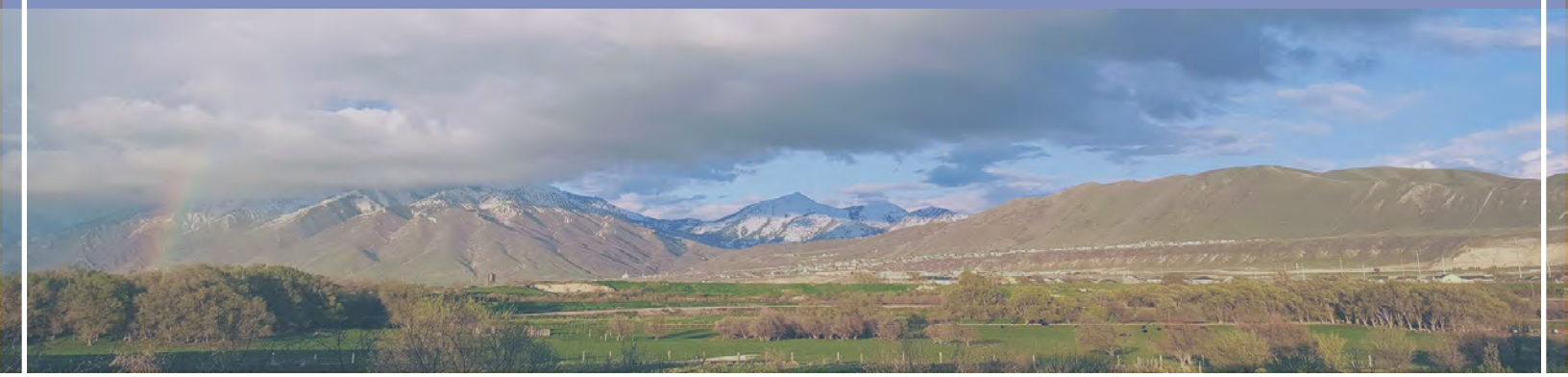
BLUFFDALE CITY GENERAL PLAN

2022



BLUFFDALE
EST. 1848

ACKNOWLEDGMENTS

The following individuals contributed to the Bluffdale City General Plan.

Adopted June 8, 2022 by the Bluffdale City Council.

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1.0 INTRODUCTION + PLAN VISION

BACKGROUND + INTRODUCTION



Figure 1.1 - Bluffdale is a city with unparalleled access to open space and natural spaces in Salt Lake County.



Figure 1.2 - Bluffdale has recently been investing in significant infrastructure to prepare for continued growth in the next decade.

Located at the south end of Salt Lake County and north end of Utah County, the City of Bluffdale is home to wide open spaces, dramatic mountain views of the Wasatch range, and a significant stretch of the Jordan River (Figure 1.1). The lifestyle enjoyed in Bluffdale has drawn many new residents, increasing the population in the last twenty years and incurring rapid housing and infrastructure expansion.

To provide a contextual example of this growth, since the last General Plan was developed eight years ago, the variety and quantity of housing within the city has grown rapidly, with multiple developments on the eastern side of Bluffdale being constructed in recent years.

The growth Bluffdale is experiencing calls for a fresh look at current conditions and community needs, and updated planning direction.

As a primarily residential community, the residents of Bluffdale desire to protect the pace and feel of the community while expanding amenities for its current residents and future population. Community values include: encouraging a variety of local employment, retail, and service opportunities; safeguarding the tax rate; ensuring that public infrastructure adequately serves the population; enhancing recreation opportunities; improving the transportation system to serve the housing expansion; and maintaining large lot neighborhoods. The chapters in this plan outline several planning elements and specific goals and implementation strategies. These goals and strategies establish policy guidance for achieving Bluffdale's community vision into the future.

1.1 PLAN STRUCTURE

BLUFFDALE GENERAL PLAN CHAPTER STRUCTURE



Figure 1.3 - Bluffdale General Plan Chapter Structure



Figure 1.4 - With a simple organization, the intent of the General Plan structure is that it is useable by Bluffdale City Staff, City Council, Planning Commission, as well as by the general public.

The Bluffdale City General Plan documents existing conditions and analyzes important issues and ideas, presenting a clear vision for growth and development in Bluffdale. The plan is divided into six chapters:

- General Plan Toolkit
- Land Use
- Housing
- Economic Development
- Open Space and Trails
- Resiliency

Each chapter is organized with the following sections (Figure 1.3):

1. Existing Conditions
   - The existing conditions section details current conditions and trends that relate to the future recommendations in the general plan.
2. Future Considerations
   - Future considerations for each chapter describe various issues and trends that may impact planning decisions in Bluffdale in the next decade related to that particular chapter topic.
3. Policies and Implementation
   - The policies and implementation strategies in each section provide recommended steps and tasks for making informed decisions that are collectively consistent with the vision for the City's future and the policies to support that vision.

Although each element is specific in its focus, land use is fully coordinated with the assessment of each element and its individual needs. Each element provides specific ideas and recommendations, concluding with a series of policies and implementation measures that provide a clear and implementable vision for the future, facilitating an informed and consistent decision-making process.

1.2 PUBLIC OUTREACH SUMMARY



Figure 1.5 - Community education event at Independence Park, May, 2021.

The ideas in this plan stem from a series of public engagement events. These events brought together community members and stakeholders representing diverse backgrounds. Including citizen voices and perspectives were critical in creating a plan which reflects the values of Bluffdale residents.

In order to gauge the community's temperature on a variety of items and issues, a survey was distributed in February, 2021. The survey was well received, with approximately 620 residents of Bluffdale participating. The results and subsequent conversations helped to inform City staff in the desires of its residents, as well as guiding the recommendations contained in this plan. A few key takeaways from the survey were that most residents desired to maintain access to open space, keep the "rural" feeling of Bluffdale, and attract in more dining, grocery, and shopping options. The full results of the public survey can be found in the appendix of this document.

In May 2021, the City held a community night at Independence Park (Figure 1.5). VODA consultants and City staff created an educational experience at the event that included a series of poster boards and questionnaires. The consultant and staff interacted with approximately 30 individuals at this event.

In September 2021, the City held an open house in the Community room at Bluffdale's City Hall (Figure 1.6). This open house focused on public education through presentation of the February 2021 survey results, future projects and plans, future land use, transportation, housing, economic development, and parks and trails framework.



Figure 1.6 - Public Open House event at Bluffdale City Hall, September, 2021.

Throughout the general plan process, the City also maintained a webpage on its website designated specifically to provide updates on the process. The City also sent out monthly newsletters to residents with updates and information. This information included upcoming public outreach events, planning commission meetings, city council meetings, and recently reviewed information by city staff.

The success of the public outreach plan would not have been possible if not for the input and passion provided by Bluffdale City and its community.

1.3 COMMUNITY SUMMARY



Figure 1.7 - Photograph of Bluffdale showing the City's character of trails, agricultural land uses, and predominately single-family homes.

The Bluffdale area was settled in 1848 and incorporated as the City of Bluffdale on October 13, 1978. The creation of the Utah Territory was the result of the petition sent to the United State government by the Mormon pioneers who had settled in the valley of the Great Salt Lake starting in 1847.

Bluffdale is a crossroads for transportation and utilities between Salt Lake and Utah Counties. It is home to open spaces (Figure 1.7), views of the Wasatch and Oquirrh mountain ranges and a significant stretch of the Jordan River. "Life Connected" is the motto for the City of Bluffdale- connecting the 17,014 residents, two counties and active lifestyles.[1]

1.4 COMMUNITY PROFILE

The following is a summary of the physical, social and demographic characteristics in Bluffdale. These are essential qualities for understanding the opportunities, needs, and patterns of the City today and in the future.

PHYSICAL STRUCTURE



Figure 1.8 - Bluffdale is located at the southern end of Salt Lake County with a small portion in Utah County and the junction of key transportation routes and mountain ranges.

Bluffdale City is located in southwestern Salt Lake County, with a portion of the city located across the county line in Utah County (Figure 1.8), and has a total land area of 11.12 square miles, according to the most recent 2022 Bluffdale GIS data. Directly adjacent to Bluffdale are Herriman City to the west, Riverton to the north, and Draper City to the east, and Lehi to the south. Bluffdale City has an average elevation of 4,436 feet.

Redwood Road is Bluffdale's primary north-south thoroughfare. Interstate 15 runs parallel to Redwood Road to the east. The planned completion of the connection in 2022 of Porter Rockwell Boulevard will provide the city with yet another east-west, north-south arterial. Bangerter Highway runs east to west on the northern border of Bluffdale. 14600 South is the City's largest east-west arterial.

Bluffdale's commercial development is concentrated along the I-15 corridor, at the intersections of Bangerter Highway and Redwood Road, as well as Bangerter Highway's intersection with 2700 West, and along 14600 South, east of Redwood Road. Also located near the I-15 corridor is the majority of the city's denser residential development. The remainder of the city is made up of large lot single-family residential neighborhoods and open spaces along and west of the Jordan River corridor.

1 *Source: https://www.bluffdale.com/374/About-Bluffdale#:~:text=The%20City%20of%20Bluffdale%20was,Salt%20Lake%20starting%20in%201847.*

DEMOGRAPHICS

In order to understand the needs of the City, it is essential to have a clear snapshot of Bluffdale's population, age, and household composition. This allows one to assess current and future needs for elements such as land use, housing, and economic development. The following is a summary of key demographic characteristics, including population, age, and household composition, which tend to be the most crucial for understanding needs as communities develop and evolve.

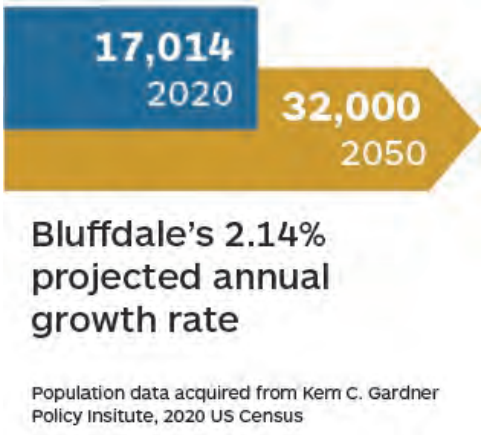


Figure 1.9 - Bluffdale's annual growth rate and population projections, according to the 2020 Census.

POPULATION

Bluffdale City saw significant population growth between 2010 and 2020, more than doubling its population, from 7,043 in 2010 to 17,014 in 2020, according to 2020 census data (Figure 1.9). The population is expected to double once again by 2050. The state as well as Salt Lake County are also expected to see major population growth over the next 30 years, largely by natural means (high birth rates).

AGE



Figure 1.10 - Bluffdale's median age according to data acquired from 2020 ACS 5-Year Estimates.

Age is an essential consideration when planning for future land uses, transportation needs, economic development techniques, and open space. The age characteristics of Bluffdale are unique. When compared to Salt Lake County and other southwest valley cities, the median age is approximately two to three years younger. Where the southwest valley and Salt Lake County have a median age of 31.6 and 33 years old, Bluffdale's median age is 29.5 (Figure 1.10). The City has more children under the age of nineteen, and fewer seniors than the state and Salt Lake County. This supports the data that the City's children are generally younger than those in other communities in the county and the state, and that the Bluffdale population overall is younger than the rest of the county.

The percentage of residents under age eighteen has steadily increased over time. This is supported by the median age statistics, which have steadily decreased over time as well. This is a significant finding, as Bluffdale still has a younger population than Salt Lake County and other rapidly growing Salt Lake County communities, which are some of the youngest in the state and nation. Helping to provide a clear understanding of the population breakdown will reflect in the recommendations for implementation strategies in this plan, in order to meet the needs of the various age groups.

HOUSEHOLD SIZE

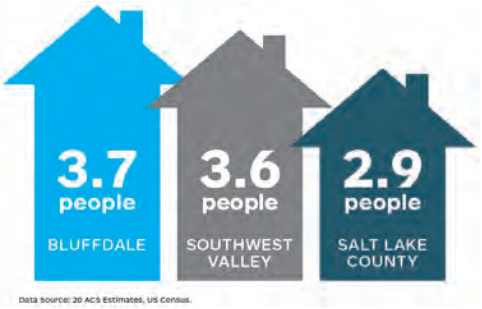


Figure 1.11- Bluffdale's median household size according to data acquired from 2020 ACS 5-Year Estimates.

Average household size is often closely related to the age characteristics of a community. Larger household sizes are often found in communities with a large portion of young families with more children. Smaller household size indicates that there is a larger contingent of smaller families or families with adult children that may have moved out on their own. In the case of Bluffdale, the average

household size is 3.72, which is significantly higher than the Salt Lake County average of 2.95 and only slightly higher than the southwest valley average of 3.6 (Figure 1.11). Therefore, it makes sense that Bluffdale, with its average age being two to three years younger, also has a large average household size.

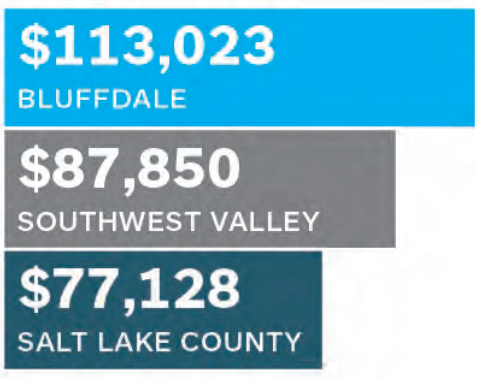


Figure 1.12 - Bluffdale's median household income according to data acquired from 2020 ACS 5-Year Estimates.

HOUSEHOLD INCOME

The median household income in the City is $113,023 which is significantly higher than the southwest valley average and Salt Lake County. The median income has increased over time from $87,536 in 2010 (Figure 1.12). Cities with higher-than-average incomes can expect an increase in demand for services and commercial uses, with higher rates of discretionary income per household.

SUMMARY

Bluffdale's population is projected to continue growing at a rate 2.14% per year over the next 30 years, as the east side of the City continues to develop. The Bluffdale community has more children under the age of nineteen when compared to the county, state and nation. The percentage of seniors in the community has slowly increased, and the overall median age continues to decline. Bluffdale's household size is significantly higher than the county, and has increased over time, unlike many other communities in the surrounding area. The City's median income is significantly higher than the Salt Lake County average and the state as a whole.

As the City continues to develop it will be important to apply a balanced approach for meeting the needs of a population with a diverse range of ages, particularly addressing needs related to parks, open space, recreation and trails. The specific needs of children and seniors will need to be carefully considered, such as education and senior services, as it can be difficult to meet the needs of such diverse segments of the population in an equitable and economic manner.

1.5 COMMUNITY VISION



Figure 1.13 - Bluffdale City Hall

The vision for Bluffdale was created through public input, as well as city staff and leadership of Bluffdale, and is intended to be a concise and cohesive statement of the desired future for the City. In addition to an overall vision for the future of Bluffdale, goals were developed for the five elements of the plan – land use, housing, economic development, open space and trails, and resiliency. These elements have been identified as the key factors in helping to establish the essence of a complete city. As indicated previously, these elements form the basis of the General Plan structure and provide an organizational framework and platform to clearly and concisely present the plan's goals. These specific goals, along with descriptive maps and illustrations, describe the City's desired future character for each of the six plan elements.

Effective and efficient cooperative use of limited resources, whether financial, societal, or natural, is essential to achieve the goals of this general plan and progress toward a sustainable future. Through its implementation, Bluffdale can be a place where people live close to where they work and play; where a balanced transportation network connects mixed-use centers; and where access to open space and recreational opportunities is abundant. These principles are integrated into the goals of this general plan.

1.6 GENERAL PLAN VISION

Bluffdale City plans for a future that preserves existing neighborhoods, encourages expansion of commercial opportunities that provide resources to Bluffdale residents, improves alternative transportation opportunities, supports a variety of housing choices, protects valuable public and open spaces, and fosters policies that support conservation and resiliency.



Figure 1.14 - Rockwell Ridge

LAND USE

GOALS

1. Support a variety and an increased concentration of uses in strategic locations within the City, to improve economic activity (Figure 1.4).
2. Encourage land uses that support economic development while retaining the existing character of the City and its neighborhoods.

POLICIES

1. Focus development in key centers within the City.
2. Physically integrate residential uses with other uses in a manner that provides opportunities for pedestrian-oriented development in growth centers.
3. Create a balance between commercial uses and housing.

IMPLEMENTATION STRATEGIES

1. Adopt land use ordinances and development agreements that ensure centers are designed to be compact, safe, attractive, and accessible to all travel modes and user abilities.
2. Utilize incentives and other financial tools to highlight and prioritize the importance of areas targeted for development as neighborhood centers.
3. Combine housing, employment, and supporting infrastructure in mixed-use centers at strategic locations.
4. Maintain consistent low density zoning designations in existing low density zoned neighborhoods.

HOUSING

GOALS



Figure 1.15 - Independence residential development in the foreground, with Westgate beyond.

1. Retain character of established neighborhoods.
2. Provide a variety of high-quality housing choices that incorporates a range of types, tenancies, and densities (Figure 1.15).
3. Ensure new housing stock addresses a range of income levels and life stages.
4. Follow and implement state housing statute guidance.

POLICIES

1. Consider specific location and surrounding neighborhood when reviewing and evaluating new or infill development.
2. Support alternative housing types such as Accessory Dwelling Units (ADUs), in all areas of the City, and coordinate and align Housing and Land Use Elements within the General Plan.
3. Encourage flexible housing guidelines to respond to evolving market conditions.

IMPLEMENTATION STRATEGIES

1. Amend zoning ordinance in single-family zones to ensure context sensitivity of location and density of infill and new development, using elements such as setbacks, landscaping, fencing, and transitional heights.
2. Develop clear guidance of potential future locations for housing density.
3. Adopt land use regulations that develop as the housing market changes for different populations of residents.

ECONOMIC DEVELOPMENT

GOALS



Figure 1.16 - Mountain Point Business Center

1. Improve the quality of life for residents by promoting the expansion of daily shopping needs, and job opportunities, within the boundaries of Bluffdale.
2. Support City policies that embrace the changing retail and commercial climate in Bluffdale.
3. Promote job growth for current and future residents (Figure 1.16), thereby reducing transportation costs and commute times.

POLICIES

1. Support retail uses to reduce retail sales leakage outside of the City.
2. Diversify Bluffdale's tax base, reducing the City's dependency on property taxes.
3. Acknowledge residential development as a contributing factor to the economic viability of Bluffdale.
4. Focus on key nodes within the City that have the highest development potential.
5. Ensure a balance between the needs and wants of residents, property owners, city staff, and elected officials.

STRATEGIES

1. Identify priority sectors, etc.
2. Analyze zoning schemes and community attributes for alignment.
3. Utilize economic development tools to provide incentives, as necessary or desired, to target specific business types.
4. Partner with businesses and developers to expand current operations or to bring in retail sectors that the City lacks.
5. Consider performing a fiscal impact analysis of development scenarios, including online tax collection.
6. Attract retail businesses to build up sales tax base.
7. Utilize appropriate incentives for key industries and businesses at key nodes in the City.
8. Increase vocational, technological, recreational, and entrepreneurial employment opportunities in accordance with State of Utah Cluster Initiatives.
9. Work closely with the Governor's Office of Economic Opportunity and EDC Utah on possible locations for new businesses.



Figure 1.17 - Jordan River Parkway Trail, in Bluffdale.

PARKS & TRAILS

GOALS

1. Promote a parks and trails system that provides outstanding active and passive community gathering opportunities (Figure 1.17).
2. Design and develop a comprehensive trails system that effectively accommodates a mixture of uses.
3. Protect and improve existing parks, open space, and trails by creating a long-term comprehensive plan allocating funds for operation and ongoing maintenance costs

POLICIES + IMPLEMENTATION

1. Promote a park and trails system that provides outstanding active and passive community gathering and recreation opportunities.
2. Create a trails master plan with priorities and update 2015 Parks Master Plan.
3. Protect and improve existing parks, open space, and trails by creating a long-term comprehensive plan allocating funds for operation and ongoing maintenance costs.

RESILIENCY

GOALS

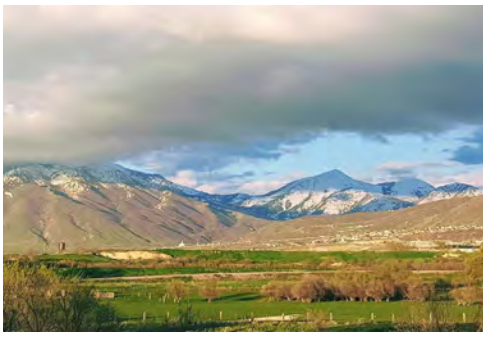


Figure 1.18 - Bluffdale's natural setting

1. Support preservation of natural features that contribute to the character of Bluffdale (Figure 1.18).
2. Encourage city policies that support economic and fiscal resiliency.
3. Support social resiliency by promoting policies that encourage community engagement and public participation.

POLICIES

1. Identify the City's resiliency priorities.
2. Establish a resiliency working group.
3. Engage residents and staff in the resiliency discussion by initiating an education and awareness effort.

STRATEGIES

1. Coordinate with other municipalities and entities on policies that support resiliency (recycling, water usage, active transportation, land use, economic development)
2. Develop a portfolio of recommended resilient design standards, such as such as water-wise landscaping, permeable paving, and other features to encourage developers to incorporate sustainable design elements in future projects.

2.0 GENERAL PLAN TOOLKIT

2.1 INTRODUCTION



Figure 2.1- The General Plan Toolkit provides city staff, elected officials, and planning commissioners a framework for planning decision making specific to the needs of Bluffdale.

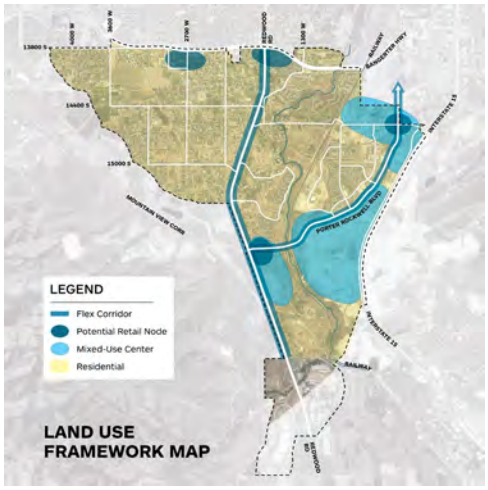


Figure 2.2- The General Plan Toolkit includes 'framework maps' that simplify planning concepts for each chapter of the General Plan, providing decision makers with a quick way to understand planning context when making a determination for the community.

This Planning Toolkit seeks to provide broad guidance as it relates to specific planning tasks for Bluffdale City staff and officials. The framework maps and best practices outlined here are a broad structure for decision making when planning issues are evaluated by the City. Specific goals, policies, implementation strategies, and other clear recommendations are outlined in detail in each subsequent chapter of the General Plan.

FRAMEWORK MAPS

Framework maps (Figure 2.2) are designed to simplify and summarize the City's basic planning approach looking into the future. Each chapter of the General Plan (with the exception of the Resiliency chapter) has a corresponding framework map to help with planning decision making.

Each map represents an illustration of the general concept of future recommendations for that specific planning topic. The framework maps within the planning toolkit are organized by chapter; Land Use, Transportation, Housing, Economic Development, and Open Space and Trails

BEST PRACTICES

Best Practices are a set of methods that have been generally proven as great planning practices with positive results for municipalities across the region and country that face similar issues to Bluffdale.

The Best Practices section of the planning toolkit helps to bring concepts that are largely supported by the planning community to the local scale. While not every city is the same, these planning best practices can be applied in specific ways within Bluffdale.

The best practices in the toolkit are broken out by chapter; Land Use, Housing, Economic Development, Open Space and Trails and Resiliency.

2.2 LAND USE FRAMEWORK

The land use framework map (Figure 2.3) is a general concept illustrating future land use. The majority of the current zoning designations in Bluffdale are very similar to the proposed land use designations and do not need to be changed. Most parts of the city, typically residential neighborhoods, are relatively stable with no anticipated land use changes. The established residential neighborhoods should be preserved, with any infill development complementary to existing development.

Based on their spatial characteristics, these dynamic opportunity areas are divided into two types: centers and corridors. The Land Use Framework Map identifies the locations of these centers and corridors within the context of the City's other major land uses. This framework represents the overall structure of the land use goals and should be used in conjunction with the other framework maps.

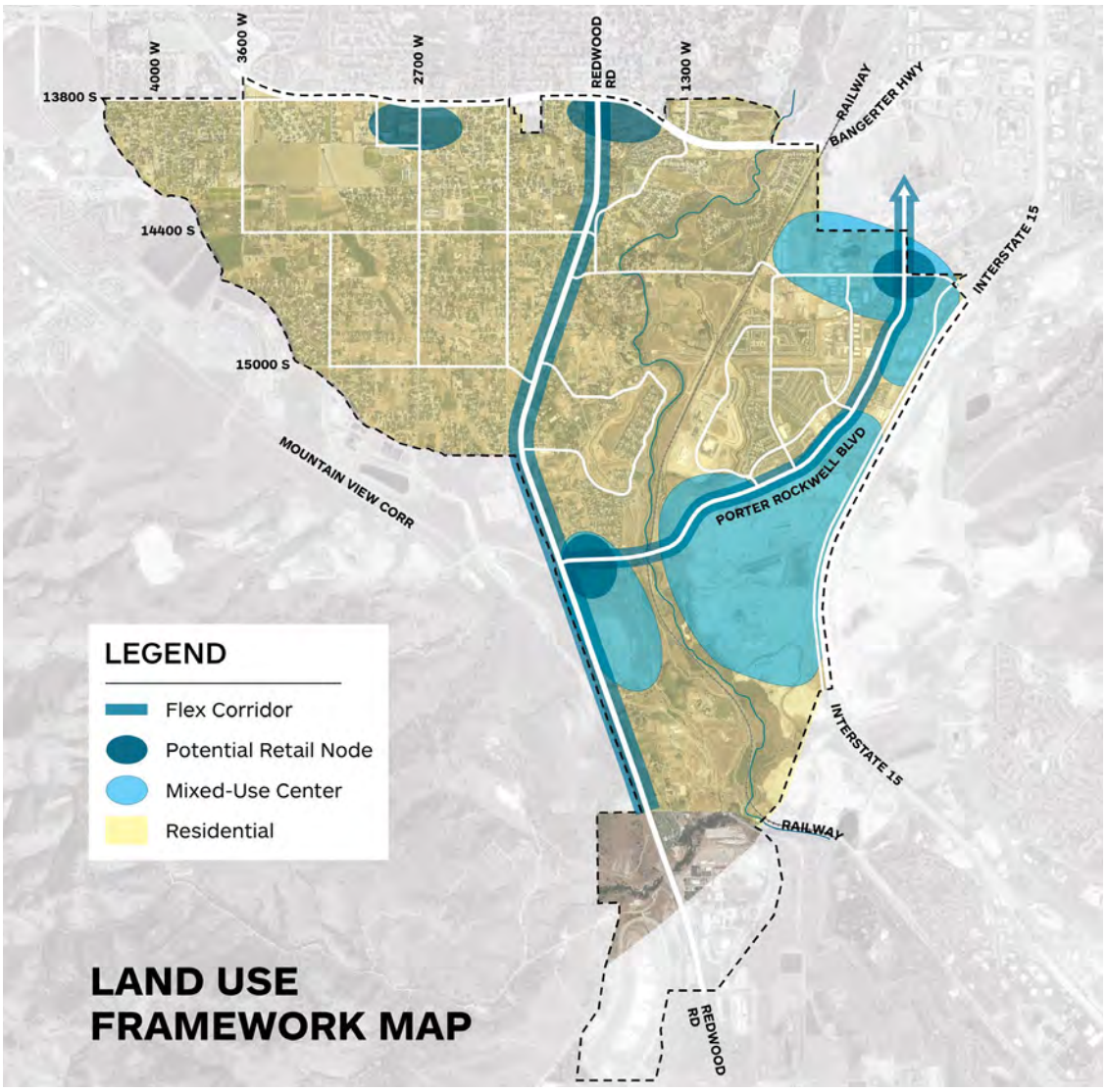
Figure 2.3 - Bluffdale Land Use Framework Map

Flex Corridor: Mix of uses along a significant arterial route. Appropriate for commercial, residential, and other small-scale mixed use projects.

Potential Retail Node: locations in the city with the most favorable metrics for feasible retail centers.

Mixed Use Centers: Neighborhoods where a mix of retail, commercial, office, residential in a variety of densities are the most appropriate.

Residential: Neighborhoods in Bluffdale with primarily residential uses, where new infill development scale will be determined by the adjacent density of neighborhood.



2.3 LAND USE BEST PRACTICES



Figure 2.5 - Outdoor gathering spaces are an important part of successful centers (FCM Hospitality)

1. Develop community as a network of neighborhoods with distinct centers and multimodal connections

Centers form a network of complementary employment, retail, cultural, and civic opportunities linked by multi-modal transportation systems. **Bluffdale, since it is without a distinct center, may consider working toward developing a recognized town center, along with smaller, neighborhood centers serving a variety of purposes.** Centers should be arranged in a spatial hierarchy based upon proximity to; (a) regional rapid transit connections; (b) population density in surrounding communities and adjacent portions of the region; and (c) other centers (Figure 2.5).

2. Adopt land use policies that support future transit infrastructure

Bluffdale should work jointly with the development community and transit agencies to achieve planning goals along transit corridors and routes. Transit oriented developments (TOD's) can be encouraged through shared parking, reduced parking overlay districts, and land banks to preserve land parcels near stations for future development. Salt Lake City (UTA) has established many areas along its rapid transit lines, where successful development has occurred. These generally involve some level of cooperation between the development community, local municipalities, and Utah Transit Authority (UTA) to rebuild station areas in a manner that generates more ridership for the system, and provides transit-oriented housing options for area residents.



Figure 2.4 - Allowing a wide range of housing and ownership types in appropriate areas will expand housing choices for the Bluffdale community.

3. Centers should absorb a majority of expected population growth and development

Focusing future development and redevelopment in centers preserves existing single-family neighborhoods and offers a mix of uses and services that would benefit residents, and should be a key priority for Bluffdale. Centers should generally include a mix of rental and for-sale housing units, and a horizontal and vertical mix of uses (Figure 2.4).

2.4 HOUSING FRAMEWORK

The Housing Framework Map (Figure 2.6) shows a simplified approach to planning for housing within Bluffdale. This framework represents the overall structure of the city and should be used in conjunction with the other framework maps. This housing framework map is illustrative in nature and is not a replacement for the Future Land Use Map, discussed and shown in the Land Use chapter of this document.

Framework concepts for future housing considerations include the following:

1. Define areas within the city where different densities for new housing are appropriate.
2. Develop context-sensitive policy for residential infill projects in appropriate areas.
3. Establish future housing locations that correlate with future transportation investments, by allowing higher housing densities in areas that access public transit and by maintaining low housing densities in areas with lower access.

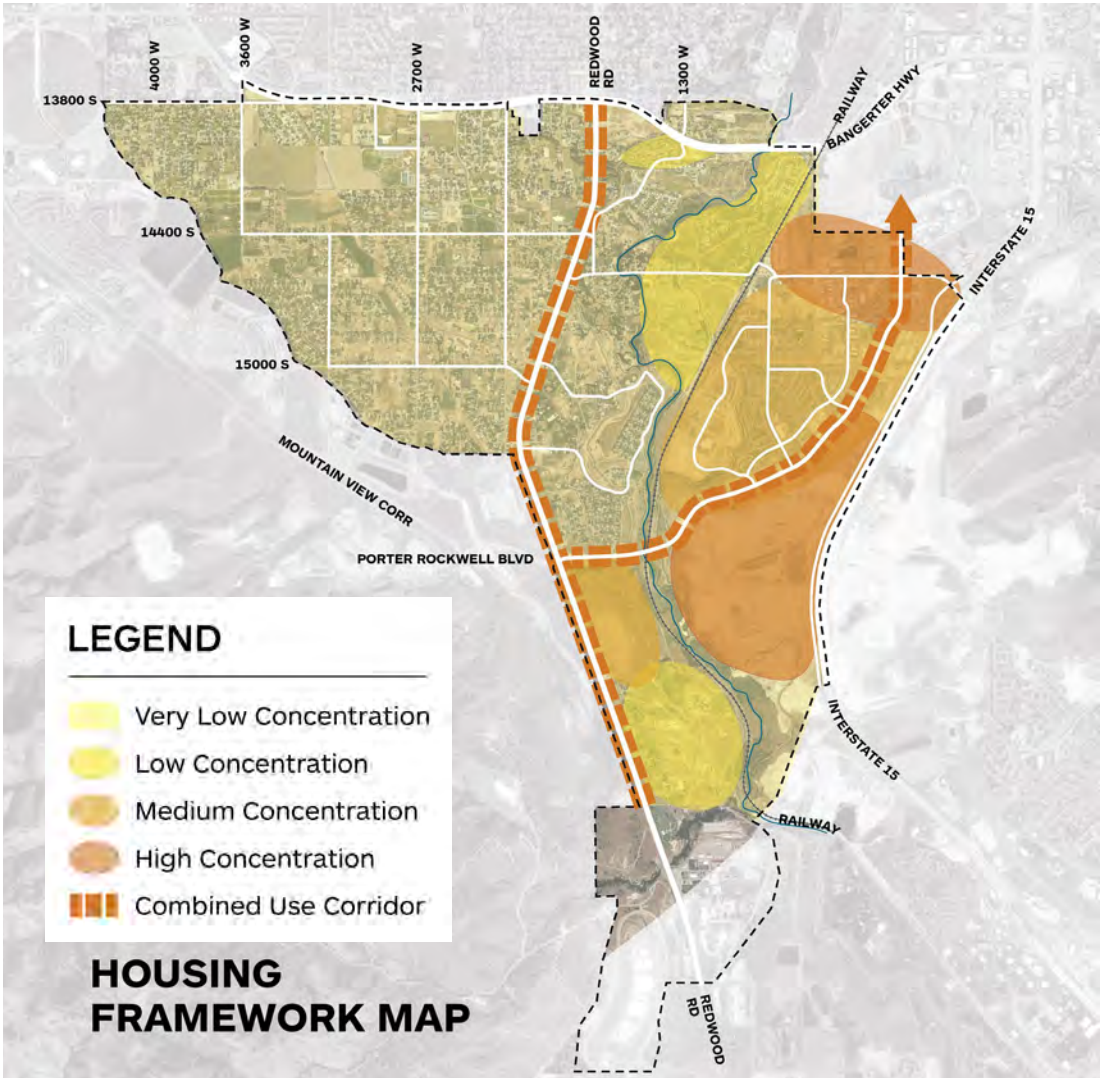
Figure 2.6 - Housing Framework Map

Very Low Concentration: Housing in this areas continue to allow for 1-acre lots.

Low Concentration: Other areas of Bluffdale where lots smaller than 1-acre area allowed.

Medium Concentration: Areas near centers can allow for a higher concentration of housing, such as townhomes and patio homes.

High Concentration: Future regional centers in Bluffdale are appropriate locations for higher concentration of housing like stacked flat apartments and condo developments.



2.5 HOUSING BEST PRACTICES

1. UNDERSTAND THE NEED TO INCREASE HOUSING TYPE DIVERSITY

As Bluffdale's population continues to grow, and the City competes with surrounding municipalities for new businesses, jobs, and residents, the demand for different housing will increase. Understanding why housing type diversity is important, and how it will benefit Bluffdale, can help garner support from the land owners, developers, residents, business owners, elected officials, City staff, and other stakeholders.

THE HOUSING LIFE CYCLE

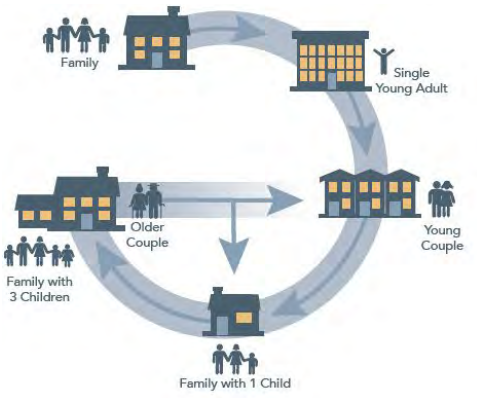


Figure 2.7 - The housing life cycle describes how a mix of different housing types is necessary to meet changing housing needs throughout a person's lifetime (ci.creswell.or.us)

Connecting Bluffdale with a diversity of housing types allow people in different life stages to coexist in neighborhoods together. The housing life cycle, illustrated in Figure 2.7, is a model that provides a general description of different life phases and which housing types meet the typical needs of each situation. For example, the housing needs of a single college student differ from those of a retired empty nester couple, or a two parent family with children.

Cities and neighborhoods that have a mix of housing types are much better at meeting the diverse housing needs of people at any stage of life. Housing type diversity promotes community and social opportunity.

MISSING MIDDLE HOUSING

Adapting to changing conditions in a timely manner will help Bluffdale and its neighborhoods to be vibrant and attractive to residents, businesses, and visitors.

Many typical American cities do not have enough housing type diversity to meet the needs of their current and future residents. The group of housing types these cities lack is referred to as missing middle housing (Figure 2.8).

Communities may lack these housing types for a variety of economic, social, and political reasons. Many cities, land owners, developers, and other stakeholders find it very challenging to break from old traditions as their cities evolve.



Figure 2.8 - The 'missing middle' densities of the housing stock are an underserved housing market across the United States. Providing a greater diversity of housing types will help meet the variable housing needs of Bluffdale's current and future residents (Opticos)



Figure 2.9 - Housing type mixes can be used to transition between different housing densities (missingmiddlehousing.com)

2. OFFER A SPECTRUM OF OPTIONS AND COSTS THAT ARE PROPORTIONAL TO THE MAKEUP OF THE CITY'S RESIDENTS AND EMPLOYEES AND THEIR ABILITY TO PAY FOR HOUSING.

A successful housing spectrum in Bluffdale will include ample options (Figure 2.9). The beneficiaries are not only community residents, but also employers that are able to draw from a broader spectrum of potential employees. Employers will be able to fill a diverse set of jobs, ranging from clerical to executive, and will include positions for manufacturing, industrial, retail, services, and others.

3. FOCUS ON IDENTIFYING THE NEEDS OF THE FUTURE POPULATION, AS WELL AS THE FUTURE HOUSING TYPES THAT WILL BEST MEET THAT NEED.

Demand is influenced by many factors, including household size, number of children, age, etc. **In order for supply to reflect demand in Bluffdale, it is important to evaluate the demographic characteristics of a community,** to make projections of the types of housing that will be needed to accommodate various household types and incomes, and then to incorporate regulations and policies that will allow the market to meet these needs.

4. CONTINUE TO DEVELOP AND IMPLEMENT THE CITY'S MODERATE INCOME HOUSING PLAN



Figure 2.10 - Affordable housing development example (jobs.utah.gov)

Senate Bill 34 (SB34) encourages local communities, including Bluffdale, to plan for housing for residents of all income levels, and coordinate that housing with transportation (Figure 2.10). Communities are required to develop a moderate income housing (MIH) plan as part of their general plan. Communities that are required to annually report on their MIH plan implementation must satisfy these requirements to remain eligible for state transportation investments. The goal is to meet the needs of people of various income levels who live, work, or desire to live or work in their city. It is in the pursuit of allowing people with various incomes to fully participate in all aspects of neighborhood and community life.

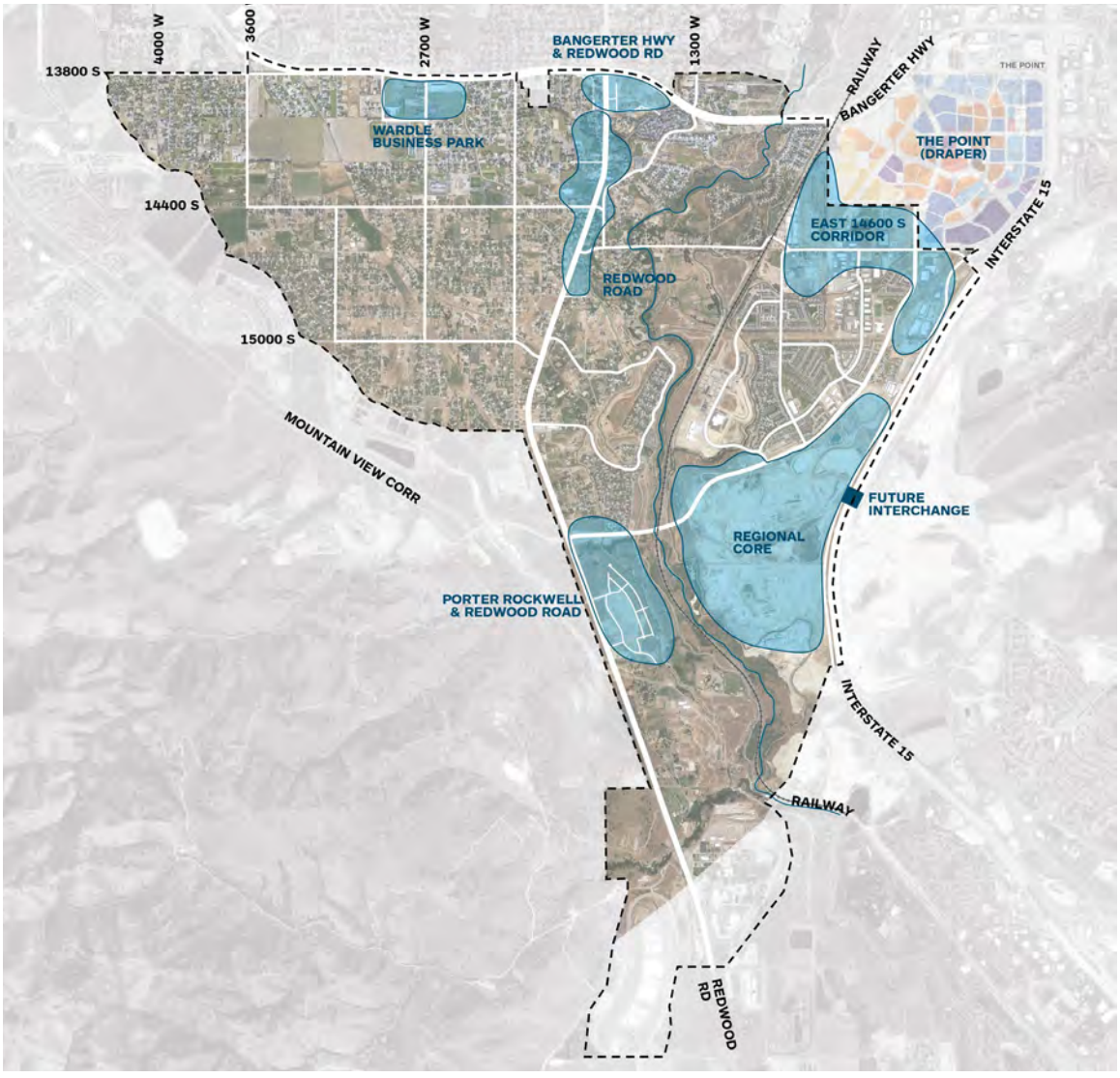
State agencies provide guidance in creating a moderate income housing plan. For example, the State of Utah and Workforce Services Housing and Community Development agency have produced the Moderate-Income Housing Reporting Form to help cities achieve the moderate income housing requirements. Bluffdale should continue to develop and implement its moderate income housing plan. The full 2021 Bluffdale Moderate Income Housing Plan can be found in the Appendix of this document.

2.6 ECONOMIC DEVELOPMENT FRAMEWORK

The Economic Development Framework map in Figure 2.11 shows the locations of Bluffdale's recommended development nodes and potential greenfield and redevelopment sites.

1. Concentrate and promote development at key locations in the City in order to ensure long-term feasibility of centers.
2. Adopt and maintain an economic development strategic plan with specific goals, objectives, and implementation.
3. Develop an understanding of target markets, including demographic projections and household characteristics, to better capitalize on opportunities.
4. Consider housing choices, amenities, and recreation access when contemplating future development and growth.

Figure 2.11 - Bluffdale Economic Development Framework Map



2.7 ECONOMIC DEVELOPMENT BEST PRACTICES

1. Create an economic development strategic plan and a detailed implementation plan for each potential future center (Figure 2.12).



Figure 2.12 - As population continues to grow in the region, Bluffdale should focus development in key nodes in the city.

A strategic plan includes assessments of Bluffdale's strengths, weaknesses, and its competitive niche in the local region and then presents strategies to help the community become more economically sustainable. The strategic plan must be accompanied by an implementation plan.

An implementation plan includes goals, objectives, action items, and assigned responsibilities, all with time frames for completion, as well as provisions for financing capital facilities and policies for public participation in high-priority projects.

2. Understand target markets, including demographic projections and household characteristics.

Reliable demographic data is essential to projecting the future capital needs and attributes of a community as accurately as possible in Bluffdale. This data should include assessing future revenues and expenditures for ongoing services, creating economic development plans and strategies, and assessing housing needs.

3. Identify and promote key economic development sites throughout the city.



Figure 2.13 - Economic development can greatly improve quality of life for Bluffdale residents as daily and weekly needs can be met closer to home, and also provide additional employment opportunities.

Key economic development sites in Bluffdale may include those that are most convenient to develop in their current state and/or those that would provide the greatest benefit to the city regardless of their current state.

Convenient sites are those that can be developed with the least amount of change and/or investment. Sites with existing infrastructure, appropriate zoning designations (Figure 2.13), existing RDA and EDA project areas, and minimal demolition requirements are sometimes developed more quickly. Key sites should be identified based on their long-term potential and position within the city's overall economic development framework.

4. Establish financing and incentive policies to attract development types that are most beneficial to the City.

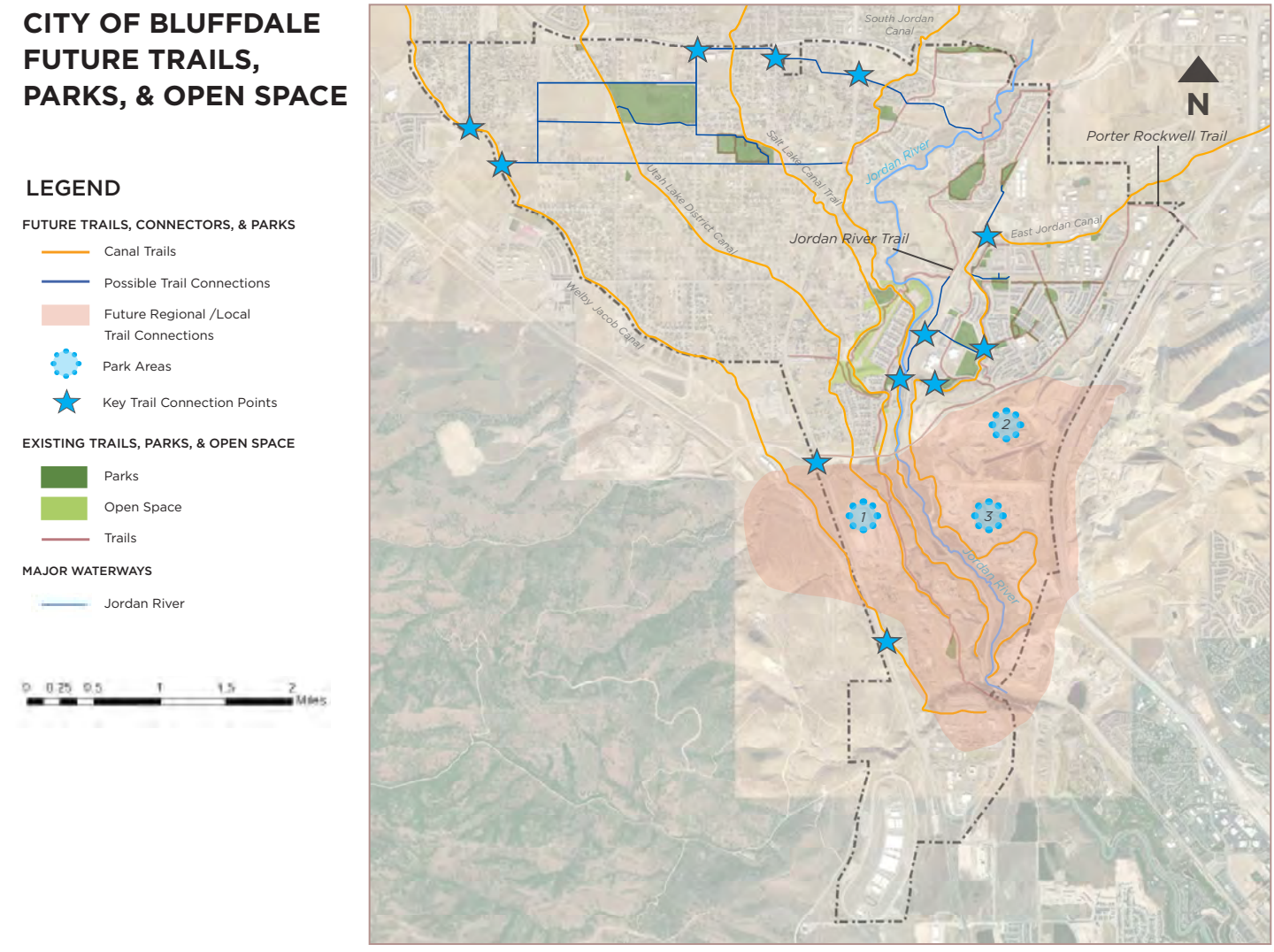
Bluffdale has a number of tools available to incentivize economic development and finance the capital improvements related to economic development. Competition for key businesses can be strong so communities should carefully consider policies to determine when public assistance should be provided to encourage economic development.

2.8 OPEN SPACE & TRAILS FRAMEWORK

The Open Space and Trails Framework map in Figure 2.14 shows the locations of the city's proposed and existing parks and trails. This framework map represents an illustration of the overall structure of the city's parks and trails goals as well as the following objectives:

1. Improve connectivity between existing and future parks and trails.
2. Follow implementation steps from existing plans pertaining to parks and trails.
3. Update amenities, and budget priorities for future parks and trails.
4. Promote Bluffdale's parks and trails to residents and visitors.

Figure 2.14 - Bluffdale Parks + Trails map



2.9 OPEN SPACE & TRAILS BEST PRACTICES

Bluffdale provides a high quality of life through its open space, parks and recreational facilities. To maintain this quality of life, the City must continue to provide new parks and recreation facilities as the population grows. The City should continue to identity ways they may cooperate with other agencies, private organizations, property owners, and citizens in developing the parks and trails in the City. The best practices below outline a list of practices applicable to the parks, trails and open space inventory at large, as well as specific best practices under each category. The intention is that these will guide ongoing planning and development efforts.

OVERALL BEST PRACTICES



Figure 2.15 - Wardle Fields Regional Park Splash Pad

While difference in character and function, parks, trails and open spaces have common elements that when considered under the larger umbrella of public open space, can allow visitors to recognize they are in a place that Bluffdale is invested in. This includes elements such as signs and furnishings, and overall maintenance (Figure 2.15).

1. Maintain inventory of assets and their condition. Periodically assess the conditions of park, trails, and open space infrastructure and budget for necessary upkeep.
2. Develop, distribute, and implement design and maintenance standards for site furnishings, irrigation equipment, playground equipment, plants, etc.
3. Develop and implement graphics and signage for interpretive elements that are consistent across all city-owned public space, and consistent with the City Branding Guide.

PARKS BEST PRACTICES

Although Bluffdale has added 14 parks to their inventory over the past decade, amounting to approximately 29 acres, many of these parks are small pocket/ local parks. As Bluffdale's population continues to grow, providing high-quality, community-driven parks, and identifying opportunities for larger community parks should be the City's priority. Small neighborhood parks and pocket parks should be minimized within areas with low-density residential, as the large-lot sizes provide basic family recreational needs. The best practices listed below serve as guidance for ongoing park development and maintenance.

1. Encourage and support public involvement in park and recreation issues.
2. As new park space is developed, identify what amenities will provide residents with desired recreation opportunities and are in keeping with trends.



Figure 2.16- Parry Farms Baseball Fields

3. Develop high-quality parks and recreation facilities that provide equitable access to all residents.
4. Maintain parks and facilities in a manner that keep them safe and attractive (Figure 2.16).

TRAILS BEST PRACTICES

The trail inventory within Bluffdale is still relatively small, however, the potential for regional, community, and local trails lies in existing canals, power corridors, natural drainages and future development within the city. The best practices below identify ways to develop these trails in a manner that serves the Bluffdale community.

1. Develop a comprehensive trails plan and prioritize implementation.
2. Develop shared-use trails and corridors to enable connectivity for all user groups. When suitable, identify possible trail connections to the Salt Lake County regional trail system within Bluffdale.
3. Work with canal/ utility companies and private property owners to secure trail easements or agreements.
4. Take advantage of opportunities to construct trails when regional infrastructure is constructed.
5. Connect isolated areas (or similar) such as UDOT projects and new road infrastructure.

OPEN SPACE BEST PRACTICE



Figure 2.17- Passive open space at Bluffdale's Main City Park

Although open space within Bluffdale is still largely limited to City and regional park facilities, efforts should be made to identify which parcels, if purchased, could be protected and maintained as such. Considerations should be given to planning techniques that facilitate the preservation of open space and the rural character of the community. The list below outlines best practices for preserving, protecting, and when suitable, developing open space within Bluffdale for this purpose (Figure 2.17).

1. Identify acquisition priorities.
2. Where appropriate, develop passive use areas within open space such as areas of respite and trails, to provide access for residents.
3. Pursue low-cost and/or non-purchase options to preserve open space, including the use of conservation easements, flexible subdivisions and development agreements.
4. Acquire and protect high-quality open space, accessible to all residents.
5. Maximize the multiple-use aspects of detention facilities and utility easements by preserving and enhancing the natural and ecological value of these lands, while facilitating pedestrian access, recreational value, or wildlife viewing.

2.10 RESILIENCY BEST PRACTICES

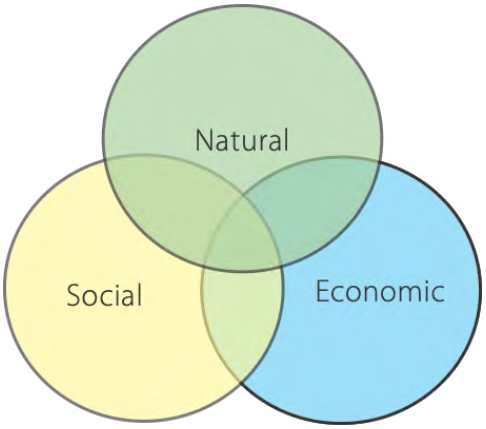


Figure 2.18 Resiliency within the City includes social, natural, and economic policies that can support a more resilient Blufffdale.

1. Build support among community leaders, citizens, employers, and other organizations to move toward adopting resilient city policies.

Bluffdale should encourage discussion of Natural, Economic, and Social Resiliency practices in city-driven efforts and development discussions (Figure 2.18). Discussion of these practices can lead to policy discussion, and to the eventual adoption of resilient policies at City Hall and throughout the community.

2. Communities should promote neighborhood appropriate housing densities, local food systems, open space preservation, multi-modal transportation infrastructure improvements, walkable neighborhoods, reduction in waste production, energy conservation, and reduction in water use.

Strategically increasing density in key population centers can increase walkability and reduce the need for vehicular travel within centers in Bluffdale. Higher population densities can lead to the increased use of mass transit systems and boost the local economy with better access to local retail stores. Increasing population density also allows more transportation options to schools and other services closer to residential areas.

3. Aim to provide services and improve mobility for all groups in the community.

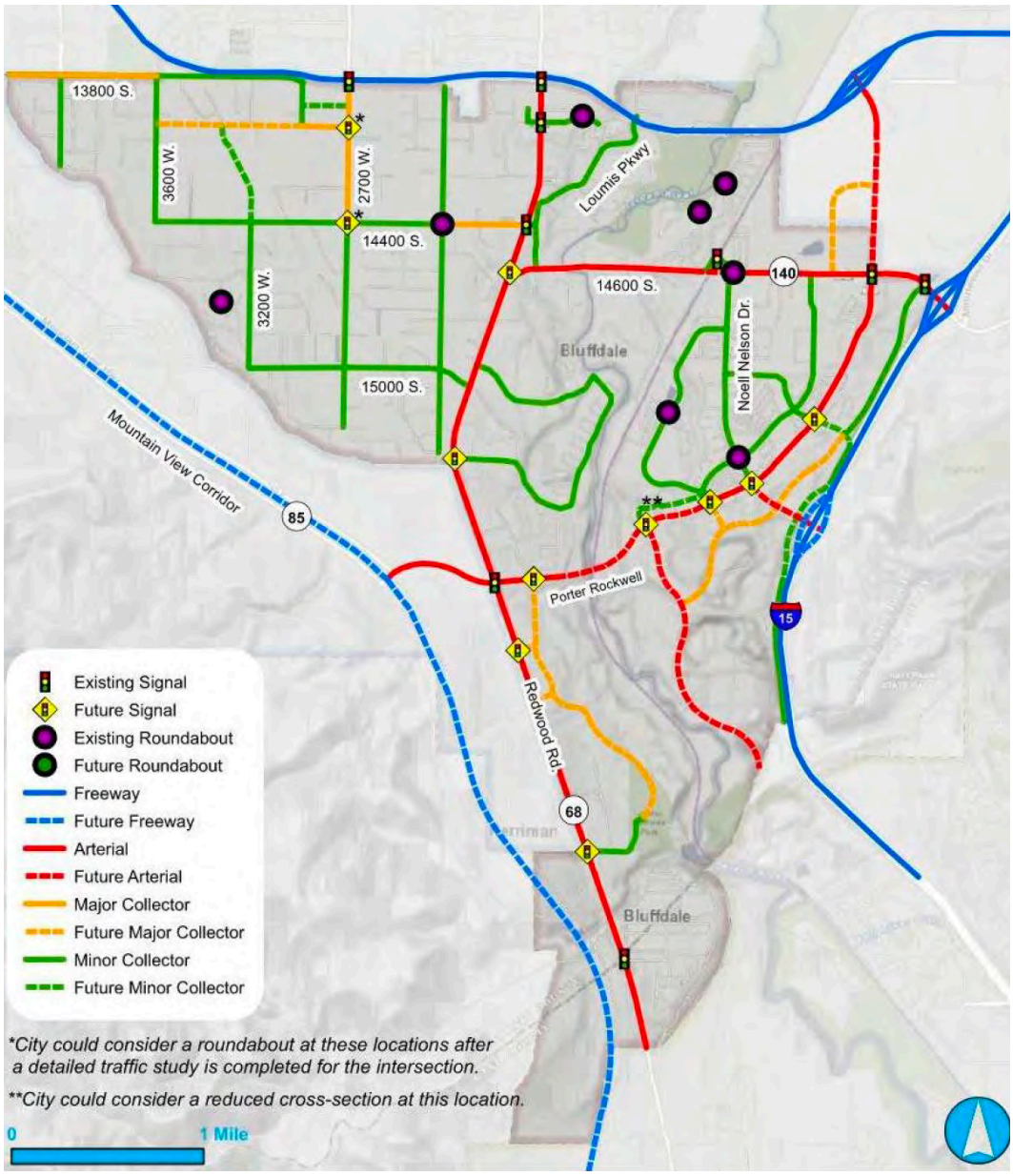
A socially resilient Bluffdale must be well connected, with good transport services and communication linking people to jobs, schools, health and other services.

2.11 TRANSPORTATION

In August of 2017 (updated in 2020), Bluffdale adopted the Bluffdale Long-Range Transportation Plan. For this reason, the 2022 Bluffdale General Plan does not include a Transportation chapter.

The plan was a collaboration between Wasatch Front Regional Council (WFRC) Transportation Land Use Connection (TLC) program, and is intended to guide the City of Bluffdale to achieve its goal of providing a transportation system that promotes safe and productive transportation options for the community. The map below (Figure 2.20) is the plan's Functional Classification Map, which illustrates the current and future street grid within the City. The Bluffdale Long-Range Transportation Plan can be found in detail in the appendix of this document.

Figure 2.20 - Bluffdale Transportation Plan's Functional Classification Map



3.0 LAND USE

INTRODUCTION



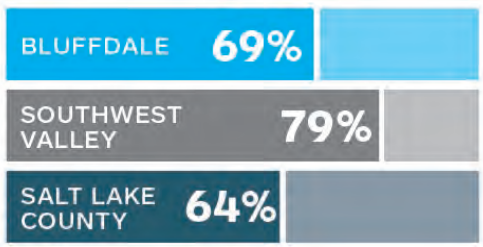
Figure 3.1 - New housing growth in Bluffdale is largely driven by sustained population growth and shifting housing affordability across the region.

Bluffdale, like other cities in the southwest valley, faces land use challenges related to population growth. For Bluffdale, these are primarily housing and commercial land use issues. Local and regional housing demand is increasing faster than housing supply and the desires for a wide variety of commercial uses have not yet come to fruition in Bluffdale.

With approximately 9% of the land in Bluffdale yet to be developed, much of the new growth in the city will be development in the eastern and southern portions of the city near the Interstate 15 corridor (Figure 3.1).

3.1 EXISTING CONDITIONS

Bluffdale occupies approximately 11.12 square miles, according to 2022 Bluffdale GIS data . Residential land uses account for approximately 63% of the land area in the City, with 69% of the residential units being single-family dwellings (Figure 3.2). 6% of Bluffdale's land area is undevelopable and 9% is vacant land. The majority of the vacant land in Bluffdale is located on the east side of the City near I-15 and the gravel pit.



Population data acquired from Zions Bank Public Finance (SWV and SLCo figures); Bluffdale City (December 2020 Bluffdale figure)

Figure 3.2 - Single- family homes ratio compared to other housing types. Source: Southwest valley and Salt Lake County population percentages acquired from Zions Bank public finance. Bluffdale City data acquired from Bluffdale 2020 data.

POPULATION GROWTH

Bluffdale's 2020 population, according to the 2020 census, is 17,014 people. Its anticipated average annual growth rate (AAGR) is 2.15 percent, one of the highest in the southwest valley region. The City's population is projected to increase by approximately 15,000 residents by the year 2050.

According to the Wasatch Choice 2050 document, the Wasatch Front population is expected to increase by about 34,000 people each year, more than twice that of the current population of Bluffdale. This projection will increase the state's population from 2.9 million to 5.4 million. Looking forward, Bluffdale will need policies and strategies to manage this future growth in ways that protect and enhance both the City's character and the quality of life for current and future

residents and businesses. Bluffdale's zoning code may require adjustments to accommodate and account for this population increase.

CHALLENGES



Figure 3.3 - Changes in household size and preferred housing types, as well as the cost of development has driven a demand for a wider ranges of housing types within Bluffdale.

1. Areas of inconsistent land use designation contributing to disconnected land use patterns.
2. Lack of efficient east-west connectivity within Bluffdale.
3. Conflicting opinions/vision over future land use.

Land use challenges that face Bluffdale are similar challenges to those of cities across the Wasatch Front. Given the unprecedented growth that the state is seeing, many challenges to future land use are related to population growth (Figure 3.3).

Approximately 9% of the land within the Bluffdale city boundary is undeveloped. Limited greenfield development opportunities require infill development, which at times makes assembling properties for development a difficult task.

Statewide population growth has led to a lack of housing supply and housing choice, drastically driving up home prices and rents. In addition to population growth affecting land uses, the shift in the way people shop is also affecting future land use. As the retail landscape shifts from traditional brick and mortar businesses to more experiential and online sales, so too will the demand for traditional retail space.

1. STABILITY AREAS & OPPORTUNITY AREAS



Figure 3.4 - New housing in opportunity areas of the city can expand feasibility of other uses nearby, especially retail and grocery operations.

Stability Areas are characterized primarily by established residential neighborhoods with schools, parks, churches and other public facilities. Opportunity Areas identify key areas where future growth is anticipated (Figure 3.4). These areas provide opportunities for a mix of uses to attract new active residents, businesses, and retail. The residential component in some of these areas is very important to the success of the businesses.

In Opportunity Areas, changes in current land uses are likely to occur due to market forces, increasing land values and opportunities to optimize land uses to take advantage of transit and other public investments. Projects in Opportunity Areas are anticipated to be at higher levels of concentration than current land uses and should be carefully planned and designed to be integrated into the fabric of the area and minimize impacts on adjacent and nearby existing land uses. Future proposed uses in Opportunity Areas may or may not be consistent with current zoning, and the desirability of the proposed use and the need for re-zoning should be evaluated on a case-by-case basis.

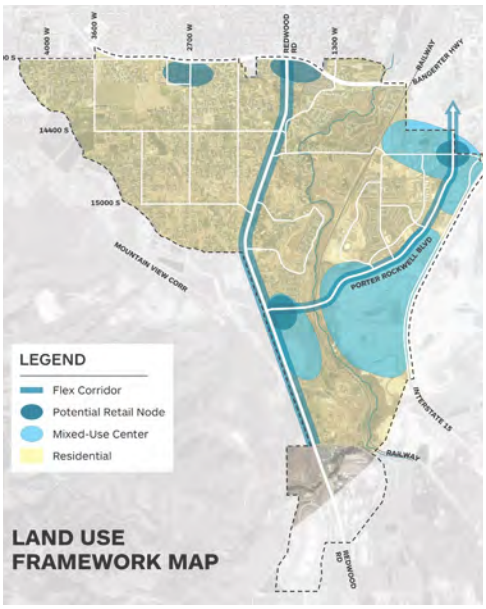


Figure 3.5- Center-focused growth creates a network of neighborhoods that can define Bluffdale as a unique community.

2. CENTER-FOCUSED GROWTH

It is important to consider that each center within Bluffdale has unique attributes, and should be treated accordingly (Figure 3.5). The Wasatch Front Regional Council (WFRC) has divided centers with these different attributes into various categories. Bluffdale's centers fall into what the WFRC refers to as Urban Centers and Neighborhood Centers.

URBAN SCALE CENTERS

Urban Centers provide localized services to tens of thousands of people within a two- to three-mile radius. One- to three-story buildings for employment and housing are typical. The number of housing units range from ten to 50 per acre. These areas are served by a variety of streets that typically include high-capacity transit and bicycle facilities. Potential centers in Bluffdale that could fall into category are:

- East 14600 South Corridor
- Porter Rockwell & Redwood Road
- Regional Core (Gravel Pits)

NEIGHBORHOOD SCALE CENTERS (FIGURE 3.6)



Figure 3.6 - Concentrating new development in key nodes and corridors ensures that neighborhood scale centers are easily accessible by Bluffdale residents for daily needs, as well as employment opportunities.

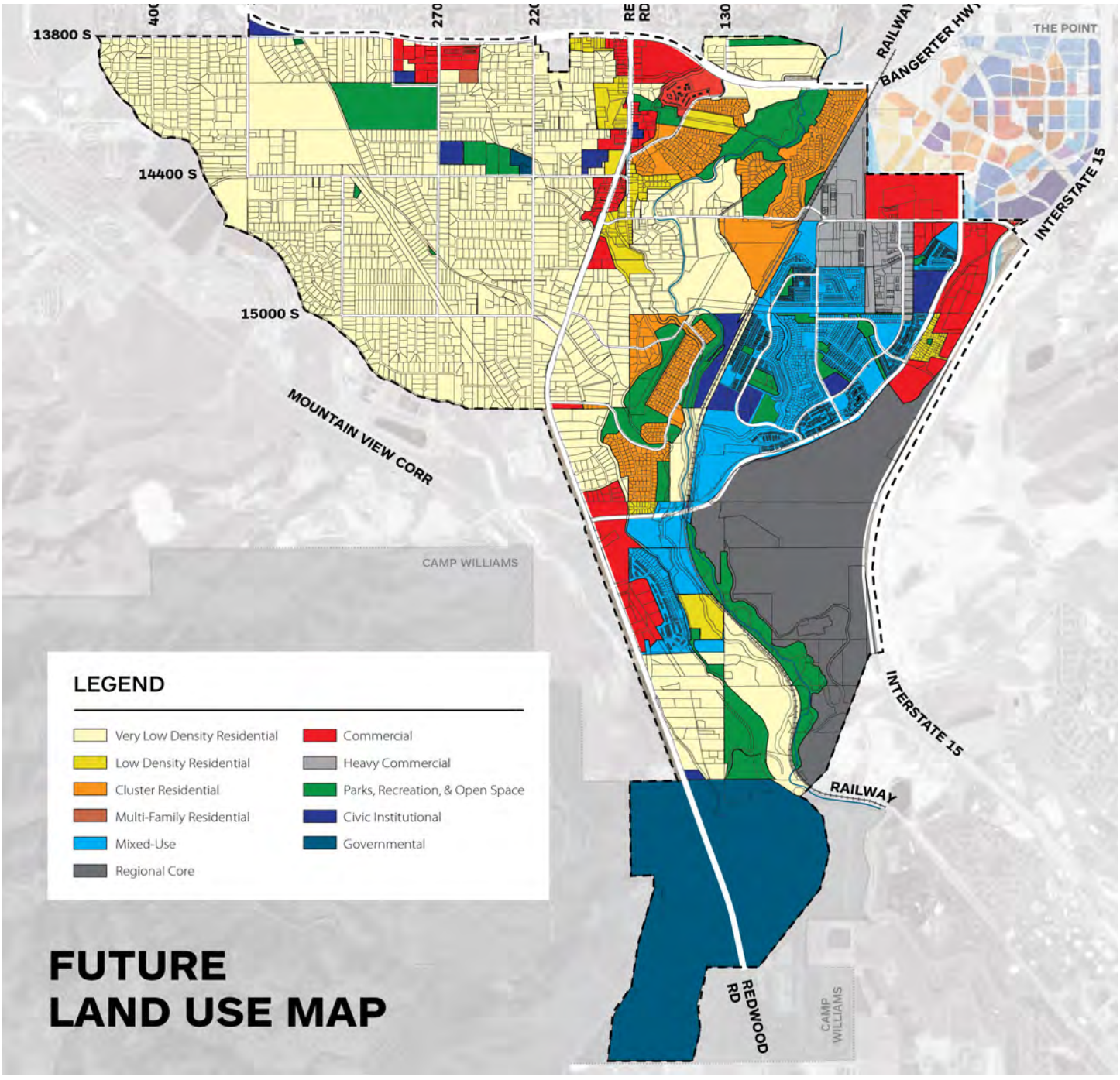
Neighborhood Centers typically revolve around a business or a civic building like a library or school. The typical building scale varies from one- to three-stories tall. If housing is located within these centers, housing types could range from small apartments, townhouses, to small-lot single unit homes. Neighborhood centers are typically located on walkable streets, often with frequent bus service, and bicycle facilities. Areas in Bluffdale that have the future potential to fall into this category are:

- Bangerter Highway & Redwood Road
- Wardle Business Park (2700 W & Bangerter)
- Redwood Road- 14000 South to 14800 South

3.2 FUTURE LAND USE CONSIDERATIONS

For a large portion of Bluffdale, the current land uses, zoning and future land uses will remain largely unchanged. In the more established areas, the current land use mix is for the most part desirable, and preservation of these areas' character and function is the desired future condition. These areas are nearly fully developed and have little foreseeable change in the types or intensity of land uses in the future.

Figure 3.7 - Bluffdale Future Land Use Map



LAND USE DESCRIPTIONS

Land Use Category	*Description*
Very Low Density Residential (Less than 1 du/acre)	Large-lot residential and agricultural. Development may be clustered pursuant to applicable zoning regulations to avoid environmental constraints (e.g., floodplain), protect sensitive features (e.g., critical wildlife habitat), or create shared public or private open space and trails. Religious institutions are also an allowed use.
Residential (1-4 du/acre)	Single-family detached residential. Development may be clustered pursuant to applicable zoning regulations to avoid environmental constraints (e.g., floodplain), protect sensitive features (e.g., critical wildlife habitat), or create shared public or private open space. Religious institutions are also an allowed use.
Multi-Family Residential (4 to 20 du/acre)	Single-family and multi-family detached or attached residential, including single-family detached homes, two-family homes (a.k.a. Duplex), common wall units (two attached single-family units), townhouses or stacked dwellings, apartments, condominiums, patio homes, and senior housing. Typically adjacent to mixed use and commercial areas. Religious institutions are also an allowed use.
Mixed Use (Minimum average density of 5.5 du/acre)	This category is intended to include a balanced combination of residential and commercial, including opportunities for office, finance, civic, government, entertainment, retail, restaurants, and housing. Development is expected to include a minimum percentage or square footage of commercial development which includes timing of construction to be favorably considered. Approved housing components within Mixed Use should include a variety of product types and price points, including single-family dwellings, townhomes, apartments and condominiums, and live/work units. Adequate parking provision is paramount.
Commercial	Activity centers that include a wide range of community and regional retail, office, entertainment, public facilities and personal services, and other commercial uses, which may be supported by a limited amount of residential and entertainment uses. Low intensity neighborhood support uses, such as small-scale and convenience retail, professional office, personal service, child care, educational, business service, medical offices, assisted living, and other "nine-to-five" uses that are compatible with adjacent residential use. Residential units may be incorporated into a commercial development as accessory uses, as appropriate.
Regional Core	High intensity development center which may include employment campuses including offices, research and development facilities, corporate headquarters, and other professional businesses as primary uses. A combination of residential and commercial is anticipated, being weighted toward commercial development intensity, including opportunities for office, finance, civic, government, entertainment, retail, restaurants, convenience retail, recreation facilities, and transit and commercial supportive housing. Where allowed within the Regional Core, housing should include higher densities with a variety of product types and price points, and should limit the land area devoted to lower density traditional single-family dwellings. Higher density townhomes, apartments, and condominiums are anticipated where residential uses are approved. Uses should be transit supportive and include parking structures as necessary to support high-intensity commercial and residential uses.
Heavy Commercial	Support of employment activities, including light manufacturing, research and development, incubator businesses, storage, wholesale trade and distribution, contractors, warehousing, production, and bulk retail businesses that are largely devoid of nuisance factors and hazards.
Civic Institutional	Public, educational, and service uses, such as schools, libraries, police and fire stations, public works, and government facilities. Should be located in a way to support and complement residential neighborhoods.
Governmental	Veterans cemetery properties and Camp Williams. Camp Williams is a government owned and maintained military base currently operated by the Utah Army National Guard. The base is used for active military training including combat, emergency response, and other military operations.



Figure 3.8 With excellent access to regional transportation routes, Bluffdale will continue to see demand for light industrial and commercial uses as the region continues to grow.

Other areas throughout the City, provide the greatest opportunity for change and transition, to a more desirable mix of uses and concentrations in key nodes (Figure 3.8).

Across Bluffdale, future development should focus new retail at key locations and reevaluate the encouragement of retail uses at other sites. New retail should be condensed into specific sites rather than spread out throughout the City. Most centers should support residential uses of complementary concentration and type, to help increase the supply of housing and support commercial uses in centers. And, as a bonus, including housing supply near commercial uses reduces traffic when compared to completely separating commercial from housing.

Land use and zoning are two tools used for guiding development patterns. Land use describes the activities that may take place on any given property, including relevant structures. Zoning is a regulatory framework that specifies which land uses, and use intensities, are permitted on any given property. Zoning also establishes development standards to control the placement, size, and other building features/improvements. Zoning designations entitle land owners to occupy and develop land according to the zoning requirements. Ideally, existing land uses coincide with current zoning regulations, but this is not always the case.

The Bluffdale Zoning Map (Figure 3.9) identifies the City's current zoning designations, and the Future Land Use Map shows the locations of potential land uses. There are fewer land use categories than zoning designations because land use categories are more general and individual zoning designations usually inclu

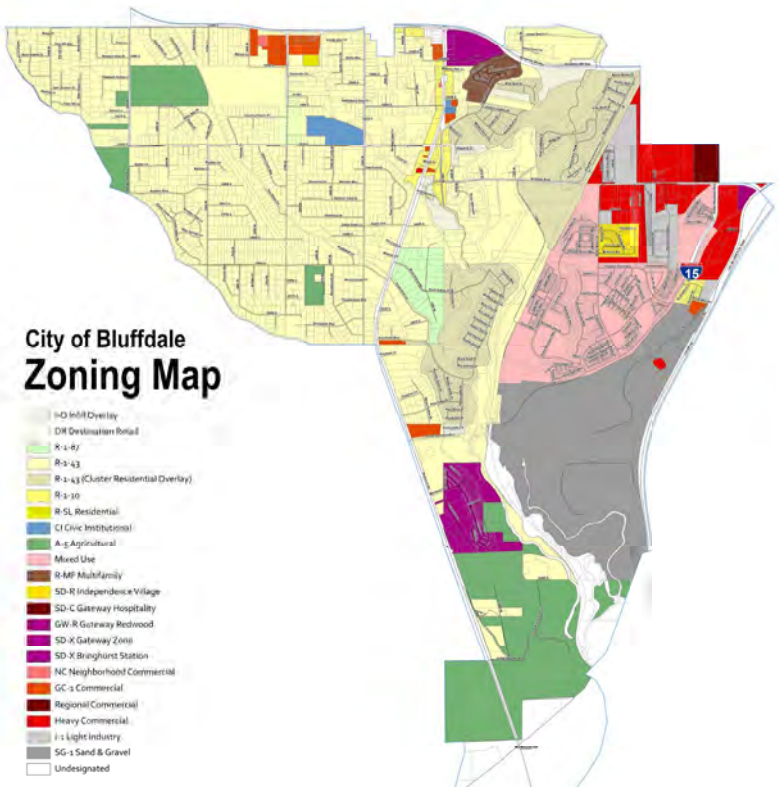


Figure 3.9 - Bluffdale Zoning Map, 2022.

Please refer to the city's online zoning map for the current zoning designations for any properties shown here.

The future land use map should influence any proposed zoning changes made under the city's guidance.

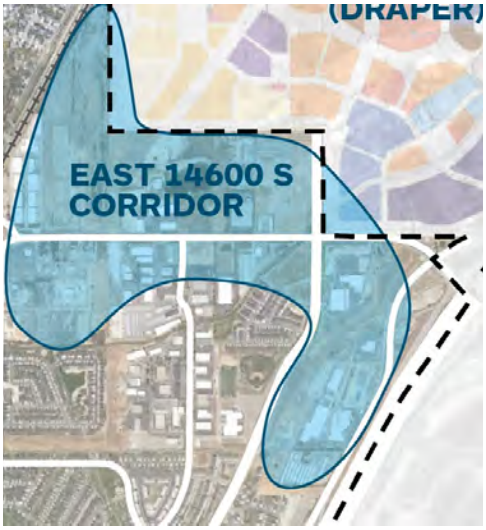


Figure 3.10 - East 14600 South Corridor Node



Figure 3.11 - Porter Rockwell & Redwood Road Node



Figure 3.12 - Regional Core Node

URBAN SCALE CENTERS

Urban Centers provide localized services to tens of thousands of people within a two- to three-mile radius, and may be more of a regional draw than a local draw. Buildings for employment and housing are typical. The number of housing units range from ten to 50 per acre. These areas are served by a variety of streets that typically include high-capacity transit and bicycle facilities.

EAST 14600 SOUTH CORRIDOR (FIGURE 3.10)

It would benefit the City to pursue development of a mix of uses around the interchange of I-15 and 14600 South (east of trestle bridge) in addition to the existing industrial flex uses in the area. Given the proximity to I-15 and future development of The Point, consideration should be given to incentivize the development of job creating businesses, as well as a hotel in the area, prior to other hotel uses filling in from the prison relocation and office expansion. Once this center and the area around it develops with a mix of uses, more uses, such as office and retail, will follow. Sites closest to I-15 have the greatest potential for higher intensity uses.

PORTER ROCKWELL & REDWOOD ROAD (FIGURE 3.11)

The area around Porter Rockwell Boulevard and Redwood Road is seeing an increase in traffic. This area, as growth and development occurs, will service a significant amount of traffic, especially when Porter Rockwell Boulevard opens in 2022. Future demand will be strong for professional offices, flex office/ warehouse, residential, and retail options. Hotel uses should also be considered for this center in the future, give its proximity to Camp Williams, and location along Redwood Road and Porter Rockwell Boulevard.

REGIONAL CORE (FIGURE 3.12)

Designated primarily as 'Business Park' in the previous iteration of the General Plan, the Regional Core center is the largest parcel of undeveloped land in the City. While strong future potential exists, development of the entire site is not likely for many years due to current mining operations and existing mining rights in this area. The potential for a future FrontRunner stop may exist near here- if densities are transit supportive- which also presents a unique opportunity for the center to become a regional draw. Future development should include a broad mix of uses and densities, with a high level of internal connectivity as well as connectivity to the surrounding areas and the region as a whole, with the planned I-15 interchange.

At the time this document was finalized, the future development being proposed on this site is, Point Crossing. Current concepts and vision for this reclamation project include residential and commercial uses as well as transit access.

NEIGHBORHOOD SCALE CENTERS

Neighborhood Centers typically revolve around a business or a civic building like a library or school. The typical building scale varies from one- to three-stories tall. If housing is located within these centers, housing types could range from small apartments, and townhouses, to small-lot single unit homes. Neighborhood centers are typically located on walkable streets, often with frequent bus service and bicycle facilities.



Figure 3.13 - Bangerter Highway & Redwood Road Node

BANGERTER HIGHWAY & REDWOOD ROAD (FIGURE 3.13)

Bluffdale's northern boundary is Bangerter Highway. The intersection where Bangerter Highway exits at Redwood Road is a gateway to Bluffdale and the first impression when traveling south on Redwood Road or exiting Bangerter Highway. These factors make it an ideal candidate for retail and office development in the future. Low to medium density development that considers surrounding uses and densities is ideal here.



Figure 3.14- Wardle Business Park Node

WARDLE BUSINESS PARK (FIGURE 3.14)

The neighborhood center at Bangerter Highway and 2700 West, is just north of Wardle Fields Park and just south of Bangerter Highway. This center should capitalize on these great assets and its location and proximity to them. Retail development options should be considered at the corner intersection. Flex office could also be pursued in this center. Regardless of type of development, strict design guidelines should be implemented in order to create a unique sense of place as well as maintain transitions between single-family residential and non-residential uses. The UDOT study currently underway to analyze the potential for a grade-separated interchange at this intersection, and subsequent construction, will also enhance economic development in this area.



Figure 3.15 - Redwood Road Node

REDWOOD ROAD - 14000 SOUTH - 14800 SOUTH

The Redwood Road corridor (Figure 3.15) is an important component to the future success of Bluffdale. In the near future, small-scale retail and office are becoming more viable along the corridor. New residential uses are also viable along Redwood Road, as long as they do not have frontage along the road. Larger scale commercial uses will be more viable along this corridor as Porter Rockwell Boulevard is completed. Due to the smaller scale of parcels in this area, assemblage for larger developments will be difficult.

3.3 POLICIES + IMPLEMENTATION

GOAL 1: Support a variety and an increased concentration of uses in strategic locations within the City, to improve economic activity.

Policies



Figure 3.16 - New development in key centers will make Bluffdale more attractive to retail and food based businesses, and provide residents more options close to home.

1. Focus development in key centers within Bluffdale (Figure 3.16).
2. Physically integrate residential uses with office and retail uses in a manner that provides opportunities for pedestrian-oriented development in growth centers.

Implementation Strategies

1. Adopt land use ordinances and development agreements that ensure centers are designed to be compact, safe, attractive, and accessible to all travel modes and user abilities.
2. Utilize incentives and other financial tools to highlight and prioritize the importance of areas targeted for redevelopment as unique centers.

GOAL 2: Encourage land uses that support economic development while observing the existing character of the City and its neighborhoods.

Policy



Figure 3.17 - New housing paired with new commercial development can create better access to employment for new and existing residents of Bluffdale.

1. Create a balance between employment and housing.

Implementation Strategy

1. Integrate housing, employment, and supporting infrastructure in mixed-use centers at strategic locations.
2. Maintain consistent low density zoning designations in existing Very Low and Low-density zoned neighborhoods.

Additional Strategies

1. Encourage or require new development and redevelopment projects to provide significant neighborhood/community amenities where appropriate. Example amenities include local and regional trail connections, public plazas and gathering spaces, pedestrian access to public and commercial activity centers, and development of public open spaces.
2. Actively promote diverse residential uses and supportive services to provide for the needs of each community in centers (Figure 3.17).
3. Use land use ordinances and development agreements to ensure that centers are designed to be compact, safe, attractive, and accessible places, where the street environment makes access safe and attractive for people of all ages and abilities.

4.0 HOUSING

INTRODUCTION



Figure 4.1 - Typical single-family neighborhood along 2700 West in Bluffdale

Nearly two thirds (69%) of Bluffdale's existing housing units are single-family homes (Figure 4.1), according to data acquired from Bluffdale building permits. The construction of townhomes and multi-family housing has increased over the last ten years within the City (Figure 4.2). Bluffdale's median household size, median home value, and median income are higher when compared to those in the southwest valley and the rest of Salt Lake County, indicating strong future demand for housing in the City.

When likened to Salt Lake County, Bluffdale households spend more of their income on the combination of housing and transportation costs, leaving a lower percentage of remaining income for other essential household expenses.

4.1 EXISTING CONDITIONS

HOUSING STOCK



Figure 4.2 - New housing development in Bluffdale.

The majority of single-family housing stock in Bluffdale has been built in the last twenty years on large lots on the west side of the City. The existing multi-family housing units that have been built in the last ten years, have been predominately on the east side of Bluffdale, and have consisted of small-lot single-family (Figure 4.2), townhome, and medium-density apartment developments.

Current zoning in Bluffdale permits accessory dwelling units (ADUs) as an approved land use. Accessory dwelling units are currently defined as a secondary unit within an owner occupied single–family home. Permitting and promoting ADU's creates the opportunity to provide housing with a greater diversity of residential unit types and costs.

Areas with diverse housing options provide residents with more choices and are more stable. These areas include a broad range of housing unit types, rental and ownership options, and a variety of price levels.

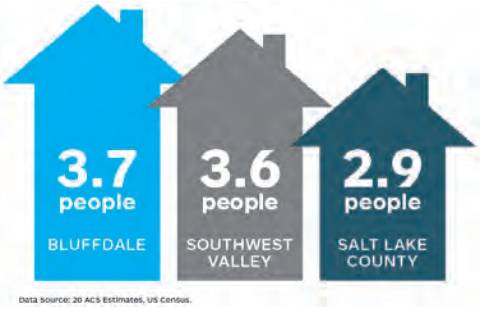


Figure 4.3 - Median household size comparison. Source: 2020: ACS 5-Year Estimate

HOUSEHOLD SIZE (FIGURE 4.3)

The median household size in the state of Utah is 3.09 people. The Salt Lake County median household size is 2.95 people and is estimated to increase to 3.26 people by 2025. Median household size in Bluffdale is reported to be an average of 3.72. The southwest valley average has a slightly lower average household size at 3.6.

In the last 10 years, average household size in Bluffdale has increased by 9.5%. The average household size in both Salt Lake County and in the State of Utah has decreased. This data reflects Bluffdale's population as both younger and having larger families than the surrounding areas. Future regional trends will mostly show a continued decline in median household size in developed and aging areas and increases in median household size in new growth areas.



Figure 4.4 - Median owner-occupied home value in Bluffdale. Source: 2020 American Community Survey 5-year Estimate

HOME VALUES (FIGURE 4.4)

Housing prices in Bluffdale have increased notably over the past several years, commensurate with the same trend along the greater Wasatch Front. Values for single–family units, multi–family units, and vacant land have all increased.

The median home value of owner-occupied units in Bluffdale was $482,100 in 2020. Bluffdale's median home value is higher than that of Salt Lake County ($336,100) and the southwest valley ($335,000). This discrepancy is likely due to the large home and lot sizes in Bluffdale compared to other cities. Median prices have risen considerably into 2022, with home prices increasing far more rapidly than median incomes across the region.

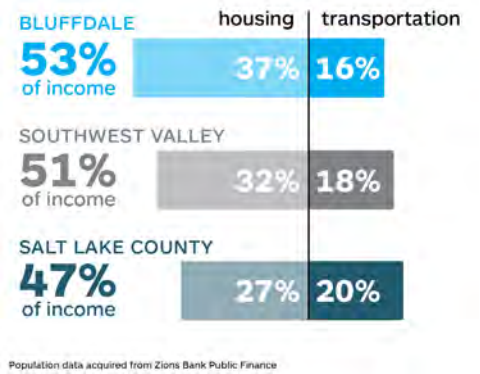


Figure 4.5 - Income spent on Housing and Transportation

INCOME SPENT ON HOUSING AND TRANSPORTATION

Bluffdale households spend on average 37% of their monthly income on housing, slightly above the Salt Lake County average of 32%. Most nearby cities show percentages similar to Bluffdale's. Other communities in the southwest valleys, average 27% (Figure 4.5).

Bluffdale residents spend 16% of their income on transportation, which is similar to 18% for the southwest valley, but lower than Salt Lake County, which spends an average of 20% on transportation.

Decisions about new development should consider housing and transportation costs. Proximity to transportation options and a variety housing types could help Bluffdale keep housing and transportation costs manageable, making it more competitive with other local municipalities for attracting and maintaining its residential population.

AFFORDABILITY INDEX



Figure 4.6 - Affordability Index Graphic

The Affordability Index compares the relationship between median household incomes and median property values. Higher index ratios indicate a home that is less Affordable to the median income household. Ratios decline as household incomes increase (assuming constant property values), or increase as property values outpace income growth.

Bluffdale's affordability index value is 4.41, which is fairly close to the Salt Lake County index value of 4.62 (Figure 4.6). This is due to the higher home prices and higher household income than many other cities in the southwest valley and Salt Lake County. The affordability index throughout the southwest valley is 3.73. On a regional level, the southwest valley is still more affordable than Salt Lake County, and by this metric the Wasatch Front is still more affordable than major cities such as Portland, Denver, Las Vegas, Phoenix, and others.

CHALLENGES

PRESSURE TO EXPAND LOCAL HOUSING SUPPLY

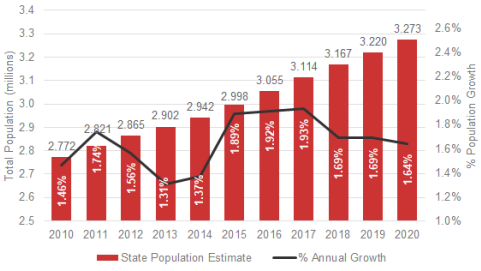


Figure 4.7- Utah population growth (ksltv.com)

Bluffdale's housing challenges are shared by municipalities all along the Wasatch Front. Figure 4.7 shows Utah Population growth. This growth is outpacing housing supply and thus, housing costs are increasing and land available for new greenfield developments is decreasing. The state-wide housing shortage puts pressure on all local governments, including Bluffdale, to increase its supply.

DEMAND FOR VARYING HOUSING TYPES VERSUS LOCAL RESISTANCE TO GROWTH

Communities with insufficient diversity of housing types struggle to meet the housing needs of current and future residents. This results in inefficient land use and increased travel distances, transportation expenses, and higher costs for municipal services and utility providers.

Bluffdale's housing stock is predominantly single-family homes; however, recent and planned housing developments have increased housing type diversity. According to data from The Bureau of Economic and Business Research (BEBR), Bluffdale has permitted more townhome-type and multi-family development in the last decade than ever before. This data shows that Bluffdale is already making progress toward an increased variety of housing types.

TRANSPORTATION INVESTMENTS KEEPING PACE WITH HOUSING GROWTH

In order for transit departments, such as the Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT), to invest in new transit options within a city, a city needs to show that it has the future growth and interest to support transit expansion. Bluffdale's land uses consist mostly of larger lot single-

family homes and low to medium-density townhomes. The existing future land use map shows lower density land uses around potential transit hubs. Bluffdale's Future Land Use map that has been adopted as part of this general plan, shows more favorable and transit supportive land use densities around future potential transit hubs within the City.

4.2 FUTURE HOUSING CONSIDERATIONS

The list of housing types described here is not exhaustive and some of the terminology varies across different regions.

1. VERY LOW-DENSITY HOUSING



Figure 4.8 - Large lot single- family home (callithome.com)

Bluffdale's existing residential uses generally west of Redwood Road are predominantly very low-density housing types. These are single-family homes on a one-acre lot or larger. These very low-density residential neighborhoods shall continue as existing housing or through the construction of additional very low-density housing types.

VERY LOW-DENSITY HOUSING TYPES

- **Single-Family Homes (Figure 4.8)** contain one dwelling unit per building, one dwelling unit per lot, on lots that are at least one-acre.
- **Accessory Dwelling Units** (ADUs) are separate, self-contained dwelling units located on the same lot as a primary residence, typically a single-family home. ADU's are attached to the primary dwelling unit. Detached ADU's are not currently allowed by city code.

2. LOW-DENSITY HOUSING



Figure 4.9- Single-family home in Bluffdale

Bluffdale's existing residential uses between Redwood Road and the railway are predominantly low-density housing types. These are typically single-family homes and form the City's traditional residential neighborhoods.

Established neighborhoods shall continue to provide low-density housing types in the form of existing housing or through the construction of additional low-density housing types. Expanding housing options with a wider variety of housing types and prices will help meet the needs of residents across the housing life cycle while maintaining the low-density of Bluffdale's established neighborhoods.

LOW-DENSITY HOUSING TYPES

- **Single-Family Homes** contain one dwelling unit per building and, typically, one dwelling unit per lot.



Figure 4.10 - Cottage cluster example



Figure 4.10 - Woodside Townhomes in Bluffdale



Figure 4.11 - Townhomes example

3. MEDIUM-DENSITY HOUSING

Medium-density housing types are a critical component of housing life cycle and missing middle housing needs. These types are recommended in specific locations in Bluffdale, typically in places where land uses are transitioning to more increased diversity and densities. Some of these locations have been identified as neighborhood or city centers and some are located adjacent to high-density housing areas.

Some of the medium-density housing types may be used as mixed-use buildings. These buildings typically have the non-residential uses located on the ground floor. Mixed-use buildings can help transition between a low-density residential neighborhood and the commercial uses in a neighborhood center or city center.

MEDIUM-DENSITY CENTERS

- Porter Rockwell & Redwood Road
- Redwood Road- 14000 South to 148000 South

MEDIUM-DENSITY HOUSING TYPES

- **Townhomes and Rowhouses** shown in Figures 4.10 and 4.11, are small to medium sized structures, typically with four or more attached single-family homes placed side by side, in a row.
- **Stacked Flats** share some characteristics with both apartments and townhomes. Each unit is two-stories and one unit is stacked on top of the other, resulting in a four-story building. Both units have doors on the street, usually in a small alcove, making it look like one house. The garages are typically in the back, on an alley.
- **Garden Apartments** are housing complexes with multiple buildings that are usually two or three stories tall. The complex has a garden-like setting: low-rise buildings surrounded by lawns, trees, shrubbery, and gardens.
- **Mixed-Use Developments** can be a horizontal or vertical mix of uses, and contain a mix of both residential commercial units.
- **Cottage Clusters** shown in Figure 4.10 are a collection of small-scale single-family homes that are oriented to an open space held in common by the unit owners.
- **Duplexes and Triplexes** are small-sized structures that consist of two or three side-by-side dwelling units, typically with individual entries along the front. Similar in scale and look to a single-unit home.

4. HIGH-DENSITY HOUSING



Figure 4.12 - Rockpoint Apartments in Bluffdale

High-density housing is an important part of the housing life cycle. Higher density housing types are generally only recommended on the east and south sides of the City, in the 'growth areas' defined in the Land Use chapter.

High-density housing types can work well as mixed-use buildings. These buildings make sense in urban centers where businesses, customers, and residents benefit from increased foot traffic, walkable destinations, and close proximity, as well as the general increase in activity both inside and outside of regular business hours. Transit supportive housing density is a vital element to attracting FrontRunner service, and other transit modes, in Bluffdale in the future, particularly in the Gravel Pit area where the highest development potential lies. This is because transit service providers require cities to allow higher densities in order to make service more viable.

HIGH-DENSITY CENTERS

- East 14600 South Corridor
- Regional Core (Gravel Pits)

HIGH-DENSITY HOUSING TYPES

- **Apartment Buildings (Figure 4.12)** are typically three to five stories tall and may contain ground floor commercial units. The building contains several units that are accessed by one primary entrance, usually with a lobby and elevator.
- **Mixed-Use Buildings** can be two to six stories tall and contain commercial units. The building has units that are accessed by one entrance. Parking is often structured.

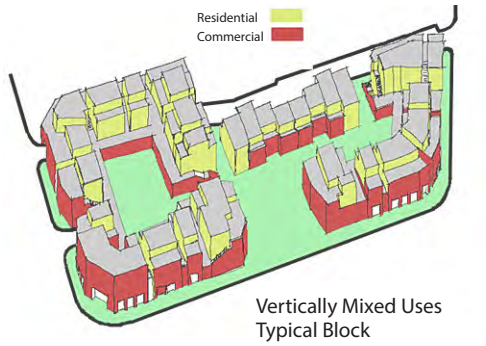


Figure 4.13- Vertically mixed uses (placemakers.com)

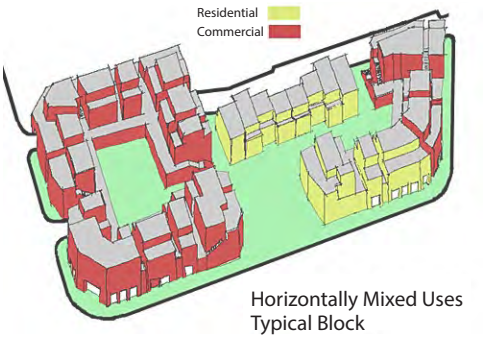


Figure 4.14- Horizontally mixed uses (placemakers.com)

5. HOUSING IN MIXED-USE CORRIDORS AND CENTERS

Locating residential uses along mixed-use corridors provides convenient access to major roads. The experience of living, working, and shopping in and around a corridor is different than that in centers however, corridors add to the spatial and functional diversity of the City.

Medium-density housing types can work well in a mixed-use corridor. Low-density housing types, with their many driveways and frequent curb cuts, do not work well along a major corridor. High-density housing types might be desirable in these corridors but make more sense in one of the city centers, at least in the near- and mid-term. Mixed-uses can be represented vertically or horizontally along corridors, as exemplified in Figures 4.13 and 4.14.

6. HOUSING DENSITY AND WATER CONSERVATION

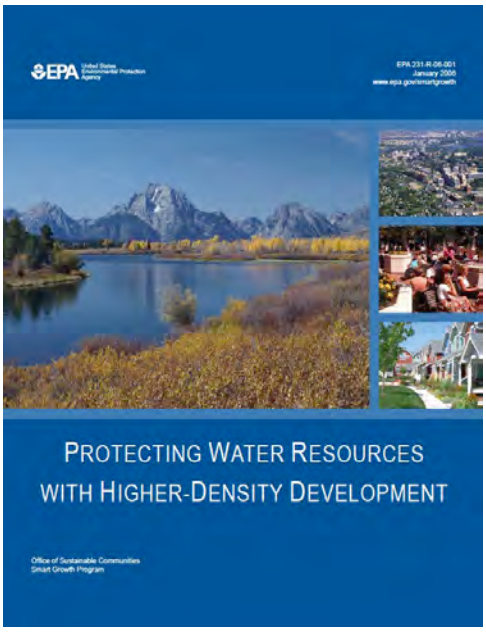


Figure 4.15 - Protecting Water Resources with Higher-Density Development study, performed by Office of Sustainable Communities Smart Growth Program.

Higher-density development, may be a better way to protect water resources. A recent study by the Environmental Protection Agency (EPA) (Figure 4.15) intends to help guide communities through this debate to better understand the impacts of high- and low-density development on water resources.

The EPA examined stormwater runoff from different development densities to determine the comparative difference between scenarios. This analysis demonstrated:

- Higher-density scenarios generate less stormwater runoff per house at all scales— one acre, lot, and watershed—and time series build-out examples;
- For the same amount of development, higher-density development produces less runoff and less impervious cover than low-density development; and
- For a given amount of growth, lower-density development impacts more of the watershed.

Taken together, these findings indicate that low-density development may not always be the preferred strategy for protecting water resources. Higher densities may better protect water quality—especially at the lot and watershed levels. To accommodate the same number of houses, denser developments consume less land than lower density developments. Consuming less land means creating less impervious cover in the watershed. EPA believes that increasing development densities is one strategy communities can use to minimize regional water quality impacts. To fully protect water resources, communities need to employ a wide range of land use strategies, based on local factors, including building a range of development densities, incorporating adequate open space, preserving critical ecological and buffer areas, and minimizing land disturbance (Figure 4.15).[1]

1 *Source: Protecting Water Resources With Higher-Density Development, Office of Sustainable Communities Smart Growth Program, United States Environmental Protection Agency*



Figure 4.16- Residential infill example



Figure 4.17 - 'Gentle density' housing example

4.3 POLICIES + IMPLEMENTATION

GOAL 1: Retain character of established neighborhoods

Policies

1. Consider specific location and surrounding neighborhood when reviewing and evaluating new or infill development.

Implementation Strategies

1. Amend zoning ordinance in single-family zones to ensure context sensitivity of location and density of infill (Figure 4.16) and new development.

GOAL 2: Provide a variety of high-quality housing choices that incorporates a range of types, tenancies, & densities (Figure 4.17).

Policy

1. Support alternative housing types in the City, and coordinate and align Housing and Land Use chapters within the General Plan.

Implementation Strategy

1. Develop clear guidance of potential future locations for housing density.

GOAL 3: Ensure new housing stock addresses all income levels and life stages.

Policy

1. Encourage flexible housing guidelines to respond to evolving market conditions.

Implementation Strategy

2. Adopt land use regulations that develop as the housing market changes for different populations of residents.

4.4 STATE HOUSING PLAN REQUIREMENTS

Bluffdale has already begun to address the 2019 State of Utah requirement to provide a moderate income housing plan within five years. This is a challenge faced by all municipalities along the Wasatch Front as they collectively address continuous population growth. Further discussion on Moderate Income Housing can be found in the General Plan Toolkit chapter as well as the appendix of this document.

Recommendations

1. Better coordinate land use and transportation planning.
2. Develop community support for housing policy changes.
3. Support increased variety of housing options.
4. Update zoning ordinance in key areas to support mixed-use developments and reduce impact and permit fees.

5.0 ECONOMIC DEVELOPMENT

INTRODUCTION



Figure 5.1 - New commercial flex space along Porter Rockwell Boulevard and 14600 South in Bluffdale

Bluffdale continues to grow quickly, continuing the trends of recent years. With a population median age of 29.5, Bluffdale represents one of the lowest median ages in the State. A low median age can be a strong indicator for future growth, growing median incomes, strong demand for housing options, and strong retail buying power.

A key consideration for Bluffdale City is to understand retail and other commercial patterns and potential for commercial opportunities (Figure 5.1). Due to Bluffdale's emerging population and current land use make-up, large-scale commercial opportunities (e.g. grocery stores, retailers) within the City have been a challenge- expectations are ahead of favorable community attributes.

Bluffdale residents spend a larger percentage of their income on housing and transportation when compared to the average resident of Salt Lake County. Job density in Bluffdale is higher than in other local municipalities but taxable sales per capita is moderate. While Bluffdale and its residents desire retail and grocery uses, retail spending is still shifting online, and per capita use of physical retail space across the country is decreasing.

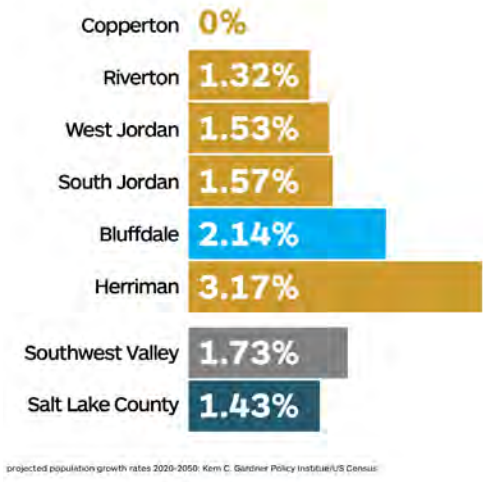


Figure 5.2 - Projected Population Growth Rates, 2020-2050 Source: Kem C. Gardner Policy Institute and US Census

5.1 EXISTING CONDITIONS

Bluffdale is located between Bangerter Highway and I-15- two major transportation routes in Salt Lake and Utah Counties. Redwood Road and the Mountain View corridor also connect the two counties and their residents. Because of Bluffdale's central location, it is an attractive area for workers from the two most populous counties in Utah.

Bluffdale has a growing population that is forecast by the State to increase at near 2.14% per year over the next thirty years (Figure 5.2). The City is anticipated to reach a population in excess of 32,000 by 2050, a close to 46% increase from current indications. The City is unique in that it has a very low median age – 29.5, according to the 2020 American Community Survey and the State of Utah. The

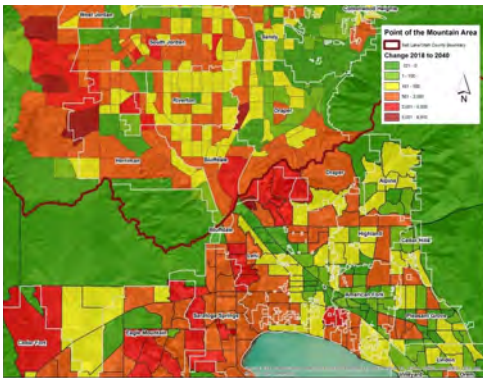


Figure 5.3 - Point of the Mountain Area Estimated Population Change Source: Kem C. Gardner Policy Institute

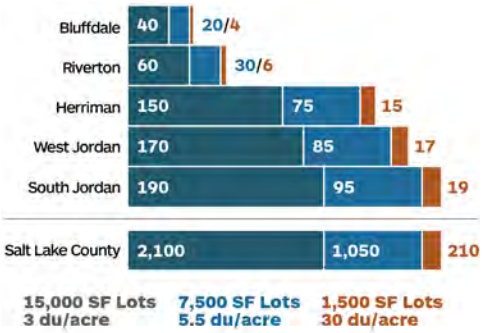


Figure 5.4 - Acres Needed per Year to Meet Projected Growth from 2020-2060. Source: Population Estimates from Kem C. Gardner Policy Institute

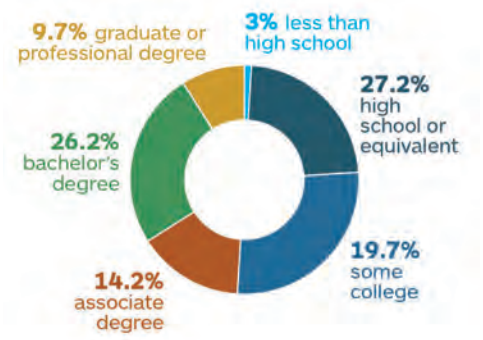


Figure 5.5 - Bluffdale College Attainment, Source: ACS 2020 5-Year Estimate

countywide median age is 33, suggesting that Bluffdale has a unique position of young families in a rapidly growing area. Despite the youthful makeup of the city, the median household income is in excess of $113,000, nearly 31% greater than the countywide median of roughly $77,120.

The combination of a growing populace, low median ages, and high incomes presents an attractive future climate for potential retailers and employers. Consequently, it is important for Bluffdale to properly plan its key corridors and development sites to maximize growth opportunities.

Most recently, the Bluffdale City Council adopted the 2022 Bluffdale Economic Development Strategic Plan. The purpose of the strategic plan includes the identification and definition of specific economic development goals, objectives, and strategies for the City, as well as the use information and data to strategically prioritize economic development activity, from both a City perspective and a citizen perspective. The entire 2022 Bluffdale Economic Development Strategic Plan can be found in the appendix of this document.

1. DEMOGRAPHICS

POPULATION AND GROWTH

The rapid population growth across the Salt Lake Valley has been capturing headlines for a decade. Bluffdale is also growing quickly, and future growth is estimated to remain high compared to Salt Lake County. Undeveloped land is becoming scarce in Salt Lake County.

The development of The Point will also bring extra growth to the area along with new opportunities for the City. Figure 5.3 highlights the future population growth along the Point of the Mountain and growth rates compared to surrounding cities. In Bluffdale, growth is expected to occur in the southern and eastern area of the City, especially along I-15. Most of the undeveloped land in the City is in these areas of expected growth, but they are currently zoned for the gravel pit to the north and agriculture to the south.

Using various city's projected growth over the next 40 years, Figure 5.4 shows how many acres would need to be developed depending on the scale at which development occurs. For example, if Bluffdale continues to develop at 3 units per acre, it will need 40 acres per year to do so. In contrast, if Bluffdale were to develop at 30 units per acre, it would only require 4 acres to meet demand.

EDUCATION

49.9% of residents in Bluffdale do not have a college degree however, 69.8% of the City's population 25 and over have at least some college education. This is higher than the State of Utah, where almost 70% of the population has attended some college. Compared to Bluffdale, the State has a larger percentage of citizens who hold advanced degrees. Figure 5.5 shows how educational attainment is broken up in Bluffdale.

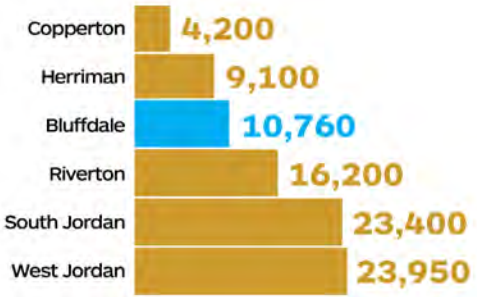


Figure 5.6 - Jobs Within One Square Mile of Bluffdale boundary, Source: US Census On-The-Map Tool

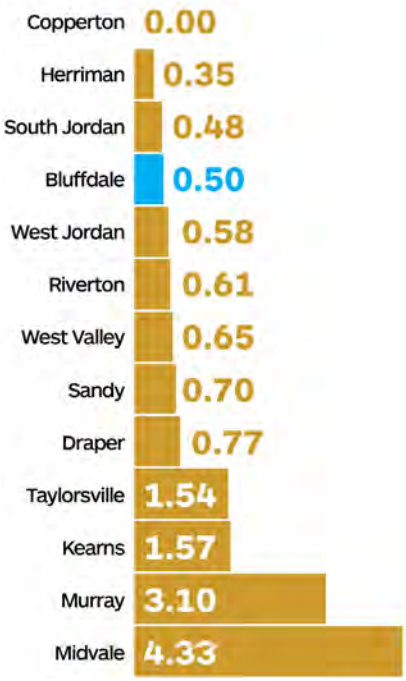


Figure 5.7 - Jobs Accessible in 30-Minute Transit Ride per Capita, Source: ACS 2019 Five Year Estimates

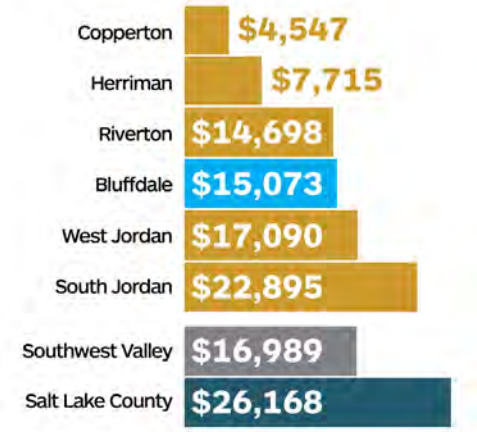


Figure 5.8 - Retail Sales per Capita, Source: Utah State Tax Commission and US Census

2. COMMERCIAL TRENDS

EMPLOYMENT

The top four industries by number of employees in Bluffdale are, in order; educational services, and health care and social assistance; professional, scientific, and management and administrative and waste management services; retail trade; and construction.

Despite smaller concentrations of employees in information, finance, and wholesale trade industries in the City as a whole, these industries are more highly concentrated in Bluffdale than they are in the State.

Bluffdale and other communities in the southwest areas of the County lag in jobs available in a square mile and jobs available within a 30-minute drive. Figures 5.6 and 5.7 highlight both indicators and show Bluffdale's job access compared to other cities in the area.

RETAIL

Retail sales distribution from the State to municipalities is based on point-of-sale and population. When compared to other states, Utah's system for sales tax distribution is somewhat unique and can be an important factor in planning decisions so as to maximize fiscal benefits to a City.

The global pandemic has accelerated a trend of increasing online sales. In Bluffdale, 25% of the approved budget comes from sales tax distributions. There is a smaller commercial presence in Bluffdale than in other cities in Salt Lake County, so the City is reliant on the State's distribution based on population, and online collection, rather than brick and mortar point of sale.

Most residents of Bluffdale travel to other communities for better shopping and dining options. This, as Figure 5.8 and Figure 5.9 show, is not uncommon for southwest Salt Lake County. Lower sales per capita across the area suggest that Bluffdale residents travel further than neighboring communities for a greater selection of retail.

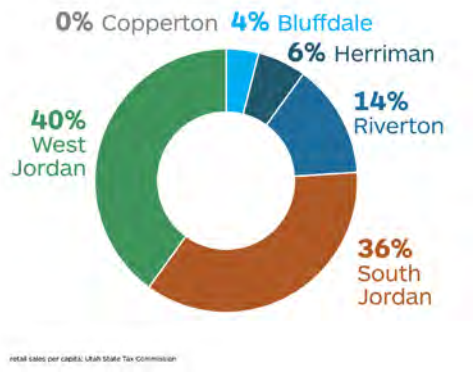


Figure 5.9 - Retail Sales per Capita, Source: Utah State Tax Commission

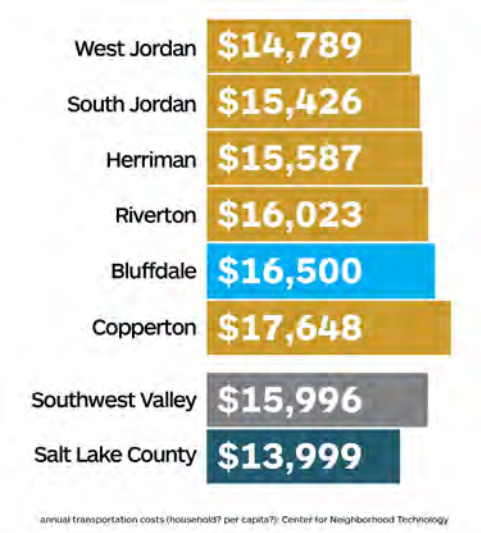


Figure 5.10 - Yearly Transportation Costs Source: Center for Neighborhood Technology

3. TRANSPORTATION

About half of Bluffdale's workers travel more than ten minutes for work, with 25% of workers commuting on Interstate 15[1]. As a result, transportation costs are much higher in Bluffdale than Salt Lake County's average and are even higher than the communities that make up the Southwest Valley as shown in Figure 5.10.

Beyond facing higher transportation costs, workers from Bluffdale face congestion issues as well. With substantial growth occurring in the area, upwards of 40,000 commuters travel along Bangerter Highway each day.[2]

4. CHALLENGES

CHANGING RETAIL PATTERNS

As the retail landscape changes throughout Utah and the country, so too will the demands of brick and mortar. Because projections have been made by economists and those in the industry, Bluffdale should consider amending its land use documents in order to meet these changing demands. Possible land use amendments could include: increased scale of development, mixed uses in appropriate areas, flexible use tables, and decreased setbacks to create a more pedestrian scale experience.

LACK OF DINING AND SHOPPING TYPE COMMERCIAL USES

Historically, the overwhelming majority of land area in Bluffdale has been consumed by residential land uses. Along Redwood Road and near 14600 South there are some service commercial and recently, some flex-office buildings have been developed. The City and its residents desire to have dining and shopping options within the city, which do not currently exist due to existing population densities. The City could create a more favorable environment by allowing and incentivizing more dense development in its growth centers, whereby increasing appeal for developers of retail and shopping uses.

CHALLENGE TO PROVIDE INCOME-APPROPRIATE RESIDENTIAL AND COMMERCIAL OPTIONS

Cities across the state and the nation struggle to provide and maintain residential options and commercial businesses that match the demographics and incomes of the residents that reside in the area. This challenge also presents itself in Bluffdale, and will be something that City staff and elected officials will need to be aware of when making future land use decisions.

1 *Source: US Census On-The-Map*
2 *Source: UDOT Average Daily Traffic Counts*

5.2 FUTURE CONSIDERATIONS



Figure 5.11 - Bluffdale potential development centers

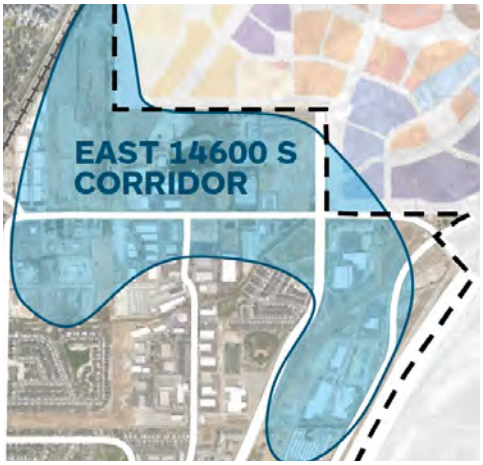


Figure 5.12 - East 14600 South Corridor Node



Figure 5.13 - Porter Rockwell & Redwood Road Node

1. CENTER-FOCUSED GROWTH CONSIDERATIONS (FIGURE 5.11)

1. Capitalize on visibility and access from I-15 with uses that include Class A office development.
2. Concentrate future retail development within key nodes, and with a variety of other uses, to maximize activity.
3. Create an attractive appearance at gateways into the City (2700 West/ Bangerter Highway, 14600 South, Redwood Road/ Bangerter Highway, Redwood Road/ Porter Rockwell Boulevard).
4. Use secondary locations for professional office and incubator space.
5. Build on existing development and amenities such as regional parks like Day Ranch, Independence, and Jordan River Parkway.
6. Explore potential for hotel development at key gateways such as the 14600 South corridor (east of trestle) and Porter Rockwell/Redwood Road.
7. Explore potential for current market demand and trends such as flex office space.
8. Leverage new development synergy with redevelopment of The Point.

URBAN SCALE CENTERS

EAST 14600 SOUTH CORRIDOR (FIGURE 5.12)

The City should pursue development of a mix of uses around the interchange of I-15 and 14600 South (east of the trestle bridge). Given the proximity to I-15 and future development of The Point, consideration should be given to incentivize the development of a hotel in the area, prior to other hotel uses filling in from the prison relocation and office expansion. Once this center and the area around this develops with a mix of uses, more uses such as office and retail will follow. Sites closest to I-15 have the greatest potential for higher intensity uses. Open space near the Jordan River should be optimized.

PORTER ROCKWELL & REDWOOD ROAD (FIGURE 5.13)

The area around Porter Rockwell Boulevard and Redwood Road is seeing an increase in Traffic. This area, as growth and development occurs, will service a significant amount of traffic, especially when Porter Rockwell Boulevard opens in 2022. Future demand will be strong for professional offices, flex office/ warehouse, residential, and retail options. Hotel uses should also be considered for this center in the future, give its proximity to Camp Williams, and location along Redwood Road and Porter Rockwell Boulevard.

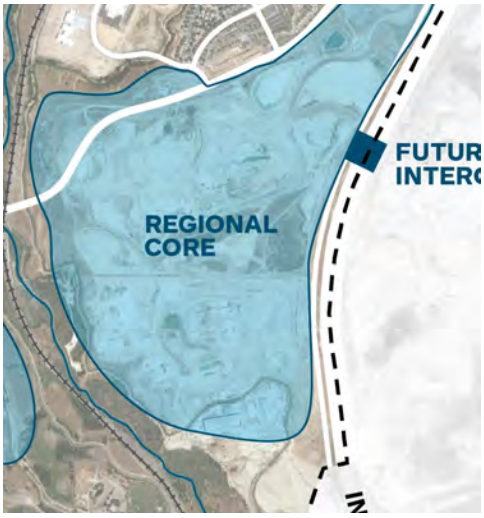


Figure 5.14 - Regional Core Node

REGIONAL CORE (FIGURE 5.14)

Designated primarily as 'Business Park', in the previous iteration of the General Plan, the Regional Core center is the largest parcel of undeveloped land in the city. While strong future potential exists, development of the entire site is not likely for many years due to the current mining operations and existing mining rights in this area. The potential for a future FrontRunner stop may exist near here- if densities are transit supportive- which also presents a unique opportunity for the center to become a regional draw. Future development should include a broad mix of uses and densities, with a high level of internal connectivity as well as connectivity to the surrounding areas and the region as a whole, with the planned I-15 interchange.

At the time this document was finalized, the future development being proposed on this site is, Point Crossing. Current concepts and vision for this reclamation project include residential and commercial uses as well as transit access.



Figure 5.15 - Bangerter Highway & Redwood Rd. Node



Figure 5.16 - Wardle Business Park Node

NEIGHBORHOOD SCALE CENTERS

BANGERTER HIGHWAY & REDWOOD ROAD (FIGURE 5.15)

Bluffdale's northern boundary is Bangerter Highway. The intersection where Bangerter Highway exits at Redwood Road is a gateway to Bluffdale and the first impression when traveling south on Redwood Road or exiting Bangerter Highway. These factors make it an ideal candidate for office, mixed-use office, and retail development in the future. Low to medium scale of development and a variety of uses that consider surrounding uses and scale is ideal here.

WARDLE BUSINESS PARK (FIGURE 5.16)

The neighborhood center at Bangerter Highway and 2700 West, is just north of Wardle Fields Park and just south of Bangerter Highway, where an interchange is planned by UDOT. This center should capitalize on these great assets and its location and proximity to them. Retail development options should be considered at the corner intersection. Flex office could also be pursued in this center. Regardless of type of development, strict design guidelines should be implemented in order to create a unique sense of place as well as maintain transitions between single-family residential and non-residential uses. A small senior living community has been approved here recently as a transitional use in the southeast corner.

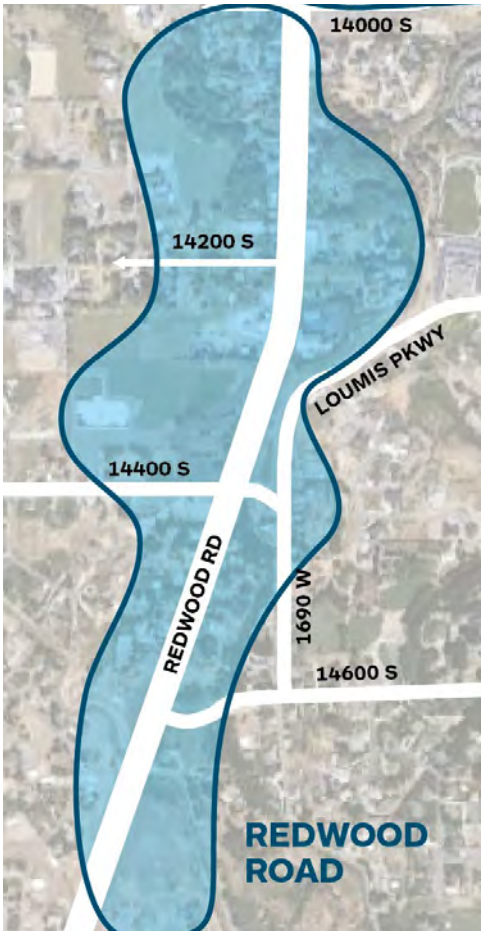


Figure 5.17 - Redwood Road Corridor

REDWOOD ROAD- 14000 SOUTH - 14800 SOUTH

The Redwood Road corridor (Figure 5.17) is an important component to the future success of Bluffdale. In the near future, small-scale retail and office are becoming more viable along the corridor. New residential uses are also viable along Redwood Road, as long as they do not have frontage along the road. Larger scale commercial uses will be more viable along this corridor as Porter Rockwell Boulevard is completed. Due to the smaller scale of parcels in this area, assemblage for larger developments will be difficult.

2. ECONOMIC DEVELOPMENT TOOLS

Bluffdale should consider the proper application of specific tools to help expand economic growth and commercial activities in the city (Figure 5.18). Community Reinvestment Areas (CRA), Public Infrastructure Districts, and Strategic Zoning are key development tools that Bluffdale have the capacity to utilize and are described in more detail below. Other tools include the reassessment and waiving of impact and other fees, as well as land facilitation in CRAs. These and other tools can operate independently or collectively. A proper application of the right tools in the correct areas will aid in slowing sales leakage, potentially reducing commute times, and will increase the number of local options for shopping, dining, and employment.

COMMUNITY REINVESTMENT AREA (CRA)

Existing Economic Development Area (EDA) and Redevelopment Areas (RDA) within the City include the Gateway RDA, Eastern Bluffdale EDA, and the Jordan Narrows EDA. These existing project areas should be considered by property owners when considering development opportunities.

A CRA is an economic development tool that allows for capturing new increases in taxable values, with those gains to be spent within a defined project area. With participation from most local taxing entities, this tool is intended to aid projects that would not otherwise be built with existing market conditions. A city creates a project area plan for defined boundaries and outlines key objectives and purposes of the planned tax financing. Bluffdale may choose to incentivize specific types of commercial development or make requirements for residential development. To receive funding assistance, requirements for a certain amount of commercial space may also be added. In order to create a new successful CRA, the project proposal must align with the policies of Salt Lake County and Jordan School District.



Figure 5.18 - Offering financial incentives to developers can create the opportunity for Bluffdale to manifest the type and location of development it desires.



Figure 5.19 - Improving dining and shopping variety and quality can improve quality of life for the City's residents.

ZONING FOR MIXED-USE

Zoning is a key component to successful econcomic development and vitality within Bluffdale. Zoning for a mix of uses is a relatively simply tool to implement, where density pays for development costs. Areas within Bluffdale that are ideal for this type of development are areas along major transportation corridors and areas within close proximity to transit hubs, such as bus and light rail stations.

Developments that include a mix of uses also tend to include increased densities, and therefore can increase returns on investments. Additionally, mixed-use developments increase traffic and activity to commercial uses and can expand hours of the day when this activity occurs, increasing economic viability for those businesses.

PUBLIC INFRASTRUCTURE DISTRICT (PID)

This development tool allows a city to establish specific requirements and guidelines for new construction. A PID is a financing tool that permits a property owner to issue bonds against tax revenues or assessments created from the development. It requires 100% property ownership approval, so it typically relates to single-ownership developments. A city can require specific development in "exchange" for approval of a PID, thereby allowing the City to have notable say in what type of development occurs at key sites. Bluffdale should consider adopting a PID policy that closely outlines its vision for a mixture of commercial and residential types.

5.3 POLICIES + IMPLEMENTATION

GOAL 1: Improve the quality of life for residents by promoting the expansion of daily shopping needs within the boundaries of Bluffdale (Figure 5.19).

Policy: Support a reduction in retail sales leakage outside of the City.

Implementation Strategies

1. Identify priority sectors, etc.
2. Analyze zoning schemes and community attributes for alignment.
3. Utilize economic development tools to provide incentives, as necessary or desired, to target specific business types.
4. Partner with businesses and developers to expand current operations or to bring in retail sectors that the City lacks.



Figure 5.20 - Bluffdale's location and transportation access will continue to draw interest from employers and developers in the future.

GOAL 2: Support City policies that embrace the changing retail and commercial climate in Bluffdale.

Policy

1. Diversify Bluffdale's tax base, reducing the City's dependency on sales tax.
2. Acknowledge residential development as a contributing factor to the economic viability of Bluffdale.
3. Ensure a balance between the needs and wants of residents, property owners, city staff, and elected officials.

Implementation Strategies

1. Consider performing a fiscal impact analysis of development scenarios, including online tax collection.

1. Attract retail businesses to build up sales tax base.
2. Utilize appropriate incentives for key industries and businesses at key nodes in the City.

GOAL 3: Promote job growth for current and future residents, thereby reducing transportation costs and commute times (Figure 5.20).

Policy: Focus on key nodes within the City that have the highest development potential.

Implementation Strategies

1. Increase vocational, technological, recreational, and entrepreneurial employment opportunities in accordance with State of Utah Cluster Initiatives.
2. Work closely with the Governor's Office of Economic Opportunity and EDC Utah on possible locations for new businesses.

