

# 9 IMPLEMENTATION

In order for the General Plan to be valuable, it must result in action. The process of carrying out the policies and proposals included in the Plan requires a long-term commitment by the community and particularly its elected officials. A plan that is a benefit to the community does not happen by the mere adoption of a plan. The Plan must be implemented.

## 9.1 A VARIETY OF IMPLEMENTATION TOOLS

There are a variety of tools available to the City to achieve the vision of the General Plan. These include:

### 9.1.1 ZONING ORDINANCE

Zoning consists of a zoning map and an associated ordinance that define appropriate locations, allowed uses, and restrictions for each zoning category. Where the General Plan illustrates an overall general desire, zoning has the force of law.

The uses identified in the General Plan are implemented by zoning the property accordingly. Since General Plan designations do not follow property lines, and zoning does, the translation from the General Plan designation to zoning is not always direct. For example, the General Plan may have one designation for a hillside and another for an adjacent flat area. If both areas — the hillside and the flat land — are within a single parcel of land; the zoning may have to be an average of the two designations. In interpreting zoning, the Planning Commission and City Council need to also refer to the General Plan designation. Thus, while a parcel may be zoned for a very low density, the General Plan may suggest a dense clustering of homes on a smaller portion of the property, and keeping a portion of the property (hillside e.g.) free from development.

As a result, both zoning and General Plan designations must be considered together.

### 9.1.2 SUBDIVISION ORDINANCE

The Subdivision Ordinance specifies the process by which a parcel of land is subdivided into smaller parcels. It also contains standards for site development, such as roads, sidewalks, drainage, utilities, lighting and even park dedication requirements. The subdivision site design standards help the Planning Commission and City Council determine whether the location proposed for the buildings, roads, utilities, etc. are appropriate and safe. Many of the objectives of the General Plan can be implemented through the design standards in the Subdivision Ordinance.

Other implementation tools available to the City include:

- Special Use Conditions
- Overlay Zones
- Historic District designation
- Main Street Assistance Grants
- Urban Renewal and Redevelopment
- Design Guidelines
- Capital Improvements Programming

## 9.2 GENERAL STEPS TO IMPLEMENT THE GENERAL PLAN

There are several general actions that should be taken to implement the plan:

- A. Formal adoption of the General Plan Update by the Planning Commission and City Council, including adoption of the policies' contained in the Plan.
- B. Since the Zoning and Subdivision regulations

are the primary tools to carry out the General Plan, they should be revised as necessary to be consistent with the General Plan.

- C. The general public should be involved in and made aware of the updates of the General Plan, its policies and the Zoning and Subdivision ordinances through a variety of on-going efforts including public hearings, but also through outreach efforts such as presentations to civic clubs, school groups and other organizations as well as articles in the newspaper and other local publications.

### **9.3 SPECIFIC ACTIONS TO IMPLEMENT THE POLICIES OF THE GENERAL PLAN**

<b>POLICIES:</b>	<b>ACTIONS:</b> (BY COMMUNITY DEVELOPMENT UNLESS OTHERWISE NOTED)
<b>1 GENERAL PLAN</b>	
<p>1.1 All land use decisions, including the development of streets, parks and utilities and the provision of public services shall be consistent with the General Plan, including maps, goals and policies.</p> <p>1.2 The General Plan shall be reviewed and updated at least every five years.</p>	<p>A1.1 Prepare and present a "consistency" resolution to City Council, that shall include the following considerations:</p> <ul style="list-style-type: none"> <li>a. All land use decisions to be consistent with the General Plan.</li> <li>b. For a proposed land use action (zoning, subdivision, building permit) not consistent with the General Plan, the General Plan will be amended before the land use action is approved.</li> </ul> <p>A1.2 Community Development staff will Revise the zoning ordinance to:</p> <ul style="list-style-type: none"> <li>a. Adjust densities and uses in all residential zones to be consistent with those of the General Plan.</li> <li>b. Apply the Open Space zone category only to properties for which a binding commitment to open space is in place.</li> <li>c. Require the application for any land use decision to demonstrate consistency with the General Plan.</li> </ul>



A1.3 Prepare and present for adoption, a revised zoning map that is consistent with the General Plan. In so doing:

- a. Compare existing zoning with the General Plan and propose new zoning consistent with the General Plan
- b. Follow normal requirements for notification and public comment for proposed zoning changes.

