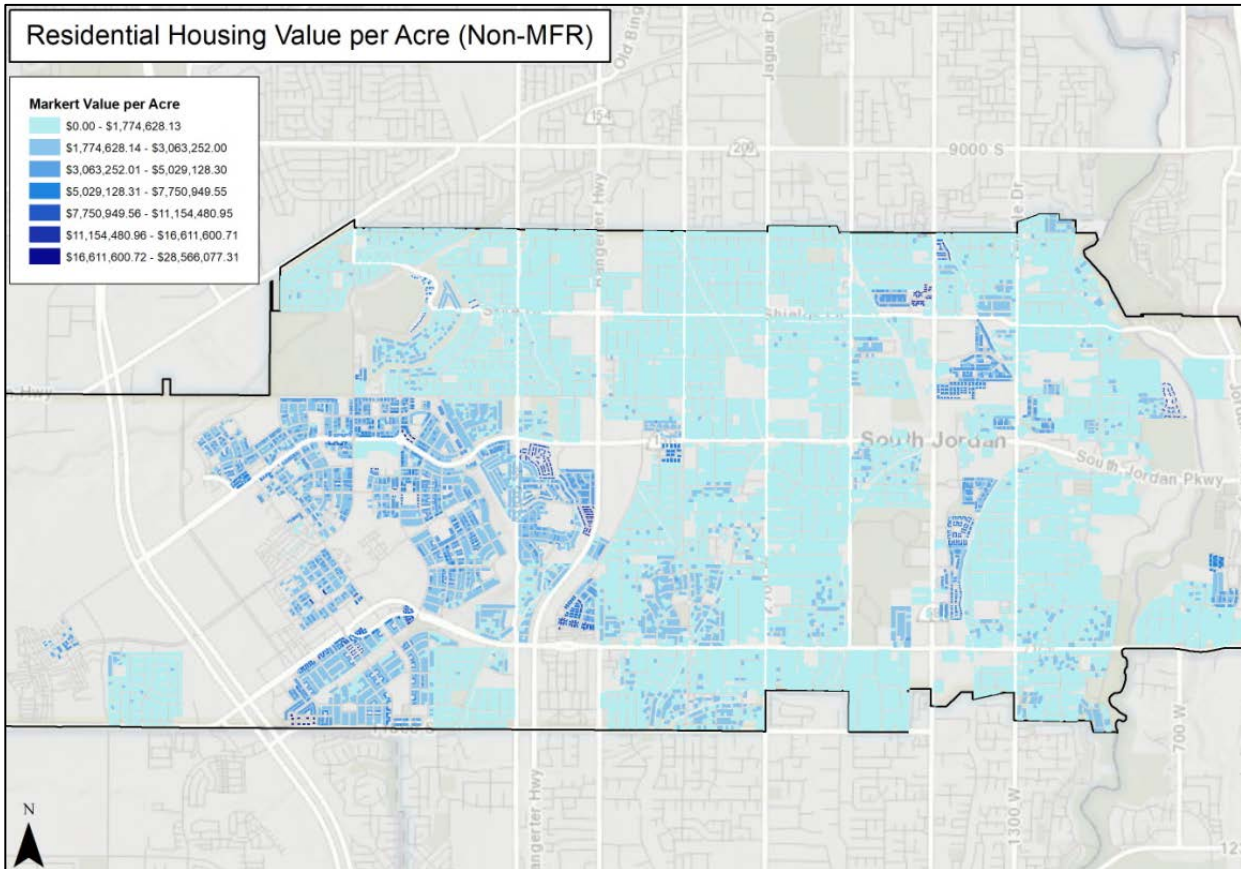
Source: Salt Lake County Parcel Database 2019

Generally, larger parcels are more expensive housing units, partially due to increased land cost but also often due to the type of larger homes generally associated with a larger lot. While these properties are valuable and provide high property tax revenue per parcel, value is more densely concentrated on smaller lots.



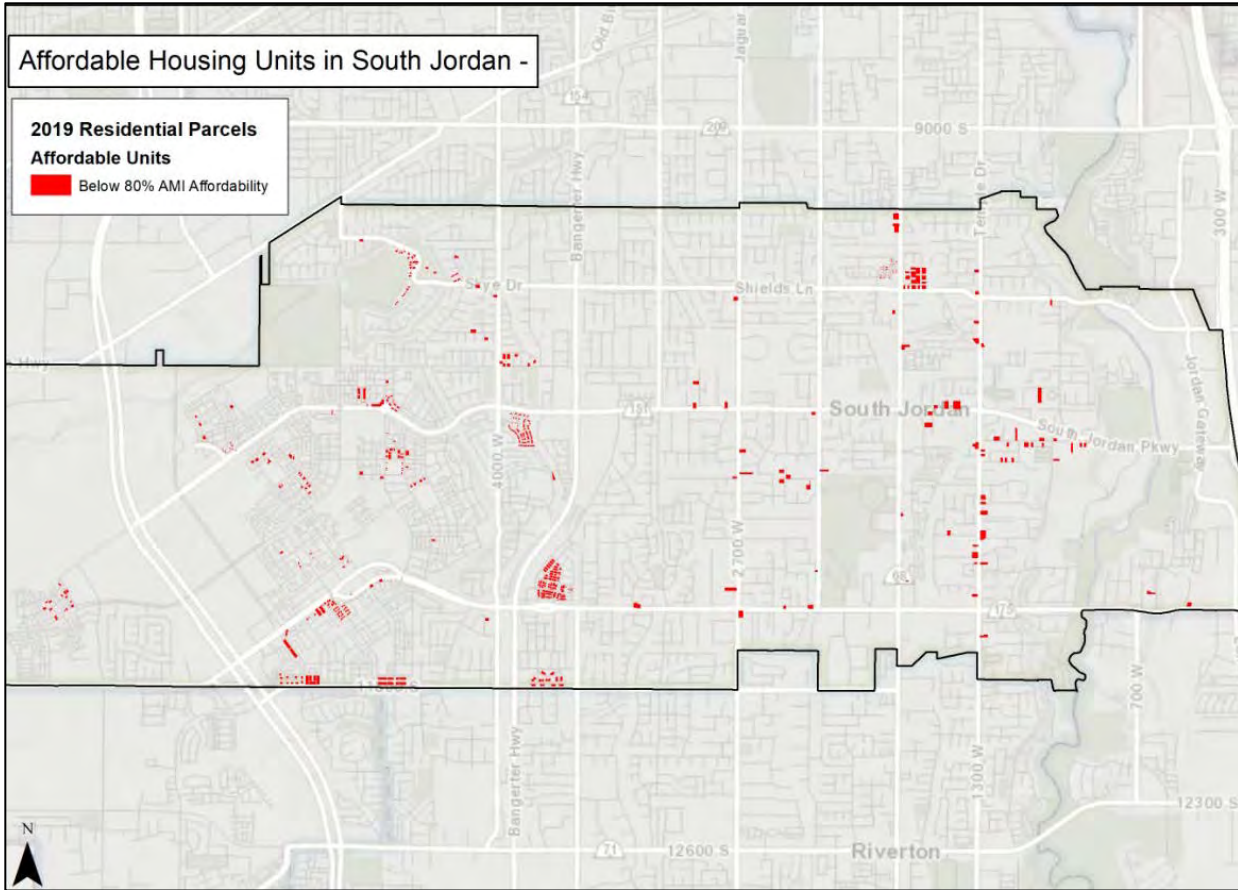
Source: Salt Lake County Recorder and Assessor Offices, 2019 Parcel Shapefile and CAMA database, Utah AGRC, ZPFI

Higher property tax revenues are available per acre in more dense housing. In general, the smaller, but high acre value properties are mostly concentrated in Daybreak. The maps below show this dichotomy throughout the City.



Source: Salt Lake County Recorder and Assessor Offices, 2019 Parcel Shapefile and CAMA database, Utah AGRC, ZPFI

The next map shows the locations of the units affordable at the 80 percent AMI or below throughout the City.



Source: Salt Lake County Recorder's Office and Salt Lake County Assessor, 2019 Parcel Shapefile and CAMA database, Utah AGRC, ZPFI

### Rental Properties – Multi-Family Complexes

A majority of multi-family apartment units are affordable for moderate income households. Rental units are important options for households that do not have down payment savings, would have trouble with loan approval, or simply for those not wishing to make a large commitment on purchasing a home. These households are often those with the highest need for affordable housing. A moderate-income household at 80 percent AMI has a monthly gross rent budget of \$1,600. The ACS estimates<sup>20</sup> that about 62.7 percent of rental units fall below this level – about 1,687 units. Of those units, 234 (8.7 percent) are attainable for households at 50 percent of AMI and 77 (2.9 percent) for those at 30 percent of AMI.

### Combined Supply and Demand

Table 17 shows the estimated number of cumulative units at each affordability threshold of all housing types – SFR, condo, duplex and apartments – and how those units match up with current demand of households within the City. There is a total of 3,007 affordable units and 10,687 low to moderate income households, indicating a shortage in supply of 7,680 affordable units in comparison to current City demographics.

Table 17: Affordable Housing Unit Availability by Income Threshold

Affordability	Cumulative Total Affordable Housing Units Available	Cumulative Percentage of Affordable Units	Cumulative Number of Households at Income Level	Cumulative Percentage of Households at Income Level	Current Cumulative Shortage
30% of AMI	78	.36%	1,351	5.9%	1,273
50% of AMI	243	1.11%	2,533	11.0%	2,290
80% of AMI	3,007	13.77%	10,687	46.5%	7,680

### Projected Housing Needs

Population growth is rapid throughout Utah and especially the Wasatch Front. The Kem C. Gardner Institute recently produced a report that found, for the first time, there are more households than household units, which is a principal reason behind skyrocketing home prices. Combined with slow wage growth, rising material costs and a shortage of skilled construction workers, any measures the City can take to actively work towards providing a diverse range of housing units will help residents and families dramatically.

A significant age gap in the City is young adults in their 20s. While part of this could be a result of lifestyle factors, it can also be indicative of the current housing supply not adequately meeting full life-cycle housing demands. Throughout the public input process of this General Plan, a common sentiment from residents is that housing is too expensive for their adult children buying or renting their first homes after moving out. Other age groups are well represented compared to County averages. Senior units were short in previous housing studies, but today there are a high number of diverse senior property types.

As the population and number of households continues to rise, the City will have greater need to provide housing that meets the needs of residents and those interested in moving to the City. The

<sup>20</sup> The proportions from the 2017 gross rent estimates are applied to the current number of multi-family apartment units, as 2017 is the most recent dataset available.

current shortage plus that additional need each year means that (assuming current distributions of household incomes) the City will have a need of 10,370 affordable housing units by 2024. A large portion of this is made up of the current shortage with an additional 505 to 560 per year until 2024. Just five years ago the City had an excess of affordable housing, but – despite best efforts by the City – housing affordability is a major statewide issue presenting challenges for all communities.

**Table 18: Projected Affordable Housing Need**

Year	Projected Total Households	Projected Total Moderate Income Households	Annual Affordable Housing Unit Need
2019	22,990	10,687	7,680
2020	24,077	11,192	505
2021	25,190	11,710	517
2022	26,332	12,241	531
2023	27,591	12,826	585
2024	28,796	13,386	560
Total Unit Need by 2024			10,379

## Financial Resources

Listed below are various funding resources available to development within the City and sources relevant to the City’s affordable and special needs. They are from a variety of local, state and federal sources.

### Local, Non-Profit, and Private Sources

#### Green & Healthy Homes Initiative Salt Lake (GHHI Salt Lake)

The County is part of the national movement to implement housing strategies for creating healthy, safe, energy efficient homes for low- to moderate-income families. The County is working with other housing providers such as Salt Lake Valley Habitat for Humanity, Community Development Corporation of Utah, Assist Inc., Utah Community Action Weatherization program, Salt Lake City Rehabilitation program, and NeighborWorks Salt Lake, as well as medical providers such as the University of Utah and Intermountain Health Care, to help make low- to moderate-income homes healthy and safe. Program partners include:

- ❖ **Assist Inc.** provides grants up to \$4,000 to cover the cost of emergency repairs and accessibility retrofits.
- ❖ **Utah Community Action Weatherization** provides a grant of up to \$6,500 to cover the cost of energy retrofits and furnace replacements.
- ❖ **Salt Lake Valley Habitat for Humanity** builds homes for low-income households and provides a zero percent interest rate. They also provide grants and loans to cover the cost of making a home lead-based-paint hazard free, radon gas hazard free, and asthma trigger free.
- ❖ **Community Development Corporation of Utah** administers several programs, including a down payment assistance program, the Idea House program, which assists with the purchase and rehab of abandoned homes and provides grants and loans to make homes healthy and safe.
- ❖ **Lead Safe Salt Lake** provides grants to make homes lead-based paint hazard free, radon gas hazard free, and asthma trigger free.

### **Rocky Mountain Community Reinvestment Corporation (AKA Utah Community Reinvestment Corporation)**

This multi-bank consortium provides financing for multi-family housing developments for low- and moderate-income households. Support includes loans, tax-exempt bonds and equity capital.

### **State Sources**

#### **Critical Needs Housing**

The most useful application to the City of this appropriation is grants to be matched against other funding sources for accessibility design and down payment assistance. These funds must be used to serve those with income at or below 125 percent of the federal poverty guideline.

#### **Olene Walker Housing Loan Fund**

This State fund is the primary source of State-level housing assistance, providing funding for rehabilitation and development of affordable and special needs housing. Funds are available for individual use for very low-income, low-income and moderate-income persons as defined by HUD. There are two programs within this fund of special interest to the City:

1. The Community Driven Housing Fund within the Olene Walker Housing Fund is specifically intended to help cities develop affordable and special needs housing. This program helps set up partnerships with developers, guides the development process, and can assist with gap financing to make affordable housing more feasible to developers. The City can use this program in direct development assistance for needs identified in this study.
2. The HomeChoice program helps low- and moderate-income households or households with a disabled member buy affordable housing. The program funds 30 percent of the purchase price through a second mortgage with a one percent interest rate. This makes monthly payments much more affordable, reducing the housing cost burden.
3. The Multi-family program provides financial assistance for the acquisition, construction, or rehabilitation of affordable rental housing of five or more units.
4. The Transportation-Oriented Development Fund provides loan guarantees for third-party financing to multi-family developers. The Board intends for these guarantee funds to revolve as loan guarantees are fulfilled. An element of the selection process is that the project targets households at less than 80 percent of AMI.
5. Individual Development Accounts: OWHLF supports savers participating in Individual Development Accounts with AAA Fair Credit. Savers receive federal and state matching funds for use in down payments and closing costs.

#### **Utah Housing Corporation (UHC)**

Created in 1975, the UHC was created through the Legislature to provide a supply of money to make mortgage loans and reasonable interest rates. The UHC also partners with developers and investors to use State and Federal Tax Credits and bond financing on multifamily projects for low- income families, senior citizens and more. Additionally, UHC administers Low Income Housing Tax Credits. These credits are a dollar for dollar reduction of tax liability for owners and investors of low- income housing for ten years. The amount of the credit is based on the costs of the project and the number of units that will be reserved for low-income households.<sup>21</sup>

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<sup>21</sup> <https://utahhousingcorp.org/about/programs>

## Federal Sources

### **Community Development Block Grant Program (CDBG)**

This federal program provides communities with resources to address a wide range of community development needs, including housing projects. Numerous local entities receive a portion of these funds, including Assist Inc. and the Community Development Corporation of Utah.

### **Low-income Housing Tax Credit Program (LIHTC)**

This federal program can assist housing developers in the development of affordable rental projects for low- and moderate-income households. The City can assist in partnerships with developers in receiving these grants.

### **Section 8 Certificates and Vouchers**

The Section 8 program provides assistance to individual households to subsidize housing costs where housing would otherwise be unaffordable. This program provides diversity and distribution of low-income households, rather than segregation and concentration in dedicated housing developments.

### **HOME Investment Partnership Program Allocations**

This federal money is appropriated through the State and county consortiums through the Utah Department of Housing and Community Development. At the State level, this program performs competitive funding rounds where developers can submit applications for assistance for affordable housing projects.

### **HUD Section 811 – Supportive Housing for Persons with Disabilities**

This program provides funding to develop and subsidize rental housing with the availability of supportive services for low-income adults with disabilities. Assistance through this program comes in two forms: 1) Capital Advances and 2) Project Rental Assistance. Capital Advances are interest-free capital advances to nonprofit sponsors to finance the development of rental housing. It can finance the construction, rehabilitation, or acquisition of a property. The advance does not have to be repaid if the property remains available to low-income persons with disabilities for 40 years. While the property should provide services such as case management, independent living training, and employment assistance, use of these services is not required as a condition of occupancy. Rental assistance contracts cover the difference between the HUD approved operating cost and the amount the residents pay – usually 30 percent of adjusted income. The initial term of these contracts is three years and can be renewed if funds are available.

### **HUD Section 202 – Supportive Housing for the Elderly**

Much like the Section 811 program, Section 202 provided capital advances for the construction, rehabilitation or acquisition for low-income elderly, including the frail elderly. Terms and options are also similar to section 811 with capital advances and rental assistance.

### Other Sources Available to Individuals and Households

There are hundreds of other programs available to individuals and households needing assistance with affordability or special needs. While these programs are not available for direct involvement or use by the City, they are available to help individuals and households close the affordability gap or find funding for special needs in housing. Some of these programs include:

- ❖ Utah Technology Assistive Foundation
- ❖ Emergency Shelter Grants Program
- ❖ HUD's 203K Rehabilitation Program
- ❖ Programs through the Community Development Corporation of Utah
- ❖ Utah Affordable Housing Database
- ❖ Making Home Affordable Program
- ❖ Programs through Salt Lake Community Action Program
- ❖ Programs through the Housing Authority of the County of Salt Lake
- ❖ Programs through the Housing Authority of Salt Lake City
- ❖ Salt Lake Valley Habitat for Humanity
- ❖ Utah Nonprofit Housing Association
- ❖ HomeChoice Loan Program
- ❖ Home Energy Assistance Target Program
- ❖ Community Development Corporation of Utah
- ❖ NeighborWorks
- ❖ Wasatch Front Regional Council
- ❖ Utah Community Reinvestment Corporation
- ❖ National Association of Homebuilders
- ❖ Homebuilder Association of Utah
- ❖ Many other nonprofit agencies through Utah and the Country

### Goals, Policies & Strategies

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As a result of the rising statewide housing prices, the Utah State Legislature passed SB34 in the 2019 Legislative Session stipulating strategies that municipalities shall take to encourage and facilitate affordable housing, requiring three or more from a list of possible strategies. This year the legislation did not include funding, but may in future years; State transportation funds, however, are tied to this requirement.

The following is the list of required strategies from SB34, of which the City must choose at least three. In addition to choosing at least three strategies, because the City has fixed guideway public transit stations, it must also implement strategies "G" or "H" regarding development around transit corridors.

SB34 Affordable Housing Strategies:

- (A) rezone for densities necessary to assure the production of moderate-income housing;
- (B) facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of moderate-income housing;
- (C) facilitate the rehabilitation of existing uninhabitable housing stock into moderate income housing;
- (D) consider general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the city;
- (E) create or allow for, and reduce regulations related to, accessory dwelling units in residential

- zones;
- (F) allow for higher density or moderate-income residential development in commercial and mixed- use zones, commercial centers, or employment centers;
  - (G) encourage higher density or moderate-income residential development near major transit investment corridors;
  - (H) eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities;
  - (I) allow for single room occupancy developments;
  - (J) implement zoning incentives for low to moderate income units in new developments;
  - (K) utilize strategies that preserve subsidized low to moderate income units on a long-term basis;
  - (L) preserve existing moderate-income housing;
  - (M) reduce impact fees, as defined in Section 11-36a-102, related to low and moderate income housing;
  - (N) participate in a community land trust program for low- or moderate-income housing;
  - (O) implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality;
  - (P) 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;
  - (Q) apply for or partner with an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity;
  - (R) apply for or partner with an entity that applies for affordable housing programs administered by the Department of Workforce Services; and
  - (S) apply for or partner with an entity that applies for programs administered by an association of governments established by an Interlocal Cooperation Act under Title 11, Chapter 13 of Utah Code;
  - (T) apply for or partner with an entity that applies for services provided by a public housing authority to preserve and create moderate income housing;
  - (U) apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance;
  - (V) utilize a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency; and
  - (W) any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80% of the area median income.<sup>22</sup>

It is important to note that the City has already established many of these suggested strategies. For example, the City actively pursues transit-oriented and higher-density development near its transit stops. City ordinances allow parking requirements to be reduced for these types of developments, and the City has approved parking requirement reductions in many of these developments.

The City has been a leader in the State with its Daybreak community which offers a wide range of housing product, lot sizes and shared community spaces. As this report shows, this has made the Daybreak area relatively more affordable, on a unit basis, than other areas in the City. During the recession that commenced approximately ten years ago, the City did not experience the reduction in residential building permits to the same extent as surrounding communities. This was due to the availability of smaller and more affordable units in the City.

<sup>22</sup> Senate Bill 34 Affordable Housing Modifications

## Goals and Strategies

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Overall, housing supply in the City is in good condition and growing at a steady rate. The City is not immune from trends seen throughout the County, and affordable housing is becoming harder to find due to the overall increase in the average price of homes in the City. Therefore, the City may do well to primarily concentrate on increasing the number of affordable housing units. In this regard, the City can take many steps to promote safe, healthy, and attractive housing in a range of types, styles, and prices.

### Affordable Housing Development

**Goal:** Ensure development of well-designed housing that qualifies as Affordable Housing to meet the needs of moderate-income households within the City.

*Strategy:* Plan for smaller single-family housing units in a medium-density residential (8 units per acre) development which also have appealing aesthetic qualities to allow for an affordable housing option that has a high-quality feel.

*Strategy:* Implement zoning/density incentives for including planned moderate-income housing within new developments.

*Strategy:* Allow accessory units in additional areas of the City (Menu Item E).

*Strategy:* Provide a plan and opportunities for mixed-use development near transit that includes affordable housing (Menu Item G).

*Strategy:* Reduce parking requirements for transit-oriented development (Menu Item H).

*Strategy:* Utilize a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency (Menu Item V).

### Housing Product Diversity

**Goal:** Promote the development of diverse housing types which provide life-cycle housing for a full spectrum of users.

*Strategy:* Facilitate zoning that allows for multiple housing types (multi-family, single-family, “senior,” etc.) to be built in appropriate areas with the requirement that they adhere to similar visual standards and incorporate open areas which appeal to family gatherings and activities.

*Strategy:* Encourage multi-family developments with a diversity of unit types with unique building features (building architecture, height, façade, etc.) to avoid a monotonous visual appearance. Some examples of these development types could be townhomes, condos, and “mansion apartments” or apartments which appear to be one large single-family residence but house multiple housing units.

*Strategy:* Require or encourage the inclusion of “senior” and “empty nester” housing with approved mixed used developments instead of grouped together. Examples of these units would include condos and townhomes which fit the overall visual standard of the neighborhood.

## Neighborhoods

**Goal:** Maintain existing and well-maintained single-family residential neighborhoods.

*Strategy:* Schools, churches, libraries, fire stations, and other public buildings and structures, located in residential areas, should provide attractive and well-maintained landscaping.

*Strategy:* Industrial and other non-compatible activities should not be permitted or allowed to expand or encroach upon residential neighborhoods.

*Strategy:* Adopt and enforce ordinance requiring land owners to keep their property free of weeds, junked vehicles and equipment, unsightly buildings, trash, and other debris.

*Strategy:* Continue to maintain curbs, sidewalks, walkways, and street lighting to maintain walkability and install these features if existing neighborhoods lack such features.

**Goal:** Facilitate the growth of new, safe, and well-planned neighborhoods within the City.

*Strategy:* Ensure that all new developments include provisions for safe mobility (pedestrian and vehicular) by incorporating street lighting, sidewalks, and proper storm drainage and gutter systems.

*Strategy:* Put proper zoning in place to allow for appropriate growth of existing neighborhoods with new housing units.

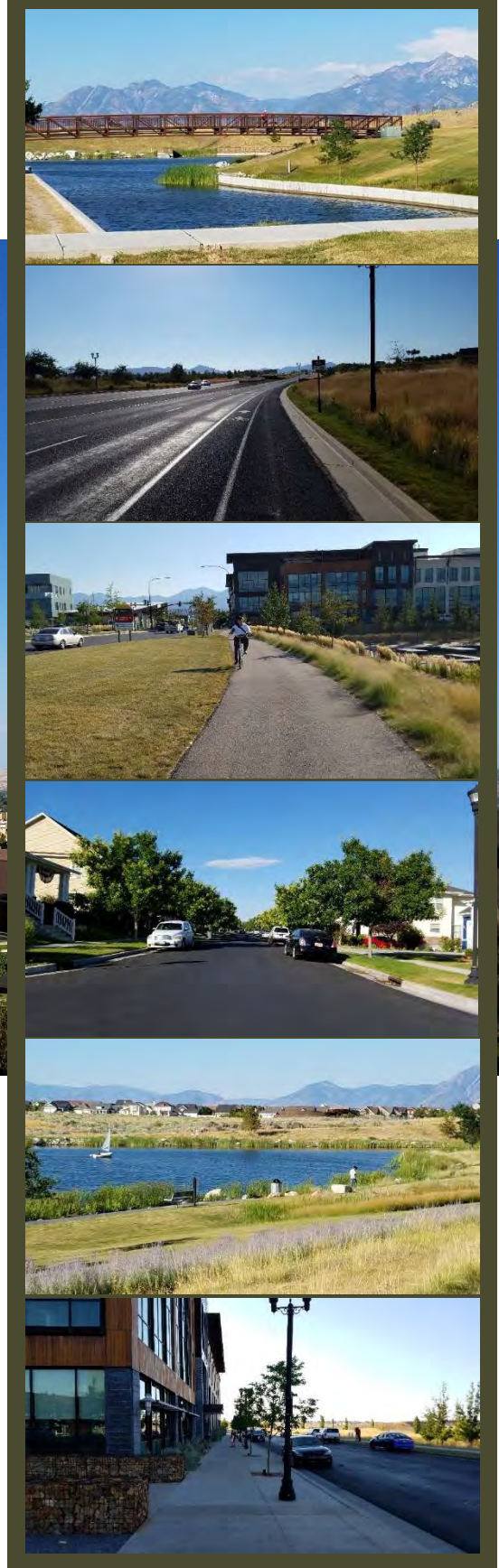
*Strategy:* Avoid mobility problems by reviewing proposed developments for mobility issues to avoid neighborhoods with “dead-ends.” All new developments should include multiple access points to allow residents flexibility in traveling in and out of neighborhoods.

# Appendix B Transportation Master Plan



# South Jordan

## Transportation Master Plan



**HALES**  **ENGINEERING**  
innovative transportation solutions

**Parametrix**  
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**LEWIS YOUNG**  
ROBERTSON & BURNINGHAM, INC.

**WCEC**  
ENGINEERS

Adopted: September 17, 2019

## EXECUTIVE SUMMARY

South Jordan City continues to see rapid growth with the construction of the Daybreak Development and many other residential and commercial developments. South Jordan is located in Salt Lake County, Utah, on the west side of Interstate-15 between 9400 South and 11800 South. South Jordan is bordered by West Jordan to the north, Sandy to the east, Draper to the southeast, Riverton to the south, and Herriman to the southwest. Directly west of South Jordan is unincorporated Salt Lake County.

The purpose of this Transportation Master Plan (TMP) is to plan for the future multi-modal transportation needs of South Jordan City given the current future land use plans. This version of the TMP serves as an update to the previous TMP that was completed in 2010. The following are the key findings of this TMP:

### South Jordan Characteristics

The population in South Jordan has grown exponentially in recent years, nearly doubling every 10 years from 1970 to 2010 to a current population of approximately 70,954 people (2017). There are over 20,000 households in the City and over 32,000 of the residents are employed. The average commute time for residents is approximately 25 minutes, and 75 percent of commuters travel in a personal vehicle.

### Roadway Network

All City roadways are currently operating at acceptable levels of service. Some segments of UDOT roadways (SR-151 and SR-175) are operating poorly. UDOT is already planning additional widening on SR-151 but will need to also plan for widening on SR-175.

Future traffic volumes were estimated using travel demand modeling. It is anticipated that City roadways such as Bacchus Highway, South Jordan Parkway, 4000 West, 1300 West, 11800 South, 9800 South, Old Bingham Highway, and new roadways in the Daybreak Development will operate poorly in 2024 and/or 2040. The recommended City improvements for 2024 and 2040 are listed in Tables ES-1 and ES-2, respectively. Planned and proposed projects for UDOT roadways are listed in the report. A map of the proposed future roadway network in 2040 conditions is shown in Figure ES-1.

### Alternative Modes

The existing transit system includes commuter rail, light rail, bus, and flex routes. The future transit projects include four bus rapid transit routes and an extension of the Red TRAX line to the south.

The City has several existing bike routes with a high potential for an extensive trail system. Future recommendations for bike routes include buffered bike lanes on 9800 South and 1300 West, as well as several trails along the canals in the City.



**Table ES-1: Recommended 2024 City Improvements**

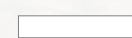

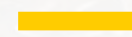
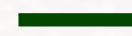
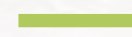
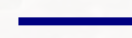
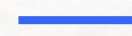

2024 City Improvements				
Project Number	Description	Improvement Type	# of Lanes	
			Existing	Proposed
1	Bacchus Hwy: Old Bingham Hwy to South Jordan Pkwy	Widening	2 lanes	3 lanes
2	Bacchus Hwy: South Jordan Pkwy to 11800 S	New Road	-	3 lanes
3	Prosperity Rd: South Jordan Pkwy to 11800 S	New Road	-	3 lanes
4	River Front Pkwy: 11400 S to 11050 South	Widening	2 lanes	5 lanes
5	South Jordan Pkwy: Bacchus Hwy to MVC	New Road	-	5 lanes
6	Shields Ln / 1300 W: Intersection	Intersection	-	-
7	4000 W: 11400 S to 9400 S	Widening	3 lanes	5 lanes
8	4000 W / South Jordan Pkwy Intersection	Intersection	-	-

**Table ES-2: Recommended 2040 City Improvements**




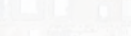
2040 City Improvements				
Project Number	Description	Improvement Type	# of Lanes	
			Existing	Proposed
12	Bacchus Hwy: Old Bingham Hwy to 11800 S	Widening	3 lanes	5 lanes
13	Prosperity Rd: Old Bingham Hwy to South Jordan Pkwy	Widening	2 lanes	3 lanes
14	1300 W: 11400 S to 9400 S	Widening	3 lanes	5 lanes
15	11800 S: Kitty Hawk Rd to Bacchus Hwy	Widening	3 lanes	5 lanes
16	Bingham Rim Rd: 11800 S to MVC	Widening	2 lanes	3 lanes
17	Old Bingham Hwy: Bacchus Hwy to MVC	Widening	2 lanes	5 lanes
18	11800 S: MVC to Bangerter Hwy	Widening	3 lanes	5 lanes
19	11400 S: Oquirrh Lake Rd to Bangerter Hwy	Widening	5 lanes	7 lanes
20	South Jordan Pkwy: 4800 W to Bangerter Hwy	Widening	5 lanes	7 lanes
21	Shields Ln: Redwood Rd to Jordan Gateway	Widening	3 lanes	5 lanes

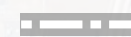
**Key\***

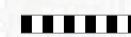
**South Jordan City**

-  Freeway / Expressway
-  Arterial (7 Lanes)
-  Arterial (5 Lanes)
-  Major Collector (5 Lanes)
-  Major Collector (3 Lanes)
-  Minor Collector (3 Lanes)
-  Minor Collector (2 Lanes)
-  Local Street (2 Lanes)

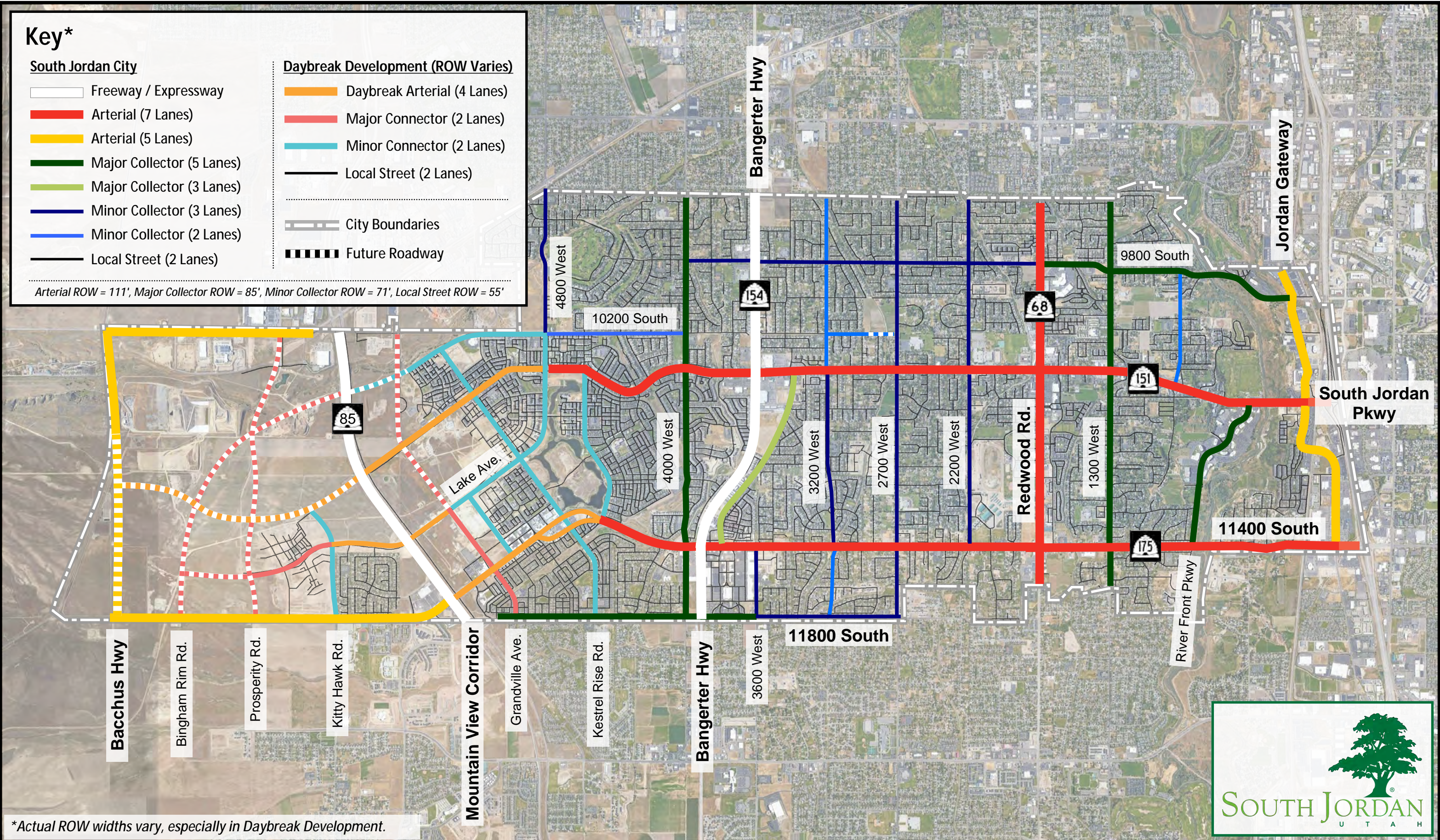
**Daybreak Development (ROW Varies)**

-  Daybreak Arterial (4 Lanes)
-  Major Connector (2 Lanes)
-  Minor Connector (2 Lanes)
-  Local Street (2 Lanes)

 City Boundaries

 Future Roadway

*Arterial ROW = 111', Major Collector ROW = 85', Minor Collector ROW = 71', Local Street ROW = 55'*



*\*Actual ROW widths vary, especially in Daybreak Development.*



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---

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Tamara Zander, *City Council – District 4*  
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## GLOSSARY OF TERMS

---

ADT	Average Daily Traffic
AWSC	All-Way Stop-Controlled
BRT	Bus Rapid Transit
CFI	Continuous Flow Intersection
CFP	Capital Facilities Plan
DDI	Diverging Diamond Interchange
HAWK	High-Intensity Activated Crosswalk
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
LOS	Level of Service
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NTM	Neighborhood Traffic Management
ROW	Right-of-way
RTP	Regional Transportation Plan
SPUI	Single-Point Urban Interchanges
TAZ	Traffic Analysis Zones
TDM	Travel Demand Model
TDM	Transportation Demand Management
TIS	Traffic Impact Study
TMP	Transportation Master Plan
TRB	Transportation Research Board
TSM	Transportation System Management
TWLTL	Two-Way Left-Turn Lane
TWSC	Two-Way Stop-Controlled
UDOT	Utah Department of Transportation
UTA	Utah Transit Authority
VMT	Vehicle-Miles Traveled
WFRC	Wasatch Front Regional Council

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# I. INTRODUCTION

## A. OVERVIEW

Since being incorporated as a town in 1935, South Jordan City has experienced exponential growth year after year, growing into a City with a population of over 70,000 people. With this growth comes many challenges and opportunities to provide safe and efficient transportation for the citizens of South Jordan.

The City continues to see rapid growth with the construction of the Daybreak Development and many other residential and commercial developments. The purpose of this Transportation Master Plan (TMP) is to plan for the future multi-modal transportation needs of South Jordan City. This follows the Mission of South Jordan City in “planning for the future.”

South Jordan is located in Salt Lake County, Utah, on the west side of Interstate-15 between 9400 South and 11800 South. South Jordan is bordered by West Jordan to the north, Sandy to the east, Draper to the southeast, Riverton to the south, and Herriman to the southwest. Directly west of South Jordan is unincorporated Salt Lake County. A vicinity map of South Jordan City is shown in Figure 1.

### CITY MISSION

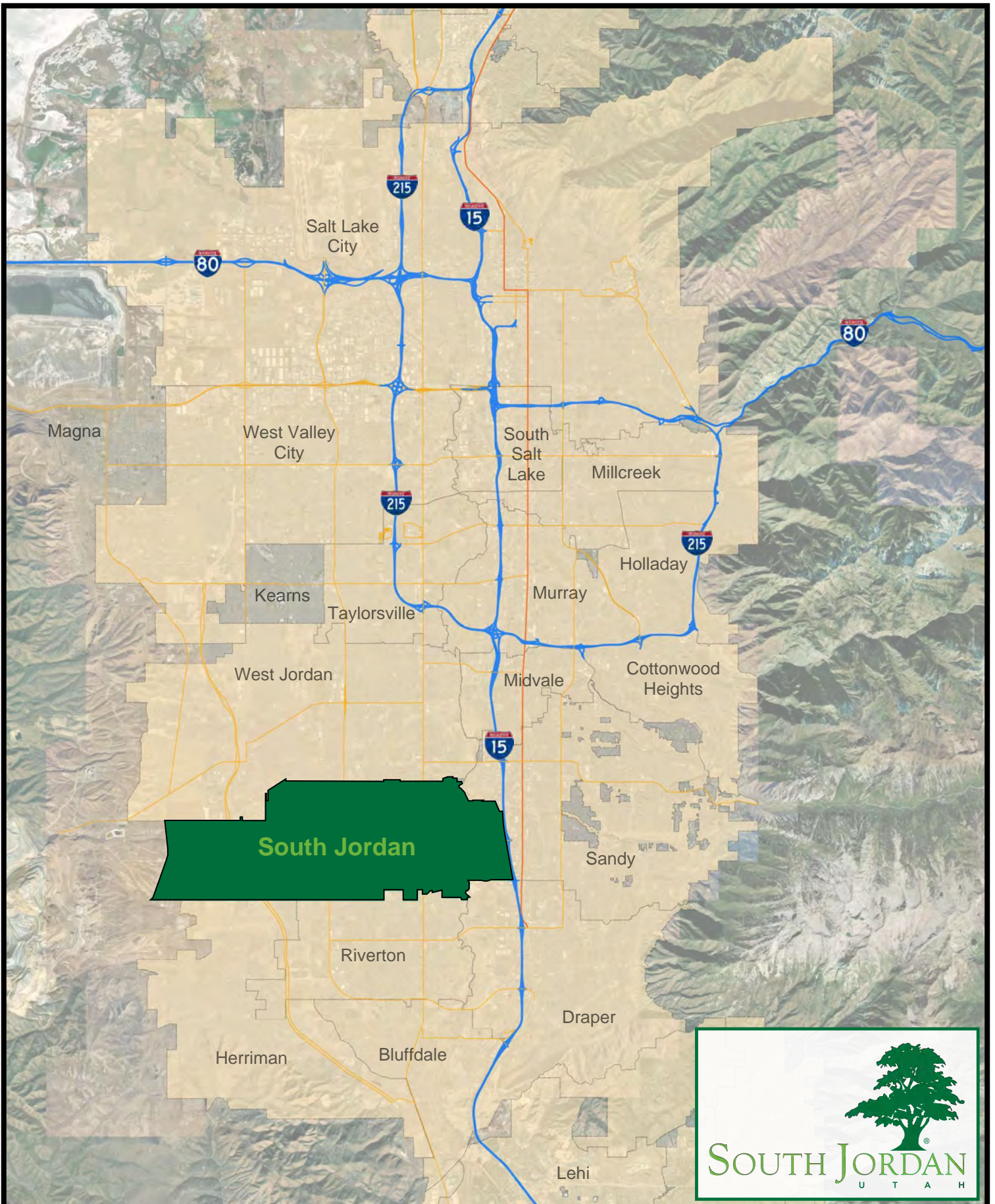
“South Jordan City provides service oriented, responsible government, consistent with the community’s values, priorities and expectations for a high quality of life, enhancing the City’s fiscal health, providing professional and innovative services, and managing the City’s resources, while planning for the future.”

### STRATEGIC PLAN

- Safe Community
- Engaged Community
- Desirable Amenities & Open Space
- Economic Development
- Balanced Regulatory Environment
- Civic Development
- Sustainable Growth
- Fiscal, Responsible Governance

This TMP addresses several goals that have been identified in the South Jordan City Strategic Plan:

- Safe Community – Active transportation facilities are discussed to ensure safe, walkable areas.
- Desirable Amenities & Open Space – The City trail system is reviewed, and improvements are recommended.
- Economic Development – Roadway infrastructure projects are recommended to provide capacity for future economic development.
- Balanced Regulatory Environment – This TMP meets state and federal planning standards.
- Civic Development – Future infrastructure projects are recommended to meet transportation needs.



## CITY VISION

“We are a family-oriented community, founded upon principles of accountability, integrity, industry, and innovation with an unwillingness to compromise in securing a sustainable environment for future generations.”

The South Jordan City TMP is being updated with the most current land use plans. Because of large and often unpredictable growth in the City, it is necessary to update this TMP periodically. The most recent TMP was completed by a consultant team led by Hales Engineering LLC in February 2010. The latest travel forecasting methodologies were utilized for this TMP update, including the use of the latest 2040 travel demand model (TDM) which has been adopted by the Wasatch Front Regional Council (WFRC), the local Metropolitan Planning Organization (MPO).

Key to planning for South Jordan’s transportation needs is an understanding of the city’s goals and policies related to transportation. Concurrent with the development of this TMP is an

update to the South Jordan General Plan. The General Plan has a transportation element that gives an overview of transportation needs and standards. This TMP provides additional details regarding the City’s transportation needs, including future demand and improvements. The TMP expands the vision for the General Plan into actionable mobility-related goals and objectives to guide South Jordan’s near- and long-term transportation investments.

As a component of the General Plan, the TMP provides an integrated approach to planning for all modes of our transportation system and recognizes how access and mobility are essential to quality of life for South Jordan residents and visitors. Additionally, South Jordan’s land use policies and patterns are key factors influencing the motivation for people to drive, walk, and bike or access transit. Improvement in these areas must be integrational with the General Plan goals to support the overall system. Through a coordinated effort and discussions with the City Staff, the goals and policies in the General Plan, although not officially adopted, have been incorporated into the development of this plan.

## II. SOUTH JORDAN CHARACTERISTICS

### A. PURPOSE

---

The purpose of this section is to discuss the existing and projected future land use and demographics of South Jordan City. The land use and demographics characteristics are used in the travel demand modeling to project future traffic volumes and determine future transportation needs in the City.

### B. LAND USE

---



This section discusses plans for existing and future land use in South Jordan City. Land use is a good predictor of transportation trends and demand. Therefore, it is important to identify existing and future land use when planning for transportation needs. The zoning and future land use maps can be found at the following website:

<http://www.sjc.utah.gov/planning-zoning/>

Most of South Jordan City is zoned for residential land uses. 31 percent of the City area is zoned for the Daybreak Development (64 percent of which is residential use). Another 46 percent of the City is zoned for residential uses. Therefore, nearly two-thirds of the City has been planned for residential use. Other key land uses in the City are commercial, industrial, and mixed-use.

### C. DEMOGRAPHICS

---

This section discusses the demographics of South Jordan City and provides helpful information about how people live, work, and play. These characteristics have a direct impact on the transportation needs of the City. The existing demographics data come primarily from U.S. Census data, including the American Community Survey results.

#### 1. Population



The population in South Jordan has grown exponentially in recent years, nearly doubling every 10 years from 1970 to 2010. According to the U.S. Census the population in 2010 was 50,418. It is estimated that the population in 2017 was 70,954.

**Population (2017):**

**70,954**

The median age of the population is approximately 32.7 years, and approximately 36 percent of the population is 20 years or younger. The population is predominantly white, accounting for approximately 90 percent. Approximately five percent of the population is Hispanic or Latino.

**Median Age:**

**32.7**

## 2. Households



Similar growth has occurred for the number of households in South Jordan. According to the U.S. Census, the number of households in South Jordan was 7,507 in the year 2000 (up from 2,785 in 1990). The estimate for households in 2010 was approximately 12,900, and it is estimated that there were 20,214 housing units in 2017. Therefore, it is estimated that there are approximately 3.5 persons per household.

Approximately three-fourths of the housing units are single-family detached homes, and the rest are primarily townhome or apartment/condo units. Over 60 percent of the homes have been built since the year 2000. Related to transportation demand, approximately 97 percent of households have at least one vehicle available for use, and approximately one-third of households have at least three vehicles.

**Households (2017):**

**20,214**

## 3. Employment & Journey to Work

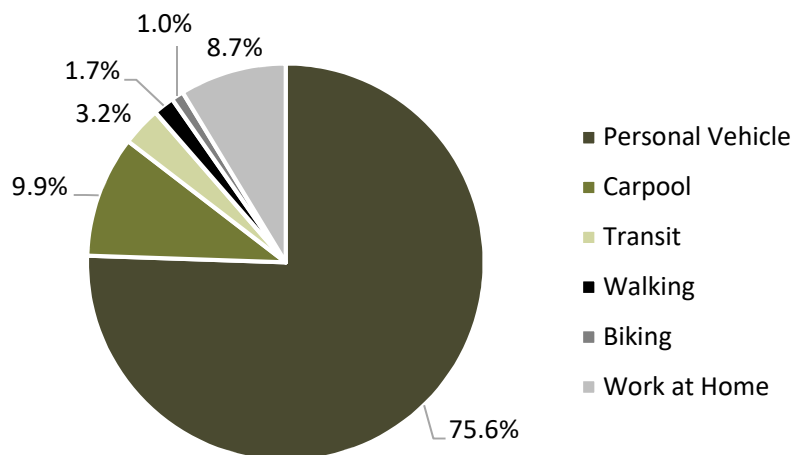


As of 2017, over 32,000 South Jordan residents were employed, and the median household income was nearly \$100,000. Unlike population, the employment opportunities have not seen significant growth until the last few years. South Jordan has seen an increase in regional retail developments and office developments along I-15, Bangerter Highway, and River Front Parkway. The Daybreak Development also has plans to become a significant retail and employment center.

Data were collected from the U.S. Census American Community Survey results for South Jordan to determine the mode split in the City. The recent mode split in the City based on survey results from 2013 to 2017 is shown in Figure 2.

**Employees (2017):**

**32,004**



**Figure 2: South Jordan mode split**

As shown, approximately three-fourths of workers drive alone in a personal vehicle to work. Approximately 10 percent carpool and three percent ride transit. It is anticipated that as transit, pedestrian, and bicycle facilities improve in the city the percentage of personal vehicle usage for commuting will decrease.

Avg. Commute:

**24.8 min.**

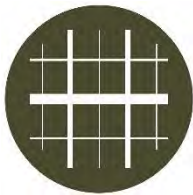
Approximately 50 percent of workers leave between 7:00 and 9:00 a.m. to travel to work. The average commute time to work for South Jordan residents is 24.8 minutes.

### III. ROADWAY NETWORK

#### A. PURPOSE

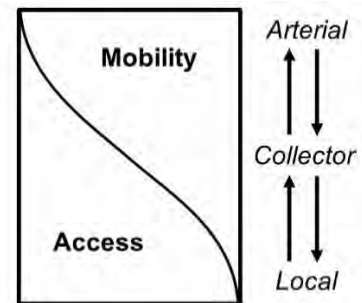
The purpose of this chapter is to discuss the characteristics and needs of the existing and future roadway networks. Recommendations for future improvements are discussed as well, based on the future projections. The analysis methodologies and models that were used are also discussed.

#### B. FUNCTIONAL CLASSIFICATION



Roads are categorized into a hierarchal system and given a functional classification based on right-of-way (ROW) width. The higher a street classification, the more mobility it provides with limited access. Lower street classifications have less mobility, but more access. The four major classifications of

South Jordan City roadways used in this TMP are arterials, major collectors, minor collectors, and local streets.



The following are the four typical street classifications for South Jordan City roadways:

- Arterial – An arterial roadway has high mobility and little access. Due to its high mobility, an arterial provides connections between communities and is used for longer trips. Most access to arterials is usually provided at signalized intersections, although some unsignalized accesses are also allowed. Arterials have typical ROW widths of 111 feet and five to seven travel lanes.
- Major Collector – A major collector roadway provides both mobility and access and provides connections between minor collector and arterial roadways. Major collectors are often used for moderate length trips within a community. Major collectors have typical ROW widths of 85 feet and three to five travel lanes.
- Minor Collector – A minor collector roadway provides both mobility and access and provides connections between local and major collector roadways. Minor collectors are often used for moderate length trips within a community. Minor collectors have typical ROW widths of 71 feet and two to three travel lanes.
- Local Street – A local street can provide full access to all adjacent land uses and provides little mobility. Trips on local streets are typically very short and usually are between one land use and the nearest collector street. City local streets have typical ROW widths 55 feet and two travel lanes.

Roadways in the Daybreak Development have been designed with unique cross-sections that vary from the other roadways in the City. In general, the cross-sections are kept to minimum widths. Many of the roadways also have bulb-outs to calm traffic and provide safe crossings for pedestrians. Overall, these features promote walkability and safety in the unique Daybreak Development. Unlike the other City roadways, the Daybreak roadways have varying ROW widths.



The following are the four street classifications for roadways within the Daybreak Development:

- **Arterial** – An arterial roadway has relatively high mobility. An arterial provides connections between villages within the Daybreak Development. Arterials generally have wide raised medians between traveling directions. Arterials typically have four travel lanes, shoulders for parking or turning, and left-turn lanes at some intersections.
- **Major Connector** – A major connector roadway provides both mobility and access. Major connectors are often used for moderate-length trips within the Daybreak Development. Major connectors typically have two travel lanes, shoulders for parking, and left-turn lanes at some intersections.
- **Minor Connector** – A minor connector roadway primarily provides access and serves as a connection between local and major connector roadways. Minor connectors are often used for short-length trips within the Daybreak Development. Minor connectors typically have two travel lanes and bulb-outs at intersections.
- **Local Street** – A local street provides full access to all adjacent land uses and little mobility. Trips on local streets are typically very short and usually are between one land use and the nearest connector street. City local streets typically have two travel lanes.

A summary of the South Jordan and Daybreak Development roadway classifications is shown in Table 1. Typical cross-sections were designed for each of the South Jordan City and Daybreak Development street classifications. These are shown in Figures 3 through 8. These cross-sections do not necessarily match existing roadway cross-sections but are recommended cross-sections for new and improved roadways in the future. Bike treatments are not included in these concepts and may require additional ROW and/or pavement. The colors shown in Table 1 correspond to colors shown in both the cross-section figures and the roadway network figures shown later in the document.

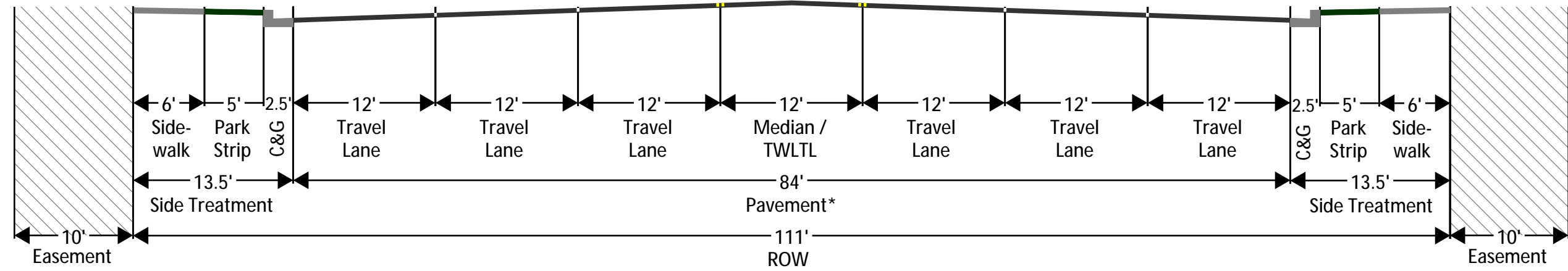
Daybreak Development is a uniquely planned area, and the roadway cross sections vary throughout. The analysis completed for this master plan include recommendations for three-lane roadways within the Daybreak Development. This could be accomplished by a two-lane roadway with full turn pockets at all intersections and major accesses. The cross sections, and intersection needs with Daybreak Development are unique and should be approved by the City Engineer on an individual basis.