6.0 OPEN SPACE + TRAILS

INTRODUCTION



Figure 6.1- Bluffdale City Arena at City Park



Figure 6.2- Bluffdale's Mt. Jordan Park (Independence)

This chapter outlines a path toward enhanced outdoor recreation opportunities while preserving the open space and sensitive lands that make Bluffdale unique. Bluffdale has many young families and a population of 17,014 according to the 2020 Census. Serving existing and future populations will require improvements to existing parks and expansion of the park, trail, and recreation system. Despite Bluffdale's agricultural and vacant land seeing substantial development over the past decade to support this population growth, residents still enjoy the benefits of many outdoor recreational resources, such as the Bluffdale City Arena (Figure 6.1) and Jordan River Parkway. The City's 2018 Capital Facilities Plan proposes approximately $9.4 million of investment in acquisition development and renovation over the next five years.

The City is beginning to offer limited recreation programs. Organized sports are also provided by private youth leagues and the other entities. City residents have access to Salt Lake County recreational facilities within, and in close proximity to, the city boundaries. The quality of open space within Bluffdale is a characteristic highly valued by residents and is accomplished through its parks, trail corridors, and open space. These valuable resources provide opportunities for social interaction, leisure, and contribute to an active, healthy lifestyle.

PARK	ACREAGE
Bluffdale City Park	22.37
Independence Main Park	5.75
Jeff Anderson Memorial Park	5.63
Vintage Park	5.61
Phillip Gates Memorial Park	4.54
Mt. Jordan Park	4
Westgate Park	3.6
Pickle Paddle Park	5.5
Independence Central Pocket Park	0.43
Ten Sleep	0.4
Marketplace Park	1.47
Bluffdale Heights Park	0.46
Jeff Anderson Memorial Park Baseball Fields	7.22
Rodeo Arena	9.5
Community Garden	0.76
TOTAL PARK AREA:	76.16

Figure 6.3- Existing City park inventory in Bluffdale

TRAIL	LENGTH
Bluffdale City Park Trail	1.3
Spring View Farms Trail	2.3
Jeff Anderson Memorial Park Trail	3.2
Independence Trail	4.5
TOTAL TRAIL LENGTH:	11.3

Figure 6.4- Existing City trail inventory in Bluffdale

6.1 EXISTING CONDITIONS

Bluffdale maintains a growing inventory of parks that support both active and passive recreation. The Bluffdale Park and Open Space Inventory identifies 76.16 acres of public parkland and recreational facilities, found at 15 park sites and numerous open space parcels. Figure 6.3 provides a current inventory.

Using the National Parks and Recreation Association (NRPA) supply methodology as a guide, the recommended minimum Level of Service (LOS) for city parks is between 5-10 acres per 1,000 residents. NRPA's 2021 Agency Performance Review identified a median average of 9.9 acres of park land needed per 1,000 residents. With 17,014 residents reported for Bluffdale's population, the city's LOS is currently 6 acres of parkland per 1,000 residents, which is within NRPA's LOS range.

The Capital Facilities Plan (CFP) equates acres to a dollar value of improvements. This park-supply method allows future improvements to be installed and measured by their value, not simply acreage. As of the 2018 CFP, even with the overall population growing from 7,990 residents in 2013 to 17,014 residents, the dollar amount per person of park space increased by $212.

Although Bluffdale has a small formal trails inventory (Figure 6.4), the completion of the Jordan River Parkway Trail (regional) and Porter Rockwell Trail (city) (both part of the Salt Lake County Regional Trail system) have been positive gains toward providing a more connected trail system for residents. Future opportunities for trails exist with the vast canal system in Bluffdale as well as some Drainages. However, further analysis and prioritization is needed.

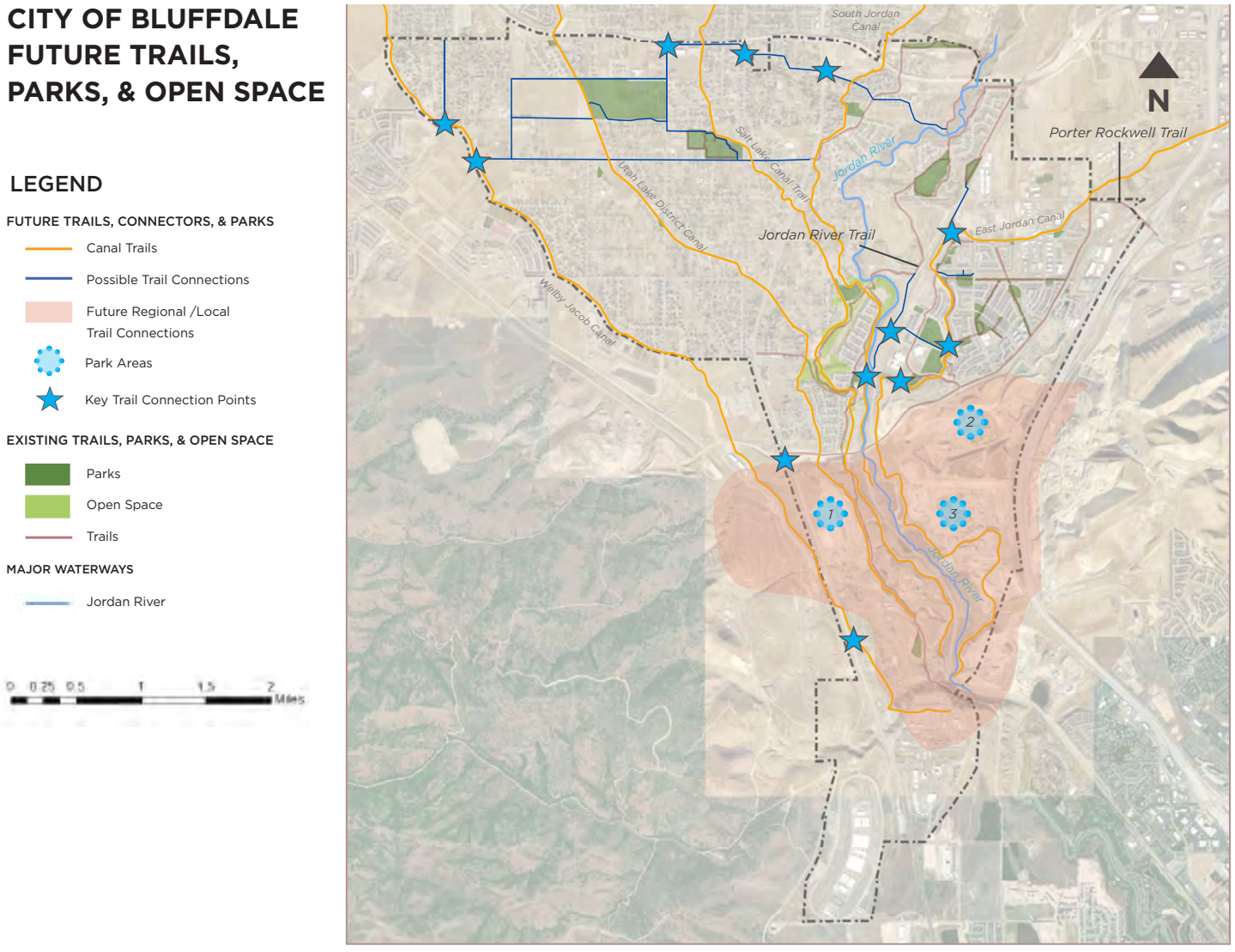
PARKS & TRAILS CHALLENGES

- Limited financial capacity to expand programming opportunities within city facilities.
- Coordination with other municipalities needed to expand trails system.
- Budget cycle prolonging implementation timeline of approved parks & trails projects.
- Priorities for trail development have not been well established.

6.2 FUTURE CONSIDERATIONS

The 2018 Capital Facilities Plan (CFP) analyzes future facilities needs based on the growth period of 2018 to 2045, when the projected population will be a little over 30,000, and shows an increase of nearly 13,000 people. To maintain the existing level of service of $1,561 per resident, the City will need to construct facilities valuing approximately $37 million. The CFP outlines these future facilities and from 2021 onward, about 100 acres of planned recreational facilities are identified, with impact fees as the source of funding for acquisition and construction. There has already been substantial population increases on the east side of the city where much of the additional park development has occurred as a result.

Figure 6.5 - Future Bluffdale Parks + Trails map



The County is a substantial partner in helping the City accomplish important regional trail connections. Their current plan identifies five regional trail segments within Bluffdale: the Utah Lake Distribution Canal, Utah and Salt Lake Canal Trail, Bonneville Shoreline Trail, Porter Rockwell Trail and Jordan River Parkway Trail. Of these, the Jordan River Parkway Trail and Porter Rockwell Trail segments are essentially complete.

PRIORITIES FOR FUTURE TRAILS AND CONNECTIONS

- Independence to Day Ranch
- Jeff Anderson Memorial Park to Day Ranch (River/Tracks Crossing)
- Heritage 76 to Day Ranch (Dog Park)
- Independence to Springview Farms (14600 South)
- Canal Trails (Welby, South Jordan, East Jordan)
- Rose Creek- 2700 West to 2200 West
- Rose Creek- 2200 West to Redwood Road
- Rose Creek- Redwood Road to Vintage Park
- Rose Creek- Vintage Park to the Jordan River Parkway Trail
- 4000 West Pedestrian Crossing
- Jordan Narrows to Herriman
- 14400 South Pedestrian Crossing
- Crossing on Redwood Road/ McDougal Property
- Wardle Fields to 3600 West

6.3 POLICIES & IMPLEMENTATION



Figure 6.6- Aerial view of new park improvements in Bluffdale.

GOAL 1: Promote a park and trails system that provides outstanding active and passive community gathering and recreation opportunities.

Policies

1. Maintain a park system that meets appropriate supply standards or Level of Service (LOS) and provides outstanding community gathering opportunities.
2. Provide a mix of park types that accommodate a variety of community needs and are sensitive to the nature of local demand. Ensure that the values of regional, community, neighborhood, specialty, and athletic parks are balanced and addressed (Figure 6.6).
3. Seek opportunities to connect parks and open space in the city with trails, so that the parks and trails in the city function as a system.

Implementation Strategies

1. Update the 2015 Bluffdale Parks, Trails, Recreation, and Open Space Master Plan to guide acquisition and programming efforts of the city and develop a parks, recreation, and trails management plan.
2. Coordinate all specific park development with appropriate stakeholders, including other local governments and private partners (to ensure efficacy and maximize the values of these amenities regionally).

GOAL 2: Design and develop a comprehensive trails system that effectively accommodates a mixture of uses.

Policy

1. Develop a network of shared-use trails and corridors to enable connectivity between local and regional parks, neighborhoods and public amenities.

Implementation Strategies



Figure 6.7- Trails at Independence Park.

1. Update the plan for preserving and developing trails within the City that allow multiple modes of travel (Figure 6.7).
2. Prioritize development of trail recreation opportunities, with a particular focus on linking the Bonneville Shoreline Trail (BST), Rose Creek Trail, East Jordan Canal, and the Jordan River Trail (JRT) regionally.
3. Design and plan trail connections that create loops (6-8 miles minimum) that are designated and appropriate for all user groups. Link City and County parks and major public activity centers using non-motorized paths that are safe for a wide variety of uses. Initiate dialogue with local canal companies to establish rights-of-way for multiple-use trails.

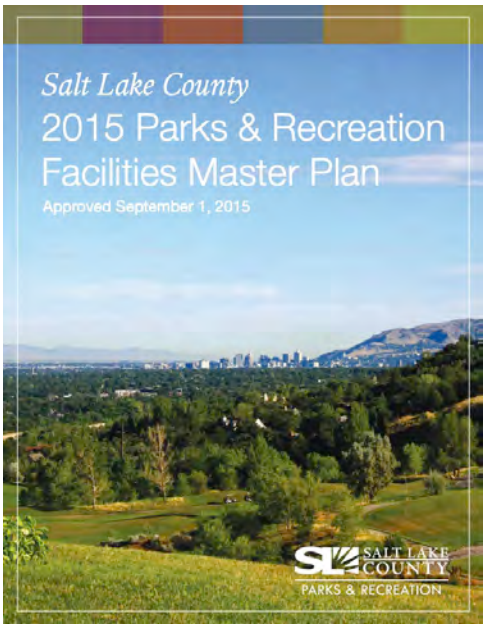


Figure 6.8 - Salt Lake County East West Recreational Trails Master Plan (2015)

4. Coordinate with Salt Lake County and seek to maximize consistency with the Salt Lake County East West Recreational Trails Master Plan (2015) (Figure 6.8) and the trails planning of neighboring communities.
5. Enhance awareness of the trails system in Bluffdale by improving signage, wayfinding, developing printed information, and maintaining an online trail system map for residents and visitors to consult.
6. Prioritize connections to isolated areas and safe walking routes to schools.

GOAL 3: Protect and improve existing parks, open space, and trails by creating a long-term comprehensive plan allocating funds for operation and ongoing maintenance costs

Policy

1. Prioritize an active program for park acquisition, design, construction and management that will accommodate future park needs.

Implementation Strategy

1. Focus on acquisition and development of parks in neighborhoods that are underserved and in need of additional park supply.

Policy

1. Consider a City Parks and Trails Committee (CPTC) to prioritize park planning and programming efforts and ensure resident involvement in the process.

Implementation Strategy

1. Ensure the City Parks and Trails Committee (CPTC) actively works with city administration to anticipate budget needs, revenues, and costs, and pursues grants and other available monies for the preservation of sensitive lands, acquisition of key easements and properties, and the construction of parks and trails.

Policy

1. Strive to meet present and future recreational and sensitive resource protection needs of the City.

Implementation Strategies

1. Identify priorities for conservation, such as areas of existing open space that are ecologically sensitive or unsuitable for development, riparian/wetland areas, and unique local natural features.
2. Establish specific standards for open space identification, acquisition, protection, maintenance, and development.

7.0 RESILIENCY

INTRODUCTION

Currently, resiliency is not addressed in Bluffdale's previous general plan or city policies. Creating a resilient future benefits its citizens and is reflected throughout the community. To create such a community, an understanding and support for the value of resiliency at a municipal level is needed.

7.1 EXISTING CONDITIONS

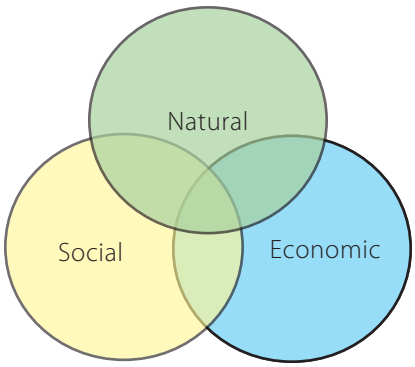


Figure 7.1 Resilient development within the City includes social, natural, and economic components.

Resiliency is defined as the ability to meet the needs of the current generation without compromising the ability for future generations to meet their needs.

Resiliency is a broad term that covers three different pillars: the economic resiliency for the municipality, the social landscape, and the natural health within the city and the greater region (Figure 7.1). Resiliency occurs at the intersection of the three pillars. A change in community health may affect economic resiliency, or may be impacted by an natural change. Natural resources within the City include the ecology, air quality, and water quality.

Resiliency matters are integrated into many other sections of the General Plan including Land Use, Economic Development, Housing, and Open Space and Trails.

Committing to creating a resilient future for itself and its citizens, and it being reflected throughout the community, will be a benefit to all. The City may want to invest in each of the pillars to focus attention towards achieving the attainable and implementable strategies within this document and within each of the City's departments.

7.2 FUTURE CONSIDERATIONS

ECONOMIC RESILIENCY



Figure 7.2 - Economic resiliency includes diversifying the tax base and supporting job growth.

Economic Resiliency (Figure 7.2) means long-term economic growth without negative impacts on social, natural, and cultural aspects of a community. A resilient economy ensures that resources, such as land, labor, and capital are managed fairly to benefit society. It also uses resources efficiently and responsibly so it can operate successfully for future generations.

Resilient economies are also diverse, have equal opportunities, and advance the individuals within them. Bluffdale has several advantages in that it has a wide mix of business types and land uses, and a wide range of price points for land and buildings. In short, its diversity means there are opportunities for many, and room for growth.

Other ways in which economic resiliency is exemplified include:

1. Diversification of tax base
2. Planning for future city investments
3. Supporting job growth
4. Access to opportunity

NATURAL RESILIENCY



Figure 7.3 - Many city projects and policies have an overlapping resiliency motivation, and can be both supportive of natural and economic systems.

Natural Resiliency makes it possible for present day needs to be met without compromising the ability of future generations to do the same. Many factors contribute to the natural resiliency of a community, but incremental changes in municipal policy and incentives can influence resiliency on a community as well as household scale.

Moving towards Natural Resiliency is a common goal among all community leaders, citizens, employers, and other organizations. Natural systems such as watersheds, soils, landforms, wind, and air masses transcend political boundaries and affect regions larger than the boundaries of any one jurisdiction. Collaboration between cities and regions is essential. A coalition based on bio-regions would focus on natural systems rather than political boundaries for building effective and resilient policies.

The city's Natural Resiliency toolbox should include programs that address water conservation, recycling, energy efficiency, active transportation, and open space preservation (Figure 7.3).

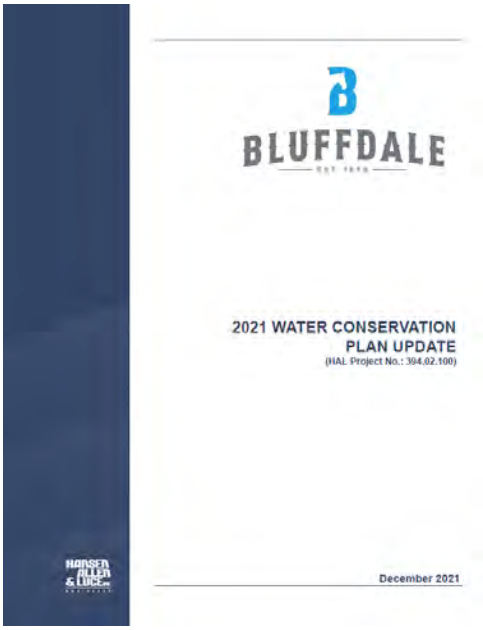


Figure 7.4 - Bluffdale's 2021 Water Conservation Plan Update, December 2021.

WATER CONSERVATION

The City of Bluffdale adopted the 2021 Water Conservation Plan Update in December, 2021 (Figure 7.4). The City recognizes the need for proactive planning to meet the water needs of its citizens. The Utah State Legislature has passed legislation requiring public water suppliers to prepare a Water Conservation Plan and then to update the plan periodically. The 2021 report is an update of the City's 2015 Water Conservation Plan. This report describes the drinking water system, summarizes water consumption, assesses the water conservation alternatives available to the City, sets goals to conserve water, and identifies existing and proposed water conservation measures to be implemented by the City.

The inclusion of this document in the appendix of this general plan, serves as the required adoption of the water conservation element in the general plan. The plan in its entirety can be found in the appendix of this general plan document.

Goal

The new Regional Municipal and Industrial 2030 Water Conservation Goal for the Salt Lake region is to reduce consumption by 11% from the year 2015 to 2030, resulting in a reduction goal of 210 to 187 gallons per capita per day (gpcd). Bluffdale City is already below the regional goal, and therefore, has the goal to also have an 11% reduction from 2015 to 2030, following the same trajectory as the regional goal. The City was at 171 gpcd in 2015. The City's goal is to be at 152 gpcd by 2030.[1]

SOCIAL RESILIENCY

Civic infrastructure includes the organizations and relationships that people use to solve problems, build community, and be resilient, whereby advancing Social Resiliency. A sense of community and belonging has a proven impact on public health, safety and welfare. Recreational programming in Bluffdale can include the use of public spaces to build relationships and engage people in community conversations. Social Resiliency includes:

1. Building community culture using placemaking strategies
2. Community pride
3. Public engagement with city decisions
4. Neighborhood support and problem solving

City events and programs that are offered for free or very low cost, appeal to the changing needs of the culturally diverse and growing youth population. Even as the community welcomes many new residents, there is also a proud group of life-long legacy residents who provide stability and identity to Bluffdale.

The city's Social Resiliency toolbox could include:

1 *Source: City Of Bluffdale 2021 Water Conservation Plan Update, Hansen, Allen & Luce Engineers*



Figure 7.5 - Community events encourage expansion of social connections and greater engagement with neighbors.



Figure 7.6 - A first step to resiliency for Bluffdale is to form a working group to begin to define how community values should influence the city's policies on resiliency.

1. More parks, trails and open spaces with amenities and activities/events that bring people together.
2. Expansion of a civic center in Bluffdale around City Hall.
3. Placemaking projects, such as wayfinding, public art, and pop-up public space, to bring people together in new and different ways.
4. Expanded outreach tools, including technology-based communications to simplify interactions with city government and increase community engagement.
5. More diverse programs at all community gathering spaces, including recreation, education, arts, senior programs, job and career tools, food and hygiene pantries, and digital access.
6. Events that reflect the community and its interests (Figure 7.5).
7. Continued opportunities to volunteer and get involved in civic activities and human services.

7.3 POLICIES + IMPLEMENTATION

Goals

1. Support preservation of natural features that contribute to the character of Bluffdale.
2. Encourage city policies that support economic and fiscal resiliency.
3. Support social resiliency by promoting policies that encourage community engagement and public participation.

Policies

1. Identify the City's resiliency priorities.
2. Establish a resiliency working group (Figure 7.6).
3. Engage residents and staff in the resiliency discussion by initiating an education and awareness effort.

Implementation Strategies

1. Coordinate with other municipalities and entities on policies that support resiliency (recycling, water usage, active transportation, land use, economic development).
2. Develop a portfolio of recommended resilient design standards, such as such as water-wise landscaping permeable paving, and other features to encourage developers to incorporate sustainable design elements in future projects.

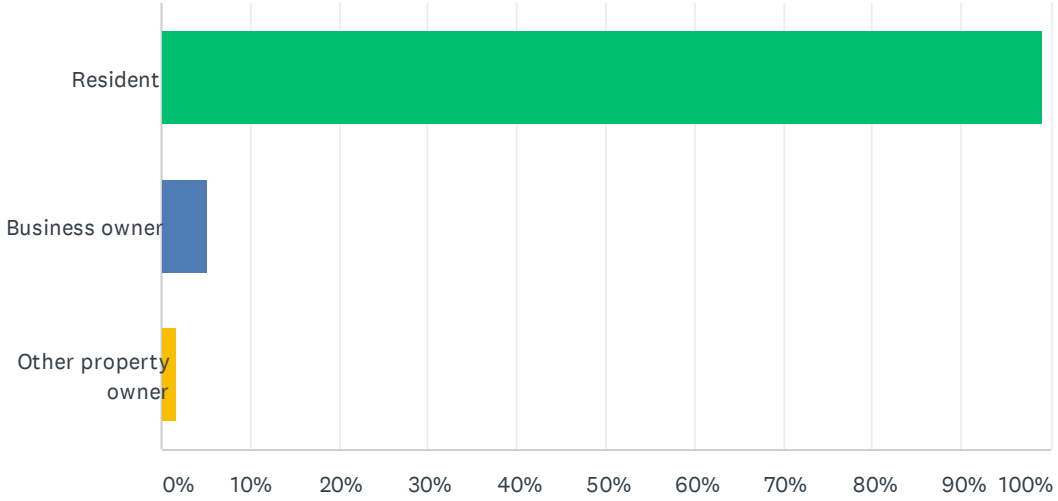
APPENDIX

- COMMUNITY SURVEY RESULTS
- TRANSPORTATION PLAN
- ECONOMIC DEVELOPMENT REPORT
- 2022 ECONOMIC DEVELOPMENT STRATEGIC PLAN
- 2021 MODERATE INCOME HOUSING REPORT
- 2021 WATER CONSERVATION PLAN UPDATE
- 2015 BLUFFDALE PARKS, TRAILS, RECREATION & OPEN SPACE MASTER PLAN

COMMUNITY SURVEY RESULTS

Q1 What is your connection to Bluffdale?

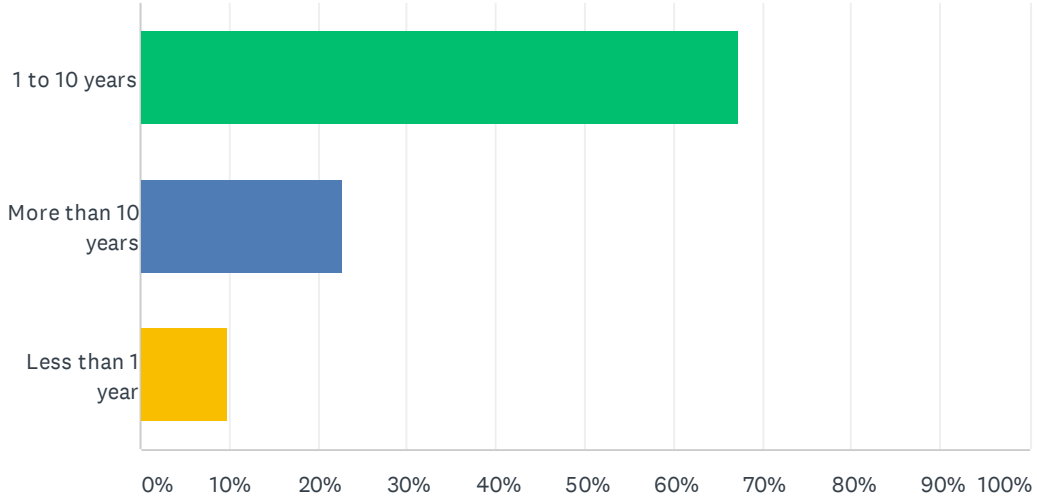
Answered: 620 Skipped: 0



ANSWER CHOICES	RESPONSES	
Resident	99.19%	615
Business owner	5.16%	32
Other property owner	1.61%	10
Total Respondents: 620		

Q2 If you are a resident, how long have you lived in Bluffdale?

Answered: 616 Skipped: 4



ANSWER CHOICES	RESPONSES	
1 to 10 years	67.37%	415
More than 10 years	22.73%	140
Less than 1 year	9.90%	61
TOTAL		616

Q3 In your opinion, what is the biggest challenge Bluffdale should address in the next five years?

Answered: 601 Skipped: 19

#	RESPONSES	DATE
1	Keeping Money Spent locally ie. more grocery/shopping in bluffdale	3/14/2021 9:08 PM
2	We need real retail. No more warehouses	3/14/2021 4:56 PM
3	Transportation and retail development (grocery stores, restaurants)	3/14/2021 2:37 PM
4	Growth / transportation	3/13/2021 6:54 PM
5	Open space, trails, traffic, mass transit	3/13/2021 3:42 PM
6	Transportation Infrastructure	3/13/2021 11:50 AM
7	bringing in retail and commercial businesses	3/12/2021 8:26 AM
8	Shortage of Grocery Stores	3/12/2021 7:14 AM
9	Smart growth. Do NOT grow like Herriman	3/11/2021 4:12 PM
10	Too much growth	3/11/2021 12:00 PM
11	Balancing business growth while maintaining large home sites	3/11/2021 11:41 AM
12	Traffic and road systems	3/11/2021 9:22 AM
13	Lack of Retail/grocery	3/10/2021 9:37 PM
14	residential areas/traffic flow	3/10/2021 5:49 PM
15	Growth	3/10/2021 2:53 PM
16	Dining and shopping availability	3/10/2021 2:22 PM
17	No Groceries SHops near by.	3/10/2021 12:04 PM
18	Growth and rezoning	3/10/2021 10:09 AM
19	Bridge and widening 146th to help with the traffic of the new development at the prison	3/10/2021 8:28 AM
20	Proper growth management	3/10/2021 8:08 AM
21	What is built when prison moves	3/10/2021 7:06 AM
22	Getting a grocery store	3/9/2021 10:06 PM
23	More businesses tax revenue	3/9/2021 9:10 PM
24	Pass	3/9/2021 8:44 PM
25	Caring for the dense residential area and the health and well being of the residents.	3/9/2021 7:43 PM
26	Staying rural but allowing reasonable commercial uses	3/9/2021 7:36 PM
27	Growth. Keeping it as rural as possible. Keeping acre plus lots acre plus lots. Not allowing people to sell off half of their	3/9/2021 6:08 PM

	property and build another house. Also stop people from building shops that are bigger than their homes	
28	Business growth	3/9/2021 3:51 PM
29	Uniting east and west Bluffdale. Maintaining property values by encouraging smart commercial growth.	3/9/2021 2:58 PM
30	Bringing in more Retail / Shopping / Restaurants.	3/9/2021 12:52 PM
31	Traffic under bridge on 146	3/9/2021 12:41 PM
32	Population growth	3/9/2021 8:47 AM
33	Planning the space once the prison moves	3/9/2021 6:06 AM
34	Roads, Traffic and brining in business.	3/8/2021 9:36 PM
35	More roads and stop lights to accommodate the rapid growth	3/8/2021 9:09 PM
36	Technology and internet speeds	3/8/2021 8:43 PM
37	Keeping rural Bluffdale rural.	3/8/2021 8:01 PM
38	Roads and growth	3/8/2021 7:45 PM
39	At least adding in a middle turn lane along 146th from the tunnel to the freeway. Or fixing that dang one way tunnel!	3/8/2021 7:02 PM
40	Preserving 1-acre lot zoning	3/8/2021 6:35 PM
41	Lack of commercial shopping (restaurants, grocery stores, etc)	3/8/2021 5:24 PM
42	We must need to have a grocery store, saloon, coffee shop and tennis court	3/8/2021 4:52 PM
43	Integrating with the upcoming Prison Development	3/8/2021 4:30 PM
44	More business, restaurants, grocery stores	3/8/2021 4:30 PM
45	growth	3/8/2021 4:01 PM
46	Growth	3/8/2021 3:50 PM
47	Roads and water resources. Land and Zoning. Keep Bluffdale as Bluffdale and not become like our surrounding cities. Keep zoning in appropriate locations within the city	3/8/2021 3:00 PM
48	Prison area	3/8/2021 2:59 PM
49	East-west transportation	3/8/2021 2:39 PM
50	Getting more commercial businesses here	3/8/2021 2:33 PM
51	Grocery Stores like Smith/Harmons, Long Tennis Play Grounds, Recreation Center	3/8/2021 2:17 PM
52	What to develop in place of the old prison	3/8/2021 2:10 PM
53	Traffic as Bluffdale continues to grow	3/8/2021 1:39 PM

54	Road on 146th with the one way under the bridge. Grocery off the 146th exit	3/8/2021 1:28 PM
55	Traffic and Shopping	3/8/2021 1:05 PM
56	The 146th south one-way road under the trax, and getting food and entertainment brought in, specifically a grocery store.	3/8/2021 12:41 PM
57	Need to have tennis court, some grocer shop	3/8/2021 12:37 PM
58	Retail for convenience and tax revenue	3/8/2021 12:13 PM
59	Park and Grocery store	3/8/2021 12:02 PM
60	Growing traffic and more accessibility to Grocery stores and parks	3/8/2021 12:01 PM
61	I believe the surge of residential housing in Bluffdale would drive a significant challenge to maintain and control traffic through some of the busy streets.	3/8/2021 11:46 AM
62	We have enough business buildings and need a grocery store and restaurants to contribute to the city. We are constantly spending money in other cities near us and it would be nice to contribute to our own community where we live. A Trader Joe’s would be fantastic	3/8/2021 11:28 AM
63	Growth and Development	3/8/2021 11:21 AM
64	Planning for influx of residents after prison move is completed	3/8/2021 11:17 AM
65	The close proximity of commercial zoning to residential zoning.	3/8/2021 11:03 AM
66	Restaurants and retail businesses	3/8/2021 10:59 AM
67	Bringing in a local grocery store.	3/8/2021 10:55 AM
68	upgraded roads to support more traffic and grocery store	3/8/2021 10:49 AM
69	grocery store/shopping center	3/8/2021 10:46 AM
70	Roads	3/8/2021 10:43 AM
71	Adding a local grocer	3/8/2021 10:39 AM
72	Provide meaningful services around the independance neighberhoods and move away 'manufacturing' type business that create a lot of noise and pollution near our homes.	3/8/2021 10:34 AM
73	How they are going to deal with the prison being gone	3/8/2021 10:28 AM
74	Grocery stores	3/8/2021 10:22 AM
75	Need more grocery and shopping options within our city. A recreation center, like alta canyon or cottonwood heights, would be ideal! We need more options for recreation for our children. Not enough in our area.	3/8/2021 10:18 AM
76	Bridge by the roundabout	3/8/2021 10:17 AM
77	Manage growth and moving the prison.	3/8/2021 10:15 AM
78	Fixing 146 south to allow for better traffic flow, and allowing more businesses, restaurants, gas stations in	3/8/2021 10:09 AM

79	Growth/Traffic	3/8/2021 10:08 AM
80	Bringing in commercial business like grocery stores, restaurants, a gym/Rec center	3/8/2021 10:07 AM
81	Lack of grocery shopping	3/8/2021 10:06 AM
82	Getting Porter Rockwell completed	3/8/2021 10:06 AM
83	Expanding 14600 S, getting rid of the one way underpass	3/8/2021 10:03 AM
84	Local food services: grocery, restaurants	3/8/2021 10:00 AM
85	Grocery stores close by	3/8/2021 9:59 AM
86	Retail	3/8/2021 9:56 AM
87	146th is so narrow west of Porter Rockwell.	3/8/2021 9:49 AM
88	Places to eat. Places to shop. Grocery stores.	3/8/2021 9:41 AM
89	Grocery stores and tennis courts	3/8/2021 9:37 AM
90	The train trestle on 146th south	3/8/2021 9:36 AM
91	Bringing in businesses and getting porter rockwell and configured and running.	3/8/2021 9:33 AM
92	Lack of super markets	3/8/2021 9:30 AM
93	Growth	3/8/2021 9:26 AM
94	Creating a better community for the adults that live here. The Independence area is far too oriented to young families and children, which is fine, but the adults and households without children need entertainment and options too. Would love to see restaurants, coffee shops, nightlife, gyms and yoga studios, farmers markets, car washes, etc come to this area.	3/8/2021 9:19 AM
95	Growth, over crowded roads	3/8/2021 8:22 AM
96	Planned growth and commercial development	3/8/2021 8:00 AM
97	Keeping high density housing out	3/8/2021 7:38 AM
98	Lowering taxes	3/8/2021 7:32 AM
99	Growth We need to bring in the right types of Business. We should have retail and dining at proper locations	3/8/2021 7:27 AM
100	Becoming just like Draper. High density housing and businesses everywhere. Let’s try to stay small.	3/7/2021 8:40 PM
101	there’s no grocery store or fast food/restaurants but lots more new housing	3/7/2021 4:06 PM
102	Allowing property owners to sell half acre instead of one.	3/7/2021 2:47 PM
103	correct zoning in the right location	3/7/2021 2:45 PM
104	Growth (which includes housing, traffic, businesses, etc)	3/7/2021 10:33 AM
105	Lack of retail space for restaurants and grocery stores.	3/7/2021 9:31 AM

106	Focusing on retail growth and getting a large grocer in independence. Keeping small town top of mind and more residential.	3/6/2021 10:46 PM
107	More Business and Commercial in the best locations. Revenue = a good P&L	3/6/2021 10:24 PM
108	Removing power lines. We also need more commercial stores.	3/6/2021 9:15 PM
109	Creating opportunities to increase the city's revenue to support services	3/6/2021 9:05 PM
110	Attracting retail businesses	3/6/2021 7:18 PM
111	The dirt that bows everywhere from the quarries	3/6/2021 3:03 PM
112	Lack of commercial development i.e no grocery stores or restaurants located in the city	3/6/2021 2:19 PM
113	It needs to have more shopping center and grocery stores.	3/6/2021 1:39 PM
114	Restraints and more stores when the prison leaves	3/6/2021 1:35 PM
115	A grocery store and food service	3/6/2021 1:14 PM
116	Improving roads/access to keep up with growth	3/6/2021 11:59 AM
117	Grocery store. The one lane road under the bridge. How crazy and dramatic city council was... that was a little alarming the dramatics	3/6/2021 11:58 AM
118	Increased traffic and road infrastructure	3/6/2021 11:29 AM
119	More business, restaurants, etc	3/6/2021 10:39 AM
120	Increasing commercial construction.	3/6/2021 10:12 AM
121	Growth planning	3/6/2021 9:28 AM
122	The one way bridge traffic	3/6/2021 8:46 AM
123	Roads being built before homes being built. Transportation with influx of residents will need to be priority.	3/6/2021 8:22 AM
124	Roads..146000 south and 1640 west	3/6/2021 8:13 AM
125	Traffic	3/6/2021 8:05 AM
126	14600 s from freeway to the one lane underpass needs a turn lane, street lights, sidewalks etc. even with Porter Rockwell completed	3/6/2021 7:24 AM
127	Traffic and congestion	3/6/2021 6:53 AM
128	We need more commercial real estate. I don’t want to have to pay property taxes out the wazoo because the west side of Bluffdale cry and moan every time something that would actually help out city tries to go in.	3/6/2021 5:55 AM
129	Building Porter Rockwell Blvd so Bluffdale is easier connected to surrounding areas.	3/6/2021 1:43 AM
130	#1: fix the one way train underpass on 146th. #2: Getting some own stores, business right here. Rec center, pool, library, grocery store.	3/6/2021 12:50 AM

131	?	3/5/2021 10:35 PM
132	Need more density to attract more commercial	3/5/2021 10:34 PM
133	Traffic from other cities cutting through Bluffdale. There has been an increase in the speed of vehicles on streets like 2700 w and 14400 so from people cutting through to avoid traffic. Additionally, there shouldn't be any more thru streets off 15000s or 14400 s streets. There has been increased pressure to change the zoning from 1 acre lots to multi use or "higher"density lots. There needs to be more emphasis to what the residents want and less to what developers want to happen. Bluffdale needs to keep the 1 acre lots zoning.	3/5/2021 10:27 PM
134	Roads	3/5/2021 10:06 PM
135	Lack of business development. Focusing on goods not services.	3/5/2021 9:20 PM
136	The Prison Land development.	3/5/2021 9:20 PM
137	commercial growth	3/5/2021 8:37 PM
138	Retail properties, more grocery stores	3/5/2021 8:33 PM
139	Traffic flow	3/5/2021 8:14 PM
140	Traffic flow, commercial real estate	3/5/2021 7:42 PM
141	Grocery Store!!! For heaven sakes a Grocery store!	3/5/2021 6:33 PM
142	The stupid single lane tunnel/trestle	3/5/2021 6:00 PM
143	Commercial activity in high density areas	3/5/2021 5:49 PM
144	Will infrastructure/transportation keep up with the increases in residential and (hopefully) commercial construction.	3/5/2021 4:37 PM
145	More customer facing business, less hard industrial, traffic	3/5/2021 3:19 PM
146	Balancing business and high density housing	3/5/2021 2:44 PM
147	14600 S freeway access, the roads need more lanes off Porter Rockwell. Too congested.	3/5/2021 2:40 PM
148	we don't want Bluffdale becoming daybreak or Herriman. Don't shrink lot sizes down so small that we lose the small town feel of old Bluffdale.	3/5/2021 2:24 PM
149	0ne way Bridge on 14600, need more retail/commercial - grocery stores, restaurants	3/5/2021 2:21 PM
150	The Who what when where and how of commercial property	3/5/2021 2:13 PM
151	Retail options, especially a grocery store	3/5/2021 2:04 PM
152	Growth, Tax revenue	3/5/2021 1:52 PM
153	Traffic flow, more businesses	3/5/2021 1:49 PM
154	Tax base. We need a commercial area with a good grocery store. We also need to be careful about roads going through our city. Avoiding a thoroughfare on 14400 and 15000. Pressurized water for areas around 14400.	3/5/2021 1:39 PM

155	A grocery store!!!!!!!	3/5/2021 1:39 PM
156	Preserving the open space and rural feel that drew residents here amidst all the planned growth.	3/5/2021 12:52 PM
157	The rapid rise in taxes. We need more business to share the load.	3/5/2021 12:40 PM
158	Moving the prison	3/5/2021 12:15 PM
159	Over crowding	3/5/2021 11:50 AM
160	Residential growth and appropriate planning for the right mix of single family homes, apartments, and townhomes to maintain density that doesn't tax the current infrastructure.	3/5/2021 11:44 AM
161	Roads and growth	3/5/2021 11:37 AM
162	Parking, crime, and car accidents	3/5/2021 11:33 AM
163	More local retail	3/5/2021 10:20 AM
164	Growth and businesses	3/5/2021 10:05 AM
165	Adding infrastructure and more commercial	3/5/2021 10:01 AM
166	We need stores and a gas station	3/5/2021 9:59 AM
167	Grocery stores, parking, and less townhomes	3/5/2021 9:45 AM
168	Traffic, growth	3/5/2021 9:42 AM
169	Population growth. Over crowding too many people too many homes per acre number to traffic	3/5/2021 9:38 AM
170	When we built we valued the open spaced old small town feel within large populous cities around us. Bluffdale city should value that idea and try to keep the nostalgia of being the only small town in salt lake county. I see mill creek and other small cities and realize if we do t manage it correctly we could end up like Herriman with Massive residential growth with no plan to facilitate so many people. Please don't forget why we all love it here. We need open space, parks, community oriented buildings such as rev center, pools, etc. 14600 traffic due to independence needs attention. The lack of sidewalks on 14600 is very concerning in addition to turn lanes would help with traffic. Lastly the light by summit high school needs to be 2 lanes headed east and not one.	3/5/2021 9:30 AM
171	Transportation	3/5/2021 9:29 AM
172	Needed commercial space: Food, gas stations, commerce.	3/5/2021 9:24 AM
173	Rex center and more shopping	3/5/2021 9:08 AM
174	Addressed to city council: Actually listening to the residents you work for and not voting based on self growth or opinions. Recently high density housing was approve even though a very high percentage of residents said no. Very soon we will be facing the city wanting to put their commercial building west of redwood and right in the middle of residents and 1 acre lots.	3/5/2021 9:07 AM
175	Redwood Rd and 14400 south to Herriman	3/5/2021 8:58 AM
176	Shopping	3/5/2021 8:50 AM
177	14600 South. With all the growth we need to expand the roadways and revamp the narrow road under the railroad line.	3/5/2021 8:48 AM

178	Keeping the feel	3/5/2021 8:39 AM
179	Traffic and a grocery store	3/5/2021 8:33 AM
180	We need more homes west of 1300 W (higher density) and more shopping options	3/5/2021 8:26 AM
181	Finish the dog park, visitor parking at The Ranch townhomes	3/5/2021 8:23 AM
182	Grocery stores	3/5/2021 8:19 AM
183	There are very few retail shops in Bluffdale	3/5/2021 8:16 AM
184	Infrastructure design and support.	3/5/2021 8:13 AM
185	No grocery stores/shopping	3/5/2021 8:07 AM
186	The 14600 traffic, especially the front runner track where there is only one lane. And grocery markets	3/5/2021 8:02 AM
187	Ease of access and helping with traffic	3/5/2021 7:56 AM
188	We need more amenities. Grocery stores, fast food etc. It's great to hang on to tradition until you fill yourself with these awful retail warehouses they are an eye sore.	3/5/2021 7:56 AM
189	Lack of public transit	3/5/2021 7:55 AM
190	Improving 14600 South to connect Independence with the rest of the community.	3/5/2021 7:47 AM
191	Traffic congestion E-W between redwood and 15 and the lack of restaurants, groceries, bars	3/5/2021 7:44 AM
192	Traffic & shopping areas. We've been traveling to nearby cities for groceries weekly	3/5/2021 7:39 AM
193	Commercial	3/5/2021 7:34 AM
194	Restaurants, grocery stores, dog parks,	3/5/2021 7:24 AM
195	Managing growth	3/5/2021 7:22 AM
196	Grow in business.	3/5/2021 7:15 AM
197	Widening 146th from the freeway to Noell Nelson.	3/5/2021 7:13 AM
198	Grocery store availability	3/5/2021 7:02 AM
199	Not enough retail or eating	3/5/2021 7:00 AM
200	More parks/outdoor recreation	3/5/2021 6:58 AM
201	Schooling and housing	3/5/2021 6:58 AM
202	Making smart changes so the city retains country feel. Prevent crime, don't over crowd, community friendly business	3/5/2021 6:58 AM
203	Sustainable Commercial growth	3/5/2021 6:42 AM
204	Growth	3/5/2021 6:33 AM

205	Grocery store or traffic/parking	3/5/2021 6:24 AM
206	the traffic along 146th....need more lanes. More grocery store options as well as clothing stores. Movie theaters, restaurants. But expanding the road on 146th would be nice.	3/5/2021 5:50 AM
207	The growing population. Bringing comercial grocery, etc. to meet need and demand	3/5/2021 4:32 AM
208	Consumer services, shopping, retail, restaurants, entertainememt	3/5/2021 1:37 AM
209	The prison site will be a huge challenge.	3/5/2021 1:16 AM
210	Property taxes being reduced by commercial taxes (brining in more business)	3/5/2021 1:15 AM
211	n/a	3/5/2021 12:16 AM
212	The warehouses and random commercial crap you see when you get off 14600 and drive into Bluffdale. Of course when the prison goes things will improve on that front but there's still a bunch of broken signs and random industrial crap all over 14600.	3/5/2021 12:14 AM
213	Public transportation	3/5/2021 12:07 AM
214	City transportation within the independence neighborhood.	3/5/2021 12:05 AM
215	Getting a Grocery store, widening 14600 s., Getting a library, and City rec sports for kids	3/5/2021 12:03 AM
216	Traffic at the I 15 and 14600 S intersection	3/4/2021 11:53 PM
217	Building up the infrastructure around the prison property properly	3/4/2021 11:48 PM
218	Grocery stores	3/4/2021 11:41 PM
219	Growth	3/4/2021 11:35 PM
220	Public transportation	3/4/2021 11:28 PM
221	Getting more retail options in our city. Fixing parking problems the city allowed to happen	3/4/2021 11:28 PM
222	Getting more retail within city limits to help ease property tax burdens on residents. Our property taxes are sooo high.	3/4/2021 11:28 PM
223	Dust from Geneva	3/4/2021 11:27 PM
224	Adding restaurants and stores	3/4/2021 11:14 PM
225	We need more retail, ie. grocery store(s) and restaurants,	3/4/2021 11:13 PM
226	We need retail!	3/4/2021 11:12 PM
227	The prison	3/4/2021 11:06 PM
228	Access to a grocery store/restaurants	3/4/2021 11:03 PM
229	Increasing business	3/4/2021 11:02 PM
230	Community development	3/4/2021 11:00 PM

231	Make sure we dont become like lehi and other cities where its filled with high density housing and traffic sucks	3/4/2021 10:59 PM
232	Capitalize on the growth and set a vision for an innovative and harmonious future.	3/4/2021 10:57 PM
233	Maintaining quiet streets while adding commercial and residential growth	3/4/2021 10:56 PM
234	Access to grocery stores and restaurants	3/4/2021 10:56 PM
235	Lack of businesses	3/4/2021 10:55 PM
236	The lack of businesses such a restaurants and stores.	3/4/2021 10:54 PM
237	Lack of grocery store	3/4/2021 10:53 PM
238	Ensuring proper infrastructure for residential growth	3/4/2021 10:48 PM
239	More amenitites - grocery store, community center, restaurants	3/4/2021 10:48 PM
240	Safety for children, quality education, growth within and surrounding Bluffdale and keeping us unique and a change of pace for the rest of the county	3/4/2021 10:45 PM
241	Retail	3/4/2021 10:44 PM
242	Traffic.	3/4/2021 10:41 PM
243	More restaurants, grocery stores, etc.	3/4/2021 10:35 PM
244	Bringing businesses to Bluffdale! We need a grocery store!	3/4/2021 10:34 PM
245	Grocery store	3/4/2021 10:31 PM
246	Traffic	3/4/2021 10:30 PM
247	Overdevelopment	3/4/2021 10:30 PM
248	Growth is too rapid	3/4/2021 10:28 PM
249	Land usage and growing communities	3/4/2021 10:25 PM
250	Grocery stores and transportation	3/4/2021 10:21 PM
251	Encroachment of Herriman into our property and streets.	3/4/2021 10:16 PM
252	It would be so nice to have restaurants and grocery stores nearby in our neighborhood.	3/4/2021 10:13 PM
253	Getting a Grocery store	3/4/2021 10:12 PM
254	Plan for growth with infrastructure. zoning for retail areas at major roads and offer TIF incentives to major retailers and allow them to pull in small businesses	3/4/2021 10:08 PM
255	Getting more businesses, grocery store, restaurants, etc...	3/4/2021 10:07 PM
256	The lack of retail businesses within the city	3/4/2021 10:07 PM
257	Grocery store	3/4/2021 10:06 PM

258	Responsible growth (commercial and residential)	3/4/2021 10:00 PM
259	bringing retail businesses to offset property taxes, rec center for residents	3/4/2021 10:00 PM
260	Addressing the Mink farm. Local shopping (ie grocery and convenience store)	3/4/2021 9:58 PM
261	Get more retail, join the wasatch front in jobs and housing	3/4/2021 9:58 PM
262	Commercial development	3/4/2021 9:58 PM
263	Traffic flow and bringing in bigger businesses	3/4/2021 9:56 PM
264	Traffic	3/4/2021 9:54 PM
265	Retail to bring in additional tax revenue	3/4/2021 9:49 PM
266	More roads in and out of bluffdale	3/4/2021 9:48 PM
267	Commercial development	3/4/2021 9:47 PM
268	Wider roads to accommodate the traffic.	3/4/2021 9:47 PM
269	Traffic	3/4/2021 9:44 PM
270	More retail in Bluffdale	3/4/2021 9:43 PM
271	Grocery store or gas station. Maybe try to figure out something about the dust	3/4/2021 9:39 PM
272	Continuing to grow tax revenues by attracting more business.	3/4/2021 9:38 PM
273	Getting commercial businesses into the area sowe aren't spending all our tax dollars outside the city. Make sure we are thinking big picture to keep pollution (traffic, noise, light, smog, etc) limited. Be the leader in recycling and green initiatives —look into the Living Future challenge way of thinking.	3/4/2021 9:37 PM
274	Retail (restaurants, grocery stores etc)	3/4/2021 9:36 PM
275	Keep its appeal of small town and large lots. But also incorporate businesses, restaurants and grocery stores to help share tax load and keep money within the community. Don't screw it up like draper and herriman	3/4/2021 9:35 PM
276	Building smart and cleaning a real tax base so that home tax does not go up.	3/4/2021 9:33 PM
277	What are we going to do about our population boom	3/4/2021 9:25 PM
278	Traffic and commercial businesses	3/4/2021 9:23 PM
279	Traffic!!! Over population with lack of roads/travel needs.	3/4/2021 9:22 PM
280	To many wearhouses! We need buisnees that help community like a grocery	3/4/2021 9:18 PM
281	Needs more commercial businesses. Grocery store, target, etc.	3/4/2021 9:18 PM
282	Keeping small town feel	3/4/2021 9:17 PM
283	Getting a new city council	3/4/2021 8:56 PM

284	Pressure for higher density and attracting retail centers	3/4/2021 8:52 PM
285	Need more commercial	3/4/2021 8:47 PM
286	More retail needed	3/4/2021 8:46 PM
287	Access to retail and food	3/4/2021 8:45 PM
288	Handling the extreme growth that is happening (and especially will happen once the prison moves). Ensuring that Bluffdale's longtime residents and values are respected, while also being willing to grow, modernize, and improve the city.	3/4/2021 8:43 PM
289	Infrastructure and retail, especially a grocery store	3/4/2021 8:32 PM
290	Keeping the city safe with the large growth and ensuring infrastructure increases property value for residents.	3/4/2021 8:18 PM
291	No restaurants or shopping. Have to go to other cities.	3/4/2021 8:12 PM
292	Housing lot size. Luring retail to the city	3/4/2021 8:02 PM
293	keeping one acre horse property	3/4/2021 7:51 PM
294	Closer grocery store	3/4/2021 7:31 PM
295	There is no public transportation, grocery stores, or restaurants	3/4/2021 6:37 PM
296	Getting more retail establishments	3/4/2021 6:28 PM
297	Business growth to support taxes for city	3/4/2021 6:07 PM
298	Keeping traffic low in residential areas.	3/4/2021 6:03 PM
299	Making sure the neighborhoods are planned in a better/smarter way. Wider streets, less apartments.	3/4/2021 5:53 PM
300	infrastructure issues (access to Hidden Valley Middle School). Consistent width of 2200 West (along Hatch and Elegante property).	3/4/2021 5:31 PM
301	Neighborhood Safety	3/4/2021 5:21 PM
302	Retail growth. A major grocery store in the city would be nice.	3/4/2021 5:19 PM
303	Overcrowding/parking and/or no room for commercial real estate	3/4/2021 5:03 PM
304	Keep open spaces, walking trails, safety	3/4/2021 4:52 PM
305	Lack of retail	3/4/2021 4:30 PM
306	Traffic from I-15 funneling to redwood rd	3/4/2021 4:01 PM
307	Thoughtfully providing affordable housing opportunities, road infrastructure, water use, and expanding the cemetery.	3/4/2021 4:00 PM
308	Traffic and infrastructure. Modernizing and re-zoning to replace industrial businesses for residential and other corporate interests. We have some of the most valuable real estate in all of UT sitting between Utah and SL County.	3/4/2021 3:55 PM
309	More commercial businesses. A grocery store would be nice.	3/4/2021 3:52 PM

310	Proper growth. We need more retail options close by	3/4/2021 3:49 PM
311	Loss of wildlife habitat.	3/4/2021 3:48 PM
312	Road works. Managing traffic in and through the city. Balancing the old Blufdale residents with the needs of the new.	3/4/2021 3:36 PM
313	Small town mentality	3/4/2021 3:32 PM
314	Adding retail and grocery	3/4/2021 3:27 PM
315	Crowded streets, connecting paths to Jordan river parkway trail from Independence area.	3/4/2021 3:24 PM
316	A grocery store and having a different option other than 146th as a through-street to get to /from redwood	3/4/2021 3:23 PM
317	There is no shopping. No grocery stores, no convenience stores, no food no entertainment. We should have some of that	3/4/2021 3:22 PM
318	Growth	3/4/2021 3:15 PM
319	Commercial and retail sources of tax revenue.	3/4/2021 3:11 PM
320	Adding retail and dining.	3/4/2021 3:06 PM
321	Avoid getting over crowded	3/4/2021 3:05 PM
322	Affordable housing, schools, restaurants. The new park is amazing	3/4/2021 2:56 PM
323	Not giving into developers who want high density housing. We don’t want to be Herriman or Lehi!	3/4/2021 2:53 PM
324	Too many residents and not enough services	3/4/2021 2:50 PM
325	Needs more restaurants!	3/4/2021 2:46 PM
326	Bringing in businesses (restaurants, grocery, etc)	3/4/2021 2:45 PM
327	Improving it's tax base	3/4/2021 2:44 PM
328	Commercial businesses! We do all our shopping outside of Bluffdale. it would also be awesome if Bluffdale had a library.	3/4/2021 2:42 PM
329	Commercial Development/Grocery store and ingress/egress out of neighborhoods off Redwood Road	3/4/2021 2:38 PM
330	Traffic	3/4/2021 2:34 PM
331	Balancing growth with economic necessity and the challenge to not grow too fast	3/4/2021 2:12 PM
332	Getting commercial here!	3/4/2021 2:08 PM
333	Bringing money into the city	3/4/2021 2:05 PM
334	Getting more businesses	3/4/2021 2:01 PM
335	More commercial business ie restaurants and shopping. Infrastructure regarding roads. I feel this has been manged poorly. Keep building houses with roads that cannot support	3/4/2021 1:59 PM
336	Roads/traffic	3/4/2021 1:58 PM

337	Getting grocery and retail stores to balance things out (including the budget).	3/4/2021 1:55 PM
338	Less high density housing, more amenities for residents	3/4/2021 1:46 PM
339	Smart controlled growth, limiting being an east-wear thoroughfare	3/4/2021 1:43 PM
340	Grocery Store, more commercial, better park maintenance in Springview Farms, doggy poop stands along the trail in Springview Farms	3/4/2021 1:42 PM
341	It would be nice to have our own grocery store.	3/4/2021 1:41 PM
342	More options for retail/restaurant/entertainment options	3/4/2021 1:40 PM
343	Businesses when the prison leaves. And expanding the road that goes under the bridge by the roundabout and prison.	3/4/2021 1:39 PM
344	Grocery store	3/4/2021 1:37 PM
345	Urban sprawl	3/4/2021 1:36 PM
346	Less high density housing	3/4/2021 1:33 PM
347	Bringing in more commercial establishments	3/4/2021 1:30 PM
348	Addition of retail, building 14600 S better including paved trail next to road	3/4/2021 1:30 PM
349	Growth	3/4/2021 1:29 PM
350	Maintain Country feel while embracing growth.	3/4/2021 1:26 PM
351	Grocery/casual dining	3/4/2021 1:25 PM
352	Stopping commercial and residential growth. Keeping Bluffdale rural.	3/4/2021 1:21 PM
353	The traffic on 14600 South	3/4/2021 1:18 PM
354	development. Particularly commercial and retail	3/4/2021 1:17 PM
355	We need a grocery store!	3/4/2021 1:14 PM
356	More stores needed	3/4/2021 1:06 PM
357	Infrastructure and grocery	3/4/2021 12:58 PM
358	Economic Development and growth	3/4/2021 12:40 PM
359	Growth	3/4/2021 12:35 PM
360	Street lights street sizes conditions. Cleanliness residential road side parking. Commercial real estate availability	3/4/2021 9:54 AM
361	Retail, we need a grocery store, always having to drive to a different city is not convenient	3/3/2021 10:20 PM
362	Staying family oriented	3/3/2021 4:44 PM
363	Preserving the uniqueness of the city, transportation routes	3/3/2021 3:04 PM

364	Bridging the geographical, socio-economic, and cultural divide	3/3/2021 2:26 PM
365	impact of incoming commercial w/ digital signage	3/3/2021 1:00 PM
366	Keep only 1 acre or more lost don’t acquiesce to diving Bluffdale like Riverton did	3/2/2021 12:45 PM
367	Zoning Changes and traffic challenges	3/2/2021 11:54 AM
368	Not enough commercial on Redwood road	3/1/2021 2:30 PM
369	wise business development	3/1/2021 2:05 PM
370	Traffic	3/1/2021 12:34 PM
371	Losing the small town feel.	3/1/2021 11:12 AM
372	keeping small town & still progress	2/28/2021 3:02 PM
373	Inviting retailers	2/25/2021 10:43 PM
374	How to grow the town, but still maintain the small town feel	2/25/2021 4:28 PM
375	Grocery	2/25/2021 12:09 AM
376	Controlling growth and maintaining animal rights	2/24/2021 11:09 PM
377	Keeping one-acre lots protected!	2/24/2021 5:56 PM
378	Growth (and access to 1to 2 acre parcels) and infrastructure	2/23/2021 3:51 PM
379	We are growing at a rapid pace and have too much dense residential options and almost zero commercial options in the neighborhood.	2/23/2021 12:36 PM
380	Getting enough shopping options	2/22/2021 10:20 PM
381	Maintaining its unique country atmosphere under the pressure of builders/homeowners who have no appreciation for it	2/22/2021 7:27 PM
382	keeping the small town family feel while progressing	2/21/2021 4:18 PM
383	Retail	2/19/2021 11:31 PM
384	bringing stores and restaurant's to our city	2/19/2021 8:14 PM
385	Growth	2/19/2021 7:49 PM
386	Attracting retail or grocery	2/19/2021 7:08 PM
387	maintaining 1 acer lots	2/19/2021 6:48 PM
388	Minimizing growth	2/19/2021 6:39 PM
389	Preservation of agricultural land.	2/19/2021 2:49 PM
390	Tax Revenues	2/19/2021 2:47 PM

391	Commercial business taxes, Traffic, light Pollution	2/18/2021 3:23 PM
392	NO commercial / High Residentioal West of Redwood Road	2/17/2021 5:26 PM
393	Keeping out greedy developers	2/17/2021 11:16 AM
394	Growth - and the related expenses and problems	2/16/2021 7:23 PM
395	The road under the trestle do it can handle more traffic prior to moving the prison.	2/15/2021 2:24 PM
396	Keeping the west side of Bluffdale Rural and respecting existing residents rights over development.	2/15/2021 1:53 PM
397	The proliferation of multi-unit homes.	2/14/2021 10:38 AM
398	Not to make it so crowded. We moved here to live more rural and not have so many homes and multi family homes around. We love the property and the open space around us and don't want to see more growth of smaller property. Stay small. And different from all the other big cities around us. That is why we moved from Sandy	2/14/2021 6:59 AM
399	Keeping Bluffdale rural with a country atmosphere.	2/12/2021 11:13 PM
400	Canal access	2/12/2021 6:47 PM
401	Roads/Bringing Businesses to Bluffdale quickly!	2/12/2021 10:30 AM
402	Roads & traffic problems due to residential growth	2/11/2021 11:40 PM
403	Roads, building	2/11/2021 7:29 PM
404	Infrastructure	2/11/2021 7:07 AM
405	keeping 1 acre lots and growing to fast	2/10/2021 10:35 PM
406	Not caving to pressure when it comes to one acre lots. I feel like currently that is what the city leaders are doing.	2/10/2021 10:16 PM
407	Growth/development versus staying rural	2/10/2021 2:26 PM
408	Housing and business growth in the "old-town Bluffdale" area. Need to keep single homes built on one acre lots.	2/10/2021 10:48 AM
409	Bringing in commercial real estate	2/9/2021 9:49 PM
410	Addition of fast food restaurants	2/9/2021 7:02 PM
411	Bringing more retail	2/9/2021 5:02 PM
412	Getting Winco to build here!	2/9/2021 2:34 PM
413	More amenities - grocery stores, restaurants, etc.	2/9/2021 1:15 PM
414	Growth-widening roads and bringing in retail	2/9/2021 11:07 AM
415	Infrastructure	2/9/2021 10:43 AM
416	Maintain its country atmosphere and large lots amid outside pressures for higher density.	2/9/2021 8:45 AM
417	Infrastructure	2/8/2021 9:54 PM

418	Addition of businesses local to Bluffdale; grocery stores, entertainment	2/8/2021 9:09 PM
419	Keeping an appropriate balance between the 1-5 acre lot areas, higher density, affordable housing, open space and business development	2/8/2021 8:56 PM
420	Poor internet Speeds/Options	2/8/2021 8:30 PM
421	Getting retail businesses like grocery stores and shopping center	2/8/2021 8:14 PM
422	Property taxes, economic development	2/8/2021 6:34 PM
423	Growth. Too fast	2/8/2021 6:16 PM
424	Retail and transportation	2/8/2021 5:52 PM
425	Blocking traffic from Herriman	2/8/2021 5:34 PM
426	Nearby shopping shortage and need for a dog park	2/8/2021 5:24 PM
427	Car-dependent neighborhoods	2/8/2021 5:24 PM
428	Solid planning for land not already built out. Solid, legal definitions to land designations, such as “mixed use.”	2/8/2021 3:37 PM
429	A town center with grocery store and restaurants. You can’t have a community without a town center with a grocery store and restaurants	2/8/2021 3:27 PM
430	Residential growth without commercial development to improve the tax base	2/8/2021 9:21 AM
431	Shopping centers.	2/8/2021 8:04 AM
432	Districting council members. Taxes	2/8/2021 6:01 AM
433	amenities - there are few businesses in the older part of town	2/8/2021 1:01 AM
434	Housing cost and lack of groceries	2/7/2021 9:40 PM
435	The need for a grocery store and more parking in residential areas	2/7/2021 9:28 PM
436	We need closer/better access to grocery stores and restaurants.	2/7/2021 3:21 PM
437	Lack of grocery and essential commercial development	2/7/2021 3:02 PM
438	There are no services nearby (especially groceries and gyms)	2/7/2021 2:38 PM
439	Growth and responsible business.	2/7/2021 2:26 PM
440	Responsible Business	2/7/2021 2:20 PM
441	Commercial growth	2/7/2021 7:50 AM
442	Small Roads and lack of businesses	2/7/2021 6:59 AM
443	GROCERY STORE AND LESS HOUSES	2/6/2021 11:52 PM
444	Not to connect neighborhood roads to Herriman.	2/6/2021 11:43 PM

445	Transportation and public safety	2/6/2021 10:12 PM
446	Roads and acces	2/6/2021 9:19 PM
447	Lack of grocery stores, restaurants and retail shopping	2/6/2021 9:04 PM
448	Overdevelopment of homes with out supporting businesses	2/6/2021 9:03 PM
449	how to not deal with outside pressure to develop all of its land. Vitally important to maintain large lots so there is diversity in the Salt Lake Valley. It is the only place you can still find acre lots. Please preserve this and don't succumb to the pressures and over populate the city. The other concern is that some retail needs to come to the area to offset the taxes in the long term. Greater effort should be made to attract business to the area off Bangater and Redwood Road.	2/6/2021 8:24 PM
450	Traffic...14600 south, infrastructure, shopping/grocery stores,	2/6/2021 7:54 PM
451	Mink Farm	2/6/2021 6:03 PM
452	keeping its country feel, it is unique and a large attraction to the area, sacrificing it now will turn it into just another suburb of the valley and it will loose its uniqueness	2/6/2021 5:32 PM
453	The damn railroad bridge for crying out loud!	2/6/2021 5:10 PM
454	Lack of grocery store	2/6/2021 4:24 PM
455	Retail and commercial development	2/6/2021 3:54 PM
456	Traffic under the railroad tracks	2/6/2021 3:49 PM
457	No grocery stories or restaurants	2/6/2021 3:31 PM
458	Growth management	2/6/2021 3:30 PM
459	More shopping / less industrial	2/6/2021 2:56 PM
460	City Council and planning commission. Through the efforts and desire to be like every other city in the Salt Lake Valley, Crime and pollution has increased. Bluffdale was designed to be unique and semi-rural. Unfortunately, the desire to obtain funds has changed the reason people moved to Bluffdale.	2/6/2021 2:47 PM
461	We NEED our own grocery store.	2/6/2021 2:45 PM
462	More shops/restaurants readily available and closer to new development	2/6/2021 2:25 PM
463	The lack of retail	2/6/2021 2:24 PM
464	High density housing	2/6/2021 2:23 PM
465	Minimizing heavier traffic through our city and development of prison site land	2/6/2021 1:54 PM
466	keeping taxes low	2/6/2021 1:21 PM
467	How to grow in a logical fashion, that is, not take the first and easiest option on anything, but make sure we're doing what's best. Seems that's been a problem in the past, and is how we have all these blasted warehouses.	2/6/2021 1:09 PM

468	Building grocery stores in the city	2/6/2021 1:07 PM
469	Traffic and business quantity/growth needs	2/6/2021 1:02 PM
470	We need a grocery store that’s closer than 15/20 minutes away.	2/6/2021 12:24 PM
471	Responsible growth	2/6/2021 11:44 AM
472	Independence area values vs. west Bluffdale values	2/6/2021 11:38 AM
473	Increasing the number of business in Bluffdale	2/6/2021 11:18 AM
474	Commerce	2/6/2021 11:11 AM
475	Adding businesses like grocery stores. Manufacturing and warehouses are such an eyesore and add so little value (to the residents, at least)	2/6/2021 11:05 AM
476	Grocery Stores and more pickle ball courts	2/6/2021 10:59 AM
477	There is really no restraunts or grocery stores	2/6/2021 10:51 AM
478	Traffic and getting some grocery stores and restaurants	2/6/2021 10:50 AM
479	Widen road at trestle	2/6/2021 10:45 AM
480	Retail stores	2/6/2021 10:39 AM
481	Traffic	2/6/2021 10:36 AM
482	The bridge underpass on 14600s	2/6/2021 10:33 AM
483	More business for tax revenue	2/6/2021 10:24 AM
484	Brining business to bluffdale. Roads to handle growth	2/6/2021 10:12 AM
485	Increasing commercial businesses. Grocery store, restaurants, and retail.	2/6/2021 10:07 AM
486	We need food options and grocery stores closer. Specifically at independence at the point.	2/6/2021 10:05 AM
487	Building a grocery store closer	2/6/2021 10:01 AM
488	Getting a grocery store	2/6/2021 10:00 AM
489	Retail needs. We have so much industrial space but we could really use a grocery store	2/6/2021 9:46 AM
490	Business growth, taxes, adding more stop lights, sidewalks.	2/6/2021 9:39 AM
491	Grocery stores or shops added closer to 14600S (Bluffdale Boulevard)	2/6/2021 9:36 AM
492	Retail business	2/6/2021 9:29 AM
493	Getting a local grocery store	2/6/2021 9:27 AM
494	Getting some restaurants or a grocery store. All my sales taxes go to Draper and Riverton right now.	2/6/2021 9:16 AM

495	Traffic	2/6/2021 9:13 AM
496	Needs a closer grocery store	2/6/2021 9:05 AM
497	Roads, Parks and Tax revenue from businesses	2/6/2021 9:04 AM
498	Grocery stores and shopping	2/6/2021 8:56 AM
499	Keeping open space and 1 acre lots. People move here for the space and land. No more small properties.	2/6/2021 8:56 AM
500	Too much growth, Noise Pollution, commercial residents in neighborhoods, Dangerous speeding , not enough Police	2/6/2021 8:55 AM
501	Traffic	2/6/2021 8:45 AM
502	Adding street lamps	2/6/2021 8:45 AM
503	No retail space. No grocery stores.	2/6/2021 8:40 AM
504	Adding restaurants, entertainment	2/6/2021 8:22 AM
505	Accommodating new growth (housing, open spaces, roads)	2/6/2021 8:05 AM
506	Through traffic and over development of residential homes.	2/6/2021 7:57 AM
507	Lack of businesses	2/6/2021 7:53 AM
508	No grocery stores close by	2/6/2021 7:41 AM
509	Adding retail sites and improving roads.	2/6/2021 7:18 AM
510	Need more commercial growth	2/6/2021 6:43 AM
511	The trestle	2/6/2021 6:27 AM
512	Attract retail — especially a grocery store!	2/6/2021 5:12 AM
513	The traffic that will be coming from the prison changed to shopping and mall… it’s a one lane road. Also, there is no retail space here	2/6/2021 1:18 AM
514	Traffic backing up on 146 heading east waiting to go north on the I-15	2/6/2021 1:04 AM
515	Fiber internet options	2/6/2021 12:50 AM
516	Growth of the city.	2/6/2021 12:13 AM
517	Property tax. Please bring in some retail like grocery stores and restaurants,	2/5/2021 11:52 PM
518	Bring in shopping that can help bring money into our city and ease the tax burden of homeowners.	2/5/2021 11:50 PM
519	Services to meet new residential development	2/5/2021 11:29 PM
520	Property taxes	2/5/2021 11:14 PM
521	Maintaining roads and traffic.	2/5/2021 11:10 PM

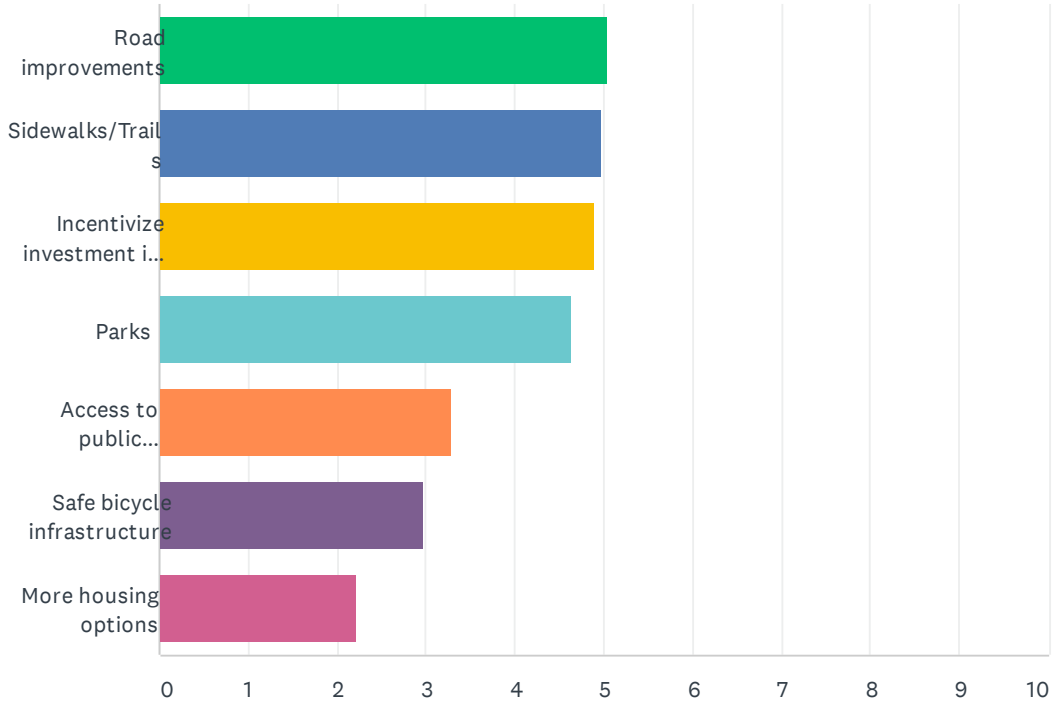
522	The bridge/ train goes over	2/5/2021 11:05 PM
523	Adding businesses	2/5/2021 10:46 PM
524	Shopping access in bluffdale	2/5/2021 10:44 PM
525	Congestion of homes/traffic	2/5/2021 10:43 PM
526	Traffic and there are no merchants in bluffdale to keep them money in our community	2/5/2021 10:27 PM
527	grocery store please	2/5/2021 10:27 PM
528	Not having proper roadways for increased traffic	2/5/2021 10:23 PM
529	Business growth other than dentists, gas stations and banks	2/5/2021 10:21 PM
530	Growth	2/5/2021 10:15 PM
531	Creating a retail tax base	2/5/2021 10:15 PM
532	Adding retail	2/5/2021 10:08 PM
533	Managing growth	2/5/2021 10:04 PM
534	Keeping the country, agricultural feel of our great city! Don’t fall into the HDH trap that our surrounding cities have. We are the last of the country living	2/5/2021 10:03 PM
535	Traffic due to increased housing	2/5/2021 10:02 PM
536	Bring in retail business	2/5/2021 9:56 PM
537	Traffic grocery more retail	2/5/2021 9:49 PM
538	Developing the right commerical	2/5/2021 9:49 PM
539	Retail (need for grocery stores, etc.)	2/5/2021 9:45 PM
540	Traffic from the freeway on 14600s.	2/5/2021 9:28 PM
541	Getting businesses/retail to open here	2/5/2021 9:25 PM
542	Lack of retail and a main grocery store along redwood	2/5/2021 9:23 PM
543	To have good sustainable development	2/5/2021 9:21 PM
544	Loosing the self sufficient country lifestyle	2/5/2021 9:17 PM
545	Creating business sales tax base	2/5/2021 9:13 PM
546	One lane bridge on 146th south	2/5/2021 9:12 PM
547	Grocery store and small business options	2/5/2021 9:04 PM
548	Tax revenue. Keeping property taxes as low as possible	2/5/2021 9:01 PM

549	Planned growth.	2/5/2021 8:55 PM
550	Construction	2/5/2021 8:52 PM
551	Restaurants, grocery stores, etc	2/5/2021 8:52 PM
552	Public transportation and grocery stores	2/5/2021 8:50 PM
553	Bring in business that we have been waiting for...ie: Smiths that was going in at Redwood and Bangerter.	2/5/2021 8:37 PM
554	Congestion and New Business	2/5/2021 8:31 PM
555	High density housing	2/5/2021 8:30 PM
556	Smart growth	2/5/2021 8:27 PM
557	Grocery, shopping, traffic	2/5/2021 8:22 PM
558	Traffic coming into Bluffdale from the freeway or going to the freeway. Too much of it.	2/5/2021 8:14 PM
559	Traffic, housing	2/5/2021 8:12 PM
560	Affordable housing options	2/5/2021 8:10 PM
561	Growth	2/5/2021 8:09 PM
562	Growth and tax revenue	2/5/2021 8:08 PM
563	Increasing tax base to provide better services	2/5/2021 7:55 PM
564	Preparing infrastructure, roads, parks and paths to service the ever increasing population.	2/5/2021 7:39 PM
565	Growth and too much high density in and nearby	2/5/2021 7:30 PM
566	Over population	2/5/2021 7:19 PM
567	Keeping multi family dwellings to a minimum	2/5/2021 7:07 PM
568	Exploding population growth	2/5/2021 7:07 PM
569	Attracting business	2/5/2021 6:50 PM
570	Fix the bridge bottleneck on 147th. Also would be nice to have a grocery store or two.	2/5/2021 6:18 PM
571	To many people	2/5/2021 6:13 PM
572	Getting more retail and restaurants to come	2/5/2021 5:53 PM
573	Growth management and planning	2/5/2021 5:50 PM
574	Retail and food options	2/5/2021 5:44 PM
575	Commercial development	2/5/2021 5:44 PM
576	Need for retail businesses and affordable housing	2/5/2021 5:29 PM

577	Don’t expand high density housing	2/5/2021 5:25 PM
578	Expensive housing	2/5/2021 5:17 PM
579	146th and widening that road and the bridge	2/5/2021 5:16 PM
580	Economic development on the east side of the city	2/5/2021 5:10 PM
581	Shopping/restaurants and traffic	2/5/2021 5:09 PM
582	Increasing taxes and lack of commercial business to offset	2/5/2021 5:03 PM
583	Improving 14600 S and adding commercial/retail/dining options	2/5/2021 5:03 PM
584	Controlling overly rapid growth and Roads	2/5/2021 4:59 PM
585	Bringing in business	2/5/2021 4:55 PM
586	Getting the right business for growth and traffic.	2/5/2021 4:55 PM
587	Traffic	2/5/2021 4:45 PM
588	Shopping and dining available within city limits. Managing and benefiting from the growth of the Point (prison site).	2/5/2021 10:20 AM
589	Shopping and 14600 South	2/4/2021 8:29 PM
590	Need commercial/businesses	2/4/2021 8:16 PM
591	Adding commercial options and ensuring sales tax is utilized wisely	2/4/2021 8:10 PM
592	Keeping natural green spaces and interlocking trails for foot and horse use	2/4/2021 7:07 PM
593	Traffic and housing density	2/4/2021 6:03 PM
594	Transportation	2/4/2021 5:57 PM
595	Infrastructure to support the growing population	2/4/2021 5:36 PM
596	Economic & Recreation Development	2/4/2021 10:34 AM
597	Growth and finances. Growth is necessary, but must be controlled so that it has as little impact on the quality of life as possible, a goal which our neighboring cities have not accomplished very well. Bluffdale is a rare gem in the Salt Lake Valley.	2/3/2021 10:53 AM
598	Keeping up with the large amount of growth in Bluffdale and surrounding areas.	2/1/2021 3:56 PM
599	Keeping the remainder of Bluffdale rural, not interested in higher density communities, Retaining 1 acre min. Lot size	1/27/2021 5:15 PM
600	I believe the biggest challenge Bluffdale faces is in preserving its unique qualities of being an equestrian friendly town. I think managing growth (keeping it in certain areas) and maintaining quality of life for 1-acre lots is critical.	1/27/2021 9:25 AM
601	Housing	1/26/2021 5:53 PM

Q4 How should the City prioritize the following types of improvements? (Drag item to rank them in order of importance to you)

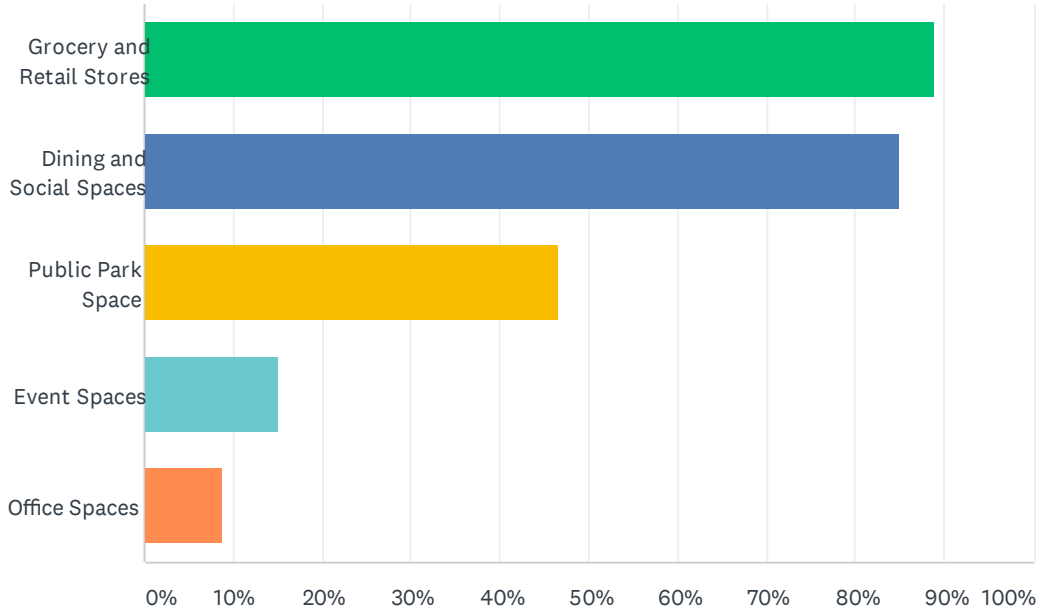
Answered: 608 Skipped: 12



	1	2	3	4	5	6	7	TOTAL	SCORE
Road improvements	23.47% 142	21.32% 129	20.66% 125	14.55% 88	12.56% 76	6.12% 37	1.32% 8	605	5.05
Sidewalks/Trails	16.39% 99	25.83% 156	22.68% 137	18.54% 112	9.27% 56	5.96% 36	1.32% 8	604	4.98
Incentivize investment in commercial centers	38.44% 231	14.64% 88	7.15% 43	8.32% 50	8.82% 53	13.48% 81	9.15% 55	601	4.89
Parks	11.11% 67	21.23% 128	25.87% 156	18.74% 113	13.43% 81	4.81% 29	4.81% 29	603	4.64
Access to public transportation	4.83% 29	7.65% 46	9.65% 58	16.14% 97	25.79% 155	22.30% 134	13.64% 82	601	3.28
Safe bicycle infrastructure	2.97% 18	6.44% 39	9.08% 55	17.00% 103	18.81% 114	22.28% 135	23.43% 142	606	2.97
More housing options	3.17% 19	3.01% 18	5.18% 31	7.01% 42	10.68% 64	24.87% 149	46.08% 276	599	2.22

Q5 What types of activities/ destinations would you like to see more of in Bluffdale? (Check all that apply)

Answered: 608 Skipped: 12



ANSWER CHOICES	RESPONSES	
Grocery and Retail Stores	88.82%	540
Dining and Social Spaces	85.03%	517
Public Park Space	46.71%	284
Event Spaces	14.97%	91
Office Spaces	8.88%	54
Total Respondents: 608		

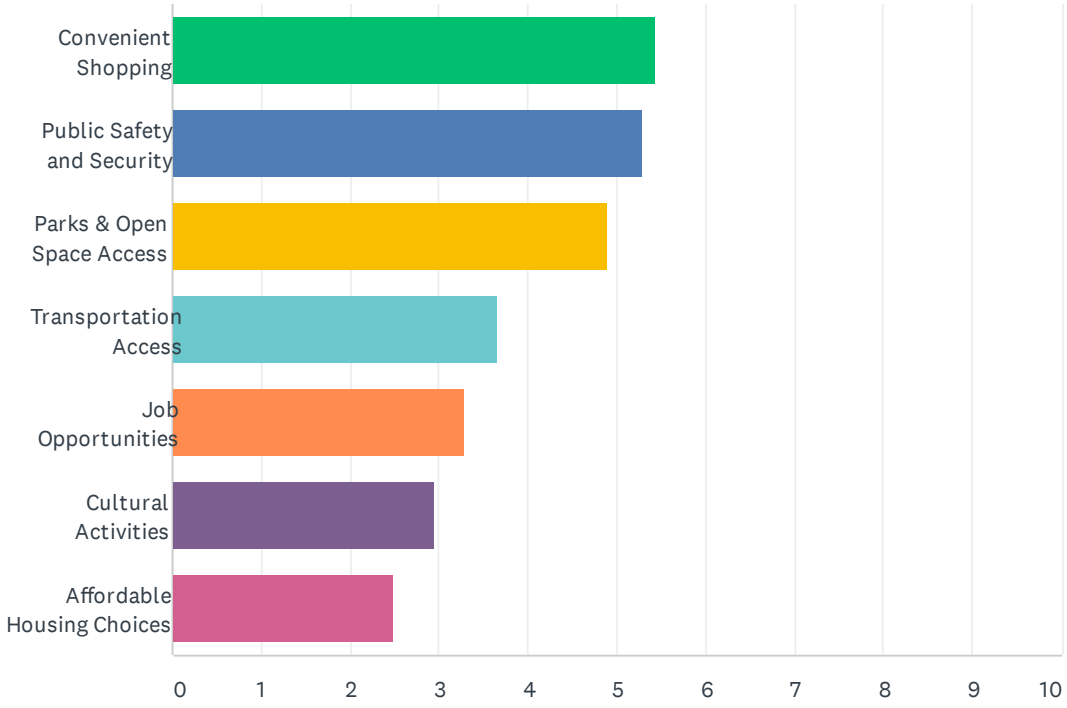
#	OTHER (PLEASE SPECIFY)	DATE
1	Recreation Center	3/14/2021 9:08 PM
2	Open space	3/13/2021 3:42 PM
3	Mountain bike trails	3/9/2021 7:43 PM
4	Bigger and better rodeo grounds	3/8/2021 3:00 PM
5	Recreational Center	3/8/2021 10:49 AM
6	Recreation Center with swimming pools, soccer fields, tennis courts, etc.	3/8/2021 10:18 AM
7	Tennis courts	3/8/2021 9:37 AM
8	Trails and more parks!!!!	3/7/2021 8:40 PM
9	I really really love kids topia. But it’s far too small for the amount of crowds they attract. More things open on Sunday!!!!!	3/6/2021 10:46 PM
10	Hospitality businesses, restaurants, continue to plan ahead when the prison relocates	3/6/2021 10:24 PM
11	Rec center	3/6/2021 12:50 AM
12	Grocery store! For heaven sake a Grocery store!	3/5/2021 6:33 PM
13	Just a grocery store. Not walmart	3/5/2021 2:24 PM
14	Open space!	3/5/2021 10:05 AM
15	With respect to not forgetting what B town is... open spaces, wiggle room,	3/5/2021 9:30 AM
16	Rec Center	3/5/2021 9:08 AM
17	This seems like a baiting question to use against residents in future zoning plans.	3/5/2021 9:07 AM
18	Dog park	3/5/2021 7:24 AM
19	Recreation Center, Public Library.	3/5/2021 7:15 AM
20	A lake/swimming area	3/5/2021 6:58 AM
21	Small local grocery	3/5/2021 6:58 AM
22	Music Amphitheatre	3/5/2021 1:37 AM
23	Community center, library, sports facility	3/5/2021 12:07 AM
24	City library, rec sports for kids	3/5/2021 12:03 AM
25	Dog parks	3/4/2021 11:28 PM
26	No more industrial/warehouse space!!!!!!!!	3/4/2021 11:06 PM
27	Bars, coffee, large outdoor music venue	3/4/2021 10:57 PM

28	Rec Center	3/4/2021 10:00 PM
29	Jr jazz	3/4/2021 9:44 PM
30	Frisbee golf park	3/4/2021 9:33 PM
31	Rec center	3/4/2021 9:25 PM
32	Pickleball courts, soccer fields, etc.	3/4/2021 9:22 PM
33	Voting out the city council	3/4/2021 8:56 PM
34	Please stop with all the parks. Small cities can't afford them.	3/4/2021 8:47 PM
35	Smith's Grocery or Trader Joes	3/4/2021 5:31 PM
36	Recreation centers	3/4/2021 3:23 PM
37	An outdoor track	3/4/2021 2:05 PM
38	Youth sports	3/4/2021 1:37 PM
39	We need a grocery store!	3/4/2021 1:14 PM
40	clean trails (no puncture vines) for recreating and more open spaces, trails to ride horses to equestrian park	3/3/2021 3:04 PM
41	walking trail system	3/3/2021 1:00 PM
42	None of the above	2/24/2021 11:09 PM
43	none of the above. keep it residetial	2/19/2021 6:48 PM
44	Keep the land open for livestock	2/19/2021 6:39 PM
45	Open Land to stay	2/17/2021 5:26 PM
46	reductuion in industrial spaces.	2/14/2021 10:38 AM
47	More open space and horse trails	2/14/2021 6:59 AM
48	Open space, rural atmosphere	2/12/2021 11:13 PM
49	Volleyball rec	2/9/2021 2:34 PM
50	Equestrian Facilities	2/8/2021 8:30 PM
51	DOG PARK AREA	2/8/2021 5:24 PM
52	Large and accommodating athletic centers!!!	2/7/2021 2:38 PM
53	equestrian friendly spaces	2/6/2021 5:32 PM
54	None of those. We did not move here for that. One can live in any city and get those things. But only in Bluffdale can one get breathing room. Please keep those "activities and destinations" as far away from us as possible.	2/6/2021 5:23 PM

55	keep the rural feeling alive. We are close enough to all the items that we do not need to develop commercial concerns.	2/6/2021 2:47 PM
56	Event spaces such as parks, soccer fields, etc.	2/6/2021 1:54 PM
57	Definitely NOT office spaces	2/6/2021 11:44 AM
58	We currently drive 15 minutes to Walmart. I can’t tell you how much we’ve spent at Maverick in the last 8 months!	2/6/2021 11:05 AM
59	Grocery and Dining for heck sake!!!	2/6/2021 10:39 AM
60	I would prefer less businesses and more social and dining centers	2/6/2021 9:36 AM
61	No more warehouses	2/6/2021 9:16 AM
62	Recreational center for Families!	2/6/2021 8:55 AM
63	An actual town area. Not just spread out buildings.	2/5/2021 9:28 PM
64	Equestrian	2/5/2021 8:31 PM
65	Library	2/5/2021 8:10 PM
66	High quality golf course	2/5/2021 7:39 PM
67	Keep rural, herriman has shopping	1/27/2021 5:15 PM
68	Maintained horse trails that lead to riding spaces. I like the idea of a grocery store at the Redwood/Bangerter junction.	1/27/2021 9:25 AM

Q6 How important to Bluffdale's quality of life are the following factors?(Drag item to rank them in order of priority)

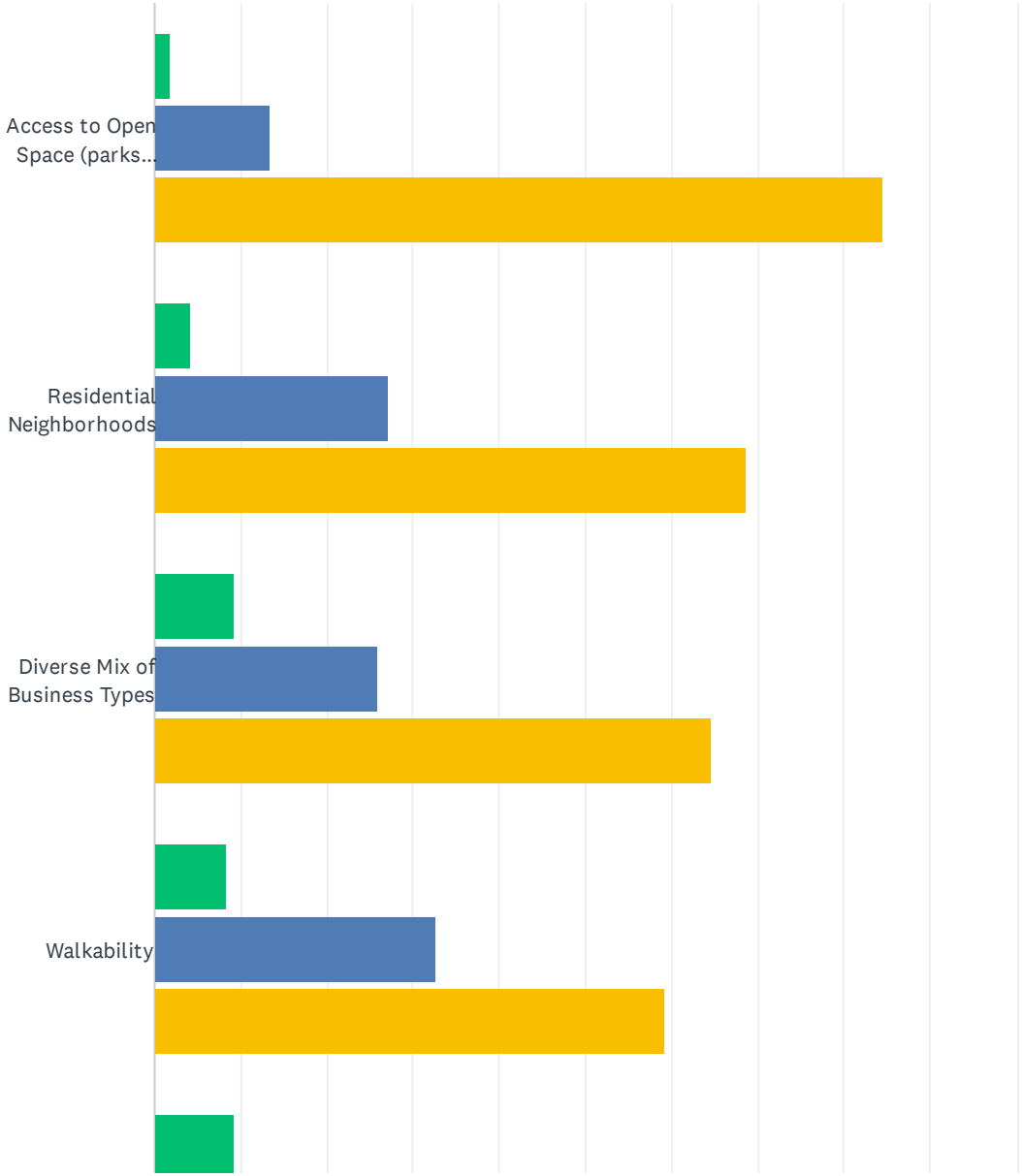
Answered: 616 Skipped: 4

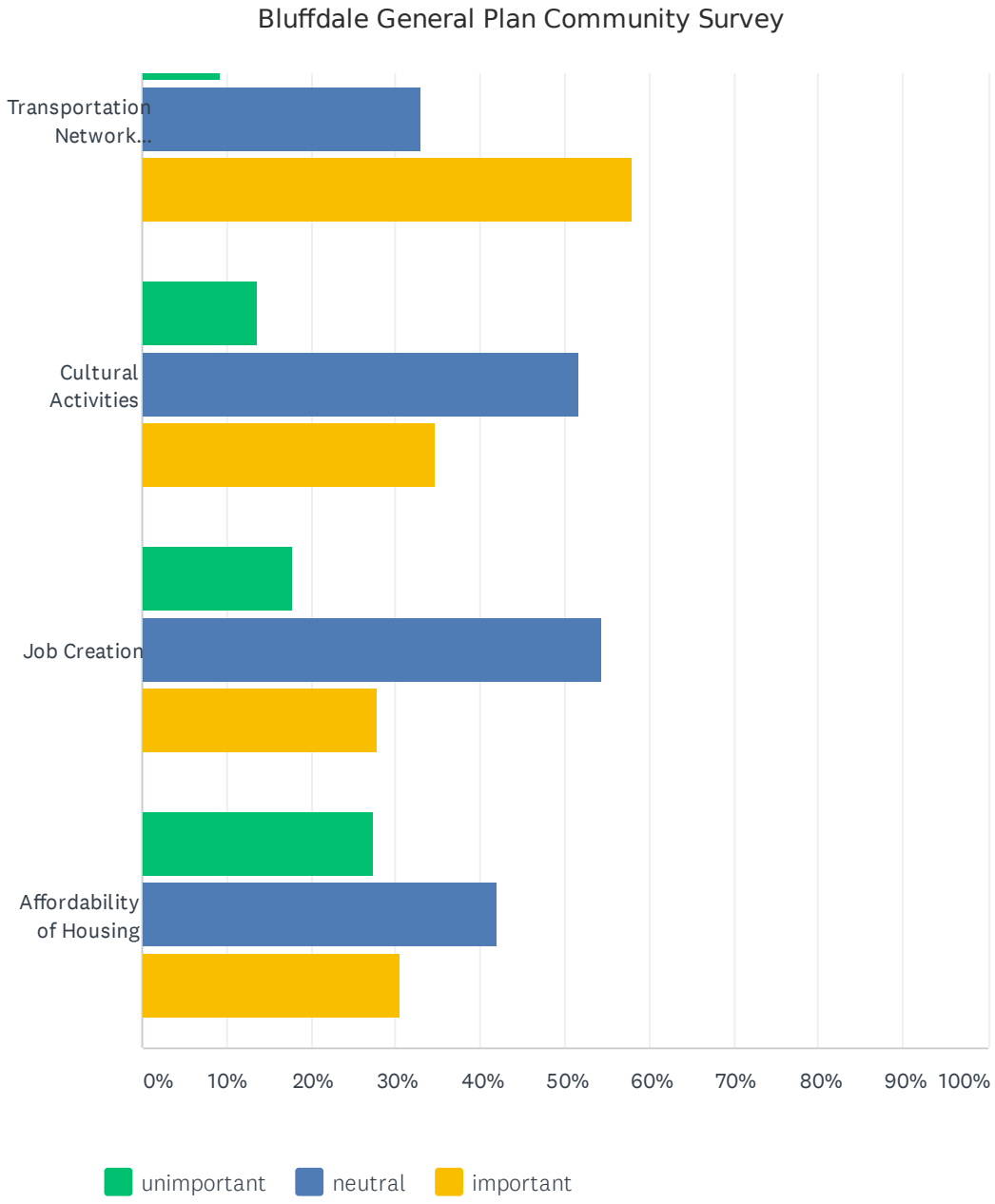


	1	2	3	4	5	6	7	TOTAL	SCORE
Convenient Shopping	34.70% 212	24.71% 151	15.22% 93	10.97% 67	5.89% 36	5.89% 36	2.62% 16	611	5.43
Public Safety and Security	35.24% 216	20.23% 124	13.87% 85	14.19% 87	6.53% 40	6.20% 38	3.75% 23	613	5.30
Parks & Open Space Access	17.46% 106	25.21% 153	20.92% 127	15.16% 92	11.53% 70	6.92% 42	2.80% 17	607	4.90
Transportation Access	4.62% 28	10.56% 64	16.17% 98	21.45% 130	20.13% 122	16.34% 99	10.73% 65	606	3.66
Job Opportunities	3.30% 20	8.75% 53	13.70% 83	15.18% 92	20.79% 126	22.44% 136	15.84% 96	606	3.28
Cultural Activities	0.99% 6	6.41% 39	15.46% 94	12.99% 79	18.91% 115	19.57% 119	25.66% 156	608	2.96
Affordable Housing Choices	4.47% 27	4.14% 25	4.47% 27	9.77% 59	16.06% 97	22.52% 136	38.58% 233	604	2.49

Q7 In your opinion, how important to Bluffdale's future are the following factors?

Answered: 618 Skipped: 2

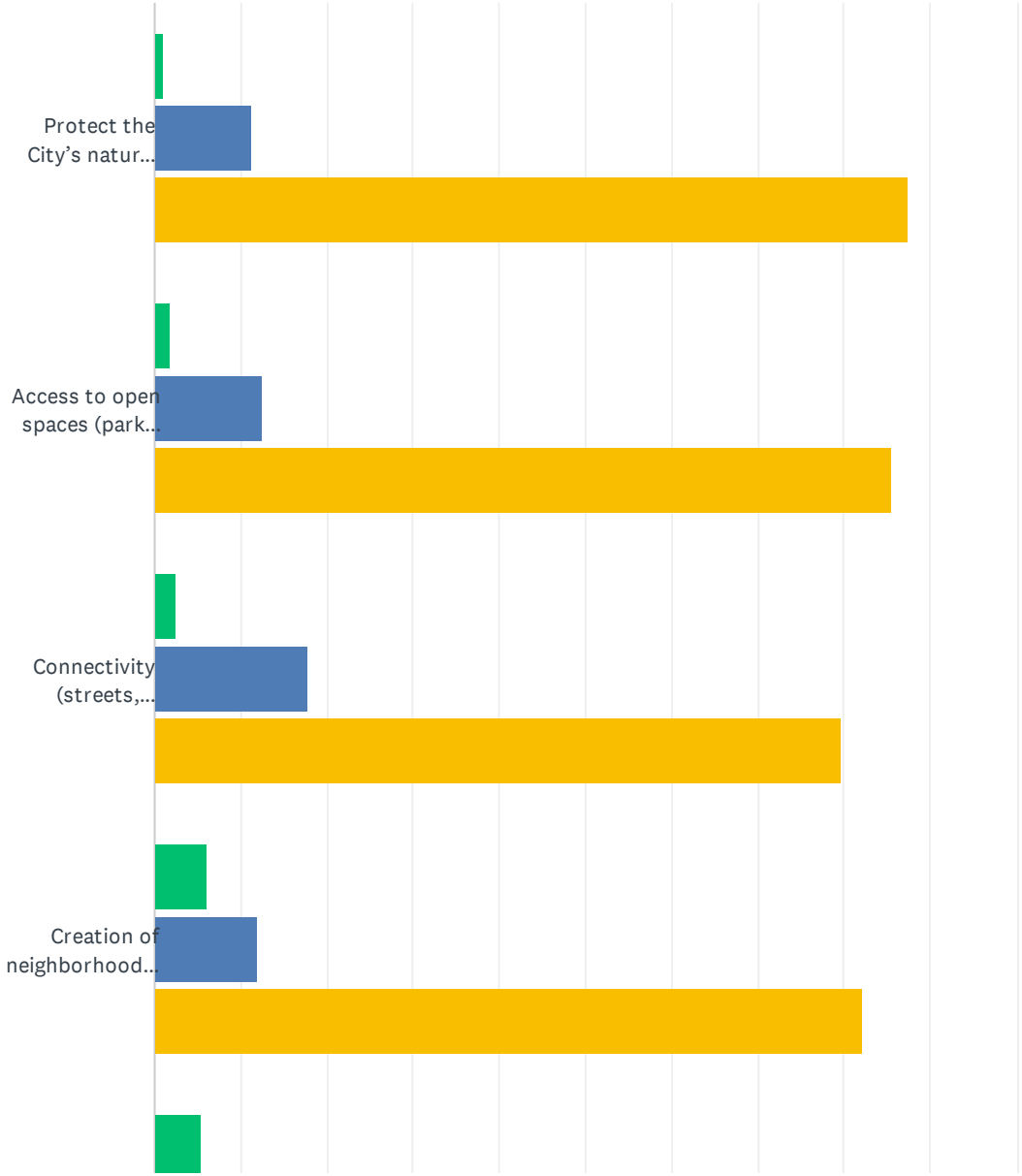


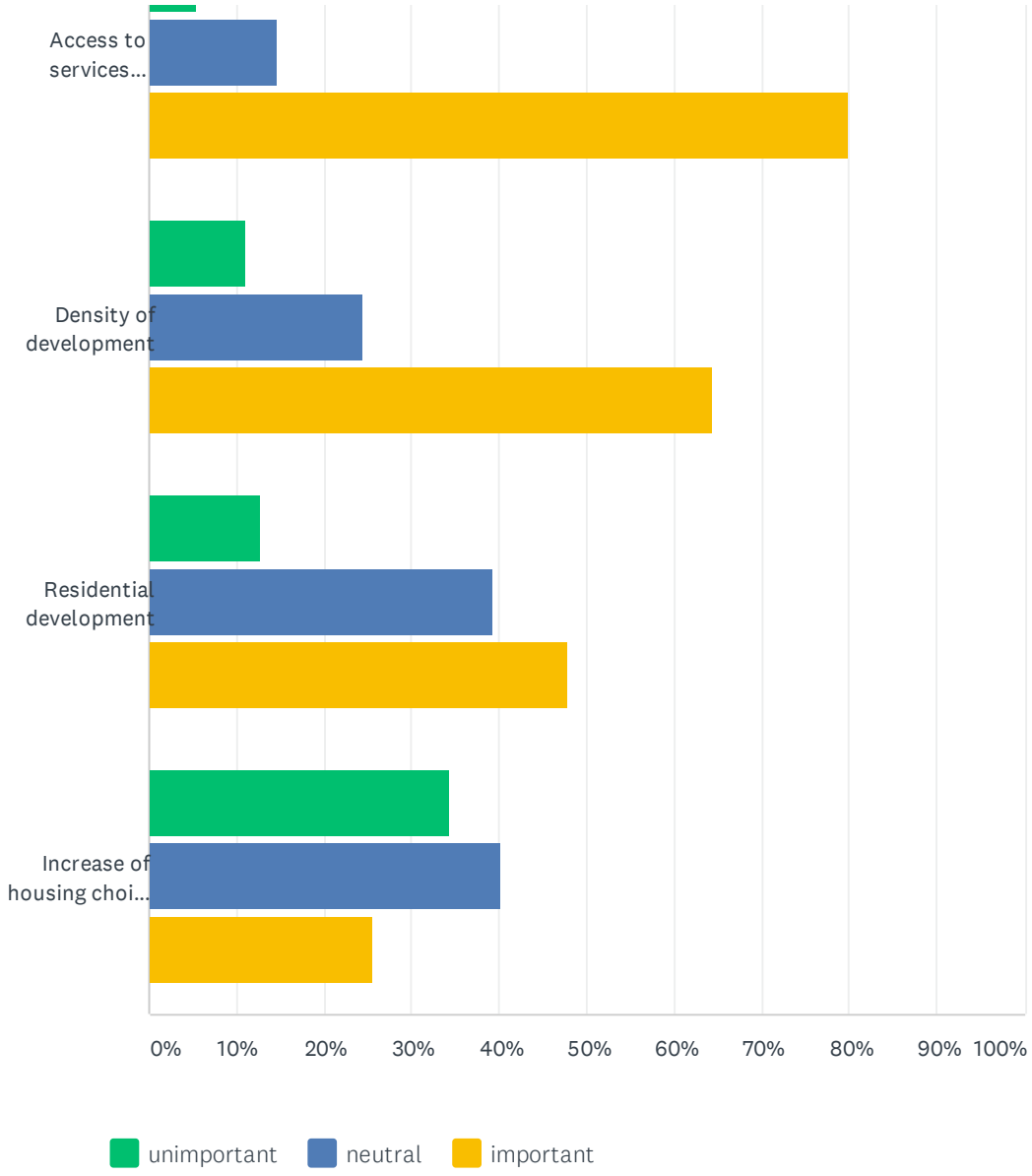

Bluffdale General Plan Community Survey
Transportation Network...
Cultural Activities
Job Creation
Affordability of Housing
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
unimportant
neutral
important

	UNIMPORTANT	NEUTRAL	IMPORTANT	TOTAL	WEIGHTED AVERAGE
Access to Open Space (parks, trails)	1.95% 12	13.47% 83	84.58% 521	616	2.83
Residential Neighborhoods	4.24% 26	27.24% 167	68.52% 420	613	2.64
Diverse Mix of Business Types	9.27% 57	26.02% 160	64.72% 398	615	2.55
Walkability	8.27% 51	32.58% 201	59.16% 365	617	2.51
Transportation Network (streets, buses)	9.11% 56	33.01% 203	57.89% 356	615	2.49
Cultural Activities	13.56% 83	51.63% 316	34.80% 213	612	2.21
Job Creation	17.78% 109	54.32% 333	27.90% 171	613	2.10
Affordability of Housing	27.32% 168	42.11% 259	30.57% 188	615	2.03

Q8 How important is it for the City to be involved in guiding development in the following areas?

Answered: 617 Skipped: 3




Access to services...
Density of development
Residential development
Increase of housing choi...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
unimportant
neutral
important

	UNIMPORTANT	NEUTRAL	IMPORTANT	TOTAL	WEIGHTED AVERAGE
Protect the City’s natural features (open spaces, waterways, water quality, air quality)	1.14% 7	11.38% 70	87.48% 538	615	2.86
Access to open spaces (parks, trails, etc)	1.79% 11	12.54% 77	85.67% 526	614	2.84
Connectivity (streets, sidewalks, trails)	2.45% 15	17.78% 109	79.77% 489	613	2.77
Creation of neighborhood centers (shopping, services, public spaces)	6.01% 37	11.85% 73	82.14% 506	616	2.76
Access to services (shopping, civic services, public transit)	5.37% 33	14.63% 90	80.00% 492	615	2.75
Density of development	11.15% 68	24.43% 149	64.43% 393	610	2.53
Residential development	12.81% 78	39.24% 239	47.95% 292	609	2.35
Increase of housing choice options in the city	34.26% 210	40.13% 246	25.61% 157	613	1.91

Q9 What types of shopping and dining options would you most like to see within Bluffdale?

Answered: 586 Skipped: 34

#	RESPONSES	DATE
1	Sprouts, Target, Quality Restaurants (not just fast food), Entertainment	3/14/2021 9:08 PM
2	Grocery stores, restaurants, fast food and dine in.	3/14/2021 4:56 PM
3	Grocery stores and large retail stores (Target, Wal-mart)	3/14/2021 2:37 PM
4	Grocery, fine dining	3/13/2021 6:54 PM
5	farmers market, grocery	3/13/2021 3:42 PM
6	Grocery and Sit-Down dining	3/13/2021 11:50 AM
7	any grocery stores, eating establishments, entertainment	3/12/2021 8:26 AM
8	Winco, Trader Joe’s, Harmons	3/12/2021 7:14 AM
9	Area on Redwood and Bangerter. Sit down	3/11/2021 12:00 PM
10	Grocery store, fast casual dining	3/11/2021 11:41 AM
11	Any	3/11/2021 9:22 AM
12	Grocery stores, not just chain restaurants. Allow for mom and pop stores to open.	3/10/2021 9:37 PM
13	daily shopping/dine in	3/10/2021 5:49 PM
14	Fast casual dining, grocery shopping, a couple of restaurants or fast food	3/10/2021 2:53 PM
15	Grocery stores and family dining options	3/10/2021 2:22 PM
16	Groceries and Restaurants	3/10/2021 12:04 PM
17	Upscale dining. Not fast food. Unique restaurants. A grocery store! An ice cream destination. Trader Joe's. Car wash. Target!	3/10/2021 10:09 AM
18	Outdoor sit down dining restaurants, grocery store, fast food options	3/10/2021 8:28 AM
19	I prefer keeping commercial out of Bluffdale and driving to shop and dine out	3/10/2021 8:08 AM
20	Restaurants and bars, groceries	3/10/2021 7:06 AM
21	Grocery store	3/9/2021 10:06 PM
22	Basicly follow draper or riverton or Harman that is where all of my money goes	3/9/2021 9:10 PM
23	Restaurants	3/9/2021 8:44 PM
24	High end and family.	3/9/2021 7:43 PM
25	Grocery stores, handful of dine-in and fast food	3/9/2021 7:36 PM
26	Small businesses, no chain fast food restaurants.	3/9/2021 6:08 PM

27	A grocery store	3/9/2021 3:51 PM
28	Fast food, Smooth and Edward’s, something fun for teens	3/9/2021 2:58 PM
29	Grocery store	3/9/2021 12:41 PM
30	Grocery store.	3/9/2021 8:47 AM
31	Grocery store, fine dining and causal dining options	3/9/2021 6:06 AM
32	Sit down dining and fast food options. Smiths, Costco, Target	3/8/2021 9:36 PM
33	Grocery stores, bars, healthy restaurants	3/8/2021 9:09 PM
34	No opinion	3/8/2021 8:01 PM
35	There are many options within minutes of Bluffdale. More focus on preserving the small town feel and less on “shopping and dining”	3/8/2021 7:45 PM
36	Indian food!, Grocery stores, costa vida/cafe rio	3/8/2021 7:02 PM
37	None	3/8/2021 6:35 PM
38	Grocery, fine dining, family dining, boutique	3/8/2021 5:24 PM
39	Smith, Harmon, Walmart, restaurant	3/8/2021 4:52 PM
40	Small and Local options	3/8/2021 4:30 PM
41	Bars, Breweries, Smith's Marketplace, New restaurants	3/8/2021 4:30 PM
42	mall, dining restaurants, parks	3/8/2021 4:01 PM
43	Grocery and nicer dine-in options	3/8/2021 3:50 PM
44	grocery stores and dine-in restaurants	3/8/2021 3:39 PM
45	Sit down dining not fast food	3/8/2021 3:00 PM
46	Grocery	3/8/2021 2:59 PM
47	Grocery stores. Fast food	3/8/2021 2:39 PM
48	Any I’m not picky	3/8/2021 2:33 PM
49	grocery store	3/8/2021 2:17 PM
50	I would like grocery stores and restaurant options where the prison is	3/8/2021 2:10 PM
51	Smaller store like a Trader Joe’s and a mixture of nicer and fast-casual restaurants	3/8/2021 1:39 PM
52	Smiths, fast casual restaurants, bakerys	3/8/2021 1:28 PM
53	Grocery store	3/8/2021 1:05 PM

54	Take out restaurants (cafe Rio, chic fil a, cubby's, etc). Target, a GROCERY STORE, sporting goods, ups, Verizon, home goods, etc)	3/8/2021 12:41 PM
55	Harmons, Walmart	3/8/2021 12:37 PM
56	Grocery primarily	3/8/2021 12:13 PM
57	Grocery Store	3/8/2021 12:02 PM
58	Restaurants and grocery stores	3/8/2021 12:01 PM
59	Grocery store, restaurants	3/8/2021 11:28 AM
60	Grocery; convenience dining (general commercial)	3/8/2021 11:21 AM
61	Anything at this point. The entire Independence at the point community had to either cross bangerter or I-15 to shop for anything	3/8/2021 11:17 AM
62	No major chains. Small businesses, cafe style with outdoor seating (ie: main street Heber and PC). There are plenty of larger chain restaurants and shopping in neighboring cities.	3/8/2021 11:03 AM
63	Taco Bell and target	3/8/2021 10:59 AM
64	Grocery, Craft Supply, Pet Supply, Home Improvement, etc.	3/8/2021 10:55 AM
65	Grocery Store	3/8/2021 10:49 AM
66	Grocery store	3/8/2021 10:43 AM
67	Grocery and fast casual dining	3/8/2021 10:39 AM
68	Walmart, costco, carwash, hair dressers, medical clinics, instacare, the basic services are missing!	3/8/2021 10:34 AM
69	Nothing	3/8/2021 10:28 AM
70	Grocery, fast food, dine in.	3/8/2021 10:22 AM
71	We need a grocery store like a trader joe's. Then have an area equal to Sugarhouse. Various businesses from clothing to books and bike shops to coffee shops, then multiple types of restaurants, bars, outdoor dining, etc.	3/8/2021 10:18 AM
72	Smiths.	3/8/2021 10:17 AM
73	Community	3/8/2021 10:15 AM
74	Grocery store, more gas stations, would love fast casual food options too	3/8/2021 10:09 AM
75	Grocery store	3/8/2021 10:08 AM
76	Grocery, family restaurants, even fast food	3/8/2021 10:07 AM
77	Grocery	3/8/2021 10:06 AM
78	Small, a grocery store in the area of Redwood Road and bangerter would be nice	3/8/2021 10:06 AM
79	Grocery store, Target, unique eating experiences (local vs chain)	3/8/2021 10:03 AM

80	Winco, fast food	3/8/2021 10:01 AM
81	anything, sick of driving to Draper or Lehi to eat.	3/8/2021 10:00 AM
82	Grocery stores, restaurants	3/8/2021 9:59 AM
83	Local chains. Harmons, Smiths, R&R bbq, Lolo Hawaiian etc	3/8/2021 9:56 AM
84	Healthier options. No fast food!	3/8/2021 9:49 AM
85	Target. Chick-fil-A.	3/8/2021 9:41 AM
86	Walmart,Harmons,Mc Donald’s	3/8/2021 9:37 AM
87	Restaurants and a Grocery Store	3/8/2021 9:36 AM
88	Fast food, pizza, Chinese,	3/8/2021 9:33 AM
89	Groceries, Fast Food, Budget restaurants	3/8/2021 9:30 AM
90	Grocery and Convenience	3/8/2021 9:26 AM
91	Grocery, sit down restaurants, fast casual restaurants, plant based dining options, coffee shops, gas stations, clothing stores, bars, car washes	3/8/2021 9:19 AM
92	Grocery	3/8/2021 8:00 AM
93	Restaurants	3/8/2021 7:38 AM
94	Restaurants and grocery	3/8/2021 7:32 AM
95	Grocery store and fast food as well as some nice sit down restaurants	3/8/2021 7:27 AM
96	Grocery, local restaurants. Local business.	3/7/2021 8:40 PM
97	grocery (smiths marketplace) - kneaders, mexican restaurant, swig, chik fil a	3/7/2021 4:06 PM
98	fast food, affordable grocery store, clothing, a couple affordable restaurants	3/7/2021 2:47 PM
99	grocery and home improvement	3/7/2021 2:45 PM
100	Grocery, big box, fast food	3/7/2021 10:33 AM
101	Grocery, fast food, fast casual	3/7/2021 9:31 AM
102	Grocery (Trader Joe’s, smiths, target), restaurant (slackwater, mom and pops), coffee (Dutch brothers or Starbucks), would love to see some quick food options as well. Maybe have some of the retailers who have warehouses convert in to having store fronts etc (IVL collective, Piper and Scoot, Sweet Tooth Fairy).	3/6/2021 10:46 PM
103	Grocery, Chick Fil-a, jack in the box, other restaurants that give variety	3/6/2021 10:24 PM
104	Target. We need more traffic.	3/6/2021 9:15 PM
105	Grocery, drug store, specialty shops, fast food, moderate dining	3/6/2021 9:05 PM

106	Mid-level restaurants such as Cafe Rio. Grocery stores.	3/6/2021 7:18 PM
107	Mexican,	3/6/2021 3:03 PM
108	Grocery store, sit down and drive through dinning, retail (clothing)	3/6/2021 2:19 PM
109	Grocery shopping(target, walmart) and any dining restaurants would be fine	3/6/2021 1:39 PM
110	Grocery stores. Good restraints entertainment	3/6/2021 1:35 PM
111	Grocery and food	3/6/2021 1:14 PM
112	Grocery stores/markets, boutiques/specialty stores. Family restaurants, deli/cafes, reduce chain style restaurants	3/6/2021 11:59 AM
113	Grocery store. Maybe a restaurant or 2. Convince store	3/6/2021 11:58 AM
114	Grocery, fast food, gas convenience	3/6/2021 11:29 AM
115	Variety	3/6/2021 10:39 AM
116	Grocery, dine in restaurants	3/6/2021 10:12 AM
117	Grocery, food options	3/6/2021 9:28 AM
118	Grocery store, pharmacy, variety of locally owned restaurants (not fast food)	3/6/2021 8:46 AM
119	Grocery store, pharmacy and a few eateries.	3/6/2021 8:22 AM
120	Grocery	3/6/2021 8:13 AM
121	Grocery, dine in restaurants	3/6/2021 8:05 AM
122	Anything. Grocery, fast food, small business	3/6/2021 7:24 AM
123	Outlets, grocery stores, steakhouses, cafes, outdoor dining, diverse cultural foods	3/6/2021 6:53 AM
124	Grocery store, some fast food places and a couple of sit down restaurants	3/6/2021 5:55 AM
125	Quick serve and slow serve Restaurants and grocery stores	3/6/2021 1:43 AM
126	Grocery store!! Ideally a couple different options	3/6/2021 12:50 AM
127	?	3/5/2021 10:35 PM
128	Fast food and grocery	3/5/2021 10:34 PM
129	Grocery store Trader Joe’s and dining like R&R BBQ	3/5/2021 10:27 PM
130	Grocery and restaurants	3/5/2021 10:06 PM
131	Grocery, general, fast food,	3/5/2021 9:20 PM
132	Grocery, Cafe Rio, Wendy’s Target, drive thru, movie theater., delivery pizza.	3/5/2021 9:20 PM
133	grocery, restaurants, quality fast food	3/5/2021 8:37 PM

134	More grocery stores, smiths or harmons. More fast food, there isn't anything in Bluffdale, it's all in draper and riverton	3/5/2021 8:33 PM
135	Target, dining, Harmons	3/5/2021 8:18 PM
136	Grocery stores, restaurants, chick fil a	3/5/2021 8:14 PM
137	I combination of sit down, fast food restaurants. A major grocery chain with discount retail stores in a strip mall style	3/5/2021 7:42 PM
138	Grocery store and sit down dining	3/5/2021 6:33 PM
139	local businesses, local restaurants	3/5/2021 6:00 PM
140	Grocery, pharmacy, Walmart, Costco , Mexican	3/5/2021 5:49 PM
141	Most importantly...a grocery store (Trader Joe's anyone?)	3/5/2021 4:37 PM
142	Coffee shops, fast food, sit down restaurants, grocery stores	3/5/2021 3:19 PM
143	Sit down and fast food, close grocery store	3/5/2021 2:44 PM
144	Corner market, grocery store	3/5/2021 2:40 PM
145	None	3/5/2021 2:24 PM
146	Fast casual restaurants, grocery	3/5/2021 2:21 PM
147	Grocery store	3/5/2021 2:13 PM
148	Grocery stores, fast casual dining	3/5/2021 2:04 PM
149	Food, grocery	3/5/2021 1:52 PM
150	Anything besides gas station	3/5/2021 1:49 PM
151	Grocery store, sit down restaurant not more fast food.	3/5/2021 1:39 PM
152	First and foremost, we need a grocery store!!!	3/5/2021 1:39 PM
153	I would rather go 5 min down the road to shop at an existing store than create traffic and deplete our rural feel.	3/5/2021 12:52 PM
154	Grocery, Dinning, Small Business.	3/5/2021 12:40 PM
155	Winco Foods	3/5/2021 12:15 PM
156	Grocery store	3/5/2021 11:50 AM
157	Quick service type places that aren't just fast food. A sit down would be nice	3/5/2021 11:44 AM
158	Grocery store	3/5/2021 11:37 AM
159	A grocery store, some fast food chains	3/5/2021 11:33 AM
160	Grocery and dining	3/5/2021 10:20 AM
161	Local business, mom and pop restaurants	3/5/2021 10:05 AM

162	A good variety of everything.	3/5/2021 10:01 AM
163	Fast food, groceries	3/5/2021 9:59 AM
164	Grocery stores and restaurants	3/5/2021 9:45 AM
165	Maintain that on the corridor on Redwood road so that our retail and are restaurants and that are all along Redwood not scattered throughout the community	3/5/2021 9:38 AM
166	Small town small business, keep it small town in a big county.	3/5/2021 9:30 AM
167	Restaurants	3/5/2021 9:29 AM
168	Grocery, fast casual, small retail	3/5/2021 9:24 AM
169	Target or Walmart super store	3/5/2021 9:08 AM
170	Already missed the boat IMO, we are surrounded by plenty of options in other cities.	3/5/2021 9:07 AM
171	Sit down diner	3/5/2021 8:58 AM
172	Grocery shopping. Small boutique dining	3/5/2021 8:50 AM
173	Grocery stores, fast food + restaurants, rec center / gym	3/5/2021 8:48 AM
174	A lot more	3/5/2021 8:39 AM
175	Locally owned. No chains	3/5/2021 8:33 AM
176	Locally owned restaurants, book store, little cafe, places where residents can gather with friends	3/5/2021 8:26 AM
177	Trader Joe’s or Sprouts. More restaurants (not the fast food ones such as McDonald’s). Tj Maxx	3/5/2021 8:23 AM
178	Grocery stores	3/5/2021 8:19 AM
179	Sit down restaurants, grocery stores	3/5/2021 8:16 AM
180	grocery store and family style dining options	3/5/2021 8:13 AM
181	Grocery (winco/smiths) Shopping (Target/5 Below)	3/5/2021 8:07 AM
182	Grocery stores fast or fast casual restaurants	3/5/2021 8:02 AM
183	Fast food, grocery stores, sit down restaurants	3/5/2021 7:56 AM
184	A good mix of fast food and sit down restaurants, a grocery Walmart and 1 other grocery store	3/5/2021 7:56 AM
185	A good mix of grocery & retail as well as dine in & fast food	3/5/2021 7:55 AM
186	Grocery and restaurants (both fast food and casual dining)	3/5/2021 7:47 AM
187	We’d like to see bars and pubs as well as a grocery and convenience store like target	3/5/2021 7:44 AM
188	Chik-fil A, chuckArama, Roxbury, Mod pizza, Neighborhood Walmart, Costco, Harmons, Tj Maxx, Ross,	3/5/2021 7:39 AM

189	Grocery	3/5/2021 7:34 AM
190	Anything!!	3/5/2021 7:24 AM
191	Grocery and fine dining	3/5/2021 7:22 AM
192	Costco, Smith Market Place, American Restaurants, Mexican Foos, Italian Food,	3/5/2021 7:15 AM
193	Retail and more dine in options	3/5/2021 7:13 AM
194	Grocery store and restaurant	3/5/2021 7:02 AM
195	Grocery store	3/5/2021 6:58 AM
196	Grocery stores, restaurants	3/5/2021 6:58 AM
197	Small local	3/5/2021 6:58 AM
198	Grocery and dine in restaurants	3/5/2021 6:42 AM
199	Grocery store, mix of restaurants with ability to serve alcohol, local options - not big chains	3/5/2021 6:24 AM
200	Cafe style (a Diner would be fun!). Smoothies. Soup and salads. Smiths.	3/5/2021 5:54 AM
201	Target, Trader Joe's, Walmart, Homegoods/TJMaxx, Mod, Blaze, Cubbys, Applebees, Fizz, 7 Brothers, Chubbys, Zao, Hobby Lobby. Walmart Marketplace, Old Navy, Burlington, you name it	3/5/2021 5:50 AM
202	Grocery, restaurants	3/5/2021 4:32 AM
203	Grocery, convenience stores.. sit down/dine in over fast food.	3/5/2021 1:37 AM
204	Trader Joe’s! And some more non-chain restaurants.	3/5/2021 1:16 AM
205	Trader Joe’s, dine in restaurants, (not fast food chains), zao cafe, Aubergine,	3/5/2021 1:15 AM
206	Small mom and pop restaurants & shops, not large chains	3/5/2021 12:16 AM
207	Small supermarket, Taco Bell or something like that, small target perhaps as we continue to grow.	3/5/2021 12:14 AM
208	Grocery stores, variety of foods, farmers market type stores, convenience stores	3/5/2021 12:07 AM
209	Grocery store of some kind, sushi, pub	3/5/2021 12:05 AM
210	Smith's marketplace grocery store	3/5/2021 12:03 AM
211	Grocery store	3/4/2021 11:53 PM
212	More grocery stores!!!	3/4/2021 11:48 PM
213	Food!! Grocery stores! Clothing	3/4/2021 11:41 PM
214	Dining and grocery	3/4/2021 11:35 PM
215	Grocery is most important, at least 2 fast food, two sit down dining, and a Starbucks near I-15 for commuters	3/4/2021 11:28 PM

