Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, August 27, 2025 **1:00 PM** **FrontLines Headquarters**

The UTA Local Advisory Council will meet in person at UTA FrontLines Headquarters (FLHQ) - 669 West 200 South, Salt Lake City, Utah.

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

1.	**Call to Order & Opening Remarks**	Chair Bob Stevenson
2.	**Pledge of Allegiance**	Chair Bob Stevenson
3.	**Safety First Minute**	Carlton Christensen
4.	**Public Comment**	Chair Bob Stevenson
5.	**Consent**	Chair Bob Stevenson
	a. Approval of May 7, 2025, Local Advisory Council Meeting Minutes	
6.	**Transit Oriented Development Review**	
	a. 5600 West Old Bingham Highway Station Area Plan	Paul Drake Valarie Williams Tayler Jensen
	b. Draper Town Center Station Area Plan	Paul Drake Valarie Williams Jennifer Jastemsky Todd Taylor
	c. Roy Station Area Plan	Paul Drake Valarie Williams Steve Parkinson
	d. Sandy Station Area Plans	Paul Drake Valarie Williams Jake Warner

7. Budget and Capital Projects

a. Consultation on Proposed 2025 Capital Plan and Budget Amendments — Viola Miller, Daniel Hofer
   - 2025-2029 Five-Year Capital Plan First Amendment
   - 2025 Capital Budget First Amendment

b. 2026 Budget and 2026-2030 Five-Year Capital Plan Overview — Jay Fox, Viola Miller, Jared Scarbrough

8. Service Planning

a. Consultation on Proposed 2025-2029 Five-Year Service Plan Amendment — Jay Fox, Nichol Bourdeaux

9. Discussion

a. UTA Bus Stop Improvement Efforts — Nichol Bourdeaux, Jaron Robertson

b. UTA Strategic Plan Performance Report — Jay Fox

c. Open Dialogue with the Board of Trustees — Bob Stevenson
   - Stories from the System — Carlton Christensen

10. Reports

a. Executive Director Report — Jay Fox
   - New Chief Operations Officer - Andres Colman
   - APTA 2025 Outstanding Public Transportation System Award

b. Audit Committee Report — Bob Stevenson

11. Other Business — Chair Bob Stevenson

Next Meeting: Wednesday, November 5, 2025 at 1:00 p.m.

12. Adjourn — Chair Bob Stevenson

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate formats upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Requests for accommodations should be made at least two business days in advance of the scheduled meeting.
- Meeting proceedings may be viewed remotely by following the meeting video link on the UTA Public Meeting Portal - https://rideuta.legistar.com/Calendar.aspx
- In the event of technical difficulties with the remote connection or live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.

- Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting.
    - Comments are limited to 3 minutes per commenter.
    - One person's time may not be combined with another person's time.
    - Distribution of handouts or other materials to meeting participants or attendees is not allowed.
    - To support a respectful meeting environment, actions or words that disrupt the meeting, intimidate other participants, obstruct the view or hearing of others, or may cause safety concerns are not allowed.
    - To join by Zoom:
        - Use this link: https://bit.ly/UTA_LAC_08-27-25 and follow the instructions to register for the meeting.
        - Use the "raise hand" function in Zoom to indicate you would like to make a comment.
- Public Comment may also be given through alternate means. See instructions below.
    - Comment via email at advisorycouncil@rideuta.com
    - Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – please specify that your comment is for the upcoming Local Advisory Council meeting.
    - Comments submitted before 2:00 p.m. on Tuesday, August 26th will be distributed to council members prior to the meeting.
- Meetings are audio and video recorded and live-streamed.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO: Local Advisory Council
FROM: Curtis Haring, Board Manager

TITLE:

Approval of May 7, 2025, Local Advisory Council Meeting Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the May 7, 2025, Local Advisory Council Meeting

BACKGROUND:
A regular meeting of the UTA Local Advisory Council was held in person and broadcast live through the UTA meetings website on Wednesday, May 7, 2025, at 1:00 p.m. Minutes from the meeting document the actions of the committee and summarize the discussion that took place in the meeting.

A full audio recording of the meeting is available on the Utah Public Notice Website <https://www.utah.gov/pmn/sitemap/notice/991901.html> and video feed is available through the UTA Public Meetings Portal <https://rideuta.legistar.com/MeetingDetail.aspx?ID=1288469&GUID=6335F8C8-ECD0-4F80-8A12-7E61E4E5B285>.

ATTACHMENTS:
2025-05-07_LAC_Minutes_UNAPPROVED

Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, May 7, 2025 **1:00 PM** **FrontLines Headquarters**

Present:	Chair Bob Stevenson
	Vice Chair Natalie Hall
	2nd Vice-Chair Neal Berube
	Council Member Dirk Burton
	Council Member Karen Cronin
	Alternate Council Member Dan Dugan
	Council Member Julie Fullmer
	Council Member Mark Johnson
	Alternate Council Member Jon Larsen
Excused:	Alternate Council Member Brandon Gordon
	Council Member Erin Mendenhall
	Council Member Troy Walker

Also attending were UTA staff and interested community members.

1. Call to Order & Opening Remarks

Chair Bob Stevenson welcomed attendees and called the meeting to order at 1:00 p.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

Chair Stevenson requested a moment of silence in remembrance of Juan Madrid, UTA Rail Maintenance Worker, who was fatally injured while performing his work for UTA.

3. Safety First Minute

Jay Fox, UTA Executive Director, delivered a brief safety message.

4. Public Comment

In Person/Virtual Comment
No in person or virtual comment was given.

Online Comment
No online comment was received.

5. Consent

(Note: Agenda item 5.b. was pulled from the consent agenda and revisited later in the meeting between agenda items 6.b. and 7.a.)

a. Approval of February 19, 2025, Local Advisory Council Meeting Minutes

A motion was made by Vice Chair Hall, and seconded by 2nd Vice-Chair Berube, to approve item 5.a. on the consent agenda. The motion carried by a unanimous vote.

6. Service Planning

a. Sustainable Service Delivery System Update

Jay Fox, UTA Executive Director, was joined by Kim Shanklin, UTA Chief of Staff to the Executive Director.

Staff reviewed April 2025 Change Day accomplishments, described adjustments made to support restored and expanded service, and discussed ongoing process refinement and analysis efforts to support the UTA 5-year Service Plan.

b. Customer Experience Action Plan

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, was joined by Jaron Robertson, UTA Director of Planning.

Robertson defined customer experience (CX) and outlined the purpose of the CX action plan and process in forming it. He then spoke about UTA customer mindsets, journeys, and experiences. Robertson concluded by highlighting CX focus areas, customer feedback implementation, and action items.

Councilmember Dirk Burton joined the meeting at 1:34 p.m.

Discussion ensued during which council members suggested UTA add volunteer ambassadors to provide information at platforms, market the Transit app more broadly, and increase efforts to coordinate on first/last mile projects with other agencies and municipalities.

5. Consent (revisited)

b. UTA Federal Reauthorization Priorities

Carlton Christensen, UTA Board Chair, was joined by Andrew Gruber, Wasatch Front Regional Council Executive Director, who participated in the meeting virtually.

Christensen summarized UTA's federal reauthorization priorities.

Gruber spoke about shared regional federal reauthorization priorities, and specifically

those with a transit nexus.

A motion was made by Vice Chair Hall, and seconded by Councilmember Karen Cronin, to approve item 5.b. on the consent agenda. The motion carried by a unanimous vote.

7. Budget and Finance

a. Consultation on Issuance, Tender and Refunding of the Authority's Sales Tax Revenue Bonds

Viola Miller, UTA Chief Financial Officer, was joined by Brian Reeves, UTA Associate Chief Financial Officer, and Brian Baker with Zions Public Finance.

Staff presented potential financing opportunities, including new bond issuance, bond tendering, and tax-exempt refunding of taxable bonds.

Discussion ensued. Questions on the sufficiency of funding sources to cover operating expenses, the potential future use of the existing Mt. Ogden facility once the new facility is opened, and UTA's bond ratings were posed by the LAC and answered by staff.

8. Discussion

a. Local Advisory Council Roles and Opportunities

Chair Stevenson was joined by Natalie Hall, UTA LAC Vice Chair, Annette Royle, UTA Chief Board Strategy & Governance Officer, and Jana Ostler, UTA Director of Board Governance.

Ostler reviewed the LAC's statutory roles and consultation opportunities.

Vice Chair Hall highlighted LAC engagement opportunities.

Discussion ensued. Topics included the LAC's role in transit planning and fixed guideway transit capital project timelines, opportunities for input in the transit and service planning processes, and a recommendation for better ongoing communication with municipalities on the status of transit projects.

9. Open Dialogue

a. Open Dialogue with the Board of Trustees

Chair Stevenson invited open dialogue with the UTA Board of Trustees. During the discussion, Councilmember Burton requested information on points of contact and/or processes for addressing transit-related constituent requests.

Jeff Acerson, UTA Trustee, suggested LAC members spend time on the transit system and solicit feedback from riders.

10. Reports

a. Executive Director Report

- **Quiet Zone Update**
- **2024 Onboard Survey Report**

Quiet Zone Update
Jay Fox reported waivers were received from the Federal Railroad Administration reinstating both quiet zones along the FrontRunner alignment.

2024 Onboard Survey Report
Jay Fox described the Onboard Survey purpose, methodology, and results.

Discussion ensued. A question on data pertaining to single-vehicle households was posed by the LAC and answered by Fox.

b. Audit Committee Report

Chair Stevenson was joined by Vice Chair Natalie Hall.

Vice Chair Hall reported on audit committee meetings held December 16, 2024, and March 10, 2025.

In December:

- Engagement letters with external auditors Crowe LLP were approved for UTA's 2024 financial audits
- The committee received a report on the status of the 2024 Internal Audit Plan
- The Internal Audit Director presented a new planning and tracking tool to monitor open issues or findings for past audits
- Presentations were given on the support fleet performance audit follow-up report, 1099 reporting audit follow-up report, and procurement process performance audit

In March:

- The Internal Audit Charter was reviewed and adopted
- The committee discussed UTA's risk profile report
- The 2025 Internal Audit Plan was approved
- The committee reviewed the status of the 2024 Internal Audit Plan and open issue report
- Presentations were given on the real estate and transit-oriented development audit and information technology general controls audit follow-up report

11. Other Business

Next Meeting: Wednesday, August 27, 2025, at 1:00 p.m.

12. Adjourn

Chair Stevenson adjourned the meeting at 3:23 p.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at https://www.utah.gov/pmn/sitemap/notice/991901.html for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at https://rideuta.granicus.com/player/clip/363.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

_____

Bob Stevenson
Chair, UTA Local Advisory Council

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Jared Scarbrough, Acting Chief Capital Services Officer
PRESENTER(S):	Paul Drake, Director of Real Estate and TOD Valarie Williams, TOC Project Specialist I Tayler Jensen, Senior Planner, City of West Jordan

TITLE:

5600 West Old Bingham Highway Station Area Plan

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for review and discussion

BACKGROUND:
In 2022, HB462 legislation mandated all cities with a fixed-guideway public transit station (rail or BRT) to develop and certify a Station Area Plan (SAP). Station Area Plans are intended to promote shared objectives of 1) increasing housing availability and affordability, 2) enhancing access to opportunities, 3) promoting sustainable environmental conditions, and 4) increasing transportation choices and connections. Supported by UTA, the associated Metropolitan Planning Organization (MPO), Utah Department of Transportation, and other stakeholders, Station Area Plans are led by municipal staff to ensure general plans and zoning regulations will be updated for future Station Area Plan implementation. The 5600 W Old Bingham Highway Station Area Plan was led by West Jordan City. This Station Area Plan has been formally adopted by West Jordan City and certified by Wasatch Front Regional Council.

State Statute and UTA Board of Trustees Policy 5.1 require that Station Area Plans are reviewed by UTA's Local Advisory Council and adopted by its Board of Trustees prior to pursuing development of UTA-owned property.

DISCUSSION:
West Jordan City, in coordination with UTA and Wasatch Front Regional Council, worked to develop the Station Area Plan for the 5600 W Old Bingham Hwy station. The SAP focused on creating a destination with a variety

of uses and housing types while improving mobility throughout the station area. It also contemplates a potential relocation of school district functions to facilitate development of the West Jordan City Center Station Area.

This plan was presented in conjunction with West Jordan City staff to the Board of Trustees on July 23, 2025 . The plan will be presented to the Board of Trustees for adoption following Local Advisory Council review.

ALTERNATIVES:
Item is presented for review only.

FISCAL IMPACT:
The proposed 5600 W Old Bingham Hwy Station Area Plan will better position UTA and West Jordan City to coordinate redevelopment of the station area. This aligned coordination will promote future transit-oriented development in an efficient and fiscally responsible manner.

ATTACHMENTS:

- 5600 West Old Bingham Highway Station Area Plan

STATION AREA PLAN
5600 WEST

Prepared for Wasatch Front Regional Council, City of West Jordan and Utah Transit Authority
January 2025



Prepared by: **Design Workshop**

Prepared for: **Wasatch Front Regional Council, West Jordan and Utah Transit Authority**

5600 WEST STATION AREA PLAN

PREPARED FOR

WASATCH FRONT REGIONAL COUNCIL

Byron Head, Community Planner

UTAH TRANSIT AUTHORITY

Kayla Kinkead
Valarie Williams

WEST JORDAN CITY

Tayler Jensen
Mark Forsythe
Megan Jensen

PREPARED BY

DESIGN WORKSHOP

Chris Geddes, Principal-in-Charge
Emily Burrowes, Project Manager
Caroline Schoeller, Planner
Chun Chen, Planner
Mary Claire Jennings, Project Intern

GALLOWAY

Devin Lujan
Spencer Hymas
Christian Michaelson
Brian Horan

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Existing Economic & Housing Conditions Analysis

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Existing Transportation Conditions Memo

APPENDIX C XX
Previous Plan Review Memo

APPENDIX D XX
Process and Community Engagement

APPENDIX E XX
Survey Results Memo


5651 W. Old Bingham Hwy



INTRODUCTION

INTRODUCTION

The City of West Jordan, in partnership with Wasatch Front Regional Council (WFRC) and Utah Transit Authority (UTA), worked together to develop a station area plan for 5600 West to support regional transit.

Transit Oriented Communities (TOC) that provide people easy access to mixed-uses and services around public transit are a shared goal of WFRC, UTA and West Jordan. This type of development prioritizes transit and pedestrian-scale built environment to create walkable neighborhoods with everyday amenities within safe and comfortable walking distance of transit stations. TOC's outcomes include reduced traffic congestion and pollution, increased bicycle and pedestrian connectivity, and a vibrant public realm that meets the needs of modern living.

STATION AREA PLAN

A Station Area Plan (SAP) is intended to advance shared goals by maximizing development potential around transit stations through a collaborative planning approach. Per Utah House Bill 462 (HB462), cities with fixed-guideway public transit stations, such as FrontRunner, TRAX, or FastBus, are required to develop a SAP for that station. The goals of HB462 are to increase the availability and affordability of housing, including moderate income housing; promote sustainable environmental conditions; enhance access to opportunities; and increase transportation choices and connections.

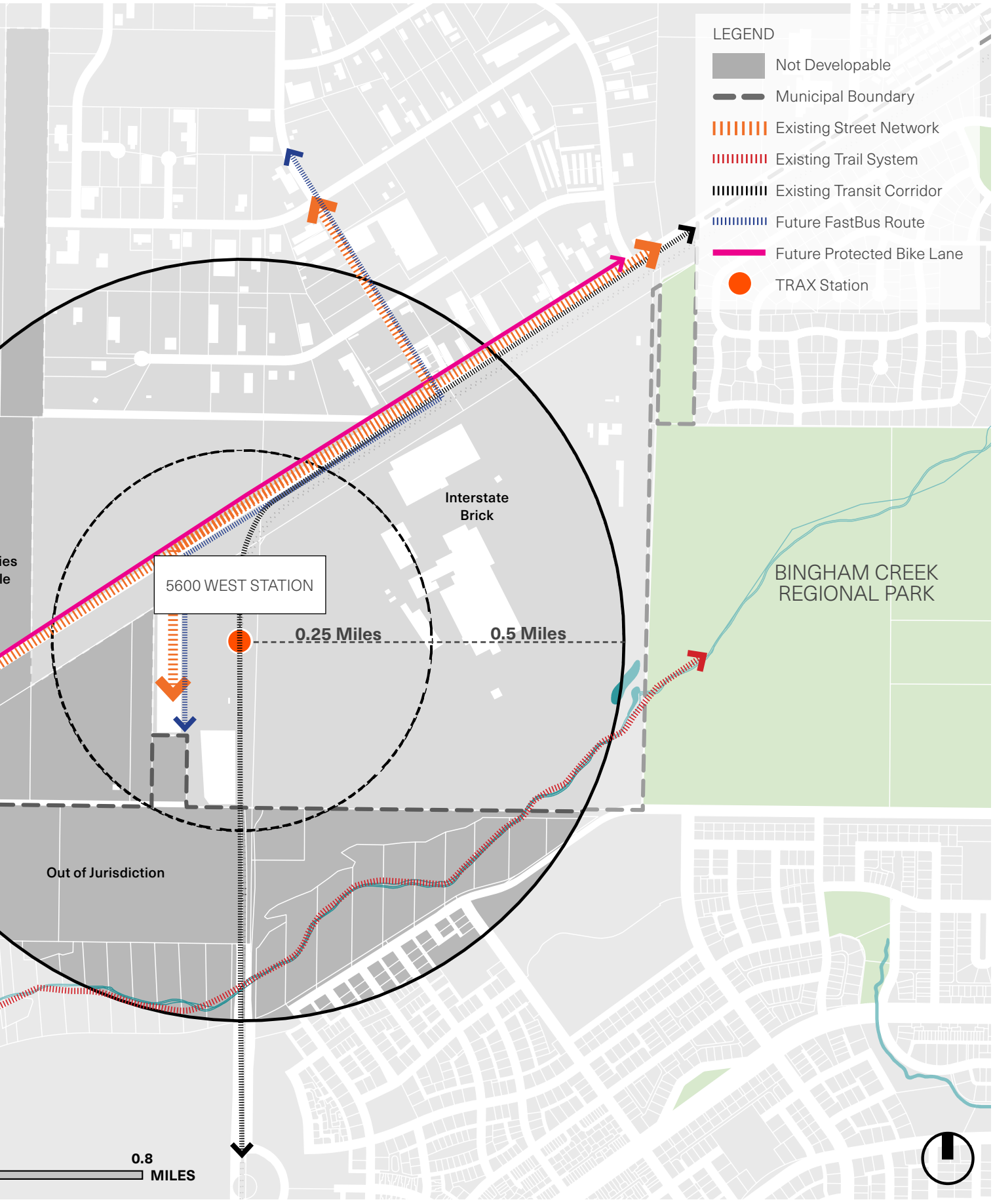
PROJECT AREA

The project area is located off Old Bingham Highway, along the border of West Jordan and South Jordan. The site is currently zoned for light industrial and employment, making it a key area for economic development within the region. The location benefits from proximity to Bingham Creek Regional Park, which lies directly to the east, and the growing Daybreak community to the south.

The project area will be integrated into the West Jordan future transportation plan that includes a future FastBus route and a protected bike lane. These features make 5600 West (5600 W) SAP project area a strategic location for future transit-oriented development.



Figure 1: Context Map, Source: ESRI, 2023


LEGEND
Not Developable
Municipal Boundary
Existing Street Network
Existing Trail System
Existing Transit Corridor
Future FastBus Route
Future Protected Bike Lane
TRAX Station
Interstate Brick
5600 WEST STATION
0.25 Miles
0.5 Miles
BINGHAM CREEK REGIONAL PARK
Out of Jurisdiction
0.8
MILES

PROJECT PROCESS

PROJECT STATEMENT

The passage of HB462 in 2022 signaled that transit should be used not just as a means of moving people but also as a vehicle for solving some of the growing pains facing communities along the Wasatch Front. The Wasatch Front is experiencing explosive growth in population and employment, leading to traffic congestion, poor air quality, and a lack of affordable housing across the region. In West Jordan, there is an opportunity to leverage the TRAX system to not only encourage transit use but also to repurpose lands to increase the share of affordable housing at transit stations and create vibrant neighborhoods.

This station area plan establishes a vision and an implementation plan that are both optimal and appropriate for areas occurring approximately ½ mile from the 5600 W station. The vision is grounded in an analysis of existing conditions and market needs, highlighting key changes and enhancements required to support and enable optimal growth within the station area.

