

CHAPTER 4

GOALS, OBJECTIVES, AND POLICIES



CHAPTER 4 - GOALS, OBJECTIVES, AND POLICIES

Concepts for development of the West Bench property must begin with an understanding of and consensus around our Shared Values, an ambitious Vision, and broad planning Goals presented in Chapter 3. Objectives and policies translate these Values and overall Vision into a more substantive form. Illustrations - such as renderings, cross-sections, reference tables, maps, etc. - often accompany policies to elaborate their meaning, but should not be considered as policy statements. Together, these objectives, policies, and illustrations define the look, feel, and intent of the West Bench General Plan.

This chapter serves as a guide for new urban development and resource conservation in the West Bench planning area. It should be reviewed in tandem with applicable ordinances, which provide additional information for the Plan's elements. Mining and mining-related uses currently exist within the West Bench and are expected to continue and possibly be expanded in the foreseeable future.

4.1 OBJECTIVES AND POLICIES

An "objective" identifies a measurable component of an associated goal and may be used to differentiate specific topic areas within the broader goal statement. Each element includes objectives and policies at a community-wide level and (where appropriate) additional objectives and policies that directly relate to specific districts or sub-areas of the Plan.

A "policy" is defined as a definite course or method of action intended to guide future decisions. Generally, the policies are the most referenced portion of the WBGPP and are used to guide the day-to-day decision-making of elected officials. In this Plan, each policy is named and identified by letters that designate the element of the Plan where it is located and numbers that indicate the sequence of objectives and policies within each section. In the Land Use and Multi-Modal Transportation element, for instance, a policy might be called "LT-2.3.1." This would be "LT," a Land Use and Multi-Modal Transportation policy under goal "2," and under objective "3" of that goal. The "1" shows it is the first policy under that objective.



An “illustration” can accompany a policy to clarify its intent. Illustrations can occur as artistic renderings, cross-sections, reference tables, maps, etc. Illustrations are included solely to aid in understanding the depth and complexity of the West Bench General Plan. These graphic embellishments are typically described with terms such as “illustrative,” “concept,” or “example” to emphasize that several approaches could be applied to achieve a specific policy. In this chapter, illustrations are called out as “Figure” or “Table” followed by the element acronym for ease in referencing (i.e., Figure LT-2.3.1 illustrates Policy 2.3.1 in the Land Use and Multi-Modal Transportation element).

Objectives and policies are organized into the Plan’s eleven elements:

- Regional Framework (RF)
- Community Values (CV)
- Land Use and Multi-Modal Transportation (LT)
- Utilities and Services (US)
- Environmentally Sustainable Design (ESD)
- Natural Resources (NR)
- Parks, Recreation, and Trails (PR)
- Economic Sustainability (ES)
- Housing Affordability and Variety (HA)
- Educational Resources (ER)
- Heritage Resources (HR)

Each of these elements is described below along with the associated goals, objectives, and policies.

REGIONAL FRAMEWORK (RF)

Development of the 75,000 acres of the West Bench that lie within the Salt Lake County limits represents change at a regional scale for the whole of Salt Lake Valley. When fully developed over 50 to 75 years or more, the West Bench is estimated to accommodate a new residential population of approximately 450,000 persons, or more, a number greater than the 2000 census population of all of the adjacent cities and townships combined (Table RF-1). Development of this magnitude and across this large an area will substantially change the character of the region. Given the significant role the West Bench development will have within the region, it is critical that planning address regional issues.

The State of Utah and Salt Lake County have experienced rapid growth over the past 25 years (73 percent and 57 percent, respectively), with many local jurisdictions witnessing even higher levels of growth. Such growth is projected to continue into the future, with approximately 700,000 new residents anticipated in the county over the next 45 years. Currently, the locations of new development in the county are expected to extend farther south and west within the Salt Lake Valley. The West Bench area can accommodate more than half of the planned growth in new patterns of development that offer new solutions to Salt Lake Valley.

The challenges of developing the West Bench are great, but the opportunities are even greater. Coordination with the townships, adjacent cities, and the County departments will be a challenge, but critical for the success of the development. Housing, transportation, economic, infrastructure, and other demands resulting from development proposed in the WBGP will also be challenging – but offer the opportunities to create new solutions not available for the piecemeal planning of smaller developments.

Plans and proposals resulting from the WBGP should consider the plans and policies of adjacent jurisdictions. As communities develop and cities evolve, opportunities for annexation, incorporation, or forming township jurisdictions will also be considered. The WBGP envisions a series of distinct new communities, each creating and maintaining a unique



TABLE RF-1. POPULATION OF CITIES & TOWNSHIPS ADJACENT TO THE WEST BENCH PLANNING AREA

JURISDICTION	POP.
Copperton	700
Herriman City	15,000
Magna	23,000
Salt Lake City	182,000
South Jordan City	39,000
City of West Jordan	68,000
West Valley City	109,000
Total	436,700

identity and character to avoid the bland suburban monotony that characterizes other regions with rapid growth. Establishing mechanisms to ensure the distinctive character of individual communities will be essential.

As a long-term plan (50- to 75-year timeframe), the WBGP also provides opportunities to foster coordinated planning by jurisdictions in the Salt Lake Valley. Adjacent jurisdictions will be able to coordinate their own development over the life of the Plan with that contained in the WBGP. The WBGP will reduce development pressure and the impacts of new development at the southern end of the valley by providing additional residential capacity, economic opportunity, and new transportation options for residents of the region. The WBGP recognizes the need to protect the beautiful Oquirrh mountain environment and lands that distinguish the Salt Lake Valley. These open lands are not intended for urban development and are intended to be protected at appropriate times and in appropriate areas as development occurs and mining uses cease. For the foreseeable future, mining-related uses within the Oquirrh Mountain Range lands, as well as within some areas planned for future urban development, will likely continue and may even expand. The combination of mining and urban development within the West Bench will provide needed jobs and economic development at the same time that regional growth is accommodated in a desirable urban form.

The following goals, objectives, and policies are designed to create such communities by supporting community identity, establishing an ongoing dialogue with neighboring jurisdictions, and coordinating open spaces, transportation, and utilities networks.



GOAL RF-1. Establish a pattern for development and open space within the West Bench that responds to regional needs for growth and conserves natural resources, consistent with the Vision and Core Concepts of the General Plan.

Objective RF-1.1

Use the Core Concepts Map (see Figure 3-2) and the Land Use Map (see Figure LT-1.1) as conceptual guides for broad planning purposes and to guide future development.

Policy RF-1.1.1: General land use. Consider the Core Concepts Map (Figure 3-2) and the Land Use Map (Figure LT-1.1) as conceptual guides in making land use decisions. These maps are not designed to determine detailed planning decisions.

Policy RF-1.1.2: Large-Scale Planned Community Development (P-C) Zone. Apply the provisions of the County's P-C Zone to all proposed West Bench developments. Development proposals under the WBGPP will comply with the procedures established by the P-C Zone.

Policy RF-1.1.3: Density transfer. Allow residential units and non-residential land uses to be freely allocated to various areas throughout the West Bench and to be transferred from one part of the West Bench to another as long as the overall development totals proposed for the West Bench through a P-C Zone Plan are not exceeded.

GOAL RF-2. Collaborate with adjacent townships and cities, various County departments, and appropriate service providers to provide coordinated and sustainable development of the region.

Objective RF-2.1

Promote inter-jurisdictional coordination in land use planning, economic development, and provision of parks and open space.



Policy RF-2.1.1: Incorporated cities. Consider land use, economic development, transportation, and open space plans for nearby incorporated cities in preparing specific Community Structure Plans for projects within the West Bench.

Policy RF-2.1.2: County departments. Coordinate with various County departments responsible for land use, economic development, and open space plans in preparing and refining site-specific plans for West Bench land.

Objective RF-2.2

Foster jurisdictional coordination in land use planning, economic development, and protection of parks and open space with adjacent unincorporated townships and communities.



Policy RF-2.2.1: Copperton. Coordinate land use, economic development, and open space plans for Copperton in site planning for adjacent West Bench developments. Incorporate Copperton's planning goals of "preservation of historic, small town character and existing quality of the natural environment, and orderly, sensitive growth," and remain sensitive to Copperton's historic connection to Kennecott and local mining activities.

Policy RF-2.2.2: Magna. Coordinate land use, economic development, and open space plans for Magna in site planning for adjacent West Bench developments. Incorporate Magna's planning goals "...to improve the quality of life of Magna residents as the population increases and the physical environment changes during the next decade...[by] maintain[ing] and improve[ing] the social, economic and physical resources of Magna...."

Look to Magna's West Main Street Development Plan as an excellent example of the incorporation of local historic and cultural influences into redevelopment and town planning as the gateway to Little Valley, and invest in local historic preservation and celebration of Magna's role in Kennecott's copper mining industry.

Policy RF-2.2.3: Southwest Community. Coordinate land use, economic development, and open space plans for the Southwest Community in site planning for adjacent West Bench developments. Coordinate with Southwest Community's planning goals "to direct the orderly, sensitive growth of the community while retaining and protecting its natural beauty, rural character and existing quality of the foothill and mountain environment."

Policy RF-2.2.4: Coordinated updates. Consider updates to West Bench planning and land use goals in coordination with Copperton’s, Magna’s, and Southwest Community’s changes to their plans. In the case of discrepancy between plans, collaborative effort will be made to resolve differences.

Objective RF-2.3

Coordinate infrastructure development with agencies and service providers.

Policy RF-2.3.1: Regional transportation. Coordinate with the Wasatch Front Regional Council, Utah Department of Transportation, and other regional transportation agencies and local communities so that regional transportation systems are planned, prioritized, funded, designed, and constructed at appropriate locations and at an appropriate pace.

Policy RF-2.3.2: Water and sewer. Coordinate with local water and sewer service providers so that necessary systems are funded, designed, and constructed at proposed locations and at a pace consistent with development of the West Bench.

Policy RF-2.3.3: Other services. Coordinate with regional service providers and special service or other districts– schools, fire, police, gas, electricity, telecommunications, transit, etc. -- so that regional capital improvements are funded, designed, and constructed at proposed locations and at a pace consistent with development of the West Bench.



GOAL RF-3. Establish a framework of distinct districts within the West Bench that relates to the existing urban development, promotes a differentiation of places, and fosters the distribution of a variety of live-work-play opportunities.

Objective RF-3.1

Define distinct districts within the West Bench, distinguished by differences in development patterns, character, and scale.

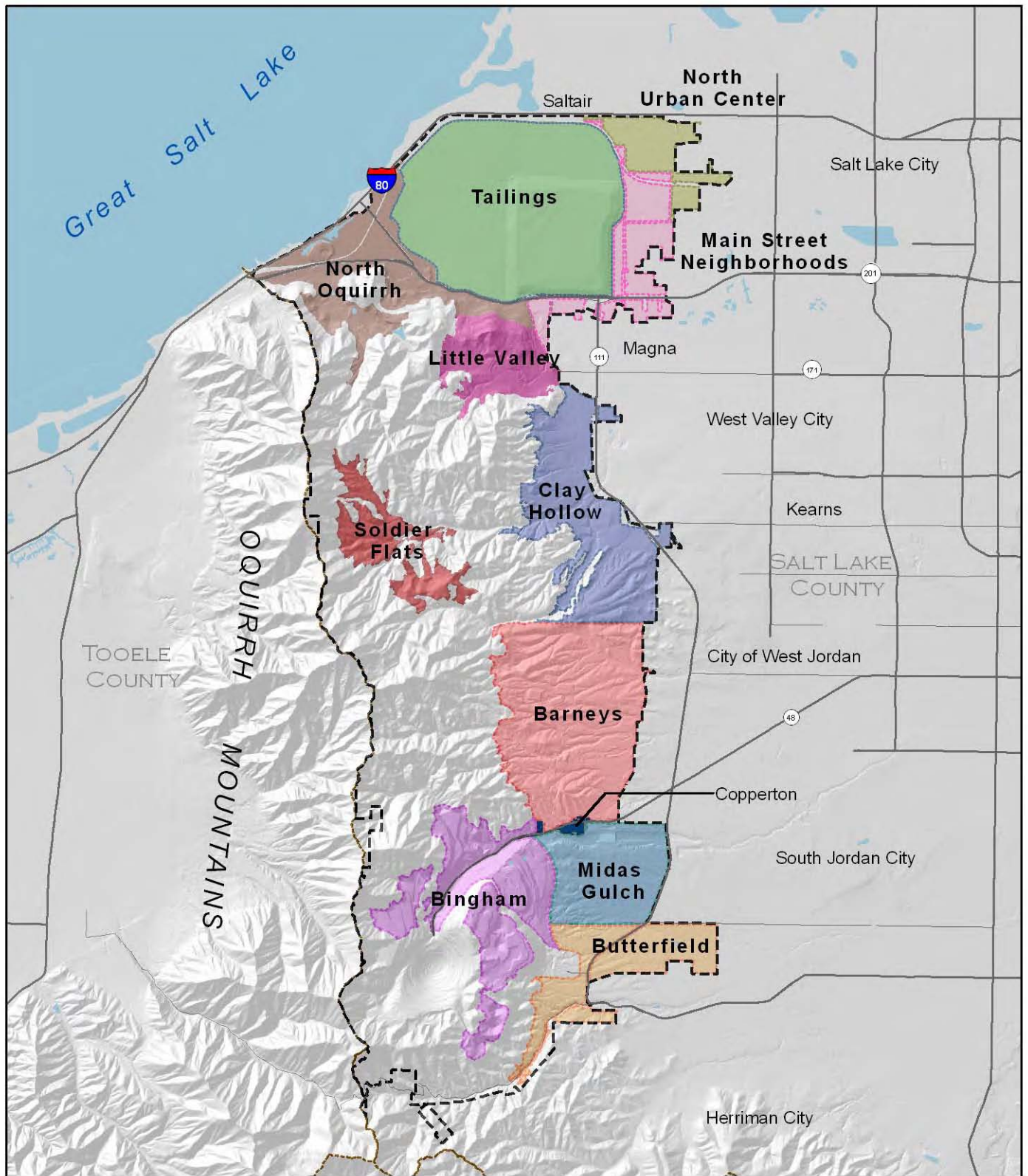


FIGURE RF-3.1. DISTINCT DISTRICTS.

- West Bench Planning Area
- Highways
- Key Local Roads

Distinct Districts

- Bingham
- Clay Hollow
- Midas Gulch
- Barneys
- Little Valley
- Main Street Neighborhoods
- North Oquirrh
- North Urban Center
- Butterfield
- Soldier Flats
- Tailings
- Copperton
- Open Water

EDAW



The General Plan allows for flexibility in defining individual communities and their evolution over time, but also suggests eleven development districts as a starting point for that evolution. The preliminary, approximate size and distribution of proposed development for each district is shown in Figure RF-3.1. The character of each district is briefly described below. These districts and their descriptions are intended for use in coordinating with other regional and local plans and are not intended to be binding designations. Flexibility will be provided in designing, proposing, and developing individual communities.

- **Barneys** – This district is planned with two or more Village Centers. Barneys may provide for a population of approximately 60,000 people or more. Office and retail space may be distributed among Village Centers and numerous Neighborhood Centers. Small portions of the Barneys area are within the incorporated city limits of West Valley City and the City of West Jordan.
- **Bingham** – This district is planned for long-term development and may provide for a population of approximately 60,000 people or more. Retail and office space may be focused in two or more Village Centers and multiple Neighborhood Centers. Located near the Bingham Mine, the area will likely be suited for development in the long term, after the areas surrounding the mine have been reclaimed.
- **Butterfield** - Butterfield may provide for a population of approximately 45,000 people. This area will likely share the Town Center in Midas Gulch and is the gateway to Butterfield Canyon.
- **Clay Hollow** – This district is planned with new neighborhoods and clustered residential development of approximately 60,000 people or more. Located near transit corridors, it provides convenient access to employment centers. Clay Hollow may also include community services, amenities, and civic buildings located Village Centers and several Neighborhood Centers.
- **Little Valley** – This district is located on the east-facing slopes of the Oquirrh Mountains south of Highway 201 adjoining Magna. The area may consist of clustered residential development and residential neighborhoods, providing for a population of approximately 20,000 people or more. Little Valley may have two or more Village Centers and multiple Neighborhood Centers comprising businesses, shops, and civic uses as well as areas for Flex/Research development. It is anticipated that this district will be one of the first areas to develop.
- **Main Street Neighborhoods** - Main Street Neighborhoods may provide for a population of approximately 45,000 people in addition to the existing Magna population.





- **Midas Gulch** – This district is located west of Daybreak and is proposed for second phase development possibly 15 to 30 years out. Midas Gulch is expected to include many new neighborhoods and possibly could reach a population of 60,000 people or more. Substantial new office and retail spaces may be provided in Town Centers, three or more Village Centers, and multiple Neighborhood Centers. A future university/college campus is planned for Midas Gulch and could provide a catalyst for high technology jobs in the region.
- **North Urban Center** – Located at the intersection of I-80, Highway 201, and the new transit boulevard, this district may include the new Urban Center within the West Bench. The planned new regional employment center is mostly located on lands within the incorporated limits of Salt Lake City. Associated neighborhoods may surround this new Urban Center, providing for a possible population of approximately 40,000 residents.
- **North Oquirrh** – This district is viewed as a future major industrial area near I-80. With approximately 18 million square feet of industrial space, and a population of approximately 6,000, this area may become a major employment center for the region.
- **Soldier Flats** – This district is unique among the West Bench properties due to its isolated mountain setting. Soldier Flats is currently being considered as a resort to potentially include wintertime skiing and summer recreation. The area may also include new neighborhoods for approximately 15,000 people or more, served by Village Centers for retail space.
- **Tailings** - This district may include three or more Village Centers, Town Centers, a Transit Boulevard District providing retail development and an extensive Flex/Research and Development area for office and industrial space, and a population of approximately 90,000. Ongoing mining operations and anticipated reclamation of mining lands make it likely that this development will occur in the longer term.

Policy RF-3.1.1: Distinct communities. Establish distinct districts that will promote the creation and fostering of individual incorporated or unincorporated cities and towns in the future.

Policy RF-3.1.2: District boundaries. Delineate district boundaries using natural features, where feasible, including rivers, creeks, streams and associated buffer areas; drainage basin boundaries; floodplains; and major topographic features.

Policy RF-3.1.3: Transit-oriented development. Develop communities in relation to the region's transit system with locations for concentrated, high-density, mixed-use centers, as well as nodes of mixed-use, neighborhood-oriented communities.

Policy RF-3.1.4: Balanced development. Coordinate and balance development in the region as evidenced by: (1) a regional “fair-share” approach to meeting the housing needs of the urban population, and (2) regional development of employment opportunities as housing development creates appropriate markets.

Policy RF-3.1.5: Sense of place. Urban growth should occur in a manner that supports the preservation of historic, cultural, topographic, and biological features of the regional landscape that contribute significantly to the region’s identity and “sense of place.”

Policy RF-3.1.6: Open space. Seek to preserve key open space areas, protecting the natural setting of the Salt Lake Valley. Create linkages to the regional open space network that will help define future communities, both inside and outside the West Bench.

Objective RF-3.2

Create “breaks” and transitions in the urban fabric, providing definition for cities and towns.

Policy RF-3.2.1: Natural features. Design communities to respect critical open space areas that can provide transitions, buffers, and separators between cities, towns, and villages.

Policy RF-3.2.2: Built features. Establish distinct built features, such as enhanced transportation corridors and iconic boulevards, to serve as edges and transition spaces between cities, towns, and villages. Large parks, educational facilities, and campus-type uses also provide opportunities for transition between land uses.

GOAL RF-4. Coordinate the timing, pace, and location of development and services such that complete and viable communities are developed in harmony with their surroundings.

Objective RF-4.1

Coordinate the planning process so that communities have an opportunity to evolve naturally and so that new developments are connected with their surroundings.

Policy RF-4.1.1: Community evolution. Manage the land development process to encourage the evolution of an efficient urban growth form;

provide a clear distinction between urban and rural lands; support interconnected but distinct incorporated or unincorporated cities and towns (see Land Use and Multi-Modal Transportation Element) in the urban region; and recognize the inter-relationship between development and redevelopment objectives in all parts of the urban region.

Policy RF-4.1.2: Existing developments. Consider surrounding developments in the design and site planning of new developments. Provide through-roads to link existing and new developments, where feasible, and consider incorporating amenities that can be shared among developments. Provide distinctive edges or incorporate buffers or transitions to separate new development from adjacent existing or proposed incompatible uses, where needed.

Objective RF-4.2

Coordinate the planning process so that the development of communities and needed infrastructure is phased and timed in concert with market forces.

Policy RF-4.2.1: Market responsive. Coordinate development in the region adapted with the continued growth of regional economic opportunity, balanced so as to promote a distribution of jobs, income, investment, and tax capacity throughout the region and to support other regional goals and objectives.

Policy RF-4.2.2: Infrastructure timing. Coordinate so that the market-driven pace of development is accompanied by: (1) the provision of infrastructure and critical public services; (2) public investment for parks and open space; and (3) the creation of a balanced transportation system that is less dependent on the private automobile, supported by both the use of emerging technology and the location of jobs, housing, and commercial activity.

Policy RF-4.2.3: Phasing. Coordinate development in the region in relation to the cessation of mining activities on West Bench properties and needed activities for reclamation of these lands. Phase development to encourage the completion of neighborhood, village, town, and urban centers for each city and town as residential units are developed. Development will likely be led by housing to generate market support for retail, commercial, and employment uses.

Policy RF-4.2.4: Surrounding uses. Evaluate proposed uses applicable to areas within the service delivery area of any planned uses or components of the WBG or subsequent land use approvals for their consistency with the planned WBG or subsequent land use approval types, extent, and intensity of uses.

COMMUNITY VALUES (CV)

Through surveys and planning studies in recent years (Envision Utah, Wasatch Choices 2040, Utah Foundation), Salt Lake County citizens have had an opportunity to identify their shared values and define what is important to them in creating communities that meet their needs and endure for future generations. A strong sense of shared values is one of the defining characteristics of Salt Lake County residents. Given this strong sense of shared values, it is the intent of this section to incorporate these values into policies that will guide the development of the West Bench over the next 50 to 75 years or more.

Based on a review of recent surveys and planning studies, important community values shared by Salt Lake County residents were identified and are addressed in various elements of the WBG as listed below:

- Families, seniors, and future generations (see Goal CV-1)
- Access to education for lifelong learning (see Educational Resources Element)
- Clean air and water quality (see Environmentally Sustainable Design Element)
- Open space and critical lands (see Natural Resources Element)
- The aesthetic beauty of the mountains (see Natural Resources Element)
- Safety and crime prevention (see Goal CV-3)
- A variety of transportation options (see Land Use and Multi-Modal Transportation Element)
- Economic development and job creation (see Economic Sustainability Element)
- Quality health care (see Goal CV-2)
- Quality of life through excellent design (see Goal CV-1 and the Regional Framework Element)

The Salt Lake Valley is undergoing a major transformation that is changing the face of the region as small-town life gives way to suburbs and long commuting times. Rapid growth presents both challenges and opportunities in terms of community values. Carefully planning new development can create whole communities – not just “bedroom communities” that are isolated from employment and cultural centers.



Careful planning can create places that encourage people to interact and get involved, places that reinforce a sense of community and strengthen shared values.

Social fabric and community values are the foundation of communities, cities, and towns, and many of these issues are addressed in various elements throughout the Plan. A selected few are additionally addressed in this element. The following goals, objectives, and policies concerning these factors are intended to protect and preserve these foundations as development occurs within the West Bench.

GOAL CV-1. Design communities to encourage social interaction and support family and community relationships.

Objective CV-1.1

Design the West Bench to provide shared community activity areas for education, houses of worship, recreation, and local governance.

Policy CV-1.1.1: Child-focused. Design the West Bench to focus on children, providing active areas for exercise and socializing and safe pathways and bikeways to allow independent travel in a secure environment.

Policy CV-1.1.2: Education-focused. Promote opportunities for life-long learning by integration of schools into community facilities, providing convenient regional access to higher education, and creating community centers for alternative education programs (see Educational Resources Element).

Policy CV-1.1.3: Community gathering spaces. Design community developments to provide elementary schools, community centers, places of worship, and recreation spaces as central gathering places, meeting spaces, and shared-use facilities for the community.

Policy CV-1.1.4: Cultural amenities. Plan central locations for community-based cultural amenities including museums, performing arts centers, art galleries, interpretive centers, and lecture halls.

Objective CV-1.2

Design the West Bench to support intergenerational and extended family relationships.

Policy CV-1.2.1: Life-cycle housing. Design the West Bench to provide life-cycle housing – a diverse array of housing types and densities suited to various age groups, lifestyles, and family structures. (See Housing Affordability and Variety Element.)

Policy CV-1.2.2: Social services. Provide a network of social services for residential communities to allow seniors, children, and special needs individuals to live in a variety of housing types and neighborhoods with convenient access to services.

GOAL CV-2. Design communities to create life-sustaining environments, providing residents with recreational and healthy living opportunities.

Objective CV-2.1

Design neighborhoods to foster healthy living environments.

Policy CV-2.1.1: Recreation. Design the West Bench to provide opportunities for a variety of active and passive recreation, serving various age groups and abilities.

Policy CV-2.1.2: Walkability. Design neighborhoods to provide local access to adjacent neighborhoods and nearby activity areas or community centers by walking and bicycles.

Policy CV-2.1.3: Health care. Design a network of health care centers serving residential communities to allow seniors, children, and special needs individuals to live in a variety of housing types and neighborhoods with convenient access to health care.

Objective CV-2.2

Provide clean air, quality water, and open space.

Policy CV-2.2.1: Air and water quality. Protect clean air and water for the health of our citizens and future generations (see policies under Goal ESD-1).

Policy CV-2.2.2: Water conservation. Promote building designs and landscape treatments that use water efficiently (see policies under Goal ESD-2).