**2 REGIONAL POPULATION AND ECONOMIC CONTEXT**

2.1 St. George will cooperate with, and participate in, regional planning efforts, especially those that are directed toward efficient use of resources and cost-effective development of public infrastructure (roads and utilities).

2.2 The City will consider regional implications in decisions about major capital improvements.

2.3 The City will focus on revitalizing older existing commercial areas, especially the downtown, and on creating new commercial areas that will be self-sustaining in the regional market.

A2.1 Formulate steps to work with neighboring cities and towns including formation of a Metropolitan Planning Organization (MPO) to better facilitate regional cooperation.

A2.2 Cooperate with other communities in an update of the Washington County Coordination Plan and incorporate it in planning decisions.

A2.3 Initiate a study of commercial revitalization needs, with special emphasis on the ways to help the downtown remain competitive in the regional marketplace.

**3 CULTURAL, RELIGIOUS AND HISTORIC**

3.1 St. George's historic buildings and their settings are an important part of the City's unique identity and should be restored and preserved.

3.2 The City encourages adaptive re-use of historic structures so long as their historic qualities can be preserved.

3.3 The City encourages making St. George's history and historic buildings accessible to the general public, through such means as historic markers, scenic tours, authentic re-creations and enactments, etc.

A3.1 Continue to restore the Community Arts (Leisure Services) building.

A3.2 Continue the historic storefront renovation matching grant program and also continue the Historic Landmarks program.

## 4 PUBLIC LANDS

- 4.1 The General Plan should include land use designations for public lands within the City to guide future development, disposal or exchange.
- 4.2 The City shall rezone public lands within its jurisdiction consistent with the Land Use element of the General Plan.
- 4.3 Lands within the City under the jurisdiction of the Utah School and Institutional Trust Lands Administration (SITLA) and the U.S. Bureau of Land Management (BLM) should be carefully reviewed for development impacts by the City when an exchange or sale of such land is considered.

- A4.1 Continue to work with Utah School and Institutional Trust Lands Administration (SITLA) to refine the master plan, (and General Plan designations), for the South Block/Price City Hills area. Specifically address:
- *Self-sufficiency*-- assure that the areadoes not become a bedroom community with extensive commuting impacts on regional roads;
  - *Livability*—assure the resulting community is pedestrian-friendly, and contains a mix of uses and income levels;
  - *Fiscal impacts*—assure that the future development is phased so as to complement, not degrade, the economic vitality of the rest of the city.

## 5 HILLSIDE AND GEOLOGIC HAZARDS

- 5.1 Where hillsides are in private ownership and development rights exist, the City will reduce the impact of development on steep hillsides through measures such as low-density zoning, clustering or transfer of development rights.
- 5.2 Public safety must be preserved by assuring that stability is properly maintained on any development of hillsides and/or slopes and that problem soils are properly mitigated.
- 5.3 The aesthetic qualities of the hillsides shall be preserved by minimizing the amount of hillside excavation and requiring that where hillside excavation occurs, cuts are fully reclaimed to a natural appearance through regarding and landscaping, or screening from general view by buildings.
- 5.4 The Hillside Review Board will review and recommend measures to mitigate potential

- A5.1 Prepare a zoning map amendment to reduce overall densities on hillsides. The zoning map amendments will indicate the areas intended to be preserved (‘sending’ portions) and the areas intended to ‘receive’ the clustered density.
- A5.2 Prepare ordinance requiring that all proposed subdivisions and major construction projects shall include a geologic/soils report addressing site conditions.
- A5.3 Research and formulate an ordinance (such as transfer of density or development rights) to encourage clustering homes on the portion of properties not on steep hillsides.
- A5.4 The City will coordinate efforts with property owners to reclaim existing highly visible scars on the West Black Hill near the airport.

concerns and issues related to aesthetics, slope and/or soil stability.