OPPORTUNITIES AND CONSTRAINTS

5600 W station is strategically located to serve as a distinct yet connected regional destination. The station area benefits from its proximity to Daybreak, the South Jordan station area, and the new baseball stadium. This unique relationship can draw in visitors, enhancing its appeal as a dynamic center of activity. The site faces several constraints that impact its development potential, including limited lot depth west of the station, existing above-grade utilities that may require relocation or protection, and surrounding industrial uses. These constraints pose significant challenges to non-industrial uses on the west side of the tracks, as the restricted lot depth and utilities limit layout flexibility, while industrial uses are unlikely to justify the cost of structured parking. This Station Area Plan provides an opportunity to build community support for Transit Oriented Communities that appeal to existing commuters while also heralding a vibrant future for new commuters. In addition to the benefits that Transit Oriented Communities can bring (by encouraging diverse mode choices, removing cars from the highways, providing diversity in housing choices, and getting people closer to jobs), this plan can also build vibrancy, a sense of community, and place identity.

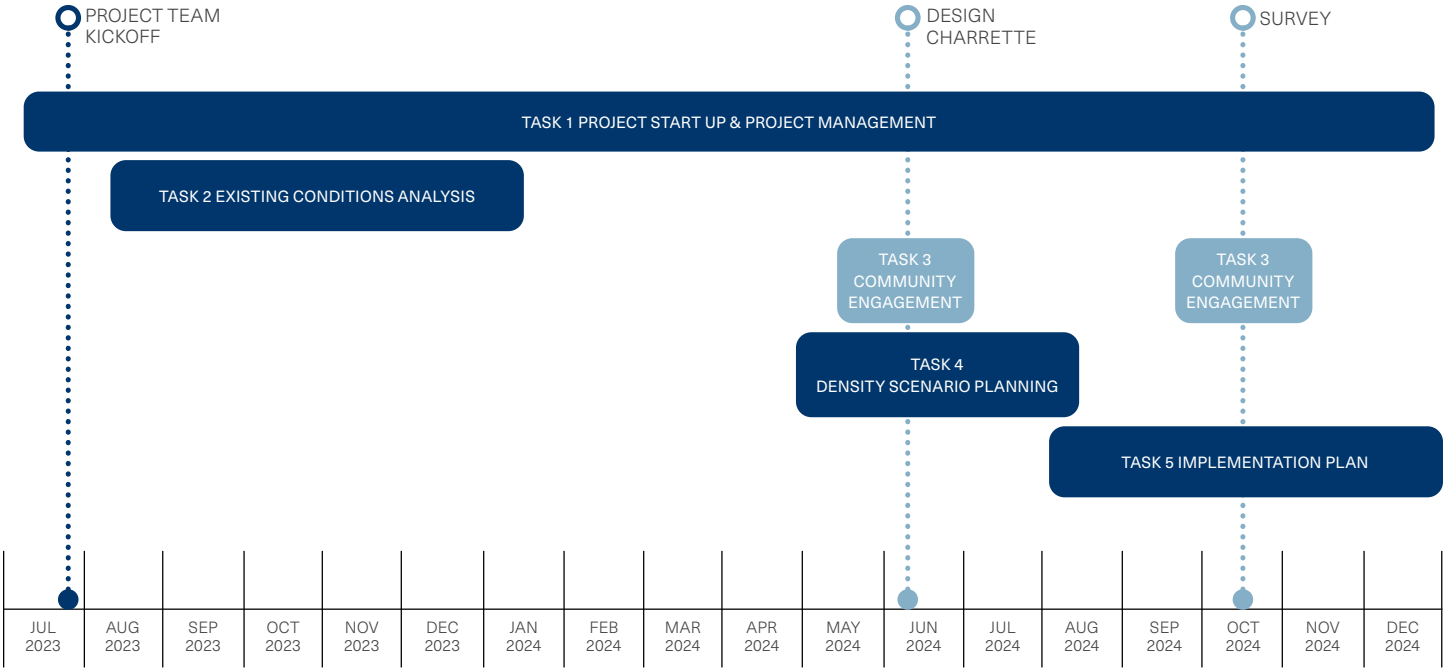


Figure 2: Project Timeline

WHAT IS 5600 WEST STATION AREA PLAN?

The passenger rail lines serving the Wasatch Front span hundreds of miles and have almost 70 stations. During the Legislative Session of 2022, the State of Utah determined that this infrastructure is key to the improvement of housing affordability, air quality, and traffic congestion within Utah. To further explore these solutions, HB462 was passed, requiring every city with a fixed guideway transit station to complete a station area plan.

A station area plan is a plan that examines the area approximately ½ mile from a fixed guideway transit station that focuses on the relationship between station access and land use growth. The purpose of any station area plan is to optimize connections for pedestrians and bicycles while promoting transit-supportive land uses to create neighborhoods where people can access a diversity of housing, employment, and entertainment options without the use of an automobile.

West Jordan has worked to create a station area plan for the 5600 West Old Bingham Highway (5600 W TRAX station). The city's hope is that the station may become a regional entertainment hub within a new mixed-use neighborhood. It is important to clearly communicate that the 5600 W SAP represents a conceptual framework that will require cooperation between property owners, the City, and the development community to achieve.

PROJECT GOALS

Five key project goals were established at the beginning of the process to give direction and address key issues around the station area:



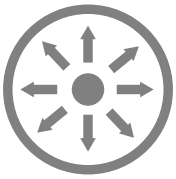
1

Encourage redevelopment around the station considering a variety of housing types and densities



2

Propose land uses that will create true mixed-use areas and sense of place/destination



3

Build off existing amenities like Mountain View Corridor and Bingham Creek Regional Park



4

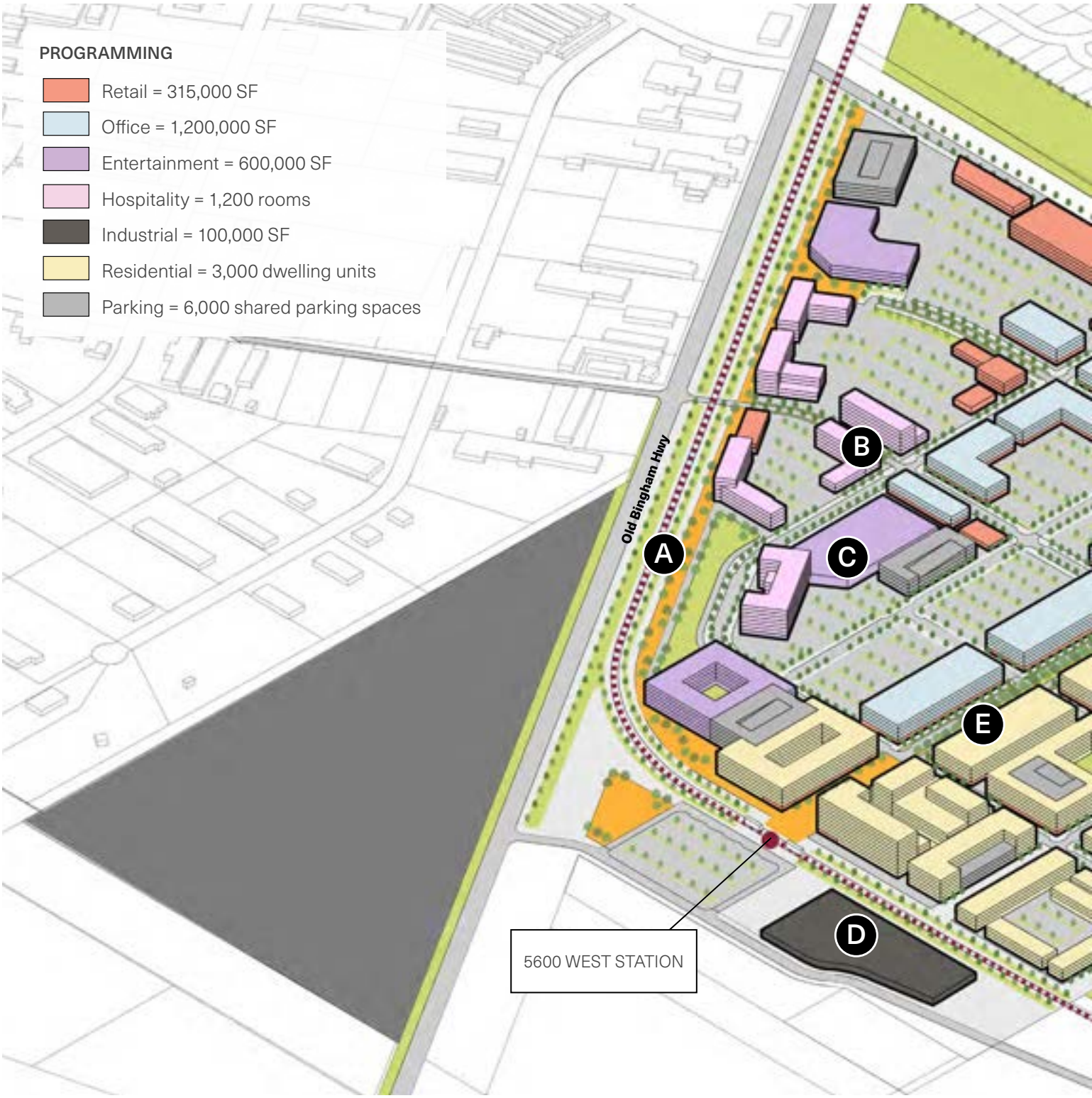
Reimagine how Old Bingham Highway can become more multi-modal in the future and promote various types of mobility options



5

Establish connections to surrounding neighborhoods and amenities

PREFERRED CONCEPT



LEGEND

- RETAIL
- OFFICE
- RESIDENTIAL
- ENTERTAINMENT
- HOSPITALITY
- INDUSTRIAL
- PARKING
- PUBLIC REALM

- **A** MULTI-MODAL OLD BINGHAM HIGHWAY
- **B** HOSPITALITY DISTRICT
- **C** ENTERTAINMENT DISTRICT
- **D** POTENTIAL LOCATION OF JORDAN SCHOOL DISTRICT WAREHOUSE
- **E** THE BRICKLINE
- **F** MIXED USE DEVELOPMENT



Figure 3: Site Concept


DO NOT
STOP
ON
TRACKS
N A PAINTING
THE LEONARDO
TheLeonardo.org



EXISTING CONDITIONS & SITE ANALYSIS

EXISTING CONDITIONS

As part of the existing conditions analysis, a review of the existing land uses was conducted for West Jordan City. This review lends a better understanding of current policy requirements and environmental conditions for the station area. Full existing conditions memo can be found in the Appendix.

LAND USE

The area surrounding the 5600 W station is characterized by a mix of light industrial and employment-related uses, which dominate the landscape. These industries contribute to the local economy and provide jobs for the nearby communities. To the south of the station, the Daybreak residential development offers a contrasting environment, with homes providing a suburban feel. This blend of industrial and residential areas creates a diverse urban fabric, with the station serving as a key connection point between these distinct land uses.



Figure 4: Land Use Analysis Map, Source: ESRI, 2023

ENVIRONMENTAL CONDITIONS

Centuries of mining activity have led to significant soil and water pollution in the area surrounding the 5600 West station. While initial remediation projects were carried out during the Superfund cleanup, ongoing efforts may be required during future development to ensure that environmental conditions remain safe and suitable for the community.

The half-mile radius of 5600 W encompasses parts of the Kennecott Superfund site and Bingham Creek, which is identified as a 303(d) listed impaired waterway. From 1999 to 2008, extensive remediation activities were conducted within the Kennecott Superfund area, addressing soil, sediment, surface water, and groundwater contamination. These cleanup efforts have paved the way for new development and the restoration of previously contaminated sites, notably including the Daybreak Community, Oquirrh Lake, and Big Bend, as well as Bingham Creek Regional Park.

The nearby restored areas have enhanced recreational opportunities and provided vital wildlife habitats for migratory wetland birds and native tree species. However, it is essential to implement additional precautions for any development projects near the extent of the Bingham-Magna ditch to ensure the continued protection of these revitalized ecosystems.



Figure 5: Environmental Conditions Analysis Map, Source: ESRI, 2023

PREVIOUS PLAN REVIEW

As part of the analysis process, previous planning documents were reviewed. These plans were specifically selected for review because they impact the area surrounding the 5600 W station and are particularly relevant in terms of environmental impact, transportation planning, comprehensive planning, and community needs. Full previous plan review can be found in the Appendix.

THE PLANS

2015 SALT LAKE COUNTY INTEGRATED WATERSHED PLAN (2015)

This plan is an update to the 2009 plan that addresses ongoing area-wide water quality and watershed planning. By focusing on the goal to improve watershed functions and high-quality surface waters to provide fishable and swimmable water, the 2015 Salt Lake County Integrated Watershed Plan consists of an updated Section 208 plan, watershed plan, and roadmap to guide Salt Lake County's watershed improvements. This plan supports the 5600 W station Area Plan by ensuring that future development of 5600 W will prioritize protecting the watershed on the site, fostering both environmental stewardship and responsible growth.

2015 TRANSPORTATION MASTER PLAN (2015)

Plan for the existing transportation system to accommodate the projected growth of 170,000 residents by 2040. The plan examines and makes recommendations for the roadway network, alternative modes of transportation, Capital Facilities Plan, and Impact Fee Facilities Plan. The plan incorporates the goals of West Jordan City regarding jurisdictional transportation systems, as well as regional facilities maintained by UDOT, UTA, Salt Lake County, and neighboring communities. The plan aligns with the 5600 W SAP by addressing the transportation infrastructure needed to support projected growth and ensuring seamless integration with regional facilities, promoting connectivity and sustainable development.

2019 ACTIVE TRANSPORTATION PLAN (2019)

This plan lays out the groundwork to enhance active transportation with collaboration from residents and stakeholders for the future of West Jordan. A study was conducted between West Jordan and South Jordan to collaborate on projects and ensure there would be connections in corridors between the two cities. Projects are identified in the plan to help improve active transportation between West and South Jordan, promoting accessibility and mobility for 5600 W SAP.

2019 PARKS, REC, TRAILS & OPEN SPACE MASTER PLAN (2019)

This plan provides a comprehensive update and recommendations with a clear vision and priorities related to parks, recreation, trails, and open space for the next 10 years and beyond. With the development of Bingham Creek Regional Park that this plan accounts for, it supports 5600 W SAP to enhance community amenities and ensure sustainable growth.

2020-2024 CONSOLIDATED PLAN (2020)

A plan that identifies the community's affordable housing, community development, and economic development needs and outlines a comprehensive and coordinated strategy for addressing them. The City's upcoming five-year strategy will focus primarily on devoting federal resources to areas in the city where the greatest concentration of poverty exists. This plan will impact 5600 W SAP to understand the housing need for site programming.

MOUNTAIN VIEW CORRIDOR REVISED RECORD OF DECISION (2020)

The original Record of Decision for the Mountain View Corridor Project was signed on November 17, 2008. The Selected Alternative included a roadway alternative (the 5800 West Freeway Alternative) and a transit alternative (the 5600 West Transit Alternative with Dedicated Right-of-Way Option). Since the original ROD was issued, this overall Selected Alternative has been refined and is referred to as the Refined Selected Alternative. This alternative meets the transportation needs while considering environmental, safety, and socioeconomic factors, which will be important for the location of the 5600 W station.

GENERAL PLAN (2023)

The General Plan update provides a long-term vision for West Jordan City. The plan analyzes the current conditions, challenges, and opportunities. Based on the existing conditions, recommendations on how to capitalize on strengths and resolve deficiencies through guiding principles. Regarding Station Area Plans, the General Plan ensures that SAP, like 5600 W, must fulfill the State's goals of increasing affordable housing and mixed-use development.

2023-2050 REGIONAL TRANSPORTATION PLAN (2023)

This plan recommends improvements to the highway, transit, and active transportation systems through the year 2050 for both the Salt Lake City–West Valley City and Ogden–Layton Urbanized Areas over the next 27 years. It addresses the desired local and regional growth and infrastructure, maintenance of the existing transportation system, regional road system, high-capacity transit opportunities, and active transportation networks. Future transportation projects from the plan, including the future bike lane on Old Bingham Highway, needs to be incorporated into the 5600 W SAP.

SOUTH JORDAN GENERAL PLAN (2020)

The General Plan highlights South Jordan's unique and diverse character, taps into the City's unrealized potential, and enhances the quality of life for its residents. The general plan is a toolkit for land use and development guidance over the next 20 years. While this general plan governs a different jurisdiction from West Jordan, the station area plan should consider adjacent land uses and infrastructure.

SOUTH JORDAN ACTIVE TRANSPORTATION PLAN (2019)

The South Jordan Active Transportation Plan allows the City of South Jordan to look at the bicycle and pedestrian facilities in the city. It is the next step after the Transportation Master Plan to identify the needs for sidewalk, trail, and bike lane projects to improve residents' quality of life. The same study was conducted between West Jordan and South Jordan to collaborate on projects and ensure there would be connections in corridors between the two cities. From there, projects were identified to help improve active transportation between West and South Jordan, which was then ranked as a priority. These projects include buffered and protected bike lanes, multi-use paths, sidewalks, bike lanes, etc. Given that the 5600 W station is located on the border of West Jordan and South Jordan, it is crucial that the transportation plan considers the plan of both municipalities. 5600 W SAP should incorporate the South Jordan Parkway station for circulation.

"With the planned growth and active transportation, more than 30,000 jobs will be added to West Jordan by 2050."

2019 Active Transportation Plan

DEMOGRAPHIC, HOUSING & MARKET OBSERVATIONS AND RECOMMENDATIONS

West Jordan has experienced growth since 2010. Growth within the area is projected to continue and will require a thoughtful and strategic approach to the station area plan to provide jobs, economic development, suitable housing and amenities to support a growing population. The following section summarizes observations and recommendations from this existing conditions analysis and provides recommendations for how West Jordan may respond to demographic shifts, housing needs, and real estate opportunities. Full analysis can be found in the Appendix.

DEMOGRAPHICS:

- West Jordan's population is projected to continue growing and there is an opportunity at the station to accommodate growth.
- The median age for West Jordan is in the early 30's between the ages of 30.5 and 33. Considering the ages with the growing household rates and household sizes of 3.31, it can be interpreted that West Jordan is currently home to a significant population of households with children. Based on the future growth rate, options to expand housing in West Jordan should be considered.
- West Jordan has a significantly higher median household income ($89,967) when compared to Salt Lake County. West Jordan is forecasted for an increase in the median household income in the next five years.
- West Jordan does not experience an increase in daytime population, which may indicate that residents commute outside the city for work. The Station Area Plan should explore options to add retail and employment opportunities to increase the daytime population and people coming into these areas for work.

HOUSING:

- West Jordan's housing stock is predominantly single-family homes (81%).
- 74.4% of West Jordan's housing units are owner occupied, while only 25.6% are rentals. Based on these observations, the Station Area Plan should explore fulfilling the need for more rental housing. Rental housing options should consider adding studio, 1-bedroom, and 2-bedroom units.

REAL ESTATE

- Office performs well in West Jordan, supported by strong vacancy and absorption rates; however, success remains highly site- and amenity-specific.
- Retail performs well in West Jordan, with nearly all square footage currently under lease. It is highly advisable that future development of the Station Area Plan include retail space, either standalone or mixed with residential uses.







RECOMMENDATIONS

SITE CONCEPT

LAND USE

During the project development process, and after hearing from West Jordan City Council on the overall vision and goals, our team prepared a preferred conceptual site plan for the 5600 W station area.

The 5600 W station area plan envisions a vibrant entertainment hub designed to attract regional visitors while prioritizing mixed-use development, with a long-term vision extending over the next 30 years. Central to the site is a bustling main street featuring a variety of commercial establishments, creating an inviting atmosphere for both residents and visitors. A key highlight of the main street is the direct connection to Bingham Creek Regional Park, which serves as an attractive outdoor destination for visitors and residents alike. The main street, referred to here as the Brickline in homage to the existing site use, is lined with mixed-use developments, offering a dynamic environment that encourages social interaction and leisure activities. To the south, the focus shifts to a more residential setting that seamlessly transitions into the nearby Daybreak community, fostering a sense of neighborhood connectivity. In contrast, the northern section of the site is dedicated to commercial and entertainment offerings, complemented by hospitality options that aim to draw visitors and enhance their overall experience.

To improve accessibility for nearby neighborhoods, the plan includes reimagining Old Bingham Highway as a multi-modal corridor, accommodating various transportation options such as walking, biking, and public transit. This comprehensive approach enhances connectivity and ensures that the 5600 W station area site becomes a lively hub that caters to a diverse range of activities and lifestyles, paving the way for a thriving community once existing industrial land uses have transitioned over the coming decades.