Policy CV-2.2.3: Open space. (See policies in the Natural Resources Element.)

GOAL CV-3. Provide a safe environment for citizens of all ages.

Objective CV-3.1

Design neighborhoods to foster local resident control and promote safety.

Policy CV-3.1.1: Safety. Consult with the principles of Crime Prevention Through Environmental Design in the design of new developments to minimize opportunities for crime and to provide “eyes on the street.”

Policy CV-3.1.2: Local control. Provide mechanisms for local control such as homeowner neighborhood or homeowner associations, local governing boards, or neighborhood watch programs to foster safety and security.

Policy CV-3.1.3: Traffic calming. Design street networks in neighborhood residential areas with traffic calming measures such as narrow streets, speed bumps, roundabouts, etc. to promote a safe environment for children, pedestrians, and bicyclists.

Policy CV-3.1.4: Hazards. Incorporate design measures to decrease naturally occurring major hazards (fault lines, seismic hazards, landslides, radon, etc.) to acceptable levels.

LAND USE AND MULTI-MODAL TRANSPORTATION (LT)

In light of forecasted rapid future growth, it is a major challenge to avoid the fate of other metropolitan areas while seeking to enhance the quality of Utahns' lives. One thing is clear - the "traditional" or "same old thing" techniques will not provide a viable solution. A declining supply of land and energy, coupled with mounting traffic congestion and growing demand for housing and retail choices and job sites for economic development, provide the need and opportunity for new forms of development – forms that create livable communities that are economically and environmentally sustainable.

The West Bench has the potential to lead the way for sustainable and livable urban growth. By coordinating long range land use and transportation planning for such a large area, the West Bench offers an unusual opportunity to balance jobs and housing and provide a match between transportation demand and transportation supply. By conceiving of the West Bench as a network of complete communities and centers, the Plan can successfully coordinate land use and development decisions with attractive urban design and public investments in education, transportation, and infrastructure. The West Bench communities can be built in ways that allow a variety of transportation modes. Creative new forms of development on the West Bench are envisioned that can offer choices for both existing and future residents of the region and county, responding to a range of households, life-cycles, and lifestyles.

The physical, economic, and political contexts surrounding the West Bench General Plan present a host of challenges but also great opportunities. The West Bench General Plan provides an innovative approach to shaping large-scale development and regional form in the Salt Lake Valley. Assessing demand for housing and commercial space across the West Bench communities for the next 80 years of development is an inexact science. The policies included in the Land Use and Multi-Modal Transportation Element are intended to provide sufficient flexibility to respond to market realities and changing concepts



DENSITY:

DENSITY MEANS ENCOURAGING HIGHER NUMBERS OF RESIDENTS AND JOBS PER ACRE. THIS IS A DESIRABLE PLANNING OBJECTIVE, BECAUSE IT IS EFFECTIVE AT REDUCING TRAVEL AND OTHER IMPACTS, ESPECIALLY WHEN ACCOMPANIED BY HIGH LEVELS OF REGIONAL ACCESSIBILITY, MIX OF USES, AND QUALITY URBAN DESIGN. A HIGH CAPACITY TRANSIT SYSTEM IS DEPENDENT ON HIGH RESIDENTIAL AND EMPLOYMENT DENSITIES. THE LAND USE OBJECTIVES AND POLICIES IN THIS SECTION ADDRESS DENSITY FOR EACH OF THE TYPES OF LAND USES PROPOSED FOR THE WEST BENCH.

DIVERSITY:

DIVERSITY MEANS A GOOD MIX OF LAND USES. THE MIX OF LAND USES SUPPORTS A RELATIVE BALANCE OF JOBS AND HOUSING AS WELL AS THE MIX OF RETAIL AND NON-RETAIL JOBS WITHIN WALKING/ BIKING DISTANCE OR, SECONDARILY, SHORT DRIVING DISTANCE. DIVERSITY IS CORRELATED WITH REDUCTIONS IN VEHICLE TRIPS AND TRAVEL DISTANCE. THE LAND USE PLAN FOR THE WEST BENCH PROVIDES FOR A SERIES OF MIXED-USE CENTERS TO ENCOURAGE DIVERSITY OF LAND USE.

of community development while creating opportunities for walkable, diverse communities linked by a variety of transportation options. The objectives and policies included in the Land Use and Multi-Modal Transportation Element present a coherent set of standards to shape the West Bench in an economically viable and environmentally responsible manner.

The Land Use and Multi-Modal Transportation Element divides the land uses across the West Bench into a series of interdependent components: Centers, Residential Districts, Employment Districts, and Parks/Open Space. Each type of land use is treated in relation to other land uses, transportation networks, and environmental features. In addition to these land use types, the Plan creates policies for the location of civic amenities to take full advantage of their potential to invigorate centers and residential communities. The Land Use Map (Figure LT-1.1) establishes the general concept for the distribution and location of these land uses and for major transportation facilities; however, the specific locations will be further defined as given areas are proposed for development.

Finally, the element directly links the capacity of the transportation network to the location and type of development. This section also articulates an integrated solution to transportation that simultaneously addresses the demand and supply components of the transportation equation. The transportation approach outlined through the goals and policies of this section is specifically intended to integrate transportation and land use, utilizing innovative yet practical tools. The key themes that characterize this section—walkability, R.O.W. multi-modal options, and a focus on mobility – will manifest themselves in a transportation system that fully supports anticipated land uses and land reuse along the West Bench. This section is consistent with the approach proposed by the Wasatch Front Regional Council. With a linkage between urban form and travel behavior, the West Bench General Plan comprehensively addresses the four “D’s” of “smart” development: Density, Diversity, Design, and Destination.

Transportation R.O.W.’s and infrastructure will play a major role in the character and livability of the West Bench. The following goals,

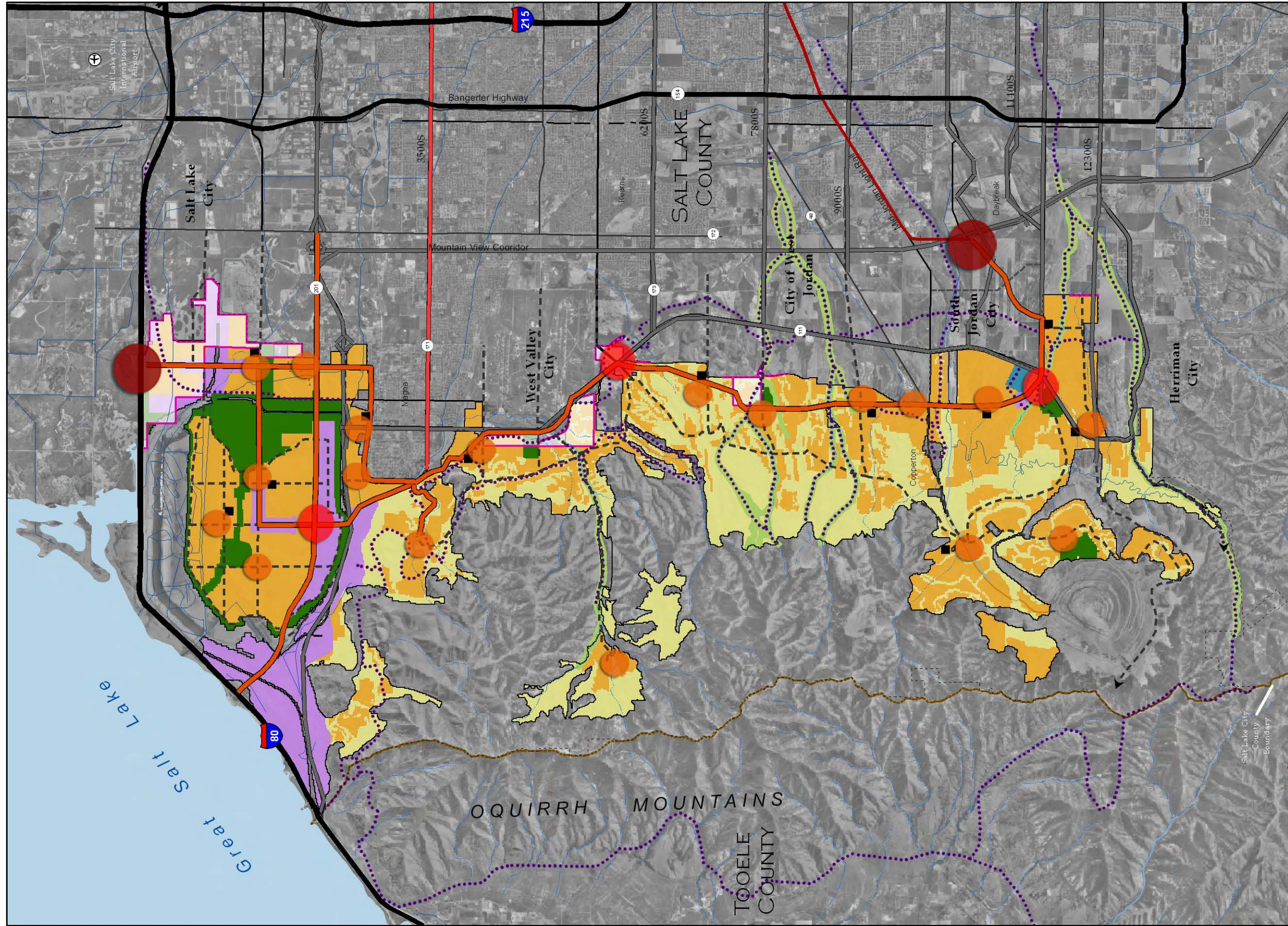


FIGURE LT-1-1. FUTURE LAND USE

Mixed Use Centers ● ● ●

Proposed Features ▬ ▬ ▬

Existing Features ▬ ▬ ▬

Land Use ■ ■ ■ ■ ■

Greenways ▬

Regional Parks ▬

Land use in city limits displayed with white overlay and pink border

Proposed WBGP Trails ▬

Proposed Regional Trails ▬

Stream/River - Perennial ▬

Stream/River - Intermittent ▬

Canal Ditch/Aqueduct ▬

County boundaries ▬

West Bench Planning Area ▬

Highway ▬

Cross Streets ▬

Transit Corridor ▬

Avenues & Arterials ▬

Road Improvements ▬

Regional Transit ▬

Hillside Cluster Residential

Neighborhoods & Neighborhood Centers

Employment District

College/University

High School Campus

Scale: 0 1 2 3 Miles

DRAFT

This map portrays the general land uses for the West Bench, but specific locations are likely to vary as specific development is proposed.

objectives, and policies are intended to build on regional goals and values, within the framework of the West Bench General Plan. The Transportation System Map (see Figure LT-4.1) depicts the “backbone” on-site and off-site transportation system that will provide mobility to and within the West Bench. At later stages of site planning, detailed transportation planning will determine specific on-site and off-site transportation system needs e.g., the number of lanes for each facility, generalized alignment, transportation mode, etc. Like the Land Use Map, this map portrays the general concept for development of transit and transportation systems within the West Bench; however, the specific locations of transit lines and transportation routes will be further defined as given areas are proposed for development.

GOAL LT-1. Create a hierarchy of mixed-use centers.

Objective LT-1.1

Centers are designed to include a mix and intensity of uses, ranging from the Urban Center to the Neighborhood Center, and serve as commercial and civic focal points for the West Bench. The Land Use Map, Figure LT-1.1, depicts the general concept for the location of centers, other types of uses, and their relationship to the transportation network. Specific locations for centers and other land uses will be determined as areas are proposed for development.

Policy LT-1.1.1: Network of centers. Centers form a network of complementary employment, retail, cultural, and civic opportunities linked by multi-modal transportation systems. The following types of centers, ranked from most to least intensive, will form mixed-use destinations across the West Bench: (1) Urban Centers; (2) Town Centers; (3) Village Centers; and (4) Neighborhood Centers. Guidelines for each of these centers are described and illustrated in Figures LT-1.1.1a – d

Centers will be arranged in a spatial hierarchy based upon proximity to: (a) regional rapid transit connections; (b) population density in surrounding districts and adjacent portions of the region; and (c) other centers. Density ranges characteristic to each type of center are included to assist in understanding the relationship and scale between centers; however, it is anticipated that these density ranges will vary as actual development is proposed.

DESIGN:

DESIGN REFERS TO THE APPEARANCE AND LAYOUT OF VARIOUS USES. THE WEST BENCH GENERAL PLAN PROMOTES DESIGNERS TO CREATE WALKABLE NEIGHBORHOODS. WHEN MEASURED IN TERMS OF CONNECTIVITY AND DENSITY OF THE STREET AND PEDESTRIAN NETWORKS AND SIDEWALK COMPLETENESS, WALKABLE URBAN DESIGNS ARE CORRELATED WITH REDUCED AUTO TRAVEL. WALKABLE MIXED-USE CENTERS AND RESIDENTIAL NEIGHBORHOODS SUPPORT ALL THE OTHER GOALS OF THE WEST BENCH GENERAL PLAN, ESPECIALLY THOSE DESCRIBED IN COMMUNITY VALUES.

DESTINATION:

GROWTH OCCURS AT DESTINATIONS WITH HIGH ACCESSIBILITY TO OTHER ACTIVITIES IN THE REGION AND COUNTY, AN IMPORTANT PLANNING STRATEGY. ONE CONSEQUENCE OF HIGH ACCESSIBILITY IS REDUCED VEHICLE TRAVEL PER CAPITA. HIGH ACCESSIBILITY ALSO SUPPORTS GROWTH IN EMPLOYMENT AND ENCOURAGES A JOBS/HOUSING BALANCE FOR THE WEST BENCH.

FIGURE LT-1.1.1A: URBAN CENTER GUIDELINES.



MANCHESTER CITY CENTER, ENGLAND



URBAN CENTER DIAGRAM

Urban Centers are intended to be focused around a multi-modal transit station linked to the regional rapid transit network. These transit-oriented Centers will provide primary employment, serve as a retail destination, and host major cultural attractions. Region-serving civic amenities and medium to high density housing will help make the Urban Center a complete mixed-use environment. Typically, Urban Centers will include higher density housing (20 to 40 dwelling units per gross acre) along with a mix of retail, office, and civic or cultural buildings. The Urban Center will feature the highest-density concentration of housing, retail, office, and civic activity, as compared to other Centers across the West Bench. While other centers may grow into Urban Centers over time, the general intent shown in the Land Use Map is to plan for an Urban Center at the northern end of the West Bench property.

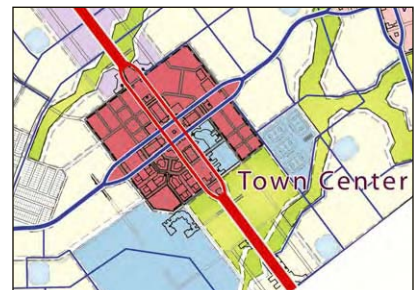
FIGURE LT-1.1.1B: TOWN CENTER GUIDELINES.



Several Town Centers are planned to anchor portions of the West Bench around multi-modal transit stations well connected to the region. Town Centers will provide region and subregion-serving employment and retail opportunities, as well as medium and high-density housing options. The Land Use Map shows three Town Centers distributed throughout the West Bench, although this number and specific locations may vary as specific developments are proposed. Typically, Town Centers will be designed to include housing densities of 15 to 30 dwelling units per gross acre, along with a mix of retail, office, and community facilities. Some of the many smaller Village Centers may grow into Town Centers over time. The Town Center Core typically includes a community space surrounded by a mixture of shopping spaces, office, residential, and civic uses.



STAPLETON TOWN CENTER, DENVER, COLORADO



TOWN CENTER DIAGRAM

FIGURE LT-1.1.1C: VILLAGE CENTER GUIDELINES.



LOWRY TOWN CENTER,
DENVER, COLORADO



VILLAGE CENTER DIAGRAM

A series of Village Centers are planned throughout the West Bench so that grocery stores and personal and business services are within a short trip of residents. The Land Use Map shows 18 Village Centers distributed throughout the West Bench, although this number and specific locations may vary as specific developments are proposed. Village Centers are intended to provide sub-region and local-serving retail and office uses, as well as an assortment of medium-density housing options. Village Centers are designed to be focused around rapid transit stations, where practical, and will be located based upon surrounding population density and proximity to Urban and Town Centers – which may also provide adjacent residential districts with some of the amenities available in Village Centers. Typically, Village Centers will be designed to include housing densities of 10 to 25 dwelling units per gross acre, along with a mix of small, local-serving retail and offices. The Village Center Core typically includes a central park or plaza framed by the most intensive retail (e.g., anchor grocery store), commercial, and residential uses in the center.

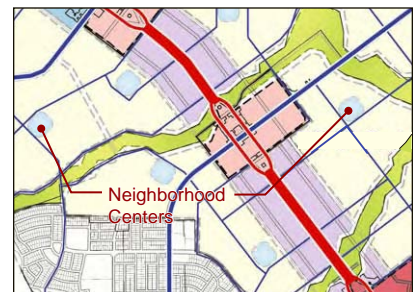
FIGURE LT-1.1.1D: NEIGHBORHOOD CENTER GUIDELINES.



Neighborhood Centers are dispersed throughout the West Bench, bringing elementary schools, local parks, and other civic amenities within walking distance of the vast majority of residents. The spacing of Neighborhood Centers will be based upon population densities and resulting elementary school requirements. Neighborhood Centers have a large range of housing densities from 5 to 25 dwelling units per gross acre. While some of the many Neighborhood Centers may grow into Village Centers over time, the general intent shown in the Land Use Map is to plan for many Neighborhood Centers distributed across the West Bench, to provide residents with easy access to schools, parks, and neighborhood services. The Neighborhood Center Core typically is focused on a community space, such as a school or community center or civic building, surrounded by civic buildings, higher density housing, and/or commercial buildings, although the mix in any given center may vary widely.



STAPLETON NEIGHBORHOOD PARK, DENVER, COLORADO



NEIGHBORHOOD CENTER DIAGRAM



CELEBRATION VILLAGE, FLORIDA



LADERA RANCH,
ORANGE COUNTY, CALIFORNIA



NORTHWOOD NEIGHBORHOOD PARK,
IRVINE, CALIFORNIA

SQUARES AND GREENS

SQUARES AND GREENS MAY INCORPORATE ACTIVE PEDESTRIAN AND TRANSIT USES, AS WELL AS VISUALLY DISTINCTIVE LANDSCAPING, INTERACTIVE FEATURES, AND ACTIVITIES SUCH AS KIOSKS AND VENDING BOOTHS. WHERE THEY ARE LOCATED AT THE CORE OF THE CENTER, THEY LIKELY WILL BE SURROUNDED BY THE HIGHEST LEVELS OF DENSITY.

Policy LT-1.1.2: Pattern of streets, blocks, and buildings. Centers will have a clear pattern of streets, blocks, buildings, and community spaces scaled to the pedestrian. Block sizes are intended to be kept to walkable distances to promote pedestrian activity, particularly in Village and Neighborhood Centers. Retail, community spaces, and civic buildings can be arranged to create a network of active spaces of varying intimacy, size, and function. The massing and design of buildings can be designed to create a sense of intimacy, and visually distinguish the center from surrounding districts.

Policy LT-1.1.3: Mixed-use within centers. Centers should provide for a mix of uses and block types to create local, walkable connections between jobs, housing, and retail. Block types may include:

- Mixed-use blocks that make up the core of each center and combine retail with housing or office uses;
- Commercial blocks that contain primarily office or retail uses;
- Residential blocks that contain a range of housing opportunities, including multifamily buildings, townhomes, live/work lofts, and/or a variety of single-family opportunities (these blocks may contain incidental retail); or
- Civic blocks that can contain a variety of public and civic buildings, from schools and churches to libraries, community centers, or parks.

Policy LT-1.1.4: Transit station location. Appropriate locations for transit stations and stops in centers include the following: (1) within the core areas of Centers, (2) within or adjacent to blocks featuring major concentrations of commercial space, (3) major community places, and (4) convenient locations within or adjacent to residential blocks. To encourage transit use, stations should be designed to provide accessibility and feature convenient pedestrian connections to the surrounding street network and transit transfer points. Multi-modal transfer stations can be incorporated as focal points of centers through distinctive design and a location in a center's core.

Policy LT-1.1.5: Building character and orientation. The character, massing, and orientation of buildings will play a critical role in defining the public realm of centers. In general, fronting the edges of buildings at the sidewalk is encouraged to create a continuous "street wall" and a comfortable pedestrian environment. Providing interesting building details at a human scale also creates visual interest and pedestrian comfort. Visual diversity can be created through variations in setback, massing, and architectural details.

Policy LT-1.1.6: Center core. Centers will feature a core area that acts as the central gathering place for the center and surrounding districts.

The core will accommodate the most intensive retail, employment, civic, and pedestrian activity in each center. The design of streets and buildings in the core area will emphasize pedestrian comfort and visual interest. Core areas vary by each type of center, as illustrated in Figures LT-1.1.1a-d.

Policy LT-1.1.7: Location and type of commercial activity. Commercial activity is permitted throughout Urban, Town, and Village Centers, but the highest intensity commercial uses are intended to be located in the core area of the center, and then along Transit Boulevards, Avenues, and Connector Streets. Small convenience retail establishments, such as corner stores, can also occupy a portion of the ground floors of residential and office buildings outside of the core of Urban, Town, and Village Centers. Office uses generally will be clustered around public transit stations and squares and along transit boulevards and high-capacity transit routes. Less intensive office uses may also locate along the outer edges of centers, particularly where a center is adjacent to an Employment District. A limited amount of local-serving commercial activity may be located in Neighborhood Centers around their core. Ideal neighborhood center retail uses include, but are not limited to, small grocery stores, cafes, restaurants, and personal services.

Policy LT-1.1.8: Large format retail. Large format retail uses (i.e., “big box” retail) are most suited to Urban Centers and may be located in Town Centers. Large format retail uses should be designed in scale with surrounding uses and parking areas in keeping with the standards of the district. In most cases, such uses would not be suited to Village or Neighborhood Centers.

Policy LT-1.1.9: Mix of housing types and tenures. In general, centers will include a mix of rental and for-sale units, and can include a vertical mix of uses, where residential units are located above ground floor retail and office uses.

Policy LT-1.1.10: Gathering spaces. Squares, greens, and plazas are gathering places that may provide visual relief and passive recreation. The overall design of the center is intended to link these features in a sequence or network. A square or green is intended to act as the central feature of Neighborhood Centers, and will generally be surrounded by civic buildings and/or commercial or mixed-use buildings located in the center.

Policy LT-1.1.11: Civic buildings. Major civic buildings, such as libraries, schools, and government offices, can help to anchor a center and should be designed and located to serve as a focal point for a center, where feasible.



DOWNTOWN BUENA PARK, CALIFORNIA



CENTENNIAL OLYMPIC PLAZA,
ATLANTA, GEORGIA



LAKE LAS VEGAS, HENDERSON,
NEVADA

PLAZAS

PLAZAS WILL GENERALLY BE LOCATED WITHIN THE GROUND FLOOR SETBACKS OF COMMERCIAL BUILDINGS, AT THE ENTRIES TO CIVIC BUILDINGS, ALONG MID-BLOCK PASSAGES BETWEEN BUILDINGS, AND AT CORNERS OF MAJOR INTERSECTIONS. PLAZAS GENERALLY WILL INCLUDE SEATING AND STREET TREES.



Policy LT-1.1.12: Live-work units. Buildings and portions of buildings that combine commercial and residential uses within single units are encouraged throughout Urban, Town, and Village Centers. Good locations for individual live-work units are on the ground floor of residential buildings along Connector and Local Streets. In Neighborhood Centers, good locations for live-work units are in the core area.

Policy-LT-1.1.13: Accessory dwelling units. To meet the diverse and evolving housing needs of West Bench and Salt Lake Valley residents, accessory dwelling units will be allowed on parcels occupied by single-family homes in centers, unless specifically restricted by covenants, conditions, or restrictions.

Policy LT-1.1.14: On-street parking. On-street parking, which generally reduces traffic speeds and provides easy access for quick-stop shopping, is encouraged within most centers.

Policy LT-1.1.15: Off-street parking. Although surface parking lots are permitted in Urban, Town, and Village Centers, other parking options, such as structured parking and subterranean or semi-depressed garages, are encouraged. Where surface parking lots are used, these are intended to be located behind buildings and to occupy only a very limited portion of the street frontage.

Policy LT-1.1.16: Shared parking. Land uses with different periods of peak activity are encouraged to use shared parking strategies to accommodate parking demand.

Policy LT-1.1.17: Interim parking blocks. Blocks adjacent to major retail uses in Urban and Town Centers can be utilized for surface parking on an interim basis until local real estate market conditions justify investment in a more intensive land use on the block.

Policy LT-1.1.18: District edges. The outer edges of centers are intended to be compatible with adjacent open spaces, neighborhoods, and core uses. Edge treatments will vary depending upon the surrounding context. For example, the perimeter of an Urban Center bounding a wide open space might feature taller residential buildings to emphasize the urban edge and create views. In contrast, the face of a Village Center block across the street from a Village Residential block could consist of townhomes to achieve consistency with the scale and density of this adjacent district.

GOAL LT-2. Create a fabric of complete residential communities.

Objective LT-2.1

Residential Districts will integrate a mix of housing types and local-serving commercial activity into a cohesive urban fabric responsive to the natural environment. An overview of these various residential districts is illustrated in Figure LT-2.1.

Policy LT-2.1.1: Mix of housing types and tenures. Residential districts will incorporate a variety of housing types and tenures intended to meet the current and future needs of residents of the Salt Lake Valley. Five distinct residential district types are envisioned: Village Residential Districts, Neighborhood Residential Districts, Foothill Residential Districts, Hillside Residential Districts, and Hillside Cluster Residential Districts. Each of these is illustrated and described in Figures LT-2.1.1a-e. Density ranges characteristic to each type of residential district are included to assist in understanding the relationship and scale between neighborhoods. However, it is anticipated that actual density ranges may vary as specific development is proposed.

