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**CITY OF SANTA CLARA
ORDINANCE NO. 2017-23**

**AN ORDINANCE OF THE CITY OF SANTA CLARA, UTAH, AMENDING THE
GENERAL PLAN & LAND USE MAP FOR APPROXIMATELY 1,680 ACRES IN THE
SOUTH HILLS AREA**

WHEREAS, the current General Plan and Land Use Map for the City was developed beginning in 2006, and adopted in 2014; and

WHEREAS, given recent public and landowner interest in possible developments in the South Hills, the City Council requested a review and possible update of the General Plan and Land Use Map for the South Hills Sub-area, which includes approximately 1,440 acres owned by the Bureau of Land Management (BLM) and approximately 240 acres in private ownership, and appointed a Citizen Advisory Committee to make recommendations for the same; and

WHEREAS, the Citizen Advisory Committee met several times, with members of City staff, the Planning Commission, and/or the City Council to review the General Plan for the South Hills and develop a possible amendment to the same; and

WHEREAS, in addition to these meetings, a public Open House on the General Plan for the South Hills was held on June 20, 2017, at which approximately 50 members of the public attended, and at which were submitted 39 comment cards; and

WHEREAS, using the information gathered from these meetings, the City staff and Citizen Advisory Committee worked together prepared the proposed Update, which was submitted for consideration by the Planning Commission; and

WHEREAS, the Planning Commission, during its regular meeting held on August 8, 2017, after receiving public comment at a public hearing on this matter, voted unanimously to recommend the proposed General Plan Update to the City Council.

NOW, THEREFORE, BE IT ORDAINED by the Santa Clara City Council, State of Utah, as follows:

Section 1. Classification

This ordinance amends the General Plan and Land Use Map, of the City of Santa Clara, Utah, to incorporate the "Santa Clara General Plan Update: South Hills Sub-area," attached hereto as "Exhibit A".

Section 2. General Provisions

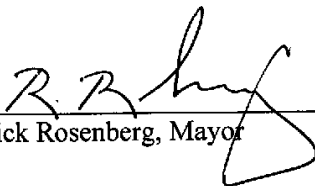
The General Plan and Land Use Map of the City of Santa Clara, Utah, is hereby amended with respect to approximately 1,680 acres in the South Hills area of the city, to incorporate the "Santa Clara General Plan Update: South Hills Sub-area," attached hereto as "Exhibit A".

Section 3. Effective Date

This ordinance shall become effective immediately upon adoption, recording and posting in the manner required by law.

ADOPTED by a duly constituted quorum of the Santa Clara City Council this 27th day of September, 2017.

IN WITNESS THERETO:


Rick Rosenberg, Mayor




Chris Shelley, City Recorder

EXHIBIT "A"

TO ORDINANCE NO. 2017-23

(See following pages)

General Plan Update for the South Hills Area

An update of the South Hills sub-area, located in the City of Santa Clara, Utah

(updated 8-14-17 to include approval from PC to include LD/SF use designation for slopes visible from SC Drive and Gates Lane intersection)

This update of the General Plan for the South Hills sub area located within the city boundaries of Santa Clara, Utah is a part of the overall Santa Clara General Plan document which was adopted by the City Council in 2014. That 106 page document is the official land use development guide for the city and this report updates the portion of the 2014 document which addressed the South Hills area. Most of the general information and policies in the 2014 Plan report still applies to development in the South Hills except where this update report specifically supercedes information and policies for the South Hills area. Because the 2014 General Plan for the city contains information and and policies applicable city-wide, some of that background material is reproduced here to provide context and greater understanding of proposed plans and policies for the South Hills area.

Santa Clara City General Plan, 2014 (Portions of the overall plan approved in 2014 are included here for background and better understanding of the South Hills update) (text updated 8-14-17 to include approval from PC to add the clarification on LD/SF use designation for slopes visible from SC Drive and Gates Lane intersection)

Introduction & Background

Santa Clara is one of the western most communities of the Washington County urbanizing area that extends from Santa Clara eastward virtually to Zion National Park. The city boundary abuts St. George on the east and Ivins to the north and west.

Santa Clara is widely recognized for Santa Clara Drive, framed by massive Sycamore trees and having a quaint, small-town character. And yet, the City of Santa Clara is much larger than its main street - it covers six square miles, has large subdivisions, and many acres of open lands. Once on the outskirts of the region's growth, it has experienced significant growth in recent decades and there is the potential for even more onto the uplands to the north and eventually into the South Hills to the south. Concurrent with this outward growth, there has been a resurgence of interest in the Historic Downtown Core – a new town hall, refurbishing of several stores, new homes in and near the downtown – additional infill and redevelopment opportunities exist.

With the 2010 downturn in the national economy, growth pressure has abated significantly. It is expected, however, that growth pressure will resume as the economy recovers. As the growth pressure resumes, questions are raised: How can our city grow and still retain those qualities that have made Santa Clara a desirable community in which to live? Can we grow in a way that will not overtax our services and streets? Can we grow in a way that will respect the striking natural characteristics of the area as well as the heritage of those who came before?

