CITY OF SOUTH JORDAN
PLANNING COMMISSION MEETING
COUNCIL CHAMBERS
October 28, 2025

Present: Chair Nathan Gedge, Commissioner Lori Harding, Commissioner Steven Catmull, Commissioner Bryan Farnsworth, Commissioner Sam Bishop, Commissioner Michell Hollist, Assistant City Attorney Greg Simonson, City Planner Greg Schindler, Planner Damir Drozdek, Assistant City Engineer Jeremy Nielson, Director Brian Preece, Deputy Recorder Cindy Valdez, IT Director Matt Davis, GIS Coordinator Matt Jarman.

Others: Rachel Turk, Brandon Harrison

6:30 P.M.
REGULAR MEETING

A. WELCOME AND ROLL CALL *–Chair Nathan Gedge*

Chair Gedge welcomed everyone to the Planning Commission Meeting and noted that (5) of the Planning Commissioner's are present.

B. MOTION TO APPROVE AGENDA

B.1. Approval of the October 28, 2025

Commissioner Hollist motioned to approve the October 28, 2025 Planning Commission Agenda. Chair Gedge seconded the motion. Roll Call Vote was 6-0 unanimous in favor.

C. APPROVAL OF THE MINUTES

C.1. Approval of the October 14 2025 - Planning Commission Meeting Minutes.

Commissioner Catmull motioned to approve the October 14, 2025 Planning Minutes with corrections. Commissioner Gedge seconded the motion.Vote was 6-0 unanimous in favor.

D. STAFF BUSINESS

Planner Schindler said I want to remind you that the next Planning Commission Meeting will be held on Wednesday November 12, 2025. The City is closed on Tuesday November 11th for the Veterans Holiday, so we will have the Planning Commission Meeting Wednesday

E. COMMENTS FROM PLANNING COMMISSION MEMBERS

F. SUMARY ACTION

G. ACTION

H. ADMINISTRATIVE PUBLIC HEARINGS

H.1. **DAYBREAK VILLAGE 9 PLAT 5 AMENDED**
Address: West side of Bingham Rim Rd approximately between 11095 S and 11035 S.
File No: PLPLA202500179
Applicant: Vagner Soares (LHM Real Estate)

Planner Greg Schindler reviewed background information from the staff report.

Chair Gedge opened the Public Hearing to comments. There were none. He closed the Public Hearing.

Commissioner Hollist motioned to approve File Nol PLPLA202500179 Daybreak Village 9 Plat 5 amended at West side of Bingham Rim Rd approximately between 11095 s and 11035 S. Chair Gedge seconded the motion. Roll Call Vote was 6 to 0 unanimous in favor.

H.2. **ALTITUDE PRELIMINARY SUBDIVISION PLAT**
Address: 515 W. Ultradent Dr.
File No: PLPP202500150
Applicant: Krisel Travis, DAI Utah

Planner Damir Drozdek reviewed background information from the staff report.

Commissioner Harding is there going to be any fencing?

Planner Drozdek said there's going to be a decorative masonry wall along the East and the North boundary, and then there's going to be post and rail fence along the south boundary and the portion on the North boundary.

Commissioner Harding said what about down into the natural land?

Planner Drozdek said there will not be a fence there.

Commissioner Catmull said will any of these roads develop the property to the north? Will any of those interior roads go through?

Planner Drozdek said some of them are stubbed and planned to go through.

Commissioner Hollist said as far as I could tell, they've met all of the requirements and the agreement with city council.

Planner Drozdek said yes, that is correct.

Commissioner Hollist said the one that I saw there was a provision that they could go above the 35 foot height restriction. I didn't see any cap on what that height could be, is it just that they're limited to the four stories that were shown in these renderings?

Planner Drozdek said the heights are indicated on those drawings.

Commissioner Farnsworth said is the purpose of the developer putting in the trail to connect the front runner station because it is on the other side?

Planner Drozdek said yes, that is correct

Commissioner Catmull said I have a comment about the traffic study. I believe on this item, and looking at the code, I didn't see anything in the staff report. Did we decide if they had to get a traffic study?

Planner Drozdek said they did, it was updated.

Commissioner Harding said on that, it looks as if the trail has some type of a bridge over the Jordan River. Will that be City's responsibility, or the individuals, as I see, part of it's on their land as far as flooding or maintenance or anything of that nature.

Planner Drozdek said that's in the agreement. They're going to donate $300,000 to the city towards the construction of the bridge. The bridges, and the rest of it's going to be covered by the city from different funds.

Commissioner Harding said I saw that that was happening, but as far as future maintenance.

Planner Drozdek said it will be the City.

Chair Gedge said we did receive an email last week regarding a request from a Lenny with Silverstone automation regarding request for a current traffic study. We should have all received the email in your city email as an attachement. This will be part of the public record on that to reference that we did receive the one email ahead of time.

Krisel Travis (Applicant) said there's a couple of new faces that I don't know, but thank you for your service here. We're glad to be here tonight. I just wanted to bring you up to speed, because you hadn't seen what we'd done since the City Council approved this. So this is our new layout with our condominiums. You can see the four story condos and the three story town homes and how it lays out on the land and orients with the open spaces at the bottom. And then you can flip to the next slide. Just for curiosity sake, this color codes the 222 units, and the different types that are available. And then it also matches the MDA in the number of rentals. We will have 94 that will be rentals, and 128 that will be for sale, and those for sale properties cannot ever be rented. Those will be restricted through our CC&R’s and our association, and we have worked with Edge Homes. They will be the builder for the condominiums and for a few of the town homes.

Commissioner Hollist said it sounds like the for sale product will primarily be your condominiums.

Ms. Travis said yes, all of the condominiums will be a for sale product, and the rentals will be the town homes, and there will be a few town homes for sale as well. So there are 84 condominiums and I think there's 38 townhomes. This is the updated landscape plan, and as Damir pointed out, we have made a couple of adjustments based on city council. We're trying to be very water wise and efficient, so we'll have native landscaping. We will finish the public trail. One of the other things that we've added, which is not a public amenity, but down here is the memorial garden, which we'll do as part of a tribute to the prior land owners. We'll have plants, it's a meditation kind of a space where we'll have plants that he loved and their family enjoyed. There'll be binoculars for the kids to look over the riparian area, kind of like you see at the national parks, so that they can enjoy and learn. We'll have some signage that will point out different plants and things to look for. So it's kind of interactive, but it's mostly a meditation and quiet space down there for them to enjoy.

Commissioner Hollist said you just indicated that will not be a public feature. How will you enforce that?

Ms. Travis said we won't. I know it's going to be hard because the trail is public. It goes right through there, but it will be 100% on the on the HOA to maintain those areas, other than the trail, which would be the city's responsibility. So next slide, so this just kind of tells you and shows you what that those areas and contemplation spaces are planned for and look like, and that we're trying really hard. One of the snags that we hit was with the Jordan River Commission and and trying to make everything fit. As you guys know, we really are trying to bring that wetland back to life. We appreciated the cooperation of staff through our agreement to allow our storm drain to be a little bit different so that we can use the water that we're capturing to feed that wetland and to try and re establish some of the growth down there. The next slide is the view from the bridges and from the other side. Some of the concerns were for the members on the west, your citizens on the west, and what they would be looking at? So this just shows those views from the other side of the river. That's what it looks like. We are grateful for your time. So if you have any questions for me, I am open.

Commissioner Catmull said if you go back on that slide presentation of views from the other side. I don't have a slide number so I can't reference it for the audio, but I'm looking at two pictures. I think they're from the one in the upper right, and the other one is in the lower upper right from further back than the trail on the other side, right? It might be closer to the homes side, because the trail is closer to the river on this side.

Ms. Travis said there's about 600 to 700 feet between home to home with the river in between.

Chair Gedge said living in this neighborhood I will confirm that number, and just going back to your memorial garden and the description you had here. I know that along the River Parkway, just south of this, between 10400 S and 11400 S. I guess similar with the various trees of the of the area, is it similarly how you can kind of branch off the trail to go in?

Ms. Travis said these will be oriented like the trail that runs right through them. They are going to be circular, and you could turn off and sit, there's not going to be a path that you'd have to deviate from, but they're more directly adjacent, and there will be seating areas and benches. We have a bird bath down there to attract birds and butterflies. It's been a really fun thing to do.

Chair Gedge said and you guys, again, will maintain that. The city will maintain the actual trail piece.

Ms. Travis said yes, that is correct.

Ms. Travis said I need to make a correction on the fencing plan, where you see the blue line and the red line. We have extended this red and the blue line a little bit farther down, so the blue will extend to here, so that solid wall will be a little bit longer than what's represented here. There was a concern from the owner to the north that maybe it needed to go a little bit farther. So we have extended it to where our wetland begins, and everything above that will be solid.

Chair Gedge said I believe the Jordan River Commission had some concerns. Are they fine with that extension?

Ms. Travis said yeah, because it's still it aligns with our natural area that was part of the development agreement and the changes that happened with our rezone, and so it aligns with those locations.

Assistant City Attorney Simonson said I just want to make sure that our record is going to be complete. Great presentation. It looked to me like there were some photos and drawings presented in her presentation that are not in the packet. And I want tomake sure that everything from her presentation makes it into the record.

Chair Gedge said thank you for bringing that up Mr. Simonson, so that's fully referenced in the packet again, before we open general public. We did receive the one email we've mentioned a couple times this evening regarding the traffic study in this area. They wanted a more current version. because the one before did not incorporate the 222 units that were are being presented this evening.

Chair Gedge opened the Pubic Hearing to comments.

Cory Bodily, South Jordan said I'm the CFO of Silverstone Automation. My partner, Lenny is the one that sent the letter in. He's the CTO and the two of us own the company. Thank you, Damir, for passing that information along. You kind of took the wind out of my presentation. I thought I had to justify why a new trade study needed to be done. But, let me tell you, the least the current conditions we have is right now. We're fully staffed. You have the social security building and it seems like they're fully operational. And entering, you're calling it the secondary access. Entering the Jordan gateway from that secondary access right now is working with the amount of cars that we have with the Ultra Dent building. When we purchased the Ultra Dent property those parking lots were completely full. Now they're not. So that's also a potential that

may not show up on the immediate study. If they man up to where they were several years ago and bought the property, then it would be a game changer also, but right now, it currently just works well, and you made it awfully easy for us. And how do we get a copy of that? It hasn't been done, or is it scheduled, or is it the new traffic study?

Chair Gedge said we will answer any questions after the Public Hearing.

Mark Halliday, South Jordan said this was my grandfather's property, the original one of the heirs to that original property, we've owned it for centuries. It was my uncle's part thats being divided out and doing the development for his kids. One of my concerns are how they extended the fence down further through there, but I'd like to see some DWR fencing. I have some that I'll leave here. There's a picture right there of the kind they would like to have for the fencing for deer, so their heads don't get stuck in it and they don't get stabbed. Plus, we have large animals on our side, horses, and I'm concerned about horses sticking their heads through. Plus we plan on putting maybe some sheep down in there. The rail fence won't work, the deer will be able to cross over this fence that I'm proposing here. Another concern is my irrigation ditch runs right through there. It cuts currently on the diagonal, like that. They're looking at taking and putting it on the south side of that masonry wall. I was wondering if they would be willing to put it on the north side of the wall so we have access to water. My east fields here have ports that go all along there. So currently, with them putting it on the south side, I have no way of irrigating it with the discharge being right there that they currently propose. The other thing I'm concerned about is, I noticed a box. Is there going to be snow pile areas at the end of some of those roads? Are those going to be drained into a storm drain system, so they're not drained into an irrigation system, for which will flow back down into dry creek and then eventually down into the Jordan River? I'd like to keep it clean for my agricultural and for going and saving the brine shrimp and the Great Salt Lake and everything along the way with the fish and stuff like that. The other concern that I have with that snow being piled up there is that masonary wall, having the footings, having so we don't have we are going to still plan to irrigate all the way down along this fencing from the east to the west. We're not planning on going right up against the masonry wall, but I want to make sure that we have footings, and we have ample drainage on their side so we don't have settlement or destruction to the masonry walls. I don't know if they plan on using secondary water. I seen it annotated on one of their maps where they had a symbol for secondary water, but I yet to find any usage of it within their development. And if there are, I'd like to have those plans. And I yet to see plans for whats going to be coming, for the irrigation piping, as far as for slopage dimensions and gradients on that.

Chair Gedge closed the Public Hearing.

Chair Gedge said the updated traffic study, I believe that was emailed to us. So when we approve the minutes it will be an attachment on the second Wednesday in November, and it will be posted and will be searchable online through the city website. The fencing would be up to the applicant to agree to put in the file and fencing for the agricultural and or native animal use, so we may invite the applicant back up. Also plans for the irrigation that seems to be between adjoining property owners. I don't think that we would have a site plan here, but we will ask her to do that. And of course, it's probably the same thing with the snow storage drainage as well.

Planner Drozdek said when it comes to fencing, a fencing plan is attached to the agreement, and that was agreed by the city council and the developer, so as long as they're following the plan, that's it. That's in the agreement.

Chair Gedge said thank you for bringing that up. That is in the development agreement, the actual types of fencing, but what? But what was being raised is the blue and the red that was presented to us this evening.

Planner Drozdek said think that matches the agreement.

Chair Hollist said will you remind me if the masonry minimum six foot fence, right?, and so that's typical between land uses that aren't the same, right? And then is there fencing going all the way down to the river? Or there's not.

Planner Drozdek said yes.

Chair Hollist said so that's typical between land uses that they aren't the same, right? And then is there fencing going all the way down to the river or not?

Planner Drozdek said there's a masonry wall along the East boundary, and along a portion of the North boundary. And then it continues with post and rail fence down to the river, and the entire South boundary is just post & rail.

Chair Gedge said I would like invite the applicant to come forward to answer some of these questions.

Ms. Travis said it will be post and rail. We haven't decided if it will be wood or if we'll be using vinyl, but it would be six to eight foot spans with two or three horizontal rails in between.

Chair Hollist said any spikes?

Ms. Travis said no spikes and it would only be 36 to 42 inches tall.

Chair Gedge said I am going to go back to my questions here, a comment was raised about the irrigation along that North fence line. Would you guys be open to conversations with the adjoining property owner so they could access that water.

Ms. Travis said it is our obligation so he can access it. We are submitting and have met with the city engineer. Our engineers have studied the flow and looked at the gates and things and what he has been receiving off the top of my head, I think it's like eight cubic feet of water that flows down there. So our pipes will be sized sufficiently, and we can deliver it to the same spot he's receiving it at, or we can negotiate with him as to where he wants to have that placed. But our intent is it flows all the way along our East property line. It'll wrap the buildings, and then it will cross under the fence or through the fence somehow, so that we can deliver to him what he is now receiving.

Chair Gedge said and then with the water on the snow storage. I'm assuming you'll have proper drainage up to the city and county codes, any other mitigation factors to keep it clean with the wetland.

Ms. Travis said it will run through our drainage systems. And part of that is that led that's going to be down in the basin and help us. So, I hope it snows lots so we get lots of water down there to help us re-establish. But that basin at the bottom will be built such that when it enters it has a ditch that goes through plants, native vegetations that filter it and then edit, and it slows its flow, and it's timed around the basin. And then it's tiered, we have three different heights of detention for it to then sit and filter, and sit and filter, and sit and filter. And then there will be a discharge location where it will go through our native vegetation and out to the river, and we're working with FFSL forest fire sovereign lands to get those permits and have those approvals.

Commissioner Harding said he also talked a little bit about snow piles and the footings of the fence. Can you address that?

Ms. Travis said so the footings will meet the first steps, just like any other building. They'll all be on our side of the property line, and they'll be big enough that we'll be offset from the property, because the post for that is centered for the panel, so there'll be a little bit of offset. I don't know off the top of my head those physical dimensions, but there will be a footing that would support those and make it sufficient to maintain the water drainage and the snow piling. Now, if the snowplow hits it, we'll fix it. But those those kinds of things have been maintained and looked at.

Commissioner Catmull said so those snow plow areas, do they drain away from the adjacent property?

Ms. Travis said yes we have to maintain our own water.

Commissioner Catmull said so they say there's a 10 year frequency storm flows.

Ms. Travis said yes, we're in compliance with all of those things, and it'll stay with us and the filter drain, either to our streets or down our drainage basins and our open landscape areas.

Commissioner Harding said the secondary water was mentioned secondary water was the other thing that I wrote down.

Ms. Travis said there's not secondary water service at this location from the city. So we will be using our culinary water, but we have designed a very water wise landscape. We've only got about 71% of our landscape in water wise, so most of this site will be water wise and vegetated and irrigated very efficiently.

Commissioner Bishop said I'd like to go back to fencing, and I just like to know what the wording is in the development agreement.

Ms. Travis said we do have our traffic engineer here, if there are any questions in regards to traffic, to address the neighbors concerns.

Chair Gedge said I'm not sure about the presentation we have this evening, and if we we able to display the entire packet that included the development agreement to review the actual fencing.

Planner Drozdek said I don't think it's in words, but it's an exhibit. So there's a fencing exhibit that's attached to the agreement, and this exhibit shows what the fence is going to be and where.

Commissioner Catmull said it's exhibit H. I was just looking at it, and it's not like the other development agreements we've seen where it'll say, this is a concept plan. And so it probably doesn't have that wiggle room to where someone says, this is a concept plan, and the city engineers can wiggle a little bit in the agreement to accommodate interest.

Commissioner Bishop said I don't know, but what the agreement shows is what they have to do.

Commissioner Catmull said here's two things that says post and rail is one item. If we can bring exhibit H, we can see how it's oriented. I think it's a little bit different than what's on exhibit H in the packet.

Planner Drozdek said this is not the same as Exhibit H, this is different.

Commissioner Catmull said on the upper left, somewhere in this section, is the two different fence types explicitly called out.

Chair Gedge said it's obviously in the supporting documents of our agenda this evening, and not part of the presentation which staff has prepared, which is kind of a summary of that.

Commissioner Catmull said the only thing I would say there is, if we're going to take it to that literal sense. Also, it is shown as likely wood in the picture.

Commissioner Hollist said there's language that covers things like that where I think certain city staff can review certain items and allow them.