**Table 1: Roadway Classifications**

South Jordan Roadway Classifications			Daybreak Roadway Classifications	
	Classification	Characteristics	Classification	Characteristics
<b>Mobility</b>   <b>Access</b>	Arterial	ROW: 111 feet 5 – 7 Lanes	Daybreak Arterial	4 Lanes
	Major Collector	ROW: 85 feet 3 – 5 Lanes	Major Connector	2 Lanes
	Minor Collector	ROW: 71 feet 2 – 3 Lanes	Minor Connector	2 Lanes
	Local Street	ROW: 55 feet 2 Lanes	Local Street	2 Lanes

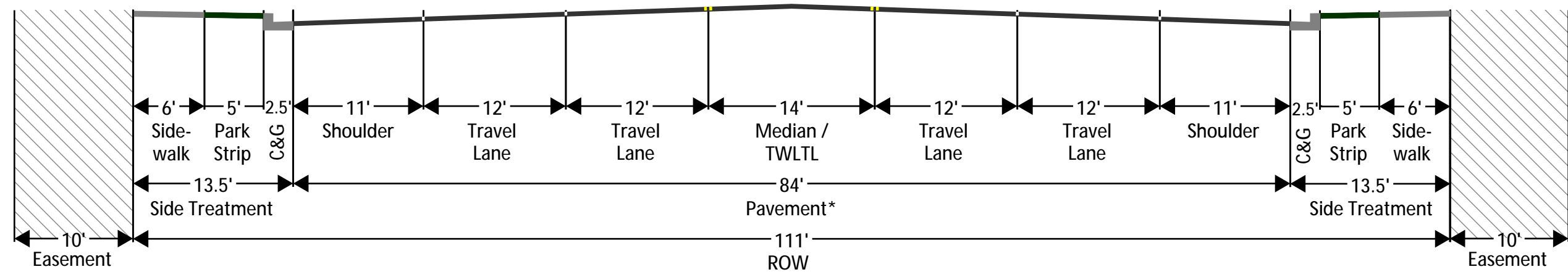
Arterial (7 Lanes)

### Arterial (7 Lanes) 111' ROW



Arterial (5 Lanes)

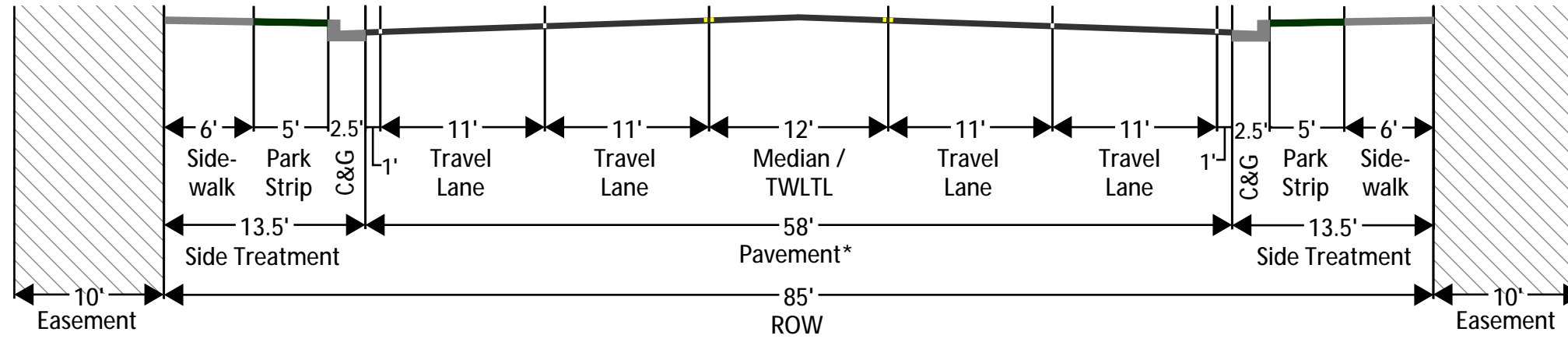
### Arterial (5 Lanes) 111' ROW



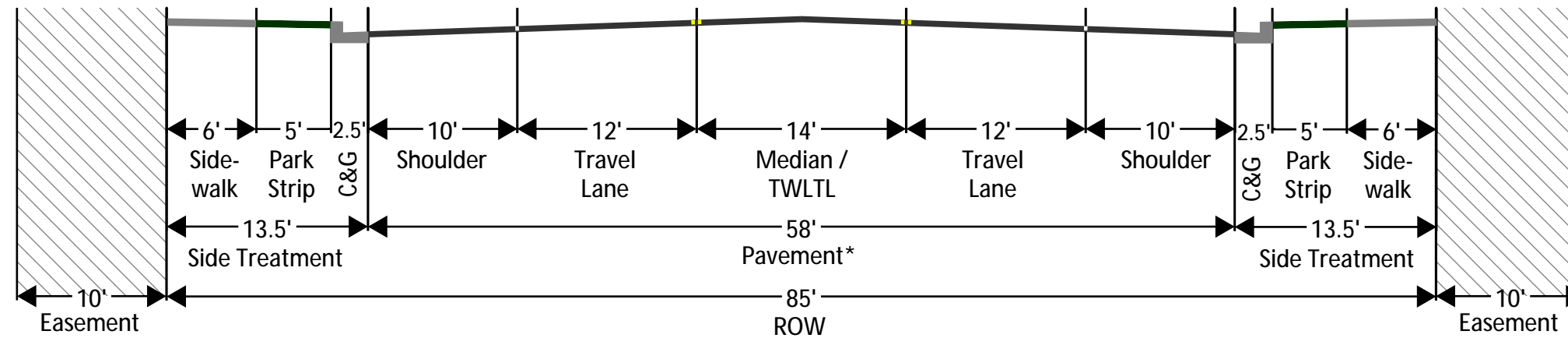
\*Cross-sections do not include bike treatments. Additional ROW and/or pavement may be needed where bike treatments are applied.



### Major Collector (5 Lanes) 85' ROW



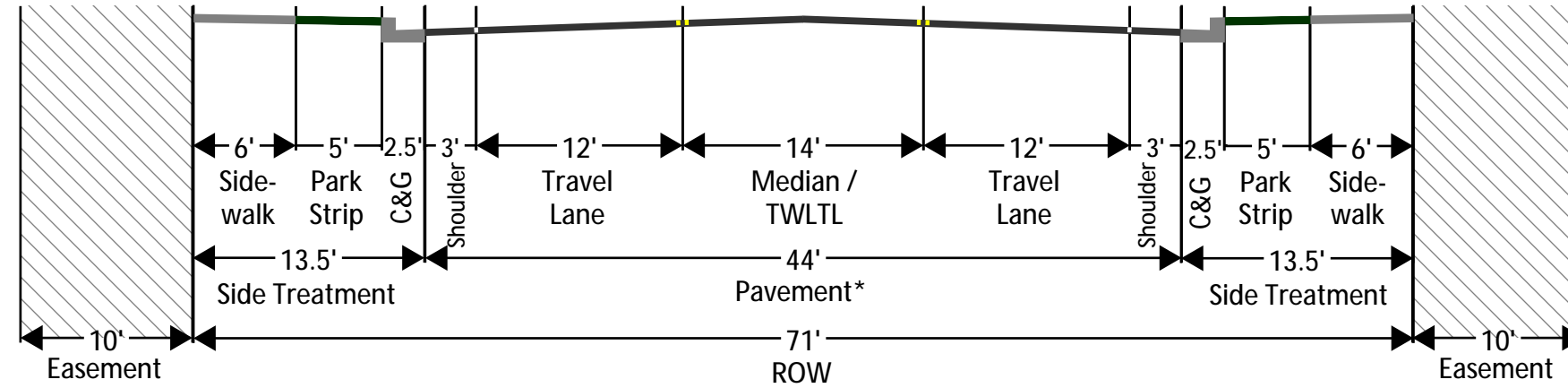
### Major Collector (3 Lanes) 85' ROW



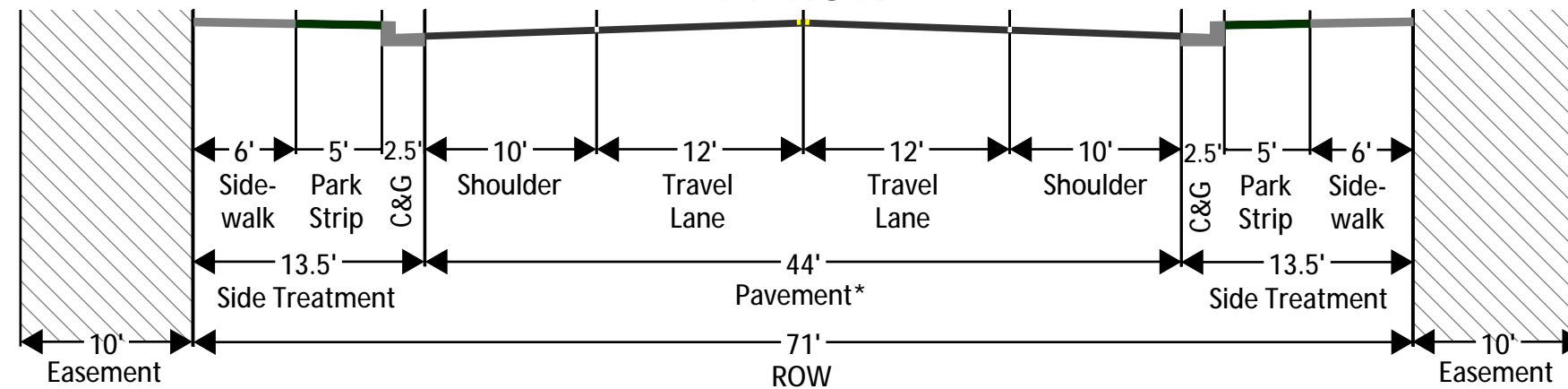
\*Cross-sections do not include bike treatments. Additional ROW and/or pavement may be needed where bike treatments are applied.



### Minor Collector (3 Lanes) 71' ROW



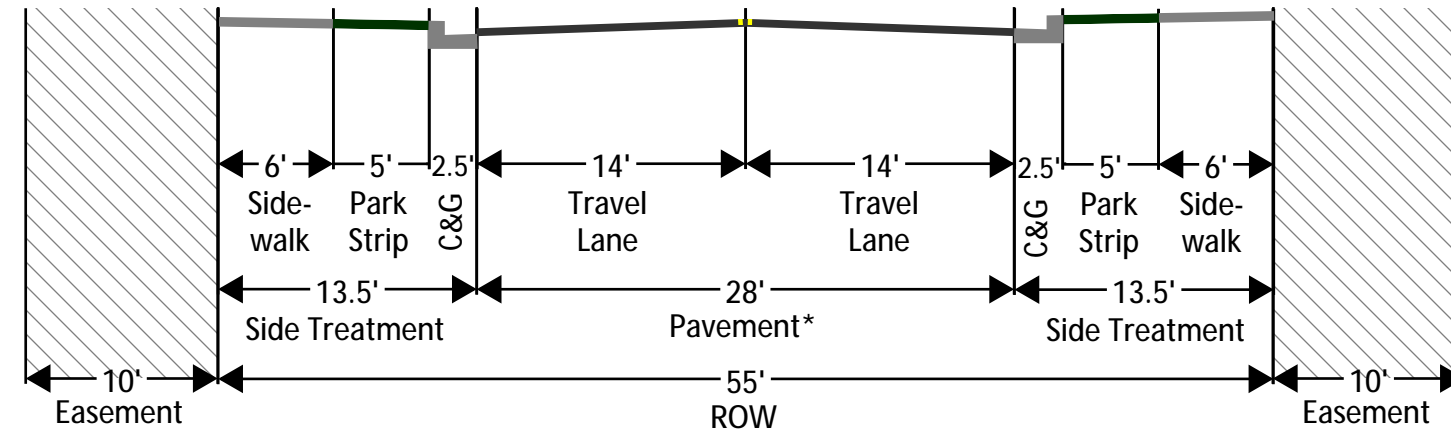
### Minor Collector (2 Lanes) 71' ROW



\*Cross-sections do not include bike treatments. Additional ROW and/or pavement may be needed where bike treatments are applied.



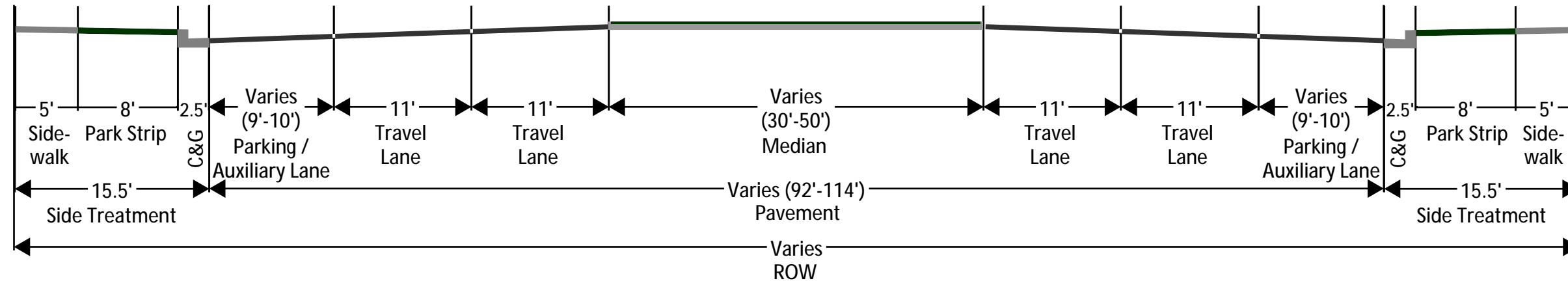
**Local Street  
55' ROW**



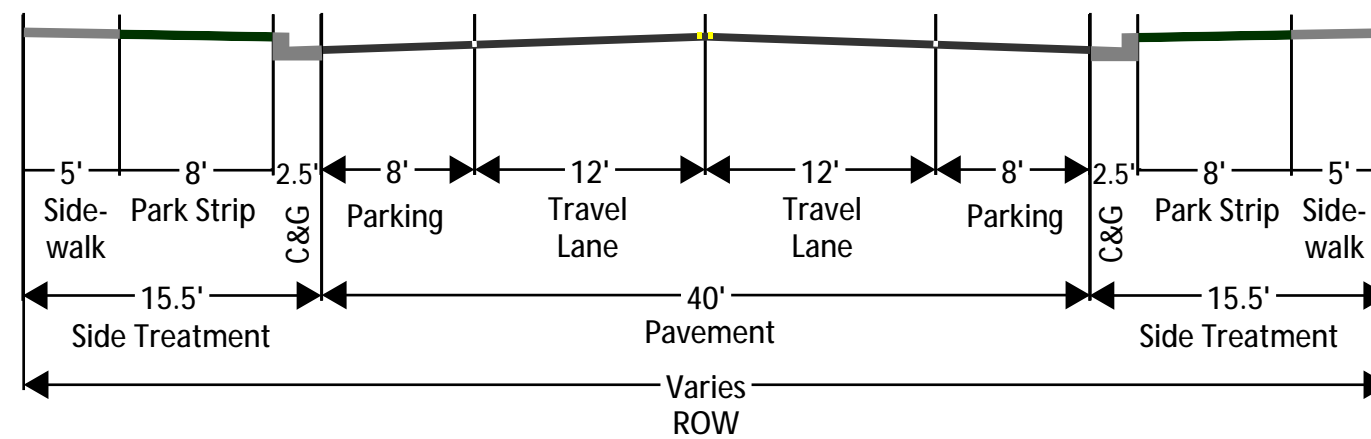
*\*Cross-sections do not include bike treatments. Additional ROW and/or pavement may be needed where bike treatments are applied.*



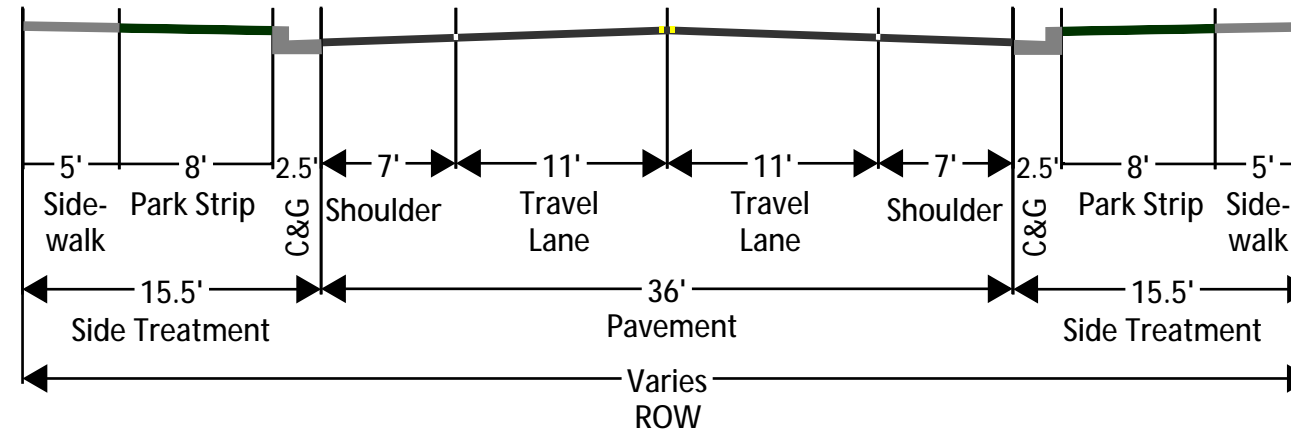
**Daybreak Arterial (4 Lanes)**  
*ROW Varies*



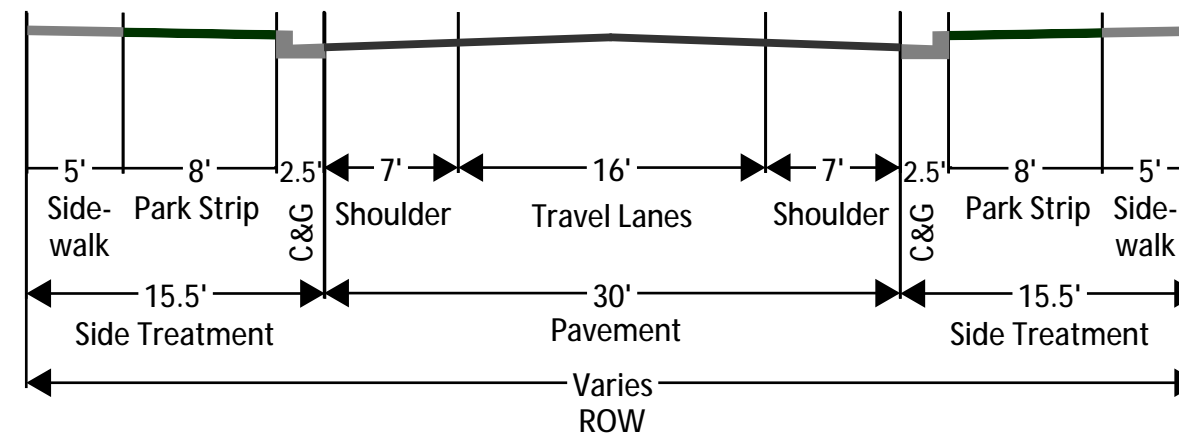
**Major Connector (2 Lanes)**  
*ROW Varies*



**Minor Connector (2 Lanes)**  
*ROW Varies*



**Local Street (2 Lanes)**  
*ROW Varies*



## C. LEVEL OF SERVICE ANALYSIS

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Calculating a planning-level LOS for a roadway segment is completed based on volume-to-capacity ratios. The volume is the average daily traffic (ADT) for the given roadway segment and the capacity is based on factors such as lane count and traffic signal spacing.

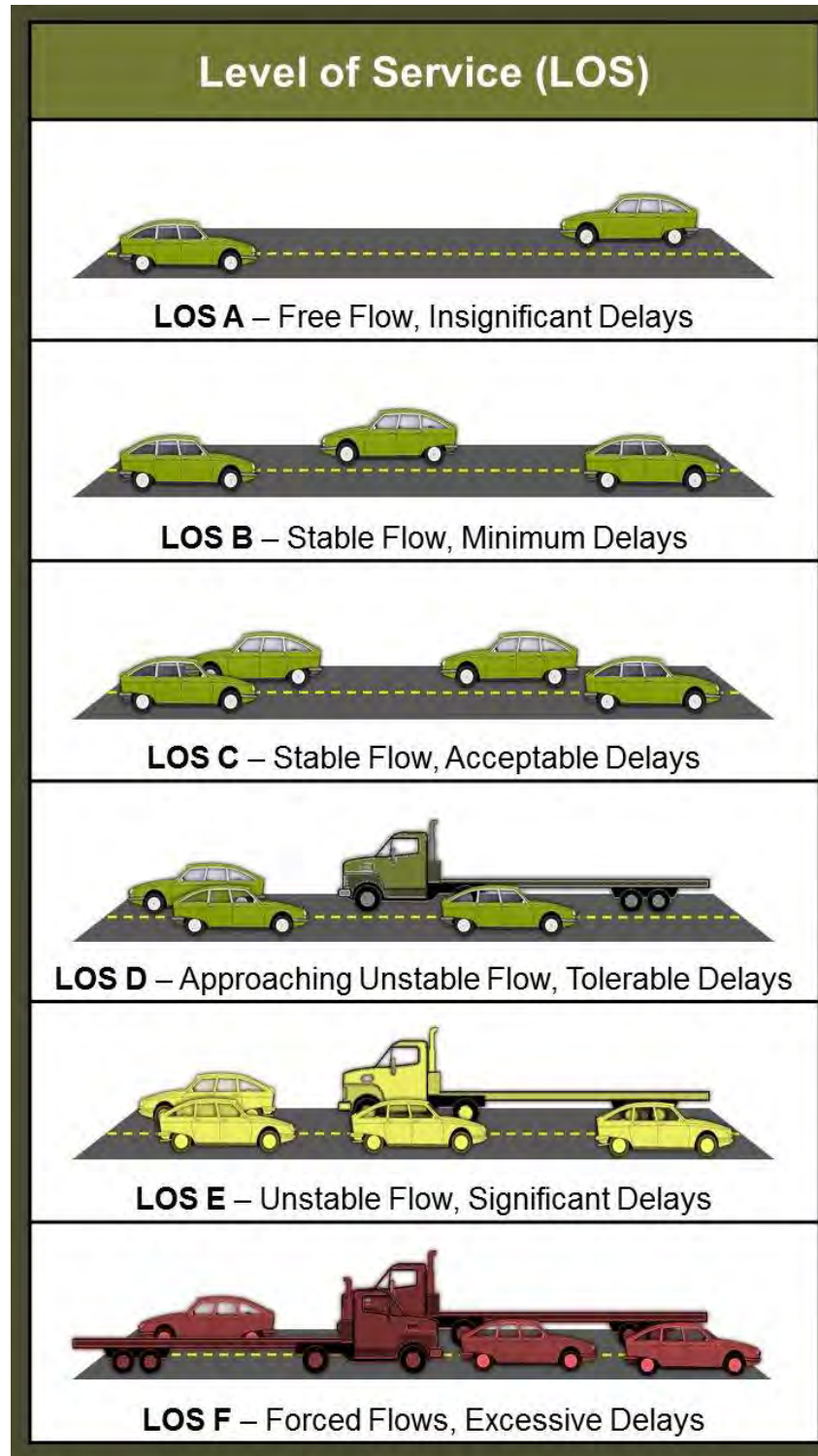
Table 2 provides a brief description of each LOS letter designation and the accompanying range of volume-to-capacity ratios. A visual representation of the various levels of service is shown in Figure 9.

**Table 2: Level of Service Descriptions**

Level of Service	Description of Traffic Conditions	Volume / Capacity Ratio
A	Extremely favorable progression and a very low level of control (intersection) delay. Individual users are virtually unaffected by others in the traffic stream.	$\leq 0.30$
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	$> 0.30 - 0.50$
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	$> 0.50 - 0.75$
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeable more constrained.	$> 0.75 - 0.85$
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	$> 0.85 - 1.00$
F	Unacceptable progression with forced or breakdown operating conditions.	$> 1.00$

Source: Highway Capacity Manual (HCM) 6th edition (Transportation Research Board, 2016).

For the purposes of this TMP, a minimum overall performance for each of the study roadways and intersections was set at LOS D. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles. Improvements are recommended when the roadway or intersection LOS is E or F.



**Figure 9: Visual representation of LOS**

## 1. Roadway Capacities

The capacities for each roadway type were estimated using Transportation Research Board (TRB) *Highway Capacity Manual*, 6<sup>th</sup> Edition, 2016 methodologies. Key factors that influence the capacity of a roadway include the number of travel lanes, presence of a two-way left-turn lane (TWLTL) or turn pockets, level of access management, and signal spacing. The assumed LOS E/F capacity thresholds for South Jordan City roadways are shown in Table 3, reported as vehicles per day (vpd).

**Table 3: Roadway Capacities**

Roadway Capacities		
Functional Classification	Number of Lanes	Capacity (vpd)
Minor Collector	2	12,500
Minor Collector / Major Collector	3	16,400
Major Collector / Arterial	5	34,500
Arterial	7	51,800
Access-Controlled	6	53,500

In addition to the volume capacities for collector, arterial, and access-controlled roadways, South Jordan City also has guidelines for local (or residential) road capacity. The suggested capacity has been set based on a high standard of safety, walkability, and livability of a community with local roads. The LOS levels for local roads based on City guidelines are described in Table 4.

## 2. Intersection LOS

Intersection LOS looks at individual intersections and provides a microscopic view of a roadway network. LOS at intersections can be broken down into directions and respective movements (left-turns, through movements, or right-turns). A detailed look at intersections should occur as frequently as necessary since they are a source of bottlenecks. The Highway Capacity Manual has divided intersections into two types, signalized and un-signalized. The methodology to calculate the delay per vehicle at an intersection is outlined in the *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition, 2016 and the subsequent delay criteria and corresponding LOS. A LOS D for intersection delay has been determined to be acceptable limit for South Jordan City. The delay thresholds for each LOS for both signalized and unsignalized intersections can be found in Table 5.

The levels of service for signalized, all-way stop-controlled (AWSC), and roundabout intersections are calculated using all approaches and movements. The LOS for a two-way stop-controlled (TWSC) intersection is equal to the LOS of the worst approach. Failing LOS conditions are typically experienced during the peak hours (morning and/or evening). It is not uncommon for a side street on a very busy arterials to experience LOS worse than D during the peak hours.

**Table 4: Local Road LOS Standards**

Local Road LOS Standards			
LOS	Description	Daily Traffic Volume (vpd)	Peak Hour Traffic Volume (vph)
A	The residential street only carries traffic from the adjacent residences. It is very easy to walk across the street, ride bicycles and enter or exit residential driveways. Typical motor vehicle speeds are 25 MPH or less. During the peak hour, one car passes down the street every two minutes.	< 300	< 30
B	The residential street carries traffic from two residential blocks. It is easy to walk across the street, ride bicycles and enter or exit residential driveways. Often residents are concerned about vehicle speeds that have increased to 25-30 MPH. During the peak traffic hour, one car passes down the street every minute.	300 – 600	30 – 60
C	The residential street carries traffic from four residential blocks. It is relatively easy to walk across the street, ride bicycles and enter or exit residential driveways. Residents are concerned about vehicle speeds that have increased to over 30 MPH.	600 – 1,200	60 – 120
D	The residential street carries traffic from six residential blocks. Increased caution is necessary when walking across the street, riding bicycles and entering or exiting residential driveways. Residents are very concerned about vehicle speeds that have increased to up to 35 MPH. Residents perceive that commuters are shortcutting on their street.	1,200 – 1,800	120 – 180
E	The residential street carries traffic from eight residential blocks. Due to elevated vehicle speeds and volumes, a high level of caution is necessary when walking across the street, riding bicycles and entering or exiting residential driveways. Vehicle speeds have increased to 35 MPH or more. There is significant commuter shortcutting.	1,800 – 2,400	180 – 240
F	The residential street carries traffic from significantly more than eight residential blocks. Due to elevated vehicle speeds and volumes, a high level of caution is necessary when walking across the street, riding bicycles and entering or exiting residential driveways. Vehicle speeds have increased to 35 MPH or more. There is significant commuter shortcutting.	> 2,400	> 240

Source: *South Jordan City Livable Street Standards*

**Table 5: Intersection LOS Criteria**

LOS	LOS Delay Criteria (sec. / vehicle)	
	Signalized Intersections	TWSC, AWSC, & Roundabout Intersections
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

Source: *Highway Capacity Manual*, 6<sup>th</sup> Edition, 2016

## D. EXISTING CONDITIONS

This section discusses the existing roadway conditions in South Jordan City. The current LOS for each of the major roads in South Jordan are also analyzed. Current alternative forms of transportation such as transit and pedestrian and bicycle facilities are discussed in Chapter IV. It is important to analyze the existing conditions as this serves as a baseline with which future conditions and alternatives can be compared.

### 1. Existing Roadway Network

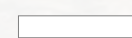

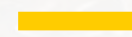
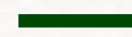
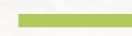
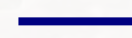
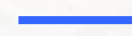

Major roadways in South Jordan have been designed on a grid system as is the pattern along much of the Wasatch Front. Major north-south roads are located approximately every one-half mile. Spacing of major east-west roads varies between one-half mile and one mile and a half spacing. While north/south connectivity is adequate, the lack of continuous east-west streets does create circulation and mobility problems within the city. This is further complicated by the lack of crossings over the Jordan River.

Local roadways in South Jordan are a mixture of grid systems in some areas and unconnected roads with cul-de-sacs in other areas. Discontinuous local road systems can lead to unnecessary congestion and delay on collector and arterial roads, as vehicles are forced to take those routes even for short trips.




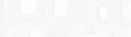
The functional classifications discussed previously were assigned to the roadways in South Jordan City based on existing roadway widths. The existing roadway network map that shows the functional classifications is shown in Figure 10.

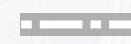
**Key\***

**South Jordan City**

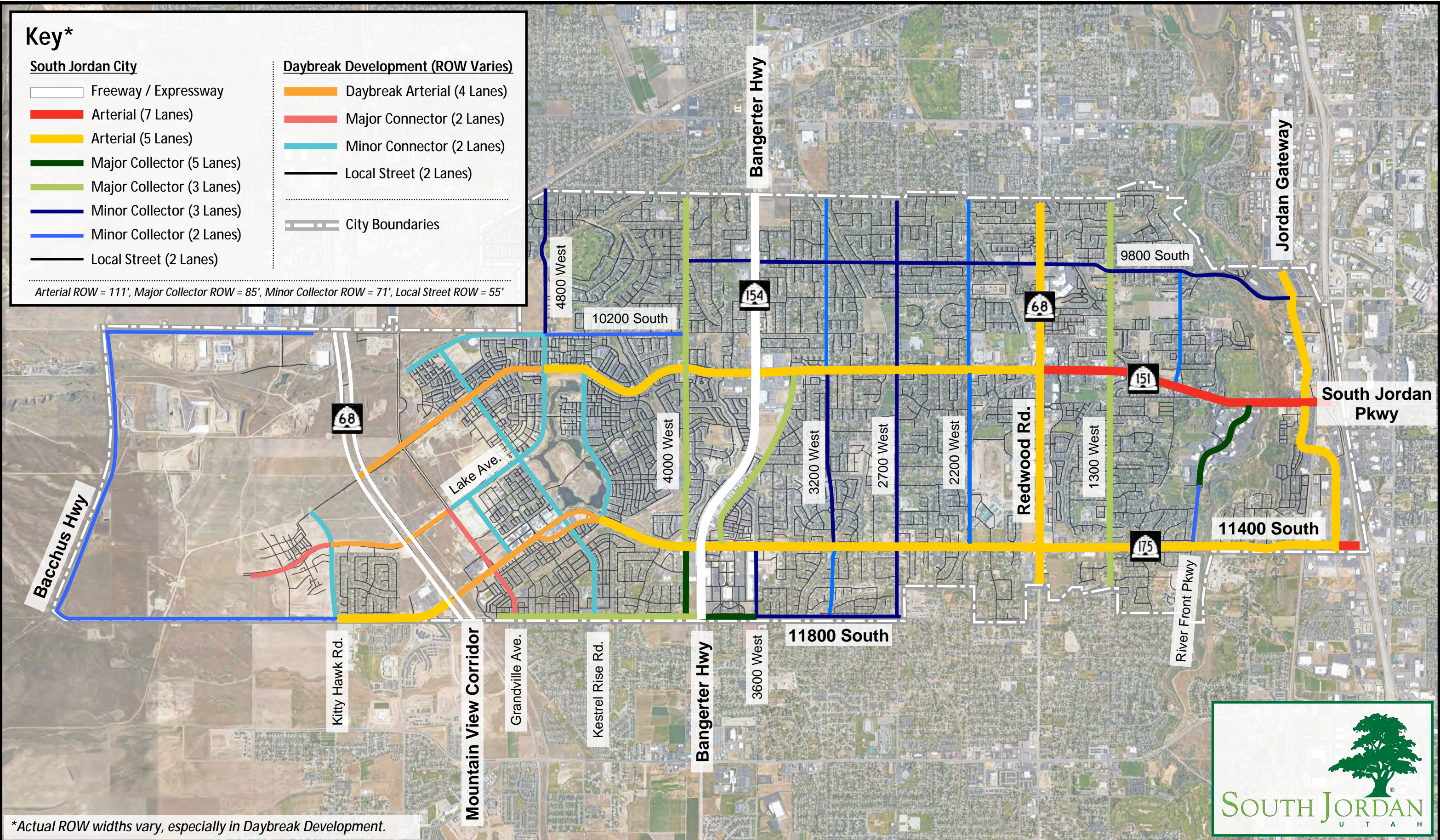
-  Freeway / Expressway
-  Arterial (7 Lanes)
-  Arterial (5 Lanes)
-  Major Collector (5 Lanes)
-  Major Collector (3 Lanes)
-  Minor Collector (3 Lanes)
-  Minor Collector (2 Lanes)
-  Local Street (2 Lanes)

**Daybreak Development (ROW Varies)**

-  Daybreak Arterial (4 Lanes)
-  Major Connector (2 Lanes)
-  Minor Connector (2 Lanes)
-  Local Street (2 Lanes)

 City Boundaries

Arterial ROW = 111', Major Collector ROW = 85', Minor Collector ROW = 71', Local Street ROW = 55'



\*Actual ROW widths vary, especially in Daybreak Development.



## 2. Roadway Jurisdictional Ownership

Most roadways in South Jordan City are constructed and maintained by the City. Redwood Road (SR-68), Bangerter Highway (SR-154), South Jordan Parkway (SR-151), 11400 South (SR-175), and Mountain View Corridor (SR-85) are all state roadways and maintained by the Utah Department of Transportation (UDOT).

South Jordan City has joint ownership of some roads, as is follows:

- South Jordan shares ownership of 11800 South with Salt Lake County, Herriman, and Riverton.
- Sandy and South Jordan share ownership of 10000 South between 300 West and the railroad.
- West Jordan and South Jordan share ownership of Old Bingham Highway west of Mountain View Corridor and 9400 South between 2200 West and Redwood Road.
- Salt Lake County and South Jordan share ownership of Bacchus Highway.

## 3. Existing Volumes and LOS

In order to accurately identify existing conditions on the roadway network in South Jordan City, the consultant team gathered traffic data. Existing traffic volumes were obtained from various sources, including the following:

- South Jordan City – City staff have completed numerous traffic counts in recent years on many city roadways. Most of the traffic volumes that were pulled from their database for this TMP were from the years 2016 to 2018.
- UDOT - Most of the traffic volume values on State roads and other federal aid roads were obtained from UDOT's *Traffic on Utah Highways* database. These ADT values were 2016 volumes.
- Consultant Team Data – Where City or UDOT data were not available, the consultant team used data collected for previous projects in the area. These data were collected in the form of two-way roadway counts or turning movement counts at intersections.

The volumes from these sources were compiled to have a comprehensive volume map of all major roadways. LOS values were assigned to each roadway segment based on the volume and the LOS criteria for roadways that was described previously. The existing traffic volumes are reported as ADT in vpd along with the LOS of each roadway segment in Figure 11.

As shown, many of the major roadways are currently operating at an acceptable LOS (D or better). Much of 11400 South between Bangerter Highway (SR-154) and I-15 is operating at LOS E as well as South Jordan Parkway west of Redwood Road (SR-68). Lastly, River Front Parkway south of 11050 South is operating at LOS E.

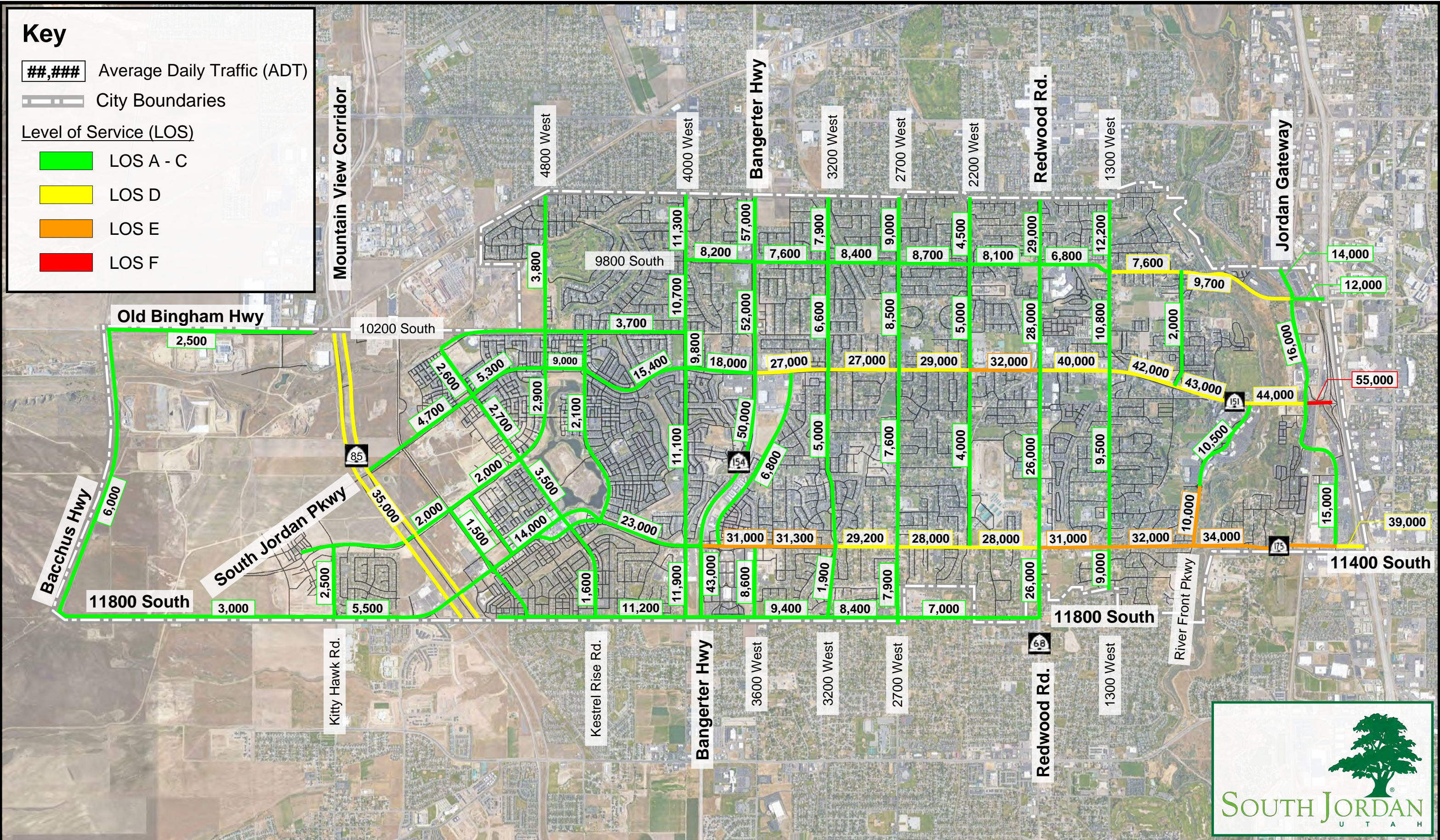
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##,### Average Daily Traffic (ADT)

City Boundaries

Level of Service (LOS)

- LOS A - C
- LOS D
- LOS E
- LOS F



## E. TRAVEL DEMAND MODEL

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The TDM was the tool used to project future volumes for the years 2024 and 2040. Models of the South Jordan City roadway network were built in Citilabs Cube software. Socioeconomic characteristics of South Jordan City are entered into the model for each geographic area, or Traffic Analysis Zone (TAZ). 38 TAZs were included in the model.

The model was calibrated to accurately portray existing volumes so that future predictions would be accurate. The results of the model were future volumes in 2024 and 2040 in no-build scenarios. Once the future projects were selected, additional build scenario models were built to determine future volumes with the proposed projects. Additional details regarding the travel demand modeling are shown in Appendix A in the Travel Demand Modeling Memorandum.

## F. FUTURE (2024) CONDITIONS

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This section discusses the future (2024) roadway conditions in South Jordan City. Future roadway projects that are already planned are discussed and the LOS of each major road is analyzed. Based on the LOS analysis, improvements are recommended, and a build scenario LOS analysis is completed.

### 1. Planned Roadway Projects

WFRC has projects planned to be completed by 2024 in South Jordan City. These projects are listed in the WFRC Regional Transportation Plan (RTP), 2015 – 2040. It was assumed that these projects were completed when running the 2024 travel demand model. The following are the planned projects for future (2024) conditions:

- Bangerter Highway Interchanges – Converting at-grade intersections to separated-grade interchanges at South Jordan Parkway and 9800 South
- Redwood Road – Widening from 5 to 7 lanes between 9400 South and 11680 South by restriping

### 2. Future (2024) No-Build LOS

A LOS analysis was performed for future (2024) conditions with existing roadway conditions plus the planned 2024 roadway projects. As discussed previously, traffic volumes were estimated using the travel demand model. The future (2024) no-build traffic volumes and LOS are shown in Figure 12.

The following are roadways of primary concern that are anticipated to operate at a poor LOS based on the future (2024) LOS analysis:

- 11400 South – LOS E and F between Bangerter Highway and Jordan Gateway
- South Jordan Parkway – LOS E west of Redwood Road; LOS F west of Mountain View Corridor
- Bacchus Highway – LOS E between Old Bingham Highway and 11800 South
- Prosperity Road – LOS D and E between Old Bingham Highway and 11800 South
- River Front Parkway – LOS E between 11400 South and 11050 South
- Mountain View Corridor – LOS E within the City limits

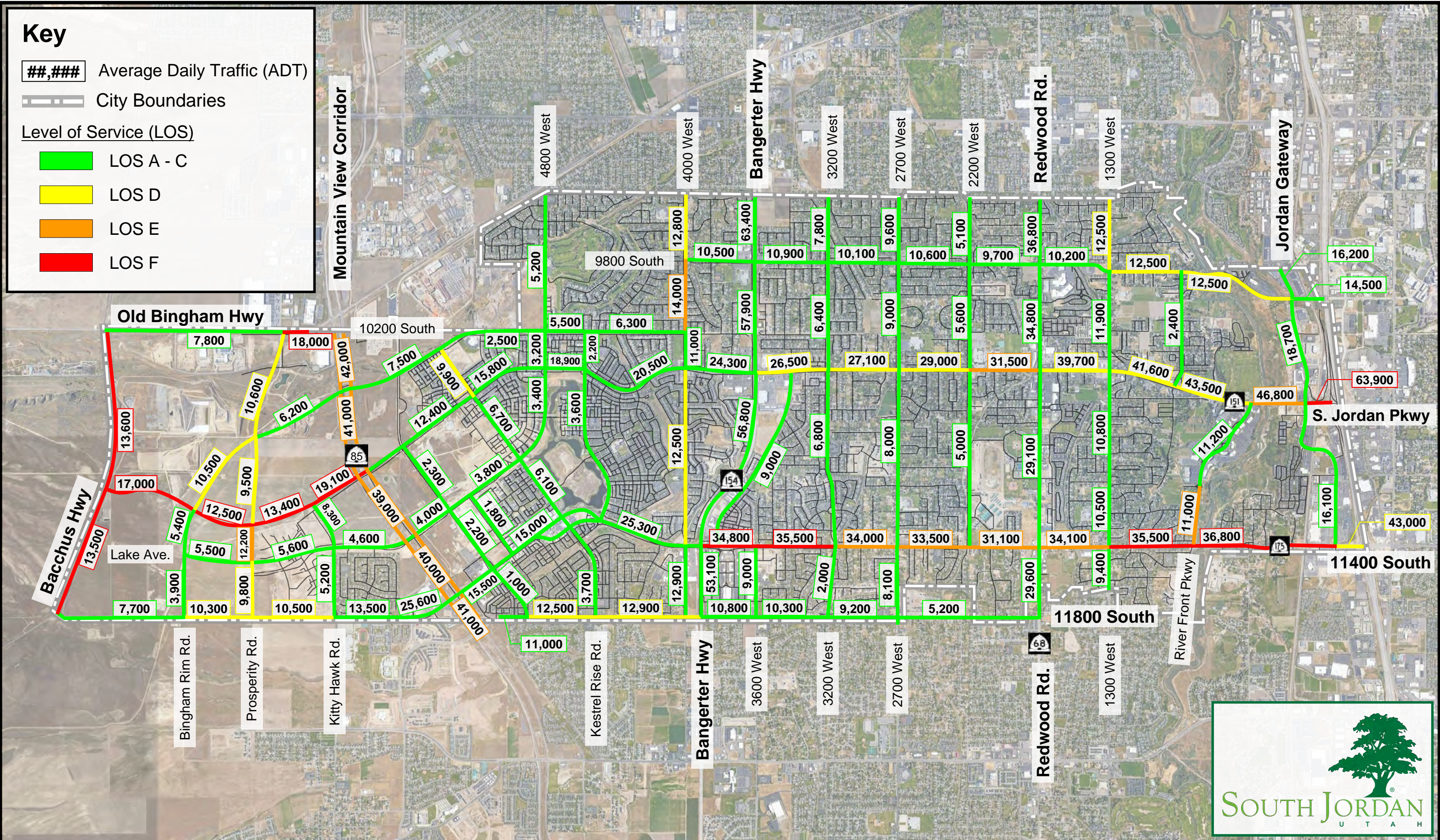
**Key**

##,### Average Daily Traffic (ADT)

City Boundaries

Level of Service (LOS)

- LOS A - C
- LOS D
- LOS E
- LOS F



### 3. Recommended Improvements

Improvements for future (2024) conditions were recommended for roadways that are anticipated to operate at a poor LOS. Recommended improvements on city roadways are listed in Table 6 and shown in Figure 13. Improvements for UDOT state roadways are listed in Table 7 and shown in Figure 14.

**Table 6: Future City Projects (2024)**

2024 City Improvements					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost <sup>1</sup>
			Existing	Proposed	
1	Bacchus Hwy: Old Bingham Highway to South Jordan Parkway	Widening	2 lanes	3 lanes	\$3,000,000
2	Bacchus Hwy: South Jordan Parkway to 11800 South	New Road	n/a	3 lanes	\$5,700,000
3	Prosperity Road: 11800 South to South Jordan Parkway	New Road	n/a	3 lanes	\$14,400,000
4	River Front Parkway: 11400 South to 11050 South	Widening	2 lanes	5 lanes	\$4,500,000
5	South Jordan Parkway: Bacchus Hwy to MVC	New Road	n/a	5 lanes	\$26,600,000
6	Shields Lane / 1300 West: Intersection Improvement	Intersection Improvement	n/a	n/a	\$1,800,000
7	4000 West: 11400 South to 9400 South	Widening	3 lanes	5 lanes	\$3,500,000
8	4000 West / South Jordan Parkway: Intersection Improvement	Intersection Improvement	n/a	n/a	\$1,900,000

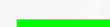


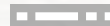

*1. See South Jordan Transportation Capital Facilities Plan for additional information.*

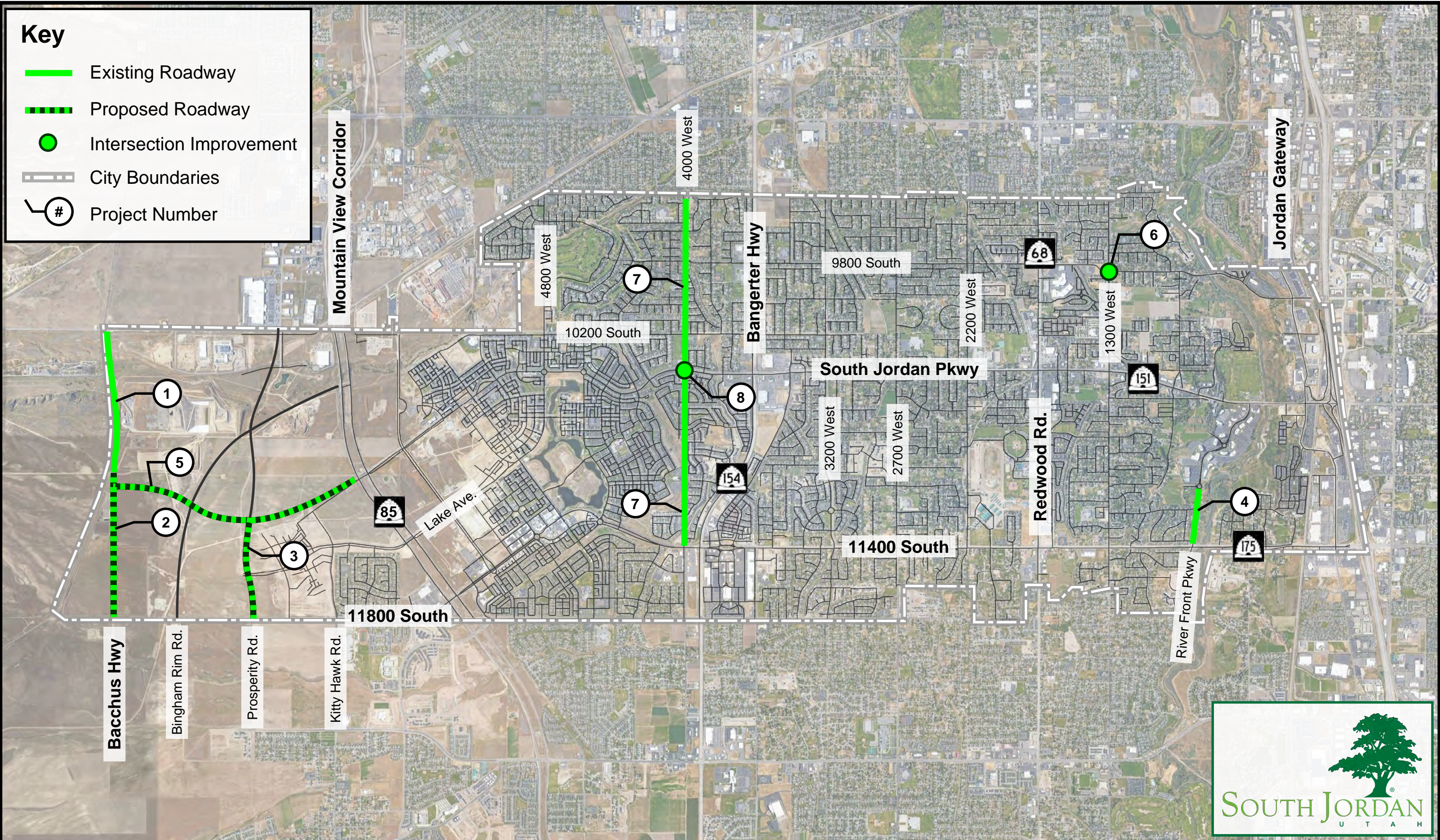
**Table 7: Future UDOT Projects (2024)**

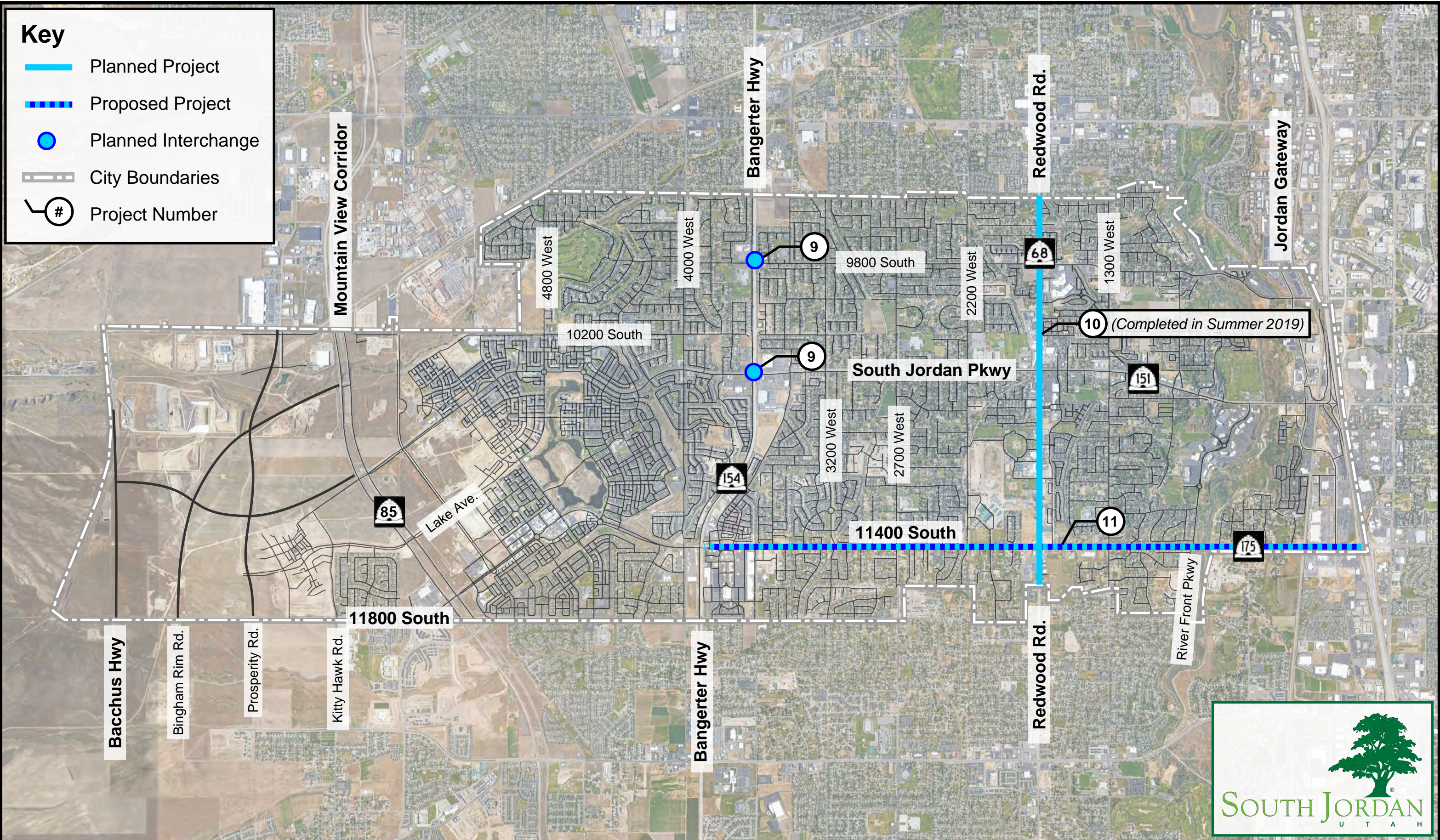
2024 UDOT Improvements					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost <sup>1</sup>
			Existing	Proposed	
9	Bangerter Hwy: Interchanges at South Jordan Pkwy and 9800 S. (Phase 1)	Interchange	n/a	n/a	\$135,000,000
10	Redwood Road: 11680 South to 9400 South (Phase 1) – <i>completed</i>	Widening (Re-stripe)	5 lanes	7 lanes	\$2,300,000
11	11400 South: I-15 to Bangerter Highway (Not Planned)	Widening	5 lanes	7 lanes	<i>Not Planned</i>

*1. Cost based on WFRC Regional Transportation Plan phased cost. Cost may include parts outside South Jordan.*

**Key**

-  Existing Roadway
-  Proposed Roadway
-  Intersection Improvement
-  City Boundaries
-  Project Number





The re-stripe of Redwood Road (project 10) was completed in Summer 2019 as this TMP was being developed. Also, though not noted, it is recommended that UDOT prioritize the construction of the Mountain View Corridor freeway as it is anticipated to operate at LOS E in 2024.

An additional LOS analysis was performed with a build scenario of future (2024) conditions that assumed the recommended improvements. As shown in Figure 15, it is anticipated that all roadways will operate at acceptable levels of service with the improvements applied.

## G. FUTURE (2040) CONDITIONS

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This section discusses the future (2040) roadway conditions in South Jordan City. Future roadway projects that are already planned are discussed and the LOS of each major road is analyzed. Based on the LOS analysis, improvements are recommended, and a build scenario LOS analysis is completed.