FIGURE LT-2.1: RESIDENTIAL DISTRICTS OVERVIEW.



FIGURE LT-2.1.1 A: VILLAGE RESIDENTIAL GUIDELINES.



PROJECT AND LOCATION TO BE ADDED



ISSAQUAH HIGHLANDS,
ISSAQUAH, WASHINGTON



STAPLETON, DENVER, COLORADO

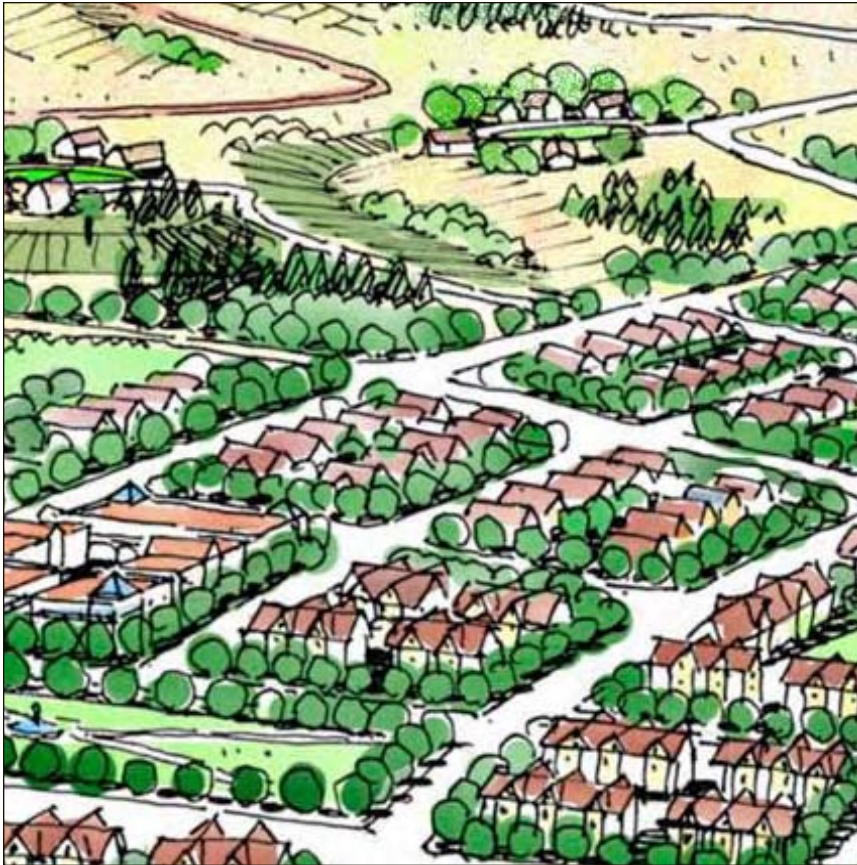


STAPLETON TOWN CENTER,
DENVER, COLORADO



Village Residential Districts are intended to provide a mix of attached and detached single-family homes and multi-family buildings, located in and around various centers. Typical housing densities in Village Residential areas range from 15 to 20 dwelling units per gross acre.

FIGURE LT-2.1.1 B: NEIGHBORHOOD RESIDENTIAL GUIDELINES.



Neighborhood Residential Districts, like Village Residential Districts, typically include a mix of attached and detached single-family homes and multi-family buildings, located in and around various centers. Typical housing densities in Neighborhood Residential Districts range from 7 to 10 dwelling units per gross acre.



ISSAQUAH HIGHLANDS,
ISSAQUAH, WASHINGTON



ISSAQUAH HIGHLANDS,
ISSAQUAH, WASHINGTON

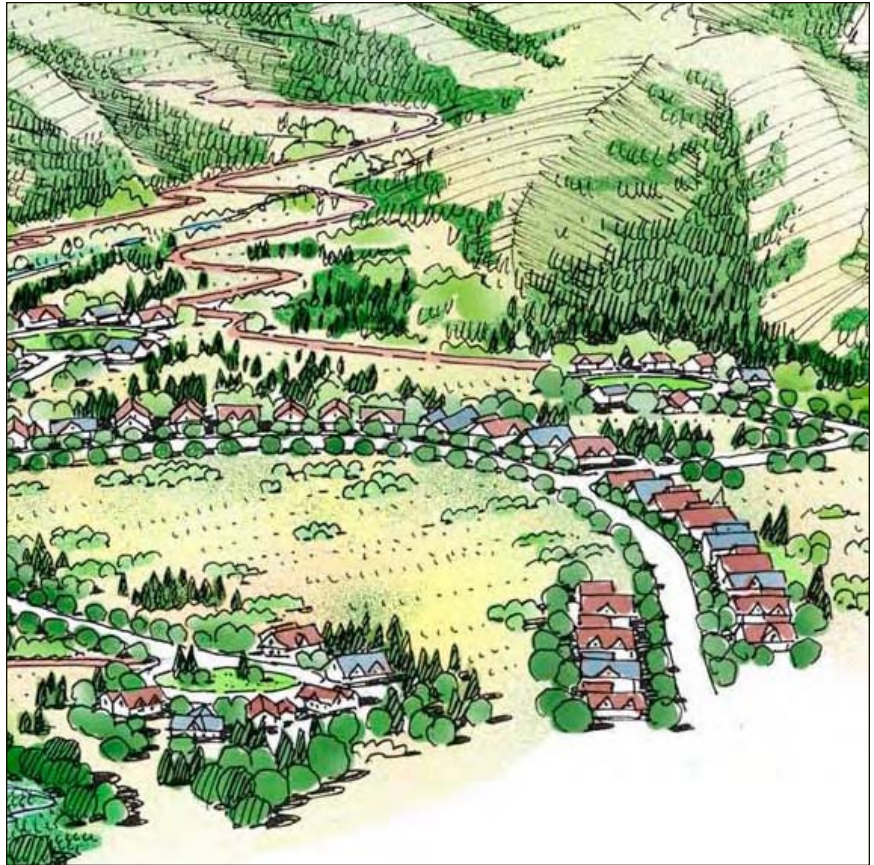


ISSAQUAH HIGHLANDS,
ISSAQUAH, WASHINGTON

FIGURE LT-2.1.1C: Foothill Residential Guidelines.



ISSAQUAH HIGHLANDS,
ISSAQUAH, WASHINGTON



Foothill Residential Districts typically include single-family homes, primarily a mix of small and medium lot sizes, with densities ranging from 5 to 7 dwelling units per gross acre.

FIGURE LT-2.1.1 D: HILLSIDE RESIDENTIAL GUIDELINES.



SOUTH MOUNTAIN, DRAPER, UTAH



SOUTH MOUNTAIN, DRAPER, UTAH

Hillside Residential Districts typically include single-family homes, primarily of medium lot single-family sizes, with densities of 2 to 4 dwelling units per gross acre.

FIGURE LT-2.1.1 E: HILLSIDE CLUSTER RESIDENTIAL GUIDELINES.



CLUSTER DEVELOPMENT AND ADJACENT OPEN SPACE



OPEN SPACE LEFT IN ITS NATURAL STATE



Hillside Cluster Residential Districts will be comprised of single-family homes, primarily in small clusters of medium and larger lot sizes, ranging from 0.25 to 2 dwelling units per gross acre.

Policy LT-2.1.2: Slope sensitivity. The location, density, and street design of residential districts will respond to the topography of the West Bench. In general, development densities will decline as slope increases. The design of streets, lots, and buildings should diminish the impact of hillside development.

Policy LT-2.1.3: Pattern of streets and blocks. Residential districts will maximize street connectivity, consisting of a coherent pattern of streets and blocks scaled to the pedestrian and discouraging street patterns that prohibit physical connectivity. The design of streets and blocks will respect topography and natural features, with more intense development focused in the flattest portions of the West Bench near mixed-use centers.

Policy LT-2.1.4: Pattern of buildings and community spaces. The orientation and character of buildings is intended to contribute to a cohesive built environment that reinforces community spaces, creates a sense of intimacy on streets, and links residential districts to surrounding centers and communities. Parks, plazas, and greens are intended to form a continuous network linked physically and visually through streetscape, building, and open space design.

Policy LT-2.1.5: Transit stations and stops. Arrange transit stations and stops so that residential districts are conveniently linked to the rest of the West Bench and Salt Lake Valley. The frequency and nature of transit stations and stops within residential districts will be calibrated to population density, proximity to mixed-use centers, and topography. Stations and stops are intended to encourage transit use by featuring convenient, clear pedestrian connections to major destinations and the district's primary streets.

Policy LT-2.1.6: Parking. The location and design of off-street parking facilities in residential districts is intended to minimize visual intrusion into the public right-of-way and community spaces. Locating parking for multi-family, civic, and commercial buildings in structures, underground facilities, or in locations obscured from street view by buildings or landscaping is encouraged. Local streets may include on-street parking to accommodate visitors and serve as a buffer between street and sidewalk.

Policy LT-2.1.7: Location and type of commercial activity. Local-serving retail uses and offices (e.g., small grocery stores, laundries, cafes, and other personal and business services) may locate in Village Residential Districts along Transit Boulevards, Avenues, and Connector Streets, as well as adjacent to community spaces. Ideal locations for retail uses include corners and the edges of parks and other community spaces.



Policy LT-2.1.8: Location of community spaces. Village Residential, Neighborhood Residential, Foothill Residential, and Hillside Residential Districts will include parks or greens. It is intended that parks, greens, and natural features be distributed so that many residents of the West Bench will live within walking distance of a park, green, natural feature, or open space area.

Policy LT-2.1.9: Natural features. Valuable natural features, including creeks and critical wetlands, will be conserved and accentuated through sensitive site planning, building placement, or other measures (see policies in Natural Resources Element).

Policy LT-2.1.10: Civic buildings. Civic buildings are intended to be anchors of many centers and typically will be located in the core area. Where feasible, these will feature distinctive building details, entry features, and varying setbacks to provide a distinct identity, with entrances facing onto public rights-of-way and parks.

Policy LT-2.1.11: Live-work units. Buildings and portions of buildings that combine commercial and residential uses within single units will be encouraged in the most densely developed portions of Village and Neighborhood Residential Districts and within walking distances of transit stations.

Policy LT-2.1.12: Accessory dwelling units. To meet the diverse and evolving housing needs of West Bench and Salt Lake Valley residents, accessory dwelling units will be allowed on parcels occupied by single-family homes in residential districts, unless specifically restricted by covenants, conditions, or restrictions.

Policy LT-2.1.13: Scale and density transitions. Transitions in scale and density within residential districts are intended to be gradual. Sharp distinctions in scale and density on different sides of a street typically will be avoided.

Policy LT-2.1.14: District edges. Residential districts are intended to include identifiable edges defined by natural features, transitions in development density, and/or changes in building style, scale, or massing. For example, a transition can be created through the placement of an open space or civic feature such as a park or small civic building in the area between the districts.

Policy LT-2.1.15: Density. Most residential areas are intended to achieve appropriate densities to support walkable communities that can support transit and other key infrastructure investments.



GOAL LT-3. Create economic opportunities by linking the location of jobs with transportation and housing options.

Objective LT-3.1

Transit Boulevard Districts will be walkable, urban employment districts comprised primarily of medium-intensity office uses, as well as a variety of residential and local-serving retail uses.

Policy LT-3.1.1: Location and function of Transit Boulevard Districts. Transit Boulevard Districts will serve as medium intensity employment centers, incorporating some housing and retail uses. Transit Boulevard Districts will complement Urban and Town Centers by accommodating slightly less intensive office uses that benefit from regional transit access, visibility, and a mixed-use environment. Transit Boulevard Districts will occur only in strategic locations along the Transit Corridor and near Urban and Town Centers.

Policy LT-3.1.2: Pattern of streets and blocks. Transit Boulevard Districts will maximize street connectivity, consisting of a clear pattern of streets and blocks scaled to the pedestrian and discouraging street patterns that prohibit physical connectivity. Although specific land uses will change from time to time, the street pattern, once established, will likely remain constant. It is important to establish a pattern of streets that provides connectivity and accommodates the different possible land use scenarios, while helping to define the district.

Policy LT-3.1.3: Pattern of building. The massing and design of buildings will be scaled to the pedestrian and contribute to a cohesive urban fabric that reinforces community spaces, creates a sense of intimacy, and visually distinguishes the Transit Boulevard District from surrounding districts. It is intended that the principal commercial buildings will orient to the Transit Boulevard.

Policy LT-3.1.4: Mixed-uses. Transit Boulevard Districts may contain a mix of uses and block types. While the uses are envisioned as primarily office, other uses may include commercial (including hotels), retail, residential, and civic.

Policy LT-3.1.5: Transit station location and orientation. To encourage transit use, transit stations will feature convenient, clear pedestrian connections to the surrounding street network and transit transfer points, and be designed to be accessible to people with disabilities.



Policy LT-3.1.6. Building character and location. Buildings in Transit Boulevard Districts will reinforce the urban character of the Transit Corridor while creating a gradual scale transition with adjacent districts. Building details will be human scale and designed to create visual interest and pedestrian comfort. Visual diversity will be created through variation in building design and/or setback.

Policy LT-3.1.7: Location and orientation of community spaces. Squares, greens, and plazas are gathering places that are intended to provide visual relief and passive recreation in Transit Boulevard Districts. The overall urban design of the corridor and surrounding districts and centers will link these features in a sequence of community spaces.

Policy LT-3.1.8: Location of live-work units. Buildings and portions of buildings that combine commercial and residential uses within single units will be encouraged throughout Transit Boulevard Districts. One ideal location for individual live-work units is along connector and local streets.

Policy LT-3.1.9: Parking. Parking facilities in Transit Boulevard Districts are encouraged to be screened from view of the Transit Corridor, where practical. Surface parking is permitted and encouraged to be located at mid-block locations. Parking located in subterranean and semi-depressed garages is encouraged.

Policy LT-3.2.10: Scale and density transitions. Transitions in scale (building height and massing), land use intensity, and density within Transit Boulevard Districts are intended to occur gradually to blend these uses with surrounding areas.

Policy LT-3.1.11: Location and orientation of retail and service commercial activity. Retail (such as coffee shops) and personal services (such as daycare and fitness clubs) are permitted in Transit Boulevard Districts and generally will be local-serving. Retail and personal services may be located on the ground floor of office and residential.

Policy LT-3.1.12: District edges. The outer edges of Transit Boulevard Districts will be designed to respond to adjacent open spaces, neighborhoods, and centers. Edge treatments may vary depending on the surrounding context.

Policy LT-3.1.13: Pedestrian/multi-modal design. The application of appropriate street types will be coordinated with land uses to encourage convenient, comfortable travel by non-auto modes and transit in Transit Boulevard Districts. Pedestrians, cyclists, and transit users will receive the highest priority among travelers in Transit Boulevard Districts.

Objective LT-3.2

Industrial and Flex/R&D Districts will provide a variety of research and industrial employment opportunities configured into a coherent urban fabric accessible by primary regional road and/or rail corridors.

Policy LT-3.2.1: Location and function of Industrial and Flex/R&D Districts. Industrial and Flex/R&D Districts are intended to be located in proximity to primary regional road and/or rail corridors to facilitate efficient goods movement. Industrial Districts will accommodate heavier industrial uses such as manufacturing, warehousing, and transportation, while Flex/R&D Districts will accommodate less intensive light industrial, warehousing, and research and development uses.

Policy LT-3.2.2: Pattern of streets, blocks, and buildings. Flex/R&D and Industrial Districts will consist of a continuous pattern of streets, blocks, and buildings. While the size of blocks in these districts may be larger than that of other districts, the general principles shaping the urban fabric will remain the same.

Policy LT-3.2.3: Building character and location. The character and orientation of buildings in Industrial and Flex/R&D Districts will reinforce the street hierarchy and promote convenient access for non-automobile modes. In general, buildings will be built to a consistent setback along the most intensive adjacent street. The front facades of buildings will be oriented toward this street. The height, massing, and articulation of buildings will vary throughout the district.

Policy LT-3.2.4: Community spaces. Parks and greens are encouraged to provide visual relief in Industrial and Flex/R&D Districts.

Policy LT-3.2.5: Retail and service commercial activity. Retail and personal service uses may be located in Industrial and Flex/R&D Districts. Eating establishments and uses serving the daily needs of workers are ideal and are encouraged to locate near transit stations and stops, where feasible.

Policy LT-3.2.6: Location and character of parking. Parking facilities in this district are likely to be surface parking lots. Where feasible, these will be located on the faces of blocks adjacent to less intensive streets or screened from street and sidewalk view.

Policy LT-3.2.7: District edges. The outer edges of Industrial and Flex/R&D Districts will be designed to carefully respond to adjacent districts and natural features. Buffers or transitions, such as parks and open space, can be used between Industrial and Flex/R&D Districts and residential districts.





GOAL LT-4. Create a balanced, complete transportation network of multi-modal corridors and local circulation.

Objective LT-4.1

An urban transportation network of multi-modal corridors and local circulation will provide a range of mobility options to residents and visitors. The Transportation Systems Map, Figure LT-4.1, depicts the general concept for Transit Corridors, Boulevards, Avenues, and Connectors within the West Bench and east-west connectors linking the West Bench to the region. Specific locations for these roads and transit lines will be determined in coordination with County and regional planning efforts and as given portions of the West Bench are proposed for development.

Policy LT-4.1.1: Urban network. Circulation in the West Bench is intended to be arranged in an urban network of multi-modal streets that reinforces the hierarchy of mixed-use centers and corridors while ensuring walkable, human-scale districts and neighborhoods. From the Boulevard to the local street, the urban network serving the West Bench is designed to seamlessly link neighborhoods, centers, and other destinations with streets scaled to the pedestrian, cyclist, and transit user as well as the car. A conceptual drawing of this network is illustrated in Figure LT- 4.1.1 and described in Table LT-4.1.1.

Policy LT-4.1.2 Street redundancy. Traditional suburban street networks tend to direct all trips to arterials and major through streets, even if the trip is to a local destination. Instead, the West Bench network is intended to provide multiple routes of local through-streets with sufficient frequency to allow short trips to local destinations, such as centers and transit nodes, on minor streets. This network of alternate local routes along with the appropriate spacing of major throughways is intended to be designed in a manner that prevents excessive arterial and boulevard widths..

Policy LT-4.1.3. North-south Transit Corridor. From north to south, in appropriate locations, a Transit Corridor will act as the primary corridor for mass transit, shaping the location of mixed-use centers and major concentrations of commercial and civic activity. The Transit Corridor may provide for dedicated transit lanes. Outside of centers, transit need not be placed within Transit Corridors or other roadways.

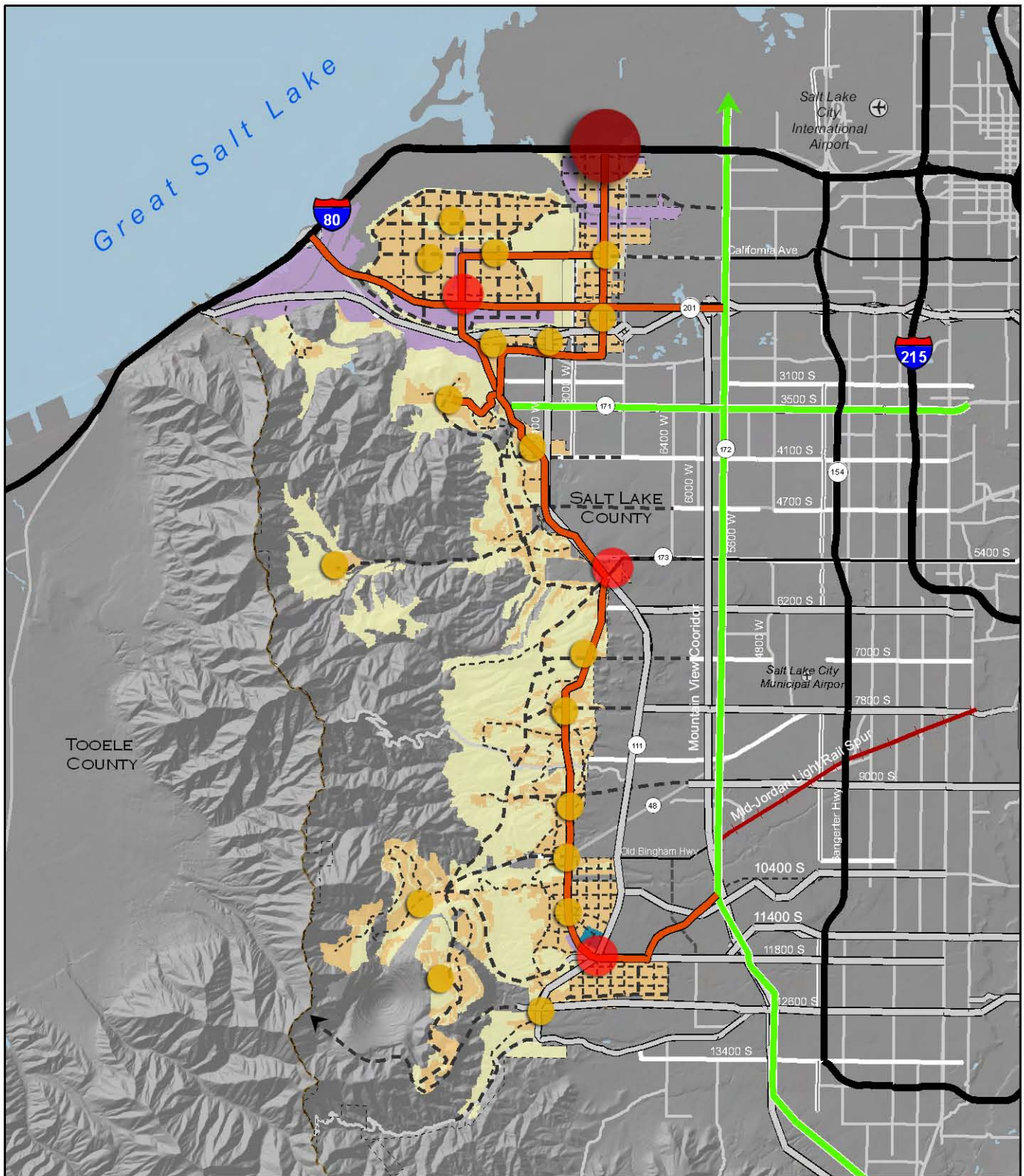


FIGURE LT-4.1. TRANSPORTATION SYSTEMS MAP.

Mixed-Use Centers	Existing Features	Proposed Features	Land Use	
Urban Center	Freeway/Highway	Transit Corridor	Residential/Neighborhood Centers	Counties
Town Center	Cross Streets	Avenues/Arterials	Residential	WB Planning Area
Village Center	Airport	Interior Connector	Employment Districts	
		Regional Transit	College/University	
		Road Improvements		

EDAW

N
0 1 2 3 Miles

FIGURE LT-4.1.1. STREET NETWORK.

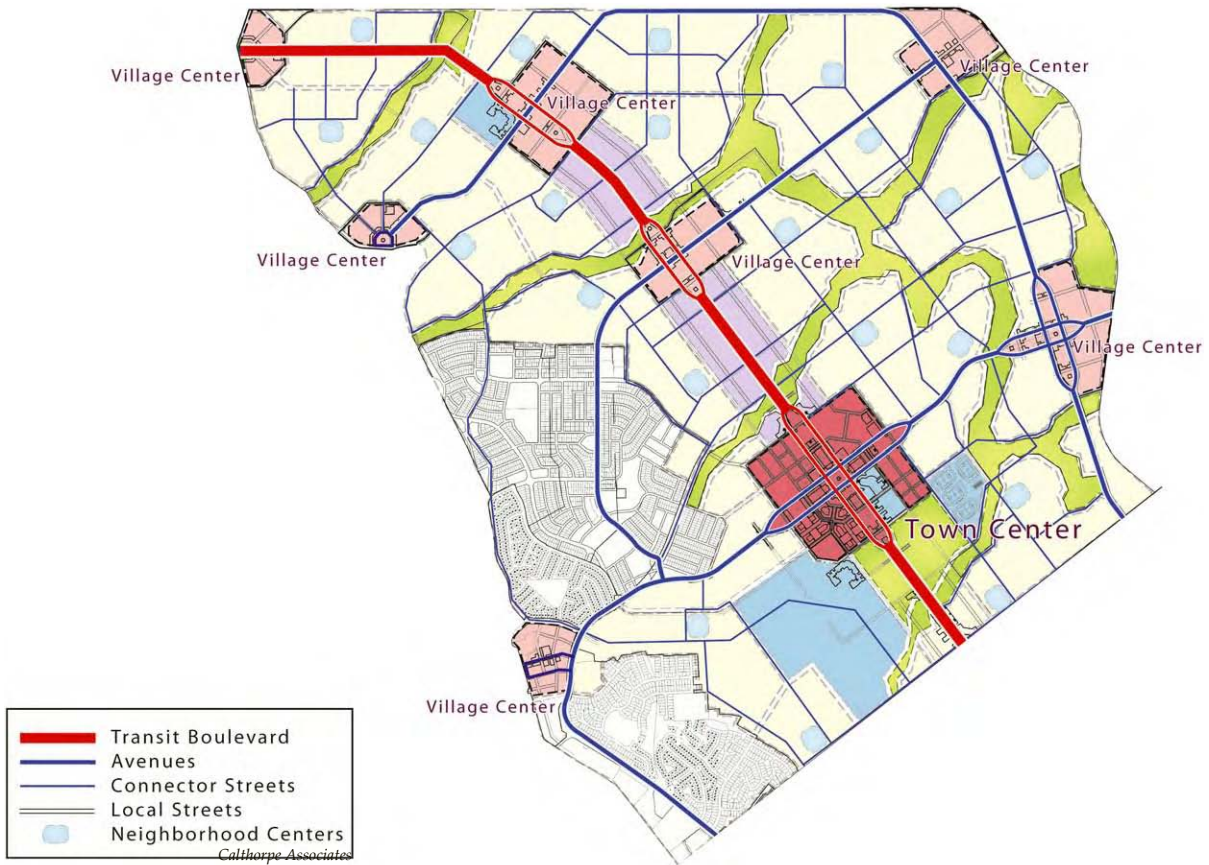


TABLE LT-4.1.1. WBGp STREET STANDARDS - PRIMARY DESIGN ELEMENTS.

