

2014

Santa Clara General Plan

SANTA CLARA GENERAL PLAN

2014

On October 8th, 2013 the Santa Clara Plannning Commission recommended that the City Council of Santa Clara approve the General Plan.

“Motion to recommend approval to City Council of Santa Clara the General Plan as most recently revised and provide to us with the following recommendations: 1. Attention be given to the maps to make sure they are up to date and accurate; 2. Attention be given to the east/west roadway to determine the most appropriate and useful purpose of the roadway.”

Motion Made by: Mike Day, Seconded by: Arlynn Kemp
Voting Aye: Todd Jacobson, Marv Wilson; Adam Butterfield
Voting Nay: None
Abstained: Jeremy Call; Arlynn Kemp

TABLE OF CONTENTS

1 Introduction & Background	1
1.1 Vision Statement	2
1.2 General Plan Organization	2
1.3 What is a General Plan?	4
1.4 Santa Clara's Historic and Future Growth	6
1.5 Vision Dixie - A Regional Vision	10
2 Key Principles to Guide Future Growth	13
2.1 Ensure a "Santa Clara" Image for the Entire City	13
2.2 Encourage Appropriate Protection of Historic Resources	14
2.3 Encourage Quality Mixed-Use Centers	14
2.4 Increase Residential and Employment Options	15
2.5 Encourage Appropriate Land Use Transitions	15
2.6 Ensure Growth Pays its Own Way	15
2.7 Preserve and Protect Sensitive Lands	16
2.8 Create Recreation Opportunities	17
2.9 Expand Commercial and Employment Opportunities	17
3 Future Land Use	19
3.1 Mixed Land Uses	20
3.2 Future Land Use Map	21
3.3 Residential Density Ranges and Average Density	22
3.4 Land Use Descriptions	23
4 Subareas	35
4.1 Subarea Capacity and Build Out	35
4.2 Historic Downtown Core	36
4.3 East Gateway	38
4.4 The Heights	39
4.5 Santa Clara North	39
4.6 Pioneer Parkway Retail Core	41
4.7 South Hills	43

<u>5 Historic Preservation</u>	<u>47</u>
5.1 Historic Context and Character	47
5.2 Reasons for Historic Preservation in Santa Clara.....	47
5.3 Strategies to Encourage Historic Preservation.....	49
<u>6 Economic Development</u>	<u>53</u>
<u>7 Housing Options and Affordable Housing</u>	<u>57</u>
<u>8 Infrastructure for a Livable, Sustainable Community</u>	<u>59</u>
8.1 Balanced Transportation System	59
8.2 Ensure a “Santa Clara” Streetscape Image for Major Streets	64
8.3 Utilities.....	65
8.4 Public Services	69
<u>9 A Framework for Parks, Trails, and Open Space</u>	<u>73</u>
9.1 Parks	73
9.2 Trails.....	76
9.3 Preserving Sensitive Lands and Habitats	77
<u>10 Regional Cooperation</u>	<u>83</u>
10.1 Disposal and Annexation of BLM Lands.....	83
10.2 The St. George Metropolitan Planning Organization (MPO)	83
10.3 Coordination with Ivins and St. George	84
10.4 The Santa Clara River Reserve	85
<u>11 Implementation</u>	<u>86</u>
Summary of Policies and Actions.....	87

FIGURES AND TABLES

Figure 1-1: Santa Clara is one of the western most communities of the Washington County urbanizing area.	3
Figure 1-2: Santa Clara was established in 1854. Historic sites dating back to this time still exist within the City.....	4
Figure 1-3: Santa Clara has a picturesque setting, including the Red Mountain backdrop to the north.....	4
Figure 1-4: Fruit has long been an agricultural staple for the area.	5
Figure 1-5: Religion has played a strong role in Santa Clara's history and continues to be important in the lives of many residents.....	5
Figure 1-6: A General Plan is a foundation for all other plans.	6
Figure 1-7: Frei's Fruit Market is a piece of Santa Clara history.	9
Figure 1-8: Hillside failure due to hazardous soil conditions.	9
Figure 1-9: Potential Growth Rates (State Projection: 5.4 Percent). (Source: Governor's Office of Budget and Management 2009.)	10
Figure 1-10: Historic Growth in Santa Clara 1970 - 2002. (Source: Washington County GIS parcel data.).....	11
Figure 1-11: Vision Dixie "chip game" participants discussing strategies to accommodate projected growth and development throughout Santa Clara and the St. George Metropolitan Area.	12
Figure 1-12: Example chip games from the Vision Dixie sessions showing different land use patterns for the Santa Clara area.	13
Figure 2-1: A mature canopy of distinctive sycamore trees lines Santa Clara Drive.....	15
Figure 2-2: (left) Each year Santa Clara residents celebrate the City's history during the Swiss Days Celebration.....	16
Figure 2-3: (below) Santa Clara's downtown has a wealth of historic resources that support economic development. .	16
Figure 2-4: Santa Clara's land cover has innate natural beauty, supports natural flora and fauna, and contains hazards that reduce development potential.....	18
Figure 2-5: Gubler Park is just one of Santa Clara's many Parks.	19
Figure 3-1: Percentage of Future Land Uses.	22
Figure 3-2: Planning for a variety of housing types is a key principle of the General Plan, this includes allowing townhouses and condominiums in some areas.	24
Figure 3-3: Densities should transition gradually.	24
Figure 3-4: Locations of residential land uses.....	27
Figure 3-5: Locations of mixed-use land uses.	30
Figure 3-6: Locations of employment land uses.....	32
Figure 3-7: Locations of parks and conservation land uses.....	34
Figure 3-8: Santa Clara land use (oblique view).	35
Figure 4-1: Subareas. * Indicates the approximate number of dwelling units each subarea could produce if developed via Future Land Use	37
Figure 4-2: Adaptive reuse of a historic residence in the Historic Downtown Core.	38
Figure 4-3: Mixed use in the Historic Downtown Core.	38

Figure 4-4: Historic Downtown Core.....	38
Figure 4-5: Small-scale commercial at the East Gateway.....	40
Figure 4-6: Commercial strip center at the East Gateway.....	40
Figure 4-7: East Gateway Subarea is adjacent to the Downtown Core.	40
Figure 4-8: The Heights.....	41
Figure 4-9: Santa Clara North.....	41
Figure 4-10: The single-family residences will continue to be the dominant Heights land use.....	41
Figure 4-11: Santa Clara North, primarily vacant, is ripe for development..	41
Figure 4-12: Southern Corridor lined with parking lots, etc.	42
Figure 4-13: Southern Corridor as a multi-way boulevard.	42
Figure 4-14: The Pioneer Parkway Retail Core Subarea offers the best opportunity for a mixed-use commercial center in Santa Clara today	43
Figure 4-15: With the right building layout, pedestrian amenities and mix of uses the Pioneer Parkway Retail Core Subarea could become a timeless mixed-use center.	44
Figure 4-16: Visualization of the potential of a future Pioneer Parkway Retail Core.....	44
Figure 4-17: The South Hills Subarea is the City's next expansion area.....	45
Figure 4-18: BLM designated "disposal" area with the area removed from disposal indicated in green.....	46
Figure 4-19: Viewshed from Santa Clara Drive indicated by red on hillside.....	47
Figure 5-1: Additions should preserve the structure's essential historic characteristics.	52
Figure 5-2: Adjacent walls of similar height.	52
Figure 5-3: Gable (sloping) roof.....	52
Figure 5-4: Covered Porch.	52
Figure 6-1: Industrial, business and retail uses are the main contributors to economic development	56
Figure 8-1: Vision Dixie explored options for transit services in Santa Clara.	64
Figure 8-2: Santa Clara's planned transportation system consists of a system of trails and roadways.	65
Figure 8-3: Santa Clara's streetscape creates a unique feel in Washington County. Guidelines should encourage attractive, livable streets.	66
Figure 8-4: Some of the City's existing water is stored in a storage tank the South Hills.	67
Figure 9-1: Lava fields are primarily located in the Santa Clara North Subarea	79
Figure 9-2: Orange indicates the possibility of expanding soils, more detailed study is needed to determine extent.	81
Figure 9-3: Parks and open lands map	83
Table 1: Existing Land Use (Source: Vision Dixie 2008.).....	19
Table 2: Future Land Use (Total and Vacant Land Area).	20
Table 3: Residential Land Uses	24
Table 4: Mixed-Use Land Uses.....	27
Table 5: Employment Land Uses	30
Table 6: Parks and Conservation Land Uses.....	32
Table 7: Santa Clara Street Classification System.	57

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

Santa Clara is one of the early pioneer communities in Southern Utah. Farming and agriculture have always been one of the staples that provided the livelihood of the residents. As time went on, Santa Clara became famous for its fruit stands that lined the tree-shaded streets through the City.

Though the interstate freeway bypassed the valley and removed traffic from the local highway, residential growth continued, as Santa Clara became a bedroom community to St. George. From a population of 272 residents in 1970, the City grew to 4,500 residents in 2000 and to 6,000 in 2010, with a growth rate of 30 percent in the last 10 years. There is still significant land available for development in Santa Clara, both north and south of the Santa Clara River. Inside the present City limits, it is projected that the City could grow to about 14,500 residents if the same basic pattern of development continues.

There is a considerable amount of open space existing in Santa Clara that should remain in an open space category. The designated floodplain along the Santa Clara River has been enlarged after the last two major floods, and should not be developed. The Lava Fields in the north-east part of the City are in almost pristine condition, and the majority of them should be preserved. The Lava Flow Wash running through the northern part of the City should be maintained as open space and can be developed along with park and trail development to provide an open space experience for residents to enjoy.

The area south of the Santa Clara River offers a great opportunity for diversity in development on nearly 1,700 acres of land. In developing the area, there will be large areas of open space because of topography, protected habitats, and difficult soil conditions, but there will also be opportunities for a variety of types of land use.

There is a small amount of agricultural land left in the City. Most residents would like to see the agricultural land preserved. However, there are methods that can be used to help owners of the land to realize the development potential of their land and still provide for the preservation of a portion of the agricultural land in the valley. The City needs to work with the various property owners to develop more detailed plans for this area that will benefit both the landowners and residents who value views of open agricultural fields at the western gateway to the City.

The typical residential development in Santa Clara is a single-family home on a 10,000 square foot lot. This suburban residential character has a quality of life that should be maintained. At the same time, there are other types of residential development that should be included in Santa Clara so that appropriate housing is available for all life stages and a variety of economic circumstances.

The housing element identifies how the City could diversify its housing stock without compromising the quality and character of the present residential development.

Commercial and industrial development is critical to the future of the City.

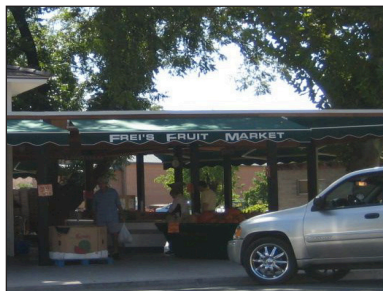
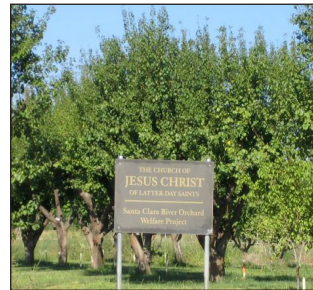
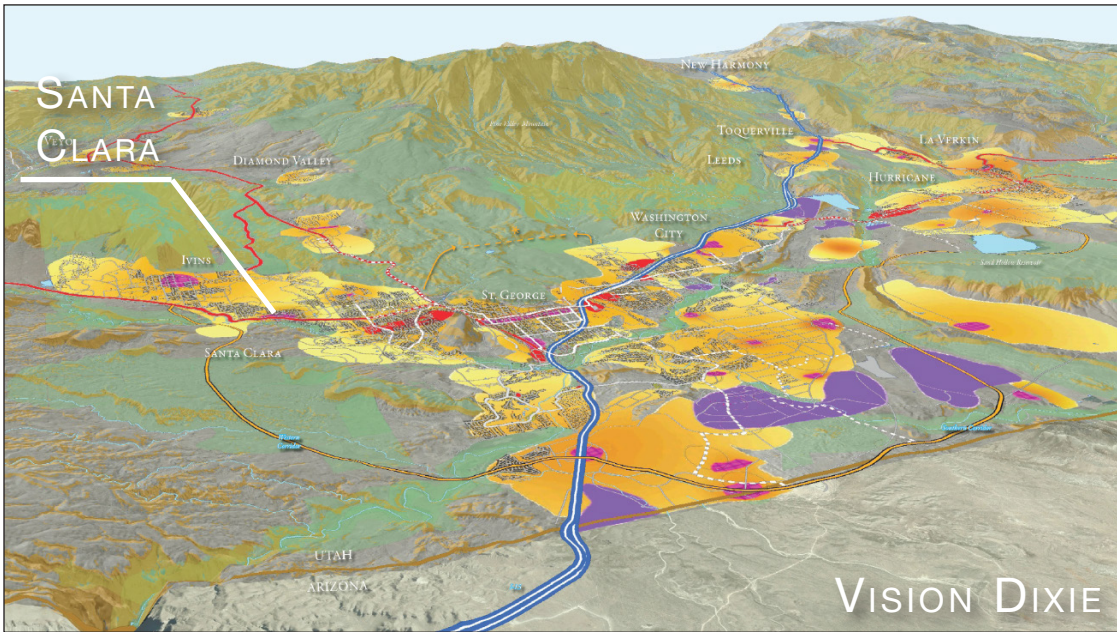
Santa Clara cannot continue to provide high quality amenities and services as only a residential bedroom community. Sources of employment and an increase in the tax base are essential to the future sustainability of the City. The Economic Development Commission is charged with creating a climate conducive to bringing economic development to the City. Suggestions are made in the plan as to how some land use decisions can assist their efforts and how these things might be accomplished.

One of the problems that every city faces is how to move traffic in and through the entire city effectively. Particularly in the undeveloped areas of Santa Clara, it is important that the City take the lead in determining where major roads will be needed to assure connectivity to both major and minor roads. Some cooperation with adjacent cities is necessary in order to provide for the needs of the local residents. The City should continue to participate in regional transportation planning as well as planning for transportation within the City limits.

The plan describes the public services the City provides. **The City needs to assure that current levels of service are maintained as the City grows - by growing efficiently and making sure that growth mitigates its own impacts for water, sewer, electricity, parks, trails, cemeteries, refuse collection, and other public services are adequate to meet the needs of today.** Some public facilities - as medical facilities, air transportation, libraries, educational buildings, and various social services - should be provided on a regional basis. By participating in regional decision-making, (Vision Dixie, St. George MPO) the City can assure that its needs are addressed.

Annexation to Santa Clara is limited to the South Hills, or beyond. The plan makes a number of recommendations to guide future development in this area.

Santa Clara is a jewel in Southern Utah. It has developed as a city with high standards and high expectations for development. It is entirely possible for the City to diversify development patterns and still maintain quality of development. Historically, cities that have maintained high development standards have remained desirable places to live. It is not so much what **is** developed as it is **how** it's developed. By maintaining the high standards of the past as the City moves forward into the future, Santa Clara will continue to be a shining light in Southern Utah, and an example to all those around it. By careful consideration of development, guiding growth, providing for the elements necessary for quality of life, the City will move forward into a new century and remain the kind of place that current and future residents will want to live and of which to be proud.



1 INTRODUCTION & BACKGROUND

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

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

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

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



TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

1

SANTA CLARA GENERAL PLAN

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS
2
SANTA CLARA GENERAL PLAN

1.1 VISION STATEMENT

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

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

1.2 GENERAL PLAN ORGANIZATION

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

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



Figure 1-1: Santa Clara was established in 1854. Historic sites dating back to this time still exist within the City.



Figure 1-2: Santa Clara has a picturesque setting, including the Red Mountain backdrop to the north.

¹ Vision Dixie was a regional planning exercise conducted in 2007; the resulting plan established principles that are to be applied to future growth in the region.

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

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

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

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

[Chapter 7 Housing Options and Affordable Housing](#) — identifies ways to encourage housing diversity to increased options for people in different life stages and / or limited income such as single adults, couples just starting out, and older couples / singles.



Figure 1-3: Fruit has long been an agricultural staple for the area.



Figure 1-4: Religion has played a strong role in Santa Clara’s history and continues to be important in the lives of many residents.

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS
3
SANTA CLARA GENERAL PLAN

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	
4	
SANTA CLARA GENERAL PLAN	

[Chapter 8: Infrastructure for a Highly Livable, Sustainable Community](#) — focuses on coordinating future land uses with the infrastructure (roads, utilities and parks) and services (maintenance, police, fire, recreation) in order to maintain the overall quality of life in Santa Clara.

[Chapter 9: A Framework for Parks, Trails, and Open Space](#) — provides the foundation to create a safe and healthy community. It provides the policy framework (park classifications and levels-of-service) to help grow a quality parks and trails system and preserve the natural features that make Santa Clara a desirable place to live.

[Chapter 10: Regional Cooperation](#) — identifies how Santa Clara can interact with the larger St. George Metropolitan Area, neighboring jurisdictions, and do its part to achieve the Vision Dixie Principles.

[Chapter 11: Implementation](#) — a compendium of the Goals, Objectives, and Actions identified throughout the General Plan, with assignments for their implementation.

1.3 WHAT IS A GENERAL PLAN?

A General Plan is the vision for the City's future and helps answer the question, "Where and in what manner should Santa Clara grow?" It describes, in general terms, what kind of city and neighborhoods the citizens desire and sets out a general framework of key principles, objectives, policies, and actions to accomplish the vision. The Plan is a guide for elected officials and City staff when making decisions (such as zoning and annexation requests, potential new road alignments, development approvals, park locations, where to locate utilities, etc.).

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

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

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

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

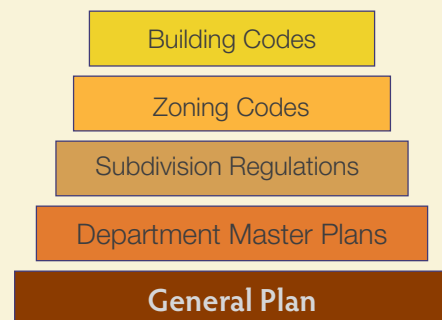


Figure 1-5: A General Plan is a foundation for all other plans.

The Plan contains specific actions that the City can take toward achieving the vision. It also contains Illustrations in the form of maps, charts, tables, and images that further illustrate the key concepts of the Plan and the intent of the land use designations.

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

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

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

1.3.2 Consistency with other Documents and Regulations

The General Plan is the foundation for other City plans. By describing the big picture of how and where the City will grow, the Plan provides the basic direction for other plans such as capital improvement plans, parks plans, streets plans, utility plans, etc.

By following the broad direction of the General Plan, other City plans will collectively help weave one consistent fabric for the City and achieve the public's vision.

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

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

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

5

SANTA CLARA GENERAL PLAN

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	
6	
SANTA CLARA GENERAL PLAN	

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

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

Policy 1.4: A **major amendment** is a significant departure from the directions and principles of the General Plan, and/or represents a significant change in land uses. A major amendment also should be done comprehensively, with a comprehensive analysis of potential implications, and with extensive input from the public, City staff, and appointed officials. A **minor amendment** reflects minor adjustments that do not change the plan's overall meaning and/or direction. They include adjustments required to adapt the General Plan principles to specific conditions on the ground (property lines, compatibility with adjacent uses, modest changes in density, etc.). Minor amendments can be made administratively and in conjunction with land use decisions they affect.

Action 1.1: City staff should review City plans, ordinances to evaluate consistent with the General Plan. If there is inconsistency, make them consistent.

1.3.3 Authority and Requirement to Prepare a General Plan

The authority for developing a General Plan is found in the Utah Code. After a Planning Commission is established, **the Planning Commission is charged to "prepare and recommend a General Plan to the legislative body (the City Council)"** (Section 10-9-203 of the Utah Code).

1.4 SANTA CLARA'S HISTORIC AND FUTURE GROWTH

1.4.1 Past Growth

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

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

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

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

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

1.4.2 Santa Clara's Capacity for Growth

By 2010, the City had grown to approximately 6,000 people². As part of Utah’s rapidly growing “Dixie” area, Santa Clara is projected to continue to grow to approximately 25,000 by 2060³.

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



Figure 1-6: Frei’s Fruit Market is a piece of Santa Clara history.



Figure 1-7: Hillside failure due to hazardous soil conditions.

² 2010 US Census.

³ Projection by the (Utah) Governor’s Office of Management and Budget, Demographic and Economic Analysis.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

7

SANTA CLARA GENERAL PLAN

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	
8	

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

North of the Santa Clara River, although the [Historic Downtown Core](#) and a portion of the upper mesa have already been developed, there is still a considerable amount of land remaining in these areas for development. (This is so even without including the significant area of the Lava Fields that are encouraged to be protected).

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

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

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

1.4.3 A Public Vision of Desired Growth

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

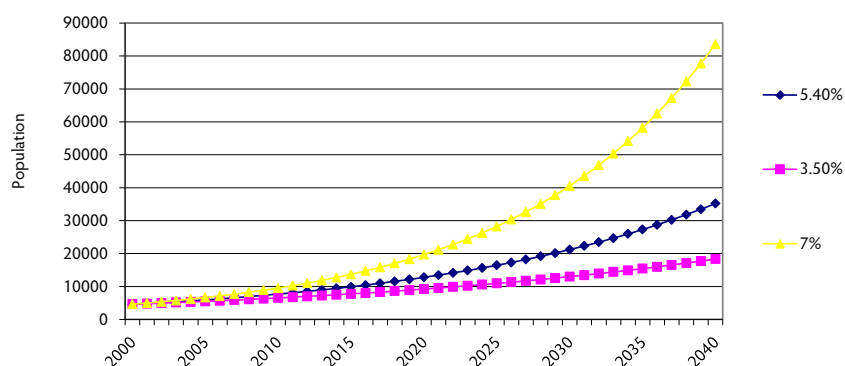


Figure 1-8: Potential Growth Rates (State Projection: 5.4%).
(Source: Governor's Office of Budget and Management 2009).

- ✳ 75 percent: manage growth so that it happens in a more predictable pattern.
- ✳ A majority responded that:
 - Growth should occur either gradually (sequentially outward from the center - much like tree rings) or focused around mixed-use centers.
 - Growth should not reduce the City current levels of service (the cost and quality of public services). In other words, any growth should pay for itself.
 - The future mix of housing should continue to be primarily single-family homes, but with a greater percentage of attached or multi-family units.
 - Increase the mix of commercial and business services to include a grocery store, more offices (medical, accounting, insurance), “Mom and Pop” stores (candy, ice cream, soda fountains), and restaurants.
- ✳ The biggest concerns facing Santa Clara: loss of small town character, a lack of affordable housing, and the loss of agriculture and open spaces.
- ✳ The highest priorities for the City:
 - Preservation of open space and wildlife habitat.
 - Enhancing the [Historic Downtown Core](#) with places to work, shop, and eat.
 - Preserving agriculture in and around the City.

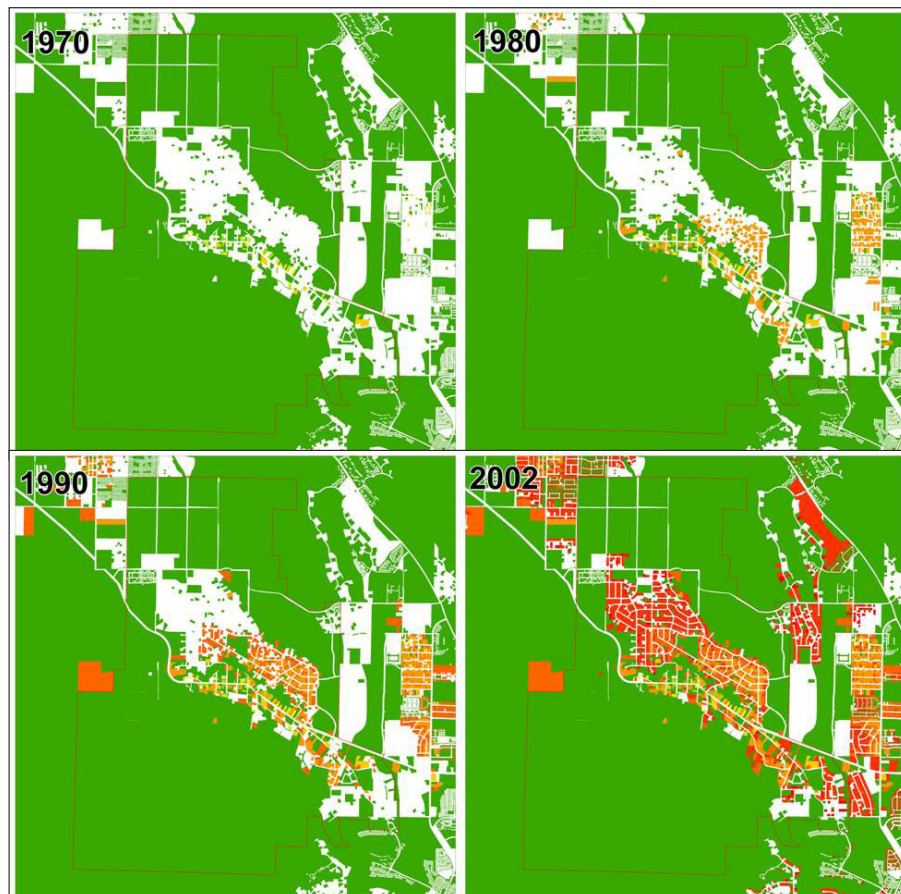


Figure 1-9: Historic Growth in Santa Clara 1970 - 2002.
(Source: Washington County GIS parcel data).