- 5.5 Geologic Hazard maps will be maintained by the City to give notice of potential development problems due to known expansive and collapsible soils, and other hazards such as unstable ground due to landslides or similar problems.
- 5.6 As a part of the review of development proposals, the City will carefully evaluate potential impacts of irrigation (lawns, golf courses, etc.) that might be applied to mesa tops above the hillsides.
- 5.7 Buildings on mesa tops shall be set back to avoid hazardous geologic conditions as well as lessen visual impacts — a minimum 100' setback is recommended. Where appropriate, density incentives may be used to implement this policy.

A5.5 Update the 1993 Geologic Hazard maps to include annexation areas.

- A5.6 Prepare and submit an amendment to the Hillside Ordinance to require that development proposals for mesa tops include an analysis of irrigation impacts on mesa tops related to slope stability.
- A5.7 Prepare a plan to repair the scar in the escarpment below the airport on the West Black Hill.

## **6 FLOODPLAINS**

- 6.1 The City recognizes the need to minimize losses, both public and private, from flooding and erosion and the natural and fiscal benefits of preserving natural floodplains to convey floodwaters.
- 6.2 The City's policy is to discourage any development within the 100-year floodplain. Exceptions can be made for uses compatible with periodic flooding such as trail systems, golf courses and other public or private uses that will permit the free passage of flood waters.
- 6.3 The City will enforce its adopted floodplain regulations and encourage property owners to comply with other state and federal floodplain regulations.
- 6.4 To accomplish the above, the City will provide zoning incentives to transfer

- A6.1 Amend the zoning and subdivision ordinances to restrict development within 100-year floodplain and to increase flood control requirements.
- A6.2 Prepare an amendment to the subdivision standards requiring protection of floodplains and dry washes to natural condition.
- A6.3 Implement the community-wide comprehensive drainage improvement plan.
- A6.4 Prepare a zoning map amendment that reduces overall densities in floodplains. In the zoning map amendment indicate the areas intended to receive the density transferred from the floodplain.
- A6.5 Prepare an ordinance that encourages clustering of homes on the portion of properties not in floodplains

<p>residential development to land outside of the 100-year floodplain.</p> <p>6.5 The City encourages the preservation of natural washes, streams and rivers, and discourages the channelization of natural drainage ways.</p> <p>6.6 In the layout and design of new developments, adequate access to floodplains and erosion protection should be provided. It is preferred that streets be positioned between floodplains and structures. Where not possible or feasible, additional structural setbacks should be required.</p>	
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**7 DRY WASHES**

<p>7.1 Washes shall be preserved in their natural state, with the exception that tamarisk removal is permitted and encouraged where drainage is impeded.</p>	<p>A7.1 Amend the subdivision ordinance to require protection of dry washes and restoration to natural condition.</p>
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**8 WETLAND**

<p>8.1 Land use proposals that could have adverse impacts on significant wetlands shall be modified to eliminate or adequately mitigate such adverse impacts.</p> <p>8.2 The City will work with the Corps of Engineers to prevent wetland encroachment by public or private projects.</p>	<p>A8.1 Amend the subdivision standards to include protection of wetlands.</p> <p>A8.2 Work with the Army Corps of Engineers to obtain an Advanced Wetland Identification study for the St. George area.</p>
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## **9 ENDANGERED SPECIES**

- 9.1 The City will support and assist in the implementation of the Habitat Conservation Plan for the Desert Tortoise as well as other threatened or endangered species in the local area.
- 9.2 Land use proposals that could have adverse impacts on critical wildlife or plant habitats shall be modified to eliminate or adequately mitigate such adverse impacts.
- 9.3 The City will support regional efforts to prevent the destruction of critical habitats in order to avoid the listing of threatened species.

A9.1 Amend the subdivision ordinance to require developments to comply with provisions of the Habitat Conservation Plan.

## **10 AIR QUALITY AND LAND USE**

- 10.1 The City will promote the protection of air quality, including the reduction of particulates, through measures such as:
- a. transit, car pooling or other measures to reduce car emissions;
  - b. discouraging air-polluting industries from locating in St. George.
- 10.2 To reduce man-induced dust, grading shall be minimized and areas that are disturbed shall be re-vegetated within the same season.

- A10.1 Assist the State Division of Air Quality to monitor and protect air quality in the St. George area.
- A10.2 Convene developer/citizen task force to review and make recommendations to City Council regarding grading standards and limitation on construction disturbance each year to the amount that can be re-vegetated in the same season.