TRANSIT BOULEVARD	AVENUE	TRANSIT BOULEVARD/ AVENUE COUPLET	CONNECTOR	LOCAL STREET
<p>Transit Boulevards will accommodate high capacity multi-modal travel, incorporating auto lanes, dedicated mass transit rights-of-way, dedicated bicycle lanes, and safe, convenient routes for pedestrian travel. Transit Boulevards will typically be located along the Transit Corridor in or near mixed-use centers or Transit Boulevard Districts.</p>	<p>Avenues will provide medium to high capacity circulation for public transit and private vehicles, as well as safe travel for bicyclists and pedestrians. Along highly traveled routes serving higher density destinations, dedicated transit lanes will facilitate rapid movement.</p>	<p>Couplets will provide a balance between access and mobility in some centers. In these higher density locations, couplets shorten pedestrian crossing distances and bring transit vehicles to a curbside location for direct pedestrian access.</p>	<p>Connector streets will enable low to medium capacity multi-modal travel within and between neighborhoods and districts, and will disperse traffic from Transit Boulevards and Avenues. Connector streets will provide connections from Transit Boulevards and Avenues to lower-intensity destinations such as Neighborhood Centers, and will serve as transitional routes between these primary corridors and local streets.</p>	<p>Local Streets will provide lower-capacity circulation within neighborhoods and districts. Local streets will carry slower-moving vehicle traffic in a pedestrian-oriented environment that is also safe for bicycle travel.</p>

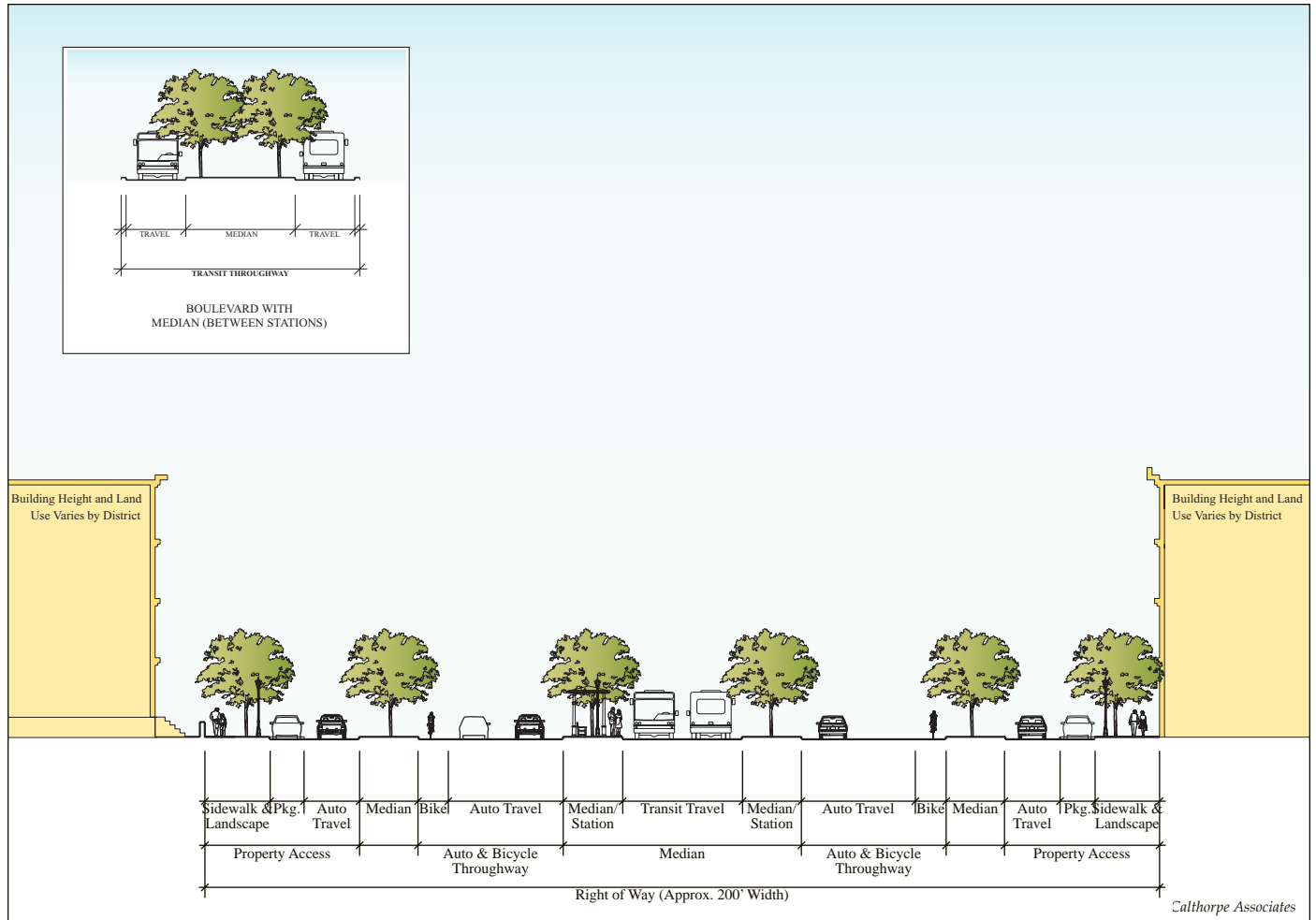
Policy LT-4.1.4: Boulevards, Avenues, and Connector streets. The goal of the circulation plan is to create livable and useful places along all major corridors. Too often, because of large volumes, high speeds, and poor street design, arterials become auto-only zones that divide communities with sound walls and create pedestrian barriers. The West Bench can avoid these problems by:

1. Designing major thoroughways as Boulevards and Avenues rather than typical arterials where appropriate. Boulevards can accommodate higher density residential, office, and retail uses by providing service roads at each edge (see Figures LT-4.1.4a and LT-4.1.4b). The setback, landscaping, parking, and slow traffic of these service roads create a pedestrian-friendly environment and allow buildings to orient to the Boulevard. The major fixed transit systems in the West Bench are intended to be located in such Boulevards in key locations, such as mixed-use centers.. Avenues are major thoroughways without the service roads and typically without dedicated transit lanes. Typically, they provide medians, on-street parallel parking, tree/lawn setbacks, and sidewalks. Appropriate land uses along Avenues are intended to front the throughway (see Figure LT-4.1.4c).
2. Creating a network of Connector streets that establishes enough connectivity at the local level to reduce volumes on major roads while allowing local trips to local destinations on Connector and Local streets.
3. Ensuring that Connector streets, unlike more standard 'collector' streets, are continuous across major corridors and are placed frequently enough that their volumes do not exceed a level appropriate for residential development to front onto the Connector (see Figure LT-4.1.4d).

Policy LT-4.1.5: Street couplets in centers. The retail that gives life and focus to the Urban, Town, and Village Centers will need auto access and visibility as well as pedestrian and transit connections. Too often this places the retail in the least pedestrian-friendly environments – at intersections of major arterials. To solve this problem, Boulevards and Avenues, as they enter a center, may transition to pairs of one-way streets that are better scaled to the pedestrian in crossing dimension and scale (see Figure LT-4.1.5). These 'couplets' can carry the same volumes as the major thoroughways and actually reduce traffic delay at intersections by eliminating left turn phases in signaling. The length of the couplet and its design may vary by center type and context but is not intended to extend through adjoining neighborhoods and districts.



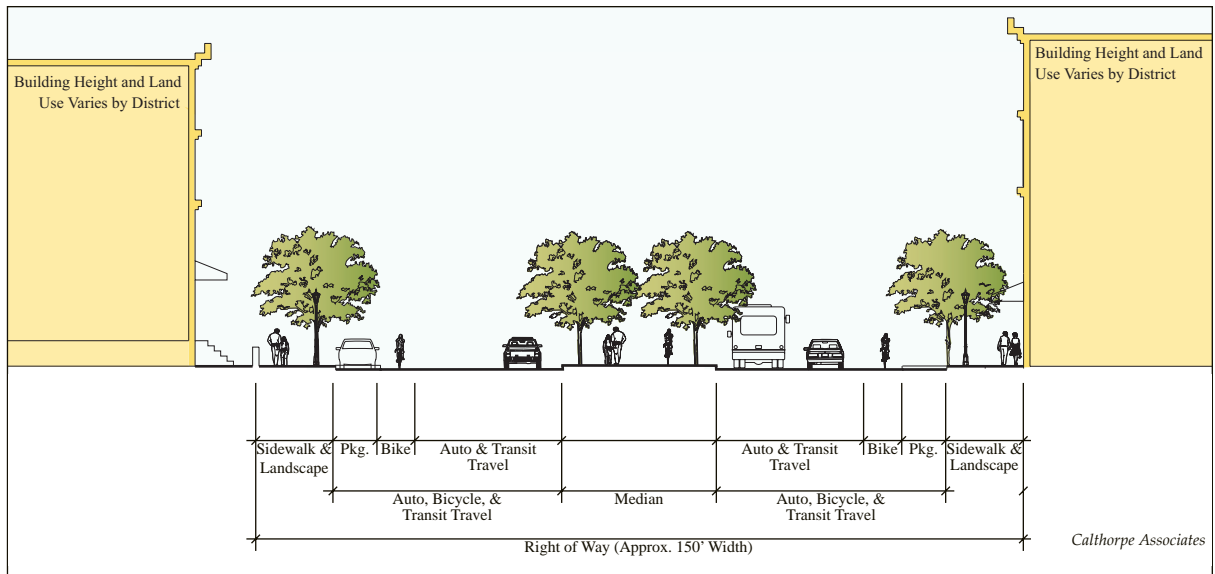
FIGURES LT-4.1.4A & LT-4.1.4B, TRANSIT BOULEVARD GUIDELINES.



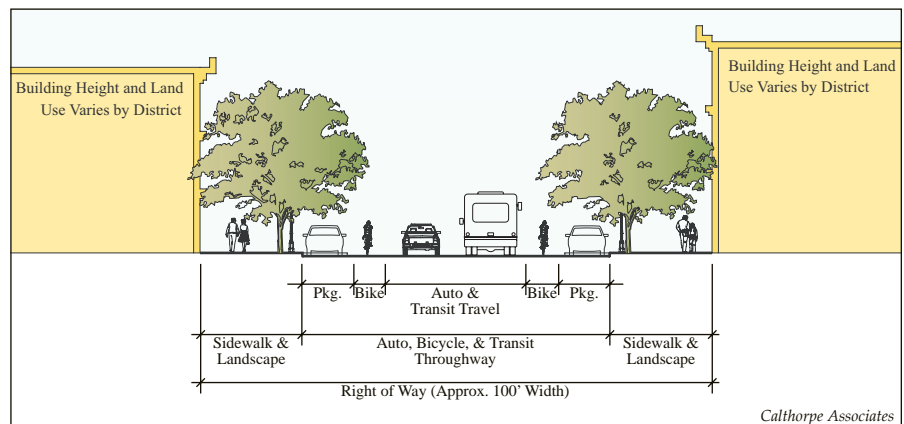


The Transit Corridor is intended to be a spine that unifies the site from north to south and act as the primary corridor for mass transit, shaping the location of mixed-use centers and major concentrations of commercial activity. Portions of the Transit Corridor and other major east-west throughways may be developed as Boulevards, typically in or near centers or Transit Boulevard Districts. One key ingredient of the Boulevard is the use of parallel one-way service roads on each side to establish a pedestrian-friendly edge that allows guest parallel parking, local access, and a scale that can accommodate sidewalk cafes, major building entries, and small shops. This human-scale zone can be separated from through traffic by heavily landscaped medians. The center of the Boulevard may contain multiple through lanes, bicycle lanes, and a dedicated right-of-way for transit. It is expected that fixed rail or other high quality transit would travel in a median at the center of the Boulevard.

FIGURE LT-4.1.4C & LT-4.1.4D, AVENUE & CONNECTOR STREET GUIDELINES.

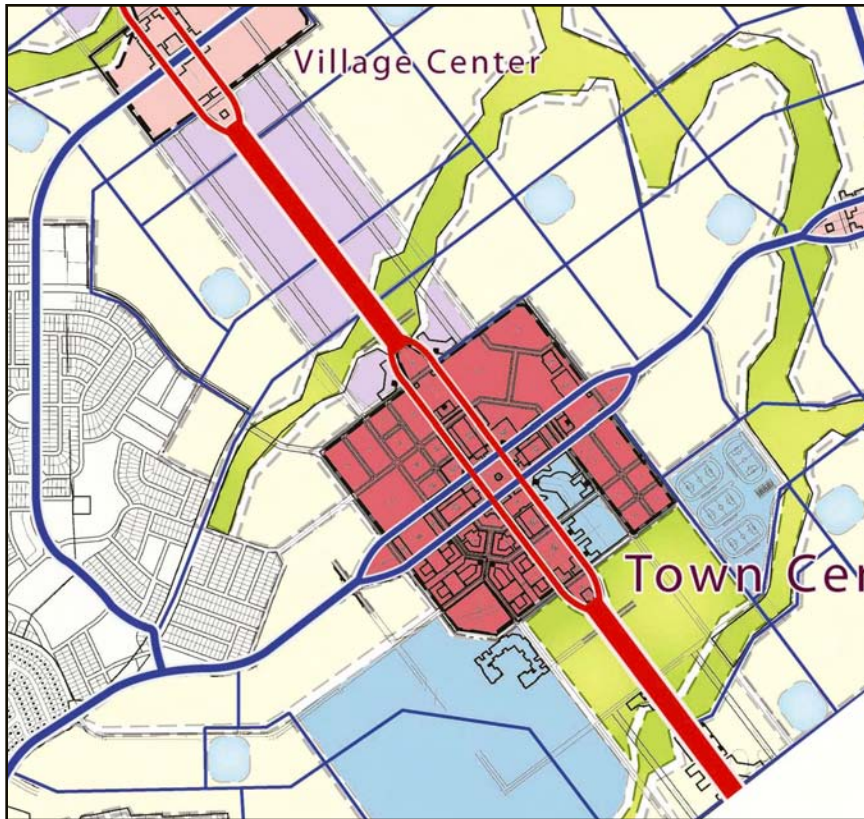


Avenues supplement the Boulevards as major thoroughways, spaced at a frequency that would allow them to contain no more than four travel lanes. Unlike typical arterials, Avenues feature parallel parking, generous tree lawns, and sidewalks to create a pedestrian-friendly frontage and allow buildings to front the street. A wide center median is encouraged for Avenues.

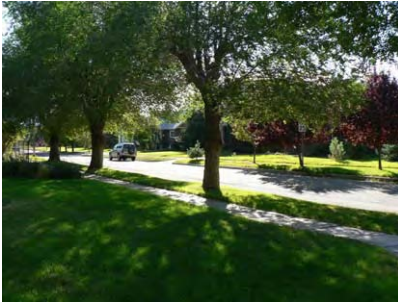


Connector streets are intended to replace the typical collector streets with important differences. They are intended to occur with a frequency and connectivity to allow traffic to disperse over parallel routes and allow local trips access to local destinations without the use of a major thoroughway. This means that typically they could be spaced as a grid at appropriate intervals and that they are intended to be continuous across major thoroughways. Connectors may have parallel parking on both sides, lined with tree lawns and sidewalks.

FIGURE LT-4.1.5. COUPLET GUIDELINES.



The Couplet is a key circulation strategy designed to allow the centers to simultaneously handle through-traffic while remaining pedestrian friendly. As a Boulevard or Avenue enters a center, it would split into two one-way streets divided by a block of sufficient size for commercial or mixed-use development. Each one-way street may have multiple through lanes with parallel parking on each side without excessive roadway width. Intersections can be narrow and pedestrian friendly as left turns would typically not require turn pockets. Wide sidewalks with street trees can be used to create a pedestrian-friendly urban setting. Transit and bike lanes may be added to the through lanes.



Policy LT-4.1.6: Local street types. Provide a full range of local street types to serve the needs of various centers, Residential Districts, Employment Districts, and educational facilities. In addition to the Boulevard, Avenue and Connector streets described above, these will include Local Streets, Rural Roads, and Alleys as shown in Figures LT-4.1.6a and LT-4.1.6b. In addition, other street types may be utilized, including County-provided street types or street types set forth in developer design guidelines or development standards approved pursuant to the P-C Zone.

Local Streets: Local roads are the basic networks of the circulation system. As they are at the heart of the neighborhoods, they should be designed to encourage slower traffic, and create a safe environment for kids, bikers, and pedestrians. They should have parallel parking on both sides, narrow crossings at corners, generous tree lawns, and sidewalks (see Figure LT-4.1.6a).

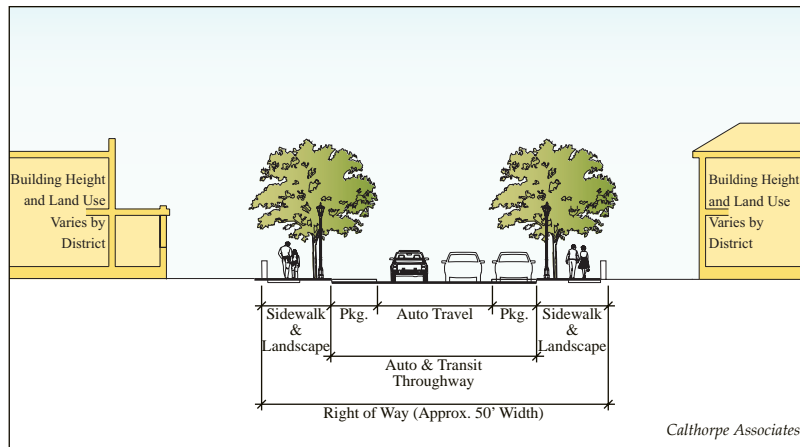
Rural Roads: As much of the West Bench is hilly, in areas of low density and steep grades, a less formal road may be appropriate. In such select areas, rural roads may be used with soft shoulders, no formal street parking, and sidewalks on one side only (see Figure LT-4.1.6b).

Alley: As it is a goal of the residential neighborhoods to de-emphasize the garage, rear access may be an important design option for many homebuilders. In this case, a narrow alley may be employed.

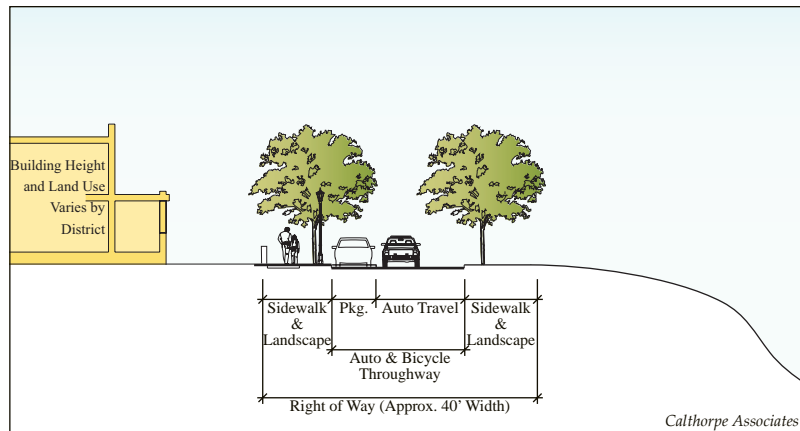
Policy LT-4.1.7: Context-sensitive street design. Any street regardless of classification is intended to vary in section, features, and size in relation to its urban context. For example, a Connector street may have a different sidewalk dimension, tree lawn treatment, pedestrian crossing, and lane width as it moves from a neighborhood into a center. The elements that can vary include:

- Design speed
- Sidewalk size
- Tree lawn treatment and dimension
- On-street parking
- Bike lanes
- Traffic-calming treatments
- Transit facilities
- Pedestrian crossing treatments
- Types of street furniture and utilities (street light design, etc.)

FIGURES LT-4.1.6A & LT-4.1.6B. LOCAL STREET & RURAL ROAD GUIDELINES.



Local streets are the basic networks of the circulation system. As they are at the heart of the neighborhoods, local roads are intended to encourage slower traffic, create a safe environment for children, bicyclists, and pedestrians. Typically they should have parallel parking on both sides, narrow crossings at corners, generous tree lawns, and sidewalks.



As many portions of the West Bench are hilly, these areas of steep grades and low density development may have a less formal road. In such areas, rural roads may be used with soft shoulders, no formal street parking, and sidewalks on one side only.

Policy LT-4.1.8: East-west connections. The intersection of existing and planned regional east-west transportation corridors and the Transit Corridor will serve as the basis for major multi-modal transfer points. These transfer points are intended to be located in centers and to be preserved for intensive transportation infrastructure and development.

Objective LT-4.2

Major public transit transfer points and stations will be located at mixed-use centers.

Policy LT-4.2.1: Location of multi-modal transfer points. Primary transfer points between major transit lines and other transit modes and routes are likely to be located in central locations within Urban and Town Centers. Secondary transfer points are intended to be located within Village Centers.

Policy LT-4.2.2: Location of major transit stations and stops. Specific locations for transit stations and stops will be developed through further study, consistent with the transit station and stop policies for each type of land use goals LT-1, LT-2, and LT-3.

Objective LT-4.3

A dedicated network of pedestrian and bicycle paths and connections is intended to provide safe, convenient walking and bicycling access throughout the West Bench.

Policy LT-4.3.1: Function of trails. Trails are intended to provide safe, convenient routes for pedestrians and bicyclists to both urban and open space destinations throughout the West Bench (see policies in the Parks, Recreation, and Trails Element).

Policy LT-4.3.2: Function and location of bicycle travel lanes. Dedicated bicycle travel lanes within streets typically will be designed to connect to a dedicated network of recreation trails connecting open space, parks, and recreation facilities.

GOAL LT-5. Purposefully integrate urban form and the transportation network.

Objective LT-5.1

Integrate the location of land use types and transportation routes.

Policy LT-5.1.1: Land use linked to street typologies. The WBGP will guide the County in preparing and implementing land use regulations that are tied to specific street typologies as well as street typologies that are tied to specific land use regulations. Street typologies are intended to emphasize the access and mobility function of each street classification, and to be matched to the land use classification for the adjacent land use.

Policy LT-5.1.2: Integrated transit facilities and amenities. Transit amenities, such as bus shelters and intermodal facilities, typically will be provided in conjunction with land use densities and mixes that are transit-supportive. Urban, Town, and Village Centers are logical locations for fully integrated intermodal transfer facilities served by medium and high-capacity routes. Neighborhood Centers are intended to feature local-serving transit service and include appropriate transit amenities. Transit stations and stops will comply with the accessibility requirements of the Americans with Disabilities Act (ADA).

Policy LT-5.1.3: Street design. Developer design guidelines and/or development standards under the P-C Zone will include appropriate street typology that establishes primary and secondary priority design elements for each street type, which may include the following:

- Sidewalks
- Tree lawns
- On-street parking
- Bicycle lanes
- Recreation trails
- Alleys and rear-facing garages
- Landscaped medians
- Well-marked pedestrian crossings and signals
- Amenity zones
- Street furniture
- Transit amenities, such as transit shelters
- Traffic-calming features



THE WASATCH FRONT REGIONAL COUNCIL HAS NOTED THAT “THE PROACTIVE PLANNING OF DEVELOPMENT AROUND TRANSIT STOPS AT THE TIME WHEN INVESTMENTS ARE BEING MADE WILL ENSURE THAT OUR FUTURE TRANSPORTATION SYSTEM IS SUPPORTED BY SMART LAND USE DECISION-MAKING THROUGHOUT THE GREATER WASATCH AREA.”

Objective LT-5.2

Coordinate land use and transportation decisions based upon the four primary principles: Diversity, Design, Density, and Destination.

Policy LT-5.2.1: Parking standards. Where appropriate, centers will be characterized by shared parking facilities that service multiple users, minimizing the segregation of parking among individual entities. Consider national established parking standards, such as the Urban Land Institute (ULI) shared parking design standards, in all centers.

Policy LT-5.2.2: Extensive transit choices. Continuous fixed-route transit service is intended to provide frequent, reliable, and interconnected service linking major centers, Employment Districts, and civic/education areas.

Policy LT-5.2.3: Densities that support transit. The highest residential and employment densities, located in centers and Transit Boulevard Districts, are intended to be located within walking distance of transit stations. Transit can facilitate convenient access to the services, activities, and experiences people want. When complementary uses are clustered together, automobile trips can be combined or even eliminated, freeing up limited transportation resources.

Objective LT-5.3

The location of transit and transportation facilities will be coordinated with the location and type of centers to encourage mobility between each type of use and other destinations in the West Bench and the region.

Policy LT-5.3.1: Pedestrian/multi-modal design. Facilities for transit and non-motorized travel will be coordinated with land uses within centers to encourage convenient, comfortable travel by non-auto modes and transit in centers, higher density residential districts, and employment districts. Pedestrians, cyclists, and transit users will receive the highest priority among travelers in centers.

Objective LT-5.4

The location of transit and transportation facilities will be coordinated with the location and type of higher density Residential Districts to encourage mobility between each type of use and other destinations in the West Bench and the region.

Policy LT-5.4.1: Pedestrian/multi-modal design. Facilities for transit and non-motorized travel will be coordinated with land uses within

Residential Districts to encourage convenient, comfortable travel by non-auto modes and transit in centers, higher density Residential Districts, and Employment Districts. Pedestrians, cyclists, and transit users will receive the highest priority among travelers in Residential Districts.

Objective LT-5.5

Coordinate the location of mixed-use centers and Boulevards and Avenues.