### 1. Planned Roadway Projects

WFRC has projects planned to be completed by 2040 in South Jordan City, in addition to those planned for 2024. These projects are listed in the WFRC RTP, 2015 – 2040. It was assumed that these projects were completed when running the 2040 travel demand model. The following are the planned projects for future (2040) conditions:

- South Jordan Parkway – Widen from 5 to 7 lanes between Bangerter Highway and Redwood Road
- Mountain View Corridor – Construction of the Mountain View Corridor freeway system between the existing frontage roads

### 2. Future (2040) No-Build LOS

A LOS analysis was performed for future (2040) conditions with existing roadway conditions plus the planned 2040 and 2024 roadway projects. Traffic volumes were estimated using the travel demand model. The future (2040) no-build traffic volumes and LOS are shown in Figure 16. The following are roadways of primary concern that are anticipated to operate at a poor LOS based on the future (2040) LOS analysis:

- 11400 South – LOS F between Oquirrh Lake Road and Jordan Gateway
- South Jordan Parkway – LOS E and F along many sections of the roadway
- Bacchus Highway – LOS F between Old Bingham Highway and 11800 South
- River Front Parkway – LOS E between 11400 South and 11050 South
- Prosperity Road – LOS F between Old Bingham Highway and 11800 South
- Bingham Rim Road – LOS F between South Jordan Parkway and Mountain View Corridor
- 11800 South – LOS E and F between Mountain View Corridor and Bangerter Highway; LOS F between Bacchus Highway and Kitty Hawk Road
- 4000 West – LOS E and F between 11400 South and north City boundary
- 1300 West – LOS E between 11400 South and north City boundary
- 9800 South – LOS E between Redwood Road and Jordan Gateway
- Old Bingham Highway – LOS F between Bacchus Highway and Mountain View Corridor

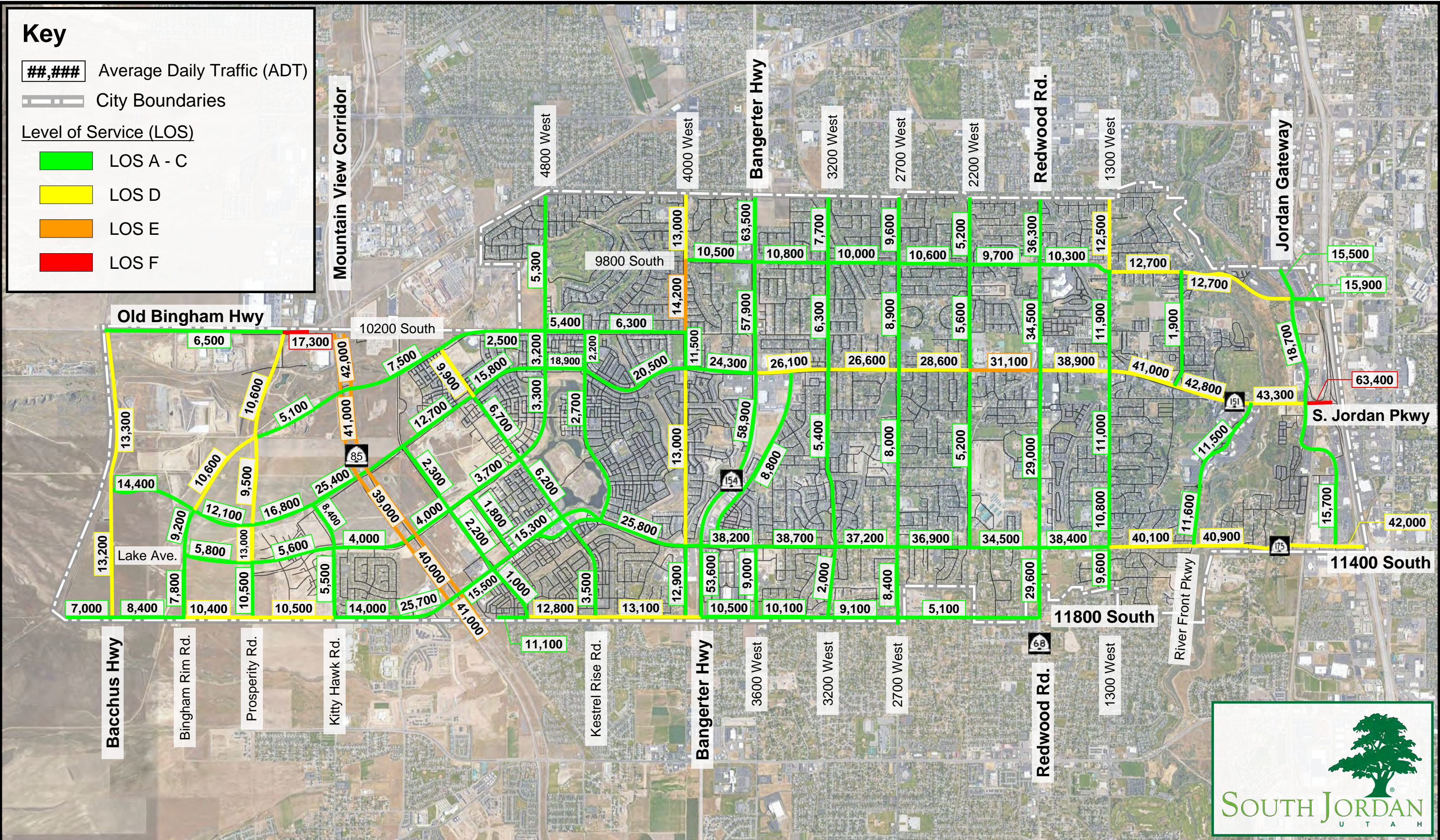
**Key**

##,### Average Daily Traffic (ADT)

City Boundaries

Level of Service (LOS)

- LOS A - C
- LOS D
- LOS E
- LOS F



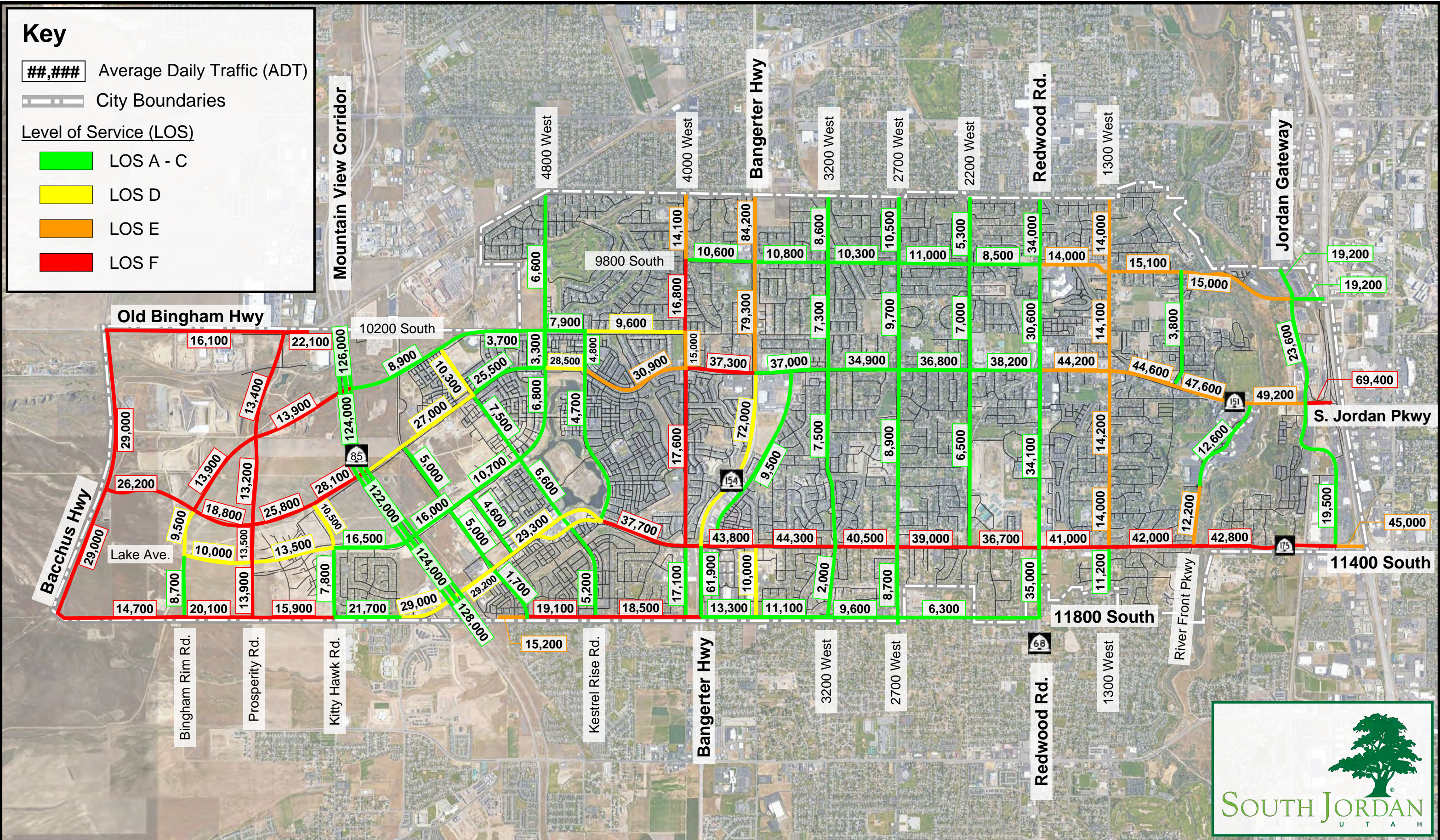
**Key**

##,### Average Daily Traffic (ADT)

City Boundaries

Level of Service (LOS)

- LOS A - C
- LOS D
- LOS E
- LOS F



### 3. Recommended Improvements

Improvements for future (2040) conditions were recommended for roadways that are anticipated to operate at a poor LOS. Improvements that were already recommended for future (2024) conditions are not repeated here. Recommended improvements on city roadways are listed in Table 8 and shown in Figure 17. Improvements for UDOT state roadways are listed in Table 9 and shown in Figure 18.

**Table 8: Future City Projects (2040)**

2040 City Improvements					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost <sup>1</sup>
			2024	Proposed	
12	Bacchus Hwy: Old Bingham Highway to 11800 South	Widening	3 lanes	5 lanes	\$33,000,000
13	Prosperity Road: South Jordan Parkway to Old Bingham Highway	Widening	2 lanes	3 lanes	\$17,000,000
14	1300 West: 11400 South to 9400 South	Widening	3 lanes	5 lanes	\$6,200,000
15	11800 South: Kitty Hawk Rd to Bacchus Hwy	Widening	3 lanes	5 lanes	\$1,700,000
16	Bingham Rim Road: 11800 South to MVC	Widening	2 lanes	3 lanes	\$26,800,000
17	Old Bingham Highway: Bacchus Hwy to MVC	Widening	2 lanes	5 lanes	\$35,600,000
18	11800 South: MVC to Bangerter Highway	Widening	3 lanes	5 lanes	\$6,700,000
19	11400 South: Oquirrh Lake Rd. to Bangerter Highway	Widening	5 lanes	7 lanes	\$9,700,000
20	South Jordan Parkway: 4800 West to Bangerter Highway	Widening	5 lanes	7 lanes	\$17,200,000
21	Shields Lane: Redwood Rd. to Jordan Gateway	Widening	3 lanes	5 lanes	\$55,500,000

*1. See South Jordan Transportation Capital Facilities Plan for additional information.*

**Table 9: Future UDOT Projects (2040)**

2040 UDOT Improvements					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost <sup>1</sup>
			2024	Proposed	
22	South Jordan Parkway: Bangerter Highway to Redwood Road (Phase 2)	Widening	5 lanes	7 lanes	\$49,300,000
23	MVC: Freeway Construction (Phase 3)	New Road	n/a	8 lanes	\$902,000,000
24	Redwood Road: Innovative intersections at South Jordan Parkway and 11400 South (Not Planned)	Intersection	n/a	n/a	<i>Not Planned</i>

*1. Cost based on WFRC Regional Transportation Plan phased cost. Cost may include parts outside South Jordan.*

Some of these proposed projects will require additional study and analysis to determine specific design details. For example, project 19 includes widening South Jordan Parkway to 7 lanes west of Bangerter Highway. There are two roundabouts along this corridor that may need to be converted to a different intersection type. Another example is project 24, which includes implementing innovative intersection designs at the 11400 South and South Jordan Parkway intersections on Redwood Road (SR-68). Potential innovative intersection designs include Continuous Flow Intersections (CFI), ThrU Turn intersections, Quadrant Roadway intersections (Jug Handle), and grade separation.

An additional LOS analysis was performed with a build scenario of future (2040) conditions that assumed the recommended improvements. As shown in Figure 19, it is anticipated that all roadways will operate at acceptable levels of service with the improvements applied.

#### 4. Future Roadway Network

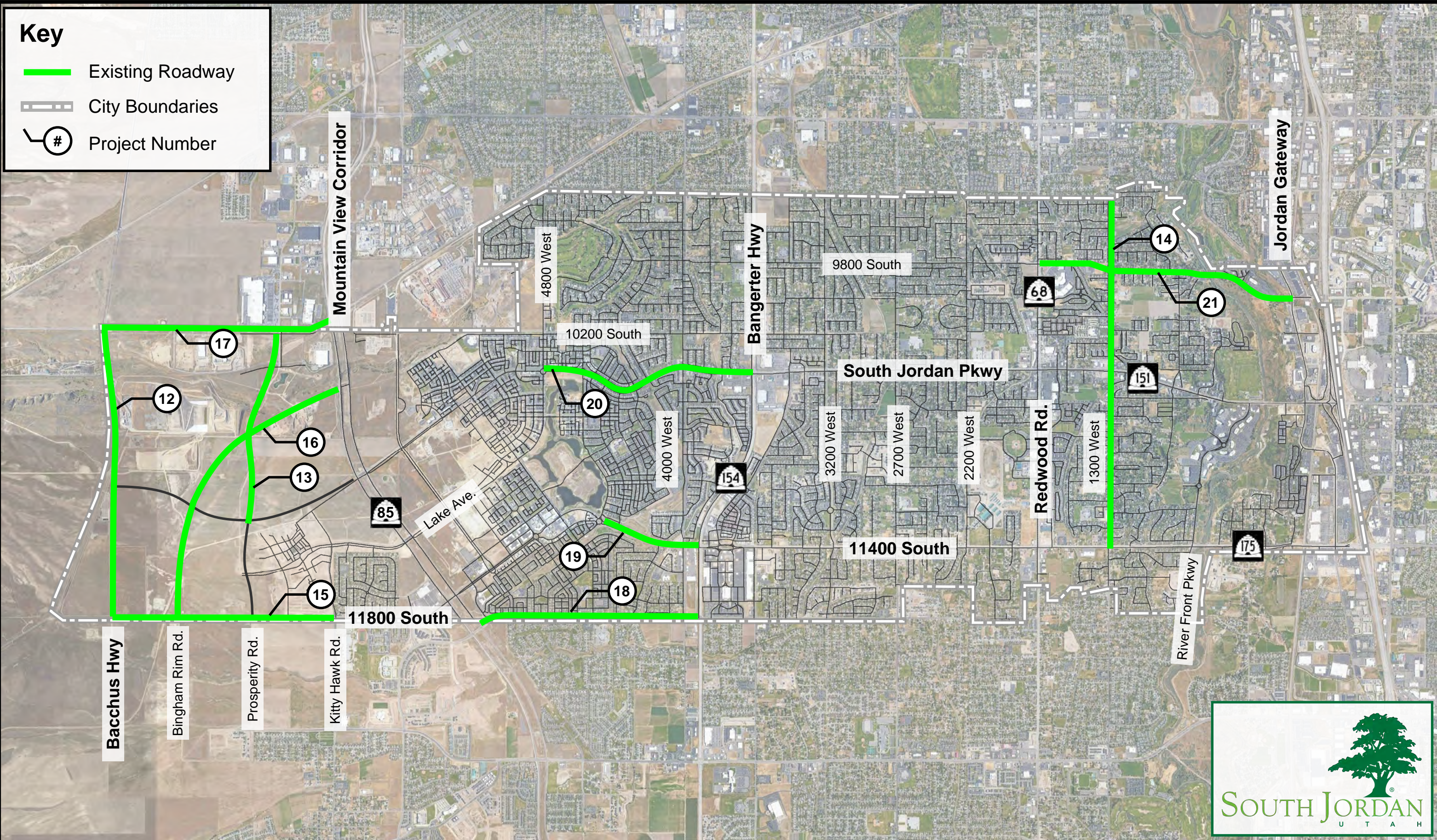
The roadway network map was updated to reflect changes with the recommended improvements, as shown in Figure 20. Improvements from both 2024 and 2040 conditions were applied to produce a collective future roadway network map representing 2040 building conditions.

#### H. INTERSECTION CONTROL

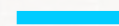


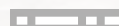



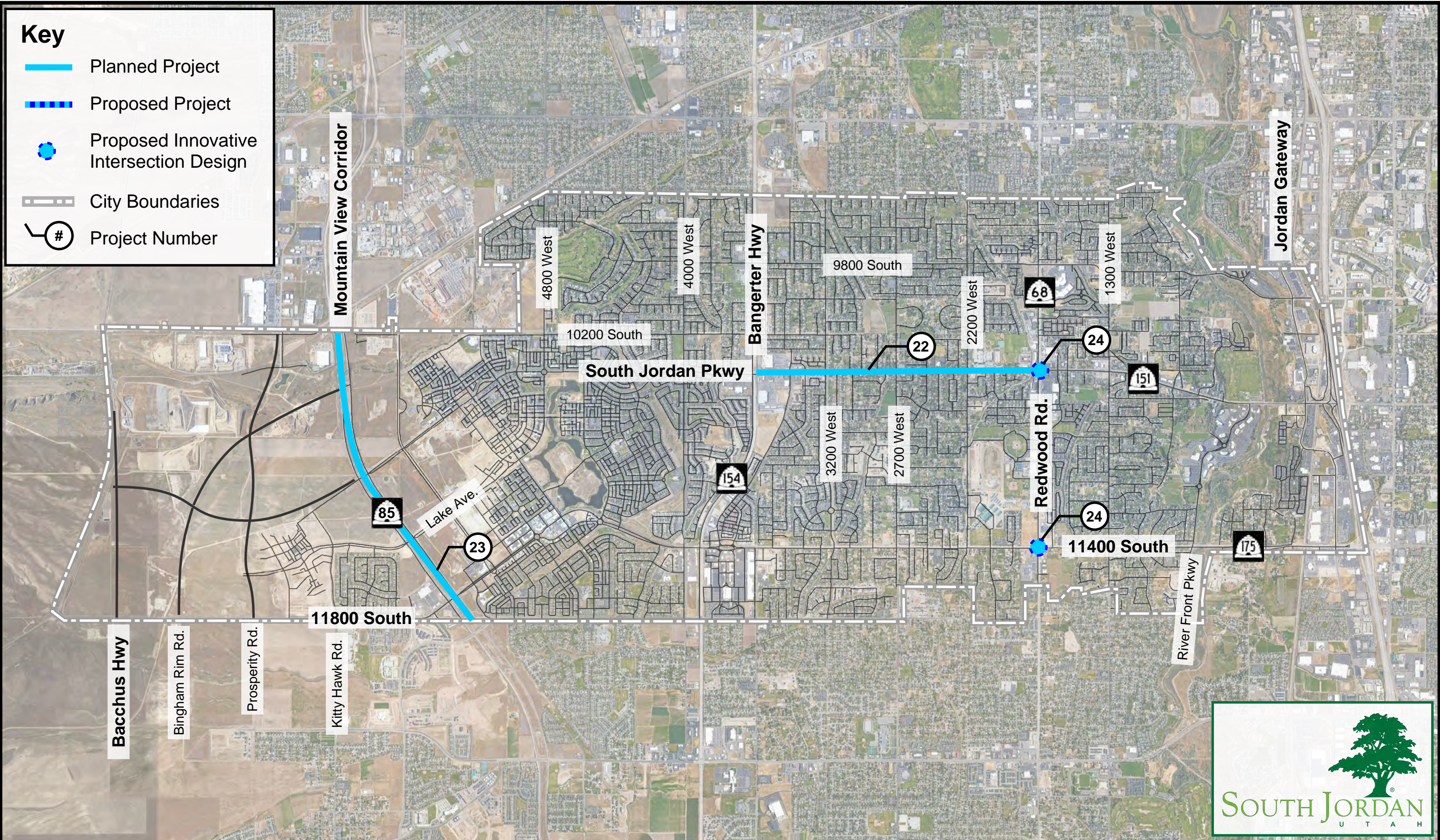
An important factor in determining the capacity of the transportation system is type of intersection control. Appropriate traffic control is necessary to provide access and safe roadway operations. Currently, there are 68 signalized intersections operating in South Jordan City limits, with 35 on State roads and 33 on city roads. All city-owned traffic signals are operated and maintained by Salt Lake County. There are also eight roundabouts and four High-Intensity Activated Crosswalk (HAWK) signals in the City.

Based on the future roadway network, it is recommended that an additional 32 signals be planned in the City and that they be installed when warranted. Figure 21 shows existing and proposed traffic control in South Jordan on all collectors and arterials including signalized, AWSC, and roundabout intersections.



**Key**

-  Planned Project
-  Proposed Project
-  Proposed Innovative Intersection Design
-  City Boundaries
-  Project Number



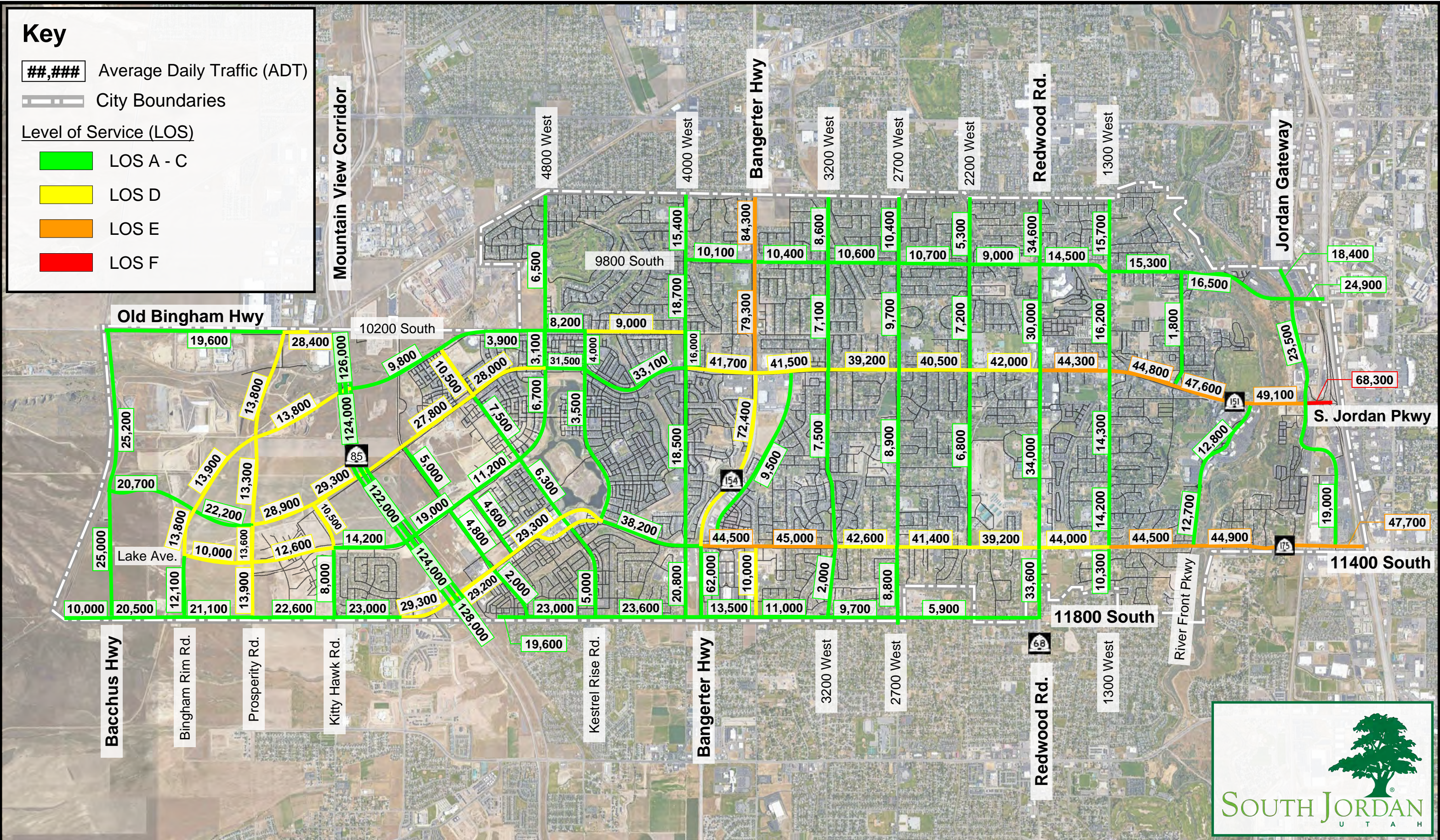
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##,### Average Daily Traffic (ADT)

City Boundaries

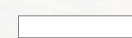

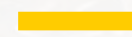
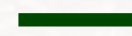
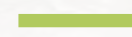
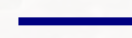
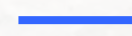

Level of Service (LOS)

- LOS A - C
- LOS D
- LOS E
- LOS F




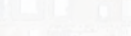


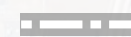
**Key\***

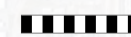
**South Jordan City**

-  Freeway / Expressway
-  Arterial (7 Lanes)
-  Arterial (5 Lanes)
-  Major Collector (5 Lanes)
-  Major Collector (3 Lanes)
-  Minor Collector (3 Lanes)
-  Minor Collector (2 Lanes)
-  Local Street (2 Lanes)

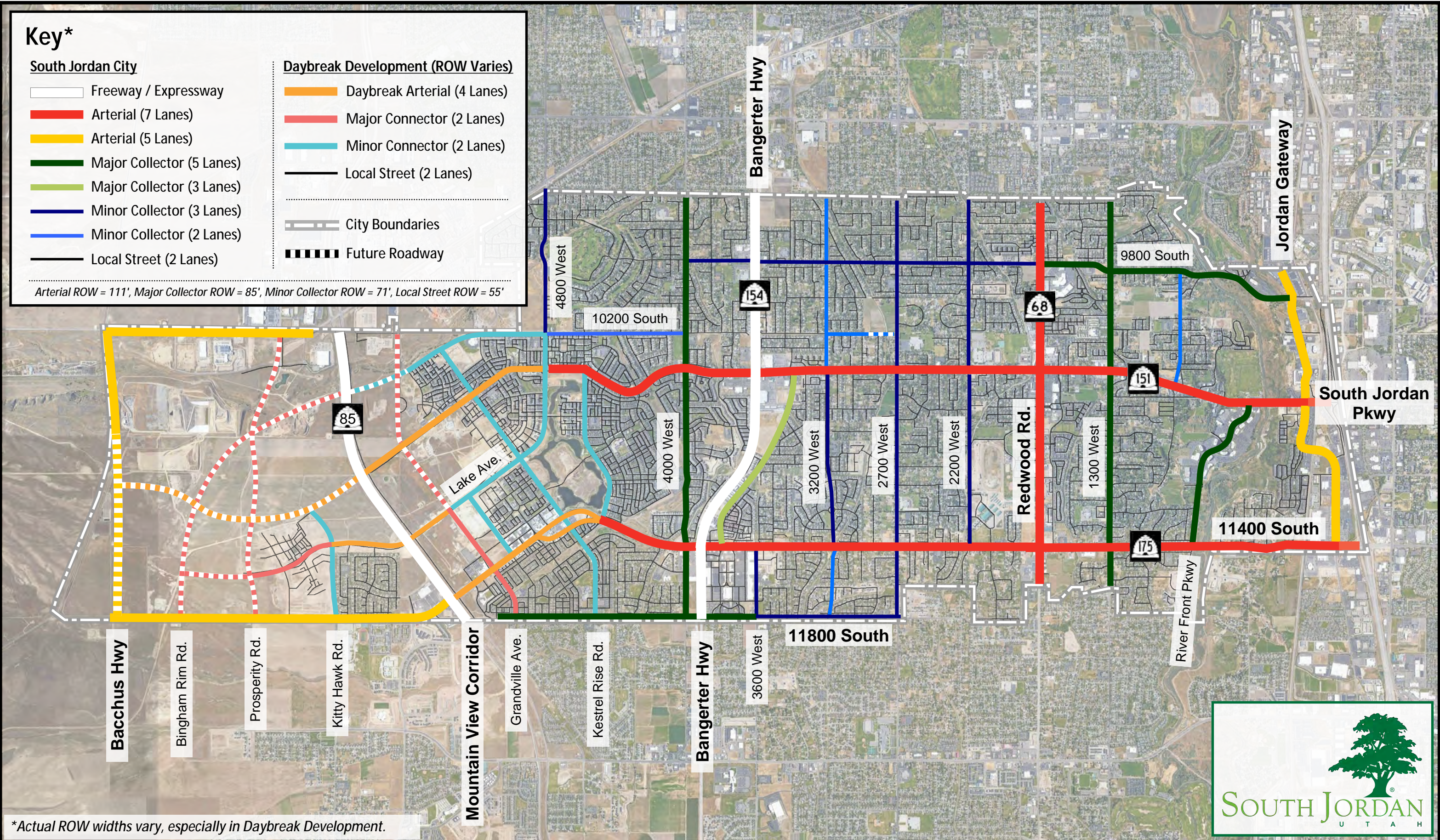
**Daybreak Development (ROW Varies)**

-  Daybreak Arterial (4 Lanes)
-  Major Connector (2 Lanes)
-  Minor Connector (2 Lanes)
-  Local Street (2 Lanes)

 City Boundaries

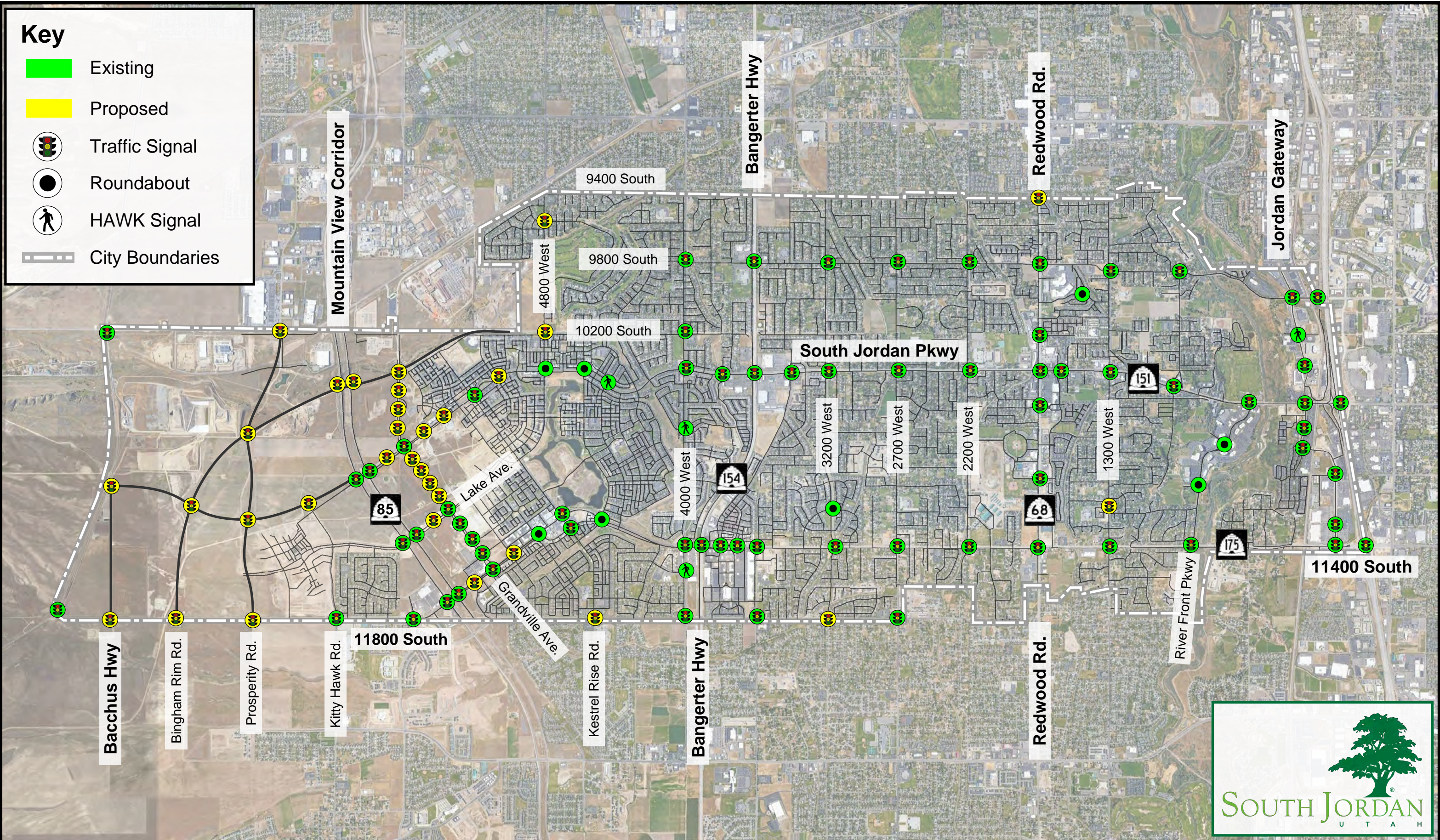
 Future Roadway

*Arterial ROW = 111', Major Collector ROW = 85', Minor Collector ROW = 71', Local Street ROW = 55'*



*\*Actual ROW widths vary, especially in Daybreak Development.*





**Key**

- Existing
- Proposed
- Traffic Signal
- Roundabout
- HAWK Signal
- City Boundaries



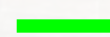


## I. TRUCK ROUTES

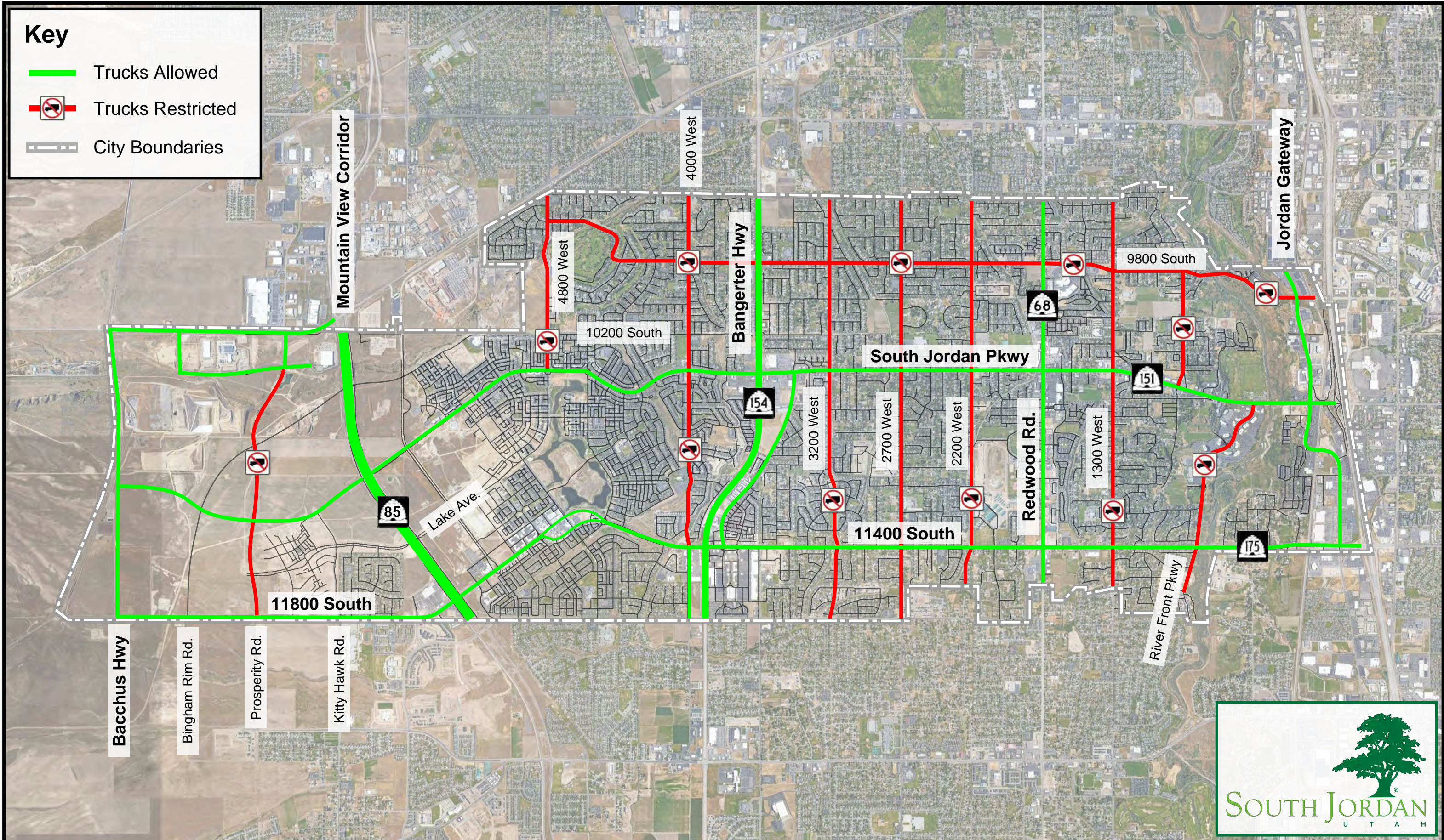
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In order to minimize the impact of trucks on most city streets, truck routes have been designated for existing and future roadways. These truck routes are primarily located on arterial roadways, including all state-maintained arterials located in South Jordan City. The South Jordan City Code outlines several public streets that are designated as truck routes. This can be found in Section 10.24.020 of the City Code. Figure 22 shows designated truck routes within South Jordan City.

**Key**

-  Trucks Allowed
-  Trucks Restricted
-  City Boundaries



## IV. ALTERNATIVE MODES OF TRANSPORTATION

### A. PURPOSE

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A transportation system is composed of more than roadways. It also includes provisions for other modes of transportation including transit, biking, and walking. The purpose of this section is to discuss these modes and how South Jordan City can improve the infrastructure that facilitates these modes.

### B. PUBLIC TRANSIT

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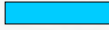

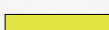
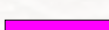
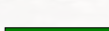

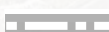



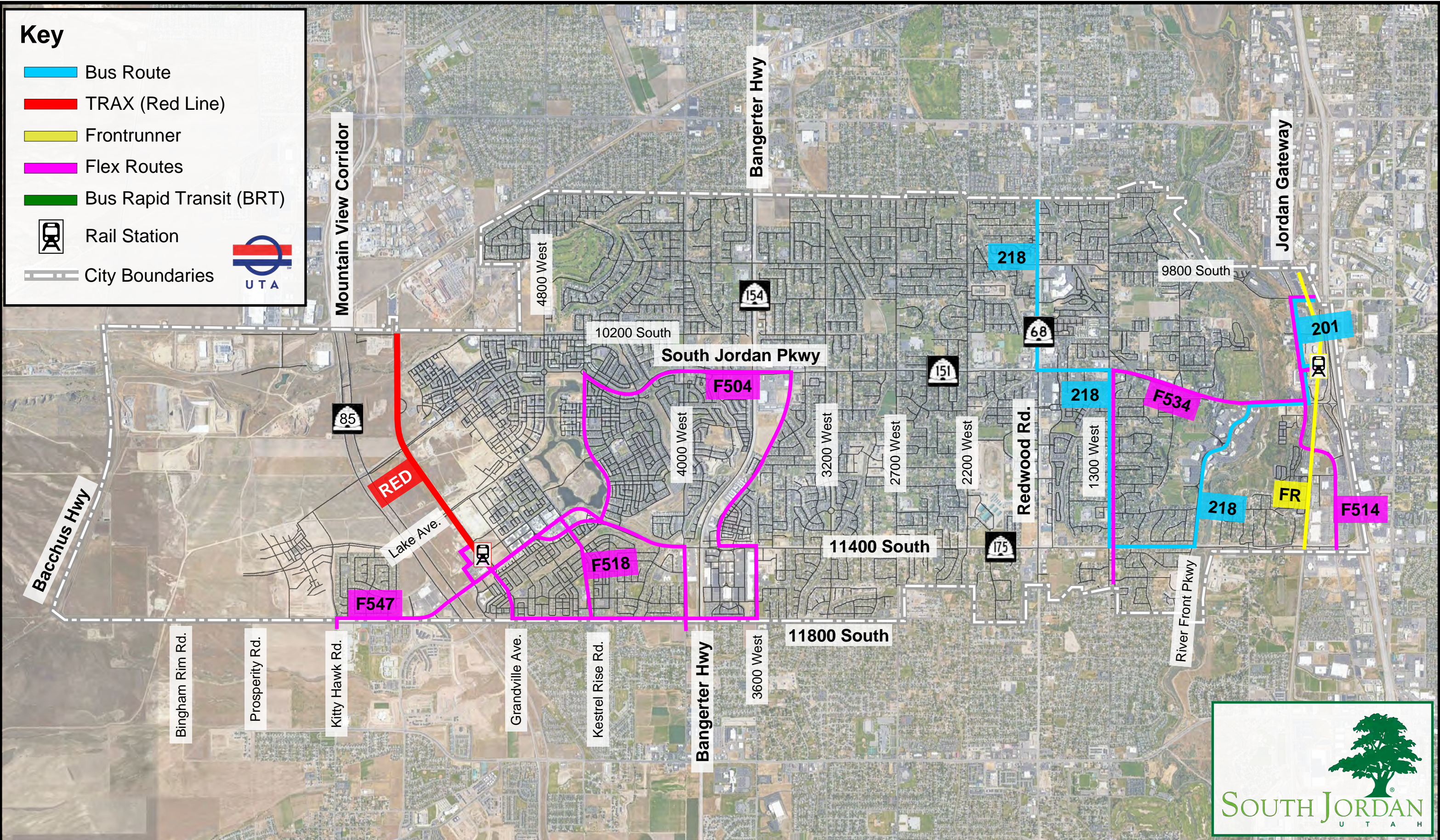
Public transportation in South Jordan City is served by the Utah Transit Authority (UTA). Currently, public transportation within city limits includes Frontrunner, TRAX (light rail), bus, and flex shuttle service. Future planned transit projects include implementing bus rapid transit (BRT). Figure 23 and Figure 24 show the existing and proposed transit routes in South Jordan, respectively.

The following are the existing and future transit facilities in South Jordan City:




- Commuter Rail – UTA’s FrontRunner system (Route 750) services the Wasatch Front from Provo to Ogden. The South Jordan Station is located just east of Jordan Gateway at approximately 10350 South. The FrontRunner has headways of 30 minutes during peak times and one hour during off-peak times. Several bus and flex routes have stops at the South Jordan Station.
- Light Rail – The UTA TRAX Red line services the west side of South Jordan in the Daybreak Development. The Red line begins at the Daybreak Parkway Station in South Jordan, parallels the Blue, Green, and FrontRunner lines at various locations, and terminates at the University of Utah Medical Center. The Daybreak Parkway and South Jordan Parkway Stations are located within South Jordan City limits. The Red line runs with headways of 15 minutes throughout the day.
- Bus – There are two existing UTA bus routes that service South Jordan City: Routes 218 and 201. Route 218 has headways of 30 minutes throughout the day. Route 201 has headways of 30 minutes during peak times and one hour during off-peak times.
- Flex Shuttle – There are five existing UTA flex shuttle routes that service South Jordan City: Routes F504, F514, F518, F534, and F547. These routes are located in the Daybreak Development and Jordan Gateway areas near mass transit stops. The shuttles follow the assigned route but also change course to pick up riders. These routes vary in headway from 30 minutes to one hour.
- Bus Rapid Transit – BRT systems are bus routes with frequent headways that can transport a high number of riders. They feature dedicated bus lanes with bus prioritization at signalized intersections. According to WFRC, there are four BRT projects planned in South Jordan City limits. One is planned as a north-south route near the TRAX Red line, two are planned as north-south routes near the FrontRunner line and Redwood Road, and one is planned as an east-west route along South Jordan Parkway. The first of these projects may be constructed by 2035. It is recommended that UTA test standard bus routes along these corridors prior to a full BRT project, especially along South Jordan Parkway.

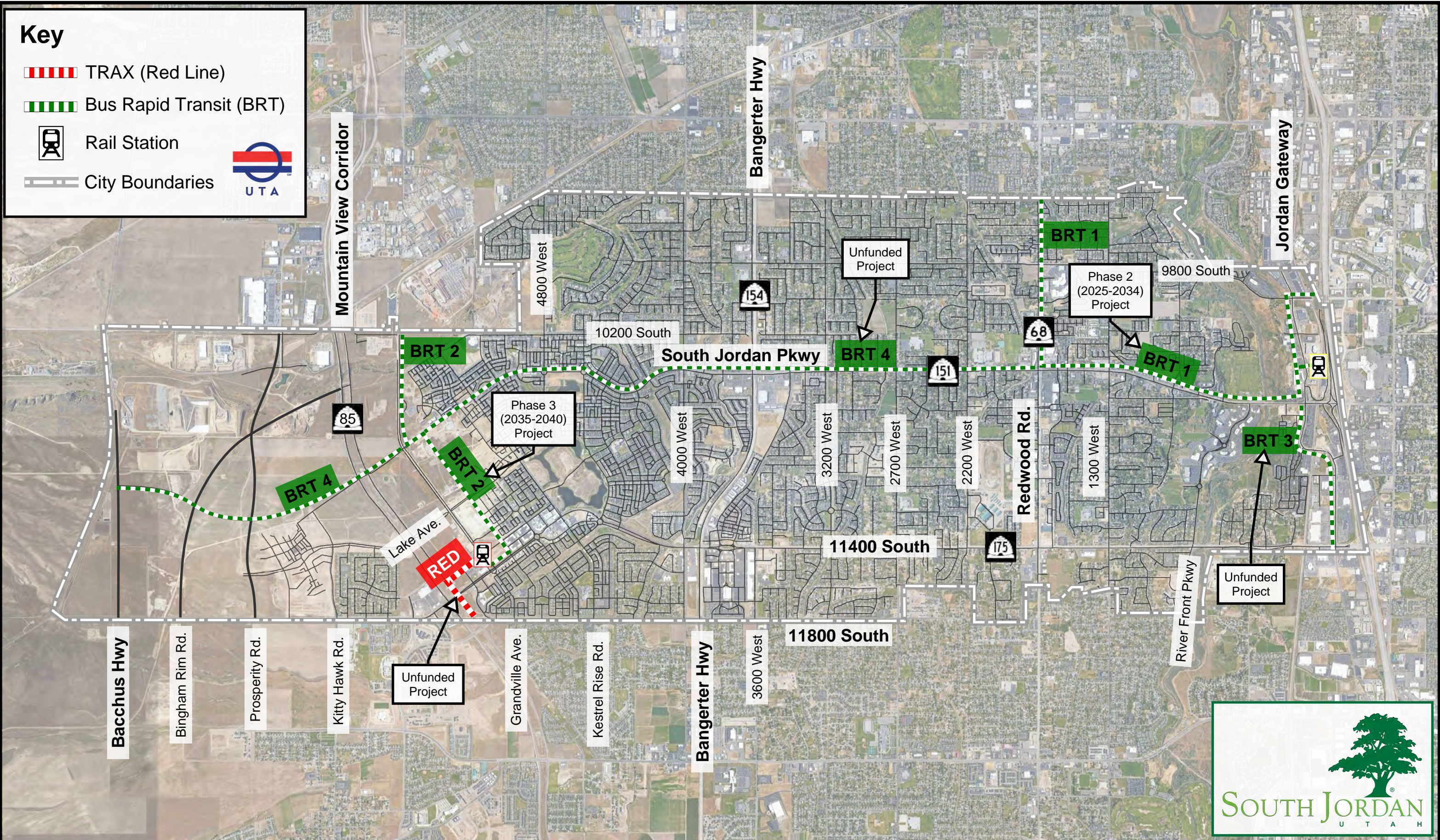
**Key**

-  Bus Route
  -  TRAX (Red Line)
  -  Frontrunner
  -  Flex Routes
  -  Bus Rapid Transit (BRT)
  -  Rail Station
  -  City Boundaries
- 



**Key**

-  TRAX (Red Line)
-  Bus Rapid Transit (BRT)
-  Rail Station
-  City Boundaries



## C. ACTIVE TRANSPORTATION



Providing safe and convenient bike and pedestrian facilities in South Jordan City is critical to promoting active and multi-modal transportation. If citizens have easy access to these facilities, increase in use of the bike and pedestrian modes of travel will increase. The City has several existing routes to facility these modes. However, there are also some improvements that could be made to improve the system.

The following are the classifications of bicycle facilities that are found in South Jordan City:

- Multi-Use Trail – A separate path designed for non-motorized traffic such as bicycles or pedestrians. Other names for these facilities include “bike paths” or “shared-use path.”
- Bike Lane – A facility that includes striped lanes meant for bicycle use within the paved roadway.
- Shared Roadway – Facilities designated by signs, striping, and/or directional markers where bicycles share the roadway with motorized traffic.

South Jordan City currently has an extensive network of these bike facilities, as shown in Figure 25. There are six major north-south trails that parallel canals and roadways in the City. However, there are no trails that run east-west to connect these north-south trails. Bike lanes run along many of the major roadways in the City including Mountain View Corridor (SR-85), South Jordan Parkway (SR-151), 11400 South (SR-175), 1300 West, and 2700 West.

Future bike facilities were identified based primarily on the Salt Lake County High Comfort Bicycle Network plan. Proposed bike facilities are shown in Figure 26. The purpose of the proposed facilities is to connect existing facilities and to plan for facilities in developing areas.

Concepts of typical bike lane and shared roadway treatment cross-sections for the City’s use were designed based on the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and the Utah Manual on Uniform Traffic Control Devices (MUTCD). These concepts are shown in Figure 27. Concepts have been provided for the following proposed treatments:

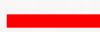
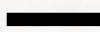
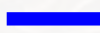
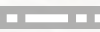
1. Shared Roadway – This treatment includes a sharrow in the vehicle travel lane for shared use.
2. Conventional Bike Lane – This treatment is a dedicated bike lane adjacent to vehicle traffic.
3. Buffered Bike Lane – This treatment is a bike lane separated by a small buffer from vehicles. This treatment would be ideal for 9800 South and 1300 West.