216	Grocery store, date night restaurants and family friendly restaurants	3/4/2021 11:28 PM
217	I would LOVE to have a grocery store in Bluffdale. WINCO would be amazing and a dream come true. I love WINCO for so many reasons. If not WINCO, something! We need a grocery store. I would love to see restaurants and retail spaces as well. Allow the residents to keep their money within city limits to help maintain the city.	3/4/2021 11:28 PM
218	Costco or Walmart	3/4/2021 11:27 PM
219	Popeyes,smiths,sprouts,target,chick fil a,family dollar store	3/4/2021 11:14 PM
220	Grocery store, restaurants (fast food and casual dining)	3/4/2021 11:13 PM
221	Grocery store, restaurants, shopping centers	3/4/2021 11:12 PM
222	Grocery store	3/4/2021 11:06 PM
223	Grocery stores. Local restaurants. Not huge strip malls. Want more of a small town feel. Though a grocery store is definitely needed. Would love to see some zoning that would allow for development of some walkable retail on the independence neighborhoods (like a 7-11, mini mart, restaurant, nail salon, etc.	3/4/2021 11:06 PM
224	Grocery store, any restaurants, or Target-like shopping center.	3/4/2021 11:03 PM
225	Grocery store	3/4/2021 11:02 PM
226	Restaurants and grocery stores	3/4/2021 11:00 PM
227	Zupas, trader joes, good pasta restaurants, smiths marketplace, chickfila, etc	3/4/2021 10:59 PM
228	Grocery	3/4/2021 10:59 PM
229	Grocery store on porter rockwell, coffee house and drive thru coffee, unique things that aren't just across the highway	3/4/2021 10:57 PM
230	Car Wash, Grocery, Fast Casual	3/4/2021 10:56 PM
231	Grocery	3/4/2021 10:56 PM
232	Grocery Store, restaurants	3/4/2021 10:55 PM
233	Grocery store, fast casual restaurants	3/4/2021 10:54 PM
234	Grocery store	3/4/2021 10:53 PM
235	Grocery and casual dining/fast food/take out	3/4/2021 10:48 PM
236	Anything	3/4/2021 10:48 PM
237	Mixture of a few fast food, sit down lunch dinner and full service restaurant dining options. Not a ton of each but a small mix of All	3/4/2021 10:45 PM
238	Grocery stores, sit down dining	3/4/2021 10:44 PM
239	Winco.	3/4/2021 10:41 PM
240	Costco, Target & Smiths. Also, restaurant chains	3/4/2021 10:35 PM

241	grocery stores, restaurants-both family friendly as well as a restaurant with a liquor license.	3/4/2021 10:34 PM
242	Grocery stores	3/4/2021 10:31 PM
243	Grocery and unique “mom & pop” stores	3/4/2021 10:30 PM
244	Affordable grocery store	3/4/2021 10:28 PM
245	A smaller grocery store and some fast casual dining	3/4/2021 10:25 PM
246	Grocery shopping	3/4/2021 10:25 PM
247	Shopping mall	3/4/2021 10:21 PM
248	Grocery store	3/4/2021 10:16 PM
249	Grocery store, good fast food, any dine-in options	3/4/2021 10:13 PM
250	Grocery, sit down restaurants,	3/4/2021 10:12 PM
251	Grocery store, fast food, high revenue major tax contributors.	3/4/2021 10:08 PM
252	Grocery store, any restaurants/chains	3/4/2021 10:07 PM
253	Grocery; locally-owned dining and boutique shops	3/4/2021 10:07 PM
254	Fast foods and diners	3/4/2021 10:06 PM
255	Grocery store, restaurants.	3/4/2021 10:00 PM
256	Grocery and dining	3/4/2021 10:00 PM
257	Grocery store	3/4/2021 9:58 PM
258	Nice grocery store, fast casual restaurants, pharmacy	3/4/2021 9:58 PM
259	Grocery store	3/4/2021 9:58 PM
260	Grocery stores, drivethrus and fast casual dining	3/4/2021 9:56 PM
261	Lounges, mid to upscale restaurants	3/4/2021 9:54 PM
262	Grocery store, franchised fast food, convenient store, dine in restaurants	3/4/2021 9:49 PM
263	More restaurants	3/4/2021 9:48 PM
264	Grocery store	3/4/2021 9:47 PM
265	I’m okay without dining options but would love to have a grocery store or Trader Joe’s close by.	3/4/2021 9:47 PM
266	Grocery stores, sit down restaurants	3/4/2021 9:44 PM
267	Smiths, casual fast dining options	3/4/2021 9:43 PM
268	Grocery store (smiths, Trader Joe’s, etc), gas station, local restaurants	3/4/2021 9:39 PM

269	Grocery store would be great. I would love some mid-tier local dining options.	3/4/2021 9:38 PM
270	Grocery stores, locally owned restaurants of quality and variety	3/4/2021 9:37 PM
271	Literally anything	3/4/2021 9:36 PM
272	An affordable, yet nice grocery store. NOT Walmart and NOT Harmon. I'd love a smiths. I'd like sit down dining, even chain restaurants. "Higher end fast food"	3/4/2021 9:35 PM
273	Target market place.	3/4/2021 9:33 PM
274	I'd like to see more local shops, diners, pubs, and similar smaller retail options connected together similar to city creek and sugar house	3/4/2021 9:25 PM
275	Restaurants and shopping centers (Like The District)	3/4/2021 9:22 PM
276	Trader joes	3/4/2021 9:18 PM
277	Grocery store, target, Costco, retail stores, fast food options, sit down dining options	3/4/2021 9:18 PM
278	Harmons or smiths	3/4/2021 9:17 PM
279	Doesn't matter. The city council has no backbone and is pushed around by developers	3/4/2021 8:56 PM
280	retail restaurant variety	3/4/2021 8:52 PM
281	Anything except smoke shops, money lending, liquor stores, Maverick. Don't let in the junk, promote some quality businesses	3/4/2021 8:47 PM
282	Grocery shopping	3/4/2021 8:46 PM
283	Grocery store, dining options	3/4/2021 8:45 PM
284	Bluffdale could use a few good restaurants. Specifically near the freeway, and especially when the prison moves. A grocery store could also be nice, but perhaps a smaller chain like Trader Joes or Macey's	3/4/2021 8:43 PM
285	Grocery store	3/4/2021 8:32 PM
286	Sit down eating, nice grocery stores with good looking architecture	3/4/2021 8:18 PM
287	Smith's, Zulu, Cafe Rio, Slab. Anything really.	3/4/2021 8:12 PM
288	Local grocery	3/4/2021 8:02 PM
289	none	3/4/2021 7:51 PM
290	Grocery	3/4/2021 7:31 PM
291	An affordable grocery store such as smiths or Luckys. Both fast food and sit down dining options and maybe a mall in future	3/4/2021 6:37 PM
292	Grocery store, family dining, massage, nail swrvices	3/4/2021 6:28 PM
293	Restaurants and grocery stores	3/4/2021 6:07 PM

294	Grocery store. Any dining.	3/4/2021 6:03 PM
295	Grocery, fast food, dine in restaurants,	3/4/2021 5:53 PM
296	Grocery, fast food, deli, bakery	3/4/2021 5:31 PM
297	A store	3/4/2021 5:21 PM
298	Major grocery and restaurants	3/4/2021 5:19 PM
299	Grocery and convenience stores, family and fast food dining	3/4/2021 5:03 PM
300	Winco or Costco any kind of dinning	3/4/2021 4:52 PM
301	Small	3/4/2021 4:01 PM
302	Small, not large, stores and restaurants. Low-level. Attractively-built and landscaped.	3/4/2021 4:00 PM
303	A grocery store. Maybe a Reams is Winco. Mix of fast food and sit down options.	3/4/2021 3:55 PM
304	Soda shop, fast food, grocery	3/4/2021 3:52 PM
305	Nice restaurants, quick food options but good varieties. Stores like target for retail and a grocery option	3/4/2021 3:49 PM
306	None	3/4/2021 3:48 PM
307	Grocery and restaurant	3/4/2021 3:36 PM
308	Restaurants / grocery / retail	3/4/2021 3:32 PM
309	Grocery, dining	3/4/2021 3:27 PM
310	Grocery, dining	3/4/2021 3:24 PM
311	Sit down restaurants, affordable grocery stores, outdoor dining, some retail	3/4/2021 3:23 PM
312	Family dining and recreation centers	3/4/2021 3:22 PM
313	Grocery stores	3/4/2021 3:15 PM
314	Grocery store, casual dining, fast food	3/4/2021 3:11 PM
315	1. Grocery (small or big box), 2. Fast Food, 3. Fast Casual, 4. Casual Dining	3/4/2021 3:06 PM
316	Grocery store	3/4/2021 3:05 PM
317	Grocery stores, sit down restaurants, bowling,golf, fast food	3/4/2021 2:56 PM
318	Grocery; locally owned restaurant.	3/4/2021 2:53 PM
319	Grocery store, fast food options, restaurants	3/4/2021 2:50 PM
320	Bars and restaurants	3/4/2021 2:46 PM
321	THOUGHTFULLY PLANNED - grocery, dining, limited retail and services, not like the mess in Draper	3/4/2021 2:44 PM

322	Grocery shopping! Smiths, Harmons, etc. restaurants! Clothing stores! Basically anything would be an improvement at this point.	3/4/2021 2:42 PM
323	Grocery store, sit down and quick serve	3/4/2021 2:38 PM
324	Small local business Saturday market style	3/4/2021 2:34 PM
325	Grocery store	3/4/2021 2:12 PM
326	Grocery stores and restaurants! Windows, Walmart, any restaurants!	3/4/2021 2:08 PM
327	A grocery store and family dining.	3/4/2021 2:05 PM
328	Restaurants	3/4/2021 2:01 PM
329	Grocery store	3/4/2021 1:59 PM
330	Fast food	3/4/2021 1:58 PM
331	Grocery stores! Sit down restaurants!	3/4/2021 1:55 PM
332	Grocery and dining is very important and something we're inexplicably lacking. I want a good chain grocery store and a combo of chain and local restaurants.	3/4/2021 1:46 PM
333	Small, locally owned.	3/4/2021 1:43 PM
334	Grocery store, restaurants	3/4/2021 1:42 PM
335	Grocery store and good eatery's	3/4/2021 1:41 PM
336	A variety of cultural food options and more entertainment options. A community center would be a great addition	3/4/2021 1:40 PM
337	Not fast food. Diverse dining options that are culturally diverse. Activities that are different such top golf, karaoke, escape rooms, ax throwing. All this stuff so I don't have to travel to salt lake to do something other than go to the movies.	3/4/2021 1:39 PM
338	Grocery store	3/4/2021 1:37 PM
339	Grocery anywhere, lifestyle town center style along porter Rockwell,	3/4/2021 1:36 PM
340	Target!	3/4/2021 1:33 PM
341	Fast food and grocery stores	3/4/2021 1:30 PM
342	Grocery, fast food, full service restaurant	3/4/2021 1:30 PM
343	Dine in places	3/4/2021 1:29 PM
344	Grocery and sit-down dining	3/4/2021 1:26 PM
345	Grocery	3/4/2021 1:25 PM
346	None. PLEASE stop developing Bluffdale! We can get every dining and shopping experience we want with a 10 minute drive.	3/4/2021 1:21 PM
347	Grocery	3/4/2021 1:18 PM

348	Grocery Stores, Restaurants, fast food, Cafe Rio, Pizza, Chik-fila etc	3/4/2021 1:17 PM
349	Grocery store, healthy quick food options	3/4/2021 1:14 PM
350	Grocery store and dining places	3/4/2021 1:06 PM
351	Grocery shopping, sit down and fast food dining	3/4/2021 12:58 PM
352	Grocery store and other services	3/4/2021 12:40 PM
353	Grocery store, clothing stores, fast food, an "upscale " but not too fancy sit down restaurant	3/4/2021 12:35 PM
354	Grocery restaurant some retail	3/4/2021 9:54 AM
355	smiths marketplace, walmart, starbucks, donuts shops, everything that other cities have!	3/3/2021 10:20 PM
356	Grocery, Restaurants	3/3/2021 4:44 PM
357	more locally owned, less chain restaurants	3/3/2021 3:04 PM
358	Grocery, casual dining, hardware store, entertainment options like theaters etc.	3/3/2021 2:26 PM
359	local businesses, not so much National chain locations	3/3/2021 1:00 PM
360	None	3/2/2021 12:45 PM
361	ANYTHING more than what we have now. I've been here 16 years and our options are a joke.	3/2/2021 11:54 AM
362	Eating options	3/1/2021 2:30 PM
363	limited	3/1/2021 2:05 PM
364	Restaurants and fast food. Grocery store.	3/1/2021 12:34 PM
365	Just have a central location over by Redwood.	3/1/2021 11:12 AM
366	Restaurant,	2/28/2021 3:02 PM
367	Grocery store. Restaurants.	2/25/2021 10:43 PM
368	small local own shops and dining	2/25/2021 4:28 PM
369	None	2/24/2021 11:09 PM
370	I wouldn't. I didn't come to Bluffdale for the shops or dining. I came here for the peace, quiet, and serenity.	2/24/2021 5:56 PM
371	Sit down and fast food. Grocery store	2/23/2021 3:51 PM
372	Grocery store and mini malls	2/23/2021 12:36 PM
373	More options of dining and costco	2/22/2021 10:20 PM
374	A downtown boulevard with markets and smaller retail shop and restaurants, kind of line Daybreak.	2/22/2021 7:27 PM
375	small grocery store / clothing/ sit down restaurants	2/21/2021 4:18 PM

376	Trader joes	2/19/2021 11:31 PM
377	grocery, sit down restaurant (ie:cracker barrel)	2/19/2021 8:14 PM
378	None	2/19/2021 7:49 PM
379	Family oriented restaurants or quick serve, and a neighborhood or mom and pop grocer	2/19/2021 7:08 PM
380	none keep bluffdale 1 acer lots. it will pay off in the future when there is no other place in the valley like this	2/19/2021 6:48 PM
381	None	2/19/2021 6:39 PM
382	Sit down restaurants small local businesses	2/19/2021 2:49 PM
383	Restaurant	2/19/2021 2:47 PM
384	grocery like a trader joes or sprouts and resturants not fast food	2/18/2021 3:23 PM
385	None	2/17/2021 5:26 PM
386	Chick Filet	2/17/2021 11:16 AM
387	Strip Mall around large grocery store including Fast Food	2/16/2021 7:23 PM
388	Dine in restaurants—after covid	2/15/2021 2:24 PM
389	The grocery store they planned at Bangerter and redwood would be great!!	2/15/2021 1:53 PM
390	an assortment of family friendly dining. a couple of smaller markets (maybe a hispanic market?)	2/14/2021 10:38 AM
391	I really like it the way it is. Maybe have another grocery store but there is plenty of shopping around us. I love the feel of the small town. Utah is growing too fast and we need to hold onto something different and not follow all of the other big build cities. They become to corrupt. Like Sandy did	2/14/2021 6:59 AM
392	None	2/12/2021 11:13 PM
393	I'd really like to see a smiths go in. A good grocery store. That's NOT WALMART	2/12/2021 6:47 PM
394	Anything at this point. Grocery Store is #1. And somewhere close to the majority of homes. Not by all the other grocery stores that are so far.	2/12/2021 10:30 AM
395	Restaurant, Grocery, small upscale retail	2/11/2021 11:40 PM
396	Grocery store, better restaurants. Not fast food	2/11/2021 7:29 PM
397	Grocery, fast casual	2/11/2021 7:07 AM
398	small ones	2/10/2021 10:35 PM
399	Independently owned businesses. Not chain stores and restaurants	2/10/2021 10:16 PM
400	Both sit down and take out dining, like Black Bear, Etc	2/10/2021 2:26 PM
401	Grocery store, sporting goods, fast-food, small locally-owned stores.	2/10/2021 10:48 AM

402	Affordable grocery store	2/9/2021 9:49 PM
403	Fast food	2/9/2021 7:02 PM
404	Restaurants, grocieries retail like Target	2/9/2021 5:02 PM
405	Winco	2/9/2021 2:34 PM
406	Grocery, local restaurants	2/9/2021 1:15 PM
407	Grocery and clothing shopping, all kinds of restaurants	2/9/2021 11:07 AM
408	Small grocery store or mini mart	2/9/2021 10:43 AM
409	I would rather drive an extra 5 to 10 minutes to dine and shop and maintain our country atmosphere. Why is it such a big deal to have a big shopping center 2 minutes away instead of 10 minutes away? That 8 minute difference is really that important? I'm guessing one big reason is for the taxes the city would gain from it, but I'd rather stay country-focused.	2/9/2021 8:45 AM
410	Grocery and Retail Stores	2/8/2021 9:54 PM
411	Grocery store options, Target, independent restaurants	2/8/2021 9:09 PM
412	Grocery, hardware, fast food, restaurant dining	2/8/2021 8:56 PM
413	Sit Down Restaurants	2/8/2021 8:30 PM
414	Grocery store, sams club, restaurants, fast food, bowling ally	2/8/2021 8:14 PM
415	Trader Joe's,	2/8/2021 6:34 PM
416	Grocery, dinning,	2/8/2021 6:16 PM
417	Diversity of options. We need it all.	2/8/2021 5:52 PM
418	Grocery and car wash	2/8/2021 5:34 PM
419	Grocery store, restaurants, fast food	2/8/2021 5:24 PM
420	Anything I can walk to	2/8/2021 5:24 PM
421	No big box stores. Walkable shopping centers with grocery stores, eat in and take out dining and small commercial/retail businesses.	2/8/2021 3:37 PM
422	Grocery store, sams club, restaurants, fast food, health food store,	2/8/2021 3:27 PM
423	Retail groceries; dine and dine out establishments	2/8/2021 9:21 AM
424	Grocery store: Winco, Walmart, Target, restaurants, dollar store	2/8/2021 8:04 AM
425	Grocery/ fastfood/nice restaurant	2/8/2021 6:01 AM
426	any	2/8/2021 1:01 AM
427	Grocery	2/7/2021 9:40 PM

428	Grocery stores , sit down dining, really any food places	2/7/2021 9:28 PM
429	Target/Walmart, grocery stores, fast casual restaurants	2/7/2021 3:21 PM
430	Mixed local with chains	2/7/2021 3:02 PM
431	Family owned business- there are too many chains in Utah	2/7/2021 2:38 PM
432	Grocery, Retail shops, Dining	2/7/2021 2:26 PM
433	Grocery, Retail shops, Dinning	2/7/2021 2:20 PM
434	Grocery and big box stores	2/7/2021 7:50 AM
435	GROCERY!!!!!!	2/6/2021 11:52 PM
436	Grocery, dining	2/6/2021 11:43 PM
437	Grocery store	2/6/2021 10:12 PM
438	Nice places that can replace the uncared for business with giant lots that look like junk yards.	2/6/2021 9:19 PM
439	Grocery store, retail shops, mix of fast food and dine in restaurants	2/6/2021 9:04 PM
440	Midsize grocery like Trader Joe’s or Smiths. Not chain fast food. Not huge retailers or big box stores.	2/6/2021 9:03 PM
441	to grocery stores one at independence 1 at Bangerter and Redwood Road with adjoining strip malls and that’s it we have enough close neighboring communities we do not need to bring a lot of commercial into the area or fill up all of our open space with big box retailers. Nor do we need to attract jobs as we can drive elsewhere for that type of work with Bluffdale as quiet rolling neighborhoods without a lot of congestion and certainly no high density housing thank you for only putting it in the worst part of Bluffdale and not throughout the city.	2/6/2021 8:24 PM
442	grocery	2/6/2021 7:54 PM
443	Maybe basic fast food choices.	2/6/2021 6:03 PM
444	not important, there is much in the surrounding cities	2/6/2021 5:32 PM
445	None! We don't need any!	2/6/2021 5:23 PM
446	A grocery store and some decent restaurants	2/6/2021 5:10 PM
447	Grocery stores and sit down restaurants	2/6/2021 4:24 PM
448	Grocery stores and sit down dining	2/6/2021 3:54 PM
449	grocery store	2/6/2021 3:49 PM
450	Grocery stores. Casual dining, fast food options	2/6/2021 3:31 PM
451	Grocery store, restaurants	2/6/2021 3:30 PM
452	Grocery	2/6/2021 2:56 PM
453	None, the are more than enough options in the surrounding cities.	2/6/2021 2:47 PM

454	Grocery with multi pad access. Something similar to the Lee's Marketplace development in North Salt lake would be perfect for Bluffdale.	2/6/2021 2:45 PM
455	A variety of mid to high price restaurants and retail stores.	2/6/2021 2:25 PM
456	Grocery store, family friendly restaurants, soda shop, gym, family entertainment	2/6/2021 2:24 PM
457	Bluffdale doesn't need to try to be a dining or shopping mecca. Bluffdale is losing it's unique feature of being "little bit of country" and "wide open spaces" in attempt to commercialize.	2/6/2021 2:23 PM
458	Small local restaurants, sports bars and pubs	2/6/2021 1:54 PM
459	grocery store	2/6/2021 1:21 PM
460	Breweries and coffee shops.	2/6/2021 1:09 PM
461	Grocery stores, convenience stores, dine in restaurants, some fast food options	2/6/2021 1:07 PM
462	Grocery and small business dining	2/6/2021 1:02 PM
463	A grocery store	2/6/2021 12:24 PM
464	A grocery store	2/6/2021 11:44 AM
465	Grocery store	2/6/2021 11:38 AM
466	All. We have businesses but most are not retail. If like to spend my money at stores that benefit my city	2/6/2021 11:18 AM
467	Any grocery store. Any drive through. Anything	2/6/2021 11:11 AM
468	Fast food/sit down. GROCERY STORE - Smiths, Macey's, etc.	2/6/2021 11:05 AM
469	Chick Fil A	2/6/2021 10:59 AM
470	Smiths, fast food, inside dining, winco	2/6/2021 10:51 AM
471	Major grocery store. Some mix of dining options from chain restaurants to local restaurants.	2/6/2021 10:50 AM
472	Grocery store	2/6/2021 10:45 AM
473	GROCERY SHOPPING!!! and sit down dining	2/6/2021 10:39 AM
474	Grocery, strip mall, fast food, dine in	2/6/2021 10:36 AM
475	Affordable	2/6/2021 10:33 AM
476	Grocery store, Chipolte, cafe Rio, drug store,	2/6/2021 10:24 AM
477	Grocery store	2/6/2021 10:12 AM
478	Grocery stores! Local restaurants (non-chain restaurants)	2/6/2021 10:07 AM
479	Grocery store and sit down restaurants	2/6/2021 10:05 AM

480	A grocery store	2/6/2021 10:01 AM
481	Grocery stores	2/6/2021 10:00 AM
482	I would love a grocery store or some fast casual style dining	2/6/2021 9:46 AM
483	Grocery store, eating establishment	2/6/2021 9:39 AM
484	Harmons, Trader Joe’s, Chick fil a, Zupas, a Megaplex Théâtres, Texas Roadhouse, Panda Express, all close to 14600s (Bluffdale Boulevard)	2/6/2021 9:36 AM
485	Grocery store, mid level dining, clothing store	2/6/2021 9:29 AM
486	Grocery store and some dining options	2/6/2021 9:27 AM
487	A grocery store for sure. Any dining is good.	2/6/2021 9:16 AM
488	Grocery	2/6/2021 9:13 AM
489	Winco here mainly	2/6/2021 9:05 AM
490	Small and Local shops, grocery store	2/6/2021 9:04 AM
491	Grocery, fast food, dine in.	2/6/2021 8:56 AM
492	Grocery store, family dining	2/6/2021 8:56 AM
493	One Grocery store only	2/6/2021 8:55 AM
494	Grocery and casual dining	2/6/2021 8:45 AM
495	Grocery store and restaurants	2/6/2021 8:45 AM
496	No chain dining options, family run dining. Grocery shopping	2/6/2021 8:40 AM
497	Trader Joe's, World Market, Chick Fil A, Target,	2/6/2021 8:05 AM
498	Independent mom and pop shops and grocery. Not mass market. Those are easily accessible already.	2/6/2021 7:57 AM
499	Grocery at redwood and Bangerter	2/6/2021 7:53 AM
500	I would really like to have a grocery store close by.	2/6/2021 7:41 AM
501	Strip malls and small specialty shops. No large grocery stores like smiths	2/6/2021 7:18 AM
502	Fast food and grocery store	2/6/2021 6:43 AM
503	Target, Hobby Lobby, a bookstore. Fast/casual dining like Costa Vida.	2/6/2021 6:27 AM
504	A grocery store — Trader Joe’s!	2/6/2021 5:12 AM
505	Anything because we have nothing. A larger grocery store, a fast food location and a middle range option.	2/6/2021 1:18 AM
506	In n out, jack in the box, culvers, red lobster, smiths	2/6/2021 1:04 AM

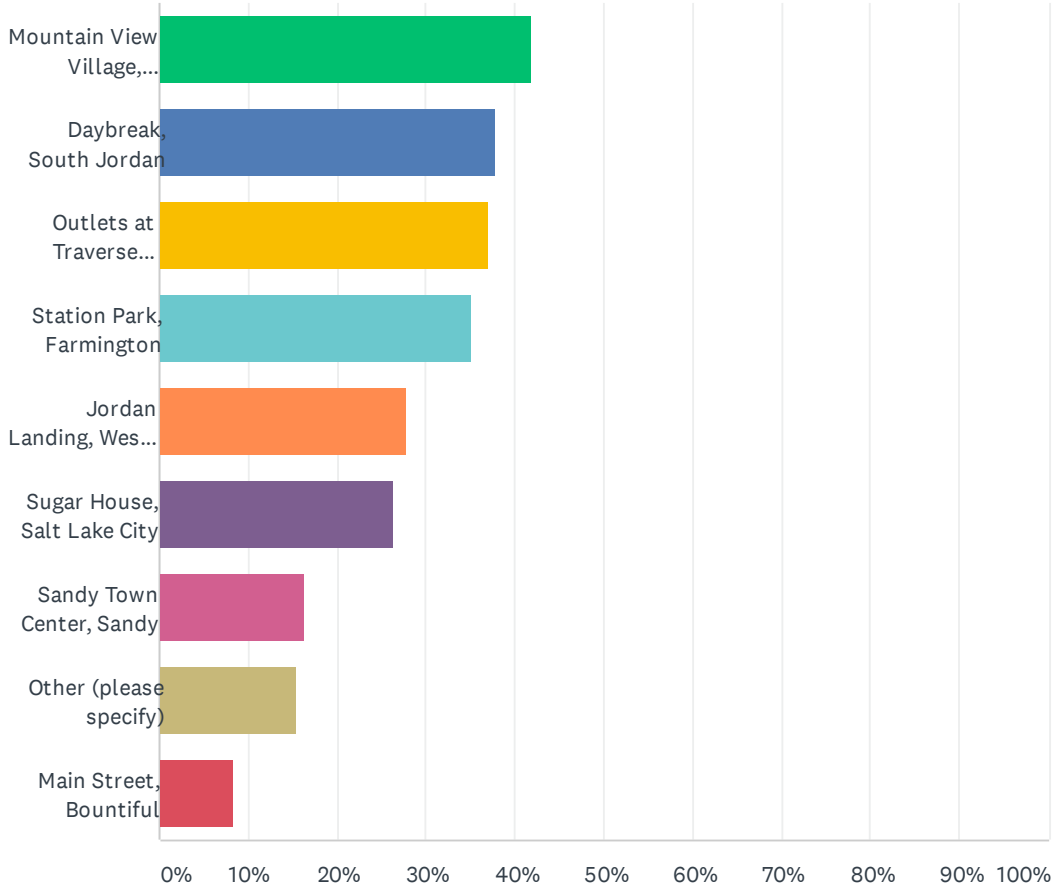
507	Fast food, grocery but not harmon's nor niche grocery stores like Trader Joe's or whole foods	2/6/2021 12:50 AM
508	Grocery	2/6/2021 12:13 AM
509	Grocery stores, restaurants, fast food, and NO Walmart!!	2/5/2021 11:52 PM
510	Grocery, sit down, fast food	2/5/2021 11:50 PM
511	Anything to bring more sales tax to the city	2/5/2021 11:29 PM
512	Grocery store.	2/5/2021 11:14 PM
513	Trader Joes, small owned, unique family business	2/5/2021 11:10 PM
514	Grocery store, restaurants	2/5/2021 11:05 PM
515	Grocery and variety of dining options	2/5/2021 10:46 PM
516	Grocery, restaurants	2/5/2021 10:44 PM
517	A grocery store would be fabulous	2/5/2021 10:27 PM
518	Smith's marketplace	2/5/2021 10:27 PM
519	Grocery stores	2/5/2021 10:23 PM
520	Grocery store, sit down restaurant	2/5/2021 10:21 PM
521	Family restaurants and retail establishments	2/5/2021 10:16 PM
522	Local owners, small diners, fast food,	2/5/2021 10:15 PM
523	All types	2/5/2021 10:15 PM
524	Major Grocery Store, fast food	2/5/2021 10:08 PM
525	Grocery, fast food	2/5/2021 10:04 PM
526	Grocery, bars and restaurants (no chains... mom and pops places and locally owned unique places)	2/5/2021 10:03 PM
527	A grocery store, retail, non-chain restaurants.	2/5/2021 10:02 PM
528	Can we start with an option. Maverick and coffee shop don't count	2/5/2021 9:56 PM
529	Trader Joe’s	2/5/2021 9:49 PM
530	Grocery and Restaurants	2/5/2021 9:49 PM
531	Target, Trader Joe’s	2/5/2021 9:45 PM
532	Trader Joe’s. Winco. Sit down restaurants	2/5/2021 9:25 PM
533	Chains like rumbi, noodles and company, wendy's, anything really.	2/5/2021 9:23 PM
534	A grocery store like Macy’s. And dining and fast food places where people could go with friends and family.	2/5/2021 9:21 PM

535	Grocery stores and dine in restaurants	2/5/2021 9:17 PM
536	Grocery, sit down restaurant, fast food	2/5/2021 9:13 PM
537	Grocery store, gas station, restaurants especially	2/5/2021 9:12 PM
538	Walmart or target. Some type of grocery (smiths) and fast food restaurants (chick Fil a, Taco Bell, costa Vida, etc.).	2/5/2021 9:04 PM
539	Grocery store, maceys, Harmons, smiths	2/5/2021 9:01 PM
540	Grocery shopping	2/5/2021 8:55 PM
541	Grocery store	2/5/2021 8:52 PM
542	Winco, Walmart, Luckys, Swig	2/5/2021 8:52 PM
543	Groceries, fast food and dining	2/5/2021 8:50 PM
544	Grocery/retail combo like Super Target or Smiths Marketplace. More dine in restaurants and fast food. Starbucks.	2/5/2021 8:37 PM
545	An open air walk able area, boutique type dining	2/5/2021 8:31 PM
546	Smiths	2/5/2021 8:30 PM
547	Grocery Store	2/5/2021 8:27 PM
548	Grocery, local owned restaurants NO chains	2/5/2021 8:22 PM
549	Grocery and fast food	2/5/2021 8:14 PM
550	Grocery store	2/5/2021 8:12 PM
551	Healthy, fast casual, grocery	2/5/2021 8:10 PM
552	Grocery, restraunts, gas station	2/5/2021 7:55 PM
553	Trader Joe's, non fast food reasonably priced restaurants and cafes.	2/5/2021 7:39 PM
554	Grocery and family diner	2/5/2021 7:30 PM
555	Any	2/5/2021 7:19 PM
556	Trader Joe’s, local small businesses	2/5/2021 7:07 PM
557	Grocery shopping and cafes	2/5/2021 6:59 PM
558	More dining options maybe a food market	2/5/2021 6:50 PM
559	Local businesses	2/5/2021 6:18 PM
560	Grocery stores	2/5/2021 6:13 PM
561	Grocery, fast casual dining, drive through dining	2/5/2021 5:53 PM
562	Smaller, Sugarhouse/Holladay type promenades	2/5/2021 5:50 PM

563	Target	2/5/2021 5:44 PM
564	Grocery, all types of dining	2/5/2021 5:44 PM
565	Grocery store, big box store, dine in restaurants, drive thru restaurants,	2/5/2021 5:29 PM
566	Limited, restaurants & small shopping centers	2/5/2021 5:25 PM
567	Affordable grocery, and a mix of dining (fast food, sit down, etc.) But at least fast food options.	2/5/2021 5:10 PM
568	Grocery and variety of food	2/5/2021 5:09 PM
569	Grocery store, fast food	2/5/2021 5:03 PM
570	Groceries, sit-in dining, fast food, outside dining, day spa, hardware store, restaurant with a bar, car wash, ice cream/yogurt parlor	2/5/2021 5:03 PM
571	a decent restaurant	2/5/2021 4:59 PM
572	Grocery store	2/5/2021 4:55 PM
573	None	2/5/2021 4:45 PM
574	local small businesses, fast food	2/5/2021 2:11 PM
575	Grocery (small and/or big box). Fast food, fast casual and casual dining options. Any and all additional shopping and dining with city limits would be an improvement. Shopping and dining options would best be suited for zone 4 of the city that will surround the Point cultural center.	2/5/2021 10:20 AM
576	Grocery and a mix of fast food and dine in.	2/4/2021 8:29 PM
577	Grocery, local restaurants, small business	2/4/2021 8:16 PM
578	Non-chain food, encourage small business and groceries	2/4/2021 8:10 PM
579	Major grocery store and smaller local dine-in and take-out restaurants	2/4/2021 6:03 PM
580	Unique dining and shopping options within walking distance of residential areas	2/4/2021 5:57 PM
581	Fast casual dining. Neighborhood grocery	2/4/2021 5:36 PM
582	Grocery, Restaurant, Fast Food, Entertainment	2/4/2021 10:34 AM
583	Grocery, family dining	2/3/2021 10:53 AM
584	Grocery Stores, non-chain restaurants	2/1/2021 3:56 PM
585	None, we have plenty within a few miles, with more to come in Riverton	1/27/2021 5:15 PM
586	More locally owned business, less chain options.	1/27/2021 9:25 AM

Q10 Which local commercial centers do you think work well? (Check all that apply)

Answered: 598 Skipped: 22



ANSWER CHOICES	RESPONSES	
Mountain View Village, Riverton	41.81%	250
Daybreak, South Jordan	37.96%	227
Outlets at Traverse Mountain, Lehi	36.96%	221
Station Park, Farmington	35.12%	210
Jordan Landing, West Jordan	27.93%	167
Sugar House, Salt Lake City	26.42%	158
Sandy Town Center, Sandy	16.39%	98
Other (please specify)	15.38%	92
Main Street, Bountiful	8.36%	50
Total Respondents: 598		

#	OTHER (PLEASE SPECIFY)	DATE
1	The district	3/11/2021 11:41 AM
2	The District	3/10/2021 10:09 AM
3	I would prefer we have no commercial centers in Bluffdale	3/10/2021 8:08 AM
4	Where do you want to put this? I would have to say none of the above.	3/9/2021 6:08 PM
5	I don’t know. Big box stores seem to be going under.	3/9/2021 2:58 PM
6	Shops at Riverwoods, Provo	3/9/2021 8:47 AM
7	The last thing Bluffdale needs is a commercial center	3/8/2021 7:45 PM
8	None I think these big centers will take away the culture of Bluffdale. Soon it will push out large animals and bring in a lot of busy busy high speed traffic	3/8/2021 3:00 PM
9	Drive thrus	3/8/2021 12:41 PM
10	Unsure	3/8/2021 11:28 AM
11	Draper Peaks, Draper	3/8/2021 10:55 AM
12	Don’t crowd so much in	3/8/2021 10:06 AM
13	Keep Bluffdale small and rural!!!!!	3/7/2021 8:40 PM
14	Lin's grocery with a small strip mall	3/7/2021 2:45 PM
15	Sunday farmer market formats and a format where we can get a food truck league	3/6/2021 10:46 PM
16	I think it would be good to create a mix for Bluffdale, Along 14600 do retail and higher traffic areas. As the prison relocates it'll be a major road in Bluffdale. Do more along redwood down to mount corridor and add some to the south west of Porter rockwell, create hospitality by i15 and perhaps mount corridor and redwood.	3/6/2021 10:24 PM
17	Not a large shopping mall, but nice neighborhood shopping would be good	3/6/2021 9:05 PM
18	Man made lakes	3/6/2021 8:13 AM
19	Cultural sections would be cool. Little Italy, China town, Irish	3/5/2021 9:20 PM
20	The District	3/5/2021 8:18 PM
21	None	3/5/2021 2:24 PM
22	All are crowded, congested	3/5/2021 12:52 PM
23	All too big for Bluffdale! If anything have lots of open spaces for families to enjoy while shopping or just a day out	3/5/2021 10:05 AM
24	Small business	3/5/2021 9:30 AM
25	Research most areas listed above have major problem with upkeep and filling their retail spots.	3/5/2021 9:07 AM

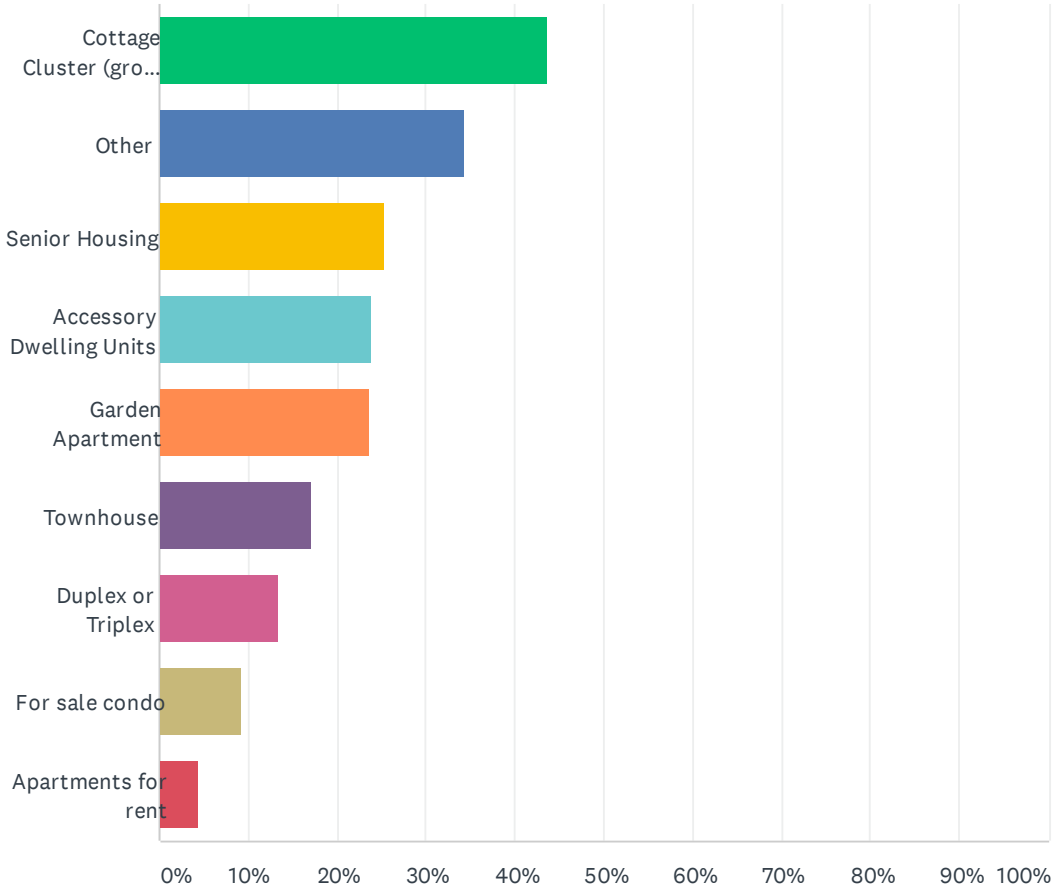
26	Historic Draper, Holiday	3/5/2021 8:50 AM
27	We don’t want too much traffic or chaos. Jordan landing is a disaster. We just need options but not huge shopping centers	3/5/2021 8:48 AM
28	Area near south Jordan library. Outdoor dining, small shops	3/5/2021 6:58 AM
29	The district	3/4/2021 11:48 PM
30	Ugh please done do a huge strip mall with a zillion parking spaces. Keep it feeling small town and local.	3/4/2021 11:06 PM
31	Anything that’s walkable and pedestrian oriented with strong CpTED focuses	3/4/2021 10:08 PM
32	The District south Jordan	3/4/2021 10:00 PM
33	Something that transcends all of this: Living Future Challenge	3/4/2021 9:37 PM
34	The District	3/4/2021 9:22 PM
35	Holiday	3/4/2021 9:18 PM
36	Doesn't matter. City council has no back bone	3/4/2021 8:56 PM
37	Just do a normal square block without all the flower beds, round about, stop signs. Don't over think it, most of these examples are a mess. (Don't let Californians plan it, copy East coast)	3/4/2021 8:47 PM
38	none	3/4/2021 7:51 PM
39	Jordan Commons	3/4/2021 6:03 PM
40	The District (with Megaplex Theatre)	3/4/2021 5:31 PM
41	to much traffic in all	3/4/2021 4:52 PM
42	None	3/4/2021 3:48 PM
43	Just a grocery store	3/4/2021 3:05 PM
44	District	3/4/2021 2:56 PM
45	Fashion Place Mall area	3/4/2021 2:38 PM
46	None of the above. All of these areas are nightmares with horrible traffic and congestion.	3/4/2021 1:21 PM
47	Do not really care for any of them	3/3/2021 4:44 PM
48	I prefer a small town main street type, but that's likely not practical here.	3/3/2021 2:26 PM
49	don't need as much retail as these examples, but some- yes	3/3/2021 1:00 PM
50	None	3/2/2021 12:45 PM
51	NONE of the above. TOO many people. Too little space to move, park, or drive.	2/24/2021 5:56 PM
52	multi tenant buildings/ commercial on bottom / housing on top	2/21/2021 4:18 PM

53	Bluffdale doesn’t need any of this. People move here to get away from all that.	2/19/2021 7:49 PM
54	none of these should be in bluffdale	2/19/2021 6:48 PM
55	easy access walking or riding. Like Holliday outdoor dining	2/18/2021 3:23 PM
56	None	2/17/2021 5:26 PM
57	Quarry bend in Sandy	2/14/2021 10:38 AM
58	Why do we have to be like everyone else. Why can’t we be different!!!!!!	2/14/2021 6:59 AM
59	None of these	2/12/2021 11:13 PM
60	District, south jordan	2/11/2021 11:40 PM
61	None of the above in old-town Bluffdale near one acre residential homes.	2/10/2021 10:48 AM
62	City Creek	2/9/2021 5:02 PM
63	City Creek	2/8/2021 9:54 PM
64	Farmers Market (LA, California)	2/8/2021 6:34 PM
65	Those are all too crowded with islands and tiny roads!!	2/8/2021 6:01 AM
66	Honestly, if we just had by a grocery store and a few restaurants/retail near it would be a HUGE improvement	2/7/2021 6:59 AM
67	The District, South Jordan	2/6/2021 9:04 PM
68	we don't want an ugly box mall here	2/6/2021 5:32 PM
69	Please just NO!	2/6/2021 5:23 PM
70	None of these work well with Bluffdale. We are not supposed to be a commercial community.	2/6/2021 2:47 PM
71	Lee’s Marketplace in North Salt lake	2/6/2021 2:45 PM
72	None. Stop trying to commercialize Bluffdale. Keep our uniqueness. Stop trying to become other cities.	2/6/2021 2:23 PM
73	Unsure	2/6/2021 1:02 PM
74	The district in South jordan	2/6/2021 11:18 AM
75	None	2/6/2021 10:33 AM
76	Not ne	2/6/2021 8:55 AM
77	Mountainview village	2/6/2021 7:53 AM
78	The District, South Jordan	2/5/2021 11:50 PM
79	Something small with a few shops, a few sit down restaurants. A quaint little town.	2/5/2021 9:28 PM
80	The District	2/5/2021 9:13 PM

81	Stay on the smaller side, a well kept grocery store smiths or harmons	2/5/2021 8:52 PM
82	Shopping area near holladay	2/5/2021 8:31 PM
83	Holliday city	2/5/2021 8:27 PM
84	None	2/5/2021 8:09 PM
85	District	2/5/2021 7:07 PM
86	Holladay City	2/5/2021 5:50 PM
87	These are all too large	2/5/2021 5:25 PM
88	none, we do not have the room or desire to have it in this city	2/5/2021 2:11 PM
89	The District, South Jordan	2/4/2021 8:29 PM
90	Trolley Square and the Gateway	2/4/2021 8:10 PM
91	Downtown Holladay	2/4/2021 5:57 PM
92	None, it would be a waste of money Riverton is building a giant one on Bangerter and 13400 s.	1/27/2021 5:15 PM

Q11 Which types of housing options would you like to see more of in Bluffdale? (select all that apply)

Answered: 598 Skipped: 22



ANSWER CHOICES	RESPONSES	
Cottage Cluster (group of small homes)	43.65%	261
Other	34.28%	205
Senior Housing	25.42%	152
Accessory Dwelling Units	23.75%	142
Garden Apartment	23.58%	141
Townhouse	17.06%	102
Duplex or Triplex	13.38%	80
For sale condo	9.20%	55
Apartments for rent	4.35%	26
Total Respondents: 598		

#	OTHER	DATE
1	Single family homes	3/14/2021 2:37 PM
2	None of these. Maintain 1 acre lots	3/11/2021 11:41 AM
3	Homes on acreage	3/11/2021 9:22 AM
4	Normal houses on normal lots. NO MORE DAYBREAK!!!	3/9/2021 9:10 PM
5	Again where do you want to locate this. We have enough in our surrounding areas Riverton in Herriman. Really don't think we need it in Bluffdale. How about acre lots or half acre . Single family homes	3/9/2021 6:08 PM
6	Single Family Homes	3/9/2021 12:52 PM
7	Single family	3/9/2021 12:41 PM
8	Single family housing	3/9/2021 8:47 AM
9	No high density - there is enough in Herriman	3/8/2021 8:43 PM
10	Large agricultural lots	3/8/2021 7:45 PM
11	Any	3/8/2021 7:02 PM
12	Single family home on 1-acre	3/8/2021 6:35 PM
13	Single family homes	3/8/2021 3:50 PM
14	Single family homes with larger than .15 acreage	3/8/2021 2:59 PM
15	Single family	3/8/2021 2:10 PM
16	Single family homes	3/8/2021 12:41 PM
17	Single family	3/8/2021 12:13 PM
18	Single family homes. We have way too many duplex's/apartments	3/8/2021 11:28 AM
19	Single family	3/8/2021 10:28 AM
20	None	3/8/2021 10:17 AM
21	Less crowded housing	3/8/2021 10:06 AM
22	Preferably no more housing developments	3/8/2021 9:19 AM
23	None of those	3/8/2021 8:00 AM
24	None of the above, stick to single homes on 1 acre lots	3/8/2021 7:38 AM
25	half acre lots	3/7/2021 2:47 PM
26	assisted living	3/7/2021 2:45 PM

27	Single family homes	3/6/2021 10:46 PM
28	Single Family homes realizing Bluffdale has limited space until Geneva's quarry west of i15 is depleted	3/6/2021 10:24 PM
29	Single family homes.	3/6/2021 9:15 PM
30	N/A	3/6/2021 11:58 AM
31	Gated community with large lot size and custom homes	3/6/2021 8:46 AM
32	Gated communities and/or Big beautiful homes that don’t look identical.	3/6/2021 8:22 AM
33	If I have to pick, single family homes where you can’t look into your neighbors window and reach into their kitchen because you’re so freakin close.	3/6/2021 5:55 AM
34	Residential homes	3/6/2021 12:50 AM
35	1 acre single family houses	3/5/2021 10:27 PM
36	Gated communities	3/5/2021 8:14 PM
37	Regular Homes! No more high density houses!	3/5/2021 6:33 PM
38	Single family units	3/5/2021 5:49 PM
39	How about we stop with this high density housing crap.	3/5/2021 4:37 PM
40	Single homes	3/5/2021 2:44 PM
41	NA	3/5/2021 2:40 PM
42	Absolutely none of these.	3/5/2021 2:24 PM
43	We have plenty of housing	3/5/2021 1:39 PM
44	Not really for high density housing	3/5/2021 12:52 PM
45	None, the city hasn’t been able to handle the current growth right now	3/5/2021 11:37 AM
46	Single family - NO high density	3/5/2021 10:05 AM
47	None. I don't think we need to add much more residential especially higher density. I feel like the current infrastructure isn't even equipped to handle all the growth on the Eastside. Lets figure that out before we even consider adding any of these options.	3/5/2021 10:01 AM
48	Just normal homes with yards	3/5/2021 9:45 AM
49	Bigger single family homes	3/5/2021 9:08 AM
50	1 acre lots	3/5/2021 9:07 AM
51	More neighborhoods/communities like Spring View Farms and Boulden Ridge. No more high density like independence at the point. We don’t want to turn into Herriman or daybreak	3/5/2021 8:48 AM
52	Single family homes	3/5/2021 8:33 AM

53	Affordable Housing is Utah’s #1 issue. So let’s help be part of the solution!!	3/5/2021 8:26 AM
54	we already have a diverse cluster of options.	3/5/2021 8:13 AM
55	Single family homes	3/5/2021 7:56 AM
56	Single family homes with yards	3/5/2021 7:44 AM
57	NO high density!!!!!!!	3/5/2021 7:22 AM
58	Affordale single family homes.	3/5/2021 5:50 AM
59	Larger home lots. To many homes are built almost on top of each other in Independence area	3/5/2021 4:32 AM
60	Large lots with space between homes and lots of open space.	3/5/2021 1:16 AM
61	None of the above!!! People want to invest in that kind of housing, they can go to Provo or west valley. We should focus on si for family homes. A higher standard of living.	3/5/2021 1:15 AM
62	Single family homes	3/5/2021 12:05 AM
63	Luxury condos	3/4/2021 11:48 PM
64	None	3/4/2021 11:41 PM
65	Traditional homes with yards	3/4/2021 11:35 PM
66	More single family homes. Less high density housing. It is getting congested and even more is being packed in.	3/4/2021 11:28 PM
67	Single family homes	3/4/2021 11:12 PM
68	1 acre lots or more properties	3/4/2021 10:59 PM
69	No opinion	3/4/2021 10:35 PM
70	None	3/4/2021 10:16 PM
71	Single family homes on .3+ Acre lots	3/4/2021 10:00 PM
72	Homes	3/4/2021 9:56 PM
73	None	3/4/2021 9:48 PM
74	Single family homes with larger lots	3/4/2021 9:43 PM
75	Homes to rent, more affordable homes to buy	3/4/2021 9:39 PM
76	Taller home designs that allow for larger garden spaces. Yards are too small in these developer’s hands!	3/4/2021 9:37 PM
77	Single family homes. Less density.	3/4/2021 9:36 PM
78	Keep it single family homes 1/4 or bigger	3/4/2021 9:35 PM
79	No more town Houses	3/4/2021 9:33 PM

80	None of the above	3/4/2021 9:25 PM
81	Single family homes!!!! Stop building condos and townhouses!!!!	3/4/2021 9:18 PM
82	Preferably no high density housing	3/4/2021 9:17 PM
83	Doesn't matter. Developers control bluffdale city council and leadership	3/4/2021 8:56 PM
84	High density by freeway, low density away from main collectors. Require ample parking!	3/4/2021 8:47 PM
85	Single family	3/4/2021 8:46 PM
86	single family homes on one acre lots	3/4/2021 7:51 PM
87	PLEASE DO NOT PUT ANY OF THESE I. BLUFFDALE. I love the rural feel of Bluffdale, it’s quiet and we have space between houses. It isn’t overcrowded. I beg you, please DO NOT bring a “Daybreak” to Bluffdale.	3/4/2021 7:31 PM
88	Lower density housing	3/4/2021 6:03 PM
89	Garden homes	3/4/2021 5:31 PM
90	Single homes	3/4/2021 4:52 PM
91	Single family homes	3/4/2021 4:30 PM
92	Single family with yards	3/4/2021 3:49 PM
93	None	3/4/2021 3:48 PM
94	Larger lot homes	3/4/2021 3:24 PM
95	Keep housing as is	3/4/2021 3:15 PM
96	Well spaced out single family homes	3/4/2021 3:05 PM
97	Single family homes	3/4/2021 2:56 PM
98	None of these.	3/4/2021 2:53 PM
99	Remove low income housing and less townhomes and apartments	3/4/2021 2:50 PM
100	Patio Homes- on a slab, w/garage, one level small yard, with common areas and private yard/patio area	3/4/2021 2:44 PM
101	None of the above.	3/4/2021 2:38 PM
102	Large lot standalone	3/4/2021 1:59 PM
103	None. Single family	3/4/2021 1:58 PM
104	I'm very disappointed in the lack of single family homes. High density housing is getting out of control in Independence!	3/4/2021 1:46 PM
105	None of those. I’m happy with single resident homes	3/4/2021 1:37 PM
106	Single family homes on .25+ acre	3/4/2021 1:36 PM

107	More single family	3/4/2021 1:33 PM
108	None. Please stop developing Bluffdale!!!!	3/4/2021 1:21 PM
109	Single residential	3/4/2021 1:14 PM
110	Traditional single family homes	3/4/2021 12:58 PM
111	none of the above	3/3/2021 3:04 PM
112	single family. They seem to be on the decline	3/3/2021 2:26 PM
113	don't need the density of say Herriman	3/3/2021 1:00 PM
114	Farm 1 acre	3/2/2021 12:45 PM
115	Small houses on reasonable size land. Not dense apartments or town homes in small areas.	3/1/2021 12:34 PM
116	like things the way they are (large lots)	2/28/2021 3:02 PM
117	None of the above	2/24/2021 11:09 PM
118	One acre-lots!	2/24/2021 5:56 PM
119	keep horse property	2/19/2021 8:14 PM
120	We don’t need any of this in Bluffdale.	2/19/2021 7:49 PM
121	Single family	2/19/2021 7:08 PM
122	none	2/19/2021 6:48 PM
123	Only family homes	2/19/2021 6:39 PM
124	Current residents with a Home on a 1+ acre lot having the ability to build another building on thier lot to rent or add an aprtment in their basement to rent	2/18/2021 3:23 PM
125	Custom Homes on 1 acrea lots	2/17/2021 5:26 PM
126	Keep 1 acre single house lots	2/17/2021 11:16 AM
127	Single Family Homes	2/15/2021 1:53 PM
128	Single family homes. We already have too many townhomes and apartments.	2/14/2021 10:38 AM
129	None of these. Why are you trying to be like everyone else. Why can’t we be quaint and different?????	2/14/2021 6:59 AM
130	One acre minimum house lots only.	2/12/2021 11:13 PM
131	None of the above	2/12/2021 6:47 PM
132	Single Family Homes (knowing that the rest of the east side is going to be all townhomes)	2/12/2021 10:30 AM
133	none of the above 1 acre lots that why we live herre	2/10/2021 10:35 PM

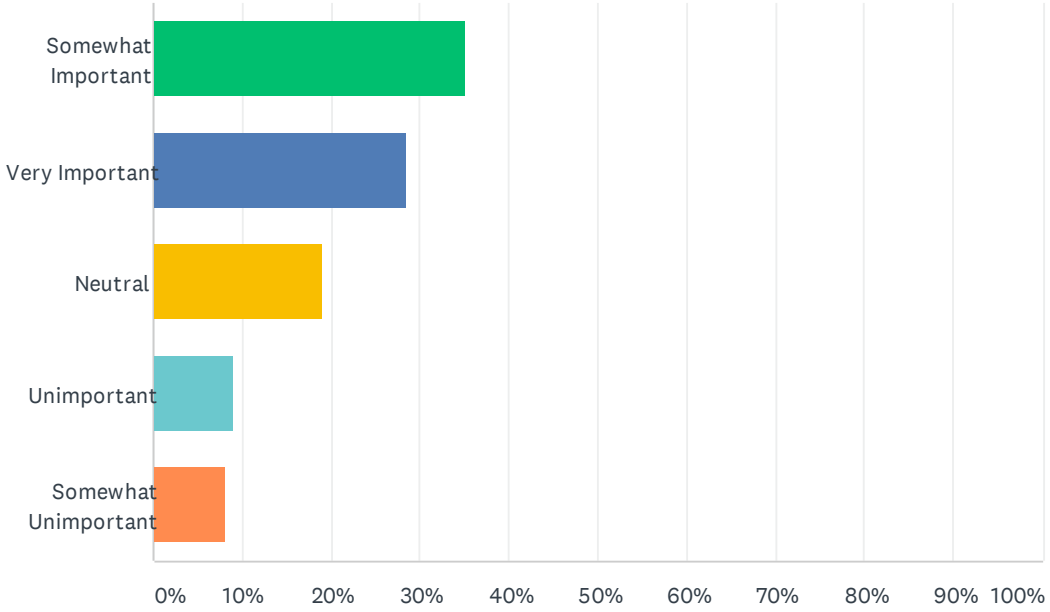
134	1 acre lots	2/9/2021 7:02 PM
135	Single family	2/9/2021 1:15 PM
136	1+ acre dwellings.	2/9/2021 8:45 AM
137	Single Family Homes	2/8/2021 9:54 PM
138	Single family homes	2/8/2021 9:09 PM
139	You've put enough clusters already	2/8/2021 6:01 AM
140	affordable housing	2/8/2021 1:01 AM
141	Single Family	2/7/2021 3:21 PM
142	We have plenty of beautiful homes! Probably not enough rental options, or senior housing be	2/7/2021 6:59 AM
143	Single family residence	2/6/2021 11:43 PM
144	Single family homes, enough high density housing!!	2/6/2021 9:04 PM
145	None	2/6/2021 9:03 PM
146	Please only single-family homes on lots no smaller than a half acre.	2/6/2021 8:24 PM
147	single family dwellings	2/6/2021 5:32 PM
148	No!!!	2/6/2021 5:23 PM
149	Single family no HOA	2/6/2021 3:49 PM
150	I think there is plenty of housing	2/6/2021 3:31 PM
151	Single family homes	2/6/2021 3:30 PM
152	None. Is Bluffdale ready to open Pandora's Box and have the current acre or more lot owners sell their properties within their respective neighborhoods in order to develop their property. Hence capitalizing on the value of their property. I could probably put at least 16 units on my property. My neighbors might not like it but who cares. If Bluffdale doesn't care, I shouldn't care. I would just be chasing the dollar just like the city. With all of the above, crime will increase. Look at the Herriman stats. Who has infiltrated the city council. I am disappointed.	2/6/2021 2:47 PM
153	None. Stop trying to bring in high density housing. Bluffdale is unique with its larger lots and horse properties.	2/6/2021 2:23 PM
154	None.	2/6/2021 1:54 PM
155	Single Family Homes	2/6/2021 1:09 PM
156	Traditional single family housing	2/6/2021 1:07 PM
157	Larger lot homes	2/6/2021 1:02 PM
158	Single family homes	2/6/2021 12:24 PM
159	Single family homes	2/6/2021 11:11 AM

160	Free standing homes! No condos or townhouse.	2/6/2021 10:39 AM
161	Main floor living single family homes that are smaller in size and affordable for seniors who do not want a senior community	2/6/2021 10:33 AM
162	None	2/6/2021 10:24 AM
163	None	2/6/2021 10:12 AM
164	Single family homes that aren't on postage sized lots	2/6/2021 9:46 AM
165	None. We're already crowded enough.	2/6/2021 9:27 AM
166	None- i don't want high density housing to increase in bluffdale	2/6/2021 9:13 AM
167	None. Keep the lots large with land.	2/6/2021 8:56 AM
168	Acre lots only	2/6/2021 8:55 AM
169	Single family homes on large lots	2/6/2021 8:47 AM
170	Larger lot communities	2/6/2021 8:40 AM
171	Single family. Why is this not an option? No high density housing	2/6/2021 7:53 AM
172	No more apartments!!!	2/6/2021 7:18 AM
173	None. It already feels like there are too many houses and too many cars parked on the street. Housing options like this would make it so much worse.	2/6/2021 6:27 AM
174	Single unit homes. The area is too dense already	2/6/2021 12:50 AM
175	Single family	2/5/2021 10:44 PM
176	No more high density housing	2/5/2021 10:43 PM
177	Homes on large lots so we can keep our country feel	2/5/2021 10:03 PM
178	Single family homes	2/5/2021 10:02 PM
179	Single family low density	2/5/2021 9:49 PM
180	None.	2/5/2021 9:25 PM
181	Maintain the great residential neighborhoods already in place	2/5/2021 9:23 PM
182	Single family homes	2/5/2021 9:12 PM
183	I think whatever housing developments are fine	2/5/2021 9:04 PM
184	Single family homes	2/5/2021 8:52 PM
185	Single family homes	2/5/2021 8:52 PM
186	Less apartment, high density living	2/5/2021 8:37 PM

187	Acre lots	2/5/2021 8:30 PM
188	Large lots with animal rights	2/5/2021 8:27 PM
189	Residential homes in neighborhoods	2/5/2021 8:14 PM
190	Single family homes	2/5/2021 8:10 PM
191	Single family homes in large lots	2/5/2021 8:09 PM
192	None of the above	2/5/2021 8:08 PM
193	More single family	2/5/2021 7:55 PM
194	Single family homes	2/5/2021 7:07 PM
195	I don’t like the smaller lots or multi family housing	2/5/2021 6:50 PM
196	Single family homes	2/5/2021 6:13 PM
197	None	2/5/2021 5:53 PM
198	Single family	2/5/2021 5:44 PM
199	None	2/5/2021 4:45 PM
200	none of the above	2/5/2021 2:11 PM
201	Single family.	2/4/2021 8:29 PM
202	None of these!!! Keep it single family and minimum 1 acre lots	2/4/2021 6:03 PM
203	Large Lot Developments. Assisted living	2/4/2021 10:34 AM
204	Single family homes on 1 Acre minimum	1/27/2021 5:15 PM
205	Less high-density options!	1/27/2021 9:25 AM

Q12 How important are pedestrian and bicycle improvements in your neighborhood?

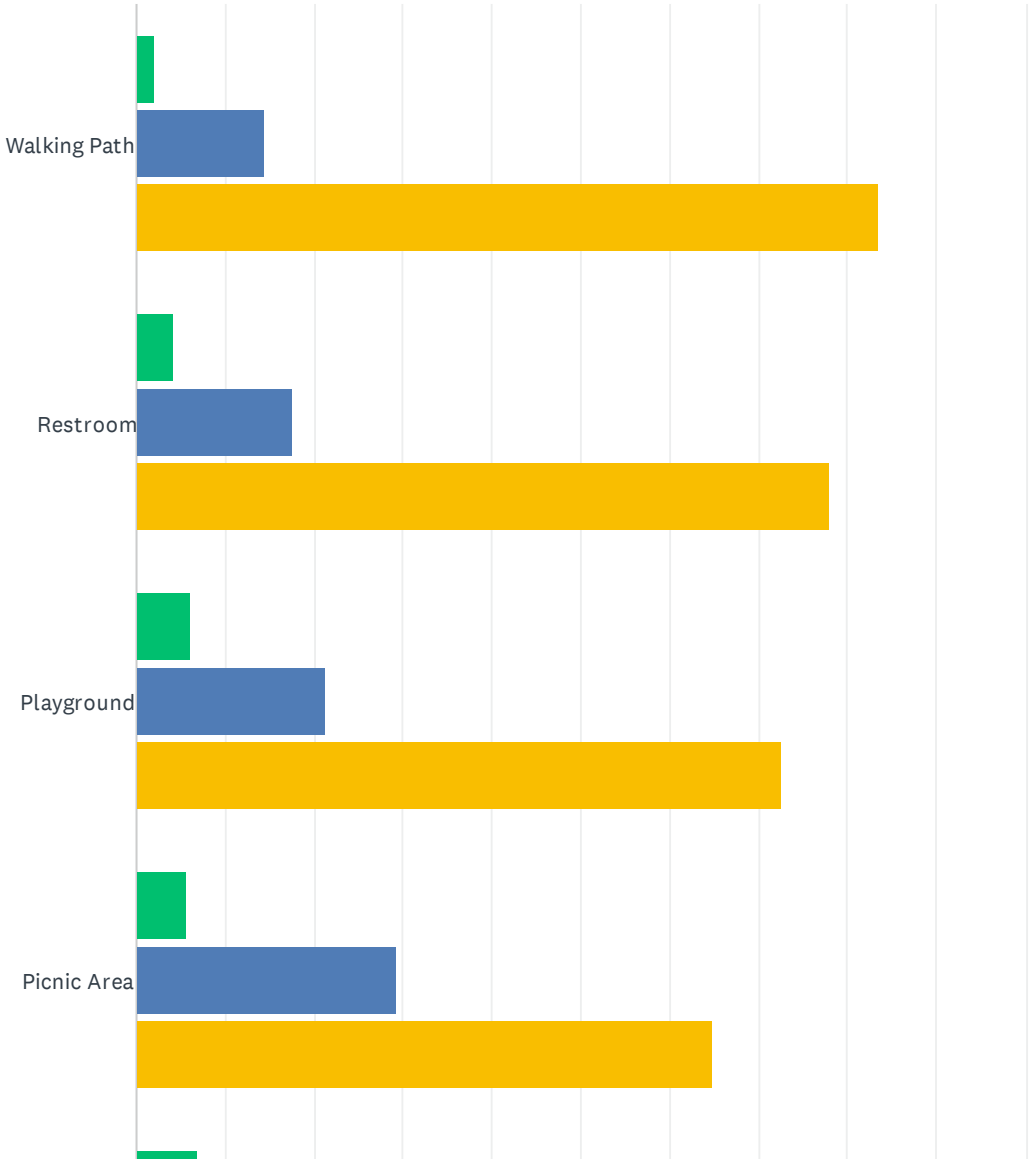
Answered: 618 Skipped: 2

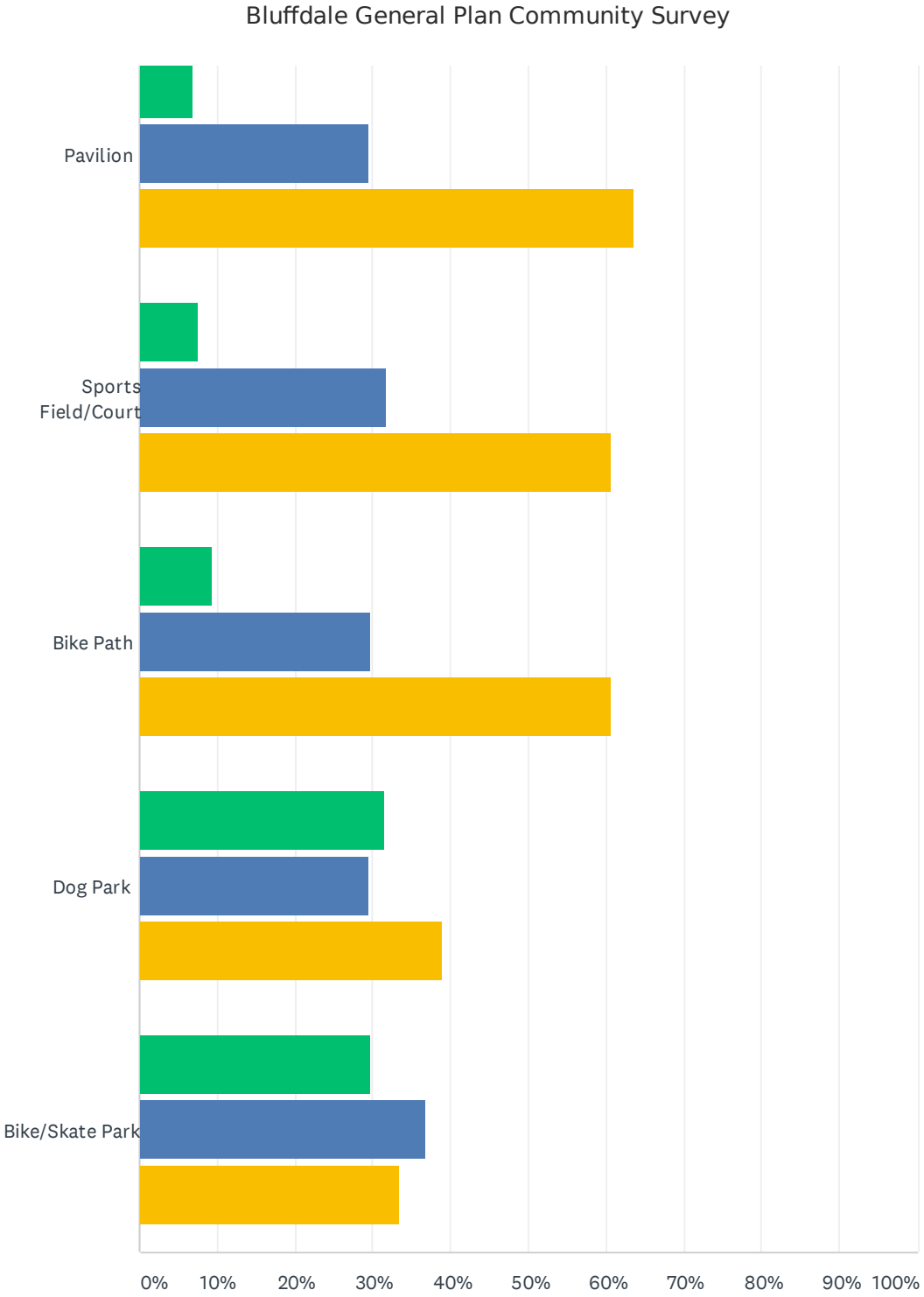


ANSWER CHOICES	RESPONSES	
Somewhat Important	35.11%	217
Very Important	28.48%	176
Neutral	19.09%	118
Unimportant	9.06%	56
Somewhat Unimportant	8.25%	51
TOTAL		618

Q13 In your opinion, how important are the following amenities to future park and open space projects?

Answered: 617 Skipped: 3




Bluffdale General Plan Community Survey
Pavilion
Sports Field/Court
Bike Path
Dog Park
Bike/Skate Park
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%



	UNIMPORTANT	NEUTRAL	IMPORTANT	TOTAL	WEIGHTED AVERAGE
Walking Path	2.13% 13	14.45% 88	83.42% 508	609	2.81
Restroom	4.25% 26	17.65% 108	78.10% 478	612	2.74
Playground	6.03% 37	21.34% 131	72.64% 446	614	2.67
Picnic Area	5.75% 35	29.39% 179	64.86% 395	609	2.59
Pavilion	6.90% 42	29.56% 180	63.55% 387	609	2.57
Sports Field/Court	7.55% 46	31.86% 194	60.59% 369	609	2.53
Bike Path	9.44% 57	29.80% 180	60.76% 367	604	2.51
Dog Park	31.63% 192	29.49% 179	38.88% 236	607	2.07
Bike/Skate Park	29.68% 179	36.82% 222	33.50% 202	603	2.04

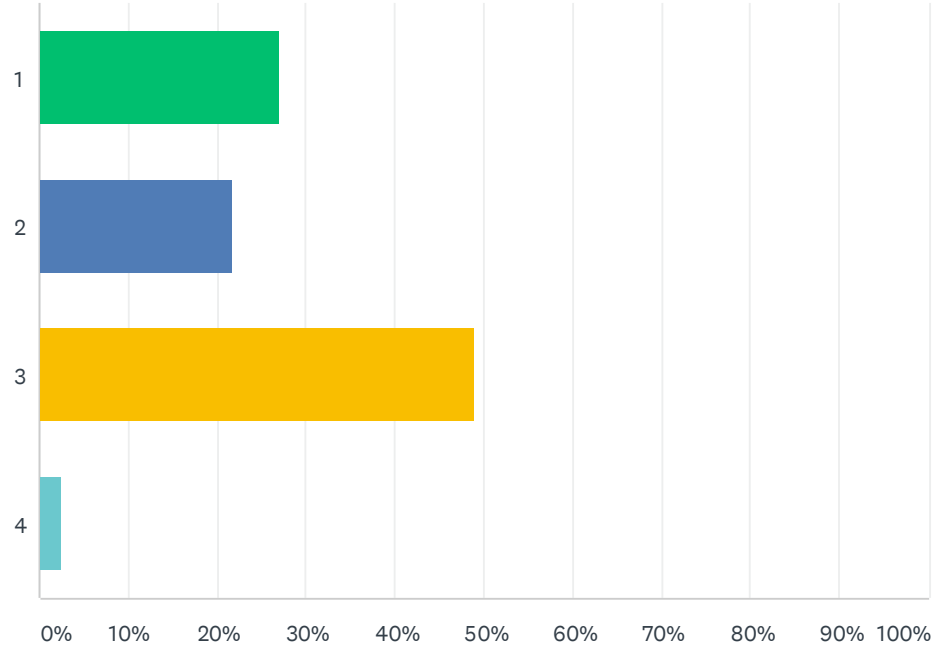
#	OTHER (PLEASE SPECIFY)	DATE
1	Horse trails	3/13/2021 3:42 PM
2	Pools	3/11/2021 9:22 AM
3	Mountain bike trails	3/9/2021 7:43 PM
4	Swimming pool	3/9/2021 8:47 AM
5	We need more variety of parks as our community grows	3/8/2021 3:00 PM
6	Drinking Fountains!! I cannot, for the life of me, understand why the new playground on Noelle Nelson has NO drinking fountains?!? Was this an oversight or on purpose? If on purpose, I definitely don't get it.	3/8/2021 2:59 PM
7	We need dogs banned from non-dog specific parks to mitigate all the dog shit everywhere.	3/8/2021 12:13 PM
8	Pedestrian bridge/tunnel over/under train tracks	3/8/2021 10:06 AM
9	Dirt trails for bikes and horses!!!	3/7/2021 8:40 PM
10	make sure to be able to upkeep what is already here.	3/7/2021 2:45 PM
11	It'd be nice to have designated paths such as daybreak but perhaps a level of improvement for runnings/cyclist safely. Check out Amsterdam	3/6/2021 10:24 PM
12	We have great parks just focus on upkeep and maintaining	3/6/2021 7:24 AM
13	We already have all of those things.	3/5/2021 10:06 PM
14	Public pool/rec center	3/5/2021 4:37 PM
15	Make the price on renting a pavilion affordable.	3/5/2021 1:39 PM
16	Pickleball courts are most important!	3/4/2021 11:48 PM
17	All abilities park	3/4/2021 11:28 PM
18	Bluffdale has PLENTY of park space already.	3/4/2021 11:06 PM
19	Benches along the paths/trails	3/4/2021 11:02 PM
20	Road bikes cause enough issues. Don't give them more of a reason to terrorize our streets	3/4/2021 9:35 PM
21	Better Internet infrastructure.	3/4/2021 9:33 PM
22	Ponds, creeks and water features connected to parks and trails	3/4/2021 9:25 PM
23	Pickleball courts	3/4/2021 9:22 PM
24	People can travel to a park. We have Wardle Park that's a million acres. Quit pandering to every neighborhood needing a park. Fewer.	3/4/2021 8:47 PM
25	Splash pads	3/4/2021 8:18 PM

26	Running and hiking trails	3/4/2021 6:03 PM
27	Trails that connect safely to Jordan river parkway.	3/4/2021 3:24 PM
28	Splash pad	3/4/2021 3:23 PM
29	Swimming pools	3/4/2021 2:56 PM
30	Outdoor activities very important.	3/4/2021 2:34 PM
31	400m outdoor track	3/4/2021 2:05 PM
32	Too much dog stuff in Independence already. The dogs are degrading our neighborhood. Put more focus on the kids and adults enjoyment	3/4/2021 1:46 PM
33	horse trails to equestrian area, puncture vine control/erradication	3/3/2021 3:04 PM
34	open space	3/3/2021 2:26 PM
35	I feel we have a good selection of existing park areas	3/3/2021 1:00 PM
36	Horse areas	2/24/2021 11:09 PM
37	We have enough parks. We can only keep open spaces if developers are kept out.	2/19/2021 7:49 PM
38	Dark skies. No more can we able to see the stars like we did 24 years ago	2/18/2021 3:23 PM
39	Give us space and let us create our own fun like we used to do	2/14/2021 6:59 AM
40	Open space and horse trails.	2/12/2021 11:13 PM
41	Rodeo Arena	2/9/2021 7:02 PM
42	My neighborhood has amazing access to trails, and I love seeing some many users our walking, riding! Would I’ve to see a bike park for kids to have fun outside!	2/7/2021 6:59 AM
43	equestrian spaces	2/6/2021 5:32 PM
44	We already have enough green space in the community. This wouldn't be an issue if the city hadn't held the line on the acre lots. You could do all this in your backyard or the backyard of your neighbor.	2/6/2021 2:47 PM
45	More courts - especially basketball, tennis and pickleball. They're always full.	2/6/2021 1:09 PM
46	The park in the Day Ranch area needs to get done! Many people moved to this area for that reason and we don’t see any movement/urgency/updates on that project. I know, there are no guarantees in terms of timing, but PLEASE make this a priority. With all the construction in this are a park would be a godsend for the residents here.	2/6/2021 11:05 AM
47	None	2/6/2021 10:33 AM
48	No dog parks please	2/6/2021 7:18 AM
49	Pool!	2/6/2021 5:12 AM
50	Disc golf	2/5/2021 9:49 PM

51	Updates to the rodeo grounds	2/5/2021 8:27 PM
52	equestrian paths	2/5/2021 2:11 PM
53	Splash Pad	2/4/2021 8:29 PM
54	Safe Horse trails	2/4/2021 7:07 PM
55	Equestrian trails	2/4/2021 10:34 AM
56	We have most all of those, a waste of taxpayer money	1/27/2021 5:15 PM
57	Trails for horses	1/27/2021 9:25 AM

Q14 Using the map above, what part of Bluffdale City do you reside in?

Answered: 617 Skipped: 3



ANSWER CHOICES	RESPONSES	
1	26.90%	166
2	21.72%	134
3	48.95%	302
4	2.43%	15
TOTAL		617

Q15 What others issues are important to consider for Bluffdale City's future?

Answered: 410 Skipped: 210

#	RESPONSES	DATE
1	We need a new Mayor. Someone with a new perspective and willing to make changes.	3/14/2021 4:56 PM
2	Good roads and retail/grocery stores!	3/14/2021 2:37 PM
3	Rail transportation	3/13/2021 6:54 PM
4	No billboards!	3/13/2021 3:42 PM
5	We need more commercial development: businesses that are close and will give us a better tax base.	3/12/2021 8:26 AM
6	Encouraging the success of small/local businesses. Creating a city of inclusion for all cultures and lifestyles.	3/12/2021 7:14 AM
7	Keep housing density low. We have such a unique opportunity with so much land to develop in such a desired area.	3/11/2021 4:12 PM
8	Reconsider the Public Works building location	3/11/2021 11:41 AM
9	14600 S is too busy, and there are no side walks to get to the trails and parks.	3/11/2021 9:22 AM
10	Please don’t allow for overpopulation and development like Herriman! It’s a nightmare there. Please attempt to keep Bluffdale peaceful and great.	3/10/2021 9:37 PM
11	How to keep the country feel here.	3/10/2021 5:49 PM
12	It has been really concerning to see the obstructionist views of a small, very vocal minority of residents carried over so fully into city governance and planning. Bluffdale City openly objects to connectivity with adjacent cities and has severely limited commercial development. In the rare situations that commercial development is an option, there have been poor decisions made in terms of use (i.e. funeral home in strip center, hobby caves on a large, visible, easily accessible parcel). If Bluffdale is to have any sort of revenue stream from commercial development, the city must step up to actively guide development, increase population density in an appropriate and thoughtful manner and incentivize quality, revenue-generating businesses to the community. Otherwise, the city will be left with a low population base living on large lots with sky high property tax assessments, no amenities and a crumbling city infrastructure.	3/10/2021 2:53 PM
13	No spot zoning. Keeping upscale and nice apartments in the commercial and high residential area.	3/10/2021 10:09 AM
14	Enough roads and options to handle the growth years to come. MORE SHOPPING AND DINING!!	3/10/2021 8:28 AM
15	Time to get to I15	3/9/2021 9:10 PM
16	A	3/9/2021 8:44 PM
17	The mine. The dust from the mine is terrible. And the quality standards for the developers.	3/9/2021 7:43 PM
18	I live on an acre lot, I have horses. Herriman and Riverton have a grown-up around us, we have nowhere to ride our horses in this area other than up yellow Fork Canyon. Which now sounds like will be taken over by Mountain bikers. The growth that we have seen in Herriman and Riverton is overwhelming, our infrastructure cannot withstand this. I just do not want to see what little open space is left destroyed. I do not want to see our neighborhood being able to divide lots into half acre portions and build homes, as Draper is doing. Over population in the state is becoming overwhelming.And with that comes over building!	3/9/2021 6:08 PM
19	I would like to see Bluffdale begin to improve the city's overall look. Right now it feels very much like an older community with out many amenities. I would really like to see bluffdale try and mimic what surrounding communities like Lehi and	3/9/2021 12:52 PM

	Riverton have done. I would really like to see shopping, restaurants, grocery stores, etc. be brought in so that we don't have to go into surrounding cities for our basic needs.	
20	Find a way to force (tax and penalties perhaps) sand/gravel extraction companies to comply with air quality regulations, enforce covering of trucks hauling materials from the pits and finally, return a depleted pit to it's original state.	3/9/2021 8:47 AM
21	The continued safety for everyone in neighborhoods and parks.	3/8/2021 9:36 PM
22	Our water quality is awful. There is so much sand in it.	3/8/2021 9:09 PM
23	No high density housing	3/8/2021 8:43 PM
24	Transparency amongst city administrators and elected officials.	3/8/2021 8:01 PM
25	Keep animal and agricultural rights! Bluffdale residents will never stop fighting for this	3/8/2021 7:45 PM
26	Don't overcrowd with the prison site!	3/8/2021 7:02 PM
27	Encroachment on established residential neighborhoods. Avoiding Spot zoning	3/8/2021 6:35 PM
28	The tunnel on 146000 south under the railroad tracks needs to be widened!	3/8/2021 5:24 PM
29	More business, development, restaurants, diversity demographically	3/8/2021 4:30 PM
30	Renewable/efficient energy	3/8/2021 3:50 PM
31	Lower property taxes	3/8/2021 3:39 PM
32	Detail notices of upcoming city hall meetings not just the date and time. We really need more improvements on our rodeo grounds	3/8/2021 3:00 PM
33	Divertity	3/8/2021 2:39 PM
34	The amount of traffic that wil be on porter rockwell for individuals trying to get to the corridor and redwood	3/8/2021 2:10 PM
35	Don’t overpopulate unless you plan for traffic first. I avoid businesses in downtown, and in places like Sandy because the traffic is terrible. I’d hate to see loads of high density housing go in as well. The single family home market feels like a thing of the past. Those large apartment and condo complexes seem to attract riff-raff and I don’t feel Bluffdale’s police force has kept up. If you’re going to add loads of office buildings please try to keep them close to the freeway and away from residential housing...those people are also going to need places to eat.	3/8/2021 12:41 PM
36	Need tennis court	3/8/2021 12:37 PM
37	Dog crap everywhere	3/8/2021 12:13 PM
38	We have grown rapidly and the main roads are not for the demand especially near the railroad tracks. There is a beautiful park right near the tracks but there is no side walk connected to get to the park easily from the neighborhoods. There is also only parking options on one side. It would be nice if there was a sidewalk that connected to the Jordan parkway parking and you can walk up to it. That is a very scary road but there is no other connection to the neighborhoods or even for bike riders	3/8/2021 11:28 AM
39	Protect the overall integrity of the community and keep the small town feel. Don't do what Herriman and Lehi are doing by overbuilding without the infrastructure to support it.	3/8/2021 11:03 AM

40	Adding a center (turning) lane to 14600 S. will help the flow of traffic better during peak travel times.	3/8/2021 10:55 AM
41	grocery store/shopping center	3/8/2021 10:46 AM
42	Too much high density housing. Would like to see more single family homes with larger property sizes.	3/8/2021 10:39 AM
43	As traffic is increasing we would appreciate the addition of some traffic lights in and out of Noelle nelson. Tx	3/8/2021 10:34 AM
44	How they are going to handle prison ground being developed	3/8/2021 10:28 AM
45	Convenient grocery	3/8/2021 10:22 AM
46	A recreation center would be the biggest win for our city! We cannot keep going to Herriman or Draper for activities. There is nothing in Bluffdale for our children. Recreation centers provide a great place for the community.	3/8/2021 10:18 AM
47	Please fix 146 S. from I-15 down past the bridge. We should have two lanes on each side, or at least a turning lane in the middle of the lanes. Also, bypassing the bridge has to be fixed as soon as possible. That is only going to get harder to do in future yrs. It backs up big time during rush hour and it prob should have been fixed 5 yrs ago.	3/8/2021 10:09 AM
48	No more high density housing. It congests traffic.	3/8/2021 10:08 AM
49	The train overpass on 146th S. When will that be fixed so there can be a constant flow of traffic?	3/8/2021 10:07 AM
50	No more light-industrial and storage unit facilities. These are an eyesore and there are plenty already.	3/8/2021 10:00 AM
51	Bringhurst Station, will it be connected to porter rockwell just north of that neighborhood? Or will the only entrance be from Redwood Rd. Will Bringhurst ever be connected to pony express?	3/8/2021 9:56 AM
52	Grocery stores and tennis courts	3/8/2021 9:37 AM
53	Be ready for the growth of the future of what’s going to happen to the prison	3/8/2021 9:33 AM
54	Bringing grocery, restaurants, coffee shops, gas stations and car washes. Road improvements for the increase in traffic especially on 14600 S between I-15 and Redwood. Cleaning up 14600 S industrial and commercial areas. Creating more open space/nature areas and dog parks and NOT creating more splash pads, parks or schools. There is already far too much centered around children in the Independence area, there are lots of adults and adult households here that need entertainment too whether that be restaurants/bars, gyms, coffee shops, nature trails, etc.	3/8/2021 9:19 AM
55	Traffic, especially coming from the west. If they build like they zoned the property, we're in trouble.	3/8/2021 8:22 AM
56	Lowering taxes	3/8/2021 7:32 AM
57	The Mayor and City Counsel are doing a good job.	3/8/2021 7:27 AM
58	Please do not sell Bluffdale out like they did in Draper and Sandy. Those places are turning into total dumps now. Keep the spirit of Bluffdale alive!!!!	3/7/2021 8:40 PM
59	half acre lots make it a little more affordable for families. Easier to sell as property owners. Would Not like to see lot's of apartments or condos. Herriman and Riverton are getting too many. Too much traffic and people.	3/7/2021 2:47 PM
60	Code inforcement should be able to get quicker response to issues that have been existing for years. If there is an ordinance then enforce it or get rid of the ordinsnce	3/7/2021 2:45 PM

61	All of our tax money is going to go to Draper once the prison moves. I highly recommend getting some retail spaces in bluffdale ASAP so our kids can have city sports leagues and other important community building activities.	3/7/2021 9:31 AM
62	We should get a an insta care or ihc type of clinic nearby or a Bluffdale hospital. A gym. Anything to get people out and moving their bodies to lead healthier lives.	3/6/2021 10:46 PM
63	I realize Bluffdale was once 1 acre lots and horse property. So was Draper in the early 2000's. I'm sorry to say to other residents Bluffdale would need to capitalize as Draper did or Bluffdale could end up Riverton City. We need more of everything. Housing some lighter density to bring population to attract business growth. Business growth is needed for better city revenue. If you'd like any citizen assistance I'd be happy to Volunteer Todd Greene greene.todd.c3@gmail.com	3/6/2021 10:24 PM
64	Hiding the power lines. Adding gas stations and commercial business. We also need to clean up the everyday streets and make the city look nicer.	3/6/2021 9:15 PM
65	Deciding what they want the city to look like and feel like. Avoiding cheap building materials (chain link and vinyl fencing), requiring the use of masonry on store fronts, limit the warehouse style building (unless they make it more attractive), connect neighborhoods (Harmon Day to Perry Farms), remember that the vast majority of the city's population does not own an acre lot, but we all call Bluffdale home. We can honor the tradition, and still allow smart development.	3/6/2021 9:05 PM
66	The amount of dust from the gravel pits makes it difficult to enjoy the outdoors.	3/6/2021 7:18 PM
67	Increased commercial development and affordable housing	3/6/2021 2:19 PM
68	More shopping center, grocery stores and road improvement	3/6/2021 1:39 PM
69	Making things affordable for everyone raising prices isn’t gng to help anyone	3/6/2021 1:35 PM
70	Overcrowding	3/6/2021 1:14 PM
71	City council being more united. The person that flipped out on the mayor was intense and that was a little too much for us.	3/6/2021 11:58 AM
72	Mostly I’m tired of having to drive so far for groceries and dining out!	3/6/2021 10:39 AM
73	Tax revenues from commercial property.	3/6/2021 10:12 AM
74	Geneva Rock must go. Capitalize on the prison relocation. Wind and solar energy solutions (windmill and solar panels)	3/6/2021 8:46 AM
75	Air quality - stop digging at point of the mountain!! Stop building high rise apartments and condos!!	3/6/2021 8:22 AM
76	Over population	3/6/2021 8:13 AM
77	Proper planning for inevitable growth.	3/6/2021 7:24 AM
78	The east side is the red headed step child of Bluffdale. The old residence need to realize that times are changing and this city isn’t a farm city anymore. We need more money coming into our city through businesses.	3/6/2021 5:55 AM
79	Schools. The survey didn’t include anything about future school houses and schooling types such as standard public schools vs these charter schools	3/6/2021 1:43 AM
80	Bigges it’s the one way underpass	3/6/2021 12:50 AM
81	Lower water fees	3/5/2021 10:34 PM

82	Keeping high or “higher” density developments out of Bluffdale.	3/5/2021 10:27 PM
83	Amenities. We need grocery stores and restaurants.	3/5/2021 10:06 PM
84	Open spaces.	3/5/2021 9:20 PM
85	Crime, our community is experiencing more crime	3/5/2021 8:37 PM
86	More educational opportunities for higher level students. Mountain Ridge and Riverton HS are far away and while there is Summit Academy it would be great for there to be another public HS soon	3/5/2021 8:33 PM
87	Culinary water instead of secondary water	3/5/2021 8:18 PM
88	We would love a car wash in the area as well. The corner on Bangerter is finally getting some businesses but we would love a grocery store there!	3/5/2021 8:14 PM
89	Sports fields for our own sports leagues for kids and adults with a rec center	3/5/2021 7:42 PM
90	Grocery Store, NO MORE HIGH DENSITY HOUSING!!!, Road improvements.	3/5/2021 6:33 PM
91	Get a Mayor that takes action and not make major mistakes like what happened to 146th south redwood road.	3/5/2021 6:00 PM
92	Community activity play a key role in establishing the relationship with in the community. High school / community college for students .	3/5/2021 5:49 PM
93	Traffic	3/5/2021 2:40 PM
94	No Bluffdale high school. I think we should have our own high school.	3/5/2021 2:21 PM
95	Maintain quiet feel to neighborhoods with areas of shopping near highway. Do not punch 15000 S through to Herriman.	3/5/2021 2:13 PM
96	Safety	3/5/2021 2:04 PM
97	A good city plan, while I believe the market is a good indicator of what’s needed all types of property are needed	3/5/2021 1:52 PM
98	Wider roads. Delete 1 lane bridge.	3/5/2021 1:49 PM
99	A county rec with pools would be nice.	3/5/2021 1:39 PM
100	I have a young family, and can understand people wanting amenities. But I also feel like trying to turn Bluffdale into one of our neighboring cities, full of shopping, traffic and high density housing is a mistake. Our rural feel and open space is what drew many of us here in the first place. Rec centers, shopping, dining... they are all available minutes down the street. At the end of the day, I'd prefer to come home to our beautiful and non-commercialized neck of the woods.	3/5/2021 12:52 PM
101	Crosswalks for kids Possibly a library?	3/5/2021 12:15 PM
102	Affordable single family homes not high density, updated schools	3/5/2021 11:50 AM
103	Speed limits, parking, crime	3/5/2021 11:33 AM
104	Stop high density. Keep Bluffdale acreage for large lots! People move out here for land and space for a reason! ****Have the city council actually LISTEN to the people!!****	3/5/2021 10:05 AM
105	As being part of the independence community my main frustrations have been a poor job of planning roads, parking and	3/5/2021 10:01 AM

	other infrastructure. Most of the roads have turned into 1 way roads because everyone parks on the street. I just would like responsible development where these types of issues are thought about. There are a lot of spaces in independence where additional parking could have been built in or still could be added to resolve these issues. I have no issues with the higher density development when it is done intelligently and responsibly which is simply not the case in Independence. Love the community and I don't plan on moving any time soon but shame on whoever developed the community and shame on whoever approved it for doing such a bad job of planning that type of stuff.	
106	Shopping	3/5/2021 9:59 AM
107	Been moved out here 14 years ago because we like the Worl atmosphere. It is since become really densely populated with multi family units and poor traffic the the 1st thing that needs to go into a development is traffic patterns that don't impact the existing residences	3/5/2021 9:38 AM
108	Don’t forget our roots!! Small town within big cities.	3/5/2021 9:30 AM
109	Rec Center	3/5/2021 9:08 AM
110	Dividing west/east of redwood residents. We already ruined 1 acre lots out East and now you’re slowly trying to move west with commercial and high density housing.	3/5/2021 9:07 AM
111	Keep part of bluffdale having larger lots	3/5/2021 8:58 AM
112	Bypass routes to limit through traffic. Porter Rockwell completion should be prioritized.	3/5/2021 8:50 AM
113	No more high density housing. Better roadways, especially 14600 south. Stay strong on not having 14400 south connect to herriman, that would be disastrous.	3/5/2021 8:48 AM
114	Bigger lots for houses	3/5/2021 8:39 AM
115	Traffic patterns. Speed	3/5/2021 8:33 AM
116	Road connectivity through prison site once that is gone. Recycling needs to come every week, not just biweekly. Let’s add glass recycling!	3/5/2021 8:26 AM
117	A big fully equipped gym. Rec center	3/5/2021 8:23 AM
118	Getting rid of the one way bridge and making it an overpass.	3/5/2021 8:16 AM
119	There is a lot of "us vs them" fighting within Bluffdale today, and obviously we will get nowhere with that attitude. We already lost land (the annex to Herriman which borders my property) and now the "west/east" contention which is absurd. I have lived in Bluffdale for 24 years, first as an east of Redwood person and now the last 18 years as a west of Redwood person and both cases I had the old-school vision of moving here with my horses (which I have had the entire time I've been here-both east and west!) and being 'left alone'. I have seen and witnessed the positives and the negatives of the city growth. I am bewildered by the people who want to move to over an acre of land with a large house only to do nothing with the property but amass a junkyard and allow their many dogs to run at large. I do see a definite increase in lack of simple respect and common courtesy, and sadly this seems to be a side effect of city growth. All I can do if I want to try to enjoy my little piece of home here is further retreat as a hermit. Zoning and code violations are treated by my neighbors as a 'who cares I will do what I want because nobody will stop me' attitude and they are right, it doesn't matter what our HOA's or city regulations state, no one takes it seriously and nothing is ever done. It is extremely disheartening to live as a law abiding and conscientious citizen when surrounded by those who constantly take what they want, do whatever they want, and make living here a hell sometimes. I read about all the fuss of zoning for a senior living development and though I am personally	3/5/2021 8:13 AM

	not for higher density than my acre plus, I would in a mere heartbeat trade for that to be bordering my property rather than the majority of my current neighbors. I would absolutely love to be able to once again walk out my own front door without taking a taser with me in fear of attack from the dogs next door. I have given up on anything happening to ever fix that, according to animal control I need to "be neighborly" and go next door and talk to the people about keeping there dogs from my yard and charging me--how am I supposed to walk to that house when I can't even go to my own mailbox??? And how is it 'right' that I can do nothing legally about it unless I have proof the dogs physically attacked me??? No thanks, I would rather arm myself to go out my front door than volunteer for a dog attack! I would love to sit out on my back deck again enjoying a barbeque in peace without my conversation being drowned out by motorcycles and atv motors and dust in the yard behind me. I'd love to look out at my yard and enjoy the birds visiting my feeders and watch my horse graze in my pasture without seeing the many old delivery trucks, semi trailers and old cars parked to rust away just through my fences in the background. I used to be proud of living in Bluffdale, but now I look forward to when I can leave for literally "greener" pastures. I used to have neighbors who cared about their property and cared about the people they live by, now we are but a few scattered about a web of "progress" and "growth". In a nutshell, we as a city need not just set zoning and regulations but ENFORCE the violations. If there are no consequences for poor behavior what does it even matter to create laws and codes? We lack simple unity and "comm-unity". I truly hope my words were read with an open mind and not discarded as petty complaints and useless rambling. I would love to be a part of the change we need if my assistance would be of any use. I realize these surveys are meant as anonymous, but I will leave my personal email in case you would like any further discourse or better yet, would like to come to my home and witness first hand what I see/hear/live with daily. pairofnewfs@hotmail.com Thanks for caring about our city.	
120	Move out industrial, bring in grocery/food. Make the streets better	3/5/2021 8:07 AM
121	The plan for what happens with the land the prison is on	3/5/2021 8:02 AM
122	Keeping clean	3/5/2021 7:56 AM
123	Churches	3/5/2021 7:56 AM
124	If 14600 South is improved, provide pedestrian/bicycle access to the commercial property that will be developed at the prison site such as a pedestrian overpass.	3/5/2021 7:47 AM
125	The timely completion of porter Rockwell to redwood	3/5/2021 7:44 AM
126	It’s getting SUPER crowded -feels like we are on top of each other’s space and development is not close to being completed yet! Yikes! Can’t imagine when it’s done-is there going to be enough room for all kids to be in school and have the proper care and attention? When there’s Too many apartments rentals -there’s the problem of short term living causing people to not really care about the city/area (littering, property damaging, stealing etc) some people don’t take ownership bc it’s not theirs because they know they’re temporary-not permanent residences that’s how I feel about a lot of apartment rentals -they are great but not when there are many more of them. Thank you for your time	3/5/2021 7:39 AM
127	Safety, more police officers. Less break ins	3/5/2021 7:24 AM
128	If you insist on having higher-high density housing you will force us to move. Fix the roads and keep 1 acre lots.	3/5/2021 7:22 AM
129	I love to see Bluffdale grow and turn in a wonderful and healthy city but I don’t want my city to turn in another Draper, where the houses are so close each other and they want to build almost on the roof from the neighbors. I think we can develop smart and keep the Bluffdale’s magic in our growing.	3/5/2021 7:15 AM
130	City council listening to concerns from its residents on speeding through neighborhoods.	3/5/2021 7:13 AM
131	Street parking, we need wider streets and houses with large lot options so we are so stacked onto each other	3/5/2021 7:02 AM

132	Crime. We have seen an increase in break ins and theft as more higher density housing is added to the city	3/5/2021 6:58 AM
133	Working better with developers and HOA's	3/5/2021 6:24 AM
134	Less low income apartments. There seems to be a lot more crimes in the neighborhood because of drugs as well as vandelism. More single family homes. More shopping and entertainment. As well as restaurants.	3/5/2021 5:50 AM
135	Larger home lots in independence, bury power lines, grocery store and restaurant options, larger open parks with lots of trees (think central park).	3/5/2021 4:32 AM
136	Fix the bridge at the round-a-bout	3/5/2021 1:37 AM
137	Please don't fill available space or try to compete with Riverton or Draper or Herriman. I LOVE that it feels distanced from some Of the city- busy-ness but is still so close to so many amenities.	3/5/2021 1:16 AM
138	What will become of the city center or land replacement of the prison. Making an iconic city center similar to what the salt lake tenple does for salt lake. Would be really neat. I'm also not opposed to a Bluffdale temple :)	3/5/2021 1:15 AM
139	Make it really easy and cost-effective for residents to start small businesses. Minimize red tape and time to permits/business licenses.	3/5/2021 12:16 AM
140	Front runner train station, medical clinics, new I-15 interchange	3/5/2021 12:07 AM
141	City library, rec sports for kids	3/5/2021 12:03 AM
142	The area directly south of the prison property is going to be most important for growth in the future for the city	3/4/2021 11:48 PM
143	Grocery stores and snow plows and youth sports	3/4/2021 11:41 PM
144	Explicitly allowing helicopter helipads on larger commercial and larger residential properties of 1+ acres that meet FAA requirements. This avoids the ambiguity in current Bluffdale laws as it is not explicitly restricted and federal law via FAA explicitly permits it with private land owner permission. I think this would strike the right balance of permissiveness and safety.	3/4/2021 11:35 PM
145	Keep the balance of larger residential land parcels. Connect I-15 to redwood.	3/4/2021 11:28 PM
146	Planning for parking when creating a neighborhood. Having a central mailbox put into all new developments. Police who enforce the law	3/4/2021 11:28 PM
147	I really wish we had a cute quaint Main Street. A street that speaks to the heritage and history of Bluffdale. However, I just hope we can move into 2022 with more retail options, Grocery stores, and Less of an industrial feel to the city. Also, what are the plans for the abandoned home on the south side of 146000 South right off the freeway exit? That house is full of graffiti, the windows are broken. It is a horrible eyesore and I hope there is a plan for cleaning it up and getting rid of it, or fixing it up. It makes a horrible first impression of our beautiful city.	3/4/2021 11:28 PM
148	Over population	3/4/2021 11:27 PM
149	Event center,hospital,museum	3/4/2021 11:14 PM
150	Safe traffic flow to avoid congestion.	3/4/2021 11:13 PM
151	Retail, restaurants, grocery stores are all needed! We shouldn't be taking all our business to neighboring cities.	3/4/2021 11:12 PM

152	Fix the bridge problem on 14600 south. It’s only going to get worse. Also, no more industrial warehouse space.	3/4/2021 11:06 PM
153	Maintaining the increasing property values and keeping it a desirable place to live	3/4/2021 11:03 PM
154	Some streets are too dark with no post or lights are not working. Indepence hopefully is the last high density housing so we dont keep attracting robbers and porch pirates to bluffdale, closer located police dept,	3/4/2021 10:59 PM
155	Keep it small and country	3/4/2021 10:59 PM
156	Phasing out mining in exchange for green energy. Finding a modern identity that honors the past but looks toward the future. What could Bluffdale be known for?	3/4/2021 10:57 PM
157	Na	3/4/2021 10:56 PM
158	Roads that can handle amount of traffic passing through the city.	3/4/2021 10:54 PM
159	Grocery stores and single family homes	3/4/2021 10:53 PM
160	No more warehouses. Not even one. Develop smart for retail tax revenue and invest in making it beautiful in residential areas. Independence has been allowed to be so badly developed (insufficient green space, insufficient parking, ugly warehouses). It feels like we exist just to generate property tax, but to invest in. Everything is about sacrificing our comfort while absolutely preserving the comfort of those to our west.	3/4/2021 10:48 PM
161	N/a	3/4/2021 10:48 PM
162	Embrace the country vibe but allow some growth and aesthetic various small, mid and large homes and lots sizes. Looking forward to some really cool businesses and restaurants in the space near Redwood and Bangerter	3/4/2021 10:45 PM
163	Flow of traffic	3/4/2021 10:41 PM
164	NA	3/4/2021 10:34 PM
165	Grocery store	3/4/2021 10:31 PM
166	Limiting the amount of home’s turned into rental units.	3/4/2021 10:30 PM
167	Let's not lose our sense of a close-knit community. Our people need to be more involved in the community.	3/4/2021 10:28 PM
168	Visitors parking areas	3/4/2021 10:21 PM
169	Agricultural rights	3/4/2021 10:16 PM
170	Dog park. Enough traffic lights when all is finished.	3/4/2021 10:13 PM
171	Plan for growth, making strategic zoning changes and embrace density	3/4/2021 10:08 PM
172	Moving of the prison.	3/4/2021 10:00 PM
173	I would love a rec center. I know we are small but a rec center would be a great way to bring in funds v8ia sports leagues and jobs, as well as providing recreation year round. Right now we have to go swim or play sports in Lehi, Draper or Riverton. I would like to keep those funds in our own city. I also think retail businesses (grocery and dining) are vital to keep our residents money in Bluffdale.	3/4/2021 10:00 PM

174	Addressing the mink farm	3/4/2021 9:58 PM
175	Stopping the animosity the wear side has for the east.	3/4/2021 9:58 PM
176	Accommodating growth, looking forward to the suburb Bluffdale is becoming and finding balance between rural and suburban city ideals and management.	3/4/2021 9:58 PM
177	The safety of residents and school kids along Porter Rockwell Blvd. The increasing prevalence of street racers throughout the city The increase in the number of vehicle break-ins Insufficient parking being allocated in neighborhoods Insufficient police presence	3/4/2021 9:54 PM
178	The damn bridge	3/4/2021 9:48 PM
179	Safety and security for citizens with the growth	3/4/2021 9:47 PM
180	Single family home development and retail options	3/4/2021 9:43 PM
181	Continue to invest in police! We appreciate them.	3/4/2021 9:38 PM
182	Living Future Challenge. We should be building a city that does more than reduces our footprint, but adds positives handprints into our designs. Think for the future and use nature as our guide.	3/4/2021 9:37 PM
183	Californians hostile takeover of our valley. And idiots in draper government having a negative impact on us	3/4/2021 9:35 PM
184	Bringing in more than one High speed Internet provider when homes are built.	3/4/2021 9:33 PM
185	Allowing strategic growth from old Bluffdale without turning into Riverton, Herriman, South Jordan	3/4/2021 9:25 PM
186	Traffic concerns. Such as 14600 S and the Freeway entrance/exit.	3/4/2021 9:22 PM
187	Less churches, Mormon. Its space that can be better used.	3/4/2021 9:18 PM
188	We need to stop building so many condos and town houses in section 3. Its getting so overcrowded. And we NEED retail stores - grocery, target or Walmart, dining options, etc.	3/4/2021 9:18 PM
189	Recreation programs	3/4/2021 9:17 PM
190	Getting a new mayor, city manager and engineer. The city council has no back bone. Push overs	3/4/2021 8:56 PM
191	protecting the rural and equestrian appeal.	3/4/2021 8:52 PM
192	Don't connect streets to Herriman. They made their decision when they put high density housing against Bluffdale. Connecting would kill our traffic.	3/4/2021 8:47 PM
193	14600 S Bridge light is a on going issue. 14600 s in general will be an issue once Mt view is done.	3/4/2021 8:45 PM
194	Roads. Make sure there is a lot of planning regarding future traffic. 14600 by the railroad underpass is a mess.	3/4/2021 8:32 PM
195	N/A	3/4/2021 8:18 PM
196	The road under the tunnel. Traffic.	3/4/2021 8:12 PM
197	one acre horse property	3/4/2021 7:51 PM

198	More street lights and better internet. We only get 15mb and our only choice is centurylink. CenturyLink can’t increase the speed and we have no other option.	3/4/2021 7:31 PM
199	Transportation is the main. Then accessibility to groceries and food	3/4/2021 6:37 PM
200	Keeping tax dollars here. Bringing other residents here to shop!	3/4/2021 6:28 PM
201	Make sure Herriman doesn't use 144th or 150th as connection roads.	3/4/2021 6:03 PM
202	Family entertainment ie: Movie Theatre	3/4/2021 5:31 PM
203	Parking	3/4/2021 5:21 PM
204	Scalability and sustainability of housing growth	3/4/2021 5:03 PM
205	Safety Safety Safety.... With condensed housing it seems that more crime come with it.	3/4/2021 4:52 PM
206	Expanding the cemetery. Allowing thoughtful exceptions to one-acre zoning. Finding a happy medium to growth and maintaining a rural atmosphere. Large lots/landscaping/water-use issues.	3/4/2021 4:00 PM
207	The light under the train tracks has got to go and the lane should be widened.	3/4/2021 3:55 PM
208	When the prison moves draper will have a very important and impressive piece of land to develop. Bluffdale has many opportunities to do the same but seem to just bring in or care about commercial buildings which are not beneficial to the residents and future of Bluffdale and its growth	3/4/2021 3:49 PM
209	Retention of acre lots.	3/4/2021 3:48 PM
210	The mayor has been in office too long. He’s complacent and caters to the smaller / older Bluffdale population. Who cares about the rodeo. Bluffdale used building permits to pay for rodeo years ago instead of developing the east side of redwood.	3/4/2021 3:32 PM
211	Living in the independence area we are so close to the Jordan river trail but the one lane RR underpass does not provide a safe route to walk or Bike to connect to it. Some sort of direct connect trail from Independence Area to those trails on the west side of the RR would be amazing.	3/4/2021 3:24 PM
212	Addressing the traffic on 146th, getting more neighborhood parks, getting an affordable grocery store, having a community feel around the city center with shopping, dining and parks. No more high-density housing.	3/4/2021 3:23 PM
213	I want wider roads. 14600 bridge is really inconvenient, in the mornings is really difficult and time consuming to get through that intersection and it doesn't need to be like that. Widen that area and remove the light	3/4/2021 3:22 PM
214	Police department	3/4/2021 3:15 PM
215	Addition of business that serve the community outside of employment opportunities. More retail, less industrial developement. Zone 3 of the city should be key in this development as this is the fastest-growing portion of the city with much different needs due to the density of development.	3/4/2021 3:06 PM
216	Salt water pools like daybreak	3/4/2021 2:56 PM
217	Please remember that people move to Bluffdale for a REASON. We do not want to be overrun with apartments and townhouses. We like SPACE.	3/4/2021 2:53 PM
218	Stop with all the kid stuff! Adults live here as well with nothing to do!	3/4/2021 2:46 PM

219	Traffic congestion. Safe places for youth activities close to housing.	3/4/2021 2:34 PM
220	We need to keep some of our open space/untouched land. Not all of it needs to be developed	3/4/2021 2:05 PM
221	The divide between the citizens east and west of Redwood. Those of us on the east side of Redwood often feel like Bluffdales red headed step kid.	3/4/2021 1:58 PM
222	I moved here to the high density part thinking the retail was coming and apparently it isn't. I was hoping for walkability. Even a convenience store would be amazing. Public transportation would be great as well. We also need better internet. We could use more sports fields and a theater for the high school. These are quality of life issues that would really make a difference.	3/4/2021 1:55 PM
223	Bluffdale has a lot of potential, that's why we moved here, but we need to be willing to let businesses in and focus on amenities for residents. It's taken far too long to make not enough progress. With the opening of Porter Rockwell through to Herriman, I'm counting on Bluffdale to step it up and finally make it feel like I'm living in a legitimate, well planned city.	3/4/2021 1:46 PM
224	Small retail commercial growth focus. Absolutely no big box (Walmart) stores. No more actual high density (apartment, townhome) approvals. Actual enforcement of street parking (no parking snow signs are useless). Enforcement of parking and traffic issues in independence. Incentivize small commercial retail new businesses through agreements with retail zoned landowners.	3/4/2021 1:43 PM
225	It's important that we're able to control traffic with all the growth. Getting in and out of a neighborhood shouldn't feel like I'm on I-15.	3/4/2021 1:41 PM
226	A community center would be incredibly beneficial. There are so many residential areas that a community center would benefit everyone. A place with a pool, gym, basketball courts, etc.	3/4/2021 1:40 PM
227	Give residents something to do on the weekend so we aren't traveling to other cities to do this	3/4/2021 1:39 PM
228	Growing but not over population.	3/4/2021 1:33 PM
229	Controlling development	3/4/2021 1:29 PM
230	Sound buffer from noise (regional park, Bangerter Hwy, ec.).	3/4/2021 1:26 PM
231	Please stop developing Bluffdale. I know most people think money is the most important thing, but building a tax base is not critical! Keep Bluffdale rural, keep costs and spending down, and please stop developing our town. It is getting ruined and turning into a carbon copy of every other salt lake county community.	3/4/2021 1:21 PM
232	More commercial in certain locations where it makes sense to bring in tax revenue. We need a grocery store!	3/4/2021 1:14 PM
233	The lane under the bridge on 14600 needs to be a 2 lane.	3/4/2021 1:06 PM
234	The lack of retail shopping and dining is a high priority for me. Also there is a big need for infrastructure to accommodate a rapidly growing population.	3/4/2021 12:58 PM
235	The City is not "rural" as some residents believe. The City needs thoughtful planning to protect the heritage of the City and allow growth in a logical and sensible way. The City is located to have a little everything any resident desires.	3/4/2021 12:40 PM
236	Civility when opinions differ. More open mindedness to new ideas. Realizing that the old way is not always the best way.	3/4/2021 12:35 PM
237	Transferring prison out as soon as possible.	3/4/2021 9:54 AM
238	Bluffdale needs to start thinking about the future of many young families living in this area, we can't always drive 10-20	3/3/2021 10:20 PM

	minutes just to get to a store!	
239	Stay country & family oriented	3/3/2021 4:44 PM
240	Please preserve the quality of life in the old part of Bluffdale. If we are able to do that, the city will remain one of the best places to live in the valley. If we allow development to overtake us, it will be just like everywhere else. Herriman is hideous. Please do something about the puncture vine so we can enjoy the canal trails and bridle paths (maintain bridle paths with access to the equestrian park/arena). Help encourage residents to keep their sidewalks clear (and trees trimmed), so walkers can enjoy the sidewalks. Keep Bluffdale a special place to live!! Thank you.	3/3/2021 3:04 PM
241	Fiscal Responsibility	3/3/2021 2:26 PM
242	I'm concerned regarding the visual footprint of commercial in our bedroom community. We need commercial but with the right appearance. Please reduce digital and tall signs. Example the sign at Bluffdale elementary is often extremely bright at night and difficult to pay attention to oncoming cars with a flashing digital sign. Who could I chat with more, happy to help. Randy Winegar 801-541-2560	3/3/2021 1:00 PM
243	Keep Bluffdale rural please don’t Trump it into Herriman or Riverton that’s why we left Riverton you all are starting to sound like the city Council of Riverton special interests	3/2/2021 12:45 PM
244	I believe the 1-acre min lot size is a thing of the past. I believe it has been obsolete for 20 years. Bluffdale's past government gave away much of our town's future revenue potential to Herriman because a group of the older residents could not see change coming and get in front of it. We have the opportunity to responsibly amend some of the vacnat land parcels going forward to higher density. There is no reason that quarter acre lots cannot be incorporated into the high percentage of one acre neighborhoods. This idea that the majority of land west of Redwood should remain 1-acre or larger has to be a thing of the past. Bluffdale opens the door for another Gerald Anderson type of levied discrimination lawsuit at that point. Doubt the city coffers can handle that. We need a ton more retail options. We are 25 years behind the curve on that. We need some finality to the GIGANTIC FAIL that 14600 S has been for 20 years. We need SAFE pedestrian options on 14600 S. Thank you.	3/2/2021 11:54 AM
245	The round a bout by the one way bridge needs to be fixed!!! It's dangerous and a road hazard. Make the two lane junction going west on 14000 just one lane so cars in right lane don't fly through round about almost hitting cars inside round about, plus put flashing lights indicating drivers yield to cars in round a bout on ALL access points.... OR a better option would be to take out round a bout and put in a traffic light! (Or, the best option is to bypass the one way bridge entirely by building a better traffic route and new road. But until, then try implementing other idea.)	3/1/2021 12:34 PM
246	How to make the roads better. I look at recently tar/graveled roads and they are starting to crack after a year. Wish it wasn't happening so quickly.	3/1/2021 11:12 AM
247	STAY COUNTRY LIKE IT IS. BETTER CONTROL AT HOME BUSINESSES (CONSTRUCTION EQUIPMENT ETC)	2/28/2021 3:02 PM
248	Diverse tax revenue options to slow property taxes. Rex center.	2/25/2021 10:43 PM
249	Keep Bluffdale rural!	2/24/2021 11:09 PM
250	To realize Bluffdale isn't supposed to fit some supposed mold for a "big city". We're NOT a big city and we, the people, don't want to be one. Most of us came here for the country-style life and we're tired of seeing it erode away due to snake-oil "elected" officials and over zealous city employees who apparently feel beholden to developers. Such a shame & disgrace.	2/24/2021 5:56 PM
251	Good planning so Herriman doesn’t overtake our roads (or city)	2/23/2021 3:51 PM

252	Safety - there appears to be constant issues with burglary at homes and speeding	2/23/2021 12:36 PM
253	Expediting the dog park	2/22/2021 10:20 PM
254	keeping the country lifestyle	2/21/2021 4:18 PM
255	Community pool	2/19/2021 11:31 PM
256	keep it rural & family oriented, growth with minimal impact to life style	2/19/2021 8:14 PM
257	We don’t want more development. Leave Bluffdale as it is! It is turning into Riverton or even worse, Herriman.	2/19/2021 7:49 PM
258	To continue giving volunteer opportunities like community emergency response team (CERT), HAM radio emergency communications, and volunteers in police service (VIPS)	2/19/2021 7:08 PM
259	keeping the acer lots. In 10 years there will be no other place like this in the valley. Yes that means no grocery stores, because of number of roof tops. I am even am ok with higher taxes if it means keeping the acer lots. In the long run our property values will be incredible.	2/19/2021 6:48 PM
260	Keeping population down	2/19/2021 6:39 PM
261	Agriculture rural lifestyle on one acre lots	2/19/2021 2:49 PM
262	we need business tax revenue. Small shopping complex with a Sprouts, boutique or a hair salon like complex.	2/18/2021 3:23 PM
263	Please Keep Open Space and No High density housing west of Redwood Road.	2/17/2021 5:26 PM
264	Keeping greedy developers out	2/17/2021 11:16 AM
265	The significant number of land locked lots - usually tied to super narrow lanes. As part of the Master Plan, please consider ways that those lots may be freed up and safely accessed.	2/16/2021 7:23 PM
266	Sufficient water	2/15/2021 2:24 PM
267	Keeping Bluffdale Rural and a sanctuary from the business of the surrounding area.	2/15/2021 1:53 PM
268	Any new construction, residential or commercial should be required to have fiber internet laid to the property. Bluffdale should join Utopia.	2/14/2021 10:38 AM
269	Leave space for us to explore. More hose and hiking trails. No build	2/14/2021 6:59 AM
270	Please focus on making our beautiful city more rural and equestrian for us and future generations. Raise taxes as needed. Please keep Bluffdale special, not just another high density city like Herriman. I think most of us love Bluffdale a little rough around the edges, we don't need street lights, sidewalks, etc. We love open spaces and dirt horse trails. Thank your and God bless Bluffdale.	2/12/2021 11:13 PM
271	Keep the traffic out and keep some open spaces! Just because there's a field doesn't mean u have to build on it.	2/12/2021 6:47 PM
272	Community activities-rec center	2/11/2021 11:40 PM
273	Don’t try to control every breath we take, and don’t in courage neighbors to tattle on each other	2/11/2021 8:10 PM
274	Keep growing!	2/11/2021 7:07 AM

275	Please. No more high density housing.	2/10/2021 10:16 PM
276	Light pollution at night Open burning ordinances Traffic (speeding)	2/10/2021 2:26 PM
277	Strong police and fire departments and adequate funding for them. Salt Lake County currently should not be trusted for support in major emergencies that may have political implications or in a wide-spread natural disaster.	2/10/2021 10:48 AM
278	The rodeo arena does not water evenly	2/9/2021 7:02 PM
279	Winco! Thanks for your dedication for improving and including the voice of the individual	2/9/2021 2:34 PM
280	Tackling infrastructure with growth in the community and making 146th south have more amenities like a small grocery store or other food options for families	2/9/2021 10:43 AM
281	Thanks	2/9/2021 8:45 AM
282	High volume of traffic and excessive speeding on Porter Rockwell Blvd. Remove roundabout at 146000 S and 1000 W. Reroute 146000 to continue straight instead of veering and going under the trestle bridge. One business would need to be moved but it would be easier to widen the road and overall safer and more efficient. Traffic often gets backed up at the roundabout causing somewhat of a gridlock if you can't get into the roundabout which seriously backs traffic up.	2/8/2021 9:54 PM
283	More localized businesses, but not so many that Bluffdale becomes overcrowded or swamped with traffic.	2/8/2021 9:09 PM
284	Protecting the 1-5 acre, more "rural" areas from being overtaken by high density housing. This includes never allowing the subdivision of existing 1 acre lots into smaller, half lots or flag lots. Anywhere this has been allowed has just created a mess and effects property values and increases the population/density in these areas. Look at where Riverton and Herriman have allowed this. It looks terrible. I paid a lot of money for my 1 acre lot to have space. The last thing I want is a house being built in my neighbor's back yard. Those of us with large lots moved here for space and privacy. Please do not allow changes to the existing zoning. Also, I am not interested in the city taking over our secondary water system. I feel like my water shares were stolen from me by the city without any notice or consent. I don't want the city interfering with our system. We don't need the city's "help". We are doing just fine as it is. The city has to do a much better job of attracting real revenue producing businesses that are useful for the residents. So far, we seem to keep getting obscure businesses that aren't of much use or value to me as a resident. I still spend my money in Riverton or Herriman. The only place that gets my business in Bluffdale is Maverik. There's nothing else around of any use to me. And finally, get rid of Connie! She is not an elected official yet runs around like she owns the place. She is rude and I am not happy that my tax money is paying for her. Too many residents, including my family, have been pushed around and threatened by her. I have complained about her I'm the past and then discover that after several complaints from various residents she was hired as a full time employee. How did that happen? Now I see her continuing to push people around and intimidate city employees and elected officials. It makes no sense to me that our tax dollars are paying for such a person. She needs to go! She is not good for the future of Bluffdale. She's like a continuation of Claudia Anderson. Look at the damage she did to our city. We will never recover the losses we experienced under her "leadership". Connie will be just as destructive if allowed to continue working for Bluffdale.	2/8/2021 8:56 PM
285	We really need better internet options. With kids all doing so much more over the internet for school, this is a huge priority. Comcast can't be our only option. Even at their fastest, most expensive tier, I can have 2 zoom classes going while I'm working. The Upload speed isn't enough. We should consider Utopia or getting fiber to the home from other providers.	2/8/2021 8:30 PM
286	FREE dumpsters available for garbage and green waste throughout the year to be placed in subdivisions for cleanups like West Jordan city does to keep the city clean	2/8/2021 8:14 PM
287	Economic Dev Bring back the Demo Derby	2/8/2021 6:34 PM

288	Don’t let it become over grown	2/8/2021 6:16 PM
289	Keeping traffic low and slow in order to have a safe place for people to walk.	2/8/2021 5:34 PM
290	Safety crime	2/8/2021 5:24 PM
291	Interconnected walking and bike trails to connect neighborhoods with schools, work, shopping	2/8/2021 5:24 PM
292	Preserving the small town feel by defying borders, having a town center, and encouraging community activities as gathering events to promote camaraderie among residents.	2/8/2021 3:37 PM
293	Acquire more commercial businesses like grocery stores, gas station, big box store like sams club, fast food, etc. to keep taxes down for the home owners	2/8/2021 3:27 PM
294	Dogs. Dog parks. There is no space for dogs. Dog poop is an issuer! And a Heath and safety issue. We need dog parks	2/8/2021 8:04 AM
295	Horse friendly trails near horse property. Preserve our way of life!! Sadly Bluffdale is one of the only places left to even have horses or a hobby farm! This is Utah not California! Stop pushing us life long residents out for Californians that want to change everything to crap!	2/8/2021 6:01 AM
296	More commercial development! Grocery stores, Targets, fast casual dining!	2/7/2021 3:21 PM
297	Wish there were a neighborhood gym- the draper athletic center is tiny and the closest one to us	2/7/2021 2:38 PM
298	Senior housing on the west side of Redwood Road. Retail shops, grocery stores. Less industrial buildings. Nice cute retail buildings that enhance the beauty of Bluffdale.	2/7/2021 2:26 PM
299	Grocery Stores, Senior Housing, Cute Retail Shops. No more Industrial Buildings. No more Storage Units	2/7/2021 2:20 PM
300	We need businesses- I would also like to see us with a bike park - Herriman and Draper are developing trails and bike parks. So for now I spend all my time/money there.	2/7/2021 6:59 AM
301	Getting the dog parked up and running, less home construction and getting a GROCERY STORE AND RESTAURANTS	2/6/2021 11:52 PM
302	Get rid of that terrible under the bridge drive through light. Open that road for better access. Finish Porter Rockwell faster. Less high density housing. No more round abouts!!! Fine the old junk yard business’ that pile junk. More police patrol through neighborhoods.	2/6/2021 9:19 PM
303	Don’t overdo it and make the city overrun/overcrowded but make life good/convenient for the people who want to live here!	2/6/2021 9:04 PM
304	Don’t want over development	2/6/2021 9:03 PM
305	Resist the pressure to bring tracks lines in public transit that destroys the skyline and brings a lot of crime. Draper certainly did not anticipate that as the tracks line ends at Draper at any time during the day their library which is across the street is full of transient people with their technology in the plugs it is very uncomfortable and makes the neighboring park kind of trashy and unsettling. Since Bluffdale would also be an end of a line area it will certainly attract individuals from all throughout the valley so be mindful of this pressure	2/6/2021 8:24 PM
306	14600 South needs HELP! It is TOO narrow for the amount of traffic that flows on it everyday. The road does not allow sufficient room for bikes and pedestrians. Left- turning vehicles are at risk of getting rear-ended. The upcoming new Porter Rockwell road and bridge will not alleviate the problems. Citizens will continue to use 14600 because it is closer to the schools, neighborhood and residences they reside. This includes families living on the west side of Redwood Road, north of	2/6/2021 7:54 PM

	14600 South. We need a three lane road (left hand turn lane), bike lanes and sidewalks. Just waiting for the day when someone will be seriously injured or killed because the city will not address the problem. The city used funds to widen and improve 14300 South, which is NOT as busy and dangerous as 14600 south. Why? Why not use funds or save up funds for improving our MOST dangerous roads? The new 14600 straight road is a good effort to help with the problems we have traveling on it, but there is so much more that needs to be done.	
307	More broadband internet choices. There are PLENTIFUL fiber providers in Utah and Bluffdale deserves to have access to them. Find a "creative" way to make the Mink farm go away. Bluffdale needs more housing - not Mink farms. Politicians and creative attorneys make these things happen all the time - I would hope our city can do the same.	2/6/2021 6:03 PM
308	to maintain its unique rural feel as cities close in around it, if people want that then let them move to those surrounding cities, bluffdale should fight to remain unique in this	2/6/2021 5:32 PM
309	I would like to see smaller lot sizes so my kids can afford to buy a house here.	2/6/2021 5:10 PM
310	Don't put in too much high-density housing, our current road infrastructure cannot support it.	2/6/2021 4:24 PM
311	Safety	2/6/2021 3:54 PM
312	Don't permit dense housing!	2/6/2021 3:49 PM
313	The city needs to hold the builders responsible for not keeping their contractual obligations. Also if the city inspectors have admitted to not actually inspecting homes what is their job then? The city inspectors have given the impression they are in the pockets of the builders and we the hone owners are paying the price for it.	2/6/2021 3:31 PM
314	A grocery store or gas station	2/6/2021 3:30 PM
315	Attract tech companies.	2/6/2021 2:56 PM
316	Maintaining the feel and integrity of the city. That is why people moved and move here. Maybe consider creating another city where you can create high density housing. I am very concerned with the nature of the questions. There were not a lot of options or questions about keeping Bluffdale as a rural community. I ask why? Has the direction already been planned and our opinions really don't matter? What a mess.... This is so junior varsity, as it relates to city planning. I have lived all over the country and the world and the directions Bluffdale city is taking has a certain and proven outcome. More crime, higher taxes, property values will eventually decrease, etc. Look at where West Valley was 30 years ago and look at where it is now. This is where you are going. Look at Aurora Illinois, same thing. Just a few examples. Maybe you need to do a real study instead of trying to follow a social agenda. The city is not tasked with trying to create affordable housing for all and bring social equity to all. I wonder, who is getting a kickback for moving in this direction. It maybe good if we start an investigation.	2/6/2021 2:47 PM
317	Please please please bring us a grocery store.	2/6/2021 2:45 PM
318	Better/more internet providers as we are so close to Silicon Slopes. Open up Porter Rockwell--it appears to be completed already, why isn't it open?	2/6/2021 2:25 PM
319	Minimizing apartments and high density housing. Minimizing traffic flow through our city.	2/6/2021 1:54 PM
320	opportunities for cultural activities	2/6/2021 1:21 PM
321	Do NOT strive for the most dense option. We are an outer suburb, not downtown. Along with that thought, absolutely no high rise or unsightly tall buildings. Very high on my wish list would be a more robust trail network. With how active this	2/6/2021 1:09 PM

	community is, that'd be a huge thing. Being able to get on the Jordan River Trail system from Independence would be amazing if that could become a reality. With how diverse this community is, things that bring people together - coffee shops, breweries, etc, that's what we need. Having some of those walkable from Independence would be great.	
322	Increase street lighting in Day Ranch. Widening 14600 S should be a high priority.	2/6/2021 1:07 PM
323	Bettering the life of existing residents over packing in more	2/6/2021 1:02 PM
324	We need closer dining option but desperately need a close grocery store	2/6/2021 12:24 PM
325	Affordable housing but not an apartment. I want a house with some land but can’t afford a $500,000 mortgage	2/6/2021 11:44 AM
326	Different portions of the city have different needs and desires for their development.	2/6/2021 11:38 AM
327	Keeping property taxes low by growing our sales tax revenue opportunities.	2/6/2021 11:11 AM
328	A community recreation center would incredible. My worry is that certain things can’t get approved until a population threshold is met, but we know the population is growing and fast. I understand you can’t just wave a magic wand, I’d love if Bluffdale did things anticipating the huge population that WILL be here within the next 5-10 years.	2/6/2021 11:05 AM
329	Less HOA's	2/6/2021 10:51 AM
330	I think having our own post office.	2/6/2021 10:50 AM
331	Grocery!!! For heavens sake GROCERY!!!...	2/6/2021 10:39 AM
332	Bluffdale resident investment opportunities. Pool local funds to keep us invested in growth, safety and development.	2/6/2021 10:36 AM
333	Recreation center is greatly needed! Keep the small town feel! Keep the city arts and events. We love it here!	2/6/2021 10:12 AM
334	Development of the prison site	2/6/2021 10:07 AM
335	Public library	2/6/2021 10:00 AM
336	I know it’s hard to make people happy, but I feel like you guys are doing a great job. Thank you for all you do!	2/6/2021 9:46 AM
337	Growth, taxes, community projects, walking trails...we need a grocery store!	2/6/2021 9:39 AM
338	Getting the prison area moved out quickly so we can build more commercial dining, grocery shopping and entertainment	2/6/2021 9:36 AM
339	The open spaces and trails and parks we have are great. Keep it up in regards to public green spaces.	2/6/2021 9:16 AM
340	To keep the country feel of Bluffdale established. This includes low density housing, horse properties, open spaces, and heavy traffic kept to the outer skirts of the city.	2/6/2021 9:13 AM
341	Not sure	2/6/2021 9:05 AM
342	Too fast of growth and not enough of a living support structure	2/6/2021 8:56 AM
343	No roads between bluffdale and herriman- besides porter rockwell connecting to mountain view corridor. Keep our city protected with no major roads in the middle of the city.	2/6/2021 8:56 AM
344	Traffic/ too much housing / loosing all of our beautiful ground /commercial residents/ trucking companies etc	2/6/2021 8:55 AM

345	Preserving Bluffdale's rural and open feel. Avoiding the overcrowding and "stack them higher and deeper"approach that Harriman seems to embrace!!	2/6/2021 8:47 AM
346	There is an extreme lack of street lamps in every neighborhood making it very unsafe and easier for crimes to occur. I walk my dog everyday and have been almost hit by cars that cannot see me from lack of appropriately placed street lamps	2/6/2021 8:45 AM
347	Roads	2/6/2021 8:40 AM
348	Schools and safe sidewalk for children to cross. A pedestrian overpass from the Day Ranch church to the Jordan River Trail so kids and cars do not have to cross the tracks or go all the way around to the nearest trail parking lot on 14400 S	2/6/2021 8:05 AM
349	Most people moved here for the rural feel of this small town and it should be kept that way. There are not many places left for horse property and to take that opportunity away would be a slap in the face to those who moved here for that very reason.	2/6/2021 7:57 AM
350	We are land locked. People leave Bluffdale to go to work. Provide ways/paths to get to the train. Get some shopping at redwood and Bangerter people will come.	2/6/2021 7:53 AM
351	Stop living in the past. We are no longer a farming community. We have the opportunity to build something unique and instead we keep making cheap (not inexpensive) houses and large apartment buildings with no commercial anywhere. Should have taken the example of daybreak and made a real community instead of a town with one road and an empty business park.	2/6/2021 7:18 AM
352	Safety and security due to spike in crime in the area	2/6/2021 6:43 AM
353	Too many cars park on the street and some on some streets that makes it dangerous because I'm turning almost blindly into oncoming traffic. Also, the RVs/campers that park by Summit Academy High School seminary block the view of the crosswalks and make it unsafe for the kids going to and from school. The walking trail in The Ridge that is behind the houses- the houses right there treat the path as their personal property/dumping area.	2/6/2021 6:27 AM
354	We need more spaces for kids sports. We need fields and a pool. We currently travel half an hour each way daily for these amenities.	2/6/2021 5:12 AM
355	I am very concerned with the one lane road going under the bridge. We were told that the growth wouldn't be so big that we would need it. We need a wider road. Especially if there is going to be major shopping and housing where the prison sits. The heavy traffic from the shopping and housing that will be where the prison is. The fact that we have zero grocery stores. Instead we have a plethora of warehouses, dental office spaces and weird businesses that don't bring a sense so community. The fact that we will need a bigger police force. Dense house is horrible now. I would hate to see the rural feel go away. The security of the marshlands.	2/6/2021 1:18 AM
356	Keeping porter rockwells traffic and speed of cars down once the bridge is complete.	2/6/2021 1:04 AM
357	Safety	2/6/2021 12:13 AM
358	Wasteful spending in the city. Crime prevention.	2/5/2021 11:52 PM
359	We need a rec center or something for children to have.	2/5/2021 11:10 PM
360	Long term planning so the gravel pit can eventually be well utilized.	2/5/2021 10:27 PM
361	Development near the prison	2/5/2021 10:23 PM

362	Rec center or a pool would be awesome!	2/5/2021 10:15 PM
363	Retail, retail, retail. Tired of paying sales tax to Riverton!	2/5/2021 10:08 PM
364	Bringing in unique businesses and restaurants that are one of a kind to encourage a diverse group of people visiting our beautiful city.	2/5/2021 10:03 PM
365	Use the prison relocation as an opportunity to bring in the business, jobs, retail, ect. that will put Bluffdale in the map and allow for additional tax revenue.	2/5/2021 10:02 PM
366	Unifying East and West	2/5/2021 9:49 PM
367	Traffic planning done better.	2/5/2021 9:28 PM
368	We need a grocery store and some restaurants. Even fast food. More strip malls along redwood. Redwood should be more commercialized.	2/5/2021 9:23 PM
369	Better internet infrastructure	2/5/2021 9:17 PM
370	Synergy with planned prison redevelopment in Draper	2/5/2021 9:13 PM
371	146th needs to grow before the prison area begins to develop and traffic in the area picks up.	2/5/2021 9:12 PM
372	I think the main issue that needs to be addressed is business and shopping needs. I think once the prison moves that that will be great real estate for a grocery store and other business options!	2/5/2021 9:04 PM
373	Affordable, Tax revenue from businesses, grocery store on Redwood road and Bangeter highway.	2/5/2021 9:01 PM
374	A recreational facility.	2/5/2021 8:55 PM
375	Not connecting the road by the new water tank. The construction on the water tank damaging the ground underneath our home. The constant shaking it causes to our home all day every day.	2/5/2021 8:52 PM
376	More police patrolling and street lights	2/5/2021 8:50 PM
377	Prepare to fix single lane bridge as volume of drivers continues to increase significantly in this area.	2/5/2021 8:37 PM
378	Moved hear because of the rural feel.	2/5/2021 8:31 PM
379	Moving because your have turned Bluffdale into every-other city. 31 yr resident moving to Montana soon. Good luck with the shit show you're created	2/5/2021 8:30 PM
380	Keeping With the "Rural" feeling as much as possible. Smart growth	2/5/2021 8:27 PM
381	Traffic	2/5/2021 8:22 PM
382	Over running transportation systems	2/5/2021 8:14 PM
383	Organized recreational opportunities for kids, and a pubic library branch.	2/5/2021 8:10 PM
384	Growth	2/5/2021 8:08 PM
385	Industry doesn't mix well with residential. Blend of living quality with surrounding cities.	2/5/2021 7:39 PM

386	Not opening roads to Herriman with all their high density. Please keep their traffic out of Bluffdale!	2/5/2021 7:30 PM
387	Restaurants / grocery stores/	2/5/2021 7:19 PM
388	Connecting roads and ruining quite neighborhoods	2/5/2021 7:07 PM
389	Please don't ruin the small town feel like they did in South Jordan and opt for revenue instead of a great place to live. They built to many small lot houses and packed them in so close. People don't stay in those very long. They are in and out and turn over is very short because they realize they want more land. We want neighbors who stay. Improve their homes because it's a great place to live. I lived in one of those neighborhoods before moving to Bluffdale and I hated that every week someone else was putting their house up for sale. It was not a long term investment so nobody ever improved their yard or planted trees etc. unless your in a huge HOA like daybreak who did it all for you but then people hated the large HOA payment so they would move also after they got sick of it. Please keep Bluffdale a great place to stay. Not so crowded. Also don't ever open 14400 south to Herriman. Thank you.	2/5/2021 6:50 PM
390	Road infrastructure	2/5/2021 6:18 PM
391	More houses to regulate how many people no apartments or condos	2/5/2021 6:13 PM
392	Not making it hard for business to come here. Slowing on home development and focusing on commercial and open space development	2/5/2021 5:53 PM
393	NIMBY-ism. Affordable housing initiatives are never overwhelmingly popular at City Council meetings, Planning Board meetings, etc, but the reality is is that Salt Lake County has a dwindling amount of developable land left, and we're pricing our children and grandchildren out of the ability to live close to their families. Without prioritizing affordable housing options, they will not be able to afford to live in great communities like Bluffdale and Salt Lake County.	2/5/2021 5:50 PM
394	None	2/5/2021 5:44 PM
395	Need more indoor recreation, especially for kids during the winter	2/5/2021 5:29 PM
396	With The Point development, it'll be nice to have as much shopping and businesses in place in the Independence area as soon as possible so that those needs are met within Bluffdale city limits. I'd rather those businesses and tax dollars benefit our city, and not go to Draper.	2/5/2021 5:10 PM
397	Finishing current projects in timely manner	2/5/2021 5:03 PM
398	Getting residents to be accepting of, and part of, thoughtful change and growth rather than getting run over by it. Citizen acceptance that east and west Bluffdale exist and both are necessary and positive. Too much NIMBY will hold us back and we won't be prepared for the future.	2/5/2021 5:03 PM
399	Definitely bringing in business and getting services to the areas that need them.	2/5/2021 4:55 PM
400	ONE ACRE LOT WEST OF REDWOOD PRESERVATION!!!! Cut the fat out of the administration.	2/5/2021 2:11 PM
401	Riding the growth of zone 3 of the city, especially around the future development of the Point (prison site). Expanding shopping and dining within city limits.	2/5/2021 10:20 AM
402	Want to able to support local businesses in our city but they don't exist	2/4/2021 8:16 PM
403	Sustainable and green futures for all of us to ensure less pollution. We need more options to put our money back into our community and we need to be thinking long term how we grow so we don't screw it up like Lehi did.	2/4/2021 8:10 PM

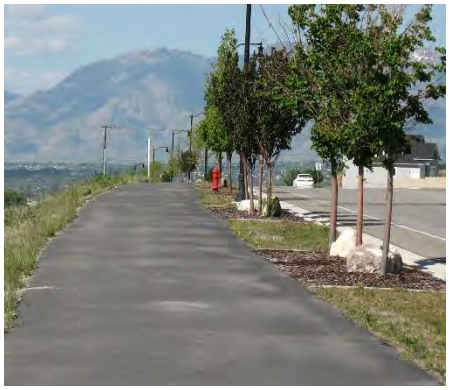
404	Maintaining rural community on west side	2/4/2021 7:07 PM
405	Get the speed limit down on 14400 S . People drive 50 mph regularly and there is a park and close to the elementary school. Put speed bumps in!	2/4/2021 6:03 PM
406	Connecting bluffdale to Draper and Lehi through public transportation. Creating community engagement through centralized retail/shopping/dining within walking distance of high density residential total areas	2/4/2021 5:57 PM
407	Amphitheater, arena upgrade	2/4/2021 10:34 AM
408	To protect the quality of life, as has been done by our city government since the origin of Bluffdale.	2/3/2021 10:53 AM
409	Bluffdale has a horse head on its city logo sort of implies that it is a rural area I would like to keep it that way, city Council has tried to change Bluffdale, most the residents I speak to want it to stay rural with open spaces	1/27/2021 5:15 PM
410	Please do not allow 15000 S. to connect to Herriman. It will destroy the horse-friendly neighborhoods of "old Bluffdale" and make it very unappealing for those of us, who moved here for a little space and quiet, to live in this area to stay.	1/27/2021 9:25 AM

TRANSPORTATION PLAN

BLUFFDALE

EST. 1848

TRANSPORTATION PLAN







AUGUST 2017

- UPDATED FEBRUARY 2020 -

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INTRODUCTION

The Bluffdale Long-Range Transportation Plan was made possible through the Wasatch Front Regional Council (WFRC) Transportation Land Use Connection (TLC) program, and it is intended to guide the City of Bluffdale to achieve its goal of providing a transportation system that promotes safe and productive transportation options for the community.