Figure 6: Site Concept



A MULTI-MODAL
OLD BINGHAM HIGHWAY

B POTENTIAL LOCATION OF
JORDAN SCHOOL DISTRICT
WAREHOUSE

C THE BRICKLINE

PROGRAMMING

The 5600 W SAP includes various land uses to become a destination area for visitors as well as contain full amenities for residents and employees.

RETAIL: 315,000 SF

The intent is to create inline retail opportunities that support activity on the Brickline between the station and Bingham Creek Regional Park, enhancing pedestrian flow and fostering a vibrant community atmosphere. Additionally, the plan features pad sites along Old Bingham Highway, offering a mix of retail options to cater to diverse needs and attract a broader customer base, ultimately creating a well-rounded commercial hub for the area.

OFFICE: 1,300,000 SF

To ensure a sufficient daily population to sustain retail and promote transit use, office spaces are strategically concentrated at the center of the site, ideally within mixed-use buildings. This approach not only maximizes foot traffic for retail but also integrates workspaces into the community, creating a dynamic, transit-oriented environment that supports both business and leisure activities.

ENTERTAINMENT: 600,000 SF

The station area offers a unique opportunity to establish a destination attraction at the southwest gateway to West Jordan, serving as a vibrant entry point to the city. This plan envisions a hub of family-oriented and complementary entertainment options that will draw visitors, create a lively atmosphere, and enhance the community's appeal as a regional destination.

HOSPITALITY: 1,200 ROOMS

Hospitality is envisioned as a key use in the area, both to support the entertainment attractions and to leverage the convenient access to Mountain View Corridor. This addition would provide lodging options for visitors, encourage longer stays, and further establish the area as a versatile destination for both leisure and business travelers.

INDUSTRIAL: 100,000 SF

Ongoing discussions with the Jordan School District aim to relocate their warehousing operations from the City Center to the station area. The UTA-owned property may be a suitable location for future Jordan School District operations and should be explored further as a potential option. This relocation would free up space in the City Center while enhancing the functionality of the station area. Alongside accommodating Jordan School District's needs, 5600 W SAP intends to preserve existing zoning for the land north of Old Bingham Highway, maintaining continuity with the current land use framework.

RESIDENTIAL: 3,000 DWELLING UNITS

Residential land use will be designed to support a vibrant, diverse community within the station area by accommodating a sufficient population base. The plan promotes high-density development close to the station, with buildings reaching up to 10 stories, fostering an active, urban feel. Density steps down along the Brickline towards Bingham Creek Regional Park, with buildings up to five stories, creating a comfortable pedestrian environment. Further south, as the area transitions toward Daybreak, the height will decrease to a maximum of four stories, blending with the surrounding neighborhoods.

PARKING: 10,000 SPACES (APPROXIMATE)

Parking is a key element of successful development projects, and they market generally dictates the way in which parking is accommodated. At the 5600 W station, projected land uses, suburban development patterns, and market and financing suggest that high-density residential and some office uses are most likely to justify structured parking, while retail, entertainment and hospitality uses are likely to rely on surface parking. While this plan reflects these assumptions, encouragement of and financial support for structured parking where feasible is recommended.

CIRCULATION



Figure 7: Circulation Diagram

With the high-density land use programming, 5600 W SAP will need to prioritize circulation to create a well-connected environment that will support the influx of new residents and visitors. Efficient circulation will ensure smooth and intuitive movement throughout the site, making it easy for people to navigate between the station, residential, commercial, and office areas, as well as Bingham Creek Regional Park. The emphasis on circulation will not only enhance accessibility but will also foster a lively, engaging community atmosphere, making 5600 W a destination for all.

AREAS OF FOCUS

1. The Brickline

The Brickline will be a vibrant, pedestrian-friendly area bustling with local businesses and lively public spaces. It will also be a tribute to Salt Lake County's rich heritage, where elevated design and premium materials converge, creating a uniquely captivating streetscape.

2. The Station

The Station will be the multi-modal connector to the site. West Jordan School District's warehouses have been identified as potential use for the area, creating a transition from the mixed-use development to the electric transmission infrastructure, as well as West Jordan to South Jordan.

3. Old Bingham Highway

Reimagining Old Bingham Highway into a pedestrian and bike-friendly street will create a safer and more accessible multi-modal use to and from the site.

1 THE BRICKLINE

The Brickline corridor is imagined as the neighborhood's center of activity. With a focus on connecting people through the site's center core, there is a strong emphasis on pedestrian accessibility and safety. The pedestrian paseo along the Brickline includes landscaping, wide sidewalks adorned with trees, green spaces, benches, and art installations to create a welcoming atmosphere and encourage community interactions. A center median provides additional landscaping and amenities to activate the corridor and provide moments of exploration and discovery. The high-density mixed-use along the street provides activity from ground-floor shops, cafes, and restaurants, attracting people to stroll, shop, and socialize from day to night. The paseo can also be used as activity space, allowing for off-street markets and events. On the Brickline, residents, visitors, and local businesses can come together to create a dynamic and engaging environment.

The Brickline also serves as a crucial connector, linking the TRAX station to Bingham Creek Regional Park. The street design prioritizes pedestrians, with crosswalks, traffic calming measures, and bike lanes ensuring safe and easy navigation. The integration of transportation, residential, commercial, and recreational spaces will make the corridor a bustling hub of activity and a key destination.



Figure 8: Circulation Diagram - The Brickline

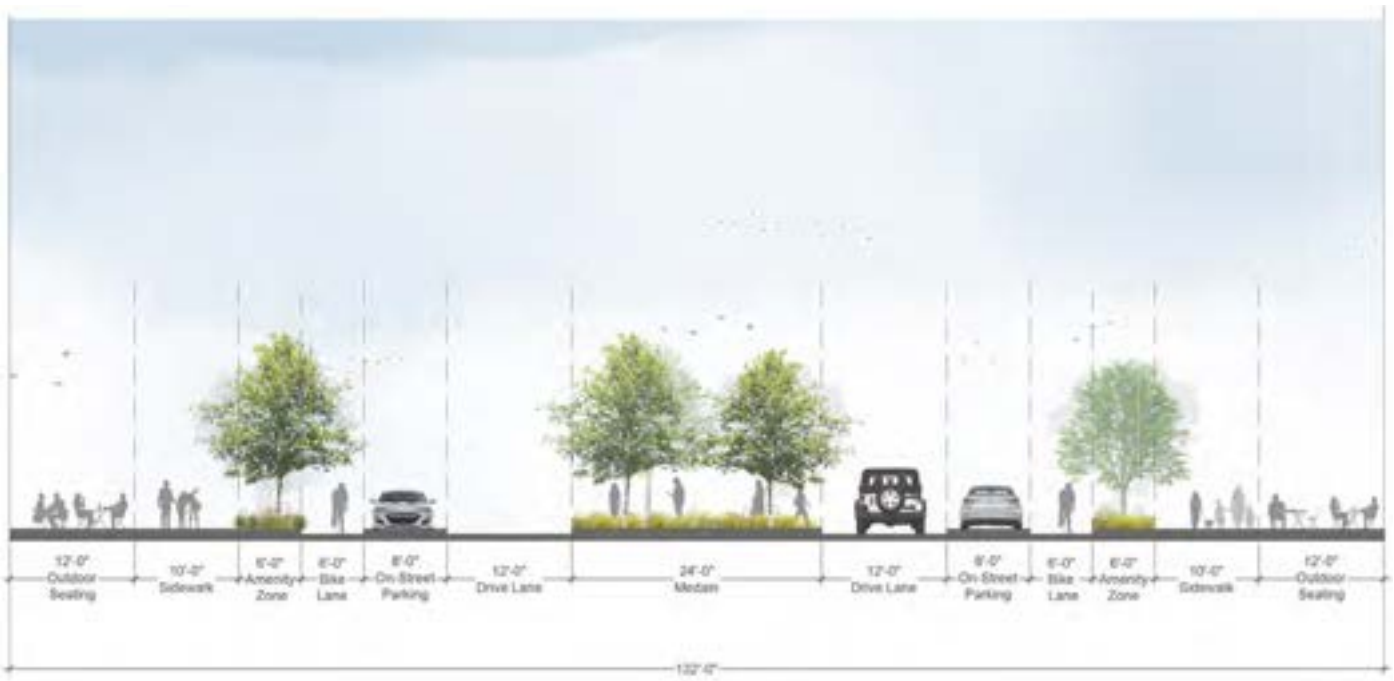


Figure 9: Street Section - The Brickline

PRECEDENT IMAGERY

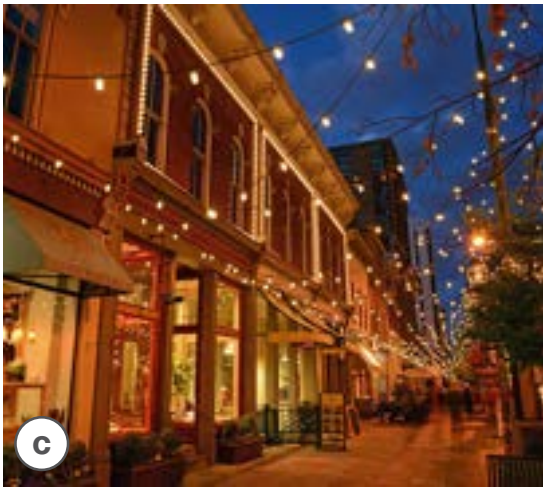
a. Park paseo
Commonwealth Ave
Boston, MA

b. Night market activation
Clayton Lane
Denver, CO

c. Restaurant row
Larimer Square
Denver, CO

d. Mixed-use paseo
Crocker Park
Westlake, OH









2 THE STATION

The Station serves as a hub and vital connection to enhance connectivity and support the local community. It is strategically located and serve as a vital point for multi-modal transportation, offering connections between various transit options for TRAX, FastBus, vehicles, bicycles, and bike-sharing services. The Station provides parking for transit users. This ensures that residents and visitors can easily access the area and travel to their destinations with minimal hassle.

In addition to its transportation role, the Station is envisioned as a potential relocation site to support the Jordan School District by providing dedicated spaces for their warehouses, efficiently meeting logistical needs. This space is utilized for storing educational materials, supplies, and equipment, ensuring that the Jordan School District can efficiently manage resources and support its schools effectively. The potential integration of warehousing within the Station underscores its role as a multifunctional asset, serving both the logistical needs of the Jordan School District and the broader transportation network.



Figure 10: Circulation Diagram - Station Area



Figure 11: Street Section - Station Area

PRECEDENT IMAGERY

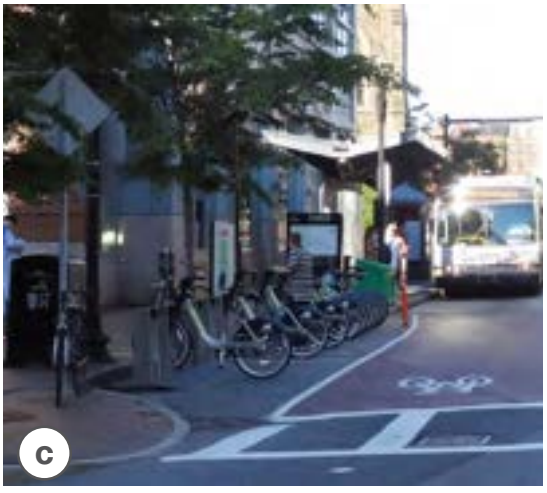
a. Bus and Train Station
Raleigh, NC

b. Bus and Train Station
Union Station
Denver, CO

c. Multi-Modal Connections
Boston, MA







3 OLD BINGHAM HIGHWAY

The transformation of Old Bingham Highway represents a bold vision to revitalize what is currently a heavily trafficked road into a welcoming, pedestrian-friendly corridor that seamlessly connects surrounding areas to the site area. Reimagining the highway, which has long been dominated by industrial use, can transform the station area into a vibrant mixed-use area that encourages community engagement and economic growth.

While still accommodating vehicles and the FastBus line, the reimagined Old Bingham Highway features enhanced pedestrian and bicycle infrastructure, including wide sidewalks, dedicated bike lanes, crosswalks, and pedestrian signals, to ensure safe and convenient access for people traveling on foot and bike. This transformation facilitates easy movement between the adjacent site north of Old Bingham Highway and the 5600 W site, effectively bridging previously separated areas. Landscaping and streetscape improvements, such as tree-lined roads, green spaces, and public art to beautify the area, making it an inviting space for residents and visitors.



Figure 12: Circulation Diagram - Old Bingham Highway



Figure 13: Street Section - Old Bingham Highway

PRECEDENT IMAGERY

a. Multi-Modal
Charlotte, NC

b. Multi-Modal
Denver, CO

c. Bus Lanes and Crosswalks
Uptown District
Houston, TX

d. Wide Pedestrian Sidewalks
Uptown District
Houston, TX









MARKET OBSERVATIONS AND VALUATION ASSUMPTIONS

In the multi-family and commercial real estate sectors, the income approach is commonly used for valuation. This method converts a property's anticipated income into its market value, making it a suitable approach for estimating the proposed multifamily property's value. Key components for calculating the present value include the Net Operating Income (NOI) and the Capitalization Rate, typically between 4-5% for new Class A multi-family properties in Salt Lake County.

Utilizing the 50% rule — a conservative estimate that 50% of the total income will go toward operational expenses — we calculate the NOI after determining area rental rates and applying this to the Station Area Plan's proposed square footage.

MARKET OBSERVATIONS: MULTI-FAMILY DEVELOPMENTS

Recent multi-family developments in West Jordan have shown rents aligning with values across the Salt Lake Valley. According to CoStar, the median market rent in West Jordan is $1,517 per month, while newer developments range between $2.25 and $2.80 per square foot. For estimation purposes, we are using a median rent of $2.53 per square foot for the proposed 5,451,667 square feet of multi-family housing within the Station Area Plan. This provides an estimated monthly revenue, which we multiply by 12 and then reduce by 50% for operational expenses, resulting in an annual NOI of $82,756,302.

Using the formula Value = NOI / Cap Rate, we estimate the project's value as follows:

$82,756,302 / 5% = $1,655,126,034

Developers generally allocate approximately 25% of a project's value to land costs. Based on these assumptions, the estimated land value for the multifamily portion is approximately $413,781,508, or $6,365,869 per acre.

Additionally, with an average unit size of 750 square feet, the proposed multi-family area could yield approximately 7,269 units, putting land costs at an estimated $56,924 per unit.

COMMERCIAL PROPERTY VALUATION

Applying a similar methodology to commercial square footage, we use data from the 2023 Retail Market Report by Mountain West Commercial Real Estate, which shows an average rent of $22.02 per square foot for triple net leases (NNN). This rent structure simplifies our calculation, as NOI essentially equals the annual square footage rent. For the proposed 3,878,740 square feet of commercial space, this produces an annual NOI of $85,409,854.

Using a more conservative Cap Rate of 7% for commercial property to account for variation in asset classes, the valuation formula yields:

$85,409,854 / 7% = $1,220,140,782

With land costs estimated at 25% of this value, the land value for commercial development is approximately $305,035,196, or $2,905,097 per acre.

INDUSTRIAL SECTION CONSIDERATION

Approximately 101,606 square feet to the north of Old Bingham Highway is designated as industrial. Given its specific designation, we have not provided a valuation for this segment; however, further analysis can be conducted if requested.

DISCLAMIER

The valuations presented here are high-level estimates based on broad assumptions and do not account for vacancy rates, absorption rates, infrastructure needs, or construction and development cost fluctuations. They aim to provide a preliminary understanding of achievable value should the Station Area Plan be fully realized as proposed. Further detailed analysis is recommended for precise financial planning and decision-making.

TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) programs aim to provide compelling and viable alternatives to driving alone, either through encouraging travel by more efficient modes or discouraging travel by driving alone. TDM programs will vary based on ultimate development profiles for each station area and their eventual occupants. Typically, TDM programs are comprised of options that collectively allow residents, employees, or others traveling to and from an area served by a TDM program to travel more efficiently. While the success of each TDM program is heavily dependent on external factors such as performance goals, ubiquity, weather, and funding, high-functioning programs can result in reduced parking demand, increased transit ridership, higher shares of trips being made by cycling, and reduced congestion.

A range of TDM options are presented below. The final TDM programs implemented in the station area will depend on final build-out of the area and appetite for funding such programs from landowners, employers, or other stakeholders.

Category	Measure	Description	Potentially Responsible Parties
Cycling/ Pedestrian Measures	Provide bicycle parking (short-term, on-sidewalk or similar)	Provide traditional bike racks designed for short-term parking, in a visible publicly accessible space.	Developers, municipalities
	Provide on-site bicycle maintenance services	Include dedicated space for a bicycle repair shop, or agree to provide concierge service for individuals to drop off bicycles for repairs and pick them up at a later time.	Developers, employers
	Provide on-site bicycle repair station	Provide a bicycle repair station that includes basic tools and space for common repair tasks. This may include a stand, air pump, tire lever, wrenches, and other common bicycle maintenance tools.	Developers, employers, municipalities, public agencies
	Provide showers and lockers	Provide space for active transportation users to shower, change, and store any equipment they use during their commute.	Developers, employers
	Provide long-term bicycle parking	Provide secure, off-street storage for bicycles for more flexible bicycle commutes and overnight storage.	Developers

Category	Measure	Description	Potentially Responsible Parties
Land Use Measures	Locate project near urban center	Locate the project near a jobs center, such as a central business district. Location efficiency, or distance to areas with high concentrations of jobs and other destinations, reduces vehicle trip length and therefore tends to have lower VMT levels than a similar project located further from a center.	Municipalities, developers
	Integrate affordable and below-market-rate housing	Incorporate affordable housing into the development program. Generally, affordable housing can be defined as housing affordable to households earning less than 80 percent of the area median income. Affordable or below-market-rate housing can comprise anywhere from a small percentage to 100 percent of total residential units in a project. Generally, because lower-income households tend to generate less VMT per person, this may lead to a reduction in vehicle trips.	Developers, municipalities
	Locate project near bike path/ bike lane or other non-auto corridor	Locate project on a roadway that has existing high-quality bicycle and pedestrian infrastructure, such as bike lanes (class I, II, or IV), designation as a bicycle boulevard, traffic calming, or a high level of bicycle activity combined with low roadway speeds. Project may also be oriented toward a dedicated bus facility (such as FastBus) or a light rail line; in this instance, orientation means that the site's primary and easiest form of access should be from the transit corridor, and that the transit corridor should not have competing automotive traffic.	Developers, municipalities, public agencies
	Provide delivery-supportive amenities	Designate a central package room or package area where deliveries can be safely kept until picked up by a resident or employee. This both helps to reduce excessive driving by delivery vehicles at larger suburban sites, and also encourages online ordering rather than driving to and from local shops.	Developers, municipalities
	Provide family-supportive amenities	Provide amenities that allow families to live a car-free or car-lite lifestyle, such as provision of loaner car seats for use in carshare vehicles, maintaining cargo bikes as part of an overall bicycle fleet, or providing storage for infrequently used accessories such as car seats near a carshare station.	Developers, employers
	Provide on-site daycare	Provide childcare on-site, reducing the need for parents to make additional detours to drop children off or pick children up.	Employers

Category	Measure	Description	Potentially Responsible Parties
Parking Measures	Price parking to discourage peak hour travel	Provide lower "early bird" or "off-peak" prices for parking, to encourage drivers to travel outside of peak hours.	Developers, municipalities, public agencies
	Provide pay-as-you-go Parking	Rather than providing a monthly pass for parking, require all parking users to pay each time they park. For instance, rather than purchasing a monthly parking pass, employees would pay a daily rate each day they park. This helps encourage people not to drive by increasing the marginal cost of driving each additional day, and makes the costs of driving more apparent.	Developers
	Limit parking supply	Reduce the proposed supply of parking at the development relative to other sites in the project vicinity.	Municipalities, developers, public agencies
	Implement off-street parking pricing	Price parking at all off-street facilities associated with the project. Pricing should be at a level equal to or higher than typical prices in the project area. Typically referred to as "unbundling" parking pricing for residential projects.	Developers, municipalities, public agencies
	Implement on-street parking pricing	Price parking in all on-street locations associated with the project. Pricing should be at a level that encourages regular turnover and discourages, if not prohibits, longer-term parking.	Public agencies
	Introduce parking permit program	Allow use of parking only by individuals with a necessary parking permit. The most common application of this is through a residential parking permit program, where residents of a neighborhood have the ability to park in that neighborhood for free, while all others must either abide by time limits or pay for parking. This measure is supplemental to other parking management measures and largely addresses community concerns regarding overflow of parking into neighborhoods in instances where meters are introduced or supply is reduced.	Municipalities, developers
	Implement parking "cash-out"	If free parking is provided as an employee benefit, individuals opting not to receive a parking pass may instead receive the equivalent cash value to a monthly parking permit.	Employers, office developers
Ridesharing Measures	Implement a school pool program	Create a ridesharing program specifically marketed towards school children and families, designed to help match families to form carpools as part of an individual school community.	Municipalities
	Provide employer-sponsored vanpools	Provide subsidies or company-provided vehicles for vanpooling, and assist with vanpool formation by means of helping individuals identify others with similar commute patterns. This measure may also apply to point-to-point shuttles sponsored by an employer (i.e., "tech buses")	Employers
	Provide ride-sharing match program	Maintain a database of individuals interested in carpooling/ridesharing along with their commute characteristics. Allow individuals to search database and contact others to form carpools. At large employers, some one-on-one support may also be provided.	Employers
	Utilize UTA's On Demand innovative form of transportation	Continue utilizing the ridershare program using the Via app. This allows individuals and groups of people to book rides within four designated service areas.	Municipalities, UTA