This General Plan Update addresses these questions. It builds on the work of previous plans and ongoing efforts by citizens and administrators. It attempts to provide continuity with the past, as well as a bridge to the future. It seeks to address current issues and problems and anticipate new ones. Above all, it seeks to leave a legacy to the next generation that is as useful and enduring as the one left by previous generations.

1.1 Vision Statement

Santa Clara is, and seeks to remain, a vibrant, active, and gracious small town community. Retaining this quality of life means recognizing and protecting the elements that make Santa Clara a desirable place to live, such as our unique combination of historic and environmental resources, the emerging variety and quality of shopping (in the Historic Downtown Core and in the emerging Pioneer Parkway Retail Area), and the housing diversity that ensures quality housing for all stages of life. Convenient schools, parks, and trails are also part of the vision. And finally, the City must operate on a sound financial basis - we have to grow in a way that does not strain our services and amenities beyond our fiscal means.

Santa Clara also recognizes that its decisions affect the region and acknowledges the need for regional planning and decision-making. The City is committed to working with surrounding communities to implement the Vision Dixie principles 1.

1.2 General Plan Organization

Chapter 1: Introduction and Background - clarifies the purpose of the General Plan and how the Plan should be used. It documents Santa Clara's historic growth, as well as its predicted future growth, to help illustrate the importance of planning ahead. It also describes the vision of Santa Clara's future as gathered from participants in the General Plan planning process and illustrates how Santa Clara's planning relates to the Vision Dixie regional planning effort.

Chapter 2: Key Principles to Guide Future Growth - outlines the essential concepts that will guide future growth and development in Santa Clara in order to help create a truly livable community and avoid development patterns that would have detrimental results. These key principles apply to all new or changing land uses within and adjacent to the existing municipal boundary.

Vision Dixie was a regional planning exercise conducted in 2007; the resulting plan established principles that are to be applied to future growth in the region.

Chapter 3: Future Land Use - provides broad direction as to the desired land uses in Santa Clara. It is the blueprint for making land use decisions (such as zoning and development approvals). Future Land Use has two components: the Future Land Use Map and Land Use Descriptions. The Future Land Use Map portrays a general arrangement of uses on the land. The Land Use Descriptions define the uses (e.g., commercial, residential, etc.) and densities of the designations on the Future Land Use Map. Together, the Future Land Use Map and Land Use Descriptions illustrate the mix of land uses that follow the Key Principles (outlined in Chapter 2) that will accomplish the public's vision for Santa Clara.

Chapter 4: Subareas - provides more detailed directions for the unique issues facing specific individual subareas of the community (e.g., the Historic Downtown Core or the South Hills). This chapter adapts and refines the general vision of the city to the needs of each subarea.

Chapter 5: Historic Preservation - provides a holistic approach to preservation that balances the needs of property owners with the benefits to the entire community. It provides the direction to help Santa Clara's Historic Downtown Core evolve into a pedestrian-friendly, mixed-use commercial center that protects the historic resources that make Santa Clara a special place.

Chapter 6: Economic Development - focuses on land-use-related strategies to address the City's fiscal and employment needs, such as designating appropriate locations for retail and employment uses. These strategies complement other economic development programs and should continue to be refined to reflect the evolving goals and objectives of the Economic Development Commission.

Chapter 7: Infrastructure for a Highly Livable and Sustainable Community - focuses on coordinating future land uses with the infrastructure (roads, utilities and parks) and services (maintenance, police, fire, recreation) in order to maintain the overall quality of life in Santa Clara.

Chapter 8: A Framework for Parks, Trails, and Open Space - provides the foundation to create a safe and healthy community. It provides the policy framework (park classifications and levels-of-service) to help grow a quality parks and trails system and preserve the natural features that make Santa Clara a desirable place to live.

Chapter 9: Regional Cooperation - identifies how Santa Clara can interact with the larger St. George Metropolitan Area, neighboring jurisdictions, and do its part to achieve the Vision Dixie Principles.

Chapter 10: Summary and Conclusions - a compendium of the Goals, Objectives, and Actions identified throughout the General Plan, with assignments for their implementation.

1.3 What is a General Plan?

A General Plan is the vision for the city's future and helps answer the question, "Where and in what manner should Santa Clara grow?" It describes, in general terms, what kind of city and neighborhoods the citizens desire and sets out a general framework of key principles, objectives, policies, and actions to accomplish the vision. The Plan is a guide for elected officials and city staff when making decisions (such as zoning and annexation requests, potential new road alignments, development approvals, park locations, where to locate utilities, etc.). The Plan contains specific actions that the City can take toward achieving the vision. It also contains Illustrations in the form of maps, charts, tables, and images that further illustrate the key concepts of the Plan and the intent of the land use designations.

1.3.1 A Long-range and Short-range Decision-making Tool

The General Plan projects 20 years into the future. Lest one think that this is looking too far ahead, consider the changes that have taken place in Santa Clara in the last 20 years; much of our surroundings today would have seemed barely imaginable then. Likewise, some concepts incorporated in this document will take years, or decades, to achieve. The Plan helps guide the City when making major long-range decisions, such as where to route a major new roadway or where to locate a new park.