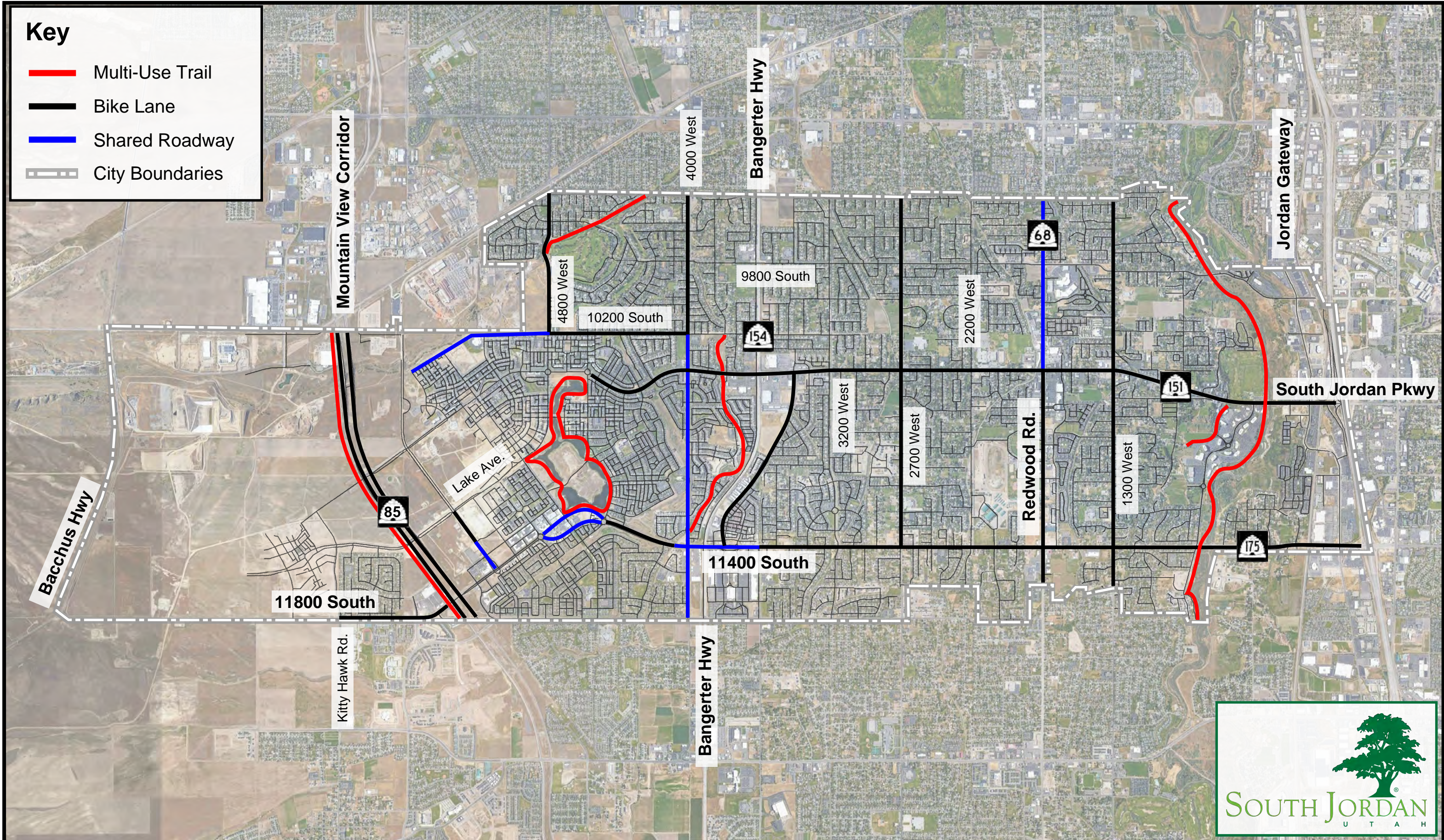
The location of parks are important when considering bike and pedestrian facilities, and this was considered when proposing future facilities. Several trails and parks currently exist in South Jordan City, especially along the Jordan River and in the Daybreak Development. The South Jordan City Parks and Trails Map can be found at the following website:




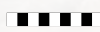



<https://www.sjc.utah.gov/parks-recreation/parks-and-trails/>

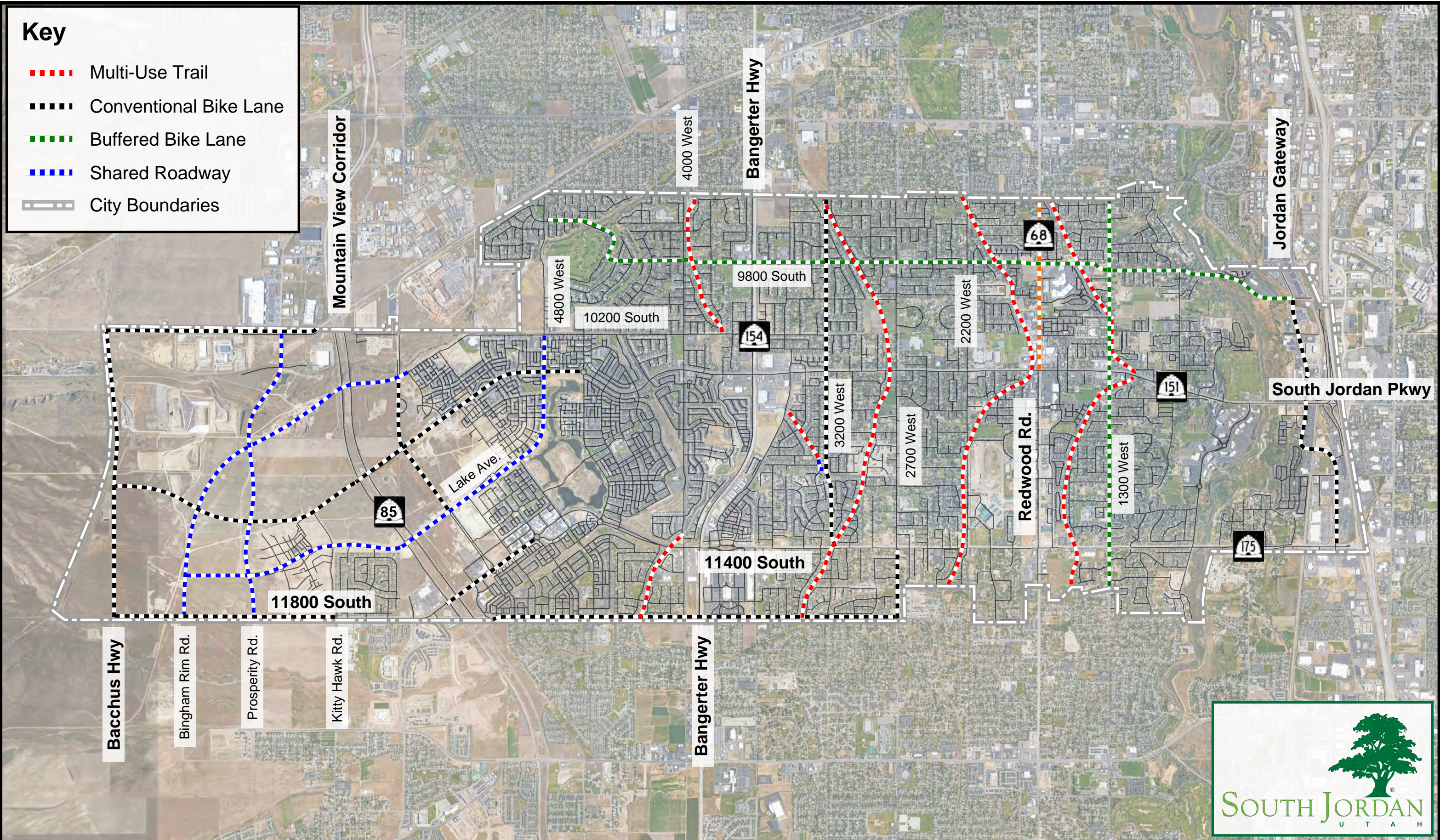
**Key**

-  Multi-Use Trail
-  Bike Lane
-  Shared Roadway
-  City Boundaries



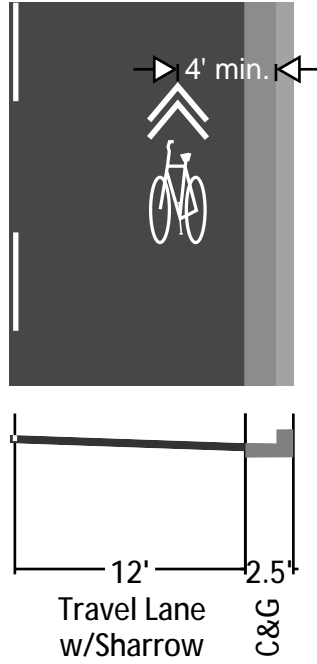
**Key**

-  Multi-Use Trail
-  Conventional Bike Lane
-  Buffered Bike Lane
-  Shared Roadway
-  City Boundaries



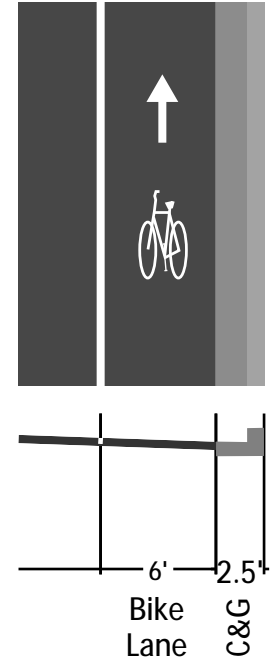
# 1 Shared Roadway

- Sharrow only to be used in travel lane, not in bike lane or shoulder
- Minimum placement of 4 feet from curb, or 11 feet with street parking
- Sharrow marking should be centered in lane if speed limit is 25 mph or less
- Not preferred on high-speed, high-volume roadways
- Frequent, visible marking is essential: every 50 - 250 feet
- See MUTCD Figure 9C-9 and NACTO Urban Bikeway Design Guide



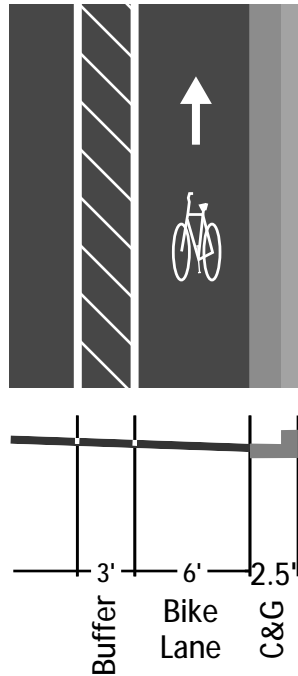
# 2 Conventional Bike Lane

- Minimum width of 4 feet; preferred width of 6 feet
- If bike lane is adjacent to a parking lane, the width should be at least 5 feet
- A bike lane adjacent to a physical barrier must be 2 feet wider than otherwise
- Stripe separating bike lane and vehicle lane should be 6 to 8 inches wide
- Stripe separating bike lane and parking lane should be 4 inches wide
- See MUTCD Figure 9C-3 and NACTO Urban Bikeway Design Guide



# 3 Buffered Bike Lane

- Bike lane separated from vehicle lane by striped buffer
- Minimum lane width of 4 feet; preferred width of 6 feet
- Minimum buffer width of 18 inches
- If buffer is 3 feet wide or greater, diagonal hatching is required (4-inch stripe at 30-45 degrees)
- If a parking lane is provided along bike lane, an additional buffer may be placed between the bike lane and the parking lane
- See MUTCD Figure 9C-3 and NACTO Urban Bikeway Design Guide



## D. TRANSPORTATION TECHNOLOGY

---



Technology in transportation is constantly changing. Recent developments in automated and connected vehicles, electric bikes and scooters, intelligent transportation systems (ITS), and smart cities have disrupted the transportation industry. The goals of these technologies include decreasing traffic congestion, reducing vehicle fuel emissions, improving quality of life, and preventing crashes on roadways, especially severe and fatal crashes. The full implementation of these technologies will change the way cities view and mitigate transportation demand.

This wave of new technologies is already finding its way to South Jordan City. It is recommended that this TMP be revisited and updated approximately every five years in order to keep up with the latest advancements in transportation technology. It is also recommended that City staff be aware of new technology research and advancements that take place. When appropriate and where resources are available, City staff could consider implementing tried and proven technology to improve the City's transportation system.

## V. CITY TRANSPORTATION MANAGEMENT

### A. PURPOSE

---

The purpose of this chapter is to discuss the various strategies in place in South Jordan City to manage transportation mobility and accessibility. City staff can use these management strategies when reviewing proposed development site plans, roadway access requests, and other transportation-related design projects to determine the impact the proposed changes will have on the City transportation system.

### B. TRANSPORTATION SYSTEM MANAGEMENT

---

Transportation system management (TSM) strategies are intended to increase the efficiency of the existing roadway, without increasing the number of through traffic lanes thereby increasing the number of vehicle trips that a facility can carry. The following are examples of TSM strategies:

- Changing intersection control type
  - e.g., TWSC to a roundabout, AWSC to a traffic signal, etc.
- Adding left- and/or right-turn lanes
- Consolidating access points
- Improving coordination between traffic signals

TSM also encourages automobile, public transit, ridesharing programs, and active transportation improvements as elements of a unified transportation system.

### C. TRANSPORTATION DEMAND MANAGEMENT

---

Transportation Demand Management (TDM) focuses on regional strategies for reducing the number of vehicle trips and vehicle-miles traveled (VMT) as well as increasing the vehicle occupancy. It facilitates higher vehicle occupancy or reduces traffic congestion by expanding an individual's choice in terms of travel method, time, route, costs, and experience. The following are examples of TDM strategies:

- Increase in transit ridership
- Implementing carpool programs and incentives
- Promoting biking and walking
- Encouraging telecommuting
- Suggesting the businesses have flexible work hours and/or compressed workweeks

Because many TDM strategies are only effective if implemented on a regional basis, a coordinated effort is critical. UDOT currently has a TDM program in place called TravelWise that proves beneficial for a city to review as a plan is developed. It is recommended that South Jordan City staff coordinate with neighboring cities to implement these strategies.

## D. ACCESS MANAGEMENT

---

TRB defines access management as “the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway” (TRB *Access Management Manual*, 2<sup>nd</sup> Edition, 2014).

Because the primary function of arterials is providing mobility and not access, access management techniques generally focus on reducing the number of conflict points on arterial roads in order to maintain a high level of capacity without adding additional through lanes. Reducing conflict points can be accomplished by limiting access points, restricting left-turn movements at access points, providing turn lanes, and locating appropriately-spaced traffic signals.

Access management can also be used on collector roads, although these measures are less restrictive because a collector’s purpose is to provide mobility and access. Collector roads generally have lower volumes and speeds thereby reducing the need for stringent access management as is the case with arterials.

Access management techniques are generally not employed on local roads because their purpose is to provide full access to all adjacent parcels of land. Local roads have low volume and speed and are therefore not negatively affected by the increased quantity of conflict points.

Access management has been documented to include the following safety and operational benefits:

- Lower crash rates
- Less severe crash severity
- Increased traffic signal efficiency
- Decreased delay
- Increased capacity

Positive economic benefits can also result from proper access management, which may improve travel times and congestion. This makes locations more desirable to patrons (Federal Highway Administration, *Safe Access is Good for Business*, 2006).

Especially applicable to transportation master planning is the fact that improving access management along an arterial corridor can increase the capacity of the roadway. This can result in less need for additional through lanes and thereby significantly reducing the cost of roadway infrastructure.

In South Jordan, most of the arterial roadways are owned by UDOT and therefore access to them is controlled by UDOT’s access management requirements. UDOT has established state highway access management requirements as part of Administrative Rule R930-6. All Utah state roadways are assigned an access category between 1 and 10. Each access category has varying spacing requirements, with lower access category numbers having stricter spacing.

Most collector roadways and some arterials are controlled by South Jordan. Therefore, it is up to City staff to ensure that access is managed along these roadways. This may include making changes to the current roadways to address existing problems as well as requiring good access management as new roads and/or developments are planned.

Establishing corridor agreements and access management standards ahead of new development can help insure well-planned corridors that will be safer and have higher capacity than roadways without access management. Corridor agreements can also assist developers in knowing ahead of time where and what type of access will be permitted.

Some recommended access management techniques are as follows:

- Provide raised medians to restrict left-turn movements
- Provide TWLTLs on arterial and collector roads
- Provide right-of-way for left-turn pockets at intersections with minor collectors
- Limit signalized intersection, unsignalized intersection, access, and driveway spacing based on roadway type
- Encourage shared access driveways for parcels adjacent to arterials

As applications for access are submitted to South Jordan City, the City Engineer will review the applications based on best practices discussed here and City Code.

## E. NEIGHBORHOOD TRAFFIC MANAGEMENT

---

Traffic calming is the means by which the physical and social impacts of motor vehicles on urban life are reduced. This can include the reduction of vehicle traffic and/or vehicle speed. This may be especially important in areas of the City where a high pedestrian presence is desired, such as in residential neighborhoods, school vicinities, and in village centers. While the goal of arterial-type streets is increasing capacity, it is normally desired that residential and village center streets maintain a “livable” environment. The term “livable” will likely have a different meaning for everyone, but it can generally be interpreted as being a safer road for pedestrians and bikers where vehicle volumes and speeds are lower.



One common form of traffic calming is neighborhood traffic management (NTM). NTM includes physical devices, streetscape treatments, and other non-physical treatments that will influence vehicle operation including the reduction of speed which often translates into a reduction of cut-through traffic. NTM implies changes being made at the neighborhood level, and not necessarily at a broader (corridor or City) level. The TSM and TDM measures discussed in previous sections are examples of traffic calming at these broader levels.

NTM measures can be separated into physical and non-physical (or psychological) treatments. Physical treatments include vertical and horizontal devices that require a driver to slow their travel in order to maintain a comfortable drive. The following are examples of these physical NTM measures:

- Raised pedestrian crossings
- Chicanes
- Mid-block islands
- Roundabouts and traffic circles
- Intersection bulb-outs or chokers
- Lateral lane shifts



There are other physical treatments that are not allowed in South Jordan City, such as speed humps. Speed humps are not allowed because they damage snow plow equipment, increase delay for emergency responders, and increase noise and pollution. Also, there has been a history of damaged vehicle claims in the City due to speed humps.

Non-physical treatments include measures that encourage a driver to slow down that do not involve physical changes to the roadway. These types of measures do not physically require a vehicle to slow down, but many drivers do slow down because of the psychological effect of these measures. The following are examples of non-physical NTM measures:

- Increased speed enforcement
- Driver feedback signs
- Narrow lane striping
- Signs dictating speed limit or various restrictions
- Speed legends on pavement



As South Jordan City continues to increase the connectivity of streets in order to reduce the use of higher-order streets (such as arterials) for shorter trips, the need for NTM will be important to ensure that the livability of residential streets is not adversely affected. As such, city staff should continue to work with residents and implement NTM as needed when the perceived livability of residential streets is adversely impacted by new growth, street connections, and travel patterns.

## F. TRAFFIC IMPACT STUDIES

As the City continues to grow and develop, traffic-related impacts will need to be addressed. This can be accomplished by requiring future developments to complete a Traffic Impact Study (TIS). The TIS is an important document that can tell City staff how a development will impact the traffic in the project area. The scope of a TIS is dependent on the size and land use of the development, which determines the number of trips that will be generated by the project. The size and scope of a TIS should be determined by the City Engineer on a case by case basis.

The TIS should address items such as poor levels of service, access spacing, internal circulation, adjacent roadway impacts, and mitigation measures. A TIS should identify the improvements that could be made by the City for existing traffic issues and by the developers due to poor levels of service with project traffic added. Developments that access UDOT roadways need to follow the UDOT TIS Guidelines. It is recommended that the City adopt TIS guidelines for all future developments.

## G. CONNECTIVITY

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A roadway system with excellent connectivity allows vehicles to have various routing options when traveling throughout the City. This allows vehicles to take shorter trips without having to use congested collectors or arterial roadways. South Jordan City has very good connectivity in the north-south direction with frequent collector or arterial north-south roadways. However, there is a lack of east-west connections, especially between South Jordan Parkway and 11400 South. This may be due to the many canals that run north-south in the City.

It is recommended that east-west connectivity be improved in the City as development continues. Along with this, it is recommended that the use of cul-de-sacs be minimized where possible and that infill projects connect to all possible stub roads. In cases of emergency, this will provide vehicles with multiple routes that can be used to exit an area, and emergency vehicles will also have multiple points to access an emergency location. South Jordan City does not allow accesses and connections to be gated. This is done to promote connectivity and to reduce vehicle traffic volumes on collector and arterial roadways.

## VI. CONCLUSION

### A. OVERVIEW

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The purpose of this update to the South Jordan TMP is to plan for the future multi-modal transportation needs of South Jordan City. The following tasks were completed as part of this TMP:

- The land use and socioeconomic characteristics were reviewed and summarized.
- The functional classification of roadways was redefined.
- Data were collected to summarize the existing traffic volume conditions.
- Future volumes in 2024 and 2040 were projected using a travel demand model.
- A LOS analysis was performed to identify existing and future transportation needs.
- Improvements were recommended to support future growth.
- Locations for future signals were identified.
- Truck routes on existing and future roadways were identified.
- The public transit opportunities of the City were discussed.
- Recommendations were given regarding active transportation facilities.
- Future transportation technology advancements and their impact on the City were discussed.
- Several City transportation management strategies were outlined.

### B. NEXT STEPS

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As a result of this TMP, there are several opportunities for South Jordan City staff to apply the recommendations of this TMP in the coming months and years. It is recommended that South Jordan City complete the following when possible:

- Work to get funding for UDOT and UTA projects that are not currently funded:
  - 11400 South (widen to seven lanes)
  - BRT on South Jordan Parkway
  - BRT on Jordan Gateway, south of South Jordan Parkway
  - Innovative intersection designs at South Jordan Parkway / Redwood Road and 11400 South / Redwood Road intersections
- Encourage UDOT to prioritize the construction of the Mountain View Corridor freeway.
- Encourage UTA to test standard bus routes along major corridors prior to a full BRT project, especially along South Jordan Parkway
- Begin planning for proposed City improvements.
- Continue coordination with the Daybreak Development regarding regional transportation needs.
- Follow strategies provided in the City Transportation Management chapter.
- Update the South Jordan TMP every 5 - 7 years.

# APPENDIX A

## Travel Demand Modeling Memorandum

## MEMORANDUM

**To:** Ryan Hales, P.E., PTOE and Jeremy Searle, P.E., and PTOE

**From:** Ian Kilpatrick, Parametrix  
Kai Tohinaka, AICP, Parametrix  
Vern Keeslar, AICP, Parametrix

**Date:** April 9, 2019

**Subject:** South Jordan Transportation Master Plan (TMP) Travel Demand Modeling Memo

---

### Introduction

The purpose of this memo is to document the travel demand forecasting conducted for the South Jordan City Transportation Master Plan 2018. Through travel demand modeling, Parametrix generated 2024 and 2040 traffic volume forecasts to better understand anticipated demands on the roadway network. This memorandum describes the calibration process and provides an overview of the modeling results.

### Model Calibration

When applying regional models to small-scale areas and individual corridors, it is often necessary to undergo a calibration process specific to that area or corridor because the models have originally been developed and calibrated for regional performance. The calibration process provides an opportunity to tailor the model to detailed specifics of a corridor, which may have been missed in model development or have since become outdated. The calibration process generally includes review and revision of the two main inputs of the models: socioeconomic (SE) data and the roadway network. For the base year calibration, Parametrix calibrated 2019 SE and network inputs which were the closest available to present day.

### Socioeconomic Inputs

Socioeconomic data is the driving factor for trip generation in a travel demand model. This data is provided for geographic subsections of the model, known as traffic analysis zones (TAZs), for each modeled year. Parametrix created summary maps displaying the base SE data influencing the study area by TAZ for review with the city and Daybreak. Parametrix received comments about existing or proposed development and about future growth within the city and revised the

SE datasets accordingly. Based on this input, it was determined that the model had overestimated the amount of development in west and northwest Daybreak in 2019, so the baseline household and employment numbers were lowered to match Daybreak and South Jordan estimates. Additionally, the model had overestimated the 2024 and 2040 values in west and northwest Daybreak, so these numbers were also lowered based on Daybreak and South Jordan estimates. The SE revisions made to the Wasatch Front Regional Council/Mountainland Association of Governments (WFRC/MAG) Travel Demand Model version 8.2 were limited to 38 TAZs within South Jordan and are shown in Table 1. See the Appendix for the complete set of SE inputs used, and a figure of the TAZ structure within South Jordan.

**Table 1: Household and Employment Revisions**

TAZ	TOTAL HOUSEHOLDS						TOTAL EMPLOYMENT					
	2019	2019 REVISED	2024	2024 REVISED	2040	2040 REVISED	2019	2019 REVISED	2024	2024 REVISED	2040	2040 REVISED
1221	29	0	47	0	108	0	1,053	80	1,580	590	3,018	2,220
1222	0	0	0	185	0	775	0	0	0	24	0	100
1223	0	0	0	95	0	400	0	0	0	0	0	0
1224	1,132	0	1,883	0	4,269	0	112	112	179	681	363	2,500
1225	0	0	0	91	0	383	0	0	0	65	0	271
1226	0	0	0	238	0	1,000	0	0	0	24	0	100
1227	233	0	388	407	879	407	10	10	16	31	33	100
1228	1,106	0	1,750	1,300	3,789	1,300	43	43	69	113	141	336
1229	519	260	863	377	1,957	750	22	22	36	24	73	30
1230	564	0	938	438	2,127	1,840	24	24	39	423	79	1,700
1231	630	630	1,048	718	2,375	1,000	27	0	44	0	89	0
1232	226	200	234	236	246	350	68	0	68	0	69	0
1233	202	0	336	151	762	634	42	42	67	187	137	650
1362	435	0	724	48	1,641	200	980	0	1,569	286	3,186	1,200
1363	785	785	1,306	867	2,960	1,128	298	50	477	50	2,968	50
1364	64	0	104	107	232	450	138	0	221	286	3,448	1,200
1365	0	0	0	71	0	300	0	0	0	95	3,000	400
1366	170	0	283	71	642	300	386	0	617	71	1,254	300
1367	412	0	686	262	1,554	1,100	934	0	1,495	131	3,038	550
1368	0	0	0	48	0	200	297	0	476	167	967	700
1369	0	0	0	51	0	215	191	191	306	312	2,621	700
1370	75	75	125	230	283	724	3	3	5	147	11	606
1371		290	0	290	0	290	0	246	0	246	0	246
1372	5	5	8	232	19	960	0	0	0	0	1	0
1373	527	435	877	435	1,987	435	23	4	37	4	75	4
1374	665	271	1,106	271	2,507	271	29	0	46	0	93	0

TAZ	TOTAL HOUSEHOLDS						TOTAL EMPLOYMENT					
	2019	2019 REVISED	2024	2024 REVISED	2040	2040 REVISED	2019	2019 REVISED	2024	2024 REVISED	2040	2040 REVISED
1375	119	119	198	312	449	929	270	270	432	326	879	505
1376	505	505	836	608	1,886	937	820	792	1,312	792	2,665	792
1377	209	209	209	315	209	655	22	22	23	33	24	69
1378	0	592	0	592	0	592	0	0	0	115	0	485
1379	116	116	116	180	117	385	1	0	2	0	4	0
1380	1,080	1,080	1,245	1,108	1,718	1,199	162	97	169	97	182	97
1381	302	302	352	340	499	461	273	101	274	101	275	101
1382	532	532	639	614	956	875	1,132	572	1,133	572	1,138	572
1383	385	385	504	590	871	1,248	14	14	20	24	36	54
1384	86	86	97	206	129	588	16	16	21	96	32	350
1385	186	186	206	262	259	506	735	722	736	722	739	722
1386	594	482	594	482	595	482	140	72	149	72	170	72

### Road Network Inputs

#### *Existing 2019 Network*

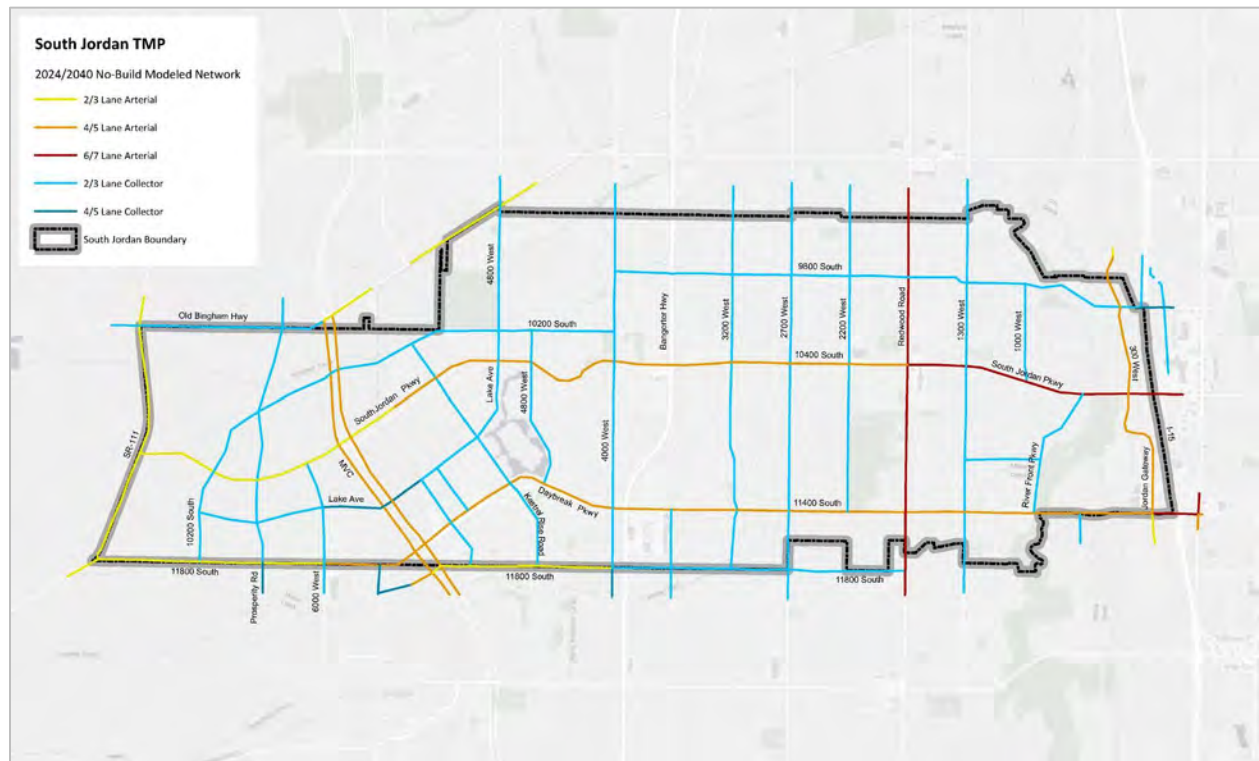
Updates were made to the 2019 WFRC/MAG model network to best reflect existing roadway network conditions. Updates were based upon the most recently available satellite imagery, input from the city, input from Daybreak, and on-site observations. This network is used to model current conditions. Figure 1 depicts the modeled road network.



### 2024 and 2040 No-Build Network

The future no-build model network is meant to represent network conditions if no new projects are completed. Incomplete projects that are committed to be completed before the forecast years have been included. Figure 2 shows these additions to the network which include 10200 South from Kestral Rise Road to 11800 South, Prosperity Road from Old Bingham Highway to 11800 South, South Jordan Parkway from Mountain View Corridor to SR-111, the extension of Lake Avenue from 6000 West to 10200 South, and the extension of 6000 West from Lake Avenue to South Jordan Parkway.

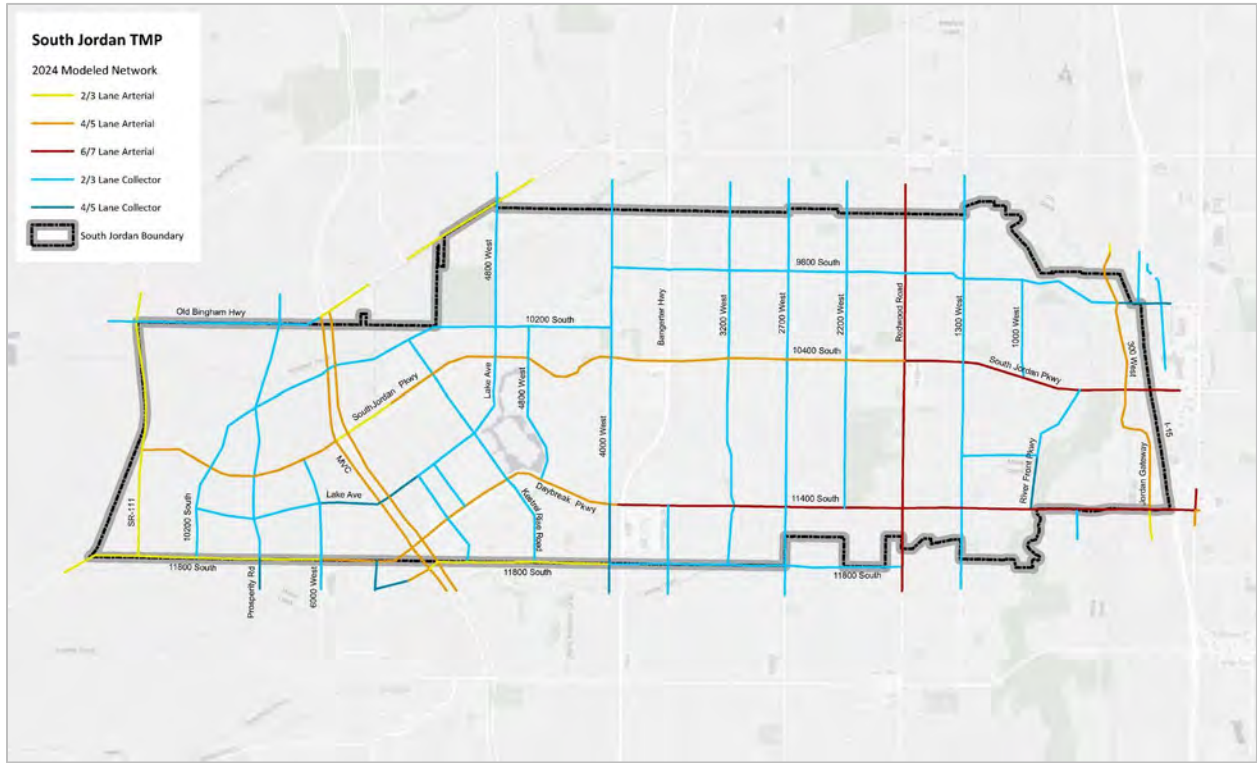
**Figure 2: 2024/2040 No-Build Modeled Network**



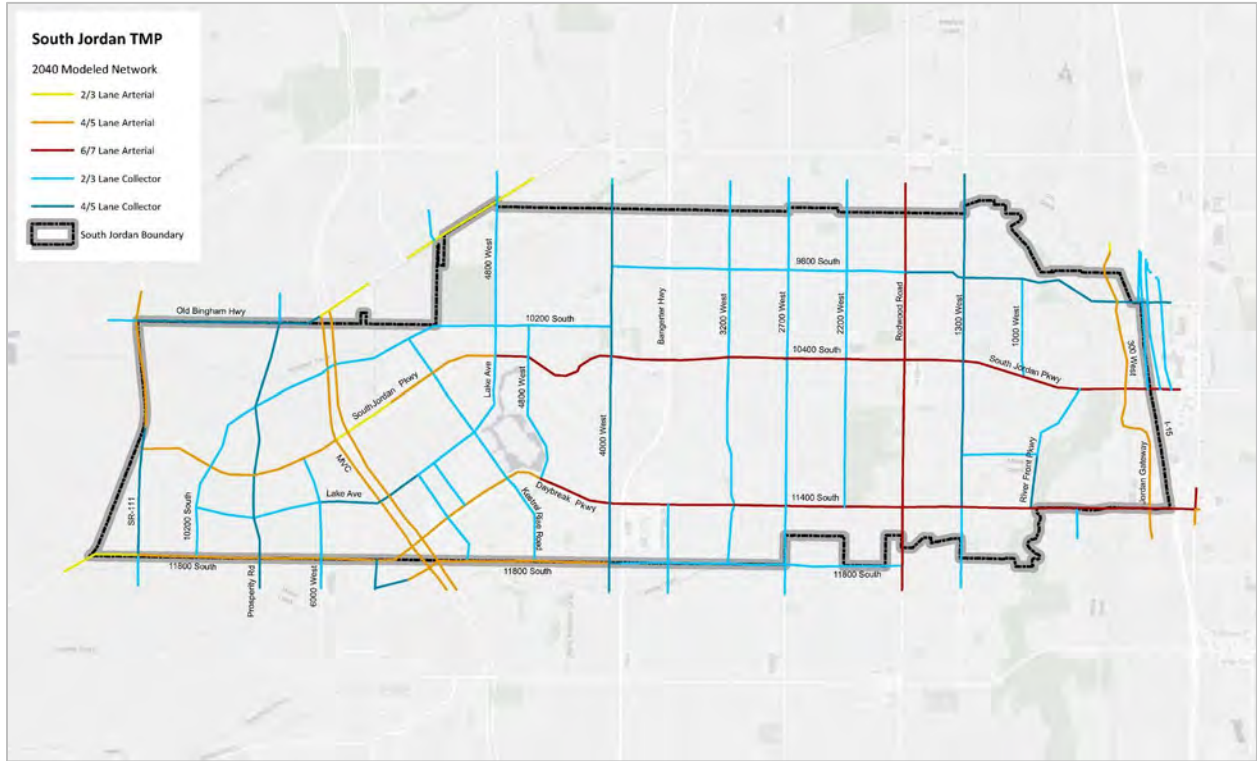
### Future Networks

Future networks were created for the 2024 and 2040 forecast years. These networks are modified from the existing network described above to include Capital Facilities Plan (CFP) projects scheduled to be completed by the respective forecast year. Figures 3 and 4 show the final modeled functional classification system for the 2024 and 2040 forecast years respectively.

**Figure 3: 2024 Modeled Network**



**Figure 4: 2040 Modeled Network**

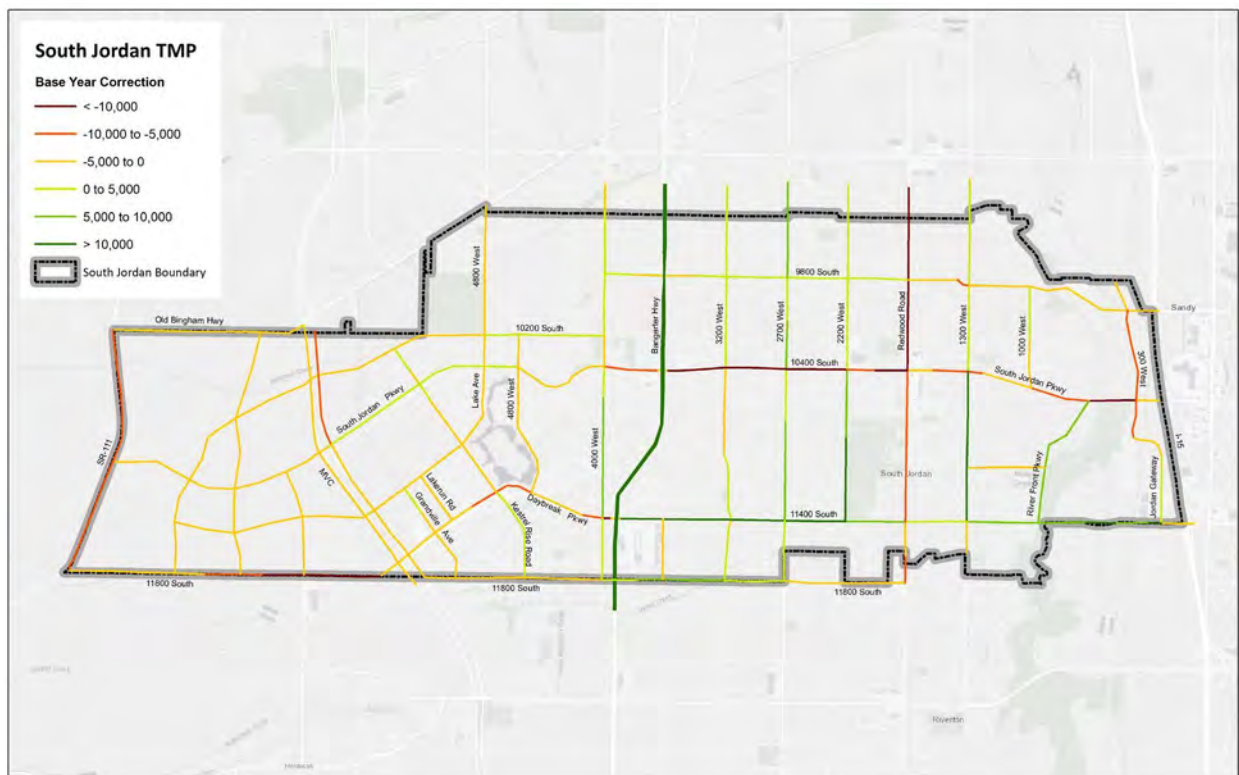


## Base Year Model Correction Factors

To account for the error inherent in each model, a base year correction was applied to forecast 2024 and 2040 segment volumes. Base year correction factors are generated by calculating the difference between base year model data and actual traffic counts. Modelers then apply the correction factors to the long-term model outputs to develop volume forecasts that minimize the effects of model computational biases.

Parametrix used traffic count data from Hales Engineering and South Jordan, along with the Utah Department of Transportation (UDOT) Annual Average Daily Traffic (AADT) data to produce a base year correction factor from the 2019 base year model. Data used to produce the correction factor can be found in the appendix. These base year correction values were then applied to 2024 and 2040 model forecasts for respective segments. Figure 5 shows the correction factor by segment.

**Figure 5: Base Year Correction**



## Modeled Roadway Volumes

The WFRC/MAG model was used to model a base 2019 network, no-build scenarios for 2024 and 2040, and build scenarios for 2024 and 2040. The no-build 2024 and 2040 models will be used in conjunction with a capacity analysis for project identification purposes, while a capacity analysis

of the build scenarios tests the CFP effectiveness at accommodating future growth within the city. The capacity analysis will be detailed within the transportation master plan document.

Figure 6 shows the 2019 network modeled volumes. High volume roads include Bangerter Highway, 10400 South, 11400 South, Redwood Road, and South Jordan Gateway.

Figures 7 and 8 show the 2024 modeled volumes for no-build and build networks respectively. The no-build and build modeled volumes show traffic patterns consistent with the 2019 network model, with the new portion of SR-111 in the build model showing low volumes. Figure 9 shows the total volume change from 2019 to 2024 for the build scenario. High growth roads include South Jordan Parkway, 10200 South, 11400 South, Prosperity Road, Kestral Rise Road north of South Jordan Parkway, 600 West north of Lake Avenue and the new portion of SR-111.

Figures 10 and 11 show the 2040 modeled volumes for no-build and build networks respectively. Again, the modeled volumes show consistent traffic patterns, with high volume roads including 10400 South/South Jordan Parkway throughout South Jordan, 11400 South/Daybreak Parkway throughout South Jordan, and Redwood Road, Bangerter Highway, and Mountain View Corridor with significantly more traffic. Figure 12 shows the total volume change from 2024 to 2040 for the build scenario. High growth roads from 2024-2040 include most of 10400 South/South Jordan Parkway, most of 11400 South, the eastern portion of 9800 south, the middle portion of Lake Avenue, most of 11800 south west of Bangerter Highway, most of the Old Bingham Highway, and most of SR-111.

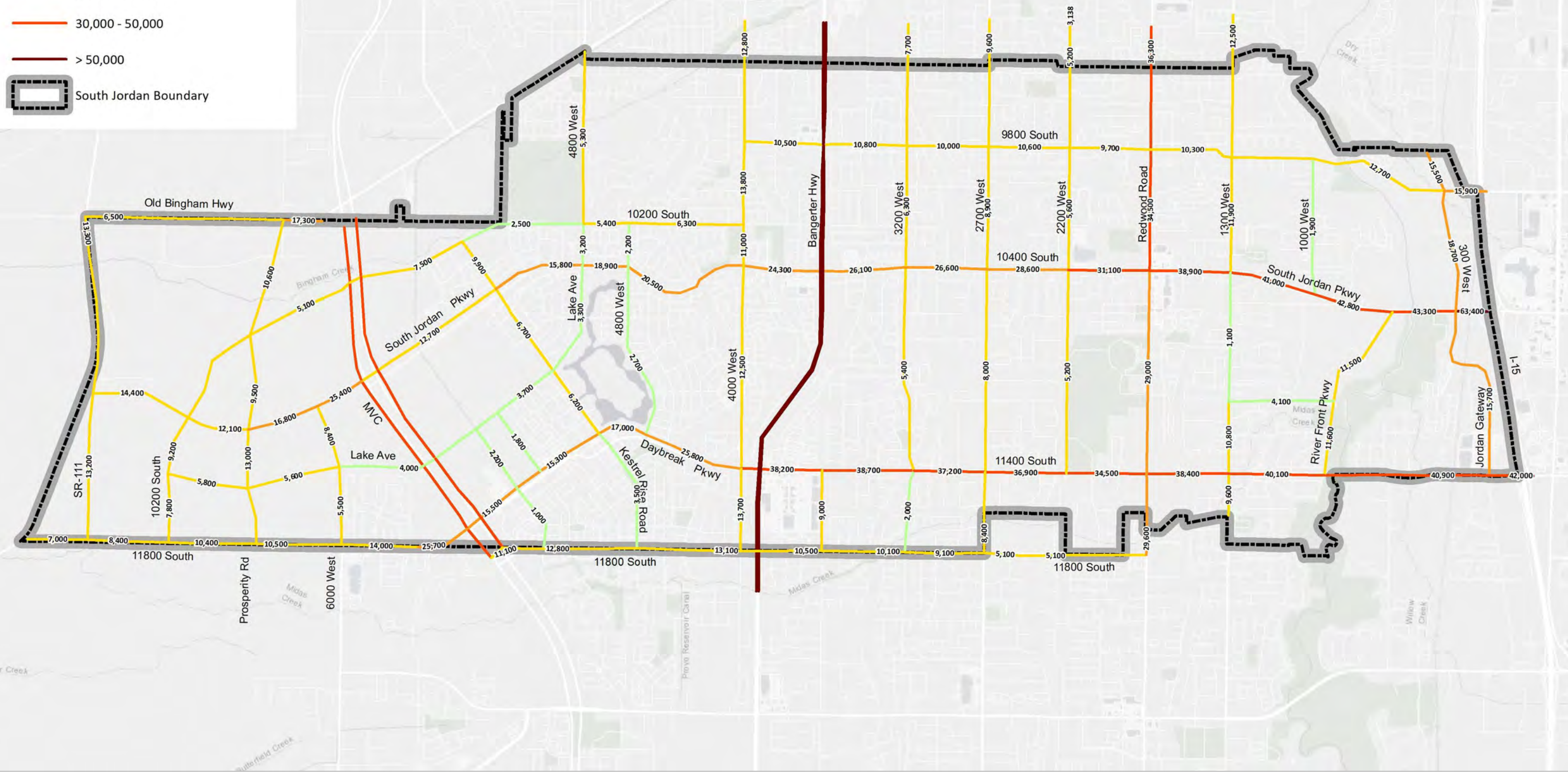


Figure 7: 2024 Build Network Modeled Volumes

**South Jordan TMP**

2024 Build Network Modeled Volumes

- < 5,000
- 5,000 - 15,000
- 15,000 - 30,000
- 30,000 - 50,000
- > 50,000
- South Jordan Boundary



# South Jordan TMP

## 2024 No-Build Network Modeled Volumes



Figure 8: 2024 No-Build Network Modeled Volumes

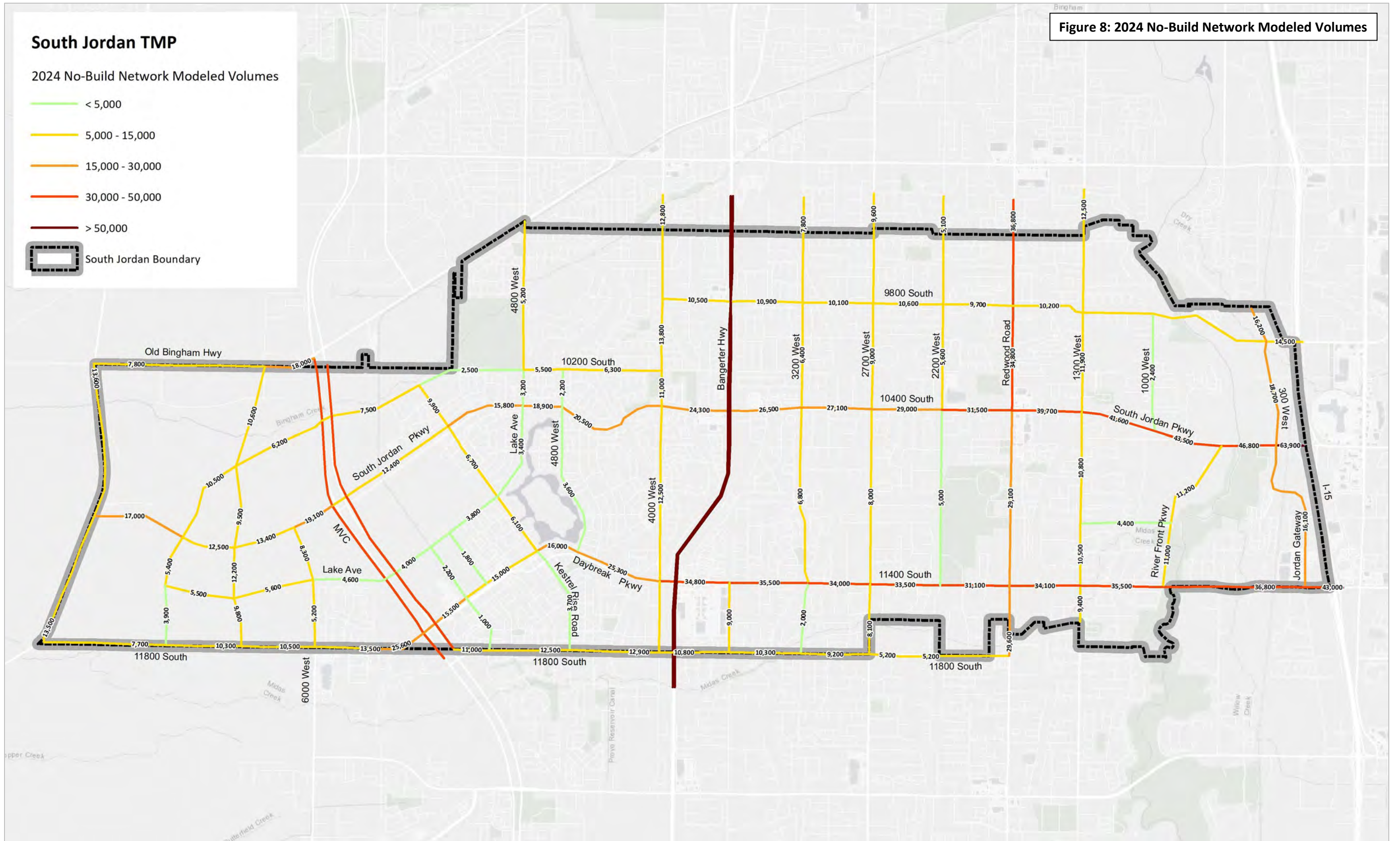
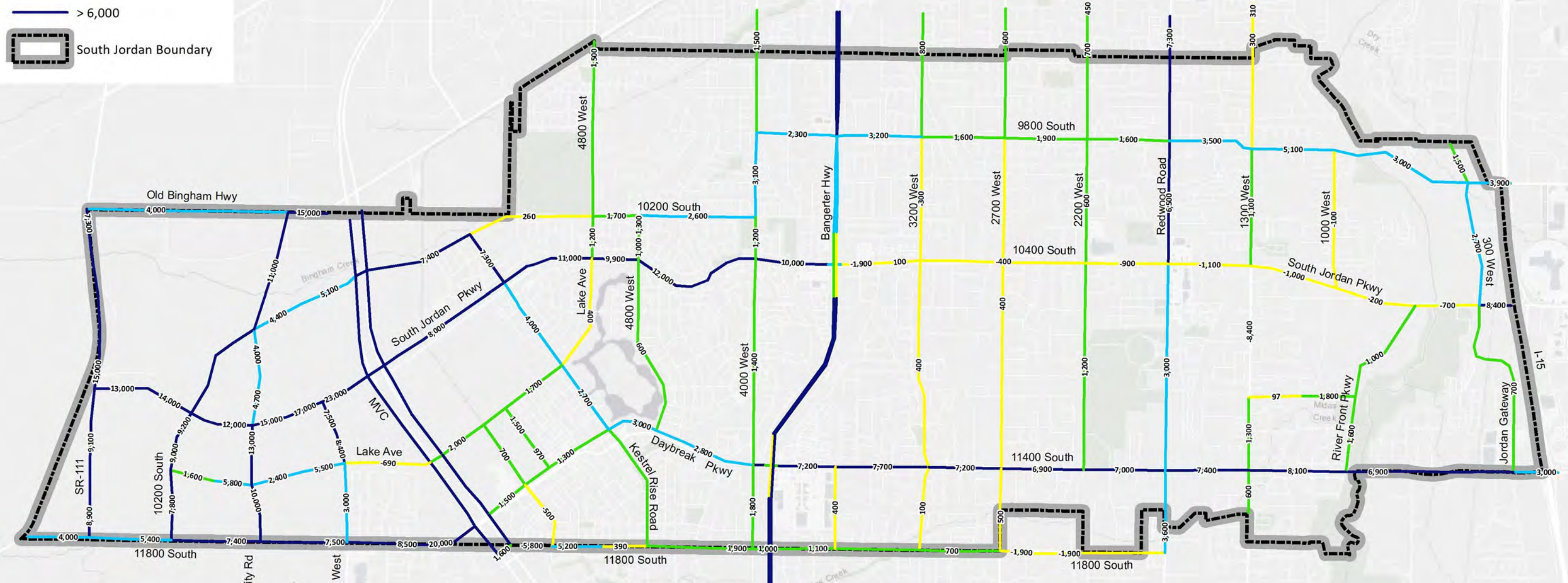
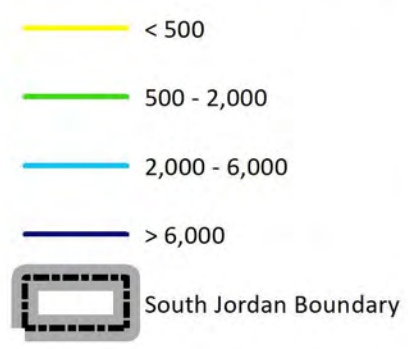


Figure 9: 2019-2024 Volume Change Map

### South Jordan TMP

2019 - 2024 Volume Change



# South Jordan TMP

## 2040 No-Build Network Modeled Volumes

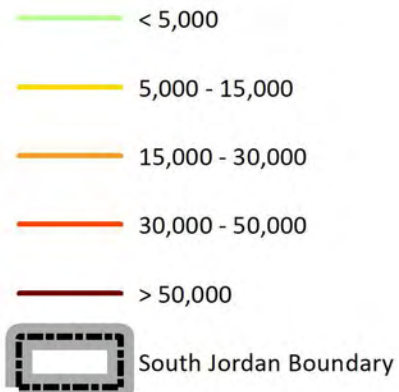
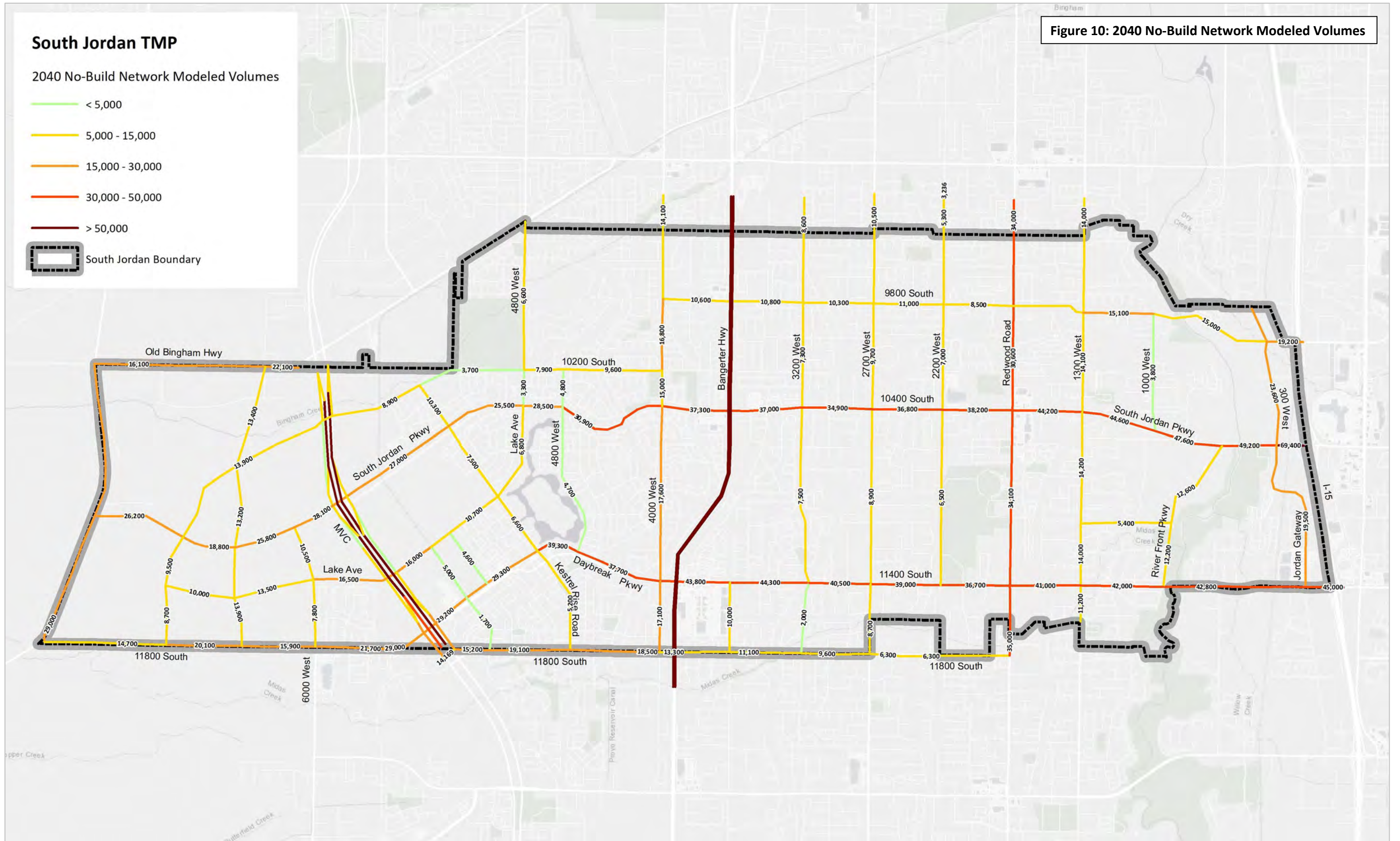


Figure 10: 2040 No-Build Network Modeled Volumes



# South Jordan TMP

## 2040 Build Network Modeled Volumes

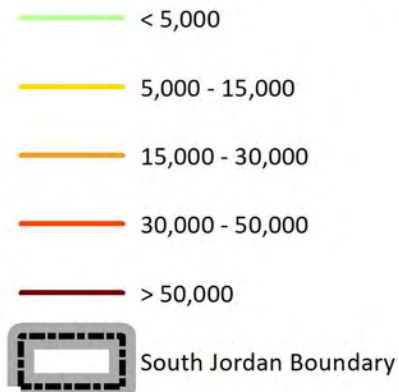
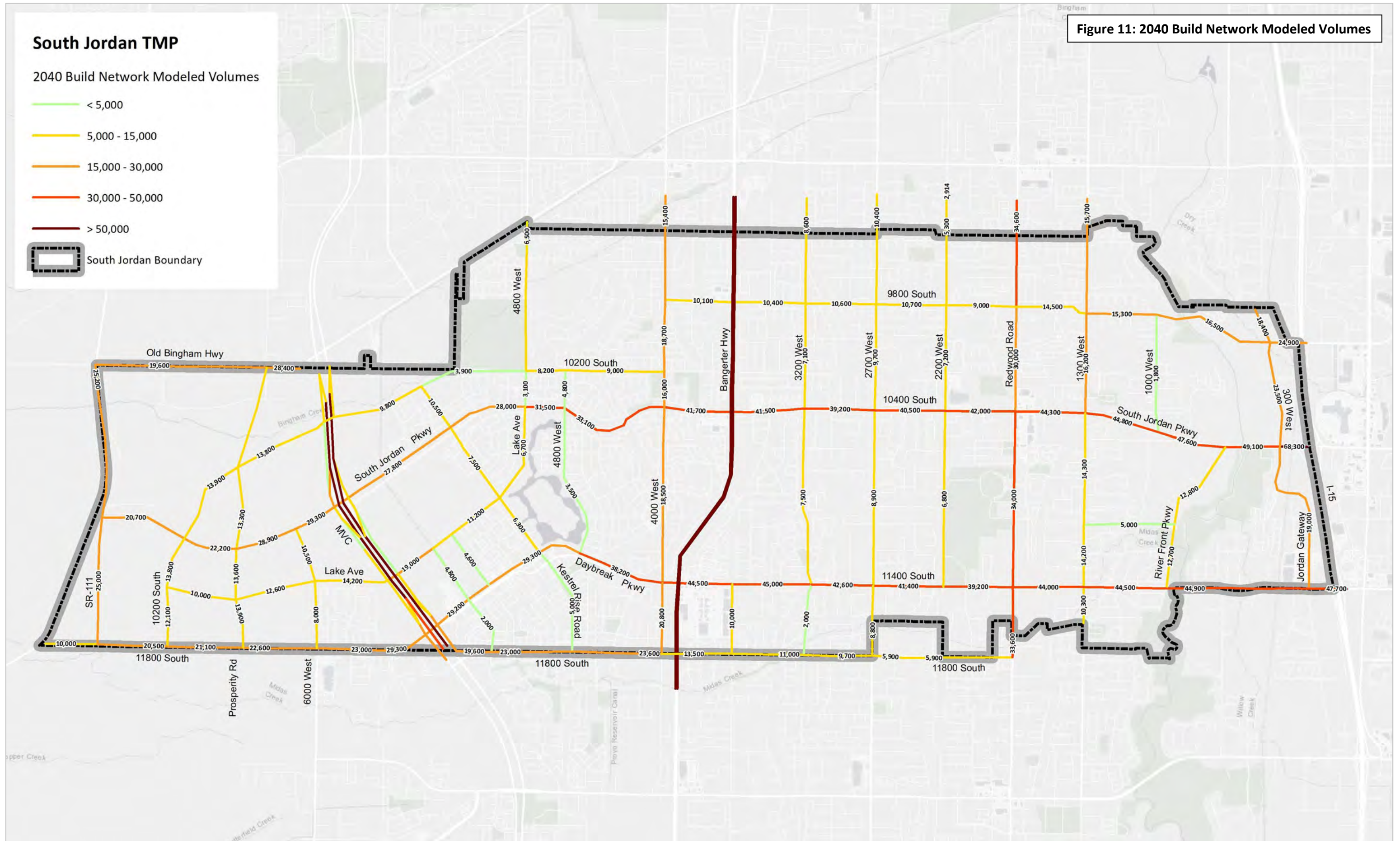


Figure 11: 2040 Build Network Modeled Volumes



# South Jordan TMP

## 2024 - 2040 Volume Change

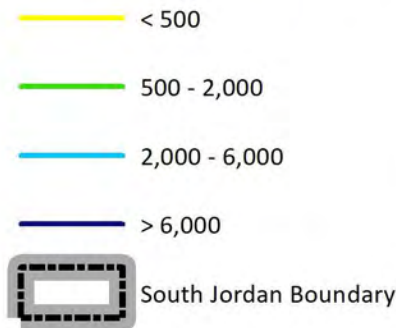
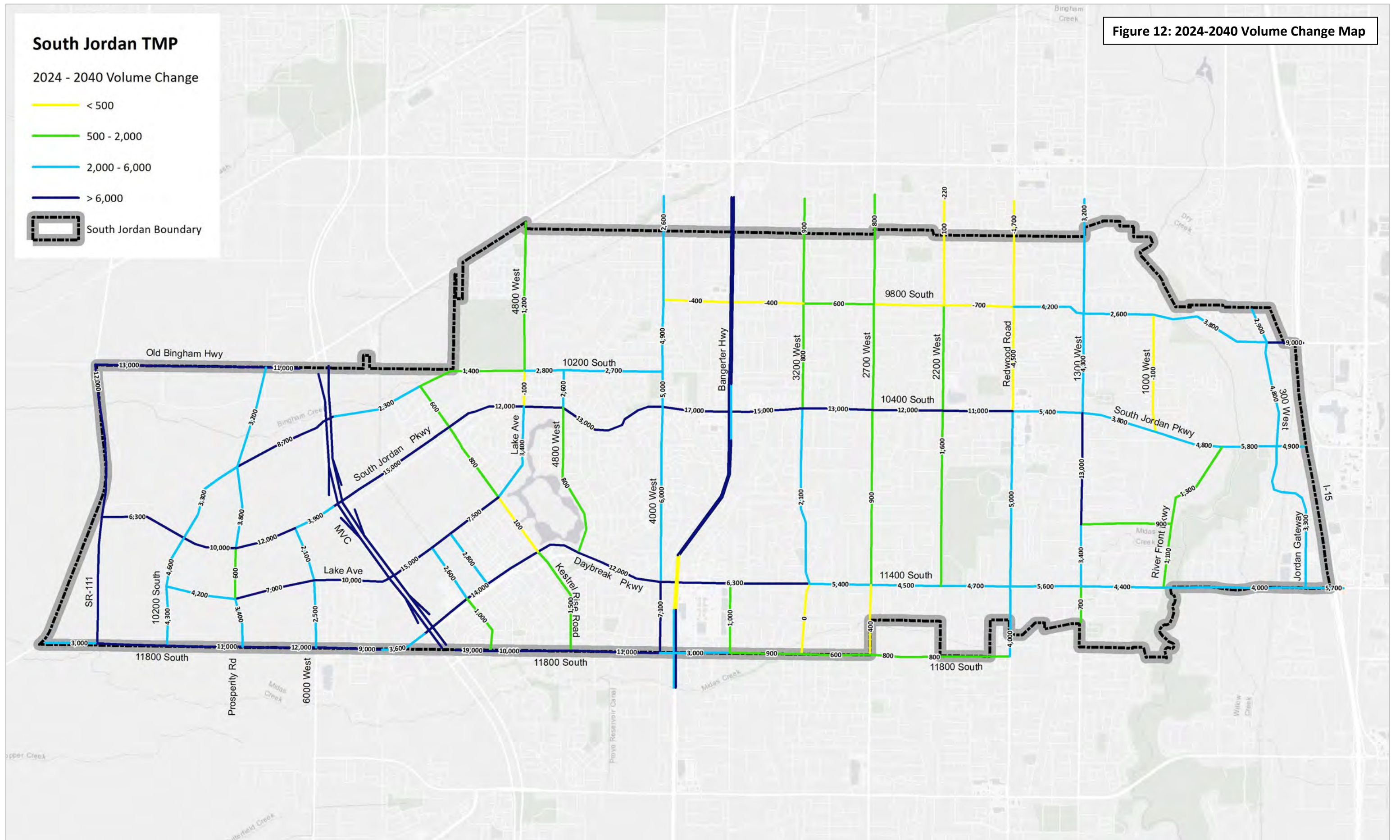


Figure 12: 2024-2040 Volume Change Map



## **Summary**



The WFRC/MAG model was revised and calibrated for the purposes of the South Jordan Transportation Master Plan. Socioeconomic data and roadway networks were revised for a 2019 base year, as well as for 2024 and 2040 forecast years. To calibrate forecasts, a base year correction was developed from traffic counts and UDOT AADT data with a 2019 base year model run. The model forecasts produced will be used in the transportation master plan in a capacity analysis to inform and test the CFP and produce data to support the impact fee facilities plan (IFFP) and impact fee analysis (IFA).