This plan will begin by discussing the current conditions of Bluffdale and its transportation system. This will include the city's demographics, land-use context, transportation infrastructure, connections to nearby communities, and Bluffdale's transportation system (e.g., traffic and safety). Next, the results of recent public involvement efforts will be presented and analyzed to establish the concerns and preferences of Bluffdale residents regarding future conditions. Finally, the plan will outline and discuss recommendations for meeting the city's transportation system objectives.

While this plan focuses on vehicle and transit modes of transportation, it also places emphasis on active transportation, which includes walking and bicycling. Active transportation is an important consideration in a transportation plan because there will always be those who rely on walking or bicycling as a means of travel. Including active transportation in this plan may also have economic benefits because such considerations make the city safer and appealing to present and potential residents.

Acknowledgements

Bluffdale City
Michael Fazio, *City Engineer*
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Hales Engineering
- Ryan Hales, PE, Principal Engineer
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Public Involvement

Public involvement is a way to discover what residents think about their own community and what they want for the future. Collecting, analyzing, and considering public opinion is an important component of any planning effort, not only because it increases the likelihood of public support, but it also results in community characteristics that align with the values of the residents. That is why substantial efforts were undertaken to collect public opinion during the initial phases of this transportation plan. Public involvement for this plan consisted of a newsletter, social media content, an open house meeting, and two online surveys. Results from these efforts were used to guide the objectives and recommendations for Bluffdale's future transportation system. Public involvement results were also used to conceive and prioritize specific transportation-related projects within Bluffdale.

Bluffdale Character and Values

The City of Bluffdale has retained a generally rural character despite the ever-expanding growth and development of nearby communities around the Salt Lake Valley. However, as developable land between Salt Lake City and Provo becomes rarer, Bluffdale has experienced denser growth and mixed-use development, like that seen in Independence. Now that Bluffdale is beginning to feel the effects of more intense development and growth, a plan is necessary to accommodate future transportation modes and demands, while also preserving the rural character that makes Bluffdale a unique and desirable place to live and recreate.

Among the common transportation modes such as motor vehicle, bicycling, and walking, Bluffdale is also home to many equestrians who use the horse-friendly trail accesses. Equestrian needs at trail intersections with the transportation network (e.g., those along Redwood Road and Camp Williams Road) must be accommodated and maintained in future transportation projects.

Plan Vision and Goals

The vision statement and goals of this plan will serve as the guiding principles for the City of Bluffdale's transportation improvement efforts.

> ***Vision: To plan and develop a safe, inviting, connected transportation system that accommodates all users and respects Bluffdale's character and community values.***

The following goals and objectives support the vision statement. The objectives should be evaluated periodically to ensure forward progress in developing and improving Bluffdale's transportation system.

Goal 1: Improve mobility for all

Objectives

- Develop a multi-modal transportation network that is safe, convenient, and designed appropriately.
- Connect to surrounding destinations while managing roadway connectivity to maintain existing neighborhood character.
- Create connections to transit.

Goal 2: Enhance quality of life

Objectives

- Improve safety for all users and for all modes of travel.
- Enhance streetscape aesthetics through design, architectural details, and street trees.
- Support active transportation projects to support physical and environmental health.

Goal 3: Improve economic vitality

Objectives
- Improve connectivity to parks, schools, commercial destinations, residential areas, and principal routes.
- Implement Bluffdale's Complete Streets guidelines to enhance neighborhood quality and property values.
- Work to economically balance the access, safety, and mobility along the system.

Goal 4: Maintain existing infrastructure

Objective
- Maintain the transportation system in a state of good repair.

EXISTING CONDITIONS

Purpose

This section discusses the existing (2017) conditions in the City of Bluffdale. This includes current land use, demographics, and the roadway facilities utilized by automobiles, public transit, pedestrians, and bicyclists. The current roadway levels of service for each of the major roads in Bluffdale are also analyzed. Knowing existing conditions will provide a baseline with which future conditions and alternatives can be compared.

Planning Scenarios and Growth Projections

The update to the Transportation Master Plan was done in conjunction with several other master plans in Bluffdale City. As part of these updates, an overall planning and growth analysis was completed by Hansen, Allen, & Luce. The planning scenarios were used as the basis for overall growth in the city and was used as the basis for the travel demand model update. This effort included three planning scenarios: Existing, 2030, and 2050, as described in the following sections.

The basis for each scenario is the number of estimated residential and non-residential units (rather than population). See Figures 1, 2, and 3. Both unit types were converted to Equivalent Residential Connections (ERCs) as follows:
- 1 residential unit = 1.00 ERC
- 1 non-residential unit = 8.04 ERC

Existing Scenario

The Existing scenario represents development conditions computed from recent (2018 and 2019) data. See Figure 1. As part of the planning effort, the existing residential and non-residential units were digitized and counted from aerial imagery and classified by land use and parcel. In some areas the current land use differs from the ultimate land use given in the City's Land Use Plan (part of the 2014 General Plan), leading to otherwise unexpected declines in certain unit types in future scenarios.

The Existing scenario consists of 5,579 ERCs and corresponds to 41% developed relative to the planned land use. See Table 1 for details.

Future 2030 Scenario (10-Year Growth)

The 2030 scenario adds, beyond the Existing scenario, growth that the City expects to occur in the next 10 years. During the planning process, City staff identified areas where new development is planned, under construction, or expected to occur by 2030. See Figure 2. Where possible, the number of new units was obtained from plans of approved developments; otherwise, the number of units was computed according to the size and density of area, per the City's Land Use Plan. Population projections were not used because they are too coarse to reflect growth the City expects in certain areas with the accuracy needed for this analysis.

The 2030 scenario consists of 8,520 ERCs and corresponds to 62% developed relative to the planned land use. The equivalent annual growth rate from Existing to 2030 is 4.5%. See Table 1 for details.

Future 2050 Scenario (Build-out)

Here, "build-out" means the condition in which all land area within Bluffdale is assumed to be developed at the maximum density allowed in the City's Land Use Plan and no further growth occurs. See Figure 3. This is expected to be the case by 2050. The 2050 scenario is independent of the Existing and 2030 scenarios. Population projections were not used because they may exceed the planned capacity of the City's land use and are too coarse to predict growth in certain areas.

Given that the build-out planning horizon is some 30 years away, there is considerable uncertainty in the timing, location, and magnitude of development and the associated infrastructure. As such, build-out projects should be reevaluated as more information becomes available.

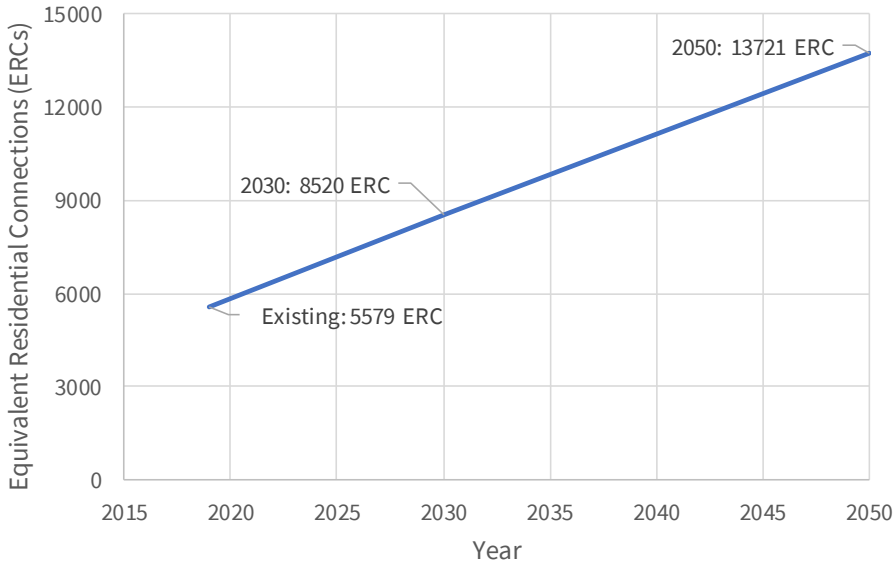
The 2050 scenario consists of 13,721 ERCs and corresponds to 100% developed relative to the planned land use. See Table 1 for details.

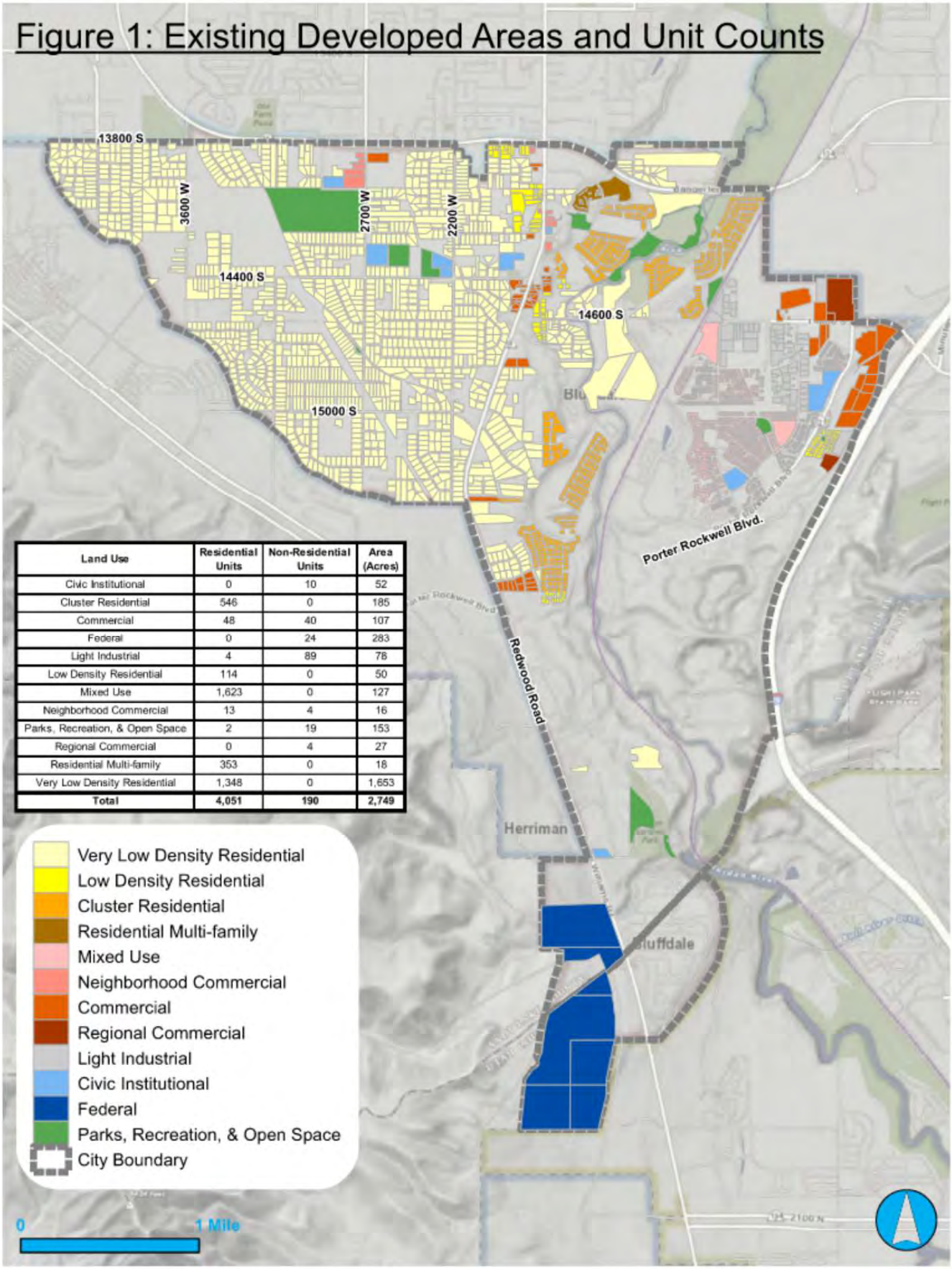
Growth Projections & Travel Demand Modelling

Table 1 summarizes the total number of ERCs estimated for each planning scenario. The land use data and projected unit counts developed by Hansen, Allen, & Luce, as well as from the zoning map included in Figure 4, were used as the basis for the assumptions used in the travel demand modelling update for the Transportation Master Plan. The latest Wasatch Front Regional Council (WFRC) travel demand model was used as baseline, and the socio-economic data in Bluffdale was compared with the projections and unit counts developed by Hansen, Allen & Luce. This data was then updated to match the projections discussed here. The results of the travel demand modelling are discussed later in the Transportation Master Plan.

Table 1. Growth Projections by Planning Scenario

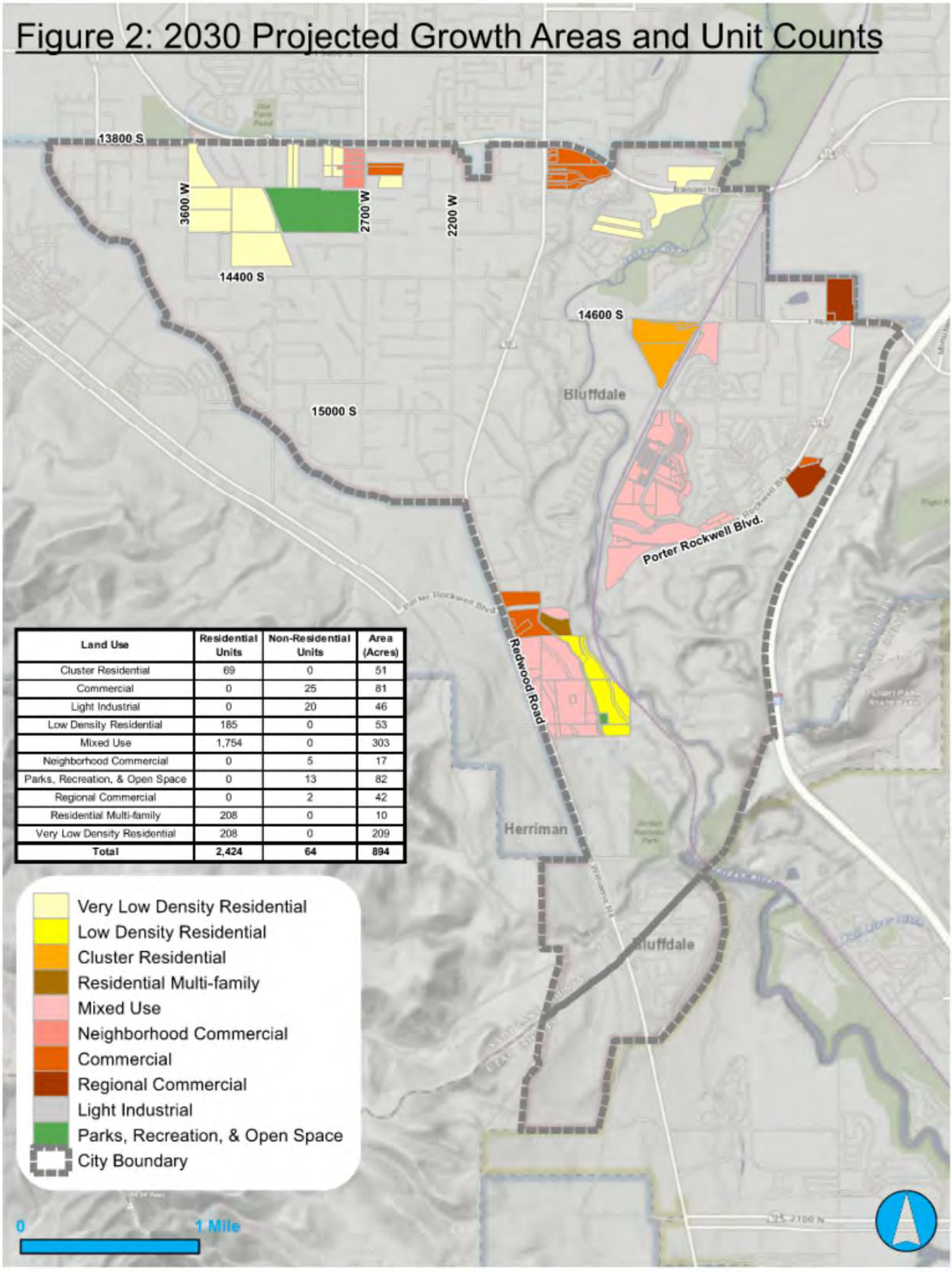
Bluffdale City	Equivalent Residential Connections (ERCs)		
	Existing	2030	2050
Total:	5579	8520	13721
Source: Hansen, Allen, & Luce			





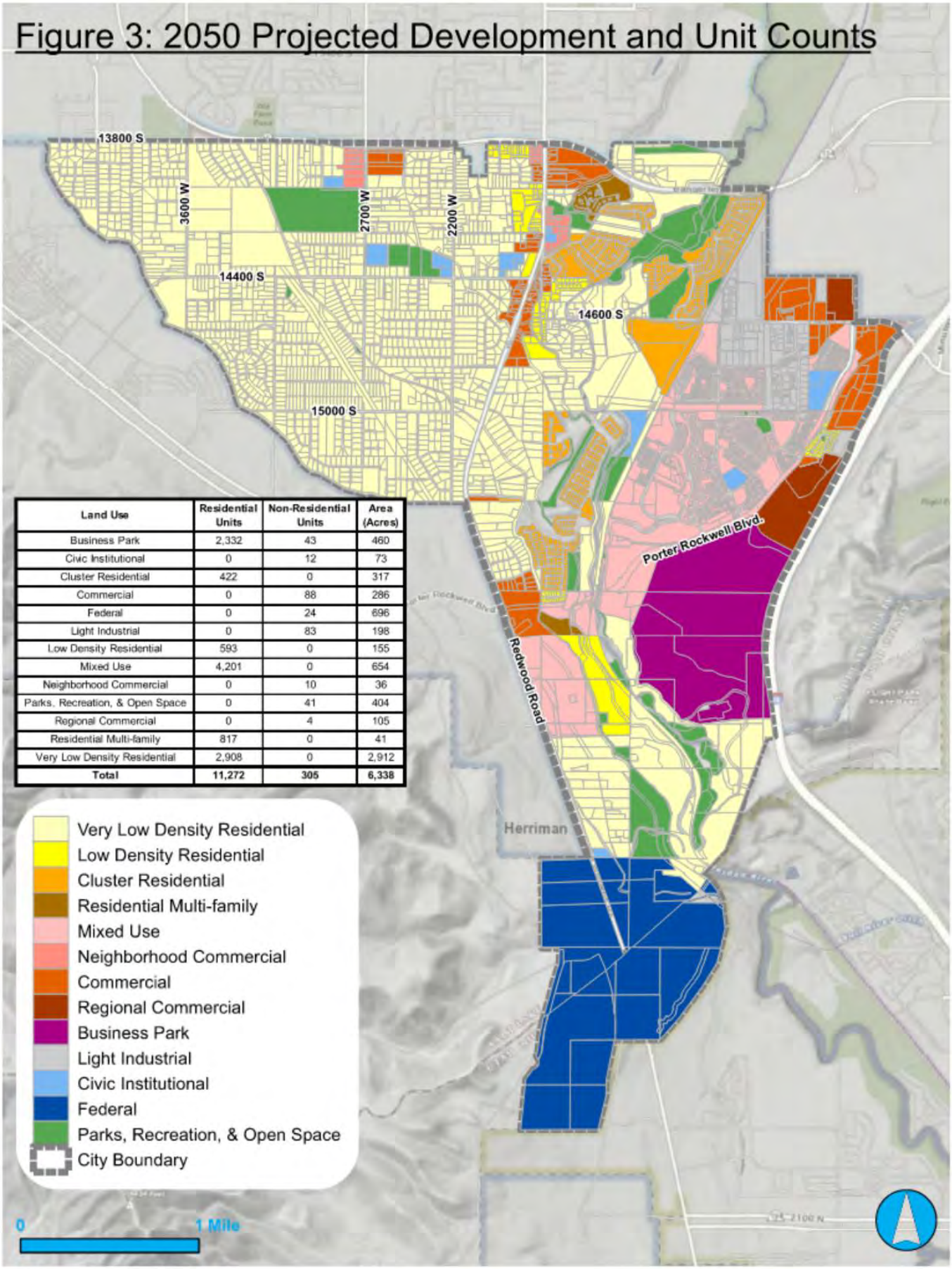
Land Use	Residential Units	Non-Residential Units	Area (Acres)
Civic Institutional	0	10	52
Cluster Residential	546	0	185
Commercial	48	40	107
Federal	0	24	283
Light Industrial	4	89	78
Low Density Residential	114	0	50
Mixed Use	1,623	0	127
Neighborhood Commercial	13	4	16
Parks, Recreation, & Open Space	2	19	153
Regional Commercial	0	4	27
Residential Multi-family	353	0	18
Very Low Density Residential	1,348	0	1,653
Total	**4,051**	**190**	**2,749**

Figure 1. Existing Developed Areas and Unit Counts.



Land Use	Residential Units	Non-Residential Units	Area (Acres)
Cluster Residential	69	0	51
Commercial	0	25	81
Light Industrial	0	20	46
Low Density Residential	185	0	53
Mixed Use	1,754	0	303
Neighborhood Commercial	0	5	17
Parks, Recreation, & Open Space	0	13	82
Regional Commercial	0	2	42
Residential Multi-family	208	0	10
Very Low Density Residential	208	0	209
Total	**2,424**	**64**	**894**

Figure 2. 2030 Projected Growth Areas and Unit Counts.



Land Use	Residential Units	Non-Residential Units	Area (Acres)
Business Park	2,332	43	460
Civic Institutional	0	12	73
Cluster Residential	422	0	317
Commercial	0	88	286
Federal	0	24	696
Light Industrial	0	83	198
Low Density Residential	593	0	155
Mixed Use	4,201	0	654
Neighborhood Commercial	0	10	36
Parks, Recreation, & Open Space	0	41	404
Regional Commercial	0	4	105
Residential Multi-family	817	0	41
Very Low Density Residential	2,908	0	2,912
Total	**11,272**	**305**	**6,338**

Figure 3. 2050 Projected Development and Unit Counts.

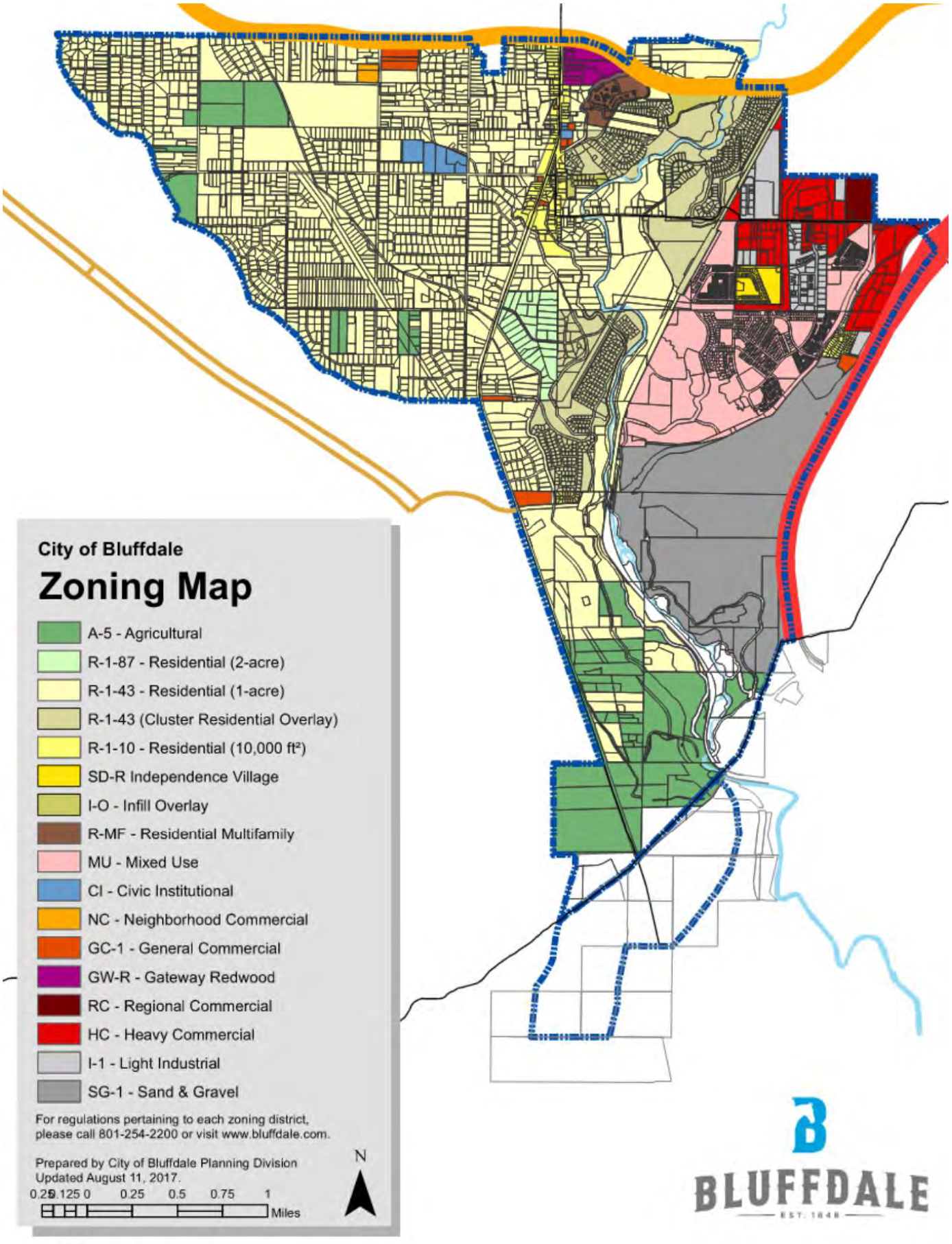


Figure 4. Zoning Map (2017) of Bluffdale, Utah.

Existing Roadway System

Major Roads

The transportation network in and around Bluffdale is unique, in that the city is essentially bounded on all sides by major roadways, as explained below:

- *US Interstate 15 (I-15).* To the east of the city is US Interstate 15 (I-15), the main north-south corridor in Utah. The primary I-15 interchange that services Bluffdale is the 14600 South interchange.

- *Bangerter Highway (SR-154).* To the north of the city is Bangerter Highway, also known as State Route 154 (SR-154). The intersection of Redwood Road and SR-154 was recently reconstructed as a grade-separated interchange. The 600 West/SR-154 interchange is currently under construction and will likely service the east side of Bluffdale through the prison site in Draper.

- *Mountain View Corridor (SR-85).* To the west of the city is Mountain View Corridor, also known as State Route 85 (SR-85). This roadway currently consists of two one-way frontage roads but is planned to become a freeway with a frontage road system in the future.

- *2100 North (SR-85).* South of Bluffdale, in Lehi, is the 2100 North (SR-85) frontage road system. This is also planned to become a freeway that will connect I-15 to Mountain View Corridor.

- *Redwood Road (SR-68).* In the center of Bluffdale, running north-south, is Redwood Road, also known as State Road 68 (SR-68). Redwood Road serves as the "Main Street" for Bluffdale, with many of the commercial businesses fronting on this road.

- *Porter Rockwell Boulevard (SR-131).* This roadway is planned for construction in the near future and will eventually become a seven-lane major arterial. This roadway was recently involved in a jurisdictional transfer (also called a phased maintenance transfer), where control of 14600 South was given to Bluffdale, while Porter Rockwell Boulevard became a Utah Department of Transportation (UDOT) roadway.

- *14600 South.* 14600 South is an east-west corridor that runs through the middle of Bluffdale. Ownership of much of this roadway was recently transferred to Bluffdale in exchange for ownership of Porter Rockwell Boulevard. A roundabout was recently constructed at 1000 West. There is a railroad underpass just west of the 1000 West intersection, which constrains the roadway to one lane, and this bottleneck has historically caused severe congestion, especially during peak traffic. However, a signal was recently constructed at the underpass that greatly enhances the one-way traffic flow at this location. This has improved the traffic operations at this location for now, but it is not considered a long-term solution.



Functional Class

Roadways are often characterized using a hierarchal system called functional classification, which is based on traffic demand, carrying capacity, and land access. Functional classification determines the purpose of a given street as well as the appropriate cross section design. Higher classifications provide more mobility (higher speeds) but limited access, whereas a lower street classification has less mobility (lower speeds) and but more access. Five general classifications are used to describe the roadways in Bluffdale, including arterial (major and minor), collector (major and minor), and local street. Each class is defined below. Figure 5 shows a map of Bluffdale's current roadway functional classification.

- *Interstate and Freeway.* Interstates and freeways are limited-access, high-speed travel facilities maintained by UDOT.
- *Arterial Street.* Major arterials typically connect interstates and freeways with minor arterials and collector streets. Minor arterials support efficient traffic movement.
- *Collector Street.* Collector streets conduct traffic from neighborhood local streets to other neighborhoods or to arterials. They facilitate both movement and property access, which requires a balance determined by the type of adjacent land uses and other factors.
- *Local Street.* Local streets primarily provide property access (as opposed to mobility) throughout the city. Local streets are narrower, have lower speeds and low traffic volumes, and are typically built with development.

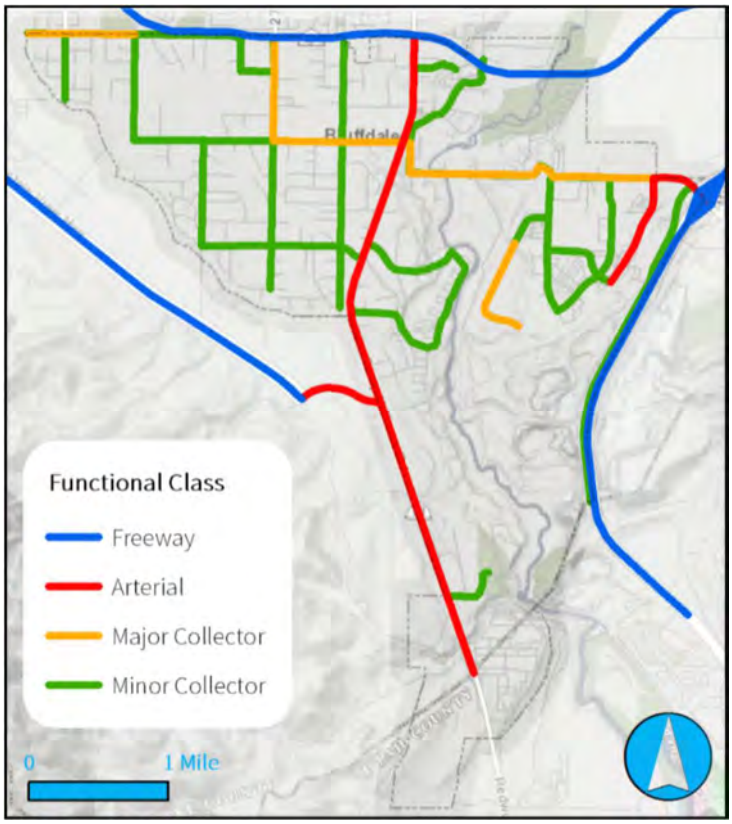


Figure 5. Existing roadway functional class within Bluffdale.

Roadway Jurisdiction and Ownership

All roads in the City of Bluffdale are constructed and maintained by the city, with the exception of interstates and principal arterials, which are state highways managed by UDOT. The roadways in and around Bluffdale that are managed by UDOT are I-15, SR-154, SR-68, SR-131, and a short segment of SR-140 from I-15 to 800 West. All other roads are the responsibility of Bluffdale.

Cross Sections

The City of Bluffdale previously adopted standard cross sections that are to be used for new construction or reconstruction of city roadways. These are found in the Bluffdale Standard Drawings ST-7A and ST-7B. The standard drawings include a cross section for a Major Arterial, Major Collector, Minor Collector, Standard Residential A, and Standard Residential B roadways. Cross sections are assigned to roadways based on functional class. The right of way (ROW) and pavement widths in Table 2 are from the previous cross sections required by Bluffdale City Code. The sidewalk and bicycle facilities recommendations are included in the existing cross sections, though some of Bluffdale's streets were built prior to establishment of these standards.

Table 2. Typical street cross sections as required by previous Bluffdale City Code.

CLASSIFICATION	TYPICAL RIGHT-OF-WAY WIDTH	PAVEMENT WIDTH	SIDEWALKS	BICYCLE FACILITIES
Major arterial	115–130 feet	78 feet	10 feet wide on both sides	8 feet wide bicycle space on both sides or shoulders
Major collector	80 feet	50 feet	5 feet wide on both sides	8 feet wide bicycle space on both sides or shoulders
Minor collector	66 feet	38 feet	5 feet wide on both sides	8 feet wide bicycle space on both sides or shoulders
Local street	52–55 feet	25–30 feet	5 feet wide on both sides	N/A

Source: City of Bluffdale Street Standards, February 2017, http://www.bluffdale.com/DocumentCenter/Home/View/1835

Traffic Control

An important factor in determining capacity of the transportation system is the types of intersection control. Traffic signals and stop signs can slow down and limit the capacity of a transportation corridor, but appropriate traffic control is necessary to ensure access and safety. As of 2016 there were seven signalized intersections within Bluffdale City limits. Six of these intersections are on UDOT roadways and are controlled and maintained by UDOT. The last signalized location is the railroad underpass on 14600 South. This is a simple two-phase signal that controls the alternating one-way east- and westbound traffic flow at the trestle. Figure 6 shows existing traffic control in Bluffdale on all collectors and arterials, including traffic signals and roundabouts. Stop signs are also frequently used in the city, but because these change periodically, a stop sign inventory is not included.

Bluffdale City and UDOT have developed a corridor agreement for Redwood Road (SR-68), which is dated June 16, 2015. The corridor agreement outlines the proposed access spacing and existing and future signal locations on SR-68 within Bluffdale City boundaries, from milepost (MP) 36.05–40.82. According to the corridor agreement, the existing and proposed signals on SR-68 in Bluffdale are as follows:

- Camp Williams Avenue, existing
- Jordan Narrows Road, future
- Milepost 37.73, future
- Porter Rockwell Boulevard, existing
- Iron Horse Boulevard, Future
- 14400 South, Existing
- 13970 South, Future
- SR-154 (Bangerter Highway), Existing

The corridor agreement also states that SR-68 will be a Category 2, System Priority-Rural roadway from MP 36.05 at the Salt Lake-Utah county line to MP 37.80 at Iron Horse Boulevard. Minimum street spacing is 1,000 feet and minimum access spacing is 1,000 feet.

The corridor agreement states that Redwood Road (SR-68) will be a Category 4, Regional-Rural roadway from MP

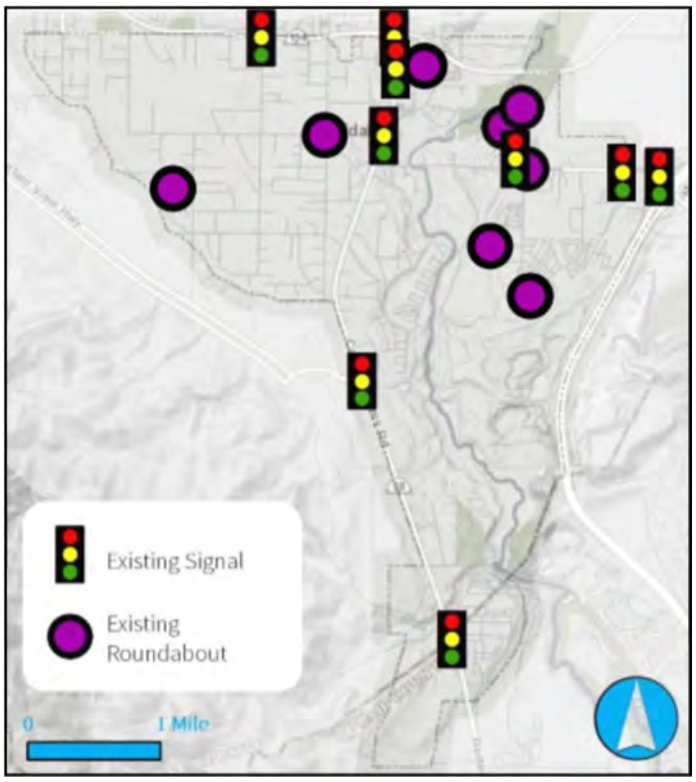


Figure 6. Existing traffic control within Bluffdale.

37.80 at Iron Horse Boulevard to MP 40.82 at SR-154 (Bangerter Highway). Minimum street spacing is 660 feet and minimum access spacing is 500 feet.

Existing Traffic Volumes

An extensive data-collection effort was undertaken to obtain existing traffic volumes on most major Bluffdale roads between 2014 and 2016. Various sources, including UDOT traffic volume counts, Bluffdale City counts (from pneumatic tube counts as well as intersection counts), and counts from other planning and engineering studies (e.g., traffic-impact studies) were used. These counts reflect roadway conditions through 2016. Other completed roadway projects and developments after 2016 are not included. These traffic volumes are reported as average weekday daily traffic (AWDT) in vehicles per day (vpd) in Figure 7.

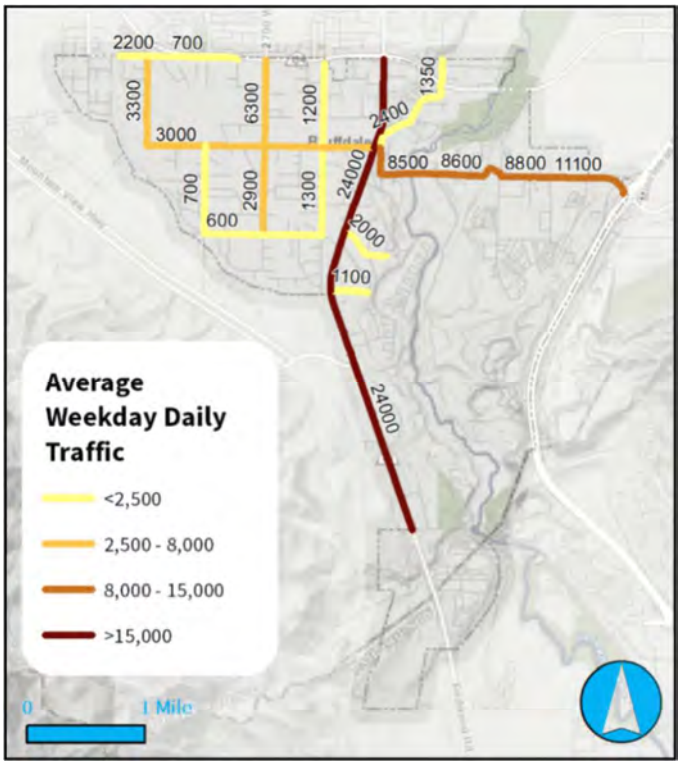


Figure 7. Existing traffic counts within Bluffdale.

Regional Transportation Plans and Connections

Each city neighboring Bluffdale has its own transportation plan. The following section is a review of some key considerations of transportation connections and goals of Bluffdale residents.

Draper. Four roadways currently connect Draper and Bluffdale. These routes are Highland Drive (SR-140), SR-154, I-15, and Pony Express Road (which parallels I-15). All state routes have capacity improvements scheduled as identified in Draper's Transportation Master Plan. Also, Pony Express Road will be extended to connect to Lone Peak Parkway and maintained as a minor collector. Porter Rockwell Boulevard is also planned to extend from Bluffdale into Draper and connect at an interchange with Bangerter Highway.

Herriman. Transportation plans for Herriman describe Juniper Crest Road as a principal arterial connecting to 14400 South in Bluffdale. In Bluffdale, 14400 South in the vicinity of Juniper Crest Road (where it may possibly connect with Bluffdale) is a collector street. Bluffdale residents in this neighborhood have expressed a desire for this street to remain a low-volume road without connection to Herriman. In recent planning efforts, city officials have indicated they do not want 15000 South, 14400 South, 13800 South, or 4000 West to cross the canal system into Herriman. It is believed that if these connections are made, the streets will become thoroughfares for Herriman and significantly alter the current traffic levels and neighborhood character in Bluffdale. Several survey comments received during the Bluffdale transportation planning effort echo the sentiment; however, some residents would like to see some connections to Herriman due to new schools being constructed by Jordan School District.

Lehi. Two routes will connect Lehi and Bluffdale. These routes are the existing SR-68 and the future extension of SR-85. No other connections are identified between the two cities in Lehi's 2010 Transportation Master Plan. The Jordan River Trail system does connect the Bluffdale and Lehi; however, trails are not covered by this plan.

Riverton. Six existing routes connect vehicle traffic between Riverton and Bluffdale: 4000 West, 3600 West, 13800 South, 2700 West, Redwood Road, and 1300 West. According to the 2008 Addendum to the Riverton City Transportation Master Plan, two signals are proposed at the intersections of 4000 West/13800 South and 3600 West/13800 South

Public Transportation

The Utah Transit Authority (UTA) provides public transportation service to the Salt Lake Valley, including options for bus, rail, and vanpool. However, there are currently no transit stops or stations in Bluffdale. And although FrontRunner also passes through Bluffdale, stopping in Draper to the north and Lehi to the South, there are currently no stops in Bluffdale.

The UTA conducted a market analysis for Bluffdale and determined that the current city characteristics will not support public transportation. The UTA is currently conducting a cost analysis to sell public transportation services to cities where the demand does not meet current criteria so that cities and residents have options for access. Access to public transportation was frequently mentioned in the Bluffdale transportation planning survey and should be considered.

Active Transportation

A complete transportation system consists of more than just roadways for automobiles. It also includes provisions for active modes of transportation, including options such as bicycles and walking. For this Transportation Plan, active transportation only considers facilities within traditional street cross sections like bike lands or sidewalks. Off-street amenities, primarily trails, are considered in other planning documents such as the 2015 Bluffdale Parks, Trails, Recreation & Open Space Maser Plan.

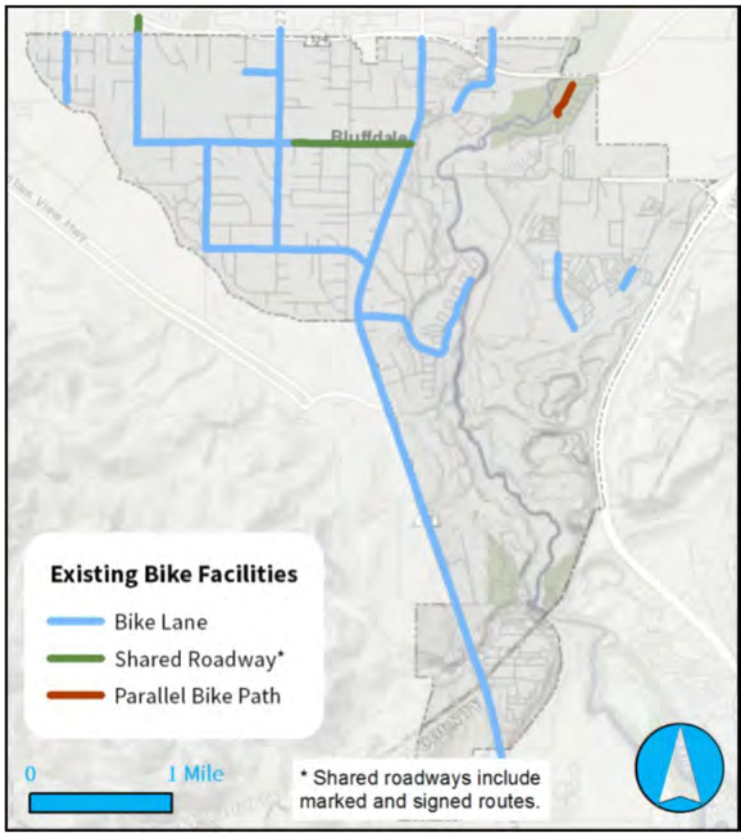


Figure 8. Existing bicycle facilities within Bluffdale.

Bicycle Travel

Bluffdale currently has a number of facilities to accommodate bicycles, including dedicated bike lanes, bike routes, and separated trails (Figure 8). Based on an inventory of facilities as well as information collected from stakeholders, the city and its residents would be well served by improvements to this infrastructure. There is a fairly well-established bicycle network west of Redwood Road; however, the area east of Redwood Road (where aggressive residential development is currently occurring) would benefit from the construction of many new active transportation facilities. Bicycle facilities are in high demand along 14600 South, which is currently too narrow and unsafe for most cyclists to use.

Just as Bluffdale's roadways are part of the larger regional network for vehicle travel, so too are Bluffdale's bicycle facilities important for the region's bicycle travel. To account for regional needs, an assessment of planning documents from surrounding communities and regional planning efforts was conducted to determine existing and planned regionally important connections for bicycle travel.

Draper. Bicycle access to Draper from Bluffdale is available via Pony Express Road Highland Drive, and Minuteman Drive, which connect to Draper's bicycle infrastructure (4-foot shoulders). Bicycle access from Bluffdale along SR-140 requires bicycle facilities to maintain this connectivity. There is also high demand from Bluffdale residents for new active transportation improvements along the entire length of 14600 South. This route is also identified as a critical regional bicycle linkage in the 2016 UDOT Utah Collaborative Active Transportation Study (UCATS) and in the 2016 Salt Lake County Active Transportation Implementation Plan.

Herriman. A 2011 bicycle plan for Herriman identified several desired bicycle connections with Bluffdale, including 13800 South, Rosecrest, 4000 West, Juniper Crest, and 14400 South. Additionally, Herriman's transportation plans also include roadway connections with Bluffdale at these locations. However, many Bluffdale residents are opposed to complete street connections at 13800 South and 4000 West as it increases the potential for new vehicle traffic in the residential neighborhoods. Bike and pedestrian connections at all three locations are still recommended for access from Bluffdale to schools and recreation opportunities in the area.

Lehi. Bicycle connections are primarily along Camp Williams Road (SR-68) and represent an important regional thoroughfare for cyclists.

Riverton. Riverton has recently prepared an Active Transportation Master Plan. Notably, on-street bicycle connections between Riverton City and Bluffdale City include 1300 West, 2700 West 3600 West, and 4000 West. Bluffdale already has bicycle facilities along these routes, although improvements could be undertaken at 2700 West to facilitate more efficient and safe crossing of Bangerter until the interchange is completed. Other off-street connections between Bluffdale and Riverton proposed in the Riverton City Active Transportation Plan include trails along the Welby-Jacob Canal, Utah Lake Distribution Canal, Utah and Salt Lake Canal, South Jordan Canal, as well as the Jordan River Trail.

Walking

Safe and continuous sidewalks are an important component of an active transportation system for pedestrian use. Bluffdale now requires sidewalks on all roadways in the city, but that has not always been the case. Some streets in older neighborhoods do not have sidewalks because they were developed prior to establishment of current ordinances. Other rural locations are missing sidewalks because they have yet to be developed, though these locations will fill in with sidewalks over time as the city grows. A map of current sidewalk locations is presented in Figure 9.

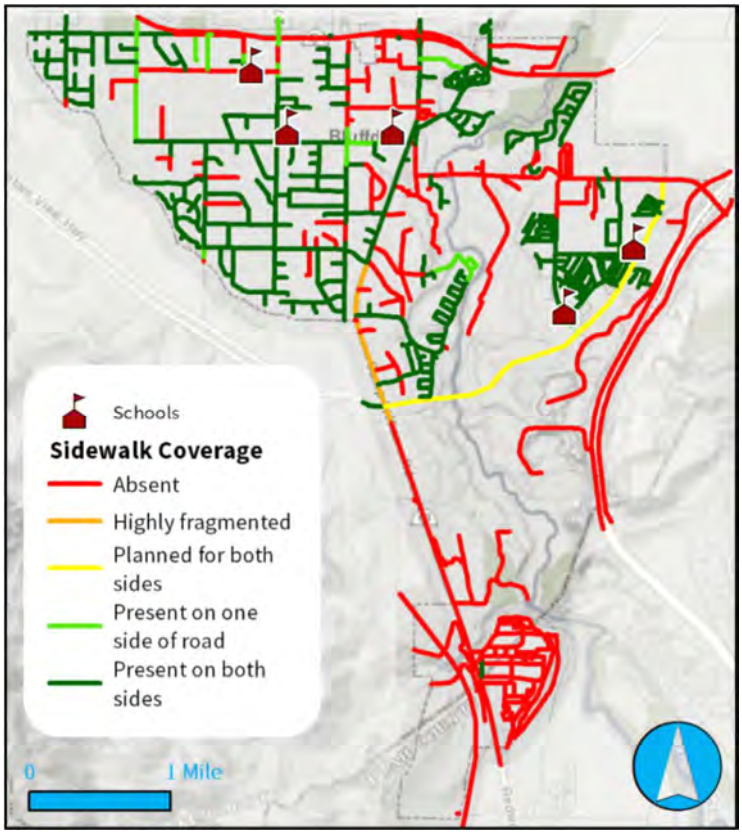


Figure 9. Existing sidewalks within Bluffdale.

Based on a review of school locations and Student Neighborhood Access Plans (SNAP) that are posted online for Bluffdale Elementary and South Hills Middle Schools, the majority of the roads in Bluffdale have the potential to be used by students to walk to school. Other schools do not have SNAP posted, but it can be assumed (based on current school locations) that all roads north of Porter Rockwell have the potential to be used by student pedestrians. Schools are being constructed in the Independence area, so it is assumed that those roads will be covered in future SNAPs. Safe Routes to Schools recommends that sidewalks used by students travelling to school be 5–6 feet wide. Bluffdale identifies the appropriate sidewalk widths in their cross sections.

Given that all new developments in Bluffdale will have sidewalks according to city ordinance, it is recommended that Bluffdale prioritize the construction of new sidewalks and pedestrian crossing projects on the arterial and collector streets that are currently missing these facilities.

Level of Service

Methodology

Level of service (LOS) is a complex concept for transportation systems because it is dependent upon an estimation of demand (which can vary daily) and capacity (which is based on prevailing roadway, traffic, and control conditions) both of which can be very difficult to precisely define. Capacity is essentially the amount of traffic that can theoretically be serviced by a road while LOS (often termed "quality of service") defines under what operating conditions this occurs (e.g., the amount of congestion, queuing). Conditions where demand exceeds capacity are usually assigned a LOS grade of F (the worst), while conditions with near free-flow conditions are graded LOS A (the best). In the United States, capacity and LOS are both defined based on extensive research by the Transportation Research Board found in the Highway Capacity Manual. The most recent edition of the Highway Capacity Manual is the 6th edition, which was used for this analysis. While the capacity describes the theoretical limit of traffic on a given road, conditions at capacity (service flow grade E) are often very poor, and most municipalities and agencies set goals to achieve better LOS grades. The Highway Capacity Manual 6th edition states that "For cost, environmental impact, and other reasons, roadways are not typically designed to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers' desires against society's desires and financial resources" (Volume 1, pg. 5–3). However, there is no universally accepted LOS standard. The Highway Capacity Manual 6th Edition further states that "…the appropriate LOS for a given system element in the community is a decision for local policy makers" (Volume 1, pg. 5–3). According to the Institute of Transportation Engineers Traffic Engineering Handbook (5th Edition, 1999), "[f]or most design or planning purposes…service flow rates D or C are usually used because they ensure a more acceptable quality of service to facility users" (page 95).

According to the Subdivision Ordinance in the City of Bluffdale municipal code, transportation facilities "adjacent to, or impacted by, the proposed development shall be capable of accommodating the anticipated traffic loads generated by the proposed development for a twenty (20) year design period. The City has adopted a LOS C for all municipal roads and streets" (City of Bluffdale Municipal Code 12-4-5A3). Each LOS grade is estimated based on the most current edition of the Highway Capacity Manual methodologies for roadway capacities. According to the Utah Department of Transportation Roadway Design Manual of Instruction (May 2007, updated August 2011), LOS D is the threshold for state roads in urbanized areas (Section 7, page 4).

While a transportation master plan typically analyzes demand and capacity of links (i.e., for roadways, not intersections), the Highway Capacity Manual outlines methodologies for determining intersection-level LOS and not link LOS (except for uninterrupted facilities such as freeways). Therefore, a correlation must be made between an intersection LOS and roadway/street LOS. The volume-to-capacity (v/c) ratio can be calculated for a given segment, which provides a reasonable method to estimate the operations of a roadway. Roadway capacities are complex and depend on variables such as number of lanes, access spacing, traffic signal timing and coordination, the proportion of left- and right-turns, pedestrian activity, and several other factors. Figure 10 provides a visual representation and description of the LOS letter designation.

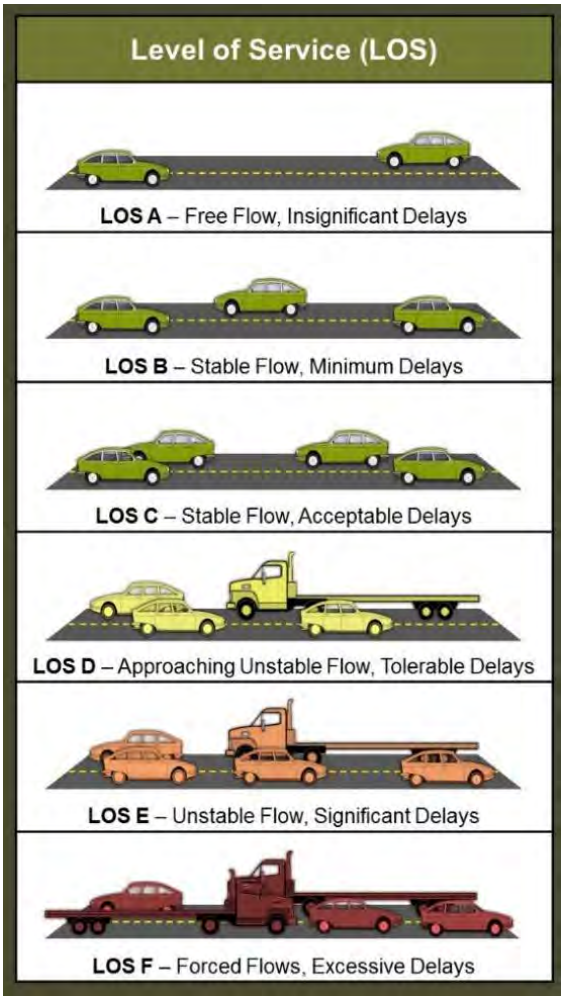


Figure 10. Level of service letter designations.

The Wasatch Front Regional Council/Mountainland Association of Governments (WFRC/MAG) travel demand model has estimated peak hour roadway capacities for all roadway functional classifications as well as adjustment factors to account for the type of area. For purposes of the Bluffdale Transportation Master Plan, a v/c ratio less than 0.75 was considered LOS "C" or better. A v/c ratio between 0.75 and 0.85 is considered to be LOS "D." Table 3 provides a brief description of each LOS letter designation and the accompanying range of v/c ratios for each LOS.

Table 3. Level of service descriptions and volume-to-capacity (v/c) ratios.

LEVEL OF SERVICE	DESCRIPTION OF TRAFFIC CONDITIONS	v/c RATIO
A	Extremely favorable progression and a very low level of control (intersection) delay. Individual users are virtually unaffected by others in the traffic stream.	0–0.30
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	0.30–0.50
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	0.50–0.75
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.	0.75–0.85
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	0.85–1.00
F	Unacceptable progression with forced or breakdown operating conditions.	>1.00

Source: Descriptions by Hales Engineering based on Highway Capacity Manual 2010 Methodology (Transportation Research Board, 2010).

Roadway Capacities

The capacities for each of the existing roadways were estimated using Highway Capacity Manual 6th edition methodologies and assumptions made in the WFRC/MAG model (see Appendix C of the Regional Transportation Plan: 2011–2040, *WFRC & MAG Transportation Modeling and Analysis Tools,* 2011 Base Year Model, Version 8.0). Roadway capacities and LOS thresholds for each cross section are shown in Table 4.

Table 4. Planning level roadway level of service thresholds.

FUNCTIONAL CLASS	LEVEL OF SERVICE THRESHOLDS (VEHICLES PER HOUR)				
	A	B	C	D	E
Major arterial (5 lanes)	11,400	19,000	28,500	32,300	38,000
Major collector (3 lanes)	5,300	8,900	13,400	15,100	17,800
Minor collector (2 lanes)	3,700	6,200	9,300	10,500	12,400
Standard residential	2,800	4,600	6,900	7,800	9,200

Existing Level of Service

Figure 10 shows the LOS grade for each roadway segment based on the v/c ratios calculated using recent counts and estimated roadway capacities. As is shown in Figure 10, the majority of collector and arterial routes currently experience LOS C or better conditions. Segments with poor levels of service include 14600 South. Currently, this is a two-lane roadway, with a bottleneck at the railroad trestle just west of 1000 West.

To be consistent with UDOT policy (most arterial roads in Bluffdale are operated by UDOT) and to be more economically responsible, it is recommended that the acceptable threshold for arterial roads in Bluffdale be updated to LOS D while all local and collector roads remain at a LOS C threshold.

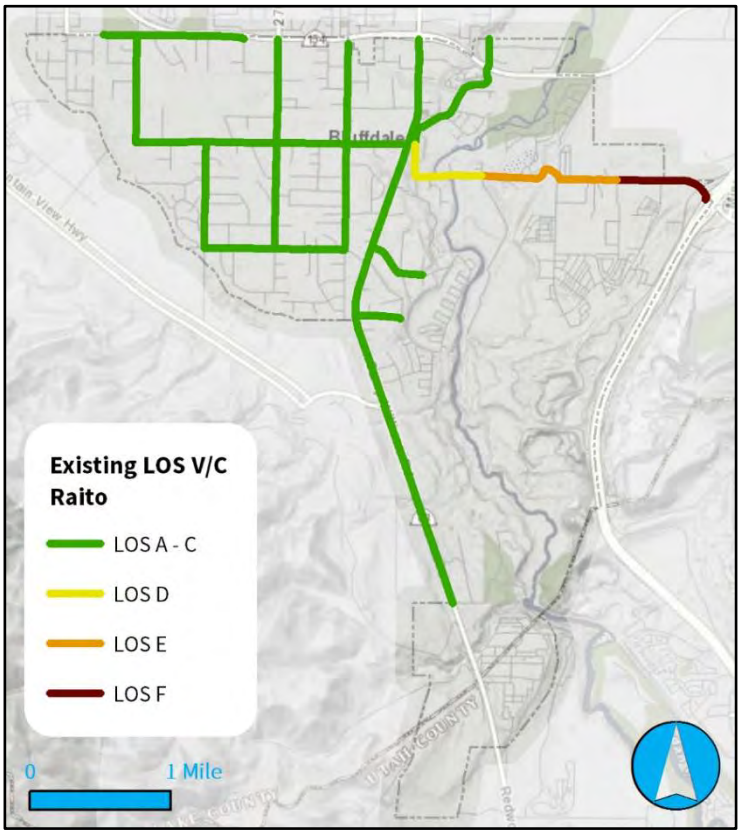


Figure 11. Existing (2016) levels of service within Bluffdale.

Bicycle Level of Service

The WFRC conducted a study of bicycle level of service (BLOS) and bicycle compatibility index (BCI) for the entire metropolitan area. To calculate BLOS, the WFRC considered 15-minute traffic volumes, number of through lanes, speed limits, truck traffic, pavement surface condition, lane width, and street parking. For more information on the methodology, please see the final report. The current BLOS for Bluffdale (Figure 12) is good except for Redwood Road and 14600 South/SR-140. These routes are the larger, high-volume, and higher-speed roads in Bluffdale, and 14600 South/SR-140 currently does not have bicycle facilities and is a prominent east/west route for Bluffdale, which contributes to its low score.

The BCI for the WFRC MPO was calculated using several factors, such as presence of bicycle facilities, lane width, traffic volume, vehicle speeds, and other street characteristics. For more information on the methodology please see the final report here. For Bluffdale, the BCI highlights 14600 South/SR-140 as poorly suited for bicycles based on its current street and traffic characteristics. It also highlights Redwood Road, Minuteman Drive, and some short segments of 3600 West, 3200 West, 2700 West, and 14400 South as somewhat stressful routes for cyclists. Please see Figure 13 for the BCI map for Bluffdale.

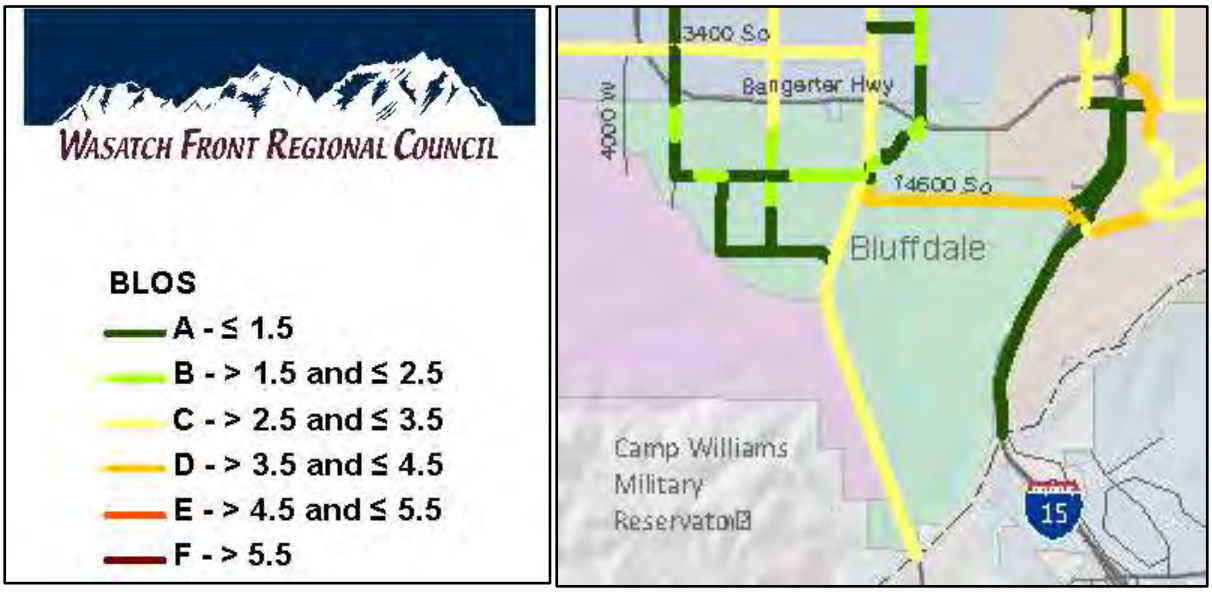


Figure 12. Bicycle levels of service as assessed by Wasatch Front Regional Council.



Figure 13. Bicycle compatibility index as assessed by Wasatch Front Regional Council.

Safety Analysis

Crash Data Review

Crash data were obtained from the UDOT Safe Map website (https://udot.numetric.com). The UDOT maintains data for all roadway crashes statewide. All available data were reviewed to assist in identifying safety concerns on Bluffdale roadways. Crash data in this report are protected under Chapter 23 Utah State Code §409.

Crashes are recorded on a 1-to-5 scale based on the most severe injury caused by the crash as shown in Table 5, which shows the crash injury level for all crashes that occurred in Bluffdale City limits from 2010 through 2016. During this period there were a total of 993 crashes including 19 severe crashes. Table 6 shows a general increase in crashes for 2015 and 2016 over the preceding 5 years, including six severe crashes in 2016. Severe crashes occurring in Bluffdale are mapped in Figure 14. A majority (73%) of crashes involved no injury.

Table 5. Bluffdale crash injury level summary, 2010–2016.

CRASH SEVERITY SUMMARY			
City of Bluffdale, 2010–2016		Number of Crashes	Percentage of Crashes
Fatal	5	5	1%
Serious injury	4	14	1%
Minor injury	3	100	10%
Possible injury	2	145	15%
No injury/PDO	1	729	73%
Total		993	

Table 6. Total crashes in Bluffdale, 2010–2016.

CRASHES BY YEAR								
City of Bluffdale 2010–2016		2010	2011	2012	2013	2014	2015	2016
Fatal	5	1	1	0	1	0	0	2
Serious Injury	4	3	1	2	0	2	2	4
Minor Injury	3	9	17	16	16	13	13	16
Possible Injury	2	14	13	20	21	18	29	30
No Injury/PDO	1	77	61	87	107	77	177	143
Totals		104	93	125	145	110	221	195
Percentage of Crashes		10	9	13	15	11	22	20

Table 7 shows the crash manner of collision. About 39% of crashes were single-vehicle crashes, many of which occurred on Redwood Road (SR-68), I-15, or Bangerter Highway (SR-154). Single-vehicle crashes typically involve a driver running off the road, which can lead to roll-overs and impacts with fixed objects such as trees. These types of crashes are common on narrow, rural roads and pose high risk to drivers. The roadway improvements identified in this plan should help to reduce these crashes because narrow, rural roads will be improved.

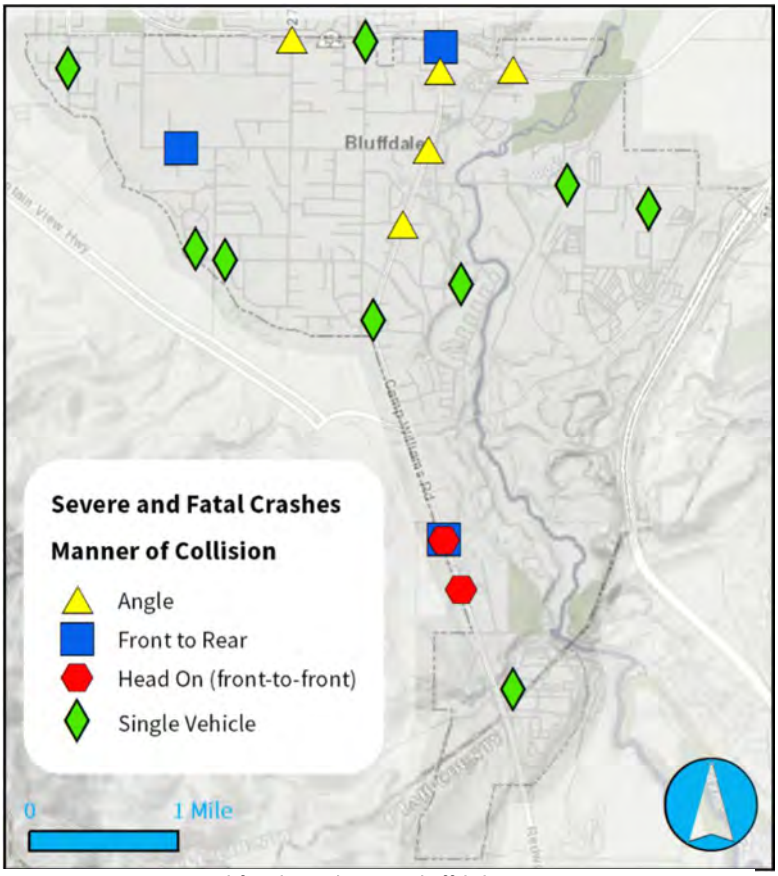


Figure 14. Severe and fatal crashes in Bluffdale, 2010–2016.

Single-vehicle crashes also frequently involve pedestrians or bicyclists. Of the 19 severe crashes, 1 involved a pedestrian, and 1 involved a bicyclist (Table 8). Overall, there were 2 pedestrian crashes and 12 bicyclist crashes, most of which occurred on 14600 South, 14400 South, and Redwood Road. Nine out of the twelve collisions resulted in minor injuries, and there were no fatalities reported. Other bicycle collisions occurred at 3600 West, Iron Horse Road, Rock Hollow Road, and Pony Express Road. Adding wider shoulders to the roadways and including bike lanes and sidewalks will help to reduce these accidents by allowing non-motorists to travel separate from vehicle traffic. The city can also evaluate crosswalk locations to determine if pedestrian crossing improvements could help to reduce pedestrian-involved crashes.

Another 29% of crashes were front to rear crashes, which are relatively common, especially on busy arterials with traffic signals. The next highest manner of collision were angle crashes, making up 14% of the total.

Most of the 993 crashes in Bluffdale from 2010 to 2016 occurred on UDOT roadways. These roads carry much higher traffic volumes and are more likely to have crashes. These roads include Redwood Road (SR-68), Bangerter Highway (SR-154), I-15, and 14600 South (SR-140) (although 14600 South was recently acquired by Bluffdale City in a jurisdictional transfer). Filtering the crashes to exclude UDOT roadways, leaves 225 out of 993 crashes (22.7%) that occurred on local Bluffdale roadways. The crash type on local roads (UDOT roads were excluded) in Salt Lake County were evaluated for 2010–2016 for comparison with those in Bluffdale.

Table 7. Manner of collision for vehicle crashes in Bluffdale, 2010–2016.

MANNER OF COLLISION										
City of Bluffdale 2010–2016		Angle	Front to Rear	Head On	Sideswipe Same Direction	Sideswipe Opposite Direction	Parked Vehicle	Rear to Side	Rear to Rear	NA/Single Vehicle
Fatal	5	0	1	1	0	0	0	0	0	3
Serious Injury	4	5	2	1	0	0	0	0	0	6
Minor Injury	3	23	23	4	7	1	3	0	0	39
Possible Injury	2	28	59	8	12	4	1	0	0	33
No Injury/PDO	1	85	201	19	61	16	36	3	1	307
Totals		141	286	33	80	21	40	3	1	388
Percentage of Crashes		14%	29%	3%	8%	2%	4%	0%	0%	39%

Table 8. Types of crashes within Bluffdale, 2010–2016.

CRASH TYPE (CRASHES MAY APPEAR IN MULTIPLE CATEGORIES)													
City of Bluffdale 2010–2016		Pedestrian Involved	Bicyclist Involved	Motorcycle Involved	Roadway Geometry Related	Roadway Departure	Aggressive Driving	Drowsy Driving	Distracted Driving	DUI	Speed Related	Animal Related	Work Zone Related
Fatal	5	1	0	1	3	4	0	0	0	0	3	0	0
Serious Injury	4	0	1	5	5	3	1	0	2	0	5	0	1
Minor Injury	3	0	9	13	36	19	1	7	13	1	13	9	7
Possible Injury	2	0	2	3	45	19	2	8	17	7	31	6	17
No Injury/PDO	1	1	0	3	286	141	7	11	58	19	106	132	106
Totals		2	12	25	375	186	11	26	90	27	158	147	131
Percentage of Crashes		0%	1%	3%	38%	19%	1%	3%	9%	3%	16%	15%	13%

As shown in Figure 15, angle and front-to-rear crashes are significantly lower in Bluffdale based on percentages, while single-vehicle crashes are much higher. This is likely because of the more rural nature of Bluffdale, as compared to the rest of Salt Lake County. Fewer angle and front-to-rear crashes are occurring at busy local intersections in Bluffdale. This was confirmed in the crash analysis; no single intersection (besides several UDOT maintained intersections) showed high concentrations of crashes.

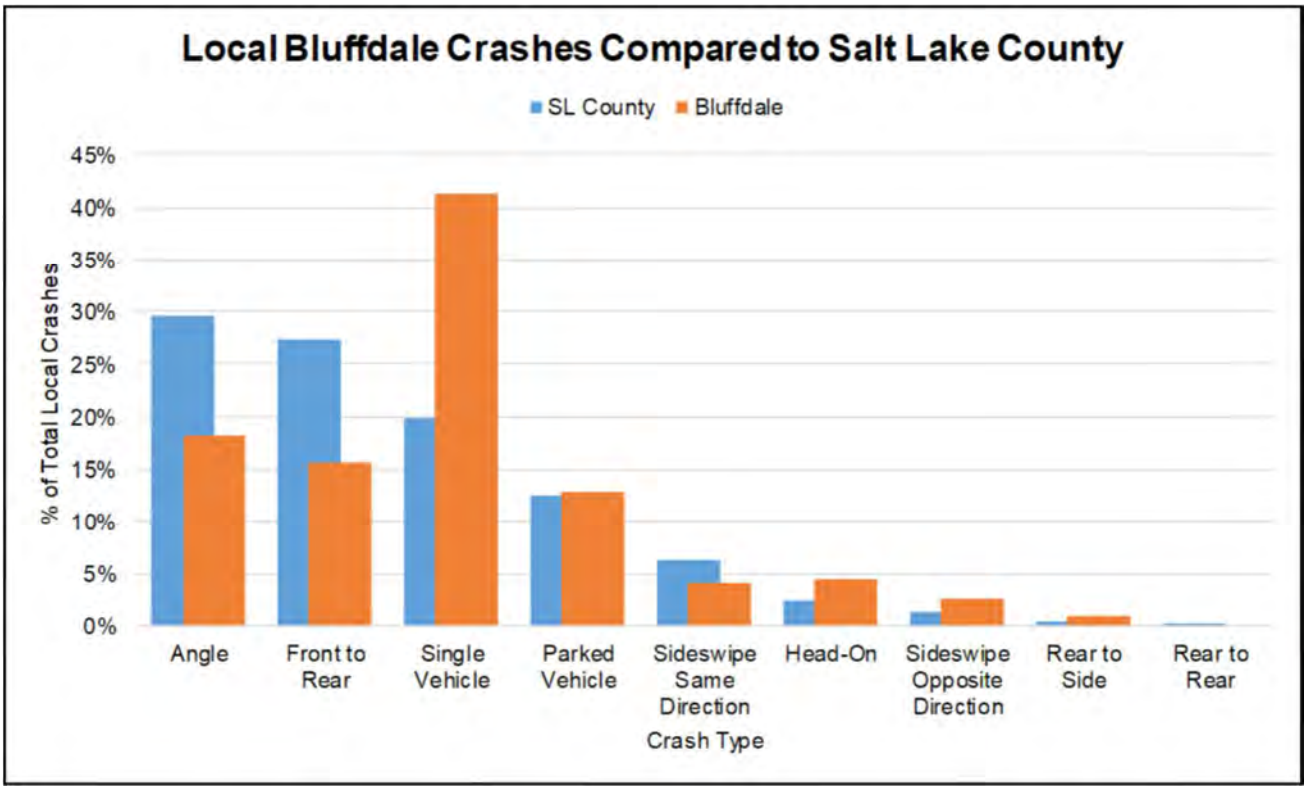


Figure 15. Percentage of crashes in Bluffdale compared to Salt Lake County.

Pedestrian Safety Characteristics

The UDOT Traffic and Safety Data were reviewed for pedestrian-involved collisions. Three collisions were reported between January 2010 and September 30, 2016. Each collision was in a unique location, and are summarized below:

- Fatality, 4000 West near 13996 South, driver of car driving straight ahead.
- Minor Injury, 14830 S Heritage Crest Way, car and motorcycle involved, one turning left.
- No Injury, Bangerter Parkway at 14075 South, driver of car driving straight ahead.

No countermeasures were offered by the reporting officer. However, education and enforcement for both drivers and pedestrians may be necessary as Bluffdale's population continues to grow. Measures that will also improve the situation include development of a complete sidewalk network with appropriate crossing facilities so that pedestrians are visible and anticipated by drivers.

Bicycle Safety Characteristics

The UDOT Traffic and Safety Data were reviewed for bicycle-involved collisions. Twelve collisions have been reported from January 2010 to September 30, 2016, though this report acknowledges that many non-injury collisions are not reported. Most of the bicycle-involved collisions are on 14600 South, 14400 South, and Redwood Road. Nine out of the twelve collisions resulted in minor injuries, and there were no fatalities reported. Other Collisions occurred at 3600 W, Iron Horse Road, Rock Hollow Road, and Pony Express Road. Nearly every collision was the result of the car or bicycle improperly navigating an intersection, and the potential countermeasure identified as installing bicycle warning signs.

Future Conditions

Purpose

Future conditions were studied to determine transportation improvements necessary for long-term mobility in Bluffdale. The years 2030 and 2050 were chosen as the planning horizons because that provides both short- and long-term views of the future of Bluffdale, while making use of future travel demand model and city and state projections, as well as land use plans. Together, these data are used in a travel demand model which estimates future traffic volumes on the collectors, arterials, and freeways. LOS was calculated for each roadway segment to determine which transportation improvements are required to bring the system up to a LOS C standard for collector roads and a LOS D standard for arterial roads.

Regional Transportation Planning/Improvements

The WFRC maintains the Regional Transportation Plan (RTP) for the Box Elder, Davis, Morgan, Salt Lake, Tooele, and Weber Counties. This plan is developed in coordination with UDOT, UTA, and Utah Division of Air Quality. The document identifies, plans, and finances regional transportation improvements based on existing and anticipated growth up to the year 2050. The current edition of this plan, Wasatch Choice 2050, was adopted on May 23, 2019. This section discusses the highway projects within the WFRC plan located in Bluffdale City (planned public transportation projects within Bluffdale City are discussed in the next section).

Phase I: 2019–2030. Projects located in/near Bluffdale that are planned to be completed by 2030 include the following:

- 14000 South – New construction and widening to three-lane cross-section from 2950 West to 3600 West
- 14600 South – Widen to three lanes from Redwood Road to Heritage Crest Way
- I-15 Freeway – Managed Motorways operational improvements
- Porter Rockwell Boulevard – New construction, widening, and bridge construction
- Mountain View Corridor – New construction to extend Mountain View Corridor south to Utah County
- Point of the Mountain Connector Road – New five-lane construction from Porter Rockwell Blvd to Utah County
- 600 West – New five-lane construction from Bangerter Highway to 14600 South
- Mountain View Corridor – New freeway construction and widening
- 2700 West / Bangerter Highway (SR-154) – New interchange
- Heritage 76 Road – New two-lane construction from Harmon Day Drive to Porter Rockwell Blvd

Phase II: 2031–2040. Projects located in/near Bluffdale that are planned to be completed by 2040 include the following:

- Porter Rockwell Boulevard – Widen to seven lanes from Mountain View Corridor to Noell Nelson Drive
- I-15 Frontage Roads – New two-lane northbound and southbound frontage roads

Phase III: 2041–2050. Projects located in/near Bluffdale that are planned to be completed by 2050 include the following:

- Mountain View Corridor – Widening, interchange construction, and new HOV lanes
- Redwood Road – Widen to seven lanes from Bangerter Highway (SR-154) to Porter Rockwell Boulevard
- Noell Nelson Drive – New five-lane construction from Porter Rockwell Boulevard to I-15
- I-15 Freeway – HOT lanes with ramps and reversible lanes

Unfunded Needs. Because the 2050 Regional Transportation Plan is financially constrained, some potential projects that are deemed important to the regional transportation system, but for which no funding has been allocated, have been identified by WFRC as “unfunded needs.” The following unfunded needs projects are located in/near Bluffdale:

- Noell Nelson Drive / I-15 – New freeway interchange construction
- I-15 Freeway – Variable-priced freeway lanes

Regional Public Transportation Improvements

This section discusses the 2050 Regional Transportation Plan public transit projects located in/near Bluffdale City.

Phase I: 2019–2030. There are no projects listed in Phase I in the 2050 RTP.

Phase II: 2031–2040. Projects located in/near Bluffdale that are planned to be completed by 2040 include the following:

- Core Service 15, Redwood Road – Frequent bus route along Redwood Road
- FrontRunner – Doubletrack system throughout Salt Lake County

Phase III: 2041–2050. Projects located in/near Bluffdale that are planned to be completed by 2050 include the following:

- Core Service 15, Porter Rockwell Boulevard – Frequent bus route along Porter Rockwell Boulevard and 600 West

Unfunded Needs. Because the 2050 Regional Transportation Plan is financially constrained, some potential projects that are deemed important to the regional transportation system, but for which funding either has not been allocated, have been identified by WFRC as "unfunded needs." The following unfunded needs projects are located in/near Bluffdale:

- FrontRunner – Electrify the system in Salt Lake County
- FrontRunner – Construct a Bluffdale FrontRunner station
- Bluffdale Transit Connector – Frequent bus route along 3600 West, 14400 South, and Redwood Road

Travel Forecasting

The following sections discuss the future travel demand forecasting used for this Regional Transportation Plan.

Methodology

Mountainland Association of Governments (MAG) and WFRC jointly maintain a regional travel demand forecasting model for the four-county metropolitan region (Weber, Davis, Salt Lake, and Utah counties). The travel demand model predicts future travel demand based on projections of land use, socioeconomic patterns, and transportation system characteristics. At its core, it uses the common "four-step" modeling process which consists of trip generation, trip distribution, mode split, and trip assignment. The model is run using the TP+/Cube software. References to "the model" in this report refer to the scripts and data maintained by MAG and WFRC, not to the Cube software. At the time of this Regional Transportation Plan, the MAG/WFRC official version of the TDM is 8.3, which is calibrated to represent 2019 base-year travel conditions. Additional socioeconomic data and networks included with the official model include the years 2015, 2030, 2040, and 2050.

Model Calibration and Future Volume Corrections

The travel demand model was calibrated using the existing traffic count data that were completed previously for the Transportation Master Planning effort, as described previously (primarily in 2016). In addition, the growth projections completed by Hansen, Allen & Luce discussed earlier in this report were also used to update the travel demand model. Using the same growth assumptions as were used for the other master plan updates in 2019, the travel demand was updated and used to project future traffic volumes for Bluffdale.

Using outputs from the travel demand model runs, as well as other studies that have been completed in the area, future 2030 and 2050 traffic volumes were developed. These volumes were adjusted manually using the output from the different models, Bluffdale's future land use and roadway plans, and engineering judgement.

Future (2030) No-Build Conditions

This section discusses the predicted future (2030) level of service for each of the collector and arterial roads in Bluffdale City assuming that no improvements are made to the roadway network, beyond those identified in the WFRC RTP. Figure 16 shows estimated future (2030) daily volumes and LOS for each collector and arterial roadway in Bluffdale City in a no-build condition. As shown in the figure, the following roadways are anticipated to experience poor levels of service:

- 14600 South – LOS E or F from 1690 West to I-15
- Porter Rockwell Boulevard – LOS E or F from Mountain View Corridor to Point of the Mountain Connector

Future (2050) No-Build Conditions

This section discusses the predicted future (2050) level of service for each of the collector and arterial roads in Bluffdale City assuming that no improvements are made to the roadway network, beyond those identified in the WFRC RTP. Figure 17 shows estimated future (2050) daily volumes and LOS for each collector and arterial roadway in Bluffdale City in a no-build condition. As shown in the figure, the following roadways are anticipated to experience poor levels of service:

- 14600 South – LOS E or F from Redwood Road to I-15
- Porter Rockwell Boulevard – LOS E or F from Mountain View Corridor to Noell Nelson Drive
- Loumis Parkway – LOS F from 14400 South to North City Boundary
- 2700 West – LOS E from 14400 South to 14200 South
- Noell Nelson Drive – LOS F from I-15 to Freedom Point Way

Emergency and Priority Snowplow Route Planning

There are a few considerations in determining priority routes for emergency evacuations and snow plowing. These considerations include emergency situations, earthquakes, canal/river flooding, Jordan Water Conservancy chlorine storage, wildfires, utility locations (natural gas, power, other pipelines), railroad tracks and bridges.

Evacuation route considerations include maintaining north-south traffic flows between Salt Lake and Utah Counties to provide alternatives to I-15 and traversing Point of the Mountain. Evacuation routes follow state maintained roads (SR-68, Camp Williams Road, Redwood Road, SR-85, Mountain View Corridor, I-15, and the future Porter Rockwell Road). Local roads maintained by Bluffdale include Pony Express Road, 2700 West, 2200 West (which does not cross Bangerter but is a collector for Bluffdale), 3200 West, 3600 West, and 4000 West. East-west traffic flows through Bluffdale are quite limited because of the location of the Jordan River and railroad lines. Existing options include SR-154 (Bangerter Highway) and 14400 South/14600 South/SR-140, which is significantly constricted at the railroad bridge. The railroad bridge needs to be reconstructed per Bluffdale General Land Use Plan. Future connections include Porter Rockwell Boulevard and potential future development of a new interchange with I-15 at the current gravel pit.

PUBLIC INVOLVEMENT

An online survey and comment map were distributed to residents of Bluffdale and one public open house was held. See Appendix A to review the comment map application and survey questions that were distributed, as well as the unedited survey responses.

Advertisement Strategy for Open House and Survey

Both the survey and information regarding the public open house were distributed via several avenues, including a press release, the Bluffdale monthly utility bill, City Council newsletters, the Bluffdale website, social media, the *South Valley Journal*, and the *Deseret News*.

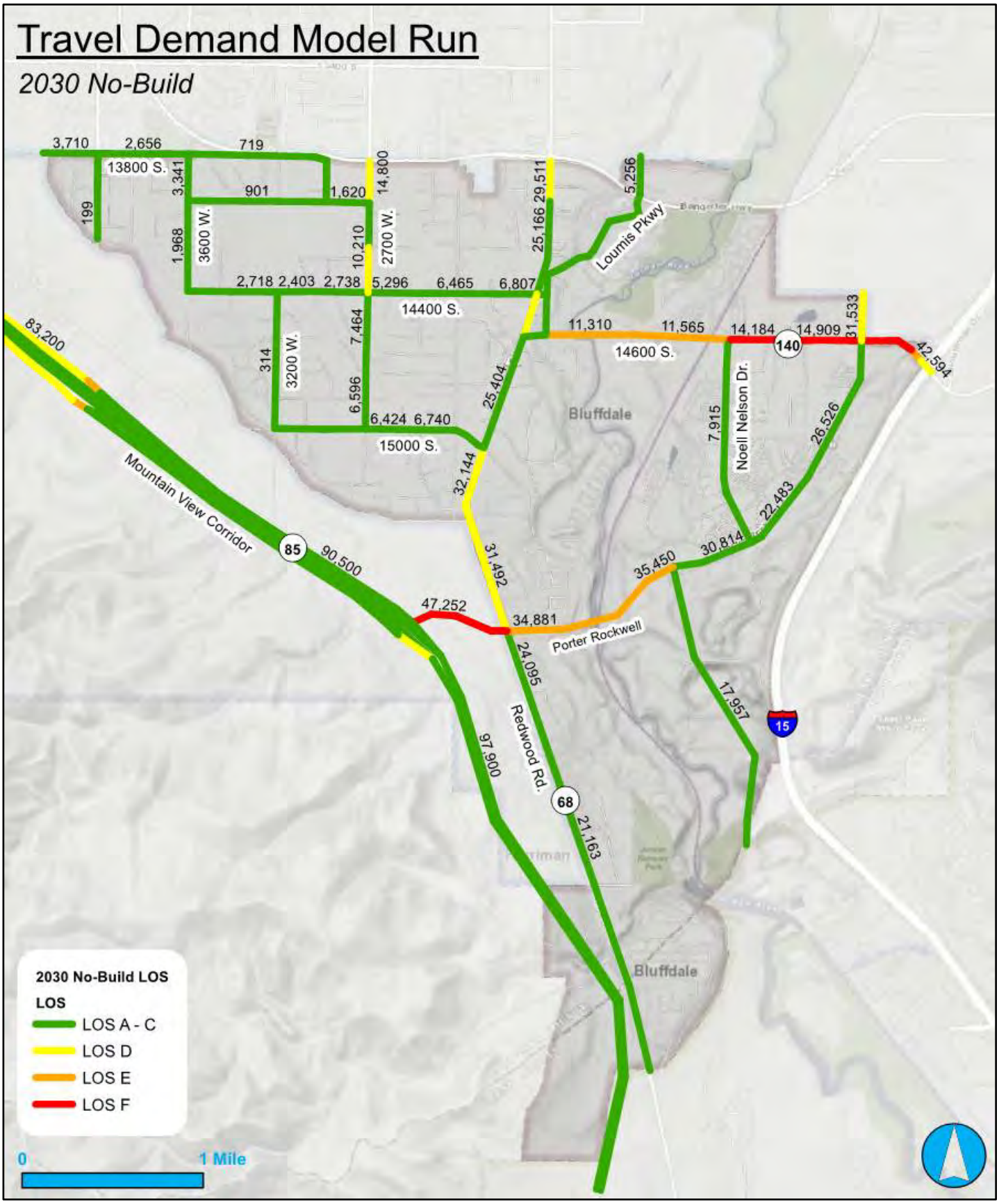


Figure 16. Future (2030) no-build volumes and LOS.

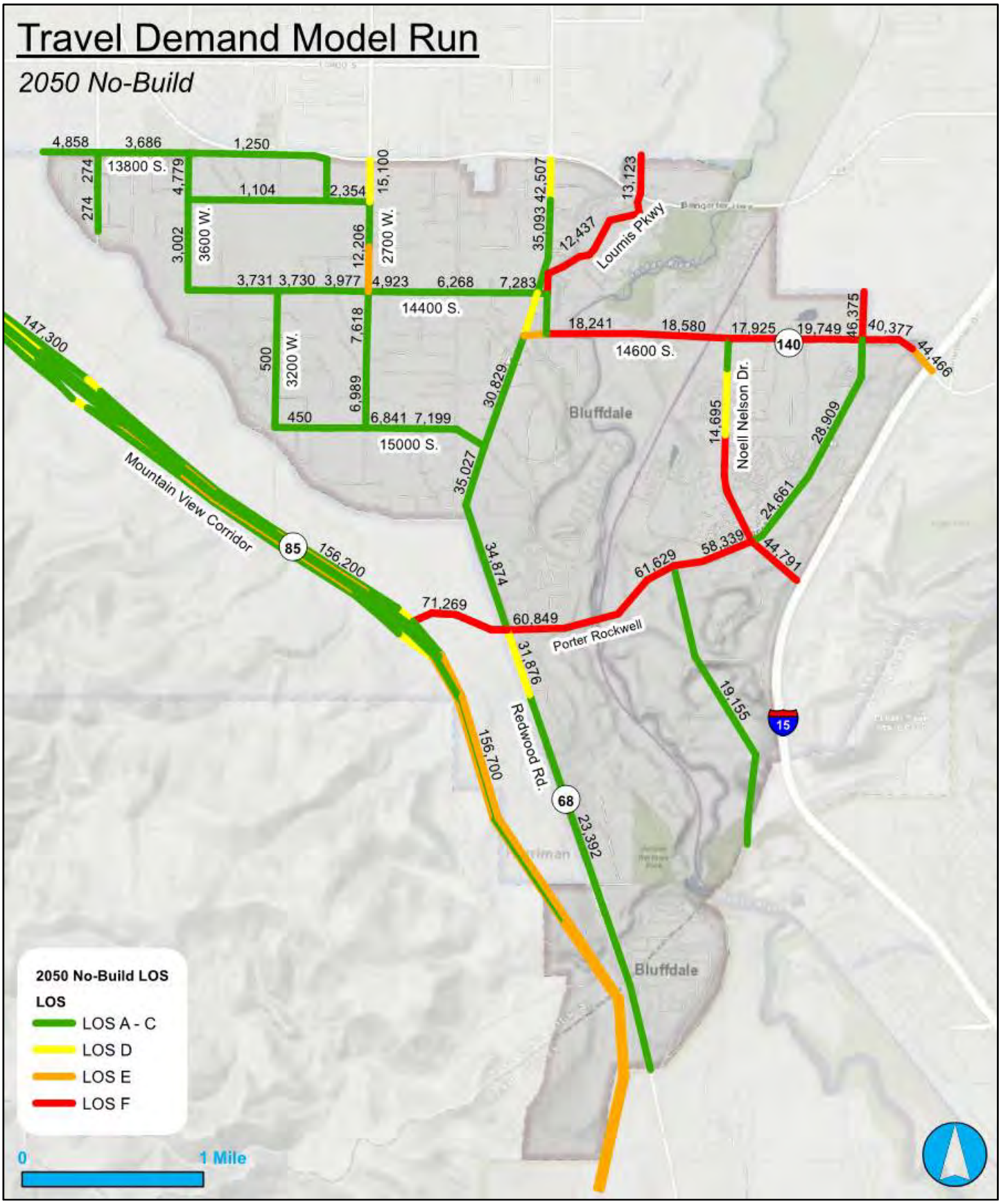


Figure 17. Future (2050) no-build volumes and LOS.

Public Meeting

A public open house was held to provide a venue for personal discussions and interactions with those completing the transportation planning effort. It was held in the Council Chambers at the Bluffdale fire station on January 12, 2017. The meeting was conducted using an open house format so residents could come and go as schedules allowed. The information presented at the meeting focused on vison, goals, and objectives for Bluffdale's future transportation system and included discussions on safety, vehicle transportation needs, and active transportation. Attendees were also encouraged to participate in the online survey, which could be completed at the meeting on laptops.

Online Surveys

Two different online surveys were used to collect public input regarding Bluffdale's existing and future transportation system. The first survey was a traditional survey that presented a series of multiple-choice questions regarding transportation habits and two free comment questions to assess the current transportation system. The second survey utilized an online map application which asked respondents what specific locations in Bluffdale they thought were in need of transportation improvements or safety concerns related to transportation. A total of 295 individuals responded to the survey. The online survey and comment application were open from December 1, 2016, through January 31, 2017.

Specific Transportation System Improvements: Three free comment questions were asked of survey respondents to help identify specific items for improvement:

1. What do you think the city can improve most in its transportation system?
Summary of answers:

- The majority of respondents identified the one-lane railroad underpass and the poor conditions of 14600 South.
- Sidewalks near schools, better sidewalk connectivity, sidewalks and bike lanes on 14600 South.
- Road conditions on 2200 West, 2700 West, 3600 West, and 13800 South were mentioned specifically.
- The following intersection concerns and needs were identified: a crosswalk or light from Bluffdale Heights across Porter Rockwell Boulevard; entrance to Independence at the Point area; 13970 South and Redwood Road; Loumis Parkway; entrance to the Bluffs; and intersection of 14600 South and Redwood Road.
- Public transportation access, improved east-west connectivity, and more commercial options within Bluffdale.

2. Where do you think the City has gaps in the transportation system?
Summary of answers:

- Lack of access to public transportation, specifically Trax, FrontRunner, and bus transit. Bluffdale does not currently have access to public transportation and the respondents have noticed.
- East-west connectivity between the unique areas of Bluffdale was another common mention. Respondents identified their difficulty in traveling along 14600 South and the lack of major east-west roads.
- Some respondents are looking forward to the construction of Porter Rockwell Boulevard to help alleviate congestion on 14600 South.



Figure 18. Key word analysis of answers from the question, "What can the city improve?"



Figure 19. Key word analysis of answers from the question, "Where are the gaps in the transportation system?"

3. If there is anything else you would like to mention concerning transportation in Bluffdale?
Summary of answers:

- Increased street lighting.
- Development of local commercial and retail options.
- Better enforcement of speed limits.



Figure 20. Key word analysis of answers from the question, "Any last comments?"

General Characteristics of Respondents

- The majority of the online survey respondents were between the ages of 25 and 64 (91.9%), with the most represented age group being 35–44 (37.3%).

- The majority of respondents have lived in Bluffdale for 1–5 years (44.1%). The next most responsive group were longer-term residents of 10 years or longer (25.8%).

- The majority of respondents are employed full-time (73.1%). For those who responded that they work full-time and part-time, the majority (37.4%) travel less than 10 miles (one-way) to their jobs. Approximately 56.8% have to travel more than 10 miles one-way to their job.

- Very few students responded to the survey. For the students who did respond, the majority of them (76.1%) travel less than 10 miles to school.

Travel Mode Preferences

- Bluffdale is a car-dominated city that lacks direct access to public transportation. Therefore it is not surprising that the majority of Bluffdale residents drive alone to complete most of their daily activities. Carpooling was the second most prevalent response.

- To get to their place of employment, most Bluffdale residents (226 responses) drive alone. The next prevalent preference was "carpool," but at a significantly lower response rate (26 responses). Several residents qualified their responses with the desire to use public transit or other modes of transportation if it were made available in Bluffdale and convenient to their destination. With the short distances identified by employees in a previous chart, it appears most residents in Bluffdale are working in and around the Point of the Mountain area.

- To get to school, most Bluffdale residents (66 responses) drive alone. The next preference was "carpool" at a lower response rate (25 responses).

- For social visits to visit family and friends, again Bluffdale residents (198 responses) drive alone. The next prevalent preference was "carpool" at a lower response rate (92 responses).

- For recreation and leisure trips, again Bluffdale residents (190 responses) drive alone. The next prevalent answer was "carpool" at a lower response rate (82 responses). Several respondents clarified their response by saying their preferred locations of recreation are outside of Bluffdale, not within.

General Transportation Opinions

- Respondents generally viewed the following more favorably: condition of roads, overall traffic safety, and current speed limits.

- Respondents generally viewed the following more negatively: attractiveness of roadways, connectivity of Bluffdale's internal transportation system, ability to bike on roadways, and ability to walk places via sidewalks.

Transit and Active Transportation (Biking and Walking)

This section of the survey measures respondent's opinions on walking, biking, and public transportation within Bluffdale. Active Transportation and providing a complete multi-modal transportation system is a key focus of the City Council. Most respondents replied favorably to their perceived use of public transportation, bicycle facilities, and sidewalks, if those facilities were further developed in Bluffdale. Few respondents walk or bike regularly within Bluffdale; however, a small group participates in both activities throughout the year.

To discover why residents may choose not to walk to work or other places in Bluffdale, respondents were asked to comment on obstacles faced by Bluffdale pedestrians. The most significant obstacles mentioned by Bluffdale residents were the lack of nearby destinations, lack of connected sidewalks, impracticality of walking, and feeling unsafe at intersections.

To identify possible measures to overcome these obstacles, respondents were asked to rate their preferences on possible pedestrian improvements. The top three needs identified were (1) more sidewalks, (2) improved connectivity of sidewalks, and (3) better street lighting. Education and enforcement of motorists, and maintenance of sidewalks, though viewed favorably, did not receive the strongest responses.

To discover why residents may choose not to rely on bicycle transportation in Bluffdale, respondents were asked to comment on obstacles they faced. The most significant obstacles mentioned were feeling unsafe on the roadways and at intersections, driver behaviors toward bicyclists, and the need for more facilities. Not being able to bike and not owning a bike were not perceived as obstacles to bike transportation to respondents.

To identify possible measures to overcome these obstacles, respondents were asked to rate their preferences on possible bicycle facility improvements. The top three needs identified were (1) better street lighting, (2) more separation from traffic, and (3) more bicycle facilities. More bicycle parking and storage, as well as education received the weakest responses.

Web Map Survey Responses

For this component of the survey, respondents were asked to identify specific places on a map of Bluffdale, where there were transportation issues or problems. The following is a summary of the locations and comments provided by survey respondents, which correspond to numbers on the map in Figure 21.

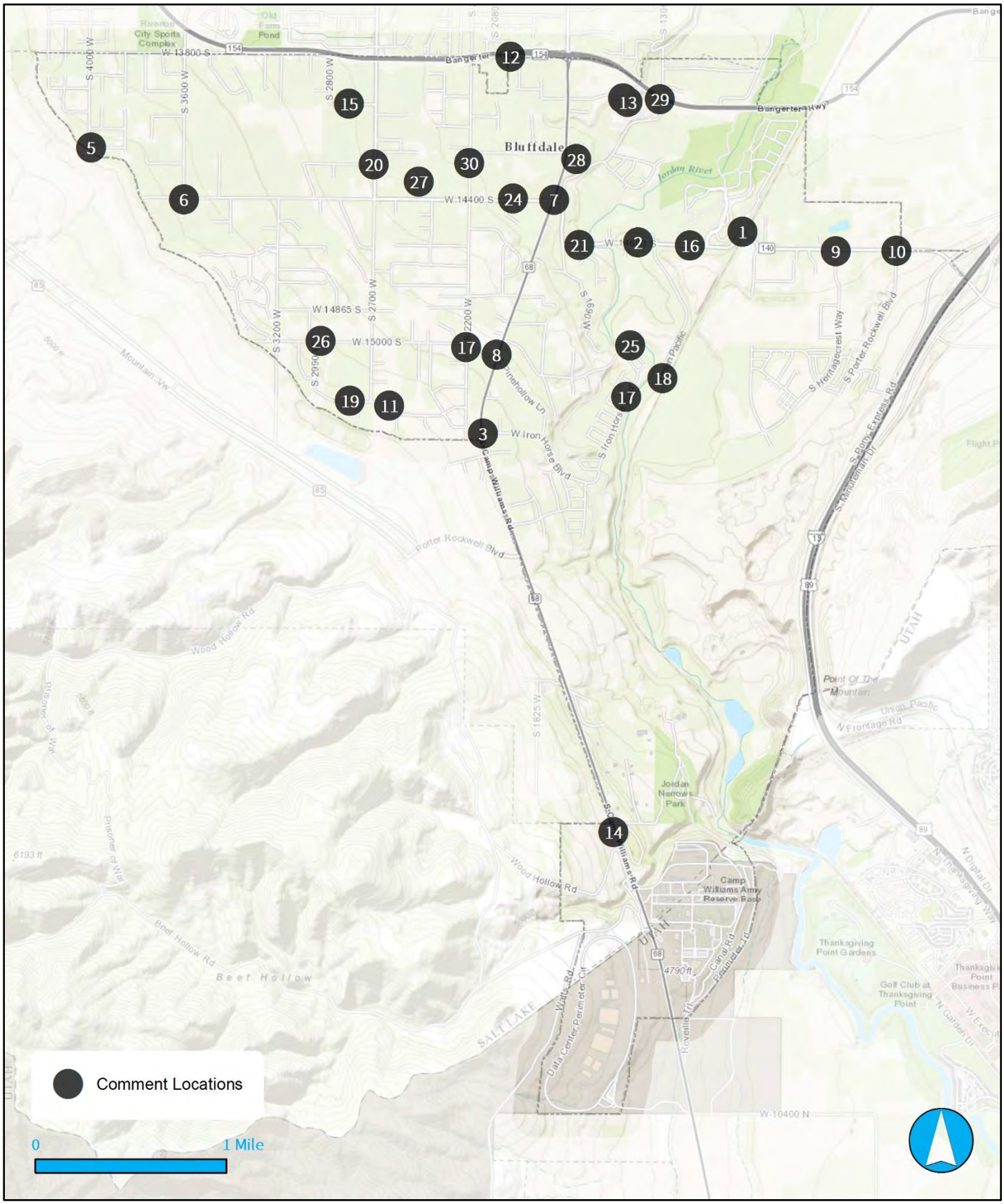


Figure 21. Comment locations within Bluffdale as identified by survey repondents.

Vehicle Drivers

Driver concerns indicated on the map include:

1. Improve the bottleneck at the railroad bridge for vehicles and active transportation.
2. A majority of the comments identified a need to improve 14600/14400 South to accommodate all users, including bikes and pedestrians.
3. Difficulty accessing Redwood Road from Iron Horse Boulevard and 15000 South.
4. Concerns for increased traffic resulting from development of surrounding communities.
5. Comments against connecting to Herriman.
6. Comments supporting connection to Herriman.
7. Several comments stated that the 14400 South and Redwood Road intersection, and Loomis Parkway, are unsafe.
8. 15000 South is too narrow near Redwood Road.
9. The intersection of Heritage Crest and 14600 South is unsafe.
10. The intersection of Porter Rockwell and 14600 South is unsafe.
11. A request to complete the street connection between 15250 South and Silverpoint Way.
12. 13800 South is of poor condition.
13. Better access surrounding the Bluffs.
14. A request to shorten the timing of the new traffic light at Redwood and Camp Williams Avenue.

Pedestrians

Concerns indicated on the map include:

15. Gaps in the sidewalk and cross walk network surrounding Northstar Academy.
16. The need for sidewalks along 14600 South.
17. The need for reduced speed limit and speed enforcement on Iron Horse Boulevard and 2200 West.
18. A pathway to connect Parry Farms to Independence.
19. Sidewalk needs along 15250 South.
20. Better crosswalk enforcement on 2700 West.

Bicyclists

Concerns indicated on the map include:

21. Majority of the comments are for 14600 and the need for safer facilities to accommodate all users.
22. Safety concern near the Bluffs.
23. The eastern portion of 14400 South is described as too narrow to safely accommodate bikes and vehicles.
24. 1300 West is indicated to be of poor condition for those who use it to connect to the Jordan River Trail.
25. A request is made to pave the Jordan River Parkway Trail through its extent.
26. Bike lanes on 15000 South need to be swept.

Other Concerns

Other concerns indicated on the map include:

27. The need for a horse path on 14400 South to connect the community to the rodeo grounds.
28. Several comments concerning public transportation.
29. Request for sound barrier walls near Bangerter and the Bluffs.
30. Road conditions along 2200 West.

TRANSPORTATION SYSTEM RECOMMENDATIONS

The following sections discuss recommended improvements to Bluffdale's transportation system, both for vehicles and other forms of transportation, to address needs through the year 2050. Roadway improvements for vehicles use is intended to provide acceptable levels of service for future 2030 and 2050 conditions. Improvements for other modes of transportation, including active transportation and public transit, are also provided.

Recommended Future Road Classification and Cross Sections

In order to provide more flexibility and to encourage creativity in developing a sense of place, the City of Bluffdale has chosen to not identify specific cross sections for different roadway categories. Instead, a list of required elements for each class of roadway is provided (Table 9). This allows the city and developers to be flexible and design a cross section that works best for the area. Figure 22 provides a map of the location of existing and proposed roads by roadway class.

Table 9. Required cross section amenities by roadway category from center travel lanes outward.

Major Arterial	**Major Collector**	**Standard Residential**
• Center turn lane/median (range 12–14 feet wide) • Three travel lanes in each direction (12 feet wide) • Bike lanes (range 4–6 feet wide) • Buffered bike lanes are preferable • Shoulder (range 1–10 feet wide) • Curb and gutter • Park strip (minimum 6 feet wide) • Sidewalk (minimum 6 feet wide) • Trail or path could be considered in place of sidewalk	• Center turn lane or median (minimum 12 feet wide) • One travel lane each direction (minimum 11 feet wide) • Bike lanes (minimum 5 feet wide) • Buffered bike lanes are preferable • Shoulder (minimum 4 feet wide) • Curb and gutter • Park strip (minimum 6 feet wide) • Sidewalk (minimum 5 feet wide) • Landscaped medians could be considered in place of center turn lane	• One travel lane each direction (minimum 12.5 feet wide) • Curb and gutter • Park strip (minimum 6 feet wide) • Sidewalk (minimum 5 feet wide)

Minor Arterial	**Minor Collector**
• Center turn lane or median (minimum 12 feet wide) • Two travel lanes in each direction (11 feet wide) • Bike lanes (minimum 5 feet wide • Buffered bike lanes are preferable • Shoulder (minimum 4 feet wide) • Curb and gutter • Park strip (6 feet wide) • Sidewalk (minimum 5 feet wide) • Trail or path could be considered in place of sidewalks	• One travel lane each direction (minimum 12 feet wide) • Bike lanes (minimum 5 feet wide) • Buffered bike lanes are preferable • Shoulder (minimum 4 feet wide) • Curb and gutter • Park strip (6 feet wide) • Sidewalk (minimum 5 feet wide) • Trail or path could be considered in place of sidewalks

Note: bike lanes and shoulders are distinct roadway amenities; bike lanes are designated for bicycle traffic while shoulders may be used for automobile parking and winter snow storage. On-street parking should be prohibited on roadways with bike lanes if the combined width of bike lane and shoulder is less than 12 feet.

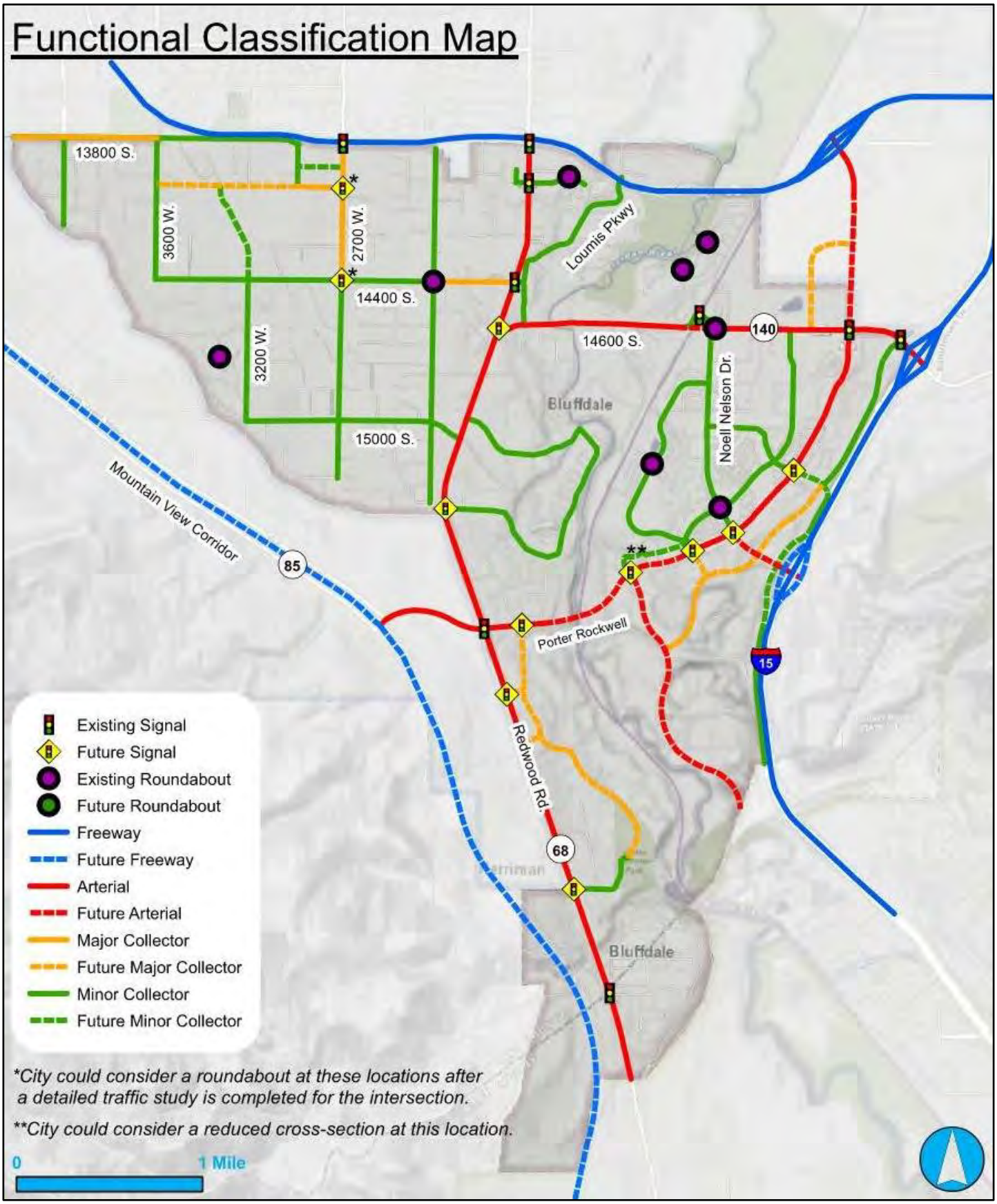


Figure 22. Existing and proposed roadway functional class within Bluffdale.

Recommended Roadway Improvements for Vehicles

Projects are classified as new construction (roads that do not currently exist) and widening (cross sections that need to be expanded to a larger lane count). Some widening projects shown may only require re-striping and not actual widening. Conversely, some cross sections may currently have the correct number of lanes but need additional widening to accommodate side treatments such as bike lanes, curb, gutter, and sidewalk, or shoulders. Note: to address roadway safety, street lighting should be included in all future roadway projects. Bluffdale should conduct a city-wide street lighting study to identify and address safety concerns through additional street lighting projects where necessary. The future projects recommended for Bluffdale City to construct by 2030 and 2050 are shown in Tables 10 and 11, respectively.

Table 10. 2030 Bluffdale City Projects.

2030 Bluffdale City Project List					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost
			Existing	Proposed	
1	14600 S Bike lanes, from Roundabout to Pony Express	Widening: Bike Lanes	2	2	$ 2,055,400
2	14600 S Bike lanes, Curb and Sidewalk from 1690W to Spring View Farm	Widening: Bike Lanes	2	2	$ 2,600,000
3	Heritage 76 Road	New 2-Lane Roadway	n/a	2	$ 5,000,000*
4	Pony Express Realignment	Realignment	2	3	$ 5,806,400
5	14600 South from 1690 West to PRB	Widening: Curb, Gutter, & Center Turn Lane	2	3	$ 26,700,000
6	1780 West (behind Maverik)	New 2-Lane Roadway	n/a to 2	2	$ 1,600,000
7	13900 South – 2700 West to 2950 West	New 2-Lane Roadway	n/a to 2	2	$ 2,103,300
				TOTAL	**$ 45,865,100**
**City portion of Project #3 will be $3,000,000.*					

Table 11. 2050 Bluffdale City Projects.

2050 Bluffdale City Project List					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost
			Existing	Proposed	
1	2700 West - 14200 South to 14400 South	Widening: 3 Lanes	2	3	$ 1,300,000
2	Widen 14600 South - Redwood Road to Porter Rockwell Blvd	Widening: 5 Lanes	3	5	$ 31,700,000
3	Widen Loumis Parkway - 14400 South to Bangerter Hwy	Widening: 3 Lanes	2	3	$ 5,800,000
4	Intersection improvements on Noell Nelson Drive - between 14600 South & Porter Rockwell Blvd	Improve Intersections	n/a	n/a	$ 3,100,000
5	Bringhurst Extension – Connect Bringhurst Drive to Jordan Narrows Road	New 3-Lane Roadway	n/a	3	$ 10,647,178
				TOTAL	**$ 52,547,178**

The future projects recommended for UDOT to construct by 2030 and 2050 in or near Bluffdale City are shown in Tables 12 and 13, respectively.

Table 12. 2030 UDOT Projects within Bluffdale

2030 UDOT Project List within Bluffdale					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost
			Existing	Proposed	
1	Grade-Separated Crossing at Railroad on 14600 South	Grade Separated Railroad Crossing	2	5	$ 27,800,000
2	Porter Rockwell Boulevard Bridge	Bridge over Jordan River	n/a	7	$ 27,800,000
3	Widen Porter Rockwell Boulevard	Widening: 7 Lanes	3	7	$ 37,600,000
4	Point of the Mountain Connector Road	New 5-Lane Roadway	n/a	5	$ 23,500,000
5	600 West	New 5-Lane Roadway	n/a	5	$ 32,600,000
6	2700 West Bangerter Highway Interchange	New Grade-Separated Interchange	n/a	n/a	$ 50,600,000
7	13800 South	Extend Roadway	n/a	3	$ 9,100,000
8	Widen 14600 South near I-15 (**Not Planned**)	Widening: 7 Lanes	5	7	$ -
				TOTAL	**$ 209,000,000**

Table 13. 2050 UDOT Project within Bluffdale.

2050 UDOT Project List within Bluffdale					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost
			Existing	Proposed	
1	Widen Porter Rockwell Boulevard	Widening: 7 Lanes	4	7	$ 62,000,000
2	I-15 Frontage Roads	New One-Way Frontage Roads	n/a	2	$ 129,800,000
3	Widen Redwood Road	Widening: 7 Lanes	5	7	$ 120,700,000
4	Noell Nelson Drive to I-15	Extend Roadway (5-Lane)	n/a	5	$ 57,700,000
5	Noell Nelson Drive, Porter Rockwell Blvd to I-15 (**Not Planned**)	Widening: 7 Lanes	Future 5	7	$ -
6	Urban Interchange at Porter Rockwell Blvd / 14600 South **(Not Planned)**	New Interchange	n/a	n/a	$ -
7	600 West (**Not Planned**)	Widening: 7 Lanes	Future 5	7	$ -
				TOTAL	**$ 370,200,000**

Future Build Conditions

The proposed Bluffdale City and UDOT projects were entered into the travel demand model and new results were generated to determine the impact of the projects and the resulting build volumes and LOS. The volumes and LOS for the build conditions in 2030 and 2050 are shown in Figures 23 and 24, respectively. As shown, all City roadways are anticipated to operate at acceptable levels of service with the proposed projects implemented. However, it is anticipated that UDOT roadways Porter Rockwell Boulevard and portions of 14600 South are anticipated to operate poorly in future conditions.