Category	Measure	Description	Potentially Responsible Parties
Marketing Measures	Implement a commute trip reduction marketing program	Implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Employers, municipalities, public agencies
	Implement intensive targeted marketing program	Using principles of community-based travel planning, conduct outreach to households or employees to provide customized information, incentives, and support to encourage the use of transportation alternatives rather than single occupant vehicles. Examples include the SmartTrips programs in Oregon and Austin, TX	Employers, municipalities, public agencies
	Engage in community promotion events	Engage in well-promoted community events designed to encourage use of modes other than personal vehicles. Prominent examples include Bike to Work Day, Walk to Work Day, and Transit Week activities common in many cities/regions. This may also include targeted outreach, tabling or meeting with residents at community events, and other face-to-face promotional activities.	Employers, municipalities, public agencies
	Provide guaranteed ride home	Provide free (or reimbursed) taxi, Lyft, or Uber rides home for employees that used transit or carpooling to reach work and must travel home either mid-day due to an emergency, at a time other than their carpool, or after transit service has concluded. This helps address uncertainty for individuals considering using alternative modes.	Employers
	Provide TDM coordinator	Designate a staff person as the TDM coordinator to coordinate, monitor and publicize TDM activities. In addition to having a single coordinator for a given institution or development, each building and tenant shall have a designated TDM coordinator.	Employers, municipalities, public agencies
	Provide move-in / new hire packets on transportation options	Provide standardized materials including information on transit routes and schedules, bicycle pathways, available commuter facilities, subsidies, parking cash-out, and any other commuter programs available.	Developers, employers
Transit Measures	Pre-Tax Commuter Benefits	Provide employees the opportunity to enroll in WageWorks or other service to help with pre-tax commuter savings. This strategy allows employees to deduct monthly transit passes or other amount using pre-tax dollars. This can help to lower payroll taxes and allows employees to save on transit.	Employers

PARKING ANALYSIS

The preliminary shared parking analysis was prepared to provide planning guidance on the parking requirements for the site. It is based on nationally available data sources and is not meant as a determination of compliance with local jurisdictional code standards. In addition, given the preliminary status of the development program, further adjustments to the analyses would be required as the development plans progress. For the purposes of this analysis, only the full buildout condition was assumed. Parking analyses of interim conditions may be prepared under separate cover as further details regarding the phasing of the project become better understood.

DEVELOPMENT PROGRAM

Based on the site concept plan described previously, the following overall development densities were assumed:

Entertainment: 600,000 sf

Hospitality: 1,200 rooms

Office: 1,300,000 sf

Retail: 315,000 sf

Residential: 3,000 dwelling units

Industrial: 100,000 sf

For purposes of this preliminary parking assessment, the following assumptions were made for the land uses listed above:

ENTERTAINMENT

In order to provide greater flexibility for future uses, the entertainment uses within the northeastern portion of the site were assumed to be an even split of "Family Entertainment", "Active Entertainment", and "Amusement Park/Water Park". It is noted that a 0.75 gross square feet to gross leasable area factor was assumed for the "Amusement Park/Water Park" uses based on guidance from the Urban Land Institute (ULI).

For the entertainment uses located in the central portion of the site, a 70,000 sf meeting/banquet space was assumed that would serve the adjacent hotels. In addition, a 2,000-seat (or 60,000 sf) "Specialty Movie Theater" was assumed. The remaining 270,000 sf of entertainment uses were assumed to be a mix of "Family Entertainment", "Active Entertainment", and "Amusement Park/Water Park".

HOTEL

Parking requirements were calculated for the proposed 1,200 hotel rooms. In addition, the 70,000 sf of meeting/banquet space described above was assumed to serve the hotel uses.

OFFICE

All parking serving the office uses was assumed to be shared with the other uses on site. If future office tenants require reserved parking spaces, this parking analysis would need to be updated, accordingly.

RETAIL

For purposes of this analysis, the proposed retail space was assumed to consist of 65% "General Retail", 20% "Fine/Casual Restaurant", 10% "Family Restaurant" and 5% "Fast Food Restaurant" based on information from other similar mixed-use centers.

RESIDENTIAL

The residential uses were assumed to be multifamily in nature with an assumed split of 10% studio, 30% one-bedroom, 45% two-bedroom, and 15% three-bedroom. Assuming base ULI parking rates, this unit mix would result in a resident parking ratio of 1.47 spaces per unit which is slightly lower than the census information rate for the City of West Jordan of 1.75 vehicles per household. However, given the proximity of transit and other amenities, a lower auto ownership would be expected.

The parking spaces provided for residents were assumed to be reserved at all times. Market factors and the location of the residential units outside the site's core may limit the potential to share parking with the commercial uses. In addition to the parking required by the residents, 0.10 spaces/unit and 0.15 spaces/per unit would be provided for visitors during the weekday and weekend periods, respectively. These visitor spaces would be within the shared parking area.

INDUSTRIAL

Given the location of the industrial uses outside the main site area, the industrial uses were excluded from the shared parking model. These uses would be self-parked and would not share parking with the other uses.

SHARED PARKING ANALYSIS

Shared parking is defined as "a parking space that can be used to serve two or more individual land uses without conflict or encroachment." The approach to managing the parking demand at the 5600 W SAP site is to utilize shared parking facilities and take advantage of the variations in parking accumulation by retail/restaurant/entertainment patrons, office workers, hotel guests and residential visitors.

Applying shared parking techniques provides a systematic way to apply appropriate adjustments for variations in parking demand patterns. Sharing parking resources attempts to provide a balance between providing adequate parking to support a development from a commercial viewpoint, while avoiding excessive costs, overbuilding parking, and storm drainage and other environmental impacts.

A shared parking analysis employs the following steps as identified in the Urban Land Institute's (ULI's) Shared Parking, Third Edition Manual:

1. Gather and review project data.
2. Select parking ratios.
3. Select factors and analyze differences in activity patterns.
4. Develop scenarios for critical parking need periods.
5. Adjust ratios for mode split and persons per car for each scenario.
6. Apply captive market adjustments for each scenario.
7. Calculate required parking spaces for each scenario.
8. Determine if the scenarios reflect all critical parking needs and management concerns.
9. Recommend a parking plan.

The ULI methodology has established recommended parking indices, hourly accumulations, and seasonal variations in parking for various land uses.

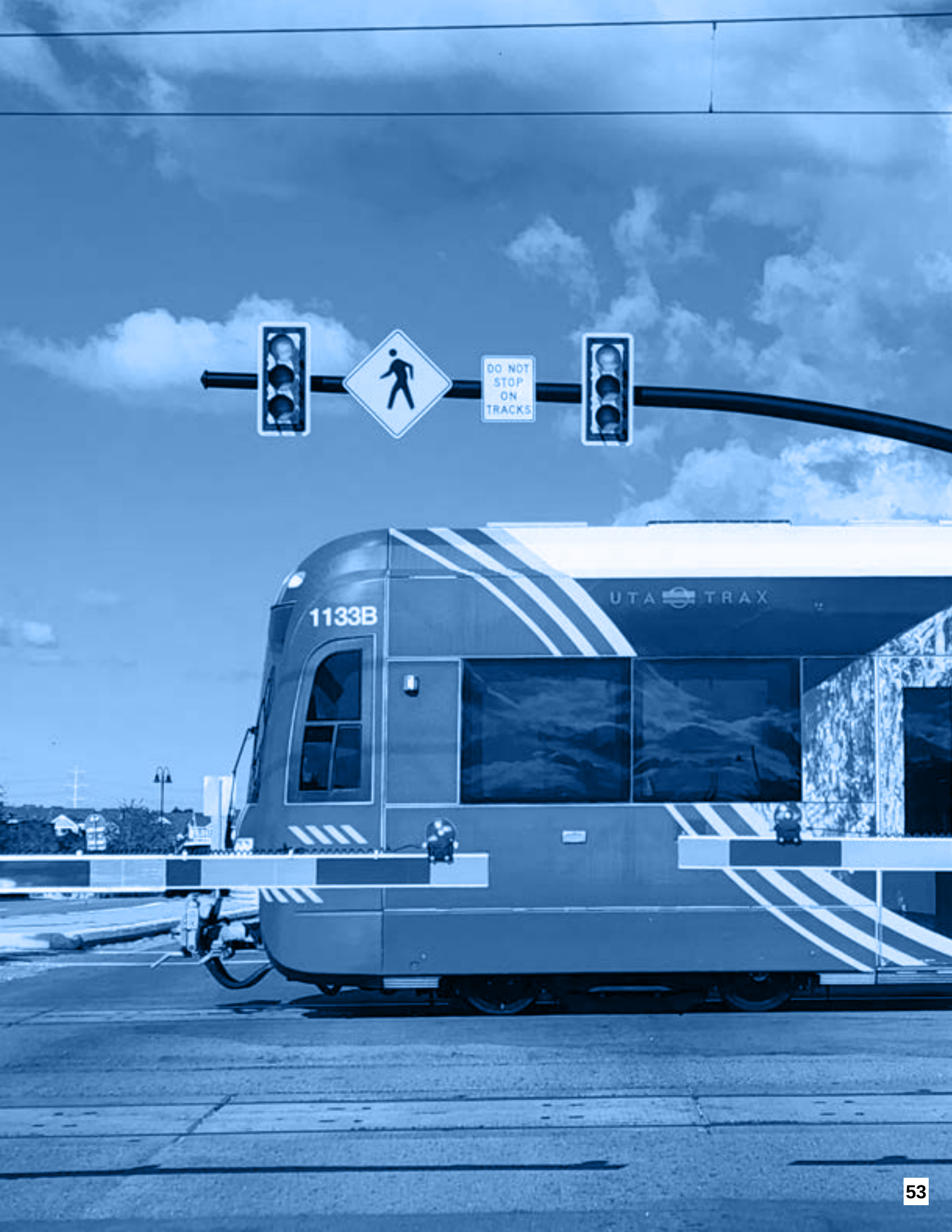
The shared parking assumptions are summarized below:

- Base parking ratios for the land uses described above are consistent with those presented in ULI's Shared Parking, Third Edition.
- Non-auto (transit) adjustments of 15% for weekday and 10% for weekend conditions were assumed for office and service employees. While this is slightly in excess of the census data that indicates the 7% to 12% trips to work in the City of West Jordan use transit, the close proximity to the rail station would likely encourage additional ridership.
- An additional 5% non-auto (transit) adjustment was applied to retail/dining patrons during weekday conditions to account for transit commuters stopping by the retail or restaurant uses during their trip.
- Captive (internal capture) adjustments were based on ULI recommend values.
- Hourly and monthly adjustment factors were based on rates presented in the Urban Land Institute's (ULI) Shared Parking, Third Edition.

PARKING ANALYSIS RESULTS AND RECOMMENDATIONS

The results of this analysis indicate as follows:

1. The peak weekday parking would occur in April at 2:00 pm when 10,362 parking spaces would be required to serve parking demands of the site (excluding industrial uses). A minimum of 10,000 parking spaces would be required for ten months of the year.
2. The peak weekend parking would occur in late December (Christmas to New Years) at 8:00 pm when 8,957 parking spaces would be required to serve parking demands (excluding industrial uses). A minimum of 7,900 parking spaces would be required for nine months of the year.
3. The results indicate that the effects of shared parking, transit usage, and internal capture would reduce the amount of parking required from the baseline requirements by 31% and 24% (or 4,643 and 2,887 spaces) during weekdays and weekends, respectively.
4. As future details of the project layout become better understood, a zone-by-zone parking analysis is recommended. If sufficient parking is not provided within each zone, surplus parking would need to be identified in adjacent zones. Internal wayfinding signage and/or smart parking technologies would be required to direct patrons, workers, and residents to available parking.
5. The results presented above are based on preliminary development densities and assumptions. Further refinement of the parking model would be required as the development program is finalized.


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IMPLEMENTATION

PHASING & IMPLEMENTATION

The following phasing plan identifies key steps to spark meaningful and sustainable growth and redevelopment in the area around 5600 W. Coupled with targeted incentives, phasing can initiate change and showcase early success in key locations. While the current businesses, like Interstate Brick, will remain in the area for the foreseeable future, phasing takes into consideration UTA parcels and current ownership. Public realm investments can also serve as a catalyst for redevelopment, as a well-designed and walkable public space can attract interest and bring vibrancy to a place or area.

The proposed phasing approach for the station relies on the support and coordination of West Jordan with UTA and key private stakeholders. Before the physical implementation of the Station Area Plan can begin, initial efforts must focus on the development of partnerships and the securing of potential funding sources.

PHASE 1

The catalyst project at 5600 W includes the redevelopment of the UTA parcel which may accommodate the Jordan School District warehouse and for multi-modal transit of the TRAX, FastBus, and vehicle traffic. This will require the City to amend their existing land use of employment to TSOD overlay, and coordination with UTA regarding station area logistics, bus drop-off area, and parking. Parking will be provided for both employees of Jordan School District and TRAX users in a shared parking lot.



Figure 14: Phase 1 Diagram

PHASE 2

Residential development will be built in the south area of the 5600 W site. Higher density residential will occur near the station (up to 10 floors) and along the Brickline (up to 5 floors) while mid-density residential (up to 4 floors) will be in the south side of the site as it transitions to Daybreak. The construction of the Brickline will also be developed as a catalyst and connection between the station and the park. Depending on market interest, entertainment and hospitality development may be accellerated.



Figure 15: Phase 2 Diagram

PHASE 3

Start construction of mixed-use development of employment and retail, along with remaining residential development.



Figure 16: Phase 3 Diagram

PHASE 4

The entertainment and hospitality district, along with remaining mixed-use of retail and employment, will be constructed to bring in regional attraction and activity to the area. Old Bingham Highway will serve as a multi-modal corridor and provide connections for visitor circulation to and throughout the site.



Figure 17: Phase 4 Diagram

IMPLEMENTATION PRIORITIES

Before the 5600 W SAP can be implemented, a number of steps must be taken to define a path for sustainable growth and development. The following priorities identify generally linear steps and interactions between UTA, West Jordan City, and other private partners that are necessary to allow for redevelopment to occur. Timeframe between short-term and long-term action items are also identified, with short-term occuring in five years or less.

PHASE	ACTION ITEM	RESPONSIBLE PARTY			FUNDING/ FINANCING	TIMEFRAME
		WEST JORDAN	UTA	OTHER		
1	Update TSOD overlay to allow for more density on UTA property and mixed-use redevelopment.	X				Short-term
	Conduct conversations with Interstate Brick regarding potential redevelopment and environmental analysis.	X		X	Potentially EPA with superfund site clean-up	Short-term
	Explore funding sources for environmental remediation.	X		X	EPA	Short-term
	Prepare a developer RFQ for the flexible mixed-use redevelopment that could include, entertainment, hospitality residential, office, and retail at 5600 W during Phase 2.	X	X			Long-term
	Create a TIF district for station area overlay.	X				Long-term
	Prepare park-and-ride demand estimates to right-size transit parking facility.	X	X		TIF, State Funds	Short-term
	Work with Jordan School District to finalize relocation site.	X	X	X	Jordan School District funds	Short-term
	Implement FastBus line to 5600 W.	X	X			Short-term
	Work with UTA on securing an additional at-grade rail crossing at 5600 W.	X	X			Short-term
2	Work with UTA and Jordan School District to explore feasibility of 5600 W site for warehouse relocation.	X	X	X	Jordan School District funds	Short-term
	Initiate Old Bingham Highway a multi-modal corridor, including implementing future transportation plan of a bike lane.	X	X	Salt Lake County	State and Federal Funds Bike network (UDOT)	Long-term
	Initiate construction of the Brickline to connect station area with Bingham Creek Regional Park, including connection to trail systems.	X		X	Trail network (UDOT)	Long-term

POLICY RECOMMENDATIONS

Current zoning and policy for West Jordan is highly complex, with a Future Land Use Map that is part of the General Plan and functions as the overall vision for the city's future development, and several zoning districts that are part of the City Code but do not necessarily align with the vision for the 5600 West Station Area Plan.

As part of the Station Area Plan, we are proposing new land uses and have analyzed how these align with the Future Land Uses listed in the General Plan and established comparisons between Future Land Uses and correspondent current zoning districts to understand potential amendments to the code (see table).

With these considerations in mind, we propose the following approach to updating the Land Use Code in the 5600 W area:

1. Create a Transit Station Overlay District (TSOD) for the entire 5600 W site. This includes updating the Land Use Code to have TSOD not be site-specific to its certain areas, but rather any site with a transit station. recommend updating the 5600 W SAP area to Transit Station Overlay District (TSOD)
2. Parking requirements and updated parking ratios can be incorporated as part of the new Form-Based Code zoning district. A TDM study could support a parking reduction and management strategy.
3. For areas to the south and east of the new Form-Based Code district, we recommend updating existing zoning districts.

As part of the new Form-Based Code district, we recommend incorporating the following standards on Table 1: 5600 W SAP Proposed Land Uses & Future Land Use Comparison.

Table 1: 5600 W SAP Proposed Land Uses & Future Land Use Comparison

SAP Proposed Land Uses	West Jordan Future Land Uses (from General Plan)	Corresponding Zoning District and Existing Requirements	Location	Comments
Medium Density Residential	Medium Density Residential	R-3, CC-R, P-C, PRD Density: 5.1 to 10 units/ acre	Transition to Bingham Creek Transition to Bingham Creek Regional Park Avoid residential-only at core of station area	**Proposed increased density would vary from 8-20 du/acre** **Maximum height: 4 stories** **Majority of parking will be on surface lots**
High Density Residential	High Density Residential	R-3, CC-R, P-C, PRD Density: 10.1 to 75 units/ acre Minimum height: 2 floors	Southern or eastern areas of station area where commercial uses may not be viable	**Proposed increased density would vary from 20-75 du/ acre** **Increase minimum height to 3 floors** **No maximum height** **No front setback (build-to-line)** **Majority structured parking**
Mixed-Use Residential	TSOD, Mixed-Use	CC-C/ CC-F/ CC-R/ P-C/ PRD/ R-3 60' max/ 2 stories min. Min. 14 du/acre Max. 25-50 du/acre	East of the TRAX line South of Old Bingham Highway	**Ground floor commercial with residential above** **Defined percent of active uses on ground floor along primary corridors** **Min. height: 3 stories** **Maximum height: 8 stories** **Density min. 20 du/ acre and maximum 75 du/ acre** **No front setback (build-to-line)** **Encourage majority of parking to be structured; surface parking at rear of building**
Mixed-Use Commercial	TSOD, Mixed-Use	CC-C/ CC-F/ CC-R/ P-C 60' max/ 2 stories min. Min. 14 du/acre Max. 25-50 du/acre	Near station Along Old Bingham Highway	**For all office and commercial uses** **May be vertically or horizontally integrated to respond to market and financing conditions** **Min. height: 3 stories** **Maximum height: 8 stories** **No front setback (build-to-line)** **Surface parking lots in back of building**

Community Commercial	TSOD, Mixed-Use, Community Commercial, Regional Commercial	CC-C, CC-F, CC-R, CG, SC-1, SC-2, SC-3, P-C, P-O, BR-P	South of Old Bingham Highway	**Potential hybrid of hospitality/entertainment**
Professional Office	TSOD, Mixed-Use	CC-C/ CC-F/ CC-R/ P-C	South of station North of Old Bingham Highway	**Min. height: 3 stories** **Maximum height: 8 stories** **No front setback (build-to-line)** **Shared parking** **Connected open spaces** **Integrated office campus**
Research Park	TSOD, Mixed-Use	CC-C/ CC-F/ CC-R/ P-C	Along Old Bingham Highway North of Old Bingham Highway Outside of the 5-minute walk from the station West of the station	**Min. height: 4 stories** **Maximum height: 8 stories** **No front setback (build-to-line)** **Shared parking** **Connected open spaces** **Integrated office campus**
Light Industrial	Light Industrial, Public Facilities	P-C, M-P, M-1, M-2, C-M No limit on building height Minimum setback: 10’	Along Old Bingham Highway Outside of the 5-minute walk from the station West of station South of station	
Public Facilities	Public Facilities, Mixed-Use, TSOD, Professional Office	P-F, M-P, M-1, M-2, C-G, C-M, P-C, P-O Maximum height: 30’ Minimum setback: 20’	Walking distance from station	**Increase building height maximum** **Regional serving uses (i.e. ice arena, water park, etc.)** **Could serve Jordan School District**


BIKE
PARKING



APPENDIX A





APPENDIX B





APPENDIX C


BIKE
PARKING



APPENDIX D





PROCESS AND COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

Community input is a valuable tool that increases our understanding of issues and empowers the community to have a say over the future of the station area. The Community Engagement Plan for the 5600 W Station Area Plan outlined a process that engaged city leaders, staff, business and landowners, and key stakeholders to identify priorities and then gained public input on potential scenarios to inform the best plan for the station area.