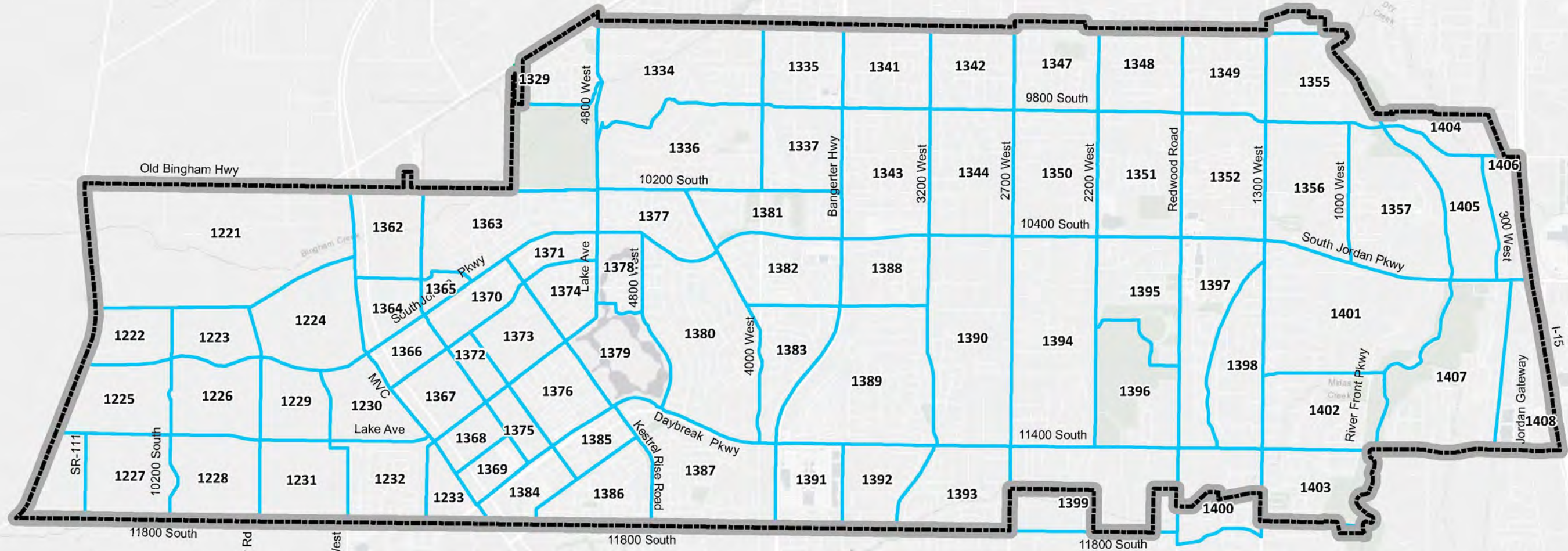
## Appendix

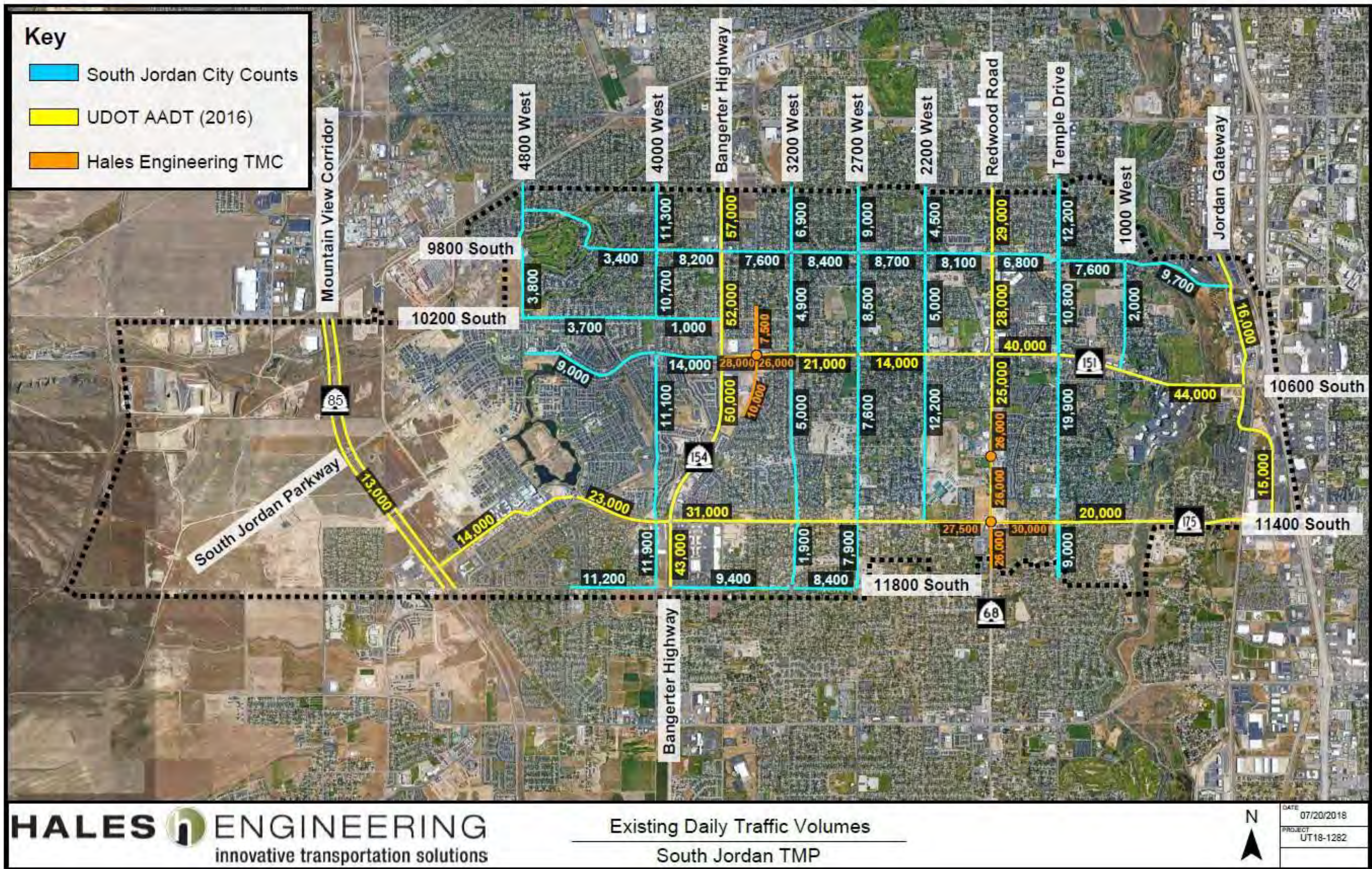
South Jordan TAZ List									
TAZ	Total Households			Total Population			Total Employment		
	2019	2024	2040	2019	2024	2040	2019	2024	2040
1221	0	0	0	0	0	0	80	590	2220
1222	0	185	775	0	571	2400	0	24	100
1223	0	95	400	0	310	1300	0	0	0
1224	0	0	0	0	0	0	112	681	2500
1225	0	91	383	0	310	1302	0	65	271
1226	0	238	1000	0	810	3400	0	24	100
1227	0	407	407	0	1300	1300	10	31	100
1228	0	1300	1300	0	4000	4000	43	113	336
1229	260	377	750	577	1130	2900	22	24	30
1230	0	438	1840	0	1024	4300	24	423	1700
1231	630	718	1000	1398	1898	3500	0	0	0
1232	200	236	350	500	648	1120	0	0	0
1233	0	151	634	0	364	1530	42	187	650
1329	267	283	318	1114	1154	1299	29	29	29
1334	648	648	649	2381	2366	2319	193	193	194
1335	215	215	215	794	789	773	190	190	191
1336	671	671	672	2581	2565	2513	65	67	68
1337	321	387	584	1072	1186	1577	189	189	190
1341	243	267	332	930	957	1057	136	136	136
1342	341	341	342	1302	1294	1268	45	45	45
1343	367	410	530	1269	1327	1533	199	199	200
1344	441	505	685	1535	1630	1962	161	161	162
1347	278	288	305	1059	1053	1032	81	81	82
1348	318	362	485	856	927	1174	112	123	150
1349	348	360	379	1202	1194	1171	52	54	58
1350	372	372	373	1383	1374	1347	409	409	411
1351	325	404	642	1013	1162	1669	534	588	716
1352	633	665	685	1177	1170	1147	2667	2737	2809
1355	250	272	330	816	840	927	43	43	43
1356	468	689	1380	1192	1646	3159	952	1051	1287
1357	222	223	223	679	675	661	396	396	398
1362	0	48	200	0	150	630	0	286	1200
1363	785	867	1128	1747	1996	2791	50	50	50
1364	0	107	450	0	333	1400	0	286	1200
1365	0	71	300	0	226	950	0	95	400
1366	0	71	300	0	202	850	0	71	300
1367	0	262	1100	0	714	3000	0	131	550
1368	0	48	200	0	131	550	0	167	700
1369	0	51	215	0	143	600	191	312	700

South Jordan TAZ List									
TAZ	Total Households			Total Population			Total Employment		
	2019	2024	2040	2019	2024	2040	2019	2024	2040
1370	75	230	724	166	546	1764	3	147	606
1371	290	290	290	716	716	716	246	246	246
1372	5	232	960	11	575	2381	0	0	0
1373	435	435	435	1047	1047	1047	4	4	4
1374	271	271	271	631	631	631	0	0	0
1375	119	312	929	267	751	2301	270	326	505
1376	505	608	937	1130	1475	2578	792	792	792
1377	209	315	655	519	969	2408	22	33	69
1378	592	592	592	1466	1466	1466	0	115	485
1379	116	180	385	359	501	955	0	0	0
1380	1080	1108	1199	3452	3468	3518	97	97	97
1381	302	340	461	1157	1273	1643	101	101	101
1382	532	614	875	1537	1693	2191	572	572	572
1383	385	590	1248	1077	1564	3124	14	24	54
1384	86	206	588	280	559	1453	16	96	350
1385	186	262	506	596	753	1255	722	722	722
1386	482	482	482	1281	1281	1281	72	72	72
1387	624	707	972	2343	2613	3478	201	402	1045
1388	299	418	789	884	1121	1913	51	53	54
1389	833	1062	1760	2488	2917	4365	291	298	301
1390	561	682	1045	1856	2069	2794	281	282	283
1391	182	183	183	369	367	360	1412	1414	1420
1392	240	287	427	870	950	1222	150	150	150
1393	249	283	376	965	1011	1174	113	114	114
1394	600	600	601	2133	2119	2077	184	184	185
1395	188	198	221	720	720	720	236	236	237
1396	130	194	396	343	476	920	167	221	363
1397	574	759	1331	1334	1700	2927	1619	1774	2136
1398	378	396	431	1301	1296	1282	205	205	206
1399	325	392	591	1057	1173	1569	347	383	469
1400	300	411	753	842	1063	1802	198	252	396
1401	399	441	554	1310	1365	1565	3764	3770	3786
1402	256	282	353	975	1010	1136	78	79	80
1403	180	181	181	748	743	728	155	155	156
1404	340	340	340	1028	1008	986	331	332	333
1405	192	320	724	431	703	1606	2477	2819	3668
1406	225	374	848	505	824	1882	1149	1559	2662
1407	813	859	960	1941	1976	2116	1007	1009	1013
1408	2	2	2	6	6	6	2238	2410	2792

# South Jordan TMP

-  TAZ Boundaries
-  South Jordan Boundary







# Appendix C Public Outreach



# STAKEHOLDER INTERVIEWS SUMMARY

SOUTH JORDAN GENERAL PLAN UPDATE  
OCTOBER 2018



## Introduction

South Jordan City, Utah, in collaboration with planning consultants from Logan Simpson, conducted a series of small group stakeholder interviews to gather valuable feedback from community stakeholders regarding goals, challenges, opportunities, and values present in South Jordan today. The purpose of the stakeholder interviews was to not only inform the public about the South Jordan General Plan update, but to:

- Stimulate community-wide interest in the Plan;
- Solicit candid feedback from those who know the community best;
- Identify initial themes, opportunities, local values, and future goals for the City; and
- Generate initial visioning ideas that will help inform the basis for the 2019 Plan.

This report outlines the method and structure for the small group stakeholder meetings and summarizes the feedback gathered during the interview process so far.

## Methodology

A running total of 40 individuals were interviewed in several small group stakeholder interview sessions over the course of two days in September of 2018. The interviews took place at South Jordan City Hall and lasted, on average, 45 minutes each.

Each session began with a round of introductions and a brief presentation with background information about the General Plan update process. Stakeholders then engaged in an open dialogue, facilitated in an open and relatively informal or conversational approach, and guided by a set of questions intended to meet the objectives described above.

During the group sessions, two interviewers from the project team recorded in-depth notes on all concepts introduced by the stakeholder interviewees, along with how many times they were repeated. The notes were subsequently compiled, summarized, and sorted by categories and subcategories. The summarized findings presented in the following pages of this report are organized according to the following six topics:

1. Density
2. Infrastructure
3. Economics
4. Housing
5. Amenities
6. Public Process and Ordinances



Stakeholder interviewees to-date include representatives from the following groups:

- Arts Council
- Business Owners
- Chamber of Commerce
- City Council Members
- City Staff
- CUWCD
- Daybreak
- Developers
- Former Elected Officials
- Historical Committee
- Jordan River Commission
- Jordan School District
- Planning Commission Members
- Property Owners
- Residents
- Salt Lake County
- South Jordan Canal Company
- South Valley Sewer District
- UDOT
- Ultradent
- URMCC
- UTA
- Utah Housing Coalition
- Wasatch Front Regional Council
- Welby Jacobs Canal

## Outreach Completed To-Date & Ongoing Opportunities

The South Jordan General Plan Update process will offer multiple opportunities for the public to contribute further on key issues during the public review of all major products before the completion in 2019. Below are some events we have hosted and attended to receive public input so far, stay tuned on more ways to get involved by regularly checking the project website for information and updates!

- Open House at City Hall
- Halloween Bash
- Ginormous Pumpkin Regatta

## How Will This Information Be Used?

The findings from the stakeholder interviews will set the foundation for ongoing research and analysis and help make the most efficient use of project resources by revealing the most pressing issues in which to direct future efforts. The project combination of input from public engagement efforts and the research/ analysis within the existing conditions snapshots will shed light on the most pertinent issues and opportunities to address within the South Jordan General Plan.

*Project Information:*

**[SouthJordanGeneralPlan.com](http://SouthJordanGeneralPlan.com)**





SUMMARIZED FEEDBACK:



# DENSITY

## VALUES

- Horse properties
- Open space
- Density is in the right place
- Dense neighborhoods are close to amenities
- Wide variety of housing opportunities
- Shopping and entertainment amenities
- Job opportunities

## GOALS AND OPPORTUNITIES

- Preserve large lots
- Protect property owners
- Preserve parks and open space
- Keep density where it makes sense
- Preserve the look and feel of single family neighborhoods
- Balance housing with jobs
- East/west divide

### Key Topics and Issues

- Find a balance between high density housing on the west side of the city and single family housing on the east side.
- How do we keep the large single family neighborhoods updated without densifying?
- Historic horse properties on the east side are highly valued by the community and should be preserved.
- How do we blend together the unique characters and styles of South Jordan's unique neighborhoods?

*“My family moved here for the large lots and the country feel. We’ve lost that.”*

*“Density has been kept where it belongs, along main roads.”*

*“We need to plan for densification in our neighborhoods with the proper infrastructure - roads and schools.”*

## SUMMARIZED FEEDBACK:

# INFRASTRUCTURE



### VALUES

- North to south traffic flow
- TRAX Redline connections
- Mountain View Corridor
- Canal trails
- Schools

### GOALS AND OPPORTUNITIES

- Middle school and elementary schools on the east side
- Valley's decreasing water supply
- East to west traffic
- Annexations on the west side

### Key Topics and Issues

- How do we address the east to west traffic issue?
- As densification happens on the east side, where will we put in new schools?
- Our valley's water supply is rapidly decreasing, how can we implement better water practices?
- How far west will the city annex? This affects our schools and water.



*“South Jordan has no usable water source of their own.”*

*“My kid isn't allowed to bring a backpack to school. Not for safety, but because there's no space in the halls.”*

*“Stop looking at north to south traffic and start addressing east to west.”*



SUMMARIZED FEEDBACK:

# HOUSING



VALUES

- Variety of home options
- Unique neighborhoods
- Large lots
- Housing close to amenities

GOALS AND OPPORTUNITIES

- Affordability
- High quality homes
- Smaller single family lots on the east side

## Key Topics and Issues

- How do we achieve housing affordability? Building high density is making our land more expensive, so what next?
- How can we provide housing for the workforce we need? I.e.: where do our firefighters live?
- How do we preserve the look and feel of the homes and neighborhoods on the east side as that land becomes more valuable to developers?

“Daybreak was supposed to be a nice community our kids could afford to move to. Now I couldn’t even afford it.”

“We have created expensive land here, South Jordan is a nice place to live.”

“Affordable housing and housing affordability are NOT the same thing.”

## SUMMARIZED FEEDBACK:

# ECONOMICS



### VALUES

- Job base
- Shopping
- Tax base
- City management of funds

### GOALS AND OPPORTUNITIES

- Balance housing and commercial
- Attract non-big box retail
- East side commercial centers
- Patchy development
- Create destinations

### Key Topics and Issues

- How do we achieve a balance of commercial and housing?
- How do we provide better paying jobs for our rising housing costs?
- How can we ensure that commercial development is cohesive?
- Where can we create new destinations in our city?

*“How many South Jordan employees make 50% AMI?”*

*“Don’t leave the east side commercial centers behind. They should be kept fun and updated!”*

*“If we’re not careful, we will end up with no commercial tax base.”*

SUMMARIZED FEEDBACK:

# AMENITIES



VALUES

- Parks
- Oquirrh Lake
- Soda Row
- Golf courses
- Canals
- Canal trails

GOALS AND OPPORTUNITIES

- Equitable distribution of parks
- Entertainment centers
- Art district
- Equestrian park
- Mulligans
- Glenmore

## Key Topics and Issues

- Where can we put an arts district and entertainment venue? Mulligans, Holt Farm, and the Foundry?
- How do we ensure that all residents have equal access to parks and amenities?
- What's going to happen to Glenmore?

“*South Jordan has a lot of underutilized art talent.*”

“*Mulligans has a big cinder block building. It should be renovated and be an entertainment venue at night!*”

“*Daybreaks parks are free for anyone to use, we just don't advertise it.*”

## SUMMARIZED FEEDBACK:

# PUBLIC PROCESS AND ORDINANCES



### VALUES

- Fire chief
- Police chief
- City staff is great to work with
- New mayor

### GOALS AND OPPORTUNITIES

- Accessory Dwelling Unit ordinance
- General Plan with teeth
- Rezones
- Plan Proactively
- Annexation

### Key Topics and Issues

- How do we fix our ADU ordinance?
- Where will the city annex?
- How do we make rezones more predictable and less frequent?
- What can we do in this plan to make sure it is followed?



*“We are constantly getting rezones.”*

*“This new plan needs to have a backbone, the other one is disregarded.”*

*“So many houses in my neighborhood have apartments on their detached garages, it’s doubled our density.”*





# SOUTH JORDAN GENERAL PLAN

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# VISIONING SUMMARY

SOUTH JORDAN GENERAL PLAN UPDATE  
NOVEMBER 2018

## INTRODUCTION

As part of the community outreach process for the South Jordan General Plan Update, South Jordan City, in collaboration with planning consultants from Logan Simpson, held a public visioning open house in October of 2018, giving interested members of the community an opportunity to ask questions, express what they love about South Jordan, view and vote on draft vision statements for South Jordan's future, and share their big ideas. Along with this open house, booths were set up at several public events to ask attendees the same questions and an online survey was published.

The purpose of the visioning events was to not only inform the public about the General Plan update, but to:

- Stimulate community-wide interest in the project;
- Identify initial themes, opportunities, local values, and future goals for the Town; and
- Generate initial visioning ideas that will help inform the basis for the General Plan update.

## OUTREACH COMPLETED TO-DATE & ONGOING OPPORTUNITIES

The information provided from the visioning public outreach phase will set the foundation for ongoing research and analysis and help make the most efficient use of project resources.

The South Jordan General Plan Update will offer multiple opportunities for the public to contribute further on key issues during the public review of all major products before the completion in 2019. Below is a timeline showing each phase of the process, there will be at least one opportunity in each phase for public contribution. Stay tuned on more ways to get involved by regularly checking the project website for event summaries, online surveys, upcoming events, and more at [SouthJordanGeneralPlan.com](http://SouthJordanGeneralPlan.com) !

## Stay Involved Throughout the Process!



THANK YOU FOR YOUR PARTICIPATION!

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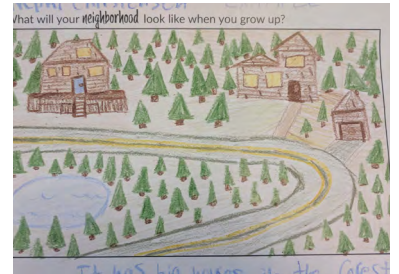
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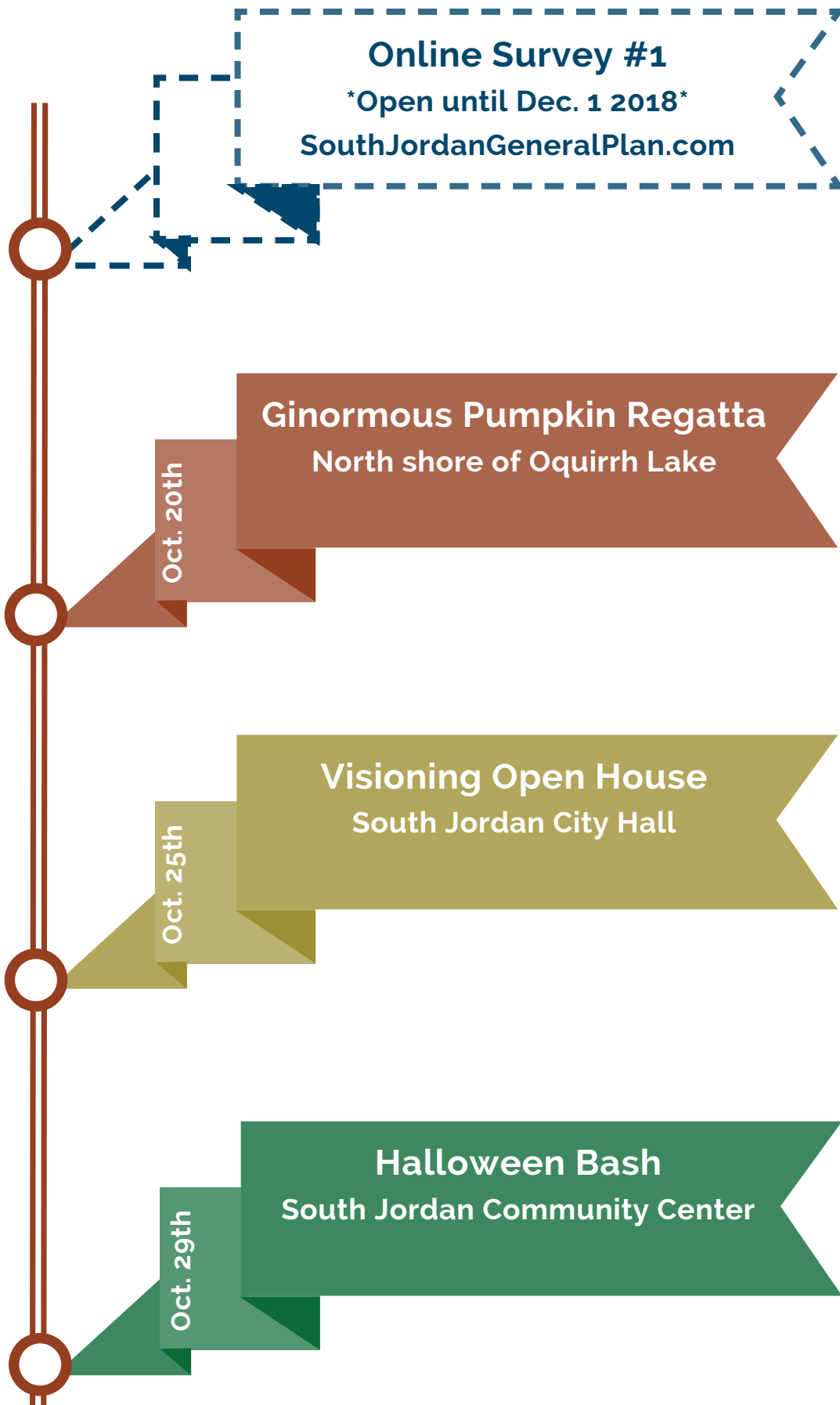
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# WHERE DID WE GO?



## Online Survey #1

\*Open until Dec. 1 2018\*

[SouthJordanGeneralPlan.com](http://SouthJordanGeneralPlan.com)

Oct. 20th

**Ginormous Pumpkin Regatta**  
North shore of Oquirrh Lake

Oct. 25th

**Visioning Open House**  
South Jordan City Hall

Oct. 29th

**Halloween Bash**  
South Jordan Community Center

# WHAT DID WE ASK?

At each event we attended, there were several activities that asked for public input. We had poster boards for participants to write what they love in SoJo, what they would improve, and what they see for SoJo in 2035. Alongside those boards was another with a large map asking participants to put green pins on areas they like and pink on areas that need to be

improved.

Specifically for the open house, a couple other activities were included: a children's activity asking kids to draw what they want their neighborhood to look like when they grow up, and several boards with draft vision statements for participants to vote on with stickers.

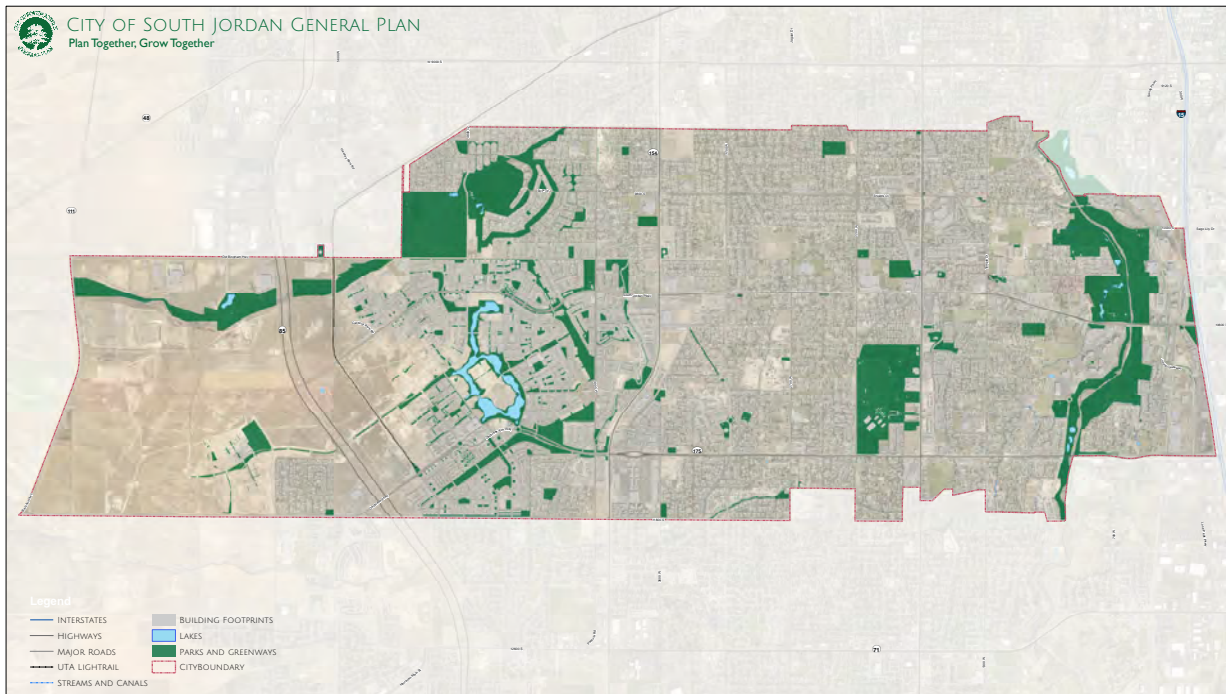
DRAW YOUR FUTURE *Neighborhood!*

WHAT DO YOU *LOVE* ABOUT SOJO?

WHAT WOULD YOU *Improve* IN SOJO?

IN *2035* SOJO WILL BE...

WHAT'S YOUR *Vision* FOR SOJO?



I LOVE THIS PLACE!

THIS PLACE COULD BE IMPROVED.



## WHAT DID WE HEAR?

**WHAT YOU LOVE...** South Jordan residents were eager to give positive feedback on their community, there were so many responses to the question “what do you love about SoJo”, we had to print the board twice! Overall, it seems that South Jordan residents value the safe, family friendly, social lifestyle that South Jordan has to offer. City staff and public events were also among the most loved.

The bigger a word is in the picture below, the more frequently it was used by participants at

events. The most commonly used words on this board were:

1. Parks
2. Safe
3. Bike Trails
4. Friends
5. Family
6. Fun

For a list of verbatim comments, see page 12





## WHAT DID WE HEAR?

IN 2035 SOJO WILL BE... Another question participants were asked was "What will South Jordan be in 2035?" This question drew out some great ideas and helpful key

words that we will work into the General Plan. Below are the verbatim comments on South Jordan's future.

FINISH THIS SENTENCE:

IN 2035 SOUTH JORDAN WILL...

"Be the trendsetter of the valley!"

"Have more arts council activities"

"Be awesome, of course!"

"Be a fun and kind place with fun activities"

"Have more flowers"

"Be a great place to live and love"

"Have less crime and home theft"

"Have more art classes"

"Have more trees"

"Be a diverse community full of wonderful people."

# WHAT DID WE HEAR?

**WHAT'S YOUR VISION...** From stakeholder interviews done in July of 2018, we drafted several vision statements that were categorized into Where We Live, Where We Work, Where We Shop, Where We Play, How We Move, and How We Grow.

We asked participants to read through each vision statement and decide which one from each category most closely aligned with their own visions for the future of South Jordan. Listed below is each vision statement and how many votes it received.

## WHERE WE LIVE

- Provide a balance of high quality housing stock that incorporates a range of housing forms and densities that appeal to families, singles, and seniors, while retaining the character and form of established neighborhoods. 6
- Promote the rehabilitation and restoration of older neighborhoods as the city grows to preserve and maintain their character. 1
- Build on the small town, rural feel of east South Jordan neighborhoods and incorporate our rural history into the community. 5
- Integrate attainable housing options for the workforce South Jordan attracts to transform our community into a place for people to live and work. 8
- Preserve the low-density neighborhoods and horse properties in South Jordan. 6

## WHERE WE WORK

- Attract a skilled and vibrant workforce through the support of a range of large and small businesses. 8
- Attract and maintain a range of both large and small business within the community. 9
- Build relationships with existing and thriving businesses. 2
- Capitalize on Mountain View Corridor and continue to expand with high quality development. 5
- Integrate employment opportunities that match the skill-set of our residents. 3

## WHERE WE SHOP

- Create new commercial and entertainment centers that bring the community together and enhance the ones we have to capitalize on the presence of in-commuters during the day. 4
- Create mixed use gathering places with unique, sit-down restaurants, shopping, and entertainment. 7
- Build new spaces to encourage socialization, entertainment, and local events. 8
- Capitalize on the western expansion by adding active, vibrant destinations and family gathering spaces along Mountain View Corridor. 1
- Capitalize on the density of employees working along the I-15 corridor and provide restaurants, shopping, and daily services. 5

## WHERE WE PLAY

- As laid out in the parks master plan, continue to provide and expand parks, recreation programs, and open space facilities as an important asset to an active community. 2
- Provide accessible recreational activities for all neighborhoods of South Jordan. 4
- Collaborate with Salt Lake County and other groups to improve the quality and usability of recreation areas such as the Equestrian Park and the Jordan River Corridor. 9
- Expand park facilities and the trail network to improve access to neighborhood and community parks and build on basic trail amenities like crosswalks, benches, and trees. 8
- Integrate cultural, artistic, and leisure opportunities in parks and community spaces. 9

## HOW WE MOVE

- Improve east to west traffic flow by enhancing public transportation routes and improving major corridors such as South Jordan Parkway. 9
- Increase pedestrian and bicycle connectivity, accessibility, and comfort. 8
- Use innovative technologies to increase pedestrian and bicycle safety and comfort at intersections. 8
- Expand and connect the trail system across arterials, between parks, and throughout neighborhoods. 4
- Promote physical activity through universally-accessible parks, recreation, and trail facilities. 3

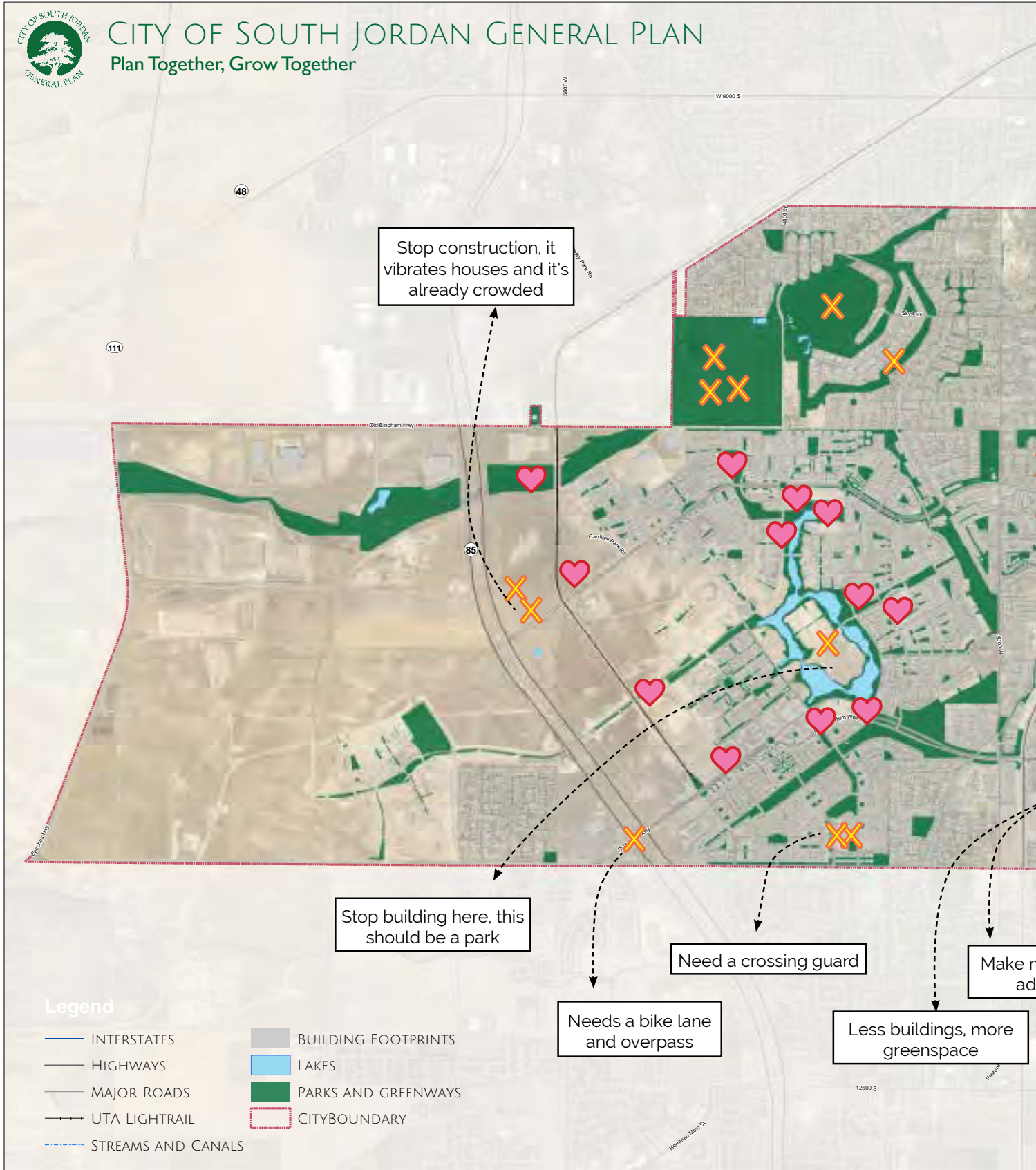
## HOW WE GROW

- Ensure a healthy and safe community by promoting public art, education, and providing a variety of high-quality community services and amenities to all residents. 7
- Encourage environmental sustainability by supporting clean energy sources and the conservation of water. 10
- Strengthen community resiliency and fiscal sustainability through communication, efficient development patterns, and hazard mitigation. 3
- Maintain the existing high level of city services within budget. 4
- Continue to evolve and expand the community events offered year-round. 6
- Plan for western expansion opportunities to create well thought out, innovative, vibrant, and safe new communities and destinations. 4

# WHAT DID WE HEAR?



## CITY OF SOUTH JORDAN GENERAL PLAN Plan Together, Grow Together



### Legend

- INTERSTATES
- HIGHWAYS
- MAJOR ROADS
- UTA LIGHTRAIL
- STREAMS AND CANALS
- BUILDING FOOTPRINTS
- LAKES
- PARKS AND GREENWAYS
- CITY BOUNDARY

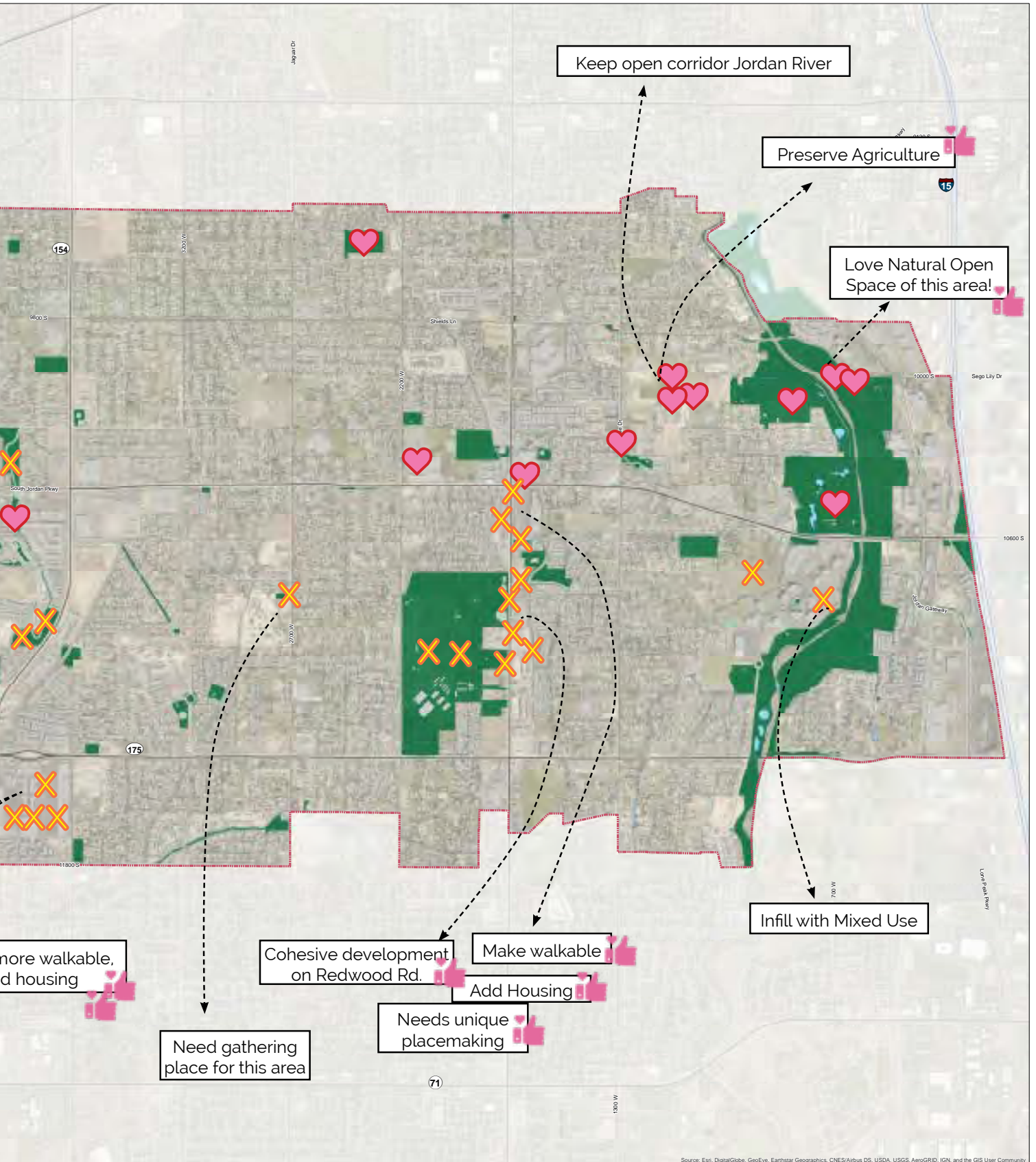


I LOVE THIS PLACE!



THIS PLACE COULD

LOGAN SIMPSON



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



...D BE IMPROVED...

**SOUTH JORDAN VISIONING SUMMARY**

# WHAT DID WE HEAR?

What will your neighborhood look like when you grow up?



What makes it cool?

this is cool because this neighborhood is by the ocean.

Nephi Christensen EXAMPLE

What will your neighborhood look like when you grow up?



What makes it cool?

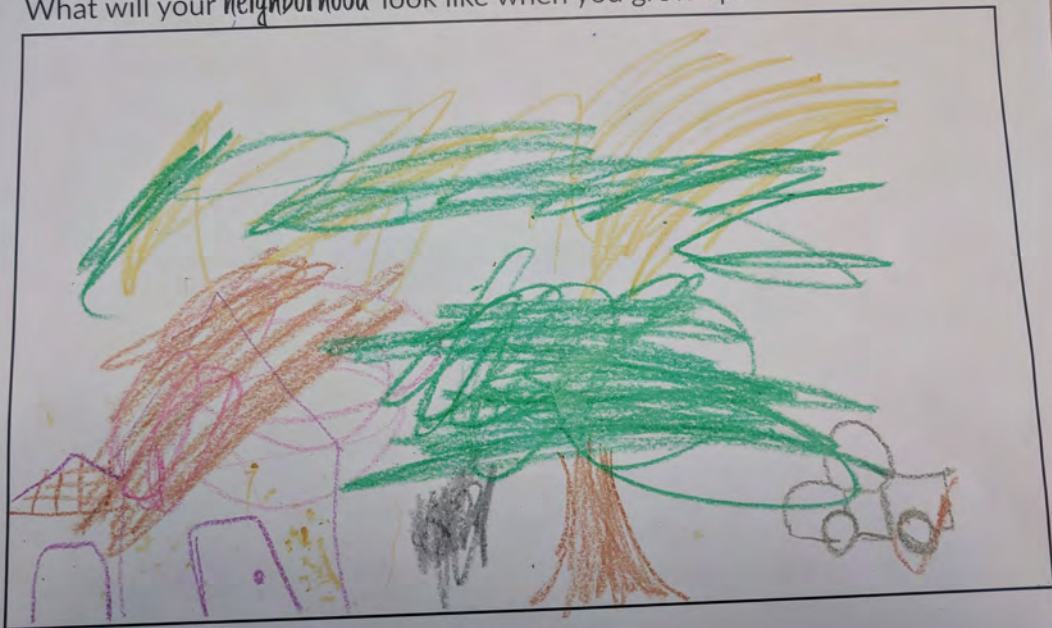
It has big houses in the forest, and a lake to swim in.

What will your neighborhood look like when you grow up?



What makes it cool? our cool playground, lots of flowers, I live by my friends, and pretty houses!

What will your neighborhood look like when you grow up?



What makes it cool? The people/friends.

# VERBATIM PUBLIC COMMENTS

## What do you love about SoJo?

- very safe
- safe
- well planned
- well planned
- consistent aesthetic
- consistent aesthetic
- code
- code
- shopping
- safe
- family friendly
- close
- bike trails
- small town feel
- open space
- safe
- pretty
- walkable
- places to play
- school
- parks
- safe
- beautiful
- family
- friends
- stores
- indoor soccer
- parks
- sojo
- feel
- soccer fields
- family
- halloween
- halloween party
- school
- school
- zipline
- farms
- events
- parks
- open space
- events
- city manager and staff
- city manager and staff
- city manager and staff
- great people
- great people
- great people
- city council
- city council
- city council
- library
- library
- mayor
- mayor
- daybreak
- daybreak
- parks
- community
- feel
- walkable
- placemaking
- wrapped utility boxes
- parks
- pumpkin race
- there are fun things to do
- this is the best city in the state
- i like the lake
- trails for kids to get around
- it is fun
- friends
- food trucks
- food trucks
- activities
- houses
- friends
- family
- cleanliness
- off-road bike trails

## What would you improve about SoJo?

- need a fenced in park for autistic kids that wander and don't answer to their name or stop
- better parks
- longer SoJo days
- longer SoJo days
- park for autistic children
- paddle boarding for all at daybreak lake
- we need a trader joe's
- inter-city trolley between key nodes
- more indoor venues for families

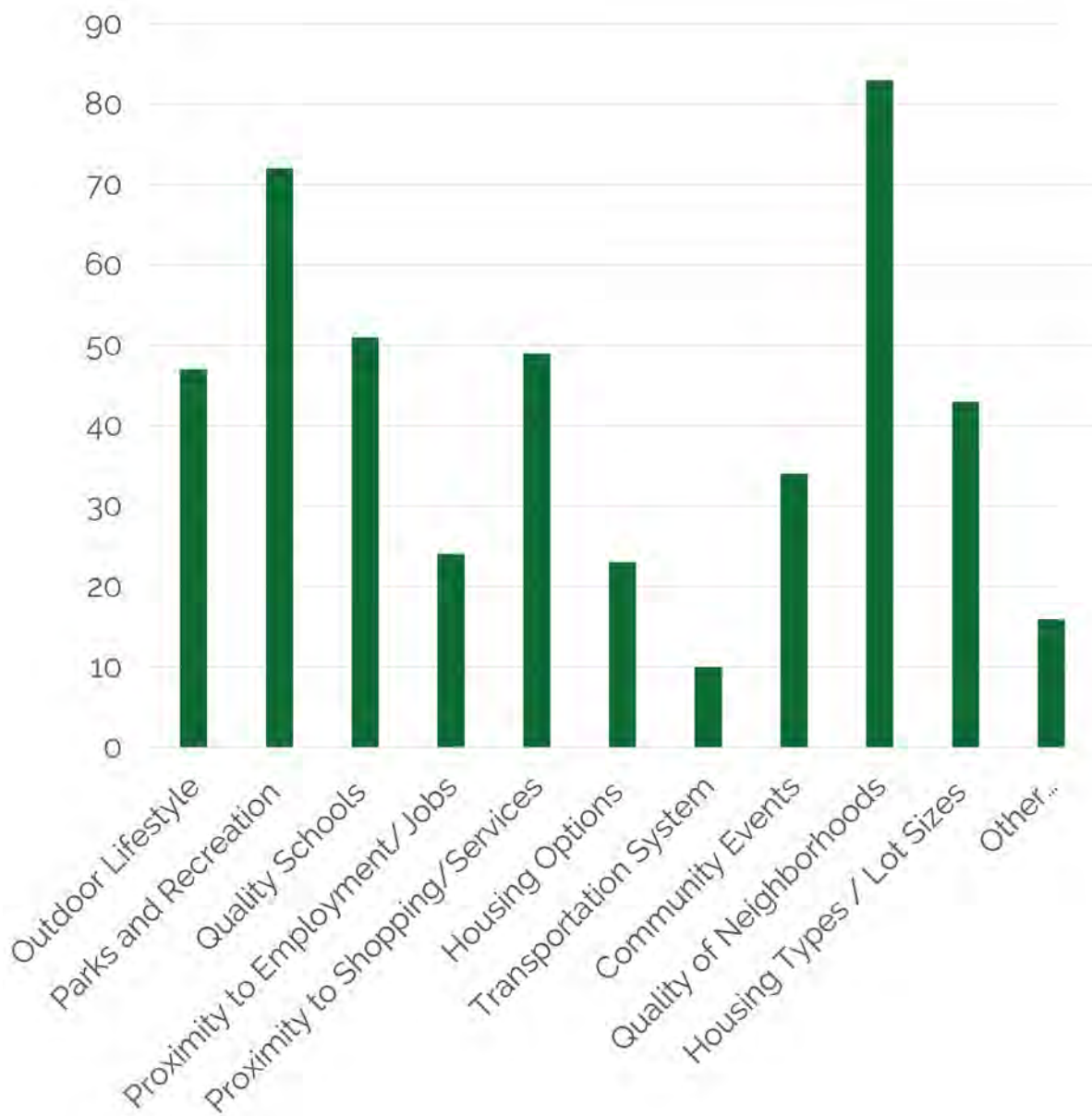
- more indoor venues for families
- expand town center plaza development towards library
- bike trails
- bike trails - create east/west corridor along 98th with separated lanes from traffic
- improve canal trails
- major changes in east/west traffic
- major changes in east/west traffic
- more placemaking within existing open spaces
- work with canal companies to soft-asphalt-pave roads along canals for hiking, biking, and jogging
- trail system along canals
- I'd like to see more pedestrian awareness around city hall onto redwood. I nearly get hit by cars in the crosswalk
- get east/west trail system completed in SoJo
- better bus system
- pavilions at splash pad park
- pocket park at 10200 south by water tank at Bangerter
- finish new park signs
- park name for unnamed park, not Ruston park
- create an urban edge east of River Park - west of Jordan River
- more trails
- turn district and the area around city hall into walkable town centers that include housing
- turn district and the area around city hall into walkable town centers that include housing
- pavilions at City Park
- trains to the food trucks
- more big lots
- no roundabouts
- no roundabouts
- more roundabouts
- more parks
- trax to vista station
- keep Oquirrh Lake private
- more outdoor sitting, boardwalks
- east/west corridor
- allow rain collection
- more mom and pop shops and restaurants
- industrial water use regulations
- more parks
- trader joe's
- trader joe's
- restaurants by the lake
- more off-road bike trails
- waterwise
- more family friendly restaurants
- more stand alone restaurants
- more bistros and restaurants
- make the lake smell better
- youth after school programs
- trader joe's
- less density
- parks and activities
- library
- more roundabouts

# ONLINE QUESTIONNAIRE 1

During the visioning phase of the South Jordan General Plan Update, there was an online survey that was open from the 26th of September, 2018 to the 3rd of December. This questionnaire allowed the public to respond to the basic questions needed

to form a unified community vision along with questions about participants age, role within the city, and area of residence to understand what areas of the city we are hearing from. Below are the verbatim responses we received through this online questionnaire.