Recommended Improvements for Active Transportation

Several projects and improvement areas were identified by residents of Bluffdale and the data analysis. To help the city prioritize projects, the following criteria and weighting method is proposed. This method is guided by the draft vision, goals, and objectives (Table 14).

Table 14. Recommended active transportation project prioritization criteria.

CRITERIA	DESCRIPTION
Safety	Project will positively improve safety of the roadway for all users
Level of service	Project will improve Level of Service
Roadway condition	Project will improve a segment of road in poor condition
Bicycle considerations	Project improves, expands, or maintains the ideal bicycle facility outlined in city cross sections.
Pedestrian considerations	Project improves, expands, or maintains the ideal sidewalk characteristics outlined in city cross sections.
Pedestrian/bicycle crossings	Project improves, expands or maintains adequate crossing needs for cyclists and pedestrians both midblock and at intersections
System connectivity	Project improves connectivity for residents including connections to: parks, schools, commercial destinations, residential areas, and principal routes serving the valley
Design aesthetics	Project is designed using Bluffdale's Complete Streets Guidelines and has aesthetically pleasing design considerations.

Recommended Active Transportation Projects. The numbered list below corresponds to the numbers shown on the map in Figure 26. Additional information for all the active transportation projects can be found in Appendix B.

1. Construct bike lanes and sidewalks on 14600 South, including both the 14600-widening project and the Railroad Underpass improvement project.
2. Add bike lanes and sidewalks on 13800 South as part of full roadway reconstruction.
3. Add bike lanes and sidewalks on 14400 South as part of full roadway reconstruction.
4. Add multi-modal facilities on Porter Rockwell as part of full roadway reconstruction.
5. Improve pedestrian crossing at 2700 West and Country Classic with initiated flashers at crosswalk.
6. Complete sidewalk network supporting North Star Academy.
7. Add shared-use pathway to access education and recreation facilities across canal into Herriman.
8. Trail network connections between Parry Farms and Independence.

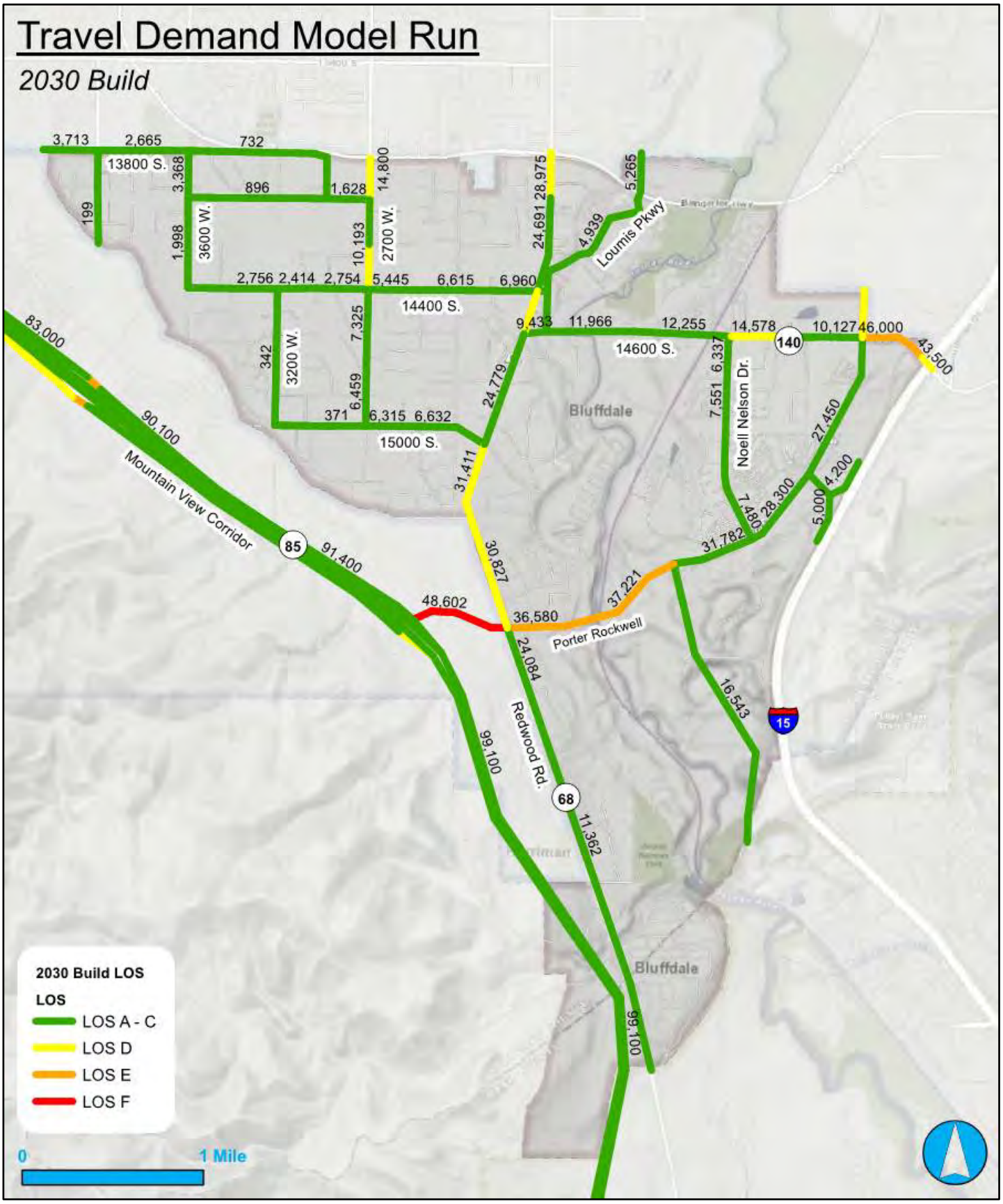


Figure 23. Future (2030) build volumes and LOS.

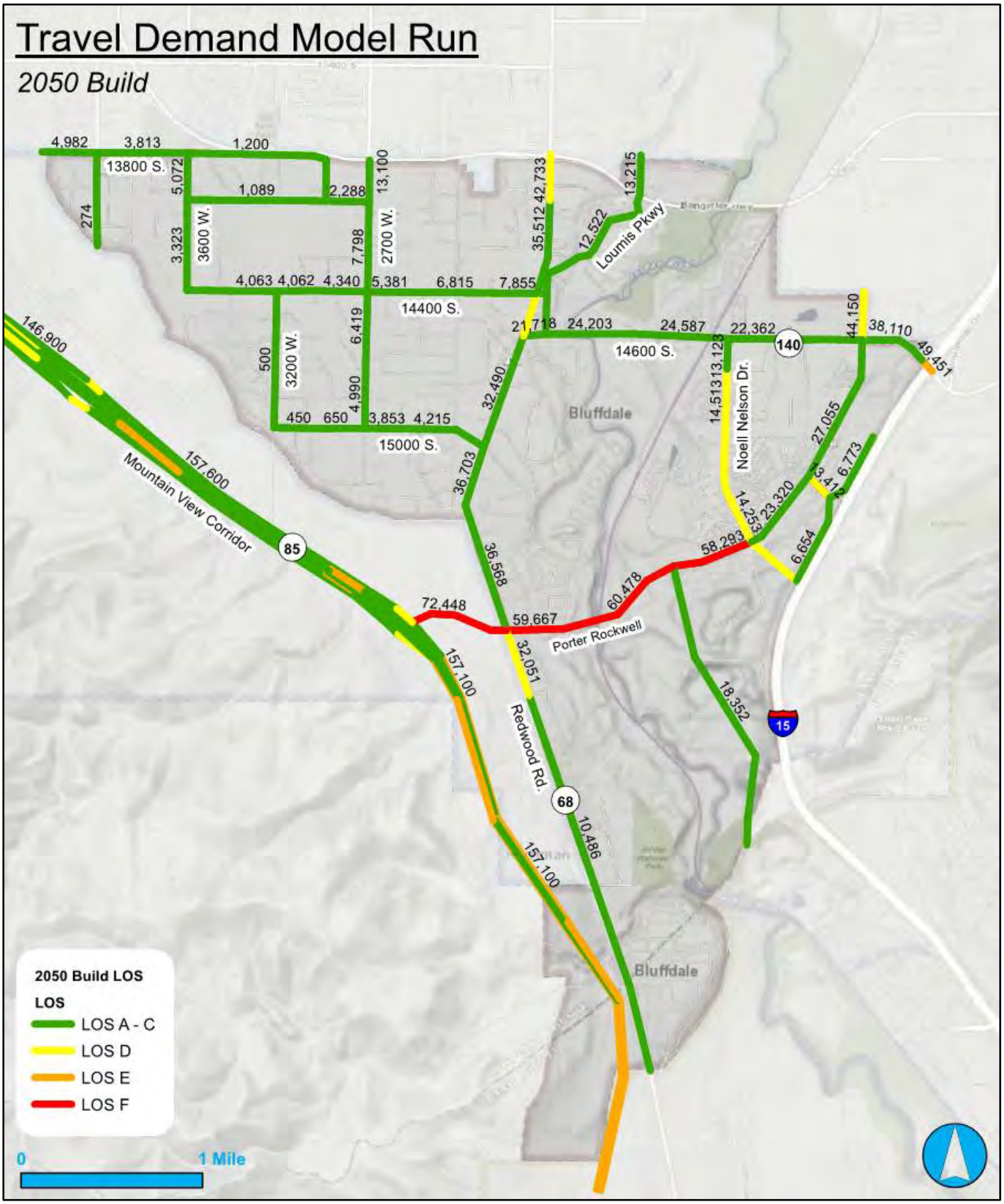


Figure 24. Future (2050) build volumes and LOS.

In addition to the above listed active transportation projects, this transportation plan recommends Bluffdale accommodate a diverse range of active transportation users on roadways, bike lanes, and sidewalks throughout the city. To that end, the city should establish policy for the use of these facilities by other types of users, including skateboards, scooters, and other user-powered recreational equipment. Other policy considerations included the use of small electric or gas-powered equipment, such as scooters, Segways, etc. In general, it is recommended that all means of travel should be allowed to use sidewalks if traveling less than 8 miles per hour but should move to bike lanes (when available) or roadway if traveling faster than 8 miles per hour. Pedestrians should have the right-of-way on sidewalks.

Equestrian use is common in Bluffdale but was not thoroughly considered in this transportation plan. A future study of equestrian use within Bluffdale should be conducted to determine how the city can better meet the needs of this user group.



Figure 25. Potential future transportation hub, including a new FrontRunner station in Bluffdale, located at the intersection Porter Rockwell Boulevard, Mountain View Corridor, and Redwood Road.

Public Transportation

Developing public transit options for Bluffdale was identified as a priority by both the public and city staff. However, public transportation in the Salt Lake Valley is operated by the UTA, which make decisions regarding location of bus routes and bus stops. The UTA uses population density as a key indicator of public transit needs. Based on Bluffdale's rural nature, UTA has determined not to serve the community because current demand is not sufficient to justify the cost of a new route through the city.

Future demand for public transit in Bluffdale is a different matter. Based on current development trends and Bluffdale's future land use plan (Figure 27), the eastern half of the city will build out far more densely than the western portion. Additionally, a large portion of the area is intended for commercial and office space, which will significantly increase daily traffic counts in the area. After this happens, UTA will need to re-evaluate the demand for public transportation.

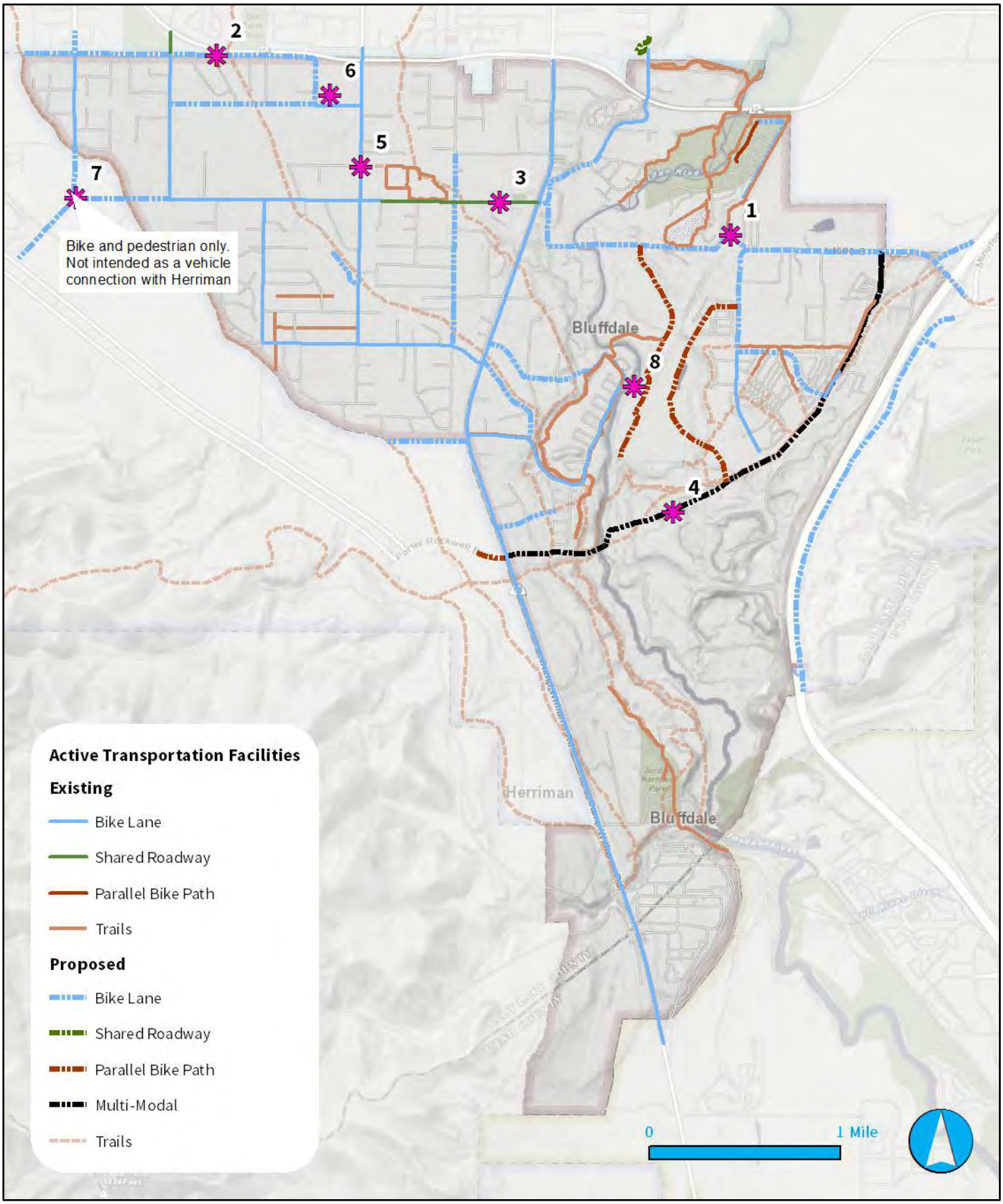


Figure 26. Proposed active transportation projects in Bluffdale.

A second consideration for public transit in Bluffdale is the potential for a new FrontRunner Station located at the future intersection of Porter Rockwell Boulevard, Redwood Road, and Mountain View Corridor. This area is also close to a future interchange on I-15, as proposed by this Transportation Plan. The site could serve as a transit hub for the entire south end of the Salt Lake Valley by connecting many high-traffic routes in a small geographic area.

Beyond the regional potential for rail, local analysis of future land use within 1 mile of the proposed rail station anticipates 542 acres of high-density residential and mixed-use development potential. Assuming housing unit density of between 10 and 16 units per acre and 3.5 residents per unit, the area can expect approximately 18,000–23,000 individuals will be living within 1 mile of the site. Furthermore, another 500 acres of land is anticipated to be developed as professional business park, with commercial and civic institutional uses that will eventually drive a large daily influx of commuters, which could be served by public transit. Figure 27 displays future land use plans for the area around the proposed rail station.

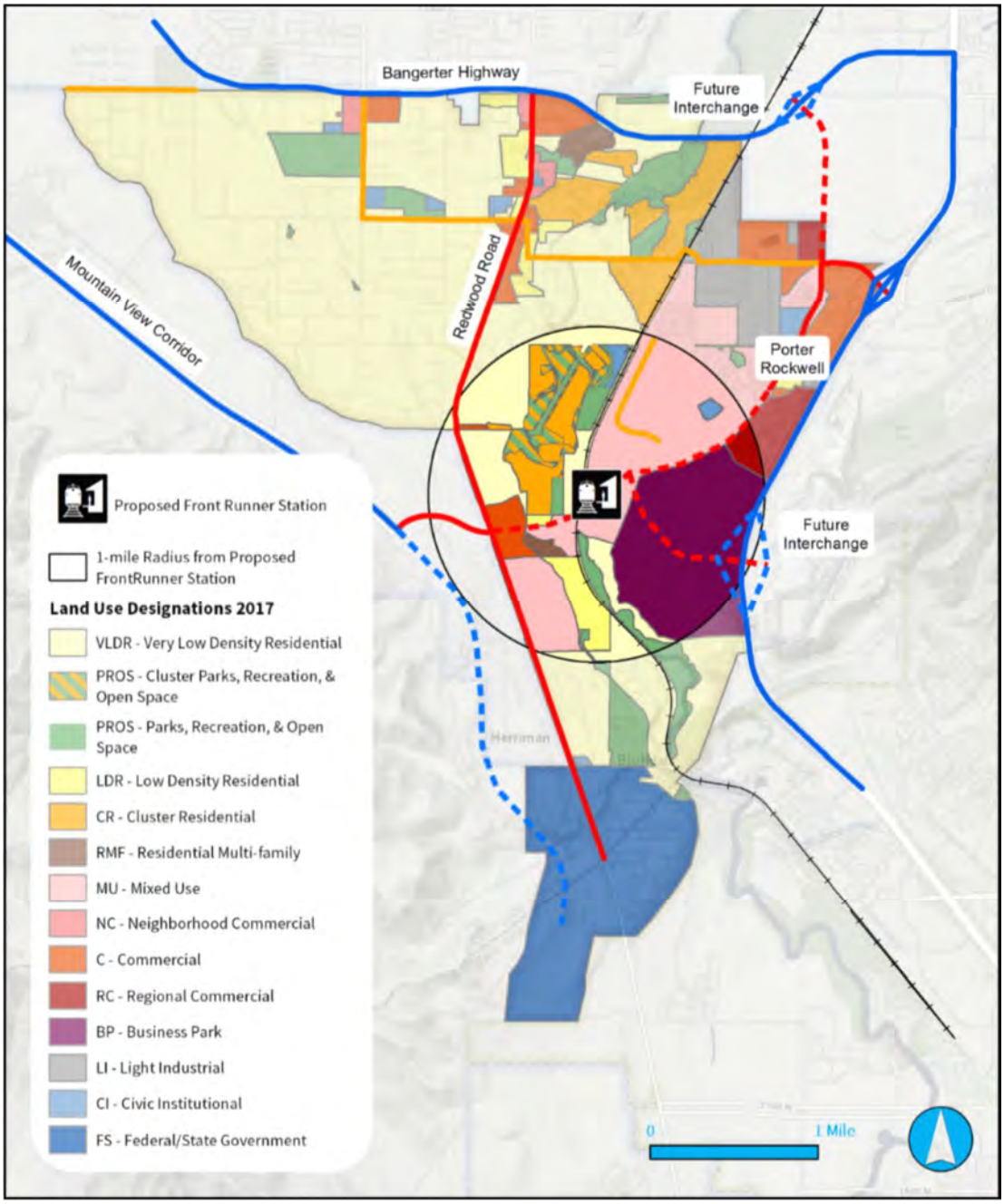


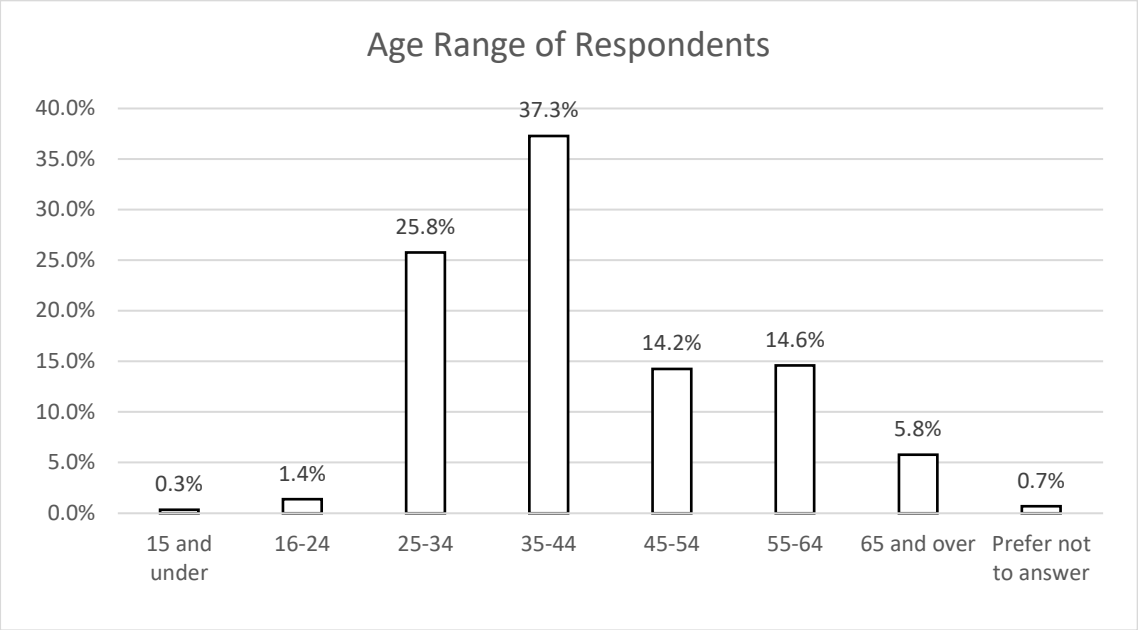
Figure 27. Bluffdale future land use map indicates the city is planning for high density commercial and housing opportunities on the east side. The intensity of these future uses creates potential for future public transit opportunities in Bluffdale.

APPENDICES

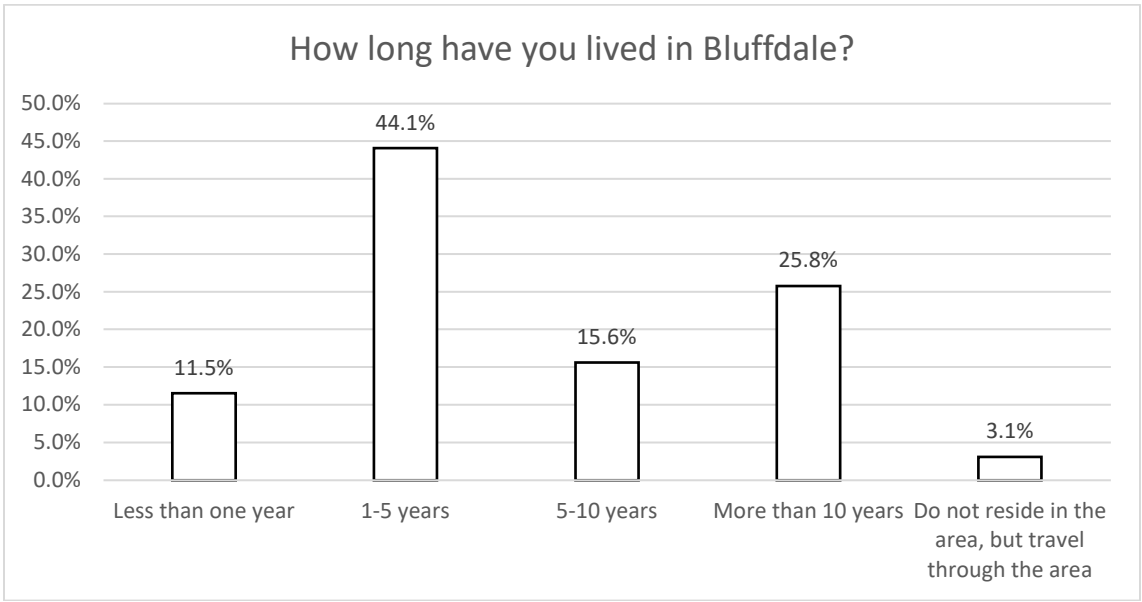
APPENDIX A – SURVEY RESULTS

GENERAL CHARACTERISTICS OF SURVEY RESPONDENTS

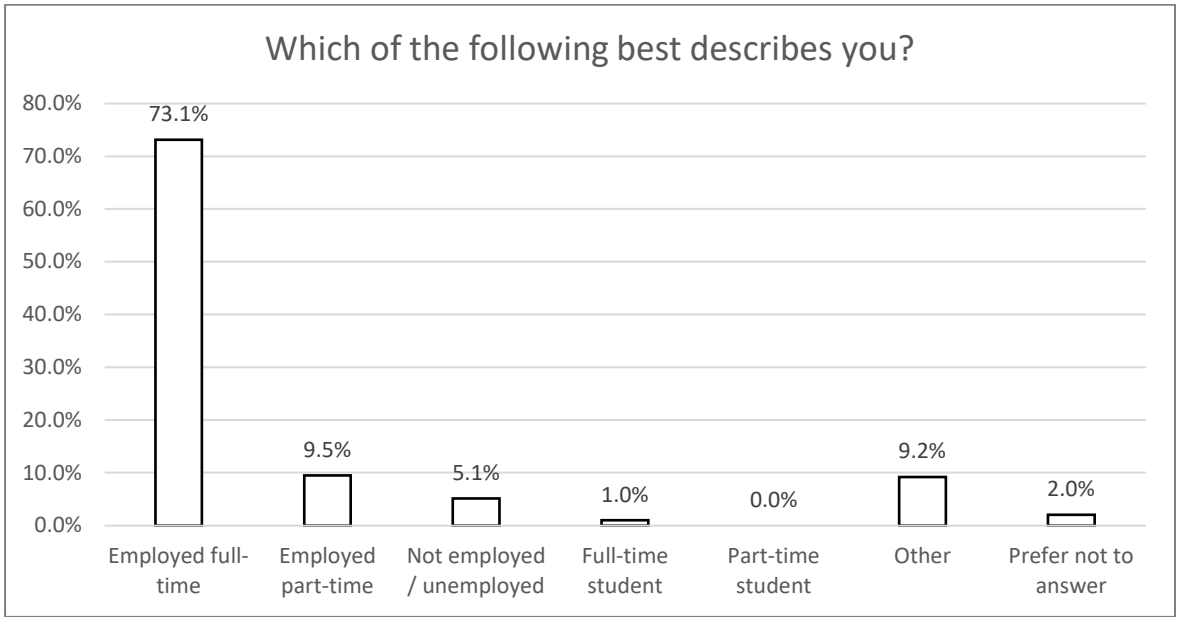
As anticipated with an online survey in response to a city planning effort, the majority of the respondents were between the ages of 25 and 64 (91.9%), with the most represented age group being 35-44 (37.3%).



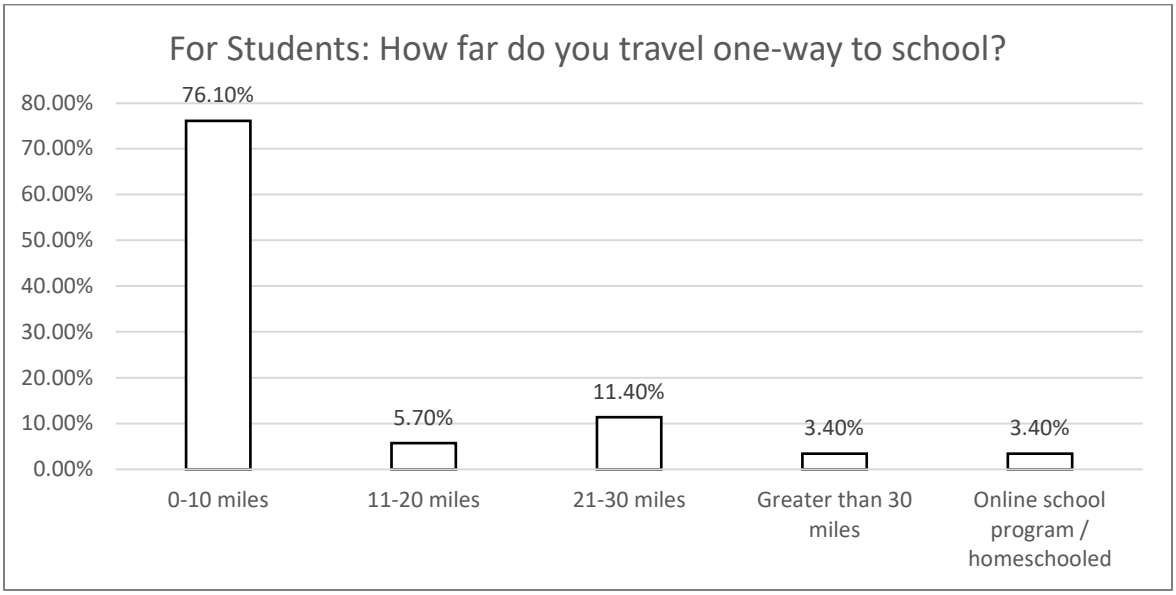
The majority of respondents have lived in Bluffdale for 1–5 years (44.1%). The next, most responsive group were longer-term residents of 10 years or greater (25.8%).



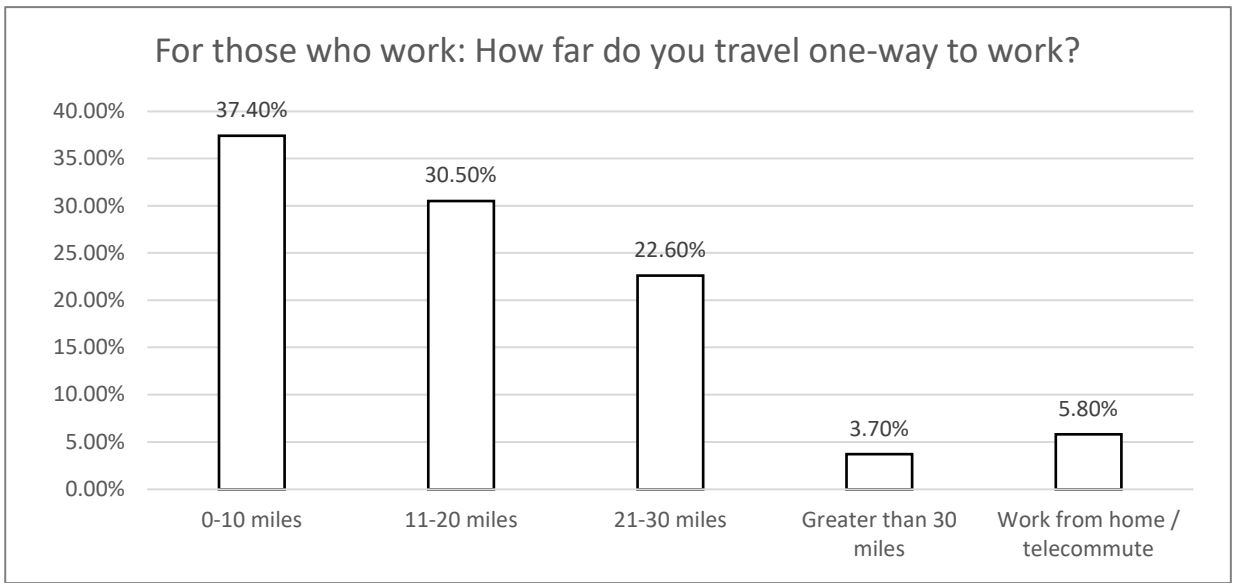
The majority of respondents are employed full-time (73.1%). Very few students responded to the survey.



For the students who did respond, the majority of them (76.1%) travel less than 10 miles to school.

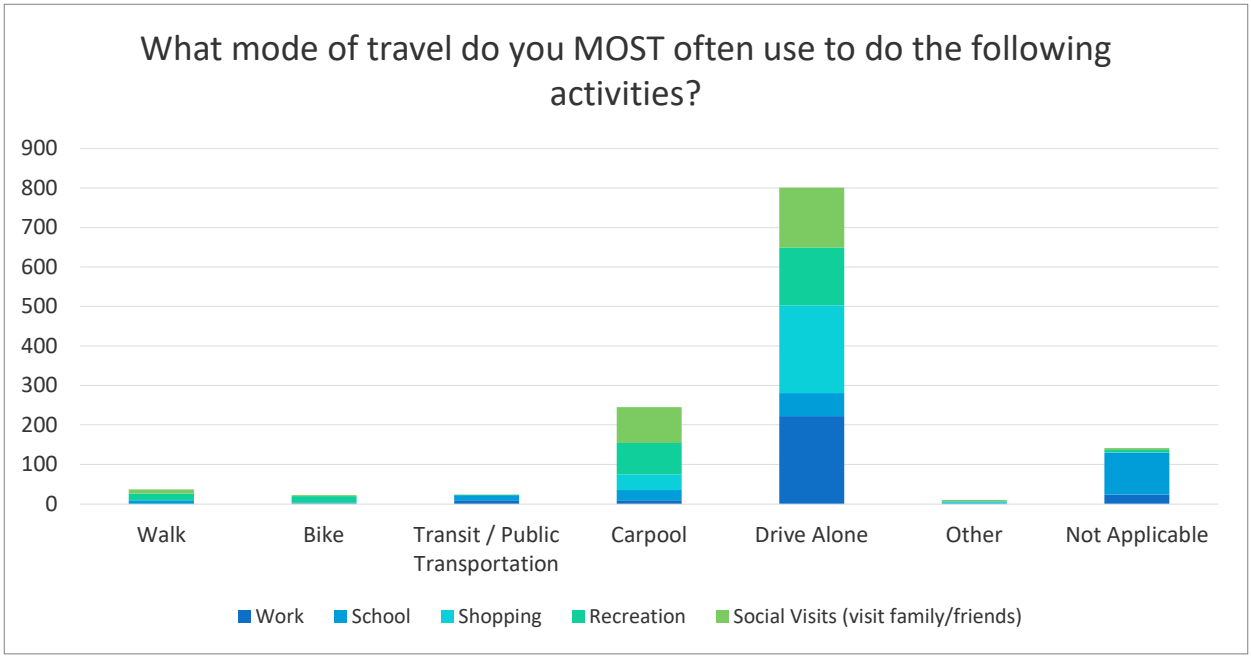


For those who responded that they work full-time and part-time, the majority (37.4%) travel less than 10 miles one-way to their job. Approximately 56.8% have to travel greater than 10 miles one-way to their job.

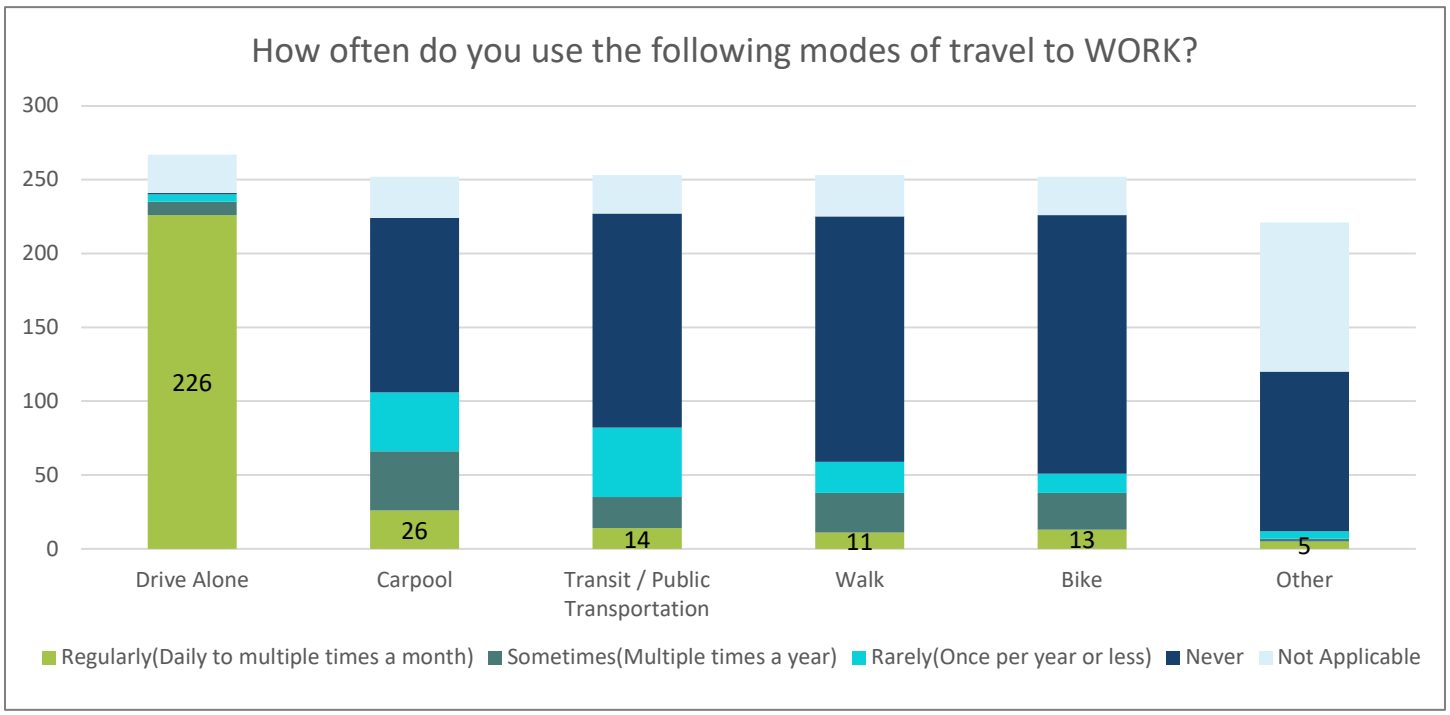


TRAVEL MODE PREFERENCES:

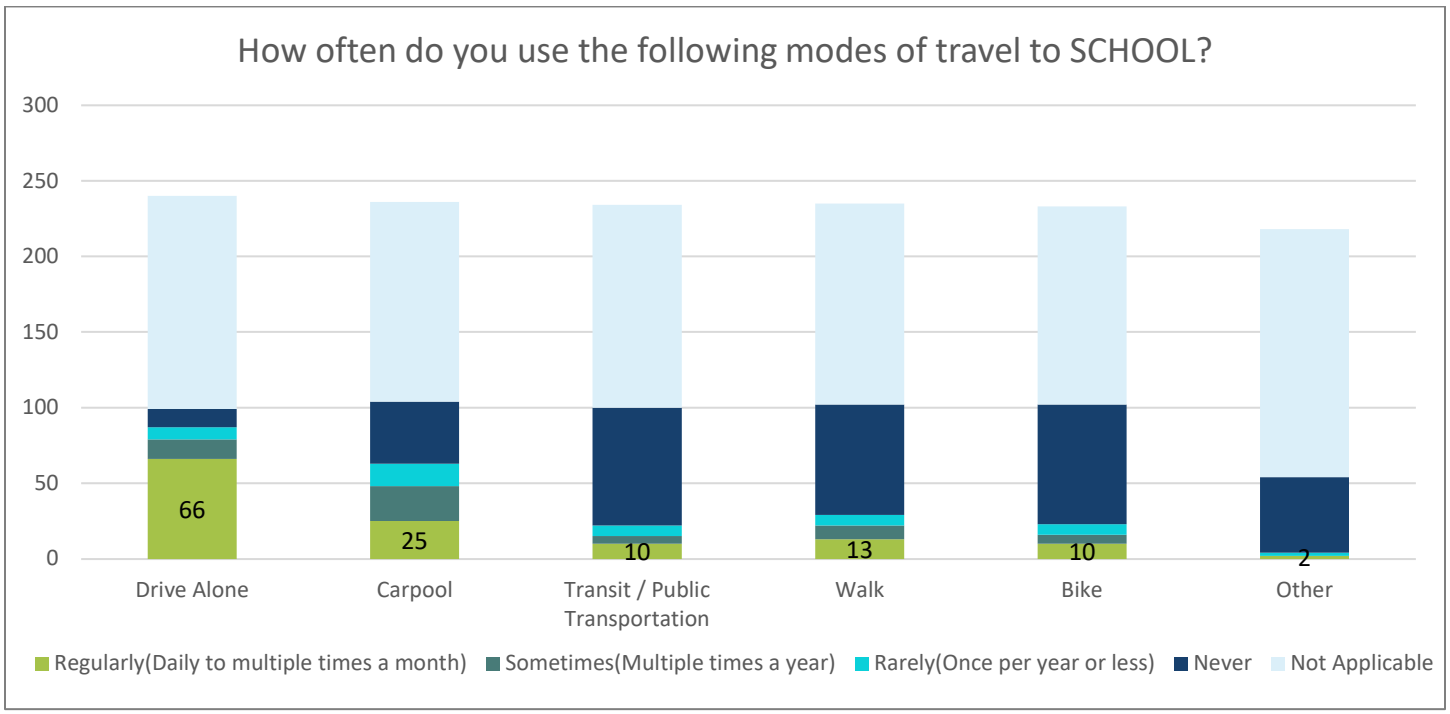
The following charts review the travel mode preferences of respondents. Not surprising, the majority of Bluffdale residents drive alone to complete most of their daily activities. Carpooling was the second most prevalent response. Bluffdale is a car-dominated city that lacks direct access to public transportation.



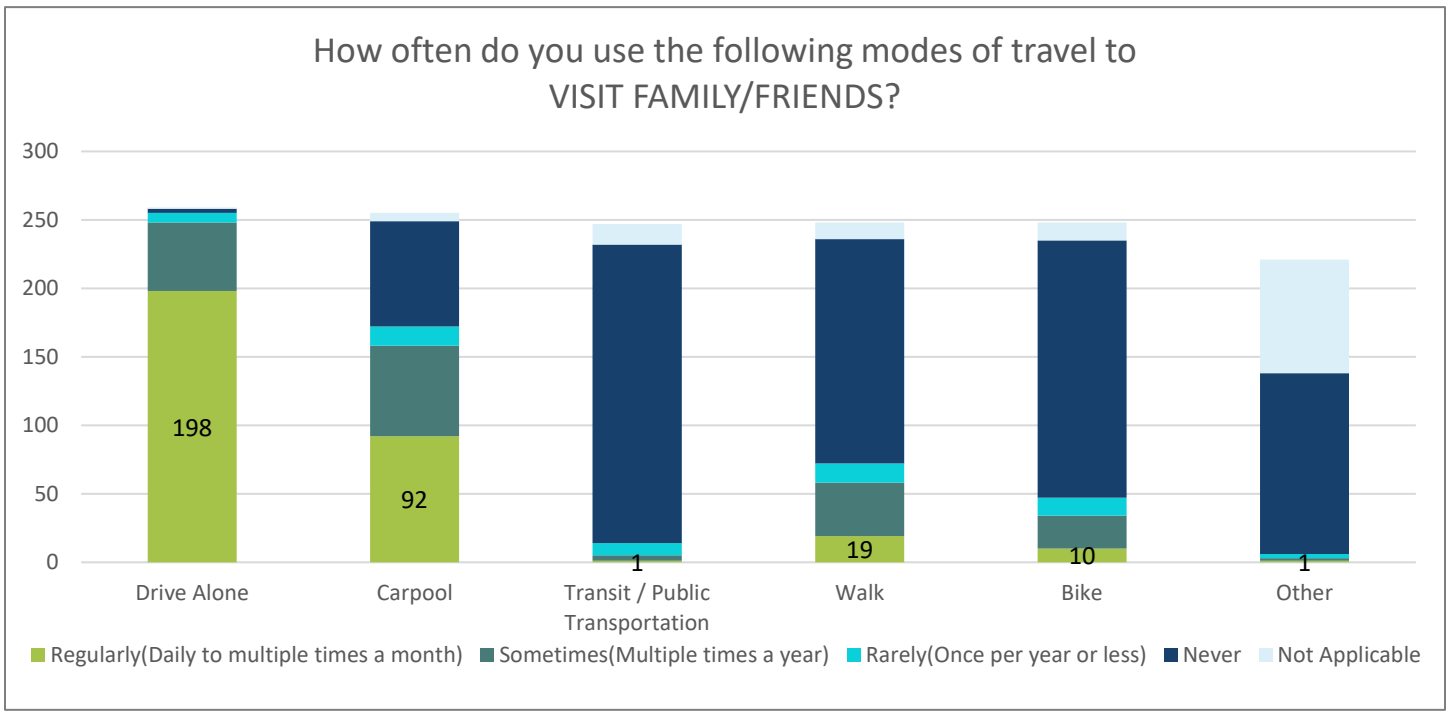
To get to their place of employment, most Bluffdale residents (226 responses) drive alone. The next prevalent answer was 'carpool' at a significantly lower response rate (26 responses). Several residents qualified their responses with the desire to use public transit or other modes of transportation if it were made available in Bluffdale and convenient to their destination. With the short distances identified by employees in a previous chart, it appears most residents in Bluffdale are working in and around the Point of the Mountain area.



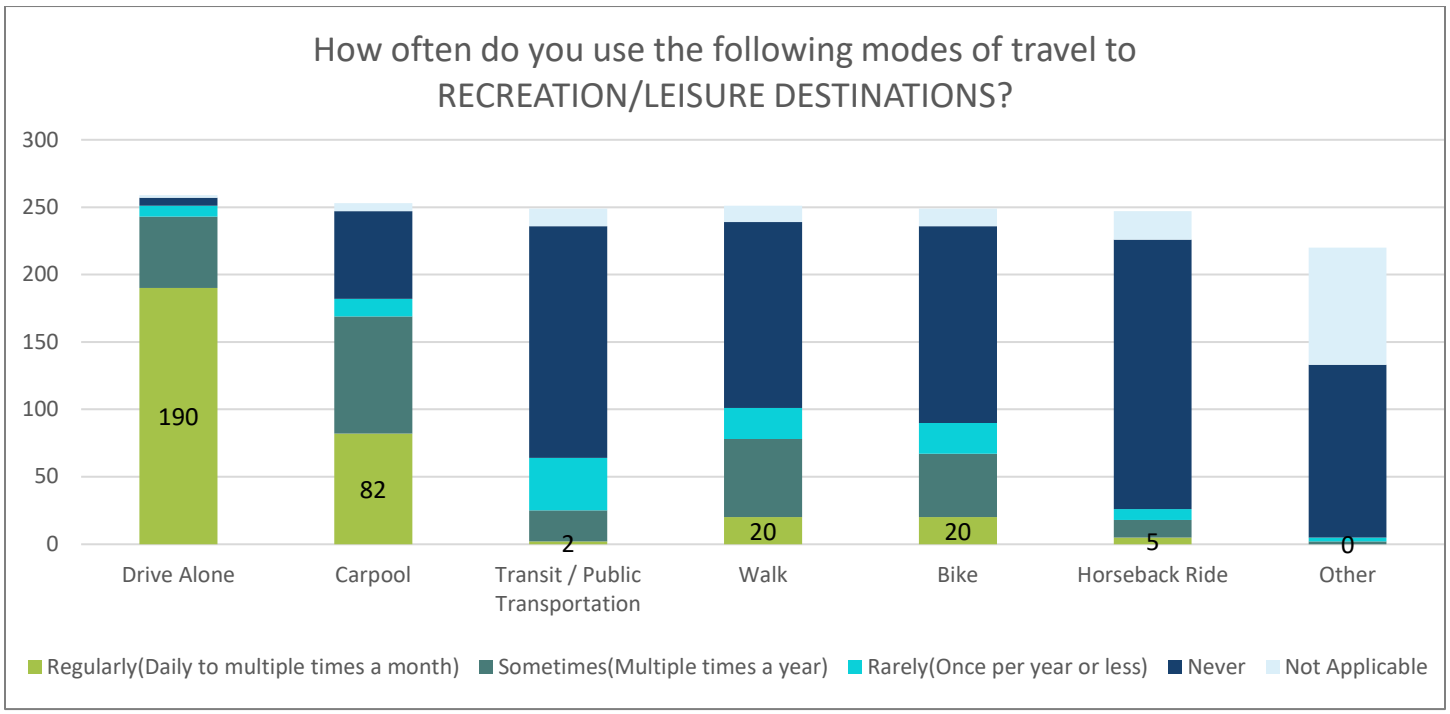
To get to school, most Bluffdale residents (66 responses) drive alone. The next prevalent answer was 'carpool' at a lower response rate (25 responses).



For social visits to visit family and friends, again Bluffdale residents (198 responses) drive alone. The next prevalent answer was 'carpool' at a lower response rate (92 responses).

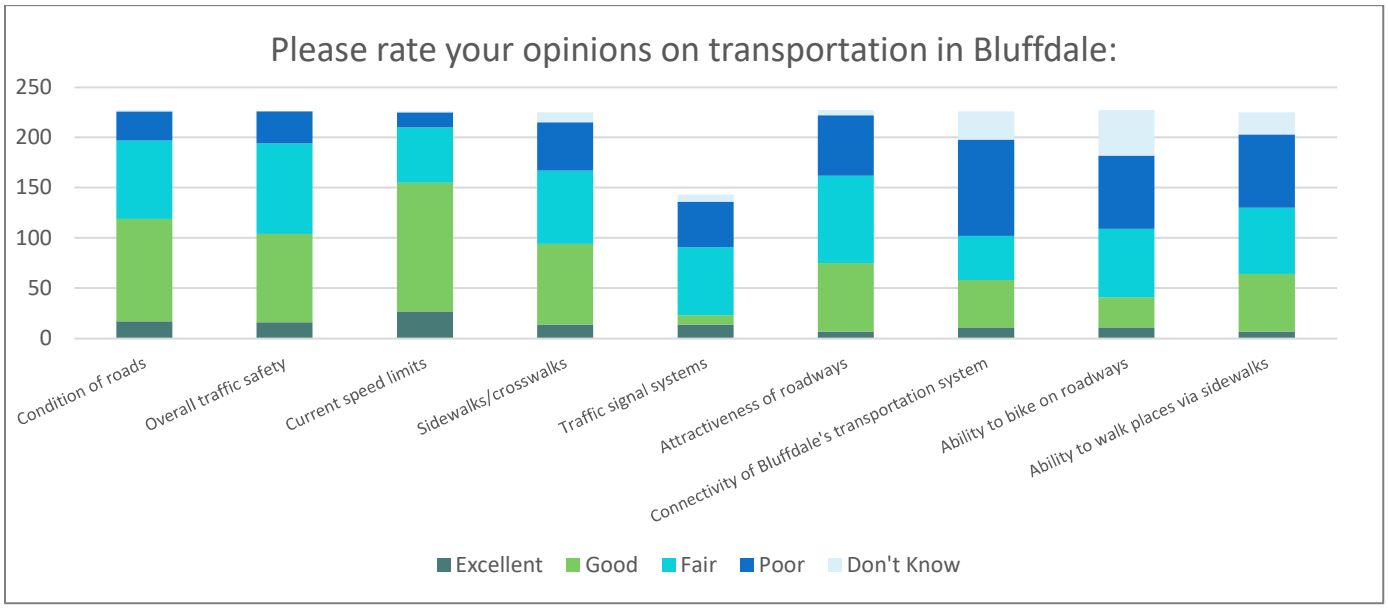


For recreation and leisure trips, again Bluffdale residents (190 responses) drive alone. The next prevalent answer was 'carpool' at a lower response rate (82 responses). Several respondents clarified their response by saying their preferred locations of recreation are outside of Bluffdale, not within.



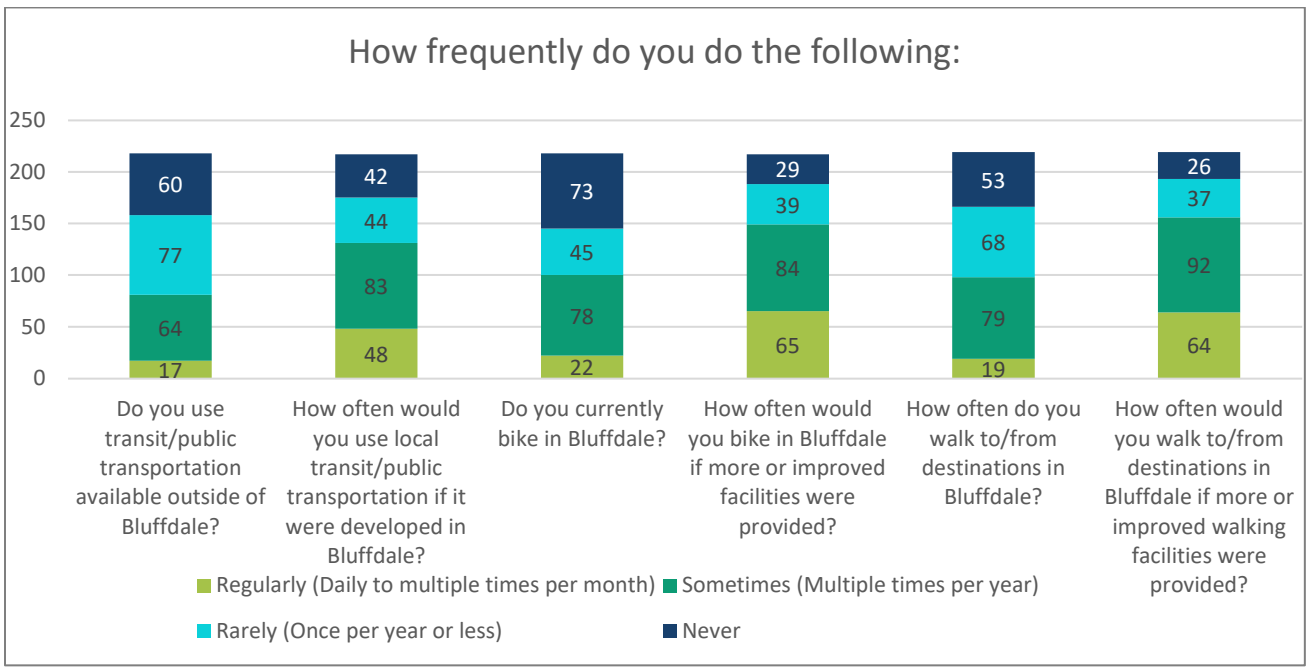
GENERAL TRANSPORTATION OPTIONS:

The following charts review respondent's opinions of various transportation characteristics within Bluffdale. Respondents generally viewed the following more favorably: condition of roads, overall traffic safety, and current speed limits. Respondents generally viewed the following more negatively: attractiveness of roadways, connectivity of Bluffdale's transportation system, ability to bike on roadways, and ability to walk places via sidewalks.

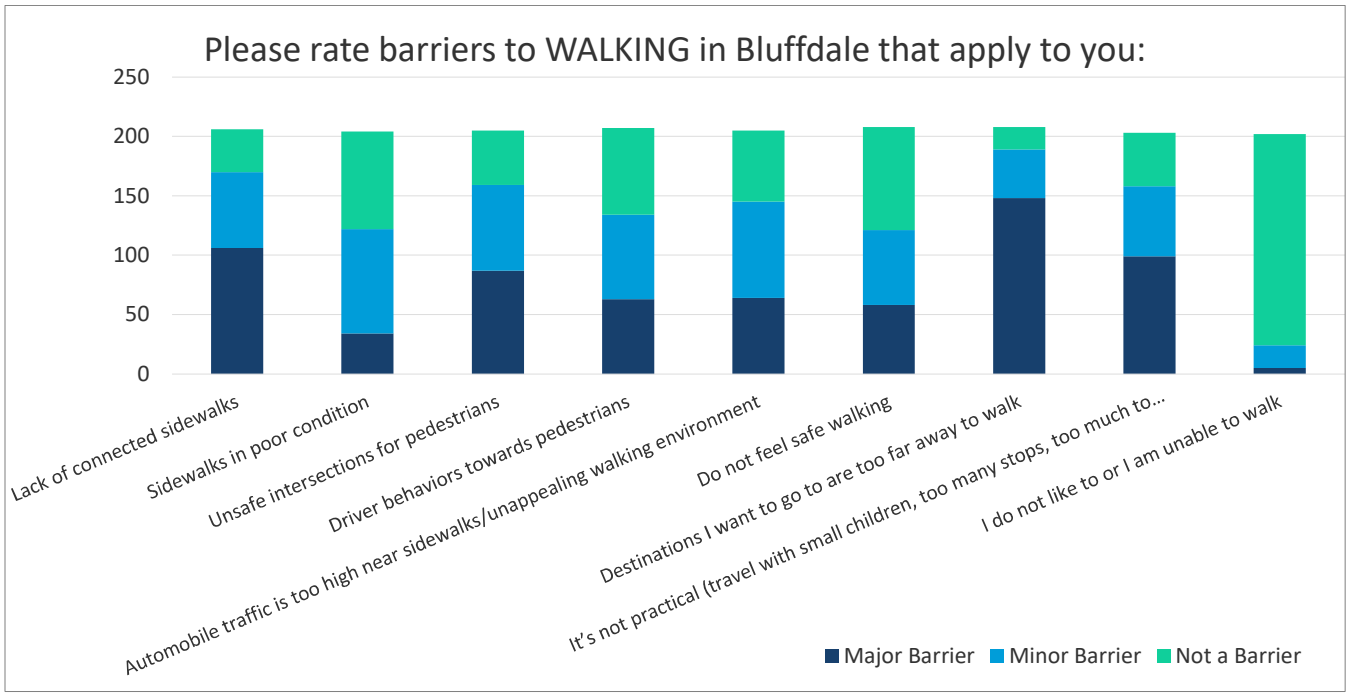


TRANSIT AND ACTIVE TRANSPORTATION (BIKING AND WALKING):

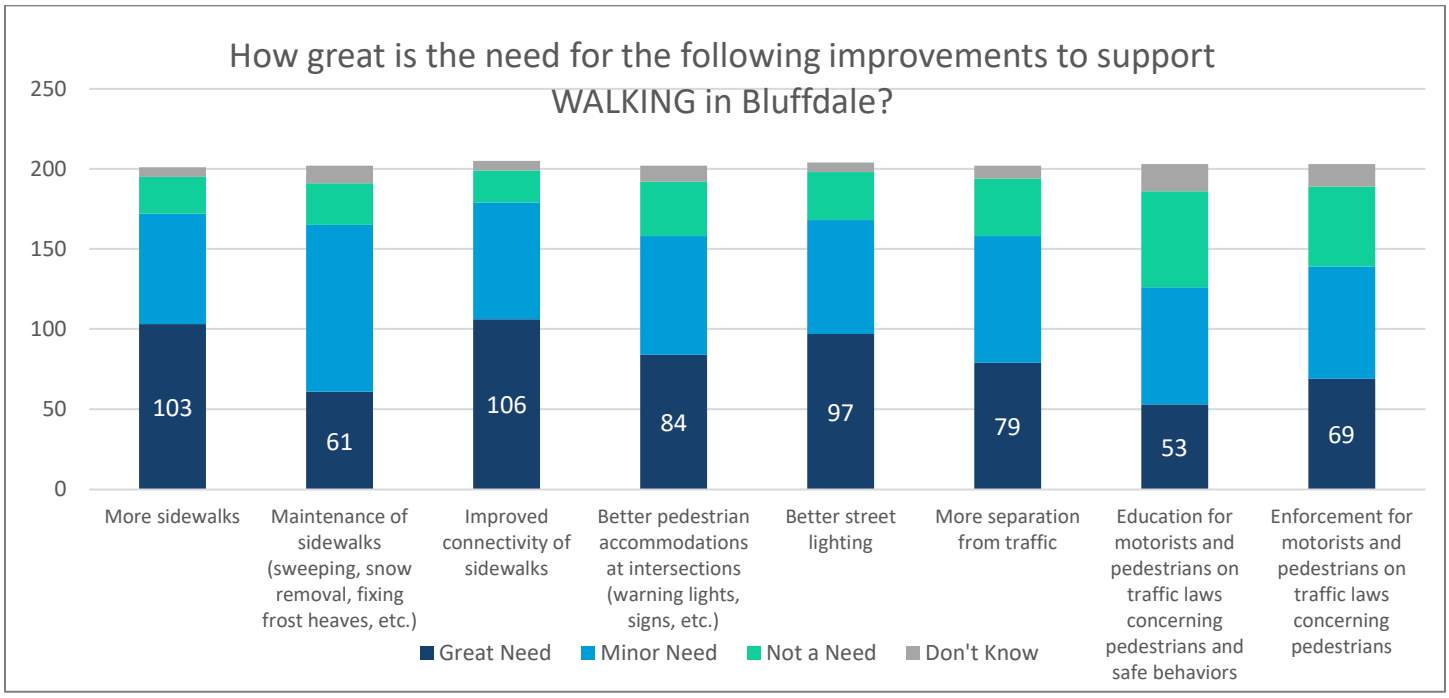
The next section of the survey review respondent's opinions on walk and biking and public transportation within Bluffdale. Active Transportation and providing a complete multi-modal transportation system is a key focus of the steering committee. Most respondents replied favorably to their perceived use of public transportation, bicycle facilities, and sidewalks, if those facilities were further developed in Bluffdale. Few respondents walk or bike regularly within Bluffdale; however, a larger group participates in both activities throughout the year.



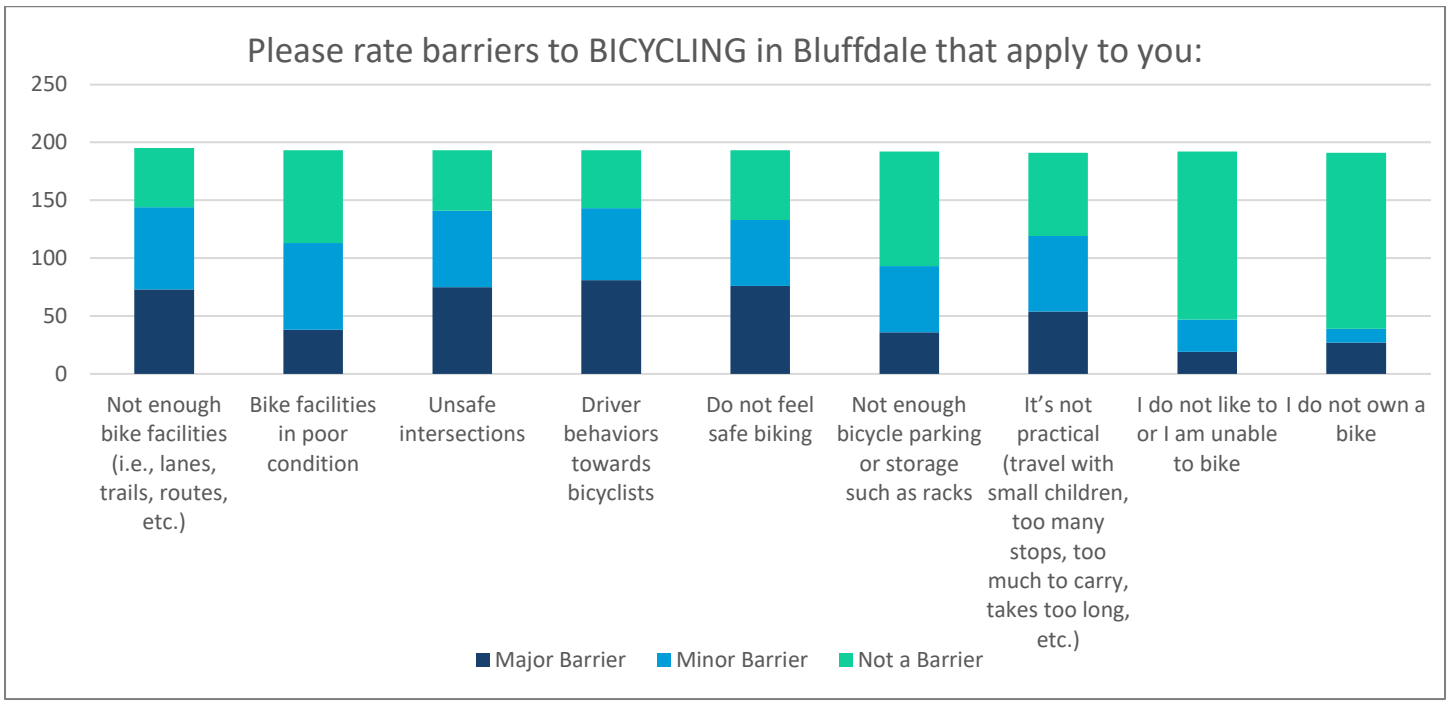
To assist in identifying why residents may not be choosing to walk, respondents were asked to comment on some potential barriers. The most significant barriers for Bluffdale residents are the lack of nearby destinations, lack of connected sidewalks, impracticality of walking, and feeling unsafe at intersections.



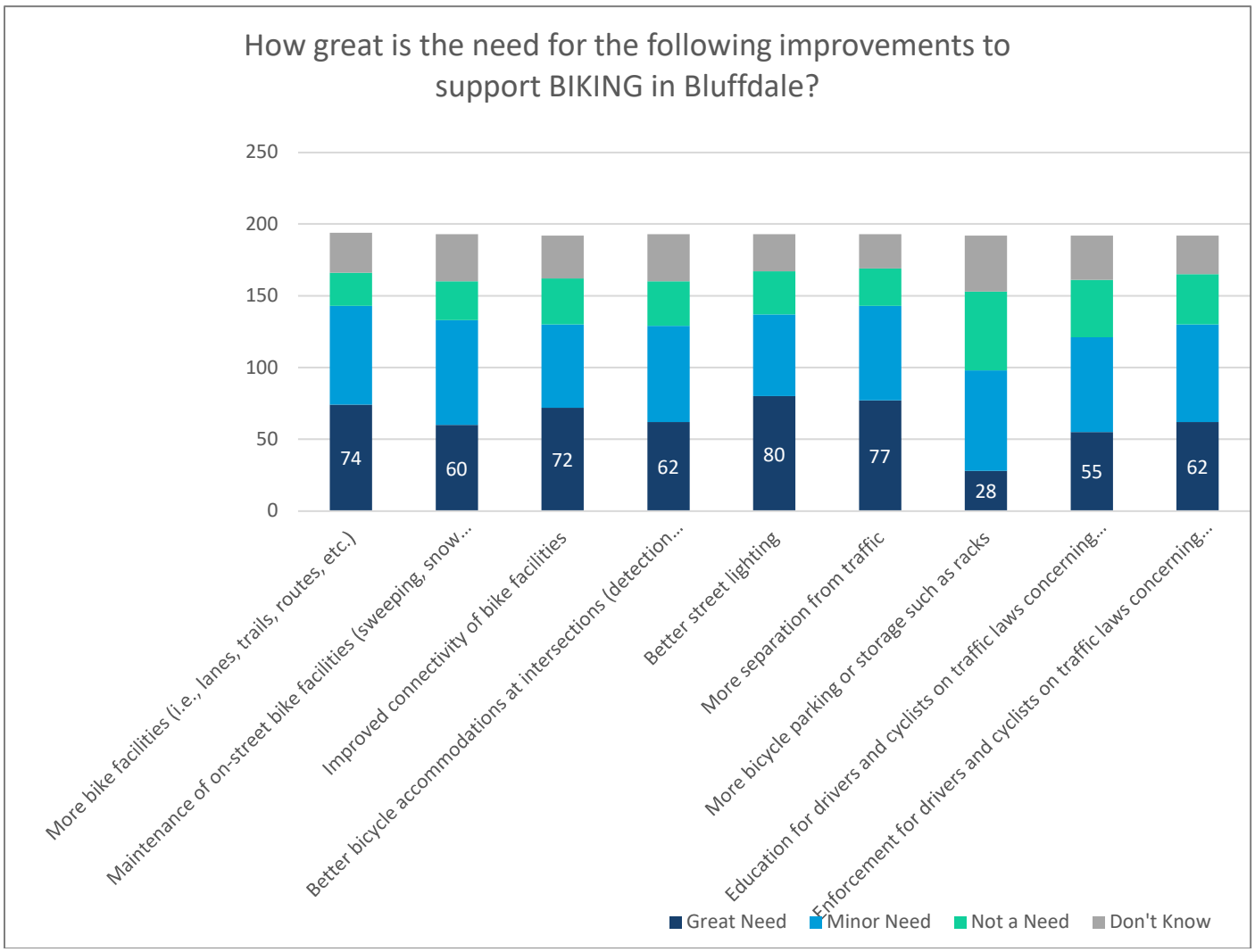
To help identify possible measures to help alleviate the barriers mentioned in the previous question respondents were asked to rate their preferences on possible pedestrian improvements. The top three needs identified were, more sidewalks, improved connectivity of sidewalks, and better street lighting. Education and enforcement of motorists, and maintenance of sidewalks, though viewed favorably, did not receive the strongest response.



To assist in identifying why residents may not be choosing to bike, respondents were asked to comment on some potential barriers. The most significant barriers for Bluffdale residents are feeling unsafe on the roadway and at intersections, driver behaviors towards bicyclists, and need for more facilities. Not able to bike and not owning a bike were not perceived as barriers to respondents.



To help identify possible measures to help alleviate the barriers mentioned in the previous question respondents were asked to rate their preferences on possible bicycle facility improvements. The top three needs identified were better street lighting, more separation from traffic, and more bicycle facilities. More bicycle parking and storage, as well as education received the weakest response.


How great is the need for the following improvements to support BIKING in Bluffdale?
250
200
150
100
50
0
74
60
72
62
80
77
28
55
62
More bike facilities (i.e., lanes, trails, routes, etc.)
Maintenance of on-street bike facilities (sweeping, snow...
Improved connectivity of bike facilities
Better bicycle accommodations at intersections (detection...
Better street lighting
More separation from traffic
More bicycle parking or storage such as racks
Education for drivers and cyclists on traffic laws concerning...
Enforcement for drivers and cyclists on traffic laws concerning...
Great Need
Minor Need
Not a Need
Don't Know

APPENDIX B – ACTIVE TRANSPORTATION PROJECT INFORMATION SHEETS

Construct Bike Lanes and Sidewalks on 14600 South

Project Overview

Add bike lanes and sidewalks on 14600 South between Redwood Road and I-15, including 1700 West and 14400 South.

Benefits

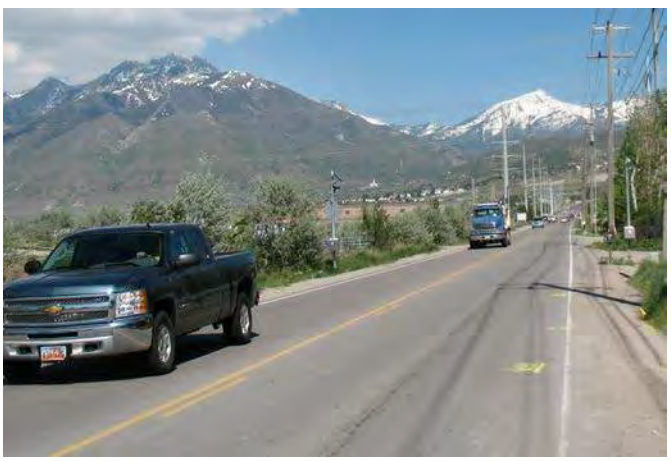
This route provides an important east/west connection for active transportation users but is currently viewed as dangerous for pedestrians and bicyclists due to narrow shoulders, lack of sidewalks, and the bottleneck at the railroad bridge.

Funding

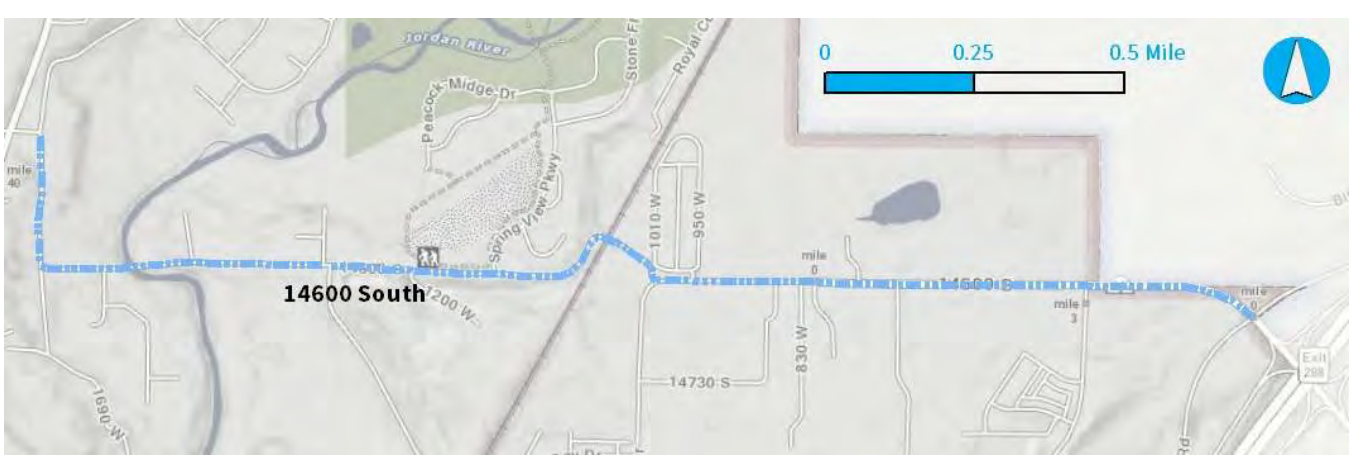
Estimated Cost: $11,500,000 (including both the 14600 widening project ($6,500,000) and Railroad Underpass project ($5,000,000)).

Timeline

Short term: Completed in 1 – 6 years.







Add Bike Lanes and Complete Sidewalks on 13800 South

Project Overview

Improve 13800 South to complete cross-section with bike lanes and sidewalks to facilitate bicycle and pedestrian traffic. This project should be included with future roadway construction.

Benefits

Sidewalks along 13800 South are currently disconnected forcing pedestrians to walk in the street. The roadway is too narrow for bike lanes; cyclists must share the roadway with automobiles.

Funding

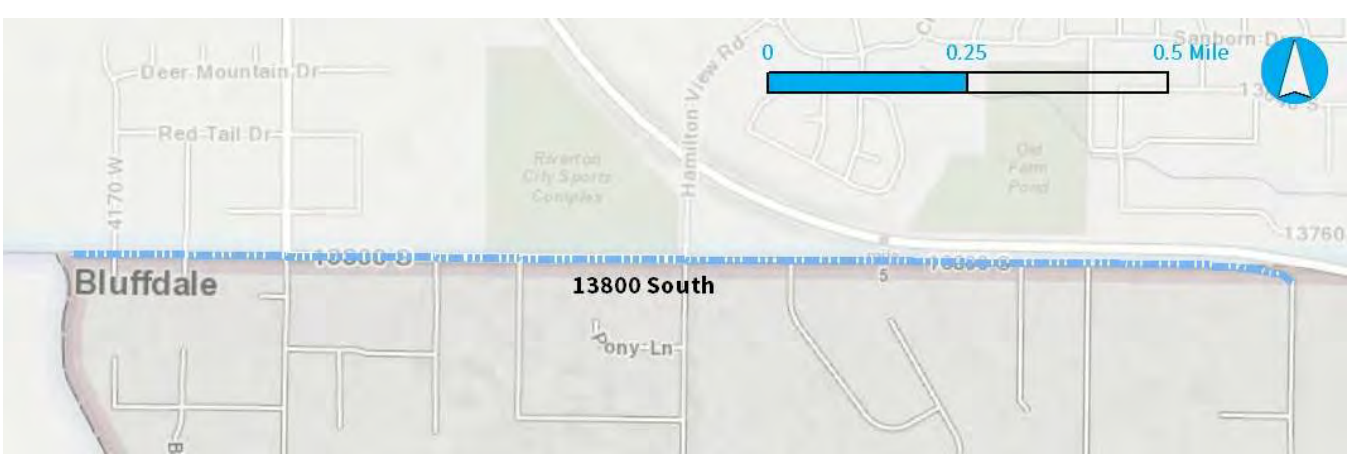
Estimated Cost: $4,500,000 (as part of full roadway reconstruction). 13800 South is a shared road with Riverton, and therefore the costs and improvements will need to be coordinated and shared with Riverton City.

Timeline

Medium term: Completed in 6 – 10 years.







BLUFFDALE
EST. 1848

Complete Bike Lanes and Sidewalks 14400 South (Redwood Rd to 2200 W)

Project Overview

Widen 14400 South from Redwood Road to 2700 West from a 2-lane cross section to a 3-lane cross section. The new cross section should include bike lanes and sidewalks

Benefits

Widening the roadway to a 3-lane cross section will increase the capacity of 14600 South by providing a TWLTL for drivers to use for left turn movements.

Funding

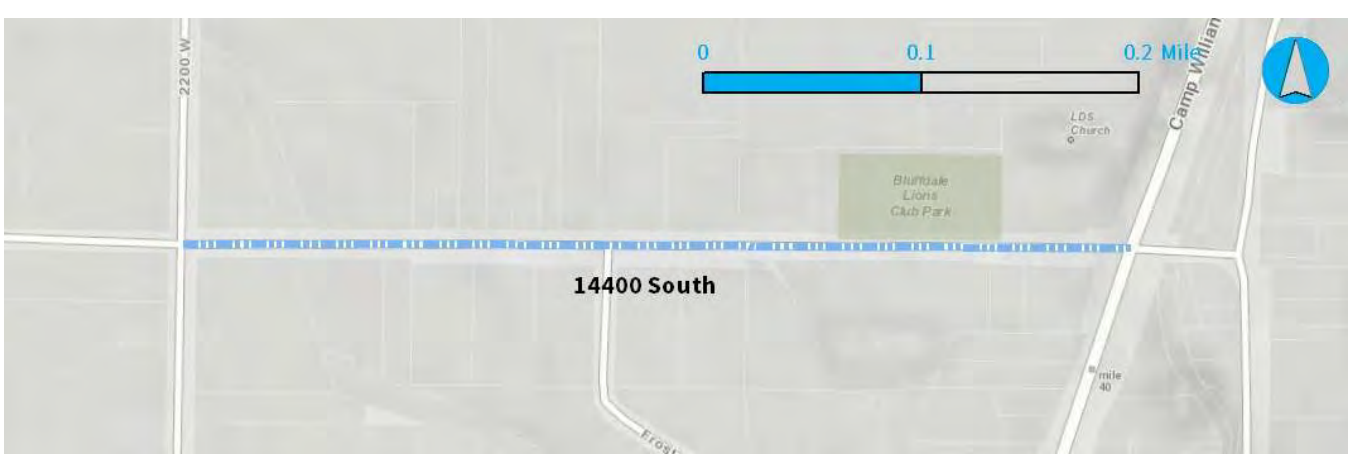
Estimated Cost: $2,200,000 (as part of full roadway reconstruction).

Timeline

Short Term: Completed in 1 – 6 years.







BLUFFDALE
EST. 1848

Extend Multi-Modal Facilities along Porter Rockwell Boulevard

Project Overview

Complete the extension of Porter Rockwell Boulevard to Redwood Road, including bike lanes and shared-use pathway.

Benefits

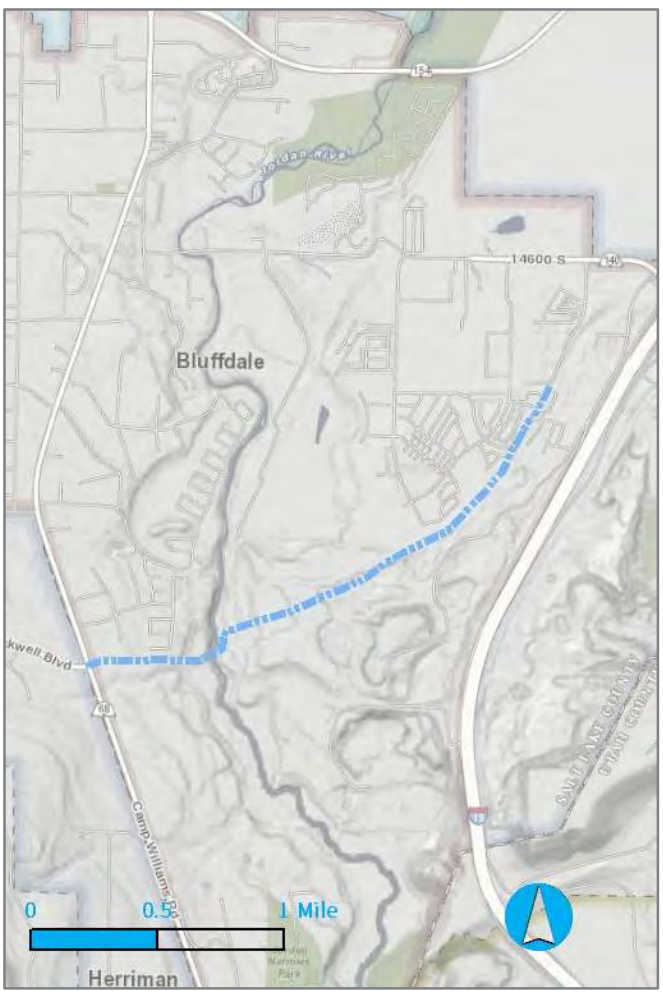
A multi-modal cross section will provide safe pedestrian facilities for the high-density residential housing in the area. Bike lanes will serve the regional bicycling community.

Funding

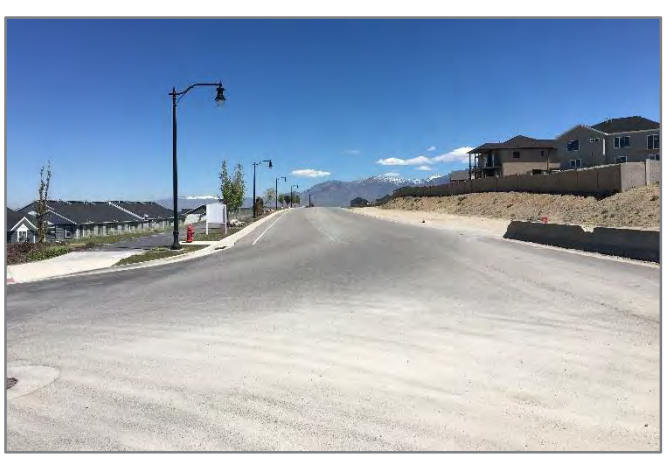
Estimated Cost: $104,000,000 (UDOT)
This project is part of the WFRC Long Range Plan and will be constructed by UDOT.

Timeline

Short Term: Completed in 1 – 6 years.







Add Flashes for Pedestrian Crossing at 2700 West and Country Classic

Project Overview
Add user initiated flashers at crosswalk.

Benefits
Improve safety for pedestrians crossing 2700 West.

Funding
Estimated Cost: $8,000

Timeline
This project is not connected to road construction, installation could occur at any time.







Complete Sidewalk Network to Support North Star Academy

Project Overview

Complete sidewalk network around North Star Academy and Wardle Fields Regional Park.

Benefits

Improve safety and walkability for pedestrians accessing North Star Academy and recreational facilities at Wardle Fields Regional Park.

Funding

Estimated Cost: $ 135,000

Timeline

This project is not connected to road construction. Bluffdale could also install sidewalks at any time should funding become available. Alternatively, sidewalks will be completed as part of future residential developments in the area.







Pedestrian and Bicycle Connection with Herriman at 14400 South

Project Overview

Construct a pedestrian bridge over canal to connect Bluffdale and Herriman.

Benefits

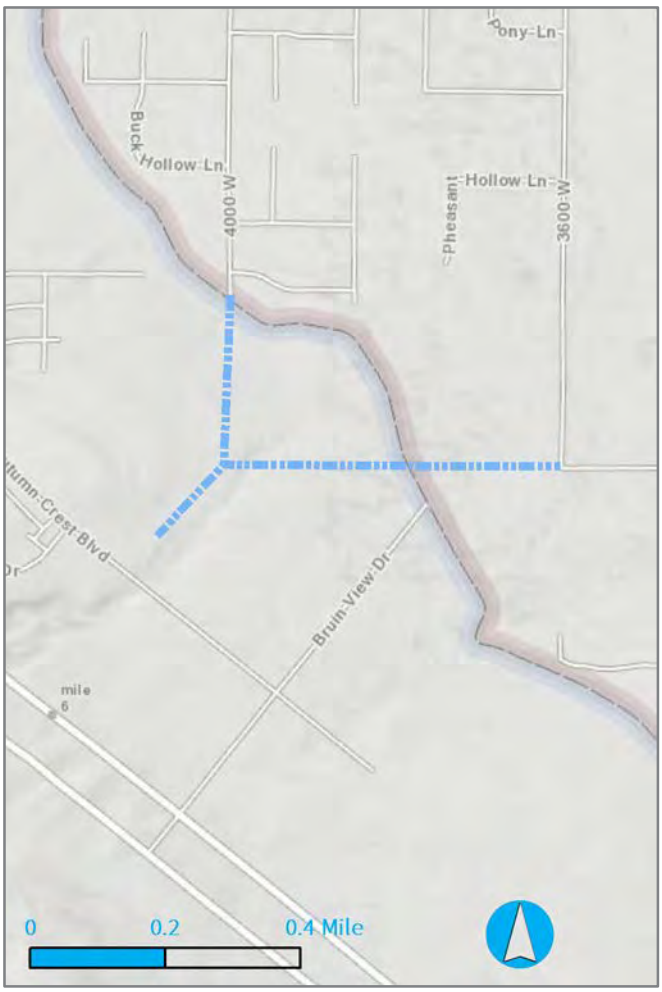
Constructing an active transportation connection between Bluffdale and Herriman will provide pedestrian access to the areas education and recreation facilities.

Funding

Estimated Cost: Undetermined

Timeline

As parks and schools are constructed in Herriman, Bluffdale should enable these connections.







Active Transportation Connections Between Parry Farms and Independence

Project Overview

Construct active transportation connections between Parry Farms and Independence.

Benefits

Facilitating connections will provide pedestrian access from higher density residential areas to recreation facilities, local trails, and regional trail connections via Jordan River Parkway Trail.

Funding

Estimated Cost: Undetermined

Timeline

As new developments are constructed in the area, Bluffdale should facilitate and fund these connections.





APPENDIX C – CITY PROJECT COST ESTIMATES

ENGINEER'S ESTIMATE 14600 South from 1690 West to PRB				
Bid Item	**Quantity**	**Units**	**Price**	**Cost**
Mobilization	1	LS	$ 800,000.00	$ 800,000.00
Traffic Control	1	LS	$ 500,000.00	$ 500,000.00
Survey	1	LS	$ 130,000.00	$ 130,000.00
Granular Borrow (8 inches)	21,054	TON	$ 20.00	$ 421,084.91
Untreated Base Course (6 inches)	15,346	TON	$ 26.60	$ 408,200.30
Hot Mix Asphalt - 1/2 inch (4 inches)	11,268	TON	$ 84.00	$ 946,551.42
Curb and Gutter	16,253	FOOT	$ 17.25	$ 280,357.35
Concrete Sidewalk	97,516	SQ FT	$ 4.50	$ 438,820.20
Concrete Driveway	4,277	SQ FT	$ 5.00	$ 21,385.00
Contingency (50%)	1	LS	$ 1,973,199.59	$ 1,973,199.59
			Roadway Subtotal	**$ 5,919,598.77**
Preliminary Engineering (10%)	1	LS	$ 591,959.88	$ 591,959.88
Construction Engineering (15%)	1	LS	$ 887,939.82	$ 887,939.82
Environmental Document	1	LS	$ 85,000.00	$ 85,000.00
			Engineering Services Subtotal	**$ 1,564,899.69**
Right of Way Consultant	87	Property	$ 6,500.00	$ 565,500.00
Right of Way	470,470	SQ FT	$ 6.25	$ 2,940,437.50
			Right-of-Way Subtotal	**$ 3,505,937.50**
			TOTAL	**$ 10,990,435.97**
			TOTAL INCLUDING INFLATION (2030)	**$ 14,770,226.91**

Assumptions:

Full roadway reconstruction.

Pavement section 3- 12' lanes and 2-8' shoulders (52).

RR structure and RAB will be removed as part of the UDOT project. This project will also purchase the necessary ROW for this section.

Contingency includes, removals/excavation, fence (removal/replacement), utility relocation, landscaping, cut/fill, pavement markings, signage, etc.

There will be no 4f property concerns with the park as it is owned by the county. Plus no additional ROW is needed on this property.

ENGINEER'S ESTIMATE Widen 14600 South - Redwood Rd to Porter Rockwell Blvd.				
Bid Item	**Quantity**	**Units**	**Price**	**Cost**
Mobilization	1	LS	$ 940,000.00	$ 940,000.00
Traffic Control	1	LS	$ 680,000.00	$ 680,000.00
Survey	1	LS	$ 165,000.00	$ 165,000.00
Roadway Excavation	44,444	CU YD	$ 11.00	$ 488,888.89
Granular Borrow (8 inches)	37,867	TON	$ 20.00	$ 757,333.33
Untreated Base Course (6 inches)	27,600	TON	$ 26.60	$ 734,160.00
Hot Mix Asphalt - 1/2 inch (4 inches)	20,267	TON	$ 84.00	$ 1,702,400.00
Curb and Gutter	19,000	FOOT	$ 17.25	$ 327,750.00
Concrete Sidewalk	114,000	SQ FT	$ 4.50	$ 513,000.00
Concrete Driveway	19,500	SQ FT	$ 5.00	$ 97,500.00
Signal Modications	2	EACH	$ 250,000.00	$ 500,000.00
Contingency (50%)	1	LS	$ 3,453,016.11	$ 3,453,016.11
			Roadway Subtotal	**$ 10,359,048.33**
Preliminary Engineering (10%)	1	LS	$ 1,035,904.83	$ 1,035,904.83
Construction Engineering (15%)	1	LS	$ 1,553,857.25	$ 1,553,857.25
Environmental Document	1	LS	$ 85,000.00	$ 85,000.00
			Engineering Services Subtotal	**$ 2,674,762.08**
			TOTAL	**$ 13,033,810.42**
			TOTAL INCLUDING INFLATION (2050)	**$ 31,636,478.88**

Assumptions:

Full roadway reconstuction.

Will not need to widen the RR structure. Assume it will be widened by the previous project to the full 5-lane buildout.

Assume the widening of 14600 South will be included in the maintenance agreement with UPRR from the 3-lane cross-section structure.

Cross Section: 5 - 12' Lanes, 2-10' Shoulders, 4' Parkstrips and 6' Sidewalks.

The horizontal alignment near the RR tracks will be straightened as part of the previous project.

The roundabout will be removed when the horizontal aligment is straightened.

Assume the necessary ROW will be obtained prior to this project.

Contingency includes, removals, fence (removal/replacement), utility relocation, landscaping, cut/fill, pavement markings, signage, etc.

ENGINEER'S ESTIMATE 13900 South Connection - 2700 West to 2950 West				
Bid Item	**Quantity**	**Units**	**Price**	**Cost**
Mobilization	1	LS	$ 110,000.00	$ 110,000.00
Traffic Control	1	LS	$ 25,000.00	$ 25,000.00
Survey	1	LS	$ 13,000.00	$ 13,000.00
Roadway Excavation	2,917	CU YD	$ 8.60	$ 25,083.33
Granular Borrow (8 inches)	2,485	TON	$ 20.00	$ 49,700.00
Untreated Base Course (6 inches)	1,811	TON	$ 26.60	$ 48,179.25
Hot Mix Asphalt - 1/2 inch (4 inches)	1,330	TON	$ 84.00	$ 111,720.00
Curb and Gutter	2,500	FOOT	$ 17.25	$ 43,125.00
Concrete Sidewalk	12,500	SQ FT	$ 4.50	$ 56,250.00
Concrete Driveway	1,000	SQ FT	$ 5.00	$ 5,000.00
Parkstrip Landscaping	1	LS	$ 2,000.00	$ 2,000.00
Contingency (25%)	1	LS	$ 121,764.40	$ 121,764.40
			Roadway Subtotal	**$ 610,821.98**
Preliminary Engineering (10%)	1	LS	$ 61,082.20	$ 61,082.20
Construction Engineering (15%)	1	LS	$ 91,623.30	$ 91,623.30
Environmental Document	1	LS	$ 20,000.00	$ 20,000.00
			Engineering Services Subtotal	**$ 172,705.49**
Right of Way Consultant	4	Property	$ 6,500.00	$ 26,000.00
Right of Way	86,250	SQ FT	$ 15.00	$ 1,293,750.00
			Right-of-Way Subtotal	**$ 1,319,750.00**
			TOTAL	**$ 2,103,277.47**

Assumptions:

Does not include any future utilities the City may want to install along this new roadway.
Minor corridor typical Section (no buffer for the bike lane, min. required widths).
The roadway excavation may be used as fill for the tie in slopes (no additional fill is anticiated).
ROW will go to the back of walk - permits to enter and construct for the tie in locations.
Road will be built by 2020.
Contingency includes, removals/excavation, fence (removal/replacement), utility relocation, landscaping, cut/fill, pavement markings, signage, etc.

ENGINEER'S ESTIMATE 2700 West - 14200 to 14400 South				
Bid Item	**Quantity**	**Units**	**Price**	**Cost**
Mobilization	1	LS	$ 40,000.00	$ 40,000.00
Traffic Control	1	LS	$ 29,000.00	$ 29,000.00
Survey	1	LS	$ 8,000.00	$ 8,000.00
Granular Borrow (8 inches)	795	TON	$ 20.00	$ 15,904.00
Untreated Base Course (6 inches)	580	TON	$ 26.60	$ 15,417.36
Hot Mix Asphalt - 1/2 inch (4 inches)	426	TON	$ 84.00	$ 35,750.40
Curb and Gutter	1,400	FOOT	$ 17.25	$ 24,150.00
Concrete Sidewalk	4,988	SQ FT	$ 4.50	$ 22,446.00
Pedestrian Access Ramp	3	EACH	$ 2,000.00	$ 6,000.00
Concrete Driveway	1,814	SQ FT	$ 5.00	$ 9,067.50
Contingency (50%)	1	LS	$ 102,867.63	$ 102,867.63
			Roadway Subtotal	**$ 308,602.89**
Preliminary Engineering (10%)	1	LS	$ 30,860.29	$ 30,860.29
Construction Engineering (15%)	1	LS	$ 46,290.43	$ 46,290.43
Environmental Document	1	LS	$ 28,000.00	$ 28,000.00
			Engineering Services Subtotal	**$ 105,150.72**
Right of Way Consultant	5	Property	$ 6,500.00	$ 32,500.00
Residential (R-1-43)	7,344	SQ FT	$ 6.25	$ 45,900.00
Residential ROW Damages (Garage)	1	EACH	$ 16,789.50	$ 16,789.50
Church Pavillion Property	3,600	SQ FT	$ 10.00	$ 36,000.00
Church Property	3,900	SQ FT	$ 10.00	$ 39,000.00
			Right-of-Way Subtotal	**$ 170,189.50**
			TOTAL	**$ 583,943.11**
			TOTAL INCLUDING INFLATION (2050)	**$ 1,417,383.20**

Assumptions:

Widening will occur to the west - 12' additional roadway (crown will no longer be in the center of the roadway).
Existing Roadway can be protected in place.
Keep protected bike lane with existing dimensions.
No ROW will be required at the park.
No considerations of the school zone due to the high level (included in contingency).
Church's parking stalls may all be protected in place.
No ROW damages will be paid to the church pavillion.
Damages will be paid to the impacted garage lot.
Contingency includes, removals/excavation, fence (removal/replacement), utility relocation, landscaping, cut/fill, pavement markings, signage, etc.
There will be no 4f property concerns with the park as it is owned by the county. Plus no additional ROW is needed on this property.
Drainage will be able to handle the additional hardscape. The new catchbasins can tie into the existing mainline.
ROW assume that they will only need 12' wide strip.

ENGINEER'S ESTIMATE
Intersection Improvements on Noell Nelson Drive
- between 14600 South & Porter Roackwell Blvd.

Bid Item	Quantity	Units	Price	Cost
Typical 4-Leg Intersection				
Granular Borrow (8 inches)	85	TON	$ 20.00	$ 1,704.00
Untreated Base Course (6 inches)	62	TON	$ 26.60	$ 1,651.86
Hot Mix Asphalt - 1/2 inch (4 inches)	46	TON	$ 84.00	$ 3,830.40
Curb and Gutter	400	FOOT	$ 17.25	$ 6,900.00
Concrete Sidewalk	2,000	SQ FT	$ 4.50	$ 9,000.00
Pedestrian Access Ramp	4	EACH	$ 2,000.00	$ 8,000.00
Contingency (50%)	1	LS	$ 15,543.13	$ 15,543.13
			4-Leg Intesection Subtotal	$ 46,629.39
Typical 3-Leg Intersection				
Granular Borrow (8 inches)	43	TON	$ 20.00	$ 852.00
Untreated Base Course (6 inches)	31	TON	$ 26.60	$ 825.93
Hot Mix Asphalt - 1/2 inch (4 inches)	23	TON	$ 84.00	$ 1,915.20
Curb and Gutter	200	FOOT	$ 17.25	$ 3,450.00
Concrete Sidewalk	1,000	SQ FT	$ 4.50	$ 4,500.00
Pedestrian Access Ramp	4	EACH	$ 2,000.00	$ 8,000.00
Contingency (50%)	1	LS	$ 40,857.83	$ 40,857.83
			3-Leg Intesection Subtotal	$ 60,400.96
Mobilization	1	LS	$ 60,000.00	$ 60,000.00
Traffic Control	1	LS	$ 45,000.00	$ 45,000.00
Survey	1	LS	$ 14,000.00	$ 14,000.00
4-Leg Intersection	2	EACH	$ 46,629.39	$ 93,258.78
3-Leg Intersection	7	EACH	$ 60,400.96	$ 422,806.69
Future Signal	1	EACH	$ 175,000.00	$ 175,000.00
			Roadway Subtotal	**$ 810,065.47**
Preliminary Engineering (10%)	1	LS	$ 81,006.55	$ 81,006.55
Construction Engineering (15%)	1	LS	$ 121,509.82	$ 121,509.82
Environmental Document	1	LS	$ 14,000.00	$ 14,000.00
			Engineering Services Subtotal	**$ 216,516.37**
Right of Way Consultant	11	Property	$ 6,500.00	$ 71,500.00
Residential	11	ch Turn La	$ 5,625.00	$ 61,875.00
			Right-of-Way Subtotal	**$ 133,375.00**
			TOTAL	**$ 1,266,987.18**
			TOTAL INCLUDING INFLATION (2050)	**$ 3,075,310.42**

Assumptions:

Future Intersections will have a left, thru, and right turn lanes.
Bike lanes will convert to a sharro with the thru lane.
Widening for this layout will be an additional 6' wide.
Assume a standard 100' right turn lane length.
Assumed a right turn at the park.
Assume 1 signal will be installed with the improvements.

ENGINEER'S ESTIMATE Bringhurst Extension - Connect Bringhurst Drive to Jordan Narrows Road				
Bid Item	**Quantity**	**Units**	**Price**	**Cost**
Mobilization	1	LS	$ 300,000.00	$ 300,000.00
Traffic Control	1	LS	$ 85,000.00	$ 85,000.00
Survey	1	LS	$ 40,000.00	$ 40,000.00
Roadway Excavation	8,233	CU YD	$ 8.60	$ 70,806.67
Granular Borrow (8 inches)	6,646	TON	$ 20.00	$ 132,912.00
Untreated Base Course (6 inches)	4,844	TON	$ 26.60	$ 128,845.08
Hot Mix Asphalt - 1/2 inch (5 inches)	4,446	TON	$ 84.00	$ 373,464.00
Curb and Gutter	5,400	FOOT	$ 17.25	$ 93,150.00
Concrete Sidewalk	27,000	SQ FT	$ 4.50	$ 121,500.00
Concrete Driveway	2,160	SQ FT	$ 5.00	$ 10,800.00
Parkstrip Landscaping	1	LS	$ 40,000.00	$ 40,000.00
Contingency (25%)	1	LS	$ 339,119.44	$ 339,119.44
			Roadway Subtotal	**$ 1,735,597.18**
Preliminary Engineering (10%)	1	LS	$ 173,559.72	$ 173,559.72
Construction Engineering (15%)	1	LS	$ 260,339.58	$ 260,339.58
Environmental Document	1	LS	$ 45,000.00	$ 45,000.00
			Engineering Services Subtotal	**$ 478,899.30**
Right of Way Consultant	6	Property	$ 6,500.00	$ 39,000.00
Right of Way	213,300	SQ FT	$ 10.00	$ 2,133,000.00
			Right-of-Way Subtotal	**$ 2,172,000.00**
			TOTAL	**$ 4,386,496.48**
			TOTAL INCLUDING NO INFLATION (2050)	**$ 10,647,178.28**

Assumptions:

Does not include any future utilities the City may want to install along this new roadway.
Major corridor typical Section (no buffer for the bike lane, min. required widths).
The roadway excavation may be used as fill for the tie in slopes (no additional fill is anticiated).
ROW will go to the back of walk - permits to enter and construct for the tie in locations.
Contingency includes, removals/excavation, fence (removal/replacement), utility relocation, landscaping, cut/fill, pavement markings, signage, etc.
No impacts to the adjacent canal.

APPENDIX D – CHANGES IN 2020 TMP UPDATE

MEMORANDUM

Appendix D - Changes in the 2020 Bluffdale Transportation Plan Update

UT19-1450

This memorandum discusses the changes that were made to the Bluffdale Transportation Plan in the 2020 update. These changes include modifications to the project lists, the report maps, and text within the report.

Transportation Master Plan Update

The original Transportation Plan adopted in August 2017 focused on a future analysis based around the year 2040. At the time, 2040 was the future planning horizon that the Wasatch Front Regional Council (WFRC) travel demand model was built for. However, since 2017, WFRC has adopted a new Regional Transportation Plan (RTP) that looks out to the year 2050 in addition to the years 2030 and 2040. Based on these new horizon years, this update to the Bluffdale Transportation Plan focused on future analyses for the years 2030 and 2050 to determine short-term (2030) and long-term (2050) transportation demand and needs.

In addition, the travel demand model, transportation master plan and impact fee facilities plan were updated based on a consistent growth projection developed by Hansen, Allen, & Luce. This consistent growth model ensures that all of the City master plans and impact fees are based on the same assumptions, land use plans, and growth projections.

Project List Changes

Some of the projects listed in the original Transportation Plan have since been completed and are not included in the updated project lists. The following are the projects listed in the original Transportation Plan with an indication if they have been completed:

Short–term Projects (1–6 years):

1. **[COMPLETED]** Widen 14400 S. from Redwood Road to 2200 W. to a three-lane road.
2. Widen 14600 South railroad underpass to two lanes.
3. Widen 14600 South to five-lane cross section from I-15 to 800 West and a three-lane cross section from 800 West to Redwood Road.
4. Improve 14400 South / Loumis Parkway Intersection with roundabout or other improvement.
5. **[COMPLETED]** Construct new collector road at 1780 West

6. Complete Porter Rockwell Boulevard extension to Redwood Road (this is part of the WFRC Long Range Plan and will be constructed by UDOT).
    a. **[PARTIALLY COMPLETED]** Three to five lanes will be constructed initially from 14600 South to the river.
    b. **[COMPLETED]** Five lanes will be constructed from Redwood Road (SR-68) to Jordan River by 2018.
    c. The bridge across the river will be completed by 2020.

Medium-term Projects (6–10 years):

7. Widen 2700 West from Bangerter Highway to 14400 South to a consistent, three-lane cross section.
8. Widen 13800 South to a three-lane cross section from 3600 West to the canal.
    a. Construct canal crossing for 13800 South to the west.

Long-term Projects (10–20 years):

9. Construct an urban interchange at the Porter Rockwell Boulevard / 14600 South interchange.
10. Construct the future roadway system around Porter Rockwell Boulevard and I-15 Frontage Roads (Pony Express).
11. Extend a one-way I-15 Frontage Road System (Pony Express) from Lehi to 14600 South.
12. Future I-15 Interchange near gravel pits.

The projects that have not yet been completed have either been kept with the new project lists or modified based on new plans and analyses. For example, the previous project 2 to widen the railroad underpass on 14600 South has now been modified to be a grade-separated overpass over the railroad. The new project lists for Bluffdale City and UDOT projects are provided in the updated Transportation Plan in Tables 10 – 13.

Report Changes

The following are the sections that were changed as part of the 2020 update to the Transportation Plan:

- Introduction:
    - Updated names in acknowledgments tables
- Existing Conditions:
    - Added discussion regarding the new future analysis methodology
    - Added details regarding growth projections and the travel demand model, including new figures
    - Updated the zoning map

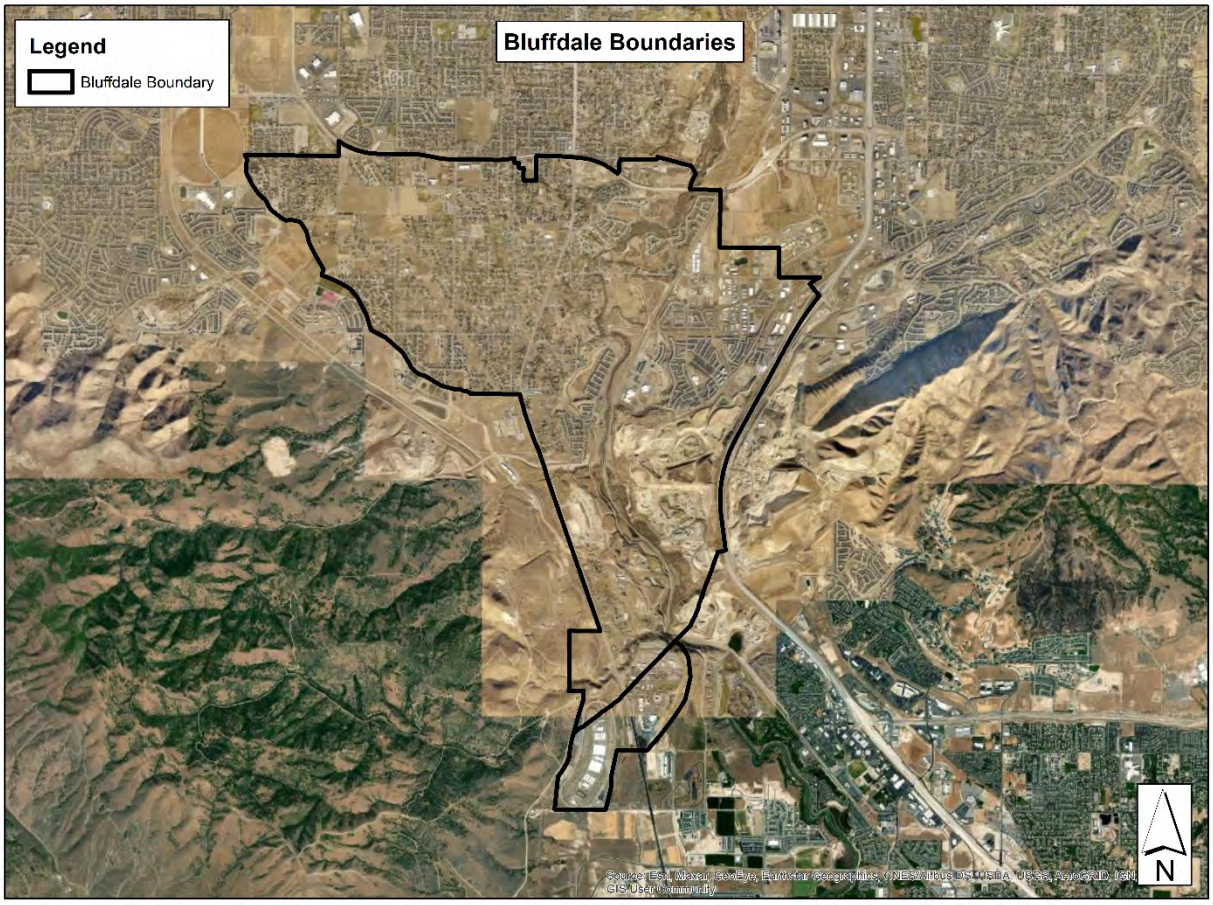
  - Updated the existing traffic control map
  - Updated the roadway level of service thresholds to match the latest Highway Capacity Manual methodologies
- Future Conditions:
  - Updated the WFRC RTP list to match the latest plan
  - Added discussion regarding the 2030 and 2050 travel demand modeling
  - Added figures showing no-build future volumes and LOS
- Transportation System Recommendations:
  - Updated the project lists, as discussed previously
  - Updated the proposed roadway map with roadway types and intersection controls
  - Added figures showing build future volumes and LOS
- Appendices
  - Included only the active transportation projects in Appendix B
  - Added cost estimates for City projects in Appendix C
  - Added this memorandum to Appendix D

ECONOMIC DEVELOPMENT REPORT

ECONOMIC DEVELOPMENT

Bluffdale is located between Bangerter Highway and I-15 which are major transportation routes in Salt Lake and Utah Counties. Because of Bluffdale's central location, it is an attractive area for workers from the two most populous counties in Utah.

Figure 1: Bluffdale Boundary

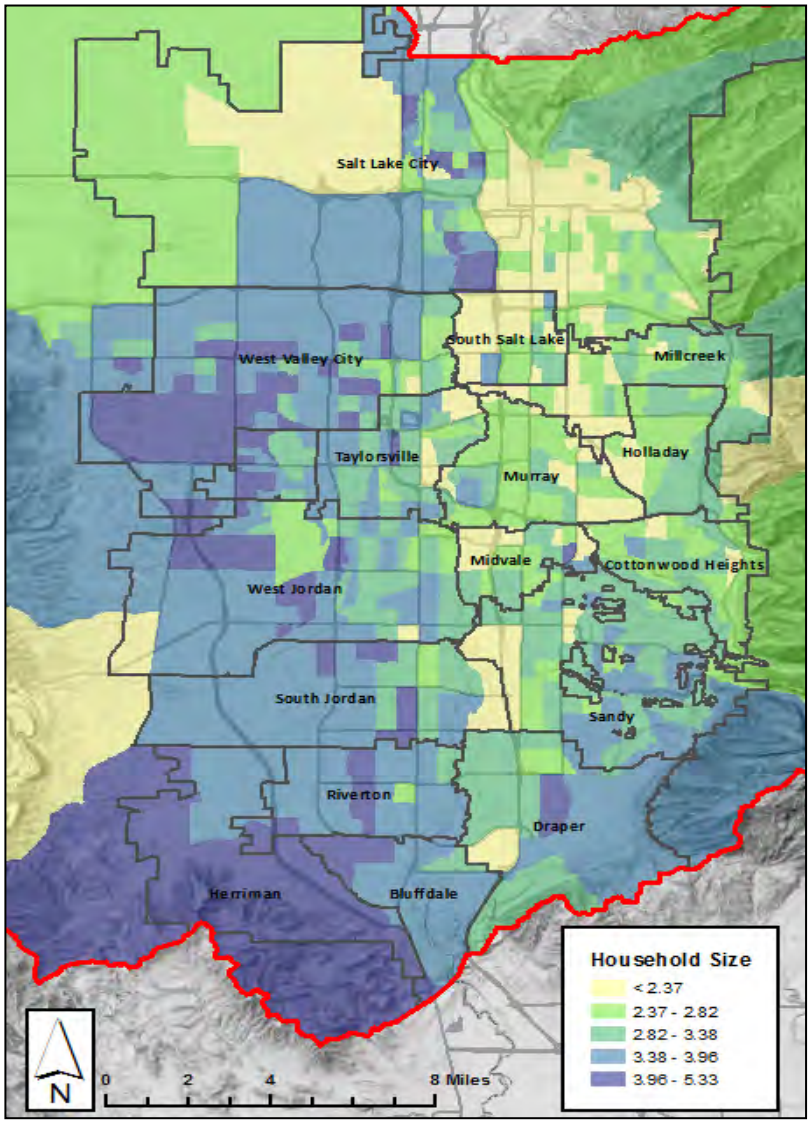


Source: Utah AGRC

Bluffdale has a growing population that is forecast by the State to increase at near 2.1 percent per year over the next thirty years. The City is anticipated to reach a population in excess of 22,000 by 2050, a near 66 percent increase from current indications. The City is unique in that it has a very low median age – 26.2, according to the American Community Survey, the U.S. Census Bureau, and the State of Utah. The countywide median age is 32.9, suggesting that Bluffdale has a unique position of young families in a rapidly growing area. Despite the youthful makeup of the city, the median household income is in excess of $105,000, nearly 50 percent greater than the countywide median of roughly $68,000.

The combination of a growing populace, low median ages, and high incomes presents an attractive future climate for potential retailers and employers. Consequently, it is important for Bluffdale to properly plan its key corridors and development sites to maximize growth opportunities.

Figure 2: Salt Lake County Household Sizes

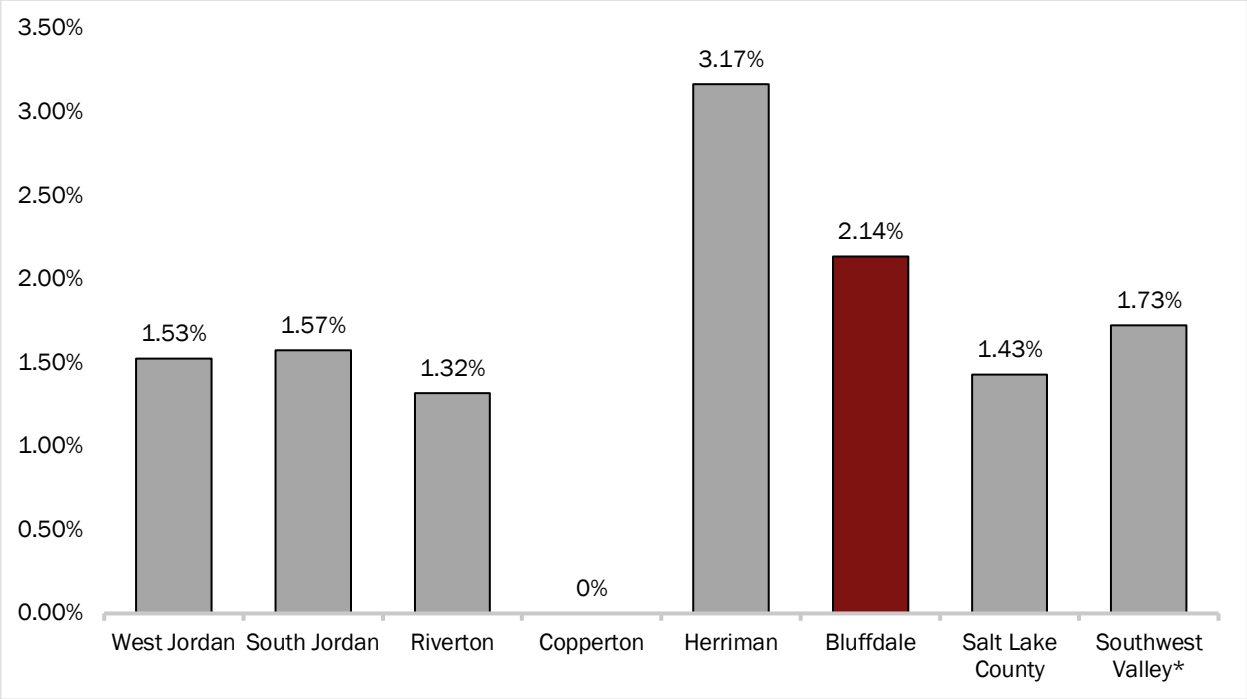


Source: US Census ACS 2019 5-Year Estimate

POPULATION AND GROWTH

The rapid population growth across the Salt Lake Valley has been capturing headlines for a decade. Bluffdale is also growing quickly, and future growth is estimated to remain high compared to Salt Lake County. Undeveloped land is becoming scarce in Salt Lake County, and the City has partnered with neighboring communities to plan for the best use of an important resource.

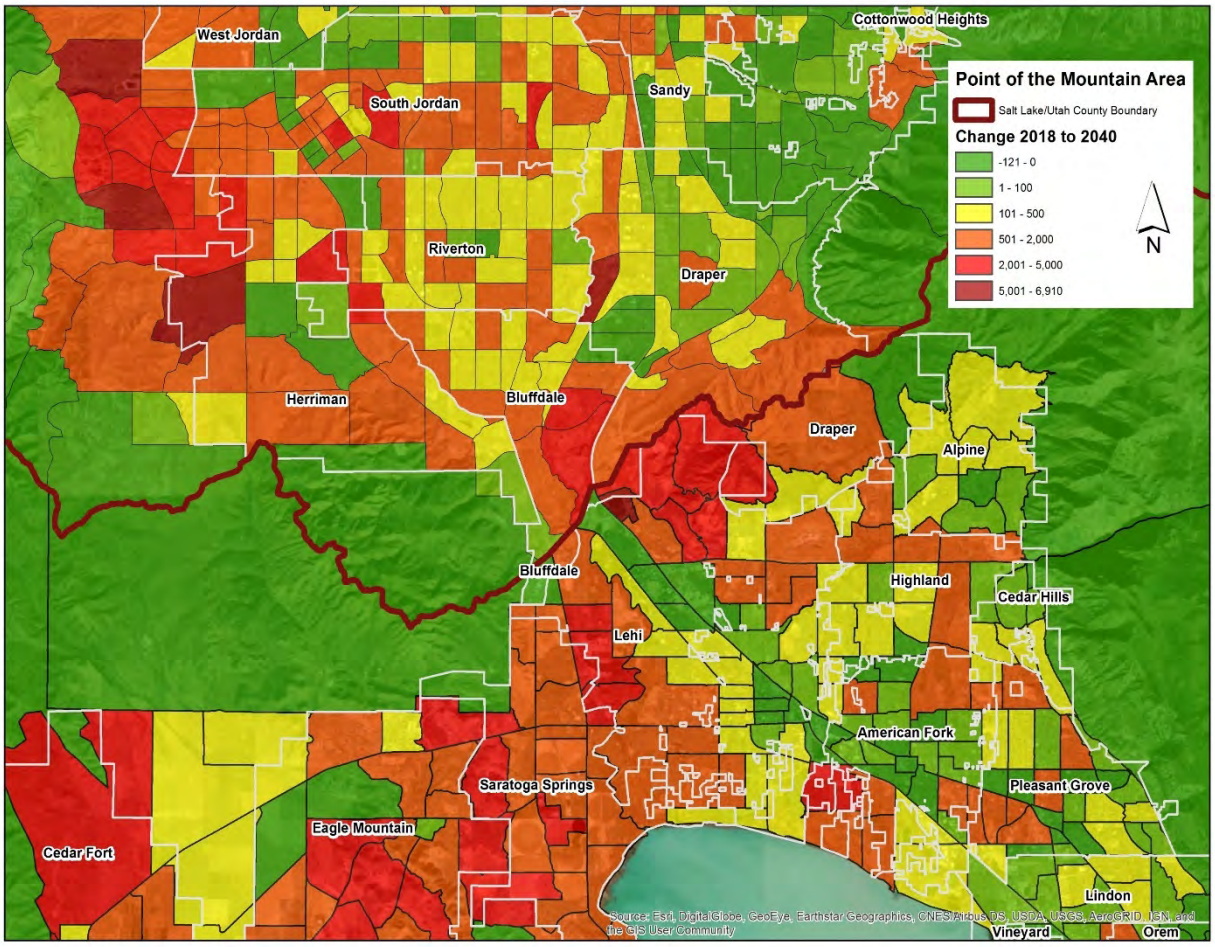
Figure 3: Projected Population Growth Rates, 2020-2050



Source: Kem C. Gardner Policy Institute and US Census

The relocation of the prison site will also bring extra growth to the area along with new opportunities for the City. The map below highlights future population growth along the Point of the Mountain. In Bluffdale, growth is expected to occur in the southern area of the City, especially along I-15. Most of the undeveloped land in the City is in these areas of expected growth, but they are currently zoned for the gravel pit to the north and agriculture to the south.

Figure 4: Point of the Mountain Area Estimated Population Change



Source: Kem C. Gardner Policy Institute

The following table shows how many acres select areas in the County will need for projected growth to be realized. Area needed for growth depends on the cities' desired densities. Bluffdale could only need 40 acres or more but also could fit all growth inside four acres.

Table 2: Acres Needed per Year to Meet Projected Growth from 2020-2060

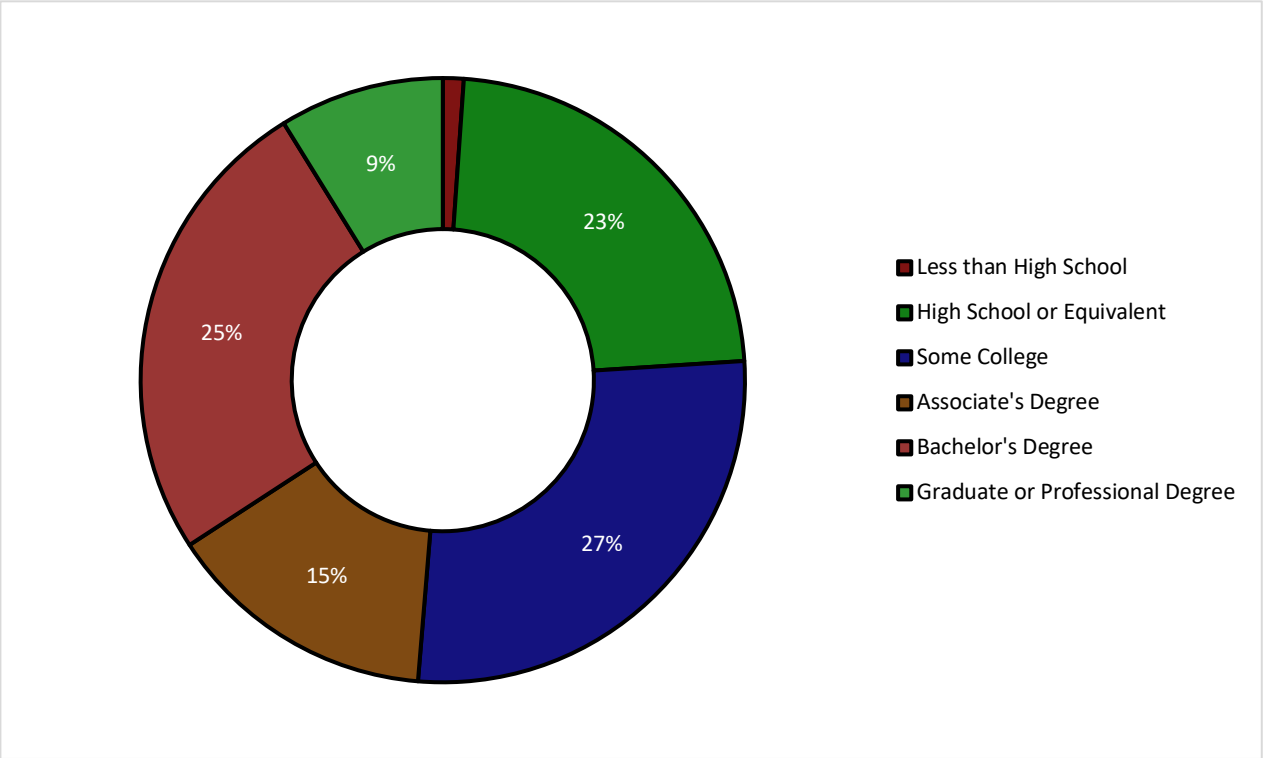
City/Area	15,000 Sq. Ft. Lots (3 du/acre)	7,500 Sq. Ft. Lots (5.5 du/acre)	1,500 Sq. Ft. Lots (30 du/Acre – Apts)
West Jordan	170 Acres	85 Acres	17 Acres
South Jordan	190 Acres	95 Acres	19 Acres
Riverton	60 Acres	30 Acres	6 Acres
Herriman	150 Acres	75 Acres	15 Acres
Bluffdale	40 Acres	20 Acres	4 Acres
Salt Lake County	2,100 Acres	1,050 Acres	210 Acres

Source: Population Estimates from Kem C. Gardner Policy Institute

EDUCATION

A slight majority (51 percent) of residents in Bluffdale do not have a college degree, although 76 percent of the City's population 25 and over have at least some college education. This is higher than the State of Utah, where almost 70 percent of the population has attended some college. Compared to Bluffdale, the State has a larger percentage of citizens who hold advanced degrees. Figure 5 on the next page shows how educational attainment is broken up in Bluffdale.

Figure 5: Bluffdale College Attainments



Source: ACS 2019 5-Year Estimate

EMPLOYMENT

The top four industries by number of employees in Bluffdale are, in order, educational services, and health care and social assistance; professional, scientific, and management and administrative and waste management services; retail trade; and manufacturing.

The table on the next page compares the workforce in Bluffdale to that of the State of Utah. The Bluffdale and Utah Percentage columns show what percentage of workers are employed in the given industry. The Bluffdale Quotient shows where Bluffdale has concentrations of workers relative to the State. A value greater than 1 suggests that the City has a larger proportion of the given workforce, and a value less than 1 suggests that the City has fewer jobs in the industry compared to the State.

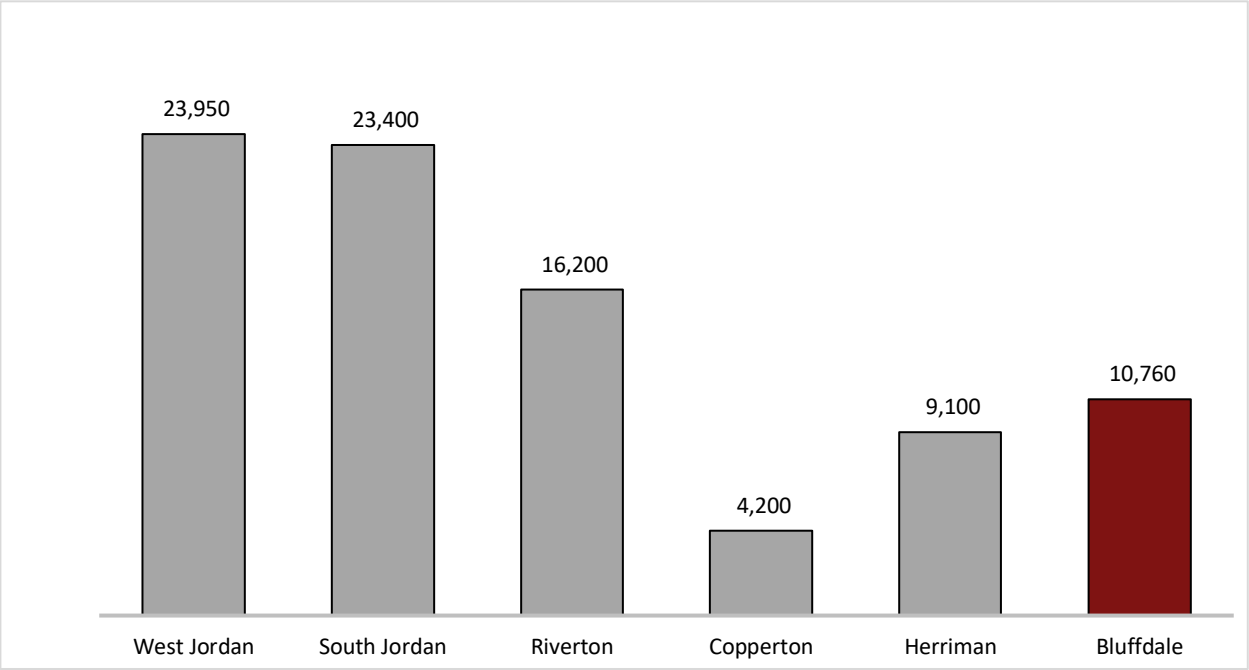
Despite smaller concentrations of employees in information, finance, and wholesale trade industries in the City as a whole, these industries are more highly concentrated in Bluffdale than they are in the State.