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS
9
SANTA CLARA GENERAL PLAN

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS
10
SANTA CLARA GENERAL PLAN

1.5 VISION DIXIE - A REGIONAL VISION

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

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



Figure 1-10: Vision Dixie “chip game” participants discussing how to accommodate projected growth and development in Santa Clara and the St. George Metropolitan Area.

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

- Principle 1: **Plan Regionally, Implement Locally**
- Principle 2: **Conserve Water and Maintain Air and Water Quality**
- Principle 3: **Guard Our “Signature” Scenic Landscapes**
- Principle 4: **Provide Rich, Connected Natural Recreation and Open Space**
- Principle 5: **Build Balanced Transportation**
- Principle 6: **Get “Centered” by Focusing Growth on Walkable, Mixed-Use Centers**
- Principle 7: **Direct Growth Inward**
- Principle 8: **Provide a Broad Range of Housing Types**
- Principle 9: **Reserve Key Areas for Businesses to Grow**
- Principle 10: **Public Land Conversion Should Help Achieve Community Goals and Preserve Sensitive Lands**

Policy 1.5: Santa Clara City endorses the Vision Dixie principles and will endeavor to incorporate them in the City.

Including and adopting the Vision Dixie Principles in local plans is one way that Vision Dixie will be implemented throughout Washington County. (For more information about Vision Dixie see please go to: <http://www.visiondixie.org>). This update of the Santa Clara General Plan takes a major step in that direction.

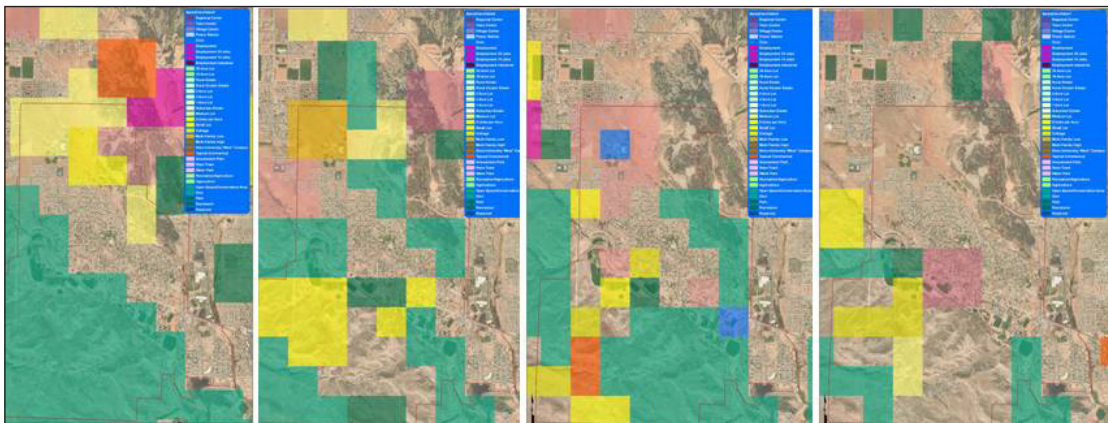


Figure 1-11: Example chip games from the Vision Dixie sessions showing different land use patterns for the Santa Clara area.

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS
11
SANTA CLARA GENERAL PLAN



2 KEY PRINCIPLES TO GUIDE FUTURE GROWTH

This chapter outlines the key principles that will guide development in Santa Clara. They apply to both public and private development projects within the existing municipal boundary and future annexations. The City will use these key principles to guide development review, and developers should use them as the framework for structuring their development plans. They sum up the most important ideas contained in the General Plan.

2.1 ENSURE A “SANTA CLARA” IMAGE FOR THE ENTIRE CITY

Santa Clara has created many unique characteristics that set it apart from other cities in Washington County:

- ✱ Tree-lined streets.
- ✱ A variety of beautiful home types and sizes.
- ✱ Small neighborhoods with convenient services.
- ✱ Generous open space that takes advantage of our unique natural setting.

As the City continues to grow and develop, it is important that these characteristics that make Santa Clara attractive and appealing are preserved. [Chapter 4](#) and [Chapter 5](#) contain important guidelines to make sure that new development in various areas of the City is consistent with existing character, and the vision of our residents. These guidelines should be applied in the review of all new development.

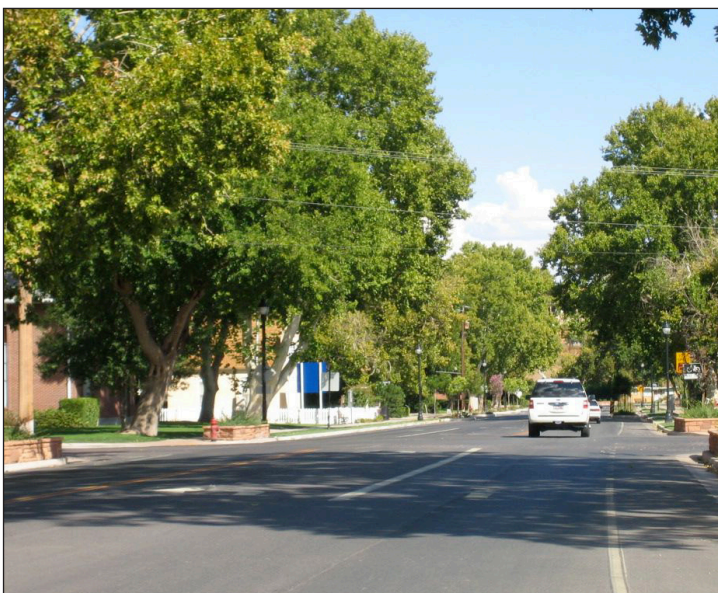


Figure 2-1: A mature canopy of distinctive sycamore trees lines Santa Clara Drive.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1 INTRODUCTION & BACKGROUND

2 KEY PRINCIPLES

3 FUTURE LAND USE

4 SUBAREAS

5 HISTORIC PRESERVATION

6 ECONOMIC DEVELOPMENT

7 HOUSING

8 INFRASTRUCTURE

9 PARKS, TRAILS, & OPEN SPACE

10 REGIONAL COOPERATION

11 IMPLEMENTATION & ACTIONS



TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	
14	
SANTA CLARA GENERAL PLAN	

2.2 ENCOURAGE APPROPRIATE PROTECTION OF HISTORIC RESOURCES

Santa Clara has a long and treasured history. Its historic buildings, historic settlement pattern, orchards, and historic markers all provide a visual link to the past. Swiss Days, one of the City's cherished festivals, provides a living glimpse into the culture and craft of that past and reinforce the message that history and culture can be part of an economic development strategy. The General Plan provides a holistic historic preservation strategy that:

- ✱ Takes advantage of [historic preservation](#) as a key [economic development](#) strategy.
- ✱ Provides incentives to [encourage preservation](#).
- ✱ Creates a system that both preserves historic structures, but encourages infill and redevelopment in the [Historic Downtown Core](#).

For more information, see [Chapter 5](#).

2.3 ENCOURAGE QUALITY MIXED-USE CENTERS

Citizens polled in the 2009 General Plan update process strongly supported an increase in mixed-uses. The term "mixed-use" refers to buildings that include more than one use (typically residential, retail, and / or office) or multiple uses on one parcel of land. Mixed-use development, once common in many communities, is now being rediscovered as a means of increasing the vitality of commercial areas by bringing homes within walking distance of stores and businesses, allowing residents to frequent local businesses without having to drive. **Mixing uses also has the added benefit of increasing land use efficiency by allowing the same parking spaces to be used for retail/office uses during the day, and by the residents at night.** For more information about mixing uses, see [Chapter 3](#).



Figure 2-2: (left) Each year Santa Clara residents celebrate the City's history during the Swiss Days Celebration.



Figure 2-3: (below) Santa Clara's downtown has a wealth of historic resources that support economic development.

2.4 INCREASE RESIDENTIAL AND EMPLOYMENT OPTIONS

Participants in the General Plan process supported allowing/encouraging a wider range of employment and housing choices in Santa Clara. Today, most of Santa Clara's residential development is in the form of single-family housing - one house on one lot. This meets the needs of most residents and will likely continue to be the primary house type in the City. However, this lack of diversity provides few options for people in different life stages and/or limited incomes (such as a young family, those just starting a career, or an empty-nest couple). For many in these circumstances, Santa Clara is not an option, and we lose the potential of their contribution to the vitality of the City. Also, some who work in Santa Clara cannot find suitable types of housing in the City and have to commute from elsewhere in the valley, which adds to local and regional congestion. **By providing locations for increased density, the General Plan encourages a greater range of housing than we have currently at a wider range of price points.** For more information on housing choice, see [Chapter 6](#).

2.5 ENCOURAGE APPROPRIATE LAND USE TRANSITIONS

To encourage a greater variety of housing types, without impacting existing neighborhoods from new development means assuring compatibility between development of different densities. **The General Plan encourages gradual transitions in housing types and densities, especially near mixed-use, commercial developments, along arterials, and at major intersections, to ensure compatibility with adjacent** existing development. For example, around the [Historic Downtown Core](#), the density can be gradually increased from the relatively low residential densities in the surrounding single-family neighborhoods. For more information on land use transitions, see [Chapter 3](#).

2.6 ENSURE GROWTH PAYS ITS OWN WAY

As Santa Clara grows, more infrastructure, services, and amenities (roads, utilities, parks, etc.) will be needed to support that growth. If that growth happens rapidly, the infrastructure will be needed long before new development generates enough taxes to pay for it. When this occurs, the burden often falls on existing residents in the form of higher taxes. **To encourage future growth to “pay its own way”, the General Plan encourages policies and regulations for new development to provide, or fund, the infrastructure that is needed to serve new development.** For more information about sustainable growth, see [Chapter 8](#) and [Chapter 9](#).

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS
15

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS



16

SANTA CLARA
GENERAL PLAN

2.7 PRESERVE AND PROTECT SENSITIVE LANDS

Santa Clara has a variety of sensitive lands - lands that have innate natural beauty, support sensitive natural flora or fauna, and hazards that reduce development potential. Examples of sensitive lands include the foothill backdrop south of the Santa Clara River, the Santa Clara River environmental hazard zone, the Lava Fields, several major dry washes, a number of cliffs and steep slopes, areas of expansive soils and endangered species in the South Hills. **As the City grows, development should avoid or mitigate impacts on sensitive lands. For more information on sensitive lands, see [Chapter 7](#).**

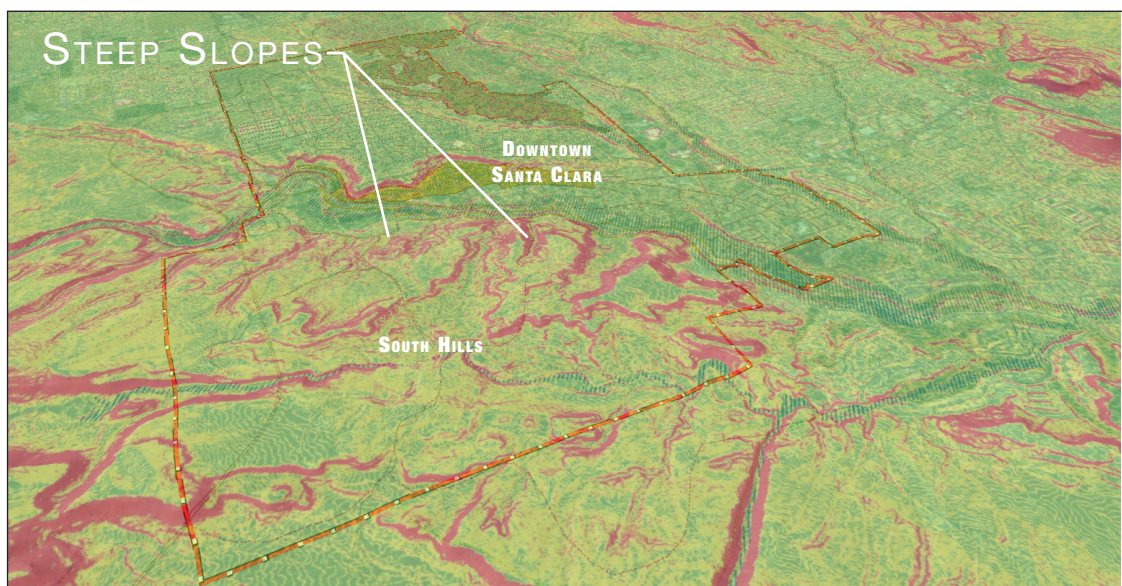


Figure 2-4: Santa Clara's land cover has innate natural beauty, supports natural flora and fauna, and contains hazards that reduce development potential.

2.8 CREATE RECREATION OPPORTUNITIES

Santa Clara residents have many recreational opportunities. Open space and their associated recreational opportunities are important to members of the community. New development has been very supportive of this by providing space for additional trails as a part of their development projects. These improvements include:

- ✧ Biking trails.
- ✧ Walking trails.
- ✧ Parks see [Chapter 9](#).

2.9 EXPAND COMMERCIAL AND EMPLOYMENT OPPORTUNITIES

At the present time the commercial development in Santa Clara is limited. There are many potential commercial and employment opportunities that can be developed in the future. Some of these include:

- ✧ Commercial development near and around the Harmon's site on Pioneer Parkway.
- ✧ Office and professional development near the north boundary of Santa Clara.
- ✧ Continued expansion of mixed-use areas along Santa Clara Drive.
- ✧ Currently undeveloped land near the east City limit along Santa Clara Drive.
- ✧ Growth and development in the South Hills area which could include both commercial and resort type development. This could also include industrial, office, and professional development with a business and commercial character.



Figure 2-5: Gubler Park is just one of Santa Clara's many parks.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

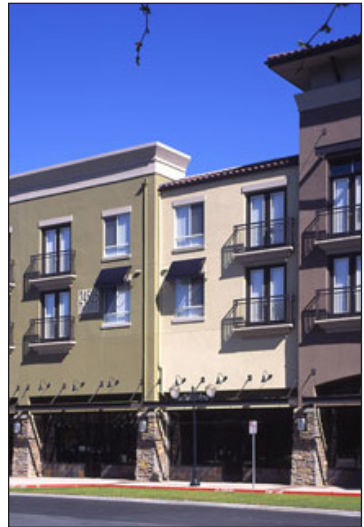
REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS



17



3 FUTURE LAND USE

To know where Santa Clara is headed we need to know where we are today.

Table 1: Existing Land Use identifies the amount of developed land per land use.

Residential is Santa Clara's dominant land use. *Table 2: Future Land Use* lists the amount of land available for future land uses. **Currently there are over 1,000 acres of vacant land available for development in Santa Clara. This is more than twice the area than is developed today.**

The [Future Land Use Map](#) shows the desired arrangement of existing and proposed land uses that will help achieve the vision for Santa Clara. It is the graphic expression of the key principles, objectives, policies, and actions of the General Plan. **Overall, the arrangement of uses is intended to keep the downtown strong while creating a sustainable, self-sufficient community that reduces travel, traffic congestion, and preserves sensitive lands.**

The Future Land Use Map, located on the following page, includes 10 basic land uses. The Land Use Descriptions describe the intent, character, where applicable or important, the density, and location criteria for each land use.

The Future Land Use Map is used in several ways:

1. When considering rezoning of a parcel.
2. When the City (Planning Commission or Council) is providing advice or direction to an applicant relative to the arrangement of uses on a parcel of land.
3. When various departments and other agencies are estimating development potential in order to determine the size of roads, water lines, drainage ways, etc.

Table 1: Existing Land Use (Source: Vision Dixie 2008).

Description	Parcels	Acres
Bank	1	0.62
Convenience Store	1	0.75
Day Care Center	1	1.05
Mini-Mart Convenience Store	1	0.96
Mixed Retail with Office Units	1	2.23
Office Building	3	1.65
Restaurant	1	0.70
Retail Store	2	0.88
Service Garage	1	1.19
Single-Family Residential	1,716	552
Townhouse	2	0.05
TOTAL		562.37

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

19

SANTA CLARA GENERAL PLAN

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS

3.1 MIXED LAND USES

This update of the General Plan introduces the concept of mixed-uses to Santa Clara. Throughout the General Plan process and as part of the Vision Dixie Growth Principles, citizens identified the desire to allow a mix of residential, retail, and employment uses that are typically segregated. **Mixed-use land uses will provide pedestrian environments that encourage walking, increase the mix of housing types in the City (specifically along Santa Clara Drive) and contribute to economic sustainability by increasing the retail tax base.**

Table 2: Future Land Use (Total and Vacant Land Area).

Land Use	Acreage Total	Acreage Vacant
Business (BUS)	17	17
Industrial (IND)	92	92
Low-Density Residential (LDR)	912	275
Mixed-Density Residential (MDR)	491	493
Main Street Commercial (MSC)	87	58
Mixed-Use Residential (MUR)	255	228
Neighborhood Commercial (NC)	67	46
Open Space (OS)	2265	2265
Park (PARK)	148	147
Very Low-Density Residential (VLD)	118	78
TOTAL	4,452	3,699

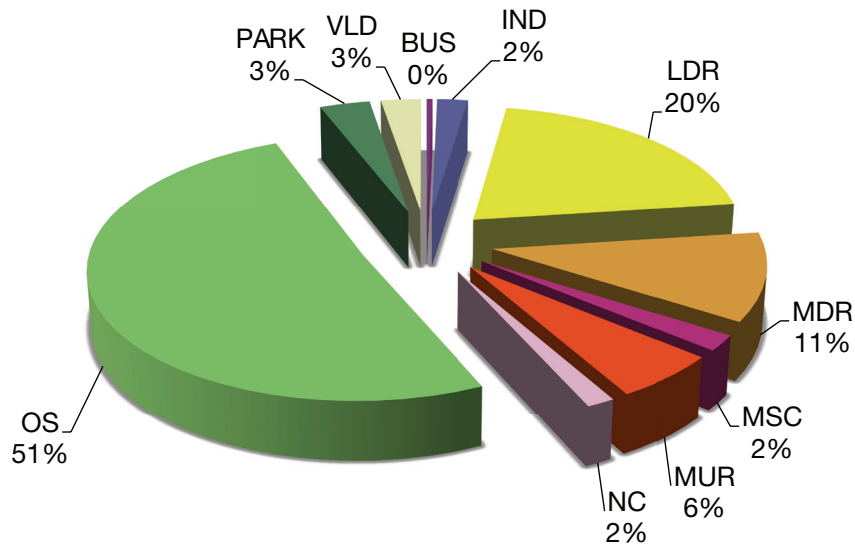


Figure 3-1: Percentage of Future Land Uses.

3.2 FUTURE LAND USE MAP

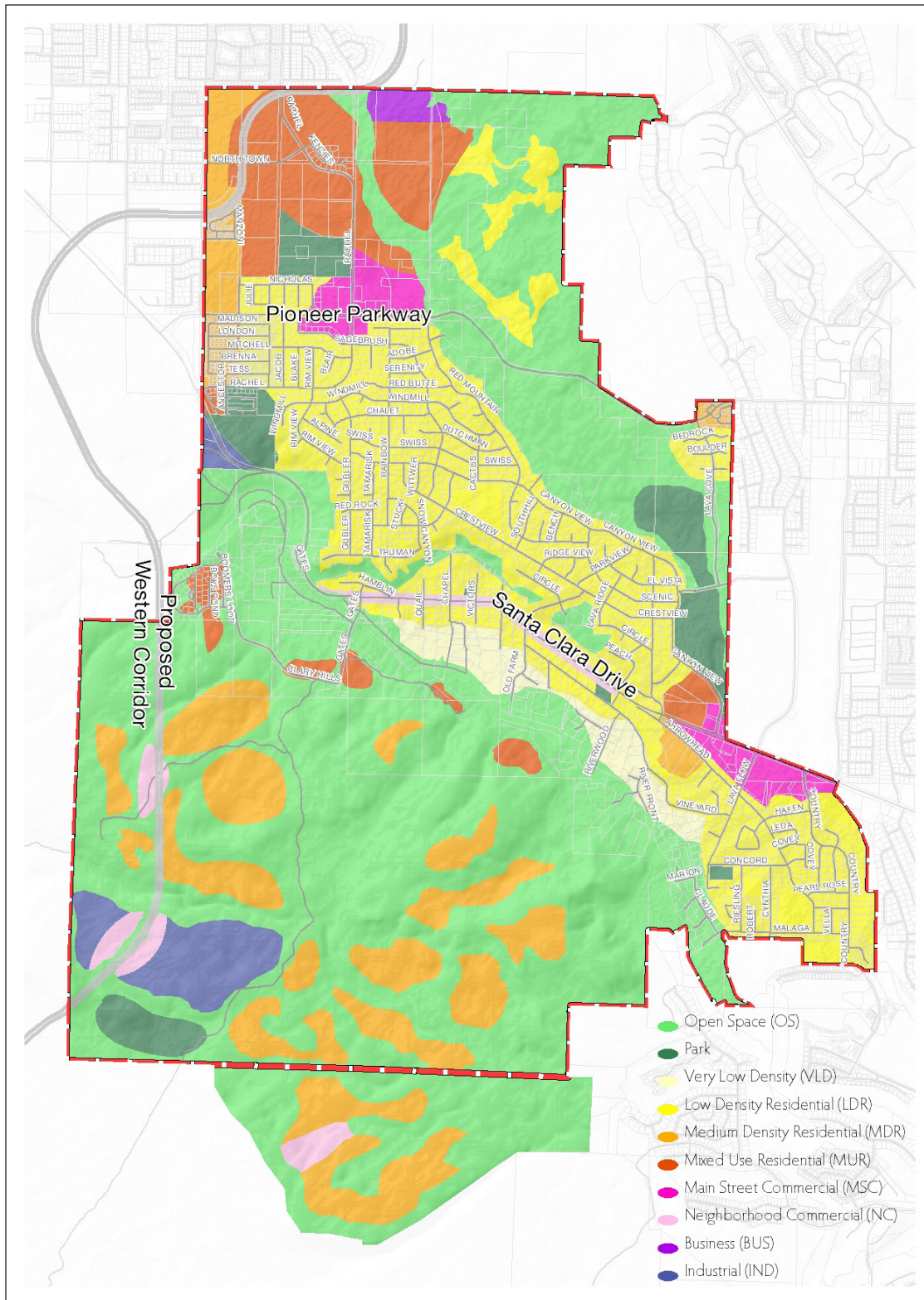


TABLE OF CONTENTS

EXECUTIVE SUMMARY

1 INTRODUCTION & BACKGROUND

2 KEY PRINCIPLES

3 FUTURE LAND USE

4 SUBAREAS

5 HISTORIC PRESERVATION

6 ECONOMIC DEVELOPMENT

7 HOUSING

8 INFRASTRUCTURE

9 PARKS, TRAILS, & OPEN SPACE

10 REGIONAL COOPERATION

11 IMPLEMENTATION & ACTIONS

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	
22	

3.3 RESIDENTIAL DENSITY RANGES AND AVERAGE DENSITY

Increasing the variety of housing types is a key principle of the General Plan. To encourage a greater variety of housing types in new neighborhoods, the Land Use Descriptions describe a range of density for residential uses. This range encourages diversity in development to avoid monotonous “cookie cutter” sameness.

The City will consider granting higher density in the range relative to demonstrated significant public benefits to be achieved by the project. In most areas, the density designation may be considered an overall average to be achieved by using a mix of unit types and/or lot sizes within the range. For example, in the Medium-Density Residential land use, the average of 5 units per acre could be achieved by mixing single-family homes, duplexes, and even some townhomes.

3.3.1 Density Transitions

To ensure that the new development is compatible with existing neighborhoods, gradual transitions between different densities should occur. For example, if a new development with a medium-density designation were placed next to an existing low-density neighborhood, single-family homes should be placed along the common boundary, with duplexes and townhomes placed further away from the existing neighborhood. This will create a gradual transition of density away from the common property line and make adjacent developments compatible.

In general, gradual higher densities are encouraged near mixed-use, commercial developments, along arterials, and at major intersections. This is as long as they maintain quality standards and transition appropriately to ensure compatibility with any existing adjacent development. Likewise, the land use and building types on both sides of a street should be similar; transitions between land use (size and type of buildings) should occur in the middle of a block rather than in the middle of a street. Development along a street should match.



Figure 3-2: Planning for a variety of housing types is a key principle of the General Plan, this includes allowing townhouses and condominiums in some areas.

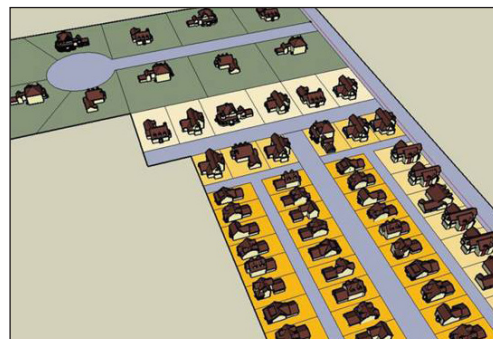


Figure 3-3: Densities should transition gradually.