## 1. WHAT DO YOU LOVE ABOUT SOUTH JORDAN? WE'VE PROVIDED A LIST OF MULTIPLE CHOICE SELECTIONS BASED ON PREVIOUS PLANNING EFFORTS...



## IF YOU ANSWERED "OTHER" TELL US HERE . . .

- I really appreciate what our neighboring city has done with their new park
- Riverton and Herriman's new park they've done a total makeover and a completely new updated park. It would be nice if SJ would do the same instead of talking and having a plan to do something and actually DO IT (City Park)
- Open space and diverse housing options (small homes/lots and larger lots).
- Daybreak
- Safe
- The larger lot sizes (suburban)
- Knowing which roads to keep small and which ones to expand.
- Safe, clean city
- I love the rural feel. I love seeing cows and horses etc in my neighborhood.
- No more dense housing please!
- Daybreak. Proximity to Trax
- After living in Sandy / Cottonwood for years, we were attracted to SoJo over other West side cities because of the high quality living, housing, shopping, parks, activities and public service.
- Biking trails and areas
- In my experience the people are the best part.
- Oquirrh lake and Daybreak's trail network.
- Daybreak.
- Space. We were drawn to South Jordan by the large lots and open areas between neighborhoods. These have all but vanished in the last 18 years.
- The feel of South Jordan has changed (for the worse, in my opinion) by jamming more and more people into the space that's left.
- Mulligans
- Safe low crime area with engaged neighbors
- Mulligans! Jordan River and surrounding greenspace!
- Roads
- DAYBREAK! Without it, South Jordan is pretty much the same as every other suburb in the region.

## 2. SHARE YOUR VISION FOR THE FUTURE OF SOUTH JORDAN BY FINISHING THIS SENTENCE: IN 2035 SOUTH JORDAN WILL BE...

- Overcrowded, overtaxed, and city staff expansion is out of control.
- A model for east west circulation, where bikes and pedestrians are as important as cars and there are transit options connecting both sides together by circulation and identity, with no division from where you House is located.
- Just like any other city will the best city to live in, work in, recreate in, and relax in!
- A beautiful city with outdoor parks and great unique restaurants with high quality people with no crime!!
- A community with soul. It won't be just a bedroom community with houses where people only sleep, but one that has parks and open space, thoughtful, measured growth, community programming, and encourages walking and community gathering. This occurs through eschewing large walled subdivisions and strip malls and embracing smaller housing developments with through streets, pocket parks, mixed use development and maximizing transit oriented and water wise planning.
- Connected by a network of trails and open space.
- The second largest city in the Salt Lake Valley, full of diverse people and dense neighborhoods. Lots of walkable options and transit connections to the rest of the city.
- a place where people can live, work, and play within their community.
- Completely developer and the symbol of smart growth and advancement in The valley
- Mainly single family houses (not apartments, townhomes, or condos)
- a vibrant city and a safe place to raise families.
- A city with everything you need access to without ever having to leave the boundary of South Jordan.
- A family friendly, forward looking city.
- a place where you can escape the other overdeveloped towns/cities and enjoy great community activities and open space.
- inclusive for all ages of life.
- Potentially less appealing because of the large number of high density housing and developments with almost nonexistent yards. When people have no yards they need more parks/green space to help provide better quality of Life. I am also concerned about the water situation with the growth we have and South Jordan not having it's own water supply. I like that the city is fairly well maintained. Also that we have fun new businesses coming to town.
- Better if high density housing is limited.
- A city that everyone is dying to try and buy a house in because the city leaders kept growth in check, roads manageable, parks and golf courses open and schools awesome.
- Just as green and beautiful as it is today
- Much like it is now - not too crowded, quality streets and infrastructure,
- attractive business/shopping locations, low crime, well maintained
- neighborhoods.
- Anonymous
- 10/10/2018 05:37 AM
- Fiscally well managed, the small areas of blight repurposed, homes and neighborhoods well maintained. Still a rural feel on the east side with a more suburban feel on the West side.
- easy to travel around with long term thought to housing and business locations and sizes. South Jordan will continue to look after the long time residents affording them the same rights and benefits that brought them to South Jordan decades ago.
- In 2035, South Jordan will be a place where cars are not the primary mode of

transportation, where outdoor life is the norm and not the exception, where the citizens priority is to live life and not to watch it pass by.

- A place where all types of demographics can live, work and recreate. Currently it is expensive and out of reach for our younger generations to live here.
- More open, more homes. Maybe another residential area golf course or other large open development similar to Glenmore or Daybreak
- A great and safe place to raise a family and grow old in with plenty of room to roam and not be boxed in by a lot of high density and inexpensive housing.
- a place where the residents of South Jordan can be proud of an not overrun with commercial build out.
- The City that others look to for a balance of lifestyles. Where young families who strive to live in better, safe neighborhoods, can still afford to live and grow into their careers. While there are also places for those on the higher economic spectrum (I think basement apartments should be legalized like SLC just did which would really help). Also to have some of the best recreation areas, and parks and rec activities - Welby Park is key to this!
- South Jordan will be home to well planned commercial and residential districts. I think we need more commercial business parks such as the one on River Front Parkway - but out further West as well. The West side of South Jordan also needs to be focused on. The "original" South Jordan near Redwood Road and the rec center has been the focus, but all the growth is happening out West. I think another rec center near Mountain View Corridor is also needed to make South Jordan a well balanced community.
- a suburb that will be grid locked twice a day by commuters and with little to no green space unless a long range plan is put in place to preserve the environment of the city.
- more diverse
- A safe, clean city where families want to live because of the quality of schools, community and green space.
- A city with desirable amenities that you won't need to leave to run errands!
- A safe and nice place to live, learn, and call home. It will still have a few farms and maintained infrastructure that can sustain growth.
- A vibrant place with a variety of housing options, trails, and housing in walkable centers that include shopping and jobs.
- THE best place to live in the Salt Lake Valley
- A better place. With Welby park (Hopefully, It could be delayed a couple more times, like it has the last half decade or so) completed and an example as arguably one of the best parks in the county, maybe even state. Some more trails to make an interconnected system would be nice. Maybe connect the Bingham creek trails to the Jordan River Parkway.
- Still a great place to live because we took the time now to plan for the future.
- (Bad option)...busy everywhere you go—packed traffic, a thousand strip malls, billboard and marque advertising. Loud and bright even at night. Hoolligan kids roaming the streets. (Good option)... connected network of streets (more but roads but narrower), more bikes, less trucks, SMALL well designed, well maintained parks on just about every corner in every neighborhood. Improved downtown gathering place—the current trees and furniture are a great start. By 2035 remove the drive aisles and parking and add pavers or cobblestone to make a pedestrian only gathering place. Bring back the ice rink—bigger and better (it was great though).
- A place where families live and love their community. Key places are hubs (bring back the small time feel of the small ice rink that used to be by the library, for example) build restaurants and shopping centers around hubs where people want to linger and enjoy each other (similar to Station Park in Farmington). The small area by Cafe Rio and Menchie's is the right idea, just need either a few more pockets like this, or restructure the District to be more beneficial just a million confusing parking lots)
- Way too crowded.

- A more sustainable community with improved transit and active transportation networks. More of South Jordan will have followed the Daybreak model with a mixture of housing types, neighborhood smaller scale commercial areas, and improved walkability. The existing Trax stations will have a higher transit supportive density and include more commercial and employment when feasible.
- More vibrant and urbanized. I also hope that we will have made improvements to the education system (it needs much better funding).
- Bike and pedestrian friendly
- a community with lots of family homes and green space surrounded by toddler and young children friendly parks and outdoor walking experiences as well as updated theaters like Hale Centre Theatres.
- A nice community with safe and well kept neighborhoods.
- a city that people love.
- for the city leaders to STOP allowing small lot sizes and for developers to be approved on rezoning requests to have smaller lot sizes. for the city leaders to STOP allowing multifamily properties. For the city leaders to go back to LARGER lots, minimum 1/3 acre or larger. STOP thinking "more tax revenue" by allowing more people in the city. SLOW the growth. If there are less people we won't need more money and to have more tax revenue. START using MORE COMMON SENSE in decision making
- An urban city. If we want to have our children live here we need to face the fact that in a generation the median home price will be around \$1M. Zoning, set backs, parking rules, turf requirements, water use, and density need to address this fact. We can't go back but we can make some changes to get what we need not just what we want.
- a well balanced city. Amenities on the west side will include a world class fitness center and swimming pool on the site of Welby Regional Park. That will allow the for year-round use of the park and provide wellness options for the growing population on the west side.
- just another crowded subdivision of Salt Lake City, filled with people who just want cheap housing and don't care about maintaining the value of the area. (not really a "vision", more like a prediction since I don't see any way to change it when the city council is filled with developers and others who directly benefit from all the construction)
- really crowded. Need to keep growth under control.
- a high end community with unique restaurants, sought after homes, and the best schools in the state.
- Planned growth and not growing so fast and out of control we are crowded on the roads. For me planned growth means no more than we have roads to sustain.
- A green space with lots of parks for the citizens to enjoy.
- A family community with lots of open spaces and bike trails. We realize the importance of heritage and values. We want to preserve the rural and family feel with bigger lots for homes and plenty of open spaces for family and community to gather and play.
- a good place to raise a family; safe, green and clean air with good options for transportation and good schools.
- So overpopulated that I will want to move
- High quality living with high caliber people with very low taxes.
- A beautiful city with open spaces, lots of parks, and new homes being built on 1/4+ acreage. THAT would be a high-quality place to live.
- Awesome
- Rated "best place to live" in Utah
- Overcrowded
- A diversified community that protects older neighborhoods and allows for alternative housing in strategic locations with an increasing job base.
- Family friendly community with lots of outdoor activities.
- more populated and overcrowded.
- the leader in preserving affordable family recreation. Mulligans will be preserved

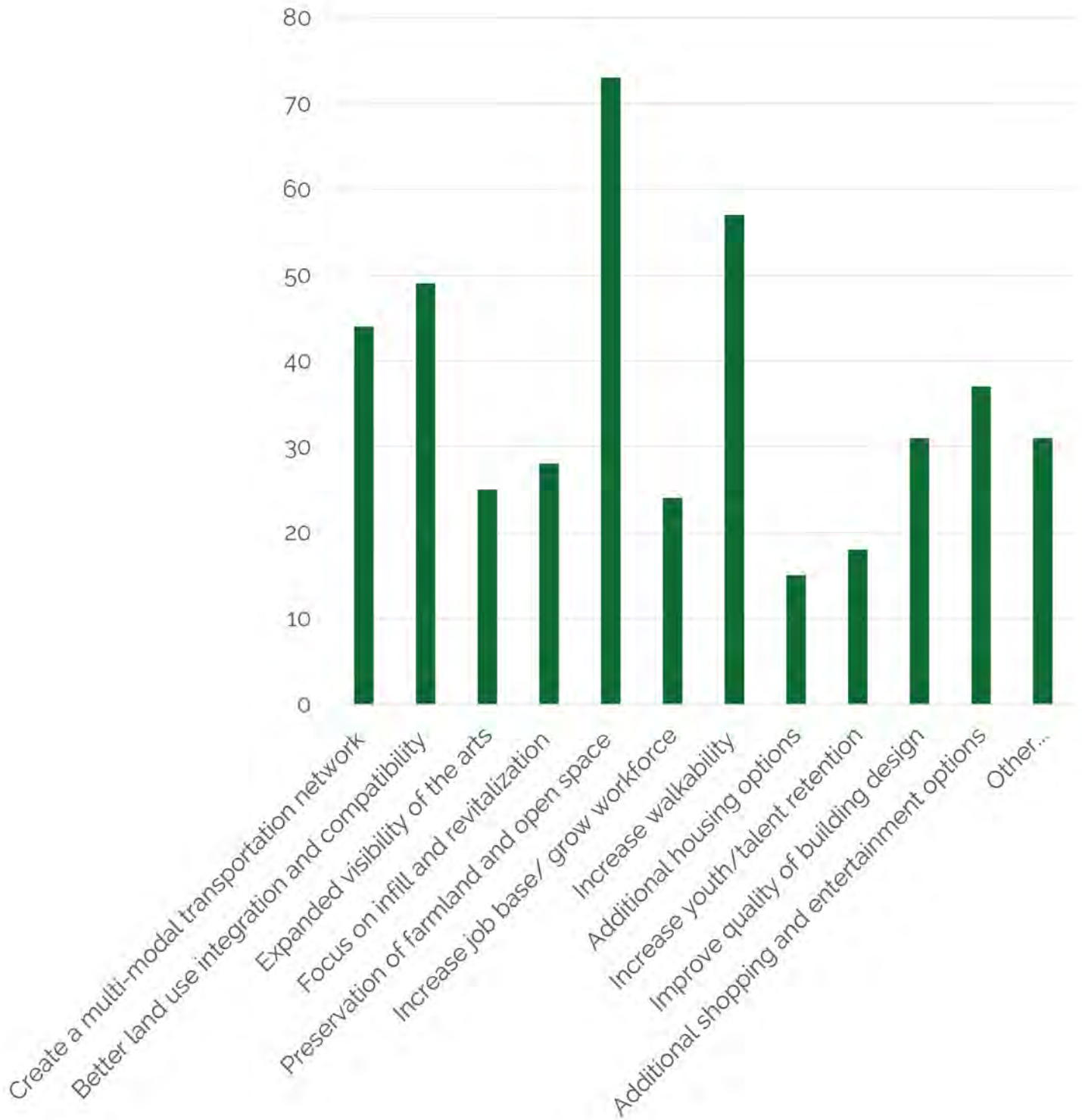
and the envy of other cities as people from across the county travel to South Jordan, have family outdoor time at Mulligans, and are able to access the natural wildlife habitat that has been preserved along the Jordan River because the city was able to preserve the remaining farm on 9800 South, the Mystic Park Springs, and put a hold on all development along the Jordan River.

- Much like it is today. Hopefully we slow down our growth. No more dense housing.
- A safe community to raise a family at any age and stage, with quality schools, better transportation options (a commuter lane to 1-15 would be amazing) awesome shopping options (Trader Joe's!) and many parks for kids to play at!
- Over run by multi-family housing and a disorganized mess due to zoning rules that change on a whim or the drop of a few dollars.
- the prime location in Salt Lake County to live, work, and play with convenient opportunity for all three.
- In 2035 South Jordan will be overrun by high-density housing which I am concerned will adversely affect our strained infrastructure, schools, and home values.
- More bicycling amenities like canal bike paths and a bike skills park. East/West travel is especially hard on bicycles, I would like to see more bridges on the canal paths to allow travel between neighborhoods not possible by car.
- The city with the best parks.
- A beautiful and safe place to live.
- Hopefully not much bigger! There is too much growth currently.
- One of the easiest cities to access from a traffic perspective.
- Built out to the west mountains, the west end will have a beautiful urban, and suburban area, and South Jordan as a city, and Daybreak will either be two separate cities, or one cohesive, unified whole.
- ...forced to accept the economic and environmental realities its residents are actively fighting. High density housing, limited green space, restricted personal

vehicle use, no miles and miles of grass with watering happening anytime during the day. Hopefully there will be more diversity that will challenge the religious views that drive most neighborhoods' agendas and isolate those who do not participate in the LDS Church.

- A fantastic place to live where lot sizes are larger than most cities, the options for work and entertainment are plentiful and the property values rise above average because it's a desired city to be in.
- A much larger city
- I worry that it will be over crowded, especially if we keep building developments like daybreak. I avoid going to businesses in the district because I know how chaotic it will be there.
- A great place to live for families
- Still a great place to live and raise a family w/ open space.
- A large city with great mass transportation, roads that can move traffic quickly, a variety of housing types and options, with shopping and parks nearby.
- The best city to live in, in the Salt Lake Valley.
- Divided into two cities. Daybreak will become its own city.
- In 2035, South Jordan will be the cleanest and country's best city to live in.
- a diverse and memorable community with a strong sense of place.
- overcrowded, traffic gridlock.
- a walkable community with a mix of housing, office, and retail enhanced by a strong network of parks, trails, and open space.
- A city where everyone is welcome and thriving. Great jobs, homes and businesses side by side.

3. WHAT WOULD YOU LIKE TO IMPROVE ABOUT SOUTH JORDAN IN THE FUTURE? WE'VE PROVIDED A LIST OF MULTIPLE CHOICE SELECTIONS BASED ...



## IF YOU ANSWERED "OTHER" TELL US HERE . . .

- Unique restaurants!!! No more burger joints. Maybe Yard House. BJ's.
- More affordable housing. We need diverse housing options which means high density near mountain view, Trax, bangerter, redwood road, and i-15. Smaller home and smaller lot options mixed in with traditional neighborhoods with larger lots. Allow for accessory units such as mother in law apartments.
- Focus more on rising generation and less on the retired generation
- I would like to see better mass transit in South Jordan. Love and use the trax station in daybreak and wouldn't mind seeing this expanded. Would also like to see more connecting bus routes for the area. However, I do not ever want to see our streets littered with scooters like downtown has become. Please keep those things OUT.
- More walking trails that are safe and not so hidden from public eye
- Keep multifamily housing to a minimum and keep lot sizes large to avoid overcrowding.
- Housing for empty nesters. There is a large gap between family housing and rentals but not a lot of houses that are smaller in size and still on a small parcel of land.
- Less high-density housing.
- Resisting large and multi unit developments like herriman has done, which they will regret in about 3 years.
- More parks and green space
- Stop putting mini higher density communities right in the middle of low density animal rights communities. It causes existing surrounding communities a ton of trouble just to maintain the lifestyles.
- I am very much against infill creating smaller than 1/2 acre lots on existing open space or farm land development. I do not want more traffic, noise, and also want to keep my water rights.
- More outdoor activities and events
- Need more good restaurant options that are 'sit down and get waited on' type of restaurants. Ones that are not chains and some that are.
- Giving residents on the west side of South Jordan better recreation activities (parks and a new rec center)
- Keep taxes low by encouraging healthy industry and business.
- Complete Welby Park. It's been sitting there unused for years with hardly anything going on. More trails so pedestrians and bikers can more easily and safely walk and ride throughout the city.
- Reduce the multi-tenant housing.
- Less multi-unit housing and more family homes built on larger pieces of property to preserve a bit of open space feeling
- Please stop cramming high density into every nook and cranny of the city. We moved here because of the larger lot sizes. There are many different options when it comes to housing but it seems like what's being planned is higher density and I don't think that having more of that will benefit our city in the long run.
- Make the aesthetics of design as important as the function. All new growth and change should add beauty and value to the city. Please no more walled off development.
- city leaders to START using COMMON SENSE in decision making. It IS OK to say no to developers to decline rezoning

requests for smaller lot sizes and multifamily housing. STOP thinking we need to have more tax revenue by having more people in the city. SLOW/STOP the growth. Keep it the nice smaller town that can be enjoyed by all already here.

- Need to reduce the size of SFH from 2,400sq ft to 1,000 to allow a greater range of options for our kids.
- Do something about the odor from the Dannon Yogurt factory.
- Limit development similar to places like Boulder, CO that are trying to maintain a certain balance and not just jam more people in to generate more taxes.
- Keep open space and greenery like Mulligans
- Please don't allow tattoo parlors, liquor stores, pawn shops etc. to rent retail space in South Jordan. There are plenty of those kinds of businesses elsewhere. PLEASE keep South Jordan a clean, safe place to live. We want to be a classy city!
- Clean up property at 9800 South and Redwood Road On northwest corner
- Installed a bus system along major cross streets: 1300 West, 1700 West, 2200 West, 3200 West which has stops every 10 minutes and takes you to the major N/S streets: 9800 South, 9400 South, 104/6th South, 114th South. Established a mini-farm similar to Wheeler Farm on some remaining farms in South Jordan. Maybe the Mabeys! :)
- It would be great to have a community pool similar to those in Utah County: Lindon's especially.
- Parks based on neighborhood needs not cheapest available or surplus supplies.
- I would like South Jordan to utilize technology advancements and become a Smart City. This is the "Internet of Things" era and with the technology sector growth, this is important to your residents. What is your plan for the following cost-

saving measures and technology growth initiatives? 1. Smart Infrastructure 2. Smart Buildings & Properties 3. Smart Industrial Environment 4. Smart City Services 5. Smart Energy Management 6. Smart Water Management 7. Smart Waste Management 8. Fleet Management Operations

- The area near the Jordan river is beautifully developed between 106 & 114 South near the Shields Lane trailhead and south of 114th south, there is great potential that is currently not very attractive. Perhaps a bike skills park or boat launch would be possible.
- Go outside the box with parks facilities. They need to be the standard in the area.
- Outdoor pickleball courts and the ability to host tournaments increasing tourism revenue
- Currently the school board is hypocritical when it comes to south Jordan/Daybreak. The developers of daybreak creates the neighborhood's with the schools built so the children in the neighborhoods able to walk to those schools, and the school board purposely disrupted that. How about a school board that builds schools where they're needed, rather than picks on neighborhoods that had the foresight to do so?
- Environmentally responsible public landscaping, restrictions on resident resource use. High density housing to make living more affordable.
- Increase traffic enforcement. Enforce stop signs and red lights.
- Don't really care about preserving farmland, but I do care about preserving open spaces that can be accessed by the community.

#### 4. WHAT PLACES AROUND THE WORLD HAVE YOU BEEN THAT YOU WOULD CONSIDER MEMORABLE? WHAT ASPECTS MADE IT MEMORABLE? OF THOSE ASPECTS AND CHARACTERISTICS, WHAT COULD WE INCORPORATE INTO SOUTH JORDAN AND WHERE?

- Places that are designed for people not cars make a place memorable. Human scaled design that integrates green systems for infrastructure and open space. Require builds that address the street, park in the back, quality design. Development is an investment into our community, we should hold those who want to develop in South Jordan to a standard that promotes resiliency and adaptability over time as markets and public demands change.
- Nothing
- Europe. Cobblestone streets with boutiques and sidewalk cafes.
- Reston, Virginia and its town center. Focused on walkability, open space, and mixed use development, preventing it from becoming a bedroom community with daytime brain drain where everyone leaves to work elsewhere.
- Work to connect walking trails and open space. Implement an active transportation ordinance or plan to ensure streets are designed to move pedestrians and cyclists not just cars.
- Features of other global cities that stand out to me are engaging waterfronts, high density living without the need for a car, mixed neighborhoods with business and residential side by side instead of large islands.
- The most pleasant places are the most walkable and human-oriented. Places built for cars all feel the same: You might as well be anywhere or nowhere. South Jordan should prioritize walkability above all other modes of transportation. It's the cheapest and pays the most dividends in terms of livability and economic development. Since the car has been prioritized above all else for such a long time, we are decades behind on other modes of transportation.
- More hands on learning experiences for families. Celebrate culture. Make something unique that attracts people outside of the city
- DC because you could see everything and get every where without using a car. Transit routes were well thought out, and covered a large area. Stops were within walking distance of major attractions and shopping areas.
- I would like to see more art and culture opportunities. It would be great to have more trails and walking parks to add tranquility and fun places to take friends from out of town.
- New York central park can add a beautiful farm lands keep the old with the new. Farm lands, parks, trails, beautiful landscape. Pretty much make it look great to the eye everywhere you go
- I enjoy places where the community focuses on nature and outdoor activities.
- This includes plenty of open space, parks, and trails for walking/running/biking. A great aspect of Daybreak is the lake. We need more developed areas like that with a focus on nature and a body of water without the over-development (small lot sizes) and multifamily housing that currently plagues daybreak. Development should be about creating a great community, not fitting as many housing units in an area to squeeze out extra profit.
- Germany-community/walkable
- One of the things I've enjoyed the most every place I've visited are beautiful botanical gardens. The best ones provide educational opportunities for all ages. The botanical garden in Montreal, Canada has an attached Insectorium which is set up to educate families. This is the kind of thing that can be done anywhere (if you have the money ) and helps make your city a destination if it's done well.
- Places like Austin, San Antonio, Boise and Nashville have walkable areas with unique

heritage sites, water features and a ton of food choices.

- Rivers, hiking/running/biking trails, live theaters,
- Chicago / New York / Washington - cool architecture, use of open space, maintenance of impact to traffic and infrastructure within growing population, programs for the arts
- Germany/France/Switzerland large lots of farmland near village living. Near it but not mixed into it.
- While I've lived outside of the country I valued the open space around major cities. I do not want South Jordan to become like CA towns around the SF Bay area. I like communities where I can attend the closest schools to my house and not have to be bussed to a different location due to overcrowding and students permitting in.
- San Francisco's Golden Gate Park, San Diego's Balboa Park, London's dedicated bike lanes and bike highways and rail network, Seattle and Portland drive and dedication to the outdoors.
- Portland Oregon It has a very environment friendly, progressively green in the model of living and embracing eclectic life styles that encourage community harmony
- Many of the places I've been to that were memorable were that way because they reminded me of South Jordan- e.g. Marikina City, Philippines was a clean, middle-class residential city in the midst of the dreary slums of metro Manila...
- Parks and open spaces. Interesting trails for riding and walking. Every city is different and has it's own characteristics that I don't know that we can take an put here but we have our own advantages also. Houses are great, and we just built one here from living in Sandy for 27 years but I am not loving the traffic tie up's out here and the constant orange cones when there isn't work happening in the area. The convenience of stores is nice. We do need more recreation options and places to go. The east side has the mountains. We can't go in our Oquirrh mountains because Kennecott owns it all and doesn't allow access. Can we get more parks and interesting walking

places to make up for it?

- Any large city - Various transportation options. A sense of community and not just a continuation of neighboring city - (i.e., bountiful)
- Golden Gate Park in San Francisco - Has so much to do that you can't even explore it all in a day. Architecture in many places of the world.
- Having worked in 17 other countries, I have seen what lack of planning can create. The memorable things about these other countries were narrow over crowded streets, a lack infrastructure, not enough foresight in planning for utilities, and lack of green spaces. We are heading the same direction as these other countries. East/west traffic in the morning and evening is approaching gridlock because of insufficient access to Daybreak. The continual expansion of Daybreak only adds to the problem. Public transportation and other options are needed. Additional emergency services are needed. It has not kept pace with the city's growth.
- Amsterdam - walkable/bikable with unique architecture, mix of integrated land uses, and lovely open spaces.
- Quality, clean, friendly
- Daybreak is such a wonderful addition to South Jordan. I also love there there is still open space with large animals. I worry that there will be too much high density housing that traffic will be intolerable in the future.
- Well planned landscaping or natural/original spaces preserved. Easy and safe to travel around and be in so the focus can be made on working hard, having good times, and making great memories!
- European villages--walkable, with distinct architectural features and art.
- Most of the memorable places I have visited have been memorable because of the natural terrain. (Grand canyon, Crater Lake, Mesa Verde)
- My family has been in South Jordan for 80 years now. I lived in Western Europe for almost 8 years. I love Daybreak, however I don't live there. Their planners have done a remarkable job. There are many memorable

places I've enjoyed throughout the world but in my opinion consult with the Daybreak planner/designers to gather characteristics and aspects of good community design.

- Similar to how residents around Seattle recreate and protect their waterways, making big efforts to clean up the Jordan River and make more recreational usage (think kayak/canoe) would be awesome. I love what's started with the Jordan River trail and parks, benches, etc. Would love to see it continue to develop and be cared for. It's an under utilized resource that could bring more potential to quality of life here.
- I love all the unique shops in big cities on the east coast. It would be so fun for SoJo to encourage mom and pop businesses that provide a gathering place for residents.
- Savannah, GA has an excellent downtown that includes several parks/plazas along with good restaurants, shopping, architecture, and housing. The downtown is a good central core with a mix of uses, higher densities, and taller buildings, which is all balanced with quality (not necessarily quantity) open spaces and public plazas.
- London—incredible transportation and beautiful, quirky, unique neighborhoods. South Jordan could focus on making more “complete streets” with good design facilitating walking, biking, and public transit. I live in Daybreak and love the design of neighborhoods there with unique community centers and amenities integrated with a variety of housing types.
- A bus or subway close by no matter where you are. Beautiful, highly manicured parks for visiting and walking and playing safely for toddlers as well as all ages. There is one thing we will never duplicate and that is the age and history of Italy. Although we could continue to offer it's authentic food.
- We went to an area of Italy where people had their land and home and they took pride in making it nice and well kept. When you got into the city, houses were crammed in or there were apartments and no one cared about cleanliness.
- There were things to do at each memorable place (i.e. eating, picture taking, reading, relaxing, playing). They were pretty. They were designed so that you wanted to stay for a while. South Jordan needs to focus on placemaking, creating places that people want to be. For example, before a park is designed or remodeled, the city should meet with the neighborhood and see what their vision of the space would be. How the neighborhood would like the land to be utilized.
- Great question. Have been to 18 countries. Walkable. Dense shopping/housing mixed together. SJ lacks a sense of place - authenticity. If you removed the Temple and mountains you could be in any suburb. Buildings should be close to the road with parking behind them. Housing above all retail. Mid sized pads have a life of 15 years, after that they get ugly. Other than pulling into our garages and having what we want, what will our kids want in 2030?
- Amphitheater that could showcase local talent and community movie-in-the-park events. Welby Regional Park might be a good location for such a facility.
- Green River, Wyoming. They made the river area beautiful, which is what we could do with the Jordan River running through our community.
- Italy. Everything that is built is made to be beautiful not just functional. There is vegetation added everywhere possible. I would like to see artistic buildings and a lot of vegetation added to visible common areas. Not just grass.
- Can't think of a specific place, but what is like to see is more uniqueness. We are full of chains and mini plazas.
- Europe. Europe is so crowded, but they make the best use of open green spaces.
- Tressa
- 11/17/2018 01:20 PM
- In Oregon they have a mini forest in Portland where you can go and escape
- the city and feel like you are in the mountains. I think we need a massive
- park and open space with trails for walking,

running, hiking and open spaces to play.

- Boston, Paris, Vancouver BC, Alexandria VA, Portland OR. Walkable cities with good transit options. Interesting architecture. Preservation of historic areas and character. Interesting places to see (e.g., Boston Freedom Trail, Stanley Park in Vancouver, the iconic sights in Paris). Distinct neighborhoods. Planning with metro area surrounded by agricultural and open space (Paris, Portland) where vacant land in the metro zone is filled before expanding the area to build more. This preserves the open space and farmland, minimizes the need for roads, makes mass transit more feasible and provides a more satisfying way of life that is much less car dependent and energy consuming. Daybreak is a good use of land with high density housing combined with ample parkland and open space for play and community gardens.
- Boston. Beautiful neighborhoods with character mixed with expansive parks and a myriad of cultural offerings, in a safe feeling ambience.
- More green space, less square, 2 story buildings.
- Savannah-parks integrates with other uses, connectivity and walkability.
- We love going to Saint George. To go to Thunder junction ( dinosaur park). It would be really cool to build that park up here with the train and everything.
- Hershey, PA. A place for families for entertainment. Hershey Park Hotel...which has rolling plains of greenspace around it. Places where the river has been preserved and the wildlife. Places where you can go to the city to take a look "back" at what that city was like. Currently, the only places listed as tourist attractions at Visit Salt Lake are Mulligans and Glenmoor Golf. Why hasn't there been an effort to make more tourist destinations? That's why Mulligans is so valuable! It's affordable family entertainment. No need to put anymore places to eat at Mulligans with the new Food Truck Court in Sojo. As more and more green space disappears, it's even more important that Sojo preserve it's precious riverbottoms. There's barely any left with all the development along it. It's magical to see wildlife in its natural habitat. It seems like all efforts to make Sojo a tourist attraction have been focused on Daybreak. East South Jordan is where the history and natural resources are.
- Germany I thought the smaller villages were really clean. People took pride in keeping their property clean and clutter free.
- We've been to many cities: Boston, DC, NYC, Seattle but the places we love most are those with the small town charm but the amenities of a big city. We LOVED Bainbridge Island near Seattle. It's completely walkable with darling homes and many delicious food options and other unique retailers as well. Daybreak would be a great option (near Mountain View).
- Boise managed froth well. Seattle arts scene and Restaurant's are far better.
- The walking paths in Eagle Mountain are a fantastic (yet unrealized) plan. My biggest request for South Jordan is to get access for non-Daybreak residents to Oquirrh lake. It's very odd that one must live in daybreak to put a paddleboard in that water. Please fix.
- 1. Smart City Operations and Initiatives. 2. Reduce high-density housing zones. 3. Focus on open-space land use and environmental improvements.
- I love the Boise Greenbelt along the Boise river downtown. They have a lot more water than the Jordan River, but they have made the most of it. I also love the walkable canals and walk/bikeability of Amsterdam in the Netherlands. I'd like to see an area where restaurants and entertainment are easily accessible from bike and walking paths.
- Plazas in South America. Very impressive considering the sub par infrastructure surrounding it. Islands of an Oasis.
- Sri Lanka - the people are so kind and welcoming, smaller "vibe" even in cities. And Florence, Italy - beautiful buildings, outdoor spaces, more art.
- We should take advantage of the water features provided in daybreak.
- Paris, Morocco, Africa. Art, and architecture. Modern architecture - square boxes - is so... boring. People go all over the world to see

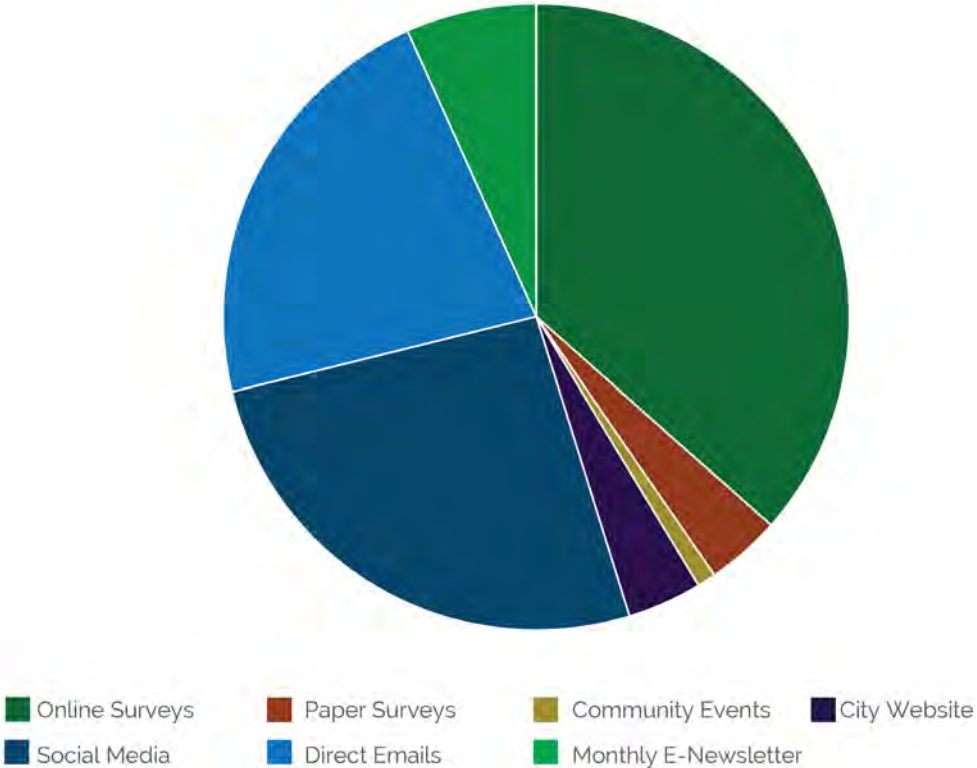
beautiful architecture, because it can't be found here. Here it's just blah and boring. Also- so many cities have art incorporated into the everyday. Bicycle stands, benches, fire hydrants, alleyways, , freeway pillars. Why not just make them beautiful from the beginning.

- Baghdad, Iraq. London. Lima Peru. Places that were forced to accept the challenges of growing urban areas and influxes of populations, environmental challenges and resource restrictions, and diversity. Everyone here seems to cling to the idea that they had about south Jordan from 1990. You don't get to be stoked about your housing prices exploding, while rejecting the impact of a rapidly growing economy. You don't get to be mad at traffic and air quality but refuse to participate in solutions for EVERYONE.
- I loved London and San Francisco because of the multiple modes of transportation and the walkability of the city. That was great as a visitor. I also like the level of art in the city, museums and shows etc.
- More walking/jogging trails that are in safe areas. (by the river is not safe) more open space and entertainment. Good shopping areas, entertainment that attracts local and better quality stores/restaurants.
- More ethnic restaurants, coffee shop, bakeries, and a shopping mall. All of this would be best in Daybreak. I currently live in Daybreak and the lack of restaurants and coffee shops are needed.
- Visible white lines on roadways. Use a little extra paint.
- Italy because of all the history there and how some of the city have preserved it.
- Unique architecture, gathering places where the community comes together regularly, and history/culture are what makes the places I've visited memorable. Holiday markets in Germany, Ankor Wat in Cambodia, the architecture of Hong Kong, etc.
- Georgetown, Washington DC is an energetic, walkable, mixed-used area that South Jordan could emulate. It has parks, trails, retail, a variety of housing types, and commercial spaces all integrated together.

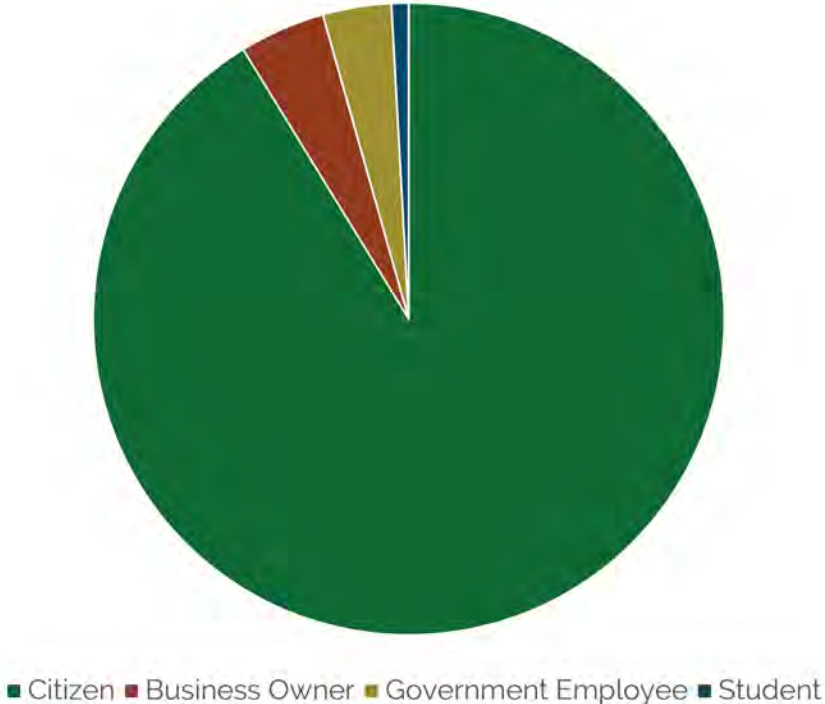
# ONLINE QUESTIONNAIRE

## WHO WE HEARD FROM

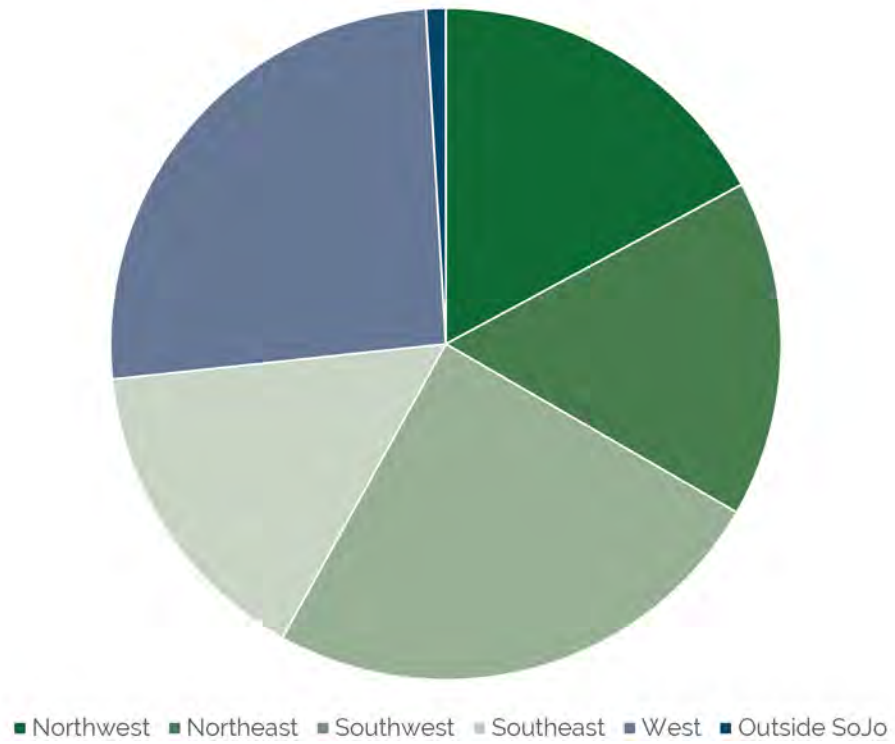
WHAT IS THE BEST WAY TO REACH OUT TO YOU THROUGH THIS PROCESS?



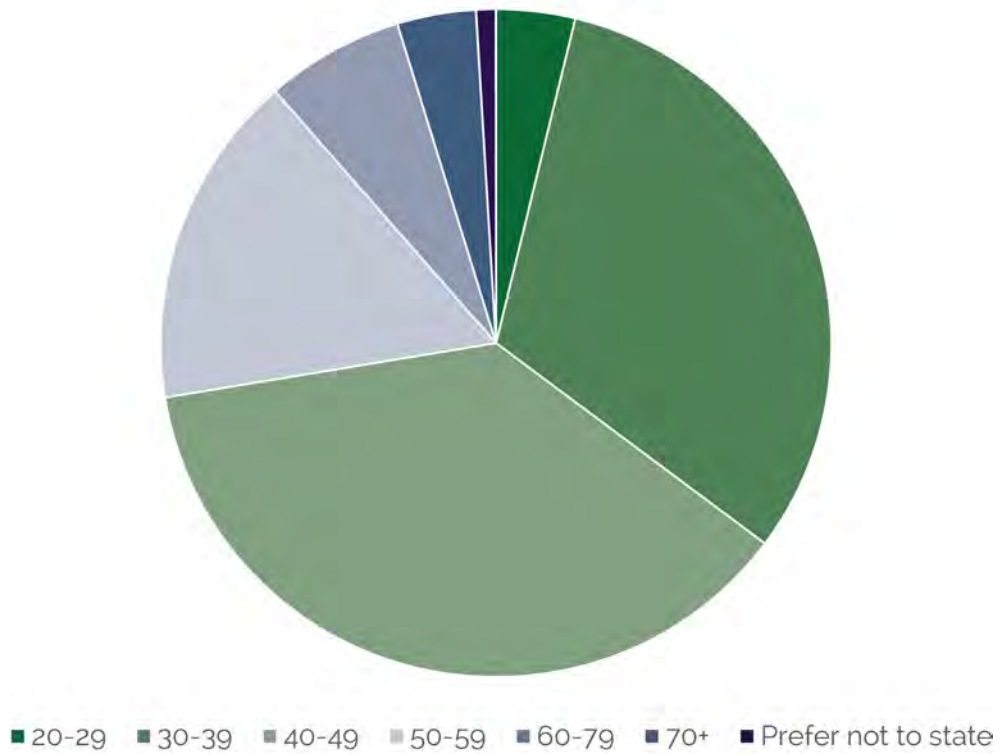
WHAT IS YOUR RELATIONSHIP WITH THE CITY OF SOUTH JORDAN?



PLEASE SELECT THE GENERAL LOCATION OF THE PLACE YOU LIVE IN SOJO...



WHAT IS YOUR AGE?







# OPPORTUNITIES SUMMARY

SOUTH JORDAN GENERAL PLAN UPDATE  
JUNE 2019

## INTRODUCTION

As part of the community outreach process for the South Jordan General Plan Update, South Jordan City, in collaboration with planning consultants from Logan Simpson, held several workshops in February of 2019, giving interested members of the community the chance to review the big opportunities for South Jordan's future and share their feelings and ideas. Along with these workshops, an online survey was published with the necessary background information to give feedback on the proposed opportunities. The online survey was accompanied by two interactive maps, asking participants to place "pins" where they want to see different housing and gathering opportunities.

## OUTREACH COMPLETED TO-DATE & ONGOING OPPORTUNITIES

These opportunities stemmed from the Vision Statements that were reviewed and approved by the public over the fall of 2018. The opportunities from this phase that are widely supported will be included in the General Plan as goals, policies, or strategies.

The South Jordan General Plan Update will offer multiple opportunities for the public to contribute further on key issues during the public review of all major products before the completion at the end of 2019. Below is a timeline showing each phase of the process, there will be at least one opportunity in each phase for public contribution. Stay tuned on more ways to get involved by regularly checking the project website for event summaries, online surveys, upcoming events, and more at [SouthJordanGeneralPlan.com](http://SouthJordanGeneralPlan.com)!

## Stay Involved Throughout the Process!



THANK YOU FOR YOUR PARTICIPATION!

# WHERE DID WE GO?



## WHAT DID WE ASK?

At each event we attended, there were several activities that asked for public input. We had poster boards for each of the 6 themes; where we live, where we work, where we gather, where we play, how we move, and how we grow. These boards gave some important background information on each topic and presented several ideas for

improvement. Participants were asked to review the background information and help choose where these opportunities belong in the city and which ones they supported.

These workshops were advertized around city hall and on social media, we had about 10 attendees total. On the website, we got around 320 participants.

## BELOW ARE SOUTH JORDAN'S OFFICIAL VISION STATEMENTS FOR EACH SUBJECT:

### Where We Live...

South Jordan is a balanced community that provides a range of desirable housing forms and amenities that appeal to all stages of life and lifestyles, while retaining its one-of-a-kind character and heritage.

### Where We Work...

South Jordan is a strong and resilient economy that attracts a skilled and vibrant workforce through a balance of both large-scale economic generators that encourage new, high-quality development, and neighborhood-oriented shops and businesses that preserve and build on our local character.

### Where We Gather...

South Jordan has active, vibrant, and unique destinations that encourage socialization, entertainment, art, local events, and celebrations that connect people together.

### Where We Play...

South Jordan has a growing network of parks and trails that offer access to and between neighborhoods while offering exceptional trail amenities.

### How We Move...

South Jordan offers numerous choices for safe and efficient travel by offering walkable destinations, connected development patterns, and continuous pathways for pedestrians and bicycles with enhanced safety features ensuring access for every resident and visitor.

### How We Grow...

South Jordan is a healthy and safe community that provides a variety of high-quality community services and amenities to all residents, encourages water and resource conservation, and strengthens community resiliency and fiscal sustainability with each new development through open communication and cohesive development patterns.

# WHAT ARE THE OPPORTUNITIES?

## For where we live:

### Neighborhood Preservation

- Define and preserve the characteristics that are unique to South Jordan's heritage and feel.
- Create historic conservation easements or districts with architectural design standards to keep consistency.
- Invest in neighborhood branding, signage, and streetscape and facade improvements.

### "Missing Middle" Housing

- "Missing middle housing" refers to the housing between large lot single family homes and apartment complexes. It often includes accessory dwelling units, duplexes, triplexes, and small single family homes on small lots.
- These neighborhoods can serve as transition areas between low and high intensity uses such as single family neighborhoods and apartment complexes or business parks.

### Multi-family housing

- Multi-family housing projects provide the opportunity for a wide variety of households to live affordably in a community.
- This type of development attracts new employers and lowers cost to maintain government infrastructure and services.



# For where we work:

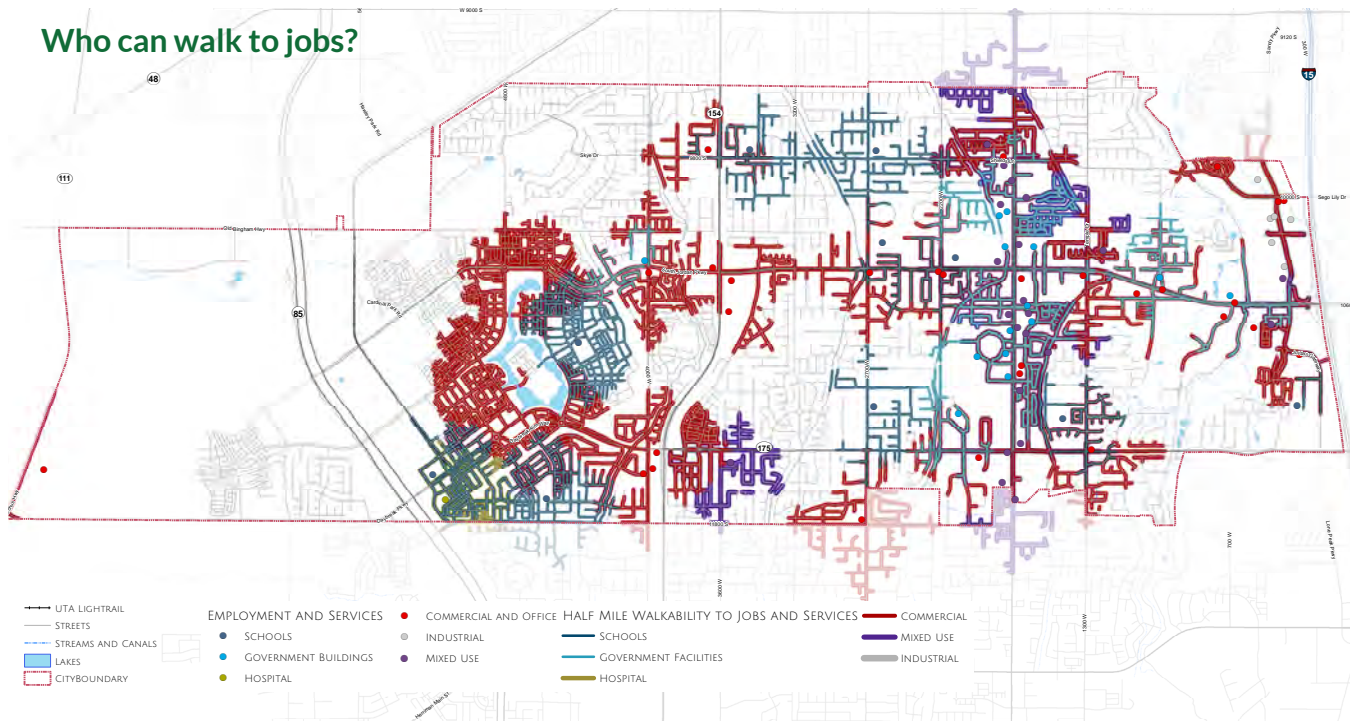
## Allow for Neighborhood Commercial

- Neighborhood commercial areas provide small scale commercial and service amenities mixed in with housing development.
- Neighborhood commercial encourages local and small scale business opportunities for entrepreneurs.

## Mountain View Corridor Business Campus

- High-quality, high-tech, new development along Mountain View Corridor, to create a major job center between the Silicon Slopes to Downtown Salt Lake City.

### Who can walk to jobs?



# For where we gather:

## Infill Projects

- Infill projects occur in underutilized space such as large parking lots or unused open space.
- Potential infill projects could include new commercial space, new housing development, or vibrant gathering places such as plazas or city parks.

## Redevelopment Projects

- Redevelopment happens when a site is heavily used and loved but in need of updates.
- This could mean giving store fronts a “face lift”, re-landscaping, adding new ways to interact with the site, or site reconfiguration.

## Neighborhood Commercial

- Neighborhood commercial areas provide small scale commercial and service amenities mixed in with housing development.
- Neighborhood commercial is proven to encourage walkability in an area, cut down neighborhood traffic congestion, and create a greater sense of community.



## For where we play:

### Park Connection

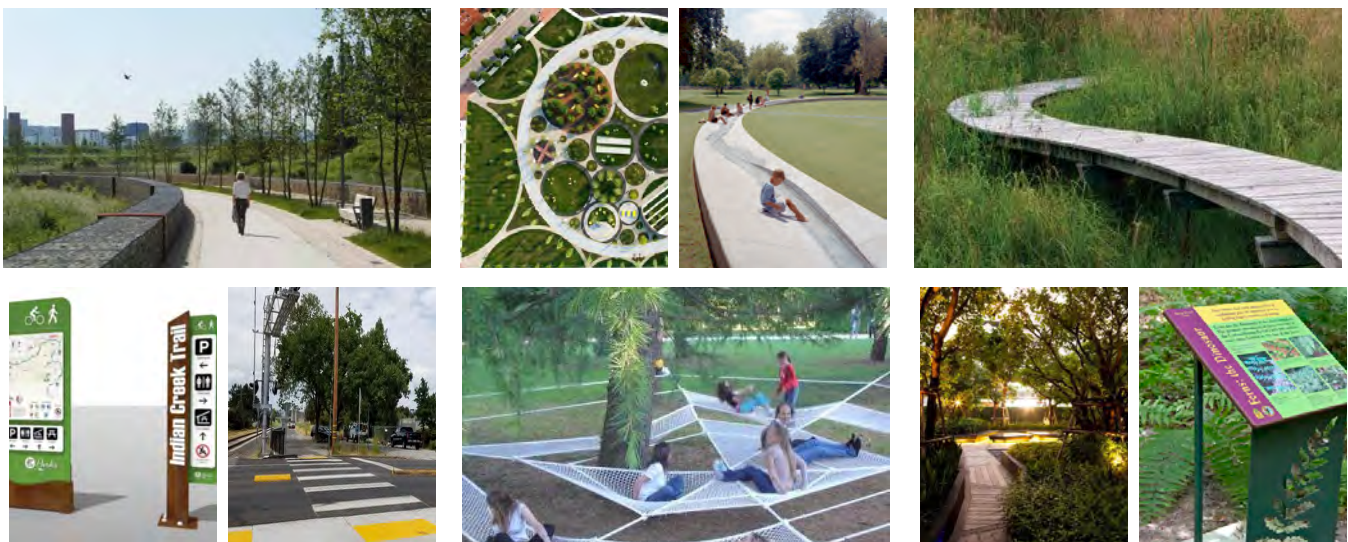
- Capitalize on our city's existing canal trails by paving them, adding furniture such as benches and dog waste facilities, and wayfinding maps showing how the canal trails connect to different parts of the city.
- Enhance crosswalk safety where trails cross busy roads with signs, lights, flags, and other similar methods.