The Design Workshop team developed a Community Engagement Plan that included detailed guidance on public outreach, engagement tools and methods. As part of this, the team worked with City staff to categorize the groups and individuals that would be identified as key stakeholders that should be engaged in the process.

The community engagement process included a design charrette with City Council and stakeholders, along with an online survey for the public and business owners. Information about project progress, upcoming meetings, and survey links were shared through existing communications channels to reach constituents. This included a project website about 5600 W, municipal websites, social media feeds, newsletters, utility bills, school district emails, City Council/Planning Commission meetings, local publications, and media advisories to statewide media outlets.

DESIGN CHARRETTE

The project team hosted a design charrette for 5600 W on June 6 to provide the City Council, Planning Commission, City staff, and landowners an opportunity to work together, generate ideas and identify conflicts in the SAP area.

Recruitment for meeting participation occurred through West Jordan, which reached out to potential participants. Twelve participants attended the charrette. The project team presented three mocked-up site plans to participants to understand how 5600 W can be transformed into a town center with a high emphasis on mixed-use, entertainment district, or a high-density, pedestrian-focused area. Participants then split into two working groups to participate in a chip game with scaled maps and chips representing various densities and land use types and create potential growth and land use scenarios.



Figure 18: Photos from design charrette

DESIGN CHARRETTE RESULTS: GROUP 1

Group 1 had 5600 W SAP strategically designate areas north of the Old Bingham Highway as industrial, using the highway as a clear boundary between land uses. To enhance connectivity and access, they proposed extending FastBus route to the next stop at Copperton, ensuring it passes the employment center. The plan also called for civic amenities, such as a youth hockey center and potential partnerships modeled after the Utah Jazz, to promote community engagement and activity. Embracing a Downtown Disney-type concept, the area features distinct building character and mixed uses that create an inviting atmosphere. The southern portion of the site was allocated for higher-density residential development, while the area closer to the train station focused on mixed-use spaces that blend office, commercial, and residential components. Furthermore, they proposed Jordan School District facilities near the station, while a dense main street leading towards the park could accommodate potential buildings over the street, enhancing the urban experience and fostering a lively community environment.



Figure 19: Group 1 results

DESIGN CHARRETTE RESULTS: GROUP 2

Group 2 wanted the 5600 W SAP to emphasize the importance of placing density around the TRAX station by integrating features such as a conference center and row homes that face the park to enhance community interaction. A central main boulevard was proposed to run between the station and the park, reminiscent of Commonwealth Blvd. in Boston, with ground-floor retail and residential units above, fostering a vibrant urban atmosphere. The group also explored exciting amenities like a surf park and hospitality options akin to Great Wolf Lodge, aiming to create a dynamic destination for visitors and residents alike. Additionally, their design encouraged a compelling frontage of retail and residential spaces along the train route to capture attention and stimulate interest from passersby, ultimately contributing to a lively and engaging community environment.



Figure 20: Group 2 results

The design charrette revealed several common themes across Groups 1 and 2, emphasizing the importance of the east-west connection as an organizing and placemaking element for the site. Both groups highlighted the south portion of the site as ideal for residential development, ensuring a balanced and vibrant community as it transitions to South Jordan. Additionally, they identified entertainment and hospitality uses as key features to position the area as a regional destination, drawing visitors and activity. Finally, there was a shared focus on incorporating additional density near the station to maximize connectivity and create a dynamic, transit-oriented environment.

COMMUNITY SURVEY

The public survey, open from October 23 to November 13, 2024, was advertised by West Jordan, WFRC, and UTA through existing channels. The survey was hosted by Design Workshop on Qualtrics and accessible through the project website.

The survey received 166 responses and helped establish a baseline of data to support planning efforts for the 5600 W station. It was available in English and Spanish and all responses were voluntary and anonymous. This helped the planning team understand the needs and desires of residents, businesses, landowners, and TRAX customers. Full analysis can be found in the Appendix.

KEY FINDINGS

PREFERRED IDEAS

Respondents largely supported mixed-use development. Respondents favored the Brickline main street concept featuring a pedestrian- and bike-focused corridor, as well as the establishment of a new retail center along Old Bingham Highway.

Entertainment emerged also as a significant opportunity for the station area. The potential for facilities such as a water park, ice skating and hockey venues, and amusement centers generated considerable enthusiasm. Other entertainment ideas included recreational and sports facilities, family and community centers, restaurants, movie theaters or multiplexes, regional year-round destinations, and shopping hubs.

COMMUNITY CONNECTION

The survey revealed that the station area's primary appeal lies in its proximity to public transportation, residential neighborhoods as well as existing community assets like Bingham Creek Park. Respondents valued the 5600 W station area for its accessibility, family-friendly environment, and ability to connect communities in West Jordan.

CONCERNS RAISED

Despite broad support for development in the station area, respondents stressed the importance of addressing several concerns. Chief among these were traffic, parking, and safety issues, which many saw as critical to maintaining the area's livability. Respondents also emphasized the need for infrastructure to keep pace with growth to ensure the community remains vibrant and functional as the area develops. Thoughtful, comprehensive planning will be essential to balancing these concerns while meeting community aspirations for the station area.



Figure 21: Key takeaways from survey



Figure 22: Entertainment use ideas

CITY COUNCIL FEEDBACK

WEST JORDAN COMMITTEE OF THE WHOLE

On September 19, the project team gave a virtual presentation to West Jordan City Council at their West Jordan Committee of the Whole meeting. The team received valuable feedback that directed the final site plan. City Council's goal for 5600 W SAP is to create a unique destination that offers an experience distinctly tied to this location, avoiding competition with neighboring developments. To achieve this, it was suggested that the project team prioritize retail, entertainment, and hospitality options near the station area. A proposal for a north-south commercial street to pair with the Brickline was also presented, creating a T-shaped configuration that encourages train passengers to disembark and explore, inspired by successful models like Area 15 in Las Vegas and various train station projects in Japan.

City Council also discussed the potential for transforming a central street connecting the station to Bingham Creek Regional Park into a pedestrian-friendly environment, possibly by closing it to vehicular traffic, citing examples from Charlottesville, VA, and Larimer Street in Denver. This approach would enhance the overall experience while addressing concerns regarding surface parking, which some members felt resembled Jordan Landing too closely. Additionally, there were comments about the importance of not merely relocating existing warehouses but instead focusing on creating a dynamic space that meets the community's needs. Transportation considerations were also highlighted, including the challenges of new crossings on Old Bingham Highway and whether we could streamline these crossings without isolating segments of the road.

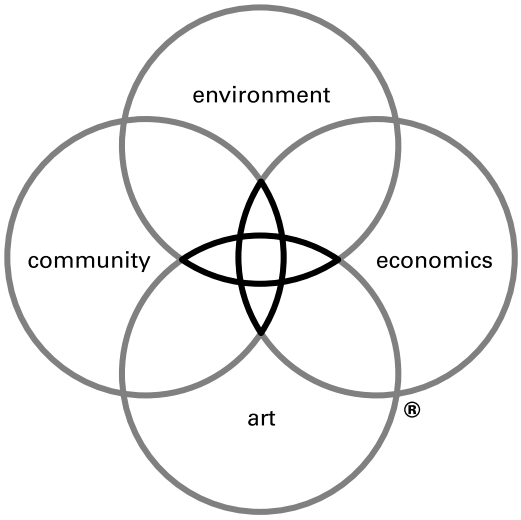
In terms of land use and site programming, the City Council expressed enthusiasm for incorporating a youth hockey center inspired by a recent visit to Hendersonville, NV, highlighting the demand for diverse entertainment options that extend beyond family-oriented activities. There was a desire for more 21+ options to create vibrant spaces that attract attendees to local events, such as baseball games, encouraging them to stop by before or after. Discussions also touched on the idea of a civic center, emphasizing the need to balance recreational facilities and taxpayer-funded resources. Finally, the City Council raised considerations regarding hotel placement and the zoning of adjacent parcels, stressing the importance of creating a well-integrated development that reflects the community's aspirations while providing necessary amenities for both residents and visitors.







APPENDIX E



DW LEGACY DESIGN®

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669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Jared Scarbrough, Acting Chief Capital Services Officer
PRESENTER(S):	Paul Drake, Director of Real Estate and TOD Valarie Williams, TOC Project Specialist I Jennifer Jastremsky, Community Development Director, Draper City Todd Taylor, Planner, Draper City

TITLE:

Draper Town Center Station Area Plan

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for review and discussion

BACKGROUND:
In 2022, HB462 legislation mandated all cities with a fixed-guideway public transit station (rail or BRT) to develop and certify a Station Area Plan (SAP). Station Area Plans are intended to promote shared objectives of 1) increasing housing availability and affordability, 2) enhancing access to opportunities, 3) promoting sustainable environmental conditions, and 4) increasing transportation choices and connections. Supported by UTA, the associated Metropolitan Planning Organization (MPO), Utah Department of Transportation, and other stakeholders, Station Area Plans are led by municipal staff to ensure general plans and zoning regulations will be updated for future Station Area Plan implementation. The Draper Town Center Station Area Plan was led by Draper City. This Station Area Plan has been formally adopted by Draper City and certified by the Wasatch Front Regional Council.

State Statute and UTA Board of Trustees Policy 5.1 require that Station Area Plans are reviewed by UTA's Local Advisory Council and adopted by its Board of Trustees prior to pursuing development of UTA-owned property.

DISCUSSION:
Draper City, in coordination with UTA and Wasatch Front Regional Council, worked to develop the Station Area

Plan for the Draper Town Center Station. The SAP envisions a mixed-use town center and walkable main street feel on Pioneer Road with multi-family residential uses and open space on UTA property.

This plan was presented in collaboration with Draper City staff to the Board for discussion on July 23, 2025. The plan will be presented for adoption by the Board of Trustees following Local Advisory Council review.

ALTERNATIVES:
Item is presented for review only.

FISCAL IMPACT:
The proposed Draper Town Center Station Area Plan will better position UTA and Draper City to coordinate redevelopment of the station area. This aligned coordination will promote future transit-oriented development in an efficient and fiscally responsible manner.

ATTACHMENTS:

- Draper Town Center Station Area Plan

DRAPER TOWN CENTER

Station Area Plan



March 2025

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DRAPER TOWN CENTER

Station Area Plan

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Acknowledgments

Community Stakeholder Committee

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Rhett Ogden, Draper City Parks and Recreation
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Reed Gibby, Draper resident

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EXECUTIVE SUMMARY

The Draper Town Center Station Area Plan guides the future of the area surrounding the Draper Town Center TRAX Station. The Plan is driven by and fulfills the requirements of Utah House Bill 462. It establishes a vision and 5-year development plan for the half-mile radius in accordance with the law, and addresses the broad regional and state goals that H.B. 462 establishes.

This summary provides an overview of the Plan's collaborative process; the Plan Principles; the Illustrative Concept; and the Implementation Plan.

Collaborative Process

The Draper Town Center Station Area Plan's process of arriving at a preferred vision and concept was critical to its success. The process, which took place from August 2022 to February 2025, carefully brought a core group of stakeholders and the public along to establish goals, understand the Station Area, develop strategies, and make decisions through a series of meetings, workshops, and periods of research and plan-making. The process was inclusive of a range of stakeholders from the Draper community and the Wasatch Front region, but also kept the primary City leadership connected to the process, emerging with a Station Area Plan with both broad consensus and effective buy-in. The highlights of the process are:

- **Goals:** The project team first worked with the Stakeholder Committee to establish a set of Station Area Goals that would guide the process. These goals focused on desires for amenities and infrastructure, regional needs, and community concerns.
- **Technical analysis:** The project team analyzed existing land uses, urban design and community character, transportation, and the market.
- **Stakeholder Committee:** The Stakeholder Committee met five times from October 2022 to February 2025, each time working collaboratively to advance the plan forward. Meetings included a station area walking tour, visioning session, concept building exercise, a discussion on choosing a preferred alternative, and a wrap-up meeting summarizing the Draft Plan.
- **Concept alternatives:** The team proposed a series of alternative concepts for the station area, each with an interconnected scenario of strategies seeking to achieve the Station Area Goals. Out of these alternatives came a Preferred Concept on which the plan was built.
- **Public engagement:** The project included a strong public engagement process, with two core phases that each included an open house and online survey that each received about 500 responses.
- **Preferred Concept:** A Preferred Concept emerged from the process. This Concept was developed into the plan elements: the Illustrative Concept; the Plan Principles; and the Implementation Plan.



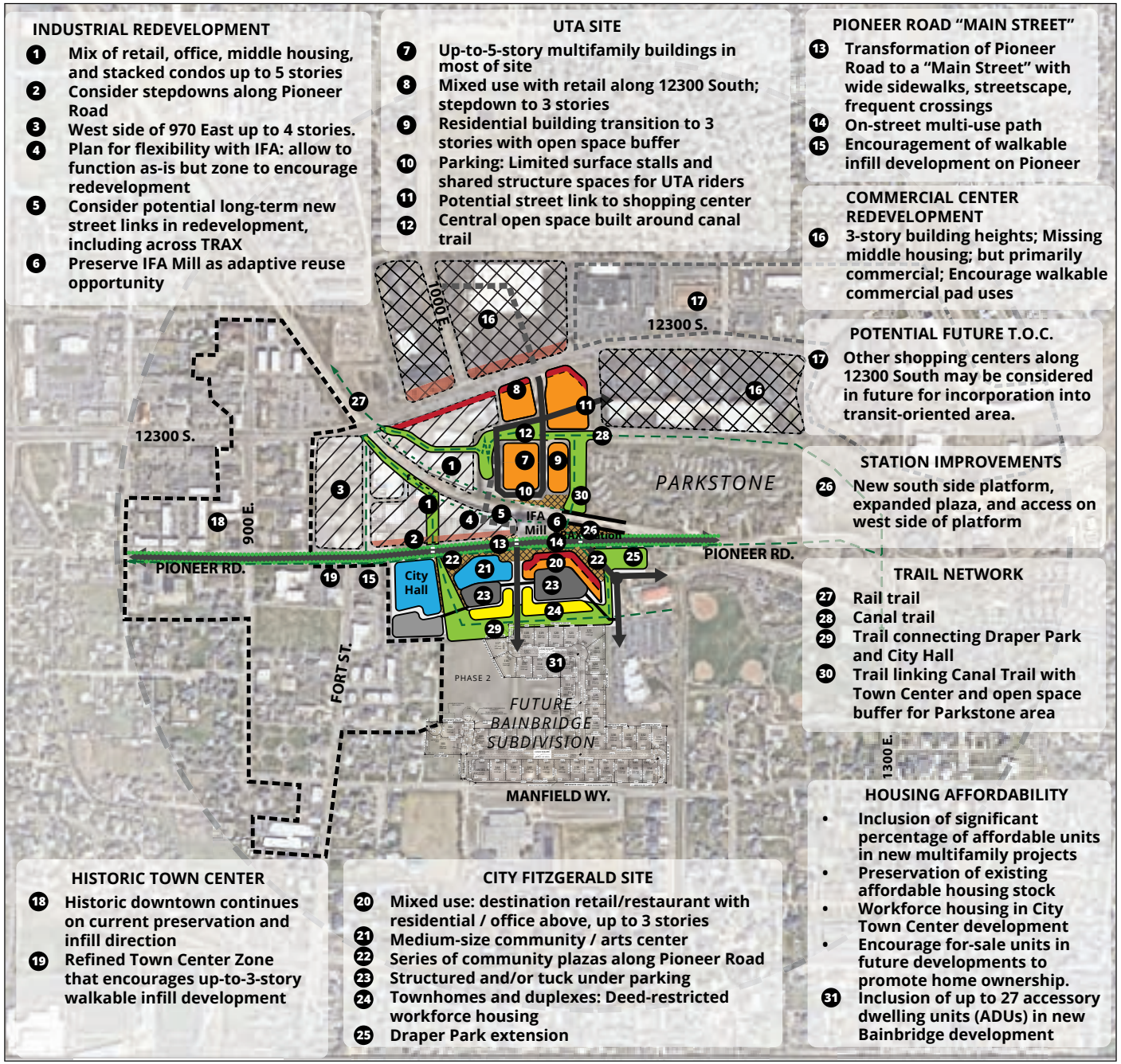






The Station Area Plan's process included a Stakeholder Committee walking tour (top); two community open houses (middle images); and a Stakeholder Committee workshop (bottom).

DRAPER
TOWN CENTER
Station Area Plan
Illustrative Concept



INDUSTRIAL REDEVELOPMENT

1. Mix of retail, office, middle housing, and stacked condos up to 5 stories
2. Consider stepdowns along Pioneer Road
3. West side of 970 East up to 4 stories.
4. Plan for flexibility with IFA: allow to function as-is but zone to encourage redevelopment
5. Consider potential long-term new street links in redevelopment, including across TRAX
6. Preserve IFA Mill as adaptive reuse opportunity

UTA SITE

7. Up-to-5-story multifamily buildings in most of site
8. Mixed use with retail along 12300 South; stepdown to 3 stories
9. Residential building transition to 3 stories with open space buffer
10. Parking: Limited surface stalls and shared structure spaces for UTA riders
11. Potential street link to shopping center
12. Central open space built around canal trail

PIONEER ROAD "MAIN STREET"

13. Transformation of Pioneer Road to a "Main Street" with wide sidewalks, streetscape, frequent crossings
14. On-street multi-use path
15. Encouragement of walkable infill development on Pioneer

COMMERCIAL CENTER REDEVELOPMENT

16. 3-story building heights; Missing middle housing; but primarily commercial; Encourage walkable commercial pad uses

POTENTIAL FUTURE T.O.C.

17. Other shopping centers along 12300 South may be considered in future for incorporation into transit-oriented area.

STATION IMPROVEMENTS

26. New south side platform, expanded plaza, and access on west side of platform

TRAIL NETWORK

27. Rail trail
28. Canal trail
29. Trail connecting Draper Park and City Hall
30. Trail linking Canal Trail with Town Center and open space buffer for Parkstone area

HOUSING AFFORDABILITY

- Inclusion of significant percentage of affordable units in new multifamily projects
- Preservation of existing affordable housing stock
- Workforce housing in City Town Center development
- Encourage for-sale units in future developments to promote home ownership.

31. Inclusion of up to 27 accessory dwelling units (ADUs) in new Bainbridge development

HISTORIC TOWN CENTER

18. Historic downtown continues on current preservation and infill direction
19. Refined Town Center Zone that encourages up-to-3-story walkable infill development

CITY FITZGERALD SITE

20. Mixed use: destination retail/restaurant with residential / office above, up to 3 stories
21. Medium-size community / arts center
22. Series of community plazas along Pioneer Road
23. Structured and/or tuck under parking
24. Townhomes and duplexes: Deed-restricted workforce housing
25. Draper Park extension

LAND USES

- Multifamily housing (Apartments/Condos)
- Retail/Restaurant
- Civic/Community Center
- Park/Open Space
- Parking

STATION AREA SUBAREAS

- Concept for core site
- Industrial redevelopment mixed use
- Commercial center redevelopment mixed use
- Historic Town Center area preservation and infill
- Area for potential future consideration of incorporation into TOC area

PUBLIC REALM IMPROVEMENTS

- Open space
- Plaza
- Streetscape
- Trail
- New street
- Driveway
- Potential future trail connection
- Potential future street connection

800' 1,600'

N

TRANSPORTATION AND LAND USE CONNECTION

DRAPER

Illustrative Concept and Plan Principles

The Station Area Plan's **Illustrative Concept** presents a high-level vision of the Preferred Concept developed by the Stakeholder Committee and the Project Team. It is the result of several months of committee visioning, field work, public engagement, discussions, research and analysis, brainstorming, consideration of tradeoffs, and decision making. It is shown at left. The **Plan Principles** convey the 10 key points of agreement and priorities for the Station Area, and are shown below on the 3-D image of the Illustrative Concept below.