3.4 LAND USE DESCRIPTIONS

Zoning districts will be used to establish the conditions for the use and development of land in each of the designations. The development codes will identify which district(s) are appropriate for each land use designations.

3.4.1 Residential Land Uses

The majority of homes in Santa Clara are, and will remain, single-family homes.

However, other housing types are encouraged to ensure that people can live in Santa Clara as they transition from one life stage to another.

Three categories of residential land uses will help the City provide a sufficient variety of housing types:

1. Very Low-Density Residential ([VLD](#)).
2. Low-Density Residential ([LDR](#)).
3. Medium-Density Residential ([MDR](#)).

Table 3: Residential Land Uses

Very Low-Density Residential (VLD)



Density: 1-2 du/acre. Cluster incentive will encourage 3 units per acre if at least 50 percent of the parcel is dedicated as open (natural or agriculture).

Description: Single-family detached units on large lots.

Character Objectives: VLD neighborhoods have tree-lined local streets that extend the street grid and interconnected pedestrian circulation systems. Cluster development with bonus density incentives are encouraged, however, any higher density development should blend with detached single-family households.

Location: VLD is generally located between Santa Clara's downtown and the Santa Clara River. Conservation easements will be encouraged along the Santa Clara River with Santa Clara River Trail right-of-way reservation.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS



23

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

24

SANTA CLARA
GENERAL PLAN

Low-Density Residential (LDR)



Density: 2-4 du/acre.

Description: A suburban type density allowing primarily single-family detached homes as well as duplexes and triplexes.

Character Objectives: Multi-unit structures (duplexes, triplexes, 4-plexes) should be designed to resemble large, single-family homes primarily on corner lots. Accessory dwelling units (mother-in-law unit above a garage) are encouraged. LDR neighborhoods have tree-lined local streets and interconnected pedestrian circulation systems.

Location: Primarily the area between the Heights Bluff & Pioneer Parkway. Also in the area surrounding the downtown.

Medium-Density Residential (MDR)



Density: 3 - 12 du/acre.

Description: Townhomes, multi-unit buildings, and small single-family structures on small lots. Accessory dwelling units are encouraged.

Character Objectives: MDR neighborhoods have a tree-lined local street grid, and interconnected pedestrian circulation systems.

Location: Primarily in the [South Hills](#). Also, adjacent to land use classifications in Ivins or St. George of a similar intensity.

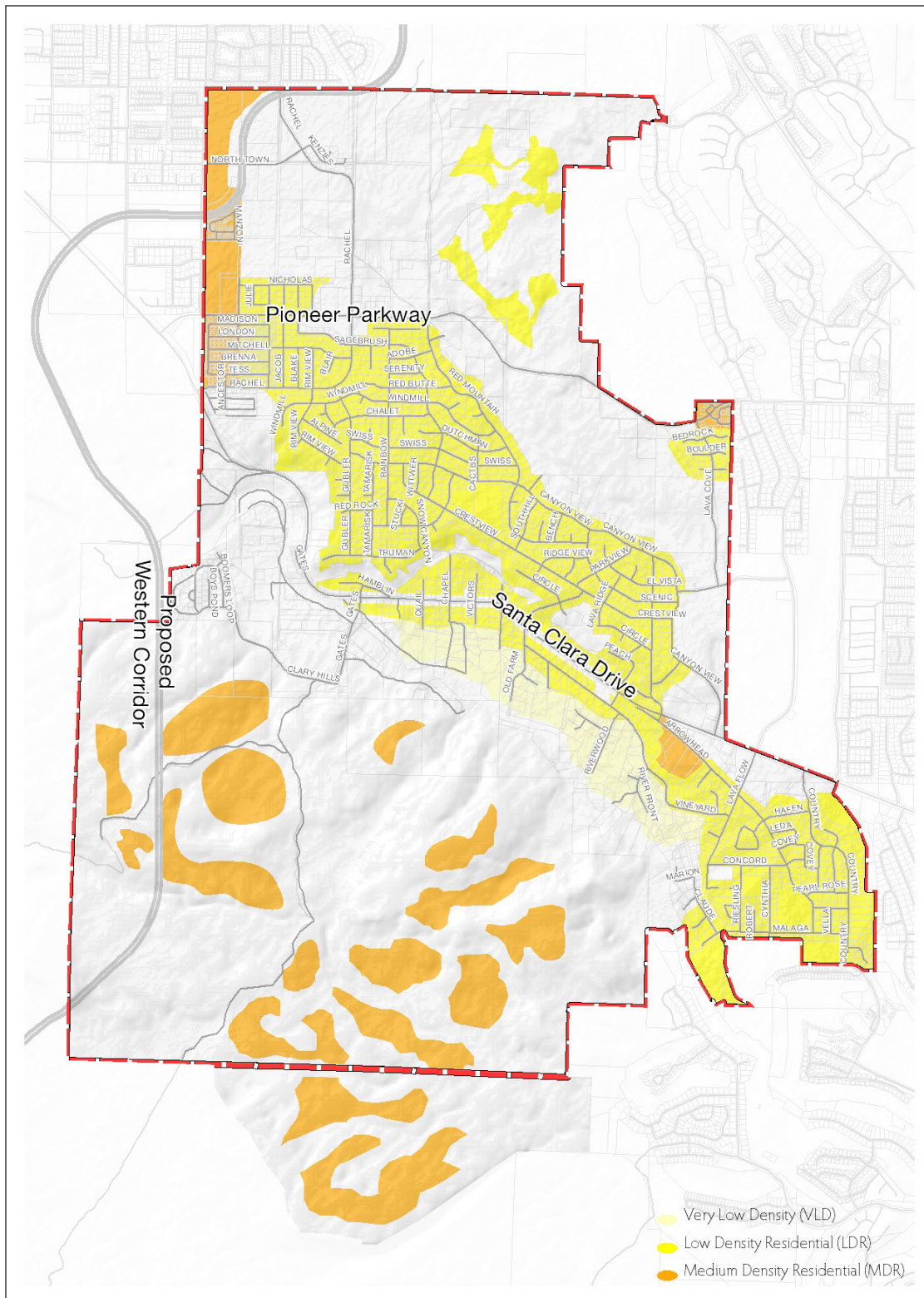


Figure 3-4: Locations of residential land uses.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

25

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	
26	

3.4.2 Mixed-Use Land Uses

Mixed-use designations encourage a mix of residential, retail, and employment uses that are typically segregated. Mixed-use land uses will increase the mix of housing types in the City, contribute to economic sustainability by increasing the retail tax base, and also provide pedestrian environments that encourage walking.

Three mixed-use land uses will encourage a variety of mixed-use development throughout the City:

1. Neighborhood Center ([NC](#)).
2. Main Street Commercial ([MSC](#)).
3. Mixed-Use Residential ([MUR](#)).

Policy 3.1: All mixed-use development will be accompanied by:

- 1) Attractive landscaping.
- 2) Pushing buildings to the street or right-of-way.
- 3) Pedestrian-oriented streetscape.
- 4) Street trees.

Table 4: Mixed-Use Land Uses

Neighborhood Center (NC)



Density: 5-7 du/acre.

Description: Intended to support residential neighborhood convenience shopping, services, and community facilities, as well as mixed-use multi-family residential and office uses.

Character Objectives: Commercial uses are generally small shops and stores, but some larger facilities, such as grocery stores, will be permitted as long as they front on a pedestrian way.

Buildings are generally two-storied and located at major intersections. Buildings should be mixed vertically with street level commercial and upper level office and / or residences. These areas should be accessible to "walk-ins" from the surrounding neighborhood with interconnected sidewalks. Shared parking is encouraged.

Location: At major intersections in the [South Hills](#) and in the [Historic Downtown Core](#).

Main Street Commercial (MSC)



Density: 5-7 du/acre.

Description: Predominantly commercial uses on the ground level, including uses such as stores, restaurants, and offices with residences and / or offices on the 2nd (and 3rd) floor(s).

Character Objectives: MSC strives for continuous building frontage, with the ground floor being mostly storefront windows. This makes it pedestrian-friendly as well as accessible by automobile with both on-street and rear parking. The overall development should include some of the following: plazas, wide and attractive sidewalks, and curb extensions at pedestrian crossings. A tree-lined interconnected street grid with sidewalks and shared parking is encouraged.

Location: Primarily in Santa Clara's [East Gateway](#) along Santa Clara Drive and at the intersection of Rachel Drive and Pioneer Parkway.

Mixed-Use Residential (MUR)



Density: 7-12 du/acre.

Description: The mix of uses is mostly residential, in the form of townhomes, multi-unit buildings, but also might include small-lot single-family homes. MUR may also include small retail stores, coffee shops, and offices at intersections with collector streets. Second-floor residences or offices are encouraged. Accessory dwelling units (mother-in-law unit over a garage) are also encouraged.

Character Objectives: Designed to blend with the adjacent residential neighborhoods. A tree-lined interconnected street grid with sidewalks and shared parking are encouraged.

Location: North of [the Heights](#) in [Santa Clara North](#) and in part of the [South Hills](#) close to the downtown.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS



27

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS

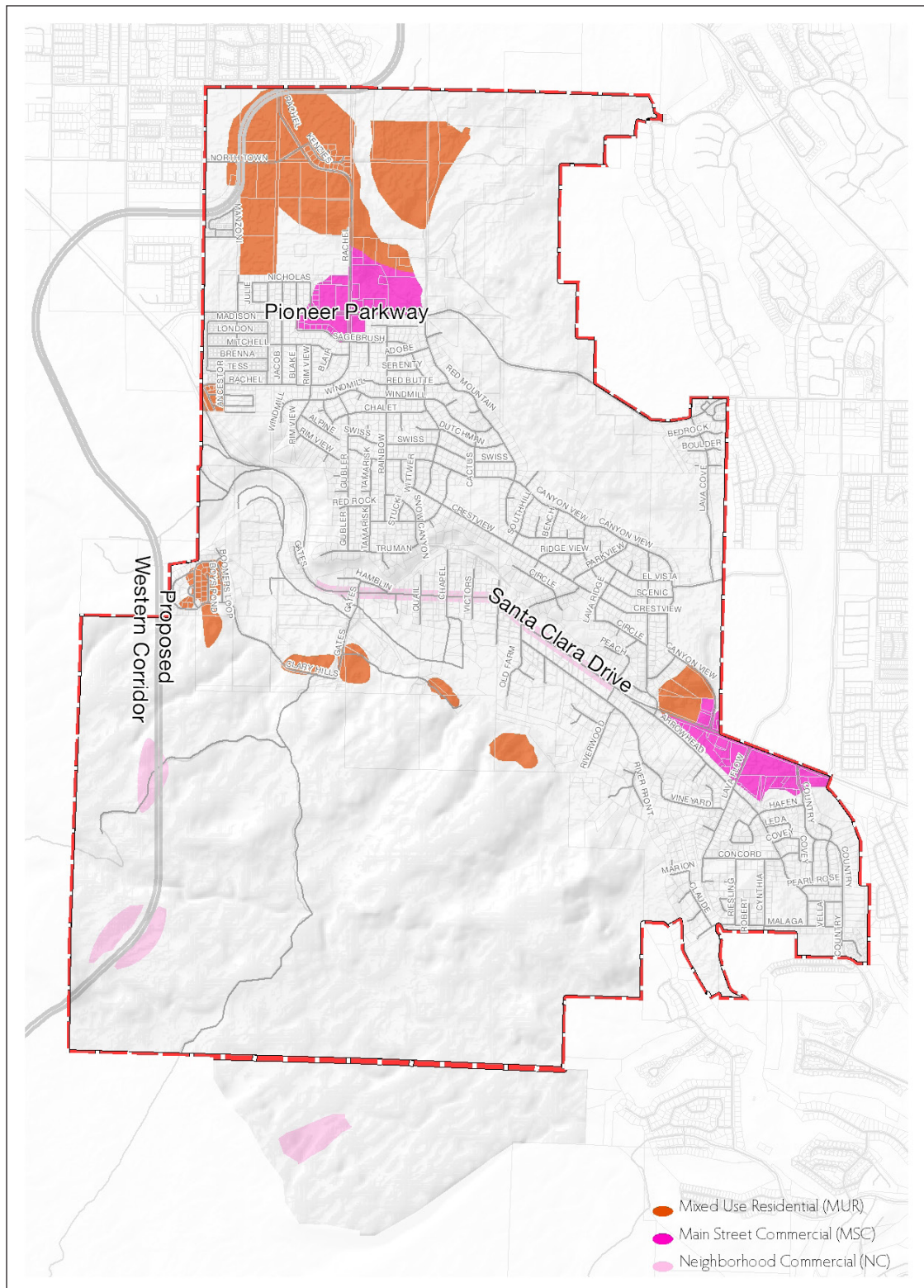


Figure 3-5: Locations of mixed-use land uses.

3.4.3 Employment Land Uses

Santa Clara does not have many employment uses. As a result, many residents travel to St. George to work. **Increasing employment opportunities in the City will reduce traffic, stabilize the economy, and supplement the City budget.** There are two (new) designations.

1. Business ([BUS](#)).
2. Industrial ([IND](#)).

Table 5: Employment Land Uses

Business (BUS)



Description: locations for a variety of light industry workplaces including indoor fabrication, contractor offices, design centers, and research and development institutions.

Character Objectives: This land use is intended to encourage the development of businesses parks. Campus design should include attractive buildings, outdoor green spaces, and tree-lined streets.

Location: Primarily in [Santa Clara North](#).

Industrial (IND)



Description: Provides locations for a wide range of heavy commercial and industrial uses such as manufacturing, warehousing and distributing, indoor and outdoor storage, and heavy equipment sales. It also accommodates complementary and supporting uses such as convenience shopping and childcare centers.

Location: Primarily in the [South Hills](#) to take advantage of the potential Western Corridor.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS



29

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS

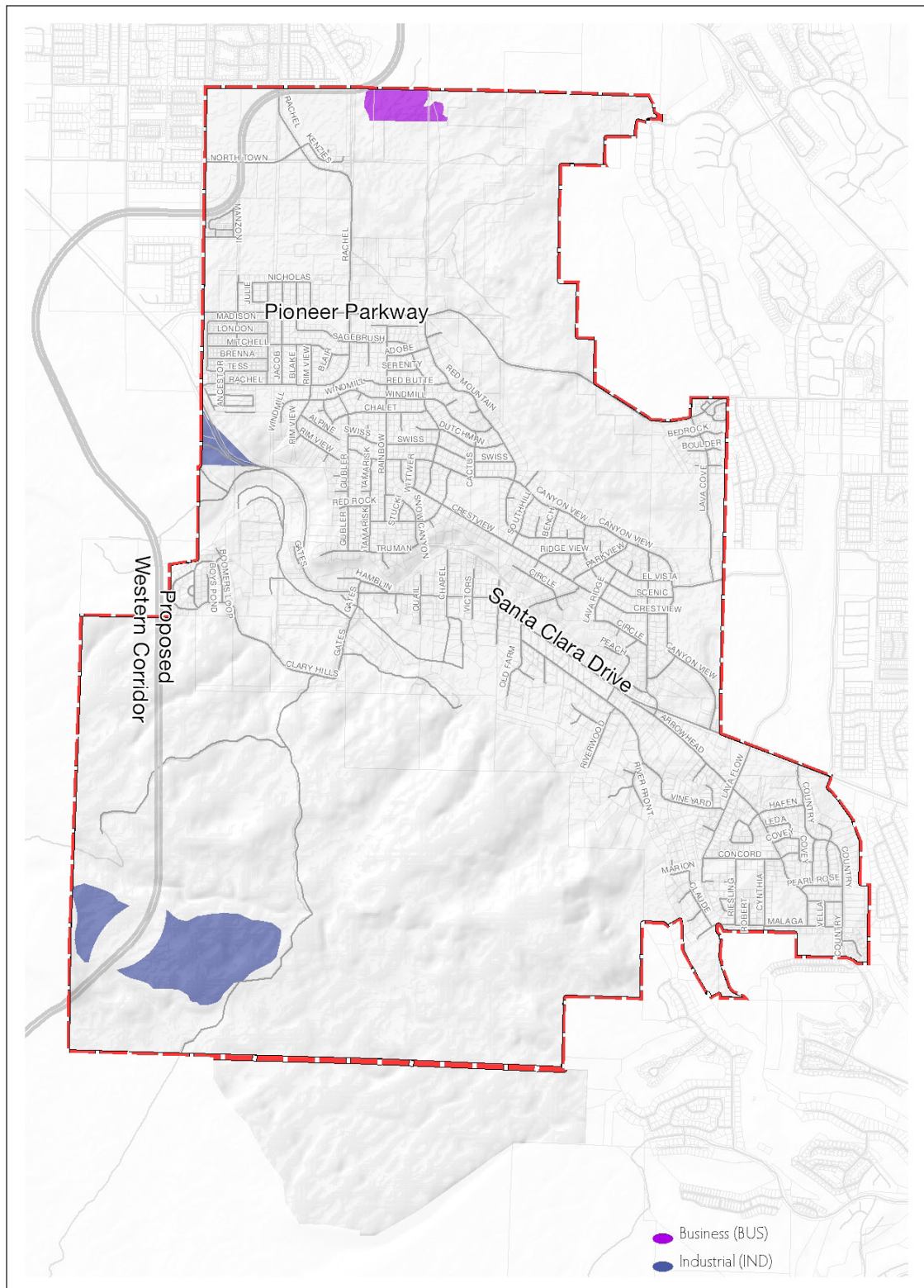


Figure 3-6: Locations of employment land uses.

3.3.4 Parks and Conservation Land Uses

The parks and conservation land designations help create a network of open spaces, parks, and trails that will help protect these assets into the future.

The parks and conservation land uses include:

1. Parks and Recreation ([P&R](#)).
2. Open Space ([OS](#)).

For more information concerning future parks, trails, and conservation, please see [Chapter 8](#).

Table 6: Parks and Conservation Land Uses

Parks and Recreation (P&R)



Description: Neighborhood, community and regional parks, playgrounds, and recreation facilities.

Location: Various locations throughout the City.

Open Space (OS)



Description: Includes permanent, natural open space, as well as limited passive recreation such as golf courses and trails. The Open Space designation is applied to most sensitive lands.

Location: Various locations throughout the City.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

31

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS

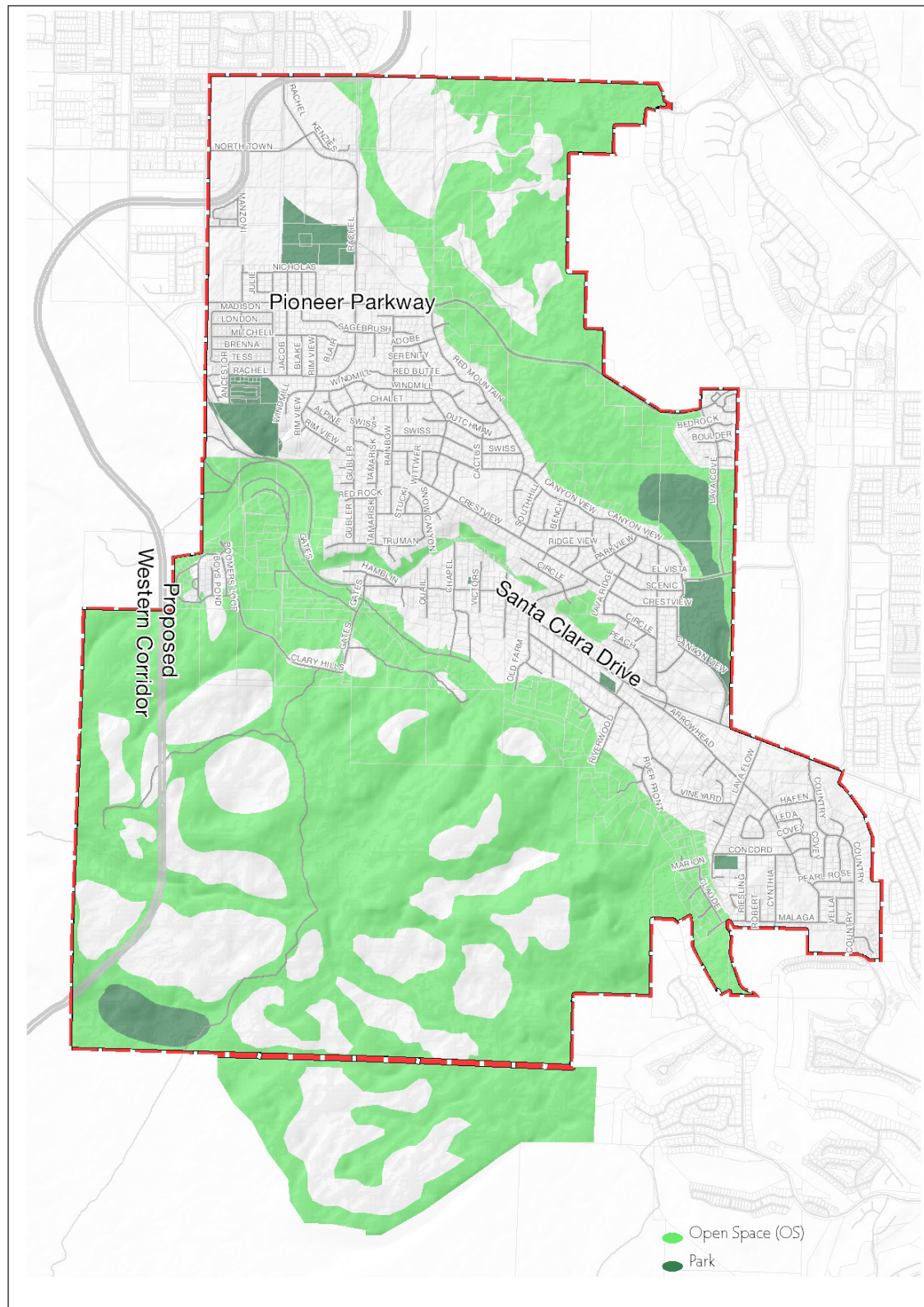


Figure 3-7: Locations of parks and conservation land uses.

- Policy 3.2: The base density for zoning changes or Planned Unit Development is the lowest density of the designated land use. The City will consider granting higher density if the project contains significant public benefits (such as an interconnecting street system, parks over and above the minimum requirement, pedestrian and bike paths, street trees, public squares, underground utilities, and/or diversity in unit types).
- Policy 3.3: Unit types along the boundary of new development should be compatible with adjacent unit types.
- Policy 3.4: Gradual density increases are encouraged near mixed-use, commercial developments, along arterials, and at major intersections, as long as they make transitions that ensures compatibility with adjacent development.

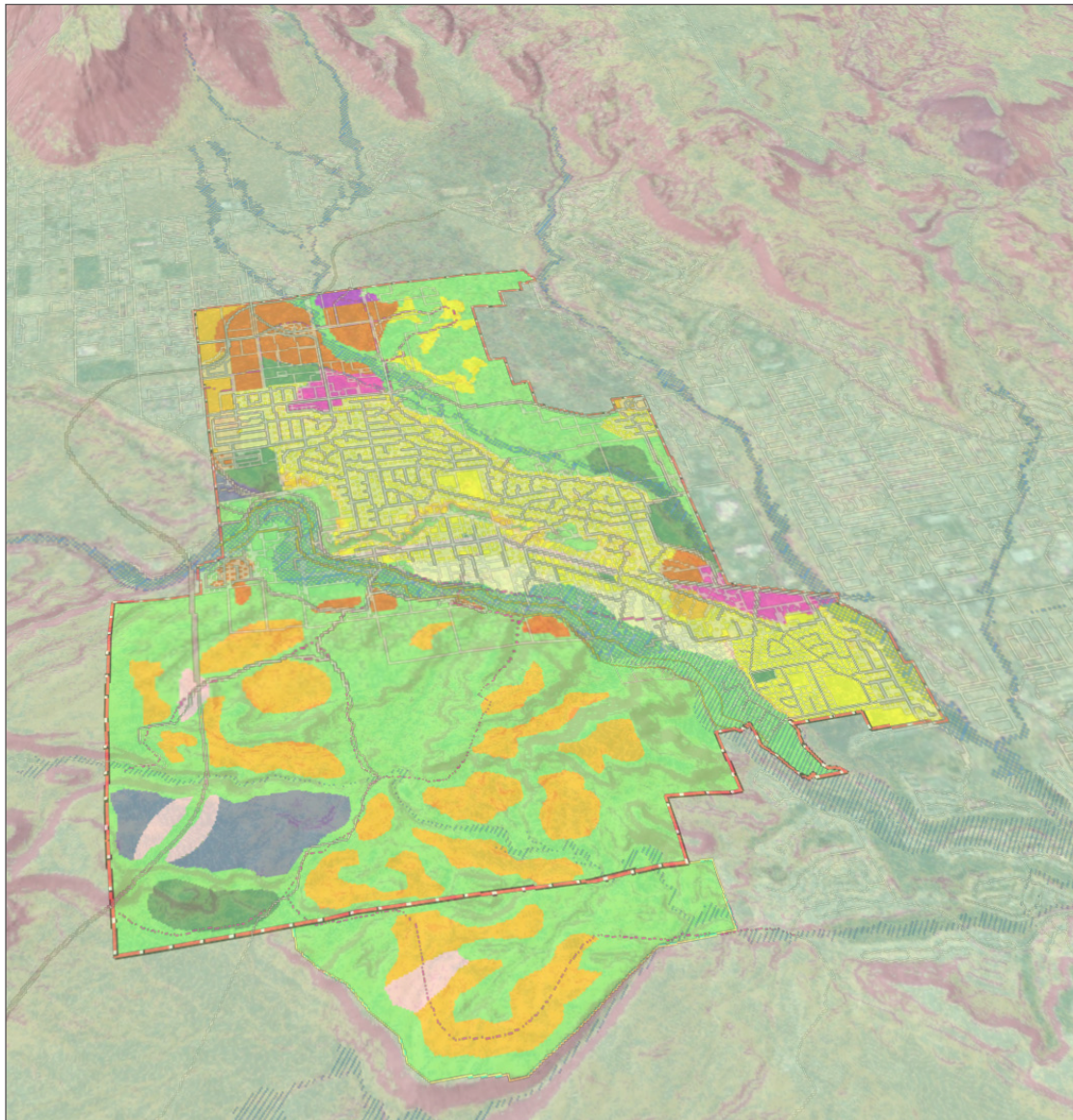


Figure 3-8: Santa Clara land use (oblique view).