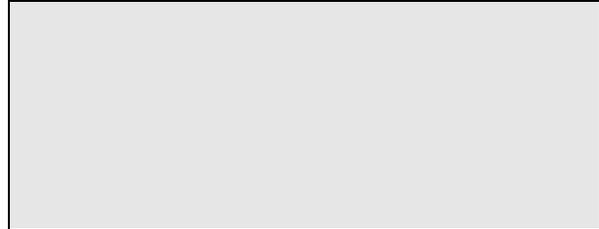
## **11 GENERAL LAND USE**

- 11.1 All zoning and other land use decisions shall be consistent with the General Plan.
- 11.2 Urban development should generally be located within or adjacent to existing urban areas in order to eliminate sprawl and strip development, maximize the cost-effectiveness of public facilities and services, and preserve agricultural and open space land uses.

- A11.1 See A1.1.
- A11.2 Amend the subdivision ordinance to require "adequate public facilities" must be present concurrent with development.



13.4 The City will continue to provide locations for higher density (affordable) housing, preferably scattered throughout the community and within each development area, avoiding ‘enclaves’ of affordable housing.



## 14 COMMERCIAL LAND USES

- 14.1 Convenience commercial centers should be encouraged at appropriate locations in residential areas to increase convenience and reduce the need for cross-town travel. Small commercial buildings may be considered on a case-by-case basis if the use and building are compatible with the neighborhood.
- 14.2 Along collector streets, strip commercial development (stores separated from the street by parking lots) should be avoided. The City will encourage commercial development in clusters or mixed-use centers to minimize the proliferation of strip development.
- 14.3 Commercial and business development along I-15 should have a pleasing appearance from the freeway. Highway facades should have finish materials similar to building fronts and attractive landscaping.
- 14.4 Major employment centers and other large traffic generators should locate near major collector or arterial roads.
- 14.5 Commercial areas in new development are encouraged to incorporate a mix of uses, including residential and office, in traditional (‘new urban’) development patterns.

- A14.1 Expand the Community Design Manual to provide illustrative examples of good commercial design that implement the objectives of this section, including:
- Detailed guidelines for small-scale commercial/office uses inserted into residential areas where the following characteristics exist:
    - isolated parcels
    - at major intersections
    - less than commercial center size
    - in scale with surrounding residential area
    - appropriately buffered
  - Commercial site planning standards that promote cluster development and mixed uses in a traditional urban pattern.

## 15 BUSINESS LAND USES

15.1 The city shall encourage and help attract business development that will provide higher-than-prevailing wage rates.

A15.1 Coordinate with the County Economic Development Council in the recruitment of targeted industry.

A15.2 Evaluate the need/potential for, and availability of, land near the health care centers for symbiotic business growth.

A15.3 In conjunction with downtown revitalization planning, propose actions that will reinforce the downtown as a vibrant, attractive center for business.

## 16 LIGHT INDUSTRIAL POLICIES

16.1 Industrial development should not be located in areas, which would diminish the desirability of existing and planned non-industrial areas. That is, they should be separated from residential uses by either a natural, physical buffer or a buffer of land uses that make a gradual transition from one type to the next.

A16.1 Coordinate with the SITLA and private developers to help bring about a well-planned and attractive industrial area south of St. George (South Block/Airport area).

16.2 Industrial development requiring large outdoor storage yards or outdoor work areas shall be visually buffered from major collector or arterial roads and residential areas.

A16.2 Amend the zoning ordinance to require increased setbacks where industrial uses are adjacent to residential uses.

## 17 AGRICULTURAL LAND USES

17.1 Productive agricultural land is a limited resource of both environmental and economic value and should be conserved and preserved. Preservation and enhancement of a rural lifestyle is an important component of the cultural, social and aesthetic well-being of the region.

A17.1 Coordinate with the City of Washington regarding policies/land use for the Washington Fields area.

17.2 The City encourages land use/ development approaches that preserve areas of agriculturally productive land.

A17.2 Analyze the available mechanisms (land use regulations, condition of annexation, incentives, etc.) to discourage separating agricultural water rights from farmland prior to either preservation or urban development. Recommend strategy to City council.