There are several levels of improvements shown on the Illustrative Concept, including specific land uses on the two core sites of the Draper City Fitzgerald Site and the UTA property; other areas recommended for upzoning to a Transit Oriented Community (TOC) designation, including the IFA property and the area to the west of the UTA site; A potential transition area between the TOC zoning area and the historic downtown area to the west; and an area encompassing much of the shopping centers along 12300 South to the north and east of the TOC area. Note that much of the 1/2 mile Station Area does not have a designation in the Illustrative Concept. These are largely residential neighborhoods envisioned to remain as-is into the future. The diagram below shows **one potential way** these areas could be transformed to achieve the Principles and Illustrative Concept.

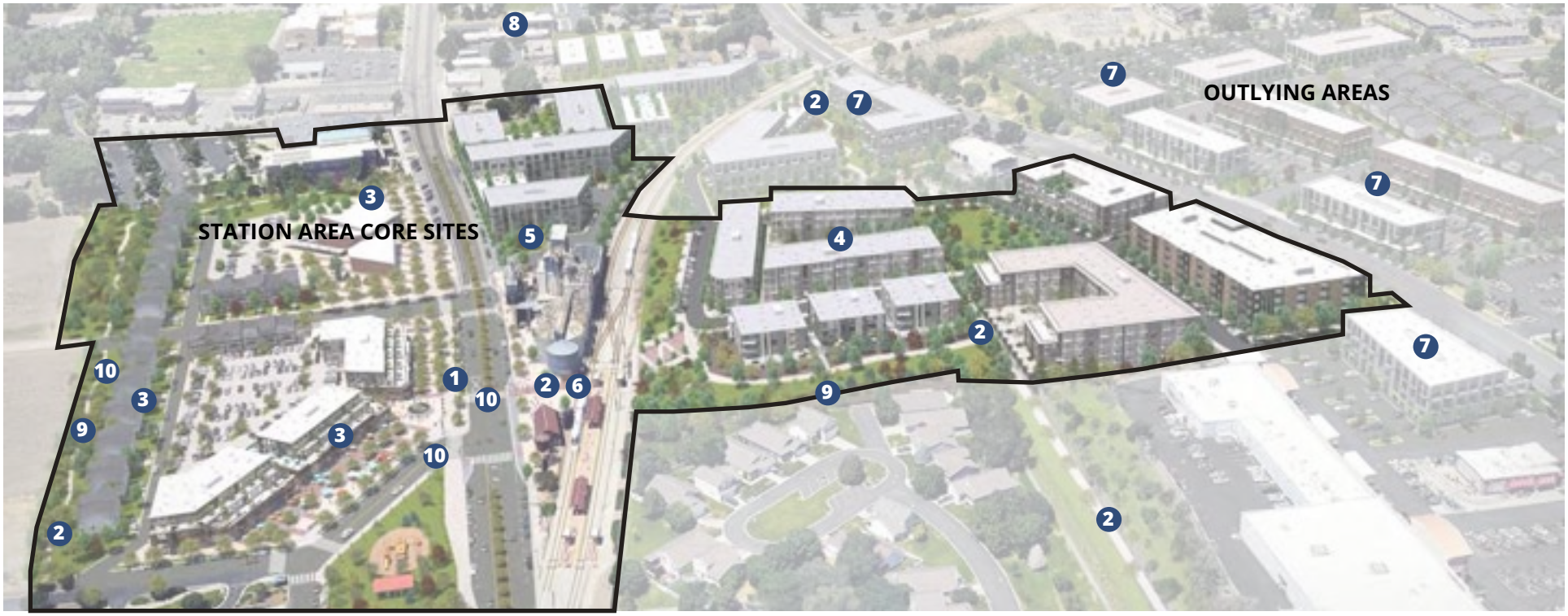
1 A walkable, active Main Street on Pioneer Road.

2 A nexus of trail connections.

3 Mixed-use town center on City site.

4 Significant residential density on UTA site in up-to-5-story buildings.

5 Flexibility toward IFA with encouragement of future redevelopment.



6 Improved TRAX station access.

7 Rezoning of some areas around the station to allow and encourage transit-oriented community.

8 Preservation of the scale of Draper's historic downtown, south and west of the transit-oriented area, including encouragement of compatible new development.

9 Quality transitions to established residential neighborhoods and historic resources.

10 Connectivity improvements throughout the station area.





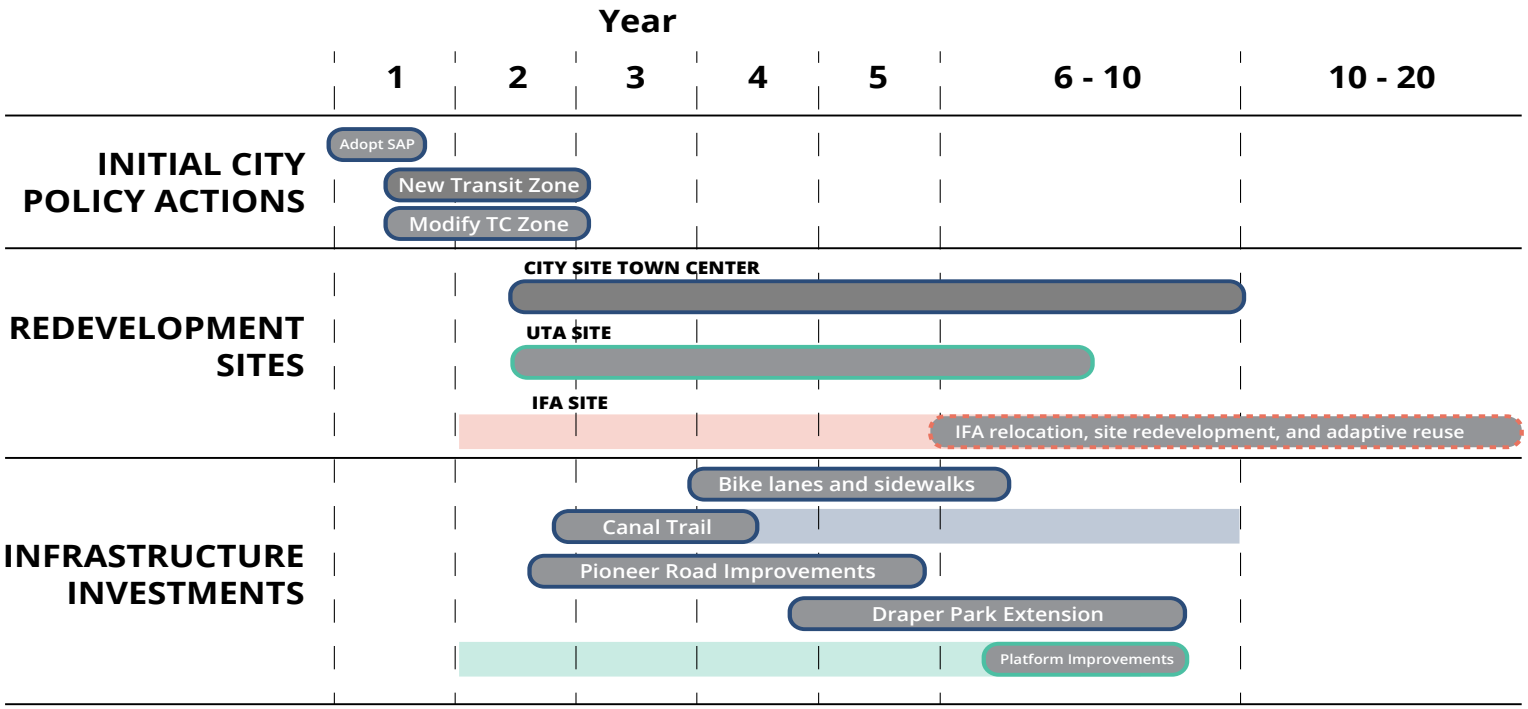
Renderings showing how the envisioned City Town Center along Pioneer Road (top) and mixed-use development at the UTA site along 12300 South (bottom).

Implementation Plan

The **Implementation Plan** summarizes the key actions that can enable the City of Draper and its partners to implement the Station Area Plan. The Implementation Plan's actions have been crafted to enable the City and its partners to realize the Illustrative Concept and Plan Principles.

The Implementation Plan's flow chart below shows three types of actions undertaken primarily by the City, UTA, and their partners:

- **Initial City Actions:** Adopting the Station Area Plan and making two key zoning changes - refining the Town Center Zone and creating a new Transit-Oriented Zone to be applied to many of the core station area properties.
- **Redevelopment Sites**: Actions to move forward redevelopment of the Station Area's key redevelopment sites - the City-owned site envisioned to be a Town Center; the UTA site envisioned to focus on multifamily residential developments; and the IFA site, envisioned to transition to mixed use residential, with the preservation of the grain mill if possible.
- **Infrastructure Investments:** The suite of infrastructure that will create a connected, vibrant system of public spaces and transportation networks focused around the station. The key investments are access and public space improvements to the station itself; the transformation of Pioneer Road to the area's Main Street; the extension of Draper Park and realignment of the 1120 East access drive; the Canal Trail and other trail links; and a series of bike striping and sidewalk improvements.



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INTRODUCTION & PLAN VISION

The Draper Town Center Station Area Plan guides the future of the area surrounding the Draper Town Center TRAX Station. The station lies at the end of the TRAX Blue Line. It was built as part of a 2013 TRAX extension along a historic rail line. The area around it is Draper's historic downtown, with several landmarks such as the IFA grain mill, warehouse, and store; the Park School; and the Draper Theater. It contains many of Draper's civic institutions - its City Hall, its library; its senior center; and Draper Park.

It also has several key sites that present the opportunity to leverage the light rail station investment, create a vibrant town center for Draper, and achieve a variety of other community and regional goals. Foremost among these are the large Utah Transit Authority (UTA) owned station parking lot north of the station and the Draper City-owned Fitzgerald property on the south side of Pioneer Road.

The Plan is driven by and fulfills the requirements of Utah House Bill 462. It establishes a vision and 5-year development plan for the half-mile radius in accordance with the law, and addresses the broad regional and State goals that H.B. 462 establishes.

The Plan is guided by the following 10 Principles that constitute the plan's Vision:

1. A walkable, active Main Street on Pioneer Road.

2. A nexus of trail connections.

3. Mixed-use town center on City site with destination restaurants and retail, community center and some housing, that is engaged with and connected to Draper Park and other civic destinations.

4. Significant residential density on UTA site in up-to-5-story buildings.

5. Flexibility toward IFA with encouragement of future redevelopment.

6. Improved TRAX station access.

7. Rezoning of some areas around the station to allow and encourage transit-oriented development.

8. Preservation of the scale of Draper's historic downtown, south and west of the transit-oriented area.

9. Quality transitions to established residential neighborhoods and historic resources.

10. Connectivity improvements throughout the station area.

The following sections of the Station Area Plan include the background to the planning effort; the foundations of the Plan; a summary of the planning process; an overview of the plan's Vision; the plan's more detailed elements; and finally the Implementation Plan.

BACKGROUND

The Draper Town Center Station Area Plan covers the area shown in Figure 1. It is informed by a variety of sources. While the State Station Area Planning requirement was the most immediate driver of the Plan, other factors made this a ripe opportunity: A variety of local plans by Draper City setting the stage for improvements in the area; interest in large new developments on key sites; and the growing momentum of transit-oriented communities throughout Utah.

WFRC grant

In 2020, Draper City received a grant from the Wasatch Front Regional Council's Transportation and Land Use Connection (TLC) program. This grant, along with matching funds from Draper City, funded the Plan.

State of Utah Station Area Planning Requirements

In 2022, the Utah Legislature passed H.B. 462, which established a series of requirements for station area plans around fixed-guideway transit stations. The law's objective was to advance shared goals by maximizing development potential in appropriate areas through a collaborative city-led planning approach, allowing cities to determine how best to meet shared objectives without mandating a specific approach or zoning.

If a city has a fixed-guideway public transit station (rail or bus rapid transit), it is required to develop a Station Area Plan (SAP) for that station and update its general plan and zoning to implement the Station Area Plan. Plans are reviewed by the relevant Metropolitan Planning Organization (MPO). Zoning changes within the Station Area will have increased referendum thresholds.

Requirements include:

- Plan for ½ mile radius around station platform
- Achieve a series of SAP objectives: availability and affordability of housing; sustainable environmental conditions; access to opportunities; transportation choices and connections.
- Station Area Vision
- Station Area Map
- Public engagement
- Identification of constraints and opportunities for the development of land and descriptions of future transportation systems, land uses, public and open spaces, and the use and development of land in the station area.
- Implementation (Five-Year Development) plan

For Draper City, with the TLC grant, it was an opportune time to fulfill the station area planning requirement for the Town Center Station.

Previous planning and policy

The station area is informed by several planning efforts. The area received a station area plan previously, in 2007, when the station's TRAX Blue Line extension was still in the planning stages. The Plan set out an initial vision for the area, laying the groundwork for the new Town Center Zone that applied to much of the station area. Other City planning efforts included the General Plan, the Master Transportation Plan, and the Active Transportation Plan. A more complete summary of plans and their implications for the Town Center Station Area Plan can be found in the Existing Conditions and Opportunities Report, an appendix to this plan.

Key potential development sites

In 2022, Draper City purchased approximately five acres of the Fitzgerald farm, which lies across Pioneer Road from the Town Center TRAX Station and the IFA mill. The City bought the property in part to control the future of this part of its Town Center. Heading into the Station Area Plan process, the property presented the opportunity to establish a Town Center for the Draper community.

Meanwhile, UTA became increasingly interested in redeveloping the property it owns north of the station, which contains the station's surface parking lot. It had received interest from developers on building out the site with housing or other uses. In addition, IFA had been considering the prospects of moving its mill, warehouse, and/or store to another location. Moving the mill especially would be an investment in the tens of millions of dollars, but it had been considered as early as the previous planning process.

These three sites - the City Fitzgerald site, the UTA site, and the IFA site, presented a major opportunity to re-envision the core of the station area.

Transit Oriented Communities

Meanwhile, along the Wasatch Front, with the TRAX light rail system approaching a quarter century of service, transit oriented communities (TOCs) had begun to become a reality. Especially along the Blue Line, running

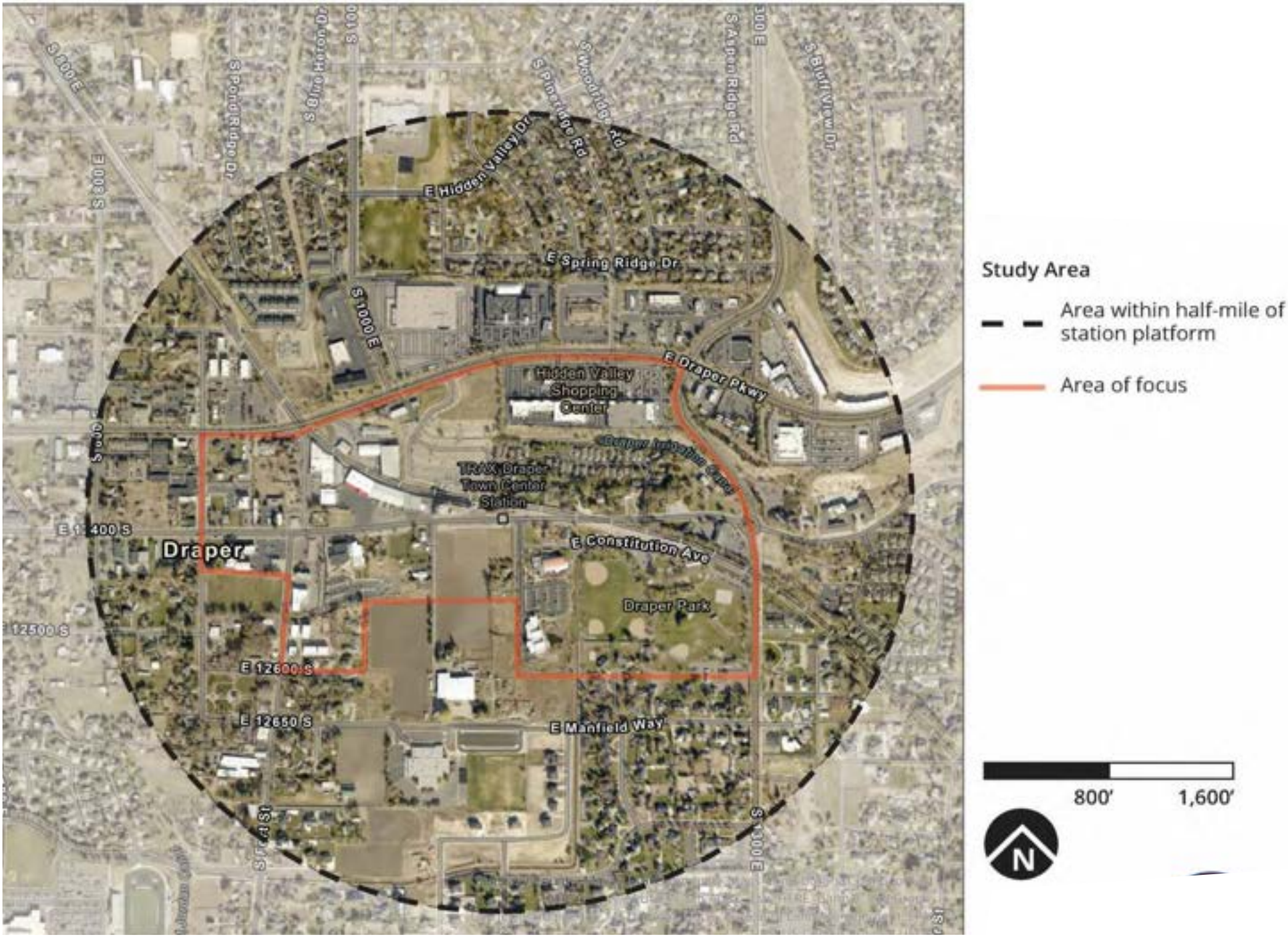


Figure 1: Draper Town Center Station Area, including Town Center Station, area within 1/2 mile radius around the station, and the initial area of focus.

along the spine of Salt Lake Valley, the areas around many stations had begun to see the kind of intensive and often walkable housing, employment, and commercial development that complemented the rail stations - in downtown Salt Lake City, the Central 9th neighborhood, in South Salt Lake at Meadowbrook, and in the Fireclay area. UTA was authorized to begin entering joint developments on its property surrounding TRAX and FrontRunner commuter rail stations. In a station area nearby the Draper Town Center, UTA worked with developers to build the East Village project in Sandy. With many of these projects built and underway, the prospects for a transit-oriented community around the Town Center station were tangible.

Station Area overview

The Draper Town Center Station Area, for the purposes of this plan, is the land within a half-mile radius of the station platform, shown in Figure 2. At the core of this area are the three key sites identified above; surrounding them are several distinct districts and neighborhoods:

- **Draper Civic Campus:** A series of large institutional and recreational destinations including City Hall, Draper Park, The Salt Lake County Library and the Senior Center, as well as historic venues such as the Day Barn.
- **Draper Historic Downtown**: The core of the historic Draperville settlement, distinguished by the historic grid of streets and historic homes, storefronts, and landmark civic sites like the Park School and cemetery.
- **Draper Historic Industrial**: A cluster of manufacturing, processing, and service uses in shed-type buildings that hugs the TRAX rail tracks on either side. It includes Little Dutch Boy Bakery and K9 Lifeline, as well as IFA.
- **Draper Parkway Commercial**: Draper's primary commercial corridor. 12300 South is a relatively standard suburban, auto-focused commercial corridor, with a wide range of vibrant commercial uses. While it is well within the ½ mile and even ¼ mile radius of the station, this area feels separate from the station area largely due to the topography as well as the size and traffic volumes of 12300 South.
- **East Pioneer Road corridor:** The Pioneer Road corridor heading east from the TRAX station comprises its own district due to its separation from 12300 South by the steep hill on one side and its eclectic land uses and vacant land that distinguish it from the civic campus and neighborhoods.
- **Single Family Neighborhoods**: The station area contains several distinct neighborhoods that are largely comprised of single-family homes with schools and parks. These lie on all sides of the station. To the west are residential areas that blend into Historic Draper; to the east are neighborhoods along the 1300 East corridor; to the south are neighborhoods being converted from agricultural land; and to the north are residential neighborhoods in Sandy. In the center of the area, the Parkstone neighborhood is a unique residential area in the station area due to its proximity to the station and the current station parking lot. The Plan does not recommend changes to these areas.