Key principles are essential concepts that guide future growth and development to help create a truly livable community and avoid development patterns that would have detrimental results.

Objectives are measurable goals that guide Santa Clara's elected officials and city staff when making a variety of decisions.

Policies are decisions made in advance, they help a City decide which options or direction the City will take.

Actions are specific steps or strategies that help achieve the City's objectives, policies, and key principles.

The General Plan is also a valuable guide to the many small, daily decisions such as approvals of specific developments or subdivisions. These small, incremental decisions lay the groundwork for the long-range vision. If too many small decisions contradict the intent of the Plan, they could prevent the City from achieving its vision. Using the Plan as a guide for all decision-making (long- and short-term) will help ensure that our goals are met.

1.3.2 Consistency with other Documents and Regulations

The General Plan is the foundation for other City plans. By describing the big picture of how and where the City will grow, the Plan provides the basic direction for other plans such as capital improvement plans, parks plans, streets plans, utility plans, etc. By following the broad direction of the General Plan, other City plans will collectively help weave one consistent fabric for the City and achieve the public's vision.

Policy 1.1: All City plans and zoning regulations will be consistent with the General Plan.

Policy 1.2: The Planning Commission and City Council should amend the General Plan as often as necessary to reflect changes in City policy directions (including land use decisions not anticipated in this Plan).

Policy 1.3: A comprehensive review of the General Plan should be completed at least once every five years, and the Plan amended as appropriate.

There are two kinds of amendments to the General Plan: minor and major. A minor amendment reflects minor adjustments that do not change the plan's overall meaning and/or direction. They include adjustments required to adapt the General Plan principles to specific conditions on the ground (property lines, compatibility with adjacent uses, modest changes in density, etc.). Minor amendments can be made in conjunction with land use decisions they affect. A major amendment is a significant departure from the directions and principles of the General Plan, and/or represents a significant change in land uses.

Policy 1.4: A major amendment is a significant departure from the directions and principles of the General Plan, and/or represents a significant change in land uses. A major amendment to the General Plan should be done separate from and prior to any land use decisions affected by it. A major amendment also should be done comprehensively, with a comprehensive analysis of potential implications, and with extensive input from the public, City staff, and appointed officials.

1.3.3 Authority and Requirement to Prepare a General Plan

The authority for developing a General Plan is found in the Utah Code. After a Planning Commission is established, the Planning Commission is charged to "prepare and recommend a

General Plan to the legislative body (the City Council) as provided in this Chapter” (Section 10-9-203 of the Utah Code).

1.4 Santa Clara’s Historic and Future Growth

1.4.1 Past Growth

Santa Clara was settled by Jacob Hamblin and four other “Mormon” pioneers in 1854. In the fall of 1861, 29 Swiss families under the direction of Daniel Bonelli arrived in Santa Clara. They immediately began planting crops and irrigating with water from the Santa Clara River. Santa Clara was thus established as an early pioneering agricultural settlement.

Over the years, Santa Clara became famous for its fruit and vegetable produce. The construction of U.S. Highway 91 through Santa Clara provided an outlet for crop production in the area through numerous fruit stands that lined the highway. In 1973, due to the construction of Interstate 15, Highway 91 lost most of its traffic and the fruit stands rapidly declined. Today, Frei’s Fruit Market remains on the corner of Vernon Street and Santa Clara Drive is a reminder of Santa Clara’s early commerce.

Nevertheless, the historic core of Santa Clara still reflects many of the cultural landscape patterns created by the original settlers. Many of the original civic, residential, and commercial buildings remain. Santa Clara’s agricultural roots are still evidenced by the fields and farm buildings that surround the downtown. The most distinctive aspect of Santa Clara are the rows of majestic sycamore trees that line Santa Clara Drive and create an urban form that is unique in the region.

Santa Clara grew slowly over the years, gradually infilling and expanding the downtown. However, in the past three decades, growth jumped to the upland area north of the valley floor. Known as the Heights, this area has several large single family residential developments. Accompanying this growth have come a number of amenities, including parks and trails, new schools, a new commercial center, and preservation of significant areas of the Lava Fields.

Growth has also resulted in development problems, such as a landslide in the Heights Bluff, caused by building too close to unstable slopes, and recent flood damage when the Santa Clara River overflowed its historic channel. These problems have led to additional regulations, such as the recently adopted Hillside Protection Ordinance and expanded floodway designations.

1.4.1 Santa Clara’s Capacity for Growth

By 2010, the City had grown to approximately 6,000 (2) people. As part of Utah’s rapidly growing “Dixie” area, Santa Clara is projected (3) to grow to fill in the land that is available for development.

Currently, the City of Santa Clara contains about 3,825 acres, or nearly six square miles. A significant portion of the city is already developed (approximately 700 acres). In addition, approximately 550 acres of land is considered “sensitive lands” (i.e., floodplains, dry washes, hillsides, lava fields, and expansive soils).