Commissioner Catmull said I don't remember, and that might be a question for the city attorney to see if that applies to this section, because it usually doesn’t. Those types of things refer to a concept plan and a drawing and that's what allows a little wiggle, that it's a concept plan with constraint proposed.

Chair Hollist said it does in the development agreement, like you're saying referenced this attachment specifically.

Commissioner Catmull said exactly. It says the materials and then go up anyway. I can only have so many windows open, but it does say specifically, if someone has language materials and styles in Exhibit H.

Chair Gedge said I guess this question is for Assistant City Attorney Simonson. The development agreement has been obviously agreed and executed between the applicant the City

Council and is what was agreed to, what's being displayed here, and so basically it's outside our purview, is that correct?

Assistant City Attorney Simonson said yes.

Chair Gedge said what was presented to us by the applicant. Does that meet the city standards for water collection and runoff? And they mentioned permitting, so that seems to be outside, maybe the city's purview. But does that seem applicable from an engineering standard that the water collection first from snow.

Assistant City Engineer Nielson said yes. We've reviewed the storm drainage system, and it's meeting our low impact development requirements.

Commissioner Harding motioned to approve File No. PLPP202500150 Altitude Prelimary Subdivsion Plat at 515 W. Ultradent Dr. Chair Gedge seconded the motion. Roll Call Vote was 6-0 unanimous in favor.

I. LEGISLATIVE PUBLIC HEARINGS

J. OTHER BUSINESS

J.1. PLANNING COMMISSION TRAINING

Planner Moss conducted South Jordan General Plan Training.

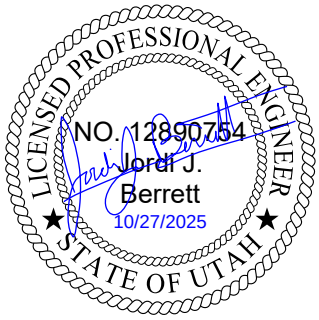
ADJOURNMENT

Chair Gedge motioned to adjourn.

The Planning Commission Meeting adjourned at 9:10 p.m.

This is a true and correct copy of the October 28, 2025 Planning Commission minutes, which were approved on November 12, 2025.

MEMORANDUM



Date: October 27, 2025

To: South Jordan City

From: Hales Engineering

Subject: South Jordan – Altitude Subdivision TIS Addendum Memo

UT25-3094

Introduction

The purpose of this memo is to provide an addendum to the previously completed traffic impact study, dated July 3rd, 2024. This addendum addresses minor changes to the project land uses and access configuration as well as the impact those changes have on the previously analyzed future (2029) traffic conditions.

Project Description

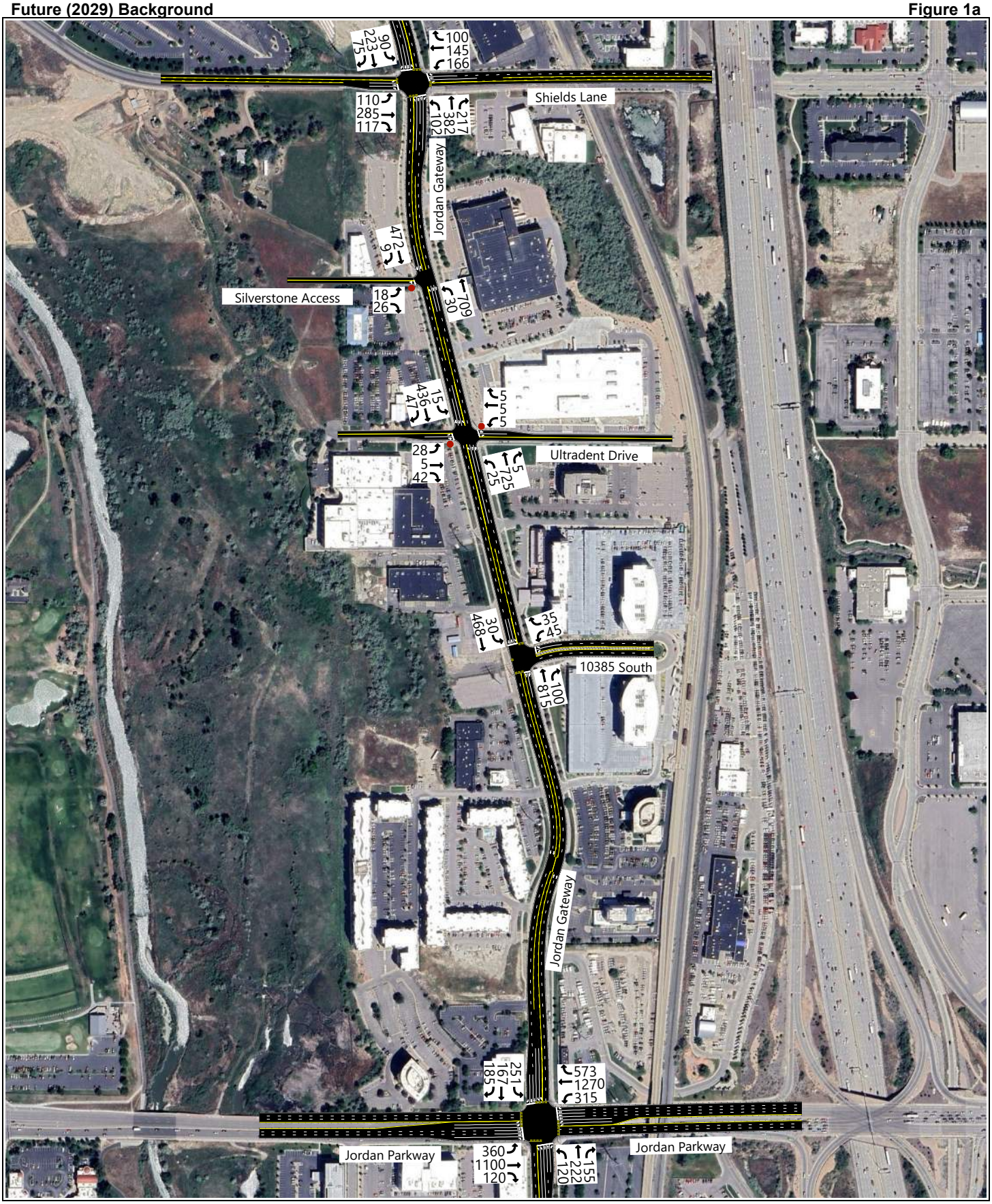
The proposed Altitude Subdivision development is located on the northwest side of the Ultradent Drive cul-de-sac. The development will consist of residential townhomes and condos. This addendum has changed the number of townhomes from 187 to 138 while adding 84 condos to the unit count. That is equal to 35 additional residential units in the proposed project. A concept plan for the proposed development is provided in Appendix A. The proposed updated land use for the development has been identified in Table 1.

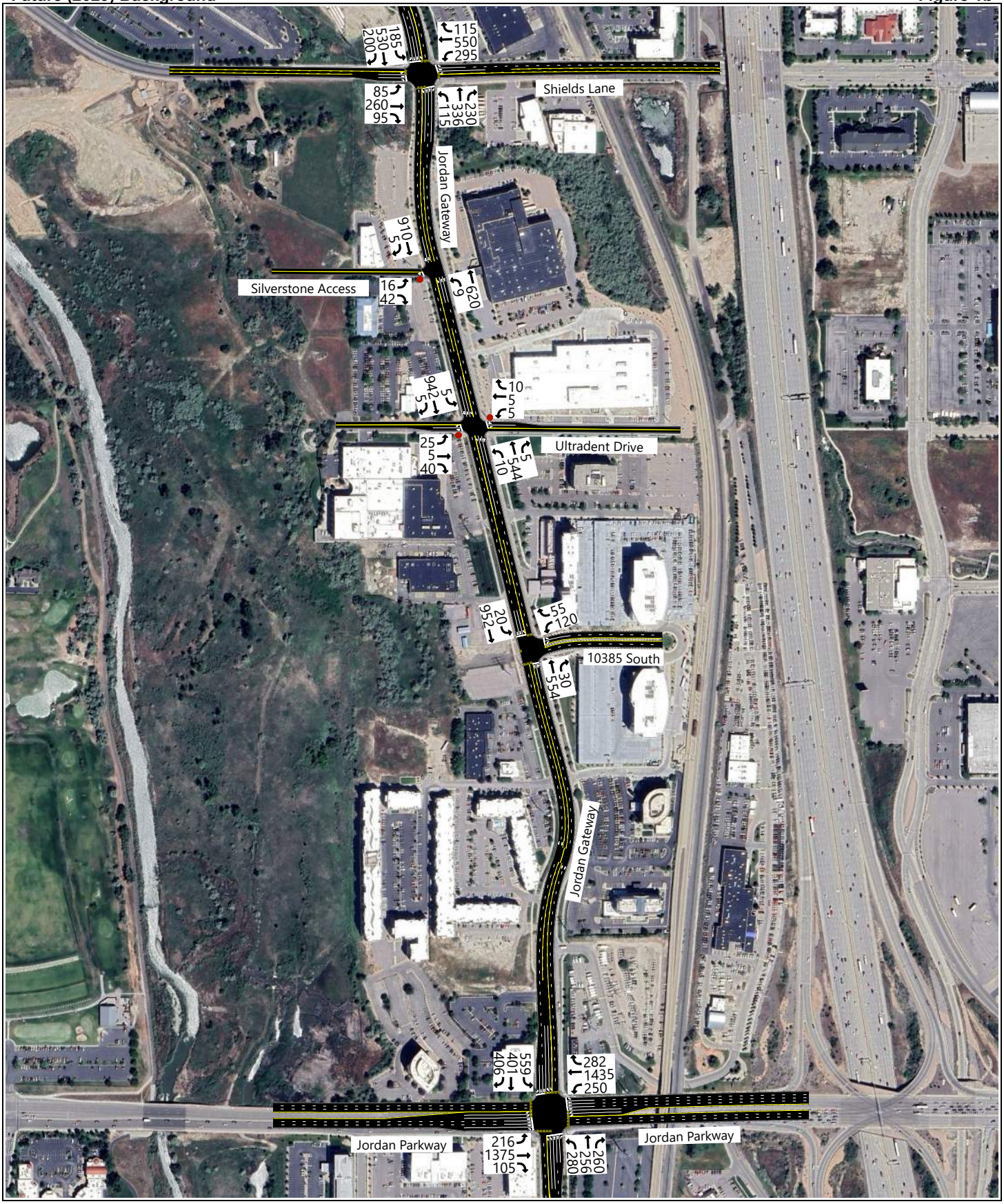
Table 1: Project Land Uses

Land Use	Intensity
Townhomes	138 Units
Condos	84 Units

Future (2029) Background Conditions

Hales Engineering used the Institute of Transportation Engineers (ITE), *Trip Generation*, 12th Edition, 2025 to estimate the number of trips generated by Silverstone Automation and include them in the future (2029) background scenario, which already includes traffic volumes counted from the Social Security Administration building. It is anticipated that Silverstone Automation generates approximately 10 trips during both morning and evening peak hours. Future (2029) background peak hour turning movement volumes are shown in Figure 1.


Shields Lane
Jordan Gateway
Silverstone Access
Ultradent Drive
10385 South
Jordan Gateway
Jordan Parkway
Jordan Parkway
90 223 75
100 145 166
110 285 117
217 382 102
472 9
18 26
709 30
15 436 47
5 5 5
28 5 42
5 725 25
35 45
30 468
100 815
251 167 185
573 1270 315
360 1100 120
155 222 120


185
530
200
115
550
295
Shields Lane
85
260
95
230
336
115
Jordan Gateway
910
5
Silverstone Access
16
42
620
9
5
942
5
10
5
5
25
5
40
Ultradent Drive
5
544
10
20
952
55
120
10385 South
30
554
Jordan Gateway
559
401
406
282
1435
250
Jordan Parkway
216
1375
105
Jordan Parkway
260
256
280

Hales Engineering determined that all study intersections will operate at an acceptable level of service (LOS) during both morning and evening peak hours in future (2029) background conditions, as shown in Table 2. More detailed LOS results are provided in Appendix B.

Table 2: Future (2029) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Shields Lane / Jordan Gateway	Signal	B (11.3)	C (20.6)
Private Drive / Jordan Gateway	EB Stop	a (9.2) / EBL	c (15.2) / EBL
Ultradent Drive / Jordan Gateway	EB Stop	c (18.5) / WBT	c (21.9) / EBT
10385 South / Jordan Gateway	Signal	A (3.3)	A (5.2)
Jordan Parkway / Jordan Gateway	Signal	D (35.4)	D (42.4)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2025

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the peak hour are summarized as follows:

- Jordan Parkway / Jordan Gateway
  - Eastbound: 500 feet (PM)
  - Westbound: 600 feet (PM)

Access

The proposed access for the site will be gained at the following locations:

Jordan Gateway:

- The North Access will be located on the west side of the Silverstone Automation and Social Security Administration access road. It will access the project at the end of the existing access road.
- The South Project access will connect on the west side of Ultradent Drive.

Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 12th Edition, 2025, which is the newest edition and was published after the prior traffic impact study. Only minor changes to the trip generation rates were observed for the project land uses. Trip generation for the proposed project is provided in Table 3.

The total updated trip generation for the development is as follows:

Daily Trips:	1,502
Morning Peak Hour Trips:	110
Evening Peak Hour Trips:	120

Table 3: Trip Generation

Trip Generation South Jordan - Harrison Property TIS Addendum									
	Land Use[1]	# of Units	Unit Type	Trip Generation			New Trips		
				Total	% In	% Out	In	Out	Total
Weekday Daily									
	Single-Family Attached Housing (215)	138	DU	908	50%	50%	454	454	908
	Multifamily Housing (Low-Rise) (220)	84	DU	594	50%	50%	297	297	594
	TOTAL			**1,502**			**751**	**751**	**1,502**
AM Peak Hour									
	Single-Family Attached Housing (215)	138	DU	66	25%	75%	17	49	66
	Multifamily Housing (Low-Rise) (220)	84	DU	44	24%	76%	11	33	44
	TOTAL			**110**			**28**	**82**	**110**
PM Peak Hour									
	Single-Family Attached Housing (215)	138	DU	72	57%	43%	41	31	72
	Multifamily Housing (Low-Rise) (220)	84	DU	48	62%	38%	30	18	48
	TOTAL			**120**			**71**	**49**	**120**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation* ,12th Edition, 2025.