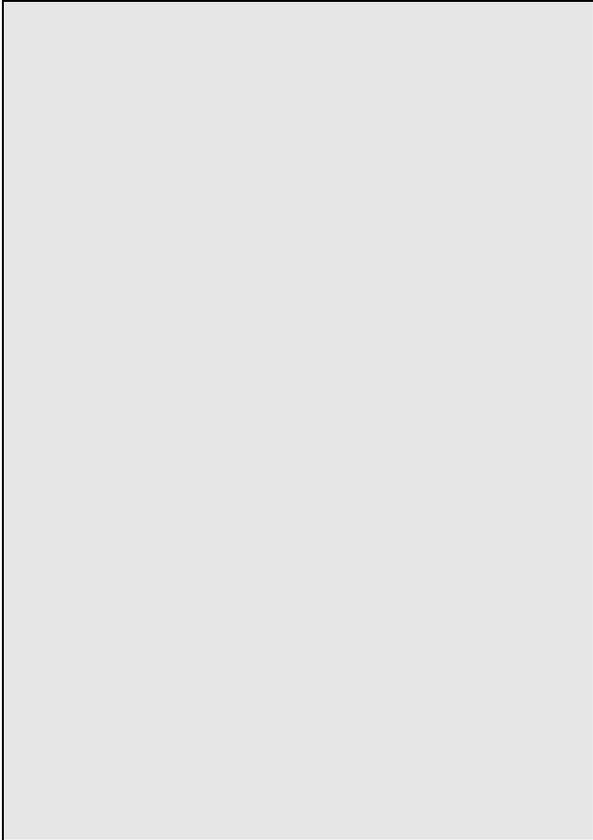
<p>17.3 Agricultural uses shall be encouraged in the Little Valley and Washington Fields areas. Urban types of development (with curbs, gutters, sidewalks and lots less than 40,000 sq. ft.) shall be discouraged in these areas.</p> <p>17.4 The City shall discourage the conversion of agricultural water to urban uses except where the proposed use would not adversely affect productive agricultural land and is otherwise consistent with the City General Plan.</p>	<p>A17.3 Explore and adopt appropriate measures to encourage the preservation/conservation of agricultural land. Such measures might include:</p> <ul style="list-style-type: none"> <li>a. large lot zoning</li> <li>b. clustering of density</li> <li>c. conservation easements</li> <li>d. transfer of development rights</li> </ul>
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**18 PARKS AND RECREATION LAND USES**

<p>18.1 The City will update the Parks and Recreation Master Plan and use it as a guide for locating and prioritizing park development and land acquisition for parks.</p> <p>18.2 <i>Level of Service.</i> The City shall maintain the current level of service for developed neighborhood parks of 5.4 park acres per 1,000 residents.</p> <p>18.3 The City shall strive to raise the total developed park land level of service (including neighborhood and community parks) to 6 acres per 1,000 residents.</p> <p>18.4 The City shall adopt standards for other recreation amenities (swimming pools, tennis courts, etc.) as set forth in the Parks Master Plan, and implement them through general funds, grants, impact fees, and a general bond obligation.</p> <p>18.5 The City will create a linear park (or greenbelt) system to connect neighborhoods to parks, open spaces and other community facilities.</p> <p>18.6 The cost of community or other special use parks and their amenities shall be equitably shared by all residents.</p>	<p>A18.1. Update the Parks Master Plan every 5 years to include the LOS standards adopted by policy 18.2, etc. (Leisure Services Department).</p>
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- 20.3 The City will implement elements of the Bikeway Master Plan as funding is available.
- 20.4 The City will connect on-street bike lanes to the bikeway system.
- 20.5 Bike/recreation paths will be included, in all greenway corridors wherever physically and environmentally possible.
- 20.6 Bike/recreation paths should take advantage of street and utility rights-of-way when available. The City will work with other land agencies such as irrigation companies, utility providers, the County and State, to obtain access for trails.
- 20.7 The City shall aggressively pursue alternative funding sources (private, County, State, Federal) for implementation of the Bikeway Master Plan.