South of the Santa Clara River (the South Hills), approximately 240 acres are in private ownership and the remaining 1,440 acres in the city boundary are under the jurisdiction of the Bureau of Land Management (BLM). The BLM has designated a significant portion of the 1,440 acres for potential disposal (sale) to private interests. This land has potential for development, but also has significant constraints such as expansive soils, steep slopes, drainage ways, and distance from roads and utilities.

North of the Santa Clara River, although the Historic Downtown Core and a portion of the upper mesa have already been developed, there is still a considerable amount of land remaining in these areas for development. This even discounts the significant area of the Lava Fields that are encouraged to be protected.

In all, there are over 1,000 acres of land available for new development. This is greater than the entire area now developed within Santa Clara. At the existing average density of 3 units/acre, this could yield an additional 3,000 homes, or 9,000 more residents.

Nevertheless, this represents a more than doubling of the current population. Confronted with its projected growth pressures, the city faces two significant challenges:

1. How to maintain the rich heritage and character of the Historic Downtown Core.
2. How to accommodate significant additional development to the north and south (the former Knolls Pasture area, and the South Hills) in such a manner as to maintain the character and livability of the community while being able to provide amenities and services cost-effectively.

1.4.2 A Public Vision of Desired Growth

The General Plan gives the community an opportunity to reflect on a number of important questions: As growth occurs, to what degree should the City try to influence the location, character, and amenities of that growth? In other words, to achieve the community we want to end up with - Where should the new growth go? What should it look like? How should it function? In the General Plan planning process, citizen participants were polled to answer these and other questions. Following is a synopsis of the responses:

. 75%: manage growth so that it happens in a more predictable pattern.

- A majority responded that:
- Growth should occur either gradually (sequentially outward from the center - much like tree rings) or focused around mixed-use centers.
- Growth should not reduce the City current levels of service (the cost and quality of public services). In other words, any growth should pay for itself.

- The future mix of housing should continue to be primarily single-family homes, but with a greater percentage of attached or multi-family units.
- Increase the mix of commercial and business services to include a grocery store, more offices (medical, accounting, insurance), “Mom and Pop” stores (candy, ice cream, and restaurants).
- The biggest concerns facing Santa Clara: loss of small town character, a lack of affordable housing, and the loss of agriculture and open spaces.
- The highest priorities for the City:
- Preservation of open space and wildlife habitat.
- Enhancing the Historic Downtown Core with places to work, shop, and eat.
- Preserving agriculture in and around the City.

1.5 Vision Dixie - A Regional Vision

Santa Clara is part of a much larger growing urban area that extends eastward almost continuously to Zion National Park. This continuous urbanism emphasizes the interrelatedness of all the “Dixie” communities - where major land use decisions by one community have an impact on many of the others. This reinforces the importance of working together to solve common problems (transportation, growth, utility systems, etc.). Recently, much of this urbanizing corridor was designated by the federal government as a Metropolitan Planning Area. This designation allows the communities to collectively plan for their needs, and qualify for federal funding to address them.

In 2006, Washington County conducted a regional planning exercise, Vision Dixie, intended to provide a framework to guide growth in the region for the coming decades. The public engagement process included over 1,500 participants throughout the County. Participants generated a series of 112 maps showing how and where they desired growth to occur. The maps generated in the Santa Clara sessions provide some insights into how Santa Clara participants envisioned future growth in their city, including a variety of development and preservation preferences.

Through the Vision Dixie process the various alternative growth patterns were evaluated and eventually refined into a preferred direction for growth. Out of the process emerged 10 Growth Principles that have become part of the lexicon of planning for Washington County communities, public agencies, businesses, and citizenry.

Principle 1: Plan Regionally, Implement Locally

Principle 2: Conserve Water and Maintain Air and Water Quality

Principle 3: Guard Our “Signature” Scenic Landscapes

Principle 4: Provide Rich, Connected Natural Recreation and Open Space

Principle 5: Build Balanced Transportation

Principle 6: Get “Centered” by Focusing Growth on Walkable, Mixed-Use Centers

Principle 7: Direct Growth Inward

Principle 8: Provide a Broad Range of Housing Types

Principle 9: Reserve Key Areas for Businesses to Grow

Principle 10: Public Land Conversion Should Help Achieve Community Goals

4.7 South Hills Sub-area

The South Hills Subarea is located south of the Santa Clara River. Except for a small amount of farmland located on the north-western edge of the subarea, most of the land (85%) is undeveloped and is under the jurisdiction of the Bureau of Land Management (BLM).

A large portion of BLM land in the South Hills Subarea has been identified in the BLM management plan for “disposal”. This means the land has been made available for purchase by private individuals, or quasi-public entities. While most of the disposal land is within the current municipal boundary, a portion of the disposal land extends south of the city boundary.

4.7.1 Infrastructure is Available

Local and regional infrastructure (water, sewer, gas, electric) appears to be available to provide adequate levels of service to the South Hills subarea. However, most of the services will come from multiple sources and directions and will require coordination with St. George City as well as adjacent land owners.