SOURCE: Hales Engineering, October 2025

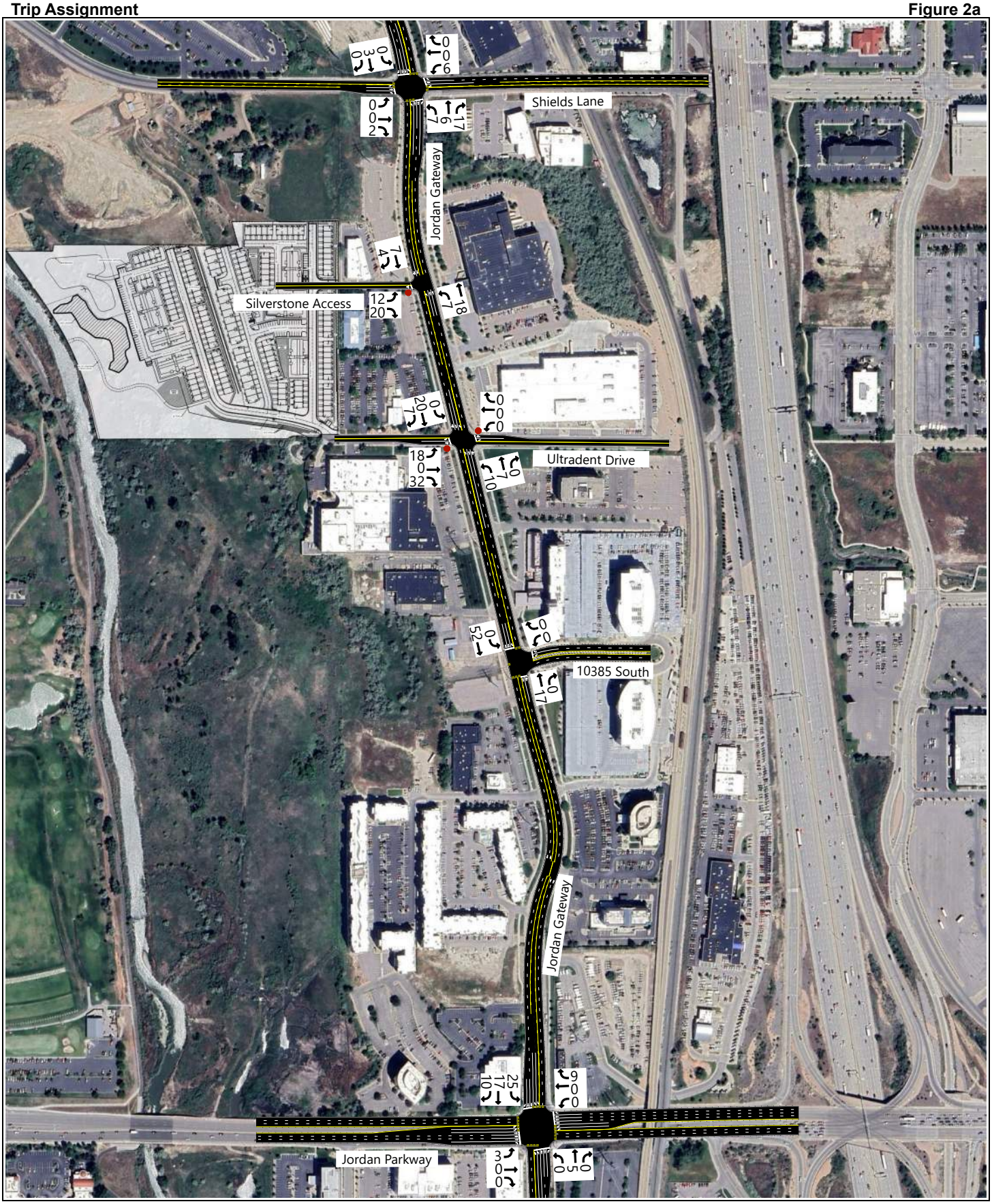
Trip Distribution and Assignment

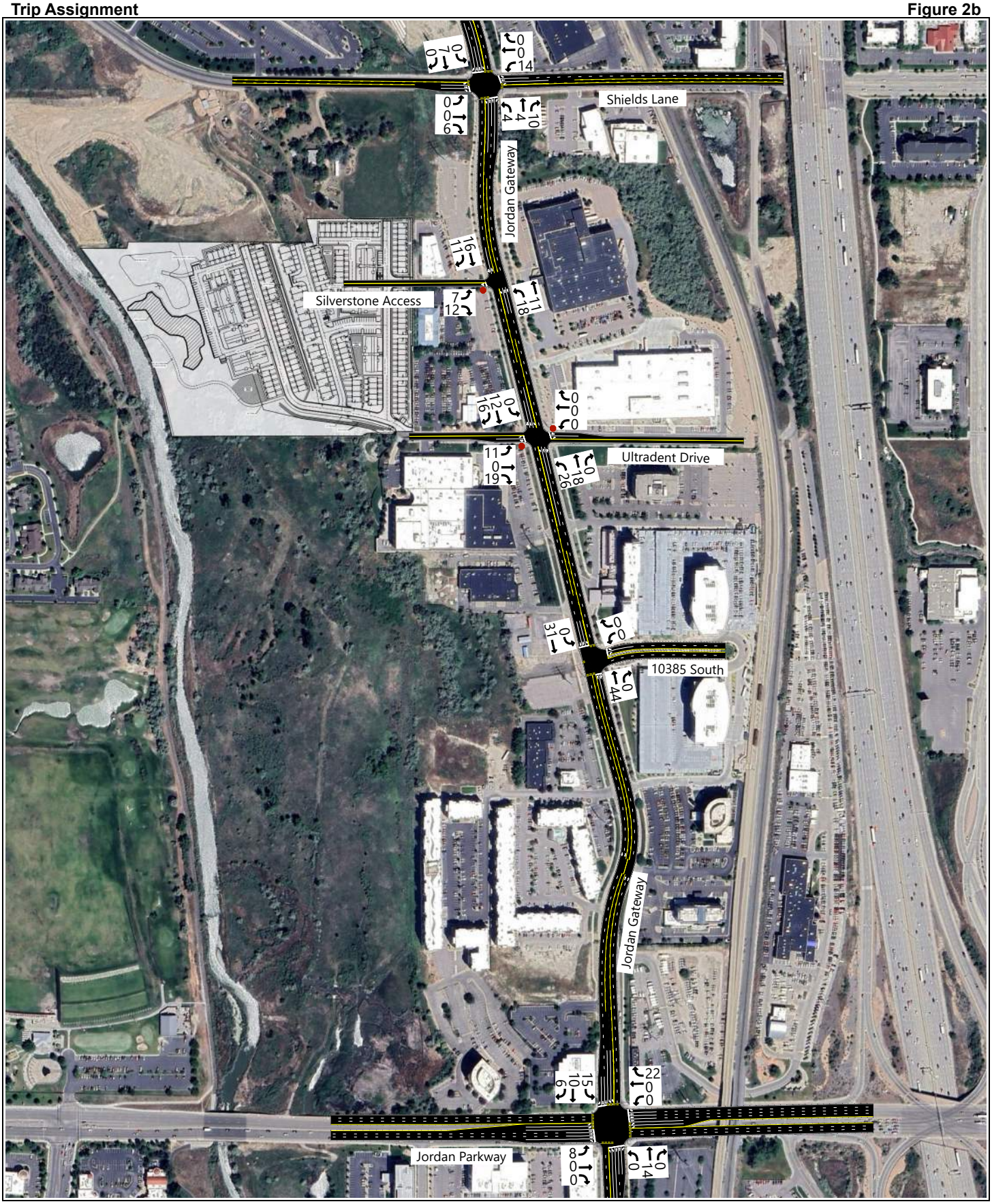
Project traffic was assigned using the same directional percentages as the previous traffic impact study. The distribution of project generated trips during the peak hour is shown in Table 4.

Table 4: Trip Distribution

Direction	% To/From Project
North	10%
South	20%
East	50%
West	20%

These trip distribution assumptions were used to assign the peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 2.


Shields Lane
Jordan Gateway
Silverstone Access
Ultradent Drive
10385 South
Jordan Gateway
Jordan Parkway


Shields Lane
Jordan Gateway
Silverstone Access
Ultradent Drive
10385 South
Jordan Gateway
Jordan Parkway

Future (2029) Plus Project Conditions

Hales Engineering added the updated project trips to the future (2029) background traffic volumes, as described in the background conditions, to predict turning movement volumes for future (2029) plus project conditions.

Future (2029) plus project peak hour turning movement volumes are shown in Figure 3. Hales Engineering determined that all study intersections will operate at an acceptable level of service (LOS) during peak hours in future (2029) plus project conditions, as shown in Table 5.

Table 5: Future (2028) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Shields Lane / Jordan Gateway	Signal	B (11.2)	C (20.7)
Private Drive / Jordan Gateway	EB Stop	b (11.5) / EBL	c (19.1) / EBL
Ultradent Drive / Jordan Gateway	EB Stop	c (17.6) / WBT	d (32.8) / EBT
10385 South / Jordan Gateway	Signal	A (3.4)	A (5.0)
Jordan Parkway / Jordan Gateway	Signal	D (35.6)	D (43.7)

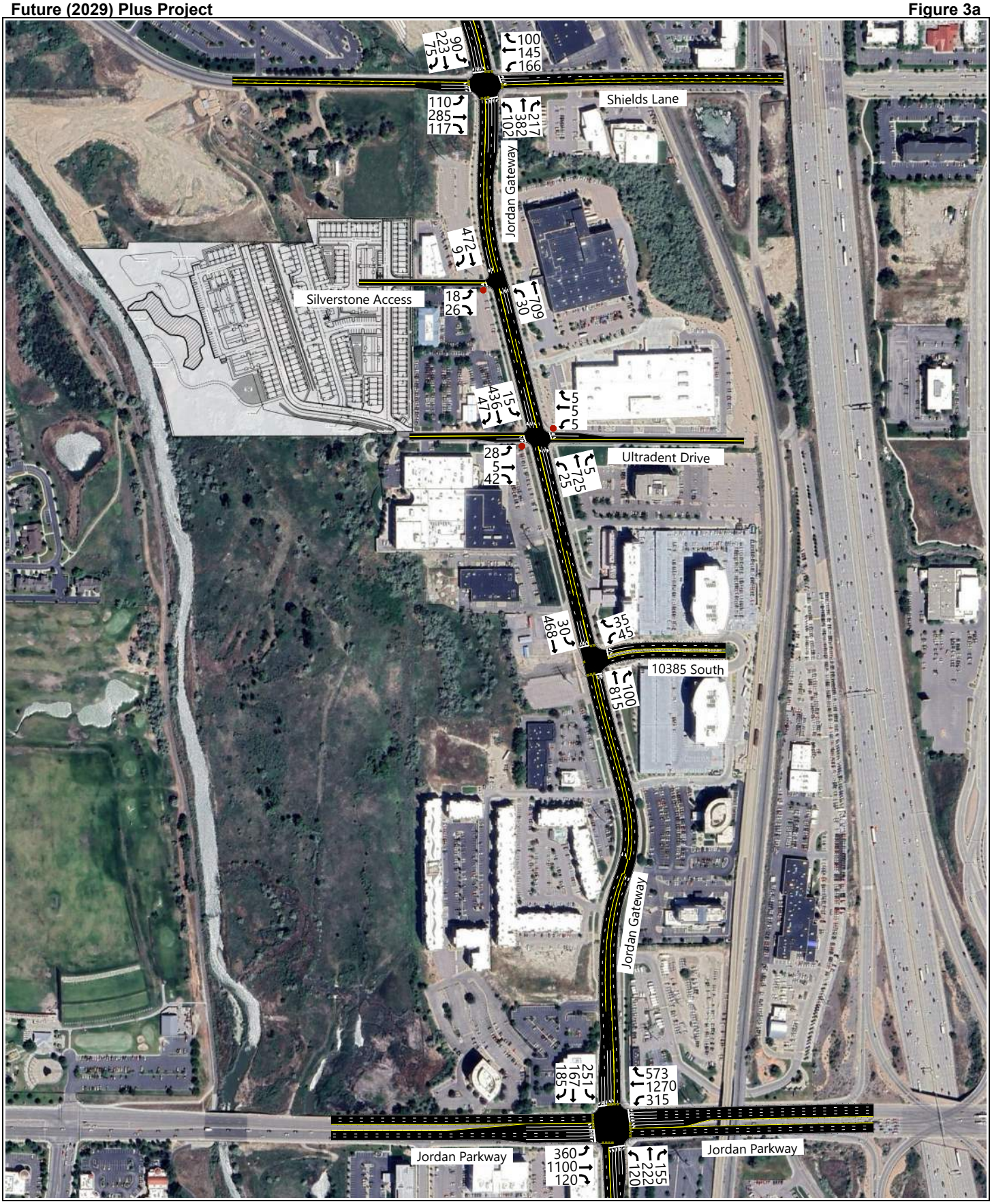
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

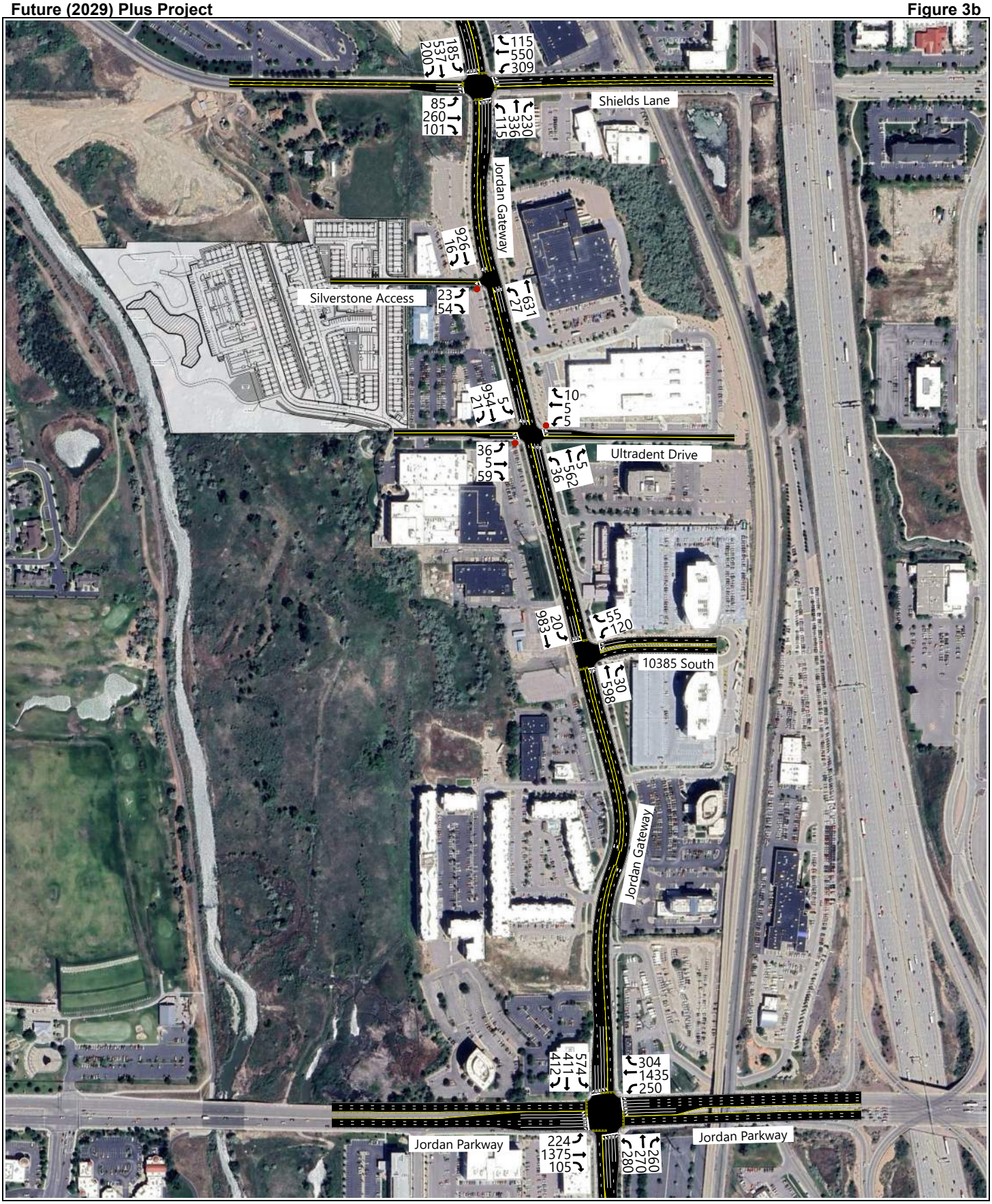
Source: Hales Engineering, October 2025

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the peak hour are summarized as follows:

- Jordan Parkway / Jordan Gateway
  - Eastbound: 500 feet (PM)
  - Westbound: 600 feet (PM)

Detailed queuing results are provided in Appendix C.


Shields Lane
Jordan Gateway
Silverstone Access
Ultradent Drive
10385 South
Jordan Gateway
Jordan Parkway
Jordan Parkway
90
223
75
100
145
166
110
285
117
217
382
102
472
9
18
26
709
30
15
436
47
5
5
5
28
5
42
5
725
25
30
468
35
45
100
815
251
167
185
573
1270
315
360
1100
120
155
222
120


185
537
200
115
550
309
Shields Lane
85
260
101
230
336
115
Jordan Gateway
926
16
Silverstone Access
23
54
631
27
954
217
5
10
5
5
Ultradent Drive
36
5
59
5
562
36
55
120
20
983
10385 South
30
598
Jordan Gateway
574
411
412
304
1435
250
Jordan Parkway
224
1375
105
Jordan Parkway
260
270
280

Conclusions

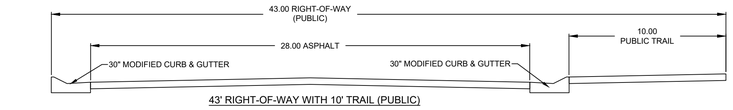
The findings of this study are as follows:

- Future (2029) background volumes were adjusted to reflect the additional traffic generated by Silverstone Automation in addition to the counted traffic volumes from the Social Security Administration building.
- The updated site plan for the Altitude Subdivision project includes 35 additional units compared to the trips generated in the previous TIS report. These additional units generate an increase of 18 morning and 10 evening peak hour trips compared to the previous TIS report.
- Additional public access will be provided at the Silverstone Access / Jordan Gateway intersection.
- With these changes, all study intersections, including the Silverstone Access / Jordan Gateway intersection, are anticipated to operate at an acceptable level of service during the morning and evening peak hours.

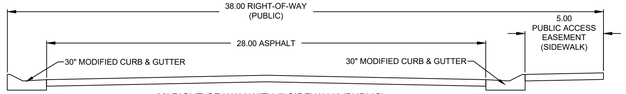
If you have any questions regarding this memorandum, please contact us at 801.766.4343.

APPENDIX A

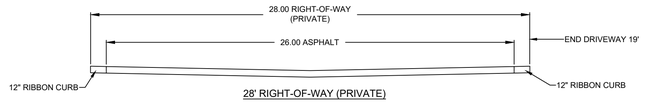
Site Plan



43' RIGHT-OF-WAY WITH 10' TRAIL (PUBLIC)



38' RIGHT-OF-WAY WITH 5' SIDEWALK (PUBLIC)



28' RIGHT-OF-WAY (PRIVATE)

AREA = 18.53 AC

51 REAR LOAD TOWNHOME
67 REAR LOAD WALKUP TOWNHOME
20 FRONT LOAD TOWNHOME
84 CONDO UNITS
222 UNITS

DENSITY = 11.98 UNITS / ACRE

86 STRIPED PARKING
276 TOWNHOME DRIVEWAY PARKING
276 TOWNHOME GARAGE PARKING
60 CONDO DRIVEWAY PARKING
60 CONDO GARAGE PARKING
758 TOTAL PARKING

CUT:	35,301 CY
FILL:	114,145 CY
NET (FILL):	78,843 CY

NORTH

SCALE: 1"=50'

50 25 0 50

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

ALTITUDE SUBDIVISION

SOUTH JORDAN, UTAH

CONCEPT PLAN

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2020-0068
DRAWN BY: BLS
DESIGNED BY: GDM
SCALE: 1"=50'
DATE: 7/3/2025

SHEET 1

APPENDIX B

LOS Results

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Shields Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	95	94	99	16.3	*B*
	T	402	402	100	9.2	*A*
	R	200	215	107	6.2	*A*
	Subtotal	697	711	102	9.2	*A*
SB	L	90	90	100	19.0	*B*
	T	220	219	100	10.3	*B*
	R	75	77	103	4.0	*A*
	Subtotal	385	386	100	11.1	*B*
EB	L	110	106	96	17.6	*B*
	T	285	290	102	14.6	*B*
	R	115	113	98	4.5	*A*
	Subtotal	510	509	100	13.0	*B*
WB	L	160	154	96	20.3	*C*
	T	145	141	97	11.4	*B*
	R	100	102	102	3.9	*A*
	Subtotal	405	397	98	12.9	*B*
Total		1,997	2,003	100	11.3	*B*

Intersection: Jordan Gateway & Silverstone Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	23	25	108	4.3	*A*
	T	710	722	102	0.5	*A*
	Subtotal	733	747	102	0.6	*A*
SB	T	490	482	98	1.6	*A*
	R	5	5	100	1.5	*A*
	Subtotal	495	487	98	1.6	*A*
EB	***L***	***6***	***5***	***83***	***9.2***	***A***
	R	6	6	100	3.3	*A*
	Subtotal	12	11	92	6.0	*A*
Total		1,241	1,245	100	1.1	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Ultradent Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	105	5.0	*A*
	T	812	826	102	1.4	*A*
	R	5	4	80	1.6	*A*
	Subtotal	832	846	102	1.5	*A*
SB	L	15	15	98	5.3	*A*
	T	417	409	98	0.4	*A*
	R	40	39	98	0.3	*A*
	Subtotal	472	463	98	0.6	*A*
EB	L	10	10	98	9.9	*A*
	T	5	4	80	13.1	*B*
	R	10	10	98	3.2	*A*
	Subtotal	25	24	96	7.6	*A*
WB	L	5	5	100	12.0	*B*
	T	***5***	***5***	***100***	***18.5***	***C***
	R	5	5	100	7.6	*A*
	Subtotal	15	15	100	12.7	*B*
Total		1,346	1,348	100	1.4	*A*