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS



33



4 SUBAREAS

Over and above the land use designations of the [Future Land Use Map](#) and direction offered in the land use designations, the City has been divided into subareas with unique conditions, such as geography (the South Hills), geology, or a consistent development patterns (the Historic Downtown Core). Subarea help refined opportunities and constraints specific to these areas and create detailed recommendations and policies for guiding future development when applying the [Key Principles](#).

4.1 SUBAREA CAPACITY AND BUILD OUT

As the City grows, it will also be important for Santa Clara to know the capacity of build-out for each subarea. This will help the City estimate the needs for future facilities and help anticipate the cost of building capital improvements, which in turn, will be useful in making decisions about development approvals. See Figure 4-1.

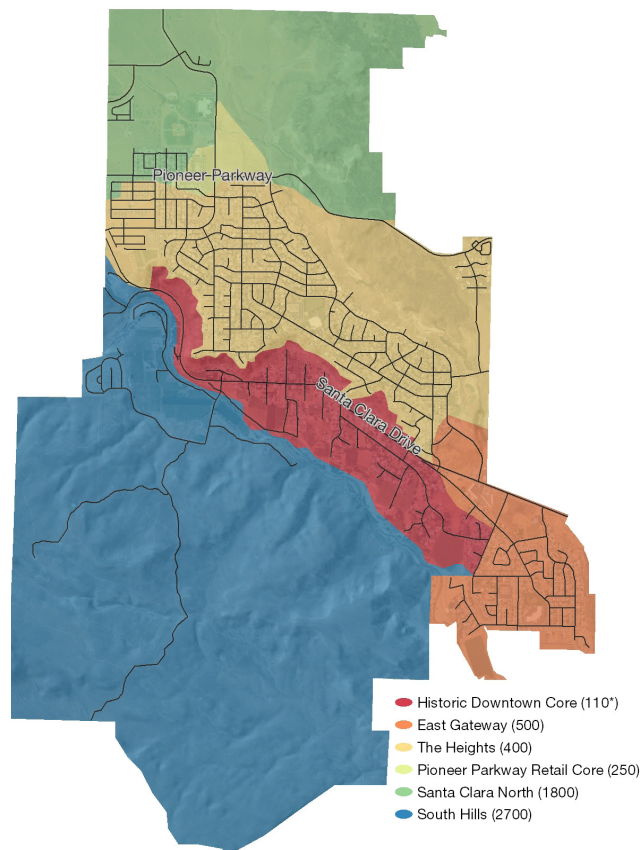


Figure 4-1: Subareas. * Indicates the approximate number of dwelling units each subarea could produce if developed via Future Land Use.

Santa Clara subareas include:

- * [Historic Downtown Core](#)
- * [East Gateway](#)
- * [The Heights](#)
- * [Santa Clara North](#)
- * [Pioneer Parkway Retail Core](#)
- * [South Hills](#)

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1 INTRODUCTION & BACKGROUND
2 KEY PRINCIPLES
3 FUTURE LAND USE
4 SUBAREAS
5 HISTORIC PRESERVATION
6 ECONOMIC DEVELOPMENT
7 HOUSING
8 INFRASTRUCTURE
9 PARKS, TRAILS, & OPEN SPACE
10 REGIONAL COOPERATION
11 IMPLEMENTATION & ACTIONS

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	

4.2 HISTORIC DOWNTOWN CORE

Santa Clara's Historic Downtown Core includes the area from the Bluff to the Santa Clara River and from the East Gateway Subarea to where Santa Clara Drive climbs out of the valley towards Ivins.

The downtown with its historic buildings and settlement patterns, has a character that makes it truly unique in the region. This identity is an asset for attracting and keeping residents, businesses, and visitors.

The Economic Development Committee ([EDC](#)) promotes economic growth and long-term fiscal sustainability in Santa Clara, especially in and around the downtown.

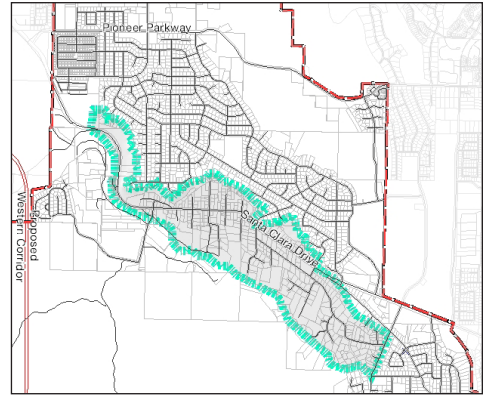


Figure 4-2: Historic Downtown Core.

EDC goals for the Historic Downtown Core include:

1. Strengthening the Historic Downtown Core's role as a neighborhood-serving commercial center.
2. Making the Historic Downtown Core into a vibrant arts, cultural, and entertainment district.
3. Cultivating several clusters of unique specialty businesses.

Consistent with these goals, future development in the Subarea should strive to mix office, residential, and commercial uses. A large portion of the Subarea will retain its low-density character. Pedestrian access and appeal will be enhanced with a heritage trail along the Santa Clara River.



Figure 4-3: Adaptive reuse of a historic residence in the Historic Downtown Core.



Figure 4-4: Mixed use in the Historic Downtown Core.

Historic Downtown Core Objective: Continue to strengthen the Town Core (i.e., density incentives, mixed-use, infill) as a vibrant residential, cultural, and commercial center but reserve its historic character and scale (i.e., 2-3 story buildings).

- Policy 4.1: The City encourages sensitive future development in the Historic Downtown Core that increases the variety of businesses and residential uses in ways that complement and protect our important historic resources.
- Policy 4.2: To avoid flooding hazards in the Historic Downtown Core, clustering new development is encouraged to preserve the floodplain for agriculture, river access, and emergency management.
- Policy 4.3: All new mixed-use or commercial development in the Historic Downtown Core should expand out from existing commercial and mixed-use areas to reduce potential strip development and encourage walking from one store to the next. (See [Chapter 3: Future Land Use](#) for more detail).
- Policy 4.4: More traditional businesses such as farmers markets, mom-and-pop shops, and restaurants are encouraged to locate in the mixed-use and commercial areas of the Historic Downtown Core.
- Policy 4.5: All Town Core development should be pedestrian-oriented, maintain the core area's existing small-scale character, and maintain historic building setbacks.
- Policy 4.6: Clustering development and preservation of open land is also encouraged for the agricultural areas on the west end of the Town Core.
- Policy 4.7: In the Historic Downtown Core, encourage infill development on the side streets and large back lots.
- Actions** to achieve the objective for the Historic Downtown Core Subarea:
- Action 4.1: Over the long-term, encourage gradual infill and redevelopment that will eventually bring about a mixed-use corridor along Santa Clara Drive.
- Action 4.2: In the Historic Downtown Core, amend the zoning ordinance to require interconnected streets, off-street parking, and a pedestrian system for all new development.
- Action 4.3: Create incentives to encourage historic preservation and cluster development in the Historic Downtown Core. (See [Chapter 5: Historic Preservation](#))
- Action 4.4: Work with the EDC to attract cottage/specialty retail, restaurants, businesses and convenient commercial uses.
- Action 4.5: Plan for a river crossing at Chaple Street. Reserve appropriate right-of-way and ensure that new development does not preclude the bridge opportunity.

See [Chapter 5: Historic Preservation](#) for additional recommendations.

TABLE OF
CONTENTS
■
EXECUTIVE
SUMMARY
■

1
INTRODUCTION &
BACKGROUND
■

2
KEY
PRINCIPLES
■

3
FUTURE
LAND USE
■

4
SUBAREAS
■

5
HISTORIC
PRESERVATION
■

6
ECONOMIC
DEVELOPMENT
■

7
HOUSING
■

8
INFRASTRUCTURE
■

9
PARKS, TRAILS,
& OPEN SPACE
■

10
REGIONAL
COOPERATION
■

11
IMPLEMENTATION
& ACTIONS
■



TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	

4.3 EAST GATEWAY

Most people enter Santa Clara through the East Gateway. Recent additions of landscaping and decorative retaining walls help create a distinct sense of entry to the City.

The East Gateway Subarea is a mix of commercial developments and single-family homes. With its quick accessibility to Santa Clara Drive and close proximity to schools, parks, and commercial development, several of the larger vacant and underutilized parcels in this Subarea can be developed to evolve the existing commercial area into a pedestrian-friendly mixed-use center.

New commercial and higher density residential development in the East Gateway should face and abut the street and have shaded sidewalks to augment existing levels of patronage by attracting nearby residents.

The floodplain south of Santa Clara Drive restricts where development can occur. After the 2005 and 2012 floods, the floodplain boundary has been expanded. Any new development in the floodplain must comply with current City and federal floodplain regulations.

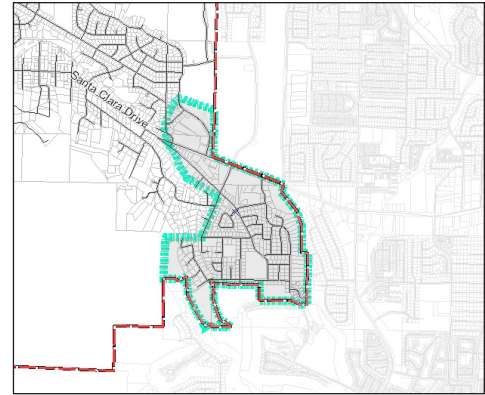


Figure 4-5: East Gateway Subarea is adjacent to the Downtown Core.

East Gateway Objective: Create a walkable, compact, mixed-use area with commercial, office and residential uses, generous landscaping, and a unique identity.

Actions to achieve this objective for the East Gateway Subarea:

Action 4.6: Develop design guidelines that illustrate the desired future development for the East Gateway. Guidelines should encourage pedestrian-oriented amenities, landscaping examples, building setback and orientation, and how a mix of uses can reinforce each other.

Action 4.7: Review the zoning code to ensure that the desired uses are allowed and that buildings can be built in conformance with the guidelines. There should be buffer areas to minimize the impact of density or use changes.



Figure 4-6: Small-scale commercial at the East Gateway.



Figure 4-7: E Commercial strip center at the East Gateway.

4.4 THE HEIGHTS

The Santa Clara "Heights" neighborhood is composed of primarily single-family houses. The area is largely built-out; however, there are scattered lots remaining that can be developed. Many of the undeveloped lots are near the Pioneer Parkway Retail Core (see [Section 4.6](#)). At this location, medium-density development is encouraged.

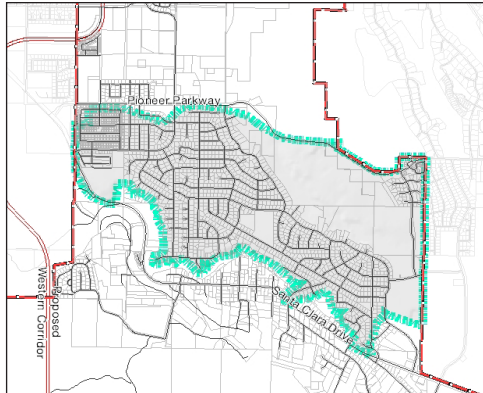


Figure 4-8: The Heights.

4.5 SANTA CLARA NORTH

A detailed master plan for North Santa Clara was adopted in 2007 in conjunction with a private development application. To date, only a small part of development has commenced, a commercial area on Pioneer Parkway.

The Future Land Use designation for Santa Clara North includes a number of the broad concepts adopted in 2007. For example:

- ✱ A range of residential densities, with higher densities located along major streets.
- ✱ An interconnected road system.
- ✱ Pedestrian amenities.
- ✱ A mix of commercial and residential uses.
- ✱ Low-density development in the Lava Fields.
- ✱ Transitional densities.

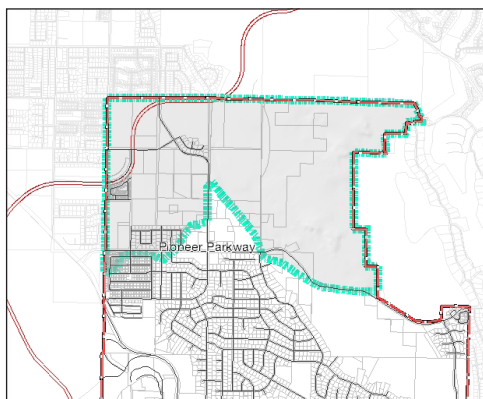


Figure 4-9: Santa Clara North.



Figure 4-10: The single-family residences will continue to be the dominant Heights land use.



Figure 4-11: Santa Clara North, primarily vacant, is ripe for development..

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1 INTRODUCTION & BACKGROUND
2 KEY PRINCIPLES
3 FUTURE LAND USE
4 SUBAREAS
5 HISTORIC PRESERVATION
6 ECONOMIC DEVELOPMENT
7 HOUSING
8 INFRASTRUCTURE
9 PARKS, TRAILS, & OPEN SPACE
10 REGIONAL COOPERATION
11 IMPLEMENTATION & ACTIONS

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS

The **Western Corridor** is planned to pass through the northwest corner of Santa Clara North. It is envisioned to be a major arterial roadway (4 lanes) that will eventually carry a significant volume of traffic at peak periods. To accommodate the anticipated traffic, there will likely be a limited number of access points (no driveways and only a few intersections).

The two typical development responses to a major arterial are:

- ✱ Line it with parking lots, behind which office buildings or residences are located.
- ✱ Face buildings away from the roadway, separated by privacy fences.

Both of these options tend to make the roadway an impersonal corridor that divides the community.

A third option is possible for the Western Corridor: a multi-way boulevard. This roadway concept has center lanes for through traffic, bordered by smaller local roads that have slower speeds, on-street parking, and frequent driveway access. A well-landscaped median separates the through lanes from the local roads on each side.

A multi-way boulevard allows businesses and shops to front on the local street and still be visible to through traffic on the center lanes, thus increasing the marketing exposure of the businesses. At the same time, the local street provides a slow, quiet, shady setting for pedestrians that is separated from the higher speed roadway by a landscaped buffer. Figure 4-6 compares a typical major arterial development pattern with a multi-way boulevard.

Santa Clara North Objective: Create medium to high-density walkable, compact neighborhoods while preserving environmental features, particularly a significant portion of the Lava Fields.

Policy 4.8: In Santa Clara North, future development will be encouraged to preserve 50 percent of the Lava Fields.

Policy 4.9: The City encourages an approach to the Western Corridor that balances the need for through traffic with the desire for an attractive, visible setting for businesses that is safe and accommodating to local traffic bicycles and pedestrians, such as a multi-way boulevard.

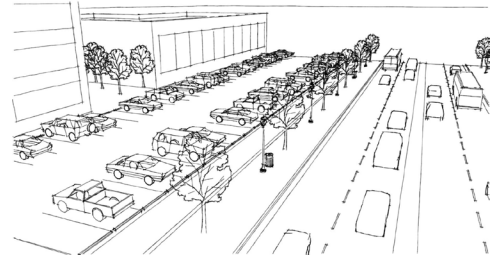


Figure 4-12: Southern Corridor lined with parking lots and street trees.

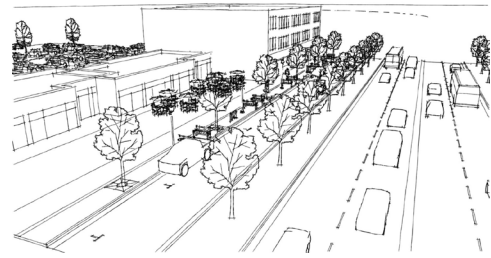


Figure 4-13: Southern Corridor as a multi-way boulevard.

4.6 PIONEER PARKWAY RETAIL CORE

The retail area at the Pioneer Parkway/Rachael Drive intersection is probably the City's last opportunity for a major commercial center (and sales tax generator). The vacant land is large enough to accommodate "big box" types of stores, such as a grocery store and smaller chain stores such as Walgreens, as well as a number of small "pad" sites (banks, fast food).

Experience has shown however, that typical "big box" commercial centers often have a life-cycle of 15 years or less. After that, they succumb to competition from new centers and gradually decline into progressively lower quality stores and businesses.

Santa Clara's goal for this area should be to have an enduring investment that will maintain strong property values indefinitely. Mixed-use commercial areas, if properly designed, have shown themselves to be resilient and able to adjust to changing commercial needs. If tied into local streets and pathways, it will attract a "built-in" customer base from the adjacent residential neighborhoods, for whom convenience overcomes more distant competition.

The Pioneer Parkway Retail Core is ideal for a future mixed-use retail development. It is located adjacent to two major streets, near a large park, a school, a firehouse and part of the City's proposed trail network. In addition, when [Santa Clara North](#) is developed, a significant customer base will live within walking distance.

Public input from residents strongly supported creating future retail centers, including with characteristics similar to Santa Clara's downtown. This includes stores that form a continuous shopping street, connected by wide, shaded sidewalks with benches, decorative paving, plazas for gathering, and with convenient on-street parking. The illustrations on the following page show how the Pioneer Parkway Retail Core can be designed accommodate all the "big box" uses, and still achieve the pedestrian-friendly character desired by the public.

To ensure quality development, the City should develop an urban design plan that will guide development in the area.

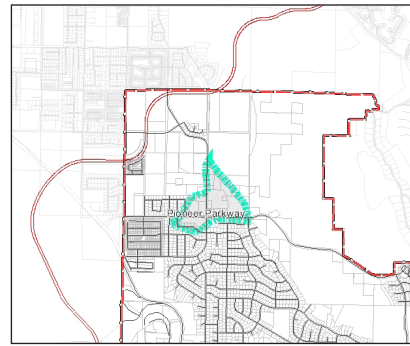


Figure 4-14: The Pioneer Parkway Retail Core Subarea offers the best opportunity for a mixed-use commercial center in Santa Clara today.

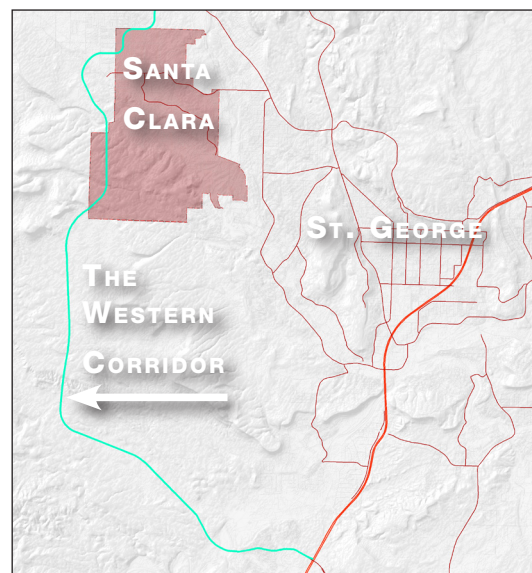


Figure 4-15: The Proposed Western Corridor Alignment.

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS

Pioneer Parkway Retail Core Objective: Ensure the flow of traffic in a major transportation corridor while providing significant retail and employment opportunities in a pedestrian-oriented center.

Policy 4.10: In the Pioneer Parkway Retail Core, the City encourages the creation of a quality pedestrian-oriented center with a mix of commercial, business, and residential uses.

Actions to achieve this objective for the Pioneer Park Retail Core Subarea:

Action 4.8: Work with the local property owners to adopt design objectives for the Pioneer Parkway area that encourages:

- * Building to abut the sidewalks adjacent to street
- * Continuous and transparent facades
- * Wide sidewalks
- * Plazas
- * Combined curb access
- * On-street parking
- * Interconnected, shared, off-street parking
- * Generous landscaping
- * Curb extensions
- * Building articulation
- * Emphasized pedestrian crossings



Figure 4-16: With the right building layout, pedestrian amenities and mix of uses the Pioneer Parkway Retail Core Subarea could become a timeless mixed-use center.



Figure 4-17: Visualization of the potential of a future Pioneer Parkway Retail Core.

4.7 SOUTH HILLS

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

A large portion of BLM land in the South Hills Subarea has been identified in the BLM management plan for “disposal”. This means the land has been made available for purchase by private individuals, or quasi-public entities. While most of the disposal land is within the current municipal boundary, a portion of the disposal land extends south of the City boundary (See also [Chapter 10: Regional Cooperation](#)).

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

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

Until the appropriate access is developed, only the areas adjacent to the City should be allowed to develop.

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

- ✧ **A significant number of washes, as well as steep hillsides, and rock outcrops.** Most of the steep areas, washes, and similar areas should remain in a permanent open space designation. Extensive grading of the land to provide “level” building areas similar to most of [the Heights](#) Subarea should be avoided.
- ✧ **Expansive soils are extremely problematic for building foundations.** Any development should include a detailed soils report. As expansion of these clay soils is often triggered by irrigation and watering, any landscaping in the South Hills should meet strict xeriscaping standards.
- ✧ **An area containing a rare plant species has been removed from BLM disposal lands.** It will need to be protected from the impacts of surrounding development.

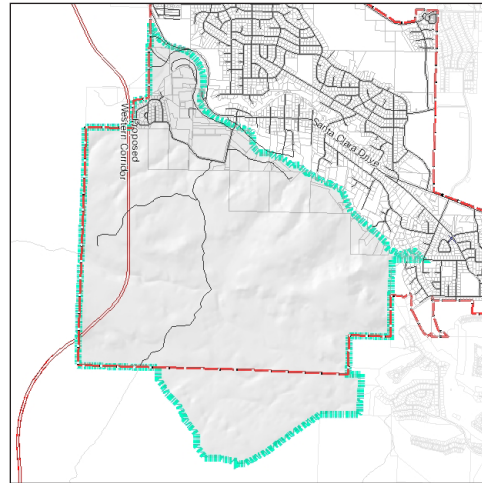


Figure 4-18: The South Hills Subarea is the City's next expansion area.

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1 INTRODUCTION & BACKGROUND
2 KEY PRINCIPLES
3 FUTURE LAND USE
4 SUBAREAS
5 HISTORIC PRESERVATION
6 ECONOMIC DEVELOPMENT
7 HOUSING
8 INFRASTRUCTURE
9 PARKS, TRAILS, & OPEN SPACE
10 REGIONAL COOPERATION
11 IMPLEMENTATION & ACTIONS

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	
44	
SANTA CLARA GENERAL PLAN	

- ✳ **Extensive archeological and cultural resources.** The South Hills area was used extensively in prehistoric times and there are remnants of Indian dwellings (kivas), pottery shards and rock art. Any development in the South Hills will remediate archeological resources.
- ✳ **Hillsides and skyline ridge tops that are highly visible from Santa Clara's Historic Downtown Core.** Development should avoid breaking ridgelines and should use material and color similar to the surrounding landscape.
- ✳ **The Santa Clara River Reserve, Cove Wash, and associated trails.** The BLM Cove Wash and its associated trails that connect to St. George will be managed by the BLM. Any development in the South Hills should not impact the view from within the wash. All development in the South Hills should have trails connect with the BLM trails network.

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

Parks and recreation will be an important element of any development in the South Hills. The Future Land Use Map designates several small neighborhood parks and a large community park/shooting range in the southwest portion of the South Hills. Several trails are planned for the area, including trails associated with the Santa Clara River Reserve, as well as view areas in the uplands.

A few mixed-use areas are designated in the South Hills to provide employment opportunities and basic convenience / commercial areas that reduce the need for the South Hills residents to drive to Santa Clara for work or necessities.

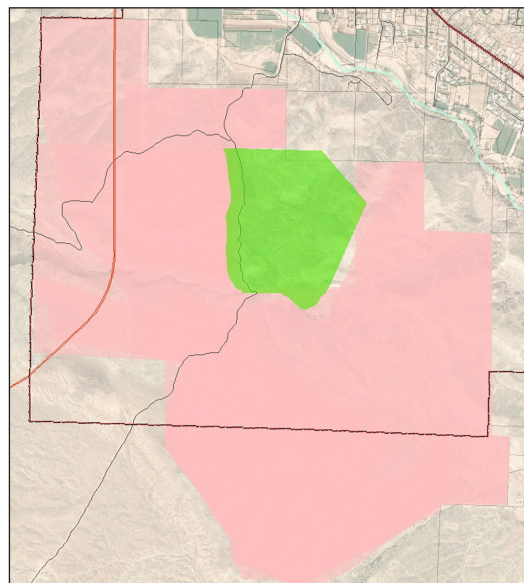


Figure 4-19: BLM designated "disposal" area with the area removed from disposal indicated in green.