4.7.2 Roads

One major problem associated with development of the South Hills is the lack of access. Presently, there is only one bridge that crosses the Santa Clara River (Gates Lane). Safety considerations alone require that any development of the South Hills will require improved access. A second bridge is designated at Chapel Street. Two other potential access points are

- The Western Corridor.

- An extension of Plantation Drive from St. George providing a southern access, which would extend across the South Hills subarea to the western Corridor.

Santa Clara Drive already experiences heavy traffic at certain time of the day. As discussed in Chapter 8, by 2040 it is projected to reach capacity limits, even with the development of the Western Corridor and a Plantation Drive extension. In fact, without the development of those two additional accesses, Santa Clara Drive could not accommodate all the traffic that would be generated by full buildout of the South Hills.

4.7.3 Phasing

Therefore, until the appropriate infrastructure and second road/bridge access is developed, only the areas adjacent to the City should be allowed to develop.

4.7.4 Sensitive Lands

The South Hills is a sensitive area with many natural conditions that need to be avoided and/or protected, such as:

- A significant number of washes, as well as steep hillsides, and rock outcrops. Most of the steep areas, washes, and similar areas should remain in a permanent open space designation. Extensive grading of the land to provide "level" building areas similar to most of the Heights subarea should be avoided.
- Expansive soils are extremely problematic for building foundations. Any development should include a detailed soils report. As expansion of these clay soils is often triggered by irrigation and watering, where these problem soils are encountered the landscaping in the South Hills should meet xeriscaping standards. Therefore, development in the South Hills is encouraged to be in compact clusters, where smaller lots and attached homes can reduce the amount of over excavation and foundation costs.
- An area containing a rare plant species has been removed from BLM disposal lands. It has been fenced by the BLM to protect it from the impacts of surrounding development.
- Extensive archeological and cultural resources. The South Hills area was used extensively in prehistoric times and there are remnants of Indian dwellings (kivas), pottery shards and rock art. Any development in the South Hills will remediate archeological resources.
- Hillsides and skyline ridge tops that are highly visible from Santa Clara's Historic Downtown Core. Development should avoid breaking ridgelines and should use material and color similar to the surrounding landscape.
- ~~The Santa Clara River Reserve, Cove Wash, and associated trails.~~ The BLM Cove Wash and its associated trails that connect to St. George will be managed by the BLM. Any

development in the South Hills should not impact the view from within the wash. All development in the South Hills should have trails connect with the BLM trails network.

Because of these conditions, a few basic guidelines will be needed to assure appropriate development. The South Hills was identified as one of the only locations in Santa Clara in which significant employment development could take place. Cost effective access however, is highly dependent on the proposed Western Corridor.

4.7.5 Parks and Recreation

There are numerous horse, mountain bike, and ATV trails in the South Hills area. Additional trails are planned for the area, including trails associated with the Santa Clara River Reserve, as well as Cove Wash, and view areas in the uplands.

The South Hills are already heavily used for mountain biking and ATVs. It's popularity will continue to grow, for residents as well as bringing visitors to Santa Clara. Therefore, recreation, and parks, and recreation will be an important element of any development in the South Hills. Dust from heavy ATV activity in the South Hills will need to be addressed as residential development occurs in areas near the ATV trails.

The Future Land Use Map designates several small neighborhood parks in the development clusters, and a large natural park/bike trail center, a community park/shooting range, and an extensive ATV area in the southwest portion of the South Hills. Several trails are planned for the area, including trails associated with the Santa Clara River Reserve, as well as view areas in the uplands.

4.7.6 Land Uses

Along the south side of the Santa Clara River, in areas that are visible from Santa Clara Drive, and more specifically as viewed from the intersection of Santa Clara Drive and Gates Lane, **Low Density Residential** / **Single Family** pods (2-4 du/ac) are designated in order to provide continuity with existing development along the north side of the river. "Low Density / Single Family Residential" (LD/SF) provides the flexibility to cluster units on more gentle slopes and preserve the more visible uphill / steeper slopes. The LD/SF use designation means the following:

1. Density between 2 – 4 dwelling units /acre, and
2. Only single-family detached dwellings be allowed in the subject area.

This could be up to 4 detached single-family dwellings per acre clustered in a compact manner where the remaining land area is in permanent open space, or it could be single-family dwellings on 10,000 sq ft lots spread over the hillside. Either of these two scenarios are possible and the zoning on the property would determine what form the development would take.

Most of the remaining development pods are designated at **Medium Density Residential** (5 -8 dwellings / acre, with up to 12 dwellings / acre possible with a density bonus) to allow clustered development that will reduce the cost of over excavation and costly foundations on the problematic soils found there. In addition, clustering dwelling units into medium density development pods is a means to preserve open space and protect the natural environment.

~~A few mixed-use areas are~~ small commercial center is designated further south in the South Hills near a future intersection of the Western Corridor and the Plantation Drive extension, in order to provide employment opportunities and basic convenience / commercial areas that reduce the need for the more remote South Hills residents to drive to Santa Clara for work or necessities.