Intersection: Jordan Gateway & 10385 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,038	1,047	101	2.6	*A*
	R	100	100	100	2.7	*A*
	Subtotal	1,138	1,147	101	2.6	*A*
SB	L	30	26	87	6.2	*A*
	T	416	410	99	1.1	*A*
	Subtotal	446	436	98	1.4	*A*
WB	L	45	44	98	34.8	*C*
	R	35	37	106	8.4	*A*
	Subtotal	80	81	101	22.7	*C*
Total		1,663	1,664	100	3.3	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Jordan Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	120	115	96	81.5	*F*
	T	217	225	104	63.9	*E*
	R	155	151	97	10.3	*B*
	Subtotal	492	491	100	51.5	*D*
SB	L	226	219	97	68.8	*E*
	T	150	146	97	58.3	*E*
	R	175	173	99	9.7	*A*
	Subtotal	551	538	98	46.9	*D*
EB	L	357	366	103	66.5	*E*
	T	1,100	1,110	101	25.7	*C*
	R	120	116	97	6.6	*A*
	Subtotal	1,577	1,592	101	33.7	*C*
WB	L	315	310	98	61.8	*E*
	T	1,270	1,266	100	27.1	*C*
	R	564	559	99	16.8	*B*
	Subtotal	2,149	2,135	99	29.4	*C*
Total		4,768	4,756	100	35.4	*D*

HALES ENGINEERING
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SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Shields Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	110	96	30.0	C
	T	336	328	98	22.2	C
	R	230	231	101	10.0	A
	Subtotal	681	669	98	19.3	B
SB	L	185	193	104	27.3	C
	T	530	528	100	20.3	C
	R	200	200	100	12.5	B
	Subtotal	915	921	101	20.1	B
EB	L	85	90	106	32.3	C
	T	260	258	99	23.8	C
	R	95	96	101	6.8	A
	Subtotal	440	444	101	21.8	C
WB	L	295	298	101	26.5	C
	T	550	545	99	22.0	C
	R	115	116	101	6.1	A
	Subtotal	960	959	100	21.5	C
Total		2,994	2,993	100	20.6	C

Intersection: Jordan Gateway & Silverstone Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	11	119	6.6	A
	T	620	607	98	0.6	A
	Subtotal	629	618	98	0.7	A
SB	T	915	916	100	2.3	A
	R	5	6	120	2.0	A
	Subtotal	920	922	100	2.3	A
EB	***L***	***16***	***15***	***95***	***15.2***	***C***
	R	42	46	109	7.0	A
	Subtotal	58	61	105	9.0	A
Total		1,608	1,601	100	1.9	A

HALES ENGINEERING
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SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Ultradent Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	7.4	*A*
	T	594	585	99	1.5	*A*
	R	5	5	100	1.8	*A*
	Subtotal	609	600	99	1.6	*A*
SB	L	5	4	80	5.7	*A*
	T	942	946	100	0.7	*A*
	R	5	6	120	0.4	*A*
	Subtotal	952	956	100	0.7	*A*
EB	L	25	22	89	15.7	*C*
	T	***5***	***6***	***120***	***21.9***	***C***
	R	40	40	99	7.5	*A*
	Subtotal	70	68	97	11.4	*B*
WB	L	5	4	80	16.7	*C*
	T	5	6	120	18.9	*C*
	R	10	11	107	5.1	*A*
	Subtotal	20	21	105	11.3	*B*
Total		1,652	1,645	100	1.6	*A*

Intersection: Jordan Gateway & 10385 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	724	713	98	2.9	*A*
	R	30	29	97	2.7	*A*
	Subtotal	754	742	98	2.9	*A*
SB	L	20	20	101	8.4	*A*
	T	968	970	100	3.2	*A*
	Subtotal	988	990	100	3.3	*A*
WB	L	120	119	99	35.2	*D*
	R	55	54	99	6.8	*A*
	Subtotal	175	173	99	26.3	*C*
Total		1,917	1,905	99	5.2	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Jordan Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	280	278	99	70.6	*E*
	T	256	254	99	63.7	*E*
	R	260	262	101	12.3	*B*
	Subtotal	796	794	100	49.2	*D*
SB	L	559	553	99	60.0	*E*
	T	401	393	98	53.9	*D*
	R	406	413	102	26.9	*C*
	Subtotal	1,366	1,359	99	48.2	*D*
EB	L	216	209	97	77.3	*E*
	T	1,375	1,359	99	36.1	*D*
	R	105	103	98	10.4	*B*
	Subtotal	1,696	1,671	99	39.7	*D*
WB	L	250	251	100	81.9	*F*
	T	1,435	1,422	99	35.8	*D*
	R	282	281	100	9.9	*A*
	Subtotal	1,967	1,954	99	38.0	*D*
Total		5,827	5,778	99	42.4	*D*

HALES ENGINEERING
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SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Shields Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	102	93	91	15.8	*B*
	T	408	410	100	9.4	*A*
	R	217	219	101	6.3	*A*
	Subtotal	727	722	99	9.3	*A*
SB	L	90	88	98	19.1	*B*
	T	223	225	101	9.7	*A*
	R	75	75	100	3.5	*A*
	Subtotal	388	388	100	10.6	*B*
EB	L	110	112	102	18.1	*B*
	T	285	285	100	14.8	*B*
	R	117	121	103	4.5	*A*
	Subtotal	512	518	101	13.1	*B*
WB	L	166	161	97	19.9	*B*
	T	145	144	99	10.8	*B*
	R	100	102	102	4.1	*A*
	Subtotal	411	407	99	12.7	*B*
Total		2,038	2,035	100	11.2	*B*

Intersection: Jordan Gateway & Silverstone Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	29	97	4.4	*A*
	T	728	724	99	0.6	*A*
	Subtotal	758	753	99	0.7	*A*
SB	T	496	498	100	1.5	*A*
	R	9	8	86	1.1	*A*
	Subtotal	505	506	100	1.5	*A*
EB	***L***	***18***	***17***	***93***	***11.5***	***B***
	R	26	27	105	4.8	*A*
	Subtotal	44	44	100	7.4	*A*
Total		1,308	1,303	100	1.2	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Ultradent Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	22	89	5.4	*A*
	T	820	813	99	1.4	*A*
	R	5	5	100	1.1	*A*
	Subtotal	850	840	99	1.5	*A*
SB	L	15	14	92	5.5	*A*
	T	437	442	101	0.4	*A*
	R	47	46	98	0.3	*A*
	Subtotal	499	502	101	0.5	*A*
EB	L	28	29	105	11.8	*B*
	T	5	5	100	17.5	*C*
	R	42	43	102	4.3	*A*
	Subtotal	75	77	103	8.0	*A*
WB	L	5	5	100	11.8	*B*
	T	***5***	***5***	***100***	***17.6***	***C***
	R	5	5	100	5.6	*A*
	Subtotal	15	15	100	11.7	*B*
Total		1,439	1,434	100	1.6	*A*

Intersection: Jordan Gateway & 10385 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,055	1,046	99	2.8	*A*
	R	100	98	98	3.0	*A*
	Subtotal	1,155	1,144	99	2.8	*A*
SB	L	30	30	101	7.8	*A*
	T	468	472	101	1.4	*A*
	Subtotal	498	502	101	1.8	*A*
WB	L	45	47	104	31.1	*C*
	R	35	35	101	8.0	*A*
	Subtotal	80	82	103	21.2	*C*
Total		1,732	1,728	100	3.4	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Jordan Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	120	115	96	79.3	*E*
	T	222	210	95	64.9	*E*
	R	155	154	99	10.1	*B*
	Subtotal	497	479	96	50.7	*D*
SB	L	251	253	101	66.0	*E*
	T	167	168	101	60.5	*E*
	R	185	188	102	11.0	*B*
	Subtotal	603	609	101	47.5	*D*
EB	L	360	368	102	66.5	*E*
	T	1,100	1,106	101	26.0	*C*
	R	120	122	102	6.9	*A*
	Subtotal	1,580	1,596	101	33.9	*C*
WB	L	315	316	100	63.2	*E*
	T	1,270	1,273	100	27.4	*C*
	R	573	567	99	15.7	*B*
	Subtotal	2,158	2,156	100	29.6	*C*
Total		4,838	4,840	100	35.6	*D*

HALES ENGINEERING
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SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Shields Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	113	98	29.5	C
	T	336	334	99	22.1	C
	R	230	229	100	10.2	B
	Subtotal	681	676	99	19.3	B
SB	L	185	194	105	26.0	C
	T	537	546	102	20.8	C
	R	200	199	100	13.0	B
	Subtotal	922	939	102	20.2	C
EB	L	85	78	92	34.7	C
	T	260	263	101	24.6	C
	R	101	98	97	7.4	A
	Subtotal	446	439	98	22.6	C
WB	L	309	315	102	26.6	C
	T	550	551	100	21.2	C
	R	115	115	100	5.4	A
	Subtotal	974	981	101	21.1	C
Total		3,022	3,035	100	20.7	C

Intersection: Jordan Gateway & Silverstone Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	24	89	7.9	A
	T	631	625	99	0.6	A
	Subtotal	658	649	99	0.9	A
SB	T	932	945	101	2.3	A
	R	16	16	102	2.0	A
	Subtotal	948	961	101	2.3	A
EB	***L***	***23***	***22***	***97***	***19.1***	***C***
	R	54	58	108	7.7	A
	Subtotal	77	80	104	10.8	B
Total		1,682	1,690	100	2.2	A

HALES ENGINEERING
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SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Ultradent Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	36	36	99	8.3	*A*
	T	611	612	100	1.4	*A*
	R	5	4	80	2.1	*A*
	Subtotal	652	652	100	1.8	*A*
SB	L	5	5	100	6.3	*A*
	T	954	967	101	0.9	*A*
	R	21	22	106	0.6	*A*
	Subtotal	980	994	101	0.9	*A*
EB	L	36	32	88	19.6	*C*
	T	***5***	***4***	***80***	***32.8***	***D***
	R	59	60	102	8.6	*A*
	Subtotal	100	96	96	13.3	*B*
WB	L	5	4	80	13.5	*B*
	T	5	6	120	23.9	*C*
	R	10	10	98	6.3	*A*
	Subtotal	20	20	100	13.0	*B*
Total		1,753	1,762	100	2.0	*A*

Intersection: Jordan Gateway & 10385 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	768	758	99	2.8	*A*
	R	30	30	100	2.8	*A*
	Subtotal	798	788	99	2.8	*A*
SB	L	20	18	91	9.1	*A*
	T	998	1,012	101	3.2	*A*
	Subtotal	1,018	1,030	101	3.3	*A*
WB	L	120	118	98	33.5	*C*
	R	55	57	104	7.1	*A*
	Subtotal	175	175	100	24.9	*C*
Total		1,991	1,993	100	5.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: South Jordan - Harrison Property TIS
Analysis Period: *Future (2029) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2571*

Intersection: Jordan Gateway & Jordan Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	280	271	97	67.8	*E*
	T	270	265	98	65.6	*E*
	R	260	258	99	13.4	*B*
	Subtotal	810	794	98	49.4	*D*
SB	L	574	582	101	61.8	*E*
	T	411	402	98	53.4	*D*
	R	412	417	101	35.2	*D*
	Subtotal	1,397	1,401	100	51.5	*D*
EB	L	224	217	97	72.9	*E*
	T	1,375	1,369	100	38.0	*D*
	R	105	112	106	11.2	*B*
	Subtotal	1,704	1,698	100	40.7	*D*
WB	L	250	257	103	81.5	*F*
	T	1,435	1,441	100	36.9	*D*
	R	304	306	101	11.3	*B*
	Subtotal	1,989	2,004	101	38.7	*D*
Total		5,901	5,897	100	43.7	*D*

HALES ENGINEERING
innovative transportation solutions

APPENDIX C

Queuing Results

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

SimTraffic Queueing Report

Project: South Jordan - Harrison Property TIS

Analysis: Future (2029) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2571

Intersection	NB				SB			EB					WB			
	L	R	T	TR	L	R	T	L	LR	R	T	TR	L	R	T	TR
01: Jordan Gateway & Shields Lane	100	100	100		100	75	100	100		75	150		125	50	100	
02: Jordan Gateway & Silverstone Access	50															
03: Jordan Gateway & Ultradent Drive								50								
04: Jordan Gateway & 10385 South			100	125	50		50						75	75		
05: Jordan Gateway & Jordan Parkway	175	100	200		175	100	125	275		75	350		325	325	425	

SimTraffic Queueing Report

Project: South Jordan - Harrison Property TIS

Analysis: Future (2029) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2571

Intersection	NB				SB				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR	L	R	T	TR
01: Jordan Gateway & Shields Lane	125	150	150		175	125	200		125		100	200		250	150	400	
02: Jordan Gateway & Silverstone Access	50									75							
03: Jordan Gateway & Ultradent Drive									50				50				50
04: Jordan Gateway & 10385 South			100	125	50		125							125	75		
05: Jordan Gateway & Jordan Parkway	250	150	200		350	275	325		250		75	500		375	125	600	

SimTraffic Queueing Report

Project: South Jordan - Harrison Property TIS

Analysis: Future (2029) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2571

Intersection	NB				SB				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR	L	R	T	TR
01: Jordan Gateway & Shields Lane	100	100	125		100	50	100		100		75	175		125	50	100	
02: Jordan Gateway & Silverstone Access	50									50							
03: Jordan Gateway & Ultradent Drive									50				50				
04: Jordan Gateway & 10385 South			100	125	50		50							75	75		
05: Jordan Gateway & Jordan Parkway	175	100	200		200	100	125		300		75	350		325	275	425	

SimTraffic Queueing Report

Project: South Jordan - Harrison Property TIS

Analysis: Future (2029) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2571

Intersection	NB				SB				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR	L	R	T	TR
01: Jordan Gateway & Shields Lane	125	125	150		150	150	200		125		100	200		275	150	350	
02: Jordan Gateway & Silverstone Access	50									75							
03: Jordan Gateway & Ultradent Drive	50								50				75				50
04: Jordan Gateway & 10385 South			100	125	50		125							125	75		
05: Jordan Gateway & Jordan Parkway	250	150	200		375	275	425		275		75	500		375	150	600	

ALTITUDE

Welcome to Altitude

Site Plan | Unit Mix

Townhome Unit Type Key	
Front Load	20
3-Story Rear Load	42
3-Story Tuck Under Rear Load	76
Condominiums	84
Total Units	222

For Rent Units	94
For Sale Units	128

Landscape Concept

SITE LEGEND

- NATIVE VEGETATION
- WETLAND VEGETATION
- GRASS AREA
- GRAY ROCK MULCH
- ROCK MULCH

ISSUE DATE	PROJECT NUMBER
8/6/2025	UT24156

NO.	REVISION	DATE
1	XXXX	XX-XX-XX
2		
3		
4		
5		
6		
7		

PLAN INFORMATION

811 BLUE STAKES OF UTAH
UTILITY NOTIFICATION CENTER, INC
1-800-662-4111
www.bluestakes.org

0' 25' 50' 100' 200'
GRAPHIC SCALE: 1" = 50'

PROJECT INFORMATION

ALTITUDE
ULTRADENT DR.
SOUTH JORDAN, UTAH

DEVELOPER / PROPERTY OWNER / CLIENT

DAI
ATT: KRISEL TRAVIS
KRISEL@DAIUTAH.COM
801-722-9397

LANDSCAPE ARCHITECT / PLANNER

PKJ DESIGN GROUP
Landscape Architecture & Planning & Visualization
3450 N. TRIUMPH BLVD. SUITE 102
LEHI, UTAH 84043 (801) 995-2217
www.pkjdesigngroup.com

LICENSE STAMP

LICENSED LANDSCAPE ARCHITECT
JEREMY ANSWORTH
8129357-5301
8/6/2025
STATE OF UTAH

DRAWING INFO

PM: JTA
DRAWN: ACP
CHECKED: JMA
PLOT DATE: 8/6/2025

COLOR ILLUSTRATION
CITY PERMIT SET

LP-COLOR

Garden View

Veiw From Across River

Altitude — South Jordan, Utah

Thank You!

Hello Damir,

We are requesting that South Jordan perform a traffic study for what will become the public road that passes between the Social Security building and the Silverstone Automation building at 10096 S Jordan Gateway. According to TrafficCounts document, the original study was performed on August 8, 2023.

During this study, the actual traffic would have been near zero for several reasons.

1. Silverstone building utility work on this drive was being performed throughout August (see photos below). The road was essentially closed to customer traffic. The Social Security traffic was diverted through the parking lots to the Ultradent Drive.
2. The Social Security office is open for customers from 9AM to 4PM. The study ended at 8:30AM and re-started at 4:30PM. A traffic study should consider a sizable portion of the day. Note that the Social Security building has 43 stalls that are generally fully occupied throughout the day. We recall the Social Security manager saying that on average they assist 300 customers per day.
3. Traffic associated with the operation of Silverstone Automation did not exist. Silverstone traffic includes a dozen employees arriving and leaving for work and lunch and daily deliveries from UPS, FedEx, USPS, DHL, etc..
4. Due to Covid, Ultradent downsized their workforce through 2022. This emptied the parking lots to the east of the Social Security and Silverstone buildings. Slowly they have been increasing their workforce. The future Ultradent growth needs to be accounted for in a traffic study.