South Hills Objective: Encourage clustered development to allow cost-effective soil mitigation and one or more centers with schools and neighborhood-serving commercial. Attract industrial and light industrial uses to a designated business park.

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

- ✳ Development will protect and enhance multi-use recreational opportunities such as ATV access, shooting, hiking, biking, and horse riding.
- ✳ Adequate right-of-way for the Western Corridor to be dedicated to the City.
- ✳ Future development will avoid, or remediate sensitive areas:
 - High shrink-swell soils and other hazardous areas.
 - Ridges that are highly visible from Santa Clara Drive.
 - Archeological resources that may be impacted.

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

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

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

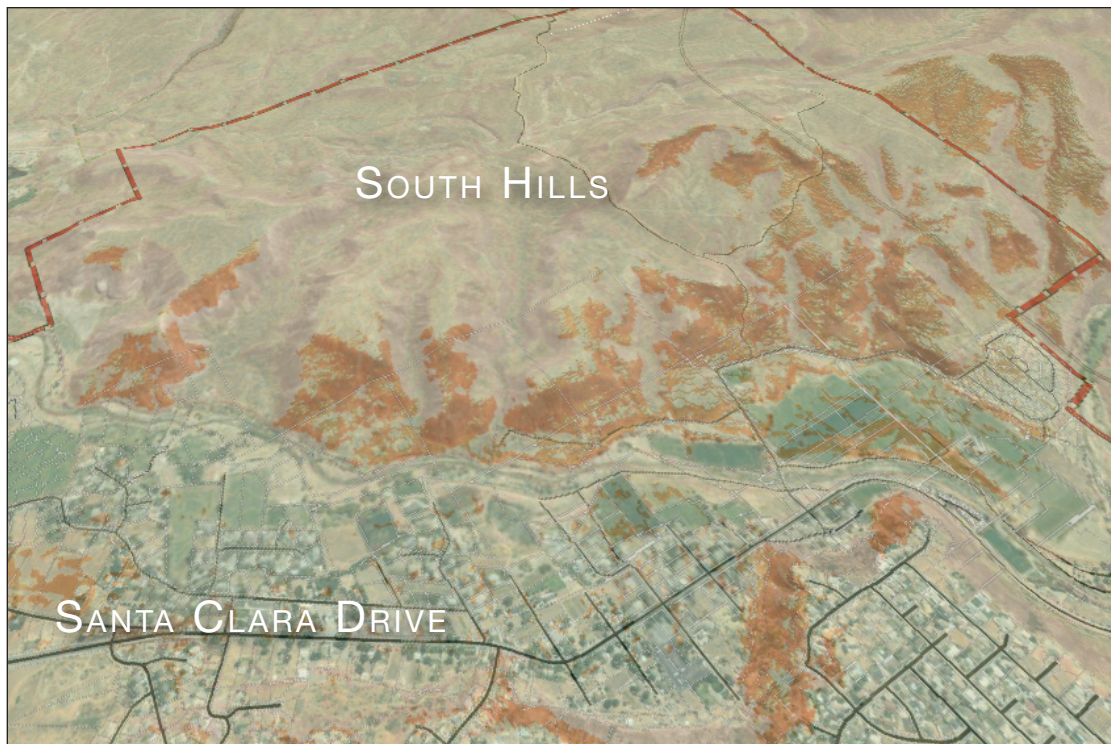


Figure 4-20: South Hills visibility from Santa Clara Drive (indicated by red on hillside).

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

45



5 HISTORIC PRESERVATION

5.1 HISTORIC CONTEXT AND CHARACTER

Santa Clara played a central role in the pioneering settlement of the West. Through a combination of preservation efforts and lack of infill development, Santa Clara's downtown still reflects many of the historic building and landscape patterns created by the original settlers. These development patterns and architectural styles are part of Santa Clara's identity and attraction in the region.

If not managed properly, development pressure can threaten these historic resources and their potential benefits (e.g., economic development and potential tourism) to the entire community.

The goal of historic preservation in Santa Clara is a holistic approach that balances the needs of property owners with the benefits to the entire community. The desired result is to help evolve the downtown into a vibrant, pedestrian-friendly, mixed-use commercial center while protecting the historic resources that make Santa Clara a special place.

5.2 REASONS FOR HISTORIC PRESERVATION IN SANTA CLARA

5.2.1 *Unique Character*

Santa Clara's downtown has gradually evolved over 160 years, but it still retains the rich historic settlement pattern and landscape that reflects the community's common values. The result is a unique combination of buildings of various eras, interspersed with vacant lots, small pastures, and wood barns and sheds. These are all tied together in a traditional grid street pattern with a landscape of mature trees and Santa Clara's trademark rows of majestic sycamore trees along the main street. While some historic buildings and lot patterns have been lost, that which remains establishes a strong identity for Santa Clara.

Such an identity cannot be designed; it has emerged gradually, and as such, is a priceless asset. **Continuing and building upon this cultural heritage will reinforce the historic nucleus of the City, as well as its reputation in the region and the state.**

5.2.2 *Economic Development*

Without exception, economic development studies confirm that the preservation and enhancement of historic resources yield significant economic benefits - the more thorough the preservation and enhancement, the more successful the outcome. The Jacob Hamblin Home already attracts visitors from the state, nation, and beyond. The restoration of the Relief Society building and nearby structures adds to the historic draw.

TABLE OF
CONTENTS

EXECUTIVE
SUMMARY

1

INTRODUCTION &
BACKGROUND

2

KEY
PRINCIPLES

3

FUTURE
LAND USE

4

SUBAREAS

5

HISTORIC
PRESERVATION

6

ECONOMIC
DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS,
& OPEN SPACE

10

REGIONAL
COOPERATION

11

IMPLEMENTATION
& ACTIONS



47

SANTA CLARA
GENERAL PLAN

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	
48	
SANTA CLARA GENERAL PLAN	

Preservation such as this has many economic benefits:

- ✱ Attracts investment to town cores and commercial areas.
- ✱ Attracts visitors.
- ✱ Creates local jobs and income.

There are distinct economic advantages to certain kinds of businesses and residents to locate in a unique, authentic, and attractive place such as a historic area. Public investment in historic areas, such as the recent improvements to Santa Clara Drive, increase the confidence of property owners to attract and leverage significant private capital. This, in turn, has a positive impact on property values, within the historic district and the entire community. **Private investment in historic areas (by both residential and business owners) attracts additional business that can further attract additional small businesses, specialty retail, and restaurants.**

A coordinated preservation policy and program can build upon the successful efforts to date, placing the historic City center as a major historic destination which complements others within the state and region. The economic benefits of cultural heritage tourism include:

- ✱ Diversifying the local economy.
- ✱ Generating local investment in historic resources.
- ✱ Increasing tax revenues.

Heritage tourism is a rapidly growing form of economic development. It attracts people who have a discerning, broad appreciation of many aspects of the local culture. They are likely to stay longer and experience more while encouraging others to visit. The impact on the state economy can be measured in billions of dollars, involving significant direct and indirect local investment.

5.2.3 Local Pride and Identity

The authenticity that visitors experience is also experienced by local citizens and businesses. A sense of pride is born from the rich legacy of our forbearers. This pride is the foundation of local identity, which in turn supports community cooperation. An appreciation of our history prompts a more discerning debate on local policy and options for investment and reinvestment. Together, these factors help promote high standards for future development.



5.2.4 Sustainability

Sustainability means living within our means. It means providing services and amenities that are supported by our tax base. It means not being wasteful of resources that will benefit future generations.

One practical application of sustainability is to reuse, rather than demolish and discard. Reinvestment in the historic fabric of our community ensures that the work and materials in historic structures is reused - manufacturing and transport pollution are avoided, and demolition waste eliminated. The qualities and character of earlier architecture, construction, and materials are also recognized, valued, and preserved. Historic structures, with thoughtful improvement, can be as, or more, efficient in conserving energy than new construction.

Investment in traditional patterns of mixed-use development (homes, stores and businesses near each other) also helps to minimize, or even eliminate, the need to drive for many goods and services. Allowing a variety of uses near each other is consistent with Santa Clara's traditional character and also encourages walking, as part of a healthier life-style.

5.3 STRATEGIES TO ENCOURAGE HISTORIC PRESERVATION

The 2001 General Plan identified four specific Historic Preservation objectives:

1. Identify and secure historic district funding.
2. Additional attractions, such as a Glockenspiel.
3. Mature tree evaluation.
4. Create incentives to encourage historic preservation.

Recent public opinion survey responses confirm that the preservation of 'small town character' and goals of 'historic preservation' are widely supported. Thus, Santa Clara needs a development policy that respects and strengthens the historic center of the community.

Historic Preservation Objectives: In the General Plan planning process, citizens identified two key objectives for historic preservation:

1. Creating infill and new mixed-use walkable development.
2. Preserving historic character and resources.
3. Creating incentives to encourage historic preservation.

The following policies will provide encouragement and flexibility in the protection of historic resources and also assure that new development will complement those resources.

TABLE OF
CONTENTS
■
EXECUTIVE
SUMMARY
■

1
INTRODUCTION &
BACKGROUND
■

2
KEY
PRINCIPLES
■

3
FUTURE
LAND USE
■

4
SUBAREAS
■

5
HISTORIC
PRESERVATION
■

6
ECONOMIC
DEVELOPMENT
■

7
HOUSING
■

8
INFRASTRUCTURE
■

9
PARKS, TRAILS,
& OPEN SPACE
■

10
REGIONAL
COOPERATION
■

11
IMPLEMENTATION
& ACTIONS
■



TABLE OF CONTENTS

- EXECUTIVE SUMMARY
- 1 INTRODUCTION & BACKGROUND
- 2 KEY PRINCIPLES
- 3 FUTURE LAND USE
- 4 SUBAREAS
- 5 HISTORIC PRESERVATION
- 6 ECONOMIC DEVELOPMENT
- 7 HOUSING
- 8 INFRASTRUCTURE
- 9 PARKS, TRAILS, & OPEN SPACE
- 10 REGIONAL COOPERATION
- 11 IMPLEMENTATION & ACTIONS



Figure 5-1: Additions should preserve the structure's essential historic characteristics.



Figure 5-2: Adjacent walls of similar height.



Figure 5-3: Gable (sloping) roof.



Figure 5-4: Covered Porch.

Policy 5.1:

Modifications to historic structures and associated buildings should preserve the structure's essential historic characteristics, such as:

- ✱ Materials (stucco, brick, stone, wood, etc.).
- ✱ Building features (porches, covered entries, roof overhangs, width of window and door trim, window proportions).
- ✱ Type and slope of roof.

Policy 5.2

New or remodeled buildings in the core area should complement any adjacent historic structures, especially with regard to building size and overall form. This does not mean that new buildings should look historic, but rather that a new building next to a historic structure should:

- ✱ Set back from common property lines (or screened appropriately) so as not to place a new building overly close to a historic structure.
- ✱ Any building wall adjacent to the historic structure should match the height of the wall of the adjacent historic structure and gradually step to the maximum height of the new building.

Policy 5.3

New buildings should keep the overall character of the core area by incorporating some of the characteristics of historic buildings such as gable (sloping) roof forms, covered porches to define entries, and using traditional materials (brick, stone and wood, etc.).

Policy 5.4

Along Santa Clara Drive, new buildings that are not necessarily adjacent to historic structures should nonetheless have setbacks that are consistent overall with, or gradually transition to, the setback of historic structures in the downtown. Parking for new commercial buildings should be in the rear.

Policy 5.5

Existing non-historic buildings might be exempted from historic preservation guidelines. They are encouraged to avoid substantial modifications that detract from the historical nature of an adjacent building.

- Action 5.1: Revise the Historic Preservation Development Standards to address grandfathering of existing structures, encourage flexibility, and increase comprehension through illustration of standards. Incorporate the general preservation policies 5.1-5.5.
- Action 5.2: Update the survey of historic structures and settlement patterns of the core area and keep a current inventory.
- a. Create a record of existing historic buildings that includes the following:
 - i. Age.
 - ii. National, state or local importance.
 - iii. Time period.
 - iv. Function.
 - v. Original location.
 - vi. Building condition.
 - vii. Uniqueness.
 - viii. Identify all complementary structures.
 - ix. Adjacent structures.
 - b. Create a map of historic, complementary, and adjacent structures.
- Action 5.3: Develop a preservation education and awareness program for the public, realtors, builders, developers, City boards, and City staff. Include information on tax credits (city, state and federal), grants, and sales tax rebate for building rehabilitation.
- Action 5.4: Create a library and database of best practices in historic structure maintenance and rehabilitation, which are both made available to interested property owners on the City's website and in the public library.
- Action 5.5: Develop a recognition and awards program for rehabilitation, compatible development, and enhancement of the historic landscape.
- Action 5.6: Promote annual festivals and events that celebrate the historic character of the City core, with state, national, and international partners (build upon Swiss Days success).
- Action 5.7: Explore and make grant funding available to homeowners through Santa Clara's certified local government status (such as Community Development Block Grants).
- Action 5.8: Develop a heritage trail system between the river and bluff, centering on the trio of river, drive, and the base of the bluff, as an interpretive historic walk network.

TABLE OF
CONTENTS

EXECUTIVE
SUMMARY

1

INTRODUCTION &
BACKGROUND

2

KEY
PRINCIPLES

3

FUTURE
LAND USE

4

SUBAREAS

5

HISTORIC
PRESERVATION

6

ECONOMIC
DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

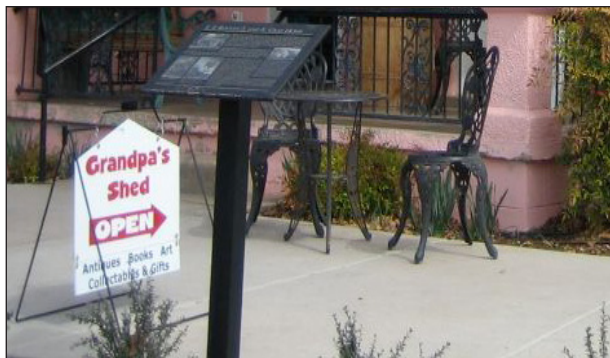
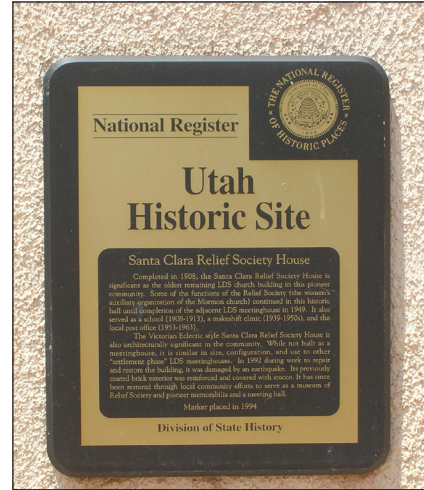
PARKS, TRAILS,
& OPEN SPACE

10

REGIONAL
COOPERATION

11

IMPLEMENTATION
& ACTIONS



6 ECONOMIC DEVELOPMENT

Since Santa Clara has developed mostly as a residential bedroom community, it lacks any significant amount of commercial development - residents do most of their shopping outside of Santa Clara. This means that Santa Clara “leaks” a significant amount of sales tax to other cities in the region.

This is significant because most communities depend on sales taxes to augment their revenues. Without a commercial tax base, supported only by property taxes, Santa Clara is restricted in the relative level of services and amenities it can provide. Santa Clara needs economic development, specifically to increase the retail and employment base, to diversify the City's revenue sources.

Since 2001, the Economic Development Commission has been working to attract businesses. The City has also made business-friendly capital improvements such as streetscape improvements to Santa Clara Drive and installing internet cables to provide optimal band width for business development. Despite these efforts, significant retail and employment has not yet materialized.

Expanding the employment and retail base will likely require additional efforts:

- ✱ Developing a marketing campaign.
- ✱ Partnering in the development of business and industrial parks.
- ✱ Expanding the infrastructure necessary to support high-tech needs.

It will also be important to assure that appropriate land is available for business growth.

The [Future Land Use Map](#) supports economic development by designating land for additional business and industrial uses. New additions to the map are the designation of a business park in the [Santa Clara North](#) Subarea and an industrial park in the southern portion of the [South Hills](#) Subarea.

Rapid growth often requires infrastructure long before it generates the taxes to help pay for them. Impact fees offset the infrastructure-related costs created by new development and reduces the need to increase taxes on existing residents.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	

Economic Development Objective: Attract new businesses and retail to Santa Clara to broaden and increase the sales tax base and to provide increased local employment opportunities.

Policy 6.1: The City supports development that proposes mixed-use land uses to help diversify the City's income and maintain City services.

Policy 6.2: While the City will help provide infrastructure for business and employment, all new residential development should provide the improvements necessary (e.g., roads, utilities, and municipal services) to "pay its own way" rather than having these funded with City tax revenues.

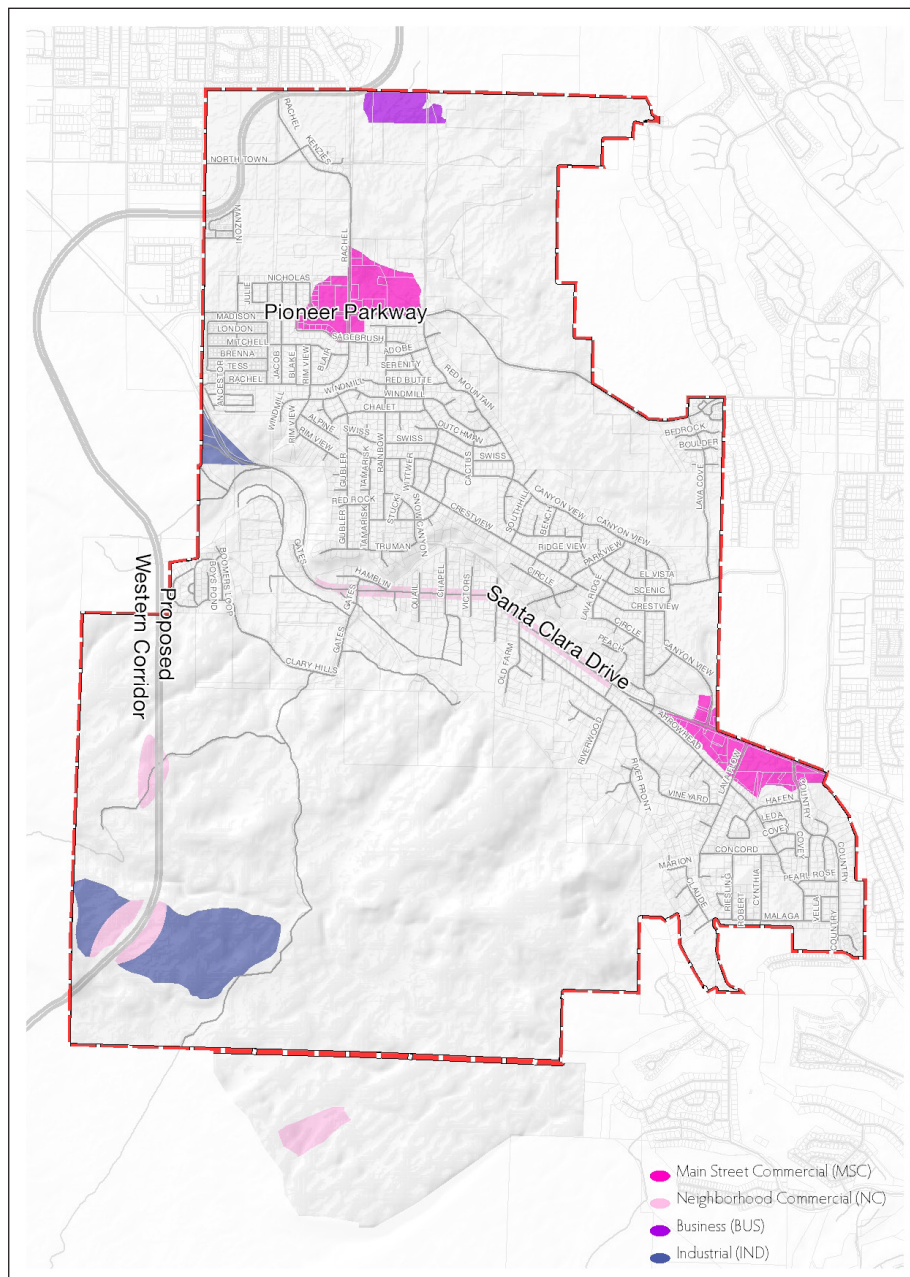


Figure 6-1: Industrial, business and retail uses are the main contributors to economic development

Actions to achieve this objective:

- Action 6.1: Develop and implement a marketing campaign aimed at collectively supporting local businesses.
- Action 6.2: Provide business incubator program enrollees access to local and regional resources. Give business owners the opportunity to increase their knowledge of business support services including the Dixie State University Small Business Development Center. Provide access to other professionals and organizations including the chamber of commerce and its members, receive advice from retired professionals, and get updates on recent EDC activities.
- Action 6.3: Review ordinances and processes as business-friendly as possible while still achieving other City objectives:
- a. Train staff to assist applicants through review processes.
 - b. Set time limits on approvals.
- Action 6.4: Establish a design center to engage local professionals to assist small businesses with signage and facade redesign.
- Action 6.5: Create additional public events (like Swiss Days) throughout the year.
- Action 6.6: Participate in cultural archeology tourism.
- Action 6.7: Acquire available federal and state funding for business and industrial site preparation by establishing proper zoning and initial site analysis.
- Action 6.8: Partner with the Washington Economic Development Committee and the St. George Area Chamber of Commerce to identify possible interested employers.
- Action 6.9: Continue to develop the high-tech infrastructure to provide the optimal band width to support business needs.

TABLE OF
CONTENTS

EXECUTIVE
SUMMARY

1

INTRODUCTION &
BACKGROUND

2

KEY
PRINCIPLES

3

FUTURE
LAND USE

4

SUBAREAS

5

HISTORIC
PRESERVATION

6

ECONOMIC
DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS,
& OPEN SPACE

10

REGIONAL
COOPERATION

11

IMPLEMENTATION
& ACTIONS

55



7 HOUSING OPTIONS AND AFFORDABLE HOUSING

Today, most of Santa Clara's homes are single-family - one house on one lot. Participants in the General Plan planning process strongly supported an increase in housing diversity. Housing diversity provides increased options for people in different life stages and / or limited income such as single adults, couples just starting out, and older couples / singles. Currently, these family types often do not want, or cannot afford, single-family homes with a yard. As a result, their only choice is to live elsewhere in the region. This precludes:

- ✱ Older residents from staying in Santa Clara as they age.
- ✱ Children and young families from starting out or returning to Santa Clara.
- ✱ Modest wage employees from living where they work.

It is a goal of Santa Clara to increase the tax base to support services and amenities that will be needed in the future (see [Chapter 6](#)). As retail and other kinds of businesses consider Santa Clara, they may have employees that will prefer, or only be able to afford, other types of homes than single-family (e.g., duplexes, townhomes, or condominiums). Accommodating at least a portion of these needs in Santa Clara will help to attract the desired businesses and will also reduce traffic commuting in and out of the City.

Encouraging mixed-uses in new commercial development, could allow developers to provide a wider variety of home types, such as apartments-above-the-store, mother-in-law units above garages, etc. With appropriate zoning, new subdivisions could also be encouraged to provide a wider range of unit types - single homes on smaller lots, duplexes facing each street on a corner, and even scattered groups of townhomes and small condominiums. The [Future Land Use Map](#) and the [Land Use Descriptions](#) suggest a greater variety of housing options than currently exist.

The 2014 Santa Clara City: Affordable Housing Plan outlines other strategies to help address affordable housing in Santa Clara.

Objective: Increase the variety of housing types within new neighborhoods to accommodate a wider range of life stages and housing needs.

Policy 7.1: The City will encourage and explore a greater variety of housing types to accommodate the needs and incomes of a broad range of residents.

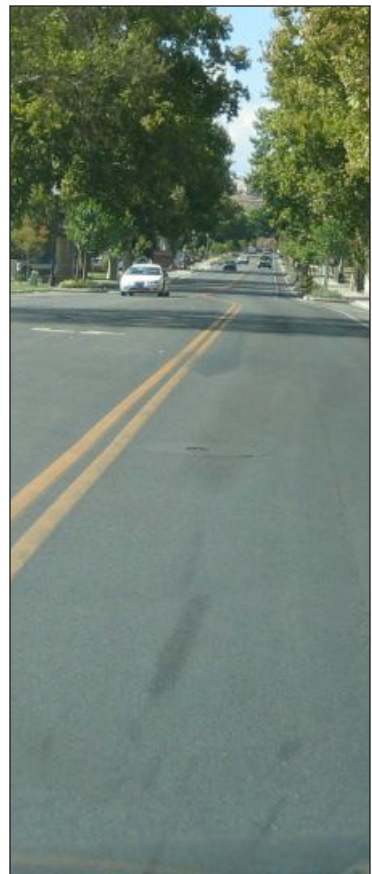
Actions to achieve this objective:

Action 7.1: Amend the zoning ordinance to allow a greater variety of housing types, such as duplexes, triplexes, townhomes, accessory dwelling units, and apartments or small houses, apartments-over-stores in commercial areas.