Policy LT-5.5.1: Innovative roadway design elements. Consider innovative, practical roadway design elements that utilize couplets, roundabouts, “square-about,” and other circulation improvements with explicit land use benefits. Typically located in mixed-use centers, these roadway designs facilitate block sizes and street frontages that can enhance economic viability for commercial land uses planned for the mixed-use centers. These roadway design features are usually characterized by:

- Smaller intersections
- Shorter crossings, less pedestrian exposure to traffic
- Narrower pavement
- Improved automobile speed management

Policy LT-5.5.2: On-street parking. Encourage on-street parking where feasible as a key ingredient to commercial vitality in mixed-use centers. Vast areas of free surface parking are not conducive to walkability or transit service. In addition, on-street parking enhances the pedestrian-friendliness of commercial area streetscapes (see Policy LT-1.1.14).

Policy LT-5.5.3: Access to regional attractions. Regional attractions, typically located in Urban Centers or civic/education sites in other centers, generally should be located within a short walk or short, frequent shuttle/transit ride from a major transit station.

Objective LT-5.6

Coordinate the location of Employment Districts and Boulevards and Avenues.

Policy LT-5.6.1: Employment District density. Encourage sufficient density (e.g., floor area ratio) within Employment Districts to ensure viability of transit service. Lower density office development is generally difficult to serve via transit. Maximum transit ridership will be enhanced by locating a critical mass of employees in proximity to one another and to transit stations.





Policy LT-5.6.2: Employment District parking design to support transit. Carefully consider the quantity and location of parking when designing Employment Districts, including Transit Boulevard Districts and Industrial and Flex/R&D Districts. Vast areas of free surface parking are not conducive to walkability or transit service. Reliable, safe, and frequent transit service from Employment Districts to Residential Districts is critical in providing an alternative to solo vehicle trips, thereby decreasing the necessity for solo automobile travel.

Objective LT-5.7

Design Residential District street networks to maximize transit and bicycle use, minimize high-speed traffic on residential streets, enhance walkability, and increase connectivity.



Policy LT-5.7.1: Transit service to Residential Districts. Encourage the reach of transit services into Residential Districts. Many Residential Districts will not have densities sufficient to support fixed-route service on a street-by-street basis. These likely include the Foothill and Hillside Residential Districts and Hillside Cluster Residential Districts. In these instances, encourage flexible transit alternatives (dial-a-bus, paratransit, etc.), as well as bicycles and automobile park-and-ride facilities that can capture trips from Residential Districts.

Policy LT-5.7.2: Trails and lanes within Residential Districts. Support a system of on- and off-street lanes and trails to facilitate bicycle and pedestrian circulation between Residential Districts and nearby centers, Employment Districts, and civic/education sites. These lanes and trails can also provide access from Residential Districts to park-and-ride facilities or inter-modal facilities.

Policy LT-5.7.3: Traffic calming. Design Residential Districts to minimize excessive vehicular speeds. Traffic calming techniques, including forms of both vertical and horizontal deflection, can be employed, where needed.

Policy LT-5.7.4: Encourage street connectivity. Intra-neighborhood connectivity is disrupted by cul-de-sacs and other discontinuous street design patterns. In addition, fire and ambulance service is enhanced by multiple access routes to any location. Therefore, residential streets should be interconnected to the extent feasible. If cul-de-sacs are necessary due to topographical constraints, trail connections at the cul-de-sac terminus are encouraged.

GOAL LT-6. Utilize a comprehensive transportation demand management approach.

Objective LT-6.1

Transportation demand will be assessed and managed utilizing a comprehensive approach taking into account land use mix, employment and residential density, system capacity, trip dynamics, and travel behavior.

Policy LT-6.1.1: Comprehensive transportation demand management. To reduce single-occupant vehicular trips, the County will develop comprehensive transportation demand management (TDM) programs including the following trip reduction strategies:

- Transit (bus, light-rail transit (LRT), commuter rail)
- Flexible work hours
- Telecommuting
- Bike/walk
- Parking “cash-out” programs
- Carpools
- Vanpools
- Internal trips

As part of the TDM, trip reduction strategies may be identified and implemented to minimize unnecessary automobile travel and reduce impacts on the regional roadway system.

Policy LT-6.1.2: Integrate transportation demand management. Develop TDM goals to achieve level of service standards and reduce roadway capital investment. A combination of roadway construction, transit investment, and TDM will comprise the solution to West Bench mobility. The ability to achieve TDM goals will have a direct relationship to mobility and level of service.

Policy LT-6.1.3: Parking management. Parking management strategies, focusing on parking supply and pricing, will be an integral component of the TDM program. The supply of parking is an important determinant underlying choice of travel mode. Generally, with greater parking supply, fewer drivers will consider using alternative modes. The relevant parking supply includes all available parking in the centers, both on- and off-site within walking distance. Consider preferential parking to carpools and vanpools at all centers and

Employment Districts, and parking charges wherever appropriate. The effectiveness of parking pricing to reduce solo driving and increase use of alternative modes depends on several factors, including:

- The level of price and the share of cost actually borne by the driver; and
- The attractiveness of other travel and parking alternatives.

Policy LT-6.1.4: Transit signal priority. The County will investigate means to implement transit signal design to prioritize transit in all signal systems that serve both transit vehicles and motor vehicles.

Policy LT-6.1.5: Design to support TDM efforts. Support TDM efforts by creating walkable community design. This includes:

- Maximum street connectivity.
- Street-oriented buildings.
- Minimum roadway width in street section design.
- Locating transit stops and stations in the mixed-use centers and Transit Boulevard Districts.

UTILITIES AND SERVICES (US)

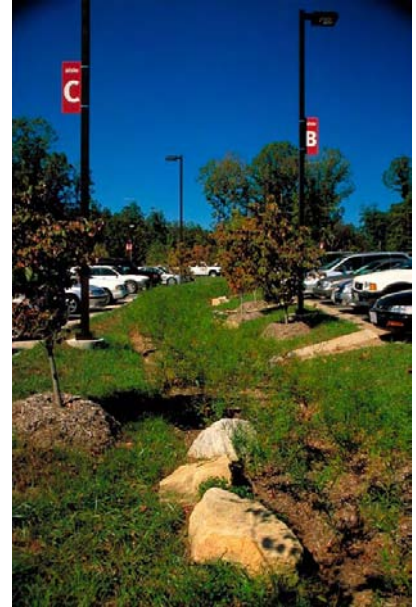
Utility services, including water, sewer, telecommunications, power, and natural gas, provide essential resources needed to sustain human life. Given the importance of these services, it is the intent of this element to provide goals, objectives, and policies for developing a safe, reliable, and sustainable utility infrastructure.

Existing conditions of the West Bench will impact the capabilities and design of utility services. While much of the West Bench is currently unpopulated, the towns of Copperton and Magna, as well as the Bingham Mine, all have existing utility infrastructures. Future decisions will determine which communities of the West Bench will be able to reuse these existing utilities or adjust the systems to new uses.

Providing utility services to the West Bench communities has both challenges and opportunities. Geologic and topographic challenges will need to be overcome to bury utilities where appropriate, effectively convey water, minimize grading impacts to the environment, and enhance the aesthetics of the communities. Another challenge will be supplying ample services to the communities while promoting conservation and sustainability. Because the West Bench communities are starting with a clean slate, there are opportunities for careful planning and sustainable design that existing towns are often not afforded. Additionally, new, innovative technologies will be used to conserve resources and protect the natural environment.

One important goal in the Utilities and Services Element is to serve new developments with utilities and services via an underground infrastructure where feasible. In some cases, subsurface geology, topology, cost, and general site conditions may impact the ability to bury utilities. Further investigations and planning will reveal the feasibility of under-grounding utilities on the West Bench.

A second goal is sustainable management of limited water resources to support a growing population and maintain a high quality of life. Sensitive site planning, water-wise landscaping, and effective watershed management will promote water conservation and sustainability.



Capturing and cleaning increased runoff, and minimizing the pollution and disruption of surface waters, while also providing local aquifer recharge through filtration are important components of a sustainable water management program.

Protecting the health and safety of the community is the third goal of this element. Providing sufficiently staffed and responsive police, fire, and emergency response departments will create a sense of security and a high level of protection. Safety will also be enhanced by promoting public education and emergency awareness as well as redundant yet efficient emergency infrastructure.

Utility services play a vital role in maintaining the quality of life of West Bench communities. The following goals, objectives, and policies promote ways to fully satisfy the needs of the community while promoting conservation and sustainability. See also the Natural Resources Element and Environmentally Sustainable Design Element for other related policies.

GOAL US-1. Create reliable, cost-effective, environmentally sustainable systems of utilities, public facilities, and services for West Bench communities.

Objective US-1.1

Provide adequate utilities systems for reliability, safety, and economic efficiency.

Policy US-1.1.1: Provision of services. Plan for adequate capacity and redundant services and systems so that reliable power, sewer, and water supplies are provided.

Policy US-1.1.2: Coordinate services. Where practical, coordinate with all telecommunication, entertainment, and internet needs to install “one line” to each residence.

Policy US-1.1.3: Telecommunications capacity. Coordinate telecommunication infrastructure, capacity, and redundancy conducive to business, civic, residential, and industry needs.

Policy US-1.1.4: New technology. Plan for future needs and embrace new technologies to meet them.

Policy US-1.1.5: Multi-use areas for recreation and utilities. Develop recreational facilities that can re-use land dedicated for utility use throughout the West Bench. Trails and pathways can share ground used by pipelines and power utilities; small detention areas can also be used as parks.

Policy US-1.1.6: Secondary irrigation sources. Evaluate the possibility of creating secondary water systems for recycled water irrigation both inside the West Bench areas as well as other west side communities.



Objective US-1.2

Plan for diverse and responsive police, fire, and emergency services that are staffed at appropriate officer-to-resident ratios to create a sense of security and a high level of protection.

Policy US-1.2.1: Local services. Encourage the development of local branches of police, fire, and emergency protection if County services are used. Locate stations and services within regions, and outreach branches within communities, if city services are established.

Policy US-1.2.2: Cooperative agreements. Consider cooperative agreements for police, fire, and emergency protection, and explore sources of funding.

Policy US-1.2.3: Fire services infrastructure. Promote firewise design at the wildland/urban interface and meet the urban interface wildland code, such as fire breaks at interfaces with open spaces and fire-resistant building materials, and structure design appropriate for each development type. Fire response to foothills residential development should meet standards for wildfire situations.

Policy US-1.2.4: Wildfire management. Actively manage the fuel loads and condition of natural open lands to minimize fire hazards, utilizing tools such as grazing and the Urban-Wildland Interface Code.

Policy US-1.2.5: Public awareness. Promote public education and awareness of wildfire prevention, wildfire protection, and neighborhood security.

Policy US-1.2.6: Emergency preparedness. Prepare for natural disaster and emergency response, and coordinate with public agencies to locate emergency shelters, create communication plans, and establish command centers.



Policy US-1.2.7: Search and rescue facilities. Plan for needed search and rescue facilities throughout the area and especially in the upper areas of the West Bench. Coordinate with public agencies, such as the Bureau of Land Management (BLM) and the U.S. Forest Service (USFS). Clearly mark trails and facilities with instructions for help.

Policy US-1.2.8: Crime prevention planning. Deter criminal activities through environmental design, such as by designing lighting to promote public safety while reducing the impact of light intrusion on neighbors.

Policy US-1.2.9: Fire protection. Provide clear access and fire protection to construction sites prior to construction using combustible materials. Access to sites will be provided and maintained within established safety parameters.

GOAL US-2. Develop a decision-making framework that anticipates future needs and costs, but can efficiently adapt to changing environments and technologies.

Objective US-2.1

Coordinate County, regional, and statewide decision-making and policy setting for utilities, transportation, and telecommunications issues serving the West Bench that cross jurisdictional boundaries.

Policy US-2.1.1: Service planning. Maintain open lines of communication with local and regional stakeholders and utility providers to ensure that adequate service is planned for, and provided in an efficient manner to residents, retailers, employers, and service providers.

Policy US-2.1.2: Wastewater technologies. Evaluate and plan for the use of new wastewater reuse technologies and facilities. Provide buffering of land uses for the facilities where practical.

Policy US-2.1.3: Infrastructure sizing. Plan for infrastructure systems that can expand to accommodate the anticipated density at build-out to reduce long-term costs, maximize efficiencies, and to prepare for the future growth. Reserve land and utility corridors that will be required over time.

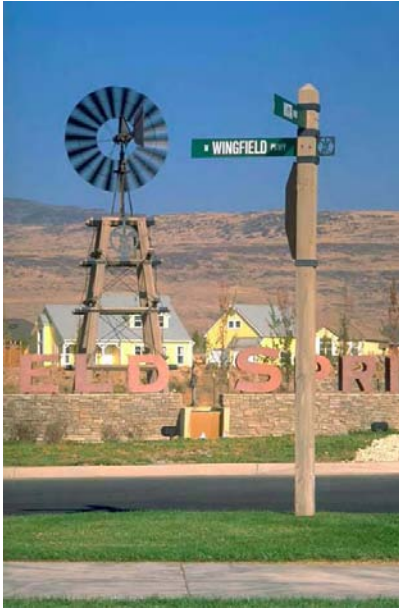
Objective US-2.2

Ensure efficiency in sustainable utility placement, use, and funding.

Policy US-2.2.1: Financing. Investigate the possibility of creating special districts or other means of providing innovative solutions for financing infrastructure costs.

Policy US-2.2.2: Rates. Work with water and energy providers to develop a rate structure that rewards water and energy conservation by residents and business owners.

Policy US-2.2.3: Monitor plans. Plan for anticipated development capacities and incorporate the ability to adjust for changes. Implement a plan review schedule for all utilities based on anticipated growth and demand rates.



ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)

The quality of life enjoyed by county residents can be attributed in part to the beauty of the natural setting of the West Bench. As growth continues in the county, the type of development that occurs can have a direct impact on residents' quality of life. While appropriately placed and designed buildings can complement the natural environment and serve as extensions to the natural landscape, sprawling development that causes extensive regrading of hillsides can have a negative environmental impact and can decrease the existing high quality of life. Sustainable practices such as sustainable building, air and water quality protection, use of alternative energy sources, waste reduction, and recycling can have positive economic benefits. Environmentally sustainable design will be paramount to successful development in this unique setting.

The WBGPP guides development in a responsible and focused manner that maintains or improves the existing quality of life by sustaining natural systems. Careful and innovative design, construction methods, and use of materials will help protect these systems. The community of Daybreak, South Jordan City, is an example of thoughtful planning with consideration toward both the sensitivities and needs of the region. The development incorporates many types of building styles, open space planning, and environmentally sound building practices to support long-range sustainability goals.

Considering ways to reduce the environmental pressures or impacts resulting from both new construction and existing structures can help protect our environment. A pragmatic means to address this is through incorporating sustainable building practices into new developments. Sustainable building practices refer to design and construction strategies and maintenance techniques that reduce environmental impacts by incorporating energy efficiency, water conservation, pollution prevention, resource-efficient materials, and indoor environmental quality in all phases of a building's life.

The purpose of the goals, objectives, and policies of this section is to define ways to incorporate sustainable design into the construction, maintenance, and ongoing operation of both buildings and communities by utilizing construction methods that minimize environmental impacts. Sustainable structures incorporate resource conservation techniques. Many benefits stem from homes built with greater energy, water, and resource-efficiency. Some of these benefits include reduced energy consumption, protection of ecosystems, and improved occupant health. Promoting sustainable buildings helps achieve sustainable and efficient use of material, siting, and land resources.

GOAL ESD-1. Protect our region's air, water and energy resources, providing a healthy environment for our citizens.

Objective ESD-1.1

Protect air quality to provide a healthy environment for Salt Lake County citizens.

Policy ESD-1.1.1: Air quality. Work with the Department of Environmental Quality to address and monitor vehicle, industrial, commercial, and construction-related emissions that will impact air quality.

Policy ESD-1.1.2: State Implementation Plan. Innovations from the development proposed under the WBGP should receive consideration within future updates to the State Implementation Plan. This will require interaction at the State level in an effort to help the State develop comprehensive strategies to reduce emissions of criteria air pollutants.

Policy ESD-1.1.3: Alternatives to driving. Promote programs such as carpooling, carshare, public transit, bicycling, and telecommuting that help reduce pollution.

Policy ESD-1.1.4: Agency plans. Coordinate with the Wasatch Front Regional Council, Utah Transit Authority, Utah Department of Transportation, and other transportation agencies so that land use and transportation decisions will protect regional air quality.

Policy ESD-1.1.5: Emission reduction. Incorporate emission reduction goals into voluntary "no drive" and voluntary "no burn" days within the transportation program.



Objective ESD-1.2

Encourage the implementation of alternative energy.

Policy ESD-1.2.1: Alternative energy. Encourage the implementation of alternative energy technologies such as geothermal, solar, and wind power and alternative vehicle power.

Policy ESD-1.2.2: Local energy. Encourage the local production of renewable energy and neighborhood-scale systems that reduce the need for large, regional energy infrastructure systems. Examples of neighborhood scale-systems include photovoltaic cells, wind turbines, geothermal package plants, and similar systems. This type of local approach to energy production is not only healthy from an environmental perspective, but it can also lead to local job creation with respect to system installation and operations.

Objective ESD-1.3

Manage the natural water cycle through advanced watershed management techniques to protect and recycle the purity and volume of water within the watershed and promote aquifer recharge.

Policy ESD-1.3.1: Groundwater recharge. Encourage reliable and innovative stormwater systems that maximize available water resources, minimize the impacts to surrounding infrastructure and the natural environment, and promote use of surface run-off to create groundwater recharge opportunities.

Policy ESD-1.3.2: Watershed protection. Protect and monitor the long-term quality of watersheds. Encourage open space protection, riparian preservation, watershed basin models, monitoring, and/or strategic implementation of stormwater BMPs as important tools in maintaining long-term watershed quality.

Policy ESD-1.3.3: Integrated stormwater system. Plan for reliable and innovative stormwater systems that maximize available water resources, minimize the impacts to surrounding infrastructure and the natural environment, lower contaminants from surface runoff, and capitalize on stormwater infiltration and surface run-off opportunities to increase groundwater recharge opportunities.

Policy ESD-1.3.4: Wastewater treatment. Explore the use of smaller wastewater treatment facilities that could treat wastewater for reuse (irrigation).

Policy ESD-1.3.5: Water quality. Protect overall water quality, encouraging stormwater infiltration, groundwater recharge, and removal of contaminants from stormwater runoff.

Policy ESD-1.3.6: Watershed stability. Seek to preserve or improve the existing and historical natural conditions of the watershed.

Policy ESD-1.3.7: Habitat protection. Consider stormwater impacts to streams, seeps, wetlands, and riparian habitats when designing storm drainage systems. Seek to protect existing drainage channels from erosion both during the construction process and after improvements are complete.

Policy ESD-1.3.8: Retention and recharge. Where practical, integrate stormwater collection into a pond or lake within open space and park systems to create aesthetic and ecological amenities for residents. Evaluate the feasibility of regional or local retention and recharge facilities where needed to mitigate impacts on historic hydrology. Where stormwater detention or retention is impractical, manage the downstream infrastructure to accommodate increases in stormwater runoff.

Policy ESD-1.3.9: Critical watersheds. Minimize development impacts to critical watershed areas, through such strategies as the minimal use and extent of non-permeable surfaces.

Policy ESD-1.3.10: Drinking water. Protect West Bench drinking water sources in aquifer recharge and wetland zones, and establish appropriate restrictions on contaminants in these areas.

Policy ESD-1.3.11: Snow storage. Coordinate snow storage locations with drainage facilities to reduce hazards and to capture runoff.

GOAL ESD-2. Demonstrate environmental responsibility in the design, construction, and operation of communities in the West Bench.

Objective ESD-2.1

Encourage the implementation of sustainable building design for new building construction in both the public and private sectors.

Policy ESD-2.1.1: LEED. Encourage the design and construction of LEED (Leadership in Energy and Environmental Design) certified buildings in both the public and private sectors.

Policy ESD-2.1.2: Climate. Respond to the regional climate in design, construction, and maintenance of buildings, such as in the use of insulation, placement and sizing of windows, and the location and siting of buildings and vegetation relative to temperatures and solar access.



Policy ESD-2.1.3: Energy efficiency. Encourage energy-efficient homes, such as Energy Star-rated homes. Promote energy-saving strategies such as:

- Energy-efficient windows to reduce heat loss in the winter and heat gain in the summer.
- Efficient water fixtures in residential homes to conserve water.
- Energy-efficient furnaces, air conditioners, water heaters, and dryers.

Policy ESD-2.1.4: Innovation. Encourage continuing innovation in design to explore new environmentally sustainable materials, construction methods, and maintenance programs as development occurs in the West Bench.

Policy ESD-2.1.5: Hazardous waste. Discourage the use of potentially toxic and hazardous materials in building construction, and encourage the use of alternative materials and practices that are environmentally benign to improve indoor air quality and other health impacts.

Objective ESD-2.2

Encourage sustainable development that promotes the efficient use of land, conservation of natural resources, and resource-efficient design and construction.



Policy ESD-2.2.1: Water efficiency. Encourage conservation strategies for potable water in common or public landscaped areas through techniques such as water-wise or native plants, minimal turf areas, high-efficiency irrigation technology, or the use of rainwater harvesting, grey-water systems, or raw water.

Policy ESD-2.2.2: Heat islands. Minimize the “heat island” effect common to urban areas through tools such as light-colored paving to reflect solar radiation, and trees and landscaping in parking lots to provide shade and improve air quality.

Policy ESD-2.2.3: Landscape maintenance. Evaluate ways to reduce the use of pesticides, fungicides, and herbicides and promote less-polluting, safer products.

Policy ESD-2.2.4: Energy-efficient street lighting. Provide energy-efficient street lighting at appropriate levels to reduce light impacts on dark skies.

Policy ESD-2.2.5: Energy-efficient infrastructure. Encourage compact development and infrastructure systems. In addition to providing low impact and on-site means of providing necessary infrastructure and

creating jobs within the community, these systems reduce fossil fuel usage and minimize impacts to air quality.

Policy ESD-2.2.6: Site grading. Design developments to respect the existing topography and historic drainages, and conserve existing mature trees and significant vegetation, where feasible.

Objective ESD-2.3

Reduce the impacts of solid waste disposal on existing landfills to extend their life and limit the need for new landfills.

Policy ESD-2.3.1: Waste reduction. Promote pilot household and commercial business waste reduction and pre- and post-collection recycling programs.

Policy ESD-2.3.2: Organic waste recycling. Promote a yard waste recycling program to keep organic material out of the landfills. For example, collected yard wastes can be composted for use in community parks and for sale to the public.

Policy ESD-2.3.3: Construction waste recycling. Promote a construction waste recycling program to divert solid waste from the landfill.

Policy ESD-2.3.4: Landscape and household hazardous materials. Encourage substituting safer products, reducing the use of and responsibly disposing of hazardous pesticides, fungicides, and herbicides. Discourage household storage of hazardous materials.

Objective ESD-2.4

Reduce the amount of embodied energy used in new construction. Embodied energy “is the energy required by all the processes associated with production of a building, from the acquisition of natural resources to product delivery.”

Policy ESD-2.4.1: Local resources. Encourage the use of locally based labor and building materials to reduce the total energy consumption of new construction.

Policy ESD-2.4.2: Recycled building materials. Encourage the salvage and reuse of building materials and recycled products in new construction.

Policy ESD-2.4.3: Embodied energy in materials. Encourage the use of building materials that have a low embodied energy rating, such as locally produced materials, materials with a higher recycled content, and materials that require less energy to produce or manufacture.



Objective ESD-2.5

Work with the community to foster interest in sustainable design.

Policy ESD-2.5.1: Partnerships. Promote partnerships among public and private sector groups to promote environmentally sensitive design.

Policy ESD-2.5.2: Education programs. Encourage community programs (e.g., workshops, newsletters, or a website) to educate the public on subjects such as sustainable design, energy conservation, and sustainable construction.

Policy ESD-2.5.3: Training programs. Promote training seminars and continuing education programs for local government officials, planners, developers, contractors, and maintenance personnel in sustainable design and building technologies.

Policy ESD-2.5.4: Demonstration projects. Foster demonstration projects to illustrate environmentally sustainable strategies, such as:

- Composting
- Recycling
- A sustainable building construction model home
- Water-wise native and adapted non-invasive landscaping
- Permeable paving
- Sustainable streets with innovative stormwater Best Management Practices (BMPs)
- Renewable energy
- Organic maintenance
- Community gardens

Policy ESD-2.5.6: Environmental sustainability. Encourage the development of businesses that are environmentally sustainable and that have made a positive commitment to the environment and community as evidenced by their corporate policies and practices.

NATURAL RESOURCES (NR)

The mountains and foothills of the Oquirrh Mountains provide both a natural resource base and a scenic backdrop to Salt Lake Valley. Salt Lake County is blessed with many highly scenic visual resources. High mountain peaks are the most obvious of these visual resources, but they also include many other features such as open meadows, riparian corridors, wetland areas, and forested areas. The extensive amount of land on the West Bench and other public lands (see Figure NR-1) offers the opportunity to employ a balanced approach to resource development and conservation, eventually incorporating a system of open space within the developable portions of the site and connections to the large contiguous areas comprised of the rugged slopes of the Oquirrh Mountains.

Thousands of acres of the Oquirrh Mountains lie beyond the Large-Scale Planned Community Development (P-C) Zone boundary, typically occurring on constrained lands with slopes above 30 percent or greater. These mountainous areas are referred to as Oquirrh Mountain Range lands, and are not planned for urban development. Mining-related operations will continue in these areas and may even expand in the foreseeable future. As ongoing mining operations are completed, management of these lands is as yet undetermined, but may focus more directly on wildlife management, utilities, resource protection, and cultural resource preservation. Appropriate recreational access and activities, such as skiing, hiking, mountain-biking, wildlife viewing, and picnicking, may also occur at key locations in the future. As the West Bench General Plan evolves, mining uses transition, and additional studies are completed, additional areas of designated open space and public access could be defined. Although the Oquirrh Mountain Range lands are not currently planned for urban development, development of the P-C Zone area is not made conditional on preservation or conservation of the Oquirrh Mountain Range lands.