Best Regards,

Holdings10 (owner of the Silverstone building)

TrafficCounts
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

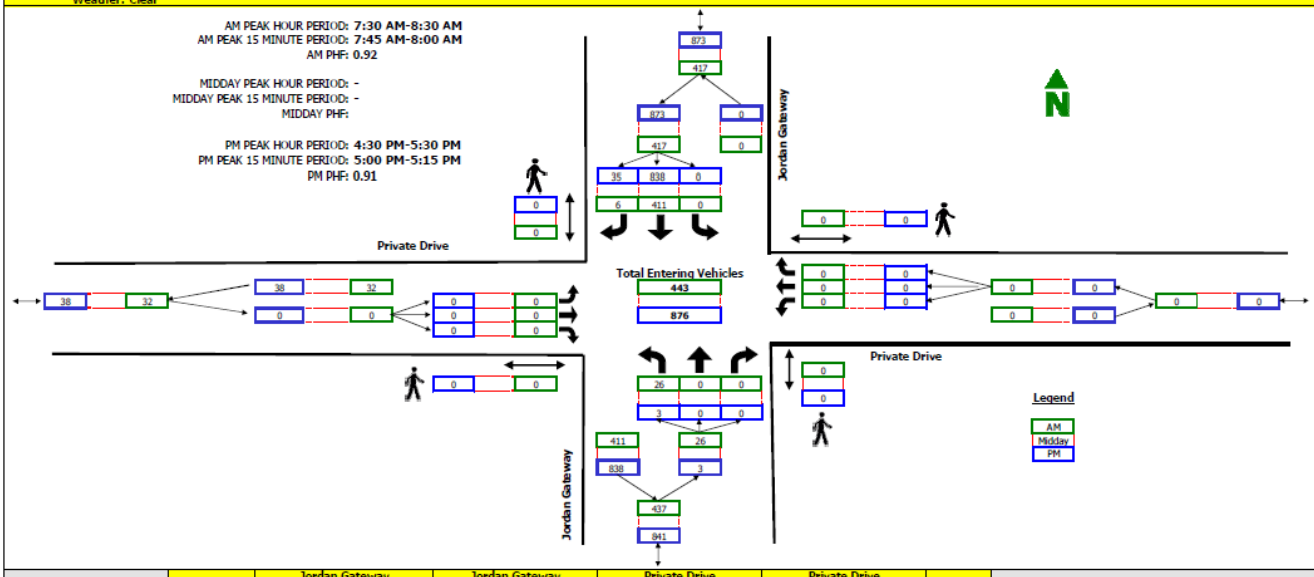
Intersection: Jordan Gateway / Private Drive
North/South: Jordan Gateway
East/West: Private Drive
Jurisdiction: South Jordan
Project Title: Harrison Property TIS
Project No: UT23-2571
Weather: Clear

Date: 8-8-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 302

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.92**

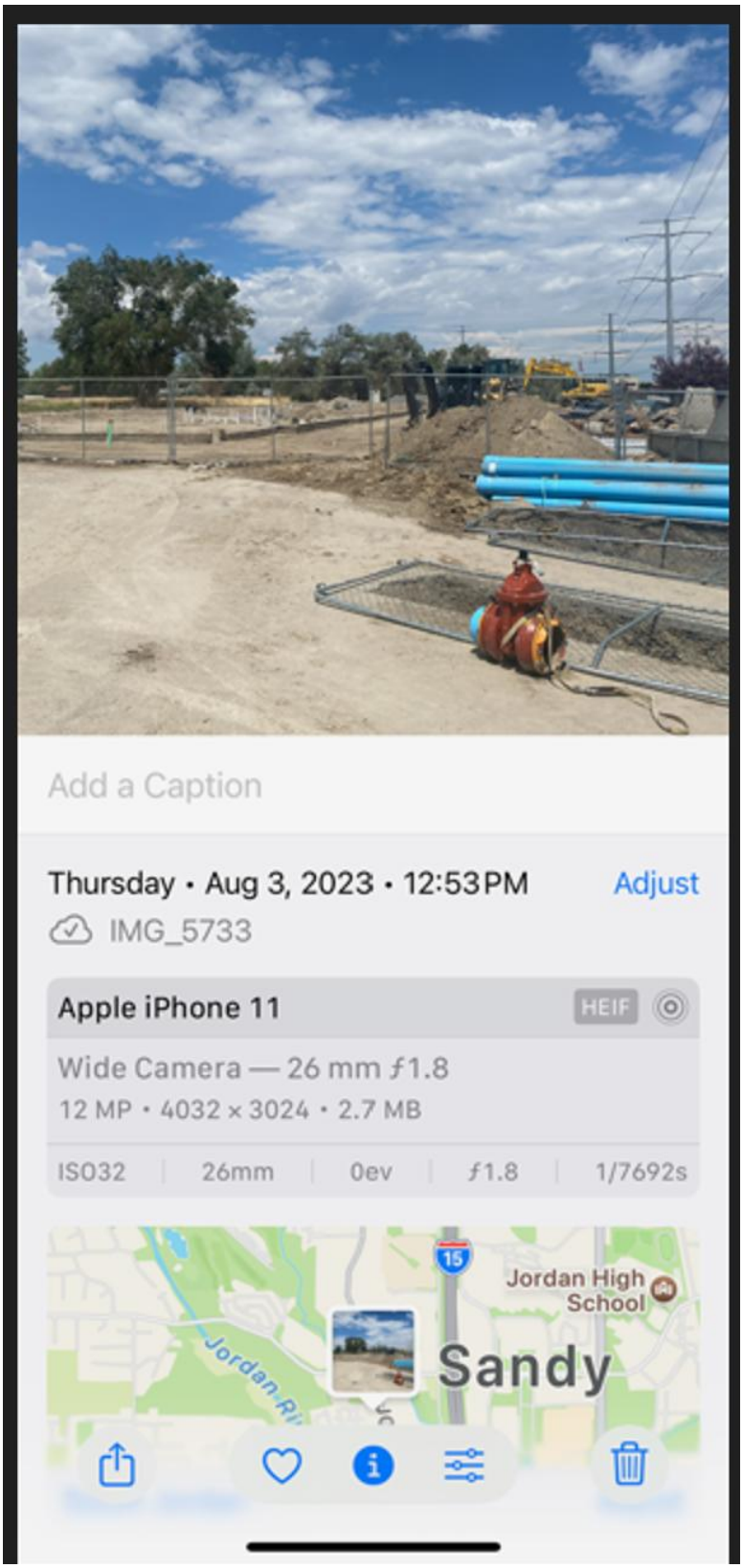
MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.91**

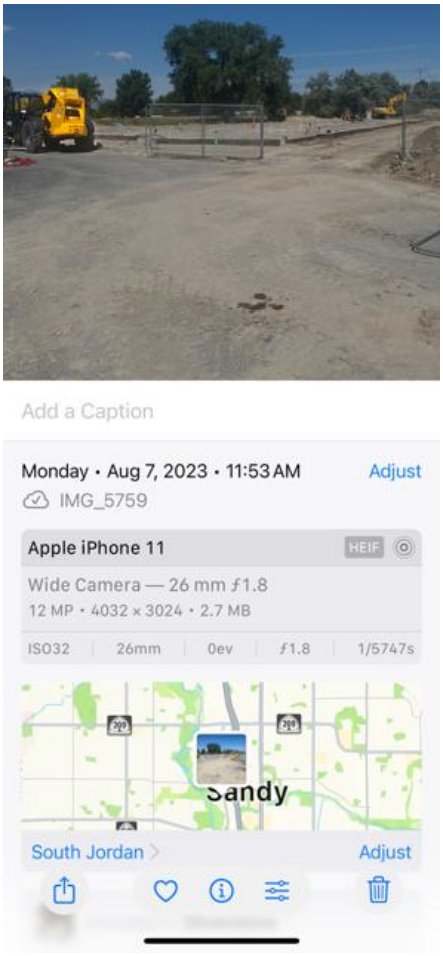


RAW COUNT SUMMARIES	Jordan Gateway Northbound	Jordan Gateway Southbound	Private Drive Eastbound	Private Drive Westbound	TOTAL

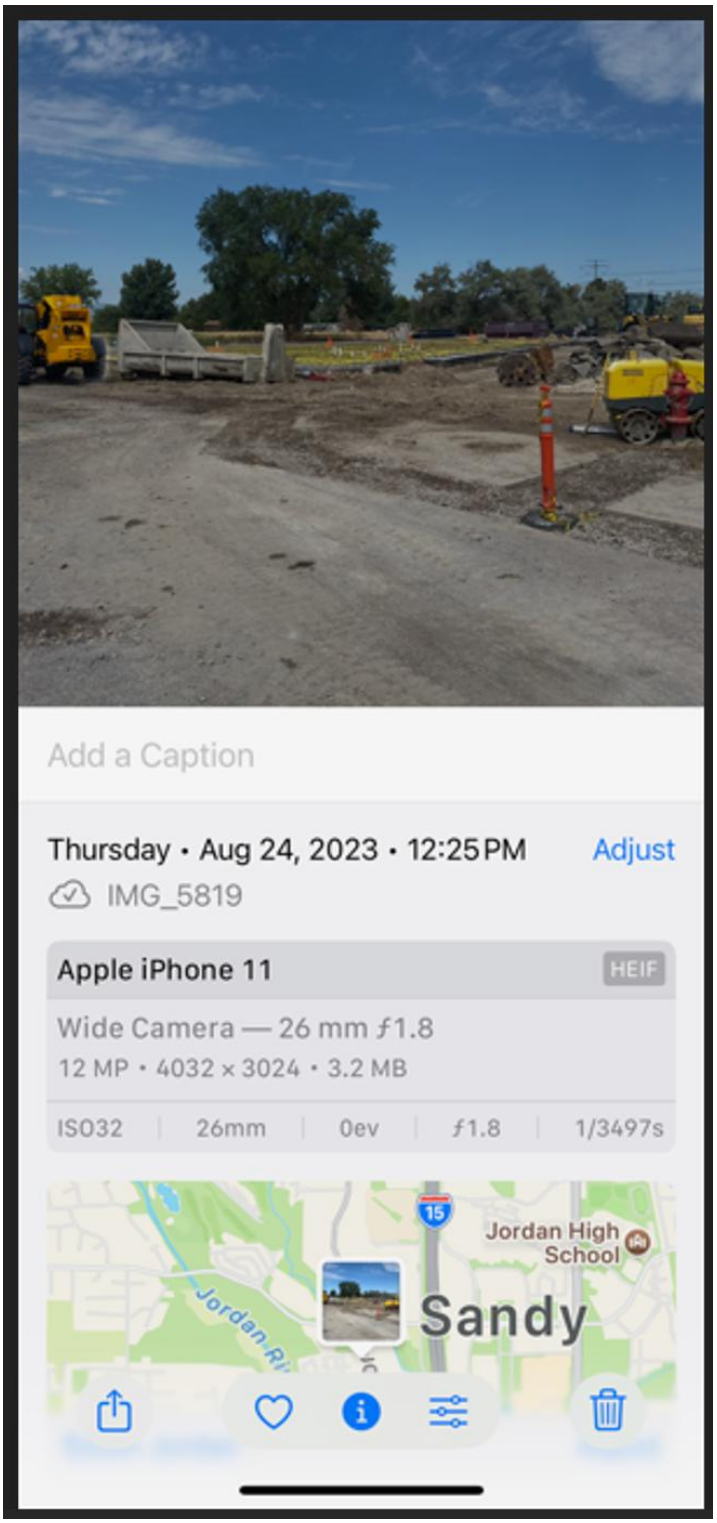
The Social Security entrance is at the bottom left corner of the photo below.



The Social Security entrance is at the bottom left corner of the photo below. On August 7th, you can see there was still a mote in the roadway.



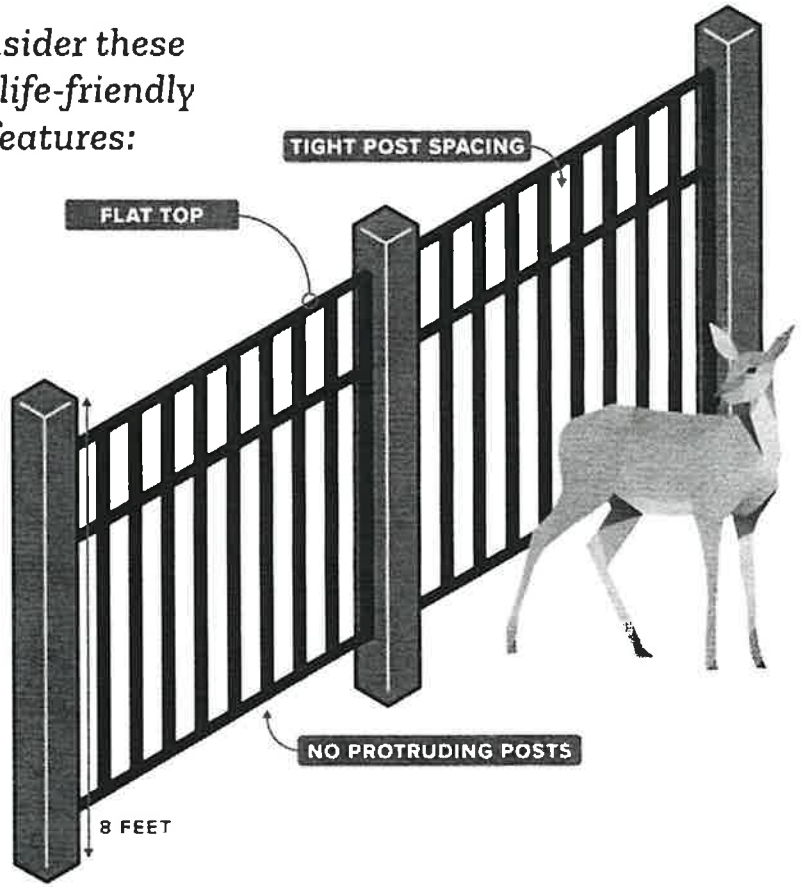
The Social Security entrance is at the bottom left corner of the photo below.



RESIDENTIAL FENCING

Potential issues for wildlife:

Consider these wildlife-friendly features:



10-28-2025 PC Meeting

Published: Friday, July 19, 2024, 4:00 pm

Wildlife-friendly fences

Consider wildlife needs and movement when designing your backyard fence or ranch fence in the wildland-urban interface

Melissa Early
DWR Northern Region Impact Analysis Biologist & Assistant Habitat Manager

Jen O'Leary
DWR Northern Region Wildlife Technician

Removing old fencing at the Cinnamon Creek Wildlife Management Area.

The American West is covered with networks of fences that have been installed for a variety of purposes: property boundary separation, livestock management, trespass prevention, or keeping children and backyard pets safe. However, many of our fenced-off areas are also important for wildlife habitat and movement across the landscape. And as our cities and suburbs expand into previously undeveloped areas, our structures, roads and other barriers — including fences — can act as an unintentional but often fatal restriction for many wildlife species.

Fortunately, there are many fencing options available to meet the needs of landowners while also keeping wildlife safety, health and movement in mind.

When wildlife movement and fencing are at odds

Much of Utah's public and private lands have been used historically as **wildlife migration corridors**; routes that wildlife follow between summer and winter habitat that are based on learned patterns. Migration corridors are areas of land that possess resources for wildlife such as food, water and shelter. (Learn more about **Utah's Wildlife Migration Initiative**.) These habitats are often hemmed in by miles of fencing that wildlife navigate through or perish on.

Fences not designed with wildlife in mind can have negative effects on wildlife populations.

Examples of historical barbed wire fencing impacting wildlife. These photos were taken at the Henefer-Echo Wildlife Management Area, where the DWR is inventorying fences to bring them up to wildlife-friendly standards and improve wildlife movement.

LARGE MAMMALS

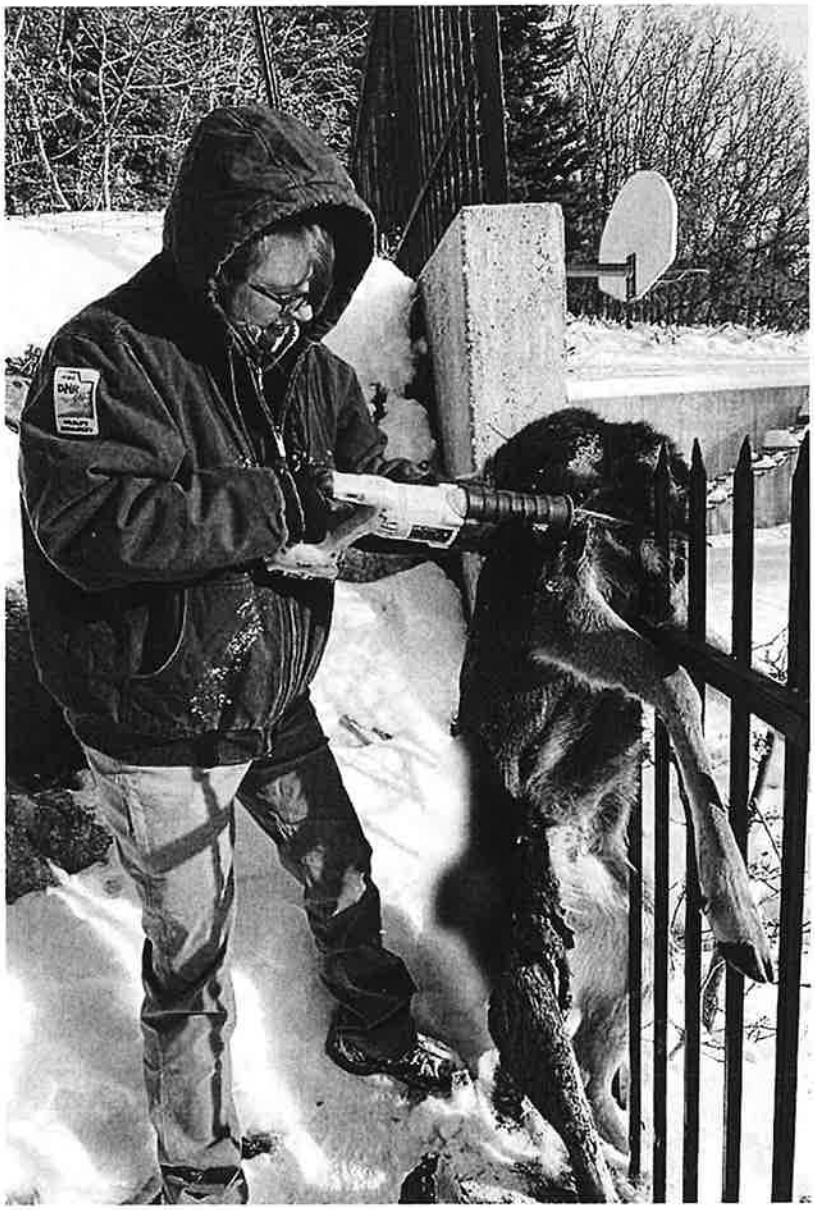
Some of the impacts of fencing choices are observable, such as a deer impaled and hanging from a wrought iron fence in a backyard garden. Or the suffering and eventual death of a deer that gets a hoof caught in a loose top wire of a barbed-wire fence. Even when animals free themselves from fences, there's an increased risk of dying from infected cuts and wounds they incidentally receive while struggling to get out. Or, young fawns can perish from starvation when they can't follow their mother to a seasonal range due to a fence barrier.