TABLE OF CONTENTS EXECUTIVE SUMMARY

1	INTRODUCTION & BACKGROUND
2	KEY PRINCIPLES
3	FUTURE LAND USE
4	SUBAREAS
5	HISTORIC PRESERVATION
6	ECONOMIC DEVELOPMENT
7	HOUSING
8	INFRASTRUCTURE
9	PARKS, TRAILS, & OPEN SPACE
10	REGIONAL COOPERATION
11	IMPLEMENTATION & ACTIONS





8 INFRASTRUCTURE FOR A LIVABLE, SUSTAINABLE COMMUNITY

A highly livable community has well-functioning infrastructure and services. It has a balanced transportation system, with a street system that accommodates traffic needs, but is also safe and attractive for pedestrians and bicycles.

A sustainable community is one that lives within its means. It creates infrastructure that it can afford to maintain and repair over the long term. It makes sure that its impacts will not create a financial burden on future generations of residents.

This chapter provides directions for the creation of an attractive, built environment and reviews Santa Clara's infrastructure and services. It also provides basic direction that the City requires to maintain or improve current levels of service.

8.1 BALANCED TRANSPORTATION SYSTEM

An efficient transportation system is one that provides multiple interconnected travel options, including automobiles, bicycles, pedestrian, and transit. It builds community-friendly streets, including arterials and collectors, which provide safe and convenient walking and bicycling routes.

8.1.1 Santa Clara Street Classification

In general, the street system in Santa Clara is a modified, interconnected grid. In some locations, steep terrain prevents connectivity but there are a limited number of dead-end local streets (cul-de-sacs).

The Santa Clara street system is made up of four street types based on function and capacity. The four street types include:

- ✧ Arterial
- ✧ Major Collector
- ✧ Collector
- ✧ Local

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

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

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	

Descriptions of the street types can be found in Table 7.

The Western Corridor, a portion of the regional beltway around St. George, passes through portions of Santa Clara. Its approximate alignment is shown on the [Future Land Use Map](#) and it is described in greater detail below (See [Regional Transportation Planning](#)).

- Policy 8.1: Mixed-use commercial areas should be located on either a major collector or collector streets.
- Policy 8.2: Due to limitation of terrain and sensitive lands, a unique street system will need to be considered for the confined valleys of the [South Hills Subarea](#).
- Policy 8.3 In general, terrain permitting, future development shall provide an interconnected grid of streets that also connect to adjacent development. Long dead-end streets and restricted-entry neighborhoods not permitted. All streets shall include safe, usable sidewalks, and are encouraged to include bike paths or lanes where appropriate.
- Policy 8.4 Extend or preserve connections from Chaple Street, Old Farm Road and Gates Lane into the South Hills.

8.1.2 Regional Transportation Planning

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

The MPO's Regional Transportation Plan (RTP) includes a beltway that extends around much of the Washington County urbanizing area (from Hurricane to Ivins). The section of this beltway that passes through Santa Clara is called the Western Corridor. It is scheduled in Phases II (2016-2025) and III (2026-2030) of the RTP. The general alignment of the Western Corridor extends west from the mile post 2 of Interstate 15, then north through the South Hills area to Santa Clara Drive at about 400 East in Ivins, then it jogs through the northwest portion of Santa Clara to connect to Snow Canyon Parkway in Ivins. A recreational trail is planned to be constructed adjacent to the Western Corridor.

The alignment and timing of the Western Corridor will greatly influence the development of the [South Hills](#) Subarea and portions of [Santa Clara North](#). The preferred alignment is incorporated into the [Future Land Use Map](#).

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

Table 7: Santa Clara Street Classification System.

CLASSIFICATION	EXAMPLE	USE	SPECIFICATIONS
Arterial	Santa Clara Drive (outside City limits)	Moving large volumes of traffic, at medium speeds (35-45 mph) between different areas of the region.	ROW: typically over 100 feet wide to allow 4 travel lanes, turn lanes, and acceleration/ deceleration lanes. • limited access. • separated sidewalks and bike paths encouraged.
Major Collector	Pioneer Parkway	Alternative routes to other regional destinations and circulation for cross-town traffic to employment or commercial areas.	• R.O.W.: 80-feet wide to allow four travel lanes plus turning lanes. • separated sidewalks and bike paths should be provided.
Collector	Canyon View Drive	Intra-city circulation and connections to local streets.	• R.O.W.: 60-65 feet width* with 2 travel lanes. • bike lanes and buffered sidewalks should be provided; a separated pedestrian / bike path may be substituted.
Local	Quail Street	Access to neighborhoods and low traffic demand land uses.	• R.O.W.: less than 60 feet wide* • sidewalks should be provided; streets should be designated as bike routes where bikes and other vehicles share the road.
* Widths may vary due to terrain and cut and fill needs			

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	1
INTRODUCTION & BACKGROUND	2
KEY PRINCIPLES	3
FUTURE LAND USE	4
SUBAREAS	5
HISTORIC PRESERVATION	6
ECONOMIC DEVELOPMENT	7
HOUSING	8
INFRASTRUCTURE	9
PARKS, TRAILS, & OPEN SPACE	10
REGIONAL COOPERATION	11
IMPLEMENTATION & ACTIONS	62

8.1.3 Transit

St. George's transit service, SunTran, is planned to eventually serve the valley, including Santa Clara. Funds are allocated through the Metropolitan Planning Organization (MPO).

Consistent with [Vision Dixie](#), Santa Clara needs to work with the MPO to assess transit service viability and identify potential future routes and station areas according to projected land uses and the MPO spacing guidelines.

Potential transit routes in Santa Clara are Santa Clara Drive, Pioneer Parkway, and eventually the Western Corridor. Major stops could be located at mixed-use centers and large employment sites located on intersections with arterial streets. The [Historic Downtown Core](#) Subarea should be the highest priority location along with the [East Gateway](#). A potential third location for a transit stop is the [Pioneer Parkway Retail Core](#).

In the Historic Downtown Core, transit parking may be an issue but its central location and mixed-use character should be able to support a transit stop. The East Gateway can provide adequate transit parking through a shared parking agreement with existing land owners and businesses. Future employment developments along the Western Corridor should also consider transit facilities in individual site design.

Policy 8.6: The City will work with the MPO to advocate transit stops in the following order:

- Historic Downtown Core Subarea.
- East Gateway Subarea.
- Pioneer Parkway Retail Core Subarea.
- Future large employment areas.

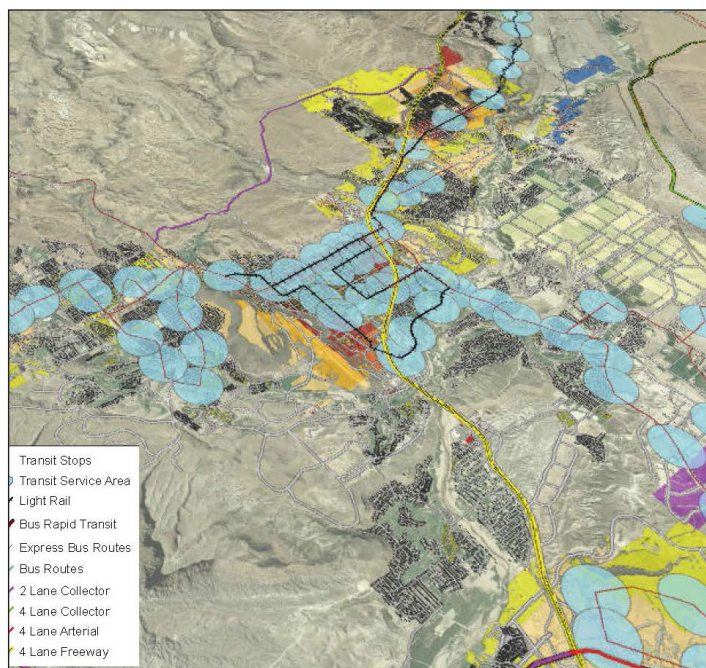


Figure 8-1: Vision Dixie explored options for transit services in Santa Clara.

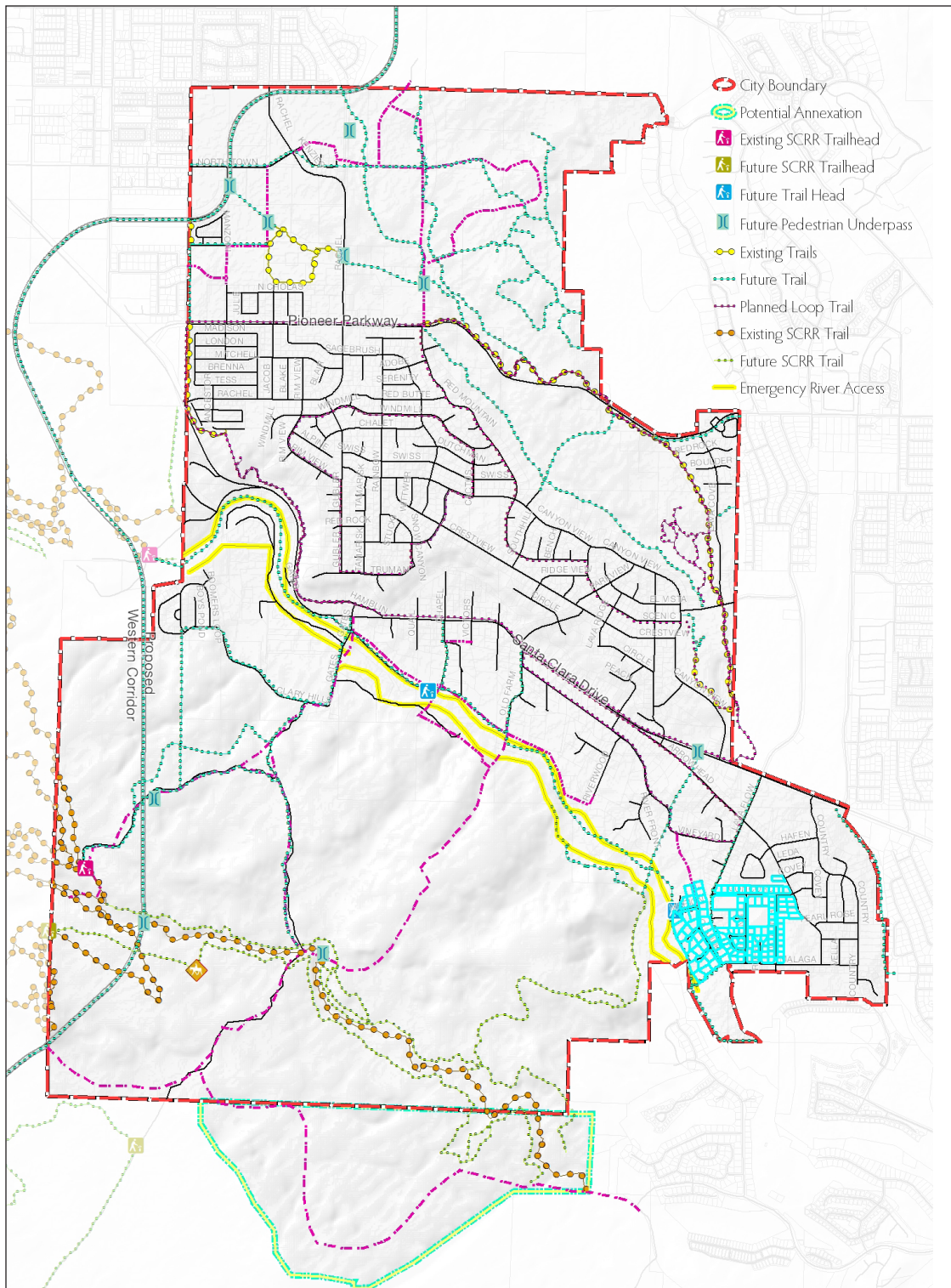


Figure 8-2: Santa Clara's planned transportation system consists of a system of trails and roadways.

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1 INTRODUCTION & BACKGROUND
2 KEY PRINCIPLES
3 FUTURE LAND USE
4 SUBAREAS
5 HISTORIC PRESERVATION
6 ECONOMIC DEVELOPMENT
7 HOUSING
8 INFRASTRUCTURE
9 PARKS, TRAILS, & OPEN SPACE
10 REGIONAL COOPERATION
11 IMPLEMENTATION & ACTIONS

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	1
INTRODUCTION & BACKGROUND	2
KEY PRINCIPLES	3
FUTURE LAND USE	4
SUBAREAS	5
HISTORIC PRESERVATION	6
ECONOMIC DEVELOPMENT	7
HOUSING	8
INFRASTRUCTURE	9
PARKS, TRAILS, & OPEN SPACE	10
REGIONAL COOPERATION	11
IMPLEMENTATION & ACTIONS	64

8.2 ENSURE A “SANTA CLARA” STREETSCAPE IMAGE FOR MAJOR STREETS

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

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

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

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

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

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

Actions to achieve this objective:

Action 8.1: Create guidelines to encourage attractive, livable streets including:

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

Action 8.2: Encourage “Arbor Day” planting of street trees in residential neighborhoods



Figure 8-3: Santa Clara’s streetscape creates a unique feel in Washington County. Guidelines should encourage attractive, livable streets.

8.3 UTILITIES

Santa Clara should develop no more, nor any faster, than it is able to provide adequate services and infrastructure to its residents and businesses.

8.3.1 Water

Santa Clara has adequate water rights and water infrastructure to support anticipated growth for the near future. In addition, the City has joined the regional compact of the Washington County Water Conservancy District to assure access to sufficient water for the foreseeable future. The City is also actively pursuing water conservation through the use of secondary water for irrigation and reducing water use by residents.

Santa Clara has 2,713 acre/ft of culinary water rights (used for human consumption). This culinary water comes from wells in Snow Canyon and from the Quail Creek Reservoir.

Santa Clara has 4 water tanks with a total storage capacity of 4,100,000 gallons.

Santa Clara participates in a “secondary water” system through the regional water treatment system. This “secondary” system uses almost fully-treated water for irrigating. This water is safe for human contact, but much less expensive than fully treated water. In 2010, Santa Clara transferred Canyon View Park and Little League to the secondary water system. This reduces the water that must be drawn from wells and the reservoir by 7 million gallons per year. In the future, the City will also be transferring the Santa Clara Park on Red Mountain Drive to the secondary system.

In 2010, Santa Clara, along with 6 other communities¹, entered into a Regional Water Supply Agreement with the Washington County Water Conservancy District. This agreement provides for a joint effort to plan for, develop, and operate water projects. While this collective “compact” assures that water will be available for growth in the region, the water pricing mechanism under this agreement strongly encourages water conservation.



Figure 8-4: Some of the City's existing water is stored in a storage tank the South Hills.

¹ Cities signed RWSA include (year agreement was signed): St. George City (2006), Washington City (2006), Hurricane (2006), Ivins (2006), LaVerkin (2006), Toquerville (2007), Leeds (2009), Santa Clara (2010).

TABLE OF
CONTENTS
■
EXECUTIVE
SUMMARY
■

1

INTRODUCTION &
BACKGROUND
■

2

KEY
PRINCIPLES
■

3

FUTURE
LAND USE
■

4

SUBAREAS
■

5

HISTORIC
PRESERVATION
■

6

ECONOMIC
DEVELOPMENT
■

7

HOUSING
■

8

INFRASTRUCTURE
■

9

PARKS, TRAILS,
& OPEN SPACE
■

10

REGIONAL
COOPERATION
■

11

IMPLEMENTATION
& ACTIONS
●

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	

Santa Clara residents are already water-conscious, using an average of 683 gallons of water per household per day². At 3.8 persons/household, this equates to an average of 170 gallons per capita per day, well below the regional average of 239³. Residents are encouraged to increase water conservation through the use of xeriscaping (low water landscaping) practices and the use of low-water plumbing fixtures.

Other approaches the City (and other members of the RWSA) may pursue include:

- ✱ Promoting green building.
- ✱ Rebates for irrigation upgrades.
- ✱ Cost-share for SMART irrigation controllers.
- ✱ Rebate for turf removal.
- ✱ Upgrade water softeners.
- ✱ Encourage water on-demand heaters.

(See the [Washington County Water Conservancy District](#) website for more information and suggestions.)

Policy 8.10: All new development will provide the water rights to meet the increased demand created from developing that land.

8.3.2 Sewer

Sewer service for Santa Clara is provided by a regional sewage treatment plant located south of St. George. The plant also serves the cities of Ivins, St. George, and Washington City. All cities contribute to the systems operational funding by charging fees to users of the system. The system is operated by the City of St. George and is expanded, as necessary, to keep pace with the growth of the urbanized area. As a matter of policy, new development is required to install internal sewer lines.

The system capacity appears to be adequate for the anticipated needs of Santa Clara.

As a matter of policy, new development is required to install internal sewer lines. See Ensure Growth Pays its Own Way in [Chapter 2: Key Principles to Guide Future Development](#)

8.3.3 Flooding

Since water is scarce in southern Utah, the Santa Clara River attracted early settlers to this part of the valley. However, the early pioneers were surprised and chastened by the ability of the Santa Clara River to transform itself from a gentle stream to a swollen river, seemingly instantaneously as a result of the intense rainstorms of the Southwest.

² Santa Clara Water Public Works, <http://www.sccity.org/culinary-water/>

³ WCWCD 2010 update, Washington County Water Management and Conservation Plan

In 2012, the City joined with St. George, Washington City and Washington County to create the Washington County Flood Control Authority to manage regional flood control facilities and provide much need maintenance funding. The City collects a monthly drainage fee dedicated to the district to help pay for maintenance of flood control improvements in the Santa Clara River, Sand Hollow Wash and Tuachan Wash.

New floodplain maps were developed for the City and adopted in 2010. Any development in the floodplain will be required to meet specific development standards outlined in the ordinance, which includes not increasing flooding risk to others. In addition erosion hazard zones have been created which require developers to consider the potential risk of river bank erosion during flood events and mitigate it as part of the proposed development.

In order to reduce the impact of flooding in the future, the City created the Santa Clara River Master Plan (SCR). The SCR includes the regional Santa Clara River Master Plan, the Santa Clara Land Owner Handbook, and the Practical Streambank Bioengineering Guide. The SCR is intended to guide the City and private landowners to reduce the impact of development, increase bank stabilization and providing long-term maintenance along the Santa Clara River. This will help minimize the risk of lateral erosion, flooding, and property damage.

Policy 8.11: Santa Clara endorses the principles described in the Santa Clara River Master Plan to reduce the risk of flooding and erosion damage within the community. The City also supports the efforts of the Washington County Flood Control Authority to maintain critical flood control infrastructure within the region.

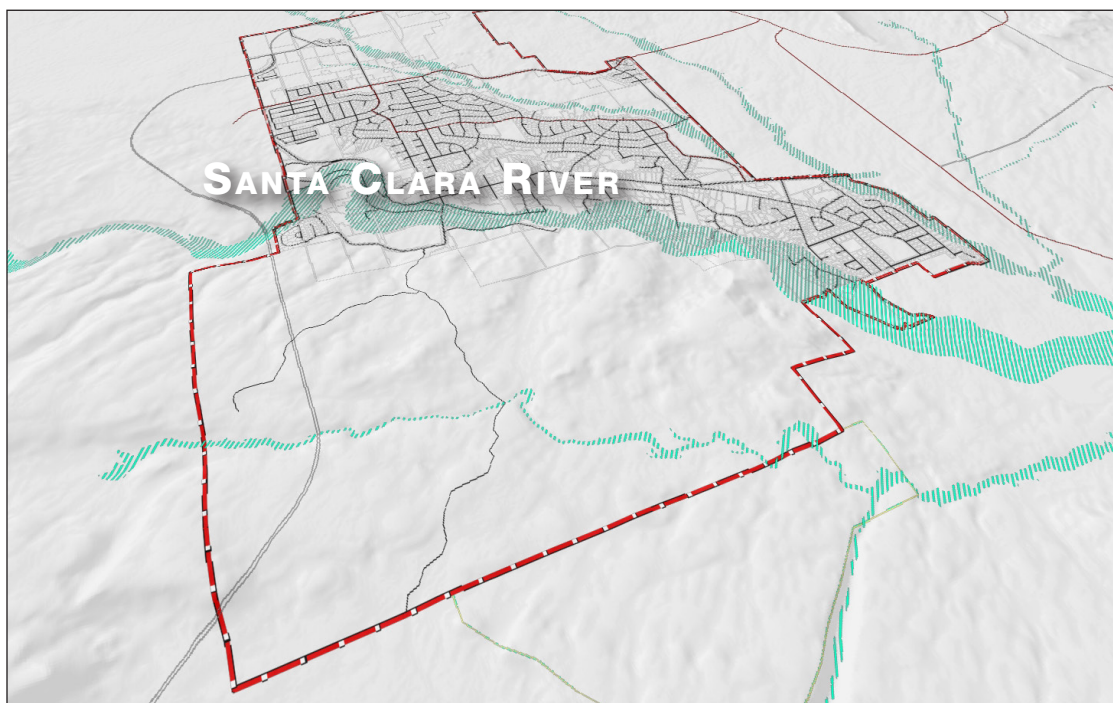


Figure 8-5: Flooding is primarily a problem in the City's major dry washes and the Santa Clara riverbed.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS



67

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	1
INTRODUCTION & BACKGROUND	2
KEY PRINCIPLES	3
FUTURE LAND USE	4
SUBAREAS	5
HISTORIC PRESERVATION	6
ECONOMIC DEVELOPMENT	7
HOUSING	8
INFRASTRUCTURE	9
PARKS, TRAILS, & OPEN SPACE	10
REGIONAL COOPERATION	11
IMPLEMENTATION & ACTIONS	

8.3.4 Storm Water Pollution

Most storm water that falls on Santa Clara drains to the Santa Clara River that flows through the City. Much of the runoff is carried through tributary streams that are dry most of the year, as well as a piped drainage system in the developed areas of the City that also discharges into the Santa Clara River.

The Utah Department of Environmental Quality (UDEQ) has listed segments of the Santa Clara River within or adjacent to Santa Clara as being “water-quality limited” on its 2002 303(d) list. The primary pollutants of concern were total dissolved solids (TDS), and selenium.

The UDEQ study recommended the City implement a set of best management practices (BMPs) to reduce the loadings and impacts in the Santa Clara River from the Virgin River confluence to Ivins. These recommended BMPs include Water Conservation, Fencing, Pole/Post Planting, Detention Basin, Exotic Removal, Irrigation Pipeline, and seeding.

The City adopted the Storm Water Management Plan in 2010 and is implementing it at this time.⁴

Policy 8.12: The City is dedicated to protecting public health and safety by maintaining the capacity of floodplains and floodways and keeping our waterways clean and healthy by preventing storm water pollution.

8.3.5 Electricity

Santa Clara’s own municipal power company provides electricity to its residents and businesses. In 2007, the City added the Fort Clara Power Station to its system including 2 generators. The added generation makes it possible for the City to assure adequate power during peak times of consumption and in case of a power emergency. It also minimizes the need for expensive power purchases on the open market and provides opportunity for generating power for market sales.

Each generator is fueled by natural gas and produces two megawatts each. The facility has the capability of housing a total of six generators.

The City receives a 6 percent franchise fee from the power company and uses it to fund other electrical needs of the City. The power system is adequate for current demand, however, one sub-station is presently at capacity, and a second is at about 50 percent of capacity, which means that a third sub-station will be needed somewhere in the lower valley area and in the South Hills as it develops. Additional service lines are also planned to provide service to the growing areas of the City.

Santa Clara also belongs to the Utah Association of Municipal Power Service (UAMPS) When more electrical resources are needed, UAMPS finds additional sources and makes them available to its members at the best aggregated price possible.

⁴ See Storm Water Management Plan, Permit UTR 090000

8.4 PUBLIC SERVICES

8.4.2 Civic Facilities

The expansion of City Hall has provided a catalyst for development in the [Historic Downtown Core](#).

Any additional civic buildings with a significant number of employees and/or visits by the public should be located in mixed-use centers and should be used as a focal point and catalyst for commercial development.

As the Fort Clara Power Station was constructed in the old City yard, the City needs a new City yard of 5-7 acres, located on a major route. A possible location is indicated on the [Future Land Use Map](#) in the South Hills along the Western Corridor.

Policy 8.13: Civic buildings should be located in mixed-use centers and used as a catalyst for new development.



Figure 8-6: City provides electricity, flood control, public works, and public safety.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	

8.4.1 Public Safety

In 2012, Santa Clara City combined police services by partnering with neighboring Ivins City (approximately pop. 6,700). This partnership will provide service now and as both cities reach their build out projections. The main offices of the new police department are stationed in the Santa Clara City Hall. The new Santa Clara Ivins Police department 2013 staffing includes:

- ✱ 15 full-time police (one Chief, one Captain, two Sergeants, two Detectives, two School Resource Officers, and seven patrol officers).
- ✱ Five (5) reserve officers.
- ✱ One (1) part-time Animal Control Officer.

Santa Clara City's Fire department 2013 staffing includes:

- ✱ Three full-time firefighters (one Chief, and two wild land engine bosses).
- ✱ 34 volunteer firefighters. (Half of the total number of firefighters are certified wild land firefighters)
- ✱ 11 emergency medical technicians (included in the firefighting staff).

The City's current fire rating (ISO) is 6, which requires a fire station within 1½ miles of all development. The current distribution of fire stations will accommodate future growth in the northern area of the City. Development in the South Hills will require an additional station.

8.4.3 Refuse Collection

A refuse company provides Waste Services refuse collection services for City residents. The company contracts individually with each city in the county. It also manages the landfill site. Waste collection is overseen by a governing board composed of a representative from each city and from Washington County.