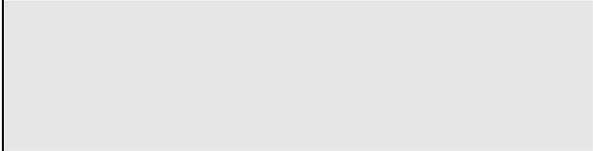


**21 ROADWAYS AND LAND USE**

- 21.1 The City will encourage traffic *demand management* strategies to reduce traffic congestion and air pollution, and increase energy conservation.
- 21.2 New developments will be required to improve intersections on collector and arterial road intersections to maintain not less than Level-of-Service “D” (including less than 40 seconds average wait at an intersection) during peak hours.
- 21.3 Traffic analysis for development approval shall be based upon a traffic study in accordance with traffic engineering principles accepted by the City.
- 21.4 Developments may be required to mitigate off-site impacts caused by development. (i.e., intersection and lane improvements)

- A21.1 City staff will propose amendments to subdivision regulations to require large developments to prepare traffic studies as part of the development submittal requirement.
- A21.2 Charge the MPO to develop strategies to encourage residents to use alternative modes of local and regional transportation. Review and update the Transportation Improvement Plan (TIP).
- A21.3 Amend the subdivision ordinances to require development applications for large projects to submit traffic studies of potential impacts to roadway levels-of-service as conditions of subdivision approval.

21.5 Limit the use of private streets where public circulation and connectivity will be impaired.



## 22 STREET PATTERNS

22.1 The City’s overall objective is to provide access to land development while simultaneously preserving the flow of traffic on the surrounding road system. The City will strive to meet this objective through the following policies, which based upon examples of subdivision design that can be found in St. George.

22.2 The City will avoid cul-de-sacs unless required by physical constraints of the land (steep slopes). Rather, local streets will generally be arranged in a ‘modified’ grid to provide multiple routes through a neighborhood, and through the city, thereby diffusing traffic.

22.2 The City will avoid double frontage lots that result in rear, walled yards facing a public street. As an alternative to walled streets, the City strongly encourages (prefers) to avoid the necessity for sound walls by modifying the subdivision design to create a traditional parkway or “boulevard” condition, similar to those found in older St. George by one or more of the following:

- a. Increasing the setback from the Collector, allowing houses to front on the Collector (with driveway access to each house via a rear drive or alley);
- b. Fronting houses on streets perpendicular to collectors, facing side yards toward the collector streets;
- c. Creating landscape medians in the Collector, with shade trees to soften the impact of the street.
- d. Increased frontage to allow for circular drives.

A22.1 Incorporate street pattern policies into the Subdivision standards and related guidelines from the Community Design Manual.

A22.2 Reduce the use of private streets in order to enhance circulation and connectivity through blocks of land.

A22.3 Discourage (or prohibit) the development of gated communities, which negatively impact area circulation and connectivity. Gated communities also isolate themselves from the larger community.

## **23 SOUTHERN CORRIDOR BELTWAY LAND USE**

23.1 The City will extend services and allow the development of land so as to bring about orderly and cost-effective development of the Southern Corridor and South Block area, with a balance between housing, employment and commercial development.

A23.1 Prepare or participate in the preparation of a detailed master plan for the South Block and Southern Corridor

A23.2 Form a Task Force to formulate a phasing plan—for the extension of infrastructure.

## **24 PUBLIC TRANSIT**

24.1 The City supports compact development that reduces auto-dependence, such as locating housing in the downtown and in or adjacent to other commercial areas.

24.2 The City shall continue to assess the need and public support for public transportation systems.

24.3 The Road Master Plan and Land Use Plan will be coordinated to assure that adequate rights-of-way are reserved for a transit system that will meet future needs.

A24.1 Charge the MPO to develop strategies that will encourage residents to use public transit.

A24.2 Create incentives to encourage compact development.

## **25 AIRPORT LAND USE**

25.1 The City will take appropriate steps to acquire and protect the land area necessary for operation of the new airport.

25.2 The City will prepare a detailed land use master plan and zoning to discourage incompatible land uses from encroaching into airport operations areas and to ensure that development will not create pressure for reductions in the intensity of services nor prohibit the expansion of service at the airport.

25.3 The City will promote sound economic land uses in the planning and development of the replacement airport and economic development around the replacement airport.