A portion of the developable land area subject to the Large-Scale Planned Community Development (P-C) Zone is intended to be an urban open space system. Open space refers to lands specifically valued for their



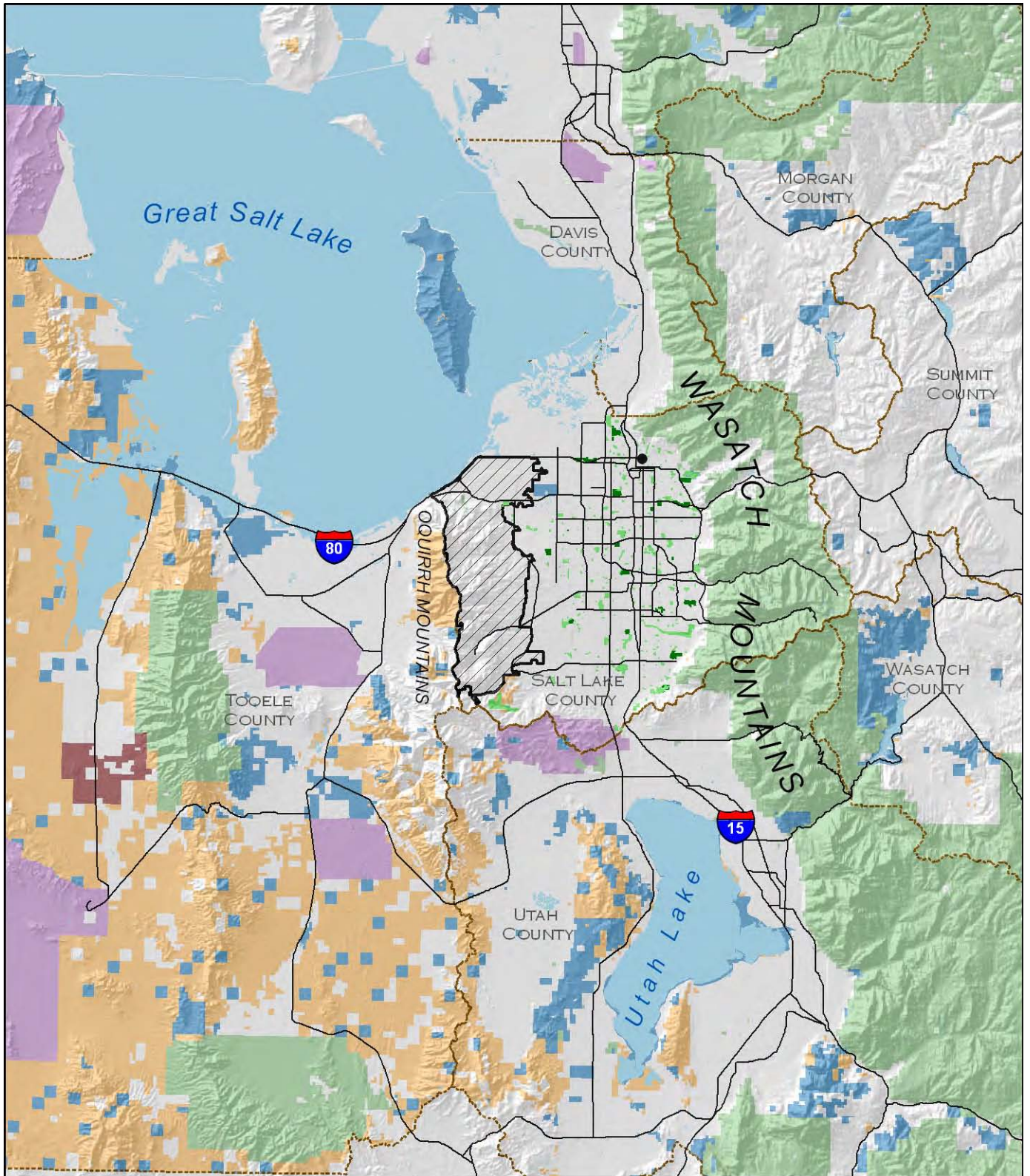


FIGURE NR-1. PUBLIC LANDS.

- | | | | |
|--------------------------|-----------------------|------------------------------|-----------------------------|
| West Bench Planning Area | County and City Parks | Public Land Ownership | Military Reservations |
| Counties | Golf Courses | BLM | Native American Reservation |
| Highways | Open Water | Forest Service | State of Utah |
| Major Streets | | | |



cultural, ecological, agricultural, or recreational resources located within the developable areas of the property. Open spaces may be developed to accommodate publicly or privately owned or managed recreational, social, cultural, educational, public/quasi-public facilities, civic uses, and developed parks, among other uses permitted under the P-C Zone. Existing law allows the County to require a similar proportion of parks and open space to what has been provided elsewhere in the County's land use jurisdiction. Any additional parks and open space within the West Bench will represent voluntary actions of developers.

The goals and policies in this element apply to those portions of open space within the P-C Zone area that will remain in a natural or natural-appearing condition, rather than highly developed public, private, semi-private, or civic uses. Other elements in this chapter, such as the Parks, Recreation, and Trails Element, provide separate goals and policies for the active recreation portions of open space. In general, most open spaces that will remain in a natural condition will consist of land that:

- Contributes to the unique character of the region;
- Functions as a linear, connective greenway between other conserved lands; or
- Has the potential to function as a destination location by drawing people to visit, recreate, or otherwise experience it; and/or
- It is conserved in or restored to a natural-appearing state, including, but not limited to, riparian corridors, agricultural or working lands, wetlands, and wildlife corridors.

Figure NR-1.1.1 illustrates both open space and Oquirrh Mountain Range lands.

Both open spaces and the Oquirrh Mountain Range lands contain a myriad of natural resources. Copper, silver, gold, and lead are the most well-known of these resources, and will continue to provide key economic and employment opportunities for the region. Healthy functioning of West Bench ecosystems also benefit our human communities. For example, the natural cycles and plant and animal populations of the Oquirrh Mountains provide a clean water supply, climatic moderation, flood protection, purification of air, recycling of essential nutrients, and pollination of crops to the Valley. These lands also provide an opportunity for contiguous blocks of habitat, wildlife

FIGURE NR-1.1.1. OPEN SPACE SYSTEM.



migration, and scenic protection. Ideally, natural open spaces should form an interconnected natural system to protect and enhance these natural systems.

The goals for this section are based on community values, including respecting the landscape, continuing traditional land uses such as mining, conserving natural resources, protecting wildlife, reducing visual impacts, and creating an interconnected natural system of conserved lands.

GOAL NR-1. Manage the Oquirrh Mountain Range lands to protect natural resources, preserve cultural areas, and allow for the continuation of traditional land uses.

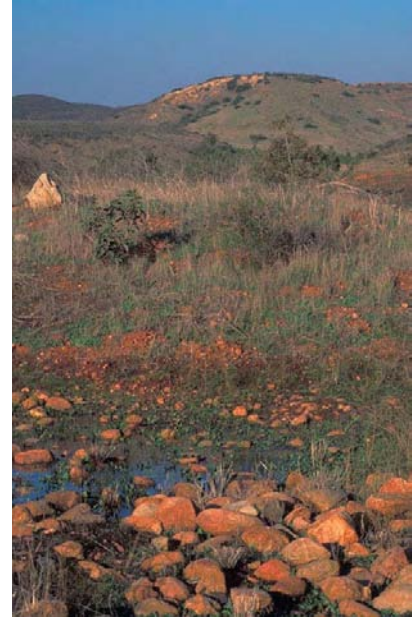
Objective NR-1.1

Manage the Oquirrh Mountain Range lands to protect natural systems and continue traditional uses.

Policy NR-1.1.1: Oquirrh Mountain Range lands. These areas will consist of primarily privately held lands that may include:

- Traditional land uses such as mining and mining-related industries;
- Low-intensity land uses such as water storage tanks and other amenities;
- Lands that are constrained due to environmental sensitivity or geologic hazards;
- 100-year floodplains designated by FEMA;
- Lands with important scenic values or that contribute to the visual quality of West Bench communities;
- Lands with important cultural values;
- Lands with important wildlife habitat or other natural values; and/or
- Lands that have important recreational values.

Policy NR-1.1.2: Oquirrh Mountain Range lands transition. Evaluate lands adjacent to future development to identify locations suitable for public access and/or permanently protected open space.





Policy NR-1.1.3: Oquirrh Mountain Range lands access. If feasible and timing is appropriate, allow recreational use of portions of Oquirrh Mountain Range lands, ranging from low access in environmentally sensitive areas to high access near key amenities.

Policy NR-1.1.4: Coordination. Coordinate and cooperate with other agencies and entities to identify, preserve, restore, and manage appropriate portions of Oquirrh Mountain Range lands economically and efficiently to benefit county residents.

GOAL NR-2. Conserve and manage open space for the continued health of the environment and enjoyment of the region's residents.

Objective NR-2.1

Conserve open space to sustain an ecologically functional system of connected natural areas that also offers opportunities for appropriate levels of public use.

Policy NR-2.1.1: Open space system. Designate areas of permanently protected open space. This open space system is encouraged to include:

- Lands that are constrained due to environmental sensitivity or geologic hazards;
- 100-year floodplains designated by the Federal Emergency Management Agency (FEMA);
- Lands with important scenic values or that contribute to the visual quality of West Bench communities;
- Lands with important cultural values;
- Lands with important wildlife habitat or other natural values; and/or
- Lands that have important recreational values.

Policy NR-2.1.2: Open space access. Where feasible and timing is appropriate, allow appropriate recreational use of natural open space, ranging from low access in environmentally sensitive areas to high access near recreational amenities.

Objective NR-2.2

Protect the natural character and ecological values of identified natural open space through effective management.

Policy NR-2.2.1: Coordination. Coordinate and cooperate with other agencies and entities to identify, preserve, restore, and manage open spaces economically and efficiently to benefit county residents.

Policy NR-2.2.2: Management. Use a variety of strategies to manage and maintain open space, including: public/private partnerships, intergovernmental agreements, community associations, and other arrangements.

Policy NR-2.2.3: Open space partnerships. Promote and maintain partnerships with townships, cities, adjacent counties, state and federal agencies, non-profit organizations, landowners, and others to plan for a regional system of open space.

Policy NR-2.2.4: Open space connections. Coordinate with regional entities to identify and preserve vital open space connections to the West Bench. These connections will form the basis of a regional open space system.

GOAL NR-3. Protect important scenic features and the natural character of West Bench communities.

Objective NR-3.1

Maintain the visual integrity of hillsides, ridgelines, and steeper slopes, and provide for the retention of distinct topographical features that define the unique visual character of the region in the open space areas.

Policy NR-3.1.1: Scenic features. Identify the distinctive scenic features (ridgelines, prominent slopes, vegetation clusters, etc.) that define the unique visual character of the Oquirrh Mountains and coordinate these with plans for development (clustering, road alignments, etc.) to conserve key features.

Policy NR-3.1.2: Viewpoints. Incorporate key vistas, viewpoints, and overlooks into parks and open space where feasible.

Policy NR-3.1.3: Urban development. Examine development on the land with steep slopes to minimize visual impacts, vegetation removal, and ensure safety.

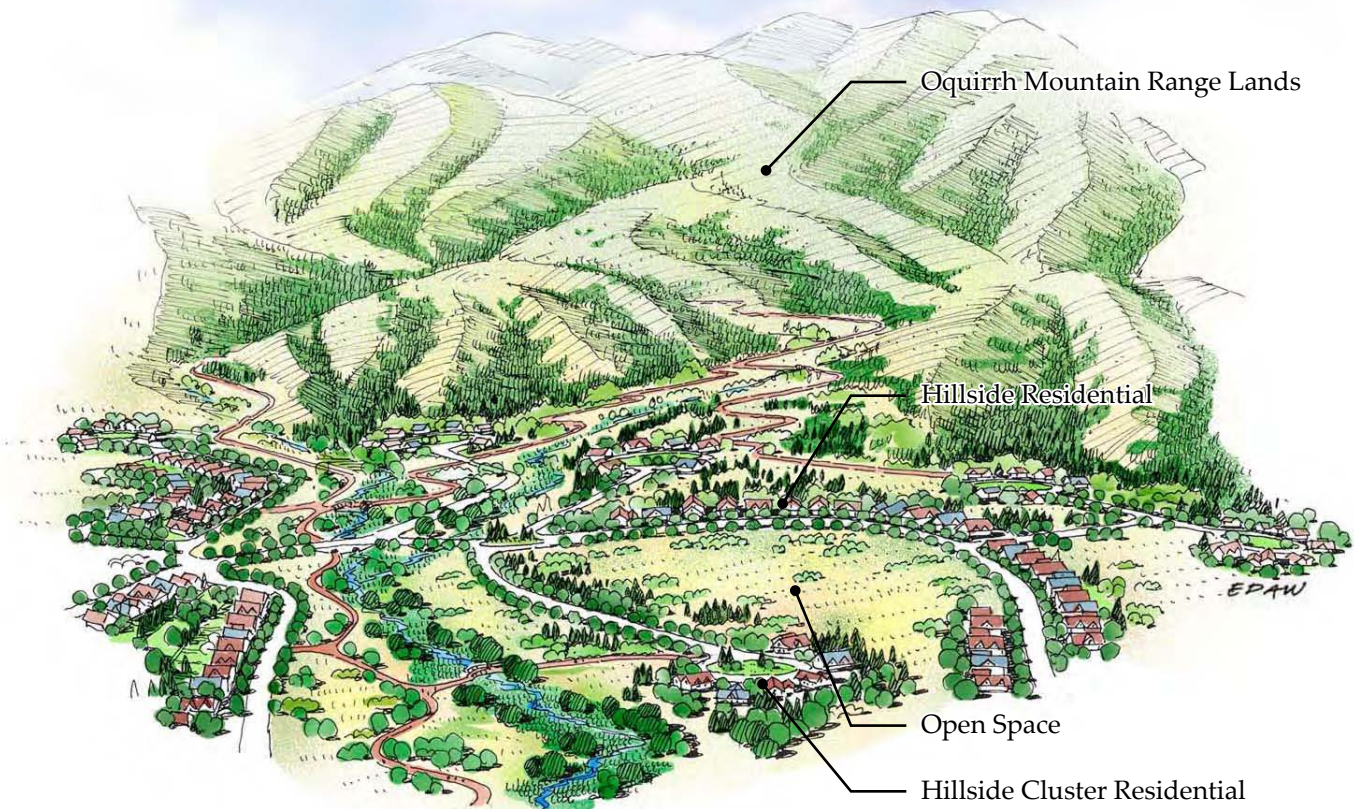
Policy NR-3.1.4: Ridgelines. Discourage urban development on prominent ridgelines, to allow natural landforms to appear as prominent features in the landscape.

Policy NR-3.1.5: Unique landscapes. Incorporate unique landscape features when designing new urban development.

Policy NR-3.1.6: Utility aesthetics. With the exception of high capacity transmission lines and distribution lines, place utilities underground within easements and rights-of-ways, lowering the impacts to existing natural features such as natural vegetative patterns and landforms.

Policy NR-3.1.7: Clustering. Encourage residential clustering to maximize contiguous open space and viable habitat, particularly in areas with steeper slopes.

FIGURE NR-3.1.7. CLUSTERING.



Policy NR-3.1.8: Location and dominance. Encourage building and road locations and designs so that they are not obtrusive, do not loom over the hillside, do not break prominent skylines, and are not located over significant drainageways.

Policy NR-3.1.9: Design. Lower the visual impact of new development on visible hillsides, for example, through minimizing grading, appropriate siting, colors, materials, and reflectivity.

GOAL NR-4. Conserve and manage native plant and animal communities to maintain biodiversity and ecosystem functions.

Objective NR-4.1

Conserve streams, seeps, and wetlands from alterations that impact their ecological functions and habitat values in the Oquirrh Mountain Range lands and open space areas.

Policy NR-4.1.1: Wetland and stream buffers. Conserve wetland and stream habitats by creating appropriate setback distances for urban development. Determination of buffer distances should consider habitat functions, water quality, slope, and minimum County, State and Federal requirements.

Policy NR-4.1.2: Instream flows. Limit impacts to functioning aquatic and riparian habitats. Limit new diversions of seeps and remove or modify existing diversions on a case-by-case basis to maintain adequate flows.

Policy NR-4.1.3: Mitigation. Mitigate the unavoidable loss of wetland and riparian habitat, as per applicable regulations, and restore natural areas temporarily disturbed during construction.

Objective NR-4.2

Identify and manage occurrences of special status plant species and conserve the integrity of native upland plant communities in the natural open space areas.

Policy NR-4.2.1: Utah Special Status plant species. Use knowledge of Utah Special Status plant species and locations to inform site development, open space planning, and park locations to avoid or minimize impacts to Special Status plants.

Policy NR-4.2.2: Landscaping. Encourage landscaping with non-invasive/native upland plants and other drought-tolerant species for residential lots and developed parks. Educate homeowners and park managers on the benefits of native species and drought-tolerant plants in West Bench landscapes.

Policy NR-4.2.3: Upland restoration. Use native plant stock and seed for restoration and erosion control projects. Allow the use of seed mixes that include sterile or short-lived non-native species, where needed, to prevent erosion while native plants are establishing.

Policy NR-4.2.4: Weed management. Where feasible, preserve the integrity of native plant communities and prevent the establishment and spread of weeds in and near developed areas and along road/utility corridors.

Objective NR-4.3

Conserve and manage significant wildlife habitats where appropriate in the natural areas.

Policy NR-4.3.1: Elk management. Determine the feasibility of maintaining a viable elk herd compatible with West Bench development and consider management strategies for this species. Investigate a variety of management tools and alternatives that could be used to maintain a viable elk herd on the West Bench.

Policy NR-4.3.2: Habitat conservation and management. In consultation with the resource agencies and conservation organizations, manage wildlife habitat in natural areas as appropriate, with emphasis on mule deer, raptors and neotropical passerines, bats, and Utah Sensitive Species.

Policy NR-4.3.3: Habitat fragmentation. Focus development in the eastern portion of the West Bench and cluster development to avoid or minimize disturbance in previously undisturbed areas. Generally locate and design development activities, including the general layout of lots, roads, driveways, utilities, drainage facilities, and other facilities, in a manner that minimizes the amount of land disturbance.

Policy NR-4.3.4: Buffers. Provide appropriate buffers between areas dominated by human activities and core areas of wildlife habitat, including corridors designed to facilitate wildlife movement, and provide connections between blocks of habitat.

Policy NR-4.3.5: Road routing. Route and/or design roads within natural areas to avoid significant impacts to sensitive habitats and minimize the fragmentation of large blocks of habitat where feasible.

Policy NR-4.3.6: Road design. Design roads within natural areas in ways that minimize noise and include features to reduce wildlife mortality, such as speed limits, signage, underpasses, and large culverts.

Policy NR-4.3.7: OHV/ATV use. To minimize erosion and reduce disturbance impacts to wildlife, limit use of off-highway vehicles (OHVs) and all-terrain vehicles (ATVs) to areas specifically designated and managed for such use, if any such areas are identified.

Policy NR-4.3.8: Domestic pets. Enforce leash-laws in open space and parks to minimize impacts to wildlife from domestic pets and impacts to pets from wildlife. Local animal control agencies should educate homeowners, particularly at the edges of developed areas, on the benefits of keeping cats indoors to reduce effects on bird populations and lower the risk of attracting cougars and coyotes.

GOAL NR-5. Minimize hazards related to geology, soils, industrial activities, and hazardous materials.

Objective NR-5.1

Proposed land uses and development should address known geologic and seismic hazards, including slope and soil stability, liquefaction, landslide, and erosion in natural areas.

Policy NR-5.1.1: Land use and hazards. Design land use activities to reduce the risk from geologic and seismic hazards, and to reduce erosion acceleration associated with grading and excavating disturbances.

Policy NR-5.1.2: Mine waste rock and tailings. Continue to assess the stability of mine sites, concerning waste rock, tailings impoundment, and liquefaction for urban uses.

Policy NR-5.1.3: Avalanche. Incorporate planning measures to minimize hazard potentials for severe damage to property due to avalanche and debris flows.

Policy NR-5.1.4: Wildfires. Incorporate natural fire breaks and preventative design measures into neighborhood planning and clear adjacent susceptible vegetation to minimize the potential for catastrophic loss due to wildfire.



PARKS, RECREATION, AND TRAILS (PR)

Parks and recreational facilities and amenities are important aspects of a livable and healthy community. They provide opportunities for rest, relaxation, stress relief, socializing, exercise, and skills improvement. They are also an element of the community’s open space system, providing landscape diversity and relief from urban development. It is the goal of this Plan that parks be distributed throughout the West Bench to provide residents access to a variety of active and passive recreational opportunities.

A well-planned system of local and regional parks and recreational facilities will be developed that accommodates a range of active and passive recreational activities. Active recreation encompasses a functional system of developed sites, including organized, scheduled activities such as soccer and softball. Passive recreation is also important and includes activities such as informal play, picnicking, walking, horseback riding, and jogging. Community centers may be incorporated into selected parks, offering residents a host of recreational activities, community-oriented programs, and events.

The following goals, objectives, and policies define a system of parks, recreation, and trails intended to provide for the recreation needs of residents of the West Bench.

GOAL PR-1. Provide and maintain a diverse, high-quality, safe, and affordable system of parks and recreational facilities that provide for the recreational needs of all age groups.

Objective PR-1.1

Provide a variety of park types and sizes to meet a broad spectrum of recreation needs, distributed in a manner that minimizes overcrowding and overuse.

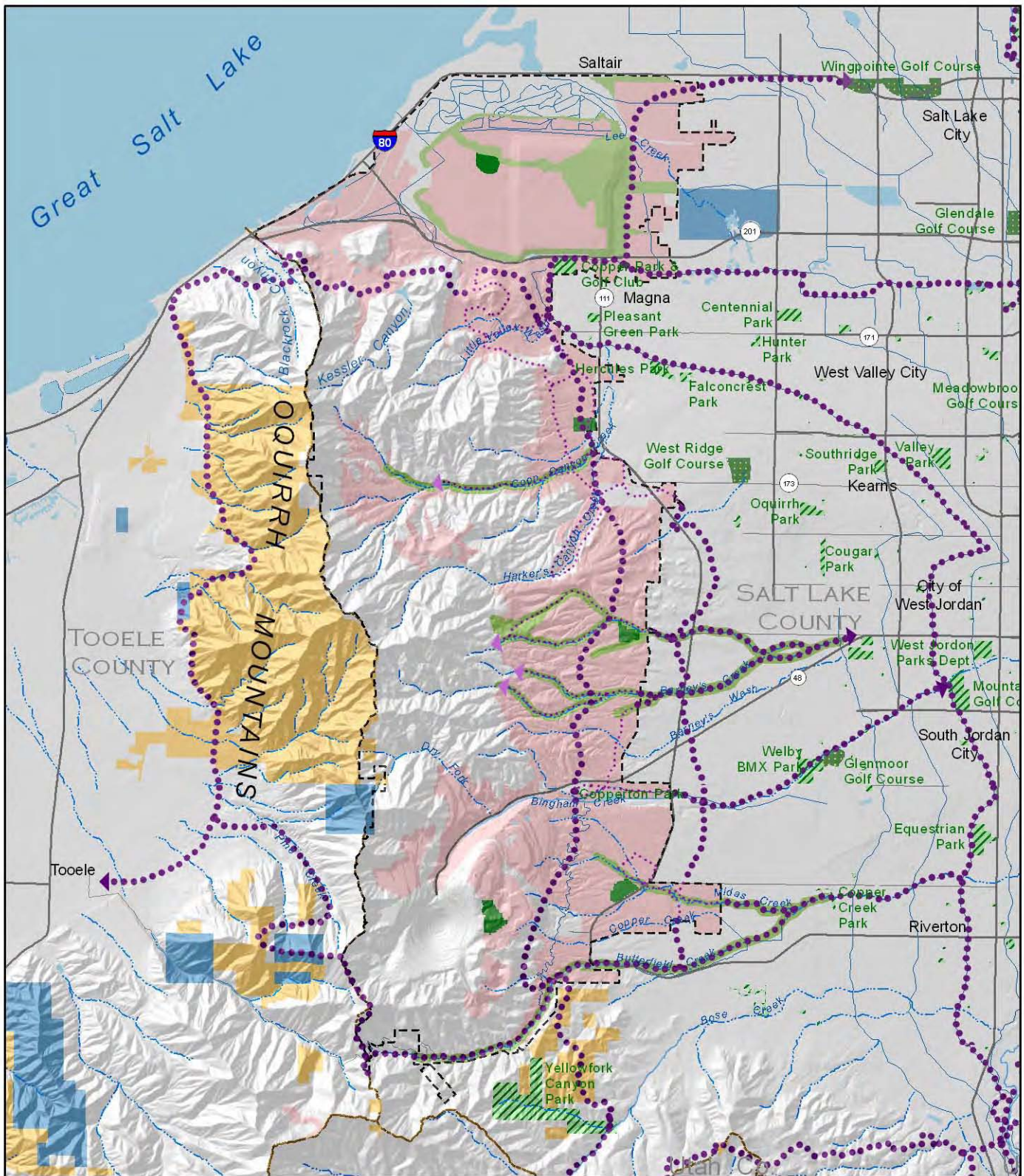
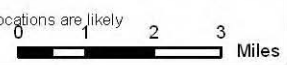


FIGURE PR-1. PARKS, RECREATION, AND TRAILS.