Also near the future intersection of Western Corridor and Plantations Drive are two areas (development pods) designated for “Employment” use. In the present plan there is an area designated for “Industrial” use, but the term “Employment” better describes the preferred type of uses, that being office and technology type businesses rather than traditional industrial uses which connotes a more intense form of land use, often with outside storage, noise, and related impacts.

4.7.8 South Hills Objective: Encourage clustered development to allow cost-effective soil mitigation and preserve open space. Also, develop one or more centers with schools and neighborhood-serving commercial. Attract office ~~industrial~~ and light industrial uses to a designated business park.

4.7.9 South Hills Policies

Policy 4.11: Criteria for development in the South Hills include:

Development will protect and develop multi-use recreational opportunities such as biking, horse riding, ATV access, and shooting

- Adequate right-of-way for the Western Corridor to be dedicated to the City.
- Future development will avoid, or remediate sensitive areas:
 - High shrink-swell soils and other hazardous areas.
 - Ridges that are highly visible from Santa Clara Drive.
 - Archeological resources that may be impacted.

Policy 4.12: The City endorses a sequential approach to development in the South Hills subarea that provides for cost-effective extension and maintenance of infrastructure.

Policy 4.13: Future development needs to be coordinated with and preserve trail corridors in the South Hills.

Policy 4.14: Allocate funds in the CIP to create parking and access to trails ~~at the end of Gates Lane~~ along the western edge of the subarea.

8.1.2 Santa Clara Drive

Santa Clara Drive serves two transportation purposes: 1) as the “main street” for historic downtown Santa Clara, as well as 2) a passageway to St. George from communities to the west of Santa Clara (Ivins, Kayenta, etc.).

The Transportation Master Plan (TMP) provides current and future projections for traffic volumes on major streets in Santa Clara, including Santa Clara Drive. These projections take into account traffic generated by existing and projected development in Santa Clara as well as traffic from other communities to the west. It also allocates future traffic volumes to projected roadways such as the Western Corridor and Plantation Drive extension.

The TMP estimates that Santa Clara Drive, in the downtown at the eastern edge of the city, by 2040 will achieve a level of use very close to the capacity of the roadway in those locations (LOS E). While this is typical for a busy downtown, it emphasizes the importance of developing the other traffic connections so as not to excessively burden Santa Clara Drive.

As a final note, if Santa Clara does not utilize it, the available capacity on Santa Clara Drive will be consumed by other communities it serves. Once the traffic levels on Santa Clara Drive approach capacity, traffic to/from the west will shift to other available routes (Pioneer Parkway, Snow Canyon Boulevard).

8.1.2 Regional Transportation Planning

Land forms throughout the region create impediments to a standard grid road system.

As a result, traffic is often concentrated in a few congested corridors. The high level of commuting in the region further contributes to excess traffic congestion. To overcome these impediments, Santa Clara cooperates with neighboring cities and the Dixie Metropolitan Planning Organization (MPO) to carefully plan for the future transportation needs of the region.

Level-of-Service (LOS) analysis is a tool to quantify the way in which a city service or system serves its residents. Levels-of-Service can be used to:

- Measure change and progress over time.
- Make comparisons with other communities.
- Establish equity between neighborhoods and user groups.
- Relate budgets (costs) to levels of use (benefits).
- Establish impact fees or dedication requirements.

LOS was originally developed to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. The level of service of a facility is designated with a letter, A (unrestricted, 55mph) to F (traffic jam), with most urban roads operating at D and E (speed slow, variable).

8.1.3 The Western Corridor

The MPO's Regional Transportation Plan (RTP) includes a beltway that extends around much of the Washington County urbanizing area (from Hurricane to Ivins). The section of this beltway that passes through Santa Clara is called the Western Corridor and is shown on the Future Land Use Plan. ~~It is scheduled in Phases II (2016-2025) and III (2026-2030) of the RTP.~~ The general alignment of the Western Corridor extends west from the mile post 2 of interstate I-15, then north through the South Hills area to Santa Clara Drive at about 400 East in Ivins, then it jogs

through the northwest portion of Santa Clara to connect to Snow Canyon Parkway in Ivins. A recreational trail is planned to be constructed adjacent to the Western Corridor. It is scheduled in Phases II (2016-2025) and III (2026-2030) of the RTP.

The alignment and timing of the Western Corridor will greatly influence the development of the **South Hills** subarea and portions of **Santa Clara North**. The preferred alignment is incorporated into the Future Land Use Map.

8.1.5 Transportation Policies [these are merely relocated]

Policy 8.1: Mixed-use commercial areas should be located on either a major collector or collector streets.

Policy 8.2 In general, terrain permitting, future development shall provide an interconnected grid of streets that also connect to adjacent development. Long dead-end streets and restricted entry neighborhoods are not permitted. All streets shall include safe, usable sidewalks, and may include bike paths or lanes where deemed appropriate.

Policy 8.3 Arterials, major collectors, and collectors should generally follow the alignments shown on the Road Master Plan.