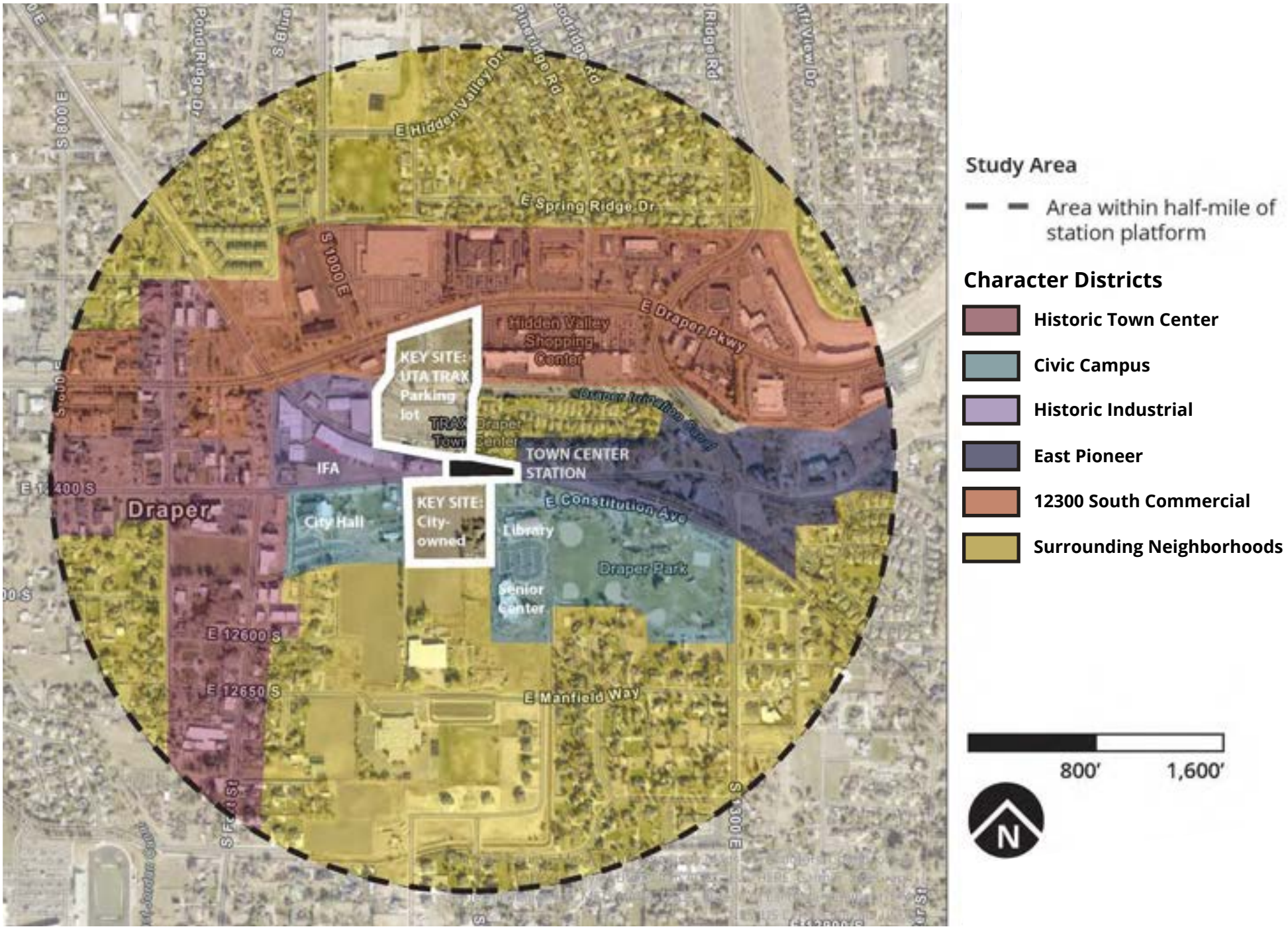


Figure 2: 1/2 Mile Station Area showing key sites and character districts,

PLAN PROCESS

The Draper Town Center Station Area Plan's process of arriving at a preferred vision and concept is critical to providing a foundation for its future success. The process, which took place from August 2022 to February 2025, carefully brought a core group of stakeholders and the public along to establish goals, understand the Station Area, develop strategies, and make decisions through a series of meetings, workshops, and periods of research and plan-making. The process was inclusive of a range of stakeholders from the Draper community and the Wasatch Front region, but also kept the primary City leadership connected to the process, emerging with a Station Area Plan with both broad consensus and effective buy-in.

Project Team

The planning process was managed by a core team of the project partners - Draper City, Wasatch Front Regional Council (WFRC), and Utah Transit Authority (UTA), as well as the consultant team, which was led by Township + Range Community Planning and supported by Leland Consulting Group (market analysis), Parametrix (transportation planning), and Bowen Studios (3-D renderings).

The team established a scope and schedule that included three project phases:

- **Gathering Information:** Establish vision and goals; undertake technical analysis; initial public engagement.
- **Station Area Strategies:** Develop a range of potential strategies and concepts for the station area.
- **Draft and Final Station Area Plan:** Select a preferred concept and develop a Draft and Final Plan, including an Implementation Plan.



Stakeholder Committee

The Station Area Plan's Stakeholder Committee was the core decisionmaking body for the project. The committee worked closely with the project management team to direct and shape the plan. Committee members included Draper residents, Draper City leadership (Council members and Planning Commissioners), additional City staff, key property owners, and regional partner representatives. The group met five times throughout the planning process:

- **Meeting 1:** The Committee was introduced to one another, learned about the project, took a walking tour of the station area, and undertook some visioning exercises to create Station Area Plan Goals.
- **Meeting 2:** The Project Team presented the Existing Conditions Analysis and results of the first Public Engagement phase. The Committee brainstormed potential land use and transportation concepts for the station area (see section below for more on this workshop).
- **Meeting 3:** The Project Team presented three draft alternative concepts to the Committee, which endorsed these alternatives to be presented to the public in an open house.
- **Meeting 4:** The Committee selected a preferred station area concept and discussed implementation strategies.
- **Meeting 5:** The Project Team presented the Draft Plan to the Committee.



Stakeholder Committee station area walking tour.

Station Area Goals

The Draper Town Center Station Area Goals communicate the desired outcomes for both the future Town Center station area and the plan that will guide it. The Goals were and will continue to be used for multiple purposes - to focus the existing conditions analysis, to generate strategies, and to evaluate alternatives. As a vital piece of the plan, they will also be of use to the project partners implementing the plan going forward, providing a compass of priority and community values.

The Goals were developed directly from the input of the Draper Town Center Station Area Plan Stakeholder Committee at its kickoff meeting in October 2022, as well as initial team discussion and analysis.

The project team identified a range of themes from these discussions and refined these into a list of 10 Station Area Goals. These Station Area Goals contain conflicts among them and this is exactly the idea – the transformation inherent in station area planning entails making tradeoffs among competing priorities. This goal framework is a mechanism for identifying and making those tradeoffs.

Heritage: Preserve key aspects of Draper's history and incorporate into the urban design and public space of the station area.

Respect surrounding neighborhoods: Integrate new development and improvements in a way that respects the existing community.

Town Center gathering place: Establish the station area as a gathering place and destination for the Draper community.

Complementary mix: Mix uses in a complementary way and include housing and recreation as key uses.

Connectivity and access: Connect the station area to maximize access to the station, link among the key sites, make the station area accessible to the community, and overcome topography and barriers.

Balance and link modes: Balance and link a foundation of walkability with the other key transportation modes of transit, bicycling, and traffic.

Regional benefits: Increase access to regional opportunity via the Draper Town Center Station, increase housing affordability, and realize other regional benefits.

Intensity and vitality: Create activity and vibrancy by adding well-designed intensity of use into the station area.

Core sites: Focus the plan on the best use and coordination of the key development sites owned by UTA, Draper City, and IFA to support the station area, region, and community.

Effective plan: Create an effective plan that is balanced, functional, thoughtful, strategic, viable, implementable, and reflects the full range of stakeholder desires.

Existing conditions analysis

Throughout Fall 2022, the Project Team undertook a comprehensive Existing Conditions and Opportunities Analysis for the Station Area Plan. The analysis covered land use, urban design, transportation, and the market. The following summarizes the key findings; for the full analysis, please see the Appendix.

Land Use & Urban Design

Land use and urban design vary widely throughout the Draper Town Center Station Area - from the quaint historic Draperville town center area to the busy strip commercial areas of 12300 South to the industrial areas including the iconic IFA grain mill. Figure 3 below shows the fine-grained mix in the area's core.

Consequently, the Plan analyzes land use and urban design through the lens of character districts: a set of distinct areas that comprise the station area. The vision of the station area will rest on decisions made about each of these districts and how to connect them. While land use refers to the specific use of the property, urban design is the form the use takes, with emphasis on the impacts to and shaping of the public realm.

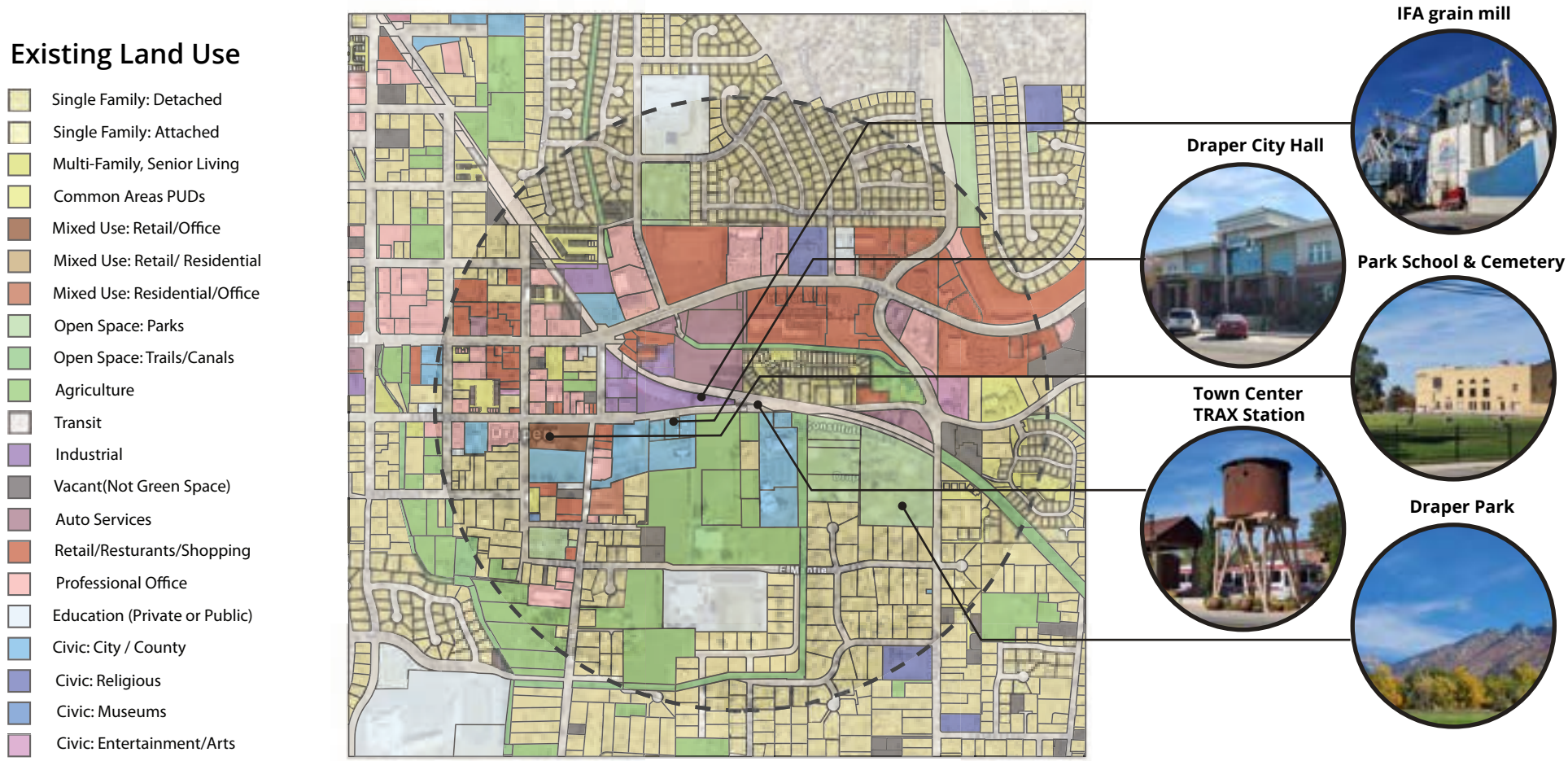


Figure 3: Existing land uses in the Station Area.

Historic Draper

Land Use: Historic Draper has an eclectic mix of uses – retail, food, services, professional office, residential, entertainment (Draper Theater), and civic (cemetery, park). There are new residential and non-residential uses through adaptive reuse and some infill projects: Park School, Maven, Draper Cove, and Bubble N Bean are examples.

Urban Design: This district has a historic walkable character, though only in stretches. There are some classic frontages – such as the storefront awning on Fort Street and the Draper Theater. Infill contributes to its character, but underutilized sites still exist.




Civic Campus

Land Use: Land uses are all civic and recreation destinations: Draper City Hall, Draper Park, the Draper Library, the Draper Historical Society, Day Barn event space, and the Draper Senior Center. These are low-intensity uses with lots of open space but also lure a lot of visitors.

Urban Design: The park, library and senior center largely have a standard suburban recreation character but with some potential to link to the walkable character of the historic area and leverage trails that converge here.




Historic Industrial

Land use: An eclectic mix of manufacturing, processing, wholesale, retail, and services. Each use is quite large to very large. As currently constituted, this mix seems to be compatible with one another and surrounding districts.

Urban design: The uses in this district largely do not relate to the street and work off internal circulation, creating a lack of pedestrian character and connectivity.




Draper Parkway Commercial

Land use: The land uses here constitute primarily a classic suburban strip commercial mix: grocery, food, gas, banks, hardware, pharmacy, services, sporting goods, insurance, and others. There are also some non-commercial uses mixed in such as a KinderCare.

Urban design: Auto-oriented suburban strip commercial format – parking in front of buildings, large parking fields; properties mostly do not closely relate to the street, especially east of about 1000 East.




East Pioneer

Land use: The East Pioneer character district has eclectic land uses that lean commercial (restaurant, car wash, events center) but also include some housing and vacant areas.

Urban design: Is in part a support/circulation area for other districts; a general lack of a relationship of properties to streets.




Surrounding Neighborhoods

Land use: primarily detached single family homes, with some attached single family such as Diamond Ridge Townhomes. Elementary schools and parks are also present.

Urban design: Standard suburban single family neighborhoods with imperfect street grids but no major connectivity barriers. Trails are an opportunity to connect to the Town Center.




Transportation

The project team analyzed the existing and planned networks for all transportation modes.

Multi-modal network

Figure 4 below shows the analysis of the multi-modal network, including the major corridors of 12300 South, Pioneer Road, and 1300 East, and to some degree Fort Street and 900 East, along with the supporting street grid. In general, the block pattern in irregular and blocks are large, to accommodate many of the industrial uses and agricultural lots.

The map also shows existing and planned bike facilities, and highlights the constraints of the existing "walk shed" - the area available within 1/4 mile and 1/2 mile walks, due to the lack of connectivity discussed above.

Transportation activity

The team also analyzed transportation activity, including a traffic analysis for existing and future conditions, based on a 2022 development impact analysis. All of the measured intersections showed existing level of service (LOS) "D" or better, with no failing (E or F) intersections. While there are no failures, LOS is most strained along the Draper Parkway corridor peaking at a LOS D at 1300 East. LOS along Pioneer Road is very good, with A's and B's throughout.

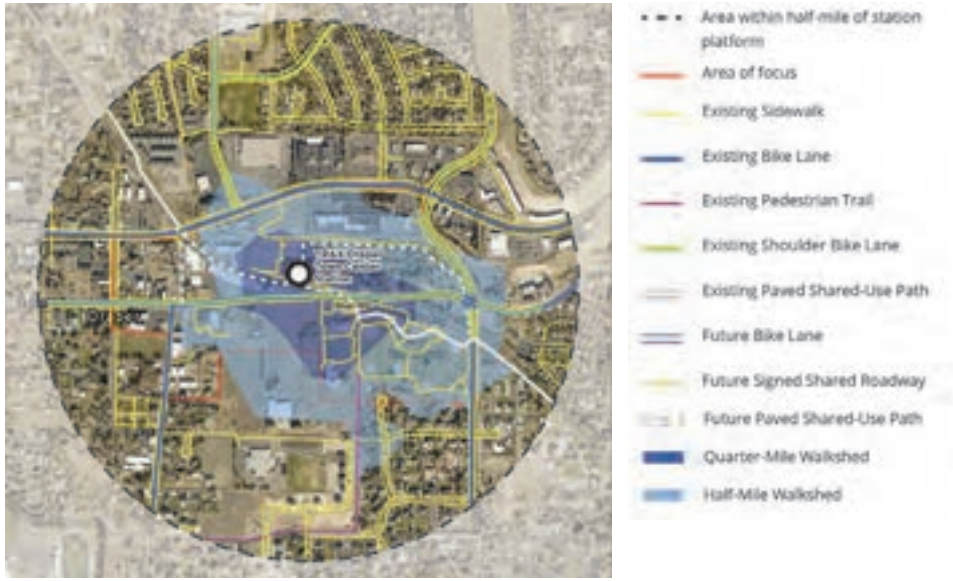


Figure 4: Existing and planned transportation network, including the "walkshed," the area reachable within a walk of 1/4 mile or 1/2 mile.

The LOS in 2027 was forecasted to remain the same or improve at all intersections except a decline from a C to a D at 1000 East and Draper Parkway, and from a B to an F at 900 East and Pioneer Road, due to the southbound left turn.

TRAX Station

The Draper Town Center Station is the southern end of the TRAX Blue Line. Blue Line trains serve the Town Center station every 15 minutes from 4:40 a.m. to 11:25 p.m. every weekday, with slightly reduced hours on either end on the weekend.

The Town Center Station has a unique access configuration. Built into an existing rail right-of-way between the IFA and the Parkstone subdivision, with the steep-sloping property to the north that became the park-and-ride lot, its design had to fit the platforms and access to them in an awkward triangle where the tracks meet Pioneer Road. People can only cross the tracks at the far east end of the platform.

About 80 percent of access mode to the station is evenly split between walking and driving alone. Compared to the mode split of the whole UTA rail system, Draper has many fewer pedestrian access trips and more drive-alone trips. But it is still important to consider that 40 percent of people are walking to the station to ride TRAX.

August 2019 data show generally 500 - 800 boardings/alightings per weekday, with an average of 546 alightings and 724 boardings. That is about 7 to 9 people per train on average. By 2024, the weekday boardings dropped to an average of 442.



Aerial image of the layout of the Town Center Station.

Existing parking for the station is in a dedicated surface lot on a large parcel north of the station that contains a total of 434 spaces. Team counts found that overall utilization of parking in the lot is very low at less than 10 percent.

Market Analysis

The project team prepared an analysis of the market to understand the best opportunities for development within the station area. The analysis considers the demographics of the Draper community and the market prospects for each of several land use categories appropriate to a transit oriented community (TOC).

Draper's population is projected to grow 20% by 2031, slightly slower than the 22.6% growth seen over the past decade but at a faster clip than the county as a whole (to grow 14% by 2031). Employment nearly doubled in Draper from 19,150 jobs in 2010 to 37,881 in 2019. Employment growth is likely to continue, with employment in Salt Lake County projected to grow to over 850,000 jobs by 2028 (a 24% increase over 2018 levels). In its 2023 Emerging Trends report, the ULI ranked the Salt Lake City metro #19 (of 80) for overall real estate prospects. The region's mix of economic opportunity, affordability (relative to coastal markets), and quality of life (such as natural/outdoor amenities) have long been noted as draws for this market, and have been reinforced by COVID-19 pandemic-era trends. Given these recent trends and projections for continued growth, LCG expects continued demand for housing, office, commercial, and other types of real estate in Draper.