●●● Proposed Regional Trails*	▭ West Bench Planning Area	■ WBGP Regional Parks**	▭ WB Developable Area
⋯ Proposed WBGP Trails	■ Open Water	■ WBGP Greenway	■ Bureau of Land Management
— Highways	— Stream/River- Perennial	▨ Public Parks	■ State of Utah
— Key Local Roads	⋯ Stream/River - Intermittent	▨ Public Golf Courses	
	— Canal Ditch/Aqueduct		

** This map portrays regional parks for the West Bench, but locations are likely to vary as specific development is proposed.

* Based on proposed estimates from Salt Lake County Park & Recreation 2005 Master Plan Study and the CalThorpe Master Plan for the West Bench.





Policy PR-1.1.1: Park standards. Assist each community in affording citizens with parks, open space, and trails through various sizes of parks, including regional parks, community parks, and neighborhood parks, distributed throughout the West Bench.



Policy PR-1.1.2: Regional parks. Regional parks may include regional nature parks generally located near transit stops, and encouraged to include natural resources such as creeks. Regional parks vary in size. Facilities may include shooting sports facilities, amphitheaters, concessionaire facilities, trails, nature interpretive centers, campgrounds, natural or historic points of interest, equestrian trails and ancillary facilities, golf courses, multi-purpose fields, ball fields, group picnic areas, playgrounds, multi-purpose hardcourts, swimming pools, tennis courts, and community centers. Figure PR-1.1.2 illustrates one concept for regional park development.



Policy PR-1.1.3: Community, neighborhood, and other parks. Smaller community and neighborhood parks and recreation facilities will be distributed through the West Bench to provide park facilities within close proximity of residents. Community parks are encouraged to be located near transit stops and/or recreation facilities. Smaller neighborhood parks are intended to be primarily focused on serving walk-to or bike-to recreation needs and will often be located adjacent to schools. Other parks may also be included throughout the West Bench. For example, pocket parks will often be located near and within residential neighborhoods and will typically provide limited recreational facilities within close proximity of homes to increase park accessibility by foot. Figure PR-1.1.3 illustrates one concept for community parks.

Policy PR-1.1.4: Site selection. Plan for community and neighborhood parks on land that is suitable for active recreation uses, and functional as park space.

Policy PR-1.1.5: Accessibility. Facilitate the use of the regional parks and trail systems by the physically handicapped and developmentally disabled by following applicable Americans with Disabilities Act (ADA) standards.

Objective PR-1.2

Encourage partnerships among governmental agencies and private entities to provide the necessary parks, recreation, and trail investments as development proceeds throughout the West Bench.

Policy PR-1.2.1: Funding. Cooperate with other interested parties and provide the necessary funding for the acquisition and construction of new parks, trailheads, and recreation facilities.

FIGURE PR-1.1.2. REGIONAL PARKS.

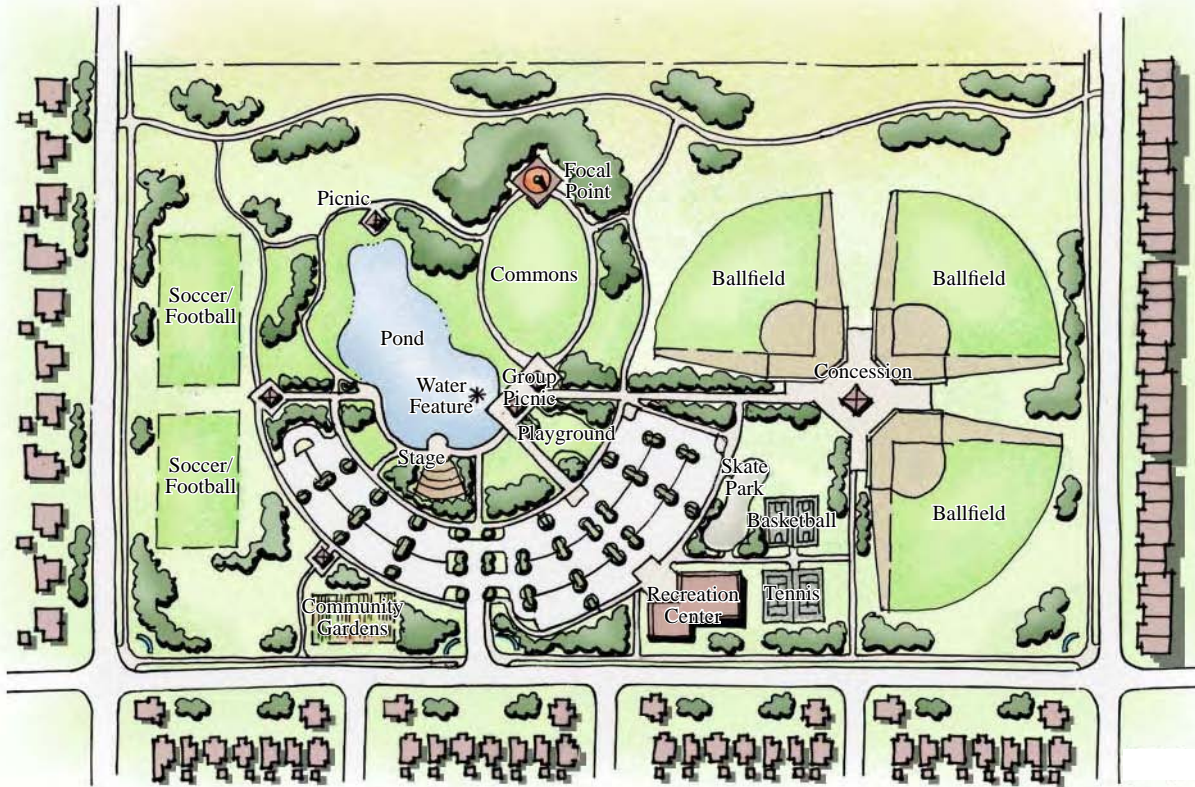
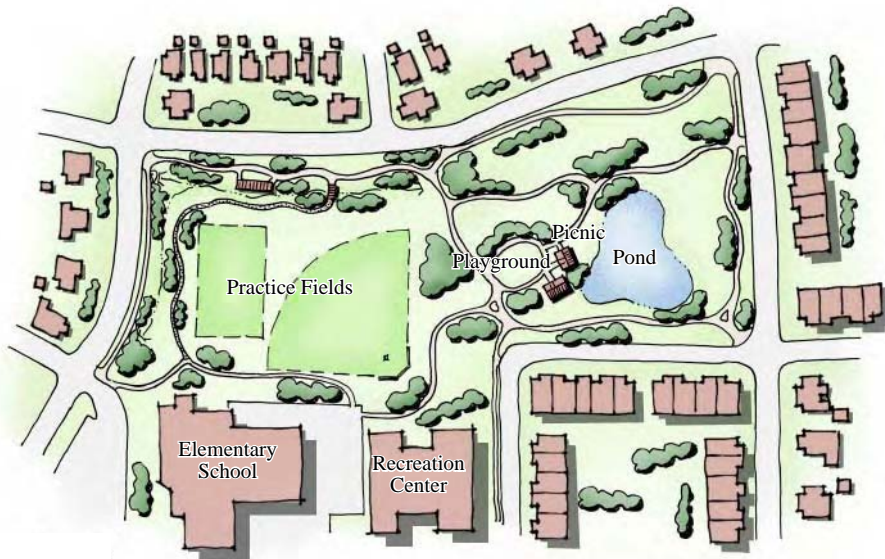


FIGURE PR-1.1.3. COMMUNITY PARKS.





Policy PR-1.2.2: Maintenance and operation. Provide mechanisms for the ongoing development, operation, and maintenance needs of park facilities.

Policy PR-1.2.3: Fees and concessions. Consider systems whereby user fees and concessions of various sorts contribute to the operation and maintenance of a facility, wherever possible.

Policy PR-1.2.4: Joint-use agreements. Consider joint-use agreements to meet County park and recreation needs with public agencies such as school districts.



GOAL PR-2. Provide a system of interconnected trails that connects to existing and planned regional trails consistent with regional trail plans and the long-term sustainability of the area's natural and cultural resources.

Objective PR-2.1

Provide convenient, non-motorized, multi-purpose trails, paths, and bicycle routes that create linkages to existing and proposed areas and facilities, including local, state, and federal trail systems, parks, and open space.

Policy PR-2.1.1: Variety of trails. Design urban development plans to afford citizens with a variety of multiple-use trails.

Policy PR-2.1.2: Regional trails. A regional trail system will run generally north-south through the length of the West Bench and may be designed, where feasible, so as to connect to the Bonneville Shoreline Trail. The County, where feasible, will plan, improve, and extend the Bonneville Shoreline Trail and other regional trail systems so as to connect to the West Bench north-south trail system. Figure PR-2.1.2 illustrates a cross-section of a regional trail.

Policy PR-2.1.3: Local trail linkages. Establish trail connections between schools, parks, regional open space, and residential, commercial, and industrial uses and coordinate this non-motorized system with the vehicular circulation system. Figure PR-1.1.3 illustrates a local trail along a sloped hillside.

Policy PR-2.1.4: Connectivity. Design multi-purpose paths, neighborhood trails, bicycle routes, and bicycle connections to Transit Boulevards, arterial streets, commercial areas, schools, civic centers, and other user-specific destinations.



FIGURE PR-2.1.2. REGIONAL TRAILS.

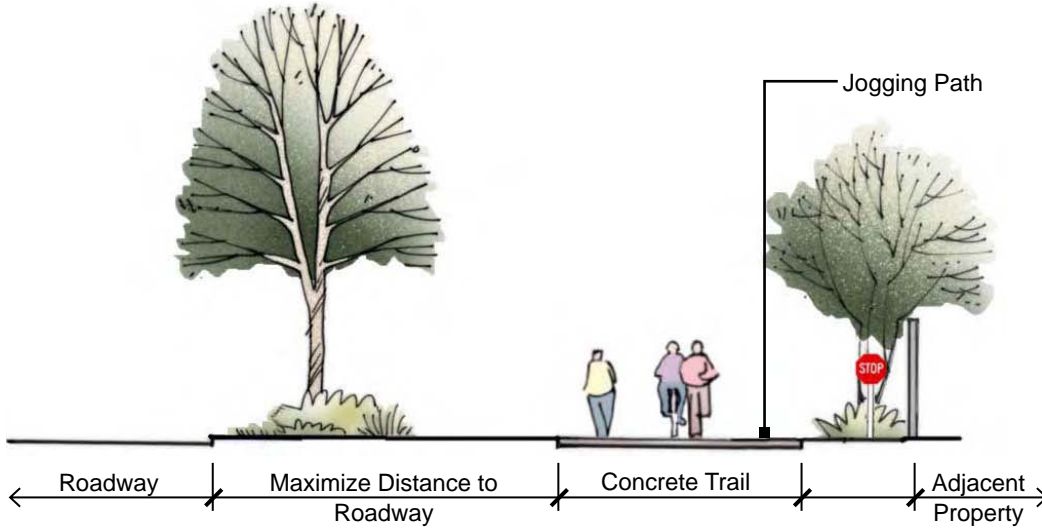


FIGURE PR-2.1.3. LOCAL TRAIL LINKAGES.

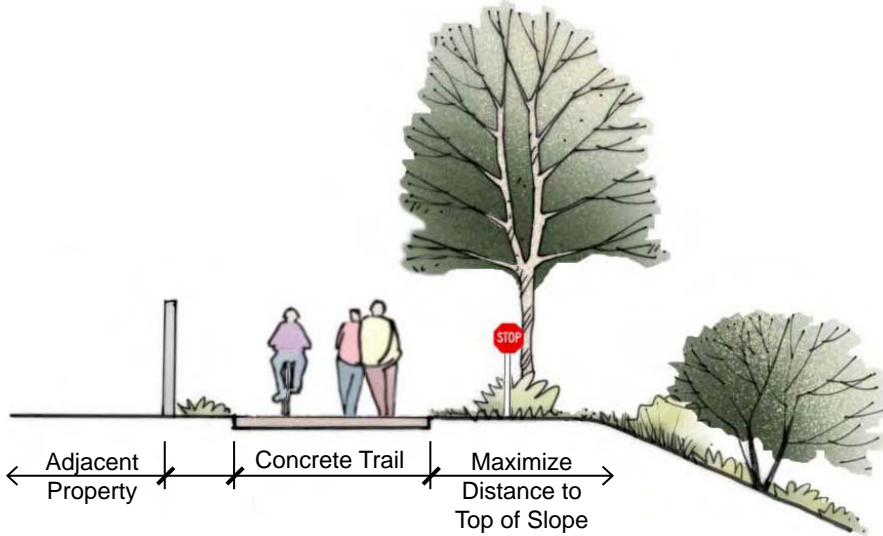
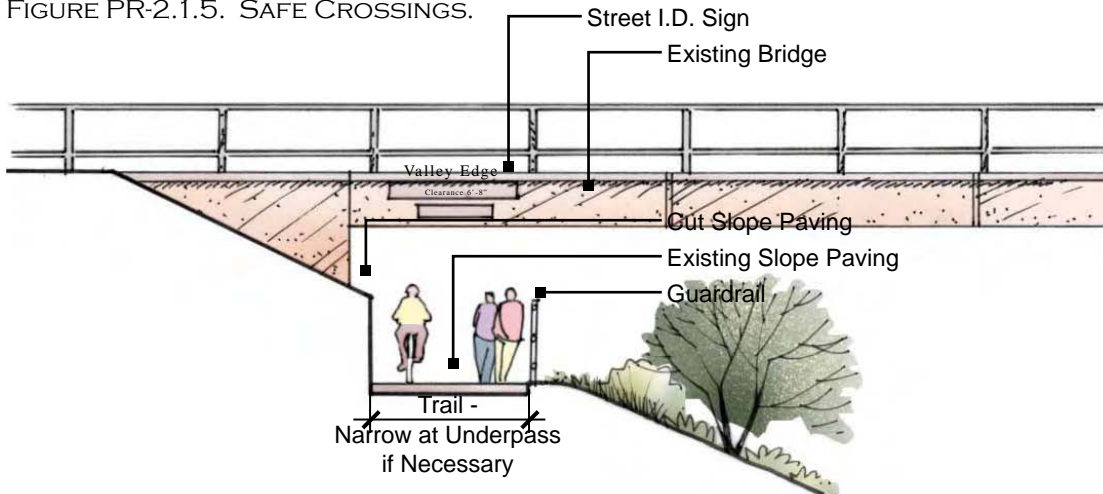


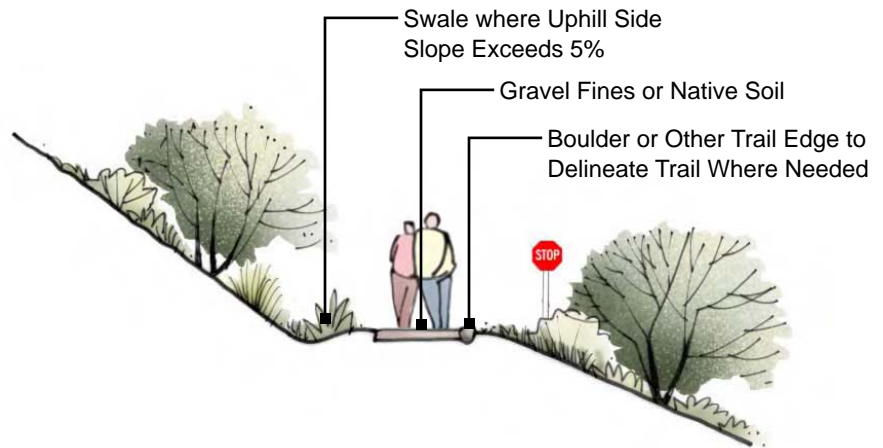
FIGURE PR-2.1.5. SAFE CROSSINGS.



Policy PR-2.1.5: Safe crossings. Encourage multi-functional “grade-separated crossings” such as bridges, roadway underpasses, and other means at selected locations for the safety of bicyclists and pedestrians. Figure PR-2.1.5 illustrates one way that a trail can be placed in an underpass to create a safe crossing for pedestrians and bicyclists.

Policy PR-2.1.6: Open space trails. Plan trail connections to and through open space to meet various trail user needs, including equestrians, hiking, mountain bicycling, and backpacking by providing trails in applicable locations. Figure PR-2.1.6 illustrates a trail connection in a hillside open space area.

FIGURE PR-2.1.6. OPEN SPACE TRAILS.



Policy PR-2.1.7: Develop national historic trails. Recognize the national historic trails that are located within the county and promote and pursue cooperative efforts with private, regional, state, and federal agencies to develop and fund these trails on public and private land.

Policy PR-2.1.8: Access to recreation. Coordinate with federal, state, other agencies, and private landholders to provide public access to regional recreational resources, including rivers, lakes, and public lands.

Policy PR-2.1.9: Rails to trails. Pursue the development of a “Rails to Trails” program to provide multiple-use trails along abandoned or vacated rail corridors.

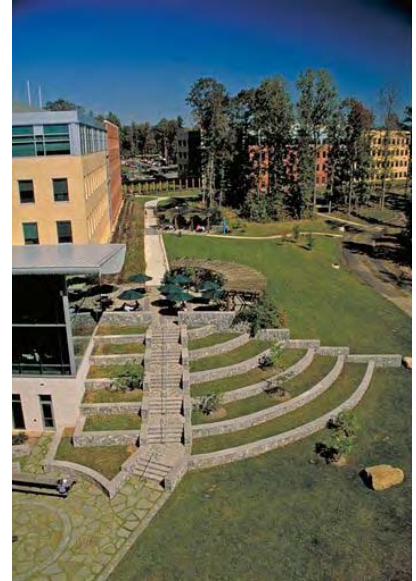
ECONOMIC SUSTAINABILITY (ES)

The Governor's Office for Planning and Budget forecasts a 1.0 percent annual average growth in employment through 2040 for the Wasatch Front, with more than half of the regional activity occurring in Salt Lake County. The West Bench can provide needed resources to expand employment growth, attract new basic employment (e.g., jobs that produce goods or services that import revenue from outside the region) to the region, enable existing business and industry to expand, and foster economic development opportunities that encourage investment in the West Bench as well as the Salt Lake Valley.

The West Bench will likely enable the region to increase the rate of job growth from historical levels and achieve a better balance between basic and non-basic employment. The economy will likely become more diverse and enable residents to select from a range of employment opportunities. The region will be able to provide attractive career opportunities to Utah's high school and college graduates, enabling them to deepen their roots in the region.

Development of the West Bench offers the opportunity to provide future generations with more resources, not less, to address needs related to the environment, the economy, and society. Services can be provided concurrent with growth using efficient delivery methods. Revenues generated by the development can be sufficient to cover costs of services to create a positive net fiscal balance of the West Bench. Development of the West Bench will be coordinated with adjacent communities to reduce inefficiency, maximize resources, and to mitigate potential fiscal impacts.

The West Bench is planned as a mixed use project, with a large portion of office-based employment uses concentrated in Village, Town, and Urban Centers and Employment Districts along with retail development and higher density housing. The challenge will be to attract and develop these non-residential uses to balance the more traditional single-family residential development that, based on historic development trends, is likely to develop more quickly. Development in mixed use centers and throughout the West Bench will likely be housing-led, followed





by retail, and then employment, as market demand for non-residential uses grows. Careful planning efforts will be required to preserve the market for non-residential uses within mixed use centers. Developing new employment uses (both in centers and employment campuses) will require a deliberate planning effort to attract these uses. The balance of land uses is also a fiscal challenge as the region's tax structure is partially based on sales tax revenues, principally from retail development, as the primary means to provide revenues for local government services.



The following goals, objectives, and policies are written so that the West Bench project will be a long-term development with a major imprint on the urban geography of the county and the larger Wasatch Front region (see also Chapter 5, Implementation). The project has the potential to expand and diversify the economic base of the region.

GOAL ES-1. Utilize the large tracts of land and unique resources of the West Bench as an economic catalyst for attracting new employment opportunities for the region.



Objective ES-1.1

Expand the economic base of the region with substantial job creation by supporting business recruitment and development.

Policy ES-1.1.1: Higher wage jobs. Attract the establishment of new businesses that provide higher wage jobs for base employment opportunities.

Policy ES-1.1.2: Recruit base jobs. Coordinate with economic development agencies to actively recruit corporate expansions and relocations, providing new base (primary) jobs in the Salt Lake County region.

Policy ES-1.1.3: Recruit large employers. Utilize the large industrial and R&D employment centers of the West Bench to recruit large employers and expand the region's resources for economic development recruitment.

Policy ES-1.1.4: Small business development. Support ongoing efforts to encourage non-retail, small business development with programs that include management training, employee training, mentorships, and similar programs.

Policy ES-1.1.5: Land use. Provide a range of employment-oriented land uses to allow for the development of manufacturing, distribution, business service, professional service, research and development, as well as retail and commercial jobs.

Policy ES-1.1.6: Research/tech park development. Investigate opportunities to develop a large-scale research and technology park. Work collaboratively with the University of Utah and other educational institutions to foster the creation of a world class research park that creates a place for new technology ventures and corresponding high-wage, basic employment.

Policy ES-1.1.7: Mining. Encourage productive mining and related industrial development activity to continue and expand in appropriate locations throughout the West Bench.

Policy ES-1.1.8: Phase development. Phase the timing of new development to allow for continued mining activities.

Objective ES-1.2

Work with Salt Lake County, Envision Utah, area economic development organizations, and the larger business community to support regional economic development efforts.

Policy ES-1.2.1: Opportunities. Partner with area economic development agencies to attract businesses to the West Bench that diversify the Salt Lake regional economic base.

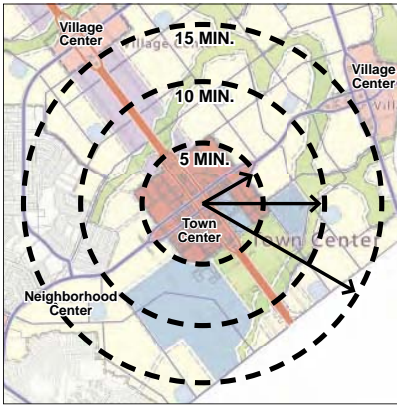
Policy ES-1.2.2: Active recruitment. Coordinate with the active economic development recruitment program within Salt Lake County to attract new companies, expansions, and relocations, generating new primary jobs for the area.

Objective ES-1.3

Concentrate retail, service, and office-based employment in centers.

Policy ES-1.3.1: Concentrate activity. Concentrate employment uses in Urban and Town Centers and along the proposed Transit Boulevard to allow for multiple purpose shopping trips, support transit, reduce impact on the road network, and reduce commuting times for area residents.

FIGURE ES-1.3.3: WALK DISTANCES.



Policy ES-1.3.2: Co-locate services and employment. Encourage the co-location of commercial services (e.g., day care, cleaners, mail and delivery centers, etc.) with employment centers to foster a walkable environment, support multiple purpose trips, and reduce vehicle miles, air pollution, and time spent completing day-to-day tasks.

Policy ES-1.3.3: Housing locations. Encourage housing development near major employment centers to reduce travel time to work.

Policy ES-1.3.4: Transit. Support the Utah Transit Authority (UTA) and other jurisdictions to create a regional integrated, efficient transit network that reduces the impact on the regional road network and enables direct access to employment centers for residents living within or outside the West Bench.

GOAL ES-2. Promote economic growth on the West Bench to provide a diversity of jobs and a balance of jobs and housing.

Objective ES-2.1

Maintain a balance between employment and housing land uses.

Policy ES-2.1.1: Jobs/housing balance. As consistent with market forces, a balance of land uses is encouraged that allows a sustainable ratio of jobs to housing, allowing residents to work close to home and reducing demands on the regional transportation system. Housing will likely develop first, followed by retail, then employment, as the market for non-residential uses builds. Appropriate sites and markets for retail and employment uses may be preserved while residential uses are developed.

Policy ES-2.1.2: Housing affordability. Housing affordability is encouraged adjacent to major employment centers to enable workers to find nearby housing and to reduce travel time to work.

GOAL ES-3. Develop the West Bench in an economic and fiscally sound and sustainable manner.

Objective ES-3.1

Create a fiscal structure that enables the County to provide facilities, services, and desired community amenities.

Policy ES-3.1.1: Revenue for infrastructure. Work collaboratively with West Bench developers to establish public financing mechanisms that involve a range of sources and result in a variety of revenue streams to help fund infrastructure development.

Policy ES-3.1.2: Innovative funding mechanisms. Work with West Bench developers to evaluate existing, proposed, or otherwise advantageous funding mechanisms to achieve funding sources for the development of the West Bench.

Policy ES-3.1.3: Land use balance. Recognize that the existing land uses planned for in the WBGPs are intended to contain a balance of residential and commercial land uses that provide fiscal stability.

Policy ES-3.1.4: Phasing. Provide infrastructure according to a fiscally balanced program as development occurs.

Policy ES-3.1.5: County tax revenue. Take appropriate steps to protect the market for West Bench commercial development, with the corresponding sales, property, and use taxes, to help the County deliver services to the West Bench.

Objective ES-3.2

Develop an economic base that is sustainable and enhances the economic, social, and environmental elements of the community.

Policy ES-3.2.2: Business base for communities. Plan for a business base that allows residents to work and have access to community facilities and services, as well as parks and open space, in proximity to home.



Objective ES-3.3

Coordinate and cooperate with existing communities, townships, and cities in the planning and implementation of new development that has the potential to affect them.

Policy ES-3.3.1: Coordinate land use planning. Involve adjacent cities and townships in land use planning early and often to facilitate integration of existing and new communities in a cohesive manner, and address and alleviate concerns.

Policy ES-3.3.2: Shared facilities. Encourage continuing collaboration on topics that commonly link one community with another (e.g., transportation, parks, trails, utilities, etc.).

Policy ES-3.3.3: Respect existing communities. Respect existing communities and neighborhoods by acknowledging important components of these areas in the planning and design of new communities (e.g., their history, inherent design, significant places/features, views, relationship to other communities).

Objective ES-3.4

Provide incentives and pertinent methods that allow for the integration of existing communities with new development.