Recycling services are available for collection of paper goods, aluminum cans, etc. Santa Clara has two recycling drop-off centers, one at Gubler Park, the Tennis Courts, and at Lava Flow Drive, and C.V Park.

Policy 8.14: The City supports and encourages recycling as a means of slowing the rate of filling the landfill, and reducing the lifecycle cost of managing waste.

8.4.4 Libraries

A regional library system is provided by Washington County. A library board oversees the County libraries, with members of the board coming from various parts of the County. The Santa Clara Branch is located on North Lava Flow Drive, within the City of St. George. In addition, the library system is connected to the State of Utah library system, and the library at Dixie State University. Libraries are also found in each of the schools in the County.

8.4.5 Schools

Santa Clara has three schools in its municipal boundary:

- ✱ Santa Clara Elementary.
- ✱ Lava Ridge Intermediate.
- ✱ Arrowhead Elementary.

An additional elementary school is proposed adjacent to Gubler Park with planned joint use of park and recreation facilities.

Snow Canyon Middle School and Snow Canyon High School are located nearby in St. George. These facilities provide for many community-oriented opportunities through special programs, plays, concerts, sports, and other similar activities sponsored by the School District.

Policy 8.15: The City supports the co-location of schools and parks to increase the efficiency of land use and the services provided (see Co-locating Parks and Schools in the Parks section of this plan). ‘

8.4.6 School Location and Safe Routes to Schools

The School District promotes the federal “safe routes to school” program that encourages students to walk to school. Its goal is to have all schools located within walking distance of its students and to provide safe and comfortable pedestrian facilities and bike routes from neighborhoods.

Schools Objective: Participate in school location decisions to assure cost-effective locations that also provide safe, convenient access for school children.

Policy 8.16: To support safe routes to school objectives, the City strongly encourages locating schools within residential areas and in or near mixed-use centers that have walkable access.

Policy 8.17: Future commercial and residential development, and roadway improvements, will enhance the safety and appeal of pedestrian and bicycle facilities.

Action 8.3: Seek funding to enhance safe routes to school.

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS





9 A FRAMEWORK FOR PARKS, TRAILS, AND OPEN SPACE

9.1 PARKS

Parks add significantly to the livability of a community. The Santa Clara Parks and Recreation Department is dedicated to providing leisure services system that is responsive to the diverse and changing needs of its patrons. As the community grows, the City will look to new development to maintain an appropriate level of service for parks by dedicating land and park construction.

The City parks system includes two neighborhood parks, one pocket park, two community parks, one regional park, the City cemetery, and the Arboretum. These park types are described below, from smallest to largest.

9.1.1 Park Types

Pocket Parks

Pocket parks range from ¼ acre – 4 acres in size and are primarily intended for passive activities such as children's play, informal grass play, sitting and picnicking, etc. They are often located on small tracts in a neighborhood or associated with civic developments or more urban/mixed-use areas. If carefully designed, they can also serve as very temporary detention areas. While these parks are encouraged throughout the City, the City does not have adequate resources to maintain a significant number of them. Thus, they are best suited for neighborhoods with homeowner's associations.

Example: Leavitt Memorial & Town Hall Park is a pocket park adjacent to the City Hall. It provides a small outdoor facility with sculptures and placards informing the visitor of Santa Clara's unique history, it also has shade and relaxation areas.

Policy 9.1: While the City may choose to manage select pocket parks, most will not be managed by the City.

Neighborhood Parks

Neighborhood Parks serve the immediately adjoining neighborhoods. They are typically walk – to parks with playgrounds, open turf areas, basketball courts and/or tennis courts, picnic areas, rest rooms, and minimal parking facilities. They typically range from 4 to 10 acres in size.

TABLE OF
CONTENTS

EXECUTIVE
SUMMARY

1

INTRODUCTION &
BACKGROUND

2

KEY
PRINCIPLES

3

FUTURE
LAND USE

4

SUBAREAS

5

HISTORIC
PRESERVATION

6

ECONOMIC
DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS,
& OPEN SPACE

10

REGIONAL
COOPERATION

11

IMPLEMENTATION
& ACTIONS

73

SANTA CLARA
GENERAL PLAN

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	

Example: Black Rock Park is used extensively by locals and especially by the surrounding neighborhood. Equipped with a playground, basketball court, open turf area, and a large pavilion for shade. It meets the growing needs of the community for parties, reunions, and more.

Community Parks

Community parks serve the entire community. They are usually “drive-to” parks with parking lots and range from 10-40 acres in size. They typically have both active and passive recreational facilities. Community parks often have night lighting, especially for active play fields. Also, they often contain areas left in a natural state. Community parks serve as neighborhood parks for adjacent neighborhoods that have safe access.

Example: Canyon View Park is Santa Clara’s oldest park. Located in [the Heights](#), this park has provided residents and visitors with shade, welcoming events, and recreation for many years. It offers a large open grass area, a ball field with bleachers and scoreboard to host Little League, softball and family play, a large and small pavilion to enjoy outdoor events, an additional pavilion with picnic tables, a sand volleyball court, and two tennis courts. The paved Lava Flow Trail begins here, then follows Tuacahn Wash and passes through the **Lava Fields** for more than a mile before it reaches Red Mountain Drive to the north of Santa Clara.

Regional Parks

Regional parks serve residents throughout Washington County and beyond. They are often associated with large areas left in a natural state.

Example: The Santa Clara River Reserve is a regional park and is being jointly created by Santa Clara, Ivins, and the Bureau of Land Management. The Reserve protects imprints of the Native American heritage (pottery shards, rock art) and provides separate areas for a wide variety of outdoor recreational opportunities ranging from hunting and off-road vehicle recreation to a primitive camping experience.

Other Parks

Primitive Parks: A primitive park is a park with protective signing with well-planned trails and specific points of access. Primitive trails keep an area in its natural condition, specifically preserving permanent and unique features. The Lava Fields is an example of a primitive park.

Arboretum: The Arboretum is a unique blend of park, wetlands, and wildlife sanctuary. The area serves as a passive recreation within a natural habitat of native vegetation and diverse wildlife.

City Cemetery and Pioneer Memorial Park: Recently, the access to the Cemetery has been improved and the facility is maintained and upgraded as necessary to meet the needs of the residents. The size is sufficient to meet the needs for 5-7 years to come. Portions of the land not currently needed for cemetery use could be set aside for alternate uses, such as an overlook or picnic grounds, until such time as the land was needed for cemetery purposes. The cemetery will need expansion at sometime in the future, so the City should begin looking for another future site.

9.1.2 Park Level-of-Service (LOS)

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

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

Recreation Levels-of-Service (LOS) are a ratio of the total acreage, or number of facilities, relative to the population and are typically expressed as “per thousand persons”. Santa Clara City currently has a total park LOS of 8 acres per thousand persons, excluding the Santa Clara River Reserve.

Based on the build-out analysis in [Chapter 2](#), an increase of 9,000 more residents will require approximately 72 acres of new parks to maintain the current LOS (8 acres per thousand). Figure 9.1 shows possible locations for future neighborhood and community parks that would provide equitable access throughout the community.

The City desires a shooting range. A potential location is in the southwestern portion of the South Hills. As this area is still managed by the BLM, it may be possible for the City to utilize the Recreation and Public Purposes Act to purchase or lease lands for recreational and some additional public purposes. See Figure 9.1 for the potential shooting range location.

School/Park Co-Location

The City supports the co-location of schools and parks to increase the efficiency of services provided. Co-locating schools with parks enables schools to focus on education and reduces their cost of maintaining recreation fields, while allowing the City Parks Department to efficiently provide and manage parks and recreation. An example of park co-location is Lava Ridge Intermediate School located adjacent to the Archie H. Gubler Park.

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS



As the City grows and new schools are built, the City should work with the School District to help find appropriate locations where parks and schools can be co-located. Figure 9.1 shows potential locations of parks and schools that will provide equitable access throughout the City. These locations are also incorporated into the [Future Land Use Map](#). Coordination should take place with the District to make sure that there is not a duplication of facilities at new locations, but rather, that the two areas complement each other for the benefit of everyone.

To see more on school land requirements, please see the [School](#) section of this plan.

Policy 9.2: The City will work with the School District to co-locate schools and parks.

9.2 TRAILS

Once developed, trails typically become one of the most popular recreation amenities - used by citizens and visitors alike. They provide safe, enjoyable recreation for families and individuals, young and old, whether walking, biking, roller blading, or jogging. Trails also are useful as an alternative transportation method, especially when linked to residential, commercial, school, and other recreational areas. As segments of Santa Clara's trail system have been constructed, their popularity for use by many user groups has increased. Santa Clara has a level of service of 5' of trails per person.

The Santa Clara trail system is planned to loop around the City, connecting commercial areas, parks, and other major destinations to encourage bicycling and walking throughout the City. Eventually, it will tie into the trail systems of the adjoining cities as well as the Santa Clara River Reserve Trails.

A trail is proposed along the north bank of the Santa Clara River, as well as on the south bank along the irrigation canal that runs below the bluff in the lower valley area. This trail would also be tied to the North Bank River trail and to the existing trail that has been constructed. Both trails, north and south of the river, will be constructed to allow emergency access.

A regional trail system is planned from Zion National Park to Gunlock Reservoir, generally paralleling the Virgin and Santa Clara Rivers. Segments of this trail are being developed by each city and momentum is continually growing to complete the system.

Policy 9.3: Santa Clara will work with regional agencies (municipalities, the BLM, the Santa Clara River Reserve, and the MPO) to create an interconnecting trail system.

Policy 9.4: Santa Clara will work with developers to create safe and convenient links from residential areas to the trail system, including access to retail, park, and civic destinations located in large developments.

9.3 PRESERVING SENSITIVE LANDS AND HABITATS

There are a number of natural areas in Santa Clara that are unique visually and/or environmentally, such as the Lava Fields, the steep bluffs and scenic foothills, and the pockets of rare vegetation in the South Hills. Other natural resources, such as the floodplains and dry washes, are important to drainage and protection of health and property. These features are both opportunities and constraints, they can easily be compromised by typical development practices, but if avoided and protected, they can reduce the cost of infrastructure and contribute to Santa Clara's distinctive character and appeal.

Policy 9.5: New development will avoid or mitigate impacts on sensitive lands.

9.3.1. The Lava Fields

The Lava Fields in the northeast part of the City are part of Santa Clara's signature landscape. They are evidence of a major cataclysmic event long before the advent of man in the area. The lava terrain is undulating, rugged, and difficult to traverse on foot due to the jagged surface of the rocks. However, the lava veneer is actually quite thin and easily disturbed with mechanical equipment, which leaves highly visible scars on the barren landscape. Large portions of the Lava Fields in adjacent jurisdictions have been dramatically altered or destroyed. However, there are examples of sensitive preservation; portions of the Entrada Golf Course in adjacent St. George extend onto the Lava Fields, islands of which were left in a natural state through careful excavation and re-vegetation.

In Santa Clara, most of the Lava Fields are still intact. One major roadway, Pioneer Parkway, bisects a portion of the Lava Fields. Most of the area north of Pioneer Parkway is privately owned. Because of its uniqueness, it could become a feature attraction of the City, if properly designated, identified, and advertised.

The City should consider designating portions of the Lava Fields as a primitive park with protective signing, as necessary, well-planned trails, and specific points of access. All efforts should look towards preserving this area in as much of its natural state as possible.

Policy 9.6: The City will encourage development in the Lava Fields to retain a minimum of 50 percent of the beds intact, and will specifically preserve the ridges and visible the high points.

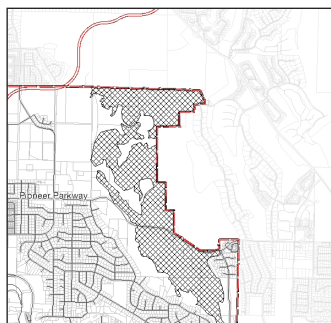


Figure 9-1: Lava fields are primarily located in the Santa Clara North Subarea.

TABLE OF CONTENTS
EXECUTIVE SUMMARY
1
INTRODUCTION & BACKGROUND
2
KEY PRINCIPLES
3
FUTURE LAND USE
4
SUBAREAS
5
HISTORIC PRESERVATION
6
ECONOMIC DEVELOPMENT
7
HOUSING
8
INFRASTRUCTURE
9
PARKS, TRAILS, & OPEN SPACE
10
REGIONAL COOPERATION
11
IMPLEMENTATION & ACTIONS
77
SANTA CLARA GENERAL PLAN

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	1
INTRODUCTION & BACKGROUND	2
KEY PRINCIPLES	3
FUTURE LAND USE	4
SUBAREAS	5
HISTORIC PRESERVATION	6
ECONOMIC DEVELOPMENT	7
HOUSING	8
INFRASTRUCTURE	9
PARKS, TRAILS, & OPEN SPACE	10
REGIONAL COOPERATION	11
IMPLEMENTATION & ACTIONS	

9.3.2. The Santa Clara River

In recent years, threatened or endangered species of fish have been identified in the Santa Clara River and the Virgin River. The Santa Clara River Management Plan, prepared by the Washington County Water Conservancy District, has outlined ways to protect the environment along, and in the Santa Clara River while still allowing necessary development to take place.

Policy 9.7: Santa Clara endorses the Santa Clara River Management Plan and will aid in its implementation.

9.3.3. The Santa Clara River Reserve (SCRR)

In 1996, the City partnered with the BLM and the City of Ivins to establish a reserve that would protect certain riparian values important to the local communities. The resulting Santa Clara River Reserve (SCRR) contains 6,500 acres of land adjacent to Santa Clara and is managed by the Bureau of Land Management (BLM). In 2005, this effort produced a Recreation and Open Space Master Plan (ROMP) that guides the management of the SCRR.

9.3.4. Dry Washes

Dry washes run through the City in a northwest-to-southeast direction. Although dry most of the time, these drainage ways are important for conveying the large amounts of water that result from the sudden intense storms characteristic of our local desert conditions. They also provide valuable wildlife habitat and are often attractive for hiking.

Policy 9.8: Dry washes are to be protected in a natural state for floodways, wildlife habitat, and passive recreation (hiking trails).

9.3.5. Expansive Clay Soils

While there are a variety of soil conditions in Santa Clara, there is a layer of expansive clay that extends through much of the City. It is particularly prominent in [the Heights](#) and [South Hills](#) subareas. When these clays are subject to water, through rainfall and irrigation, they expand dramatically. The resulting force can lift foundations and roadbeds. Evidence of expansive soils can be seen near the edge of the bluff on the south side of Santa Clara Heights, and near the steep slopes below the bluff.

Mitigation of expansive clay is expensive and not uniformly successful. Techniques range from removal of the clay layer to building on piers drilled through the clay layer to more reliable substrate below. Even with mitigation, it is also important to avoid subjecting foundations to irrigation.

The costs associated with excavating and laying special foundations in clay areas suggests that another mitigation technique may be to develop clustered and/or attached homes so the foundations costs can be shared over multiple dwelling units.

To design homes on expansive clay requires a careful environmental study of the soil conditions and often engineered foundations. Anyone planning to construct a dwelling in the City should review soils reports for their particular parcel of land, as well as for the area in general. Residents also should be made aware of the benefits of using xeriscaping (low water landscaping).

Policy 9.9: The City requires careful engineering, design and mitigation in areas of expansive clay soils. In these areas, clustered and attached dwelling units will also be encouraged in order to reduce the per-dwelling-unit cost of mitigation.

9.3.6. Steep Hillsides

In 2008, the City adopted a Hillside Protection Ordinance to accomplish a number of objectives:

- ✱ Minimize soil and slope instability and erosion.
- ✱ Minimize the visual impact of particular grading practices.
- ✱ Minimize surface and subsurface water problems.
- ✱ Preserve the character and aesthetics of the City's developed and undeveloped hillsides.

The ordinance established a Hillside Review Board that reviews development proposals and recommends appropriate actions to the Planning Commission and City Council.

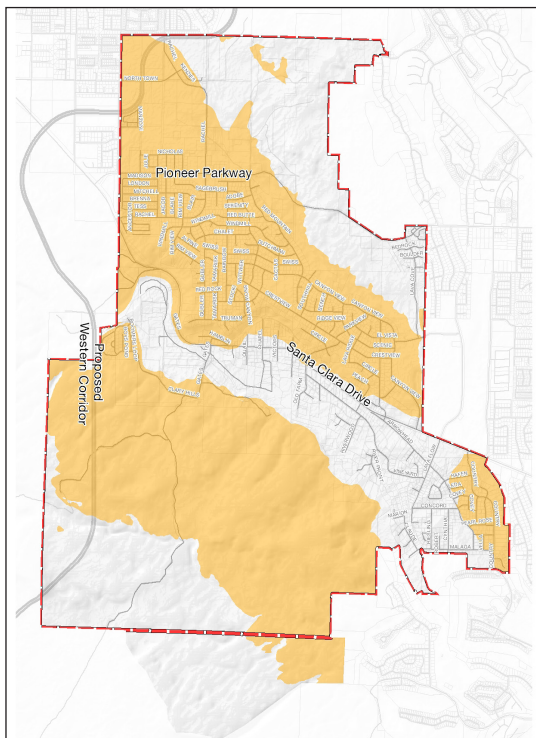


Figure 9-2: Orange indicates the possibility of expanding soils, more detailed study is needed to determine extent.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

79

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	

Policy 9.10: Development will mitigate the impact on hillsides through placement, articulation, and aesthetic controls.

9.3.7. Agricultural Lands

Residents have indicated a strong desire to protect farmland. While agriculture is not a primary industry in Santa Clara, agricultural lands provide a connection to the area's cultural heritage, and may be important to providing locally-grown food supplies in the future.

Most of Santa Clara's agricultural land is located along the low lands near the Santa Clara River. The agricultural lands at the west end of the [Historic Downtown Core](#) give Santa Clara a dramatic, open, and green gateway. There are also a number of small agricultural parcels in the Historic Downtown Core that are used for pastures, gardens, and orchards.

There are a variety of techniques used to accomplish the goal of preserving agricultural lands:

- ✱ Support a strong right-to-farm designation under Utah State Law that protects farm owners from nuisance suits and complaints from adjacent properties.
- ✱ Working with a local land trust (such as the Virgin River Land Trust) to purchase land or easements that allow farmers financial incentives to continue farming.
- ✱ Encouraging voluntary donations of land and/or easements for the tax benefit of the donor.
- ✱ Developing incentives to encourage clustering and continuation of agricultural uses.

Sensitive lands objectives:

1. Preserve natural and cultural setting to preserve the unique identity and to attract visitors.
2. Preserve and enhance our pioneer and Native American heritage.
3. Maintain open space in lava, hillside and floodplain areas.
4. Preserve the Santa Clara River for the enjoyment of current and future generations.
5. Protect investments by avoiding development on expansive soils.
6. Protect future homeowners by avoiding or adequately mitigating development on expansive soils.

Policy 9.11: The City encourages agricultural preservation in the area west of the [Historic Downtown Core](#) and will utilize all means available to accomplish this.

Policy 9.12: Santa Clara will pursue a variety of techniques (listed above) to help preserve agricultural lands starting with the approval of a right-to-farm designation when requested by any property owner.

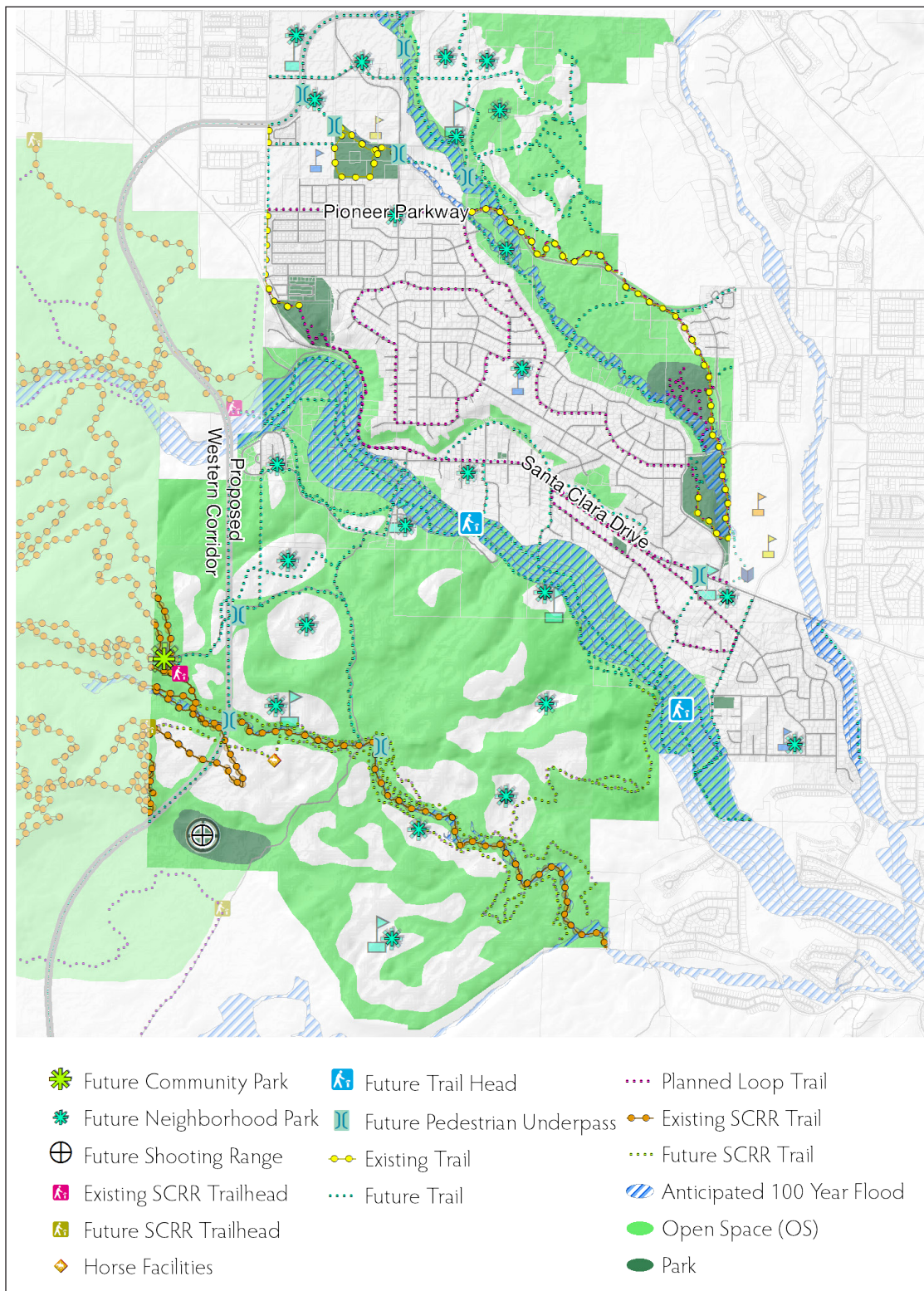


Figure 9-3: Parks and open lands map

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1 INTRODUCTION & BACKGROUND

2 KEY PRINCIPLES

3 FUTURE LAND USE

4 SUBAREAS

5 HISTORIC PRESERVATION

6 ECONOMIC DEVELOPMENT

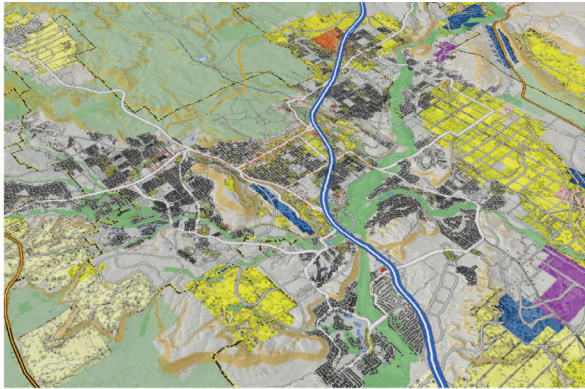
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8 INFRASTRUCTURE

9 **PARKS, TRAILS, & OPEN SPACE**

10 REGIONAL COOPERATION

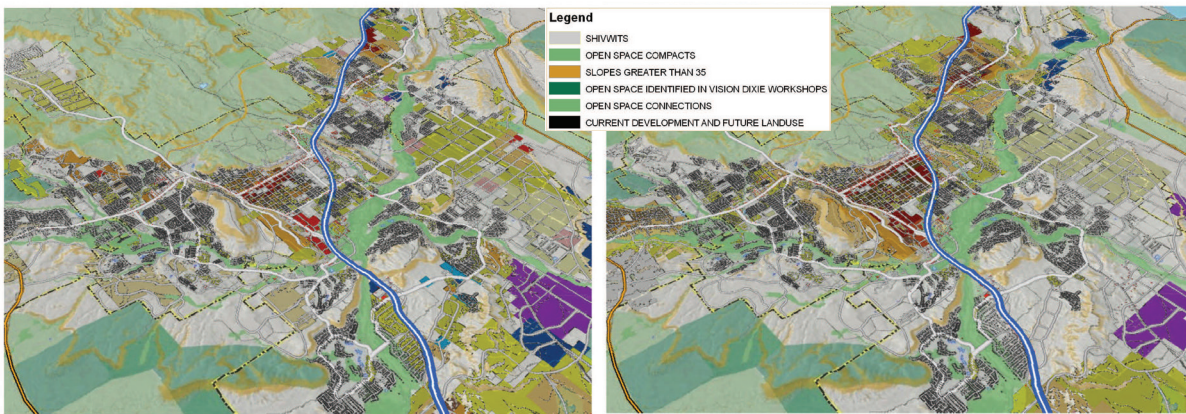
11 IMPLEMENTATION & ACTIONS



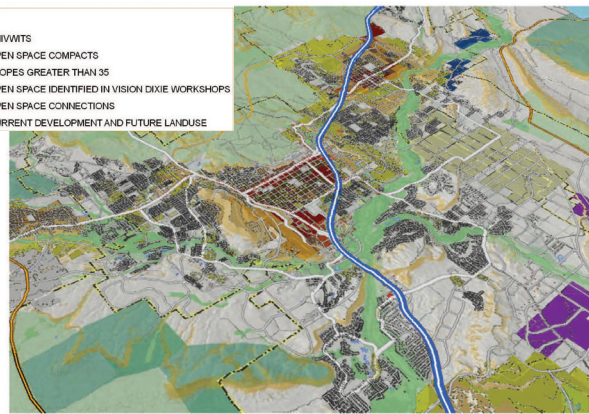
A DEVELOPMENT AVOIDS FLOODPLAINS AND DESIGNATED CRITICAL HABITATS



B DEVELOPMENT AVOIDS FLOODPLAINS, CRITICAL HABITATS, STEEP SLOPES



C DEVELOPMENT AVOIDS HAZARDS, SCENIC RESOURCES AND SENSITIVE HABITATS



D OPEN LAND IS CONSERVED TO CREATE CONTINUOUS SYSTEMS.