A25.1 Develop an Airport Development Finance Plan and work with the FAA on the financing and development of the new airport.

A25.2 Zone land around the new airport site in conformance with the General Plan and/or an approved airport master plan.

A25.3 Prepare a detailed master plan for re-use of the existing airport property.

<p>25.4 Future redevelopment of the existing airport is expected to fund the cost of improvements to support that development.</p>	
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**26 WATER AND LAND USE**

<p>26.1 The City encourages the gradual reduction of per capita consumption of water from the current level of 360 gallons per capita per day to 290 gpcd by the year 2007. After 2007 the goal is to reach 260 gpcd.</p> <p>26.2 Users of large amounts of water for landscaping and other exterior purposes are encouraged to use “secondary” irrigation water rather than culinary water.</p> <p>26.3 The City shall adopt water conservation measures for its own facilities, including:</p> <ul style="list-style-type: none"> <li>○ xeriscape landscape design reduction in the amount of turf grass areas requiring irrigation</li> <li>○ installation of water saving plumbing fixtures</li> <li>○ use of secondary water for major irrigated areas</li> <li>○ use of irrigation control systems responsive to weather conditions, that reduce water runoff.</li> </ul> <p>26.4 Irrigation Water associated with land to be developed in the City must be offered to the City at fair market value.</p> <p>26.5 City Water facilities shall be buffered from adjacent land uses to mitigate potential impacts to/from lights, hazardous materials, spills and vandalism.</p>	<p>A26.1 Amend the subdivision ordinance to include adequate culinary water as a condition of approval.</p> <p>A26.2 Develop awareness programs, incentives and other measures to reduce the consumption of water. (Water Department)</p> <p>A26.3 Prepare guidelines for water conserving measures, including:</p> <ul style="list-style-type: none"> <li>○ xeriscape landscape design</li> <li>○ reduction in turf grass areas requiring irrigation</li> <li>○ installation of water saving plumbing fixtures</li> <li>○ use of secondary water for major irrigated areas</li> <li>○ use of irrigation control systems, responsive to weather conditions, that reduce water runoff. (Leisure Services Department and Water Department)</li> </ul> <p>A26.4 Implement water conservation measures on City facilities and report status annually. (Water and Leisure Services Departments)</p> <p>A26.5 Create an annual report to the Council on the City's water production and distribution capacity relative to projected growth. (Water Department)</p> <p>A26.6 Evaluate off-site impacts of existing City facilities and prepare irrigation plans if appropriate</p>
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## 27 WASTEWATER AND LAND USE

27.1 The permitted capacity of the treatment facility shall not be exceeded. Planning and foresight will be required to assure that sewer treatment capacity does not become an limitation to development.

A27.1 Amend the subdivision regulations to include adequate wastewater level-of-service as a condition of approval.

A27.2 Create an annual report to the Council on the City's wastewater treatment capacity relative to projected growth. (Public Works)

## 28 ENERGY CONSERVATION AND LAND USE

28.1 The City encourages land use practices that conserve energy resources, such as compact development and solar access rights.

28.2 The City shall evaluate and adopt guidelines for energy conservation.

28.3 *Level of Service* (LOS) for all development shall permit the voltage distribution to all customers to be maintained between 90% and 110% of normal.

28.4 The Power Department will accept offers of land and construction funds for major improvements such as substations.

28.5 The city will continue to upgrade transmission capacity to meet projected demand.

A28.1 Evaluate and recommend guidelines for energy conservation including considerations such as shade trees, roof, overhands, building insulation, etc. (Community Development, City Power)

A28.2 Make an annual report to the Council on the City's energy production, transmission and distribution capacities relative to projected growth. (City Power)

A28.3 Amend the subdivision ordinance to include adequate electrical service as a condition of approval.

## 29 SOLID WASTE DISPOSAL AND LAND USE

29.1 The City supports the District's objective of reducing by up to 25% the amount of solid waste disposed in the County landfill.

29.2 The City will cooperate with the District's goals by implementing effective recycling measures within City departments.

A29.1 Request the District to annually report on:

- Reduction in waste deposits,
- Potential methods to reduce solid waste (what other communities are doing successfully)
- Effective actions appropriate for St. George.