Policy ES-3.4.1: Incentives for coordination. Provide incentives for coordination between new and existing communities to create integrated plans for development/redevelopment, such as tax breaks, transfer of development rights, conservation easements, land/mitigation banking, and other such measures.

Policy ES-3.4.2: Assistance to existing communities. Encourage the continued viability and revitalization of existing communities affected by adjacent new development through technical, financial, and other appropriate assistance.

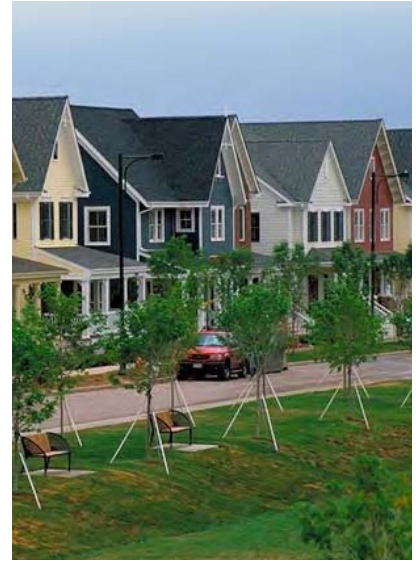
HOUSING AFFORDABILITY AND VARIETY (HA)

The authenticity of a newly developed community is directly related to the range of opportunities presented to residents and merchants that reflect the diversity of the larger cultural and economic context. Housing affordability is a key element that contributes directly to the diversity and, over time, enhances the sense of place. Given the challenges related to housing affordability, it is the intent of this element to provide goals, policies, and objectives that will enable the West Bench to incorporate a range of residential product types and price points.

A traditional method used to increase affordability is to increase density, thus decreasing per unit land costs. Regional trends for new construction show that this approach is not reflected in local building practices, as 74 percent of units constructed between 1990 and 2000 were single-family homes. Building permit records from 1998 to 2004 show that single-family construction has accelerated over the last six years and in some areas of the region represents 90 percent of total new construction.

Affordability depends on the relationship between household resources and housing costs. A household earning 100 percent of Annual Mean Income (AMI) would be a “typical” household, reflecting the median income for the region. In the case of new construction, the average home price currently requires a household income of 132 percent of AMI to maintain expenses below 30 percent of gross income. Existing homes are less expensive, and households earning 106 percent of AMI are currently able to afford a home without spending more than an average of 30 percent of gross income. The average priced existing attached home requires an income of 96 percent of AMI to spend no more than 30 percent of gross income. Given the escalating costs of housing, careful planning is needed to provide housing opportunities for many households.

The West Bench General Plan calls for higher densities across all residential uses, which will provide the critical mass necessary for the provision of commercial services within proximity to most homes. The planned higher density development will exceed conventional suburban





development densities and, thus, will provide for a greater spectrum of product types and affordability levels. A small percentage of total development calls for low density, dispersed estate lots for single-family homes on steeper hillsides. These are intended to provide large lots abutting open space.

Finally, key beneficiaries of affordable housing are primary employers that locate in proximity to a range of qualified employees. The West Bench will provide a deep pool of potential employees. Given the diversity in the cost of housing, the range in employee profiles and wage requirements will vary accordingly. Employers will be able to fill a diverse set of jobs, ranging from clerical to executive and will include positions for manufacturing, industrial, retail, services, and other positions.

The following goals, objectives, and policies reflect the priorities and vision for housing affordability on the West Bench. They provide measures to address the need for housing affordability and are intended to ensure that a diversity of residents can live in the community as it matures over time. They recognize the needs of households that may be priced out of the local and regional market, and the need for an inventory of housing that reflects the range of wages paid by West Bench employers.

GOAL HA-1. Supply a range of housing types covering a spectrum of interests, affordability, and lifestyles.

Objective HA-1.1

Plan for a mix of housing types for a diverse population of renters and owners throughout each development district.

Policy HA-1.1.1: Inclusionary approach. Address housing affordability using an inclusionary approach that allows for a mixture of housing types and prices in a variety of communities of the West Bench, recognizing that housing affordability is integral to the long-term success of the West Bench and the region.

Policy HA-1.1.2: Life-stage housing. Plan for housing suitable for different stages of life, including smaller, more affordable units for first-

time buyers, singles, young couples, families, and older homeowners, as well as opportunities for senior citizen housing and long-term care/assisted living facilities.

Policy HA-1.1.3: Distribution. Promote more affordable housing opportunities distributed across the West Bench to avoid concentration in any one area. Encourage multi-family housing throughout the West Bench, using a variety of styles that are attractive and blend in with the local character.

Policy HA-1.1.4: Accessory dwelling units. Allow the development of carriage houses and accessory dwellings to increase density and affordability while maintaining character. Provide for these units in the P-C Zone district and allow them to be included with the primary dwelling unit for density calculations as a single unit.

Policy HA-1.1.5: Accessible housing. Construct housing with practical features that provide basic access and functionality for people of all ages and various mobility and ambulatory capabilities, as per applicable regulations.

Objective HA-1.2

Housing in the West Bench will address the needs of renters and owners by supplying a range of housing types covering a spectrum of income and affordability. Efforts will be made to serve the segment of the population earning less than what is required to afford a home as dictated by county-wide policy.

Policy HA-1.2.1: Affordable housing plan. Follow the County-wide Affordable Housing Plan in conformance with the State of Utah mandate for all new development, and coordinate with regional organizations in addressing housing affordability throughout the Wasatch Front.

Policy HA-1.2.2: Partnerships. Promote affordable housing units in various types of housing stock through incentive programs and/or partnerships with a range of entities, including home builders, developers, non-profit organizations, and public agencies.

Policy HA-1.2.3: Incentives. Support and encourage the private development of affordable housing by offering incentives, and reduce County government barriers to the construction of additional units. Strategies may include sales/use tax rebates, financial subsidies, trust funds, prioritizing review and approval, and/or deferral of impact fees.

Policy HA-1.2.4: Density. Promote higher density housing development that exceeds conventional options which will, accordingly, create a range of product types and affordable price points.



Policy HA-1.2.5: Affordable housing indicators. The County will collect, maintain, and provide county-wide information annually regarding the state of housing affordability.

Policy HA-1.2.6: County-wide programs. Participate in the development of county-wide programs to assist low and moderate-income households in obtaining affordable and appropriate housing.

Policy HA-1.2.7: Social agencies. Work cooperatively with private and not-for-profit developers and social and health service agencies to address local housing needs.

Policy HA-1.2.8: Incentive programs. Explore coordination of incentive programs with cities and townships throughout Salt Lake County to develop common affordable housing program guidelines to reduce administrative costs.

Policy HA-1.2.9: Educational programs. Promote education and guidance of low and moderate-income households on financing assistance, home purchasing techniques, and assistance in locating affordable rentals.

GOAL HA-2. Support jobs requiring a diversity of skill sets and wage levels by providing housing diversity.

Objective HA-2.1

Plan for a diversity of housing in the West Bench to supply employers with a pool of qualified employees for jobs requiring a diversity of skill sets and wage levels.

Policy HA-2.1.1: Housing targets. Recognize the relationship between work force skills and wages and housing choices and availability.

Policy HA-2.1.2: Employer needs. To facilitate the attraction and retention of quality employers, the West Bench developments are planned to include a diverse inventory of housing for a range of homeowners and renters that reflects a spectrum of wages, including those of executives, service workers, and the range of positions in between.

Policy HA-2.1.3: Employee needs. Encourage existing and future major employers locating within the West Bench to develop employer-assisted housing programs for lower income employees.

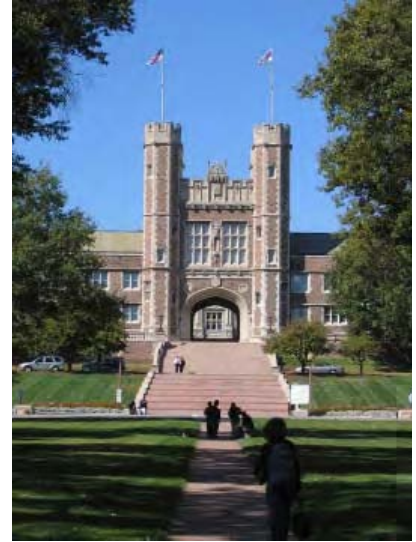
EDUCATIONAL RESOURCES (ER)

Residents of Salt Lake County have enjoyed the region's focus on academic excellence for more than a hundred years. Future development goals for the West Bench have the opportunity to continue this tradition. As the area develops, the attraction for future residents will be due in part to the educational provisions available within the new communities. Educated residents, both children and adults, create a solid foundation for community growth and prosperous cities.

Within the county, public schools in four school districts are joined by several public charter schools to provide service to 113,831 public school students and 6,088 public charter school students (as of 2005). Private schools (8,491 students in 2004), home schooling programs (1,768 students in 2004), and special schools also educate a large percentage of the children who live within Salt Lake County. Public high school graduation rates typically average in the 90th percentile, and the percent of graduating students who pursue advanced education ranges between 68 and 80 percent. Several state and private colleges and universities within the area provide access to continuing education opportunities for students of all ages.

As shown in Figure ER-1, there are currently three school districts whose boundaries encompass the West Bench properties: the Salt Lake City, Granite, and Jordan districts. The boundaries of the Salt Lake City District are the same as Salt Lake City's boundaries and include a portion of the properties identified as the North Urban Center. The Granite District is bounded on the north by 2100 South, extending to the Great Salt Lake west of the Salt Lake City boundaries, on the south by 6600 South, and on the west by the Salt Lake County / Tooele County (top of the Oquirrh Mountains) boundary. The Jordan District is south of the Granite boundary (6600 South), and extends south to the Utah County line. The Jordan District also extends to the Tooele County line on the west.

Providing high quality educational services will be a priority for the West Bench General Plan. School sites placed within mixed-use centers





are anticipated throughout the area, addressing a variety of educational ranges. Schools will be located in proximity to higher density housing, adjacent to parks, and/or with easy access to transit and trails.

Elementary schools are planned within most Neighborhood Centers, and middle and high schools will generally be located near Town or Village Centers to support the community integration of the educational system.



Higher educational facilities can provide the next step for the children of the West Bench. The logical location for these institutions is near transit hubs to facilitate low cost/low impact transportation. These schools could become catalysts for mixed-use developments, providing a variety of housing, job opportunities, and demand for service-oriented businesses. University campuses and community colleges or applied technology schools can also provide evening adult education opportunities.

The success of the educational system for the West Bench will be contingent on the inclusive involvement of officials from districts and educational institutions. Refinements on numbers, types, and locations of facilities are needed in advance of development. Opportunities for private schools, charter schools, and the need to provide other programs such as head-start curricula will be considered as part of a comprehensive educational system.



The following goals, objectives, and policies for educational resources promote ways to create a solid educational framework for the West Bench. The policies provide measures to designate locations for school placement, encourage educational opportunities for the community, and integrate growth flexibility into planning procedures and management.

GOAL ER-1: Encourage the integrated establishment of educational resources within new communities.

Objective ER-1.1

Plan for accessible and high quality educational resources for education at all life stages that meet the needs of local residents.

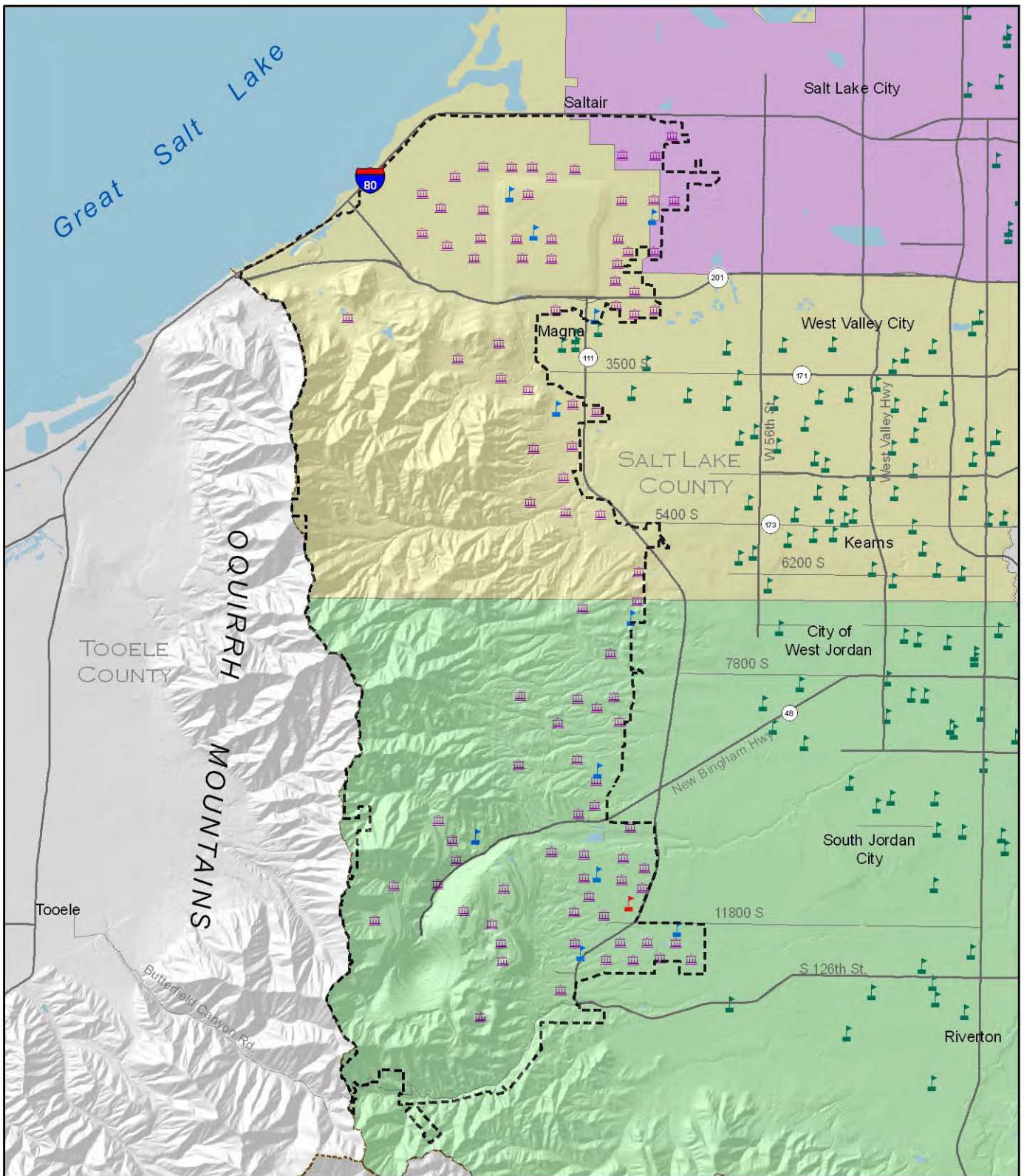


FIGURE ER-1. SCHOOLS.

- | | | | |
|--------------------------|-----------------------------|--------------------------|-------------------------|
| West Bench Planning Area | WBGP Civic Locations | Salt Lake County Schools | School Districts |
| Highways | Neighborhood Center * | | Salt Lake City |
| Key Local Roads | High School | | Granite |
| Open Water | Campus | | Jordan |

* Neighborhood Centers may contain a variety of civic resources, including: elementary schools, libraries, police & fire stations, or other community support services or facilities.

0 1 2 3 Miles



Policy ER-1.1.1: Educational system. Early childhood educational facilities, elementary schools, middle schools, high schools, and ideally centers for higher education will form the foundation of the educational system. The West Bench General Plan provides opportunities for adequate facilities that will ideally be constructed and programmed to support high teacher to student ratios and outstanding educational opportunities.

Policy ER-1.1.2: Location of educational facilities. Schools and other educational facilities will be located in proximity to homes, rapid transit routes, and/or civic amenities.

- Elementary schools should be distributed relative to population concentrations across the West Bench. Elementary schools will generally be located in Neighborhood Centers. It is the goal to have many elementary schools within a short walk or bicycle ride of homes.
- Middle schools and high schools are encouraged to be located within walking distance of frequent public transit service, and adjacent to a center or major park facility.
- Community college, college, and university campuses will ideally be located in proximity to or adjacent to Urban Centers, Town Centers, or Village Centers, and are intended to be served by rapid transit.
- Libraries and learning centers providing educational services to residents of all ages in the West Bench are encouraged in centers, well distributed throughout the West Bench.



Policy ER-1.1.3: To the extent possible, work with the appropriate school districts so that the scale, character, and orientation of educational buildings are compatible with the guidelines associated with the center or district in which it is located. It is the intent that:

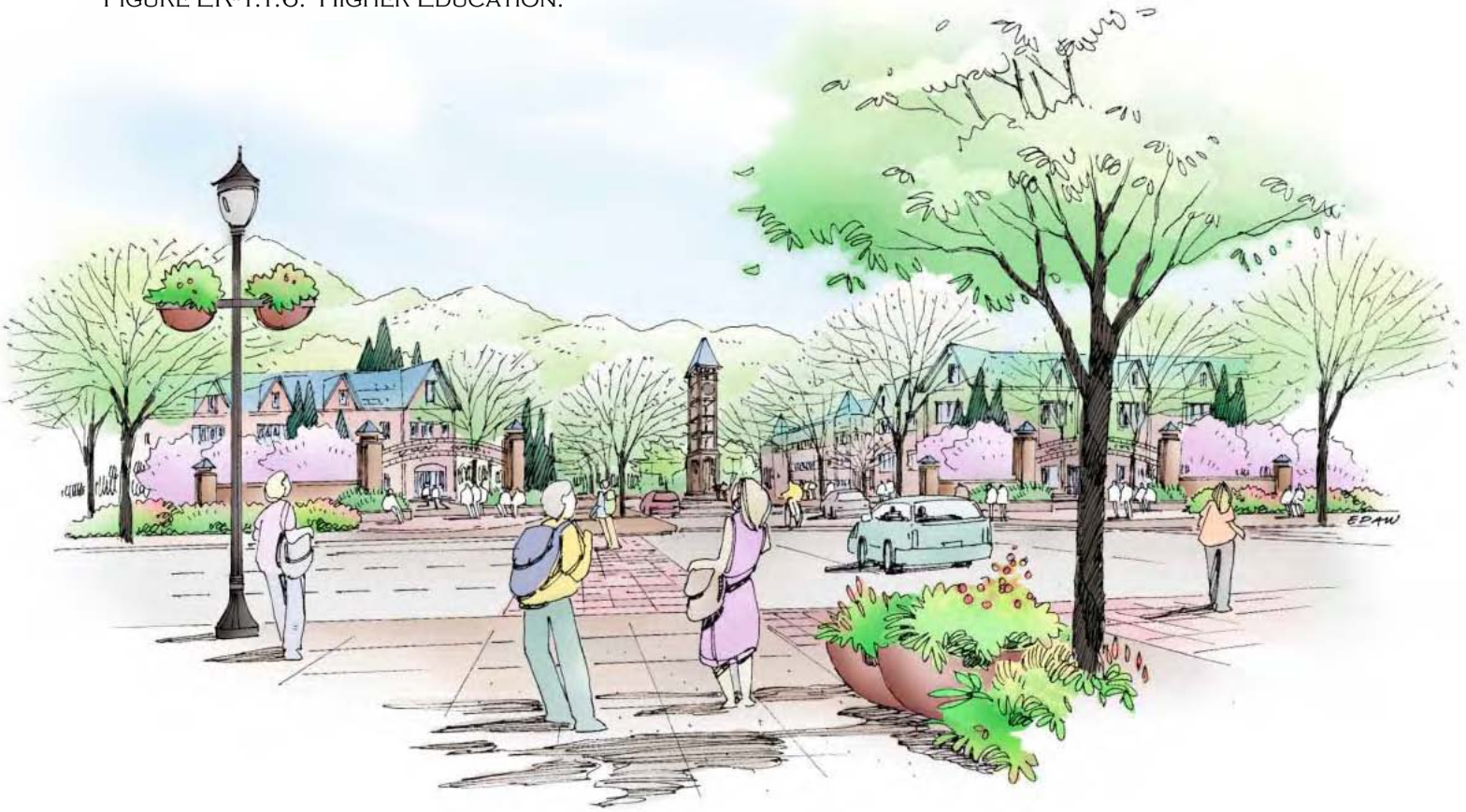
- Larger middle schools, high schools, and universities should be located in proximity to rapid transit stations.
- School parking will ideally be placed within blocks containing schools and adjacent civic buildings in a manner consistent with the parking location guidelines for the district or center in which the school is located.
- Parking facilities may be shared between school employees and employees and users of civic facilities.

Policy ER-1.1.4: Safety features. Additional safety features (e.g., school crossing lights) will reinforce a commitment to safe travel by foot, bicycle, or transit to school.

Policy ER-1.1.5: Variety of educational opportunities. Promote the establishment of libraries, museums, galleries, learning centers, private facilities, after-school programs, head-start curricula, senior programs, and other facilities and services to provide a variety of educational opportunities for community residents.

Policy ER-1.1.6: Higher and continuing education. Promote the development of higher educational opportunities in the West Bench, including the establishment of community colleges or university branches (see Figure ER-1.1.6). Encourage interactive learning opportunities and partnerships.

FIGURE ER-1.1.6. HIGHER EDUCATION.





HERITAGE RESOURCES (HR)

The rich history of Salt Lake County can serve as a benchmark for the development of the West Bench. Historic resources are reminders of the area's past; Native Americans, pioneer settlements, military encampments, ranching, and mining are an integral part of the region's history and continue to influence the area to this day. Cultural landscapes, structures, and sites create a sense of place, remind us of where we came from, and provide an attraction for both locals and visitors of the area. Given the significance of the historic and cultural resources, the WBGPP will promote the protection, preservation, and interpretation of these resources and encourage efforts to educate visitors and residents about the area's history.



Known heritage resources on the West Bench provide both challenges and opportunities for future development. Protection and preservation of significant sites and structures (those that are listed on the National Register of Historic Places or State Register, such as the Bingham Mine) will be integrated with future development. Careful planning can ensure that new development is sensitive to the historic character and importance of such resources, and can lead to the long-term preservation of key resources.

Sensitive planning can avoid adverse effects on the cultural setting of the Bingham Canyon Copper Mine and the communities of Copperton and Magna. Other existing sites should be carefully managed to promote their preservation.

Heritage resources (historic structures, archaeological resources, and historic landscapes) play an important role in a community as a physical representation of a community's past and local cultural traditions. The following goals, objectives, and policies concerning heritage resources promote ways to protect and preserve those resources within the framework of the West Bench General Plan. The policies provide measures to mitigate impacts to resources, incentives for protection and preservation, and educational opportunities for the community and visitors.

GOAL HR-1. Conserve historic and cultural resources that symbolize the community's identity and uniqueness.

Objective HR-1.1

Identify prehistoric and historic archaeological resources and cultural landscapes that meet national, state, or local criteria for designation and protection from destruction or harmful alteration. Preserve the unique historic character of heritage buildings, structures, sites, and artifacts.

Policy HR-1.1.1: Preservation management for archaeology. Conserve known archaeological resources that meet historic designation criteria, and determine their eligibility for listing on the National or State Register of Historic Places.

Policy HR-1.1.2: Archeological resources. Conduct inventories of sites located in high probability zones proposed for development prior to preparing the Preliminary Plat application to determine if prehistoric or historic archaeological resources are present, and to determine the significance of existing buildings, structures, scenic landscapes or vistas, sites, or artifacts.

Policy HR-1.1.3: Cultural or historical landscape resources. Identify cultural or historic landscapes and integrate these landscapes into open space or parks, where appropriate.

Policy HR-1.1.4: Preserve resources. Where feasible, encourage the rehabilitation, preservation, or restoration of historic buildings to sustain the character of the community. Take into account the historic significance of adjacent towns and Town Centers in planning and designing new developments, particularly those near Copperton and Magna.

Policy HR-1.1.5: Certified Local Government. Apply for status as a Certified Local Government (CLG) to provide opportunities for grant funding from the Utah State Historical Society for preservation projects.





GOAL HR-2. Support cultural resource preservation through interpretation, education, and incentives.

Objective HR-2.1

Celebrate the National Historic Landmark status of the Bingham Mine.

Policy HR-2.1.1: National Historic Landmark. Update and maintain the National Historic Landmark designation of the Bingham Mine.

Policy HR-2.1.2: Gateway to the Bingham Mine. Design new development within the Bingham Mine gateway corridor in a manner that is compatible with the historic character.

Policy HR-2.1.3: Events. Support events and activities that celebrate the importance of the mining operation to the growth and development of Salt Lake County.

Objective HR-2.2

Provide interpretation and education on heritage resources within the West Bench Area.

Policy HR-2.2.1: Local visitor's center. Plan for a local visitor's center and include information and displays on the heritage of the Kennecott Utah Copper mining operation and its influence on the region.

Policy HR-2.2.2: Local events. Support events and activities that celebrate important historical activities, events, or people from the region.

Policy HR-2.2.3: Historic preservation education. Educate residents on historic preservation by conducting workshops on building rehabilitation, financial incentives, and other information.

Policy HR-2.2.4: Partnerships. Encourage partnerships between organizations in the private sector and engage the community.

GOAL HR-3. Consider local Native American tribal issues in heritage planning.

Objective HR-3.1

Consult with local Native American tribes to identify heritage resources significant to the tribes and to establish procedures for the protection of known cultural resources.

Policy HR-3.1.1: Traditional cultural properties. Consult with Native American groups to identify if any traditional cultural properties are present and establish protection measures, if needed.

Policy HR-3.1.2: Impacts on resources. Establish procedures for contacting tribes when individual developments are proposed that may impact cultural resources, and allow Native Americans access to traditional cultural sites if so requested.

Policy HR-3.1.3: Burial sites and remains. Notify the State Historic Preservation Office and the Native American Legislative Commission or Indian Services when Native American burial remains or sites are discovered.