Policy 8.4: Due to limitation of terrain and sensitive lands, a unique street system will need to be considered for the confined valleys of the South Hills subarea.

Policy 8.5 Future development in Santa Clara will preserve the designated Western Corridor right-of-way.

8.2 Ensure a “Santa Clara” Streetscape Image for Major Streets

Among the many unique characteristics that set Santa Clara apart from other cities in Washington County are the tree-lined streets in the core area.

As the City continues to grow and develop, tree-lined streets can be expanded to other areas of the city to become a hallmark characteristic that will greatly increase Santa Clara’s livability to current residents and appeal to new ones.

Objective: Bring about a “Santa Clara” image for the entire city.

Policy 8.7: Provide green, shaded streets throughout the city. The tree canopy should mimic the historic large shade trees on Santa Clara Drive.

Policy 8.8: Development along key corridors should avoid the creation of “walled streets”. Walled streets are large portions of throughways dominated by large, non-transparent fencing.

Policy 8.9: Make sure that new neighborhoods include walkable routes to schools, nearby commercial areas, parks, and open spaces.

Actions to achieve this objective:

1. Create guidelines to encourage attractive, livable streets including:

- Street tree planting along major streets, in public and private developments.
- Homes that front on streets, avoiding side or rear property walls adjacent to sidewalks (“walled streets”).
- If side or rear yards face a street, a generous, attractive landscaped buffer along the sidewalk should be provided by developers and maintained by the according to the city’s landscape ordinance.

2. Encourage “Arbor Day” planting of street trees in residential neighborhoods.

10 REGIONAL COOPERATION

10.1 Disposal and Annexation of BLM Lands

Santa Clara’s only potential for expansion is to the south on federal land under the jurisdiction of the Bureau of Land Management (BLM). The BLM has identified land in this area for “disposal”. The potential disposal land extends south to steep terrain of Box Canyon Wash, and excludes a significant area reserved for Bear Claw Poppy habitat preservation. Much of the disposal land is subject to expansive clays. Portions of the disposal area include slopes that are visible from the downtown.

A portion of the disposal land extends south beyond the current city boundary. Annexation will require multiple means of access, which may be obtained by additional connections to Santa Clara (crossing the Santa Clara River) and/or connectivity to St. George.

Policy 10.1 The City supports disposal of BLM land in the South Hills area with conditions that:

- a) Protect sensitive habitats.
- b) Minimize and mitigate grading that would scar visible hillsides.
- c) Provide multiple means of access.
- d) Suitably avoid construction on expansive clay soils.

10.2 The St. George Metropolitan Planning Organization (MPO)

Santa Clara is within the Dixie Metropolitan Planning Organization (MPO) area, a federal designation that allows the region to qualify for particular federal funding - particularly for transportation improvements.

Long-range plans for the MPO include the construction of the "Western Corridor" - an arterial around the western side of the urbanizing area. The preliminary concept is for the Western Corridor to connect from I-15 to Old State Highway 91 on the western edge of Santa Clara, then continue north to E. Center Street (Snow Canyon Parkway) in Ivins. If developed, the Western Corridor will greatly increase access to the South Hills and provide an alternative route to regional employment and industrial development that will be able to bypass Santa Clara Drive and Sunset Blvd. in St. George.

The Western Corridor is included in the MPO's Phase II implementation, projected to begin after 2015. All municipalities agreed upon the two portals and the basic alignment. However, the originally proposed alignment presented problems for logical development in Santa Clara North. An alternative alignment is proposed on the Future Land Use Map. This alternative alignment will require coordination with the MPO and Ivins.

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Santa Clara General Plan Update

South Hills Sub-area

The General Plan

The Santa Clara General Plan was adopted in 2014 to help guide growth over the next 15-20 years.

The General Plan is divided into sub-areas. The South Hills Sub-area generally applies to the land south of the Santa Clara river.

Why an update for the South Hills?

Growth is now finally beginning to increase again after the major slowdown after the 2010 recession.

Of late, interest has been raised in some of the parcels in the South Hills.

Approximately 240 acres of the South Hills are in private ownership and the remaining 1,440 acres (in the city

boundary) are under the jurisdiction of the Bureau of Land Management (BLM). However, a significant portion of the 1,440 acres has been designated for potential disposal (sale) to private interests.

This land has potential for development, but also has significant constraints such as:

- expansive soils that make development expensive
- steep slopes, and visible hillsides that are important to views from Santa Clara
- a large number of existing and planned recreation trails that crisscross many developable areas
- dependence on new roads, including the Western Corridor, to make the area accessible and to

maintain acceptable traffic levels on Santa Clara Drive

- a long lead time required for the BLM disposal process, including environmental studies

In addition, there are some new conditions, such as a heightened interest in recreation uses in the South Hills. This is an opportunity to evaluate those opportunities before they become lost to development.

As a result, actions must be taken relatively soon to lay the groundwork for development even 5 to 10 years away. Updating the South Hills Sub-area plan as a mechanism for identifying and prioritizing those actions.