Table 1: Jobs Accessible in 30-Minute Transit Ride per Capita

	Bluffdale Workforce	Bluffdale Percentage	Utah Workforce	Utah Percentage	Bluffdale Quotient
Agriculture, forestry, fishing and hunting, and mining	71	1.12%	25694	1.72%	0.65
Construction	728	11.48%	107416	7.17%	1.60
Manufacturing	627	9.88%	154154	10.30%	0.96
Wholesale trade	164	2.59%	37266	2.49%	1.04
Retail trade	838	13.21%	173869	11.61%	1.14
Transportation and warehousing, and utilities	273	4.30%	73253	4.89%	0.88
Information	206	3.25%	31724	2.12%	1.53
Finance and insurance, and real estate and rental and leasing	499	7.87%	103881	6.94%	1.13
Professional, scientific, and management, and administrative and waste management services	994	15.67%	186638	12.46%	1.26
Educational services, and health care and social assistance	1297	20.45%	331352	22.13%	0.92
Arts, entertainment, and recreation, and accommodation and food services	220	3.47%	136012	9.08%	0.38
Other services, except public administration	301	4.75%	65812	4.40%	1.08
Public administration	125	1.97%	70283	4.69%	0.42

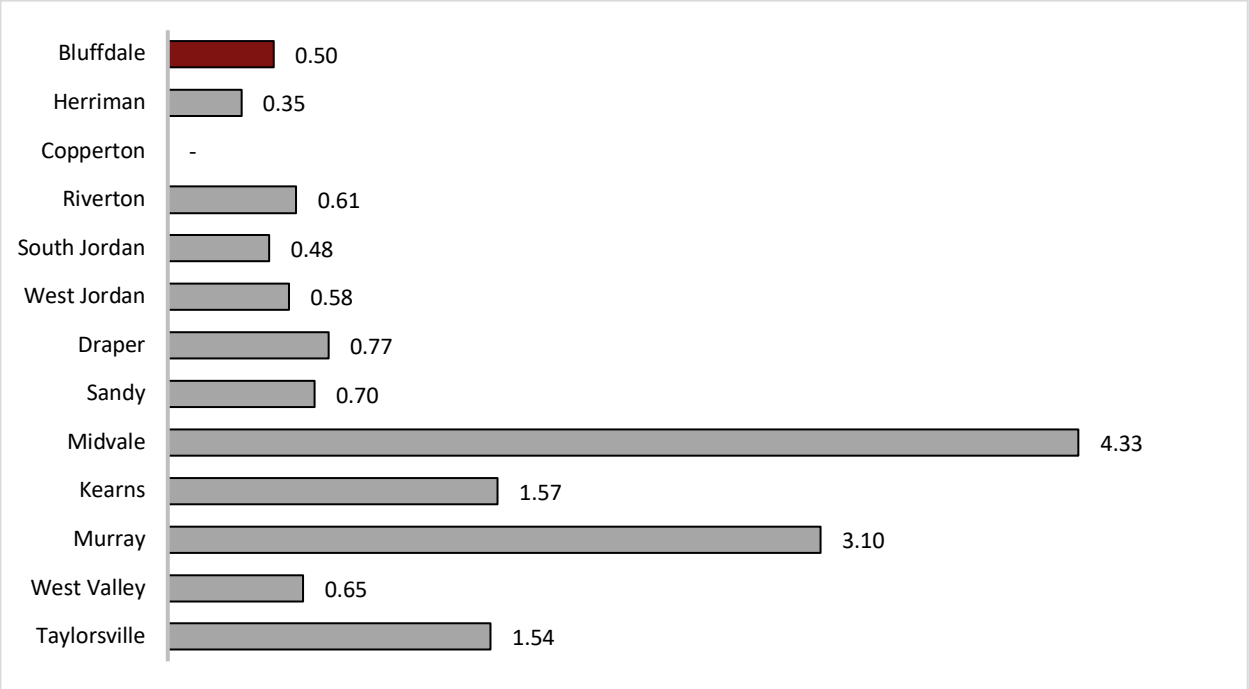
Bluffdale and other communities in the southwest areas of the County lag in jobs available in a square mile and jobs available within a 30-minute drive. The graphs below highlight both indicators and show that Bluffdale has work to do in the employment sector.

Figure 6: Jobs Within One Square Mile



Source: US Census On-The-Map Tool

Figure 7: Jobs Accessible in 30-Minute Transit Ride per Capita



Source: ACS 2019 Five Year Estimates

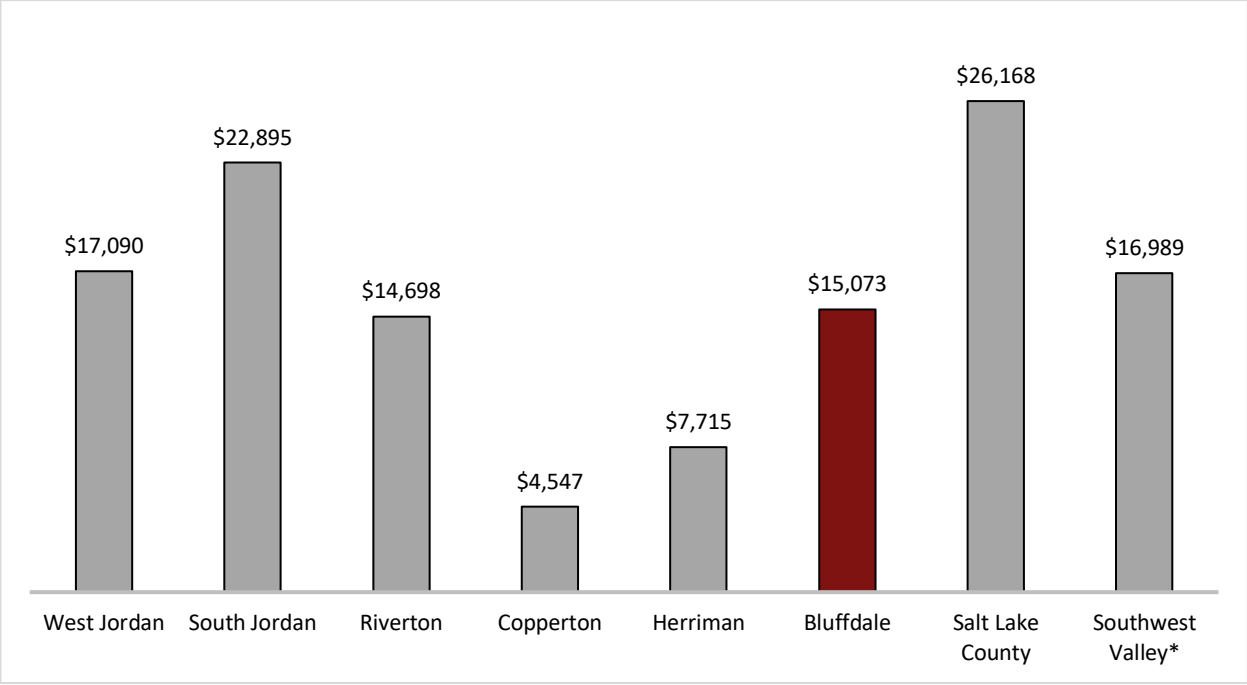
RETAIL

Retail sales distribution from the State to municipalities is based off point of sale and population. When compared to other states, Utah's system for sales tax distribution is somewhat unique and can be an important factor in planning decisions so as to maximize fiscal benefits to a City.

The global pandemic has accelerated a trend of increasing online sales. In Bluffdale, 25 percent of the approved budget comes from sales tax distributions. There is a smaller commercial presence in Bluffdale than there is in Salt Lake County, so the City is reliant on the State's distribution based on population rather than point of sale.

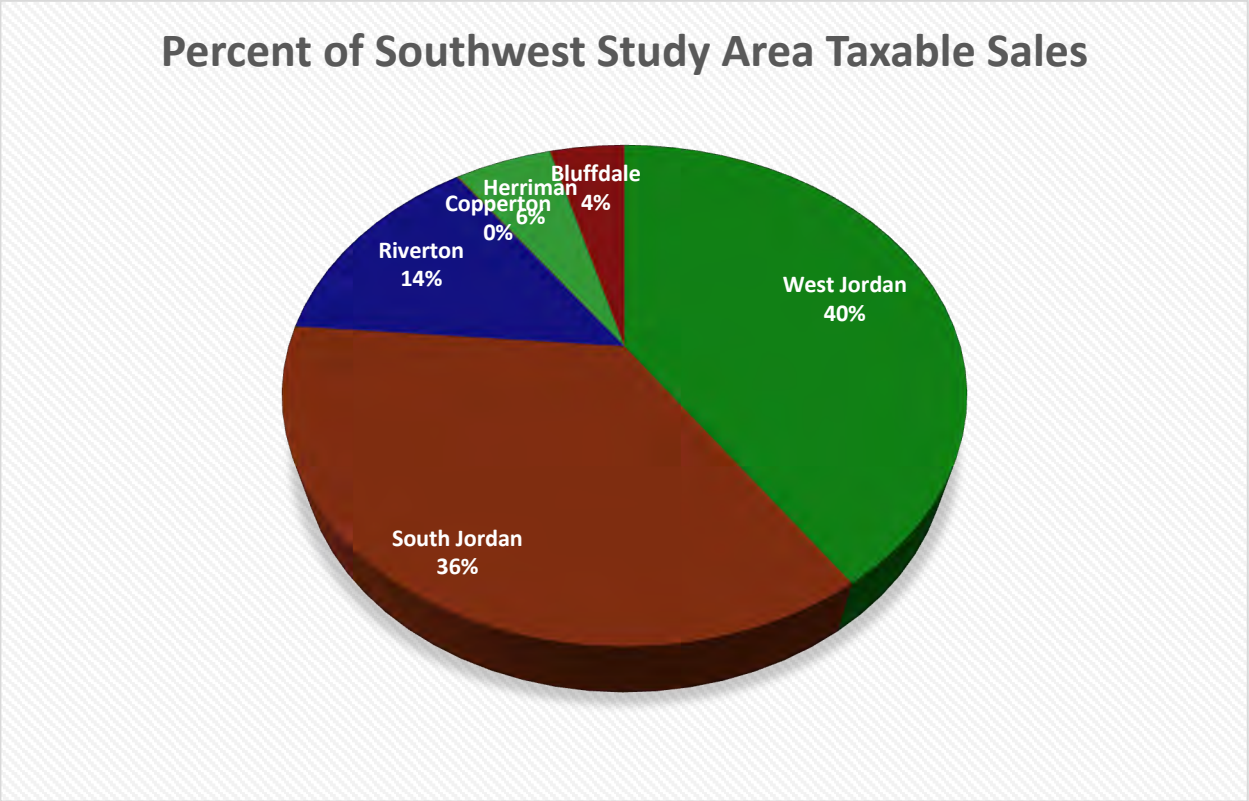
Most residents of Bluffdale travel to other communities for better shopping and dining options. This, as the graph below shows, is not uncommon for southwest Salt Lake County. Lower sales per capita across the area suggest that Bluffdale residents travel further than neighboring communities for a greater selection of retail.

Figure 8: Retail Sales per Capita



Source: Utah State Tax Commission and US Census

Figure 9: Retail Sales per Capita



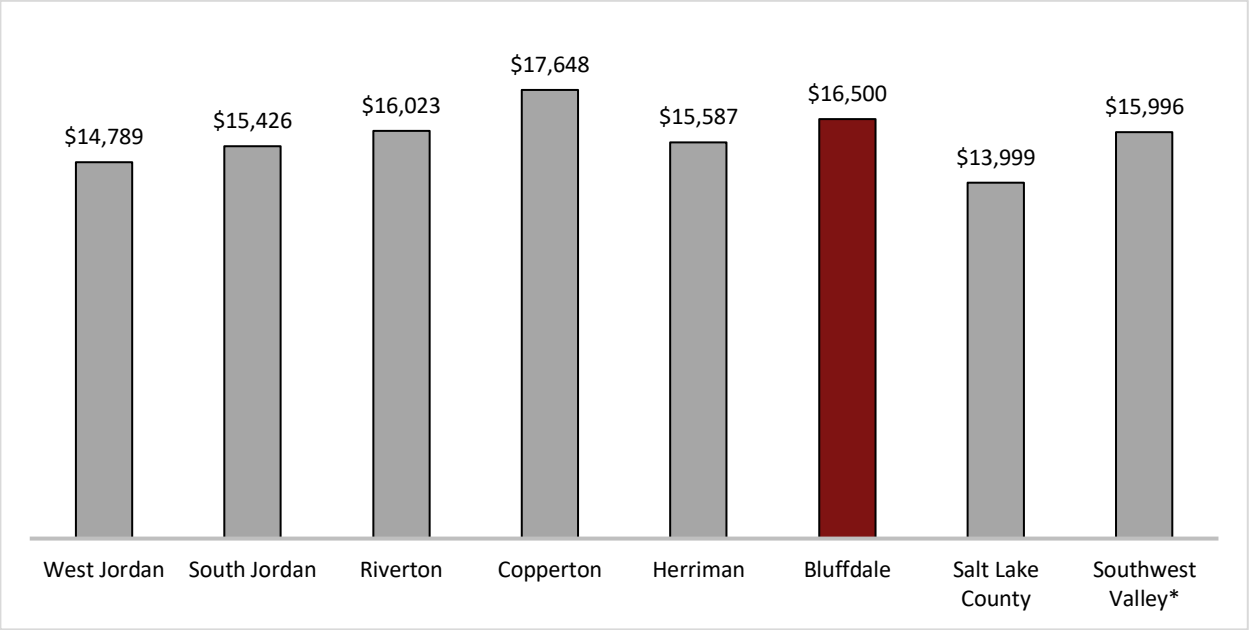
Source: Utah State Tax Commission

TRANSPORTATION

About half of Bluffdale's workers travel more than 10 minutes for work, with 25 percent of workers commuting on Interstate 15.[1] As a result, transportation costs are much higher in Bluffdale than Salt Lake County's average and are even higher than the communities that make up the Southwest Valley.

[1] US Census On-The-Map

Figure 10: Yearly Transportation Costs



Source: Center for Neighborhood Technology

Beyond facing higher transportation costs, workers from Bluffdale face congestion issues as well. With substantial growth occurring in the area, upwards of 40,000 commuters travel along Bangerter Highway each day.[2]

KEY NODES

It is critical that Bluffdale focus on its key nodes in order to develop greater economic sustainability for the City. Key nodes for commercial development are identified as the following sites:

- 14600 S and I-15
- Bangerter and Redwood Road
- Bangerter and 2700 West
- Porter Rockwell and Camp Williams

Considerations for these sites include:

- The ability to capitalize on visibility and access from I-15 with Class A office development
- Appearance and attractiveness of gateways to the City
- Secondary locations for professional office and incubator space
- Building on existing development and amenities such as regional parks

[2] UDOT Average Daily Traffic Counts

- Potential for hotel development
- Favorable market conditions and trends such as flex office space
- Synergistic development with redevelopment of the Prison site
- Ability to attract consumers from a larger region



TOOLS FOR ECONOMIC DEVELOPMENT

Bluffdale should consider implementing some specific policies to help establish a proper ratio of commercial and residential space. These may include the following:

- Public Infrastructure District (PID) – This development tool allows a city to establish specific requirements and guidelines for new construction. A PID is a financing tool that permits a property owner to issue bonds against tax revenues or assessments created from the development. It requires 100 percent property ownership approval, so it typically relates to single-ownership developments. A city can require specific development in "exchange" for approval of a PID, thereby allowing the city to have notable say in what type of development occurs at key sites. Bluffdale should consider adopting a PID policy that closely outlines its vision for a mixture of commercial and residential types.

- Community Reinvestment Area (CRA) – A CRA is an economic development tool that allows for capturing new increases in taxable values, with those gains to be spent within a defined project area. This tool is intended to aid projects that would not otherwise be built with existing market conditions. A city creates a project area plan for defined boundaries and outlines key objectives and purposes of the planned tax financing. Bluffdale may choose to incentivize specific types of

commercial development or make requirements that for residential development to receive funding assistance, a certain amount of commercial space also be added.

These and other tools can operate independently or collectively. A proper application of the right tools in the correct areas will aid in reducing commute times, income spent on transportation and will increase the number of local options for employment.

GOALS AND STRATEGIES

Goal: Diversify Bluffdale's tax base, reducing the City's dependency on property taxes

Strategy: Attract retail businesses, including a hotel, to the area to build up sales tax base

Strategy: Utilize economic incentives for key industries and businesses at key nodes in the City

Goal: Reduce retail sales leakage outside of the City

Strategy: Utilize economic development tools to provide incentives, as necessary, to target specific business types

Strategy: Partner with businesses to expand current operations or to bring in retail sectors that the City lack

Goal: Promote job growth for current and future residents, thereby reducing transportation costs and commute times

Strategy: Increase vocational, technological, recreational, and entrepreneurial employment opportunities in accordance with State of Utah Cluster Initiatives

Strategy: Work closely with the Governor's Office of Economic Development and EDCUtah on possible locations for new businesses

Strategy: Focus on key nodes within the City that have the highest development potential

2022 ECONOMIC DEVELOPMENT STRATEGIC PLAN

Bluffdale City Council
2022 Strategic Plan for Economic Development

Purpose:

- To identify and define specific economic development goals, objectives, and strategies for the City
- To use information and data to strategically prioritize economic development activity, from both a City perspective and a citizen perspective
- To prioritize economic development activities to efficiently utilize City resources
- To set measurable goals regarding achieving stated objectives
- To obtain direction, guidance, and support from the City Council to staff and Planning Commission to help accomplish economic development goals of the city
- To adapt to changing economic conditions and priorities, and to update the plan accordingly
- To educate the development community regarding the City's priorities to create an effective partnership
- To utilize a regular sub-committee to discuss Economic Development progress and alignment with the City's goals

Transportation & Infrastructure
Objectives, Strategies, Goals & Measurements

Objective:
Invest in and prioritize transportation, active transportation, and infrastructure projects/programs that will facilitate economic development activities.

Strategy 1: Complete a 14600 South Master Plan
Goal: Develop and complete a master plan that shows the future vision for the corridor from I-15 to Redwood Road, and which identifies short and long-term projects to achieve the master plan. The Master Plan should have specific projects that need to be completed to achieve the final plan.
Measurement: By February 28, 2022, have the plan completed from the trestle east to I-15 and presented to the City Council;
by December 2023, complete corridor study from the Trestle west to Redwood Road.

Strategy 2: Develop and implement strategies that support a future I-15 interchange adjacent to Point Crossing
Goal: Focus on the development of a new I-15 interchange by engaging property owners, regional planning agencies, UDOT, lobbyists, committees, and elected officials.
Measurement: Status report by December 31, 2022

Strategy 3: Analyze options for increased broadband internet in the community
Goal: Evaluate pros/cons of city-wide fiber installation options and the potential costs to the City and to citizens.
Measurement: Report to Council with findings and recommendations by December 31, 2022

Strategy 4: Complete a comprehensive update to the City's Trails and Active Transportation Plan
Goal: To improve mobility, safety, and quality of life and to prioritize which projects to devote limited resources to.
Measurement: Fund consulting budget by July 1, 2022

Planning & Zoning
Objectives, Strategies, Goals & Measurements

Objective:
Develop and/or enhance city plans to guide economic growth and development

Strategy 1: Follow up on any recommended ordinance or policy development changes adopted in the 2022 General Plan or the Economic Development Strategic Plan
Goal: Develop ordinances and policies in accordance with adopted plans
Measurement: Complete necessary ordinance development which implements plan recommendations by December 31, 2022

Strategy 2: Ensure zoning along key corridors and gateway nodes reflects the city's economic development goals
Goal: Update zoning and allowed uses at gateway nodes and key corridors, as necessary so that zoning aligns with economic development goals and to assure that landowners and developers understand our goals early on
Measurement: By December 31, 2022, complete zoning changes recommended by the 2022 General Plan

Marketing, Branding, Image
Objectives, Strategies, Goals & Measurements

Objective:
Promote a positive public image that is attractive to residents and commercial investment and enhances Bluffdale's desirability. Public image should create a sense of place, be consistent with adopted branding standards, and let those entering the city through a Gateway easily recognize that they are in Bluffdale.

Strategy 1: Rename key streets to improve recognition and enhance key areas.
Goal: Complete branding of 2700 W business corridor between Bangerter Highway and 14000 South.
Measurement: Complete renaming/re-branding of corridor by December 31, 2022.

Strategy 2: Construct gateway monuments with signage in key City entries
Goal: Provide funding and authorization for professional design and construction of monument features and electronic messaging / signage in identified gateways
Measurement: By July 1, 2022, designate and fund at least one location

Strategy 3: Have a modern and robust communication program to provide regular updates and relevant information to residents and businesses using various forms of media.
Goal: Prepare recommendations for the City's communication program and acquire necessary resources
Measurement: Hire new communications position by April 1, 2022. New Staff to present any necessary budget requests for FY 22-23, approved by July 1, 2022

Strategy 4: Survey the community regarding economic development and fiscal impact concerns and preferences to determine how their opinions align with the City's strategies, opportunities, and constraints. Complete a survey on a recurring time table or when major economic development milestones have been achieved.
Goal: To identify trends, desires, and achievable economic development outcomes from the public's perspective
Measurement: Complete a reliable citizen survey by outside consultant by October 12, 2022

Economic Development and Business-Friendly Processes
Objectives, Strategies, Goals & Measurements

Objective:
Enhance economic development functions and tools within the city to strengthen our focus and provide necessary resources to achieve goals. Create a business-friendly environment through streamlined processes and updated codes and regulations.

Strategy 1: Set clear priorities or ranked preferences to focus limited resources on achieving economic development goals that are supported by community attributes
Goal: Develop ranked preference list for types of economic development activities to encourage or incentivize, using categories such as: sales tax revenue, assessed value growth, community service provision, targeted service sectors, jobs, incubators, industrial and manufacturing, traffic generators, external impacts, community compatibility
Measurement: By July 1, 2022, develop an economic development priority matrix

Strategy 2: Have strategies and plans for targeted use of RDA funds and available incentives
Goal: Establish written priorities and evaluative criteria for RDA participation, evaluate fund balances and agency financial obligations twice annually.
Measurement: Evaluate funds, obligations and adopt adopt a RDA policy resolution by October 1, 2022

Strategy 3: Continuously work toward facilitating targeted businesses or industries
Goal: Communicate project wins and potential opportunities in regular emails or at meetings, as the case may be
Measurement: Throughout the year provide regular updates on ongoing efforts and action items to the economic development committee or City Council via email

Strategy 5: Maximize development of City owned parcels on Redwood Road pursuant to preferred economic development outcomes
Goal: Determine approach for property ownership, marketing, and infrastructure to achieve goals and preferred timelines
Measurement: Approve development scenario approach and timeline by July 1, 2022

Accomplishments (or substantial completion) since Plan Inception

- 14600 S pre-environmental Trestle Study Completed and presented to Council
- Initial funding for trestle received from legislature, $20M
- 14600 South (east of trestle) study budgeted and nearing completion
- General Plan funded and nearing completion, early 2022
- Audited and reported on UDOT and UTA long range plans, 1/2021
- Adopted updated sign code
- Reported on and studied Form-Based Codes
- Adopted updated design standards in GC-1 zone and City-wide
- Renamed 14600 S to Bluffdale Blvd (commemorative)
- Renamed Camp Williams Road to Redwood Road
- Completed City Branding Guide, including street signs
- Continued Economic Development emphasis to all employees
- Evaluated Community and Economic Development dept. staffing needs
- Implemented Iworq online portal for public works, fleet, building and engineering permitting and business licensing
- Re-organized and re-assigned business licensing dept
- Adopted updated business license code
- Adopted updated alcohol licensing code to facilitate additional retail licenses
- Adopted transportation impact fee reduction for non-residential development approved June 9, 2021
- Presented RDA Training and funding priorities to agency in 2020 and 2021
- Completed and marketed professional supermarket location analysis
- Discovered and followed up with multiple grocer leads

Specific Results

- 2020 Commercial Building Permits:
    - 9 stand alone buildings
    - 19 tenant space improvements
    - $21.7M valuations
- 2021 Commercial Building Permits:
    - 12 stand alone buildings
    - 32 Tenant Space Improvements
    - $43.7M valuations
- 2021 Business Licenses:
    - 172 total new business licenses
    - 81 new commercial licenses (not home occupations)
- Infrastructure snapshot
    - $1.5M Corridor Preservation Funding for Freedom Point Way
    - $20M for the “Trestle” Study, Design and Construction
    - 14600 S completed to Redwood Road
    - 4.5M gallon drinking water tank
    - Loumis Parkway / 14400 S intersection re-design

2021 MODERATE INCOME HOUSING REPORT

2020 UPDATE MIH PROGRESS REPORT
2019 Strategic Options

1. **Strategy:** ***Create or allow for, and reduce regulations related to, accessory dwelling units (ADUs) in residential zones***

Goals:

- Extend accessory dwelling units to all single-family residential zones
- Streamline process by removing the conditional use permit requirement and permitting the use, thereby allowing zoning administrator approval

ADU permits previously required Conditional Use Permit approval and a public hearing – now the approval is administrative by the Zoning Administrator.

Specific outcomes that strategy intends to accomplish:

- Decrease non-conformities of those creating apartments within a home – by providing legal pathways to do it
- Provide more certainty for accessory dwelling unit housing options by making it permitted which allows it to be approved by a zoning administrator rather than involving a public hearing
    - Simplify process by allowing accessory dwellings to be a permitted use, based on objective standards
    - Zoning administrator approval – reduced review and approval times, rather than noticing for a public hearing

How has municipality monitored its annual progress toward achieving the goals? :

- To achieve the goals of increasing accessory dwelling units in the community by allowing them in additional zoning districts and not requiring a conditional use permit, there were text amendments to the city's land use ordinance in 2019. This allowed the zoning administrator as the Land Use Authority, provided additional specific standards for ADUs, and allowed them to be essentially City-wide.

- Records of ADU approvals and building permits related to ADUs

5a: Identify key tasks of each stage needed to accomplish the goals:

- This primarily occurred by way of two text amendments in 2019. The ADU municipal code chapter was amended as well as the administration and procedures code chapter.
- Accessory dwelling units were a conditional use before in most zones

- Tried to address community concerns about parking within ordinance

Identify parties responsible for completing the key tasks of each stage identified in item immediately above in 5a:

The zoning administrator, planning commissioners, city council members, the planning staff, administration, building official, and the public citizens were involved in completing key tasks.

Describe resources that city must allocate to complete the key task of each stage identified above in 5a:

Resources primarily include: city staff review time, Planning Commission and City Council hearing time, application fees and building inspection time.

State specific deadlines for completing key tasks of each stage:

Deadlines include: project application deadlines for text amendments, public hearing/notice deadlines based on the hearing date, and building permit deadlines.

Which of key tasks have been completed so far, and what were their results?

Both text amendments have occurred and were successful in increasing accessory dwelling unit rights in Bluffdale City. Additionally, three (3) new accessory dwelling units have been issued since adoption of the new ordinance.

If any of tasks were unsuccessful how is city addressing negative results? :

NA, results were successful

What, (if any) barriers did city encounter during course of implementation of said goals? :

No barriers were encountered as the goals were well received. Off-street parking, however, does remain a community concern for all housing types.

2. Strategy: *Allow for higher density or moderate income residential development in commercial and mixed-use zones, commercial centers, or employment centers*

Goal:

Continue to facilitate completion of varying mixed use projects – including infrastructure implementation

Specific outcomes that strategy intends to accomplish? :

Increase variety of housing options in Bluffdale City and allow for housing flexibility for all ages and incomes

How has municipality monitored its annual progress toward achieving the goals? :

Annual progress has occurred through project application processes and timelines. Additionally, progress has occurred through building permits to the city.

5a: Identify key tasks of each stage needed to accomplish the goals:

Aspects of the project process, like development review meetings with applicants, review processes, public meetings, notice periods, approval documents and other notice steps.

Identify parties responsible for completing the key tasks of each stage identified in item immediately above in 5a:

The zoning administrator, planning commissioners, city council members, the planning staff, administration, building official, and the public citizens were involved in completing key tasks.

Describe resources that city must allocate to complete the key task of each stage identified above in 5a:

Resources primarily include: city staff review time, Planning Commission and City Council hearing time, application fees and building inspection time.

State specific deadlines for completing key tasks of each stage:

Deadlines include: project application deadlines for subdivisions, public hearing/notice deadlines based on the hearing date, and building permit deadlines.

Which of key tasks have been completed so far, and what were their results?

New neighborhoods – with a variety of housing sizes and unit types - were constructed in this time period, with some of them including parks and schools.

If any of tasks were unsuccessful how is city addressing negative results? :

NA

What, (if any) barriers did city encounter during course of implementation of said goals? :

NA

3. **Strategy:** ***Utilize a MIH set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency.***

Goals:

- Continue to make same regular payments to local affordable apartment owners to offset maintenance and upkeep costs until expiration of redevelopment areas that include the housing set aside
- Look for additional opportunities within the city when developing a new proposed CRA, such as SLCO, or with the non-profit, *HousingConnect*

Specific outcomes that strategy intends to accomplish? :

Outcomes that this strategy intends to accomplish are to increase the variety of housing options in Bluffdale City to allow for housing flexibility for all ages/incomes, as well as to offset rental increases and application fees.

How has municipality monitored its annual progress toward achieving the goals? :

The city has annual discussions with project/property owners to monitor progress.

5a: Identify key tasks of each stage needed to accomplish the goals:

Key tasks consist of administrative staff internal discussions regarding future recommendations for the agency for use of funds.

Identify parties responsible for completing the key tasks of each stage identified in item immediately above in 5a:

Parties responsible for completing tasks consist of administrative staff, the city manager, the economic development director, and the finance director.

Describe resources that city must allocate to complete the key task of each stage identified above in 5a:

Resources mainly consist of staff time for meetings, calls, and coordination on committees.

State specific deadlines for completing key tasks of each stage:

The primary need is to review materials annually.

Which of key tasks have been completed so far, and what were their results?

There have been continuous efforts with continuous payments to specific projects. There have also been participation agreements for specific developments.

If any of tasks were unsuccessful how is city addressing negative results?:

NA

What, (if any) barriers did city encounter during course of implementation of said goals?

NA

Section 1: Population by tenure in Bluffdale city

Table B01003 Table B25008	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2025 Projection	Difference between 2017 and 2025
Total Population: (ACS Table B01003)	7,425	10,869	437	13,160	2,291
Total Population in occupied housing units (ACS Table B25008)	7,425	10,869	435	13,128	2,259
Total Population in owner-occupied housing (ACS Table B25008)	6,571	8,954	333	10,821	1,867
Total Population in renter-occupied housing (ACS Table B25008)	854	1,915	102	2,308	393

Source 1: U.S. Census Bureau. Table B01003: Total population. American Community Survey.

Source 2: U.S. Census Bureau. Table B25008: Total population in occupied housing units by tenure. American Community Survey.

Section 2: Supply of housing units by structure type in Bluffdale city

Table B25001 Table B25032	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2025 Projection	Difference between 2017 and 2025
TOTAL HOUSING UNITS (ACS Table B25001)	1,875	2,822	116	3,531	709
Total occupied units (ACS Table B25032)	1,787	2,716	113	3,411	695
Owner-occupied structures (ACS Table B25032)	1,522	2,254	92	2,812	558
1 unit, detached	1,363	2,080	102	2,713	633
1 unit, attached	122	132	-3	111	-21
2 units	0	0	0	0	0
3 or 4 units	0	0	-3	-14	-14
5 to 9 units	11	25	-2	9	-16
10 to 19 units	26	17	-2	-6	-24
20 to 49 units	0	0	0	0	0
50 or more units	0	0	0	0	0
Mobile homes	0	0	0	0	0
Boat, RV, van, etc.	0	0	0	0	0
Renter-occupied structures (ACS Table B25032)	265	462	22	599	137
1 unit, detached	87	111	8	218	107
1 unit, attached	36	56	-1	16	-40
2 units	0	0	0	0	0
3 or 4 units	34	0	-2	2	2
5 to 9 units	10	49	2	38	-11
10 to 19 units	98	183	8	240	57
20 to 49 units	0	0	0	0	0
50 or more units	0	63	6	85	22
Mobile homes	0	0	0	0	0

Boat, RV, van, etc.	0	0	0	0	0

Source 1: U.S. Census Bureau. Table B25001: Total housing units. American Community Survey.

Source 2: U.S. Census Bureau. Table B25032: Tenure by units in structure. American Community Survey.

Section 3: Housing occupancy in Bluffdale city

Table B25003 Table B25081	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2025 Projection	Difference between 2017 and 2025
Total households in occupied housing units (ACS Table B25003)	1,787	2,716	113	3,411	695
Total households in owner-occupied housing (ACS Table B25003)	1,522	2,254	92	2,812	558
With a Mortgage (ACS Table B25081)	1,253	1,784	61	2,111	327
Without a Mortgage (ACS Table B25081)	269	470	31	701	231
Total households in renter-occupied housing (ACS Table B25003)	265	462	22	599	137

Source 1: U.S. Census Bureau. Table B25003: Tenure. American Community Survey.

Source 2: U.S. Census Bureau. Table B25081: Mortgage status. American Community Survey.

Section 4: Housing vacancy in Bluffdale city

Table B25004	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2025 Projection	Difference between 2017 and 2025
Total vacant units (ACS Table B25004)	88	106	2	120	14
For rent (ACS Table B25004)	0	25	4	66	41
Rented, not occupied (ACS Table B25004)	0	0	0	0	0
For sale only (ACS Table B25004)	0	44	5	65	21
Sold, not occupied (ACS Table B25004)	74	0	-8	-69	-69
For seasonal, recreational, or occasional use (ACS Table B25004)	0	5	0	4	-1
For migrant workers (ACS Table B25004)	0	0	0	0	0
Other vacant (ACS Table B25004)	14	32	1	55	23

Source 1: U.S. Census Bureau. Table B25003: Tenure. American Community Survey.

Section 5: Average household size in

Table B25010	2009 American Community Survey	2017 American Community Survey	2025 Projection
Average Household Size (ACS Table B25010)	4.16	4	3.85
Average Owner Household Size (ACS Table B25010)	4.32	3.97	3.85
Average Renter Household Size (ACS Table B25010)	3.22	4.15	3.85

Source 1: U.S. Census Bureau. Table B25010: Average household size of occupied housing units by tenure. American Community Survey.

Section 6: Monthly housing costs in Bluffdale city

Table B25088 Table B25064	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2025 Projection	Difference between 2017 and 2025
Total owner-occupied housing unit costs (ACS Table B25088)	$1,663	$1,963	$19	$2,124	$ 161
Units with a mortgage (ACS Table B25088)	$2,023	$2,268	$16	$2,363	$ 95
Units without a mortgage (ACS Table B25088)	$493	$563	$10	$633	$ 70
Median gross rent (ACS Table B25064)	$1,103	$1,173	-$2	$1,005	$ (168)

Source 1: U.S. Census Bureau. Table B25088: Median selected monthly owner costs (Dollars) by mortgage status. American Community Survey.

Source 2: U.S. Census Bureau. Table B25064: Median gross rent (Dollars). American Community Survey.

Section 7: Median household income in Bluffdale city

Table B25119	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2025 Projection	Difference between 2017 and 2025
Median household income (ACS Table B25119)	$84,864	$105,391	$1,465	$106,773	$ 1,382
Owner-occupied income (ACS Table B25119)	$87,708	$113,966	$2,306	$128,529	$ 14,563
Renter-occupied income (ACS Table B25119)	$48,250	$65,212	$769	$54,443	$ (10,769)

Source 1: U.S. Census Bureau. Table B25119: Median household income that past 12 months by tenure. American Community Survey.

Section 8: Salt Lake County Area Median Income (AMI)*

Table B19019 Table B19119	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2025 Projection	Difference between 2017 and 2025

Median HOUSEHOLD income (ACS Table B19019)	$0	$67,922	$4,987	$109,679	$	41,757
1-person household	$29,347	$35,234	$680	$39,400	$	4,166
2-person household	$60,515	$70,072	$1,063	$76,112	$	6,040
3-person household	$66,549	$79,895	$1,452	$87,757	$	7,862
4-person household	$72,043	$88,785	$1,883	$99,734	$	10,949
5-person household	$72,151	$87,250	$1,461	$92,922	$	5,672
6-person household	$79,716	$92,268	$1,019	$93,541	$	1,273
≥ 7-person household	$81,746	$96,814	$1,165	$97,309	$	495
Median FAMILY income (ACS Table B19119)	$66,413	$78,828	$1,342	$85,868	$	7,040
2-person family	$59,252	$68,991	$973	$74,200	$	5,209
3-person family	$63,983	$78,081	$1,557	$87,394	$	9,313
4-person family	$72,222	$88,255	$1,877	$99,082	$	10,827
5-person family	$73,345	$87,065	$1,310	$91,148	$	4,083
6-person family	$80,836	$92,594	$1,006	$93,644	$	1,050
≥ 7-person family	$85,906	$95,705	$749	$91,785	$	(3,920)

Source 1: U.S. Census Bureau. Table B19019: Median household income that past 12 months by household size. American Community Survey

Source 2: U.S. Census Bureau. Table B19119: Median family income in the past 12 months by family size. American Community Survey

*NOTE: AMI is calculated at the COUNTY level.

UCA 10-9a-408(2)(c)(i)

Calculate the municipality's housing gap for the current year by entering the number of moderate-income renter households, affordable and available rental units from TABLE 1 below:

2020 Shortage	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units - Renter Households	Available Units - Renter Households
≤ 80% HAMFI	260	340	245	80	-15
≤ 50% HAMFI	120	140	70	20	-50
≤ 30% HAMFI	55	25	0	-30	-55

Calculate the municipality's housing gap for the previous annual by entering the number of moderate-income renter households, affordable and available rental units from TABLE 2 below:

2016 Shortage	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units - Renter Households	Available Units - Renter Households
≤ 80% HAMFI	235	325	240	90	5
≤ 50% HAMFI	130	120	60	-10	-70
≤ 30% HAMFI	50	35	15	-15	-35

Subtract Table 2 from Table 1 to estimate progress in providing moderate-income housing

PROGRESS	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units - Renter Households	Available Units - Renter Households
≤ 80% HAMFI	25	15	5	-10	-20
≤ 50% HAMFI	-10	20	10	30	20
≤ 30% HAMFI	5	-10	-15	-15	-20

UCA 10-9a-408(2)(c)(ii)

Report the number of all housing units in the municipality that are currently subsidized by each level of government below:

Municipal Government:	0	Subsidized by municipal housing programs
State Government:	0	Subsidized by Utah's OWHLF multi-family program
Federal Government:	336	Subsidized by the federal Low-Income Housing Tax Credit (LIHTC) program

UCA 10-9a-408(2)(c)(iii)

Report the number of all housing units in the municipality that are currently deed-restricted for moderate-income households in the box below:

336

and other landscaping in residential developments cannot be overemphasized. After the initial stage of development, the proper maintenance of yards and structures should be emphasized in the City's residential standards and zoning codes.

Affordable Housing and Housing Diversity

The predominance of one-acre lots in Bluffdale has led to higher property values, and concerns about affordability and accessibility for young, aging, and low-to-moderate income groups. The City has increased the land allocated to multi-family residential uses in recent years, and the planned development and construction of apartment complexes, condominiums, and other more affordable housing types has become significant. The City's current inventory of affordable housing units is 531 units, or 25 percent of the total housing inventory.

Blended Communities Best Practices

Housing development should seek to provide a variety of housing types that includes distinct architecture, density, scale and type, as well as different income levels of households within neighborhoods.

Because most of the City's VLDR land is built out, a high percentage of future population growth will be accommodated in areas of new development, where much higher density is envisioned and a significant quantity of more affordable housing can be accommodated. The City's Mixed Use areas outline numerous goals that include higher densities and a more diverse integration of development features. These areas would allow a variety of residential product types, price points, and could include townhomes, apartments, condominiums, live/work units, and detached structures on smaller lots.

Encouraging a variety of housing options supports several important community functions. In coming years communities across the Wasatch Front will need to accommodate an aging and more culturally diverse population. A variety of housing types allows a community to meet the needs of all stages of the "lifecycle", which includes first homes, family homes, empty nests, and special needs housing. Moreover, Utah State Code (Section 10-9a-403) requires consideration of moderate-income housing in the general plan, and charges cities to facilitate a "reasonable opportunity" for moderate income housing. The US Department of Housing and Urban Development (HUD) defines moderate income housing to include:

"Housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the City is located."

Design Guidelines Best Practices for Housing

Create a variation in housing mix (architectural styles, lot sizes and building types and sizes) in walkable communities. This creates greater visual interest along sidewalks for pedestrians. In contrast, streets lined with identical homes and blank garage doors make walking less appealing. In new residential areas, a mix of housing models and architectural treatments are recommended.

Area Median Income Levels

HUD's Area Median Income (AMI) and average household size data for Salt Lake County are used to determine moderate income thresholds for an average household. In 2014, the Salt Lake County AMI is $70,300 and the average household size is 2.96 (rounded to 3.0 for analysis). This puts the moderate-income threshold at $50,650 for the County. HUD's standard for housing affordability is that housing expenses are no higher than 30 percent of gross monthly income. This calculation of housing expenses includes mortgage/rent payment, utilities, and insurance.

Accessible Housing Best Practices

Construct housing with practical features that provide basic access and functionality for people of all ages and various mobility and ambulatory capabilities. Housing design should include options for current and future accessibility needs of family members and friends by utilizing the minimum requirements of the Fair Housing Act Design Manual. Encourage opportunities to include housing that is visitable by people of all levels of ability.

Affordable housing at the moderate income threshold of $50,650 is calculated in this way:

- $50,650 annual income / 12 months = $4220.83 monthly income
- $4220.83 monthly income * 30 percent allocated for housing = $1,266.25 per month
- $1,266.25 housing expense minus an assumed average $300 in non-rent expenses (e.g. utilities, taxes, insurance) = $966.25.

Therefore, a family of three can afford a rent or mortgage payment of approximately $966 per month. In terms of property rental, this translates simply. For the purpose of analyzing what this means in terms of home ownership, it is more complex. To calculate an affordable house price for the same family of three, the following calculations currently apply:



- Expendable mortgage income = $966/month.
- Average interest rate of 4.5% on a 30-year loan.
- Assume a 10% down payment.

With a $21,000 down payment, this family could afford a $210,000 home (roughly $190,000 financed). As interest rates increase from current historic lows, this equation will change significantly, and homes will become less affordable unless incomes rise.

Analysis of Affordability

Currently Bluffdale has 2,148 housing units. These consist of 1,796 single family units, 168 apartment units, and 184 condominiums. Table 1.2 below shows Bluffdale's distribution of single-family units by

home value, according to 2014 parcel data from the Salt Lake County Assessor's Office. This parcel data indicates that 179 (approximately 10 percent) of Bluffdale's single-family homes are valued at or below $200,000 (the current approximate affordability threshold in Salt Lake County). The City also allows accessory apartments in single family homes in all residential zones, which further increases the affordable rental housing supply.

Market Price of Single Family Homes	Number of Homes
Less than $50,000	34
$50,000-$100,000	31
$100,000-$150,000	50
$150,000-$200,000	64
$200,000-$250,000	100
$250,000-$300,000	341
$300,000-$350,000	413
$350,000-$400,000	361
$400,000-$450,000	190
$450,000-$500,000	77
$500,000-$550,000	40
$550,000-$600,000	25
$600,000-$650,000	18
$650,000-$700,000	15
$700,000-$750,000	8
More than $750,000	26

TABLE 2.1: BLUFFDALE SINGLE FAMILY HOME VALUES
Source: 2014 SLCO Assessor Parcel Data

Bluffdale's multi-family housing is presently concentrated at "The Bluffs" development, which includes 168 apartments and 184 condominiums and makes up 16 percent of the total number of housing units in the City. Assuming about $300 per month in utility and other housing costs, rent rates should be $966 or lower to be affordable. Apartments at The Bluffs range from $750 to $850 in rent per month. Condominiums are currently being sold with an average asking price slightly under $190,000. Therefore all apartments and condominiums in Bluffdale currently meet the "affordability" threshold.

At present, Bluffdale is achieving and actively accommodating reasonable opportunity for moderate-income households to live in the City. Combining affordable multi- and single-family units brings the total affordable housing supply to 531 (about 25 percent). A new apartment development (Beacon Hills) is under construction and will add 168 units to the affordable supply. Moreover, as Independence and other east side developments are constructed, a significant addition to the inventory of affordable living units will be achieved. In the coming 10 years or so, Independence alone will add an estimated



Figure 2.2 Vintage on the Bluff Condominiums.



Figure 2.3 Townhomes in the Independence development.

3,600 dwelling units to the city, with over 400 townhome units, over 900 apartment units, and a denser and more affordable mix of single-family housing products overall. These additions will dramatically increase the percentage of affordable units in the city. Bluffdale City will routinely analyze its compliance with the State's requirements to plan for, protect, and accommodate a reasonable supply of moderate-income housing, as measured using the 80% AMI formula for affordability and a minimum 20% affordable supply target.

Housing Best Practices

Design communities in a manner that is conducive to walkable and transit-friendly neighborhoods, to reduce the demand for additional road capacity. Encourage greater choice in housing to reduce demand on infrastructure. Greater choice in housing would reduce land consumption and increase redevelopment, thus reducing demand for new sewer, water and transportation infrastructure significantly.

KEY VALUES AND CHARACTER PROTECTION

Bluffdale's unique character is a result of many factors, including its geographic location at the narrow neck between two urban counties, topography from the Jordan River bottom to the high bluff, and the predominance of residential housing. To protect and preserve existing subdivisions it is necessary to maintain the character of the housing stock. To protect the quality of life and unique character of established neighborhoods, Bluffdale's zoning ordinances and policies should carefully and comprehensively address this issue. Specific factors that are critical include: average front yard setbacks, maximum building heights, lot sizes for new subdivisions, maximum lot coverage, and accessory structures.

One of the most substantial changes to residential land use in the city will occur along Redwood Road, where a primarily residential use is expected to evolve toward a commercial and retail focus.

2021 WATER CONSERVATION PLAN UPDATE

BLUFFDALE

EST. 1848

2021 WATER CONSERVATION PLAN UPDATE

(HAL Project No.: 394.02.100)

HANSEN ALLEN & LUCE inc

ENGINEERS

December 2021

CITY OF BLUFFDALE

2021 WATER CONSERVATION PLAN UPDATE

(HAL Project No.: 394.02.100)



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December 2021

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CHAPTER 1 – INTRODUCTION

The City of Bluffdale recognizes the need for proactive planning to meet the water needs of its citizens. The Utah State Legislature has passed legislation requiring public water suppliers to prepare a Water Conservation Plan and then to update the plan periodically. This 2021 report is an update of the City's 2015 Water Conservation Plan. This report describes the drinking water system, summarizes water consumption, assesses the water conservation alternatives available to the City, sets goals to conserve water, and identifies existing and proposed water conservation measures to be implemented by the City.

The new Regional M&I 2030 Water Conservation Goal for the Salt Lake region is to reduce consumption by 11% from the year 2015 to 2030, resulting in a reduction goal of 210 to 187 gpcd (HAL and BCA, 2019). Bluffdale City is already below the regional goal, and therefore, has the goal to also have an 11% reduction from 2015 to 2030, following the same trajectory as the regional goal. The City was at 171 gpcd in 2015. So for 2030 the City's goal is to be at 152 gpcd.

Appendix A includes the resolution documenting the City's adoption of the conservation plan update.

CHAPTER 2 – EXISTING WATER SYSTEM

SYSTEM PROFILE

Located along the Jordan River corridor in southern Salt Lake County, Bluffdale has grown steadily during its transition from rural land use to residential subdivisions. In 2019, the City reported to the Division of Water Rights an estimated population of 16,350 people.

Bluffdale owns and operates a public water system serving 4,242 connections (Utah Division of Water Rights 2019). These connections include domestic (4,066), commercial (118), and institutional (58) customers with both indoor and outdoor water uses. A summary of the current connections by type is shown in Table 2-1.

Table 2-1: 2019 Water System Connections

Connection Type	Total Connections
Residential	4,066
Commercial	118
Industrial	0
Institutional	58
Total	4,242

The drinking water system consists of three main pressure zones (Zone 1, Zone 2, and Zone 3 from low to high) and one intermediate pressure zone (Bluffdale Heights). Zone 1 and Zone 2 are divided into east and west (Zone 1E, 1W, etc.) according to their position relative to the Jordan River.

All potable water is purchased from Jordan Valley Water Conservancy District (JVWCD), which delivers water through nine metered connections. The City has water storage capacity in three tanks, one of which it shares with JVWCD. The City's drinking water pipe network contains some 90 mi of pipe, according to GIS data provided during the 2019 Drinking Water Master Plan. About 50% is 8 in. diameter and over 90% is PVC material. About 30% of the pipe was installed in the last 15 years.

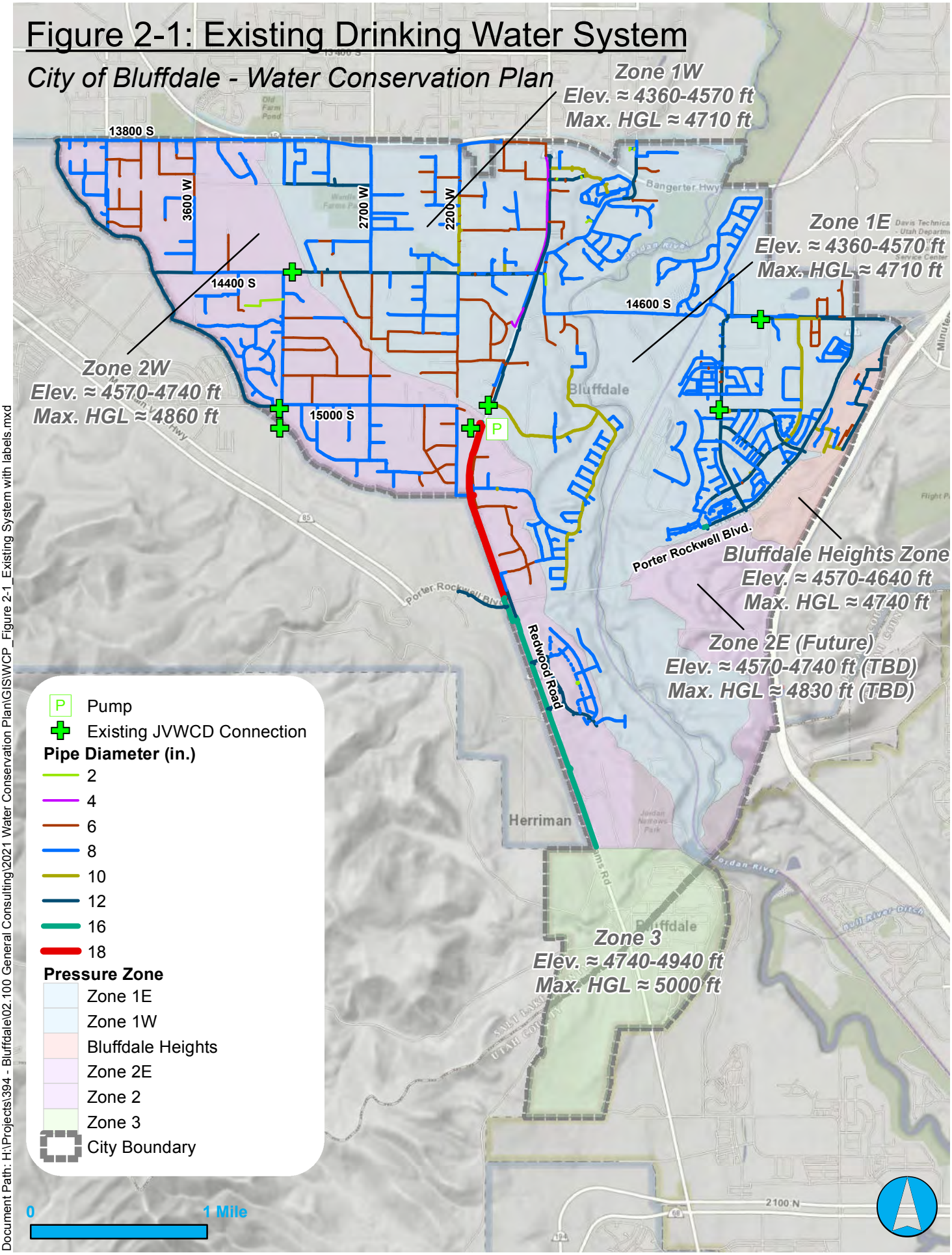
Bluffdale has no citywide irrigation system but owns and operates several irrigation facilities serving different areas. Since not all secondary water is metered, secondary water is excluded from this report.

INVENTORY OF WATER RESOURCES

The City's drinking water system extends throughout the municipal boundaries covering an area of approximately 11.14 mi^2. Currently, the water system provides water to 4,066 residential, 118 commercial, 0 industrial, and 58 institutional (public) connections. Figure 2-1 shows the system and service area boundaries.

Figure 2-1: Existing Drinking Water System

City of Bluffdale - Water Conservation Plan



Date: 5/19/2021
Document Path: H:\Projects\394 - Bluffdale\02.100 General Consulting\2021 Water Conservation Plan\GIS\WCP_Figure 2-1_Existing System with labels.mxd

The City does not own or operate any of its own drinking water sources. All of the City's drinking water supply is purchased from JVWCD. The City's contract to secure water from JVWCD is set forth in a formal Water Purchase Agreement. The agreement establishes a fixed annual volume and unit price. The City pays for 100% of the volume whether it is used or not. As a contingency, the agreement also allows the City to use up to 120% of the contract volume (i.e., 20% more) at the same unit price. Beyond 120%, the unit price doubles. The City plans to rely completely on JVWCD for future water supply.

Starting in 2021, JVWCD has new policies affecting wholesale contracts pertaining to contract volumes, water conservation practices, and land use policies (see Appendix B). JVWCD is encouraging its member agencies to adopt its Water Efficiency Standards to reduce water demand from new developments and has created a new price structure for wholesale water based on being "existing" or "new" water. When consumption goes beyond 120% of the contract volume, it is considered "new" water and the more expensive rate will apply.

Ideally, actual water use would fall between 100% and 120% of the contract volume so as to maximize the purchase without incurring the steeper prices for excessive use. The agreement is updated every few years as the City's needs for water change. In 2021, the contract volume is expected to be 3,300 ac-ft/yr.

SUPPLY

Previous, current, and projected water supply is shown in Table 2-2.

Table 2-2: Summary of Bluffdale City Water Sources

Year	Actual Delivery (ac-ft)	Contract (ac-ft)	Contract + 20% (ac-ft)
2015	2,074	1,710	2,052
2016	2,496	1,710	2,052
2017	2,374	1,710	2,052
2018	2,894	2,300	2,760
2019	2,908	2,400	2,880
2020	3,732	2,500	3,000
2021*	3,500	3,200	4,000
2022*	4,000	3,424	4,280
2023*	4,500	3,760	4,700

** Projected amounts.*

The City has nine connections from JVWCD. A list of the connections is presented in Table 2-3.

Table 2-3: Summary of JVWCD Connections

Meter Station	Pressure Zone	Flow Capacity [1] (gpm)	Status	Notes
15000 S. 1000 W. (Coyote Gulch / Westgate)	1E	450	Active	
14600 S. 850 W.	1E	450	Active	
15050 S. 3200 W. (Triangle Tank Meter)	1W (via Triangle Tank)	Not yet included	Active	
14400 S. 3200 W.	1W	400	Standby	Connection is closed to favor Triangle Tank. Do not open without first isolating the tank. If opened, pressure may overpower the tank.
14900 S. Redwood Rd.	1W	300	Standby	Connection is closed to favor Triangle Tank. Do not open without first isolating the tank. If opened, pressure may overpower the tank.
14600 S. Pony Express Rd.	Bluffdale Heights	450	Active	Comes at slightly higher pressure (from Metro). Supplies Bluffdale Heights Zone. Valve in Regent Garden Lane must remain closed.
15100 S. 3200 W. (Pumped)	2W	300	Active	Limited capacity; pumped by JVWCD before delivery to Bluffdale. Check Iron Horse and River View PRV settings to reduce unnecessary demand on this connection.
15000 S. Redwood Rd. (Camp Williams Pump Station)	3 (via PS)	780	Active	
1260 W. Jordan Narrows Rd. (Jordan Narrows Pump Station)	3 (via PS)	450	Active	
Total [2]		**3,580**		

1. Maximum average flow rate over 24 hr.
2. Based on 2020 contract volume of 2,500 ac-ft.

WATER MEASUREMENT

Every water system loses some water or at least cannot account for the fate of all water produced. Mechanisms for water loss include leaks, breaks, hydrant flushing, construction water, waste pumping, and unmetered uses. According to the EPA (2017), water loss in public water systems averages 16%; some Utah systems have identified losses of 30% or more. Lost water is also lost

energy and lost revenue, so preventing and mitigating water loss should be a priority if losses are excessive.

In Bluffdale, water loss is less than 10%, as shown in Table 2-5. This means that the City was able to bill for almost all of the water it provided. Though there is room for improvement, a 10% loss is better than the national average of 16% and better than many Utah systems. In Bluffdale, the only unmetered uses of potable water are those associated with fire hydrants. The Public Works Department also attributes the low water loss to standard design, construction, and inspection procedures for new pipes and connections. Aged pipes will be replaced in coming years to further reduce water loss.

Water meters are critical to track water use and incentivize conservation. In Bluffdale, meters are read once a month. Percent of metered connections by type are summarized in Table 2-4.

Table 2-5 compares the water produced by the City's drinking water sources to the metered water delivered to users from 2010 to present. Based on discussions with City staff, possible explanations for the unaccounted water use include leaks in the distribution system and meter inaccuracies. If high water usage is discovered, then the City investigates.

Table 2-4: Bluffdale City Percent Metered Connections by Type of Use

Year	Percent Water Use			
	Residential	Commercial	Industrial	Institutional/Other
2010	63.2%	9.5%	0.0%	27.4%
2011	75.8%	12.2%	0.0%	12.0%
2012	48.3%	10.0%	0.0%	41.7%
2013	58.6%	8.4%	0.0%	33.0%
2014	65.9%	9.4%	0.0%	24.7%
2015	73.9%	8.7%	0.0%	17.4%
2016	76.6%	7.0%	0.0%	16.4%
2017	85.6%	6.0%	0.0%	8.4%
2018	77.5%	4.6%	0.0%	18.0%
2019	71.4%	5.7%	0.0%	22.9%

Figure 2-2 below shows the percentage difference of metered connection types in the form of a graph using the information found in Table 2-4 above.

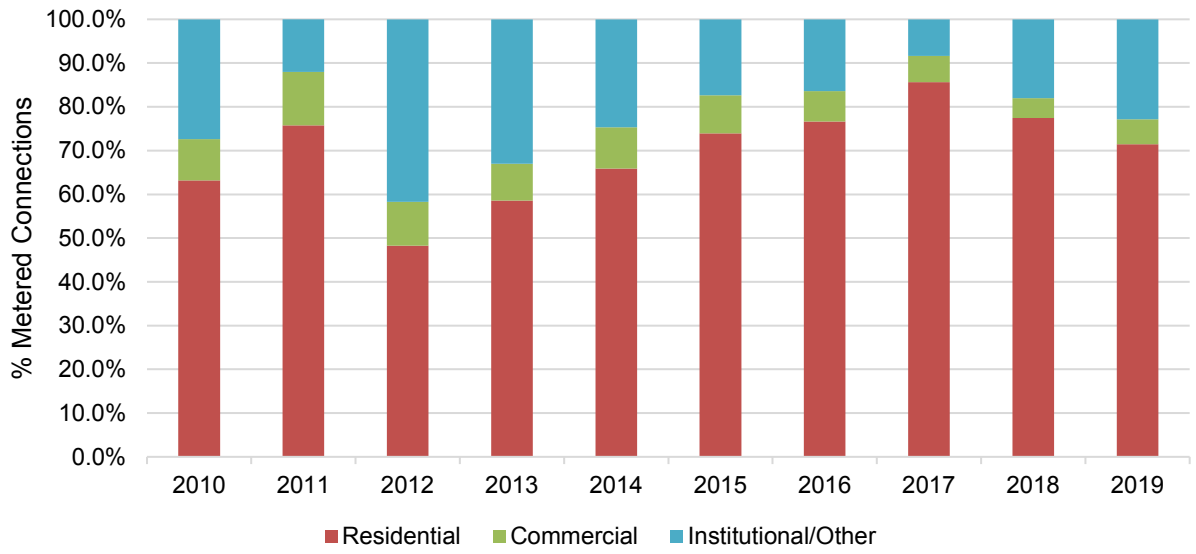


Figure 2-2: Bluffdale City Percent Metered Connections by Type of Use

Table 2-5: Comparison of Water Produced to Metered Water Use

Year	Total Metered Use (ac-ft)	Total Source Production (ac-ft)	Percent of Water Unaccounted For
2010	1,862.68	1,622.44	*
2011	1,392.55	1,512.60	7.94%
2012	2,521.70	1,512.60	*
2013	2,078.50	1,776.80	*
2014	4,872.96	2,038.40	4.50%
2015	1,911.56	2,073.52	7.81%
2016	2,413.13	2,601.90	7.26%
2017	2,281.98	2,480.44	8.00%
2018	2,721.84	2,893.67	5.94%
2019	2,781.99	2,907.68	4.32%

** Note: Removed due to inaccuracies in the reporting.*

Figure 2-3 below shows the comparison of metered use vs. water produced in the form of a graph using the information found in Table 2-5 above.

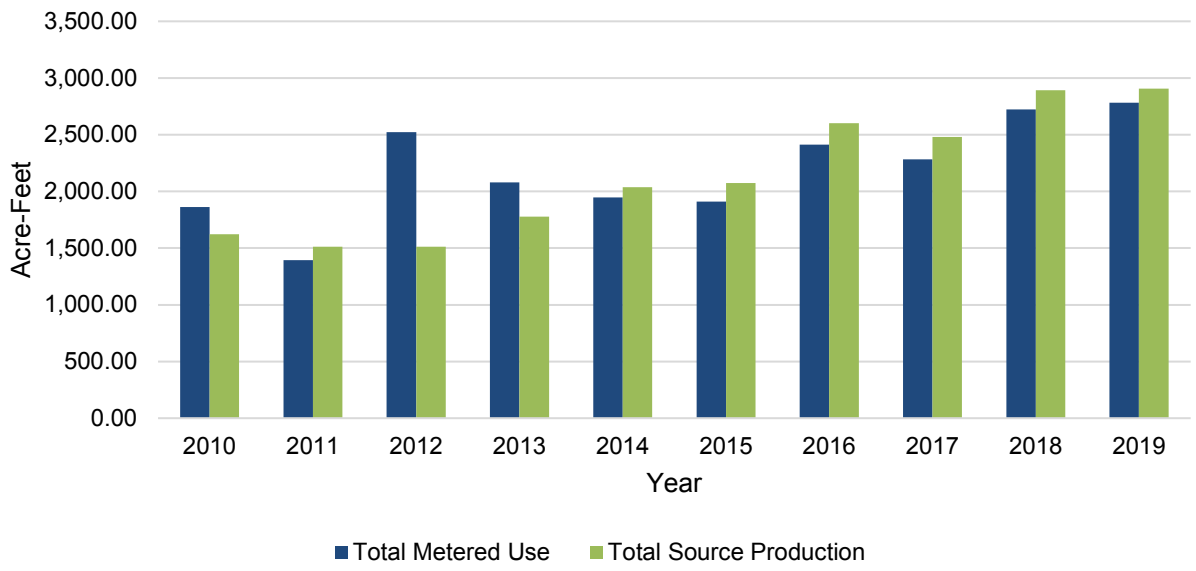


Figure 2-3: Comparison of Water Produced to Metered Water Use

BILLING

Current Water Rate Structure

The City's drinking water rate structure is summarized in Table 2-6. The City adopted a tiered water rate structure about eight years ago to encourage water conservation and comply with the Division of Drinking Water's requirements. This program lets homeowners know whether or not they are using too much water by penalizing high water users with higher fees. The water rate structure was adjusted last year. Secondary water from the City is being metered, but there currently is no tiered rate for secondary water. Secondary is currently priced at $0.90 per 1,000 gallons. The City has said that the tiered rates have been successful and have encouraged less water use.

Table 2-6: 2019 Water Rate Structure

Water Tiers	Price
Monthly Base Water Fee (Residential)	$12.00
Monthly Base Water Fee (Commercial)	$30.00
Tier 1 (0–10,000 gallons)	$2.50 per 1,000 gallons
Tier 2 (10,001–50,000 gallons)	$3.00 per 1,000 gallons
Tier 3 (50,001–100,000 gallons)	$3.85 per 1,000 gallons
Tier 4 (100,001 gallons and above)	$4.55 per 1,000 gallons

WATER USE

Bluffdale has replaced all old water meters with new, continuous-read water meters. The City has also established a fixed-network meter-reading system and bills its users monthly. All delivered potable water is metered. The City requires water meters for all new active secondary water connections. Fire hydrants are not metered.

Historical water supplied by the City's drinking water sources is summarized in Table 2-7.

Table 2-7: Bluffdale City Historical Water Supply Summary

Year	Total Source Supplied (ac-ft)
	JVWCD Purchases
2000	1,172.21
2001	1,227.13
2002	1,086.00
2003	1,149.00
2004	1,245.11
2005	1,231.00
2006	1,488.24
2007	1,692.96
2008	1,429.20
2009	7,090.08
2010	1,622.44
2011	1,512.60
2012	1,512.60
2013	1,776.80
2014	2,038.40
2015	2,073.52
2016	2,495.50
2017	2,374.03
2018	2,893.67
2019	2,907.68

Figure 2-4 charts the City's historical water supply from 2010 to 2019.

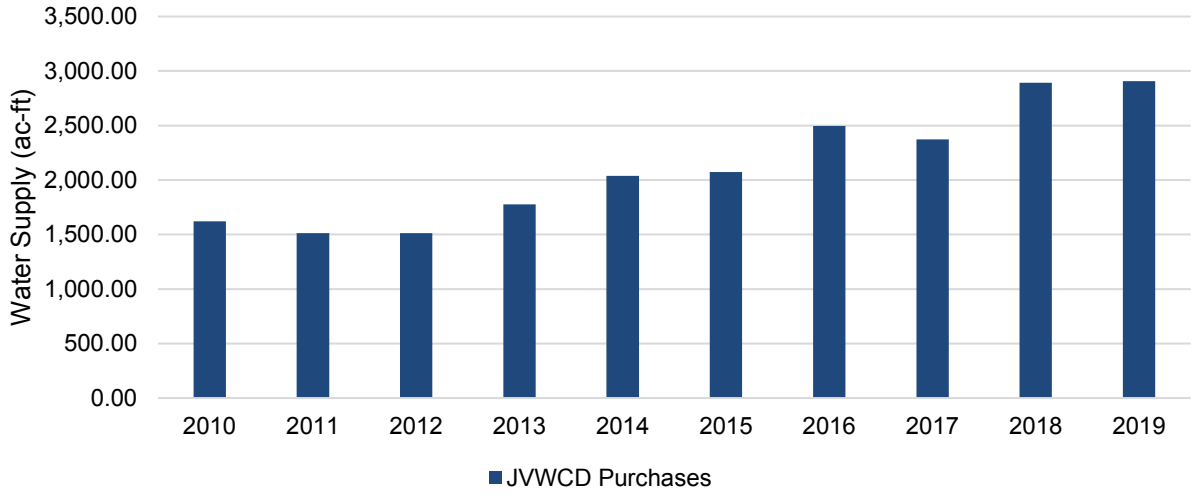


Figure 2-4: Bluffdale City Historical Water Supply Summary

Water use data from 2019 was evaluated to determine indoor versus outdoor use. Indoor use can be estimated by determining the average use during winter months. Any use above this amount during other times of the year is assumed to be outdoor watering. The only monthly data available to estimate indoor use was monthly source data. There is no monthly data available to determine indoor versus outdoor use by type. Therefore, typical water use percentages were used to determine average indoor and outdoor use by type. Annual water use converted to average daily use divided by population provides the per capita water use, or gallons per capita-day (gpcd). The 2019 per capita water use is shown in Table 2-8.

Table 2-8: 2019 Per Capita Water Use by Type

Type	Indoor Use (Winter Use) (gpcd)	Outdoor Use (gpcd)	Total (gpcd)
Residential	*45**	*69**	113
Commercial	*8**	*1**	9
Institutional	*33**	*4**	36
Industrial	0	0	0
Total	68	91	159

* Typical residential water use for arid regions is about 40% indoor use and 60% outdoor. Typical commercial and institutional water use is about 90% indoor use and 10% outdoor.

Annual per capita use was calculated from 2000 to present using data reported to the Utah Division of Water Rights. Figure 2-5 shows that the City has an overall decreasing trend from around 260 gpcd in 2000 to less than 160 gpcd in 2019 which is now below the regional water conservation goal established by the Division of Water Resources for the Salt Lake region.

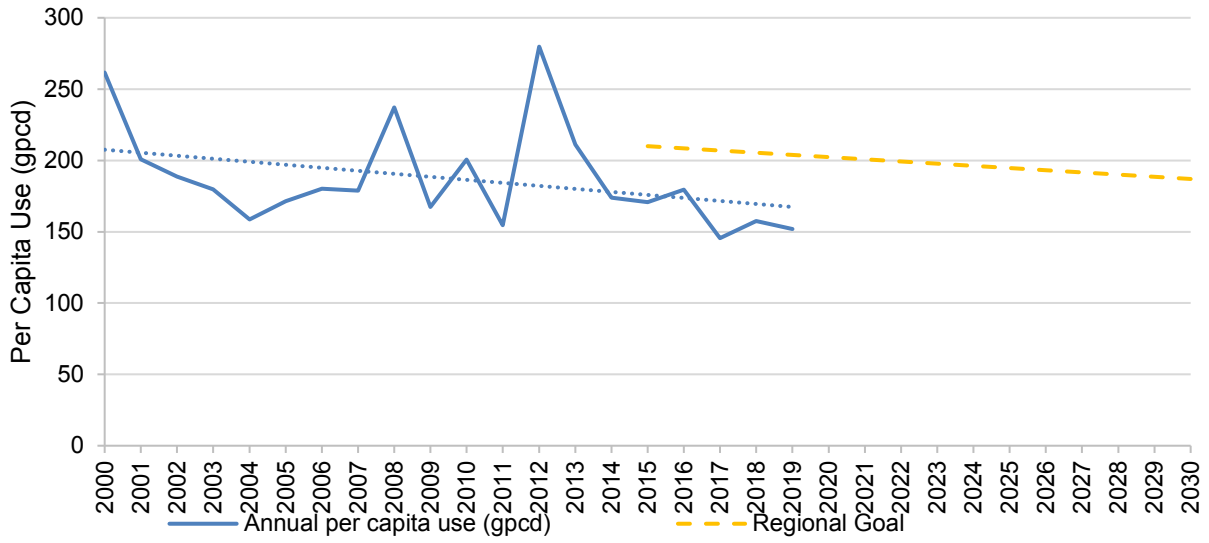


Figure 2-5: Historical Per-Capita Water Use

A comparison between reliable supply, current and projected water use, and efficient use is presented on Figure 2-6. Future water use was projected by using the ERC and demand per ERC given from water rights website and projected buildout ERC values from the 2019 Drinking Water Master Plan. The reliable supply is based on the current annual contract with JVWCD with an estimated contract growth of 250 ac-ft per year until buildout in 2050. JVWCD's water contract is expected to increase as demand increases to make sure there is enough supply. The regional efficient use curve begins with its 2015 water use per capita. The efficient use shows the 11% reduction goal in the 2015 regional water use by 2030, resulting in a reduction goal of 210 to 187 gpcd (HAL and BCA, 2019). As shown on Figure 2-6, the City's projected reliable supply will be negotiated and stay larger than consumption. Since 2015, the City has also been under the 11% reduction goal but is not projected to stay below the goal in the future. The City's policy for new developments is to have a working pressurized irrigation system, which would bring down drinking water use in the future. Incorporating the Jordan Valley Water Efficiency Standards with new construction landscaping will also bring down water use. As shown in Figure 2-6, with the projected population growth from now until 2050 Bluffdale City will need to cut back on water use to be able to accommodate the projected growth, which is projected at about 58% from 2019 to 2050.

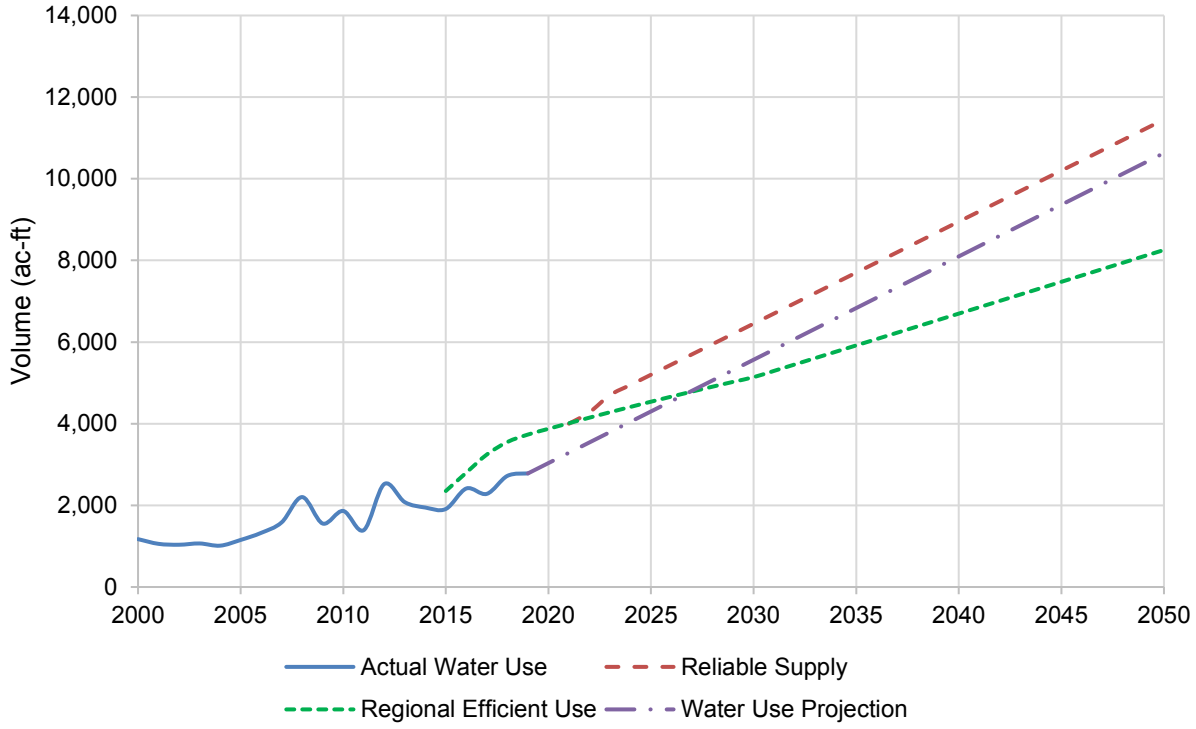


Figure 2-6: Future Water Use Comparison

After reaching conservation targets, if future demands exceed the existing water supply the City plans to meet these demands through additional wholesale purchase from Jordan Valley Water Conservancy District.

CHAPTER 3 – CONSERVATION ISSUES AND GOALS

IDENTIFIED PROBLEMS

The City is concerned with the potential waste of water from inefficient indoor/outdoor water use and from system wide losses. The following specific concerns have been identified by the City:

- Water loss from line breaks or leaks in the system
- Unmetered water use from hydrants
- Illegal unmetered connections (theft)
- Unmetered water use from aging meters
- Water loss from leaks on the customer's side of the meter

GOALS

Based on Utah's Regional M&I Water Conservation Goals report (HAL and BCA, 2019), the regional water conservation goal for the Salt Lake Region is an 11% reduction from the 2015 baseline by 2030. The 2015 baseline was established as 210 gpcd resulting in a goal of 187 gpcd by 2030. Bluffdale City is already below the regional goal, and therefore, we propose the City's goal to also be an 11% reduction from 2015 to 2030, following the same trajectory as the regional goal. The City was at 171 gpcd in 2015. So, for 2030 the City's goal is to be at 152 gpcd. The City's main goal of reaching 152 gpcd by the year 2030 can be attained by adhering to the goals found in Tables 4-1 and 4-2.

CHAPTER 4 – CONSERVATION MEASURES & IMPLEMENTATION

The City believes that water conservation is an important strategy in its water management portfolio, now and in the future. City staff are aware of the conservation goals and work together to reach them. Water conservation efforts are combined and coordinated by both the Engineering Department and the Public Works Department. The engineering department oversees design standards, rates, and development, while the public works department oversees parks, metering, and water distribution.

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City Engineer
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Public Works Director
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The City shall devote part of at least one regular meeting every five years of its governing body to a discussion and formal adoption of the water conservation plan, and allow public comment on it. Upon adoption, meeting minutes will be added as an appendix and the plan will be made available to the public and to the media.

EXISTING CONSERVATION MEASURES

Table 4-1 identifies water conservation measures that are currently being implemented by the City. The measures will continue to be implemented according to the plan indicated in Table 4-1. It is believed that existing conservation measures and public education programs are working based on the continued decline of water use rates seen since 2000.

Table 4-1: Existing Conservation Measures

Conservation Measure	Implementation Plan
Require rock mulch instead of turf for small storm drain ponds.	The design is included in development standards and plan reviews.
Require construction water users to use a meter.	The City has about 35 portable meters ready to use. Contractors must register and check out a meter before construction.
Eliminate errors found when collecting customer meter reads.	The data are stored on the water department's computers and are reviewed for accuracy, comparing with JVWCD source flows and other SCADA information.
Implement tiered rates for drinking water.	The City reevaluates tiered rates, based on consumption, every three years when JVWCD Water Purchase Agreement is renewed.
Maintain a water conservation garden.	The City has a public water conservation garden with educational signage and water-efficient plants.
Investigate abnormally high water use.	Whenever metered water data indicates unusually high water use, the City contacts the water user to check for leaks and discuss water use habits.

Conservation Measure	Implementation Plan
Practice good stormwater management and LID.	The City incorporates low impact development (LID) that results in the infiltration and use of stormwater to protect water quality.
Send out water conservation tips with water bills.	Conservation mailers are sent out on a regular basis to City customers as well.
Host a water conservation booth at Old West Days.	The City sets up a water conservation booth at the annual Old West Days City Festival where residents can discuss water conservation with City staff and received handouts with water conservation tips.
Leverage social media to promote efficient water use.	Provide water conservation reminders, announcements, and helpful links through the City website and social media channels.
Take advantage of JVWCD classes and other offered resources.	The City encourages residents to participate JVWCD's landscaping classes and other sponsored resources.
Meter water use at City parks.	Some parks are currently metered, and the consumption is reviewed regularly by City staff.
Reuse water from the Utah Data Center.	The water used to cool the data center is discharged to a 2 MG tank, blended with drinking water, reused as irrigation water for the main City park.
Take advantage of JVWCD's Conservation Garden Park.	JVWCD offers landscaping classes that focus on water conservation principles for residential and commercial water users.
Take advantage of JVWCD's rebates for smart irrigation controllers and toilets.	JVWCD offers rebates to residential, commercial, and institutional water users within its jurisdiction who replace old systems with smart irrigation controllers and/or toilets.
Take advantage of JVWCD's park strip replacement rebates.	JVWCD offers rebates to residential, commercial, and institutional water users within its jurisdiction who "flip" their park strip to be more water efficient.
Take advantage of JVWCD's Localscapes Rewards.	Residents who want to renovate or install a landscape may qualify for cash rewards and a free review of their landscape plan.
Take advantage of JVWCD's landscaping assistance.	JVWCD provides landscaping consultation to educate the public of how to conserve water while designing their landscapes.
Take advantage of JVWCD's Landscape Leadership Grants.	JVWCD offers grants to businesses, institutions, builders, developers, and HOAs with large landscaping projects that have potential for significant water savings.
Develop drought response actions.	In conjunction with JVWCD, the City prepared response actions to execute during severe drought conditions, such as restricting outdoor water use.

PROPOSED CONSERVATION MEASURES

Table 4-2 identifies water conservation measures that are proposed to be implemented by the City in the future. The City plans to continue the measures described in Table 4-1. Therefore, they have been included below with additional proposed measures to be implemented in the future.

Table 4-2: Proposed Conservation Measures

Conservation Measure	Implementation Plan
Establish standards for new landscape construction (or reconstruction).	Adopt the JVWCD Water Efficiency Standards and enforce the corresponding water-efficient landscaping requirements with new construction.
Create a Water Efficient Landscaping Ordinance.	As a complement to the JVWCD Water Efficiency Standards (which focus on new construction), the Water-Efficient Landscaping Ordinance would recommend water users to incorporate some sort of xeriscaping in their landscaping to be more water efficient.
Improve accuracy of the City's water use reporting.	Continue to compare customer end use with incoming JVWCD source flows and intra-system flows (pump stations and PRVs) to close the mass balance.
Regularly analyze water usage to search for regular extreme water users in Bluffdale.	Prepare a map to view where the highest water users are and where leaks occur. Analyze the data regularly, such as on an annual basis (e.g., July for peak water use). Update the database with information such as leaks per customer, etc.
Meter all city parks to analyze consumption and control water waste.	Budget for and install meters at remaining unmetered parks and integrate data streams with other water use analysis.
Reduce turf area at City parks.	Use less grass. Replace areas of unused turf (e.g., between parking lots and sidewalks), especially small areas that are difficult to irrigate efficiently, with rock mulch or xeriscaping. Refer to JVWCD Water Efficiency Standards.
Optimize irrigation of City parks.	Optimize water use at existing parks. Consider new timing, moisture sensors, fertilizers, etc.
Create an ongoing pipe replacement program.	Budget each year to replace older pipes in the distribution system (perhaps 5% per year).
Create a Low-Flow Plumbing Fixtures Ordinance.	Adopt an ordinance to encourage, or even require, fixtures with flow rates lower than the current plumbing code or EPA WaterSense standards.

DROUGHT RESPONSE ACTIONS

Bluffdale is participating in JVWCD's Drought Monitoring Committee, which meets every spring to recommend a drought level that will guide water use decisions for the year. JVWCD's drought conditions are defined as:

- Normal – At least 95% allocation available from Jordanelle system; at least 80% allocation available from Provo River system; local groundwater diversions below safe yield.
- Moderate – At least 95% allocation available from Jordanelle system; at least 75% allocation available from Provo River system; local groundwater exceeds safe yield.
- Severe – At least 90% allocation available from Jordanelle system; at least 75% allocation available from Provo River system; local groundwater exceeds safe yield.
- Extreme – At least 90% allocation available from Jordanelle system; less than 75% allocation available from Provo River system; local groundwater exceeds safe yield.
- Critical – Less than 90% allocation available from Jordanelle system; less than 45% allocation available from Provo River system; local groundwater exceeds safe yield.

Table 4-3 identifies an action plan that the City is exploring for use in the case of a drought or other water shortage.

Table 4-3: Water Conservation Action Plan

Water Year Supply	Indoor Water	Residential Outdoor Water	Parks and Recreational Facilities Watering	Water for Industrial and Agricultural Use
Normal	Water conservation encouraged*.	Water conservation encouraged*.	Water conservation encouraged*.	Water conservation encouraged*.
Moderate drought	Household water conservation plan**.	Recommended: Grass watering every other day. No watering during the day**.	Water grassed areas three times a week. Reduce water to trees. No watering during the day.	Recommend irrigating fields twice a week.
Severe drought	Household water conservation plan**. **Apply drought water rates level 1.**	Recommended: water grassed areas watered twice a week. **Apply drought water rates level 1.**	Water grassed areas once a week. Reduce water to trees.	Recommend: irrigating fields once a week. No car washing.
Extreme drought	**Apply drought water rate level 2.**	Recommended: water grassed areas once a week. **Apply drought water rate level 2.**	No watering of grassed areas. Reduce tree watering to once a week.	Recommend: limiting irrigation. No car washing.
Critical drought	**Apply drought water rate level 3.**	Recommend: cease any outdoor irrigation. **Apply drought water rate level 3.**	Cease irrigation.	Recommend: Cease irrigation. No car washing.

* Conservation in normal years allows for increased reservoir storage in future years.
** Recommended water use conservation practices (see below).

Recommended conservation practices include the following:

- Check toilets for leaks.
- Take shorter showers.
- Install water-saving shower heads or flow restrictors.
- Turn off water while brushing your teeth.
- Turn off water while shaving.
- Check faucets and pipes for water leaks.
- Use your automatic dishwasher for full loads only.
- Use automatic washing machine for full loads only.
- Do not let the water run while washing vegetables.
- Keep a bottle of drinking water in the refrigerator.
- Use broom to clean driveways.

REFERENCES

Environmental Protection Agency (EPA). 2017. *Water Audits and Water Loss Control for Public Water Systems.* 5/13/21. <https://www.epa.gov/sites/production/files/2015-04/documents/epa816f13002.pdf>

Hansen, Allen & Luce, Inc. (HAL) and Bowen Collins & Associates (BCA). 2019. *Utah's Regional M&I Water Conservation Goals.* Utah Department of Natural Resources.

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Utah Division of Administrative Rules. 2019. *Utah Administrative Code, Definitions – Water Conservation Plan Required 73-10-32*. The Department of Administrative Services.

Utah Division of Water Rights. 2019. *Public Water Supplier Information.* 4/19/21. <https://waterrights.utah.gov/asp_apps/viewEditPWS/pwsView.asp?SYSTEM_ID=1264https://waterrights.utah.gov/asp_apps/viewEditPWS/pwsView.asp?SYSTEM_ID=1001>

APPENDIX A

BLUFFDALE CITY COUNCIL ADOPTION OF WATER CONSERVATION PLAN

CITY OF BLUFFDALE, UTAH

RESOLUTION NO. 2022-08

A RESOLUTION ADOPTING THE WATER CONSERVATION PLAN (2021 UPDATE).

WHEREAS the City of Bluffdale ("City") recognizes that water is a valuable resource that needs to be wisely managed;

WHEREAS by promoting a meaningful water conservation effort, the City will better manage its water supply, reduce water waste, extend its water supply, and thereby delay the need to purchase additional water supply and construct new infrastructure;

WHEREAS the City is a retail water provider to its citizens;

WHEREAS pursuant to Utah Code Ann. § 73-10-32, the City of Bluffdale has adopted a Water Conservation Plan and desires to amend such plan;

WHEREAS it is in the City's and its customers' best interest to adopt and implement an updated water conservation plan;

NOW, THEREFORE, BE IT RESOLVED BY THE BLUFFDALE CITY COUNCIL AS FOLLOWS:

Section 1. Adoption. The Water Conservation Plan (2021 Update) is hereby adopted.

Section 2. Effective Date. This Resolution shall become effective immediately upon passage.

PASSED AND APPROVED: January 26, 2012.

CITY OF BLUFFDALE

Natalie C. Hall

Mayor Natalie C. Hall

ATTEST: [seal]

CITY OF BLUFFDALE CORPORATE SEAL UTAH

City Recorder

Voting by the City Council:	Yes	No	Absent
Councilmember Aston	X		
Councilmember Crockett	X		
Councilmember Gaston	X		
Councilmember Hales	X		
Councilmember Kallas	X		

APPENDIX B

SUMMARY OF JVWCD WATER EFFICIENCY STANDARDS

WATER EFFICIENCY STANDARDS

1. Purpose

   The purpose of these Water Efficiency Standards is to conserve the public's water resources by establishing water conservation standards for indoor plumbing fixtures and outdoor landscaping.

2. Applicability

   The following standards shall be required for all developer/contractor installed residential, commercial, institutional, and industrial construction, as applicable. The Outdoor Landscaping Standards shall also be required for new landscaping construction installed by homeowners.

3. Indoor Fixture Requirements

   It is recommended and encouraged, but not mandated, that all new and future construction and future additions, remodels, or refurbishments install plumbing fixtures that have the WaterSense label, including: lavatory faucets, shower heads, sink faucets, water closets (tank and flushometer-valve toilets), and urinals, to the extent Utah law allows municipalities or local districts to require these fixtures.

4. Outdoor Landscaping Standards

   All new and rehabilitated landscaping for public agency projects, private development projects, developer-installed landscaping in multi-family and single-family residential projects within the front and side yards, and homeowner provided landscape improvements within the front and side yards of single and two-family dwellings shall comply with the landscaping standards below:

   Definitions

   A. Activity Zones: Portions of the landscape designed for recreation or function, such as storage areas, fire pits, vegetable gardens, and playgrounds.

   B. Active Recreation Areas: Areas of the landscape dedicated to active play where Lawn may be used as the playing surface (ex. sports fields and play areas).

   C. Central Open Shape: An unobstructed area that functions as the focal point of Localscapes and is designed in a shape that is geometric in nature.

   D. Gathering Areas: Portions of the landscape that are dedicated to congregating, such as patios, gazebos, decks, and other seating areas.

   E. Hardscape: Durable landscape materials, such as concrete, wood, pavers, stone, or compacted inorganic mulch.

F. Lawn: Ground that is covered with grass or turf that is regularly mowed.

G. Localscapes®: A landscaping approach designed to create locally adapted and sustainable landscapes through a basic 5-step approach (central open shape, gathering areas, activity zones, connecting pathways, and planting beds).

H. Mulch: Any material such as rock, bark, compost, wood chips or other materials left loose and applied to the soil.

I. Park Strip: A typically narrow landscaped area located between the back-of-curb and sidewalk.

J. Paths: Designed routes between landscape areas and features.

K. Planting Bed: Areas of the landscape that consist of plants, such as trees, ornamental grasses, shrubs, perennials, and other regionally appropriate plants.

L. Total Landscaped Area: Improved areas of the property that incorporate all of the completed features of the landscape. The landscape area does not include footprints of buildings or structures, sidewalks, driveways, and other non-irrigated areas intentionally left undeveloped.

5. Landscaping Requirements

A. All irrigation shall be appropriate for the designated plant material to achieve the highest water efficiency. Drip irrigation or bubblers shall be used except in Lawn areas. Drip irrigation systems shall be equipped with a pressure regulator, filter, flush-end assembly, and any other appropriate components.

B. Each irrigation valve shall irrigate landscaping with similar site, slope and soil conditions, and plant materials with similar watering needs. Lawn and Planting Beds shall be irrigated on separate irrigation valves. In addition, drip emitters and sprinklers shall be placed on separate irrigation valves.

C. Landscaped areas shall be provided with a WaterSense labeled smart irrigation controller which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions. All controllers shall be equipped with automatic rain delay or rain shut-off capabilities.

D. At least 3-4 inches of Mulch, permeable to air and water, shall be used in Planting Beds to control weeds and improve the appearance of the landscaping.

E. At maturity, landscapes are recommended to have enough plant material (perennials and shrubs) to create at least 50% living plant cover at maturity at the ground plane, not including tree canopies.

F. Lawn shall not be installed in Park Strips, Paths, or on slopes greater than 25% or 4:1 grade, and be less than 8 feet wide at its narrowest point. To the extent reasonably practicable, Lawn shall be free from obstructions (trees, signs, posts, valve boxes, etc.).

G. In residential landscapes, the landscaping shall adhere to the following Localscapes requirements:

    i. If size permits, the landscaped areas of the front yard and back yard shall include a designed Central Open Shape created by using Lawn, Hardscape, groundcover, gravel, or Mulch.
    ii. Gathering Areas shall be constructed of Hardscape and placed outside of the Central Open Shape. In a landscape without Lawn, Gathering Areas may function as the Central Open Shape.
    iii. Activity Zones shall be located outside of the Central Open Shape and shall be surfaced with materials other than Lawn.
    iv. Paths shall be made with materials that do not include Lawn, such as Hardscape, Mulch, or other groundcover.
    v. Lawn areas shall not exceed the greater of 250 square feet, or 35% of the Total Landscaped Area.
    vi. Small residential lots, which have no back yards, which the Total Landscaped Area is less than 250 square feet, and which the front yard dimensions cannot accommodate the minimum 8 feet wide Lawn area requirement of the Landscaping Requirements in section F, are exempt from the 8 feet minimum width Lawn area requirement.

H. In commercial, industrial, institutional, and multi-family development common area landscapes, Lawn areas shall not exceed 20% of the Total Landscaped Area, outside of Active Recreation Areas.

I. Certain special purpose landscape areas (e.g. stormwater management areas, etc.) may receive exceptions from the slope limitations and other elements of the Landscaping Requirements (see Paragraph F, above). Applications to receive exceptions are to be considered on a case-by-case basis.

J. These outdoor standards are not intended to be in conflict with other landscaping requirements as defined by Utah law, including stormwater retention requirements and low-impact development guidelines. Notwithstanding these outdoor standards, whenever any requirement may be in conflict with Utah law, such conflicting requirements shall not apply.

Water Efficiency Standards and Wholesale Policy

Summary of the water efficiency standards and recent policy changes approved by JVWCD's Board of Trustees

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Strategies to Encourage Adoption of Water Efficiency Standards

1. Tax Increment Financing
   - As a condition of all tax increment financing requests, the projects must adopt the water efficiency standards.
2. Annexation Petitions
   - As a condition of annexation, the new lands must conform to the water efficiency standards.
   - Any water consumed in these lands will also be charged a higher Block 2 wholesale rate.
3. Water Fees and Charges
   - New water purchase agreements which increase the minimum purchase amount, are subject to the Member Agency implementing the water efficiency standards (applicable to all new construction).
   - Beginning **January 1, 2021**, water taken in excess of 120% of minimum purchase contract amount will be charged at a higher Block 2 wholesale rate.

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Block Rate Comparison

Source: HDR Engineering 2020 Rate Study Update

System Component	Block 1	Block 2
Water Supply	$161.61	$760.00
Water Treatment	$88.88	n/a
Transmission (includes storage and pumping)	$175.69	$175.69
Distribution	$12.60	$12.60
Capital	$73.69	$73.69
Conservation	$9.87	$9.87
Other	$6.80	$6.80
Average non-pumped rate (per AF)	**$529.14**	**$1,038.65**

Notes:
a) Block 2 is based on the most recently developed supply (Central Water Project)

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Indoor water efficiency standards



It is recommended but not mandated that all indoor plumbing fixtures (e.g. toilets, urinals, showerheads, and faucets) be WaterSense labeled.

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Residential Landscape Standards

- Applicable to front and side yards.
- Lawn is a designed as an open space and does not exceed 35% of the total landscaped area.
- Prohibit lawn in park strips and other narrow areas that are less than 8 feet wide.
- Drip irrigation is used in planting beds.
- Exceptions to these standards can be made in very small lot scenarios.



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Commercial Landscape Standards

- Outside of active recreation areas, keep lawn to 20% of the total landscaped area.
- Prohibit lawn in park strips, parking lot islands, or other narrow areas that are less than 8 feet wide.
- Keep lawn areas free of obstructions such as trees, signposts, and boulders; and avoid use on steep slopes.
- Drip irrigation is used in planting beds.
- Recommended to have enough plant materials to create at least 50% living plant cover at maturity.
- Submit new landscape projects to the municipality to ensure they meet water conservation requirements and guidelines.
- Certain special purpose landscape areas may receive variances to the standards based on need (ex. stormwater management areas)

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APPENDIX C

CITY OF BLUFFDALE
CODE ON WATER CONSERVATION

8.10.160 Scarcity Of Water

In time of scarcity of water, whenever it shall in the judgment of the mayor and the governing body be necessary, the mayor shall by proclamation limit the use of water to such extent as may be necessary. It shall be unlawful for any person, his family, servants or agents to violate any proclamation made by the mayor in pursuance of this chapter. (Ord. 5-27-80-1, 5-27-1980, eff. 5-28-1980)

8.10.170 Excessive Use Of Sprinklers

1. Effect On City Water System: It shall be unlawful for any person to use such number of outlets simultaneously or to use such sprinkler or combinations of sprinkler or outlets as will in the opinion of the governing body materially affect the pressure or supply of water in the city water system or any part thereof, and the governing body may from time to time, by resolution, specify combinations or numbers of outlets which may have such effect.
2. Order To Discontinue: The governing body shall, after determining that such improper use exists, notify the affected water user or the owner of the premises whereon such use occurs of such determination in writing, order such use discontinued and advise that such continued usage constitutes a violation of this chapter. (Ord. 5-27-80-1, 5-27-1980, eff. 5-28-1980)

8.10.180 Waste Of Water

1. Prohibited Acts: It shall be unlawful for any water user to:
    1. Waste water.
    2. Allow it to be wasted by stops, taps, valves, leaky joints or pipes, or to allow tanks or watering troughs to leak or overflow.
    3. Wastefully run water from hydrants, faucets or stops, or through basins, water closets, urinals, sinks or other apparatus.
    4. Use the water for purposes other than for those which he has applied, or to use water in violation of the rules and regulations for controlling the water supply.
2. Refer To Governing Body: Users of water from the city water system shall not permit water to continue to run wastefully and without due efforts to conserve water. If, in the judgment of the water superintendent or any of the officers of the city, a user of city water engages in practices which result in the needless waste of water and continues to do so after reasonable notice to discontinue wastefulness has been given, the water superintendent or any officer may refer the matter to the governing body.
3. Termination Of Service; Meeting: The governing body may thereupon consider terminating the right of the individual to use culinary water. If it elects to consider the matter of termination, it shall give notice to the water user of the intention to terminate his water connection at least five (5) days prior to the meeting of the governing body at which termination of water service is to be considered. The notice shall inform him of the time and place of the meeting of and the charges which lead to the consideration of the termination.

4. Appearance By Water User: A water user whose right to utilize city water is being reviewed shall have opportunity to appear with or without counsel and present the reasons why his water service should not be discontinued.
5. Determination: After due hearing, the governing body may arrive at a determination. If the determination is to discontinue the wasteful water user's service connection, the governing body shall notify him of the decision and of the period during which the service will remain discontinued. (Ord. 5-27-80-1, 5-27-1980, eff. 5-28-1980)

8.10.210 Irrigation Water

1. Running Upon Public Streets; Penalty: It shall be unlawful and a violation of this subsection for any person who owns, leases or otherwise has control of irrigation waters within the city limits to allow said waters to flow or run upon the public streets of the city. Any person who violates this subsection shall be guilty of a class C misdemeanor and, upon conviction, subject to penalty as provided in section 1-4-1 of this code. Each day during or on which a violation of this section occurs or continues shall constitute a separate offense and shall be punishable as such as hereinabove described. (Ord. 6-8-82-3, 6-8-1982; amd. 2013 Code)
2. Reckless Flooding; Penalty: A person is guilty of reckless flooding if he damages the property of another by reckless use of irrigation water. Reckless flooding is a class B misdemeanor if the damage to property exceeds five hundred dollars ($500.00) in value; and a class C misdemeanor if the damage to property exceeds fifty dollars ($50.00). Upon conviction of such violation, the violator shall be subject to penalty as provided in section 1-4-1 of this code. Any other violation under this subsection shall constitute an infraction. (Ord. 7-12-88-2, 7-12-1988; amd. 2013 Code)

8.10.220 Nonliability For Damages

1. The city shall not be held liable for any damage to a water service user by reason of stoppage or interruption of his or her water supply service caused by fire, scarcity of water, accidents to the water system or its mains, or which occurs as the result of maintenance and extension operations, or from any other avoidable cause. This chapter shall not be construed to extend the liability of the city beyond that provided in the governmental immunity act. (Ord. 5-27-80-1, 5-27-1980, eff. 5-28-1980)

WATER EFFICIENT LANDSCAPING:

1. PROVIDE PLANTS WELL SUITED TO THE MICROCLIMATE AND SOIL CONDITIONS AT THE PROJECT SITE. NATIVE AND LOCALLY-ADAPTED PLANTS ARE ACCEPTABLE. GROUP PLANTS WITH SIMILAR WATER NEEDS AS MUCH AS POSSIBLE.
2. PROVIDE DEEP-ROOTING, WATER-CONSERVING PLANTS (NOT TURF GRASS) ON SLOPES GREATER THAN 25% (4H:1V).
3. PROVIDE WATER-CONSERVING PLANTS (NO TURF GRASS) IN LANDSCAPED AREAS LESS THAN 8.0' WIDE.
4. PROVIDE A MINIMUM OF 3-INCH TO 4-INCH MULCH ON ALL IRRIGATED NON-TURF AREAS TO RETAIN WATER, INHIBIT WEED GROWTH, AND MODERATE SOIL TEMPERATURE. DO NOT PLACE MATERIALS UNDER MULCH THAT PREVENT WATER FROM INFILTRATING.
5. SOIL PREPARATION: SCARIFY THE SOIL TO A MINIMUM DEPTH OF SIX (6) INCHES AND AMEND THE SOIL WITH ORGANIC MATERIAL AS SPECIFIED BY THE LANDSCAPE ARCHITECT/DESIGNER. SOIL TESTING CAN IDENTIFY MISSING NUTRIENTS THAT SHOULD BE ADDED.
6. PROVIDE TREES BASED ON GROWTH CHARACTERISTICS AND SITE CONDITIONS, INCLUDING AVAILABLE SPACE, OVERHEAD CLEARANCE, SOIL CONDITIONS, EXPOSURE, DESIRED COLOR AND APPEARANCE.
   - 6.1. PROVIDE BROAD CANOPY TREES WHERE SHADE OR SCREENING OF TALL OBJECTS IS DESIRED.
   - 6.2. PROVIDE LOW-GROWING TREES FOR SPACES UNDER UTILITY WIRES.
   - 6.3. PROVIDES TREES WHOSE LOWER BRANCHES CAN BE TRIMMED TO MAINTAIN A HEALTHY GROWTH HABIT WHERE VISUAL CLEARANCE AND NATURAL SURVEILLANCE IS A CONCERN.
   - 6.4. PROVIDE NARROW OR COLUMNAR TREES IN SMALL SPACES OR WHERE AWNINGS OR OTHER BUILDING FEATURES LIMIT SPACE FOR GROWTH, OR WHERE GREATER VISIBILITY IS DESIRED BETWEEN BUILDINGS AND THE STREET FOR NATURAL SURVEILLANCE.
   - 6.5. PROVIDE STREET TREES WITHIN EXISTING AND PROPOSED PARK STRIPS AND IN SIDEWALK TREE WELLS ON STREET WITHOUT PARK STRIPS. LOCATE TREES TO PROVIDE CANOPY COVER (SHADE) AND AVOID CONFLICTS WITH EXISTING TREES, RETAINING WALLS, ABOVE AND BELOW GRADE UTILITIES, LIGHTING, AND OTHER OBSTRUCTIONS.
   - 6.6. PROVIDE DOUBLE STAKING ON TREES LESS THAN TWO-INCH CALIPERS UNTIL TREE CALIPER REACHES TWO INCHES.
7. IRRIGATION DESIGN STANDARDS
   - 7.1. PROVIDE A PRESSURE REGULATING VALVE IF THE STATIC WATER SYSTEM PRESSURE EXCEEDS 80 POUNDS PER SQUARE INCH (PSI). LOCATE THE PRESSURE REGULATING VALVE BETWEEN THE METER AND FIRST POINT OF WATER USE OR FIRST POINT OF DIVISION IN THE PIPE. SET PRESSURE REGULATING VALVE AT SPRINKLER MANUFACTURER'S PRESSURE RECOMMENDATIONS.
   - 7.2. PROVIDE A WATERSENSE LABELED SMART IRRIGATION CONTROLLER THAT AUTOMATICALLY ADJUSTS THE FREQUENCY AND/OR DURATION OF IRRIGATION IN RESPONSE TO CHANGING WEATHER CONDITIONS. PROVIDE CONTROLLERS EQUIPPED WITH AUTOMATIC RAIN DELAY OR RAIN SHUT-OFF CAPABILITIES.
   - 7.3. LOCATE VALVES SO THAT EACH ZONE IS SIMILAR, WITH SIMILAR SLOPE AND SOIL CONDITIONS, PLANT MATERIALS, AND WATERING NEEDS. PROVIDE SEPARATE VALVES ON TURF AND NON-TURF AREAS. PLACE DRIP EMITTERS AND SPRINKLERS ON SEPARATE VALVES.
   - 7.4. PROVIDE DRIP EMITTER OR BUBBLER FOR EACH TREE. PROVIDE BUBBLERS THAT DO NOT EXCEED 1.5 GALLONS PER MINUTE PER DEVICE. PLACE BUBBLERS FOR TREES ON SEPARATE VALVES UNLESS SPECIFICALLY EXEMPTED BY THE CITY DUE TO THE LIMITED NUMBER OF TREES IN THE PROJECT.
   - 7.5. PROVIDE DRIP EMITTERS OR BUBBLERS TO IRRIGATE PLANTS IN NON-TURF AREAS.
   - 7.6. PROVIDE POP-UP SPRAY HEADS THAT ARE 4-INCHES IN HEIGHT MINIMUM TO CLEAR TURF GRASS.
   - 7.7. PROVIDE SPRINKLERS THAT HAVE MATCHED PRECIPITATION RATES WITH EACH CONTROL VALVE CIRCUIT.
   - 7.8. PROVIDE RIGID LATERAL LINES AND CONNECT SPRINKLER HEADS WITH FLEXIBLE MATERIAL (SWINGS JOINTS) TO REDUCE POTENTIAL FOR BREAKAGE.
   - 7.9. PROVIDE CHECK VALVES WHERE ELEVATION DIFFERENCES CAUSE LOW-HEAD DRAINAGE. PROVIDE PRESSURE COMPENSATING VALVES AND SPRINKLERS WHERE A SIGNIFICANT VARIATION IN WATER PRESSURE OCCURS DUE TO ELEVATION DIFFERENCES.
   - 7.10. PROVIDE FILTER AND END FLUSH VALVES AS NECESSARY ON DRIP LINES.
   - 7.11. SCHEDULE SPRAY OR STREAM SPRINKLERS TO ONLY OPERATE BETWEEN 6:00 P.M. AND 10:00 A.M. TO REDUCE WATER LOSS FROM WIND AND EVAPORATION.
   - 7.12. PROGRAM VALVES FOR MULTIPLE REPEAT CYCLES WHERE NECESSARY TO AVOID RUNOFF ON SLOPES AND SOILS WITH LOW INFILTRATION RATES.
8. LANDSCAPES IN NEW SINGLE-FAMILY RESIDENTIAL DEVELOPMENTS
   - 8.1. PROVIDE TURF GRASS THAT IS 35% OR LESS OF THE TOTAL FRONT AND SIDE YARD LANDSCAPED AREA.
   - 8.2. IF A DEVELOPMENT WILL UTILIZE A MODEL HOME, PROVIDE AT LEAST ONE HOME WITH WATER-EFFICIENT LANDSCAPING AS DESCRIBED BY THIS STANDARD.
   - 8.3. PROVIDE AN INFORMATIONAL BROCHURE AT EACH MODEL HOME ON WATER-EFFICIENT LANDSCAPING OR LOCALSCAPES.
9. LANDSCAPES IN NON-RESIDENTIAL DEVELOPMENTS
   - 9.1. 8.1. PROVIDE TURF GRASS THAT IS 20% OR LESS OF THE TOTAL LANDSCAPED AREA, OUTSIDE OF ACTIVE RECREATION AREAS.
10. PROVIDE A LANDSCAPE DOCUMENTATION PACKAGE TO THE CITY FOR APPROVAL PRIOR TO THE ISSUANCE OF THE ACCOMPANYING BUILDING PERMIT. PROVIDE A COPY OF THIS PACKAGE TO THE PROPERTY OWNER, SITE MANAGER, AND LOCAL WATER PURVEYOR. THIS PACKAGE MUST BE PREPARED AND STAMPED BY A UTAH LICENSED PROFESSIONAL LANDSCAPE ARCHITECT (PLA) AND INCLUDE THE FOLLOWING:
   - 10.1. PROJECT DATA SHEET INCLUDING:
     - 10.1.1. PROJECT NAME AND ADDRESS
     - 10.1.2. APPLICANT OR APPLICANT'S AGENT'S NAME, ADDRESS, PHONE NUMBER, EMAIL ADDRESS
     - 10.1.3. LANDSCAPE ARCHITECT'S NAME, ADDRESS, PHONE NUMBER, EMAIL ADDRESS
     - 10.1.4. LANDSCAPE CONTRACTOR'S NAME,ADDRESS, PHONE NUMBER, EMAIL ADDRESS
   - 10.2. PLANTING PLAN INCLUDING:
     - 10.2.1. LOCATION OF ALL PLANTS WITH SIZES CALLED OUT AND LEGEND WITH BOTANICAL AND COMMON NAMES.
     - 10.2.2. PROPERTY LINES AND STREET NAMES.
     - 10.2.3. EXISTING AND PROPOSED BUILDINGS INCLUDING WALLS, FENCES, UTILITIES, PAVED AREAS, AND OTHER SITE IMPROVEMENTS.
     - 10.2.4. EXISTING TREES AND PLANTS TO BE REMOVED OR KEPT.
     - 10.2.5. SCALE IDENTIFIED GRAPHICALLY AND WRITTEN.
     - 10.2.6. DATE OF DESIGN.
     - 10.2.7. DESIGNATION OF LANDSCAPE ZONES.
     - 10.2.8. DETAILS AND SPECIFICATIONS FOR TREE STAKING, SOIL PREPARATION, AND OTHER PLANTING WORK.
   - 10.3. IRRIGATION PLAN INCLUDING:
     - 10.3.1. LAYOUT OF THE IRRIGATION SYSTEM AND A LEGEND SUMMARIZING THE TYPE AND SIZE OF ALL SYSTEM COMPONENTS. INCLUDE MANUFACTURER AND MODEL NUMBERS.
     - 10.3.2. STATIC WATER PRESSURE IN POUNDS PER SQUARE INCH (PSI) AT THE POINT OF CONNECTION TO WATER SOURCE.
     - 10.3.3. FLOW RATE IN GALLONS PER MINUTE AND DESIGN OPERATING PRESSURE IN PSI FOR EACH VALVE AND PRECIPITATION RATE IN INCHES PER HOUR FOR EACH VALVE WITH SPRINKLERS.
     - 10.3.4. INSTALLATION DETAILS FOR IRRIGATION COMPONENTS.
   - 10.4. GRADING PLAN INCLUDING:
     - 10.4.1. PROPERTY LINES AND STREET NAMES, EXISTING AND PROPOSED BUILDINGS, WALLS, FENCES, UTILITIES, PAVED AREAS, AND OTHER SITE IMPROVEMENTS.
     - 10.4.2. EXISTING AND FINISHED CONTOUR LINES AND SPOT ELEVATIONS AS NECESSARY FOR THE PROPOSED SITE IMPROVEMENTS AS WELL AS DRAINAGE.

PRELIMINARY

BLUFFDALE EST. 1848

City of Bluffdale
Engineering Standards

Approved
City Engineer Date

STANDARD DETAIL

WATER EFFICIENT LANDSCAPING

DETAIL SERIES: LANDSCAPE

DETAIL NO. L-2

Path: G:\Standards\1 - City\Approved Standards\Storm Drainage Details\L-2 Water Conservation Standards 5-3-21.dwg | plot date: May 10, 2021 | plotted by: dtracer

NOTES:

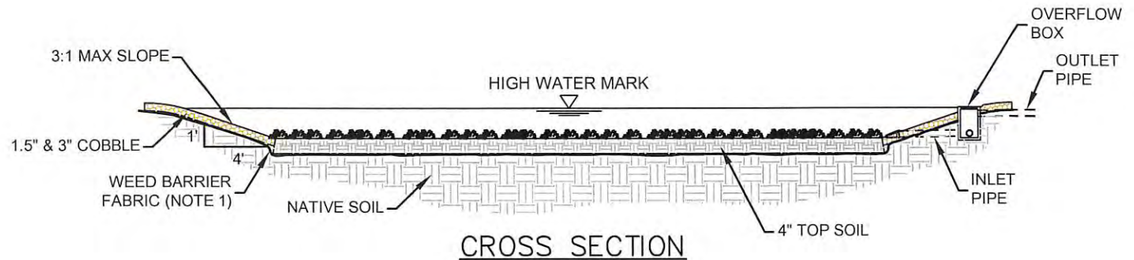
1. WATER WISE LANDSCAPING REQUIRED FOR ALL DEVELOPMENTS OF 10 LOTS OR LESS. SOD AND SPRINKLERS REQUIRED FOR ALL OTHER STORM WATER BASINS
2. INSTALL WEED BARRIER FABRIC PER MANUFACTURER'S RECOMMENDATIONS.
3. SELECT ROCK MULCH FROM L-1.2 OF COB PARKS AND RECREATION LANDSCAPE STANDARDS.
4. PROVIDE A MINIMUM OF 2 DIFFERING ROCK MULCH STYLES FROM LIST ON L-1.2.
5. BASIN DESIGN TO BE SUBMITTED TO CITY ENGINEER FOR APPROVAL.
6. PROVIDE BOULDERS THAT ARE BETWEEN 24" TO 48" IN DIAMETER MEASURED ALONG THE SMALLEST AXIS.
7. PROVIDE 12 GAUGE STEEL OR CONCRETE CURB EDGING.
8. PROVIDE PLANTS FROM L-1.2 DESIGN PLANT SELECTION LIST.

WATER WISE LANDSCAPE EXAMPLES

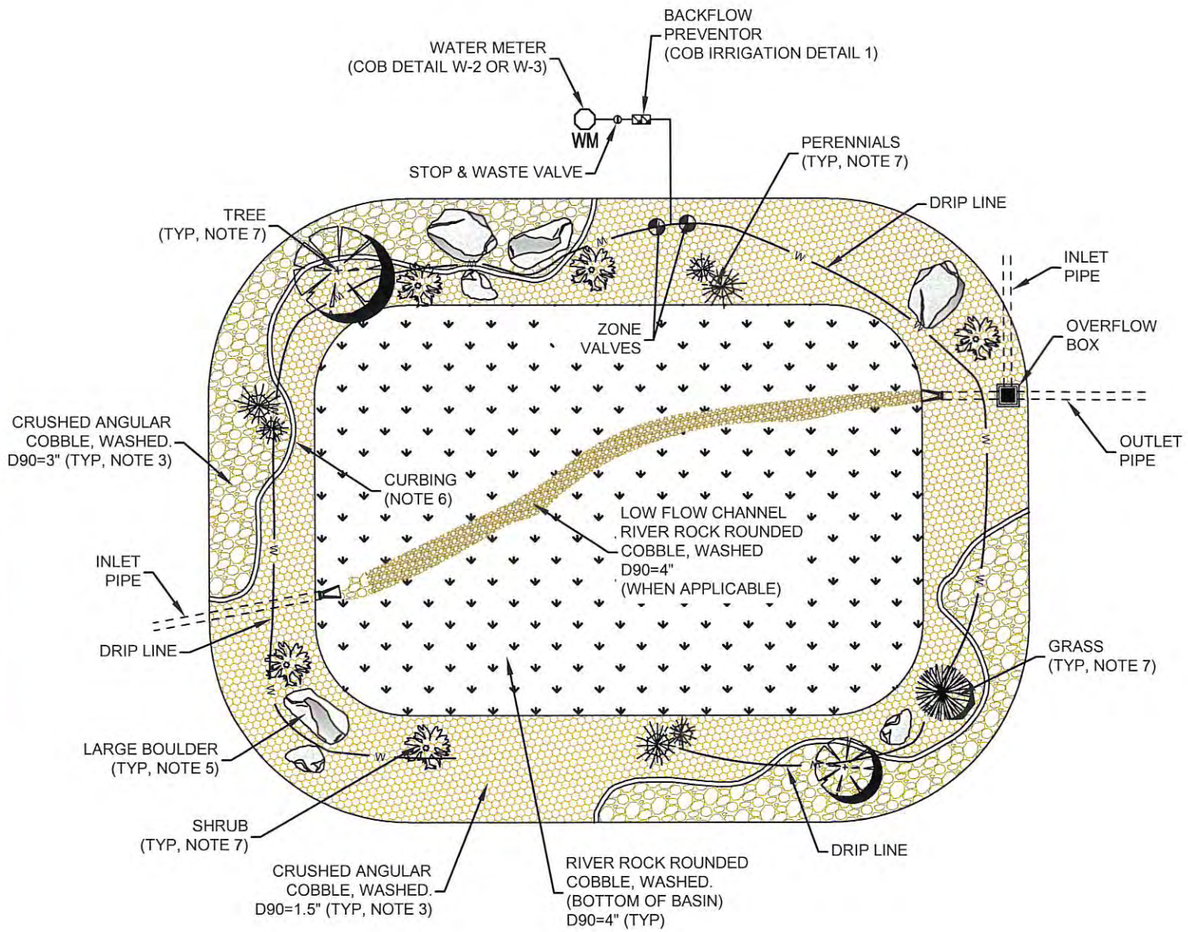








CROSS SECTION



PLAN VIEW

BLUFFDALE EST. 1848

City of Bluffdale
Engineering Standards

Approved _____ City Engineer _____ Date

STANDARD DETAIL

STORM DRAIN BASIN-LANDSCAPING

DETAIL SERIES: LANDSCAPE

DETAIL NO. L-1.1

Path: G:\Standards\1 - City\Standards in progress\Storm Drain\Detention Basin Xeriscape_2.25.18.dwg | plot date: March 12, 2020 | plotted by: tandra

WATER EFFICIENT LANDSCAPING:

1. PURPOSE:

   1.1. THE PURPOSE OF THESE WATER EFFICIENCY STANDARDS IS TO CONSERVE THE PUBLIC'S WATER RESOURCES BY ESTABLISHING WATER CONSERVATION STANDARDS FOR INDOOR PLUMBING FIXTURES AND OUTDOOR LANDSCAPING.

2. LANDSCAPES IN NEW SINGLE-FAMILY RESIDENTIAL DEVELOPMENTS:

   2.1. PROVIDE TURF GRASS THAT IS 35% OR LESS OF THE TOTAL FRONT AND SIDE YARD LANDSCAPED AREA. PROVIDE LANDSCAPING DESIGNS THAT MEET THIS STANDARD AT ALL NEW DEVELOPMENTS AND WHEN RENOVATING 50% OR MORE OF AN EXISTING SITE'S LANDSCAPING.

3. LANDSCAPES IN NON-RESIDENTIAL DEVELOPMENTS

   3.1. PROVIDE TURF GRASS THAT IS 20% OR LESS OF THE TOTAL LANDSCAPED AREA, OUTSIDE OF ACTIVE RECREATION AREAS. PROVIDE LANDSCAPING DESIGNS THAT MEET THIS STANDARD AT ALL NEW DEVELOPMENTS AND WHEN RENOVATING 50% OR MORE OF AN EXISTING SITE'S LANDSCAPING.

4. USE WATER WISE PLANTINGS AS IDENTIFIED IN JORDAN VALLEY WATER CONSERVANCY DISTRICT'S LOCALSCAPES DESIGN WEBSITE (LOCALSCAPES.COM).

5. USE DEEP-ROOTING, WATER-CONSERVING PLANTS (NOT TURF GRASS) AS LISTED ON LOCALSCAPES.COM ON SLOPES GREATER THAN 25% (4H:1V).

6. PARK STRIPS: DO NOT INSTALL TURF GRASS IN PARK STRIPS. PROVIDE WATER-CONSERVING PLANTS ACCORDING TO THIS STANDARD AND JORDAN VALLEY WATER CONSERVANCY DISTRICTS LOCALSCAPES.COM WEBSITE.

7. USE WATER-CONSERVING PLANTS (NO TURF GRASS) IN LANDSCAPED AREAS LESS THAN 8.0' WIDE.

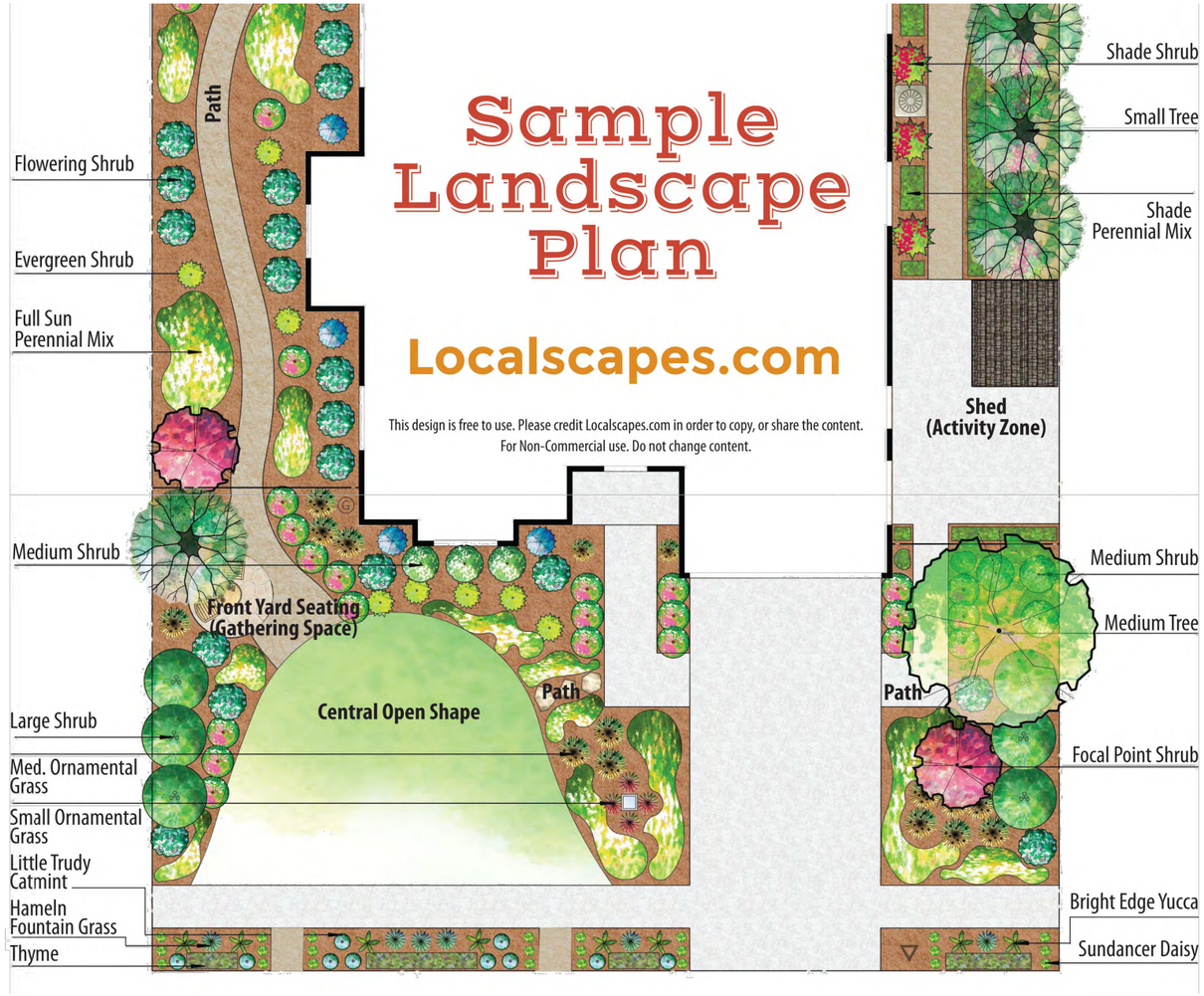
8. USE DRIP EMITTERS OR BUBBLERS TO IRRIGATE PLANTS IN NON-TURF AREAS.

   8.1. PLACE VALVES SO THAT EACH ZONE IS SIMILAR, WITH SIMILAR SLOPE AND SOIL CONDITIONS, PLANT MATERIALS, AND WATERING NEEDS. USE SEPARATE VALVES ON TURF AND NON-TURF AREAS. PLACE DRIP EMITTERS AND SPRINKLERS ON SEPARATE VALVES.

   8.2. USE A WATERSENSE LABELED SMART IRRIGATION CONTROLLER THAT AUTOMATICALLY ADJUSTS THE FREQUENCY AND/OR DURATION OF IRRIGATION IN RESPONSE TO CHANGING WEATHER CONDITIONS. USE CONTROLLERS EQUIPPED WITH AUTOMATIC RAIN DELAY OR RAIN SHUT-OFF CAPABILITIES.

9. PROVIDE 3-INCHES TO 4-INCHES OF MULCH ON ALL IRRIGATED NON-TURF AREAS TO RETAIN WATER, INHIBIT WEED GROWTH, AND MODERATE SOIL TEMPERATURE. DO NOT PLACE MATERIALS UNDER MULCH THAT PREVENT WATER FROM INFILTRATING.

10. PROVIDE PLANTS THAT AT MATURITY PROVIDE AT LEAST 50% OF LIVING PLAN COVER AT THE GROUND PLANE (NOT INCLUDING TREE CANOPIES).



WATER EFFICIENT LANDSCAPE EXAMPLE

BLUFFDALE EST. 1848

City of Bluffdale
Engineering Standards

Approved Michael Fazio 19 Jul 21
City Engineer Date

STANDARD DETAIL

WATER EFFICIENT LANDSCAPING

DETAIL SERIES: LANDSCAPE

DETAIL NO. L-2

Path: G:\Standards\1 - City\Standards in progress\Parks and Landscape Standards\Landscaping\L-2 Water Efficient Landscape 6-30-21.dwg | plot date: July 16, 2021 | plotted by: dtracer

BLUFFDALE PARKS, TRAILS, RECREATION & OPEN SPACE MASTER PLAN

THE CITY OF BLUFFDALE













BLUFFDALE PARKS, TRAILS, RECREATION & OPEN SPACE MASTER PLAN

OCTOBER 2015

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Adopted by Bluffdale City Council on October 28, 2015

EXECUTIVE SUMMARY

This Parks, Trails, Recreation and Open Space (PTROS) Plan is a five-year guide and strategic plan for managing and enhancing park, trail and recreation opportunities in Bluffdale. It establishes a path forward for providing high quality, community-driven parks, trails, open spaces and recreational opportunities. The Plan provides a vision for the City's park and recreation system, outlines park and facility classifications and addresses citywide goals, objectives and other management considerations toward the continuation of high-quality recreation opportunities to benefit residents of Bluffdale.

This Plan was guided with input and direction of city residents and the Parks and Recreation Committee. The Plan inventories and evaluates existing park and recreation areas, assesses the needs for acquisition, site development and operations and offers specific policies and recommendations to achieve the community's goals.

Bluffdale's Park & Recreation System

Bluffdale provides and maintains a growing system of parks that supports a range of active and passive experiences. The City provides nearly 60 acres of public parkland and recreation facilities distributed among 9 park sites and numerous open space parcels. City-provided athletic fields are available at City Park and Parry Farms, which include one large soccer field and two softball/baseball fields. Bluffdale also provides a centrally-located equestrian arena at the west end of City Park. In addition, there are approximately 16 miles of trails within the City, which include the Jordan River Parkway Trail and several pedestrian and equestrian routes.

The City does not currently offer recreation programs, although organized sports are provided by private youth leagues, and the Jordan School District offers some additional recreation programming for youth. City residents also have access to Salt Lake County recreational facilities within close proximity.

Bluffdale is a rapidly growing community with many families and children. As the City grows, new investments in parks and recreation will be necessary to meet the needs of the community, support youth development, provide options for residents to lead healthy active lives and foster greater social and community connections.



Goals & Policies

This Plan includes goals and objectives intended to guide City decision-making to ensure the parks and recreation system meets the needs of the Bluffdale community for years to come. These goals and objectives were based on community input and technical analysis. They include:

- **Community Involvement & Information**: Encourage and support public involvement in park and recreation issues.
- **Parks & Open Space**: Acquire and develop a high-quality, diversified system of parks, recreation facilities and open spaces that provides equitable access to all residents.
- **Trails**: Develop a network of shared-use trails and corridors to enable connectivity between parks, neighborhoods and public amenities.
- **Recreation Programming**: Facilitate and promote a varied and inclusive suite of recreation programs that accommodate a spectrum of ages, interests and abilities.
- **Maintenance & Operations**: Provide a parks and recreation system that is efficient to maintain and operate, provides a high level of user comfort, safety, and aesthetic quality, and protects capital investments.
- **Design**: Provide high-quality care for play structures and surfaces and maintenance of trails, parks and recreation facilities throughout the City.
- **Administration & Management**: Support and promote the Parks and Recreation Committee and the Department of Public Works to the community, stakeholders, partners and City Council.

Future Improvements

The City of Bluffdale is anticipated to grow to approximately 17,000 residents by 2030. Serving existing and future residents will require improvements to existing parks and expansion of the park, trail and recreation system. The Capital Facilities Plan proposes approximately $9.4 million of investment in acquisition, development and renovation of the parks system over the next 5 years and identifies additional investment priorities for the future.