Even when animals free themselves from fences, there are still risks and impacts.

Other impacts are less visible, such as reducing gene flow and genetic diversity in fence-restricted wildlife populations, making them more vulnerable to diseases. And wildlife risks are often dependent on the fence condition; damaged and dilapidated fences can tangle and entrap many wildlife species at all stages of life.

Decorative yard fences can be a danger to wildlife

Wrought iron decorative fences with pointed top posts are among the most deadly types of fences encountered by deer and elk in the wildland-urban interface and backyards:



DWR wildlife technicians are often called to remove dead or dying animals impaled on backyard fences, such as this mule deer in a northern Utah neighborhood. ***Note:*** *a portion of this photo has been obscured.*

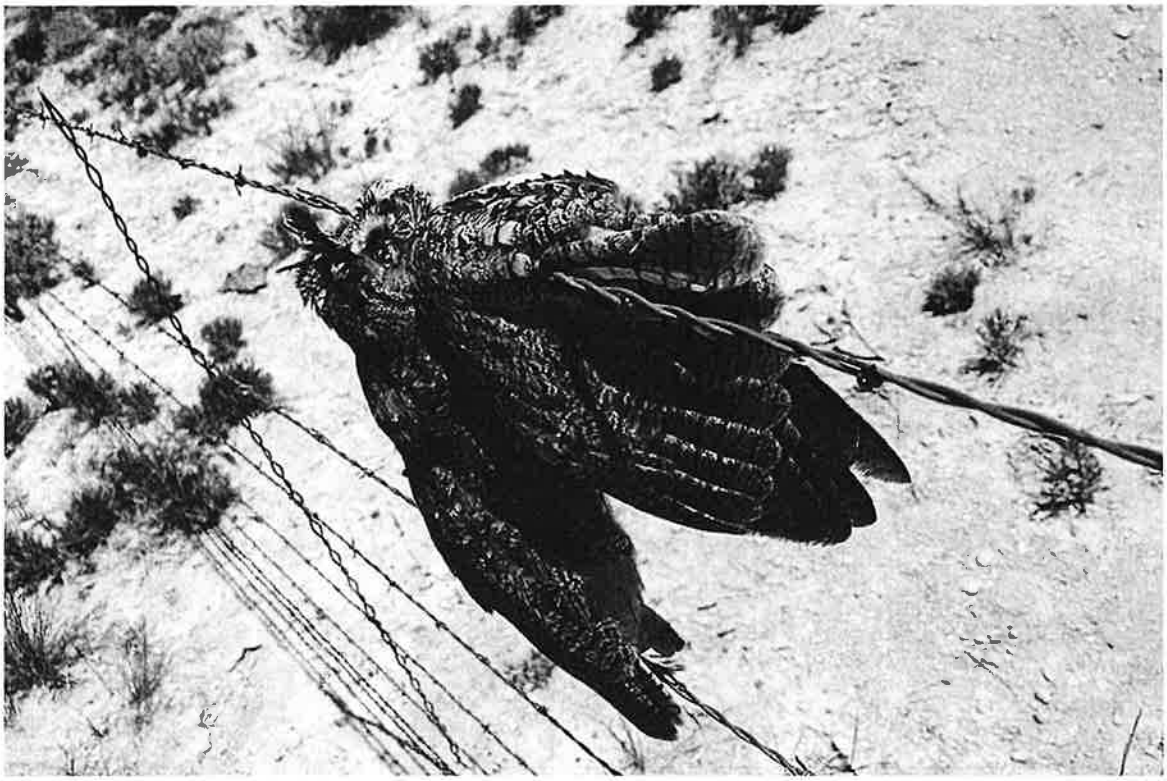
- Every year, DWR staff respond to many residential neighborhood encounters of deer or elk impaled in the abdomen or caught by a back leg, and then suffering and dying. No wildlife survives impalement.
- Fawns may become trapped between the spaces of wrought iron fences, preventing them from moving forward or backward. While caught in the fence, fawns attempt to wiggle, crawl or climb out. The friction from the fence rubs the hair off and lacerates the delicate skin on their haunches.
- If they escape, they have minor injuries at best. Unfortunately, the most common outcomes are dislocated hips (for fawns), bacterial infection, or blowflies laying eggs in the exposed wounds and becoming infested with maggots. All of these are fatal to the animal.

When responding to a wildlife conflict, DWR personnel must evaluate if the animal has a chance to survive or not. Unfortunately, most animals caught in fences must be euthanized. When possible, an attempt to have the animal carcass donated is made if the meat is in good condition. If the animal is not in a condition to be donated, it is removed, and the carcass disposed of in the county landfill.

BIRDS

Fences with low-visibility metal wires can have negative impacts on bird species if they collide with the wire. Common fence collision injuries in birds are broken wings and ruptured crops. These types of injuries prevent birds from escaping from predators or capturing prey, which shortens their lifespans. Fences can restrict migration, daily movements and cause deadly tangles.

Options for wildlife-friendly fencing



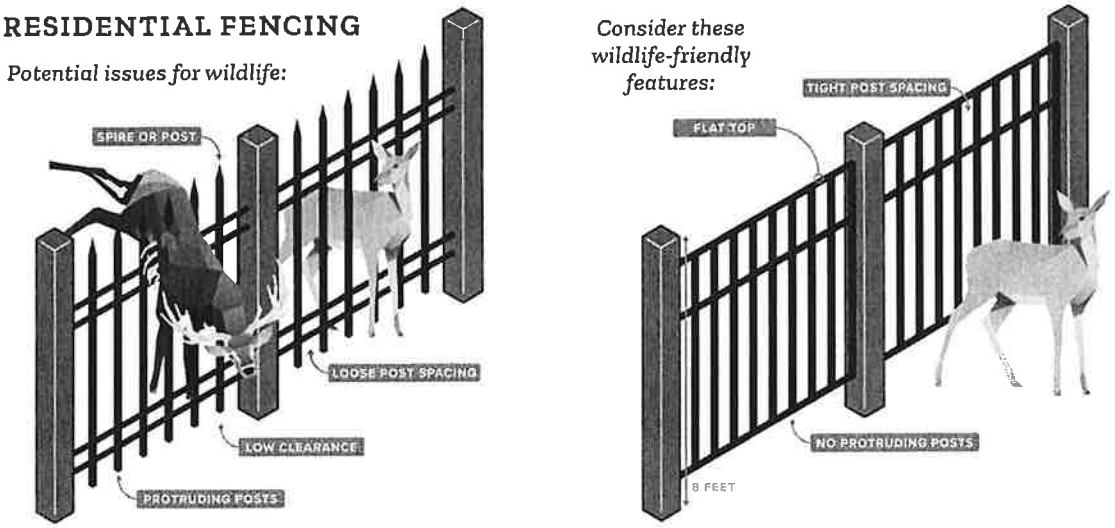
A long-eared owl died after colliding with this range fence in western Utah. Creating a visual cue on the fence, such as fence markers or flagging, may have prevented this entanglement and death.

Fortunately, fences can be designed to encourage historical migration patterns and wildlife movement on both a large and small scale. Whether on an expansive ranch or in an urban backyard, adaptive fencing can keep wildlife safe and meet the goals of landowners.

Wildlife-friendly fence design can make a significant positive difference on the landscape.

RESIDENTIAL FENCES IN THE WILDLAND-URBAN INTERFACE

While the best fence for wildlife is no fence at all, fences to delineate property lines, discourage trespassing or maintain privacy are often a necessity. Keep wildlife movement and access to food and water in mind when selecting your fence design and materials.



Some creative fencing solutions to consider:

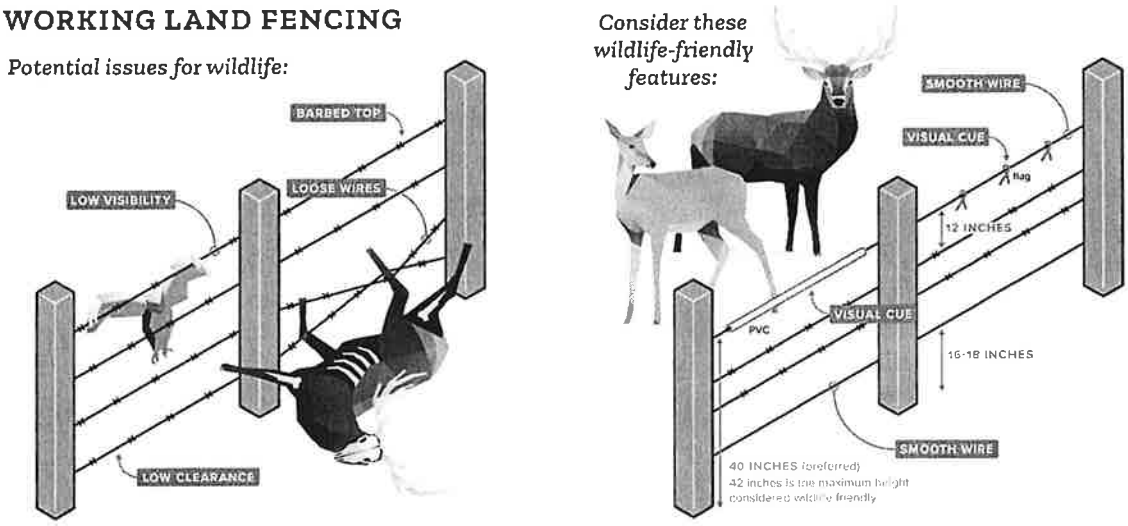
- A line of trees, shrubs or other vegetation can be used to mark a boundary. In addition to creating a living screen for privacy, this choice can provide additional food and cover for wildlife.
- Mark property boundaries with signs, flexible fiberglass or plastic boundary posts, or fence posts spaced at intervals without crosswires.
- If you only fence the portions of your property that you need to protect — for example, just a play yard or garden, instead of the entire property line — you'll be saving time, money and wildlife.
- To prevent access by vehicles, consider using bollards — short stout barrier posts — instead of fences. They can define a driveway or parking area, or edge a lawn or field.

If you are worried about deer or elk damaging your garden vegetables, fruit trees or other plants in your yard, an exclusion fence prevents wildlife from the area by preventing entry:

- An eight-foot-tall fence is typically an effective barrier. This height discourages elk and deer from jumping over the fence, and minimizes the risk of death or injury on the fence itself.
- Make the top of the fence highly visible with flagging, white tape or wire, or a rail.
- Note: Check your local ordinances for fence height restrictions.
- Visit **Wild Aware Utah** for more information about **deer-proofing your yard**.

WORKING LAND FENCES

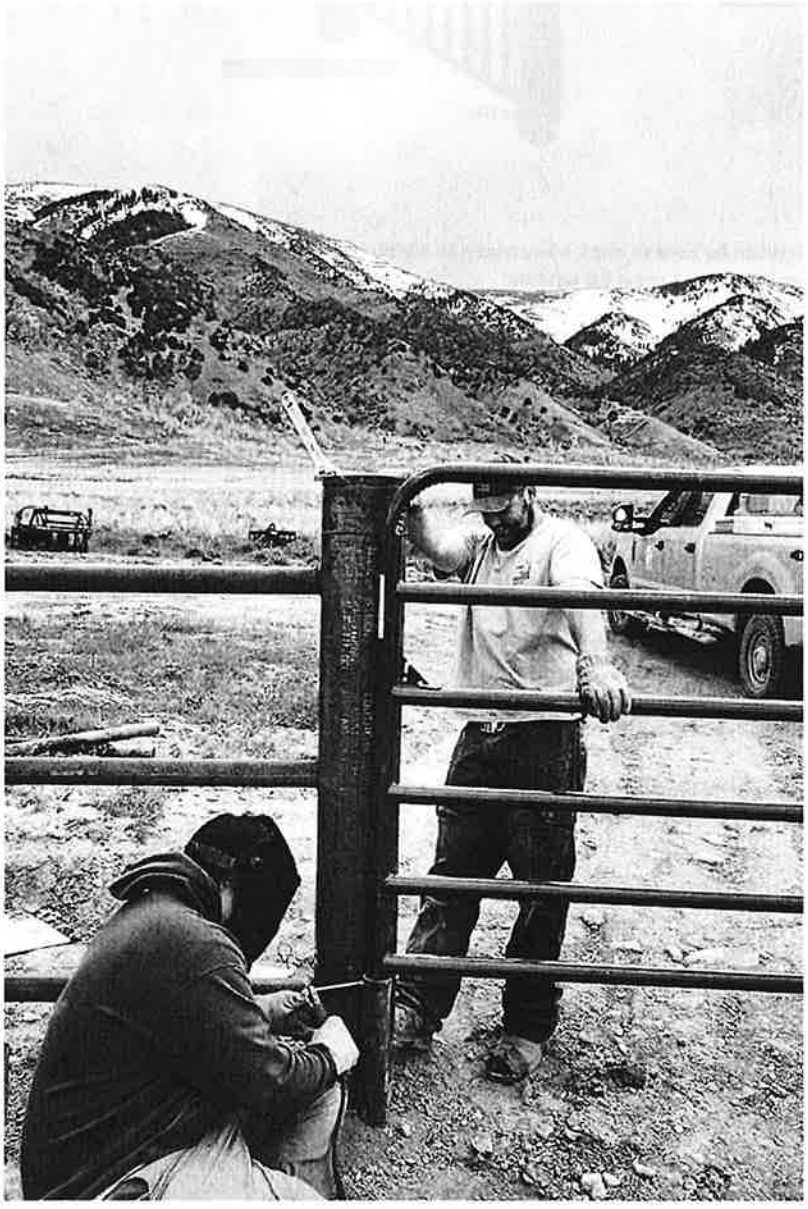
To keep livestock within a controlled area — and have fewer wildlife conflicts, damage and injuries — there are important strategies to consider, such as the height of the fence and materials used.



Studies have shown that the following fencing strategies adequately control livestock while also aiding wildlife movement:

- Allowing a 16-inch bottom wire gap from the ground allows fawns to crawl under a fence.
- Placing a taut, smooth top wire at a maximum of 42 inches (or more preferable, 38–40 inches) height allows wildlife to jump over the top of a fence with fewer injuries and less risk of hoof or leg entanglement.
- Allowing for a 12-inch gap between the top and second wire gives enough spacing to minimize the two wires tangling a hoof or leg.
- More detailed wildlife-friendly fence specifications for working lands are described in this **Natural Resources Conservation Service technical note**.
- To decrease bird collisions, place high visibility fence markers, flagging or a smooth PVC covered top rail on the fence.
- Fence markers can reduce collisions for sage-grouse by over 80% and are a simple yet effective tool.

Fence projects in Utah: enhancing wildlife movement



Collaborative efforts are underway in Utah to map fence conditions on public lands, and improve fence conditions to enhance safe wildlife movement. Along with the Bureau of Land Management, Sageland Collaborative, Wildlands Network and a wide-ranging group of stakeholders, we are embarking on a new fence mapping initiative.

With our robust group of community scientists, we are inventorying fence conditions and wildlife movement barriers beginning with a survey of public lands managed by the BLM. This project will provide land managers with a wealth of information to pair with GPS tracking technology. For example, we'll be able to compare wildlife movement behaviors near fences and evaluate the response of migratory wildlife populations across seasonal ranges. High-priority fences — especially within a migration corridor — may be targeted for removal or modification as needed.

Thoughtful fencing choices helps wildlife and people

Some foresight and planning can reduce wildlife conflicts before they result in death or injury. If your homeowners association requires decorative fencing, this is a great opportunity to lead by example. Perhaps you can be your area's wildlife champion to educate your neighbors and the HOA about fence options that are both attractive and friendly to wildlife.