### **30 FIRE AND LAND USE**

- 30.1 *Level of Service.* All development in the City should be within a mile and a half service area of a manned fire station, or otherwise meet levels-of-service that comply with the International Fire Code.
- 30.2 The City will accept proffers of land and buildings from developers in order to meet the above standard.
- 30.3 The City will balance the street width standards relative to fire safety accessibility, traffic calming and maintenance costs.

A30.1 Review the adequacy of impact fees to assure the adequacy of fire protection for new development.

### **31 SCHOOL LAND USE**

- 31.1 The City shall work with the School District to plan future school facilities and to better predict road and utility needs.
- 31.2 The City shall assist the School District in identifying and reserving land for school facilities so as to reduce the need for school acquisition and construction in advance of development (avoid contributing to “leap frog” development and sprawl).
- 31.3 To reduce the costs of both schools and parks the City will explore joint development of school sites for neighborhood parks, as public accessibility meets the neighborhood's needs.
- 31.4 If the School District acquires sites beyond the current urban edge, the City should not extend existing roads and utilities to these sites, until other development is appropriate so as not to encourage development to occur in a “leap frog” fashion.

- A31.1. Meet bi-annually with School District to review growth projections and school capacities.
- A31.2 Include general locations of needed future school sites in future updates of the General Plan to provide guidance for both staff and developers in planning for growth and development.
- A31.3 Include consideration of school/parks in the Parks Master Plan.
- A31.4 Coordinate school site planning to avoid negative impacts on the roadway system, including minimizing or avoiding the need for school crossings on major collector and arterial roads.

### **32 COLLEGE LAND USES**

32.1 The City shall work closely with the College to assure that future student housing needs are met as cost-effectively as possible, and to minimize impacts on surrounding stable residential neighborhoods. This will require detailed planning involving the City, the College, and surrounding land owners.

32.2 The City will seek land use regulations that will allow affordable rental housing to be accommodated seamlessly and attractively into other land use zones in the vicinity of the College.

A32.1 Collaborate with College on detailed study of future student housing needs and means to accomplish them. Include residents of surrounding area as well as residents and merchants at large. Coordinate with Affordable Housing efforts. Considerations might include:

- Changes to zoning regulations that would allow small multi-unit buildings in residential zones that have single-family dwelling appearance.
- Parking placement and design to reduce impact on residences.

### **33 HEALTH CARE POLICIES**

33.1 Health care facilities shall be buffered from adjacent land uses to mitigate potential impacts to/from noise and lights (traffic, emergency vehicles, helicopters, etc.).

33.2 Health care facilities that will utilize emergency vehicles shall be located so as to have access to arterial roads without passing through neighborhoods.

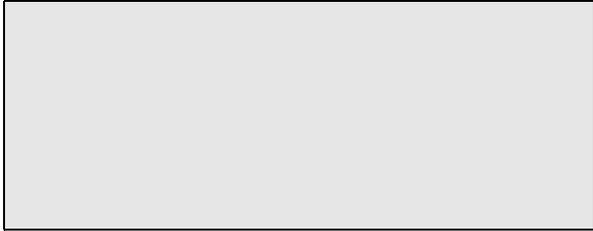
### **34 DOWNTOWN LAND USES**

34.1 The City strongly supports preserving St. George's downtown as the primary business and government center for St. George.

34.2 Achieving and maintaining a healthy, vibrant downtown will require both public and private efforts. The City will support downtown merchants and property owners in this effort, and will participate where appropriate.

A34.1 Prepare a detailed Urban Design Plan for the Downtown (Redevelopment Area) to provide a coordinated vision for public and private development. Elements of the downtown Urban Design Plan should include:

- Historical preservation
- parking standards – on and off-street
- infill development opportunities
- streetscape images
- pedestrian-friendly design
- signage/lighting



- residential /commercial/office mixed-use
- building heights/ massing
- incentives
- traffic circulation options (medians, one-way loops, etc.)

**35 COMMUNITY APPEARANCE POLICIES**

35.1 The City will continue to improve the appearance of the community through landscaping, signage improvements, lighting, street tree planting, street furnishings, etc.

35.2 The Community Design Guidelines Manual will be used to promote good design throughout the community.

A35.1 Use the Community Design Manual in reviewing development proposals.