Figure ES1: Capital Facilities Plan Summary by Classification & Type

Park Type	Acquisition	Development	Renovation	Sum
Community Parks	$ 4,123,080	$ 182,020	$ 16,145	**$ 4,321,245**
Neighborhood Parks	$ 1,677,484	$ 488,478	$ 31,547	**$ 2,197,509**
Pocket Parks	$ -	$ 70,537	$ 7,063	**$ 77,600**
Special Use Parks		$ 36,236	$ 7,617	**$ 43,853**
Trails	$ 1,455,173	$ 1,340,754		**$ 2,795,927**
TOTAL	**$ 7,255,736**	**$ 2,118,025**	**$ 62,372**	***$ 9,436,133***

To ensure existing parks provide desired recreational amenities and opportunities, the Plan includes investments in the development and improvement of neighborhood and community parks. For example, the acquisition of at least one new community park will greatly expand park access and resources for the community as a whole. The Plan also proposes smaller improvements throughout the park system to enhance accessibility, safety and usability of park features.

The Plan includes a focused land acquisition program to ensure sufficient land for outdoor recreation as the

City's population grows. It identifies target acquisition areas to secure community parkland and fill gaps in neighborhood park access.

To connect Bluffdale's residents to destinations throughout the City and provide options for walking, biking and horseback riding, the Plan proposes development of 7.2 miles of new trails, in addition to the previously planned trails in Independence and the extension of the Bonneville Shoreline Trail. Many of these new trail connections follow canals and creeks to connect residents to nature and between parks.

Implementation Strategies

Partnerships & Community Collaboration

Dedicated coordination and collaboration with other public agencies, as well as private and community organizations, businesses and Bluffdale residents, will greatly enhance the City's ability to fulfill the community's aspirations and the goals of this Plan.

Through enhanced internal coordination, the City can pursue trail corridors that meet both recreation and transportation needs and utilize the development review process to identify trail easement and parkland set-aside opportunities. Partnerships with the Jordan School District, Salt Lake County and nearby cities can improve recreation options for Bluffdale residents through joint use, development and programming of park and recreation facilities and trails.

The Bluffdale community has expressed interest in contributing to the development and stewardship of the City's park and recreational resources. Coordination with service and civic organizations can expand on volunteer efforts to improve and beautify City's parks, while also fostering a stronger sense of community pride and ownership in park facilities. Finally, by engaging property owners, the City can open opportunities to expand the park and trail system, while fostering a sense of legacy and stronger community ties for those land owners.

Funding

The City of Bluffdale currently relies on impact fees and general funds to finance and maintain individual projects. Additional, dedicated funding may be required to finance upgrades to, and growth in, the parks system to meet community needs. Continuing to stay current with the Impact Fee Facilities Plan, which is a program that assesses fees on new development to meet the increased demand for parks resulting from the new growth, will allow the City to obtain future acquisition and development funding from residential development. A short-term bond or levy could augment impact fee revenue to support parkland acquisitions and development, trail development and general park upgrades. Such mechanisms would require both political and public support, and as per the community survey results from this planning effort, a strong majority of Bluffdale residents indicated a willingness to pay for park and recreation improvements. State and federal grant programs offer additional potential opportunities to leverage available local revenues to fund specific development projects.

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Introduction



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Introduction & Plan Framework

Plan Overview

The City of Bluffdale began the preparation of its Parks, Trails, Recreation and Open Space Plan in November 2014 to provide a logical blueprint for the management and growth of the City's park system. As a five-year guide and strategic plan for enhancing park and recreation services for the community, this Plan establishes a path forward for providing high quality, community-driven parks, trails, open spaces and recreational opportunities throughout Bluffdale. This Plan provides a vision for the City's park and recreation system; discusses City service standards for parks and trails; and addresses goals, objectives and other management considerations toward the continuation of quality recreation opportunities and potential upgrades to benefit the residents of Bluffdale.

This Parks, Trails, Recreation and Open Space Plan was developed with the input and direction of Bluffdale residents, which included public meetings, a community survey and discussions with core stakeholders. It was also guided by the City's Parks, Trails, and Open Space Committee, who provided initial direction for the planning project and reviewed intermediate products and the draft Plan. Also, the Plan inventories and evaluates existing park and recreation areas, assesses the needs for acquisition, site development and operations, and offers specific policies and recommendations to achieve the community's goals.

Vision for the Future

The public outreach efforts during the comprehensive park planning process provided feedback from a variety of City residents regarding their vision, needs and preferences for parks and recreation opportunities. Building upon the vision statement noted in the City's General Plan for parks, trails and open space (Chapter 5) and through the outreach efforts for this Plan, an updated vision for the future emerged:

> *Bluffdale envisions an interconnected community with a park, trail and open space system that contributes to the City's small town character and that provides for and enhances a variety of recreation opportunities.*

This vision provided the foundation for the goals, objectives, recommendations and guidelines in the following chapters within this Plan.

Parks System Management Overview

The Engineering / Public Works Department manages the construction, operation and maintenance of all City-owned public infrastructure, including parks and trails. Within the parks division, the department has three staff with a fourth position approved in the most recent budget. Also, the City utilizes 2 - 4 seasonal staff during peak periods to manage its facilities. The City also contracts seasonally for mowing services.

Review of Other Community Plans

To supplement community outreach, nine community plans were reviewed for past policy direction and goals as they pertain to the provision and planning for parks, trails and recreation opportunities for Bluffdale. The development of each involved public input and final adoption by their respective responsible legislative body.

City of Bluffdale General Plan (2014)

The 2014 General Plan establishes the policy guidance through specific goals and principles to maintain Bluffdale's community values in the face of significant growth and supportive new infrastructure needs. The plan outlines the goals for safeguarding the tax rate; encouraging a variety of local employment; ensuring adequate public infrastructure; improving the transportation system; and enhancing recreation opportunities. Preserving the rural character of Bluffdale and a shared love of parks and recreation, especially trail amenities, contributes to Bluffdale's unique community character along the Wasatch Front.

The General Plan outlines several goals related to parks, trails and open space. For parks, Goal 1 is to maintain and promote a park system that meets appropriate standards and provides outstanding community gathering opportunities. Goal 2 is to prioritize an active program for park management, dedication, acquisition, and easements that will accommodate future park needs. For trails, the goal is to design and develop a comprehensive trail system that effectively accommodates pedestrian, bicycle, and equestrian uses. For open space, the goal is to strive to meet present and future recreational and sensitive resource protection needs of the City.

Bluffdale developed a Trails Master Plan map in 2007 to identify trail-related opportunities in the community. Salt Lake County's 2008 Southwest Parks and Trails Master Plan is largely consistent with the City's General Plan, and the County is a committed partner in helping the City accomplish important regional trail connections, such as the Bonneville Shoreline Trail, the Jordan River Trail, and multiple canal and other corridor trails within the City. Developing this trails system represents an opportunity to significantly improve the variety of outdoor recreation opportunities available to residents, and enjoys broad community support.

City of Bluffdale Capital Improvements Plan and Impact Fee Analysis (2013)

The 2013 Bluffdale Capital Facilities Plan (CFP) and Impact Fee Analysis accompanied the 2014 General Plan and outlined the City's future growth patterns and its projected infrastructure needs. It contains separate chapters detailing the Impact Fee Facilities Plan (IFFP) and addresses needs for water, transportation, storm drain, public safety, parks and recreation and administrative services. Regarding parks, Bluffdale previously had previously adopted the standard of 7 acres of parks and recreational facilities per 1,000 residents. The 2013 Impact Fee Analysis recommended a more flexible definition of level of service (LOS) in terms of monetary value of improvements. The IFFP has been equated to $1,349,789.86 per 1,000 residents. In order to maintain this LOS, a conceptual plan for constructing future parks and recreation facilities for the City identified $43.2 million (2013 dollars) of future projects, including the specific parks agreed upon in the Independence at the Point subdivision development agreement.

Southwest Regional Park Site Plan (2013)

Southwest Regional Park is a Salt Lake County regional park on an 80-acre site at 14010 South and 2700 West. The park's master plan was approved in 2011 and include multiple parking lots providing vehicular access from the east, north and west; a trail system; pavilions, restrooms and playgrounds; multi-purpose sports fields; tennis, pickleball and basketball courts; open lawn areas; and extensive landscaping.

The County is implementing Phase 1 site plan improvements targeting 45 acres in the east side of the proposed park. The remainder of the property will continue to be leased for farming until the County is ready to proceed with Phase 2.

City of Draper Parks, Recreation, and Trails Master Plan (2008)

In the 2008 Master Plan, Draper had a current inventory of 150.2 developed park acres with an additional 48.5 acres still undeveloped. Park priorities included upgrading existing parks and developing future parks as well as collaborating to design the county-owned Wheadon Farms property and provide complimentary amenities in the planned/future South Fork Park. Trail priorities include closing gaps in existing trail systems, linking neighborhoods, providing restrooms and adding more trails and trailheads. Draper's trail system includes the Jordan River Parkway Trail and the Bonneville Shoreline Trail, county regional trails that link to Bluffdale. Draper's Point of the Mountain trail is located on the east side of Interstate 15 and the rail line. Connecting to this multi-use paved trail from Bluffdale's proposed Jordan and SLC Canal could link trail users to the Draper Canal Trail and the Porter Rockwell Trail and further to a network of hiking trails in the foothills of the Wasatch Front.

Salt Lake County Parks & Recreation Master Plan (2005)

The Salt Lake County Parks & Recreation Master Plan was developed to guide to guide the county's future parks, open space and recreation facilities and program planning and development. Action priorities from county-wide survey identified the need to build new walking, hiking and biking trails, improve regional trails and provide a higher level of maintenance for parks, buildings, sports fields and open spaces.

Park acreage needs were identified across the county with shortfalls of 902 acres for 2014 increasing to 2,436 acres by 2030, using the adopted standard 5 acres per 1,000 people. In the Southwest planning area (includes Bluffdale), the county-wide park system currently exceeds the standard; however, with projected growth, a shortfall of 283 acres is expected by 2030. To address this shortfall, the Plan recommends that the County acquire three 40- to 120-acre community park sites in the area, including one in Central Bluffdale and one in Northwestern Bluffdale, near Herriman and Riverton.

The Plan also calls for construction of a new recreational facility to serve Bluffdale, Herriman and Riverton, ideally near the convergence of the three cities (built now in Herriman). The new recreation center could include two high school-size gymnasiums, lap and leisure swimming pools, multi-purpose community gathering and activity space, a fitness and aerobics component, multi-purpose athletic fields, a skate park and/or other features typically found in centers of this dimension. The Plan identifies a potential location at Western Springs Park (12600 South 4600 West) or on a parcel of land to be acquired in the northwest portion of Bluffdale City.

During the planning process, both public and agency stakeholders identified the need for more trails and trail connections and additional multi-purpose fields as the top two priorities for the Southwest county area. To address the need for trail connections, the Plan calls for the continued planning and improvement of the Jordan River Trail, Utah & Salt Lake Canal Trail and the Bonneville Shoreline Trail in the Bluffdale area.

Southwest Trails and Parks Master Plan, Salt Lake County (2008)

The primary objective of the Southwest Trails and Parks Master Plan was to establish an integrated and coherent approach to trails and park development in the Southwest part of the Valley. The plan included Herriman, Riverton, Draper and Bluffdale, as well as unincorporated portions of Salt Lake County. Specific trail alignments that provide realistic connections to existing and future destinations were proposed. One key finding from the trails plan indicated a significant change beginning in the

late 1980's when the value of retaining open space and creating trails was recognized as beneficial and incorporated into development patterns. Since then, cities began requiring corridor preservation as part of development. The trail concept proposed in this master plan is to create a system of trails in a gridlike pattern that traverses the project area, provides numerous access points from adjacent neighborhoods and provides connections to major destinations within the area. Where proposed or existing development interrupts the proposed grid system, adjustments were presented to complete the trail connections. Several regional trails are proposed through Bluffdale including the undeveloped section of the Jordan River Trail, the Bonneville Shoreline Trail, the Utah and Salt Lake Canal Trail. Other major trail systems include four north-south trails following existing canal alignments (South Jordan Canal, Utah & Salt Lake Canal, Utah Lake Distribution Canal, and Welby-Jacob Canal) and several east-west connector trails (14000 South Trail, 16000 South Trail, 14800 South Trail, and 15300 South Trail) as well as the extension of existing equestrian trails to connect both east-west and north-south trails.

The county plan also identified a strong need to provide additional park space within the South sub-area (Bluffdale) and proposed a new community park within the sub-area boundaries.

Salt Lake County East West Recreational Trails Master Plan (under development in 2015)

The Salt Lake County East West Recreational Trails Master Plan will identify preferred future trail alignments to improve east-west connectivity. The Plan will also identify rights-of-way, potential trailhead locations, opportunities to connect to Utah Transit Authority (UTA) and FrontRunner stations, and potential solutions to key constraints to trail development.

In addition to the existing Jordan River Parkway Trail, the existing Utah & Salt Lake Canal Trail, and the proposed Bonneville Shoreline Trail, this Plan is considering a network of potential trails through and near Bluffdale. Salt Lake County staff and the project's technical committee are currently developing a Draft Plan, including prioritized alignments. In and near Bluffdale, the trail corridor alignments under consideration include:

- Parallel to the Mountain View Corridor Highway to the west of Bluffdale
- Following the Welby Jacobs Canal along the Bluffdale's northwest city limits
- Along the existing Utah Lake Distribution Canal Trail
- Along 2700 W between the existing Utah Lake Distribution Canal Trail and the Bangerter Highway
- Along Rose Creek, then roughly paralleling the Bangerter Highway (154) to the Jordan River Parkway along Bluffdale's northern limits.

Blueprint Jordan River (2008)

The Greenway that follows the Jordan River extends over 50 miles between Utah Lake and the Great Salt Lake. The Blueprint documents the public visioning process for the future framework of conservation of the Greenway and enhancement of recreational facilities and economic opportunities of several new "river centers" along the corridor. The plan supports restoration of ecological function to support improved water quality and biodiversity. The "blue-green" trail is intended to support boaters, cyclists, pedestrians and wildlife enthusiasts. Salt Lake County completed three other studies in tandem with the Blueprint process, which informed the Blueprint's efforts: The Jordan River Trail Master Plan, The Water Quality Stewardship Plan, and The Open Space Acquisition Plan. The Blueprint concluded with five key goals to be accomplished:

- The bulk of the remaining Open Space along the river must be protected.
- Water quality must improve. This will entail improved water treatment and stormwater

management practices, as well as stricter development standards within ½ mile of the river.

- The trail must be completed through the 15 municipalities without gaps and the water way must be convenient to navigate with no hazardous obstructions.
- An over-arching entity must be formed to ensure that the Blueprint is implemented (the Jordan River Commission).
- There must be a variety of dedicated funding sources for capital projects, maintenance, and open space acquisition.

Utah Collaborative Active Transportation Study (2013)

The study was conducted in response to the need for more active transportation (walking and biking) options for residents along the Wasatch Front. The Utah Collaborative Active Transportation Study (UCATS) developed plans for infrastructure that will improve mobility for bicycles and enhance pedestrian and bicycle connectivity to major transit lines. The study laid the groundwork for an urban network of bicycle routes throughout the Wasatch Front and recommends walking routes within one mile from the Utah Transit Authority (UTA) TRAX and FrontRunner stations. UCATS has developed a Regional Bicycle Network with links to transit and identified 25 project areas to act as a foundation for creating a network of connections to evolve into a complete active transportation system for the Wasatch Front. Bluffdale has several sections of roadway corridors included on the Regional Bicycle Network.

Benefits of Parks, Trails, Recreation & Open Space

A number of organizations, non-profits, and studies have noted the overall health, economic, environmental and social benefits provided by parks, open space and trails. In 2005, The Trust for Public Land published "*The Benefits of Parks: Why America Needs More City Parks and Open Space*." This report makes the following observations about the benefits of parks and open space, all of which have health impacts.

- Improvements to physical and mental health are increased through physical activity and contact with the natural world.
- Social and community benefits, including more stable neighborhoods, improved social connections and reductions in crime and juvenile delinquency.
- Increases in local economic prosperity as residential and commercial property values rise, community and economic development sustainability and enhanced tourism.
- Environmental benefits through trees and other vegetation, which improve air quality, act as natural air conditioners and assist with storm water control and erosion.

Physical Activity Benefits

Residents in communities with increased access to parks, recreation, natural areas and trails have more opportunities for physical activity, both through recreation and active transportation. By participating in physical activity, residents can reduce their risk of being or becoming overweight or obese, decrease their likelihood of suffering from chronic diseases, such as heart disease and type 2 diabetes and improve their levels of stress and anxiety.

Nearby access to parks has been shown to increase levels of physical activity. According to studies cited in the National Park and Recreation Association's 2010 report, the majority of people of all ages who visit parks are physically active during their visit. In addition, the CDC reports that greater access to parks leads to 25% more people exercising three or more days per week. Park location and access also matters. According to a

study in Los Angeles, people who live within 1 mile of a park are four times more likely to visit the park one or more times per week, compared to those who live further away.

Providing convenient access to parks and recreation is particularly important in neighborhoods with lower socioeconomic status, as parks can provide free or low-cost options for physical activity.

Social and Community Benefits

Park and recreation facilities provide opportunities to engage with family, friends and neighbors, thereby increasing social capital and community cohesion, which can improve residents' mental health and overall well-being. People who feel that they are connected to their community and those who participate in recreational, community and other activities are more likely to have better mental and physical health and to live longer lives than those who do not. Access to parks and recreational facilities has also been linked to reductions in crime, particularly juvenile delinquency.

Economic Benefits

Parks and recreation facilities can bring positive economic impacts through increased property values, increased attractiveness for businesses (quality of life) and workers and through direct increases in employment opportunities. Improved economic conditions can in turn improve health outcomes as people have more money to spend on food, housing, childcare and other daily needs. However, increased property values can cause a decrease in housing affordability and an increase in housing displacement - due to rising rents or property taxes - negatively impacting the quality of life for affected residents.

Contents of the Plan

The remainder of the Bluffdale Parks, Trails, Recreation & Open Space Plan is organized as follows:

- **Chapter 2: Community Profile** – describes the Bluffdale community and its demographics.
- **Chapter 3: Community Engagement** – highlights the methods used to engage the Bluffdale community in the development of the Plan.
- **Chapter 4: Classifications, Inventory & Recreational Opportunities** – describes the existing park and recreation system in the City.
- **Chapter 5: Goals & Objectives** – provides a policy framework for the parks and recreation system grouped by major functional or program area.
- **Chapters 6: Needs Assessment & Recommendations** – discusses survey results, stakeholder feedback and other recreation trend data and provides context to the identification of potential park and recreation system enhancements.
- **Chapter 7: Capital Facilities Plan** – details a 5-year program for addressing park and recreation facility enhancement or expansion projects.
- **Chapter 8: Implementation Strategies** – describes a range of strategies and alternatives to consider in the implementation of the Plan.
- **Appendices** – Provides technical or supporting information to the planning effort and includes a summary of the community survey, stakeholder notes, funding options, among others.

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Community Profile



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Community Profile

Regional Context & Planning Area

The City of Bluffdale is located in north-central Utah, in the southern edge of Salt Lake County along the Interstate 15 (I-15) corridor. Situated 22 miles south of Salt Lake City and 26 miles north of Provo, Bluffdale has easy access to metropolitan amenities yet enough distance to maintain a rural, small-town atmosphere. Bluffdale adjoins the cities of Herriman, Riverton, Draper and Lehi, and the City is bounded to the east by I-15 and the south by the Camp Williams Army National Guard Reservation.

The City of Bluffdale is home to wide open spaces, dramatic mountain views of the Wasatch range and a significant stretch of the Jordan River. The unique semi-rural lifestyle enjoyed in Bluffdale has drawn many new residents - increasing the population in the last 35 years by 600% and incurring rapid housing and infrastructure expansion.

With a dramatic landscape and unique natural resources, the Bluffdale community is characterized to a large extent by its open residential layout and recreational opportunities. Many people in the community own horses and enjoy the equestrian amenities that exist. While there are existing trails, the planned and on-going expansion of the Jordan River Parkway Trail is heavily anticipated by residents. As the City continues to grow, it will be important to maintain and expand its park, trail and recreation opportunities as a means to provide for the recreational needs of its residents and to further set Bluffdale apart from other communities along the Wasatch Front.

History & Community

Bluffdale, named for its geography of bluffs and dales, was first settled in the late 1840's when the area was originally part of West Jordan.[1] Bluffdale City was incorporated as a municipality in 1978. City residents are served by the Jordan School District, and one traditional public school (Bluffdale Elementary) is located within city limits. Public charter schools are also located within Bluffdale. These include North Star Academy, Summit Academy (K-8) and Summit Academy High School.

There are several community events and activities in Bluffdale throughout the year, including the Old West Days, Rodeo, Easter Egg Hunt, Halloween Trunk or Treat and Movies in the Park, among others. The Bluffdale Arts Advisory Board has been organizing small community theater productions for the past 25 years and also promotes the Battle of the Bands competition. The City does not sponsor its own recreation programs, and youth league sports are organized through individual soccer and little league clubs. These teams utilize Bluffdale City Park and other school district properties in the region for practices and games.

1 https://en.wikipedia.org/wiki/Bluffdale,_Utah

Demographics

Population

The City of Bluffdale is a rapidly growing small city, home to many families with young children as well as older adults. The City of Bluffdale experienced significant growth in the past 35 years, with a 600% change from 1980 to 2013 (Figure 1). According to the 2010 Census, the City of Bluffdale grew by over 61% between 2000 and 2010 to a population of 7,598. By 2013, the population had grown further, to 7,812, according to the American Community Survey. Based on current City building data, the 2015 population is estimated to be approximately 10,000. Bluffdale is growing much faster than Salt Lake County as a whole, where the population increased by 17% between 2000 and 2013 to 1,048,314 people.

Figure 1. Bluffdale Population Change – 1970 - 2013

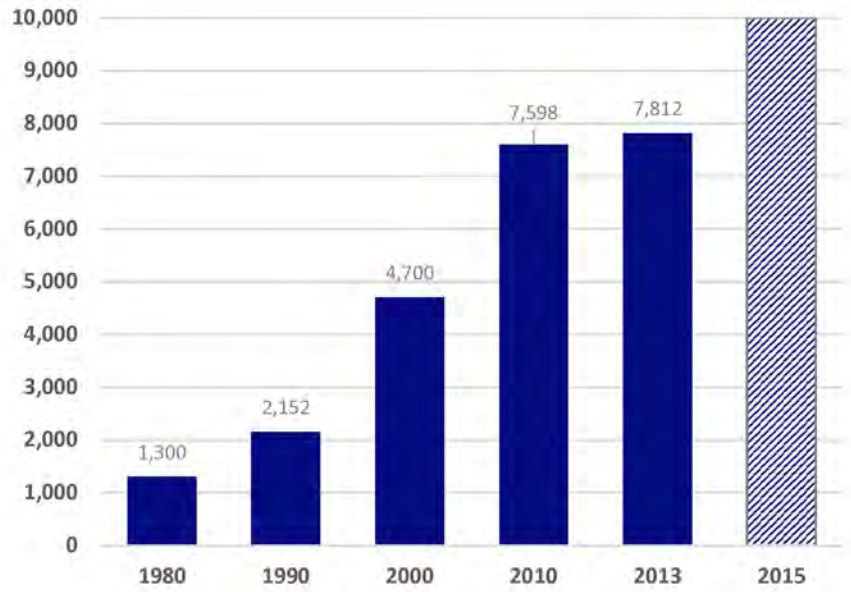
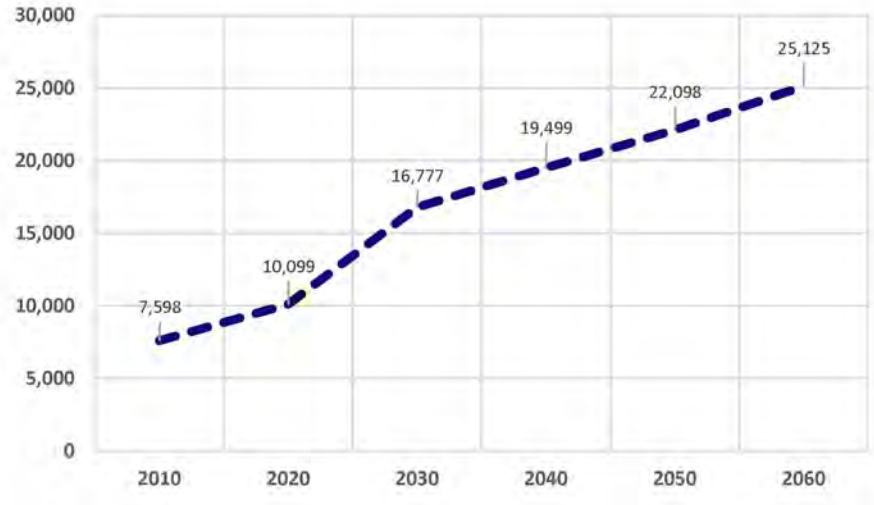


Figure 2. Population Characteristics: Bluffdale, Salt Lake County & Utah

Demographics	Bluffdale	Salt Lake County	Utah
Population Characteristics			
Population (2013)	**7,812**	1,048,314	2,813,673
Population (2010)	**7,598**	1,029,655	2,763,885
Population (2000)	**4,700**	898,387	2,233,169
Percent Change (2000-13)	**66%**	**17%**	**26%**
Persons w/ Disabilities (%)	**5.4%**	4.5%	4.3%
Household Characteristics			
Households ('09-13)	**2,056**	344,089	886,770
Percent with children ('09-13)	**52.2%**	50.9%	48.3%
Median HH Income ('09-13)	**$88,657**	$60,555	$58,821
Average Household Size ('09-13)	**3.79**	3.01	3.12
Average Family Size ('09-13)	**4.18**	3.59	3.61
Owner Occupancy Rate ('09-13)	**82.1%**	67.3%	70.1%
Age Groups			
Median Age	**26.7**	31.2	29.6
Population < 5 years of age	**10.7%**	8.5%	9.2%
Population < 18 years of age	**36.9%**	28.9%	31.3%
Population 18 - 64 years of age	**57.9%**	62.2%	59.4%
Population > 65 years of age	**5.2%**	8.9%	9.3%

Sub-county population projections published by the Governor's Office of Management and Budget for the City of Bluffdale suggest a strong continuation of this growth trend. The GOMB projects the city population to reach 16,777 (a 120% increase over the 2010 Census) by 2030 and 25,125 (230% increase) by 2060.

Figure 3. Population Projections (GOMB)



Bluffdale's households generally have higher incomes than county and statewide figures, though approximately 6% of families and 9% of the city's youth live in poverty. The city is predominantly white, and the population of persons with disabilities is slightly higher than the county and statewide averages.

Age Group Distribution

Compared with Salt Lake County, the City of Bluffdale has a younger population, with higher percentages of youth under 18 years of age (37% compared to 29%), comparable but lower percentages of 18 to 64 year olds, and lower percentages of people 65 and older. The median age of City residents is 26.7 – compared with higher averages for Salt Lake County (31.2), the State of Utah (29.6) and the nation (37.3).

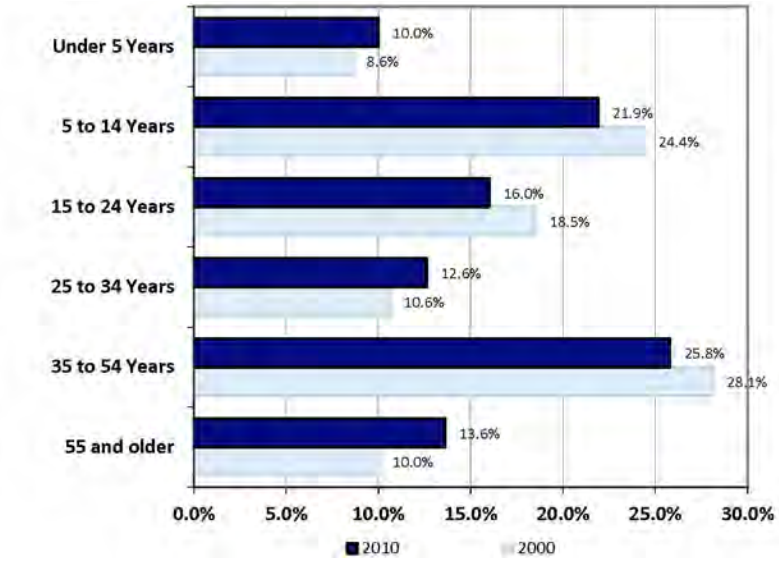
The City's largest "20-year" population group is comprised of 0- to 19-year-olds, representing 41.3% of the population in 2010. This age group cluster further illustrates the relative young age of the city population, since the largest 20-year age group for Salt Lake County is the 15- to 34-year-olds that represent 32.3% of the county wide population.

The availability of high-quality schools, recently built single-family homes, small town, rural feel with close proximity to the Salt Lake City metropolitan center, and availability of outdoor recreation amenities may account for the younger age of people living in Bluffdale versus the rest of Salt Lake County. These are attractive features for families seeking to relocate to the City. The following breakdown is used to separate the population into age-sensitive user groups.

- **Under 5 years:** This group represents users of preschool and tot programs and facilities. As trails and open space users, they are often in strollers. These individuals are the future participants in youth activities.
- **5 to 14 years:** This group represents current youth program participants.
- **15 to 24 years:** This group represents teen/young adult program participants moving out of the youth programs and into adult programs. Members of this age group are often seasonal employment seekers.
- **25 to 34 years:** This group represents involvement in adult programming with characteristics of beginning long-term relationships and establishing families.
- **35 to 54 years:** This group represents users of a wide range of adult programming and park facilities. Their characteristics extend from having children using preschool and youth programs to becoming empty nesters.
- **55 years plus:** This group represents users of older adult programming exhibiting the characteristics of approaching retirement or already retired and typically enjoying grandchildren. This group generally also ranges from very healthy, active seniors to more physically inactive seniors.

Figure 4 illustrates the age distribution characteristics of these cohorts, comparing 2010 to 2000.

Figure 4. Age Group Distributions: 2000 & 2010



Race & Ethnicity

In 2010, Bluffdale was 95.8% White, 0.4% Asian, 0.4% African American, 0.3% Native American, 0.3% Pacific Islander, 1.1% other, and 1.8% from two or more races. Just over 4% of people identified as Hispanic or Latino of any race. This was a 33% increase of communities of color since 2000, when there were approximately 3.3% Latinos.

According to the 2013 American Community Survey, approximately 4% of Bluffdale's population speaks a language other than English at home. This is a lower of percentage of people than in Salt Lake County (19.7%) and Utah (14.3%).

Household Characteristics

According to Bluffdale's General Plan, in 2014, the population of over 8,000 people were living in 2,100 housing units. This ratio yields one of Utah's largest average household sizes (3.86 persons per household in 2010). Salt Lake County's average household size is 2.98 compared to the state's average size of 3.09 persons per household.

In the 2013 American Community Survey, the average household size in the City of Bluffdale was 3.79 people, higher than the state (3.12) and national (2.63) average. Average household size has decreased slightly since 2000, when it was 4.23 people per household. The average family size in Bluffdale also is larger, at 4.18 people. Of the 2,056 households in the City, 52% have children under 18, 74% were married couples living together, 9% had a single head of household, and 17% were non-families.

In 2010, Bluffdale had 2,059 housing units with a 95.5% occupancy level. The majority of housing units were owner-occupied (81.3%) with a renter-occupied housing level of 18.7%.

Income & Poverty

According to the American Community Survey, the 2013 median household income in the City of Bluffdale was $88,657. This figure is about $28,102 (46%) higher than the median income for Salt Lake County residents, $29,836 (51%) for residents of Utah, and $35,611 (67%) across the United States. The median household income in Bluffdale has increased by over 33% ($66,615) since 2000. The Bluffdale General Plan reports that HUD's Area Median Income (AMI) for Salt Lake County is $70,300 and the average household size is 2.96, putting the moderate-income threshold at $50,650 for the County.

At the lower end of the household income scale, approximately eleven percent (10.9%) of Bluffdale households earn less than $25,000 annually, which is significantly fewer than households of Salt Lake County (17.9%) and the State of Utah (18.1%). On the other end, over two-fifths of City households (44.4%) have household incomes in the higher income brackets ($100,000 and greater), which is higher than the county (22.2%), the state (23.7%) and national (22%) figures.

At the lower end of the family income scale, only six percent (6.0%) of Bluffdale families were below poverty level, which is significantly fewer than households of Salt Lake County (9.4%) and the State of Utah (9.3%).

Community Engagement



3

Community Engagement

Community engagement and input played a important role in establishing a clear planning framework that reflects current community priorities. Most residents care deeply about the future of park and recreation opportunities in Bluffdale and appreciated the opportunity to offer feedback in the development of this Plan. Public outreach methods were varied and extensive, including:

- A mail-based community survey
- 2 community meetings
- 5 stakeholder discussions
- 3 Parks Advisory Committee meetings

Throughout this process, the public provided information and expressed opinions about their needs and priorities for parks, trails and recreation opportunities in Bluffdale. This feedback played a crucial role in preparing and organizing policy statements and prioritizing the capital facilities project list contained within this Plan.

Community Survey

The City of Bluffdale contracted for the administration of a community survey between April and June of 2015 as a component of this Plan. The purpose of the survey was to gather input to help determine park, trail, greenway and recreation priorities of the community. In collaboration with staff, the project team designed a 27-question survey to assess residents' recreational needs, preferences and priorities. This allowed the survey to be tailored to issues of strategic importance to effectively plan the future of the parks and recreation system.

The survey was designed to obtain representative results from households across the City of Bluffdale. It was administered as a mail survey, and the master mailing list was provided by the City of Bluffdale from its address database. In all, over 2,600 surveys were mailed, and a total of 627 surveys were completed (response rate of 23.5%). Survey respondents had the option to return the print version or to call a 1-800 number to have the survey administered in Spanish over the phone. The sample size is sufficient to assess opinions generally and allows a review by multiple subgroups including age, gender and other demographics.

Major survey findings are noted below, and a more detailed discussion of results can be found in the Needs Assessment chapter of this Plan (Chapter 6). The survey instrument and a summary of the response data are provided in Appendix A.

Major Findings

Bluffdale residents generally are satisfied with parks, trails and recreation opportunities in the city, but many indicated an interest in additional or expanded services and facilities.

- The City of Bluffdale gets high grades for parks quality and upkeep. Overall satisfaction ("excellent"

and "good") with the condition of parks was high (87%).

- Responses were equally favorable regarding the quality of special events in the City, with 86% of respondents rating special events as excellent or good.
- 75% indicated a need for walking and biking trails. Other desired recreation amenities include: picnic shelters/pavilions (68%), playgrounds (66%), and trails along river (66%).
- Amenities that appeal to a wide array of ages and abilities rank highest (trails, playgrounds, water play access & rodeo grounds).
- Upgrading existing and developing new trails is a high priority. In many cases, upgrading existing facilities ranked higher than developing new facilities.
- City residents indicated a strong willingness to support funding for their preferred recreation improvements. About 71% surveyed are willing to support at least $4 per month in added taxes. Over 26% were willing to pay over $10 per month.

Community Open House Meetings

Community members were invited to two public open houses to offer direct comments and feedback about the future of parks, trails and recreation opportunities in Bluffdale. The intent was to elicit feedback from residents on the future vision for the City, explore program and facility opportunities and identify local recreation needs crucial to planning development. The meetings were held on January 29 and June 4, 2015. For each open house, the project team prepared informational displays related to parks, recreation, trails and open space areas. The City's website, a local newspaper, a MindMixer online platform and social media announcements were used to publicize the events. Each meeting lasted up to two hours, and meeting summary notes are provided in Appendix B.

A joint work session of Parks Advisory Committee and the Planning Commission was held on September 2, 2015. The draft Parks, Trails, Recreation and Open Space Plan was reviewed and discussed, with a focus on proposed goals and strategies.

Stakeholder Discussions

Internal and external stakeholder interviews were conducted to more broadly assess the opportunities for partnership and coordination. Stakeholders were identified by city staff based on their past coordination with the City and their involvement or interest in the future of the City's park, recreation or trail facilities. The stakeholder meetings were held between mid May and late July 2015 and included the following organizations:

- Jordan School District
- Old West Days
- Local residential developers
- City Public Works staff (management and parks maintenance personnel)

Stakeholder comments were often specific to the particular perspective or interest of the stakeholder group. Overall, comments were generally favorable in regard to existing City facilities and the potential for future improvements within Bluffdale. Stakeholders recognized the limited financial capacity of the City and were often quick to offer suggestions for potential partnerships or other means to accomplish specific projects.

Suggested projects ranged from coordinating the development of trail connections, identifying opportunities for sport fields, and improving wayfinding and signage. Specific recommendations are reflected in the Needs Assessment chapter (Chapter 6), and stakeholder discussion summaries are provided in Appendix C.

Parks Advisory Committee Meetings

The City established a new Parks Advisory Committee in the fall of 2014 to help guide and provide input for the development of this Parks, Trails, Recreation and Open Space Plan. The Advisory Committee provided feedback on the Plan during three regularly scheduled public sessions. The first session occurred on August 13, 2014 prior to the planning project being initiated. The Committee discussed the update and provided their perspectives on a vision for Bluffdale parks and recreation, specific challenges, opportunities and potential community partnerships. The second session, held on November 5, 2014, was a general project kick-off meeting and discussion between the Committee and the project team, and topics of discussion included current perceptions, challenges and opportunities. The Committee also met on May 21, 2015 to review and discuss the draft goals and objectives for the Plan based, in part, on the community feedback from the first open house and discussions with staff.

Other Outreach

In addition to the direct outreach opportunities noted above, the Bluffdale community was informed about the planning process through a variety of media channels. The following methods were used to inform residents about the project and about opportunities to participate and offer their comments.

- Bluffdale Times (city newsletter)
- City websites (bluffdale.com & planbluffdale.com)
- MindMixer (bluffdale.mindmixer.com)
- Facebook
- South Valley Journal

A project webpage was posted on a city-hosted website (planbluffdale.com) to provide background information, meeting announcements and project materials such as meeting notes, displays and summary reports. In advance of each public meeting, the City posted a project webpage update and provided media announcements.

Inventory & Classifications



4

Inventory & Classifications

This chapter is segmented into two sections. The first section defines the various facility classifications in use in Bluffdale, and the second is an inventory of existing facilities.

Park Classifications

Parkland is classified to assist in planning for the community's recreational needs. The Bluffdale park system is composed of a hierarchy of various park types, each offering recreation and/or natural area opportunities. Separately, each park type may serve only one function, but collectively the system will serve the full range of community needs. Classifying parkland by function allows the City to evaluate its needs and to plan for an efficient, cost effective and usable park system that minimizes conflicts between park users and adjacent uses. The classification characteristics are meant as general guidelines addressing the intended size and use of each park type. The following six classifications are in effect in Bluffdale and are defined as follow.

- Community Parks
- Neighborhood Parks
- Pocket Parks
- Special Use Areas
- Open Space
- Trails

Community Parks

Community parks are larger sites developed for organized play, containing a wider array of facilities and, as a result, appealing to a more diverse group of users. They are planned to provide active and structured recreation opportunities, as well as passive and non-organized opportunities for individual and family activities. Community parks are generally 10 to 40 acres in size, should meet a minimum size of 15 acres when possible and serve residents within a 1-mile drive, walk or bike ride from the site. In areas without neighborhood parks, community parks can also serve as local neighborhood parks.

In general, community park facilities are designed for organized or intensive recreational activities and sports, although passive components such as pathways, picnic areas and natural areas are highly encouraged and complementary to active use facilities. Since community parks serve a larger area and offer more facilities than neighborhood parks, parking and restroom facilities should be provided.

Neighborhood Parks

Neighborhood parks are generally considered the basic unit of traditional park systems. They are small park areas designed for unstructured, non-organized play and limited active and passive recreation. They are generally 1-5 acres in size, depending on a variety of factors including neighborhood need, physical location and opportunity, and should meet a minimum size of 2.5 acres in size when possible.

Neighborhood parks are intended to serve residential areas within close proximity (up to ½-mile walking or biking distance) of the park and should be geographically distributed throughout the community. Access to neighborhood parks is mostly pedestrian, and park sites should be located such that people living within the service area can reach the park safely and conveniently. Park siting and design should ensure pedestrians do not have to cross a major arterial street or other significant natural or man-made barriers to get to the site, unless safe crossings are provided. Neighborhood parks should be located along road frontages to improve visual access and community awareness of the sites. Connecting and frontage streets should include sidewalks or other safe pedestrian access. Additionally, street plans should encourage maximum connectivity and public access to park sites.

Generally, developed neighborhood parks typically include amenities such as pedestrian paths, picnic tables, benches, play equipment, a multi-use open field for informal play, sport courts or multi-purpose paved areas and landscaping. Restrooms are not provided due to high construction and maintenance costs. Parking is also not usually provided; however, on-street, ADA-accessible parking stall(s) may be provided.

Pocket Parks

Pocket parks are small parks, less than one-half acre, often designed as play lots to serve nearby young children and their parents. Pocket parks are the smallest park classification and are used to address limited or isolated recreational needs. These parks serve a limited radius (up to 1/4-mile) from the site and provide passive and play-oriented recreational opportunities. Amenities are usually limited to small playground facilities, small open grass areas and minimal site furnishings. Passive uses may include picnic areas and sitting areas. Examples of pocket parks can include a tot lot with play equipment such as a climber, slide or swings; a small plaza; or civic recognition project. Locating pocket parks adjacent to other park system components, such as recreational trails, is also desirable. Parking is not provided at pocket parks.

Although several pocket parks have been built in Bluffdale in recent years, they have higher maintenance costs, and the existing pocket parks have little to no opportunity for expansion. This Plan recommends pursuing larger community and neighborhood parks to provide a higher recreational utility value.

Special Use Areas

Special use areas include single-purpose recreational areas or stand-alone sites designed to support a specific, specialized use. This classification includes stand-alone sport field complexes, arenas, community centers, community gardens or sites occupied by buildings. Specialized facilities may also be provided within a park of another classification. No standards exist or are proposed concerning special facilities, since facility size is a function of the specific use.

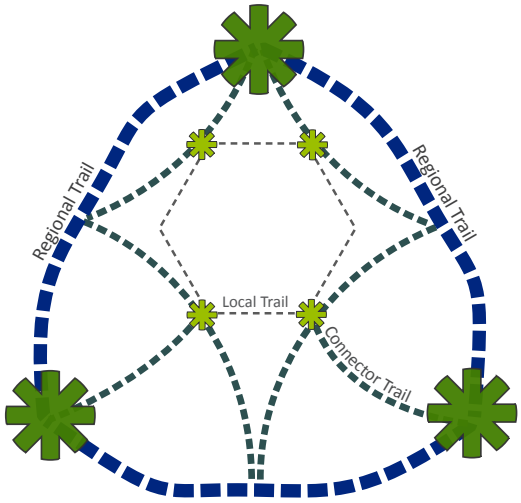
Open Space

Open space lands are individual or isolated tracts that are primarily left in a natural state with recreation use as a secondary objective. These lands are usually owned or managed by a governmental agency, which may or may not have public access. The open space classification often includes detention basins, steep hillsides or other similar spaces. In some cases, environmentally sensitive areas are classified as open space and can include wildlife habitats, stream and creek corridors, or unique and/or endangered plant species. Open space lands may serve as trail corridors and provide for low-impact or passive activities, such as walking and nature observation. No standards exist or are proposed for open space lands.

Trails

Trails are non-motorized recreation and transportation networks generally separated from roadways. Trails can be developed to accommodate multiple or shared uses, such as pedestrians and bicyclists, or a single use. Recreation trail alignments aim to emphasize a strong relationship with the natural environment and may not provide the most direct route from a practical transportation viewpoint.

This plan for the recreational trails system uses a trail hierarchy (right) to create a series of interconnected linkages throughout the City and represents a trail framework based on the planned users volumes and intensity. This hierarchy conceptualizes a branching circulation network of non-motorized routes - ranging from cross-regional and inter-city primary corridors, to secondary intra-city neighborhood corridors, to minor local connections - with the primary purpose focused on recreation. These interconnected linkages enable recreational trail users to create loops or individualized routes depending on desired travel distances or specific destinations.



The differences between the trail classifications within the hierarchy are based on purpose, intensity of use and connections, rather than on trail width, material or user. Four trail classifications exist within the Bluffdale network: regional, connector, local and equestrian trails. These four trail classes serve as the primary linkages across and through the City. Figure 5 describes the four trail types in Bluffdale.

Figure 5. Trail Types & Characteristics

Classification	Function	Users	Surfaces	Width	Clearance	Amenities
Regional Trail	Provides major connections to adjacent communities and significant natural features, such as rivers and creeks	Pedestrians, Cyclists, Skaters. Equestrian where feasible (parallel and separate).	Asphalt, Concrete or Boardwalk.	10' - 12'	Side: 2'-6" Vertical: 10'-0" Vertical: 12'-0" (Equestrian)	Trailhead, Parking, Restrooms, Site Furnishings, Lighting, Signage
Connector Trail	Connects important uses and areas of interest, often within a neighborhood, typically using street rights of way	Pedestrians, Cyclists, Skaters.	Asphalt, Concrete or Boardwalk. Gravel connections may be permitted.	8' - 12'	Side: 2'-0" Vertical: 10'-0"	Site Furnishings, Signage
Local Trail	Provides local connections to features, such as parks, community centers and schools	Pedestrians. Equestrian where feasible (parallel and separate).	Asphalt, Concrete, Boardwalk or Gravel.	5' - 8'	Side: 1'-0" Vertical: 10'-0" Vertical: 12'-0" (Equestrian)	Signage
Equestrian Trail	Provides equestrian connections separate from or parallel to other pedestrian/ bicycle trails	Equestrian.	Earthen, Wood Chip.	4' - 6'	Side: 1'-0" Vertical: 12'-0"	Trailhead, Parking, Signage

Facility Inventory

Bluffdale provides and maintains a growing system of parks that supports a range of active and passive experiences. City-provided athletic fields are available at City Park and Parry Farms, which include one large soccer field and two softball/baseball fields. Bluffdale also provides a centrally-located equestrian arena at the west end of City Park. The City does not currently offer recreation programs, although organized sports are provided by private youth leagues, and the Jordan School District offers some additional recreation programming for youth.

The park and open space inventory identifies the recreational assets within Bluffdale. The City provides nearly 60 acres of public parkland and recreation facilities distributed among 9 park sites and numerous open space parcels. The following table summarizes the available land inventory in Bluffdale.

Figure 6. Existing Inventory: City-owned Park Lands

Park Name	Classification	Status	Acreage
Bluffdale City Park (excl rodeo grounds)	Community Park	Developed	22.37
	Subtotal		***22.37***
Mt. Jordan Park	Neighborhood Park	Developed	3.69
Phillip Gates Memorial Park	Neighborhood Park	Developed	4.54
	Subtotal		***8.23***
Parry Farms Baseball Fields	Special Facility	Developed	7.22
Rodeo Grounds	Special Facility	Developed	9.55
	Subtotal		***16.77***
Bluffdale Heights Park	Pocket Park	Developed	0.46
Independence Pocket Park #1 (West)	Pocket Park	Developed	0.30
Independence Pocket Park #2 (East)	Pocket Park	Developed	0.20
Ponderosa Park	Pocket Park	Developed	1.12
Ten Sleep Circle Park	Pocket Park	Developed	0.44
	Subtotal		***2.52***
Palisade Acres Detention Pond	Open Space	Undeveloped	1.14
Parry Farms Park/Detention Pond	Open Space	Undeveloped	2.91
Independence Trail Corridor	Open Space	Undeveloped	1.93
Independence Trail Corridor	Open Space	Undeveloped	0.64
Independence Trail Corridor	Open Space	Undeveloped	0.86
Independence Trail Corridor	Open Space	Undeveloped	1.05
	Subtotal		***8.53***
	Total Acreage		**58.42**

The City also has agreements in place with developers for the planned development of certain future parks and trail linkages as part of residential development projects underway. Approximately 14.6 acres of new parkland will be added to the park system in the near-term. The following table identifies the planned parks.

Figure 7. Planned Parks

Park Name	Classification	Status	Acreage
Planned Marketplace Park	Neighborhood Park	Undeveloped	1.37
Planned Independence Park	Neighborhood Park	Undeveloped	5.91
Planned Vintage Park	Neighborhood Park	Undeveloped	5.00
	Subtotal		***12.28***
Planned West Pocket Park	Pocket Park	Undeveloped	1.94
Planned Center Pocket Park	Pocket Park	Undeveloped	0.41
	Subtotal		***2.35***

In addition to parks, several trail segments exist within the City, but there is limited connectivity. Salt Lake County is currently working toward the construction of two trail segments of the Jordan River Parkway that will complete crucial gaps that limit the utility of the larger greenway trail. The City has made effort to have new trail segments installed in concert with new residential development. For example, new trail corridors have been built and more are planned within the Independence and Parry Farms neighborhoods. The following table identifies existing trail segments within Bluffdale.

Figure 8. Trail Types & Characteristics

Trail Segment	Classification	Surface	Ownership	Mileage
Jordan River Parkway Trail (North section)	Regional	Asphalt	Salt Lake County	1.36
Jordan River Parkway Trail (Central section)	Regional	Asphalt	Salt Lake County	1.85
Jordan River Parkway Trail (South section)	Regional	Asphalt	Salt Lake County	1.17
Jordan River Parkway Spur Trail (via Arrow Trailhead)	Regional	Asphalt	Salt Lake County	0.60
			Subtotal: Regional	***4.98***
Bonneville Shoreline Trail	Community	Asphalt	Bluffdale City	0.56
			Subtotal: Community	***0.56***
City Park Trail	Local	Asphalt	Bluffdale City	0.61
Independence Trail (North section)	Local	Asphalt	Bluffdale City	0.59
Independence Trail (SW to Allegiance Dr)	Local	Asphalt	Bluffdale City	0.18
Independence Trail (SE to Heritage Crest Way)	Local	Asphalt	Bluffdale City	0.25
Palisade Detention Pond Connector	Local	Concrete	Bluffdale City	0.06
Parry Farms Spur Trail	Local	Asphalt	Bluffdale City	1.46
Spring View Farms Trail (via Royal Coachman Dr)	Local	Asphalt	Bluffdale City	1.34
Spring View Farms Trail (via Spring View Pkwy)	Local	Asphalt		0.30
			Subtotal: Local	***4.80***
Equestrian Easement (N/S route west of 3200W)	Equestrian	Dirt	Bluffdale City	0.14
Equestrian Easement (N/S route west of 3200W)	Equestrian	Dirt	Bluffdale City	0.16
Equestrian Easement (E/W btwn 14865 S & 15000 S)	Equestrian	Dirt	Bluffdale City	0.42
Equestrian Easement (E/W btwn 14750 S & 14865 S)	Equestrian	Dirt	Bluffdale City	0.30
Jordan River Parkway Equestrian Trail	Equestrian	Dirt	Salt Lake County	0.59
Jordan River Parkway Equestrian Trail (North section)	Equestrian	Dirt	Salt Lake County	1.20
Jordan River Parkway Equestrian Trail (Central section)	Equestrian	Dirt	Salt Lake County	1.84
Jordan River Parkway Equestrian Trail (South section)	Equestrian	Dirt	Salt Lake County	0.63
Rodeo Grounds	Equestrian	Dirt	Bluffdale City	0.44
			Subtotal: Equestrian	***5.71***
			Total Trail Mileage	**16.06**

The maps on the following pages show the location of existing parks, trails and recreation areas within and around the City.

Other Nearby Resources

School Facilities

Schools are an important resource for recreation facilities such as sport fields, playgrounds and gymnasiums. The Jordan School District is the public school organization serving Bluffdale Within the City, Bluffdale Elementary School is an important site for community recreation, as well as education. The school includes a playground, ball fields and sport courts. The fields at Bluffdale Elementary School have been rented by sport leagues in past years, but they were not rentable in 2014 because the school hosted its own softball league for students.

Salt Lake County Lands

Salt Lake County is currently constructing the first phase of the 80-acre Southwest Regional Park. The future park will include multiple sport fields, a splash pad, tennis and basketball courts, parking and restrooms. Salt Lake County also owns several other properties within the city limits of Bluffdale. Most of the acreage is located along the Jordan River valley and includes three trailhead sites to support the Jordan River Parkway Trail.

Private Development

Open spaces held by private homeowners' associations provide existing and potential opportunities for park and recreation facilities. Typically, land within a residential development that is not suitable for construction or located within sensitive lands (i.e., steep slopes, etc) may be retained as open space tracts. Residential developments also may own and maintain small private parks. The Falls at Boulden Ridge is an example of a private homeowners association park within Bluffdale.

Figure 9. Existing Inventory: Parks & Open Spaces by Other Providers

Park Name	Classification	Owner	Acreage
Bluffdale Elementary School	Neighborhood	Jordan School District	2.84
		Subtotal	2.84
Arrow Property Trailhead	Open Space	Salt Lake County	10.1
Jordan Narrows Trailhead	Open Space	Salt Lake County	4.43
Southwest Regional County Park	Regional	Salt Lake County	80.64
Spring View Farms Trailhead	Open Space	Salt Lake County	21
Other County-owned Open Space	Open Space	Salt Lake County	460.78
		Subtotal	576.95
Falls at Boulden Ridge	Pocket	Falls at Boulden Ridge HOA	1.58
		Subtotal	1.58
		Total Acreage	**581.37**

Indoor Recreation Facilities

Although there are no indoor recreation facilities located within Bluffdale, several recreation centers are within short drives of the city. Salt Lake County, Herriman, Riverton and South Jordan operate and program indoor recreation centers. In addition, Draper and Salt Lake County operate outdoor pools nearby.

Other Urban Park Systems

Several adjacent incorporated cities provide park and recreation opportunities that should be considered relevant components of the overall Bluffdale recreation system. The three adjacent municipalities of Riverton, Herriman and Draper operate and maintain park, trail and recreation facilities, along with programming. Some potential facilities serving Bluffdale's growth, such as community trails, will require partnerships and coordination that extend beyond city boundaries.

Park Inventory Amenity Matrix

Park Name	Classification	Status	Acreage	Playground (toddler)	Playground (large)	Swing Set	Pavilion	Picnic Tables	Benches	Restroom	Pathways	Parking	Sport Fields	Sport Courts	Horseshoe Pits
Bluffdale City Park	Community Park	Developed	31.92		X	X	2	16	10	X	X	X	X	X	X
Mt. Jordan Park	Neighborhood Park	Developed	3.69		X	X	2	4		X	X	X		X	
Phillip Gates Memorial Park	Neighborhood Park	Developed	4.54		X	X	1	9	2	X	X	X			
Parry Farms Baseball Fields	Special Facility	Developed	7.22					3		X		X	X		
Bluffdale Heights Park	Pocket Park	Developed	0.46		X		1	4			X				
Independence Pocket Park #1 (West)	Pocket Park	Developed	0.3								X				
Independence Pocket Park #2 (East)	Pocket Park	Developed	0.2	X							X				
Ponderosa Park	Pocket Park	Developed	1.12					1				X			
Ten Sleep Circle Park	Pocket Park	Developed	0.44	X							X				
Palisade Acres Detention Pond	Open Space	Undeveloped	1.14												
Parry Farms Park/Detention Pond	Open Space	Undeveloped	2.91												
Independence Trail Corridor	Open Space	Undeveloped	4.48												

Palisade Acres Detention Pond
SW Regional Park
Bluffdale City Park
Ponderosa Park
Falls at Boulden Ridge
Phillip Gates Memorial Park
Parry Farms Baseball Fields
Parry Farms Park/Detention Pond
Pocket Park
Mt. Jordan Park
Bluffdale Heights Park

Legend

- City Parks: Existing
- City Parks: Planned
- City-owned parcels
- HOA Park
- HOA Open Space
- Salt Lake County parcels
- School District parcels
- Charter School parcels
- Camp Williams
- Streets
- Parcels
- Canals
- River
- City boundary
- County boundary

N

0 0.25 0.5 1 1.5 2 Miles

This map is intended for planning and informational purposes and may not have been prepared for, or be suitable for legal, engineering or surveying purposes.

The proposed park gaps areas are intended to illustrate general deficiencies, which will be assessed further upon future studies and negotiations with property owners for access and use.

Bluffdale Parks, Trails, Recreation & Open Space Plan

Map 1: Existing Parks

Adopted 10/28/15

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Palisade Acres Detention Pond

Bluffdale City Park

Ponderosa Park

Phillip Gates Memorial Park

Parry Farms Baseball Fields

Pocket Park

Mt. Jordan Park

Bluffdale Heights Park

Parry Farms Park/Detention Pond

Legend

Existing Trails

- Regional
- Community
- Local
- Equestrian
- Existing On-Street Bikeways

- City Parks: Existing
- City Parks: Planned
- HOA Park
- HOA Open Space
- Salt Lake County parcels
- School District parcels
- Charter School parcels
- Camp Williams
- Streets
- Parcels
- Canals
- River
- City boundary
- County boundary

N

This map is intended for planning and informational purposes and may not have been prepared for, or be suitable for legal, engineering or surveying purposes.

The proposed trail routes are intended to illustrate general alignments, which will be contingent upon future design studies and successful negotiations with property owners for access and use.

0 0.25 0.5 1 1.5 2 Miles

Bluffdale Parks, Trails, Recreation & Open Space Plan

Map 2: Existing Trails

Adopted 10/28/15

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Bluffdale City Park





Located at the corner of 14400 South and 2200 West.

Nearby Recreational Resources

- Future Southwest Regional County Park
- Canal and trail
- Bluffdale Elementary

Amenities

- Approximately 183 parking stalls
- 1 play structure (ages 5 to 12) on wood chip base
- 1 set monkey bars
- 2 grass volleyball courts
- 2 basketball courts
- 3 horseshoe pits
- Restrooms (ADA accessible)
- 2 water fountain stations (7 water fountains total)
- Pavilion with 16 picnic tables (ADA accessible)
- 10' ADA asphalt path around perimeter of park
- 1 shade pergola on walking path
- Ornamental plantings
- Shade trees
- 3 stone memorials / historical markers
- 10 stone benches
- 2 lampposts
- 4 fire hydrants
- 4 sets of electrical outlets
- Old West town
- Park sign
- Educational plant signs
- 3 bulletin sign stations
- 3 pet waste stations
- Entrance water feature
- 3 large open irrigated grass areas (approx. 270'x250' for the north area, 320'x220' for the west area, and 500'x270' for the east area)

Site Management / Design Recommendations

- Consider developing a comprehensive site master plan to address shifting uses and demands at park.
- Provide area lighting, including path lighting.
- Provide play area for ages 2 to 5 and swing set.
- Ensure clean-up and regular maintenance of the water feature, stone memorials, and planted areas at entrance.
- Ensure ongoing playground surface maintenance (establish schedule for maintaining wood chips).
- Ass paved parking behind existing Old West Village.
- Ensure maintenance and upkeep of Old West buildings and landscaping.
- Ensure ongoing lawn care (mowing, weeding, fertilizing) & ongoing shrub and tree care (trimming, weeding).
- Ensure ongoing irrigation system maintenance.

Bluffdale Arena






Located at the corner of 14400 South and 2200 West.

Nearby Recreational Resources

- Future Southwest Regional County Park
- Canal and trail
- Bluffdale Elementary

Amenities

- Rodeo grounds with large gravel parking area (approx. 2.2 acres)
- Pavilion and stage at rodeo grounds
- Large brick equipment facility with equipment yard
- Ornamental plantings
- Shade trees

Site Management / Design Recommendations

- Consider developing a comprehensive site master plan to address shifting uses and demands at park.
- Create screening (i.e., vegetative) between the park and the equipment yard/facility and rodeo grounds.
- Add a trail connection to the adjacent elementary school.
- Provide area lighting, including path lighting.
- Ensure maintenance and upkeep of Old West buildings and landscaping.

Bluffdale Heights Park





Located at the corner of Regent Garden Lane (15100 South) and Inverleith Cove.

Nearby Recreational Resources

- Bonneville Shoreline Trail
- Independence Trail

Amenities

- On-street parking
- Small play structure (ages 5 to 12) on wood chip base
- ADA accessible Pavilion with 4 non-ADA picnic tables
- 5' ADA concrete path along edge of park
- 1 water tap
- Trash receptacle
- Newly planted shade trees
- Irrigated lawn

Site Management / Design Recommendations

- Install water fountain. Note: Operation of the drinking fountain is seasonal so it may have to be turned off.
- Provide community bulletin and contact information for the city.
- Provide lighting.
- Provide ADA-accessible picnic table.
- Install bench(s) on periphery of play area.
- Ensure ongoing playground surface maintenance (establish schedule for maintaining wood chips).
- Ensure ongoing lawn care (mowing, weeding, fertilizing).
- Ensure ongoing shrub and tree care (trimming, weeding).
- Ensure ongoing irrigation system maintenance.

Mt. Jordan Park (Independence)





Located in the Independence Subdivision at the corner of Freedom Point Way and Peace Drive.

Nearby Recreational Resources

- Independence Trail
- Bonneville Shoreline Trail
- 2 pocket parks
- Charter school
- 2 planned pocket parks
- Planned Independence Park

Amenities

- 15 parking stalls + additional on-street parking
- Large play structure (ages 5 to 12) on wood chip base
- 4 swings (1 toddler, 3 belt)
- Restroom (ADA accessible)
- 1 set of water fountains (attached to restroom)
- 2 ADA accessible pavilions with 4 non-ADA picnic tables each
- Trash receptacle
- 2 water taps
- 0.5 basketball courts
- 3' tall metal fencing near parking and ADA ramp
- Large open grass area
- Newly planted shade trees

Site Management / Design Recommendations

- Provide community bulletin and contact information for the city.
- Provide lighting.
- Install bench(s) on periphery of play area.
- Provide play area for ages 2 to 5.
- Ensure ongoing playground surface maintenance (establish schedule for maintaining wood chips).
- Ensure ongoing lawn care (mowing, weeding, fertilizing).
- Ensure ongoing shrub and tree care (trimming, weeding).
- Ensure ongoing irrigation system maintenance.

Phillip Gates Memorial Park





Located at south end of Royal Coachman Drive, just west of the Denver & Rio Grande Western Railroad.

Nearby Recreational Resources

- Springview Farms Trail and natural area
- Jordan River Parkway Trail
- Jordan River

Amenities

- 23 parking stalls
- Large play structure (age 5 to 12) on wood chip base
- 6 swings (2 toddler, 4 belt)
- 2 mini back-hoes (play equipment)
- Restroom (ADA accessible)
- Water fountain (attached to restroom)
- Pavilion (ADA accessible) with 6 picnic tables
- 3 lampposts
- 3 picnic tables with checkerboards
- 2 benches
- 2 park signs (one on north side, one on south side)
- 9' ADA asphalt path around perimeter of park (portions are 20' to accommodate emergency vehicles)
- Pond with boat launch
- Swale designed to mimic a stream
- Formal plantings
- Ornamental and shade trees
- Irrigated lawn

Site Management / Design Recommendations

- Add additional parking on the south end to create a stronger public connection to neighborhoods and the Springview Farms Trail, trailhead, and surrounding natural area. (Access can be a problem at south end.)
- Increase the natural appearance of the channel by slightly modifying the alignment, removing the large riprap, and incorporating native plant materials.
- Install a bridge over the channel to eliminate the visual and functional barrier it creates.
- Provide ADA-accessible picnic table(s).
- Control invasive plant species in the pond area and replace with native plant materials.
- Plant additional shade trees (choose large-growing species).
- Ensure ongoing playground surface maintenance (establish schedule for maintaining wood chips).
- Ensure ongoing lawn care (mowing, weeding, fertilizing).
- Ensure ongoing shrub and tree care (trimming, weeding).
- Ensure ongoing irrigation system maintenance.

Parry Farms Baseball Fields





Located on Rock Hollow Drive.

Nearby Recreational Resources

- Parry Farms Spur Trail
- Parry Farms Park/Detention Pond
- Jordan River Parkway Trail

Amenities

- 104 parking stalls
- 2 softball/baseball fields with bleachers and grass seating options
- Restrooms and concessions building (ADA accessible)
- 3 picnic tables
- Irrigated lawn

Site Management / Design Recommendations

- Plant shade trees.
- Install a play area with adjacent benches for adults.
- Provide ADA-accessible picnic table(s).
- Consider installing fly-ball safety netting to protect bleachers and concession areas.
- Ensure ongoing maintenance and care of infields and ballfield infrastructure.
- Ensure ongoing lawn care (mowing, weeding, fertilizing).
- Ensure ongoing shrub and tree care (trimming, weeding).
- Ensure ongoing irrigation system maintenance.

Ponderosa Park



Located on Bueler Circle.

Nearby Recreational Resources

- Southwest Regional County Park
- Bluffdale City Park
- Ten Sleep Circle Park

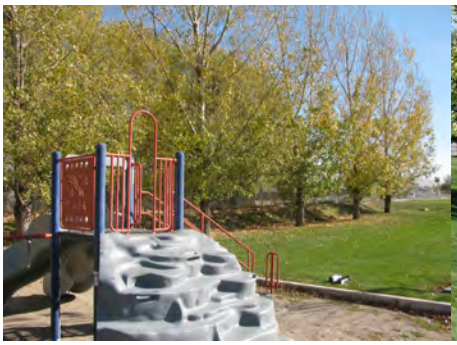
Amenities

- 8 parking stalls
- 1 adjacent street light
- ADA accessible covered picnic table
- Grass

Site Management / Design Recommendations

- Install play structure.
- Provide ADA seating at covered picnic table.
- Plant shade trees along western edge of park.
- Ensure ongoing lawn care (mowing, weeding, fertilizing).
- Ensure ongoing irrigation system maintenance.
- Provide trash receptacle.

Ten Sleep Circle Park





Located at the corner of 2700 West and Ten Sleep Circle.

Nearby Recreational Resources

- Southwest Regional County Park
- Bluffdale City Park
- Ponderosa Park

Amenities

- On-street parking
- Small play structure (ages 5 to 12) on pea gravel base
- 5' ADA concrete path along edge of park
- Irrigated lawn
- Shade trees

Site Management / Design Recommendations

- Provide ADA-accessible picnic table.
- Provide ADA path to play area.
- Provide lighting.
- Install bench(s) on periphery of play area.
- Ensure ongoing playground surface maintenance (replace pea gravel with wood chip play surface and establish schedule for maintaining).
- Ensure ongoing lawn care (mowing, weeding, fertilizing).
- Ensure ongoing shrub and tree care (trimming, weeding).
- Ensure ongoing irrigation system maintenance.

Pocket Park #1 (West)



Located in the Independence Subdivision, along the Independence Trail.

Nearby Recreational Resources

- Independence Trail
- Bonneville Shoreline Trail
- Mt. Jordan Park
- Pocket park
- 2 additional planned pocket parks
- Planned Independence Park

Amenities

- 10' ADA asphalt trail (Independence Trail)
- Irrigated lawn
- Formal tree plantings

Site Management / Design Recommendations

- Install bench(s).
- Install covered picnic table with ADA access.
- Provide lighting.
- Ensure ongoing lawn care (mowing, weeding, fertilizing).
- Ensure ongoing shrub and tree care (trimming, weeding).
- Ensure ongoing irrigation system maintenance.
- Provide trash receptacle.

Pocket Park #2 (East)



Located in the Independence Subdivision, along the Independence Trail.

Nearby Recreational Resources

- Independence Trail
- Bonneville Shoreline Trail
- Mt. Jordan Park
- Pocket park
- 2 additional planned pocket parks
- Planned Independence Park

Amenities

- Children's play area (ages 2 to 5) on wood chip base
- 10' ADA asphalt trail (Independence Trail)
- Irrigated lawn
- Formal tree plantings

Site Management / Design Recommendations

- Install bench(s) on periphery of play area.
- Ensure regular debris removal around play equipment.
- Ensure ongoing playground surface maintenance (establish schedule for maintaining wood chips).
- Ensure ongoing lawn care (mowing, weeding, fertilizing).
- Ensure ongoing shrub and tree care (trimming, weeding).
- Ensure ongoing irrigation system maintenance.

Independence Trail



Located in the Independence Subdivision.

Nearby Recreational Resources

- Bonneville Shoreline Trail
- Mt. Jordan Park
- 2 pocket parks
- 2 additional planned pocket parks
- Planned Independence Park

Amenities

- 10' ADA asphalt trail

Site Management / Design Recommendations

- Install benches/resting locations in shaded areas along trail.
- Install periodic lighting along trail.
- Install mileage markers.

Bonneville Shoreline Trail



Located adjacent to Porter Rockwell Boulevard.

Nearby Recreational Resources

- Independence Trail
- Mt. Jordan Park
- Bluffdale Heights Park

Amenities

- 10' ADA asphalt trail
- Formal plantings

Site Management / Design Recommendations

- Install periodic benches/resting locations along trail.
- Install mileage markers.

Springview Farms Trail





Located in the Springview Farms Subdivision.

Nearby Recreational Resources

- Springview Farms Trailhead
- Jordan River Parkway Trail
- Jordan River

Amenities

- 9' ADA asphalt trail
- Large open natural area

Site Management / Design Recommendations

- Install periodic benches/resting locations along trail.
- Provide lighting.
- Install mileage markers.

Parry Farms Park / Detention Pond



Located on Iron Horse Boulevard.

Nearby Recreational Resources

- Parry Farms Spur Trail
- Parry Farms Baseball Fields
- Jordan River Parkway Trail
- Jordan River

Amenities

- Shade trees (concentrated on the north)
- Irrigated lawn
- Detention pond

Site Management / Design Recommendations

- Conduct site master plan to determine best use and layout for park improvements.
- Install play structure.
- Provide shade trees throughout park.
- Clearly delineate path around park as a trail.
- Clean up riprap and armoring for primary detention pond and use plantings to naturalize.
- Create a connection to the Jordan River Parkway Trail.
- Ensure ongoing lawn care (mowing, weeding, fertilizing).
- Ensure ongoing shrub and tree care (trimming, weeding).
- Ensure ongoing irrigation system maintenance.

Parry Farms Spur Trail



Located adjacent to Iron Horse Boulevard.

Nearby Recreational Resources

- Parry Farms Park/Detention Pond
- Parry Farms Baseball Fields
- Jordan River Parkway Trail
- Jordan River

Amenities

- 10' ADA asphalt trail

Site Management / Design Recommendations

- Install periodic benches/resting locations along trail.

Palisade Acres Detention Pond



Located on 13800 South, just north of Lincolnshire Court.

Nearby Recreational Resources

- Southwest Regional County Park

Amenities

- Large open grass area
- Path to subdivision south of park.

Site Management / Design Recommendations

- Conduct site master plan to determine best use and layout for park improvements.
- Install covered picnic table(s).
- Provide lighting.
- Provide trail around detention area.
- Install play structure and swing set.
- Plant shade trees along western edge of park.
- Ensure ongoing lawn care (mowing, weeding, fertilizing).
- Ensure ongoing irrigation system maintenance.

Goals & Objectives



5

Goals & Objectives

Overview

The goals and objectives described in this chapter define the park and recreation services that Bluffdale aims to provide. These goals and objectives were derived from input received throughout the planning process, from city staff and officials, the Parks Advisory Committee, community members and stakeholders.

Goals & Objectives

Taken together, the goals and objectives provide a framework for the Parks, Trails, Recreation and Open Space Plan. A goal is a general statement describing an outcome the City wishes to provide. Goals typically do not change over time unless community values shift. Objectives are more specific, measurable statements that describe a means to achieving the stated goals. Objectives may change over time. Recommendations are specific actions intended to implement and achieve the goals and objectives and are contained in subsequent chapters of the Plan.

Community Involvement & Information

Goal 1: Encourage and support public involvement in park and recreation issues.

1.1 Formalize and support the Parks Committee as the forum for public discussion of parks and recreation issues.

1.2 Involve residents and stakeholders in park and recreation facility planning and design and recreation program development in order to solicit community input, facilitate project understanding and engender public support.

1.3 Use a variety of methods and media to publicize and increase resident awareness about recreational opportunities available in local neighborhoods and citywide.

1.4 Prepare, publish and promote a park and trail facilities map for online and print distribution to highlight existing and proposed sites and routes.

1.5 Survey, review and publish local park and recreation preferences, needs and trends at least once every five years to stay current with community attitudes and interests.

1.6 Conduct periodic joint sessions between the Parks Committee and other standing City boards, such as the Planning Commission, and with the City Council to improve coordination and discuss policy matters of mutual interest pertaining to recreational resources, opportunities and funding.

1.7 Promote volunteer park improvement, beautification and clean-up projects from a variety of individuals, service clubs, churches and businesses.

Parks & Open Space

Goal 2: Acquire and develop a high-quality, diversified system of parks, recreation facilities and open spaces that provides equitable access to all residents.

2.1 Proactively seek parkland identified within this Plan, in both developed and undeveloped areas, to secure suitable locations for new parks and open spaces to serve current and future residents.

- 2.1A Strive to provide a distributed network of parks, such that all city residents live within one-half mile of a developed park.
- 2.1B Fulfill park and trail service standards consistent with the adopted Impact Fee Facilities Plan, while also aiming to provide varied, geographically distributed and high-quality amenities consistent with the community's recreational interests.

2.2 Identify and prioritize lands for inclusion in the parks and greenway system based on factors such as contribution to level of service, connectivity, or recreational opportunities for residents.

2.3 Pursue low-cost and/or non-purchase options to preserve open space, including the use of conservation easements, flexible subdivisions and development agreements.

Trails

Goal 3: Develop a network of shared-use trails and corridors to enable connectivity between parks, neighborhoods and public amenities.

3.1 Coordinate with neighboring jurisdictions, Salt Lake County and Utah County to provide a regional trail network along and connecting to the Jordan River and coordinated trail alignments that provide continuous walking and biking access between parks and other key destinations.

3.2 Work with local agencies, canal districts, utilities and private landholders to secure trail easements and access to open space for trail connections.

3.3 Expand the system of off-street trails by utilizing parks, utility corridors, canals and other publicly accessible areas as appropriate.

3.4 Re-evaluate and assess the suitability of existing trail easements for use and functionality as pedestrian or bridle trail corridors.

3.5 Provide east-west trail connections across Bluffdale to connect the regional park, City Park and the Jordan River Parkway Trail and extend the Bonneville Shoreline Connector.

3.6 Consider options to formalize and maintain a network of bridle trails, to include the usage of canal maintenance roads.

3.7 Integrate the siting of proposed trail segments into the development review process; require development projects along designated trail routes to be designed to incorporate trail segments as part of the project.

3.8 Provide trailhead accommodations, as appropriate, to include parking, wayfinding signage, restrooms and other amenities.

Maintenance & Operations

Goal 4: Provide a parks and recreation system that is efficient to maintain and operate, provides a high level of user comfort, safety, and aesthetic quality, and protects capital investments.

4.1 Maintain all parks and facilities in a manner that keeps them in safe and attractive condition; repair or remove damaged components immediately upon identification.

4.2 Maintain an inventory of assets and their condition; update the inventory as assets are added, updated or removed from the system and periodically assess the condition of park and recreation facilities and infrastructure.

4.3 Consider the maintenance costs and staffing levels associated with acquisition, development, or renovation of parks or natural open space areas, and adjust the annual operating budget accordingly for adequate maintenance funding of the system expansion.

Design

Goal 5: Plan and design high-quality play structures, trails, parks and recreation facilities that facilitate their care and maintenance.

5.1 When developing new facilities or redeveloping existing facilities, review and consider the projected maintenance and operations costs prior to initiating design development.

5.2 Design and maintain parks and facilities to offer universal accessibility for residents of all physical capabilities, skill levels and age as appropriate; assess planned and existing parks and trails for compliance with the newly adopted Americans with Disabilities Act (ADA) Standards for Accessible Design for requisite upgrades. Include considerations from the U.S. Access Board on the Architectural Barriers Act Accessibility Standards for guidelines for outdoor areas on federal land or federally-funded projects.

5.3 Incorporate low impact design practices into the design, planning and rehabilitation of new and existing facilities; consider the use of native vegetation for landscaping in parks to minimize maintenance requirements.

5.4 Create illustrative master plans for park development or redevelopment, as appropriate, to take maximum advantage of grant or other funding opportunities.

5.5 Develop and implement minimum design and development standards for park and recreation amenities within private developments to ensure acceptable levels of improvement, address community facility needs, equipment types, public safety, accessibility and installation and maintenance procedures.

5.6 Standardize the use of graphics and signage to establish a consistent identity at all parks and facilities.

5.7 Standardize park furniture (such as trash cans, tables, benches, pavilions, fencing) and irrigation equipment to reduce inventory costs and improve appearance of, and maintenance consistency within, parks.

5.8 Maximize the multiple-use aspects of detention facilities, utility easements, etc. by preserving and enhancing the natural and ecological value of these lands, while facilitating pedestrian access, recreational value or wildlife viewing.

Concurrency

Goal 6: Ensure that new park and recreational facilities are provided in concert with new development.

6.1 Ensure that new residential development provides funds or parkland for future park development consistent with the City's standards for parks and facilities.

6.2 Require that the development of recreational amenities conforms to the City's minimum guidelines and the general needs outlined in this Plan.

6.3 Require plan review, final inspection and acceptance (including as-built drawings) of all developer-provided park projects installed per City guidelines and standards.

6.4 Accept only those parks and facilities that are consistent with the City's Parks, Trails, Recreation and Open Space Plan and adopted park standards.

Recreation Programming

Goal 7: Facilitate and promote a varied and inclusive suite of recreation programs that accommodate a spectrum of ages, interests and abilities.

7.1 Leverage City resources by forming and maintaining partnerships with other public, non-profit and private recreation providers to deliver recreation services and secure access to existing facilities for community recreation.

7.2 Partner with the Jordan School District to maximize public use of recreation facilities on school sites, especially athletic fields and gymnasiums.

7.3 Partner with Salt Lake County and other stakeholders to provide regional facilities, such as a recreation center.

7.4 Coordinate with public, private and non-profit providers, such as organized sports leagues, to plan for projects to expand facilities for athletic fields.

7.5 Conduct a feasibility study to explore the potential and financial requirements to construct and operate a community recreation center.

Administration & Management

Goal 8: Support and promote the Parks Committee and the Department of Public Works to the community, stakeholders, partners and City Council.

8.1 Provide sufficient financial and staff resources to maintain the overall parks and recreation system to high standards.

8.2 Maximize operational efficiency to provide the greatest public benefit for the resources expended, including the consideration of contracted services.

8.3 Periodically review and update the park impact fee rates.

8.4 Pursue alternative funding options and dedicated revenues for the acquisition and development

of parks and facilities, such as private donation, sponsorships, partnerships, state and federal grant sources, among others. Place priority on maximizing grants and other external sources of funding, or inter-agency cooperative arrangements, to develop the City's park resources.

8.5 Work to develop information packets that promote City services to tourists and new residents.

8.6 Inform all levels of staff of the direction of the Plan and allow for staff input, encouraging buy-in and knowledge from all staff members.

8.7 Assign responsibilities, resources and time frames in annual work plans as necessary to enable progress on the goals and policies of the Plan.

8.8 Promote professional development opportunities that strengthen the core skills and engender greater commitment from staff, Committee members and key volunteers, to include trainings, materials and/or affiliation with the National Recreation & Park Association (NRPA) and the Utah Recreation and Parks Association (URPA).

Needs Assessment



6

Needs Assessment

The planning process culminated in articulating the community's needs for, and vision of, Bluffdale's park and recreation system. This chapter assesses park and recreation activity, facility and programming needs and priorities. It relies heavily on public input – including survey results, stakeholder discussions and public meetings – as well as site inventories and state and national recreation trends. The chapter concludes with a discussion of specific, local needs and how they might be considered within the broader parks, trails and recreation system.

By considering the location, size and number of facilities by type and use, along with community interests and priorities, this Plan evaluates the latent and potential demand for park and recreation amenities. This assessment provides a foundation for the five-year Capital Improvement Plan (see Chapter 8), which identifies and prioritizes upgrades, improvements and expansions consistent with the needs expressed by residents.

Recreation Trends

Over the past decade, park and recreation management has trended toward outcome-based management, which reflects the effect on quality of life of those who participate or benefit from parks and recreation opportunities. The level of subsidy for programs has been declining, and more "enterprise" activities, such as aquatics and adult sports, are being developed, thereby allowing the subsidy to be used where deemed appropriate. Agencies across the United States are increasing revenue production and cost recovery. Pricing is often done by peak, off-peak and off-season rates. Agencies are often structured into service divisions for athletics, seniors, facilities, parks, planning and the like, rather than by geographic unit, and they are partnering with private, public and non-profit groups.[1]

Generally, park and recreation professionals face many challenges including:

- Doing more with less, requiring partnership development
- Partnering between non-profit and public forms of service
- Increasing the quality and diversity of services
- Moving toward a more business-like model, while not competing directly with the private sector
- Increasing parks and open space versus a decreasing ability to maintain it
- Providing support for the socially and economically disadvantaged through programs in areas such as childcare, nutrition, etc.
- Increasing responsibility for measurement and evaluation

In 2013, the National Parks and Recreation Association (NRPA) issued its first report using PRORAGIS, a geographic information system, to establish industry trends. The 2013 report gathered data from 383 park and recreation agencies across the country and compared changes over the last three years. According to the

1 van der Smissen

report, park and recreation agencies typically provide management of park and open space lands and operate recreational facilities and programs. Within these areas of responsibility, some growth occurred from 2010 to 2012 among the agencies participating in the survey, including conducting major special events, maintaining public jurisdiction areas and administering community gardens.

The NRPA report indicated that public park and recreation service providers continue to suffer from reduced funding levels. Agencies receiving higher funding levels generally experienced greater reductions, while smaller agencies (in smaller communities) were more stable over the last three years. Recreation programming experienced a significant drop in attendance from 2010 to 2011. While a slight rebound had begun in 2012, the NRPA 2013 report indicates that program offerings have declined in every major category since 2010.

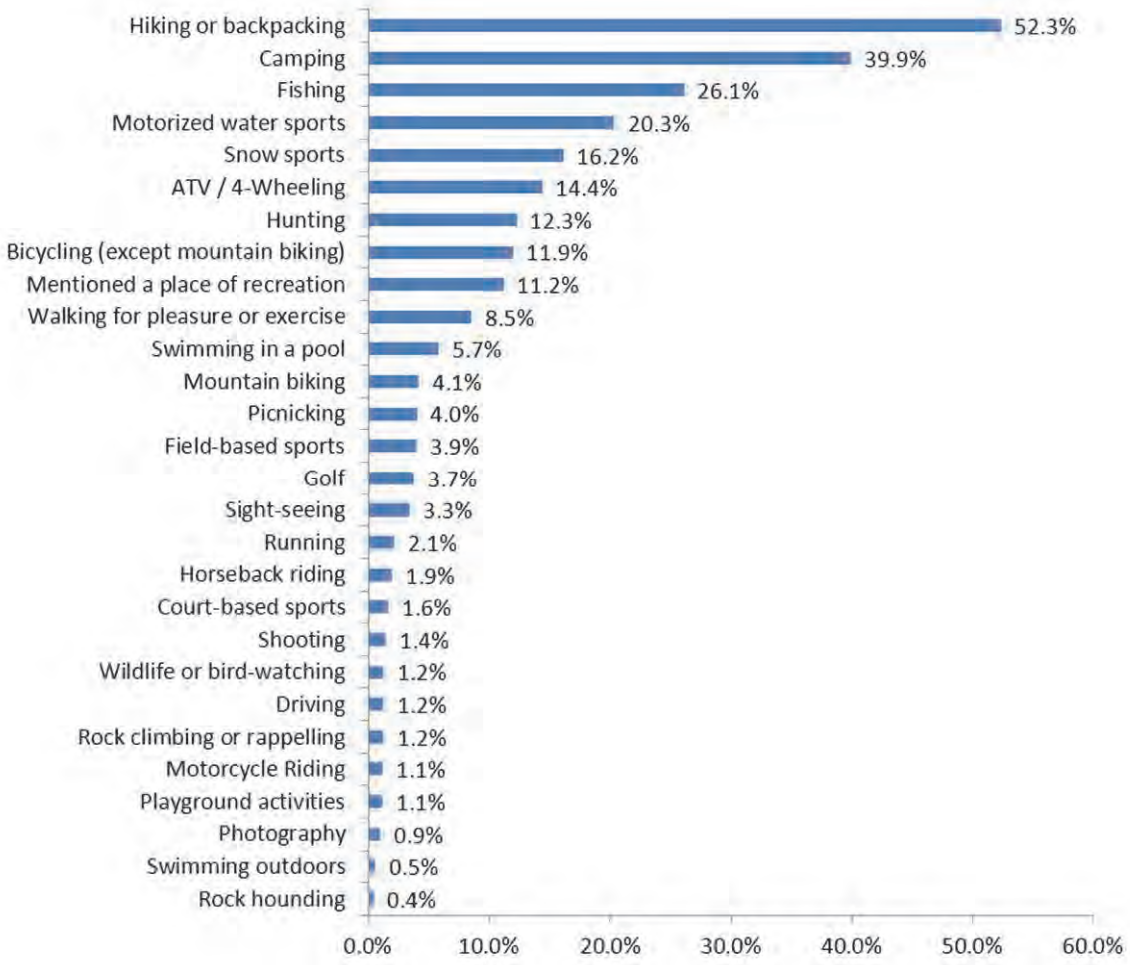
Utah State Outdoor Recreation Trends

The 2014 Utah State Comprehensive Outdoor Recreation Planning (SCORP) document guides decision-makers in better understanding statewide recreation issues and is required to help maintain Utah's eligibility for federal Land and Water Conservation Fund dollars, which are used to fund state grant programs. Grants allocated through SCORP help meet an array of state and local entities' outdoor-recreation objectives, including plans and programs of the Governor's Office of Management and Budget, Utah Outdoor Recreation Office, Utah Quality Growth Commission, Utah State Parks, public tourism agencies and other organizations.

The SCORP included a resident survey to assess interest in outdoor activities by frequency, as shown below in Figure 9. Broad similarities exist between the most popular statewide activities and those documented in the community survey, such as the popularity of walking/hiking and picnicking. Other highlights from the SCORP include the following:

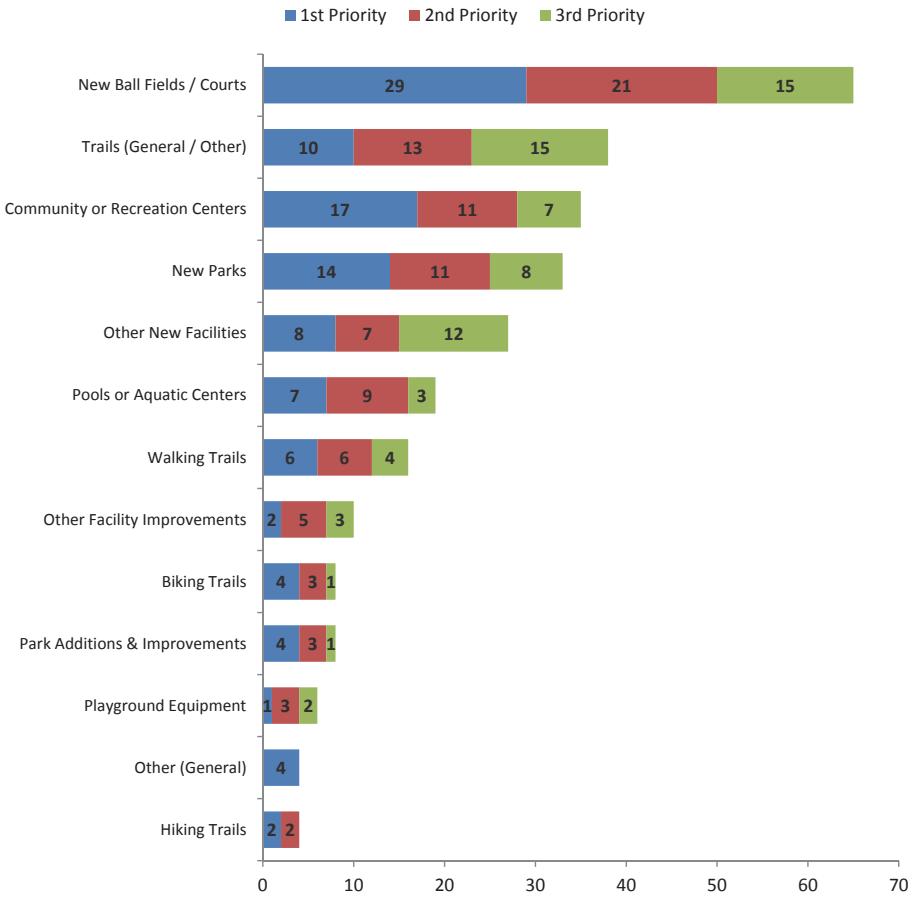
- Outdoor recreation in Utah is extremely important throughout the state. Public opinion surveys showed that about 50% or more of residents in each area of the state rate recreation as "Extremely Important." Most residents travel more than 25 miles to participate in recreational activities, indicating that it's worth the drive.
- Walking for pleasure or exercise, hiking or backpacking, and camping were consistently mentioned as recreational activities that residents participate in most regularly.
- Pools or aquatic centers, motorized trail areas for ATVs and snowmobiles, and improved camping areas are the most needed facilities or facility improvements throughout the state of Utah.
- Utah residents are generally satisfied with city parks and natural areas.

Figure 10. Statewide Outdoor Recreation Participation (2014 Utah SCORP)



Additionally, incorporated cities across Utah participated in a municipal survey to identify local recreation issues. Figure 10 highlights the findings and shows that ball fields and courts were the new facilities most needed throughout the state, followed by trails and community or recreation centers.

Figure 11. Recreation Priorities from Municipal Survey (2014 Utah SCORP)

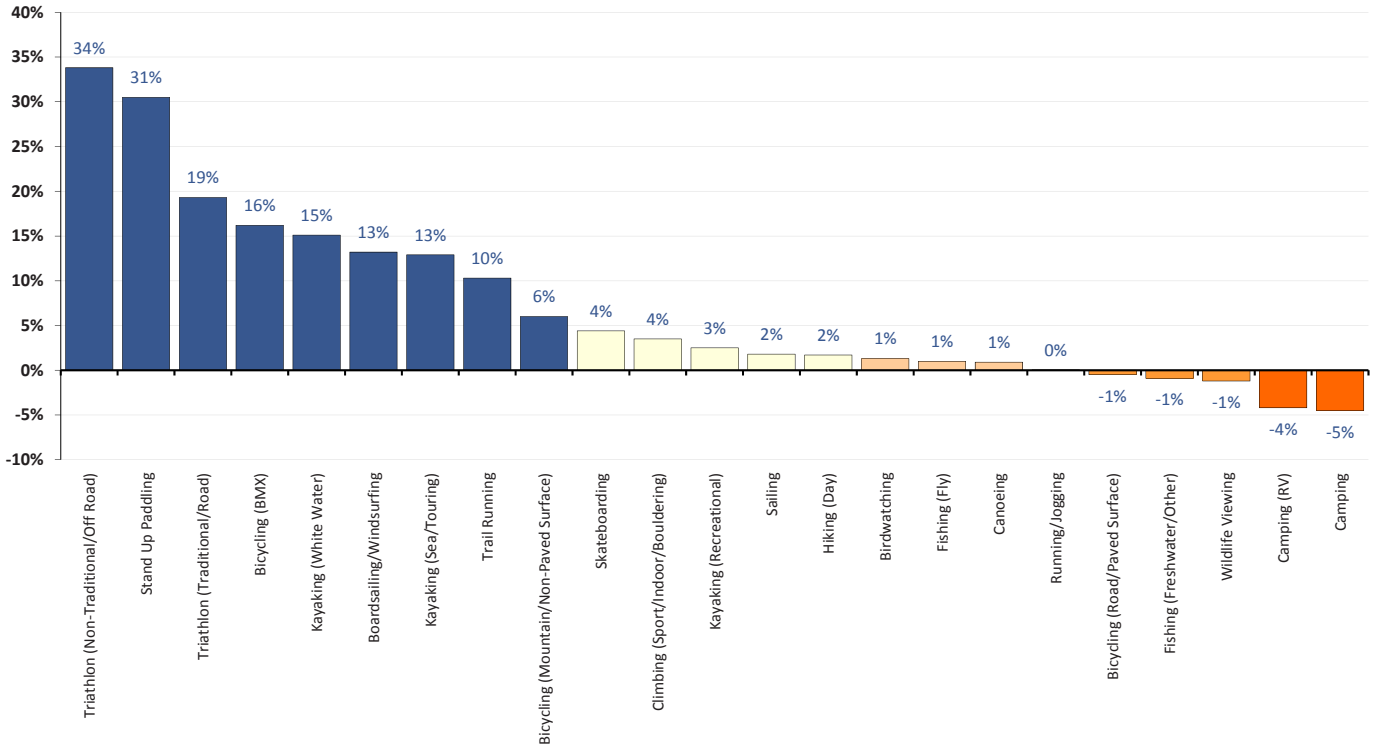


The 2015 Outdoor Participation Report

According to 2015 Outdoor Participation Report, published by the Outdoor Foundation in Boulder, Colorado, participation in outdoor recreation, team sports and indoor fitness activities vary by an individual's age. Gender also plays a role in determining behaviors and participation trends. Figure 11 illustrates the three-year trend changes by major activity. Recent trend highlights include the following:

- Outdoor activities are popular among children, especially among boys ages 11 to 15.
- Participation rates drop for both males and females from ages 16 to 20. These rates climb back up slightly for females into their early 20's and males late 20's before gradually declining throughout life.
- Indoor fitness becomes the preferred activity among young women ages 16 to 20 and remains the most popular form of activity. Males, however, favor outdoor activities until they are age 66 and older.
- Almost one-quarter of all outdoor enthusiasts participated in outdoor activities at least twice per week.
- Running, including jogging and trail running, was the most popular activity among Americans when measured by number of participants and by number of total annual outings.
- Walking for fitness is the most popular crossover activity.
- The biggest motivator for outdoor participation was getting exercise.

Figure 12. 3-Year Change in Outdoor Recreation Participation of Youth (6-24) (2014 Outdoor Foundation)



The 2015 State of the Industry Report

Recreation Management magazine's *2015 State of the Industry Report* listed the top 10 program options most commonly planned for addition over the next three years, along with the frequency (in parentheses) noted by survey participants:

1. Mind body / balance programs (25.2%)
2. Fitness programs (24.9%)
3. Educational programs (24.3%)
4. Day camps & summer camps (22.8%)
5. Environmental education (21.5%)
6. Teen programming (20.4%)
7. Adult sports teams (19.4%)
8. Active older adult programs (19.4%)
9. Holidays & other special events (19.1%)
10. Nutrition & diet counseling (17.4%)

For most programming types, community centers are the ones most likely to be planning to add such programs. There are a few exceptions. Parks are most likely to be planning to add: environmental education; sports tournaments or races; individual sports activities; and water sports.

The same report indicated park systems that are planning to add features to their facilities in the next three years list their top five planned amenities as:

- Playgrounds
- Park shelters such as picnic areas and gazebos
- Park restroom structures
- Outdoor sports courts for basketball, tennis, etc.
- Bike trails

Sports Trends: National Sporting Goods Association (2013)

The National Sporting Goods Association (NSGA) reported on participation levels in 47 sports indicating that 32 sports experienced growth during 2012. Highlights from the 2013 NSGA participation survey include:

- Indoor gaming activities increased by an average of 11%.
- Fitness sports each increased about 5%.
- Snow sports had the steepest decrease in participation level in 2012, dropping an average of 11%.
- Shooting sports with firearms experienced more growth: hunting with firearms increased more than 18% with female participation up nearly 29%; target shooting with live ammunition increased by 10.9% with female participation increasing by over 27%.
- Team sports showed mixed results with participation lagging in basketball, baseball, ice hockey and soccer and increases in lacrosse, softball and volleyball.
- Tackle football experienced the largest team sport drop of nearly 13% decline in participation. Over half the decline was in the 7-11 age group of those who might participate on an infrequent basis.
- Female participation in 40 of the 47 sports/activities has increased compared to only 11 sports showing increased male participation.

Overall, the trend shows that participation in many sports is rebounding with some sports continuing to struggle to attract new participation.

National Survey on Recreation and the Environment (2012)

The National Survey on Recreation and the Environment (NSRE) is a comprehensive survey that has been collecting data and producing reports about the recreation activities, environmental attitudes and natural resource values of Americans since the 1980s. The NSRE core focus is on outdoor activity participation and personal demographics. The most recent 2012 NSRE reports the total number of people participating in outdoor activities between 2000 and 2007 grew by 4.4% while the number of days of participation increased by approximately 25%. Walking for pleasure grew by 14% and continues to lead as the top favorite outdoor activity.

Nature-based activities, those associated with wildlife and natural settings, showed a discernible growth in the number of people (an increase in 3.1% participation rate) and the number of days of participation. American's participation in nature-based outdoor recreation is increasing with viewing, photographing, or otherwise observing nature clearly measured as the fastest growing type of nature-based recreation activity.

Outdoor Industries Association

The 2013 Outdoor Industries Association produces reports on the outdoor recreation economy for the entire country and for each state. The most recent OIA report reveals that at least 82% of Utah residents participate in outdoor recreation each year. This figure does not include the participants in hunting, fishing and wildlife viewing which are estimated separately. "Americans want and deserve access to a variety of quality places to play and enjoy the great outdoors. Outdoor recreation can grow jobs and drive the economy if we manage and invest in parks, waters and trails as an interconnected system designed to sustain economic dividends for America." In the State of Utah, outdoor recreation generates $12 billion in consumer spending, creates 112,000 direct jobs and results in $856 million in state and local tax revenue. Preserving access to outdoor recreation protects the economy, the businesses, the communities and the people who depend on the ability to play outside.

Community Interests & Priorities

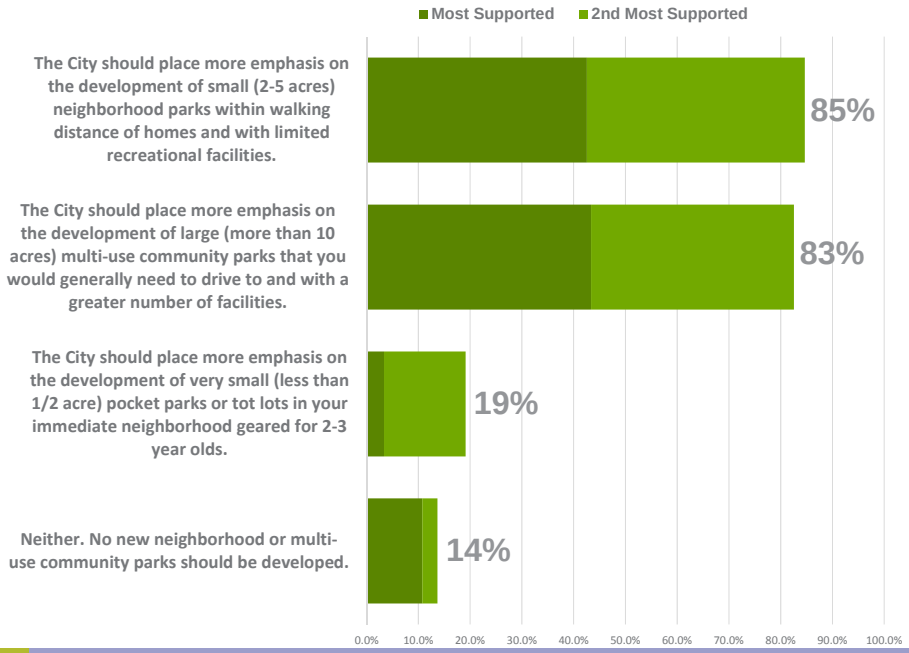
Bluffdale's residents are very supportive of improvements to the City's parks, recreational amenities, trails and open spaces. A significant majority support acquiring and developing additional neighborhood and community parks, as well as improving existing park amenities and maintenance. Residents value the City's trail system, particularly the Jordan River Trail, and are interested in expanding trail connections to both local and regional recreational opportunities – for walking, biking and equestrian use.

Parks

New Park Acquisition & Development

A high percentage of Bluffdale residents – more than eight in ten – feel that the City should place more emphasis on the development of neighborhood parks within walking distance of homes. A similar percentage feel the same toward the development of large, multi-use community parks. Few residents feel the City should emphasize the development of small pocket parks or not pursue new park development at all (approximately 19% and 14%, respectively).

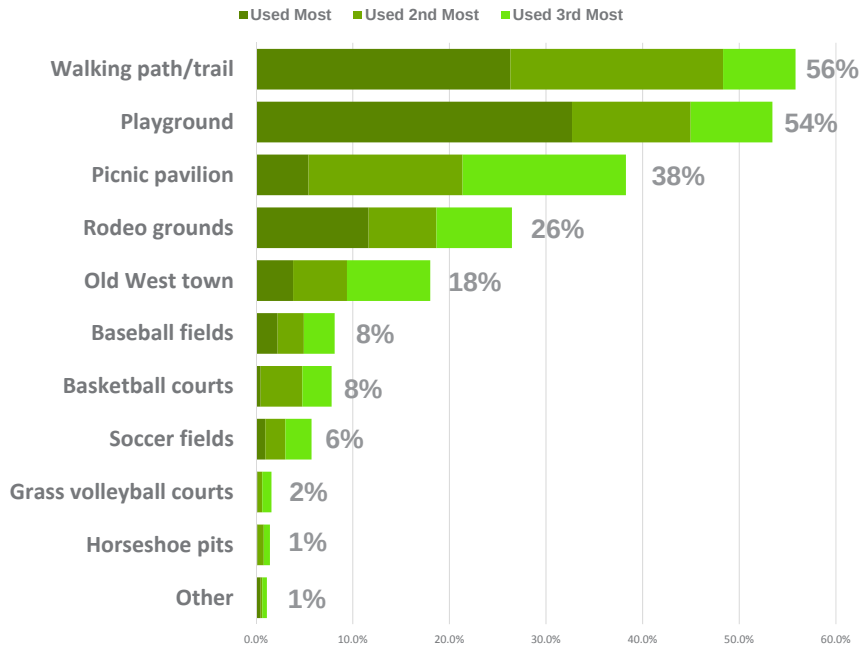
Figure 13. Support for Different Park Types



Park Amenities

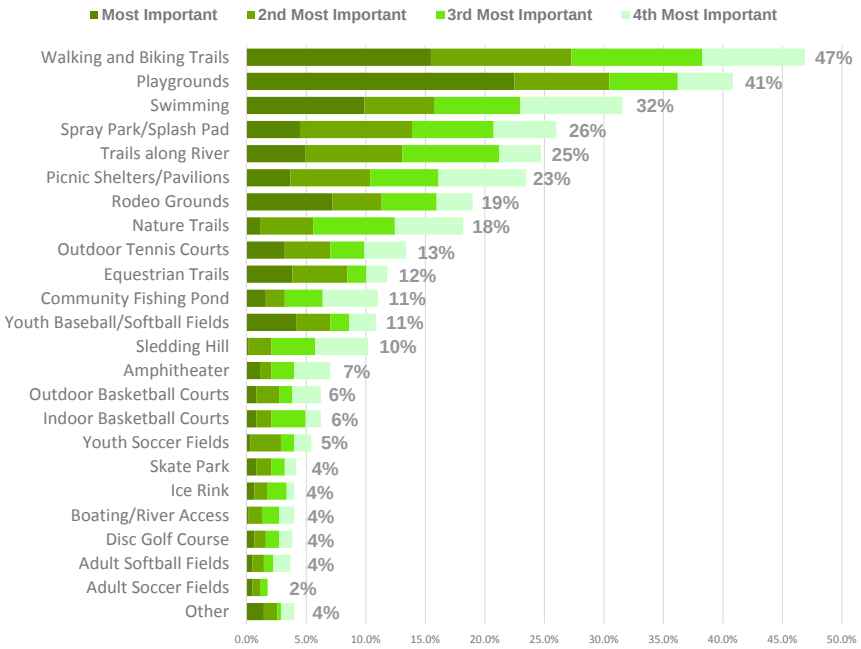
Bluffdale residents consistently rated walking and biking paths, playgrounds and picnic areas or shelters as some of the park and recreation amenities that are most used and most important to their household. In terms of survey responses, women utilized walking trails and playgrounds more than men. Respondents between the ages of 35 and 44 had slightly higher than average usage of baseball and soccer fields, and those under 35 years old utilized playgrounds and basketball courts more than the average responses.

Figure 14. Amenities Residents Have Used Most over Past Year



In addition, a majority of residents expressed a desire for more of these amenities (walking paths, playgrounds and pavilions) within the park system. These rates were the highest of all amenities surveyed and higher than national averages. Many residents would also like to see additional restrooms and drinking fountains at City of Bluffdale parks. Survey respondents between the ages of 35 and 44 had greater interest in youth soccer fields and a spray park/splashpad than the average. Respondents over 65 had stronger interest in pavilions, and respondents between the ages of 55 and 64 had stronger interest in equestrian trails. Residents expressed a moderate desire for additional seasonal park amenities, such as sledding hills (50%) and ice rinks (29%). However, fewer residents (less than 10%) rated these amenities as the most important park and recreation amenity.

Figure 15. Park and Recreation Amenities Noted as Most Important to Residents



Sports Courts & Fields

Residents who responded to the survey noted a need for additional outdoor tennis courts (31%), outdoor and indoor basketball courts (30% and 26%, respectively), baseball and softball fields (27%), and soccer fields (24%). However, fewer residents (between 5% and 13%) rated these facilities as the most important. City residents may feel that additional sports courts and fields would be a positive addition to the community, but that they are not as important as other recreational amenities.

The Jordan School District currently provides sports fields for sport leagues and clubs through rental agreements. The District also has shared use agreements with Salt Lake County for use of school fields for recreation leagues.

Water Access

Residents value connections to the Jordan River. Approximately 42% of residents expressed a need for additional fishing areas and 24% for additional boating or river access.

Park Maintenance

Residents ranked the overall condition of Bluffdale parks and facilities as either excellent or good (87% combined). Residents between the ages of 35 and 44 gave the highest "poor" rating (6.7%) of any of the age groups. In general, residents are satisfied with the condition of parks and amenities, rating the condition of Old West Town, soccer fields, playgrounds, picnic pavilions and walking paths as either good or excellent. However, many residents (73%) feel the City should prioritize upgrading City Park - the City's most visited park. Many also support upgrading existing shelters and playgrounds (69%). One open house participant noted a potential issue with irrigation/stormwater runoff pooling at Ponderosa Park.

Southwest Regional Park (Salt Lake County)

The City of Bluffdale does not currently have any developed regional parks. However, Southwest Regional Park, an 80-acre county park located at 14000 South and 2700 West, is expected to open in Spring 2016.

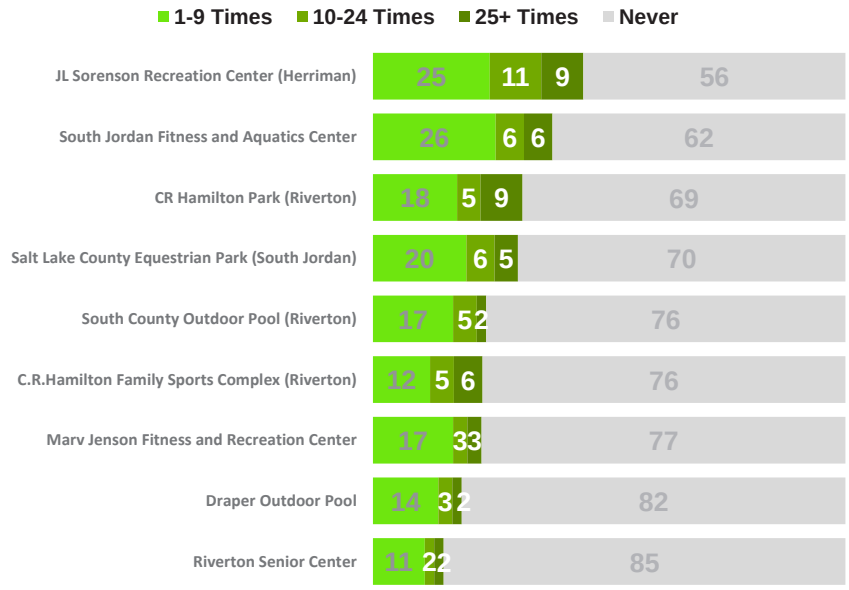
When developed, this regional park will provide two multi-purpose sports fields, basketball, pickleball and tennis courts, a play area, splash pad, open lawn area, a walking path, pavilions and restrooms. The development of Southwest Regional Park offers an opportunity to provide highly desired recreational amenities – more than six in ten residents would use the walking paths, playground, open lawn area, and splash pad planned for the park.

Recreation Facilities & Programs

Recreation Facilities

Residents noted a desire for a recreation center and outdoor pool in Bluffdale. Nearly one-third of residents said they considered a swimming pool the most important park amenity. Many residents currently use such facilities in nearby cities. For example, 44% reported using the JL Sorenson Recreation Center in Herriman at least once last year, 38% used the South Jordan Fitness and Aquatics Center, between 17% and 24% used the South County Outdoor Pool in Riverton, the Marv Jenson Fitness and Recreation Center, the Draper Outdoor Pool or the Riverton Senior Center.

Figure 16. Frequency of Use of Nearby Recreation Centers



Recreation Programs

Advisory committee members indicated that there is some community interest in recreation programs, such as classes and fitness, and some interest in pickleball and volleyball.

Special Events

Bluffdale residents actively participate in and are satisfied with the City's special events. Nearly 8 in ten residents have participated in a City-sponsored event in the past year. Just over 60% participated in Old West Days. Other special events respondents have participated in include: Rodeo (45%), Demolition Derby (31%), and Movies in Park (30%). Approximately 20% of residents have participated in holiday events, including Santa and the Lights, Halloween Trick or Treat and the Easter Egg Hunt. The vast majority (88%) of residents thought that the quality of the events they have attended in the past year was either good or excellent.

Trails

Pedestrian & Bicycle Trails

Residents were very supportive of improvements to the City's walking and biking paths and trails. In fact, trail improvement and development enjoyed the highest level of resident support, with approximately three out of four residents supporting such investments. The high support for trails also is consistent with the statewide and national trends. Trail improvements were the highest priority for recreational improvements among both survey respondents and open house attendees. Residents were particularly interested in trail improvements that extend or connect to the Jordan River Trail, link to large parks and local destinations, and create loops for walking, running and biking. Open house participants noted the need for a pedestrian and bicycle trail along 14600 South.

Nature Trails

Approximately 56% of residents expressed a desire for more nature trails. Similarly, open house attendees noted that trails are an opportunity for wildlife viewing and could benefit from interpretive signage.

Equestrian Trails

Approximately one-quarter of households in Bluffdale own a horse and many residents noted a need for improved equestrian trails. Approximately 38% of residents are supportive of developing additional equestrian trails, and 12% rated it the most important park amenity. Respondents between the ages of 55 and 64 had greater interest in equestrian trails than the survey average. The City's General Plan notes a need for a comprehensive trail system, with sufficient trail lengths and loops to accommodate a 7 - 8 mile ride. Such a system, with a connection to the Rodeo Grounds or other trailering sites, would allow recreational rides. Open House participants also expressed a desire to connect the Rodeo Grounds to the Jordan River Trail, improve the equestrian paths near 15000 South and 3200 West, and create access points from residential developments to nearby trails.

Trail Improvement & Maintenance

Residents noted a few trail management and maintenance concerns. These concerns included the encroachment of vegetation, particularly thorny vegetation, onto trails; the need for additional lighting; and a desire for additional signage that indicates connections between trails. One resident encouraged the City to create a new trail connection through Philip Gates Memorial Park to increase recreational use of the park and reduce illicit activities.

Level of Service Assessment & Considerations

Parkland Gap Analysis

An assessment of the current park system, which includes the proximity of parks to residential neighborhoods and the ability of residents to walk to their nearby park, allows for a geographic evaluation of park acquisition needs. The analysis reviewed the locations and types of existing facilities, land use classifications, transportation/access barriers and other factors as a means to identify preliminary acquisition target areas. In reviewing parkland distribution and assessing opportunities to fill identified gaps, residentially zoned lands were isolated, since neighborhood and community parks primarily serve these areas. Additionally, primary

and secondary service areas were used as follows:

- Community Park: 1-mile walkable service area
- Neighborhood parks: ½-mile walkable service areas
- Pocket parks: ¼-mile walkable service areas

Map 3 on page 75 illustrates these distribution standards from existing, publicly-owned parks. It shows that much of the central portion of the City has reasonable access to public parkland. However, significant gaps appear in the western portions of the City, particularly west of the Utah Lake Distributing Canal corridor. Other gaps exist in the northeast portions of the City and in the neighborhoods south of Iron Horse Boulevard.

Level of Service Assessment

In addition to and in support of the gap analysis, a level of service (LOS) review was conducted as a means to understand the distribution of parkland acreage by classification and for a broader measure of how well the City is serving its residents with access to parks, trails and open space. Service standards are the adopted guidelines or benchmarks the City is trying to attain with their parks system; the level of service is a snapshot in time of how well the City is meeting the adopted standards.

At approximately 58 acres, the current, overall level of service for the City of Bluffdale is 5.8 acres per 1,000 people, which excludes the private homeowner association park and non-City open space lands, based on a population estimate of 10,000 residents.

Figure 17: Current Levels of Service by Park Type

Type	Previous Standard	Current Inventory	Inventory (Developed)	Current LOS	Current LOS (Developed land only)
Community Park	7.0 ac/1000 (in aggregate)	22.37	22.37	2.24 ac/000	2.24 ac/000
Neighborhood Park		8.23	8.23	0.82 ac/000	0.82 ac/000
Special Facility		16.77	16.77	1.68 ac/000	1.68 ac/000
Pocket Park		2.52	2.52	0.25 ac/000	0.25 ac/000
Open Space		8.53		0.85 ac/000	
	7 ac/000	**58.42**	**49.89**	**5.8 ac/1000**	**5.0 ac/1000**

Considering just the City's developed parkland, the current level of service is 4.98 acres per 1,000 residents, and focusing on only developed community, neighborhood and pocket parks results in a level of service of 3.3 acres per 1,000. Bluffdale's 2014 General Plan and the 2013 Capital Facilities Plan shifted away from an acres per thousand service standard and toward an aggregate monetary value of improvements for the calculation of the park impact fee.

While numeric standards are a useful tool to assess how well the City is delivering park and recreation services, the numeric values alone do not provide adequate recognition of the quality of the facilities or their distribution. Also, the improvements value alone does not guide the location, size or type of amenities for the growth of the parks and open space system; it merely accounts for acquisition and construction costs, without addressing the recreational value of varied and dispersed amenities. For example, the development cost of three large playgrounds may be roughly equivalent to one full-sized sport field, but they clearly provide different types of experiences for different types of park system users.

Recognizing that the public ownership of a broad range of recreation lands is crucial to the livability of the City, the simple use of an overall acreage standard does not match with the citizen input received during this planning process. Residents were particularly interested in the availability of trails and active use parks (neighborhood and community parks) within a reasonable distance from their homes. To more appropriately target toward that desire, the service standard was assessed during the development of this Plan.

Unlike the transportation system or the water and sewer systems, the future development of the park system has not, to-date, been guided by a set of design or development standards. When a developer plans a subdivision, many facets of the street network are pre-defined. These include the width of right-of-way, the width of street, width of sidewalk, street tree and planter strip details, pavement depth and crown, depth of subsurface, among others. From these details, it is much easier for an engineer to not only know what to design and build, but also what it will cost. The improvement value on a per foot basis for the street is generally known and fixed. This has not been the case for parks, trails and open space.

Assuming the continued usage of an improvement value for the parks CFP and impact fee calculations, this Plan recommends the development and implementation of specific guidelines for sizing, layout and development of future parks and trails (also refer to the Design Continuity section of this chapter on page 75). Such guidelines will provide a framework for the growth of the park system and aim to ensure a balance and variety of recreational amenities for the community.

- Focus efforts on securing additional community park land. Community parks are often the 'work horse' parks of a park system in that they provide the land base to accommodate a range of mixed recreational uses, park infrastructure (i.e., parking, restroom, etc) and the potential for sport fields.
- Focus efforts on securing adequately-sized and usable neighborhood parklands. Neighborhood parks should be sized, designed and developed to accommodate a range of age groups and provide a focal point to a neighborhood.
- Utilize survey data and recreational trends information to guide the selection of park amenities for neighborhood and community parks. Certain elements, such as playgrounds and pavilions, may be provided in every park, while other elements (e.g., sport courts, sledding hill, etc.) may be more dispersed across the City.
- Consider segregating and accounting for open space and undeveloped lands separately from developed or active portions of the park system, such that the emphasis for future acquisitions or developer agreements is toward active, programmable and flexible park space.
- The acceptance of open space (non-park) dedications from developers should be focused toward those lands that expand ownership of adjacent City-owned properties or to ensure sufficient property is available to accommodate public access and future trail connections.

Planning for Growth

Resulting from the service standard assessment, a total of ten potential acquisition areas are identified. The greatest documented need is for additional community park sites or a larger, multi-use property to provide the land base for active recreation opportunities and sport fields. Secondarily, new neighborhood parks are needed to improve overall distribution and equity, while promoting recreation within walking distance of residential areas.

While the targeted acquisition areas do not identify a specific parcel(s) for consideration, the area encompasses a broader region in which an acquisition would be ideally suited. These acquisition targets represent a long-term vision for improving parkland distribution throughout Bluffdale.

Community Parks

At present, City Park is the only community park in Bluffdale. Opportunities for future improvements to City Park are limited due to the extent of existing park improvements and the planned construction of a new city hall building on site. As noted in this chapter, a significant demand exists for larger community parks that provide sufficient space to accommodate a range of recreational uses. One or two additional sites in the 15 to 30 acre range should be pursued and secured as the City grows.

Regarding City Park and the rodeo arena, a number of proposals have been considered during the course of this planning project that will alter the layout and usage of City Park. The construction of a new city hall building in the southeast corner of the park will house city offices for multiple departments, council chambers, community room and court facilities. The 3-acre footprint for the new city hall also will include parking. Separately, initial concepts for an updated rodeo arena plan have been prepared and include arena seating, modified circulation and parking, pedestrian connections to the adjacent school, and ticketing and restroom structures. The arena concept plan was considered by City Council in mid-2015, and no action was taken. With such significant, potential alterations to the layout of City Park, the City should consider the preparation of a comprehensive site master plan for the park that acknowledges these physical improvements and addresses the spacial needs and circulation impacts for park uses, as well as the potential impacts to how City Park is programmed for events, sports and other uses.

Neighborhood & Pocket Parks

With two neighborhood parks and five pocket parks, small park spaces make up most of Bluffdale's park system. With reasonably-priced housing stock and proximity to the greater Salt Lake City metropolitan area, Bluffdale continues to attract couples and young families, and access to neighborhood-based recreation opportunities are vitally important to these new residents. The City has accepted several small pocket parks from developers in the recent past. While these lot-sized mini parks provide some recreation amenities, they are undersized to serve the needs of older children and the larger neighborhood, and these properties are more expensive to maintain. Also, opportunities to purchase adjacent land to expand these properties are often unavailable. The City should refocus a commitment to providing larger neighborhood parks to accommodate a wider range of amenities and opportunities.

To that end, five neighborhood park acquisitions are recommended throughout the City, based on the parkland gap analysis. The identification of these acquisition areas will help direct the City's resources toward filling existing distribution gaps and also provide direction to future residential developments with regard to the need for and potential locations of neighborhood parks. Any future acquisition or residential development agreement should include significant street frontage for neighborhood parklands, which is critical for a sense of safety and bearing.

Trail Connections

Bluffdale residents have voiced a strong interest for an expanded and interconnected trail system to link all parts of the city together - from schools, to neighborhoods, to the Jordan River parkway and to park sites. The recreational trail system focuses primarily on off-street connections, to serve pedestrians, casual cyclists, equestrians and other non-motorized recreational needs. The trail system should be connected to the larger, regional network that includes Salt Lake County and Utah County trails. Wherever possible, linkages should

exist between individual residential developments and the citywide trail system, as well as connect to existing or planned trail segments of adjacent communities.

The on-street bike route and sidewalk system meet transportation needs, but also supplements the off-street system by providing linkages and offering connections where off-street connections are presently unfeasible. The continued improvements to the on-street network are guided by the City's General Plan and Capital Facilities Plan. The Bluffdale General Plan encourages coordination of the City's trail system with the City's transportation system and with regional trail networks. It also supports creating connections to local parks to improve the functionality and usability of the entire park system.

Currently many existing trails are limited in length and few connect together or to the parks, the river or other key destinations. The trail system is further hindered by physical barriers, such as numerous canals and steep sided bluffs that segment the City. Survey respondents and community meeting participants support the expansion of a trail system for pedestrians, bicyclists and equestrians. Participants in the planning process identified a number of potential new trail connections in Bluffdale; these included:

- Completing the Jordan River Trail
- Utilizing canal roads as feeder trails across the city and to the Narrows
- Connecting to Herriman and Yellowfork trail
- Establishing an east/west connection between Southwest Regional Park, City Park and the Jordan River Trail
- Connecting Bluffdale trails to the Jordan River Trail and Draper trails
- Connecting canal roads to the Jordan River Trail that are safe for horses

The proposed trail system will provide logical pathway connections to key destinations, and these pathways should be comfortable and convenient for the community to use. Community meeting attendees also commented that there is little information about trails within the City. This Plan recommends the development of more detailed trail signage standards, route and wayfinding signage for parks, trails and facilities and an informational brochure identifying existing and planned trail facilities.

Water Access

The Jordan River defines Bluffdale and helped form the bluffs and dales that are its namesake, yet Bluffdale is not viewed as a river community. Physical access to the waters of the Jordan River and its greenway are limited. Access is challenging due to topography, the railroad corridor and an incomplete trail and road network. The City will need to capitalize on any remaining opportunities and explore ways to partner with Salt Lake County and local developers to enable and secure water access along the Jordan River.

Community residents have voiced interest in additional water access along the Jordan River in the form of small craft launches and trailhead locations. In an effort to promote the Jordan River Water Trail, the City should explore the feasibility of establishing a trailhead for small craft put-ins near the Jordan River Parkway bridge located near Parry Farms Baseball Fields. A second trailhead could be considered at the eastern edge of Arrow Trailhead as a water trail put-in or take-out. For both site, coordination with landowners and physical site improvements may be required to facilitate safe water access and limited parking.

Sport Fields

The City currently does not provide youth athletic programs or proactive coordination with sport clubs and leagues. The lawn area of City Park is used for soccer, and two baseball/softball fields are available at Parry Farms. Bluffdale residents with youth who are involved in local sports typically drive to Herriman and Riverton to participate. According to Public Works staff, these fields are fully booked during the playing seasons for baseball/softball and soccer. Additionally, staff from the Jordan School District noted that sport fields are quickly rented in the Bluffdale and Herriman areas, and the school district often has to turn away sport clubs due to the lack of available field space.

Public sentiment regarding the need for additional sport fields in Bluffdale is generally weak, and sport field improvements were not ranked highly in the community survey in terms of relative importance across a range of possible recreation enhancements. This may be related to the pending completion of the Salt Lake County's Southwest Regional Park, which will include three multi-purpose sport fields in the first phase to be completed in Spring 2016. Once completed, the fields at the new county park will be programmed by Salt Lake County and provide little relief to the existing and growing demand for athletic fields for local youth sports. Additionally, the future development of a new city hall on the site of City Park may affect the way in which that site is utilized and programmed for sports.

As noted above, the City needs to plan for and pursue the acquisition of one to two community parks to serve existing demands and future growth. A new community park should include at least two full-sized soccer fields, one baseball field and one softball field; these fields could be configured in an overlay fashion to maximize the use of field space. Once additional fields are available, the City will need to play a more active role in scheduling and coordinating with sport leagues and clubs. Such arrangements should not only address field use and scheduling, but also include discussions of maintenance support, fees and appropriate on-site fundraising from concessions and/or sponsorships. Additional opportunities to expand field availability may include partnering with Jordan School District or local charter schools for field improvements. Although challenges may exist regarding cost sharing and scheduled field usage, many communities across the West have successfully partnered for school field improvements as a means to maximize field scheduling and playability as growth pressures limit the availability of new park space.

Outdoor Sport Courts

In addition to field sport needs, a current deficiency and limited distribution of sport courts exist within Bluffdale. Public and charter school sites provide limited access to basketball courts, and several driveway and street hoops were noted during the inventory process and reinforced the demand for sport courts. Only two full-sized outdoor basketball courts and one half court are provided within the City's park system, and no public tennis or pickleball courts exist within the City. Although the new Southwest Regional Park will include two basketball, six tennis courts and some pickleball courts too, the City should reassess the demand for sport courts as the City grows. For example, outdoor full-sized basketball courts should be provided in future community park designs, and half-courts should be considered in neighborhood parks where the park configuration allows and where neighbors desire these facilities.

Indoor Recreation Center

As highlighted by the survey results and open house meeting comments, many residents expressed an interest

for indoor facilities. At the present, Bluffdale residents must travel to nearby communities to access indoor recreation facilities, other than those provided at Bluffdale Elementary School for current students. However, an indoor recreation center is very costly to build and operate.

Former guidelines from the National Recreation and Parks Association suggested a service standard of 1 community center per 15,000-25,000 people, and while that standard is no longer in use, it suggests a certain population density to support such a facility. While public support is high for a community center, a cautious approach should be taken. A well-designed center can serve 20,000 or more residents, and the Bluffdale community is too small at this time to generate sufficient demand to support such a facility without a significant operating subsidy.

New or retrofitted facilities not only add to maintenance and operating costs, but they must be conceived with consideration given to the flexibility of programming, intended uses and services, along with cost recovery goals. Furthermore, voters are generally more supportive of paying for expanded services when the shared use of facilities can be demonstrated; it is more difficult to secure voter support for single-purpose facilities.

As the City population grows, this should be revisited and consideration given to potential locations for such a facility. Given the level of interest in facility space for recreation programming, this Plan recommends an additional review of alternatives for providing the community center "services" while addressing the initial financial considerations, understanding and modeling user demand and analyzing options for cost recovery.

Recreation Programming

As with the community center discussion above, Bluffdale currently does not offer recreation programming for its residents. Facility space and staffing typically are required to accomplish consistent, year-round programming; however, other options for near-term programming may exist.

The City could approach recreation services incrementally through interagency agreements with other public or non-profit partners to build resident trust in the programming and to gain deeper insights into the specific recreational needs of residents. For example, the City could explore the potential to partner with Herriman, Riverton or Salt Lake County to see if any of these jurisdictions could offer summer programming in City parks or other forms of extensions offered within sites located in Bluffdale.

Off-Leash Dog Area

An off-leash dog area provides a location where residents can exercise dogs. This is especially important for residents who have small yards. With higher density, small lot developments occurring in east Bluffdale, the City should evaluate the future need for a designated off-leash area, even though the community survey did not explicitly query residents for such facilities. As the City grows, residents with smaller yards will seek out alternatives to exercise their dogs, and consideration should be given before dog-people conflicts become common along trails or in City parks.

A one- to two-acre site should be considered, in a location away from natural resource areas, for future development of an off-leash dog area. The site should also be safe, not isolated, and noise impacts on neighbors should be considered. Ideally, a dog park would be a component to a larger community park, where infrastructure (parking, restrooms, garbage collection) exists and supports multiple activities. Bluffdale should look to partnership opportunities in the development of an off leash area; communities throughout the West

have relied on grassroots or non-profit organizations for the ongoing operations and maintenance of such facilities.

Identity & Maintenance

Information & Wayfinding

General Information & Communications

Both residents and stakeholders cited issues with communication, visibility and brand identity for Bluffdale's park system. For example, a significant proportion (66%) of survey respondents noted a preference for finding information about the City's parks and trails on the City website, and 71% said they would visit the website frequently if more current information were posted. However, the City's existing website offers limited functionality and does not have readily-accessible information about parks, trails or programs.