### Park Renovation

- Redevelopment or renovate older parks throughout the city to include more interactive amenities such as plazas, playgrounds, and pavilions.
- Make parks more “teenager friendly” with things like hammock gardens and unique furnishings.

### Jordan River Park & Trail Enhancement

- Enhance this historically and environmentally significant trail with board-walk style paths and educational signage that discusses the natural area's history and unique bird population
- Include “pockets” along the trail for seating and bird watching.



# For how we move:

## Public Transportation

- Connect Trax and FrontRunner from east to west to ease personal vehicle traffic congestion

## Trail Enhancements

- Build off our informal canal trails and pave / landscape for usability
- Place wayfinding signage throughout our trails system so it is easy and convenient to navigate
- Where canal trails meet major roads, direct the trail to the nearest enhanced crosswalk to safely continue

## Bike Paths

- Enhance on-road bike lanes to include buffers from vehicular traffic
- Paint bike lanes to distinguish from vehicular lanes/ road shoulders



## For how we grow:

### **Design Standards for Cohesive Development**

- This would ensure that the character of an area is preserved when new development occurs
- Areas can have unique design standards to keep South Jordan's character diverse

### **Incentives for Local Businesses**

- This would ensure that the character of an area is preserved when new development occurs
- Areas can have unique design standards to keep South Jordan's character diverse

### **Tax Developers for New Schools**

- This would ensure that the character of an area is preserved when new development occurs
- Areas can have unique design standards to keep South Jordan's character diverse

### **Increase Coordination with Jordan School District Jordan Valley Water Conservancy District**

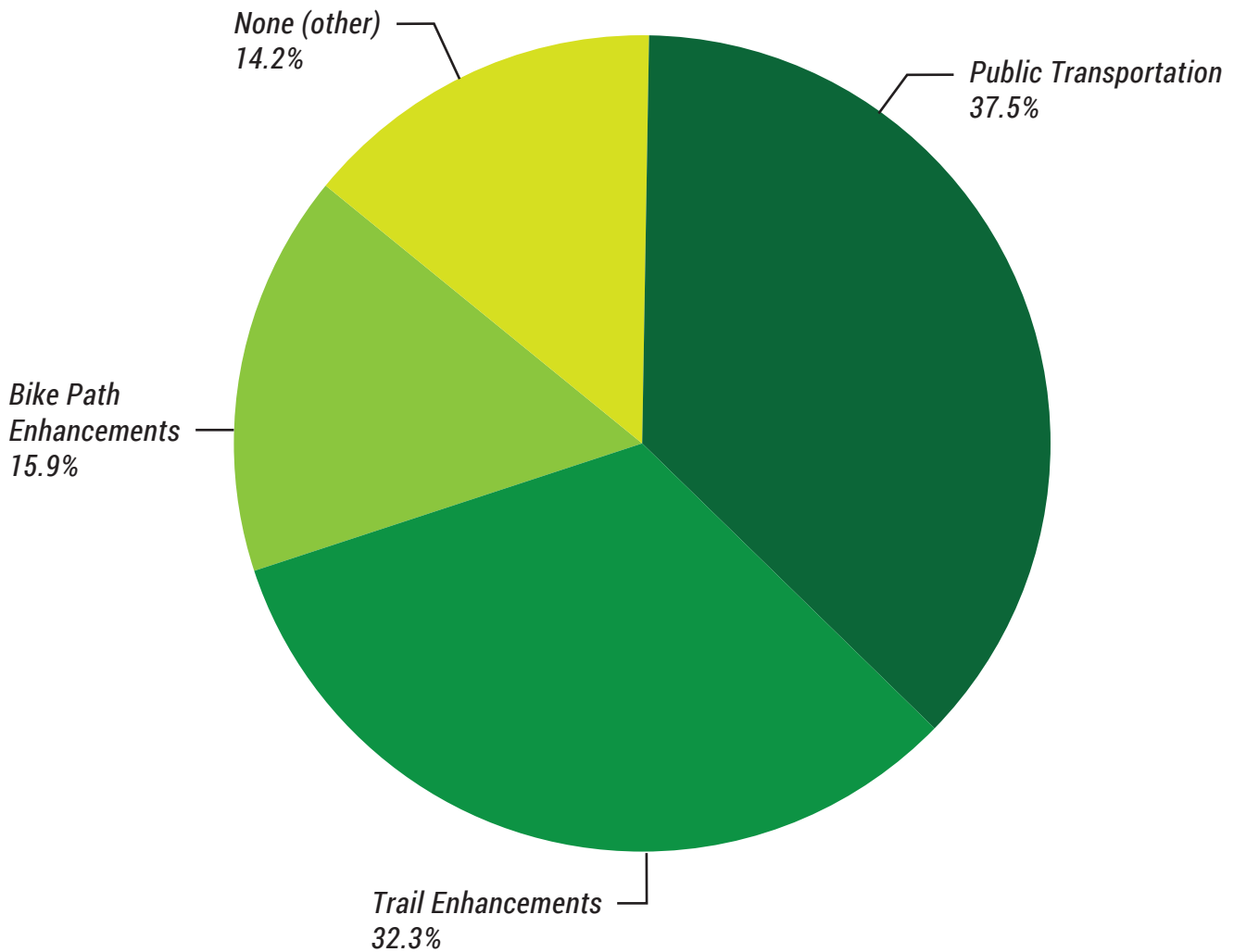
- Coordination with these organizations already exists, but the need will increase as our city grows
- Coordination ensures that there are adequate schools, water, and infrastructure for new development

### **Water-wise Development and "Localscapes" Education**

- South Jordan City, with the support of JVRC, provides rebate programs that encourage water conservation
- Educating the public on these programs may increase conservation

## WHAT DID PEOPLE SAY?

Which of these opportunities is *most important* to you for *how we move*:



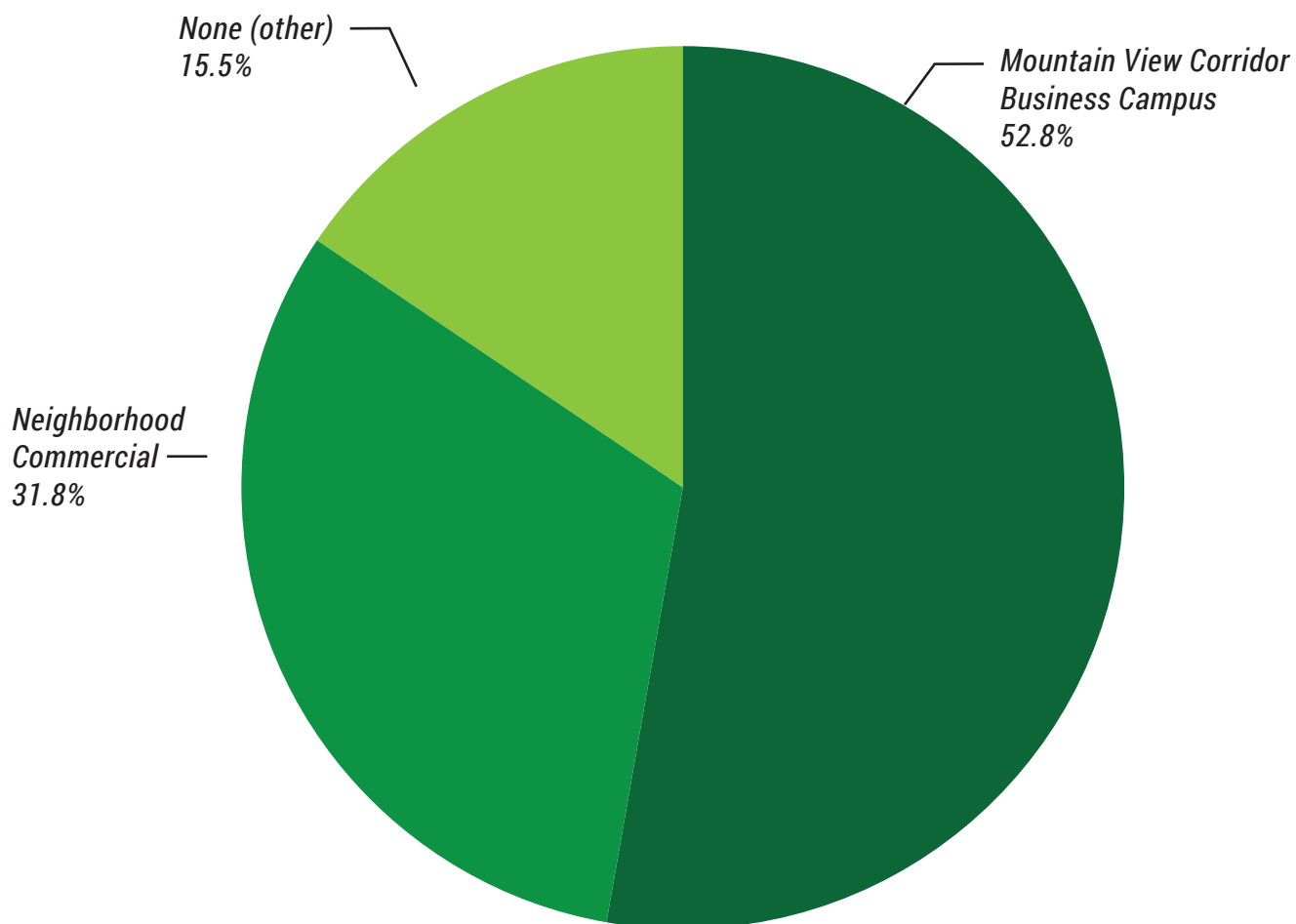
### Key Takeaways:

Generally, participants are most excited about public transportation. Among the "other" comments, residents want to see policies and strategies in the General Plan about Road Improvements for vehicles, rather than providing alternative modes of transportation.

## (if answered other) What's your biggest priority for future transportation enhancements?

- *adequate East West access*
- *Trail enhancements but not like signs about birds. Like memory grove with trees and trails. Maybe rock climbing.*
- *More lanes on roads.*
- *East/west trax*
- *Car travel east to west*
- *Convert one of the East/West roads to a flex lane like 5300 S to help the flow of traffic during peak times.*
- *I drive a car so I care about traffic on the east/west roads.*
- *A faster east-west option for cars. The majority of the population drives. Public transportation and bike paths may provide a slight relief, however, if there is to be real change to the horrible east-west traffic, a solution must accommodate how the majority of citizens travel- namely, by car.*
- *Better East to West roads to lighten traffic congestion.*
- *East - west transportation corridors MUST be widened to increase the number of lanes and provide adequate road ways. Every day, traffic gets worse, and developers with stars in their eyes and hopes for a fatter wallet are putting in subdivisions. Public transportation is NOT the answer, nor is bike paths. Wider roads along with LOW DENSITY development is the answer. Begin now, to avoid future gridlock.*
- *Improving the roads from West to east. Possibly a highway of some sort.*
- *We need the infrastructure to get people from i15 past Mountain View corridor quickly and safely. We need to team with West Jordan and get going on some sort of express way even just a lane that if you get in there is no turning out point until Mountain View. Get the people who need to get back there off the surface streets.*
- *Work on decreasing the traffic jams East to West. None of the above options will help. Not enough people bike to make bike paths useful nor do enough take the bus.*
- *Roads*
- *Better maintained roadways, less pot holes, better quality paving.*
- *Better east/west corridors*
- *Less people*
- *Wider roads, nobody uses bike lanes, just a waste of money.*
- *Fixing current issues! Lights that aren't calculated right, more turn lights instead of yellow, traffic issues more street sweepers, more repairs.*
- *Slow new construction until the roads are widened east and west bound.*
- *Better east/west traffic flow. People love their cars and don't have the patience for public transportation. There are very few that use it. On the south end (114th), there needs to be better options for east/west traffic.*
- *Expand major roads. Belt route connecting east and west of valley*
- *Roads and roads. Less high density housing so we don't need to build as many roads.*
- *Automobile traffic upgrade in infrastructure. Coordinating better with DOT & not pursuing high density housing without having road infrastructure planned or in place*
- *Bangerter highway and mountain view corridor expansion.*
- *Improved traffic flow. Perhaps by better timing of lights. I will likely never use public transportation, trails, or bike paths.*
- *The increased building. If there isn't any more building there won't be any not transportation.*
- *Rebuild the side streets. They are getting really bad with potholes, patches, new construction utilities tie in etc. 3200 w., 2700 w., 1300 w. Are all horrible*
- *Just open up roads and reduce traffic lights*

## Which of these opportunities is *most important* to you for *where we work*:



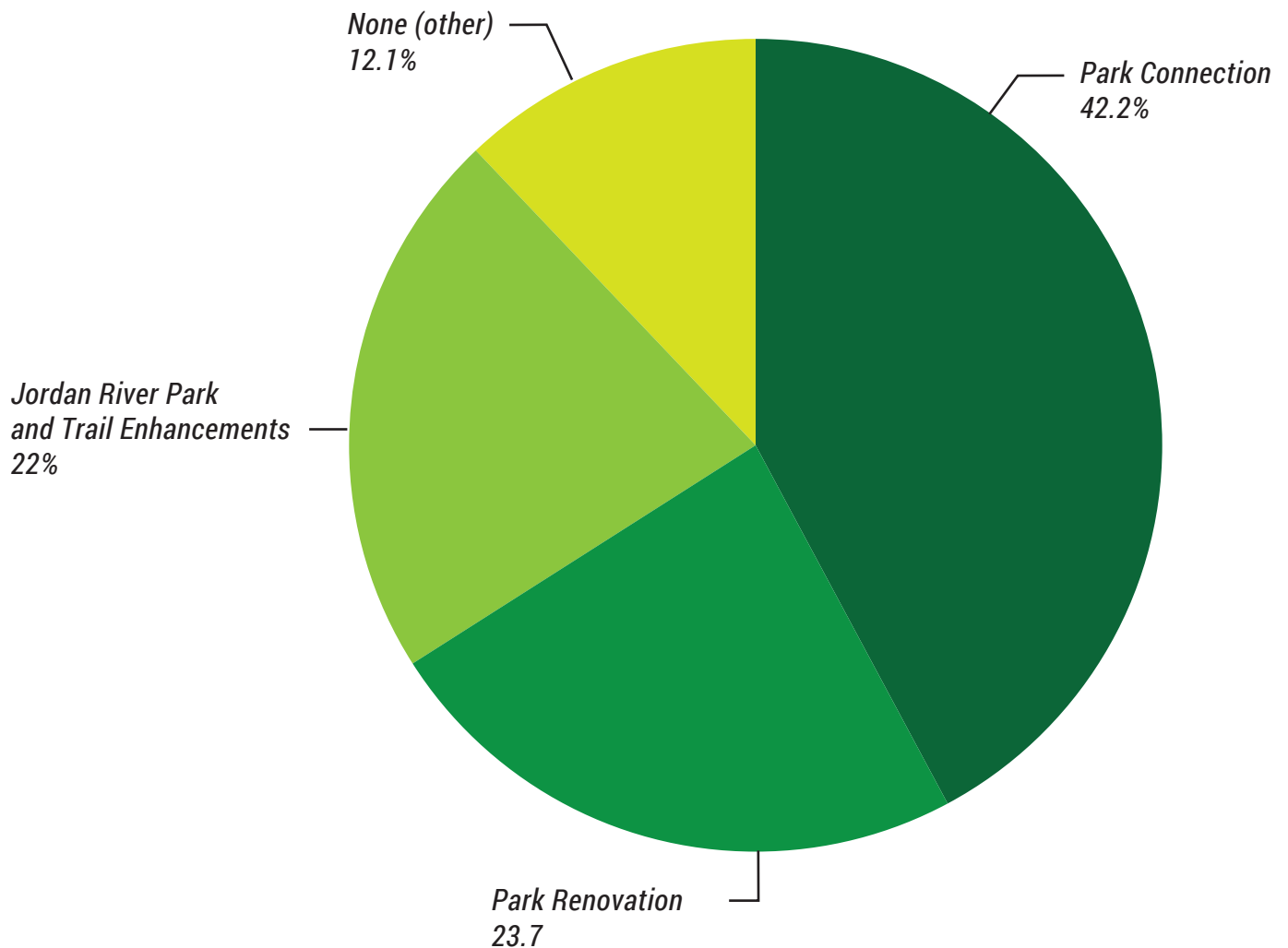
### Key Takeaways:

Generally, participants are most excited about a new business campus near Mountain View Corridor. This Corridor will connect Lehi's booming tech industry to Salt Lake City, making it a prime location for a major employment center.

## (if answered other) What's your biggest priority for future employment opportunities?

- *I don't want business complexes on top of my house.*
- *I work in state government which doesn't have an office in south Jordan so employment opportunities in my city do not make a difference to me.*
- *Support for small business. Make public transportation easier to navigate and more affordable.*
- *It would be nice to get an east/west trax line and more public transportation so people can walk to their jobs*
- *I would like to see some of our beautiful land kept as is and for more growth to halt. Our air quality and traffic is bad enough as is!*
- *Again, people may say they will walk, but they always end up driving. Businesses need to be located on the outskirts of the city.*
- *A store like Trader Joes instead of all these big box stores like Walmart, Smith's and Harmons that are popping up on almost every corner like gas stations.*
- *Less density housing means less people and less traffic. The notion of if you build they will come is true, but nobody wants to build the roads, schools first.*
- *I'm sick of seeing so much commercial. No more shops, just improve what we have*
- *Sorry this map is so congested it is difficult to read. My house is nasty isn't a commercial area. Businesses within walking distance of Daybreak is preferred. A Trader Joe's in South Jordan would be a huge win. Transportation from daybreak to Riverton Hospital and Salt Lake community college would be extremely helpful as it is no longer safe because of congestion to bike there.*
- *I want green space, trails, and trees. Less congestion. Bringing business into neighborhoods doesn't do either of those.*
- *My biggest priority would be to make sure the infrastructure is in place before you start adding more businesses and traffic to our roads, and improve public transportation to decrease the amount of cars on the road. It's not just about infrastructure it's also about air quality.*
- *there's enough employment in the city. If you can't get a job here, look elsewhere.*
- *Less chain restaurants, businesses in SoJo. More locally owned.*
- *I'm less worried about employment opportunities, and more worried about the increased traffic dense business areas would create. Daybreak alone has increased traffic in a huge, problematic way. Please consider that, before you add to the problem!*
- *Bring in big businesses.*

## Which of these opportunities is *most important* to you for where we play:



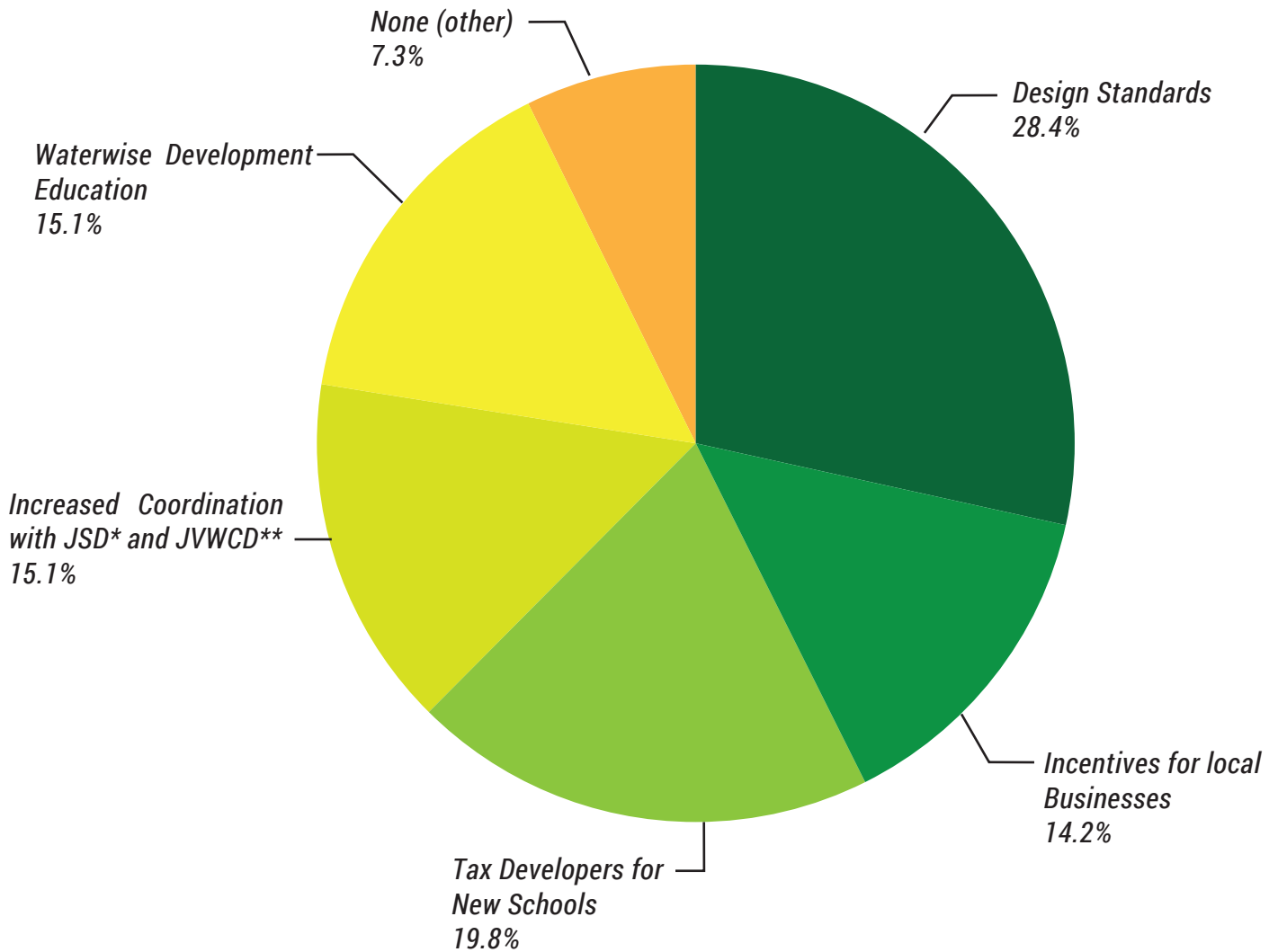
### Key Takeaways:

Generally, participants are most excited about connecting the existing parks in South Jordan with trails and signage. Those who answered other often mentioned the completion of Welby Park, a Salt Lake County and South Jordan combined project.

## (if answered other) What's your biggest priority for future recreation opportunities?

- *Welby Park*
- *Fun things to do for residents. Trails, lake, nice park. Not like we have but more like memory grove down town. Make it more community building.*
- *We have enough parks.*
- *Priorities should be where they are needed most. Our air quality is horrible and I'd like to see that become more of a priority.*
- *Something that isn't going to cost thousands of dollars to raise taxes.*
- *build new/more parks in new growth areas*
- *Golf, atv park, urban fishing.*
- *We need more baseball fields. We have over 600 youth playing baseball on five fields. This leaves no room for youth softball, or even practicing on dirt fields. Teams are forced to fight for grass Time at schools and churches. Herriman is way ahead of us in this respect.*
- *think we need a little of all three. Parks need more amenities but not hammocks.*
- *Park renovations for all abilities and kids. Teenagers don't hang out at parks often unless doing things they shouldn't be doing.*
- *Let people fund their own recreation. The tax payers shouldn't be liable for others recreation.*
- *Has daybreak turned over the trail around the lake to the city or are the residence continuing to pay for the upkeep through HOA fees? Has the city and the developer come to a solution for the upkeep of the lake? Boating privileges should be limited to daybreak master HOA owners and perhaps a city concession. This would limit the number the boats on the water for safety purposes. A permitting system would also ensure boats are water safe. All parks should be ADA. Pocket parks should be required # per acre in all new developments to take pressure off Daybreak residents parks.*
- *Need another rec center in western South Jordan.*
- *New parks out west*
- *We need more kids sports fields. They are all so overcrowded and parking is impossible.*
- *Welby Regional Park that was passed over 2 years ago and we don't even have Park designs or a construction start date*
- *More dog parks (off leash)*
- *Complete Welby Park*
- *Pleeeeeeaaase build the big park North of Daybreak. I've been waiting on that for years. After that, connecting parks via trails would be awesome.*
- *Build the promised park on 3400 w, NOT a new subdivision. My kids are already having to dodge cars speeding down our neighborhood street cutting past stopped traffic on 9800 south. Another neighborhood on 3400 is VERY bad planning. Our streets are not designed for all that extra traffic it would put on our neighborhood streets.*
- *Swimming pools are greatly needed!!! Please consider building more swimming pools!!*

# Which of these policy opportunities is *most important* to you for *how we grow*:



\* Jordan School District

\*\* Jordan Valley Water Conservancy District

## (if answered other) What's your biggest priority for future growth management?

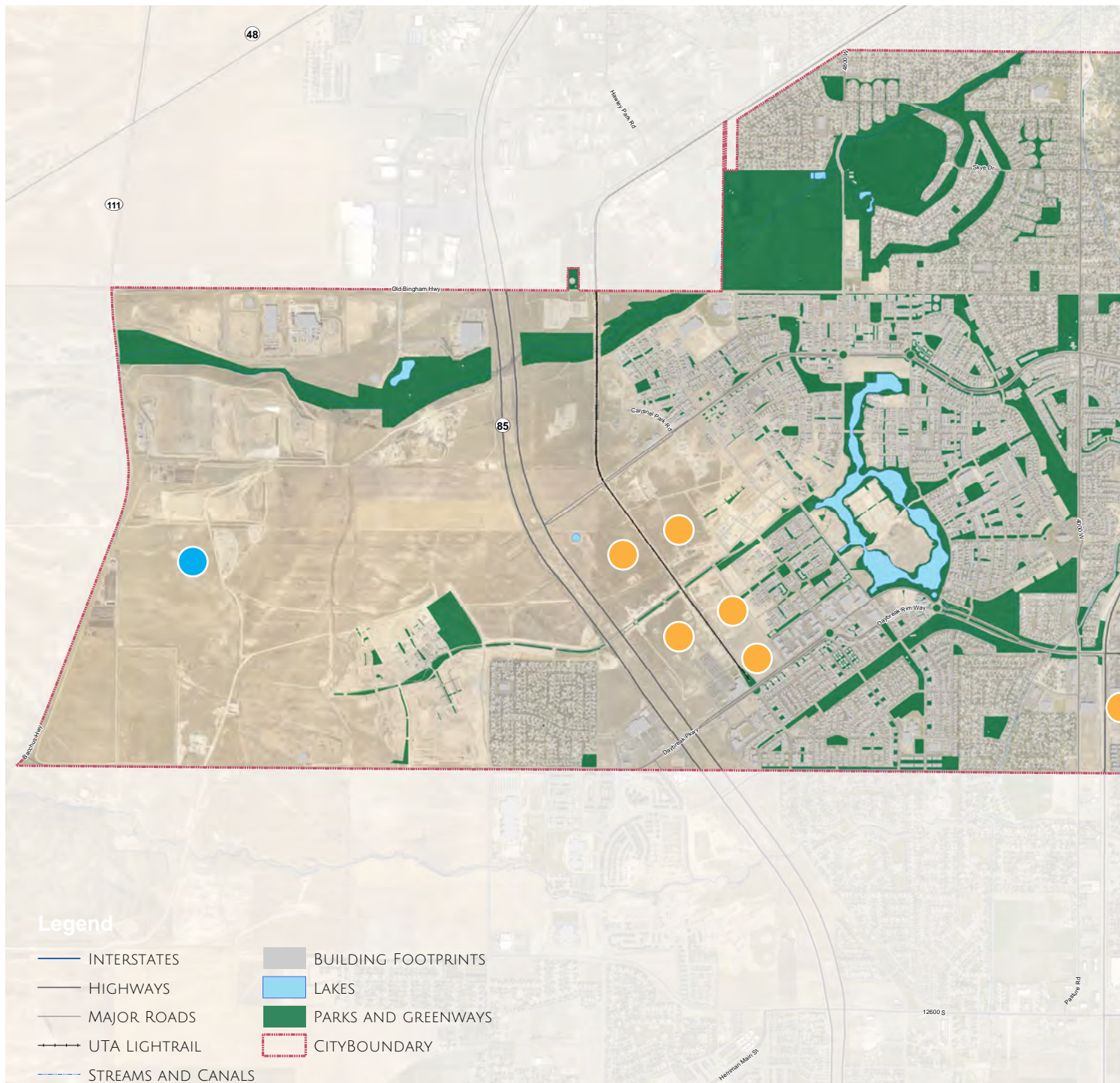
- *Bringing in business! I moved here from West Valley where you can't go 2 blocks without seeing 3 gas stations and in South Jordan there seems to be maybe 1 for every 2 miles. We also need more places to go shopping I think plans to open up something west of Mountain view even would be really nice. It would be one of a kind since majority of business and things to do is east of Bangarter.*
- *Preserving space. No high rise.*
- *Ensure new housing developments are properly designed and taxed to support any additional demand on the school system.*
- *Balance residential and commercial growth*
- *The base rate for water is crazy, we do need localscapes! Truthfully, if there was a team I could hire to help me with localscapes and rebates, you'd have the whole city hiring them we'd all be beautiful and conservative of water. That would be so amazing!!!!!!*
- *Where will the water come from for the thousands of new people? SOJO should be developing water sources that keep up with development or slow the pace of development until it's solved. Set a limit on high density housing. Develop "small housing " for low income families. Daybreak residents aren't allowed to use localscapes.*
- *less high-density housing*
- *Planning road widening & infrastructure with the DOT & combining putting pressure on DOT with an alliance of cities: so. Jordan, Herriman, Riverton, West Valley, etc. our growth needs to be planned. Not just waiting for growth to explode & approving so much high density housing that we will be hopelessly mired in traffic jams.*
- *I can't answer the question above because your description for the first three things says the same thing and is very vague. I'd like more explanation in order to give an answer.*
- *I would like to see more mingled development. Instead of large townhome and apartment complexes, huge shopping districts and clustered subdivisions I'd like to see a mix of single family and multi family homes in one neighborhood. It helps make multi-family homes more inviting and more part of the neighborhood. The more neighbors know each other the safer a neighborhood is. I also love being able to walk to a local market or restaurant instead of driving to huge shopping centers. It will encourage greener communities, more small business and bring our streets and neighborhoods more of a community feel as people are out interacting and experiencing the city in real life, and not just through their cars.*
- *Don't destroy The history behind south Jordan. It was a farming community... once you forget where you came from, you can forget about any great future*

### Key Takeaways:

Generally, participants are most excited about design standards for cohesive development. It seems, from the survey, that residents want to see policies in place that will manage growth rate and ensure that proper infrastructure is in place for new housing development.

# Where do the following *housing opportunities* belong in South Jordan?

- *Neighborhood Preservation*
- *"Missing Middle" Housing*
- *Multi-family Housing*



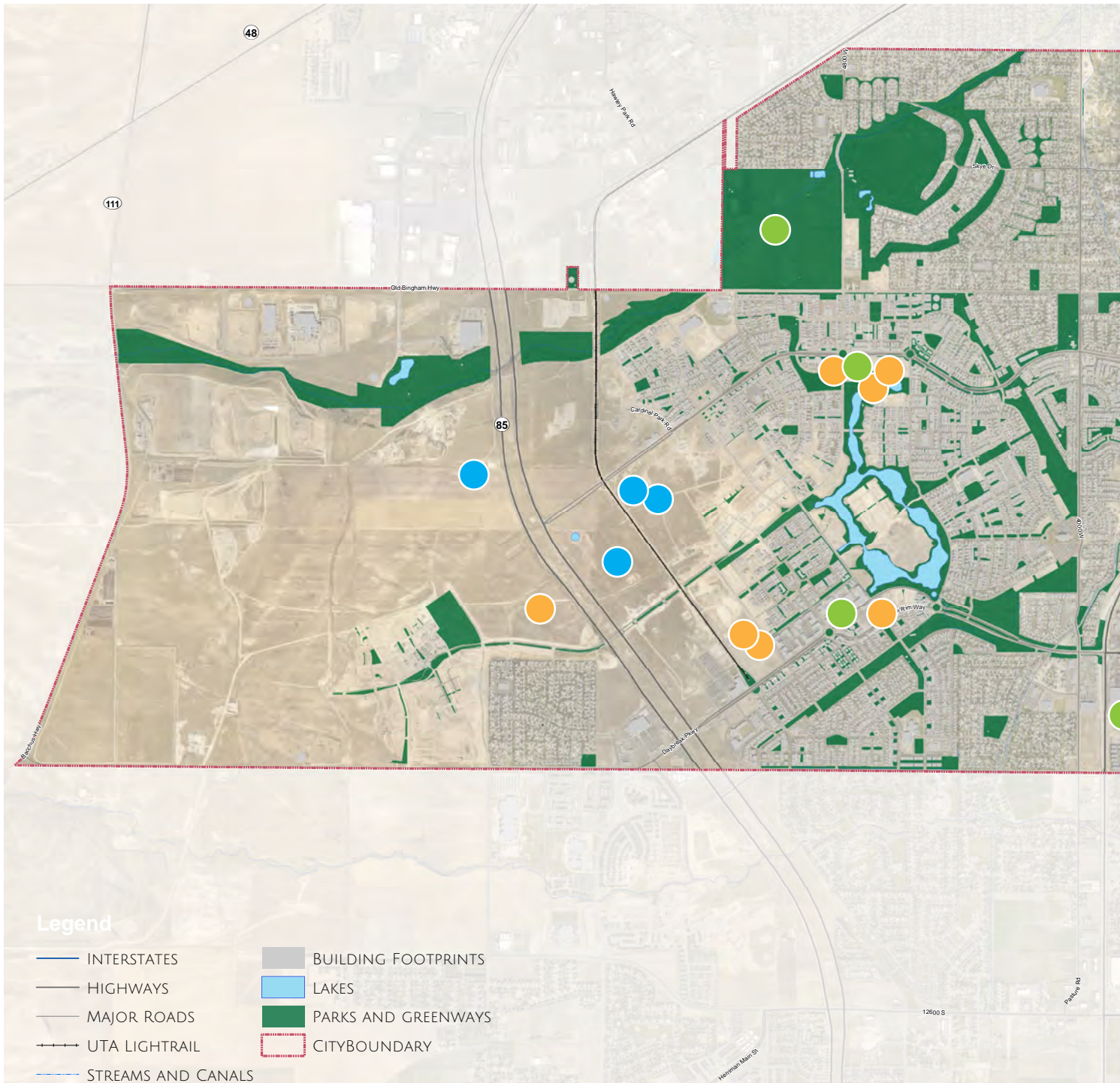


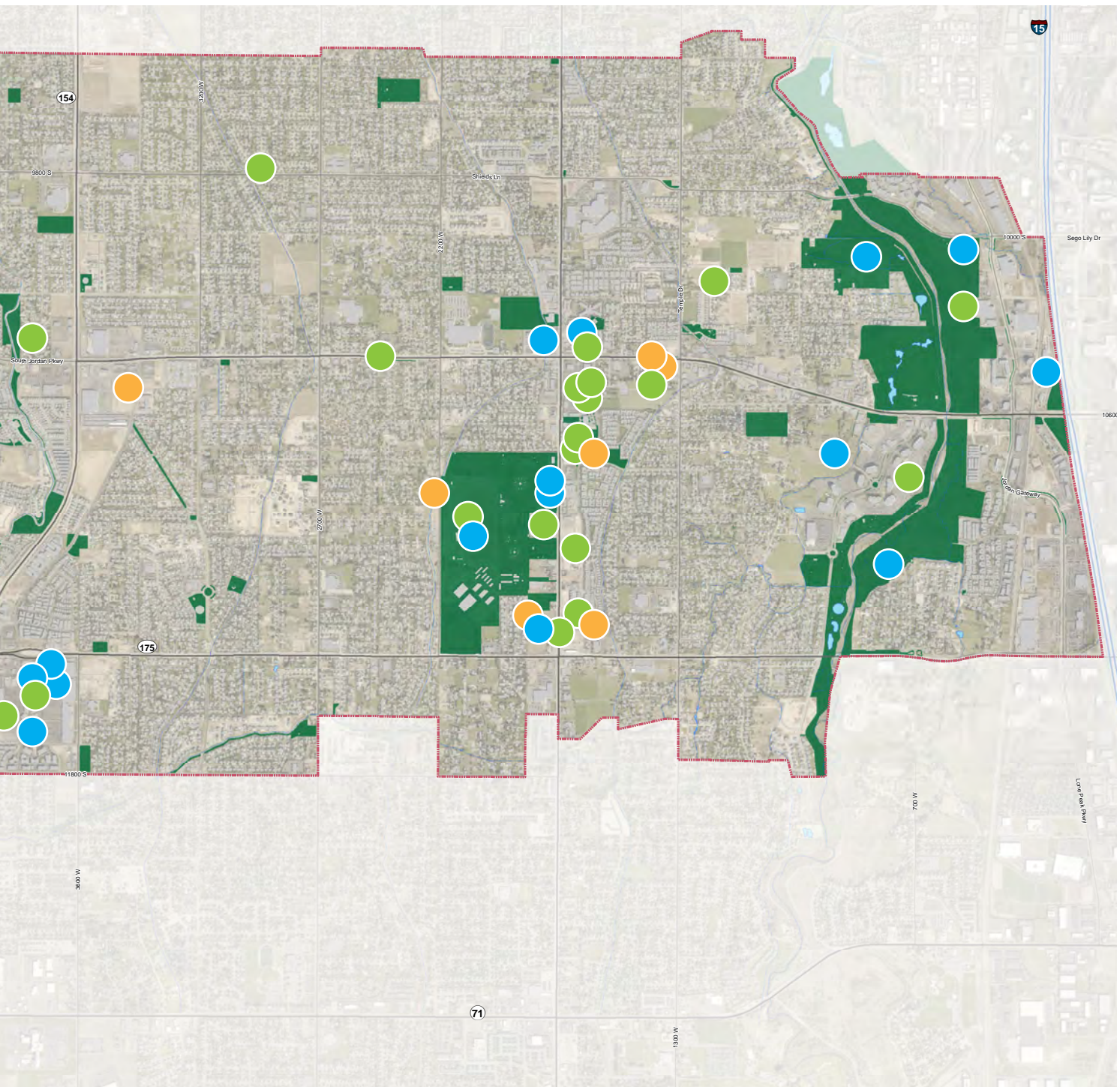
# Where do the following *gathering opportunities* belong in South Jordan?

● *Infill Projects*

● *Redevelopment Projects*

● *Neighborhood Commercial*









# Appendix D

## Existing Conditions

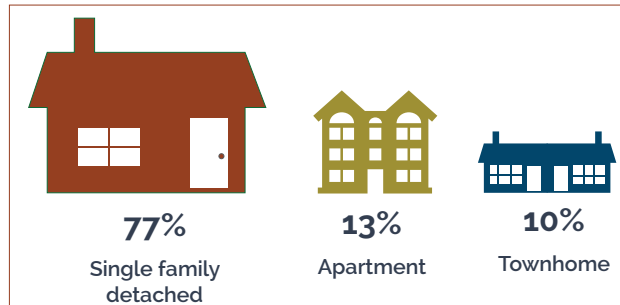
# WHERE WE LIVE

# Quick Facts

Maintaining a diversified housing stock is integral to any city's livability. Available homes must be suitable for all life stages and lifestyles in order to attract and keep young adults who progress through creating and raising families, downsizing, and transitioning to assisted living facilities. South Jordan has many traditional neighborhoods and an abundance of apartments and multifamily options.

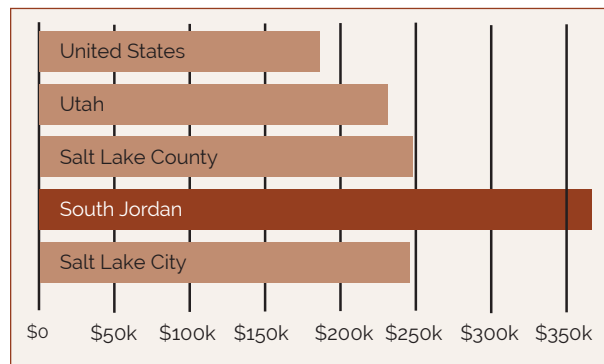
## OVERVIEW

**Ownership and Housing Type.** Within a suburban context, homeownership is often correlated with traditional housing structures, as the majority of owner-occupied units are single-family houses rather than multifamily buildings. The graphic to the right shows the percentage of South Jordan housing units that are single-family homes. The percentage of single-family structures mirrors the homeownership rates shown below.

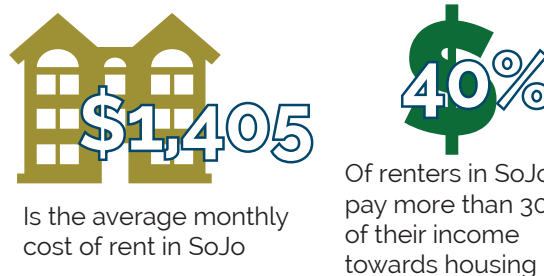


**Median Housing Value.** Median household value South Jordan has seen an overall increase. The average home value is well above the Salt Lake County average at 363,300. While the percent of homes that are valued under \$200,000 are decreasing, the percent of homes valued above \$200,000 are increasing.

2016 Median Housing Value



**Housing Affordability.** The average cost of rent for a two bedroom apartment in the Salt Lake County requires the occupant to make \$41,400 per year or have 2.7 full-time, minimum wage, jobs supporting housing costs, South Jordan is no exception to this statistic, 40% of renters are "cost burdened, meaning they pay more than 30% of their monthly income towards housing



## LOOKING TO THE FUTURE...

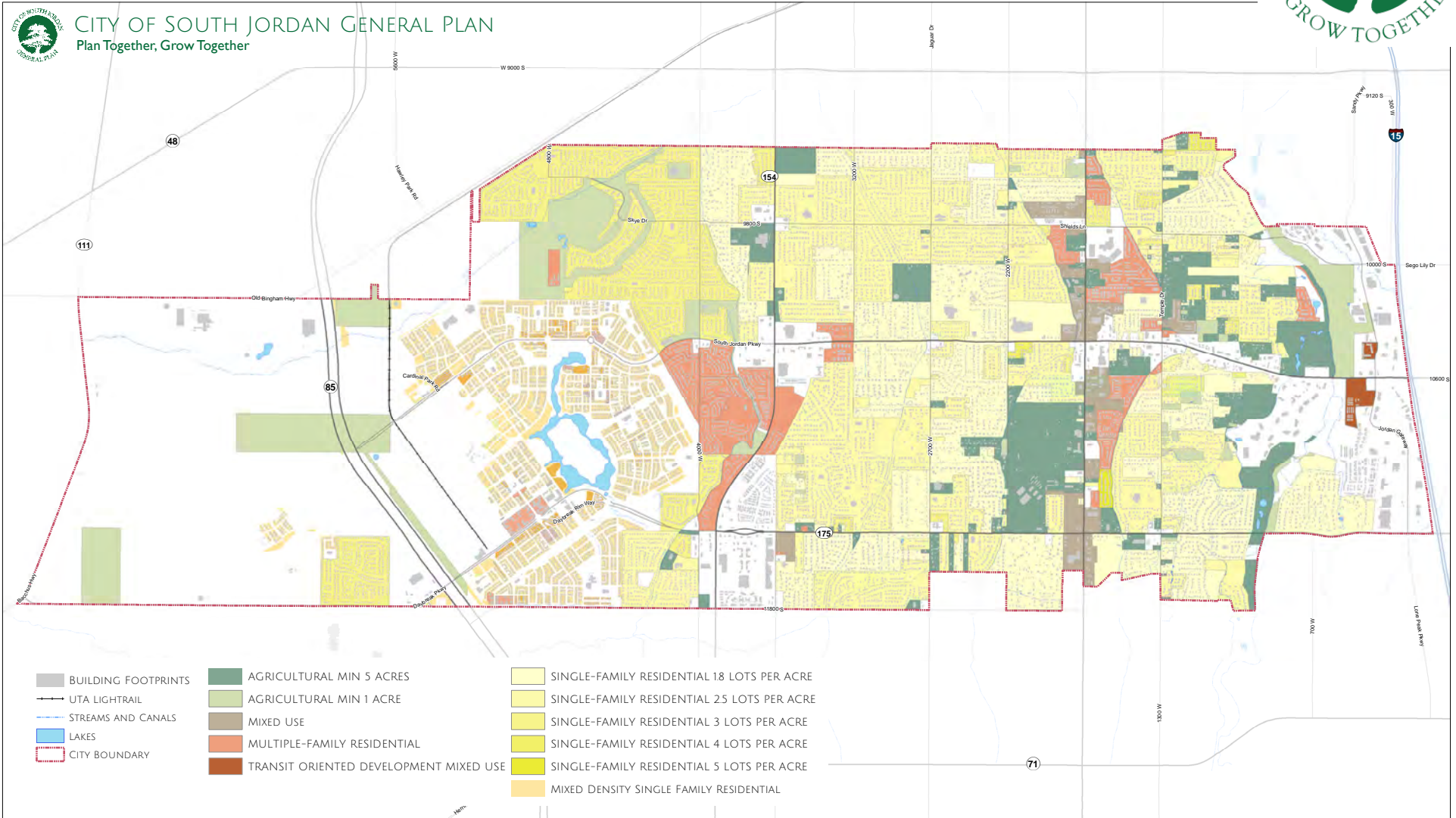
### How can we achieve housing affordability in South Jordan?

As the population in Salt Lake County increases, home prices are rising dramatically. One of the greatest challenges many cities in Salt Lake County face is housing affordability. The average cost of rent for a two bedroom apartment in the County is \$1,015 per month. In South Jordan, the average cost of rent for a two bedroom apartment is even higher, at \$1,405.

### Moving forward, South Jordan should consider the following questions:

- How do we provide attainable housing for the workforce the city attracts?
- Are our higher density communities more affordable than our low density communities?
- Should steps be taken to maintain property values while we address affordable housing?

# HOUSING



This map shows current zoning in the City of South Jordan, it may not be consistent with the current use or intended future land use



# HOW WE GROW

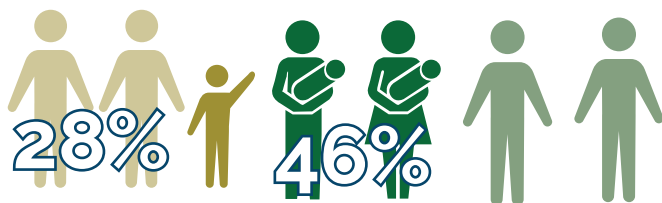
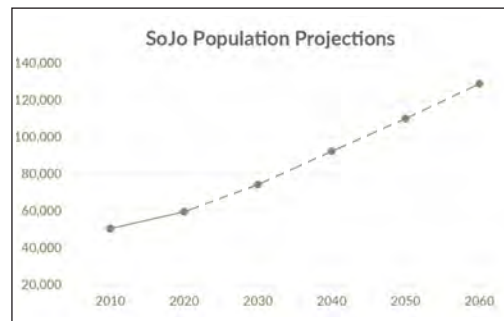
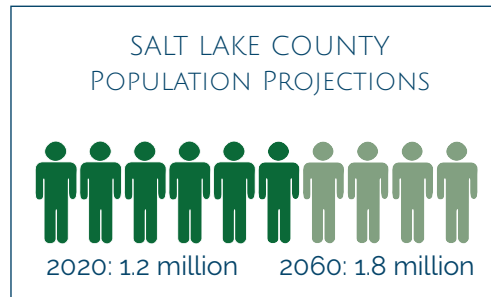
# Quick Facts

As South Jordan grows and adds residents, the community needs to decide how it can capitalize on growth. In general, land uses and community design should be efficient and sustainable; support a multi-modal transportation network; provide housing choices conveniently located near jobs, schools, shops, and parks; minimize conflicts between incompatible uses; and integrate development with existing and planned infrastructure. The General Plan and future land use map are the primary tools South Jordan uses to influence community growth, and this update will evaluate what changes need to be made to ensure the community grows the way it desires.

## OVERVIEW

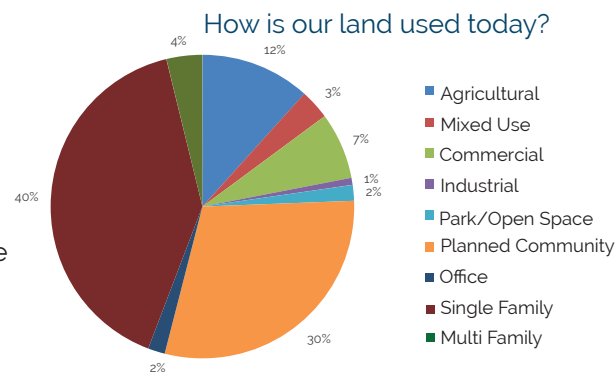
**Growth.** South Jordan is growing rapidly, along with the rest of the state. From 1990 to 2010, South Jordan's population tripled in size, growing by about 38,000 residents. By 2060, its population is projected to be around 130,000.

**Demographics and Population.** Although the amount of children and families has remained high in South Jordan as the City has grown, the greatest change in age distribution has been with residents older than 60 years. The median age from 2010 to 2017 increased from 28 to 33 years old. This gives evidence to South Jordan's increasing popularity with baby boomers and retirees, but South Jordan still remains overall an attractive community for young families.



Of SoJo residents are under the age of 15

of South Jordan households have children under the age of 18



## LOOKING TO THE FUTURE...

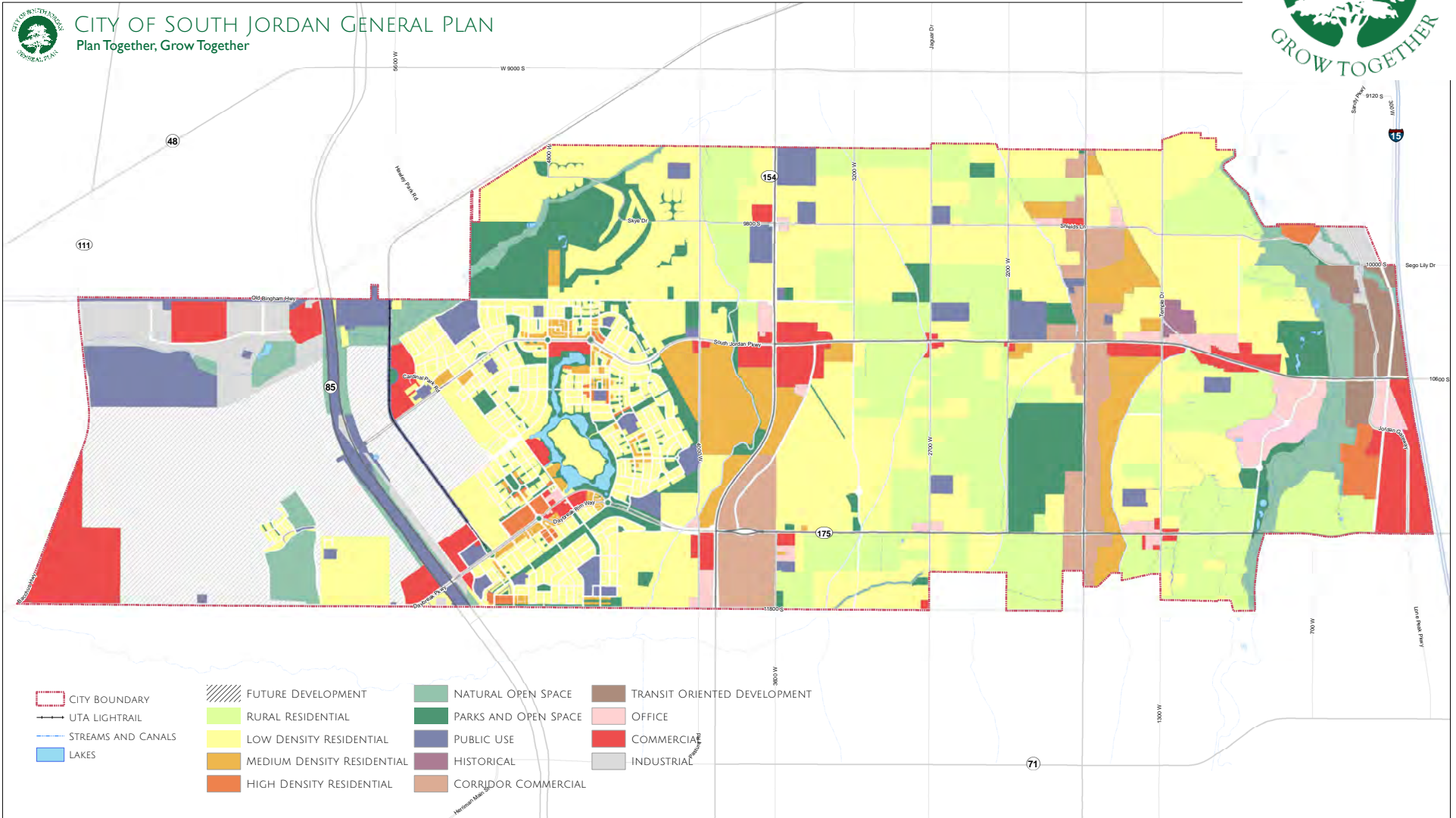
**How can we pro-actively address the needs of our changing population? Where and how should we grow?**

Accommodating as many as 30,000 new residents by 2060 will require careful consideration and planning about where and how future growth occurs. Future growth will likely continue to occur on the west side of the city, because much of that land is still undeveloped.

**Moving forward, South Jordan should consider the following questions:**

- Where should greater density be encouraged?
- Where should redevelopment be encouraged?
- Are there properties that are currently underutilized that can be reused (e.g., large parking lots, strip malls, aging buildings) in the City?
- Are there areas where a broader mix of uses (residential, commercial, and employment) should be encouraged?
- What types of services will be required to meet the needs of our population over time?
- How can future investments in transportation and other infrastructure help improve connectivity and access for all segments of the population?

# CURRENT FUTURE LAND USE PLAN



# WHERE WE WORK AND SHOP

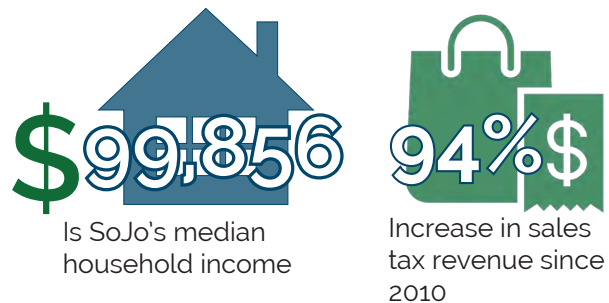
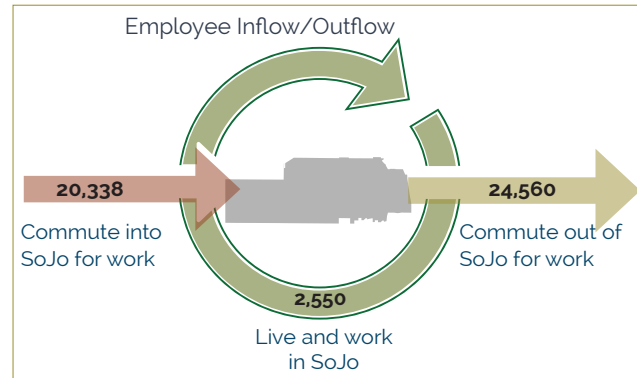
## Quick Facts

South Jordan's economic development programs promote a thriving employment mix, appropriate jobs/housing balance, and revenue streams that support community development and investment. Establishing the proper canvas for economic growth and development is one of the city's key functions, and translates into opportunities to make South Jordan more vibrant and stable with each succeeding generation.