What has happened so far?

Options for modifications to the South Hills Sub-area plan have been studied by a Steering Committee, the Planning Commission, and the City Council. Preliminary directions have been identified.

The time has now come to solicit public input to these preliminary ideas, after which the proposed plan will be modified and forwarded to the Planning Commission and Council for adoption.

Proposed Plan

On the following page you will find an annotated map showing the proposed changes to the existing plan designations as derived through the analysis that has been conducted to this point.

Key issues addressed in this plan include:

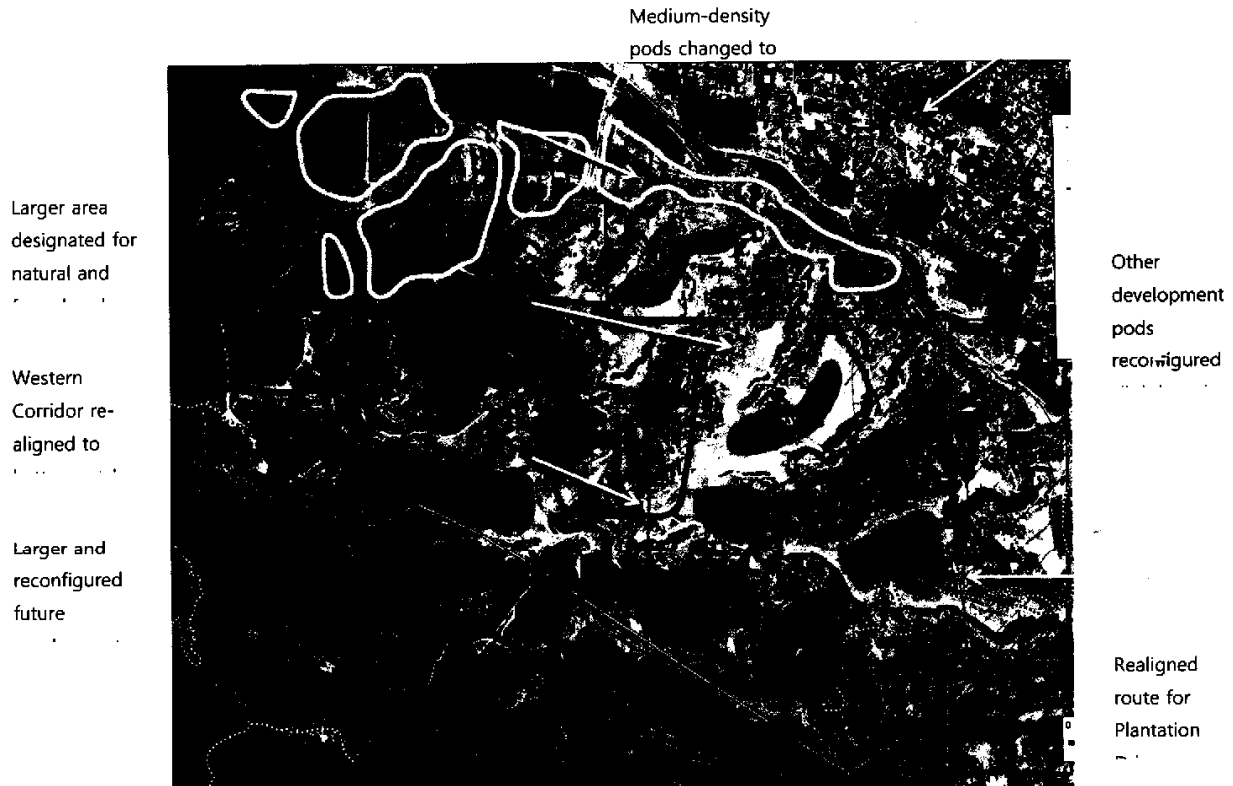
Development “pods” – development is clustered into medium density pods for several reason: it is a less-costly way to develop on shrink/swell soils, it preserves corridors for recreation and open space uses, and it reduces road miles.

Expanded recreation—park and trail designations have been adjusted and increased to reflect anticipated uses
Traffic corridors—to provide relief to Santa Clara Drive, revised corridors for the Western Corridor and a connection to Plantation Drive are indicated.

Additional annexation—a “holding zone” designation has been added
Land use—density has been reduced along the river to better blend with existing development

a general description for the South Hills General Plan update is as follows; "The South Hills area is generally located south of the Santa Clara River, and west of the St. George City and Santa Clara City boundary line and extending westward to encompass an area of approximately 1,700 acres. The majority of this land area is in federal ownership and managed by the Bureau of Land Management".

Proposed

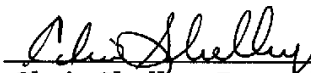


CERTIFICATE OF POSTING ORDINANCE

I, the duly appointed and acting recorder for the City of Santa Clara, hereby certify that copies of the foregoing

Ordinance 2017-23 was posted at two public places within the municipality this 28th day of September 2017; which public places are:

1. Santa Clara City Office
2. Santa Clara Post Office


Chris Shelley, Recorder