To broaden the public awareness, the City's website should be expanded to facilitate quick links to popular destinations and also be designed with mobile internet users (e.g., smart phones) in mind. This includes posting park system maps, trail maps and a listing of park sites and amenities to enhance the experience for the on-the-go user. In developing new materials, the City should prepare visually attractive materials (print and electronic) that have consistency of graphic style and theme. Additionally, the City should consider developing a system of email marketing with periodic e-newsletters and formalizing a social media presence.

Wayfinding & Signage

The City of Bluffdale can benefit from enhanced wayfinding and signage in support of the City's parks and facilities. As the park system continues to expand, the City should consider a more comprehensive approach to directional signage to park and trail facilities. Better signage and consistency in brand identification could increase awareness for residents and visitors of nearby recreational opportunities, such as trailheads for the Jordan River Trail, the City Park and equestrian trails. Better signage in conjunction with publicly available maps of parks and trails can also improve the enjoyment and understanding of the parks system and encourage visitors to experience more sites within the City.

Asset Management

Maintenance & Renovation

The on-going maintenance and upkeep of public parklands is paramount to residents' use and enjoyment of the facilities. While survey respondents gave a high overall satisfaction ratings (87%) for the condition of Bluffdale parks and facilities, some suggestions surfaced during public meetings for park improvements and enhancements, especially security lighting. Specific recommendations for upgrades and enhancements are listed in the Capital Facilities Plan (CFP) section of this Plan.

To improve maintenance practices and reduce reactive maintenance, the City should improve and standardize documentation about park and trail furnishings, amenities and features. Such documentation should include records of what is installed, when it is installed and what the expected useful life of each element is, with the intent of having a master list to serve as a baseline for a cyclical repair and replacement program. Such a tool can also aid in the future budgeting for capital repairs and for overall asset management and staff loading

requirements. Additionally, the City should continue to maintain work logs of regularly scheduled play equipment safety inspections and repair as part of a broader risk management program.

Accessibility

The park and trail facility inventory revealed opportunities for the City to improve universal access for patrons. Accessibility and ADA compliance issues were noted at several sites, and suggested improvements range from providing site furnishings that are designed for accessibility, providing pathway connections to amenities and features within parks, and repairing or improving the surfacing of trails throughout the system.

Leveraging & Volunteer Development

Bluffdale has a limited budget for its parks system, but the City should allocate staff time strategically to projects that can leverage City resources. This includes dedicating staff time for grant preparation and for volunteer recruitment and management. Although volunteers require management at the City's expense, successful volunteer efforts can net many hours of free labor and result in an overall financial gain. Volunteers can be especially effective at beautification and trail projects, such as pathway clearing or trail building. Volunteerism also helps community members gain a sense of ownership of the park system. While donations have not been significant within Bluffdale to date, the community is supportive of parks and recreation, and some staff time spent organizing fundraising efforts could help to implement capital improvements.

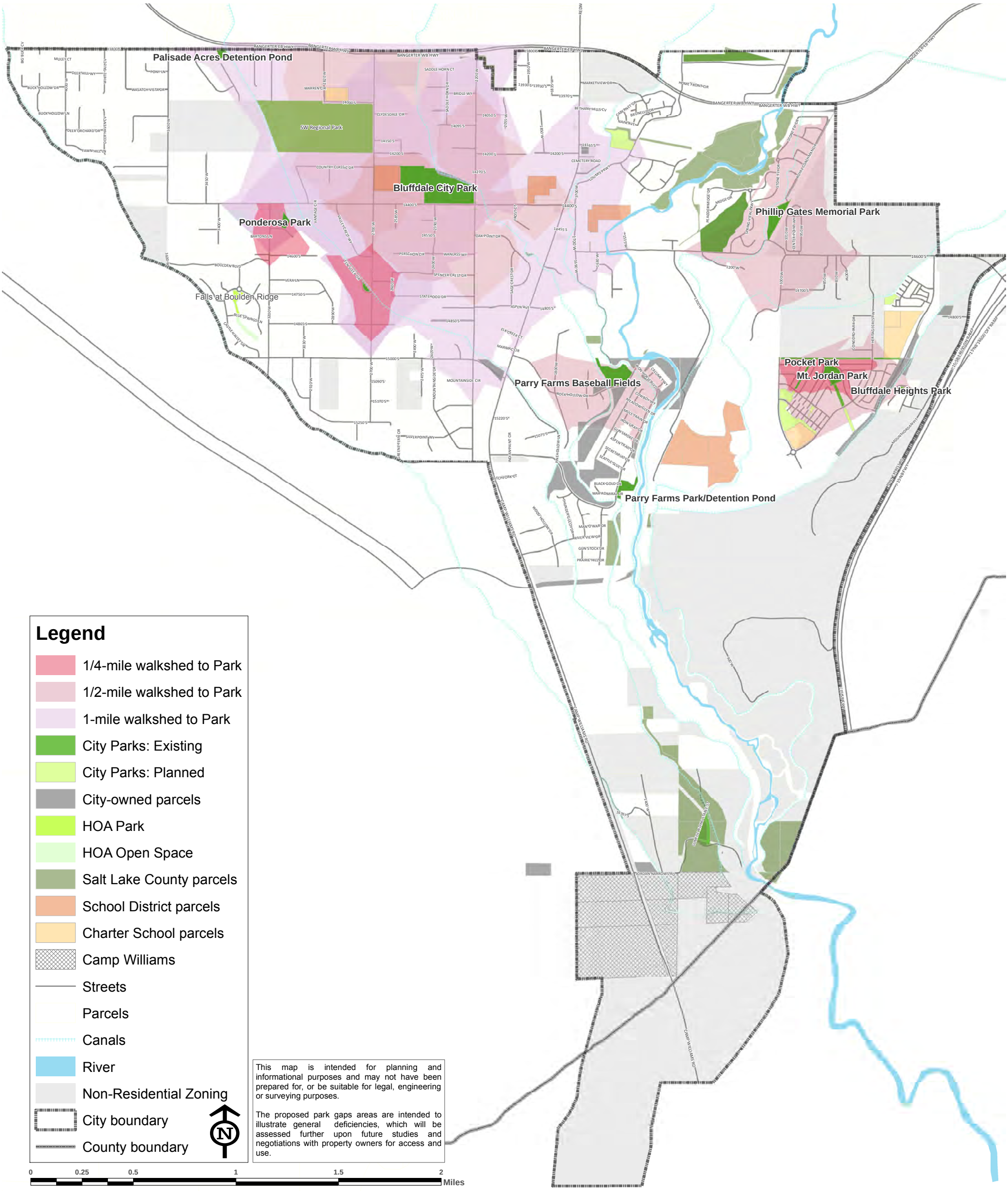
Design Continuity & Guidelines

Upon review of the City's existing developed parks, it was noted that a general lack of design continuity exists across Bluffdale parks. Specifically, the furnishings and entry signs vary considerably from park to park. In several instances, installed furnishings (e.g., tables and benches) do not meet current ADA standards for universal accessibility.

The adoption and implementation of updated design standards for City parks will benefit the City in several ways. By providing continuity in furnishings and construction materials, there will be consistency in the methods used to maintain, repair and replace them as they become worn or are damaged. This consistency can make the system more efficient to maintain and improve aesthetic appeal and safety.

Privately-held or privately-constructed parks could be held to minimum design and maintenance criteria to ensure quality and consistency of park amenities. While these parks may be neither owned nor operated by the City, public perceptions about their appearance and level of development may reflect on the City's park system management resulting from misinformation or a misunderstanding of who owns and manages these parks. In addition, without such standards, privately-developed parks may not meet community needs or could pose long-term maintenance or safety issues.

To address facility design, the City could prepare and adopt design standards to be applied to site development at the time of development review. Application of such standards is particularly critical in cases where a developer is building the park in lieu of paying park impact fees. Such standards could also outline minimally-acceptable maintenance requirements. Requirements could be placed on the tract title or applied through a written development agreement between the developer and the City. Such agreements and design criteria will help ensure the broader parks system goals are met and that the facilities provided meet the needs of residents as outlined in this, or subsequent, Plans. Recommended guidelines are outlined in Appendix D of this Plan.

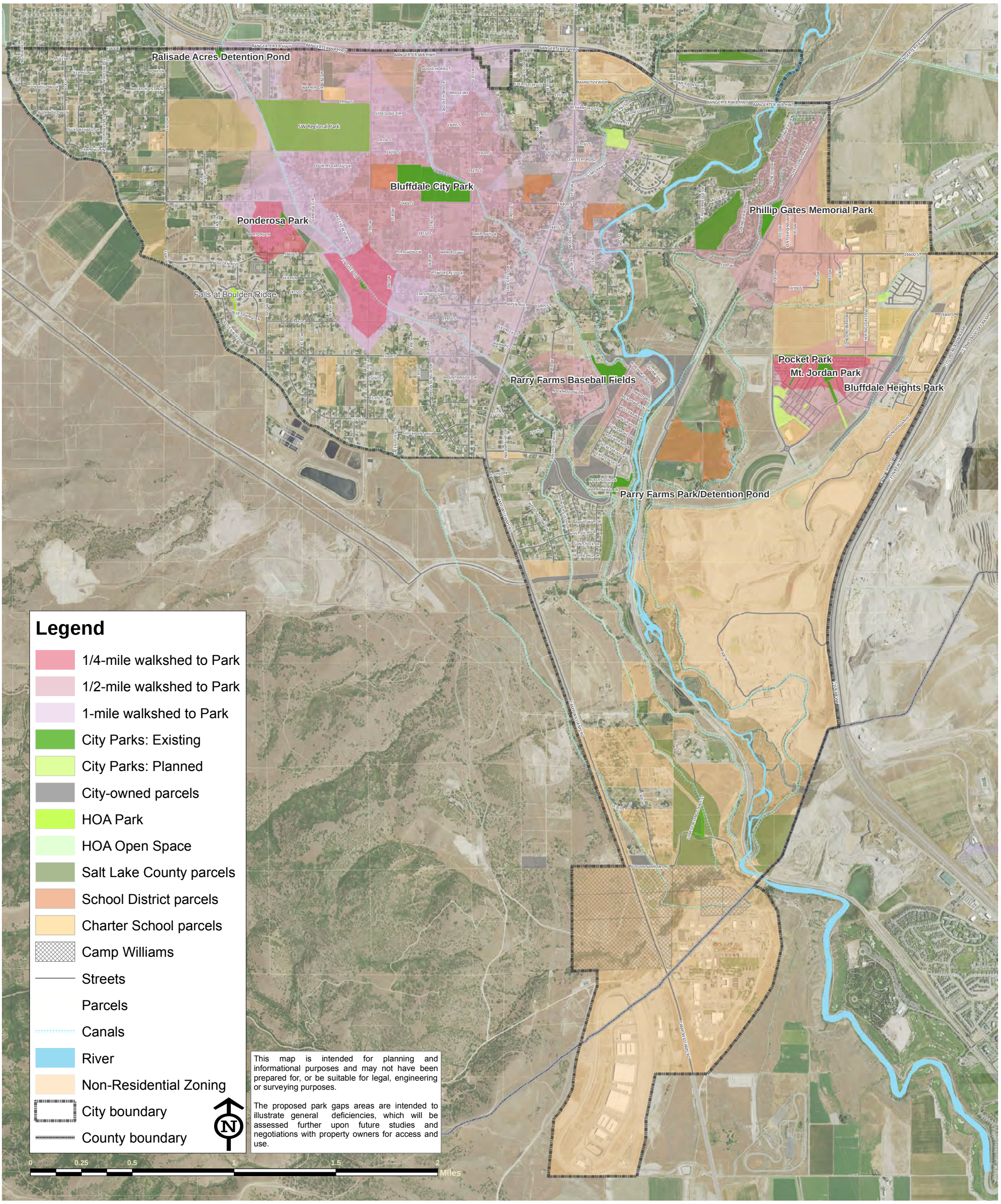


Bluffdale Parks, Trails, Recreation & Open Space Plan

Map 3A: Parkland Gap Analysis

Adopted 10/28/15

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Bluffdale Parks, Trails, Recreation & Open Space Plan

Map 3B: Parkland Gap Analysis (with aerial imagery)

Adopted 10/28/15

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Capital Facilities Plan



7

Capital Facilities Plan

The following Capital Facilities Plan (CFP) lists all park and facility projects considered for the next five years. The majority of these projects entail the acquisition and development of parks, renovating or repairing existing facilities and expanding trail corridors. Based on survey results and other feedback, Bluffdale residents have indicated an interest in park facility upgrades and expansion as short-term priorities, and the proposed CFP is reflective of that desire. The following table summarizes the aggregate capital estimates by park types for the next 5 years.

Table 18. Capital Facilities Plan Expenditures Summary

Park Type	Acquisition	Development	Renovation	Sum
Community Parks	$ 4,123,080	$ 182,020	$ 16,145	**$ 4,321,245**
Neighborhood Parks	$ 1,677,484	$ 488,478	$ 31,547	**$ 2,197,509**
Pocket Parks	$ -	$ 70,537	$ 7,063	**$ 77,600**
Special Use Parks		$ 36,236	$ 7,617	**$ 43,853**
Trails	$ 1,455,173	$ 1,340,754		**$ 2,795,927**
TOTAL	**$ 7,255,736**	**$ 2,118,025**	**$ 62,372**	***$ 9,436,133***

Also, the CFP adds a significant land acquisition program to ensure that sufficient lands are available for outdoor recreation as Bluffdale continues to grow in population. Acquisition target areas have been identified and ranked in priority. Emphasis has been placed on securing community park acquisitions and access rights along key trail corridors to serve the greatest population and then on filling gaps in neighborhood park land distribution within the city limits.

The following CFP project list provides brief project descriptions and priority ranking to assist staff in preparing future capital budget requests. Maps of the proposed parkland acquisition areas and trail network also follow.

Bluffdale Parks, Trails, Recreation & Open Space Plan

5-Year Capital Improvement Plan

2016-2020 *Adopted 10/28/15*

Park Type	ID#	Park Site	Project Description	Activity	Priority	Funding	2016	2017	2018	2019	2020	2021+	Sum
Community		City Park	Conduct a site master plan	D	1	GF	$ 38,000	$ -	$ -	$ -	$ -	$ -	$ 38,000
			Provide area lighting, including path lighting	D	2	GF	$ -	$ 113,764	$ -	$ -	$ -	$ -	$ 113,764
			Provide play area for ages 2 to 5 and swing set	D	2	GF, Gr, PIF	$ -	$ 30,256	$ -	$ -	$ -	$ -	$ 30,256
Community	P-1	Community Park Acquisition	Acquire 15 - 30 acres (Gap Area # 1)	A	1	PIF, Gr, Priv	$ 2,850,000	$ -	$ -	$ -	$ -	$ -	$ 2,850,000
Community	P-2	Community Park Acquisition	Acquire 25 - 40 acres (Gap Area # 2)	A	1	PIF, Gr, Priv	$ -	$ -	$ 1,273,080	$ -	$ -	$ -	$ 1,273,080
Neighborhood		Mt. Jordan Park	Install lighting	D	3	GF	$ -	$ 29,046	$ -	$ -	$ -	$ -	$ 29,046
			Install bench(s) on periphery of play area	R	2	GF, Priv	$ -	$ 5,809	$ -	$ -	$ -	$ -	$ 5,809
			Install play area for ages 2 to 5	D	2	GF, Gr, PIF	$ -	$ 30,256	$ -	$ -	$ -	$ -	$ 30,256
Neighborhood		Philip Gates Memorial Park	Add additional parking on the south end	D	3	GF	$ -	$ -	$ 2,493	$ -	$ -	$ -	$ 2,493
			Modify channel alignment, remove large riprap & incorporate native plant materials	D	3	GF	$ -	$ -	$ 10,097	$ -	$ -	$ -	$ 10,097
			Install a culvert for ped crossing over the channel	D	1	GF	$ 16,450	$ -	$ -	$ -	$ -	$ -	$ 16,450
			Provide ADA-accessible picnic table(s)	R	2	GF	$ -	$ -	$ 1,870	$ -	$ -	$ -	$ 1,870
			Plant additional shade trees	R	3	GF, Priv	$ -	$ -	$ 2,867	$ -	$ -	$ -	$ 2,867
Neighborhood		Vintage Park	Conduct a site master plan	D	1	GF, PIF	$ 45,000	$ -	$ -	$ -	$ -	$ -	$ 45,000
			Park development	D	2	PIF, Gr, Priv	$ -	$ -	$ -	$ 355,136	$ -	$ -	$ 355,136
Neighborhood	P-3	Neighborhood Park Acquisition	Acquire 3 - 5 acres (Gap Area # 3)	A	1	PIF, Gr, Priv	$ -	$ 386,250	$ -	$ -	$ -	$ -	$ 386,250
Neighborhood	P-4	Neighborhood Park Acquisition	Acquire 3 - 5 acres (Gap Area # 4)	A	1	PIF, Gr, Priv	$ -	$ 721,000	$ -	$ -	$ -	$ -	$ 721,000
Neighborhood	P-5	Neighborhood Park Acquisition	Acquire 2 - 4 acres (Gap Area # 5)	A	2	PIF, Gr, Priv	$ -	$ -	$ 297,052	$ -	$ -	$ -	$ 297,052
Neighborhood	P-8	Neighborhood Park Acquisition	Acquire 2 - 3 acres (Gap Area # 6)	A	1	PIF, Gr, Priv	$ -	$ -	$ -	$ 273,182	$ -	$ -	$ 273,182
Neighborhood	P-9	Neighborhood Park Acquisition	Acquire 2 - 4 acres (Gap Area # 7)	A	2	PIF, Gr, Priv	$ -	$ -	$ -	$ -	$ -	$ 533,266	$ 533,266
Community	P-1	Community Park Development	Develop 15 - 30 acres (Gap Area # 1)	D	3	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 8,694,556	$ 8,694,556
Community	P-2	Community Park Development	Develop 25 - 40 acres (Gap Area # 2)	D	3	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 9,274,193	$ 9,274,193
Neighborhood	P-3	Neighborhood Park Development	Develop 3 - 5 acres (Gap Area # 3)	D	3	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 2,028,730	$ 2,028,730
Neighborhood	P-4	Neighborhood Park Development	Develop 3 - 5 acres (Gap Area # 4)	D	3	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 1,738,911	$ 1,738,911
Neighborhood	P-8	Neighborhood Park Development	Develop 2 - 3 acres (Gap Area # 8)	D	3	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 985,383	$ 985,383
Pocket		Bluffdale Heights Park	Install drinking fountain	D	2	GF	$ -	$ 4,841	$ -	$ -	$ -	$ -	$ 4,841
			Provide ADA-accessible picnic table	R	2	GF	$ -	$ 1,815	$ -	$ -	$ -	$ -	$ 1,815
			Install bench(s) on periphery of play area	D	2	GF, Priv	$ -	$ 2,905	$ -	$ -	$ -	$ -	$ 2,905
Pocket		Pocket Park #1	Install bench(s)	D	2	GF, Priv	$ -	$ -	$ 2,992	$ -	$ -	$ -	$ 2,992
			Install covered picnic table	D	2	GF, Gr	$ -	$ -	$ 3,740	$ -	$ -	$ -	$ 3,740
Pocket		Pocket Park #2	Install bench(s) on periphery of play area	D	2	GF, Priv	$ -	$ -	$ 2,992	$ -	$ -	$ -	$ 2,992
Pocket		Ponderosa Park	Install play structure	D	3	GF, Gr	$ -	$ -	$ -	$ -	$ -	$ 34,054	$ 34,054
			Provide ADA seating at covered picnic table	R	2	GF	$ -	$ -	$ -	$ -	$ 661	$ -	$ 661
			Plant shade trees along western edge of park	R	3	GF, Priv	$ -	$ -	$ -	$ -	$ 1,825	$ -	$ 1,825
Pocket		Ten Sleep Circle Park	Provide ADA-accessible picnic table	R	1	GF	$ 1,763	$ -	$ -	$ -	$ -	$ -	$ 1,763
			Provide ADA path to play area	R	1	GF	$ 999	$ -	$ -	$ -	$ -	$ -	$ 999
			Provide lighting	D	2	GF	$ -	$ -	$ -	$ -	$ -	$ 10,897	$ 10,897
			Install bench(s) on periphery of play area	D	2	GF, Priv	$ -	$ -	$ -	$ -	$ -	$ 3,269	$ 3,269
Pocket		Parry Farms Park / Detention Pond	Conduct a site master plan	D	1	GF, PIF	$ -	$ 25,750	$ -	$ -	$ -	$ -	$ 25,750
Pocket		Palisade Acres Detention Pond	Conduct a site master plan	D	3	GF, PIF	$ -	$ -	$ -	$ 27,318	$ -	$ -	$ 27,318
Trail		Independence Trail	Install benches/resting locations in shaded areas along trail	D	2	GF, Priv	$ -	$ -	$ 5,983	$ -	$ -	$ -	$ 5,983
			Install periodic lighting along trail	D	2	GF	$ -	$ -	$ 26,178	$ -	$ -	$ -	$ 26,178
Trail		Bonneville Shoreline Trail	Install benches/resting locations along trail	D	2	GF, Priv	$ -	$ -	$ -	$ 6,163	$ -	$ -	$ 6,163
Trail		Springview Farms Trail	Install benches/resting locations along trail	D	2	GF, Priv	$ -	$ -	$ -	$ 6,163	$ -	$ -	$ 6,163
Trail		Parry Farms Spur Trail	Install benches/resting locations along trail	D	2	GF, Priv	$ -	$ -	$ -	$ 6,163	$ -	$ -	$ 6,163
Trail	T-1	City Park to Redwood	Secure trail access rights (0.95 mi.)	A	1	GF, Gr, PIF	$ 260,000	$ -	$ -	$ -	$ -	$ -	$ 260,000
Trail	T-13	City Park to Bluffdale Elementary	Community Trail (0.14 mi.)	D	1	GF, Priv	$ 70,000	$ -	$ -	$ -	$ -	$ -	$ 70,000
Trail	T-2/3	Rose Creek (East)	Secure trail access rights (0.88 mi.)	A	1	GF, Gr, PIF	$ -	$ 370,800	$ -	$ -	$ -	$ -	$ 370,800
Trail	T-7	SW Regional Park to 14400 S	Secure trail access rights (1.11 mi.)	A	2	GF, Priv	$ -	$ -	$ 546,364	$ -	$ -	$ -	$ 546,364
Trail	T-11	Philip Gates Loop (East)	Secure trail access rights (0.26 mi.)	A	1	GF, Gr, PIF	$ 54,000	$ -	$ -	$ -	$ -	$ -	$ 54,000
Trail	T-4	Rose Creek (West)	Secure trail access rights (1 mi.)	A	2	GF, Gr, PIF	$ -	$ -	$ -	$ 224,009	$ -	$ -	$ 224,009
Trail	T-1	City Park to Redwood	Community Trail (0.95 mi.)	D	1	GF, Gr, PIF	$ -	$ -	$ -	$ 515,225	$ -	$ -	$ 515,225
Trail	T-5	JRT to Independence (incl bridge span)	Community Trail (0.24 mi.)	D	2	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ 350,662	$ -	$ 350,662

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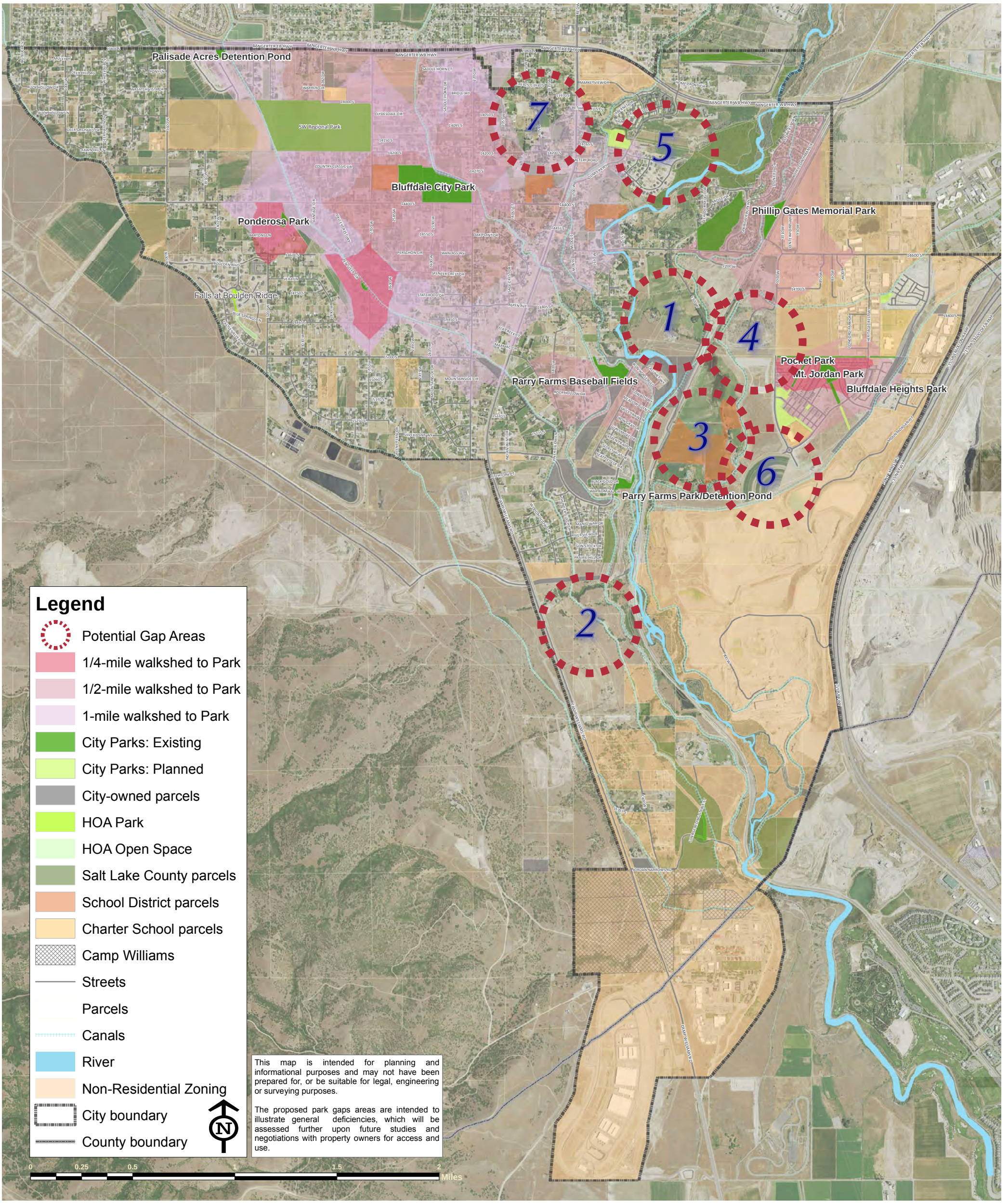
Park Type	ID#	Park Site	Project Description	Activity	Priority	Funding	2016	2017	2018	2019	2020	2021+	Sum
Trail	T-2	Rose Creek (East)	Community Trail (0.03 mi.)	D	2	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 17,261	$ 17,261
Trail	T-3	Rose Creek (East)	Community Trail (0.85 mi.)	D	2	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 489,065	$ 489,065
Trail	WT-1	Water Trail Trailhead at JRC Crossing	Develop trailhead for water trail to include signage, put-ins and parking	D	1	GF, Priv	$ -	$ -	$ -	$ -	$ -	$ 116,045	$ 116,045
Trail	WT-2	Water Trail Trailhead at Arrow Park	Develop trailhead for water trail to include signage, put-ins and parking	D	1	GF, Priv	$ -	$ -	$ -	$ -	$ -	$ 116,045	$ 116,045
Trail	T-6	SW Regional Park	Community Trail (0.81 mi.)	D	2	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 466,050	$ 466,050
Trail	T-7	SW Regional Park to 14400 S	Community Trail (1.11 mi.)	D	3	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 719,214	$ 719,214
Trail	T-12	Draper Irrigation Canal	Local Trail (0.72 mi.)	D	3	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 284,809	$ 284,809
Trail	T-11	Philip Gates Loop (East)	Local Trail (0.26 mi.)	D	1	GF, Gr, PIF	$ -	$ -	$ -	$ 96,944	$ -	$ -	$ 96,944
Trail	T-8	Welby-Jacob Canal	Local Trail (0.39 mi.)	D	1	GF, Gr, PIF	$ -	$ -	$ -	$ 145,416	$ -	$ -	$ 145,416
Trail	T-4	Rose Creek (West)	Local Trail (1 mi.)	D	2	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 395,567	$ 395,567
Trail	T-10	Utah and Salt Lake Canal	Local Trail (0.3 mi.)	D	2	GF, Gr, PIF	$ -	$ -	$ -	$ 111,858	$ -	$ -	$ 111,858
Trail	T-9	Utah Lake Distributing Canal	Local Trail (0.44 mi.)	D	2	GF, Gr, PIF	$ -	$ -	$ -	$ -	$ -	$ 174,050	$ 174,050
Special		Parry Farms Baseball Fields	Plant shade trees	R	3	GF, Priv	$ -	$ -	$ -	$ -	$ 3,650	$ -	$ 3,650
			Install a play area with adjacent benches	D	2	GF	$ -	$ -	$ -	$ -	$ 36,236	$ -	$ 36,236
			Provide ADA-accessible picnic table(s)	R	2	GF	$ -	$ -	$ -	$ -	$ 3,967	$ -	$ 3,967
Special		Rodeo Grounds (City Park)	TBD			TBD	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Systemwide		Minor Repairs & Renovations		R	1	GF	$ 5,000	$ 7,725	$ 7,957	$ 5,464	$ -	$ -	$ 26,145
Systemwide		ADA Compliance Upgrades		R	1	GF	$ -	$ 2,500	$ 3,500	$ 5,000	$ -	$ -	$ 11,000
							$ 3,341,211	**$ 1,732,717**	**$ 2,187,164**	**$ 1,778,040**	**$ 397,001**	**$ 26,081,364**	**$ 35,517,498**

Code	Funding Source
PIF	Park Impact Fees
Priv	Private funds; Dedications; Donations
Gr	Grants
GF	General Fund / Local Share
TBD	To Be Determined: Other funding sources needed for replacement, rehabilitation and general maintenance

Code	Activity
A	Acquisition
D	Development
R	Renovation / Repair

Code	Priority
1	High Priority
2	
3	

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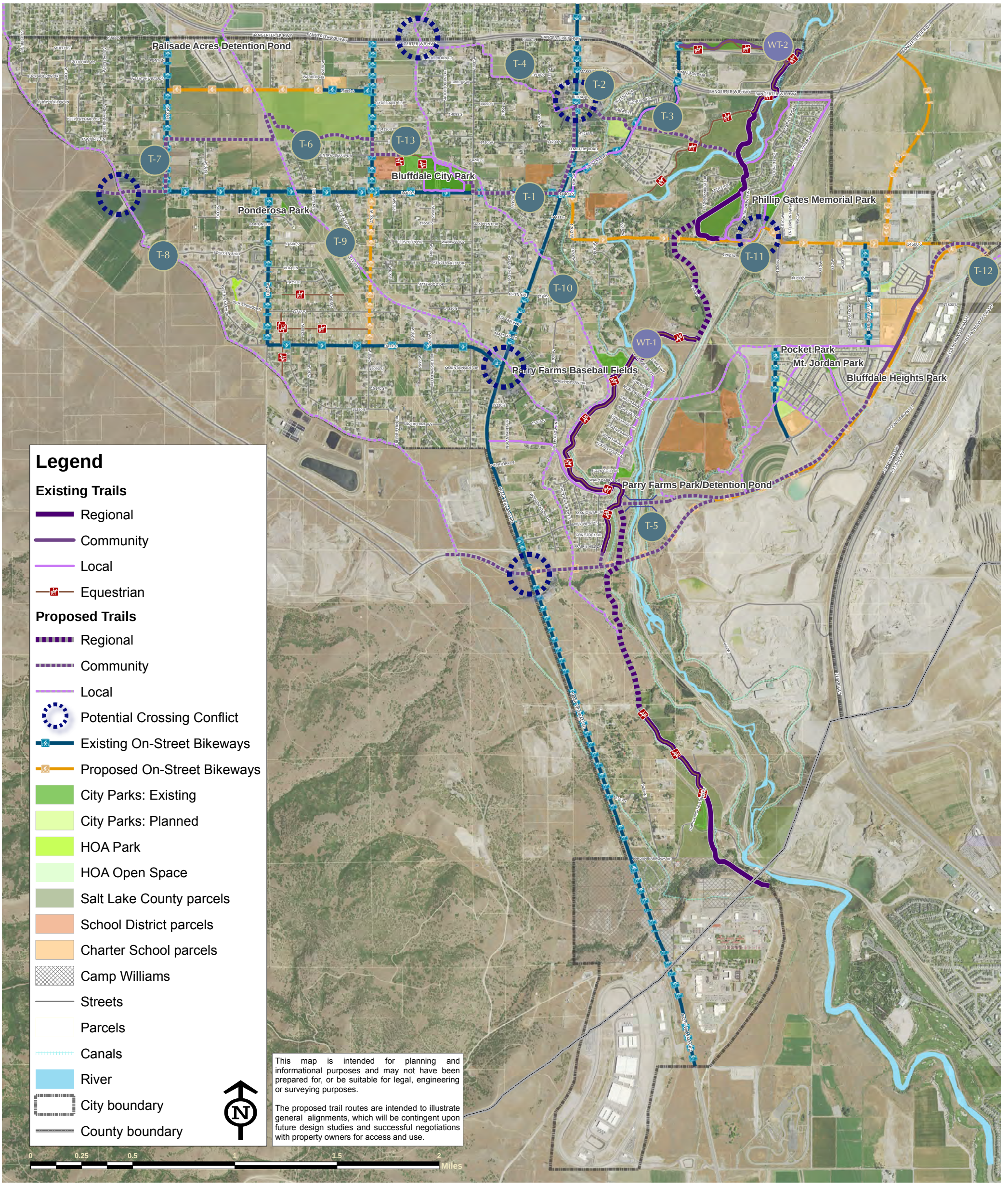


Bluffdale Parks, Trails, Recreation & Open Space Plan

Map 4: Proposed Parks

Adopted 10/28/15

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Bluffdale Parks, Trails, Recreation & Open Space Plan

Map 5: Proposed Trails

Adopted 10/28/15

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Implementation Strategies



8

Implementation Strategies

Implementation in Context

A number of strategies exist to improve park and recreation service delivery for the City of Bluffdale. The following considerations are presented to offer near-term direction on implementation and as a means to continue dialogue between the City, its residents and its partners. Given that the operating and capital budgets for the City are limited, the implementation measures identified below look primarily to non-General Fund options. Additionally, a review of likely funding options is included at the end of the chapter and addresses local financing, federal and state grant and conservation programs, acquisition methods and others.

Volunteer & Community-Based Action

The public process for this Plan has demonstrated that residents want to be involved in improving the City's parks, trails and recreational opportunities and want to have their energies guided through coordination with the City. Community sponsored park clean-ups, beautification and planting projects, among others, engage citizens and create a stronger sense of community pride and ownership in park and recreation facilities. Additionally, the City can benefit from on-going coordination and involvement from local scout troops, youth sport leagues and other civic groups. The City should also maintain a revolving list of potential small works or volunteer-appropriate projects to post on its website, while also reaching out to high school students to encourage student projects. Specific projects noted in the CFP that could utilize volunteers include tree planting, beautification, trail enhancements, and bench installations in parks or along trail corridors.

Partner Coordination & Collaboration

Specific projects and goals identified in this Plan demand a high degree of coordination and collaboration with other city departments and outside agencies.

Internal coordination with the Public Works and Planning departments can increase the potential of implementing the proposed trail network and facilitating access to and improvements of other City-owned lands for recreational use. Coordination with the Planning & Community Development Department will be crucial in reviewing development applications with consideration toward potential parkland acquisition areas and for easement or set-aside requests. However, to more fully extend the park system and recreation programs, additional partnerships and collaborations should be sought.

The City should initiate discussions with local youth and adult sport leagues and staff from the Jordan School District and nearby charter schools for the purposes of sport field planning, field improvements and coordination. As the City grows and is able to secure additional community parkland, additional sport fields

could provide field rental revenue, as well as additional tourism revenue, from leagues or sport clubs interested in hosting tournaments or other events.

The City should continue to explore opportunities to expand public access and ownership along the Jordan River. This could include outreach to and negotiations with landowners with river frontage, as well as opportunities for expanded or improved road or pathway access approaching the river.

In consideration of future efforts to establish limited recreation programming, the City should explore and discuss options for an interlocal agreement with the Jordan School District to utilize gymnasium space for classes and programs. Additionally, the City should discuss options for additional south city recreation centers with Salt Lake City, as well as coordinate with Herriman and Riverton for opportunities to extend programming options into Bluffdale.

Developing or strengthening these types of partnerships will be essential for reaching the goals of the plan and meeting the needs of the future park system. Partnerships may allow the City to share responsibilities for the financial, acquisition, development, planning and operational activities. A short list of existing and potential partners include:

- Federal agencies
- State agencies
- Adjacent cities
- Schools
- Public utilities
- Non-profit organizations
- Private-sector business
- Special interest groups
- Youth & adult sports leagues
- Private citizens

Partnerships, like many relationships, require time to develop and establish the mutual values that keep the partners at the table, leverage all accumulated resources and lead to successful project or program implementation. City staff may need to grow to allow for the capacity to capture stronger partnerships.

Enhancing Communications & Outreach

Many of the plan recommendations will require the execution of effective communications and outreach.

- Forging strong partnerships will require effective communications and outreach to potential partners who can help the city to leverage park and recreation project implementation.
- Promoting the city's park system will require broader marketing and outreach that entails a combination of better signage, more public news coverage, enhanced wayfinding, printed mapping and user information, use of engaging social media platforms, and interactive website/online activities.
- Embracing a balanced strategy for achieving a comprehensive parks system will require the use of more extensive communications and outreach tools to create the common ground and public dialog needed to support park policies, project implementation, collaborations with partners and the search for financial support.

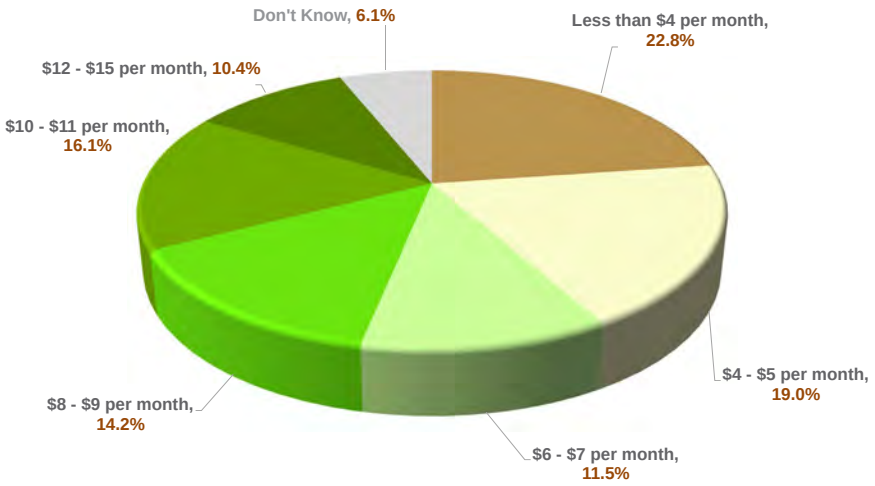
- Ensuring equity and access to parks can be advanced by involving messaging and informational techniques that inform residents about opportunities in their park and trail systems. Increased participation in park and recreation activities ranging from encouraging family picnic shelter use to recruiting for volunteer work parties can help residents increase their familiarity and satisfaction with their park system.

Developing an effective communication and outreach plan will require expertise and effort. As with other plan recommendations, additional staffing resources may be necessary to accomplish an effective messaging program.

Funding Strategies

The plan has identified a significant breadth of new projects and improvements that exceed the capacity of existing resources. Based on the survey results, Bluffdale residents indicated a strong level of support for helping to finance park and recreation system improvements. About 71% surveyed are willing to support at least $4 per month in added taxes, and over 26% were willing to pay over $10 per month. While specific funding packages were not proposed with the survey, the results demonstrate a strong willingness to support funding for residents' preferred recreation improvements and recreation opportunities.

Figure 19. Willingness to Support Tax Increases for Parks and Recreation Amenities



For the capital projects involving acquisition and development, a variety of funding sources may provide options for reaching closer to the projected revenue needs. These funding options range from local sources to state, federal and private entities and programs.

Local Funding Options

Bluffdale possesses a range of local funding tools that could be accessed for the benefit of growing, developing and maintaining its parks, trails and other recreation facilities. The sources listed below represent potential sources though some may be dedicated for other local purposes which limit applicability and usage. Therefore, city leadership will need to consider the feasibility and potential to modify or expand the use of existing city revenue sources in favor of park and recreation programs.

General Obligation Bond

For the purposes of funding capital projects, such as land acquisitions or facility construction, cities have the authority to borrow money by selling bonds. Voter-approved general obligation bonds may be sold only after receiving a majority vote at a general or special election.

Impact Fees

The State of Utah's Impact Fees Act authorizes local governments – including cities, counties and special districts – to charge park impact fees on new development to mitigate the costs of providing necessary park and recreation infrastructure. The impact fee helps ensure new residential and commercial growth is served by adequate park and recreation facilities. Impact fees can be used to fund the acquisition and construction of new park and recreation facilities, generally defined as having a life expectancy of at least ten years. They cannot be used to fund operations or maintenance costs.

Federal & State Grants and Conservation Programs

Rivers, Trails and Conservation Assistance Program

National Park Service

http://www.nps.gov/ncrc/programs/rtca/

The Rivers, Trails and Conservation Assistance Program, also known as the Rivers & Trails Program or RTCA, is a technical assistance resource for communities administered by the National Park Service and federal government agencies so they can conserve rivers, preserve open space and develop trails and greenways. The RTCA program implements the natural resource conservation and outdoor recreation mission of NPS in communities across America.

Walk-In Access Program

Utah Division of Wildlife Resources

http://wildlife.utah.gov/walkinaccess/

The Walk-In Access program, administered by the Division of Wildlife Resources, compensates willing landowners for allowing public access to their lands for public recreational use (hunting, trapping and fishing). Landowners enrolled in the program receive monetary compensation based upon suitable habitat and wildlife, the amount of land and the length of time the land or water is enrolled in the program. Some landowners may also qualify for habitat restoration projects designed to attract and benefit wildlife species. The Division provides public safety patrols and liability coverage for designated sites.

LeRay McAllister Critical Land Conservation Fund (currently unfunded)

Utah Quality Growth Commission

http://planning.utah.gov/leraymcallister.htm

The LeRay McAllister Critical Land Conservation Fund provided funds to preserve and restore critical open space, such as wildlife habitat and wetlands, culturally or historically unique landscapes, and agricultural lands. The Fund was an incentive program that provided grants that encourage collaborative conservation efforts between communities and landowners. The fund was administered by the Utah Quality Growth Commission and was last funded in 2010.

Utah State Parks Grant Programs

Utah State Parks operates four grant programs and grants money to local agencies, generally on a matching basis, to acquire, develop and enhance outdoor recreation properties.

Land and Water Conservation Fund

http://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/

The Land and Water Conservation Fund (LWCF) provides grants to buy land and develop public outdoor facilities, including parks, trails and wildlife lands. Grant recipients must provide at least 50% matching funds in either cash or in-kind contributions. Grant program revenue is from a portion of federal revenue derived from sale or lease of off-shore oil and gas resources. The existing 50-year program expires in September, 2015. The legislature is currently considering reauthorization of the fund in one form or another.

National Recreational Trails Program

http://stateparks.utah.gov/resources/grants/recreational-trails-program/

The Recreational Trails Program (RTP) provides funds to maintain trails and facilities for a range of activities including hiking, mountain biking, horseback riding, motorcycling and snowmobiling. RTP funding may be used for the construction and maintenance of trails and trail related facilities, including the development of staging areas, trailheads, restroom facilities, etc. RTP funding may not be used for non-trail related activities such as the development of campgrounds, purchase of picnic tables, landscaping, or irrigation system development. A local match of 50% is required. This program is funded through federal gasoline taxes attributed to recreational non-highway uses.

Jordan River Commission Large Grants Program

The Jordan River Commission coordinates $500,000 in grant funding to help implement the recommendations of the Blueprint Jordan River. The program is supported by the Utah State Legislature and is administered in partnership with the Utah Division of Forestry Fire and State Lands. At least one party to the grant application must be a Jordan River Commission member government or an Ex-Officio member of the JRC Governing Board. A 3:1 (75% non-state funding) match is required for these funds. The City of Bluffdale should strongly consider becoming a member government to the JRC to become eligible to pursue these funds.

Utah Waypoint Grant Program

The Waypoint program makes grant monies available with a 50/50 match to communities to build outdoor recreation infrastructure which would become an enhancement in the area. Waypoint projects must offer an economic opportunity for the community and should have the potential to attract or retain residents and increase visitation to the region. Various types of outdoor recreation infrastructure would be eligible for the Waypoint grant including trails, trail infrastructure, and trail facilities, restroom facilities near popular recreational climbing areas, ramps and launch sites that would improve water access along rivers, whitewater parks, yurts, infrastructure for wildlife viewing areas and more. The areas for the project should be open and accessible to the public.

Transportation Enhancements

U.S. Department of Transportation

The federal Surface Transportation Program provides states with funding for highway projects. States are allocated funds based on a combination of population, transportation systems, miles of roads and other factors. Each state must reserve at least 10% of its Surface Transportation Program dollars for transportation enhancement (TE) activities. These enhancement projects include historic preservation, rails-to-trails programs, easement and land acquisition, transportation, museums, water pollution mitigation, wildlife connectivity and scenic beautification. All projects must be related, in some way, to transportation.

In each state, TE projects are selected through a competitive process. Applications are submitted by local government entities, often in partnership with nonprofit organizations. The federal government provides 80% of the funds and the municipalities need to contribute a 20% match.

MPO Transportation Alternatives Program (TAP) is a competitive grant administered by the Wasatch Front Regional Council – for the area served by Bluffdale. These funds can be used for planning, design, and construction of infrastructure related to non-motorized uses. An array of project types are eligible to include traffic calming, lighting, safety-related infrastructure and compliance with the Americans with Disabilities Act of 1990.

Other Methods & Funding Sources

Special Service District

http://le.utah.gov/xcode/Title17D/Chapter1/17D-1-S103.html

A special service district may be formed for purposes of delivering recreation services, among many others. It may be initiated by City Council resolution or by petition of at least 10% of the registered voters within the proposed district. Once formed, special service districts retain the authority to propose a regular property tax levy and general obligation bonds.

Business Sponsorships / Donations

Business sponsorships for programs may be available throughout the year. In-kind contributions are often received, including food, door prizes and equipment/material.

Interagency Agreements

State law provides for interagency cooperative efforts between units of government. Joint acquisition, development and/or use of park and open space facilities may be provided between parks, public works and utility providers.

Private Grants, Donations & Gifts

Many trusts and private foundations provide funding for park, recreation and open space projects. Grants from these sources are typically allocated through a competitive application process and vary dramatically in size based on the financial resources and funding criteria of the organization. Philanthropic giving is another source of project funding. Efforts in this area may involve cash gifts and include donations through other mechanisms such as wills or insurance policies. Community fundraising efforts can also support park, recreation or open space facilities and projects.

Acquisition Tools & Methods

Landowner Incentive Measures

Density Bonuses

Density bonuses are a planning tool used to encourage a variety of public land use objectives, usually in urban areas. They offer the incentive of being able to develop at densities beyond current regulations in one area, in return for concessions in another. Density bonuses are applied to a single parcel or development. An example is allowing developers of multi-family units to build at higher densities if they provide a certain number of low-income units or public open space. For density bonuses to work, market forces must support densities at a higher level than current regulations.

Transfer of Development Rights

The transfer of development rights (TDR) is an incentive-based planning tool that allows land owners to trade the right to develop property to its fullest extent in one area for the right to develop beyond existing regulations in another area. Local governments may establish the specific areas in which development may be limited or restricted and the areas in which development beyond regulation may be allowed. Usually, but not always, the "sending" and "receiving" property are under common ownership. Some programs allow for different ownership, which, in effect, establishes a market for development rights to be bought and sold.

IRC 1031 Exchange

If the landowner owns business or investment property, an IRC Section 1031 Exchange can facilitate the exchange of like-kind property solely for business or investment purposes. No capital gain or loss is recognized under Internal Revenue Code Section 1031 (see www.irc.gov for more details). This option may be a useful tool in negotiations with an owner of investment property, especially if the tax savings offset to the owner can translate to a sale price discount for the City.

Direct Purchase Methods

Market Value Purchase

Through a written purchase and sale agreement, the city purchases land at the present market value based on an independent appraisal. Timing, payment of real estate taxes and other contingencies are negotiable.

Partial Value Purchase (or Bargain Sale)

In a bargain sale, the landowner agrees to sell for less than the property's fair market value. A landowner's decision to proceed with a bargain sale is unique and personal; landowners with a strong sense of civic pride, long community history or concerns about capital gains are possible candidates for this approach. In addition to cash proceeds upon closing, the landowner may be entitled to a charitable income tax deduction based on the difference between the land's fair market value and its sale price.

Life Estates & Bequests

In the event a landowner wishes to remain on the property for a long period of time or until death, several variations on a sale agreement exist. In a life estate agreement, the landowner may continue to live on the

land by donating a remainder interest and retaining a "reserved life estate." Specifically, the landowner donates or sells the property to the city, but reserves the right for the seller or any other named person to continue to live on and use the property. When the owner or other specified person dies or releases his/her life interest, full title and control over the property will be transferred to the city. By donating a remainder interest, the landowner may be eligible for a tax deduction when the gift is made. In a bequest, the landowner designates in a will or trust document that the property is to be transferred to the city upon death. While a life estate offers the city some degree of title control during the life of the landowner, a bequest does not. Unless the intent to bequest is disclosed to and known by the city in advance, no guarantees exist with regard to the condition of the property upon transfer or to any liabilities that may exist.

Gift Deed

When a landowner wishes to bequeath their property to a public or private entity upon their death, they can record a gift deed with the city assessor's office to insure their stated desire to transfer their property to the targeted beneficiary as part of their estate. The recording of the gift deed usually involves the tacit agreement of the receiving party.

Option to Purchase Agreement

This is a binding contract between a landowner and the city that would only apply according to the conditions of the option and limits the seller's power to revoke an offer. Once in place and signed, the Option Agreement may be triggered at a future, specified date or upon the completion of designated conditions. Option Agreements can be made for any time duration and can include all of the language pertinent to closing a property sale.

Right of First Refusal

In this agreement, the landowner grants the city the first chance to purchase the property once the landowner wishes to sell. The agreement does not establish the sale price for the property, and the landowner is free to refuse to sell it for the price offered by the city. This is the weakest form of agreement between an owner and a prospective buyer.

Conservation and/or Access Easements

Through a conservation easement, a landowner voluntarily agrees to sell or donate certain rights associated with his or her property (often the right to subdivide or develop), and a private organization or public agency agrees to hold the right to enforce the landowner's promise not to exercise those rights. In essence, the rights are forfeited and no longer exist. This is a legal agreement between the landowner and the city that permanently limits uses of the land in order to conserve a portion of the property for public use or protection. The landowner still owns the property, but the use of the land is restricted. Conservation easements may result in an income tax deduction and reduced property taxes and estate taxes. Typically, this approach is used to provide trail corridors where only a small portion of the land is needed or for the strategic protection of natural resources and habitat. Through a written purchase and sale agreement, the city purchases land at the present market value based on an independent appraisal. Timing, payment of real estate taxes and other contingencies are negotiable.

Other Land Protection Options

Land Trusts & Conservancies

Land trusts are private non-profit organizations that acquire and protect special open spaces and are traditionally not associated with any government agency. The Utah Open Lands is the non-profit land trust conservation association serving the state of Utah, and their efforts have led to the conservation of more than 6,000 acres of natural areas across the state (www.utahopenlands.org). Other national organizations with local representation include the Nature Conservancy and the Trust for Public Land.

APPENDIX A: Survey Summary

Note: Cross tabulations and detailed numerical data regarding survey responses can be provided by the Bluffdale Planning Department.

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Findings Report for a Statistically Valid Community Survey

Submitted to

The City of Bluffdale, Utah

By

Leisure Vision (a division of ETC Institute)

725 W. Frontier Circle

Olathe, KS 66061

(913) 829-1215

June 2015

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Section 1
Executive Summary

Community Interest and Opinion Survey
Executive Summary Report

Overview and Methodology

ETC Institute conducted a Community Interest and Opinion Survey for the City of Bluffdale during the spring of 2015 to help determine the parks, trails, recreation facilities and program priorities for the community. The survey was mailed to a sample of households that was provided by the City of Bluffdale and intended to be the most complete list of all household in the City at the time of the survey mailing. There was the opportunity for non-English speaking residents to call a 1-800 number to have the survey administered in Spanish over the phone.

The goal was to complete 400 surveys. The total amount of surveys completed was 627. The results for the sample of 627 households have a 95% level of confidence with a precision rate of at least +/- 3.9%.

This report contains:

- An executive summary of the methodology and major findings
- Charts depicting the overall results of the survey
- National benchmark comparisons
- Tabular data for all questions on the survey
- Cross-tabular analysis by: (1) household types, (2) length of residence, and (3) age and gender
- A copy of the survey instrument

A summary of major findings are on the following pages.

PARKS & AMENITIES

- **Park Usage:** Based on the percentage of residents, 75% indicated that they have used *Bluffdale City Park* over the past 12 months. Other parks respondents have used over the past 12 months include: Bluffdale Rodeo Grounds (44%) and Philip Gates Memorial Park (17%).

- **Most Used Parks:** Based on the percentage of residents' top two choices, 76% indicated that they used *Bluffdale City Park* the most often over the past 12 months. Other parks used most often include: Bluffdale Rodeo Grounds (38%), Philip Gates Memorial Park (14%) and Mt. Jordan Park (13%).

- **Overall Condition of Parks and Facilities:** Fifty-three percent (53%) of respondents indicated that the overall condition of parks and facilities was *good*. Other ratings of conditions include: Excellent (34%), fair (10%), and poor (3%).

- **Additions Made to Parks Visited Most Often:** Based on the percentage of residents, 48% indicated that they would like to see additional *restrooms* added to the City of Bluffdale parks that they use most often. Other additions respondents would like to see include: Picnic tables/benches (43%), drink fountains (38%), playground equipment (35%), trails (32%), and pavilion additions (30%).

- **Usage of Amenities in City of Bluffdale Parks:** Based on the percentage of residents, 66% indicated that they use *walking path/trail*. Other amenities in the City of Bluffdale parks respondents use include: Playground (63%) and picnic pavilion (56%).

- **Conditions of Amenities in City of Bluffdale Parks:** Based on the percentage of residents who rated the condition of amenities in the City of Bluffdale parks as either "excellent" or "good", 93% rated *Old West Town* condition as either excellent or good. Other similar ratings include: Soccer fields (88%), playground (87%), picnic pavilion (86%), and walking path/trail (86%).

- **Most Used Amenities in City of Bluffdale Parks:** Based on the percentage of residents' top three choices, 56% indicated that *walking path/trail* was an amenity that residents have used the most over the past year. Other amenities used the most over the past year include: Playground (54%), picnic pavilion (38%), and rodeo grounds (26%).

RECREATION AMENITITES

- **Need for Recreation Amenities:** Based on the percentage of residents, 75% or 1,994 households indicated that they have a need for *walking and biking trails*. Other recreation amenities households have a need for include: Picnic shelters/pavilions (68% or 1,815 households), playgrounds (66% or 1,772 households), and trails along river (66% or 1,764 households).

- **Most Important Recreation Amenities:** Based on residents' top four choices, 47% indicated that *walking and biking trails* were a recreation amenity that are most important

to their household. Other recreation amenities that are most important include: Playgrounds (41%), swimming (32%), and spray park/splash pad (26%).

FACILITIES AND ORGANIZATION USAGE

- **Usage of Facilities:** Based on the percentage of residents who have used any of the facilities offered by communities near Bluffdale at least once, 44% indicated that *JL Sorenson Recreation Center (Herriman)* was one of the facilities used. Other facilities respondents have used include: South Jordan Fitness and Aquatics Center (38%), CR Hamilton Park (Riverton) (31%), and Salt Lake County Equestrian Park (South Jordan) (30%).

- **Organizations Used for Parks, Recreation Facilities and Programs:** Based on the percentage of residents, 58% indicated they have used *Salt Lake County Parks* organizations for parks, recreation facilities and program offerings during the past 12 months. Other organizations residents have used include: Church facilities (55%), State and Federal parks/lands (53%), and City of Bluffdale (53%).

DEVELOPMENT

- **Emphasis of Development:** Based on the percentage of residents top two choices, 85% indicated that *the City should place more emphasis on the development of small neighborhood parks within walking distance of homes and with limited recreational facilities* was the emphasis the Recreation and Parks Department should place on development. Other ratings of emphasis include: The City should place more emphasis on the development of large multi-use community parks that you would generally need to drive to and with a greater number of facilities (83%), the City should place more emphasis on the development of very small pocket parks or tot lots in your immediate neighborhood geared for 2-3 year olds (19%), and neither, no new neighborhood or multi-use community parks should be developed (14%).

- **Southwest Regional Park:** Residents were asked to indicate if they had heard about the development of the Southwest Regional Park. Seventy-four percent (74%) of respondents indicated that they have heard that Salt Lake County is developing the Southwest Regional Park within Bluffdale and just over a quarter (26%) has not.

- **Amenities for the Southwest Regional Park:** Based on residents, 79% indicated that *pavilion shelter and restroom* is an amenity they would use if developed in the Southwest Regional Park. Other amenities respondents would use include: Walking and biking paths (78%), large playground (65%), open lawn area (64%), and splash pad (63%).

- **Upgrade and Develop Parks and Recreation Facilities:** Based on percentage of respondents who indicated they were "very supportive" or "somewhat supportive" of actions the City of Bluffdale could take to upgrade and develop, 78% indicated they were

supportive of *upgrading existing walking and biking trails*. Other actions respondents are supportive of include: Develop additional walking and biking trails (73%), upgrade City Park (73%), and upgrade existing shelters and playgrounds (69%).

- **Most Important Parks and Recreation Upgrade and Developmental Actions:** Based on residents' top three choices for actions the City of Bluffdale could take to upgrade and develop parks and recreation facilities, 37% indicated that *developing an outdoor swimming pool* was an action that was most important to residents. Other actions that are most important include: Develop additional walking and biking trails (33%) and upgrade existing walking and biking trails (31%).

FUNDING OPERATIONS AND DEVELOPMENT

- **Maximum Amount of Additional Tax Revenue:** Twenty-four percent (24%) of respondents indicated that they would be willing to pay *less than $4 per month* in additional tax revenue to develop and operate the types of parks, trails, and recreation facilities that are most important to their households. Other maximum amounts of additional tax revenue respondents would be willing to pay include: $4-$5 per month (20%), $10-$11 per month (17%), $8-$9 per month (15%), $6-$7 per month (12%) and $12-$15 per month (11%).

SPECIAL EVENTS

- **Participation in Sponsored Special Events:** Based on the percentage of residents, 62% indicated that they have participated in *Old West Days* over the past 12 months. Other special events respondents have participated in include: Rodeo (45%), Demolition Derby (31%), and Movies in Park (30%).

- **Quality of Sponsored Special Events:** Fifty-six percent (56%) of residents indicated that the quality of special events their household has participated in over the past 12 months was *good*. Other ratings of quality of special events include: Excellent (32%) and fair (12%).

OTHER FINDINGS

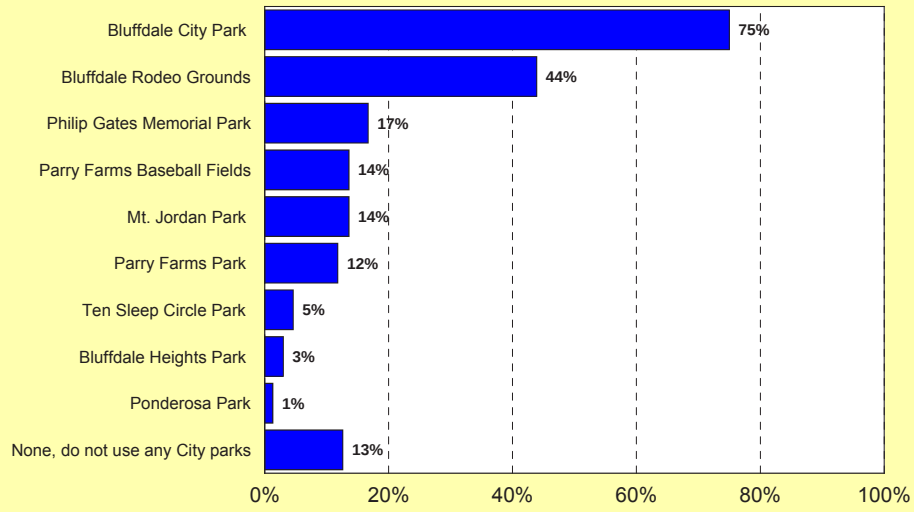
- **Ways Residents Learn About Parks and Recreation Facilities:** Based on the percentage of residents, 65% indicated that the *City website* was a way residents learn about City of Bluffdale parks and recreation facilities. Other means of learning include: Social media (39%), newspaper articles (37%), and from friends and neighbors (29%).

- **If Respondents Would Visit City Website More Often if Updated:** Seventy-one percent (71%) of residents indicated that *yes*, they would visit the City website more often for information if the City updated its website. Twelve percent (12%) indicated they would not visit the City website, and 17% indicated they were not sure.

Section 2
Charts and Graphs

Q1. City of Bluffdale Parks Residents Have Used Over the Past 12 Months

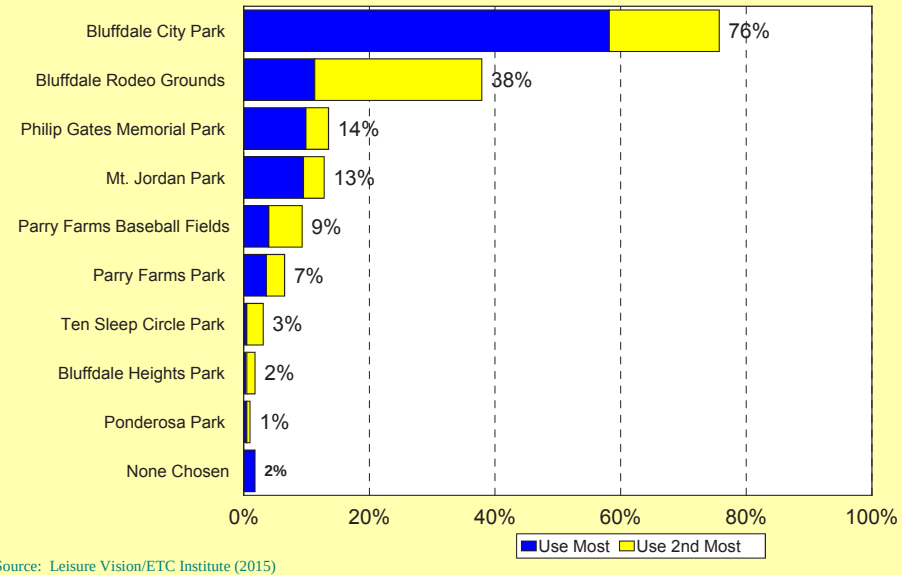
by percentage of respondents



Source: Leisure Vision/ETC Institute (2015)

Q2. Parks Residents Visited the Most Often Over the Past 12 Months

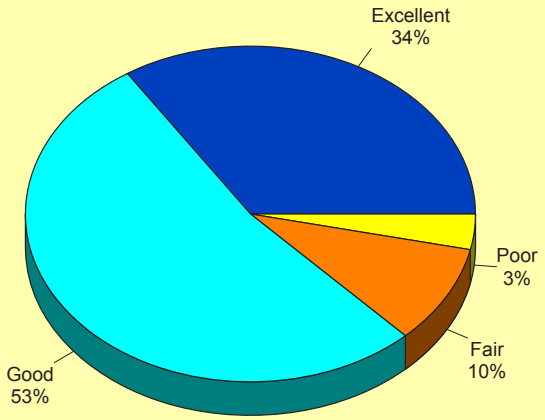
by percentage of respondents who selected the item as one of their top two choices



Source: Leisure Vision/ETC Institute (2015)

Q3. How Residents Rate the Overall Condition of Parks and Facilities

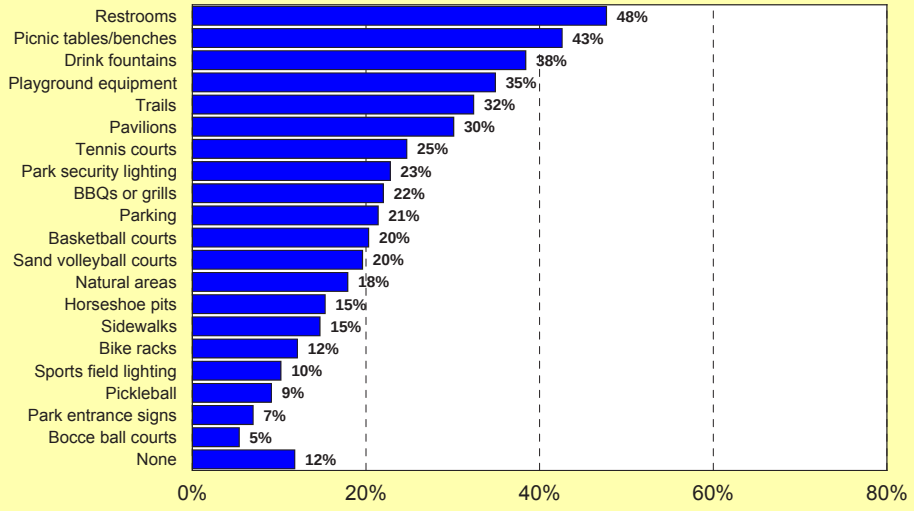
by percentage of respondents who have visited the parks and facilities in the past 12 months (excluding "don't know")



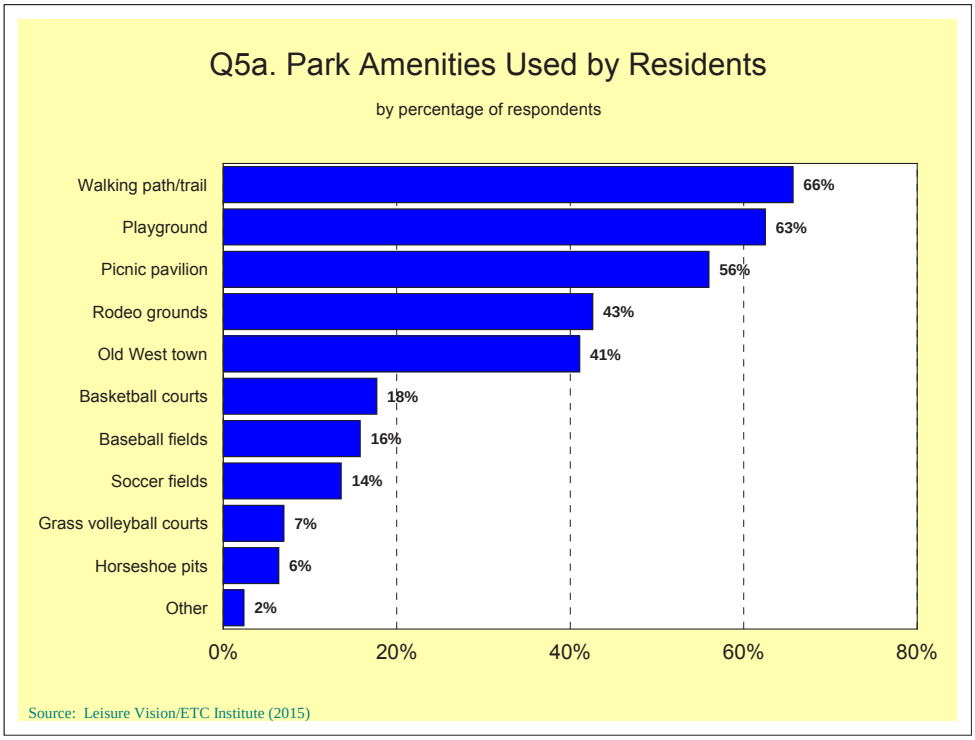
Source: Leisure Vision/ETC Institute (2015)

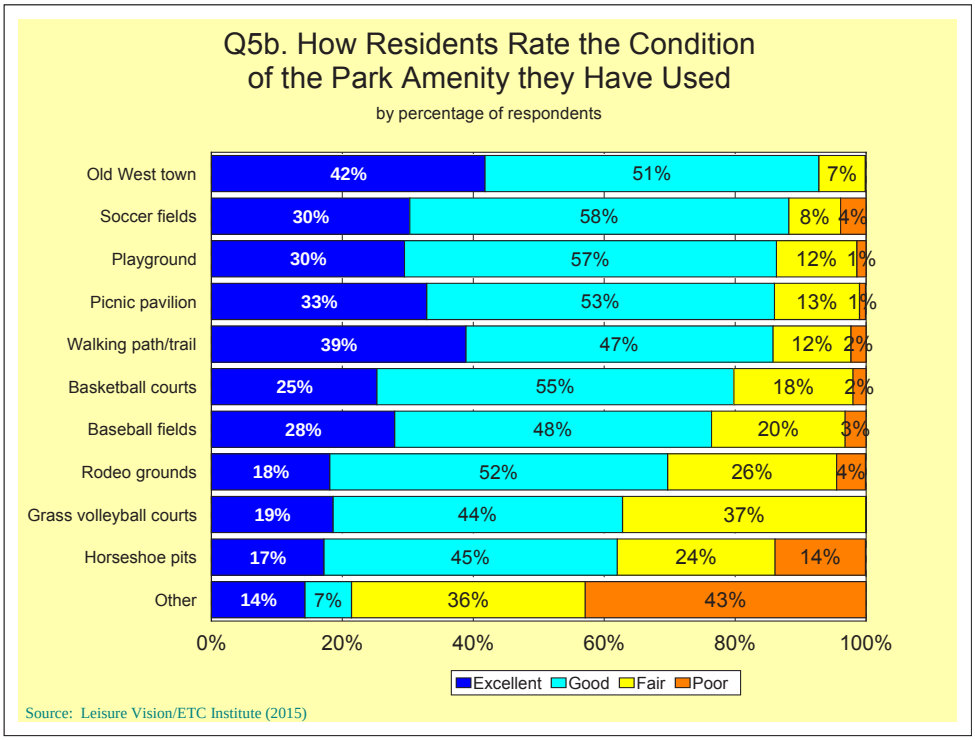
Q4. Additions Residents Would Like Made to the City of Bluffdale Parks They Visit the Most Often

by percentage of respondents



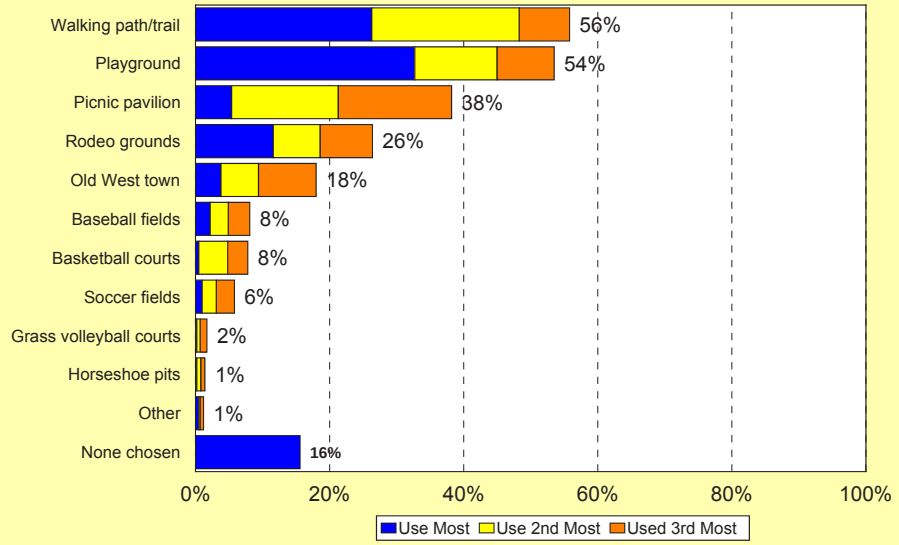
Source: Leisure Vision/ETC Institute (2015)


Q5a. Park Amenities Used by Residents
by percentage of respondents
Walking path/trail 66%
Playground 63%
Picnic pavilion 56%
Rodeo grounds 43%
Old West town 41%
Basketball courts 18%
Baseball fields 16%
Soccer fields 14%
Grass volleyball courts 7%
Horseshoe pits 6%
Other 2%
0% 20% 40% 60% 80%
Source: Leisure Vision/ETC Institute (2015)


Q5b. How Residents Rate the Condition of the Park Amenity they Have Used
by percentage of respondents
Old West town 42% 51% 7%
Soccer fields 30% 58% 8% 4%
Playground 30% 57% 12% 1%
Picnic pavilion 33% 53% 13% 1%
Walking path/trail 39% 47% 12% 2%
Basketball courts 25% 55% 18% 2%
Baseball fields 28% 48% 20% 3%
Rodeo grounds 18% 52% 26% 4%
Grass volleyball courts 19% 44% 37%
Horseshoe pits 17% 45% 24% 14%
Other 14% 7% 36% 43%
0% 20% 40% 60% 80% 100%
Excellent Good Fair Poor
Source: Leisure Vision/ETC Institute (2015)

Q6. Amenities Residents Have Used the Most Over the Past Year

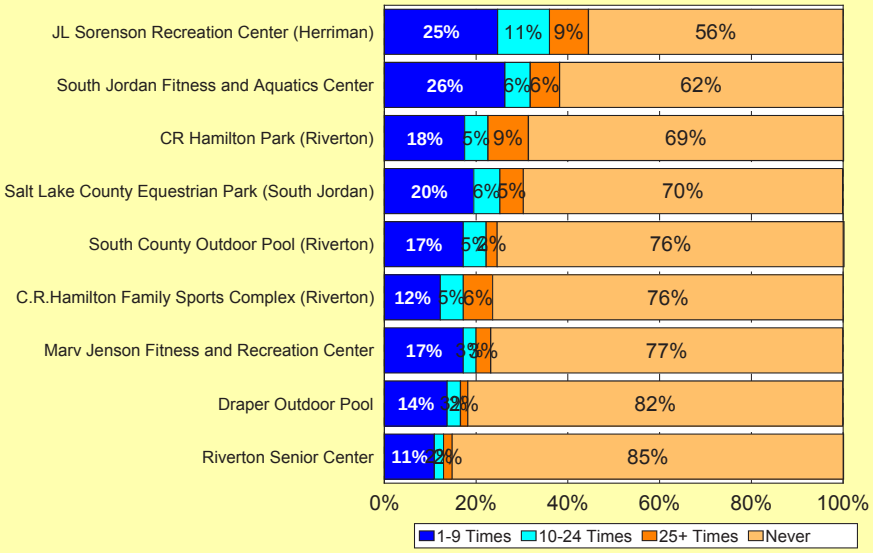
by percentage of respondents who selected the item as one of their top three choices



Source: Leisure Vision/ETC Institute (2015)

Q7. How Often Residents Use Facilities Offered by Communities Near Bluffdale During the Past 12 Months

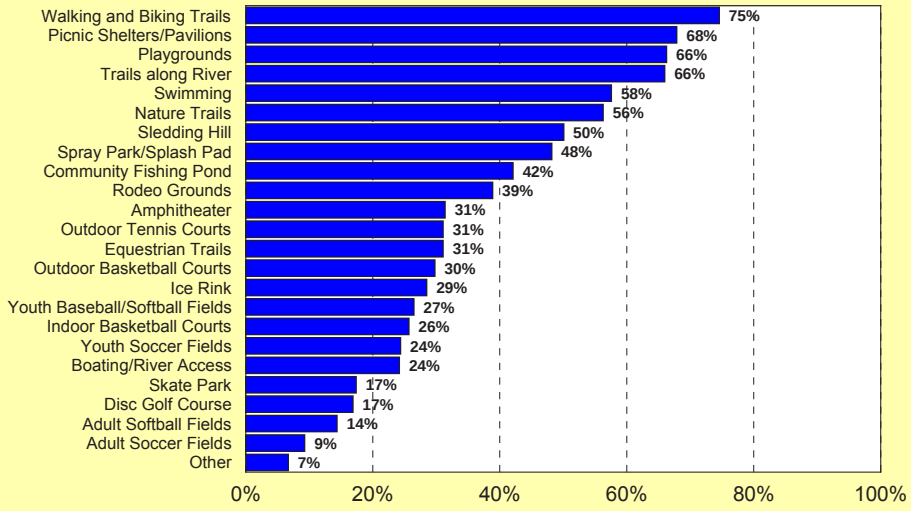
by percentage of respondents



Source: Leisure Vision/ETC Institute (2015)

Q8. Residents Who Indicated a Need for Amenities

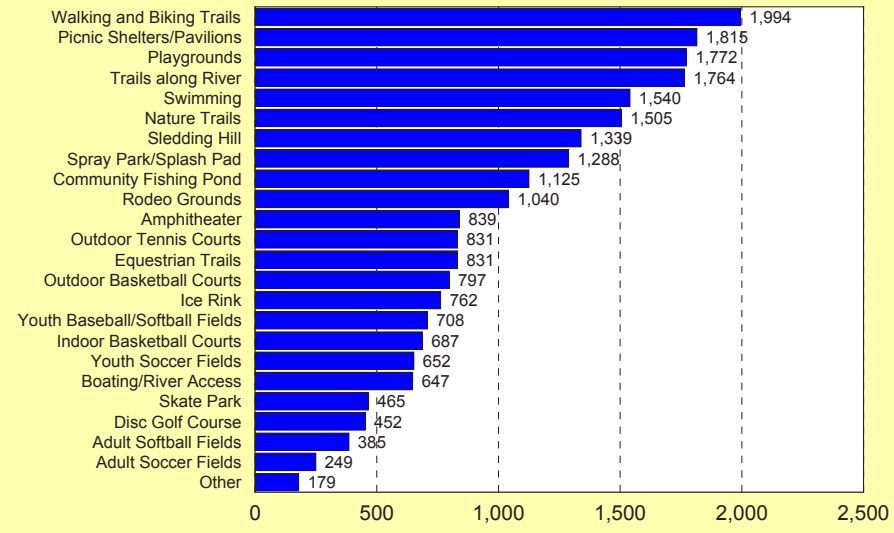
by percentage of respondents



Source: Leisure Vision/ETC Institute (2015)

Q8a. Estimated Number of Households for the City of Bluffdale that Have a Need for Parks and Recreation Amenities

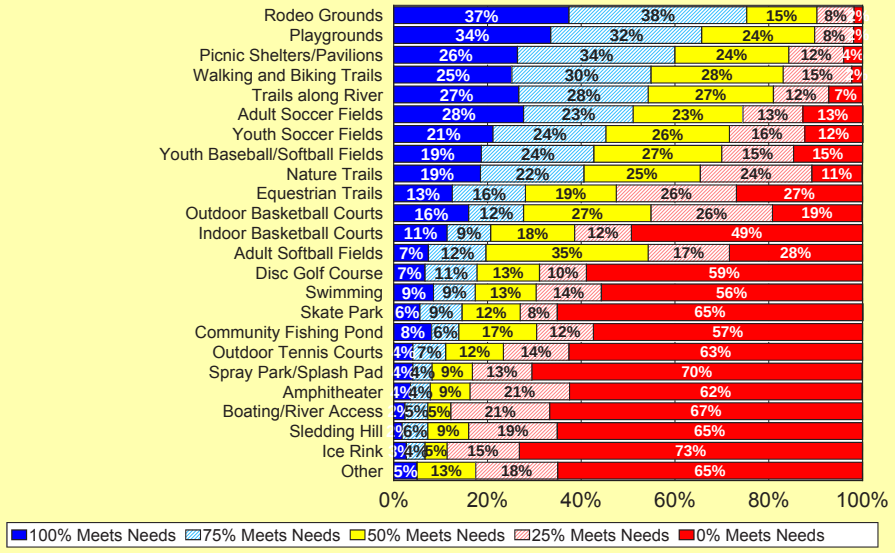
by number of households based on 2,673 occupied housing units in the City of Bluffdale



Source: Leisure Vision/ETC Institute (2015)

Q8b. How Well Parks and Recreation Amenities for the City of Bluffdale Meet the Needs of Households

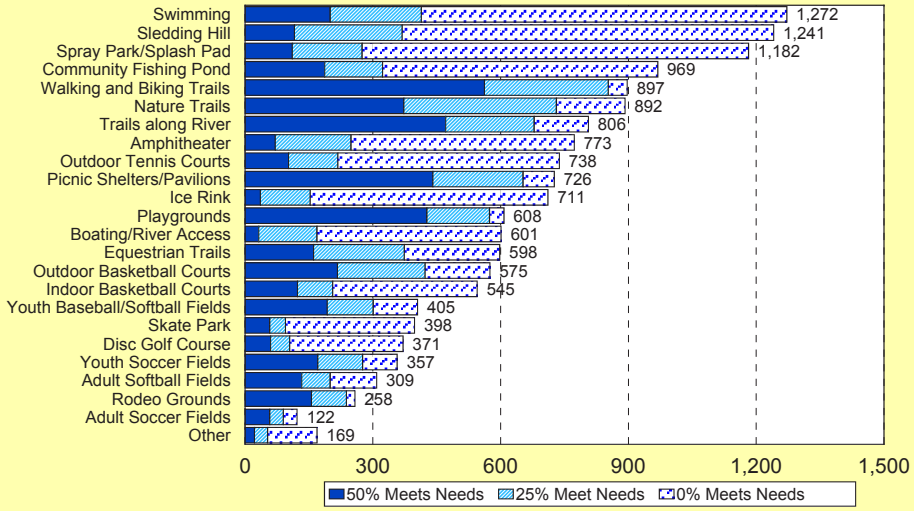
by percentage of households that have a need for programs



Source: Leisure Vision/ETC Institute (2015)

Q8c. Estimated Number of Households for the City of Bluffdale Whose Needs for Parks and Recreation Amenities Are Only Being 50% Met or Less

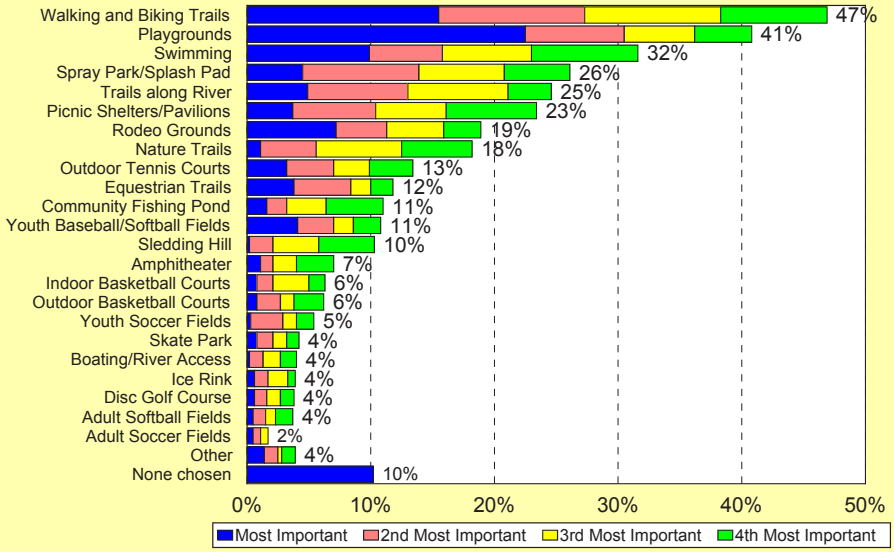
by number of households based on 2,673 occupied housing units in the City of Bluffdale



Source: Leisure Vision/ETC Institute (2015)

Q9. Parks and Recreation Amenities that Are the Most Important to Residents

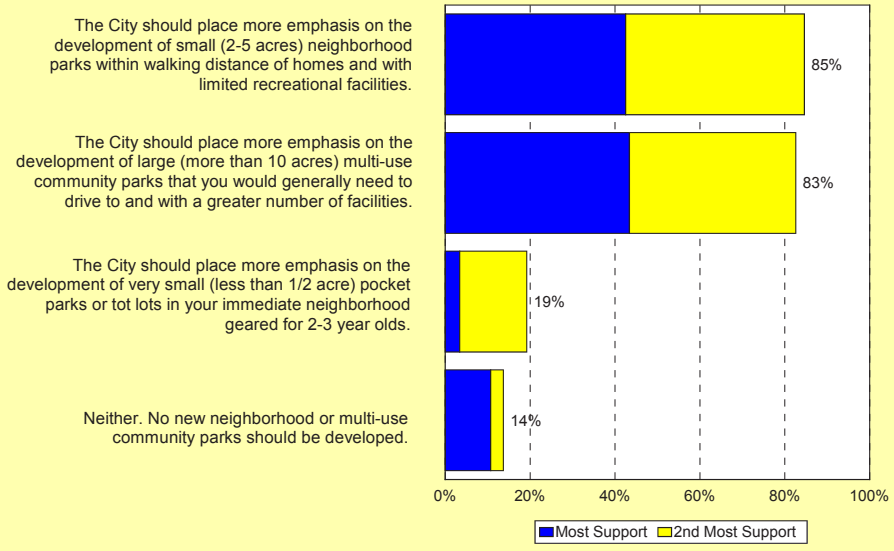
by percentage of respondents who selected the item as one of their top four choices



Source: Leisure Vision/ETC Institute (2015)

Q10. Residents Most Support the Recreation and Parks Department to Place Emphasis on the Following Types of Parks

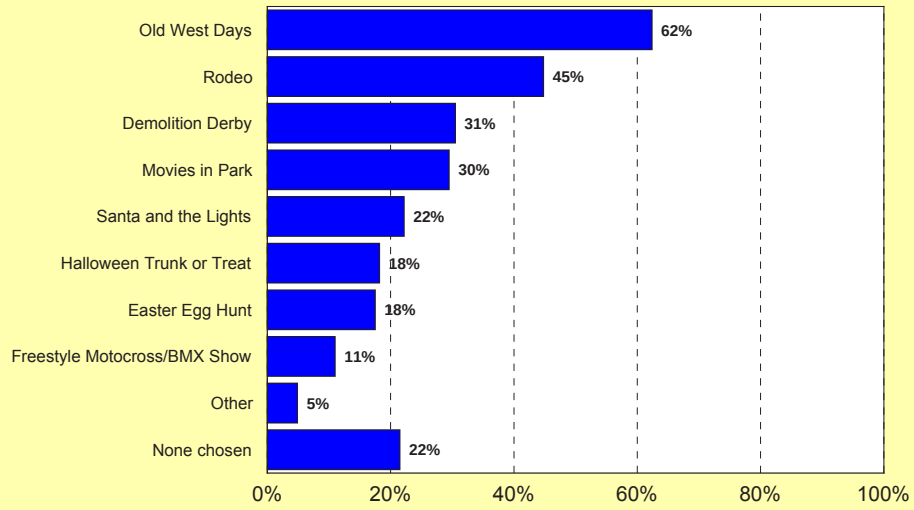
by percentage of respondents who selected the item as one of their top two choices



Source: Leisure Vision/ETC Institute (2015)

Q11. Bluffdale Sponsored Events Residents Have Participated in Over the Past 12 Months

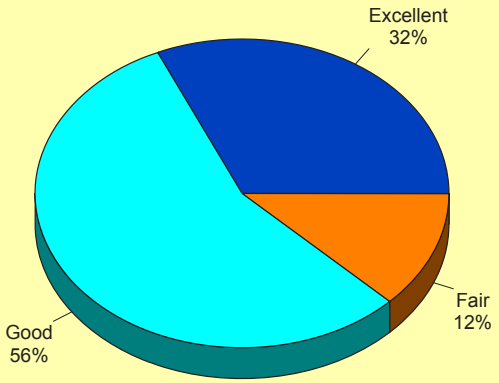
by percentage of respondents



Source: Leisure Vision/ETC Institute (2015)

Q12. How Residents Rate the Quality of Special Events Their Household Has Participated in Over the Past 12 Months

by percentage of respondents (excluding "don't know")

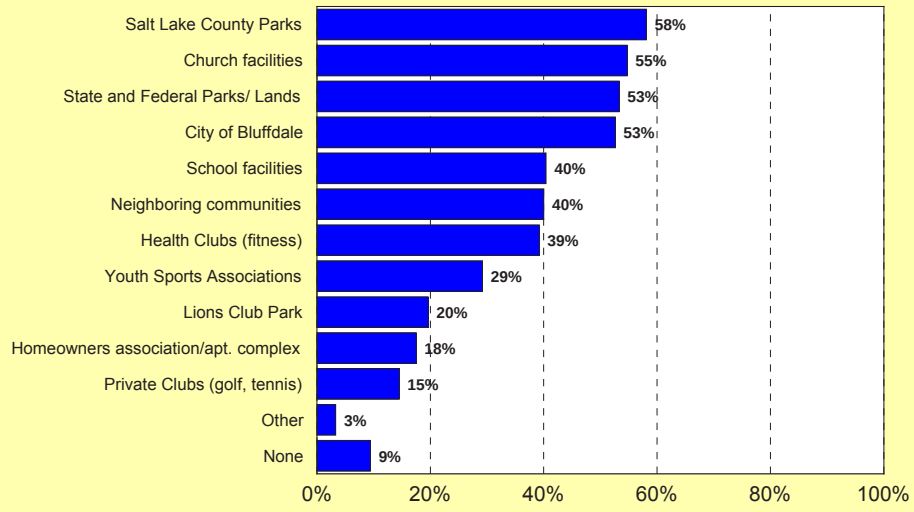


Only 0.4% indicated Poor

Source: Leisure Vision/ETC Institute (2015)

Q14. Organizations Residents Use for Parks and Recreation Facilities and Programs

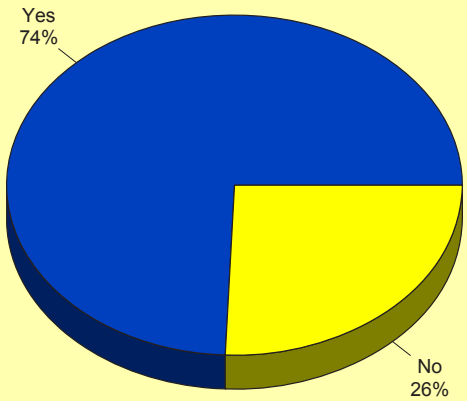
by percentage of respondents who used programs and facilities over the past year



Source: Leisure Vision/ETC Institute (2015)

Q15. Whether or Not Residents Have Heard of the Southwest Regional Park Being Developed

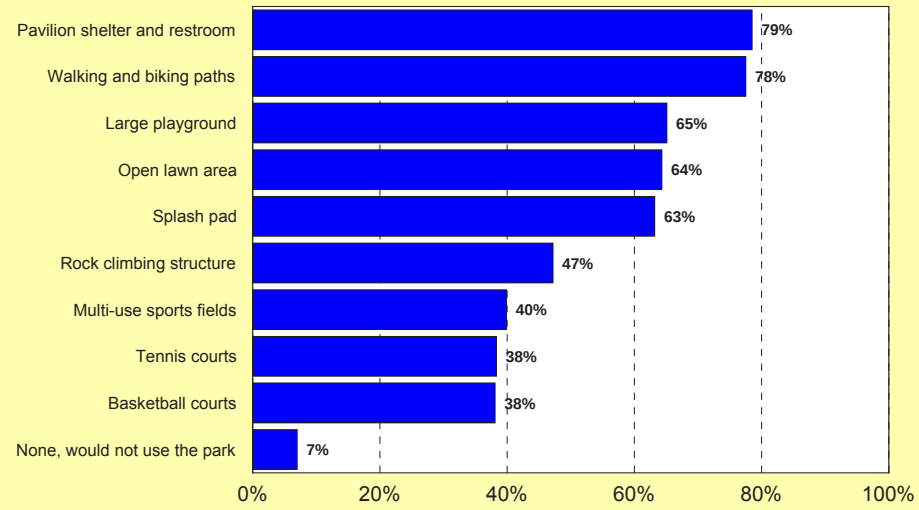
by percentage of respondents (excluding "don't know")



Source: Leisure Vision/ETC Institute (2015)

Q16. Amenities Planned for Southwest Regional Park that Residents Would Use

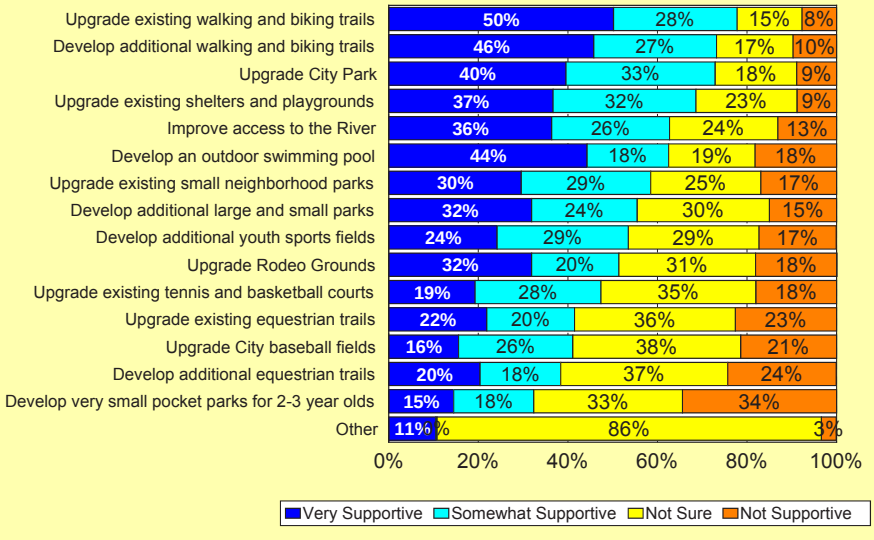
by percentage of respondents



Source: Leisure Vision/ETC Institute (2015)

Q17. Support for Upgrading and Developing New Parks and Recreation Facilities

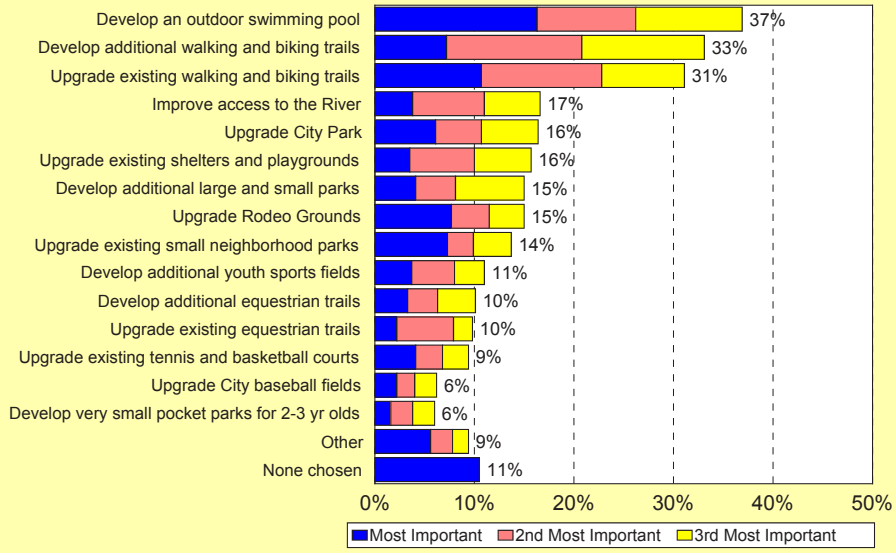
by percentage of respondents



Source: Leisure Vision/ETC Institute (2015)

Q18. Actions Most Important to Residents for the City of Bluffdale Parks and Recreation System to Improve

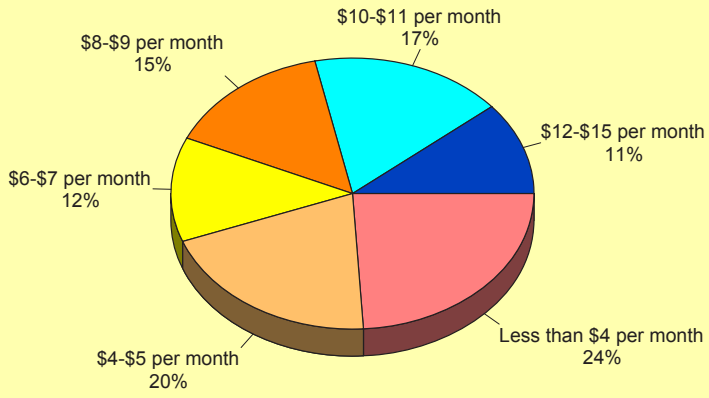
by percentage of respondents who selected the item as one of their top three choices



Source: Leisure Vision/ETC Institute (2015)

Q19. Maximum Amount of Additional Tax Revenue Residents Are Willing to Pay to Develop and Operate the Types of Parks, Trails, and Recreation Facilities Most Important to their Household

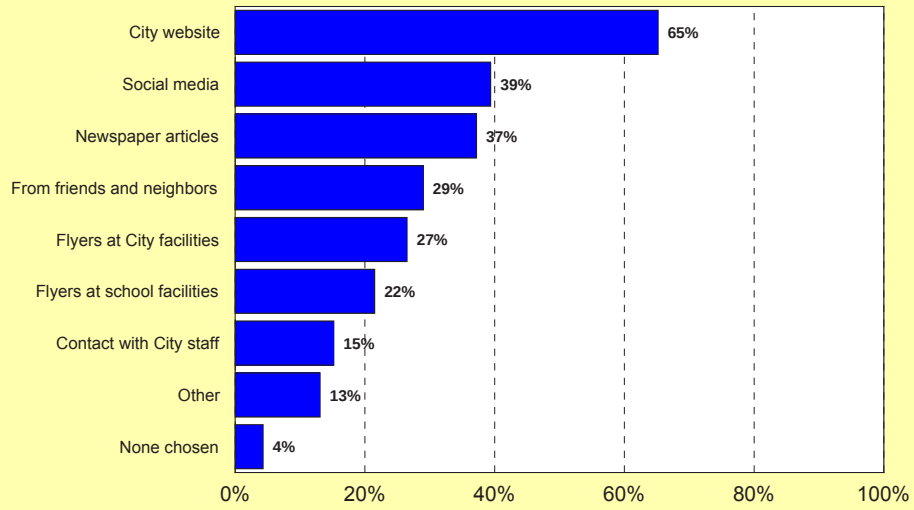
by percentage of respondents (excluding "don't know")



Source: Leisure Vision/ETC Institute (2015)

Q20. Ways Residents Prefer to Learn about City of Bluffdale Parks and Recreation Facilities

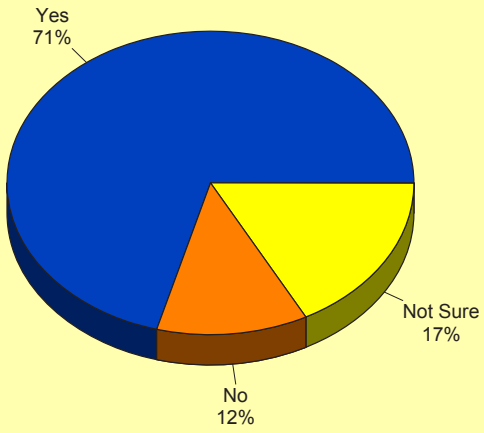
by percentage of respondents



Source: Leisure Vision/ETC Institute (2015)

Q21. If Residents Would Visit the City Website More Often for Information if the City Updated its Website

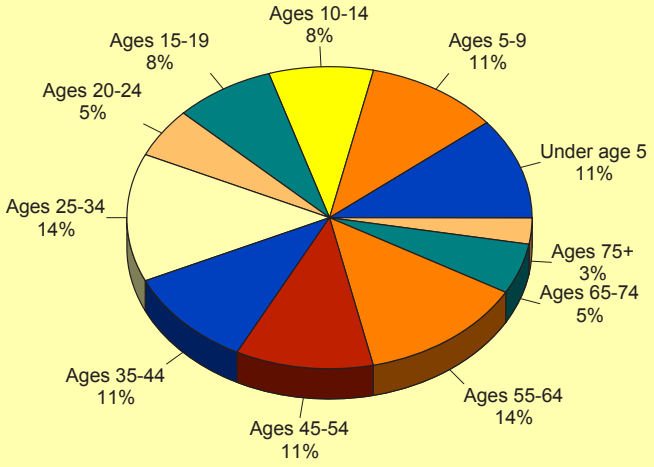
by percentage of respondents (excluding "don't know")



Source: Leisure Vision/ETC Institute (2015)

Q22. Demographics: Ages of People Residing in Household

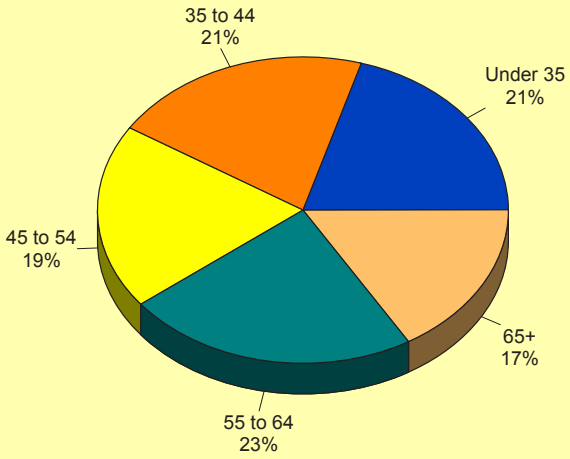
by percentage of respondents



Source: Leisure Vision/ETC Institute (2015)

Q23. Demographics: Age of Respondent

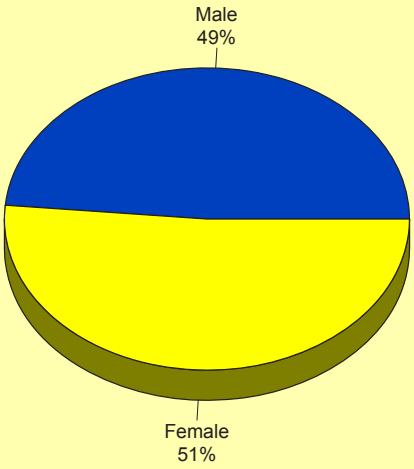
by percentage of respondents



Source: Leisure Vision/ETC Institute (2015)

Q24. Demographics: Gender

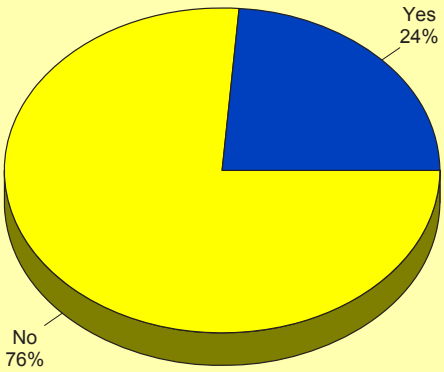
by percentage of respondents



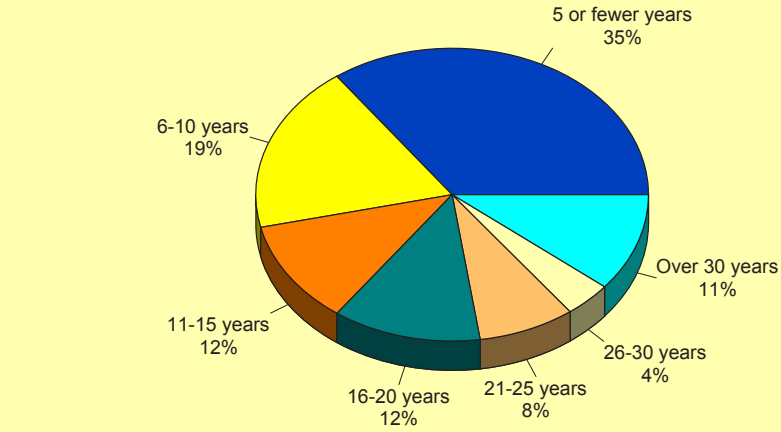
Source: Leisure Vision/ETC Institute (2015)

Q25. Does Anyone in Your Household Own A Horse?

by percentage of respondents (excluding "don't know")



Source: Leisure Vision/ETC Institute (2015)



Source: Leisure Vision/ETC Institute (2015)

Section 3
Benchmarks

National Benchmarking

Since 1998, Leisure Vision (a division of ETC Institute) has conducted household surveys for needs assessments, feasibility studies, customer satisfaction, fees and charges comparisons, and other parks and recreation issues in more than 700 communities in over 45 states across the country.

The results of these surveys has provided an unparalleled data base of information to compare responses from household residents in client communities to "National Averages" and therefore provide a unique tool to "assist organizations in better decision making."

Communities within the data base include a full-range of municipal and county governments from 20,000 in population through over 1 million in population. They include communities in warm weather climates and cold weather climates, mature communities and some of the fastest growing cities and counties in the country.

"National Averages" have been developed for numerous strategically important parks and recreation planning and management issues including: customer satisfaction and usage of parks and programs; methods for receiving marketing information; reasons that prevent members of households from using parks and recreation facilities more often; priority recreation programs, parks, facilities and trails to improve or develop; priority programming spaces to have in planned community centers and aquatic facilities; potential attendance for planned indoor community centers and outdoor aquatic centers; etc.

To keep the benchmarking data base current with changing trends, Leisure Vision's benchmarking data base is updated on an annual basis and we only use citizen survey results going back a maximum of five years in our current benchmarking averages.

Results from household responses for the City of Bluffdale were compared to National Benchmarks to gain further strategic information. A summary of all tabular comparisons are shown on the following page.

Note: The benchmarking data contained in this report is protected intellectual property. Any reproduction of the benchmarking information in this report by persons or organizations not directly affiliated with the City of Bluffdale is not authorized without written consent from Leisure Vision/ETC Institute.

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Benchmarking for the City of Bluffdale Community Surveys			
		National Average	*Bluffdale (2015)*
How would you rate the condition of all the parks/facilities you've visited?			
Excellent		34%	34%
Good		54%	53%
Fair		11%	10%
Poor		1%	3%
Organizations used for parks and recreation programs and facilities			
City/County Parks and Recreation Department		48%	53%
Neighboring Cities		26%	40%
Homeowners associations/apartment complex		12%	18%
Youth Sports Associations		17%	29%
School district facilities		28%	40%
Private clubs		22%	15%
Churches		30%	55%
Neighboring Cities		23%	40%
Health clubs/fitness centers		32%	39%
County/State parks		34%	53%

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Benchmarking for the City of Bluffdale Community Surveys			
		National Average	*Bluffdale (2015)*
Parks and recreation amentities that respondent households have a need for			
Walking and biking trails		69%	75%
Playground equipment		43%	66%
Outdoor tennis courts		26%	31%
Outdoor basketball courts		24%	30%
Indoor basketball courts		27%	26%
Youth baseball and softaball fields		21%	27%
Picnic areas and shelters		52%	68%
Amphitheater		35%	31%
Splash pad/park		26%	48%
Nature trails		53%	56%
Sledding hill		41%	50%
Equestrian trails		12%	31%
Fishing areas		34%	42%
Youth soccer fields		16%	24%
Adult softball fields		15%	14%
Ice rink		26%	29%
Skate park		14%	17%
Boat/river access		52%	24%
Most Important Parks and Recreation amenities to Respondent Households			
Walking and biking trails		42%	47%
Skateboarding parks		3%	4%
Playground equipment		20%	41%
Youth baseball and softball fields		7%	11%
Outdoor basketball courts		5%	6%
Indoor basketball courts		7%	6%
Picnic areas and shelters		14%	23%
Nature trails		19%	18%
Spray grounds/splash pad		7%	26%
Outdoor tennis courts		7%	13%
Equestrian trails		3%	12%
Sledding hill		8%	10%
Fishing areas		11%	11%
Youth soccer fields		16%	5%
Boating/river access		22%	4%
Ice rink		7%	4%
Adult softball fields		4%	4%

APPENDIX B: Public Meetings

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CONSERVATION TECHNIX

MEETING NOTES

PROJECT NUMBER:	# 14-063PLN	ISSUE DATE:	February 4, 2015
PROJECT NAME:	Bluffdale Parks, Trails, Recreation & Open Space Plan		

RECORDED BY:	Jean Akers / Steve Duh
TO:	FILE
PRESENT:	Members of the Public Staff from City of Bluffdale Project Team Members from Conservation Technix & EPG Staff from Salt Lake County

SUBJECT: **Park System Plan: Open House Meeting Notes (01/29/15)**

Community members were invited to an open house on Thursday, January 29, 2015 at 6 p.m. at City Council Chambers in the Bluffdale Fire Station. As the first of two public meetings for the Parks Plan, the project team prepared informational displays covering three major themes for parks and recreation. These display stations included Parks & Recreation Priorities, Trails & Linkages and Parks & Open Spaces. Attendees were encouraged to talk with staff, record their comments and complete a written comment card. Additionally, staff from Salt Lake County were present to provide information about the construction of the SW Regional Park in Bluffdale and the Jordan River Greenway Trail.

City staff and project team staff engaged with participants to explore current issues, needs and interests related to park, trail and recreation opportunities and needs.

COMMENTS PER DISPLAY STATION

The following represents a summary of the comments received at each display station.

Parks & Recreation System Overview Station

What do you value most about Bluffdale parks & trails?

- "Equestrian friendly trails and arena"

Jump forward 5 years. What can you see happening in the City with regard to opportunities for recreation and activities?

- "Don't forget horse trails"

What recreation opportunities are too limited or missing in Bluffdale? What is needed?

- "Splash pad. Kids want to get wet not swim."

Priorities Voting Board (tally of dots)

- 5 – Jordan River Access
- 3 – Multi-use paved trails (one for horses, one for biking)
- 2 – Pavilions for picnics or gatherings
- 2 – Multi-use recreation center
- 1 – Additional or all-weather sports fields
- 1 – Land acquisition for future parks
- 1 – Sports courts (basketball, pickleball, tennis, etc.)

-- Map Board & Chart Pad (sticky note comments)

- "Connect Jordan Trail better to Bluffdale trails"
- "Equestrian friendly & lead to/from arena"
- "Needs Northstar Elem, Summit Elem + Summit High School + Day Prop that JSD bought."
- "Right now residents have their own green space. "1 acre". This will not always be the case."
- "This is an excellent point. Just because we are still rural doesn't mean we shouldn't plan like any other suburb."
- "Signage – wayfinding + identification"
- "Fish Pond – community fishery"

Trails & Linkages Station

Where are the missing links?

- "Connections to/from city arena"

What types of trails best suit your needs?

- "Don't forget horse trails"

What's the average distance you prefer to cover when you use trails?

- "At least a one-mile loop. Connections help add flexibility."

What community destinations would be well served by direct and safe bicycle & pedestrian trails?

- "City park to Jordan River Parkway"

Photo of Bridle Trails

- "This seems private"
- "Good signage that identifies use for equestrians"

-- Map Board (sticky note comments)

In area near/between city park & SW Regional Park:

- "Food services"
- "Needs connection"
- "Signage"

In natural area of Jordan River (NE Bluffdale):

- "trail cams"
- "interpretive nature"

NE Bluffdale area:

- " bike trail 14600"
- "connect to Draper trails"

Mid-section of Jordan River:

- "river park with access to water and trails"

** Discussions with trail advocate who made notations on this board focused on creating a river corridor trail system that allowed for intention public access to the water's edge for recreational enjoyment and some environmental educational value. He advocated for providing information that would enhance awareness and appreciation for the waterway and its wildlife.*

Comment Cards

- Bluffdale is the perfect mix where I can keep and ride my horse, and my husband is 30 minutes from a tech job. I would love to see the arena better kept with lots of open ride times and an accurate and current calendar. Trails that connect to/from the arena would also be nice. Husband and I love Old West Days.
- I moved to Bluffdale so I could still have a horse and a place to ride when I have an hour or two. I don't like to take half a day leaving town to go for a ride. I'm not asking for nice expensive trails, just some openings to allow us to get through without all the fences. I live up on 3400 W. They are starting to develop above me to the west and south. Please have the developers leave gateways so we can get off the roads and be safe. Thank you.
- Ponderosa Park was a up and coming park with open space and green grass. Now that the improvements to 14440 between 3600 and 3200 have been completed in 2013, the park is a complete eyesore not to mention a life and safety issue with standing water ALL the time! This retention pond is designed to collect storm water Boulden Ridge, 3200 W and Ponderosa. The city didn't have a place to collect the storm water from the 14440 improvement, so they connected it to the Ponderosa Park retention pond. Some people on 14440 still flood irrigate weekly, and that water goes into the storm drain and into the eyesore we see today. We need to redesign the pond, issue citations to the people on 14440 that are letting irrigation water into the system or disconnect 14440 completely! Quit putting a band-aid fix on improvements. The pond was not engineered for the 14440 improvement in the first place.
- Equestrian trails and natural hiking trails should have high priority - We are a rural community!
- Connect the new county park to City Park to new Jordan River connections, and we will win the trail lottery. Yes, that's a thing. Educate residents more about city hall options if it has to go into the park; can it at least go near existing parking? Please. Keep City Park big. Yes, we can add parking here and there, but it's impossible to find a large parcel later. Make path road bike friendly. Dirt and road bike tires, or dirt plus my knees = bad. It looks like the new Jordan River connections will help, but something needs to be done to 146th South for bikes. It is not safe, not even with a helmet. And a safety vest. Or a flashy light. Bathroom facilities in larger parks are great for families. I would love to see even a small indoor recreation center. If we don't call it a recreation center, is it easier to get approved? I drive to South Jordan 6x per week. I would love to keep that $30/week in the city. Thanks for reading all my passionate comments.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

-- End of Notes --

cc: Grant Crowell
File

CONSERVATION TECHNIX

MEETING NOTES

PROJECT NUMBER:	# 14-063PLN	ISSUE DATE:	June 17, 2015
PROJECT NAME:	Bluffdale Parks, Trails, Recreation & Open Space Plan		

RECORDED BY:	Jean Akers / Steve Duh
TO:	FILE
PRESENT:	Members of the Public Staff from City of Bluffdale Project Team Members from Conservation Technix & EPG

SUBJECT: **Park System Plan: Open House Meeting #2 Notes (06/04/15)**

Community members were invited to an open house on Thursday, June 4, 2015 at 6 p.m. at City Council Chambers in the Bluffdale Fire Station. As the second of two public meetings for the Parks Plan, the project team prepared informational displays covering three major themes. These display stations included Parks & Outdoor Recreation Priorities, Trails & Linkages and Community Survey Results. Attendees were encouraged to talk with staff, record their comments and complete a written comment card. City staff and project team staff engaged with participants to explore current issues, needs and interests related to park, trail and recreation opportunities and needs.

COMMENTS

The following represents a summary of the comments received.

General Comments

- Need more teen gathering places - stuff for teens
- Need a safer walkway along 14600 S just west of the railroad tracks. That would provide a nice loop walk from Philip Gates Park, 14600 S, to the Jordan River Trail, north to Madison River Trail to Bangerter and on around south to Philip Gates Park again.

Priorities Voting Board - Investing for the Future (tally of dots)

- 10 - Multi-use paved trails (including horse trails / loops)
- 7 - Jordan River Access
- 5 - Multi-use recreation center
- 3 - Sports courts (basketball, pickleball, tennis, etc.)
- 3 - Playgrounds
- 4 - Land acquisition for future parks
- 2 - Pavilions for picnics or gatherings
- 2 - Other (Shooting Range)
- 2 - Other (Horse Trails)
- 1 - Additional or all-weather sports fields

Trails & Linkages Station

- Find a safe horse trail connection from City Park to the Jordan River Trail
- Link the rodeo arena to equestrian trails for longer loops and have trailer access points

-- Map Board (sticky note comments)

- * Numerous pathways were sketched on the map provided and will be evaluated

Comment Cards

- At the Springview Farms area, using the Madison River Trail and through Philip Gates Park, the Jordan River Trail, and 14600 S sidewalk, a really nice loop can be done. But it is dangerous along 14600 S for about a half block distance on the immediate west side of the railroad tracks (just south of Philip Gates Park). We just need a safer walkway (southwesterly) along the road.
- Thank you for creating and maintaining the horse trails! With horse property, it makes sense to have trails.
- Please make sure the trails in Independence connect to the Jordan River Parkway. I know it needs a bridge or something but it will go a long way to connecting the Independence community to the larger city and the trail system.
- Connection from canal roads to JRT that is horse safe; horse safe road crossings on busy roads (14400 So, Redwood); horse trail loops connecting canal roads; possible safe horse trail along 14400
- Connection from canal roads to JRT that is horse safe; horse safe road crossings on busy roads (Redwood, 14400 S); possible horse loop by connecting canal roads; 14400 S too busy and narrow for equestrian use
- Big parks with sport fields

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

-- End of Notes --

cc: Grant Crowell
File

APPENDIX C: Stakeholder Notes

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CONSERVATION TECHNIX

MEETING NOTES

PROJECT NUMBER:	# 15-063PLN	ISSUE DATE:	May 22, 2015
PROJECT NAME:	Bluffdale Parks, Trails, Recreation & Open Space Plan		

RECORDED BY:	Steve Duh
TO:	FILE
PRESENT:	Dave Tolman Nate Shipp Steve McCutchan Grant Crowell – Bluffdale Planning Jennifer Robison – Bluffdale Planning Steve Duh – Conservation Technix

SUBJECT: **Stakeholder Session Meeting Notes: Local Developers (05/21/15)**

Grant welcomed the attendees and provided a short summary of the project.

DISCUSSION / COMMENTS

The development projects are aiming for helping to establish a feeling of community. Including parks and trails is a part of that. Residents have been interested in the tot lots and pocket parks now, since many families have young children. As these children age, they may seek other recreation opportunities, such as field sports.

Recreation amenities could include:

- pocket parks
- trails
- bowery / pavilion
- fields
- basketball
- beautification
- splash pads

Residents seem to want connections to parks with trails, places for kids to ride bikes, exercise options, and having a sense of community and being able to interact with neighbors.

Future planning considerations:

- field sport venues
- larger venues / facilities
- biking - safe and accessible

- trail lighting
- recreation center or facility (possible multi-use of sport courts for outdoor yoga or other programming)
- dog park

If the Jordan School District isn't going to make use of the new property, would the City consider an interim use of the site for recreation (via agreement with District)?

Developers are looking to the City for guidance on the level of development and on the facilities of interest.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

-- End of Notes --

cc: Grant Crowell
project file

CONSERVATION TECHNIX

MEETING NOTES

PROJECT NUMBER:	# 15-063PLN	ISSUE DATE:	May 22, 2015
PROJECT NAME:	Bluffdale Parks, Trails, Recreation & Open Space Plan		

RECORDED BY:	Steve Duh
TO:	FILE
PRESENT:	Paul Bergera – Jordan School District Ron Boshard – Jordan School District Grant Crowell – Bluffdale Planning Jennifer Robison – Bluffdale Planning Steve Duh – Conservation Technix

SUBJECT: **Stakeholder Session Meeting Notes: Jordan School District (05/21/15)**

Grant welcomed Paul and Ron and provided a short summary of the project.

DISCUSSION / COMMENTS

Safe Walking Routes (Safe Routes to School) Plan

- Maps are available on JSD website, under Resources > Auxiliary Services
- Safe Walking Routes requirements
  - routes cannot be on private property or cross ecumenical property; must be on public lands or ROW
  - must be maintained, i.e. snow removal, safe
  - can't be next to a canal (unless fenced)
  - catchment for elementary is 1.5 miles from access point; for MS and HS it is 2 miles

Day Property

- New potential school site south of Independence (approx 40 acres)
- Will not be developed in near term; district is land banking

Bluffdale Elementary School

- Discussion of rodeo arena circulation planning and potential request for approximately 30' along the northern property line of the elementary school for one-way drive and pathway
- Potential alignment may impact play area and sport field

Athletic Fields

- District uses a rental agreement for fields and facilities, and most of the District fields are used by sport leagues and clubs.

- Bluffdale Elementary School was not rented during this past year because the school hosted its own softball league and needed the use of the fields
- Field rentals are low cost and are $5 per youth per club per year
- Lacrosse uses middle school fields, and it is not a state-sanctioned sport for high school fields
- Regarding the field rental agreement, usage depends on the size of the field and age of the user group (youth, teen, adult). The District needs to balance the use of the fields with the appropriateness of the size of the field and with potential maintenance concerns
- Silver Crest Elementary - shared use agreement with Salt Lake County for their use of school fields for recreation leagues. The District sees such agreements as favorable.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

-- End of Notes --

cc: Grant Crowell
project file

APPENDIX D: Design Guidelines

Design Guidelines

The following is informational only, and it is intended to offer direction and guidance toward the future design, development, re-development and maintenance of publicly-accessible, privately-constructed and/or privately-maintained park and trail facilities.

The following are consistent with the park development standards outlined in this Parks, Trails, Recreation Open Space Plan and can provide guidance for negotiating facility development opportunities in situations when private entities propose development in-lieu of payment of Park Impact Fees and/or for other, alternative arrangements.

All newly developed parks and trails shall adhere to the Final Guidelines for Outdoor Developed Areas as set forth by the United States Access Board.

Neighborhood Park Design Considerations

Minimum Suggested Amenities

Amenity	Considerations
Playground	■ Minimum of 4,000 sq.ft. play area ■ Equipment should be suitable for and developmentally-appropriate for toddlers and elementary school-aged children ■ Playground should be ADA Accessible and play equipment should be ADA Compliant
Loop Walking Path	■ Minimum 6' wide ■ ADA-compliant surface to accessible elements (benches, tables, play area) ■ Pathway slope not to exceed 5% grade or no more than 8% for more than 30 lineal feet without switchbacks or railings
Picnic Tables	■ Minimum of 2, with 1 meeting ADA-compliance as outlined by ADAAG for access, height, type, etc.
Benches	■ Minimum of 2, with 1 meeting ADA-compliance as outlined by ADAAG for access, height, type, etc.
Open turf area	■ Provide at least 15% of total lawn area with irrigation, preferably adjacent to the play area
Landscaping	■ Provide at least 2 shade trees near play area ■ New trees and shrubs should be irrigated for a minimum of 2 years until established
Bicycle Racks	■ Minimum of 2, with capacity to serve 4 bikes
Trash Receptacles & Dog Waste Disposal Stations	■ Minimum of 1

Additional, Acceptable Amenities

Amenity	Considerations
Pavilion	■ Minimum of 400 sq.ft.
Sport field	■ Practice level for youth soccer, T-ball, baseball and/or softball
Sport court	■ ½ court basketball court
Tennis court	
Alternative recreation	■ Such as bocce ball, pickleball, horseshoes, lawn bowling
Skate spot	■ 600 to 1,200 sq.ft. with small ramps, bowls or features for beginners
Disc golf course	■ Minimum 9 baskets
Sprayground	
Natural area	
Water feature	■ Such as a passive water-based amenity that provides a visual focal point, i.e. fountains, ponds, or waterfalls
Restroom	
Drinking fountain	
Utilities	■ Automatic Irrigation, Electricity, Water
Parking	

Trail Development Standards

Trails should be constructed according to City Specifications. It is recommended that trail layout and surfacing materials be approved by the City and meet the following requirements:

- Trail width should be a minimum of 8 feet wide

- For regional and community trails, a minimum 25' wide right-of-way should be secured, with 44' to 50' as optimum
- Surfacing should be appropriate to the location; paved asphalt or concrete is recommended for upland areas, and crusher waste or boardwalks are appropriate in lowland, wet or sensitive areas (City codes shall apply)
- Hard-surfaced trails should comply with ADAAG guidelines for slope and cross-slope; soft-surfaced trails should include properly placed and designed water bars or other surface water management techniques to minimize run-off and erosion
- Entry signage should be provided at trailheads or access points, and boundary signage should be placed, as appropriate, to demarcate sensitive edges or private property boundaries
- Trash receptacles and dog waste disposal stations should be provided at trailheads

Maintenance and Operations Standards

General Standards

Grounds

- Grounds are mowed and trimmed.
- Park is free of litter, debris and hazards.

Pathways

- Pathways have a uniform surface and are level with the ground and free of trip hazards.
- Pathways are free of litter and debris.
- Pathways have unobstructed accessibility, i.e. free from low and protruding limbs, guide wires, etc.
- Pathways are neatly edged.
- Pathways are clear of weeds and grass growth in cracks and expansion joints.

Signage

- Park identification signs are secure and properly installed in a noticeable location.
- Handicap parking signs (as applicable) are secure, visible and to city code.
- Signs are clean, painted and free of protrusions.
- Ornamental Plants & Landscaping
- Plants are healthy.
- Plant beds are free of litter, debris, and weeds.
- Plant selection is appropriate for season and area usage.

Playgrounds

Play Equipment

- Play equipment and surrounding play areas meet ASTM and National Playground Safety Institute standards.
- Play equipment and hardware is intact.
- Play equipment is free of graffiti.

- Age appropriateness for the play equipment is noted with proper signage.
- Shade structure is secure and free from tears, if applicable.
- Play equipment manuals and model numbers are to be retained by the owner.

Surfacing

- Fall surface is clean, level and free of litter and debris.
- Fall surface meets ASTM and National Playground Safety Institute standards.
- Fall surface is well drained.
- Rubber cushion surfaces are free of holes and tears.
- Rubber cushion surfaces are secure to the base material and curbing.
- Fall surface is in compliance with the requirements of the Americans with Disabilities Act.

Borders

- Playground borders are well defined and intact.
- Playground borders meet ASTM and National Playground Safety Institute standards.

Decks

- Planks are intact, smooth, structurally sound, free of splinters and have no cracks greater than ¼ inch.
- Nails, bolts or screws are flush with the surface.
- Planks are level with no excessive warping.

Fixtures

Benches

- Slats are smooth and structurally sound.
- Hardware is intact and structurally sound.
- Nails, bolts or screws are flush with the surface.
- Seats and backing are smooth with no protrusions and have no exposed sharp edges or pointed corners.

Tables

- Tables are clean, free of rust, mildew and graffiti.
- Table hardware is intact.
- Table frames are intact and slats are properly secured.
- Table seats and tops are smooth with no protrusions and have no exposed sharp edges or pointed corners.

Trash Receptacles

- Receptacles are clean; Area around trash receptacles is clean and free of trash and debris.
- Wood receptacles are painted and free of damage or missing parts; hardware for wood receptacles is intact.
- Concrete receptacles are intact and free of cracks or damage.

Sport Courts

Surfacing

- Surface is smooth, level and well drained with no standing water.
- Surface is free of large cracks, holes and trip hazards.
- Surface is painted and striped as per court specifications.
- Worn painted surfaces do not exceed 20% of total court surface.
- Surface is free of litter, debris, gravel and graffiti.

Goals and Backboards

- Goals and backboards are level with hardware intact and painted as appropriate.
- Nylon nets are properly hung and are not torn or tattered.
- Support poles are secure in the ground and straight.

Restrooms

- Restrooms are clean, sanitary and properly stocked with paper products.
- Lights and ventilation systems are operational.
- Toilets, water faucets, stall doors and hand air dryers are operational.
- Restrooms are free of graffiti.
- Restroom doors are properly marked according to gender.
- Restrooms have clean trash receptacles.
- Restroom doors and locks are operational.
- Restrooms are in compliance with the requirements of the Americans with Disabilities Act.

Additional Resources

Consultant's Guide to Park Design and Development; Park and Recreation Department, City of San Diego, CA.
http://www.sandiego.gov/park-and-recreation/pdf/consultantguide.pdf

Design Standards for Park and Trail Development (Specifications); Park and Recreation Department, City of Bellingham, WA.
http://www.cob.org/government/rules/guidelines/park-design-standards.aspx

Final Guidelines for Outdoor Developed Areas – United States Access Board
http://www.access-board.gov/guidelines-and-standards/recreation-facilities/outdoor-developed-areas

Handbook for Public Playground Safety - National Product Safety Commission.
http://www.cpsc.gov/cpscpub/pubs/325.pdf