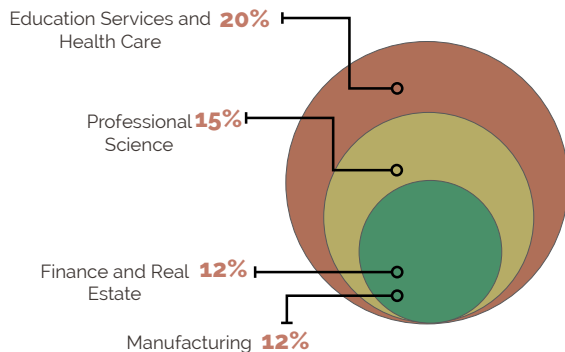
### OVERVIEW

**Jobs in SoJo.** South Jordan provides a total of 22,888 jobs within the city. Of those jobs, the most common industry for South Jordan employees is manufacturing at 15%. The next largest industry sector in South Jordan is professional, scientific, and technical services at 12%.

**Jobs of SoJo Residents.** There are roughly 27,110 total jobs held by South Jordan residents. Of those jobs, the largest industry sector for employment is retail and wholesale trade at 14.6%. Following behind this is educational services and health care, both at 10%.



Jobs of South Jordan Residents



**Employment Inflow/Outflow Gap.** There are more people living in South Jordan and commuting out for work than there are that commute in or stay in South Jordan to work. This is an indicator that the jobs that South Jordan provides may not match the skill set of its residents. Another possibility is that the jobs South Jordan provides do not provide the wages needed to live here.

### LOOKING TO THE FUTURE...

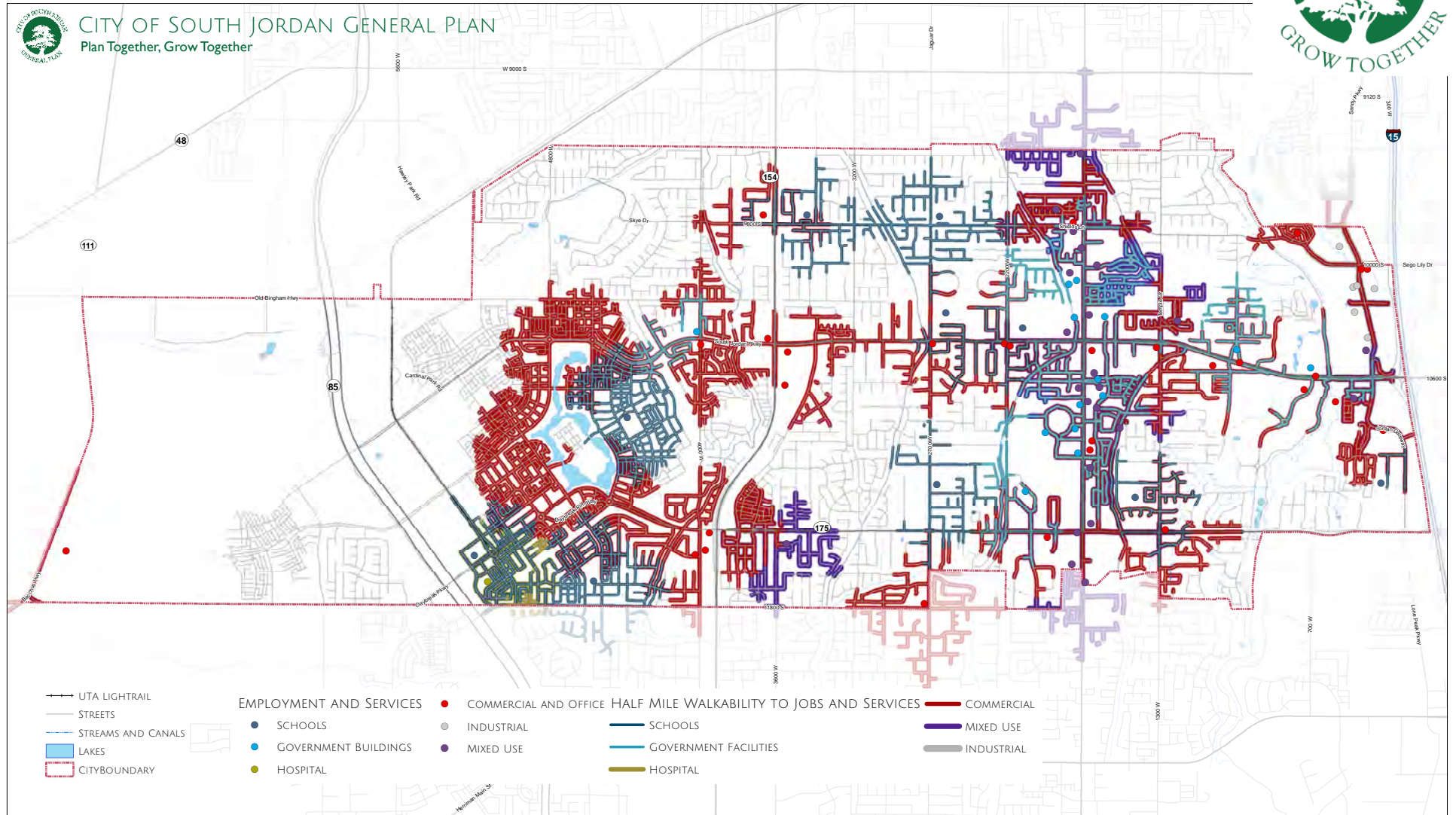
#### How can we promote continued growth and diversification of our economy?

South Jordan is well positioned in the valley for continued economic growth in terms of both its current employment base and its geographic location.

#### Moving forward, South Jordan should consider the following questions:

- How well does the City's current supply of commercial, retail, and industrial space align with the needs of existing employers looking to expand and new companies seeking to relocate to South Jordan?
- What types of businesses should the City be looking to attract and does South Jordan's workforce meet the needs of those businesses?
- How can the City work to leverage its many unique assets, such as the undeveloped land around Mountain View Corridor?
- How can the City attract the businesses to accompany residents' skill-set?

# EMPLOYMENT AND SERVICES



Transportation networks support the daily lives of every citizen in South Jordan. The most important aspect of the transportation system is the connection it provides to important community centers and services. This includes providing access to the area in which residents work, live, and play. The existing transportation system connects residences, with employment areas, commercial businesses, schools and parks. The transportation system is critical in providing a high quality of life.

## OVERVIEW

### Transportation Methods.

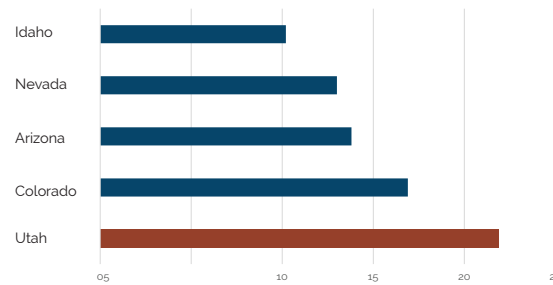
From 2010 to 2017 South Jordan residents have started driving less and instead, they are carpooling, walking, biking, and taking public transit. This does not follow the statewide trends which show increasing use of single occupancy vehicles.

#### Walk-a-bil-ity

(noun)  
The extent to which developed areas are friendly to presence of people living, shopping, visiting and spending time in the area. Scores are out of 100.



Annual CO2 Emissions Per Capita (in metric tons)



**Transportation Routes.** Salt lake County traffic has historically flowed north and south along the I-15 corridor with minimal east west traffic. As development in the Salt Lake Valley spreads further towards the mountains on the east and west ends of the valley, new infrastructure going these directions has been and will continue to be, a big discussion.

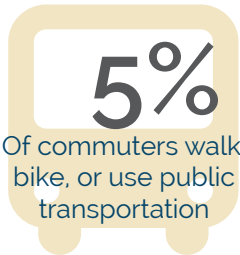
## LOOKING TO THE FUTURE...

### How can we ensure our city is connected regionally and locally?

South Jordan sits in a prime location in the Salt Lake Valley. The connection regionally and locally from north to south flows smoothly, mostly along Bangerter Highway and Interstate 15. The problem lies in the east to west traffic flow. The major east west corridors are South Jordan Parkway and 11400 south.

### Moving forward, South Jordan should consider the following questions:

- How can we improve east to west connection?
- Where can we implement more efficient public transportation routes?
- How can the City's infrastructure be built to accomodate east to west travelers as the west side of South Jordan becomes more developed?
- How can we maximize the benefits of Mountain View Corridor as a major north south connection?



minutes is the average commute time for SoJo residents

#### Drive Alone



2000 | 2017  
81% | 76%

-5% Change

#### Carpool



2000 | 2017  
7% | 10%

+3% Change

#### Walk or Bike



2000 | 2017  
1% | 2%

+1% Change

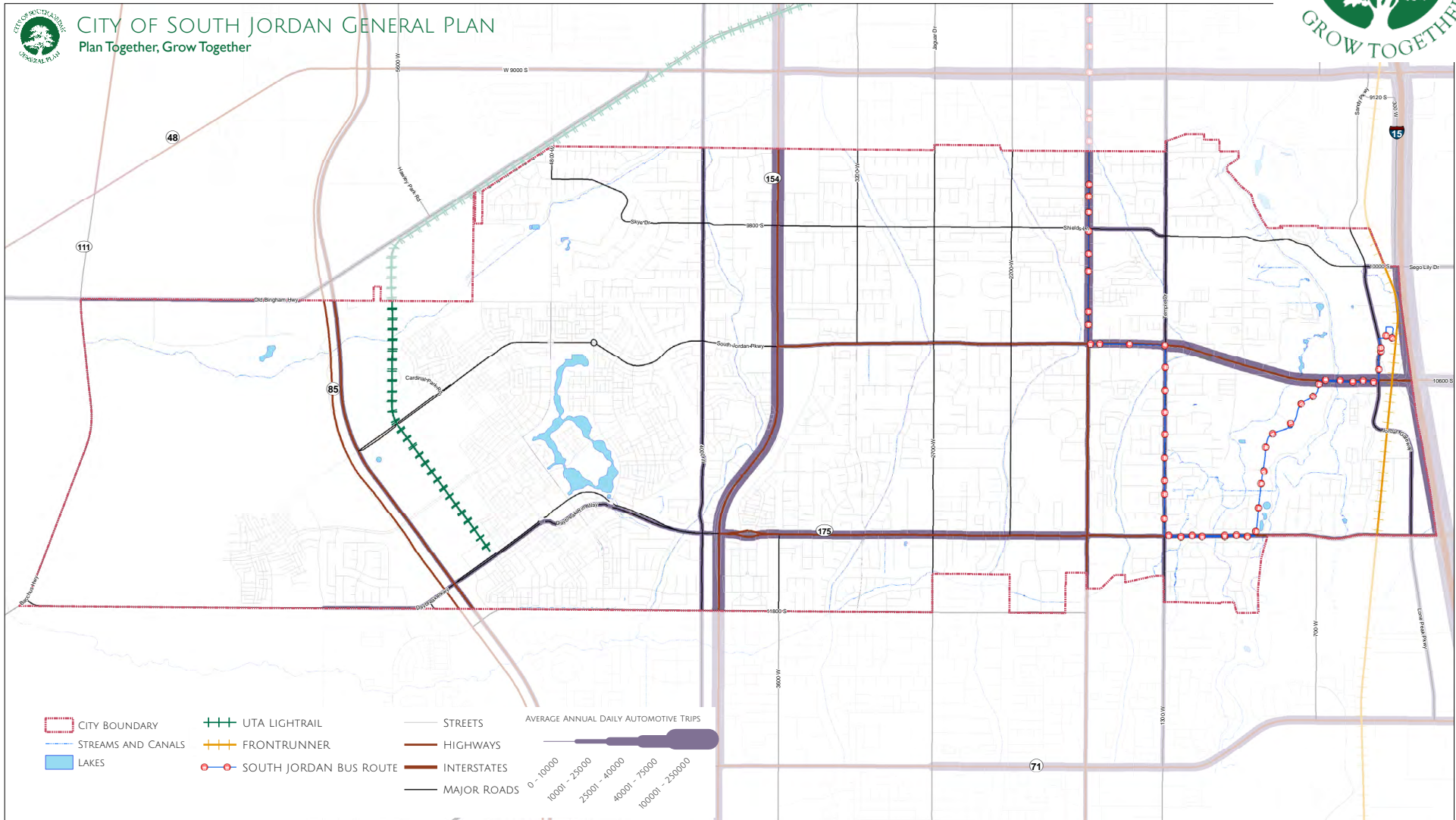
#### Public Transit



2000 | 2017  
2.5% | 3%

+0.5% Change

# TRANSPORTATION



# HOW WE PLAY

## Quick Facts

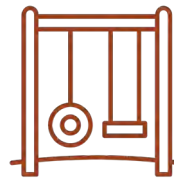
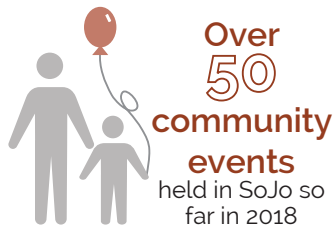
South Jordan has great access to a network of parks, trails, open space, and recreational facilities, including the Jordan River Parkway. In addition, South Jordan is home to dozens of community events and activities throughout the year that highlight the City's love of the outdoor, family values, unique local businesses, and sense of place. These amenities and programs foster community and contribute to the quality of life so many residents value.

### OVERVIEW

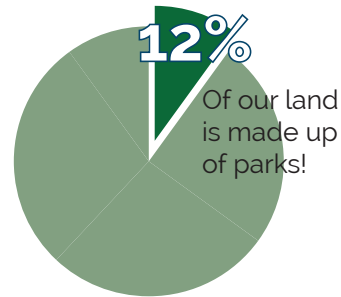
**Our Events.** South Jordan is a city well known for its amazing parks and events. Every year, events like Summer Fest and the outdoor concert series draw participants from all over the valley! These community events are a great way to celebrate life in South Jordan, provide entertainment for people of all ages, and draw visitors to see how awesome South Jordan is.



Major ski resorts are easily accessible from South Jordan

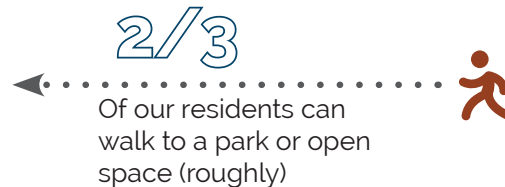


62%  
Of our public parks have playgrounds!



**Our Parks.** South Jordan has amazing access to world renowned mountain resorts with four of them right on the east side of I-15 and all under an hour away. This proximity to outdoor recreation carries over and creates an adventurous, outdoor loving lifestyle for many residents in South Jordan. The city has over 230 acres of established and managed public parks and over 500 acres of park space overall. Out of these parks, 62% of them have playgrounds!. Many other parks include pavilions, sports fields, grills, and other amenities.

**Access to Parks.** Roughly 2/3<sup>ds</sup> of households in South Jordan have walkable access to parks. This means they can walk 1/2 mile or less (without crossing a highway) on connected sidewalks to get to a nearby park or natural open space.



### LOOKING TO THE FUTURE...

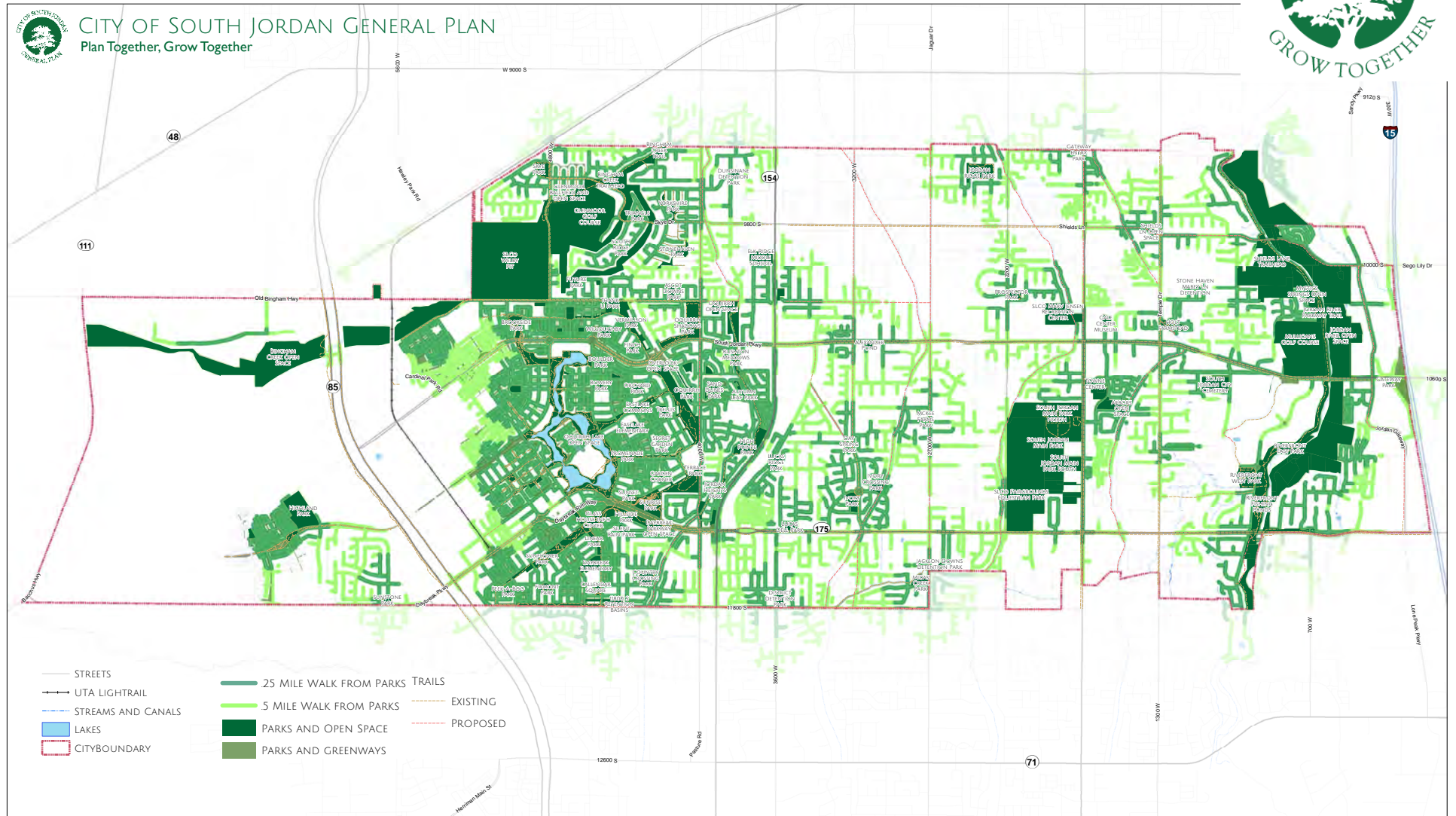
#### How can we protect and enhance the quality of life of existing and future residents?

In any city, it is important to ensure that all residents have access to the same types of quality of life amenities. Continued investment in the multi-modal transportation system will ensure residents of all ages, abilities, and income levels have the ability to reasonably access these amenities, but another key aspect of accessibility is the location of these amenities. The same quality of amenities should be dispersed equally throughout the city.

#### Moving forward, South Jordan should consider the following questions:

- How can the zoning/development code be used to ensure new housing developments have reasonable access to amenities?
- What types of amenities are missing in South Jordan?
- What residential areas of South Jordan don't have reasonable access to amenities?

# PARK AND OPEN SPACE WALKABILITY



This map was created assuming people follow trails, sidewalks, and crosswalks, and do not cross major highways.





# Appendix E

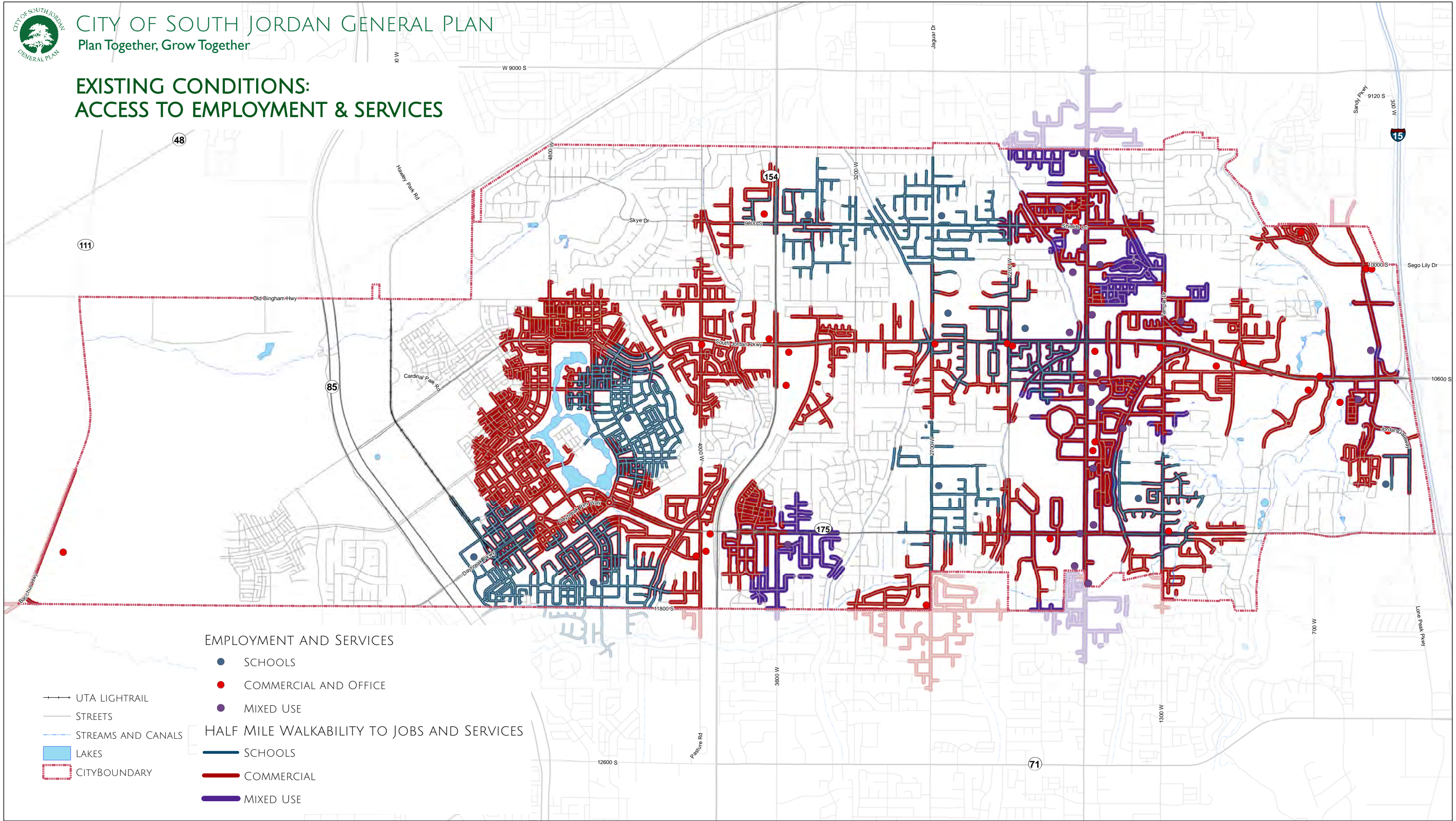
## Large Maps



# CITY OF SOUTH JORDAN GENERAL PLAN

Plan Together, Grow Together

## EXISTING CONDITIONS: ACCESS TO EMPLOYMENT & SERVICES



### EMPLOYMENT AND SERVICES

- SCHOOLS
- COMMERCIAL AND OFFICE
- MIXED USE

### HALF MILE WALKABILITY TO JOBS AND SERVICES

- SCHOOLS
- COMMERCIAL
- MIXED USE

- UTA LIGHTRAIL
- STREETS
- STREAMS AND CANALS
- LAKES
- CITY BOUNDARY

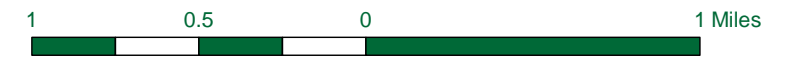
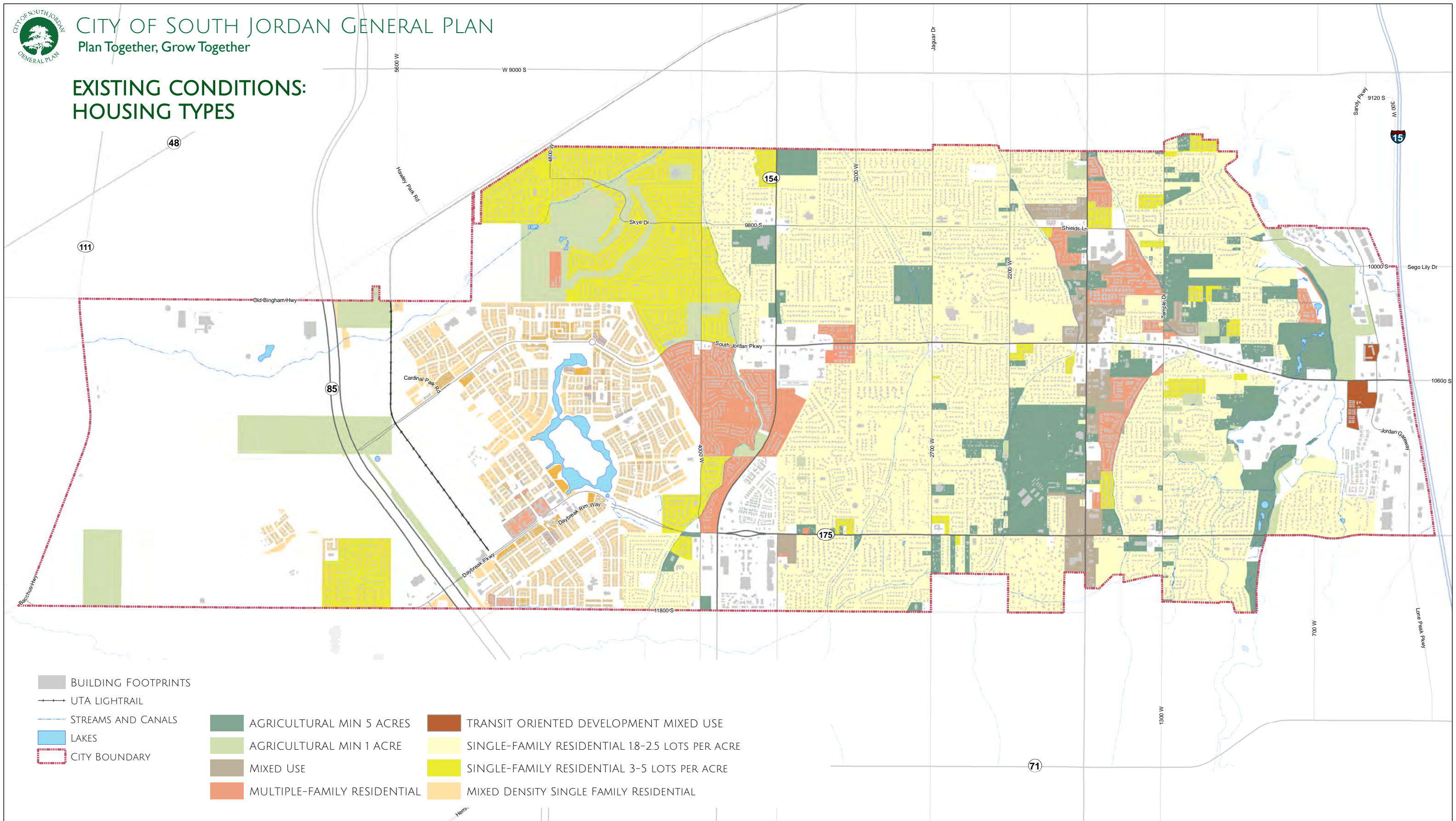




# CITY OF SOUTH JORDAN GENERAL PLAN

Plan Together, Grow Together

## EXISTING CONDITIONS: HOUSING TYPES

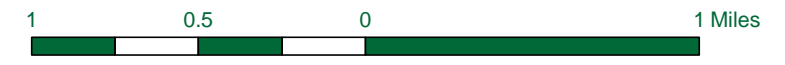
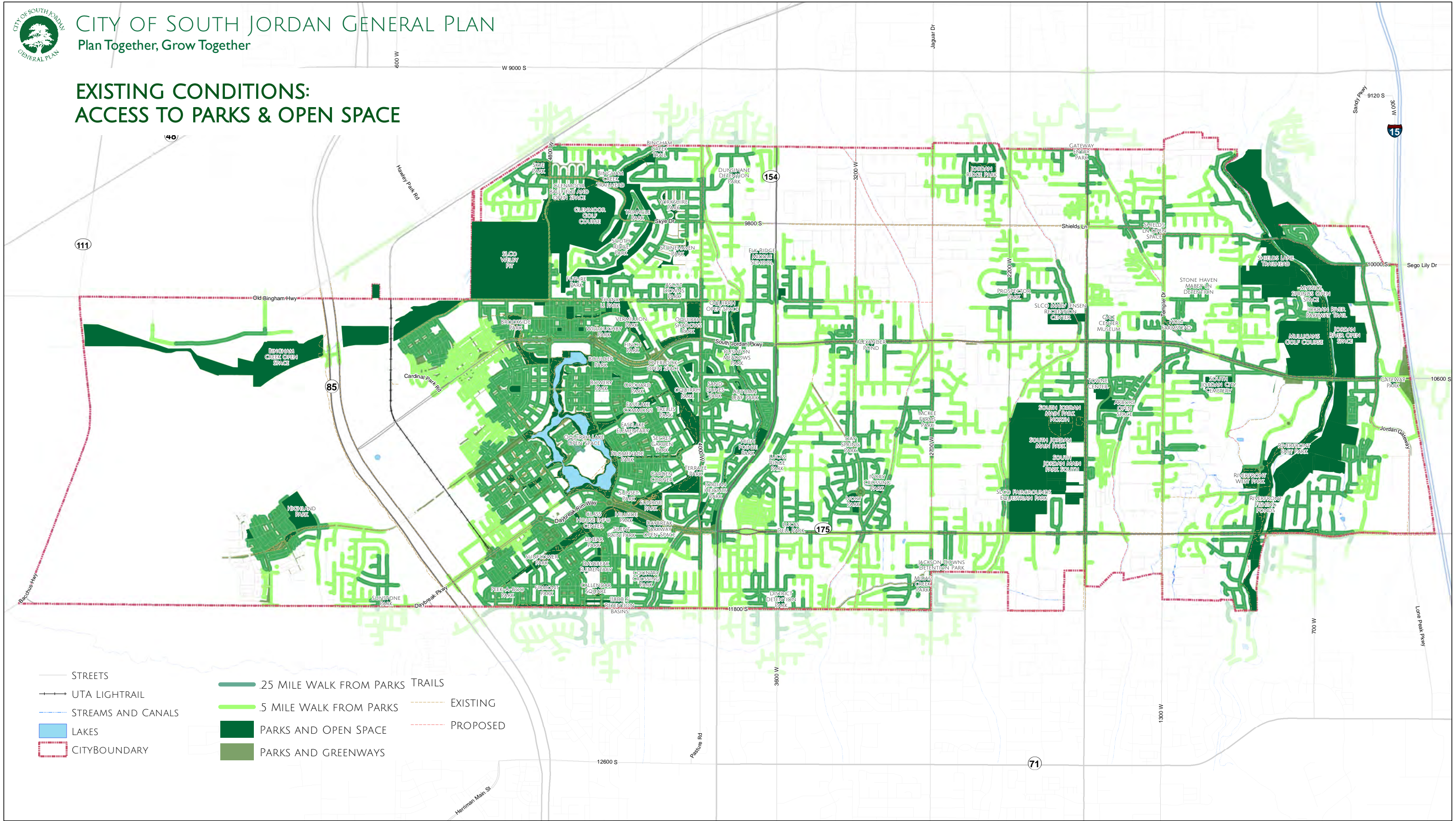




# CITY OF SOUTH JORDAN GENERAL PLAN

Plan Together, Grow Together

## EXISTING CONDITIONS: ACCESS TO PARKS & OPEN SPACE

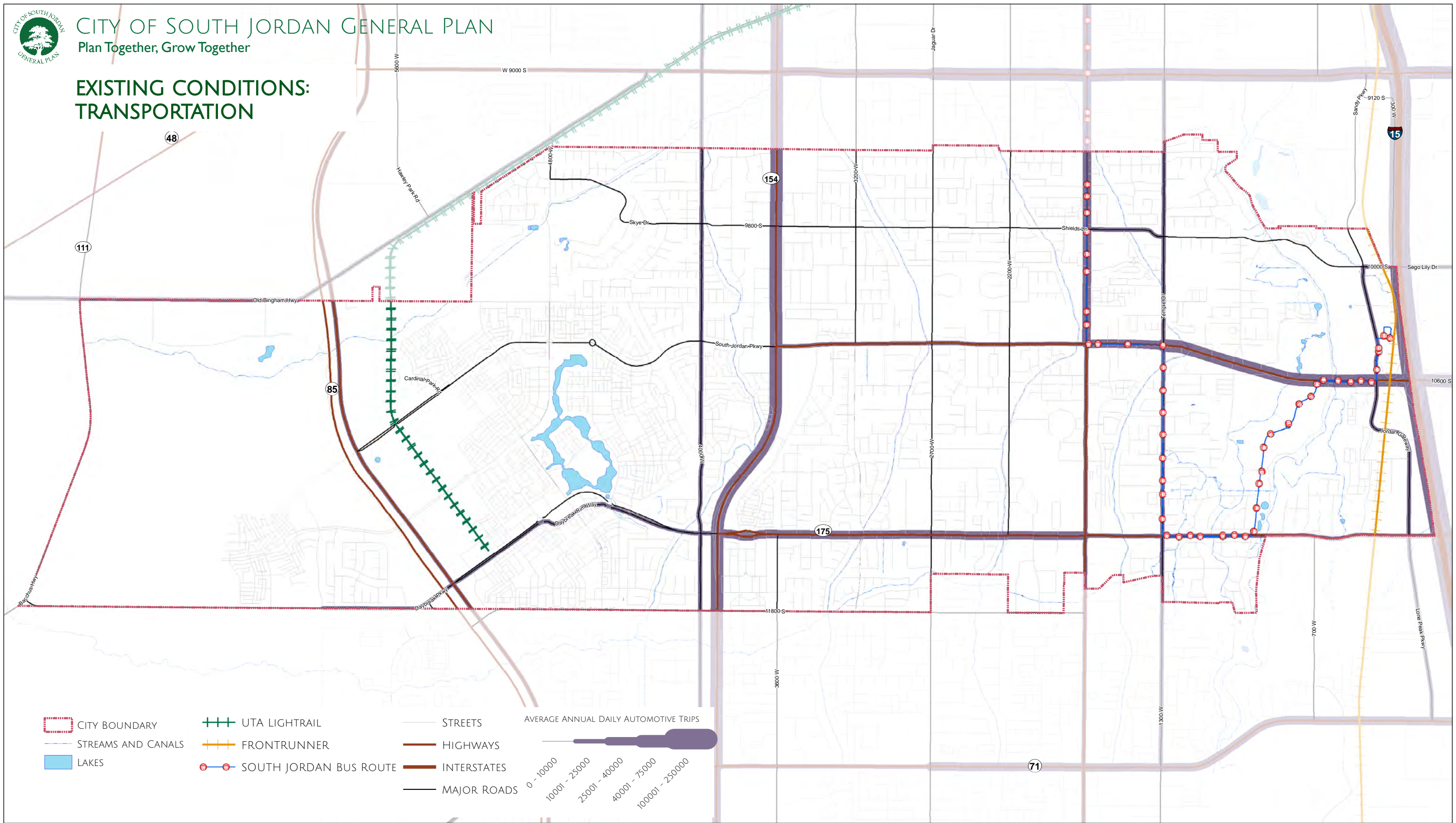




# CITY OF SOUTH JORDAN GENERAL PLAN

Plan Together, Grow Together

## EXISTING CONDITIONS: TRANSPORTATION



- CITY BOUNDARY
- UTA LIGHTRAIL
- STREAMS AND CANALS
- FRONTRUNNER
- LAKES
- SOUTH JORDAN BUS ROUTE
- STREETS
- HIGHWAYS
- INTERSTATES
- MAJOR ROADS
- AVERAGE ANNUAL DAILY AUTOMOTIVE TRIPS





# Framework For How We Move

## Legend

- Future Road
- Opportunity area
- Future Transit Stop
- Transit Stop
- City Hall
- Trans-Jordan Landfill
- Transit route
- Proposed transit route
- Bus route
- Proposed bus route
- Multi use trail
- Proposed multi use trail
- Bike Lane
- Proposed bike Lane

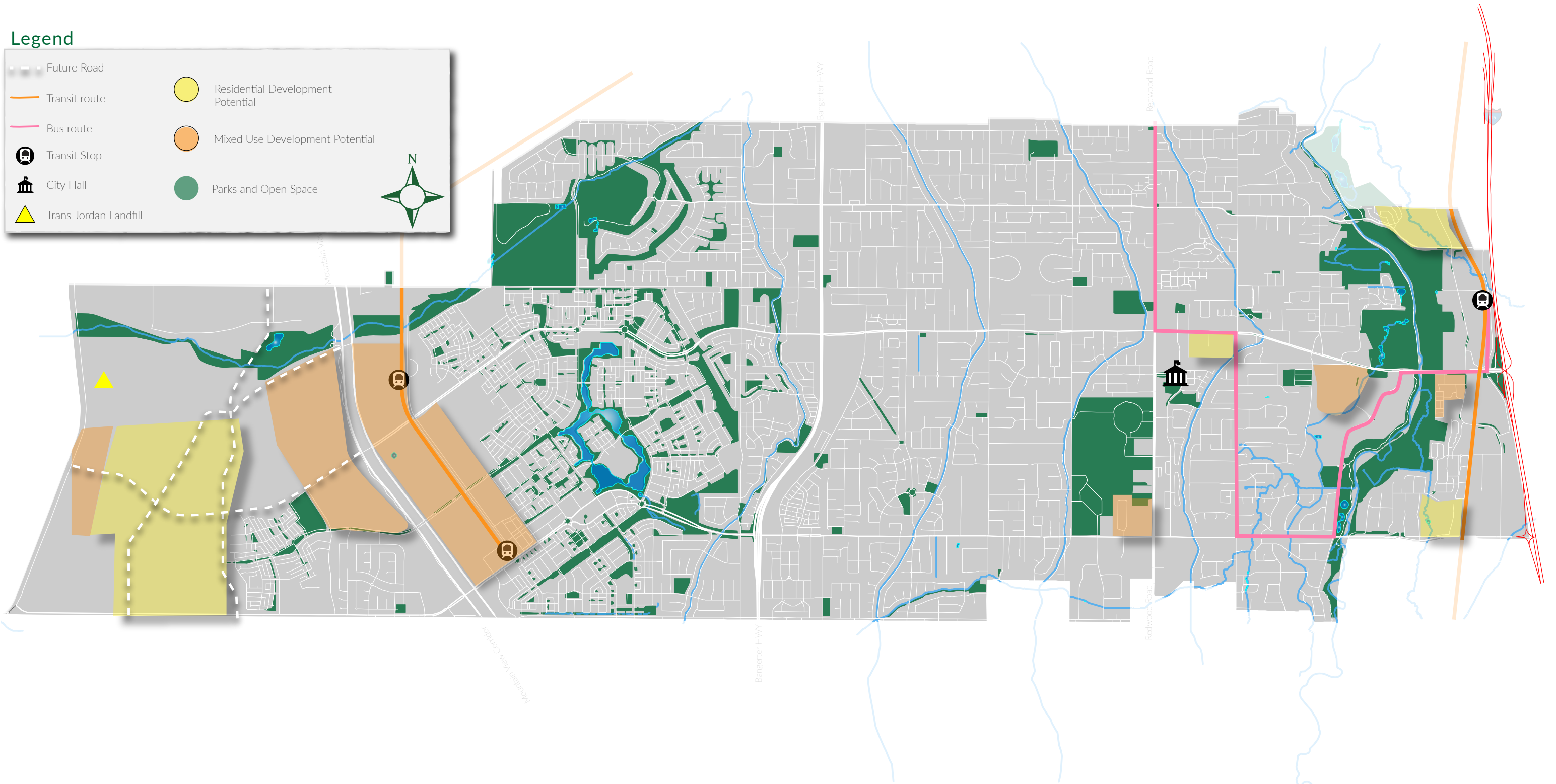




# Framework For Where We Live

## Legend

Future Road	Residential Development Potential
Transit route	Mixed Use Development Potential
Bus route	Parks and Open Space
Transit Stop	
City Hall	
Trans-Jordan Landfill	

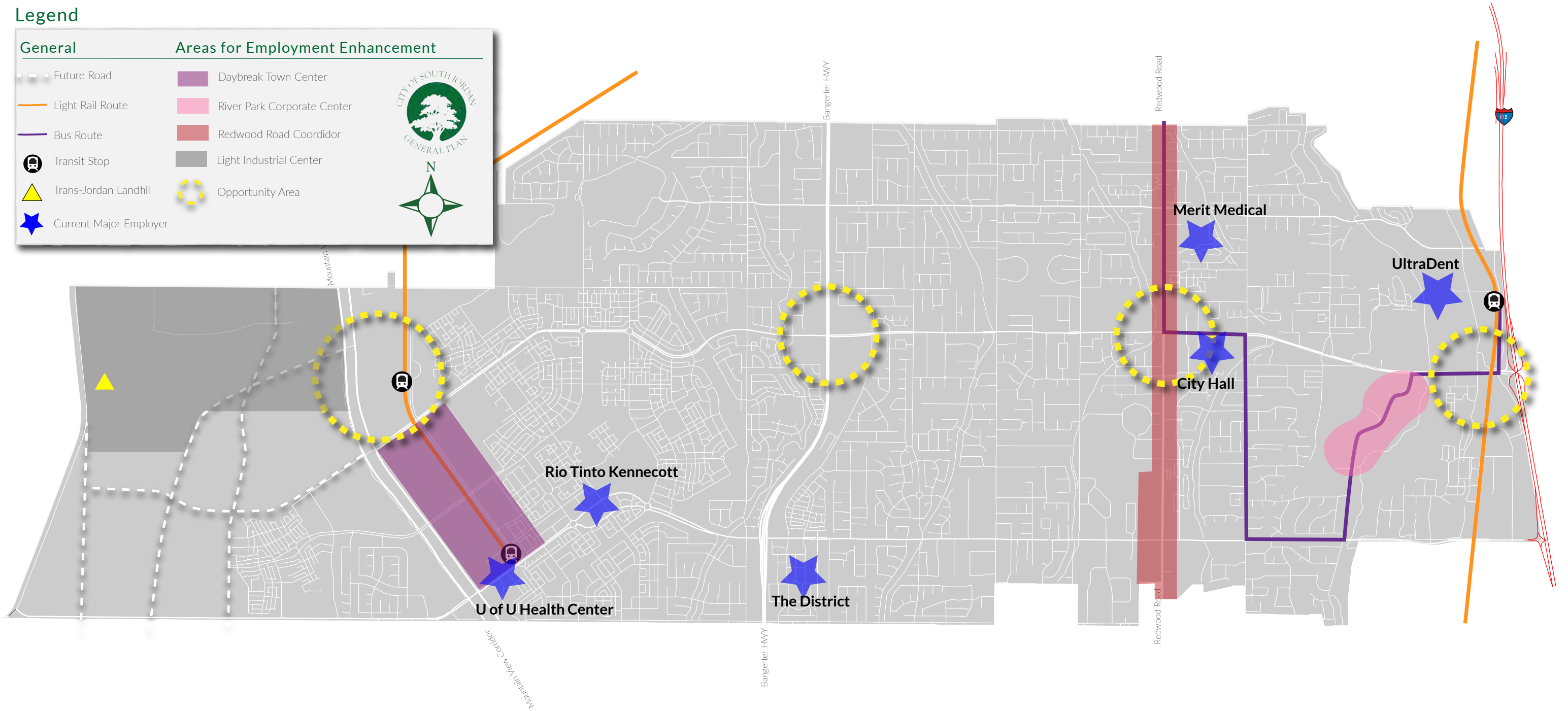




# Framework For Where We Work

## Legend

General	Areas for Employment Enhancement
Future Road	Daybreak Town Center
Light Rail Route	River Park Corporate Center
Bus Route	Redwood Road Corridor
Transit Stop	Light Industrial Center
Trans-Jordan Landfill	Opportunity Area
Current Major Employer	

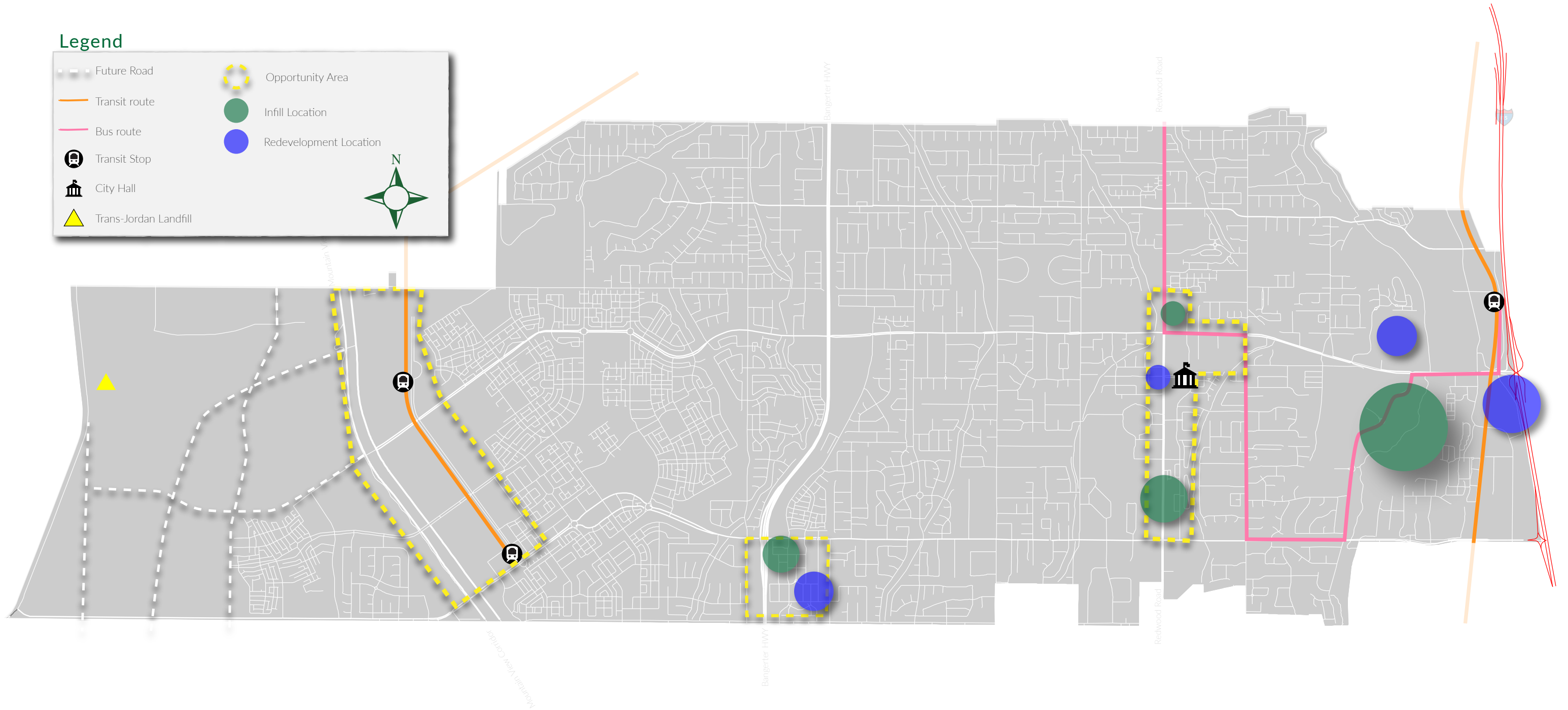




# Framework For Where We Gather

## Legend

Future Road	Opportunity Area
Transit route	Infill Location
Bus route	Redevelopment Location
Transit Stop	
City Hall	
Trans-Jordan Landfill	





# Framework For Where We Play

## Legend

 Opportunity area	 Existing park
 City Hall	 Multi use trail
 Trans-Jordan Landfill	 Proposed multi use trail (off road)
 Stream or canal	 Proposed regional trail (on road)

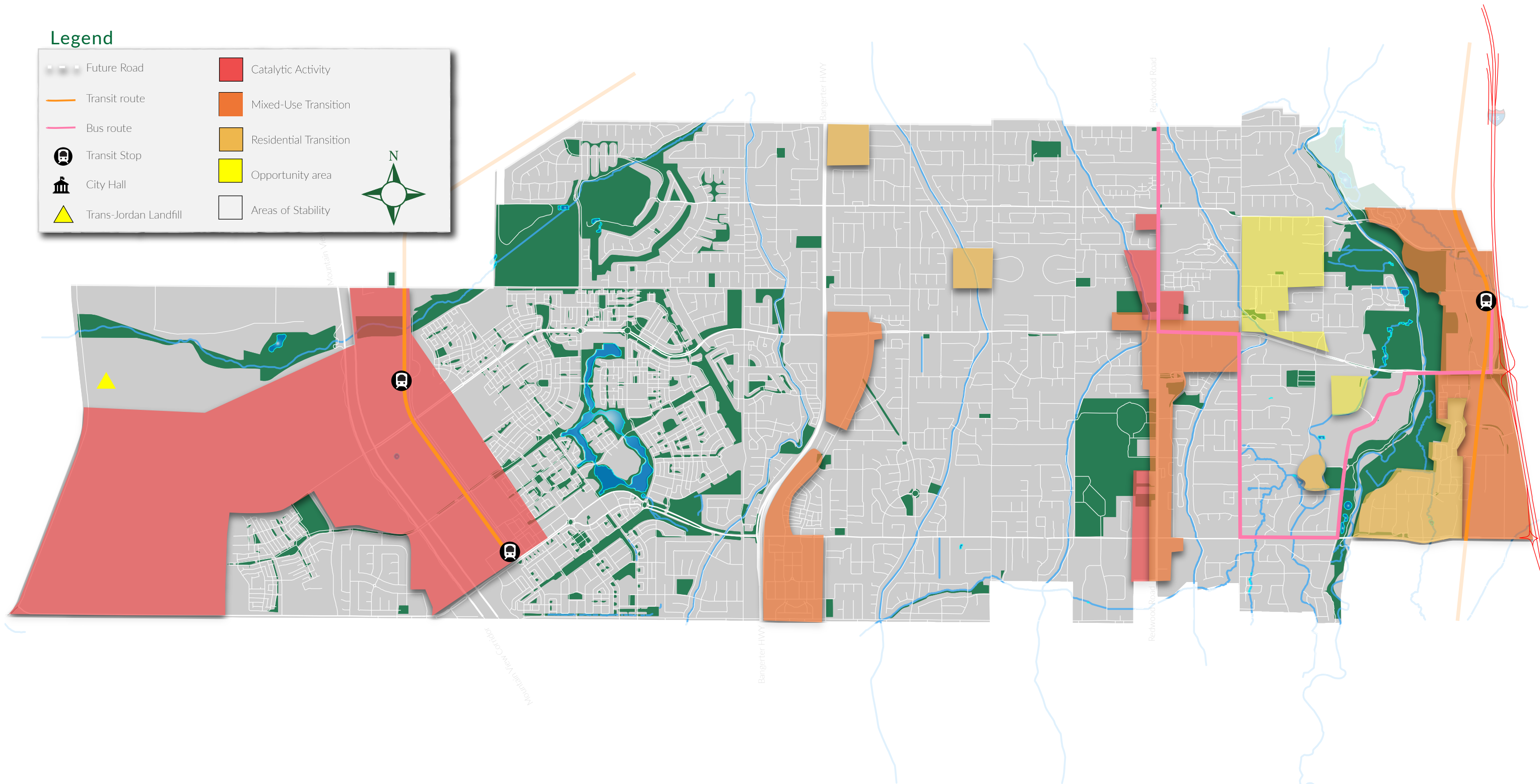





# Framework For How We Grow

## Legend

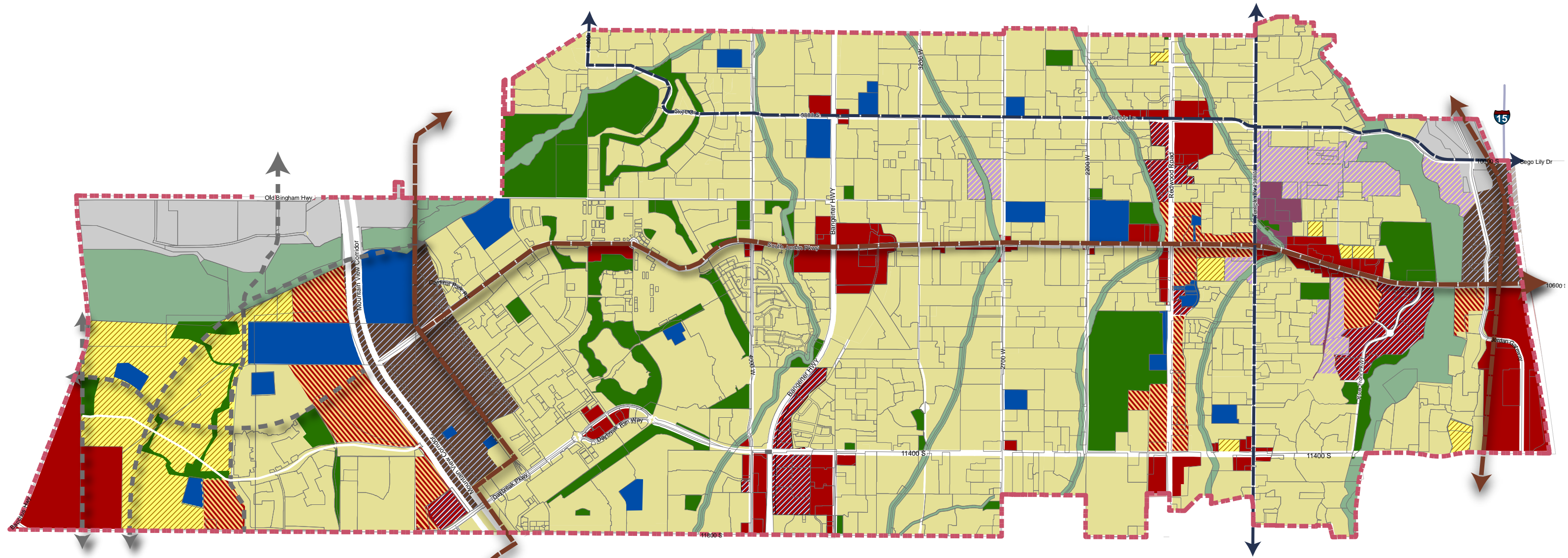
Future Road	Catalytic Activity
Transit route	Mixed-Use Transition
Bus route	Residential Transition
Transit Stop	Opportunity area
City Hall	Areas of Stability
Trans-Jordan Landfill	





# CITY OF SOUTH JORDAN GENERAL PLAN FUTURE LAND USE MAP

Plan Together, Grow Together



### BOUNDARIES AND CORRIDORS

- SOUTH JORDAN BOUNDARY
- SUBDIVISIONS
- FUTURE ROADS
- TRANSIT FOCUS CORRIDOR
- PEDESTRIAN/BIKE FOCUS CORRIDOR

### FUTURE LAND USE

- STABLE NEIGHBORHOOD (SN)
- RESIDENTIAL DEVELOPMENT OPPORTUNITY (RD)
- ECONOMIC INFILL OPPORTUNITY (EIO)
- ECONOMIC CENTER (EC)
- MIXED USE (MU)
- MIXED USE TOD OPPORTUNITY (MUT)
- HISTORIC (H)
- AGRICULTURAL PRESERVATION (AP)
- INDUSTRIAL (I)
- NATURAL AREA (NA)
- OPEN SPACE (OS)
- PUBLIC (P)