Learn more

There are many great resources available to learn more about wildlife-friendly fencing options for residential and working lands:

- **Fencing with Wildlife in Mind**
- **A Landowner's Guide to Wildlife-Friendly Fencing**
- **NRCS Technical Notes: Improving Fence Passage for Migratory Big Game**
- **Fence Markers to Prevent Sage Grouse Collisions**
- **Developing with Wildlife in Mind**
- **Guidebook to Wildlife-Friendly Fencing**
- **Absaroka Fence Initiative**
- **Wild Aware Utah**

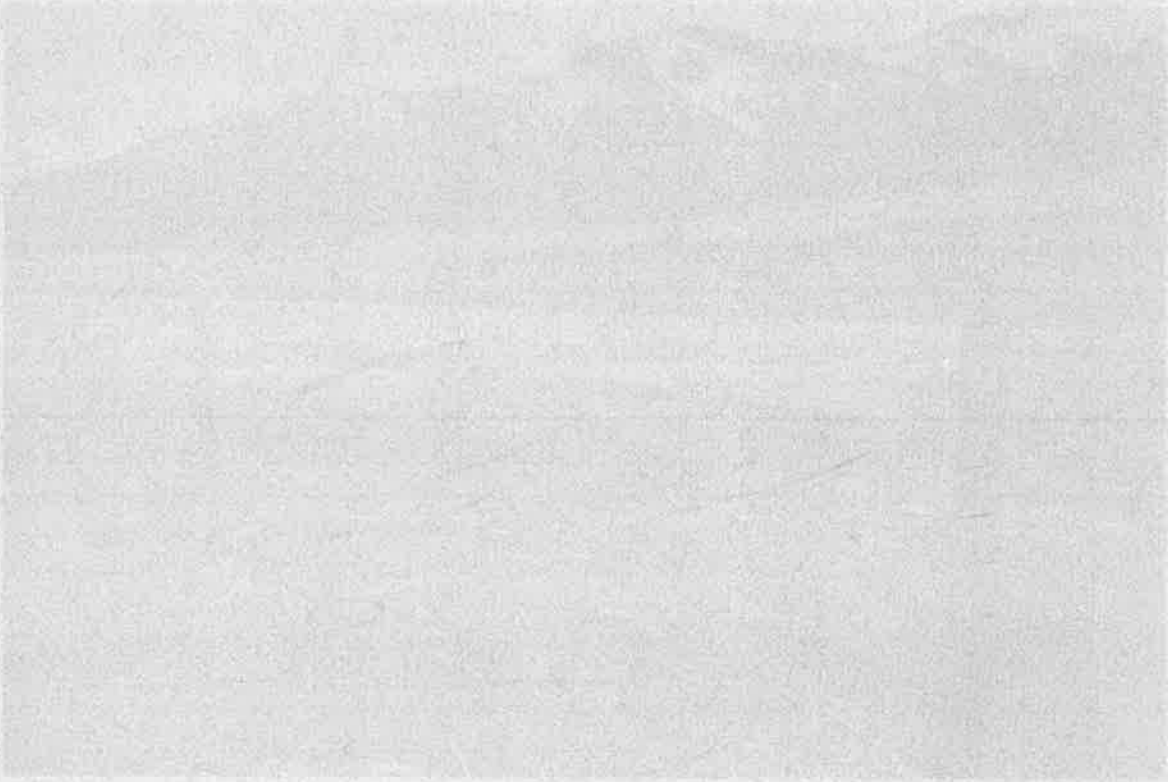
Wildlife-friendly fencing installed at the Coldwater Canyon Wildlife Management Area.

Melissa Early

Melissa Early works in the DWR Northern Region Habitat Section, with a focus on impact analysis. Outside work, she enjoys exploring public lands and waters in the backcountry. Melissa is also very interested in local food and the coexistence of wildlife and working lands.

Jen O'Leary

Jen O'Leary works in the DWR Northern Region Wildlife Section on the nuisance and depredation team. When she isn't collecting biological samples, you can find her gardening, painting with watercolors or birding.



Planning Commission

10.28.25

SOUTH JORDAN
UTAH

General Plan Training

Agenda

Purpose

- Strengthen decision making using the General Plan

Outline of Topics

- What is a General Plan?
- Utah’s Legal Framework
- South Jordan’s General Plan Highlights
- Applying the Plan in Decisions

Baseline Understanding

How familiar are you with South Jordan's General Plan?

When was the last time you personally looked at the General Plan or Future Land Use Map?

In your view, the General Plan is primarily…

Which part of the planning process do you think the General Plan influences the most?

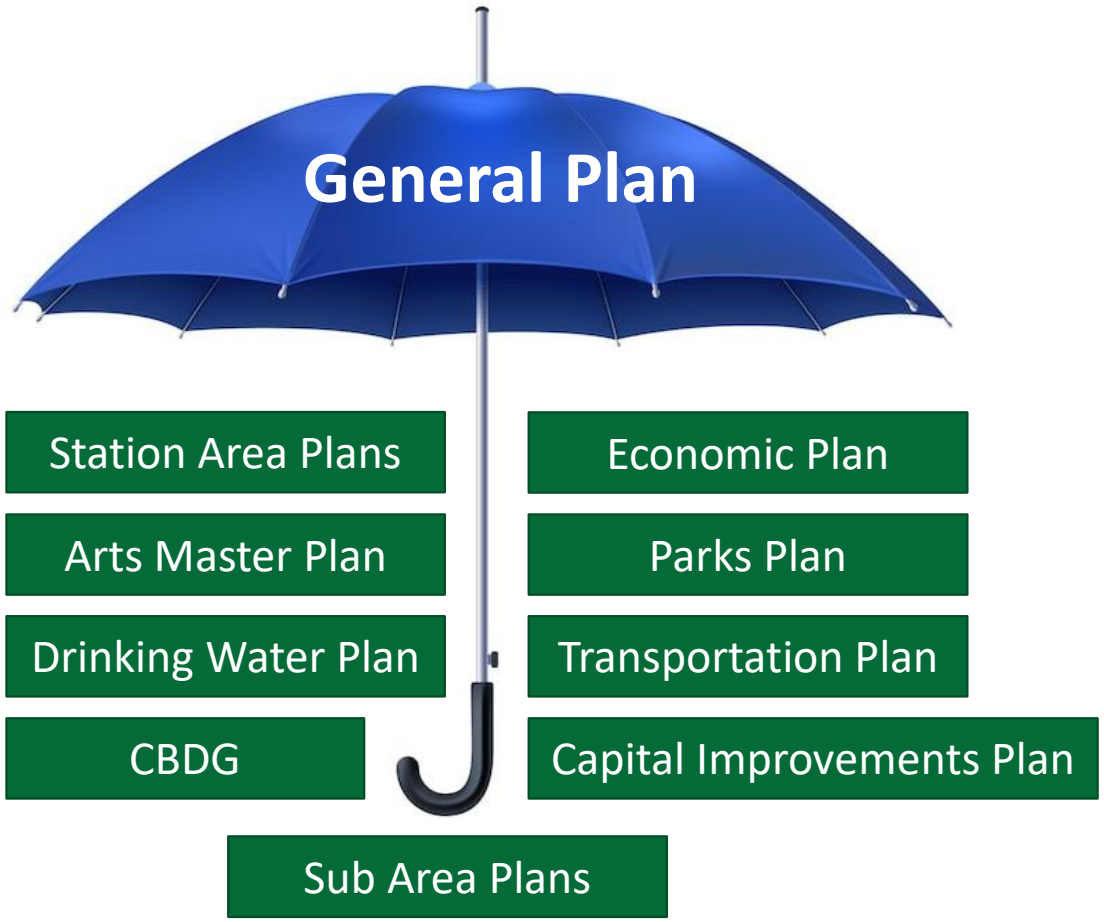
What is a General Plan ?

Establishes a city-wide vision

Long-range policy guide (10-20 years)

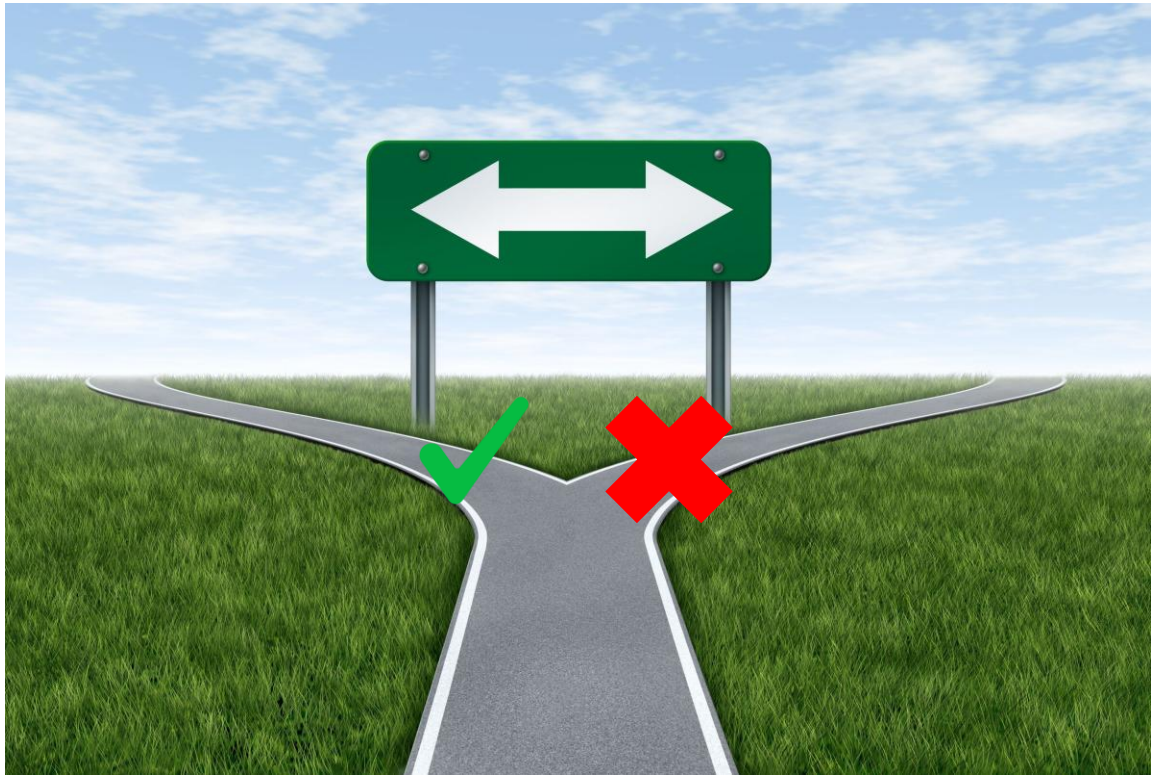
Vision → Goals → Strategies → Implementation

General Plan = vision
Zoning = implementation



Why General Plans Are Important

- Guides public investments, growth areas, and land use patterns
- Provides consistency and predictability for decisions, (for residents, developers, and regional partners)
- Supports coordinated infrastructure and housing policy (ex. Future water use predictions are based off FLUM designations)
- Basis for rezoning and capital improvements



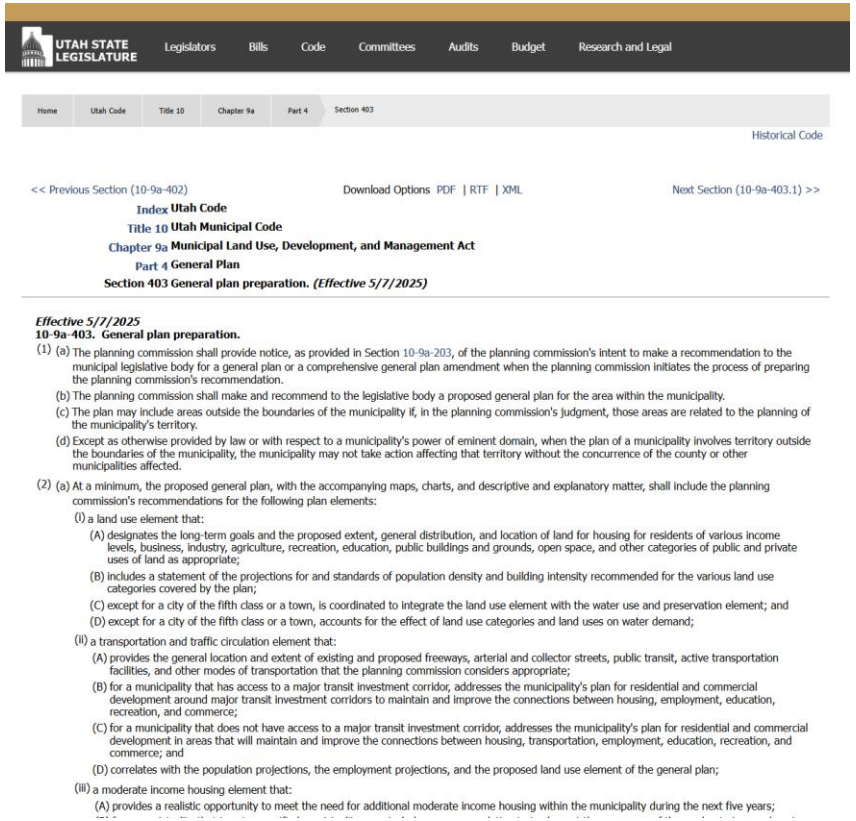
Utah's Legal Framework and the Planning Commission Role

"Shall provide for the present and future needs and the growth and development of all land within the municipality."

Utah Code §10-9a-401 to 405

- Required elements:
  - Land Use
  - Transportation
  - Moderate-Income Housing
  - Water
- Optional elements:
  - Environment
  - Public Facilities
  - Economic Development, etc.

Planning Commission prepares & recommends plan; Council adopts (public hearings required at both)



UTAH STATE LEGISLATURE | Legislators | Bills | Code | Committees | Audits | Budget | Research and Legal

Home | Utah Code | Title 10 | Chapter 9a | Part 4 | Section 403

Historical Code

<< Previous Section (10-9a-402) | Download Options PDF | RTF | XML | Next Section (10-9a-403.1) >>

Index Utah Code
Title 10 Utah Municipal Code
Chapter 9a Municipal Land Use, Development, and Management Act
Part 4 General Plan
Section 403 General plan preparation. ***(Effective 5/7/2025)***

Effective 5/7/2025
10-9a-403. General plan preparation.

(1) (a) The planning commission shall provide notice, as provided in Section 10-9a-203, of the planning commission's intent to make a recommendation to the municipal legislative body for a general plan or a comprehensive general plan amendment when the planning commission initiates the process of preparing the planning commission's recommendation.

(b) The planning commission shall make and recommend to the legislative body a proposed general plan for the area within the municipality.

(c) The plan may include areas outside the boundaries of the municipality if, in the planning commission's judgment, those areas are related to the planning of the municipality's territory.

(d) Except as otherwise provided by law or with respect to a municipality's power of eminent domain, when the plan of a municipality involves territory outside the boundaries of the municipality, the municipality may not take action affecting that territory without the concurrence of the county or other municipalities affected.

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

(i) a land use element that:

(A) designates the long-term goals and the proposed extent, general distribution, and location of land for housing for residents of various income levels, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate;

(B) includes a statement of the projections for and standards of population density and building intensity recommended for the various land use categories covered by the plan;

(C) except for a city of the fifth class or a town, is coordinated to integrate the land use element with the water use and preservation element; and

(D) except for a city of the fifth class or a town, accounts for the effect of land use categories and land uses on water demand;

(ii) a transportation and traffic circulation element that:

(A) provides the general location and extent of existing and proposed freeways, arterial and collector streets, public transit, active transportation facilities, and other modes of transportation that the planning commission considers appropriate;

(B) for a municipality that has access to a major transit investment corridor, addresses the municipality's plan for residential and commercial development around major transit investment corridors to maintain and improve the connections between housing, employment, education, recreation, and commerce;

(C) for a municipality that does not have access to a major transit investment corridor, addresses the municipality's plan for residential and commercial development in areas that will maintain and improve the connections between housing, transportation, employment, education, recreation, and commerce; and

(D) correlates with the population projections, the employment projections, and the proposed land use element of the general plan;

(iii) a moderate income housing element that:

(A) provides a realistic opportunity to meet the need for additional moderate income housing within the municipality during the next five years;

What is the General Plan's Vision?

A Connected Community for Every Generation

South … is a com… welc… where pe… of a… s c… work, a… thr… Our ne… rhood… ope… ces, and… rs … link… afe and a… stree… trails. We… balanced … ves our commu… acter, supports local business, and enhances our quality of life for generations to come.

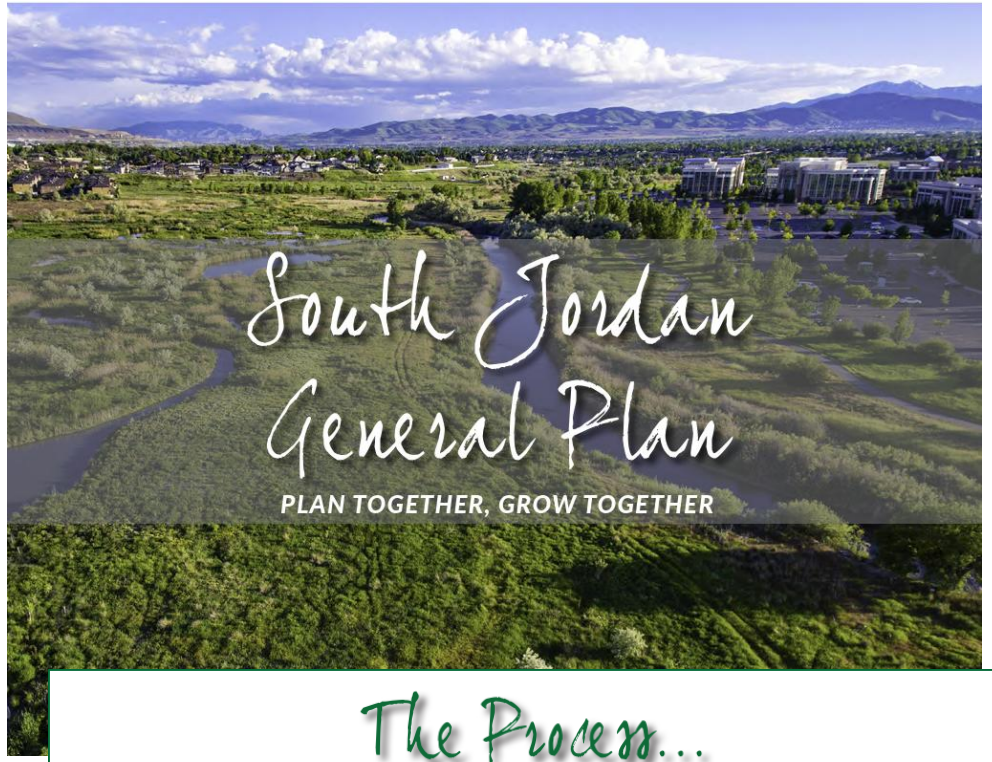
Rooted in Heritage, Ready for the Future

R… al … e and nat… South Jo… aces… htful g… honor… st w… ning for a… fut… ur vision … at ce… nd commu… expands opportunity through innovation, and connects people to one another and to the region.

Distinct Places, Shared Prosperity

S… f dist… eighborh… nd … nters, ea… ibut… strong re… t comm… Gui… y … ghtful p… ste… hip of res… ve p… e, div… ent opportunities, and thriving local destinations that bring people together while maintaining our sense of place.

South Jordan's General Plan



The Process...

HOW DID WE COMMUNICATE?

14	12	5	9	39*
SOCIAL MEDIA POSTS	NEWSLETTERS & EMAILS	SURVEYS & POLLS	PUBLIC EVENTS	*During this process, we reached out to South Jordan Citizens 39 times to participate in the General Plan Process

HOW DID PEOPLE PARTICIPATE?