10 REGIONAL COOPERATION

10.1 DISPOSAL AND ANNEXATION OF BLM LANDS

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

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

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

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

Policy 10.2 Prior to any re-zoning and/or annexation, all parcels will provide the water rights necessary to meet the increased demand created from developing that land.

10.2 THE ST. GEORGE METROPOLITAN PLANNING ORGANIZATION (MPO)

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

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

TABLE OF
CONTENTS

EXECUTIVE
SUMMARY

1

INTRODUCTION &
BACKGROUND

2

KEY
PRINCIPLES

3

FUTURE
LAND USE

4

SUBAREAS

5

HISTORIC
PRESERVATION

6

ECONOMIC
DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS,
& OPEN SPACE

10

REGIONAL
COOPERATION

11

IMPLEMENTATION
& ACTIONS



83

SANTA CLARA
GENERAL PLAN

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	
1	
INTRODUCTION & BACKGROUND	
2	
KEY PRINCIPLES	
3	
FUTURE LAND USE	
4	
SUBAREAS	
5	
HISTORIC PRESERVATION	
6	
ECONOMIC DEVELOPMENT	
7	
HOUSING	
8	
INFRASTRUCTURE	
9	
PARKS, TRAILS, & OPEN SPACE	
10	
REGIONAL COOPERATION	
11	
IMPLEMENTATION & ACTIONS	

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

10.3 COORDINATION WITH IVINS AND ST. GEORGE

Santa Clara is bounded on the north and west by Ivins, and on the east by St. George. Land use and infrastructure decisions along these common boundaries require coordination. As adjoining cities, there are a number of coordination issues.

10.3.1 Ivins

- ✱ The centerline of 400 East Street. Half of the street is in each jurisdiction, and each city has different maintenance and construction requirements.
- ✱ Currently, a number of Ivins' local streets end at the edge of Santa Clara. It is desirable for these streets to continue and interconnect with local streets in Santa Clara.
- ✱ At the intersection of Santa Clara Drive / Pioneer Parkway, near the Santa Clara boundary, Ivins City is planning general traffic improvements, including a lighted intersection or a roundabout to decrease potential traffic problems.
- ✱ Ivins's main current sewer outfall line passes through Santa Clara and will likely need to be upgraded to carry the full capacity of the City.
- ✱ The originally proposed alignment of the Western Corridor presents problems for logical development in [Santa Clara North](#). An alternative alignment is proposed on the [Future Land Use Map](#). This alternative alignment will require a coordination at the interface with Ivins.

10.3.2 St. George

The common road connections between St. George and Santa Clara have been coordinated. The remainder of their common boundary is within the Lava Fields, which both cities have designated for substantial protection.

Adjacent Coordination Objective: Assure a smooth interface in circulation and land use along common boundaries with Ivins and St. George.

Policy 10.3: Santa Clara supports and encourages a memorandum of understanding to standardize street alignments, streetscape, access restrictions, and maintenance along the common boundaries with Ivins and St. George.

Action 10.1: Work with Ivins (and the MPO) to develop a Memorandum of Understanding concerning adjoining street alignment (including the Western Corridor), and to standardize the streetscape, access restrictions, and maintenance on 400 East Street.

10.4 THE SANTA CLARA RIVER RESERVE

The Santa Clara River Reserve is managed via a Cooperative Management Agreement established in 2003 between the BLM, Santa Clara City and Ivins City. The parties agreed that any changes to the agreement must be reflected in the Santa Clara's General Plan and the St. George Field Office's Resource Management Plan.

The agreement recognizes a multi-tiered law enforcement strategy that includes resources from all partners:

1. Install gates and signs to control access points.
2. Designate trails and enhance facilities to increase public watch on resources.
3. Focus on education of users through signage and public outreach.
4. Enlist volunteer docents and trail patrols to monitor facilities and educate the public.
5. Post visible regulations to encourage compliance through peer pressure.
6. Require registration and fee collection from all overnight visitors.
7. Schedule routine maintenance checks to report and repair vandalized facilities.
8. Assure communication and random checks from city, county and federal law enforcement officers to enforce serious violations and enhance public safety.

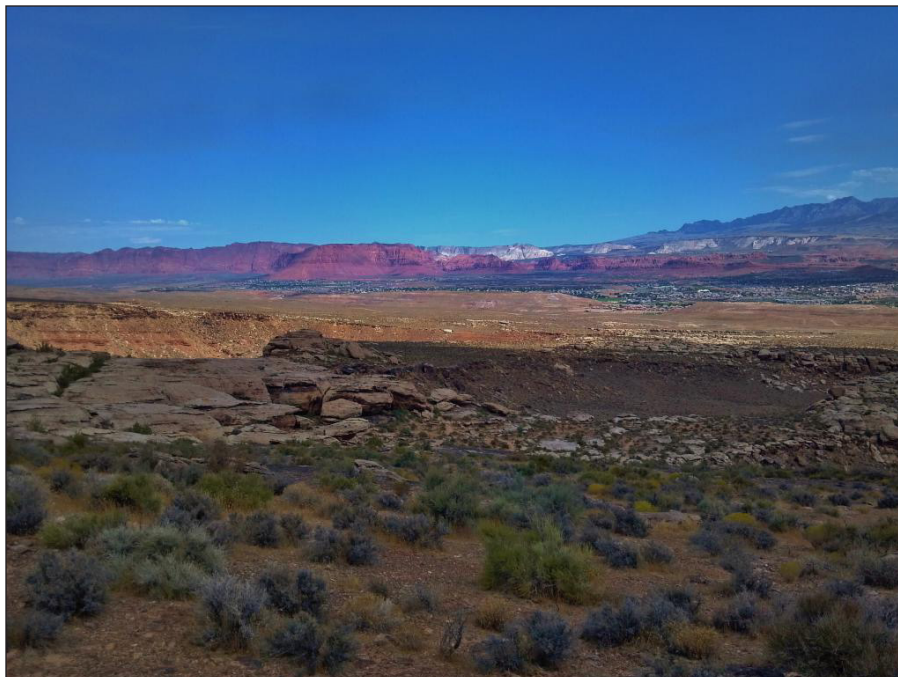


Figure 10-1: Santa Clara River Reserve in Spring

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION & BACKGROUND

2

KEY PRINCIPLES

3

FUTURE LAND USE

4

SUBAREAS

5

HISTORIC PRESERVATION

6

ECONOMIC DEVELOPMENT

7

HOUSING

8

INFRASTRUCTURE

9

PARKS, TRAILS, & OPEN SPACE

10

REGIONAL COOPERATION

11

IMPLEMENTATION & ACTIONS

85

11 IMPLEMENTATION

This table below is a compilation of all the policies and actions. The table has many functions intended to assist in plan implementation:

- 1) To act as a **workbook** for the City when making decisions about the future,
- 2) To help identify important elements for **development review** and help clarify if future development is consistent with the text,
- 3) To identify actions that have **immediate priority** (should be started right away) and
- 4) To provide staff a check list for **annual review** to see if the policy or action has been initiated or completed.

Developers, staff, committees can use this chapter for quick reference concerning the plan.

SUMMARY OF POLICIES AND ACTIONS

Chapter 1: Introduction and Background

Background Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 1.1: All City plans and zoning regulations shall be consistent with the General Plan.				
Policy 1.2: The Planning Commission and City Council should amend the General Plan as often as necessary to reflect changes in City policy directions (including land use decisions not anticipated in this Plan).				
Policy 1.3: A comprehensive review (major amendment) of the General Plan should be completed at least once every five years, and the Plan amended as appropriate.				
Policy 1.4: A major amendment is a significant departure from the directions and principles of the General Plan, and/or represents a significant change in land uses. A major amendment also should be done comprehensively, with a comprehensive analysis of potential implications, and with extensive input from the public, City staff, and appointed officials. A minor amendment reflects minor adjustments that do not change the plan's overall meaning and/or direction. They include adjustments required to adapt the General Plan principles to specific conditions on the ground (property lines, compatibility with adjacent uses, modest changes in density, etc.). Minor amendments can be made in conjunction with land use decisions they affect				

Background Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 1.5: Santa Clara City endorses the Vision Dixie principles and will endeavor to incorporate them in the City.				
Action 1.1: City staff should review City plans, ordinances to evaluate consistent with the General Plan. If there is inconsistency, make them consistent.				

Chapter 3: Future Land Use

Future Land Use Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 3.1: All mixed-use development will be accompanied by: <ol style="list-style-type: none"> 1) Attractive landscaping. 2) Pushing buildings to the street or right-of-way. 3) Pedestrian-oriented streetscape. 4) Street trees. 				
Policy 3.2: The base density for zoning changes or Planned Unit Development is the lowest density of the designated land use. The City will consider granting higher density if the project contains significant public benefits (such as an interconnecting street system, parks over and above the minimum requirement, pedestrian and bike paths, street trees, public squares, underground utilities, and/or diversity in unit types).				

Future Land Use Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 3.3: Unit types along the boundary of new development should be compatible with adjacent unit types.				
Policy 3.4: Gradual density increases are encouraged near mixed-use, commercial developments, along arterials, and at major intersections, as long as they make transitions that ensures compatibility with adjacent development.				

Chapter 4: Subareas

Subareas Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 4.1: The City encourages sensitive future development in the Historic Downtown Core that increases the variety of businesses and residential uses in ways that complement and protect our important historic resources.				
Policy 4.2: To avoid flooding hazards in the Historic Downtown Core, clustering new development is encouraged to preserve the floodplain for agriculture, river access, and emergency management.				

Subareas Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 4.3: All new mixed-use or commercial development in the Historic Downtown Core should expand out from existing commercial and mixed-use areas to reduce potential strip development and encourage walking from one store to the next. (See Chapter 3: Future Land Use for more detail).				
Policy 4.4: More traditional businesses such as farmers markets, mom-and-pop shops, and restaurants are encouraged to locate in the mixed-use and commercial areas of the Historic Downtown Core.				
Policy 4.5: All Town Core development should be pedestrian-oriented, maintain the core area's existing small-scale character, and maintain historic building setbacks.				
Policy 4.6: Clustering development and preservation of open land is also encouraged for the agricultural areas on the west end of the Town Core.				
Policy 4.7: In the Historic Downtown Core, encourage infill development on the side streets and large back lots.				
Policy 4.8: In Santa Clara North, future development will be encouraged to preserve 50 percent of the Lava Fields.				

Subareas Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 4.9: The City encourages an approach to the Western Corridor that balances the need for through traffic with the desire for an attractive, visible setting for businesses that is safe and accommodating to local traffic bicycles and pedestrians, such as a multi-way boulevard.				
Policy 4.10: In the Pioneer Parkway Retail Core, the City encourages the creation of a quality pedestrian-oriented center with a mix of commercial, business, and residential uses.				
Policy 4.11: Criteria for development in the South Hills include: <ul style="list-style-type: none"> ✱ Development will protect and enhance multi-use recreational opportunities such as ATV access, shooting, hiking, biking, and horse riding. ✱ Adequate right-of-way for the Western Corridor is dedicated to the City. ✱ Future development will avoid, or remediate sensitive areas: <ul style="list-style-type: none"> • High shrink-swell soils and other hazardous areas. • Ridges that are highly visible from Santa Clara Drive. • Archeological resources that may be impacted. 				

Subareas Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 4.12: The City endorses a sequential approach to development in the South Hills Subarea that provides for cost-effective extension and maintenance of infrastructure.				
Policy 4.13: Future development needs to be coordinated with and preserve trail corridors in the South Hills.				
Policy 4.14: Allocate funds in the CIP to create parking and access to trails at the end of Gates Lane.				
Action 4.1: Over the long-term, encourage gradual infill and redevelopment that will eventually bring about a mixed-use corridor along Santa Clara Drive.				
Action 4.2: In the Historic Downtown Core, amend the zoning ordinance to require interconnected streets, off-street parking, and a pedestrian system for all new development.				
Action 4.3: Create incentives to encourage historic preservation and cluster development in the Historic Downtown Core. (See Chapter 5: Historic Preservation)				
Action 4.4: Work with the EDC to attract cottage/specialty retail, restaurants, businesses and convenient commercial uses.				
Action 4.5: Plan for a river crossing at Chaple Street. Reserve appropriate right-of-way and ensure that new development does not preclude the bridge opportunity.				

Subareas Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Action 4.6: Develop design guidelines that illustrate the desired future development for the East Gateway. Guidelines should encourage pedestrian-oriented amenities, landscaping examples, building setback and orientation, and how a mix of uses can reinforce each other.				
Action 4.7: Review the zoning code to ensure that the desired uses are allowed and that buildings can be built in conformance with the guidelines. There should be buffer areas to minimize the impact of density or use changes.				
Action 4.8: Work with the local property owners to adopt design objectives for the Pioneer Parkway area that encourages: <ul style="list-style-type: none"> ✱ Building to abut the sidewalks adjacent to street. ✱ Continuous and transparent facades. ✱ Wide sidewalks. ✱ Plazas. ✱ Combined curb access. ✱ On-street parking. ✱ Interconnected, shared, off-street parking. ✱ Generous landscaping. ✱ Curb extensions. ✱ Building articulation. ✱ Emphasized pedestrian crossings. 				

Chapter 5: Historic Preservation

Historic Preservation Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
<p>Policy 5.1: Modifications to historic structures and associated buildings should preserve the structure's essential historic characteristics, such as:</p> <ul style="list-style-type: none"> ✱ Materials (stucco, brick, stone, wood, etc.). ✱ Building features (porches, covered entries, roof overhangs, width of window and door trim, window proportions). ✱ Type and slope of roof. 				
<p>Policy 5.2: New or remodeled buildings in the core area should complement any adjacent historic structures, especially with regard to building size and overall form. This does not mean that new buildings should try to look historic, but rather that a new building next to a historic structure should:</p> <ul style="list-style-type: none"> ✱ Be set back from common property lines (or screened appropriately) so as not to place a new building overly close to a historic structure. ✱ Any building wall adjacent to the historic structure should match the height of the wall of the adjacent historic structure and gradually step to the maximum height of the new building. 				

Historic Preservation Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 5.3: New buildings should maintain the overall character of the core area by incorporating some of the characteristics of historic buildings such as gable (sloping) roof forms, covered porches to define entries, and using traditional materials (brick, stone and wood, etc.).				
Policy 5.4: Along Santa Clara Drive, new buildings that are not necessarily adjacent to historic structures should nonetheless have setbacks that are consistent overall with, or gradually transition to, the setback of historic structures in the downtown. Parking for new commercial buildings should be in the rear.				
Policy 5.5: Existing non-historic buildings might be exempted from historic preservation guidelines. They are encouraged to avoid substantial modifications that detract from the historical nature of an adjacent building.				
Action 5.1: Revise the Historic Preservation Development Standards to address grandfathering of existing structures, encourage flexibility, and increase comprehension through illustration of standards. Incorporate the general preservation policies 5.1-5.5.				

Historic Preservation Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
<p>Action 5.2: Update the survey of historic structures and settlement patterns of the core area and keep a current inventory.</p> <p>a. Survey of existing historic buildings should include the following:</p> <ul style="list-style-type: none"> i. Age. ii. National, state or local importance. iii. Time period. iv. Function. v. Original location. vi. Building condition. vii. Uniqueness. viii. Identify all complementary structures. ix. Adjacent structures. <p>b. Create a map of historic, complementary, and adjacent structures.</p>				
<p>Action 5.3: Develop a preservation education and awareness program for the public, realtors, builders, developers, City boards, and City staff. Include information on tax credits (city, state and federal), grants, and sales tax rebate for building rehabilitation.</p>				
<p>Action 5.4: Create a library and database of best practices in historic structure maintenance and rehabilitation, which are both made available to interested property owners on the City's website and in the public library.</p>				

Historic Preservation Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Action 5.5: Develop a recognition and awards program for rehabilitation, compatible development, and enhancement of the historic landscape.				
Action 5.6: Promote annual festivals and events that celebrate the historic character of the City core, with state, national, and international partners (build upon Swiss Days success).				
Action 5.7: Explore and make grant funding available to homeowners through Santa Clara's certified local government status (such as Community Development Block Grants).				
Action 5.8: Develop a heritage trail system between the river and bluff, centering on the trio of river, drive, and the base of the bluff, as an interpretive historic walk network.				

Chapter 6: Economic Development

Economic Development Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 6.1: The City supports development that proposes mixed-use land uses to help diversify the City's income and maintain City services.				
Policy 6.2: While the City will help provide infrastructure for business and employment, all new residential development should provide the improvements necessary (e.g., roads, utilities, and municipal services) to "pay its own way" rather than having these funded with City tax revenues.				
Action 6.1: Develop and implement a marketing campaign aimed at collectively supporting local businesses.				
Action 6.2: Develop small business incubator program to encourage startup businesses ("the Santa Clara 'business college'"). Provide business incubator program enrollees access to local and regional resources. Give business owners the opportunity to increase their knowledge of business support services including the Dixie State University Small Business Development Center. Provide access to other professionals and organizations including the chamber of commerce and its members, receive advice from retired professionals, and get updates on recent EDC activities.				

Economic Development Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Action 6.3: Review ordinances and processes to ensure they are as business-friendly as possible while still achieving other City objectives: <ul style="list-style-type: none"> a. Train staff to assist applicants through review processes. b. Set time limits on approvals. 				
Action 6.4: Establish a design center to engage local professionals to assist small businesses with signage and facade redesign.				
Action 6.5: Create additional public events (like Swiss Days) throughout the year.				
Action 6.6: Participate in cultural archeology tourism.				
Action 6.7: Acquire available federal and state funding for business and industrial site preparation by establishing proper zoning and initial site analysis.				
Action 6.8: Partner with the Washington Economic Development Committee and the St. George Area Chamber of Commerce to identify possible interested employers.				
Action 6.9: Continue to develop the high-tech infrastructure to provide the optimal band width to support business needs.				

Chapter 7: Housing Options and Affordable Housing

Housing Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 7.1: The City encourages a greater variety of housing types to accommodate the needs and incomes of a broad range of residents.				
Action 7.1: Amend the zoning ordinance to allow a greater variety of housing types, such as duplexes, triplexes, townhomes, accessory dwelling units, and apartments or small houses, apartments-over-stores in commercial areas. (See Chapter 3, Future Land Uses, Land Use Descriptions)				

Chapter 8: Infrastructure for a Livable, Sustainable Community

Infrastructure Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 8.1: Mixed-use commercial areas should be located on either a major collector or collector streets.				
Policy 8.2: Due to limitation of terrain and sensitive lands, a unique street system will need to be considered for the confined valleys of the South Hills Subarea.				

Infrastructure Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 8.3: In general, terrain permitting, future development should provide an interconnected grid of streets that also connect to adjacent development. Long dead-end street and restricted-entry neighborhoods are not permitted. All streets should include safe, usable sidewalks, and bike paths or lanes where appropriate.				
Policy 8.4: Extend or preserve connections from Chaple Street, Old Farm Road and Gates Lane into the South Hills.				
Policy 8.5: Future development in Santa Clara will preserve the designated Western Corridor right-of-way.				
Policy 8.6: The City will work with the MPO to advocate transit stops in the following order: a. Historic Downtown Core Subarea. b. East Gateway Subarea. c. Pioneer Parkway Retail Core Subarea. d. Future large employment areas.				
Policy 8.7: Provide green, shaded streets throughout the City. The tree canopy should mimic the large shade trees on Santa Clara Drive.				
Policy 8.8: Development along key corridors will avoid the creation of "walled streets". Walled streets are large portions of throughways dominated by large, non-transparent fencing.				

Infrastructure Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 8.9: Make sure that new neighborhoods include walkable routes to schools, nearby commercial areas, parks, and open spaces.				
Policy 8.10: All new development will provide the water rights to meet the increased demand created from developing that land.				
Policy 8.11: Santa Clara endorses the SCRFP and will aid in its development.				
Policy 8.12: The City is dedicated to protecting public health and safety by maintaining the capacity of floodplains and floodways and keeping our waterways clean and healthy by preventing storm water pollution.				
Policy 8.13: Civic buildings should be located in mixed-use centers and used as a catalyst for new development.				
Policy 8.14: The City supports and encourages recycling as a means of slowing the rate of filling the landfill, and reducing the lifecycle cost of managing waste.				
Policy 8.15: The City supports the co-location of schools and parks to increase the efficiency of land use and the services provided (see Co-locating Parks and Schools in the Parks section of this plan).				
Policy 8.16: To support safe routes to school objectives, the City strongly encourages locating schools within residential areas and in or near mixed-use centers that have walkable access.				

Infrastructure Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 8.17: Future commercial and residential development, and roadway improvements, will enhance the safety and appeal of pedestrian and bicycle facilities.				
Action 8.1: Create guidelines to encourage attractive, livable streets including: <ul style="list-style-type: none"> ✱ Street tree planting along major streets, in public and private developments. ✱ Homes that front on streets, avoiding side or rear property walls adjacent to sidewalks ("walled streets"). ✱ If side or rear yards face a street, a generous, attractive landscaped buffer along the sidewalk will be provided. 				
Action 8.2: Encourage "Arbor Day" planting of street trees in residential neighborhoods				
Action 8.3: Seek funding to enhance safe routes to school.				

Chapter 9: A Framework for Parks, Trails, and Open Space

Parks, Trails, and Open Space Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 9.1: While the City may choose to manage select pocket parks, most will not be managed by the City.				
Policy 9.2: The City will work with the School District to co-locate schools and parks.				
Policy 9.3: Santa Clara will work with regional agencies (municipalities, the BLM, the Santa Clara River Reserve, and the MPO) to create an interconnecting trail system.				
Policy 9.4: Santa Clara will work with developers to create safe and convenient links from residential areas to the trail system, including access to retail, park, and civic destinations located in large developments.				
Policy 9.5: New development will avoid or mitigate impacts on sensitive lands.				
Policy 9.6: The City will encourage development in the Lava Fields to retain a minimum of 50 percent of the beds intact, and will specifically preserve the ridges and visible the high points.				
Policy 9.7: Santa Clara endorses the Santa Clara River Management Plan and will aid in its implementation.				

Parks, Trails, and Open Space Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 9.8: Dry washes are to be protected in a natural state for floodways, wildlife habitat, and passive recreation (hiking trails).				
Policy 9.9: The City requires careful engineering, design and mitigation in areas of expansive clay soils. In these areas, clustered and attached dwelling units will also be encouraged in order to reduce the per-dwelling-unit cost of mitigation.				
Policy 9.10: Development will mitigate the impact on hillsides through placement, articulation, and aesthetic controls.				
Policy 9.11: The City encourages agricultural preservation in the area west of the Historic Downtown Core and will utilize all means available to accomplish this.				
Policy 9.12: Santa Clara will pursue a variety of techniques (listed above) to help preserve agricultural lands starting with the adoption of a right-to-farm designation when requested by any property owner.				

Chapter 10: Regional Cooperation

Regional Cooperation Policy / Action	Land Use Administration	Immediate Priority	Assigned Responsibility	Initiated / Completed
Policy 10.1: The City supports disposal of BLM land in the South Hills area with conditions that: <ul style="list-style-type: none"> a. Protect sensitive habitats. b. Minimize and mitigate grading that would scar visible hillsides. c. Provide multiple means of access. d. Suitably avoid construction on expansive clay soils. 				
Policy 10.2: Prior to any re-zoning and/or annexation, all parcels will provide the water rights necessary to meet the increased demand created from developing that land.				
Policy 10.3: Santa Clara supports and encourages a memorandum of understanding to standardize street alignments, streetscape, access restrictions, and maintenance along the common boundaries with Ivins and St. George.				
Action 10.1: Work with Ivins (and the MPO) to develop a Memorandum of Understanding concerning adjoining street alignment (including the Western Corridor), and to standardize the streetscape, access restrictions, and maintenance on 400 East Street.				