40	50	4,200	423	5,052*
STAKEHOLDER INTERVIEWS	OPEN HOUSE ATTENDEES	WEBSITE VISITS	WEBSITE CONTRIBUTIONS	*During this process, South Jordan residents gave 5,052 valuable opinions to help shape this General Plan

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1- Introduction (Land Use Framework)

2- How We Move (Transportation)

3- Where We Live (Housing)

4- Where We Work (Economic Development

5- Where We Gather (Arts and Urban Design)

6- Where We Play (Parks)

7- How We Grow (Water and Environment)

8- Implementation

Appendices:

- A- Moderate Income Housing Plan
- B- Transportation Master Plan
- C- Public Outreach
- D- Existing Conditions
- E- Large Maps
- Sub Area Plans (Redwood Road and Jordan River Gateway)
- SAPs

HOW WE MOVE

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

WHAT DOES "HOW WE MOVE" MEAN TO RESIDENTS OF SOUTH JORDAN?

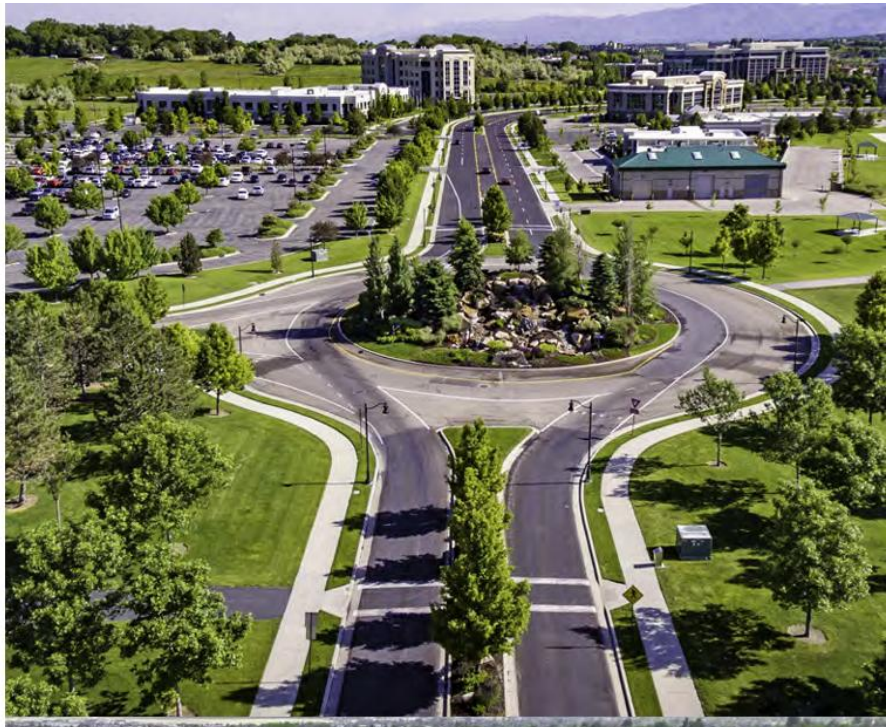
- Improved east-west traffic
- Crosswalks for better trail connectivity
- More off-road bike trails
- Public transportation improvements
- Shared mobility

WHERE WE LIVE

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

WHAT DOES "WHERE WE LIVE" MEAN TO RESIDENTS OF SOUTH JORDAN?

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



WHERE WE WORK

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

WHAT DOES "WHERE WE WORK" MEAN TO RESIDENTS OF SOUTH JORDAN?

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

WHERE WE GATHER

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

WHAT DOES "WHERE WE GATHER" MEAN TO RESIDENTS OF SOUTH JORDAN?

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

WHERE WE PLAY

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

WHAT DOES "WHERE WE PLAY" MEAN TO RESIDENTS OF SOUTH JORDAN?

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

HOW WE GROW

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

WHAT DOES "HOW WE GROW" MEAN TO RESIDENTS OF SOUTH JORDAN?

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

Theme Features

Vision

Chapter 2
How We Move

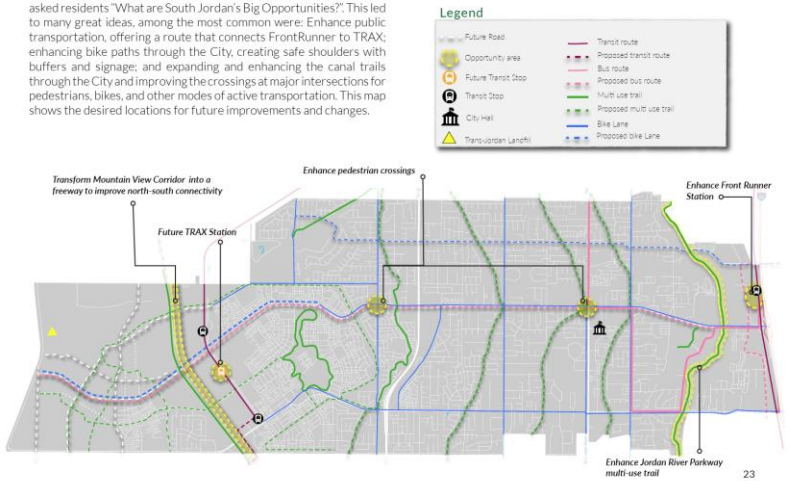
OUR VISION:

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

Framework

FRAMEWORK FOR HOW WE MOVE

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



Context

TRANSPORTATION IN SOUTH JORDAN

THE IMPORTANCE OF ACCESSIBILITY

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

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

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

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

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

TRANSPORTATION MODES IN SOUTH JORDAN

Drive Alone	Carpool	Walk/Bike	Public Transit
2000 | 2017	2000 | 2017	2000 | 2017	2000 | 2017
81% | 76%	7% | 10%	1% | 2%	2.5% | 3%
-5% Change	+3% Change	+1% Change	+0.5% Change

Goals

HOW WE MOVE: GOALS AND STRATEGIES

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

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

MOVE GOAL 1: Expand on multi-modal trail systems

MG1.1. Coordinate with canal companies to pave trails, landscape, and add site furnishing along the existing canals

MG1.2. Improve intersections where trails cross major roads with enhanced crosswalks

MG1.3. Explore ways to place wayfinding maps and signage along existing and future trail systems

MG1.4. Support the development of an east-west pedestrian trail with enhanced sidewalks, landscape buffers, benches, etc.

MG1.5. Develop design standards for pedestrian enhancements along identified corridors

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

MG2.1. Continue to provide a street system that operates at a minimal level-of-service standard for high peak traffic volumes and where passing through an intersection can be accomplished in a reasonable amount of time

MG2.2. Continue to preserve the tranquility of residential neighborhood areas through circulation design that slows traffic flows and encourages safe driving practices such as on street parking, crosswalks, landscaping, etc.

MG2.3. Continue to encourage and work with City's partners to complete planned Mountain View Corridor highway improvements as a priority for regional connectivity and economic stimulus

Implementation

Key Indicators:

- Less single occupied vehicles
- High level of housing attainability
- High quality of stable neighborhoods
- Increased number of residents that live and work in South Jordan
- New jobs added that are at or above the median salary for the region
- Decrease in unemployment rate
- New businesses added
- Less remaining vacant acres
- Less underutilized properties
- Increased total building permit value in infill area
- More miles of established trails
- More amenities in parks
- Better access to parks
- Less water use
- Less students per teacher

SHORT-TERM ACTIONS

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

Land Use Categories

LAND USE CATEGORIES

STABLE NEIGHBORHOOD (SN)

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




RESIDENTIAL DEVELOPMENT OPPORTUNITY (RD)

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








MIXED USE OPPORTUNITY (MU)

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

ECONOMIC INFILL OPPORTUNITY (EIO)

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

ECONOMIC CENTER (EC)

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

INDUSTRIAL (I)

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

MIXED USE TOD OPPORTUNITY (MUT)

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


HISTORIC (H)

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


AGRICULTURAL PRESERVATION (AP)

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











NATURAL AREAS (NA)

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

OPEN SPACE (OS)

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

PUBLIC (P)

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

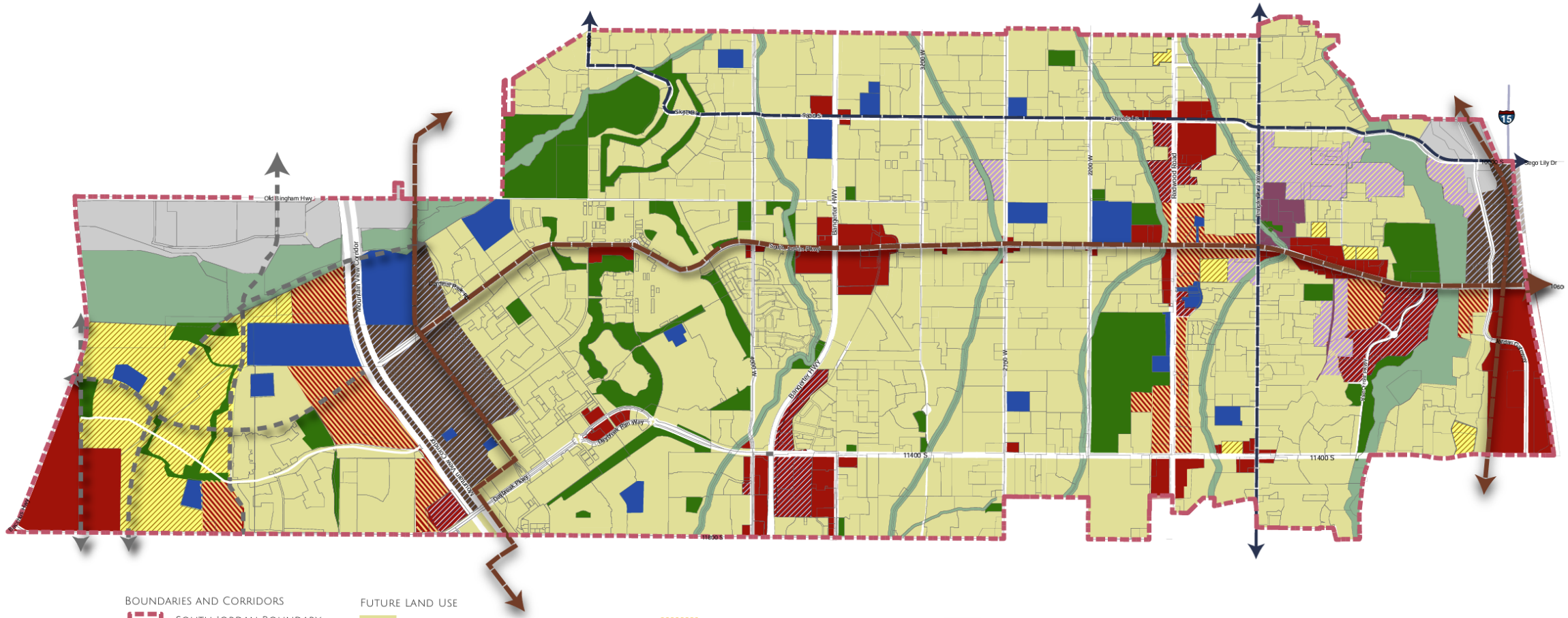
TRANSIT CORRIDOR

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

BIKE CORRIDOR

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

Future Land Use Map



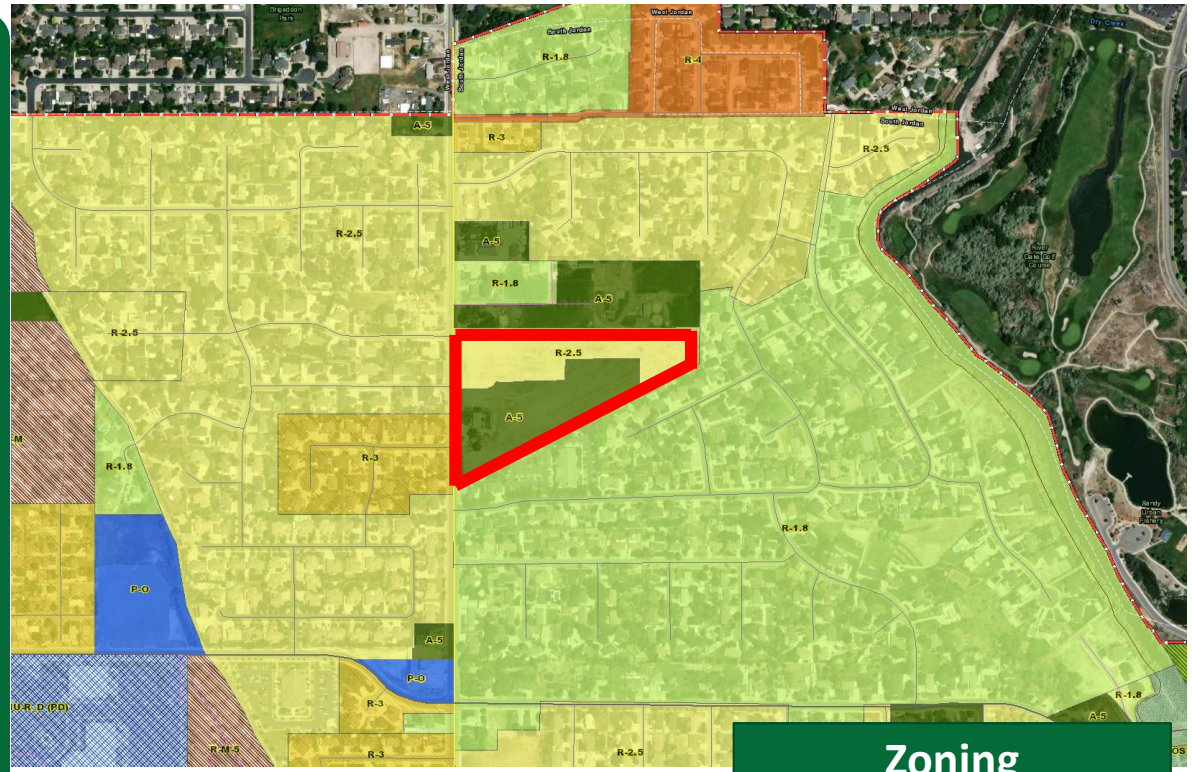
Boundaries and Corridors

- South Jordan Boundary
- Subdivisions
- Future Roads
- Transit Focus Corridor
- Pedestrian/Bike Focus Corridor

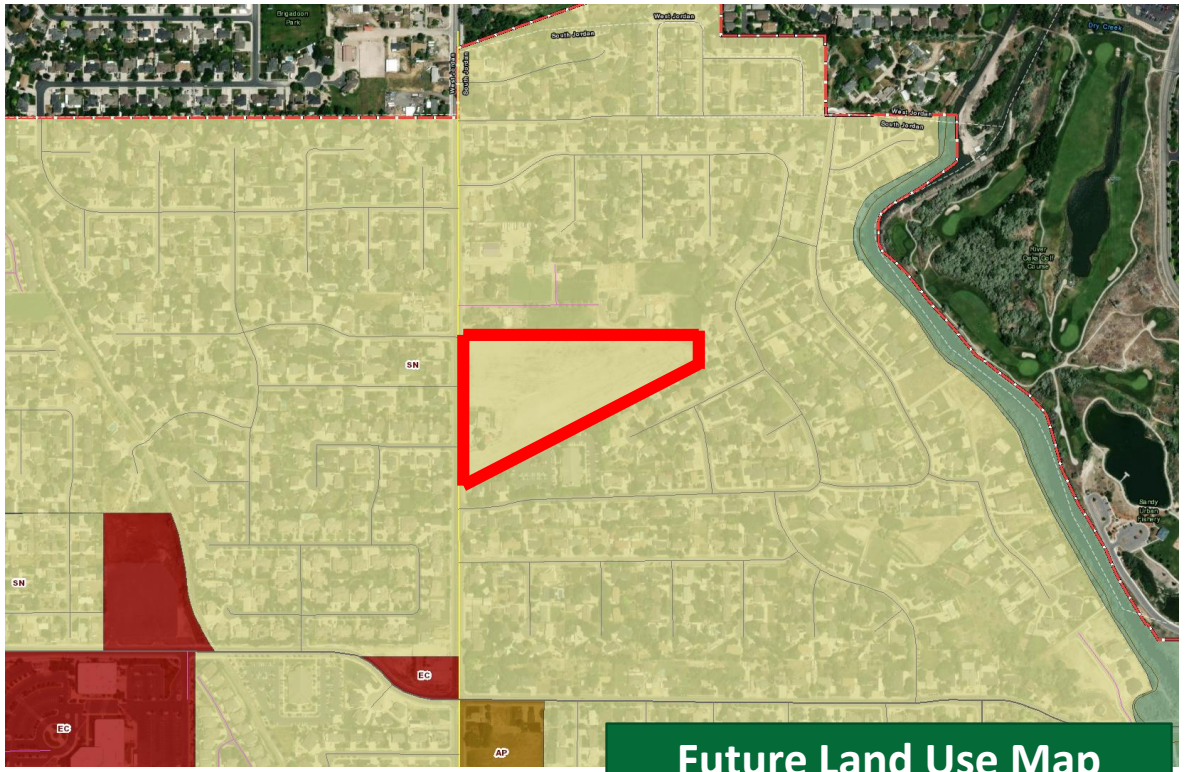
Future Land Use

- Stable Neighborhood (SN)
- Residential Development Opportunity (RD)
- Economic Infill Opportunity (EIO)
- Economic Center (EC)
- Mixed Use (MU)
- Mixed Use TOD Opportunity (MUT)
- Historic (H)
- Agricultural Preservation (AP)
- Industrial (I)
- Natural Area (NA)
- Open Space (OS)
- Public (P)

Applying the Plan Scenario



Zoning



Future Land Use Map

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Key takeaways

The General Plan is our long-term vision and policy framework.

The Planning Commission has legal and practical obligation to interpret applications in light of the plan.

Make sure you reference relevant components of the plan such as the Future Land Use map, land use categories, MIH plan, and TMP when you deliberate.

Utilize available resources including:

- General Plan and Appendices
- Future Land Use Map
- Zoning & Development Code
- City staff
- Updated maps and plans on City website

Questions