Housing

Housing in Draper primarily consists of single-family homes, with limited apartment inventory of just under 3,000 units. Yet, the City has seen an uptick in apartment development in the past few years—hitting a City record in the first quarter of 2022 for the number of multifamily units built, at 776, over a 12-month period. Most of these developments have been on the larger end (120 to 308 units) and located near I-15. Draper currently has 26 accessory dwelling units (ADU) and 27 in review.

The City's 2022 Moderate Housing Income Report identifies a current shortage of 1,796 housing units for moderate incomes (at or below 80% area median income, or AMI). Without action, this shortage is projected to rise to 2,269 over the next five years, along with overall expected growth from the City's 16,121 current households to the projected 17,827 in 2027.

There are several housing types possible within the station area, including multifamily condominiums, multifamily rental, and "middle" housing, which includes townhomes, multi-plexes, live-work units, accessory dwelling units, and even single family small lot detached housing.

Retail, Office, and Institutional Development

Retail and office development are possible in the Draper study area at modest amounts (not large scale), which aligns well with overall market trends towards smaller-scale, "experiential" commercial.

The study area's distance from I-15 rules out most larger-scale retail concepts, though auto-centric development dominates within the study area. The presence of transit, particularly if complemented with residential and other commercial development, could offer an opportunity for pioneering more walkable shopping development in the study area. CoStar data shows market rents of $25 per square foot and low vacancy rates (0.6%) as of December 2022, comparable to the City's overall rents of $27 and vacancy rate of 0.7%.

Similarly to retail, office and institutional categories suffer from not being near I-15, and at the "end of the line" of the TRAX Blue Line. Office is possible, particularly on the City's Fitzgerald property, but it likely will not be large-scale class A office, and may require incentives from the City. Tenants would likely be local-serving, such as dentists and tax preparers. The Draper Cove development, built in 2021, suggests there is demand for this property type in the study area.

Community Recreation Center and other Civic Buildings

Interest in a community recreation center was expressed by residents throughout the Plan process, and by City staff and leadership in other meetings. The range in possible scales and uses requires further study to determine relative costs and feasibility—but a development of this type could certainly be a part of future development in the study area.

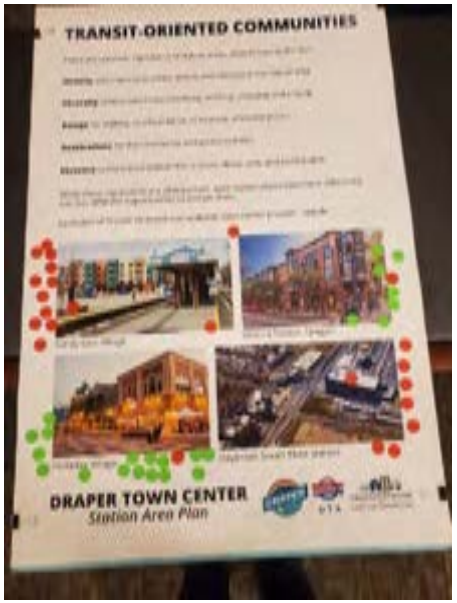
Public Engagement: First Phase

In November 2022, the planning team began engaging with the community on the project, hosting the first of three Community Open Houses on November 14 at Draper City Hall. Approximately 40 people attended the Open House. They provided feedback in a number of ways, including:

- Identifying assets, challenges, destinations, and ideas on a detailed map of the study area;
- Providing ideas on what to build on the City-owned parcel across from the TRAX station;
- A paper and online survey that sought feedback on each of the 10 Station Area Goals. The survey asked how important each goal was on a scale of 1 to 5 and for ideas on how to achieve each goal'. The survey received over 500 responses; and
- Open-ended comment cards









The feedback obtained was compiled together into themes related to the Station Area Goals, shown in Figure 5 on the next page.

Takeaways

Open House feedback and survey responses indicated widespread, although not universal, support for the following

Concepts in the station area/town center:

- Preserving and celebrating Draper's heritage and historic features.
- Design and high quality of building.
- Developing a "civic center" or "community center" on the City's newly acquired five-acre parcel of the former Fitzgerald farm ("Fitzgerald property" in the following), in a way that knits together surrounding City property and public land (parks, City Hall, County library and senior center). (However, there seem to be many different definitions of what a "civic center" or "community center" is.)
- Attracting businesses such as restaurants, bakeries, coffee shops— and civic spaces such as a plaza or other community gathering space.
- Hosting events and/or a farmer's market, with complementary development such as food trucks.

The public shared concerns about:

- High density housing, particularly if such housing adds traffic on Pioneer Road.
- Safety of certain intersections and roads for pedestrians and cyclists.

There are varying views on development:

- Some community members believed there would be benefits to significant new commercial and residential development in the town center if it is well designed, while others did not. Perceived benefits include adding restaurants, bakeries, coffee shops, and other uses and providing housing for a variety of residents; perceived drawbacks include concerns about traffic, other impacts, and change.
- Some community members are supportive of vertical mixed-use (e.g., office or housing space over ground floor retail), while others are not.

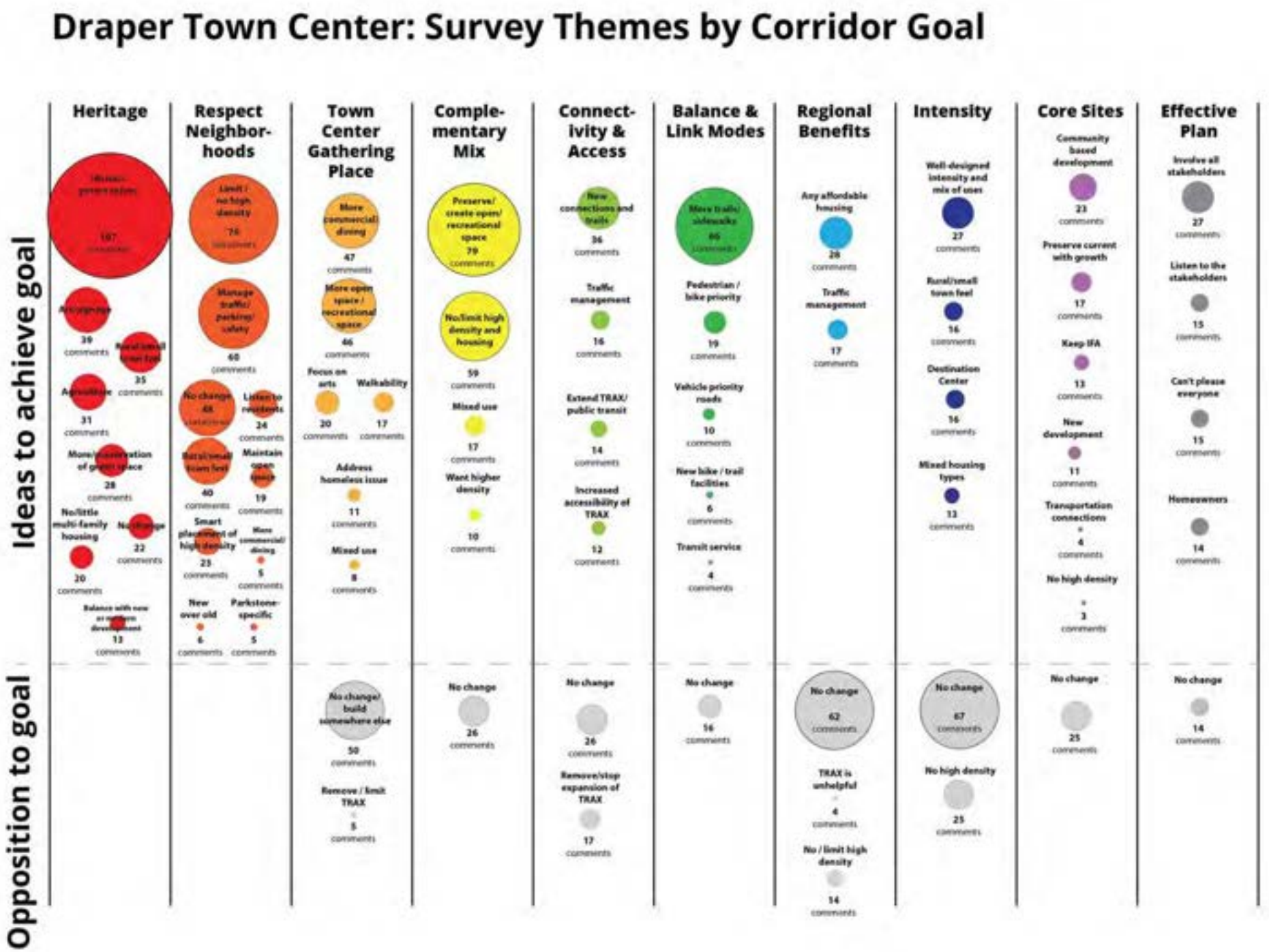


Figure 5: Comment themes from the Phase 1 survey relative to support of or opposition to the Station Area Goals.

Stakeholder Committee Concept Workshop

With the Existing Conditions and Opportunities Analysis and First Phase Public Engagement complete, the Project Team convened the Stakeholder Committee for a second meeting in January 2023. This meeting was primarily a workshop to brainstorm land use, transportation, and urban design concepts for the Station Area Plan.

After the Project Team presented the conclusions of the Existing Conditions and Opportunities Analysis and the First Phase Public Engagement, the Committee was split up into two smaller groups, each around a large table. Each group was a mix of different types of stakeholders within the committee. The tables held station area core maps and the groups used "chips" representing a range of land uses to brainstorm and try out ideas, ultimately assembling concepts.

Each table emerged with a relatively complete concept. The concepts were similar in many elements. Those similarities included:

- A town center on City property with community center, restaurant/retail and plaza space;
- Mid-rise multi-family development on UTA site;
- An open space buffer between UTA site and Parkstone;
- Trail connections throughout the station area;
- Retail along 12300 South.







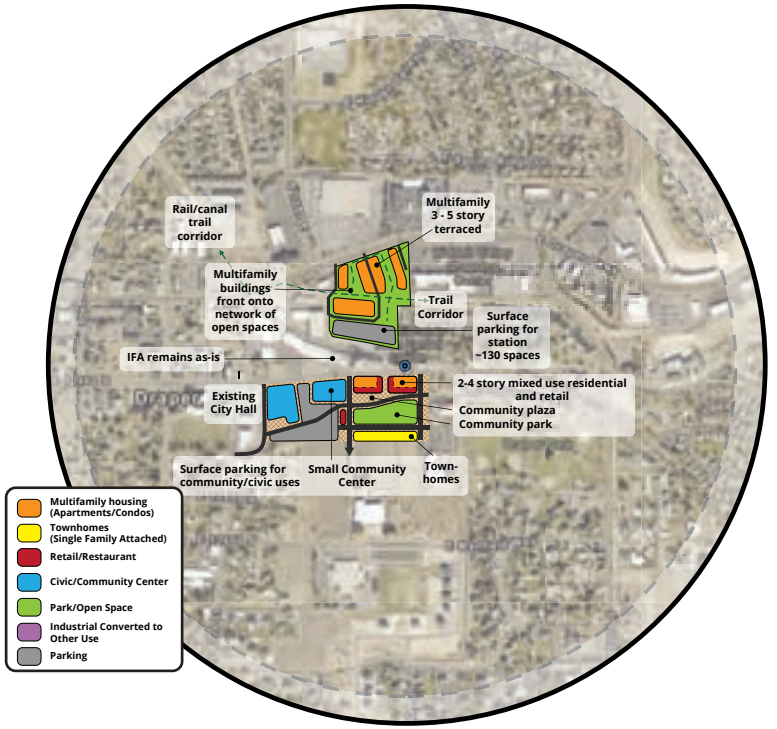
Images from the Stakeholder Committee workshop to assemble concepts for the core of the Station Area: One group discussing ideas (above); and the two group concepts (at right).

Alternative Concepts

Based on the ideas of the Committee, as well as the results of the Existing Conditions and Opportunities Analysis and public input, the Project Team developed three distinct approaches to achieving the Station Area Goals. The alternatives were a way to present tradeoffs and explore ideas. These alternatives are summarized below.

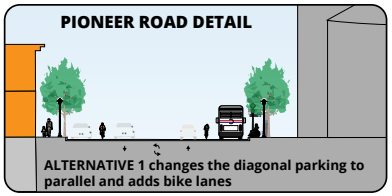
Alternative 1: Draper Park Extension & Limited Change

Alternative 1 created a town center oriented to an internal extension of Draper Park. It included a small community center integrated into the Town Center plaza/park, and retail/restaurants; housing along Pioneer Road; and single family attached as a transition. On the UTA site, 3 - 5 story multifamily buildings terraced down the hill; Parkstone was buffered by open space and surface parking; and residential buildings front onto a network of trails. Station parking reduced by two-thirds but remains a surface lot. IFA remains as-is. There was less emphasis on Pioneer Road as a walkable corridor. Zoning stayed the same along the corridor.



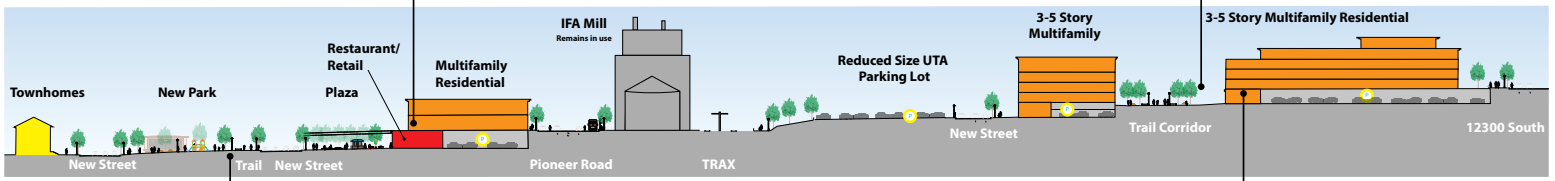
Example of two stories of residential over retail





Example of a trail corridor alongside housing







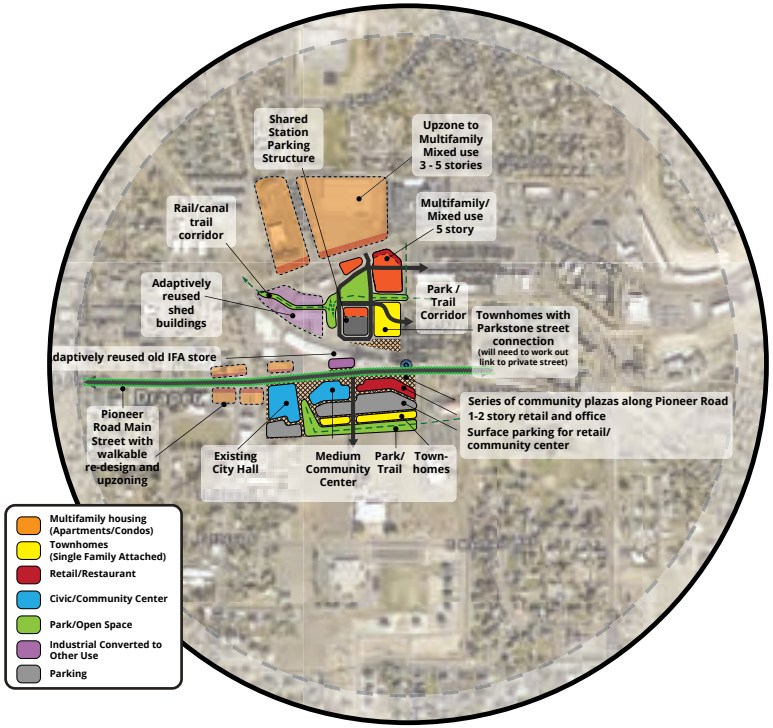
Examples of new community town center park and plaza spaces



Example of 3 - 5 story multifamily residential, built on a slope

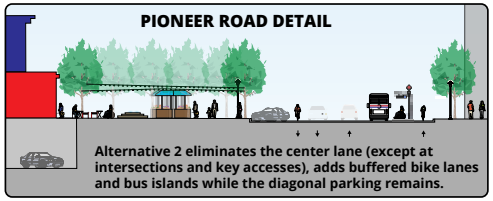
Alternative 2: Pioneer Road Main Street

This alternative focused on the transformation of Pioneer Road into a walkable Main Street. It established a town center with retail, restaurants, and plazas along Pioneer Road. It included a medium-sized community center fronting onto Pioneer Road, single family attached transition to the south, a trail/open space corridor connecting the Draper Park area to the envisioned community center. On the UTA site, 5-story multifamily buildings terraced down the hill, oriented around a central community park space. Parkstone was buffered by an attached single-family neighborhood, including a street connection; IFA remained but the old store was adaptively reused. Station parking was integrated into new structure shared with residents.



Example of townhomes fronting onto a trail





Example of townhomes



Example of mixed-use building with retail







Example of mixed use office over retail fronting onto a plaza



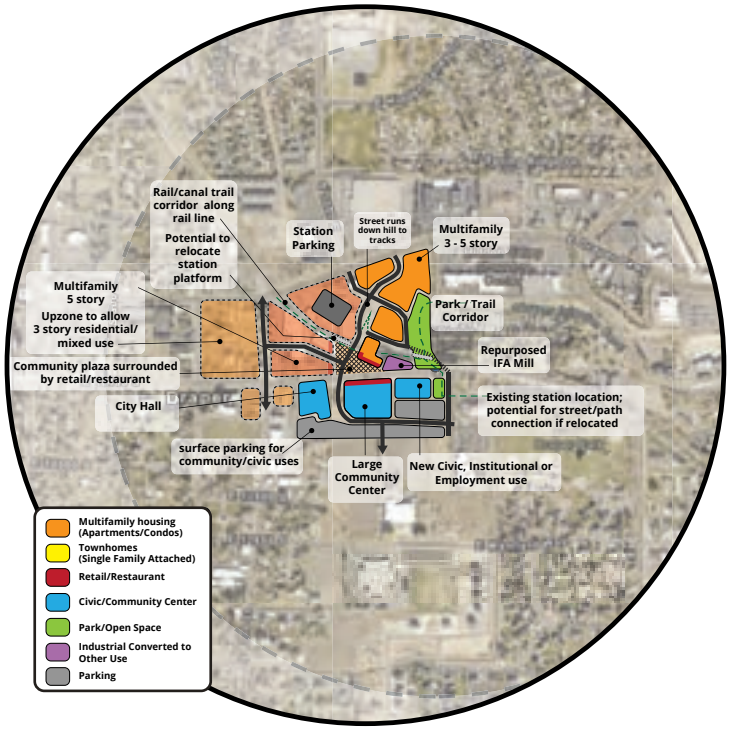
Example of a walkable Main Street



Example of a park/playground next to multifamily residential

Alternative 3: IFA Redevelopment

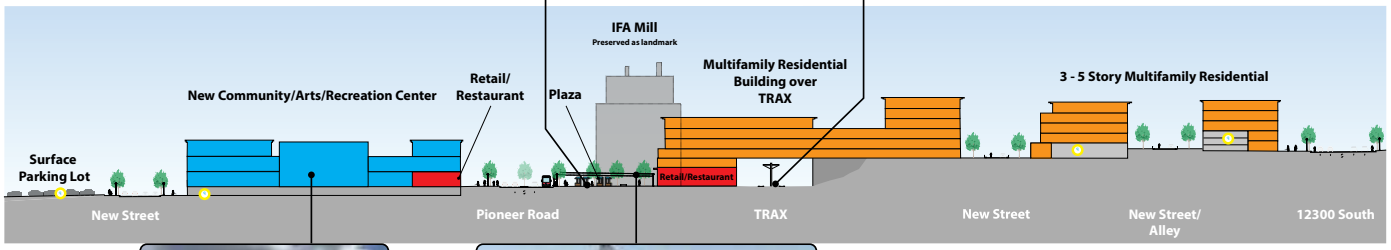
This alternative explored what a complete redevelopment of the IFA site would look like. A Town Center was created along Pioneer Road at the redeveloped IFA site, although with the mill preserved as an adaptive reuse opportunity. The City site was focused on a large community center and a new additional civic or employment use, but no housing. The UTA and IFA sites, as well as the surrounding industrial area, were integrated together, including a street running down the hill and across the TRAX tracks. The concept included the potential for a station relocation to the new Town Center focal area. Station parking was integrated in a structure in one of the multifamily buildings. A trail connection was made through a new park alongside Parkstone then connected through the old station location.





Example of a plaza and mixed use next to a rail station

Example of multifamily residential building spanning over rail tracks



Example of a performing arts center





Example of an adaptively reused industrial site

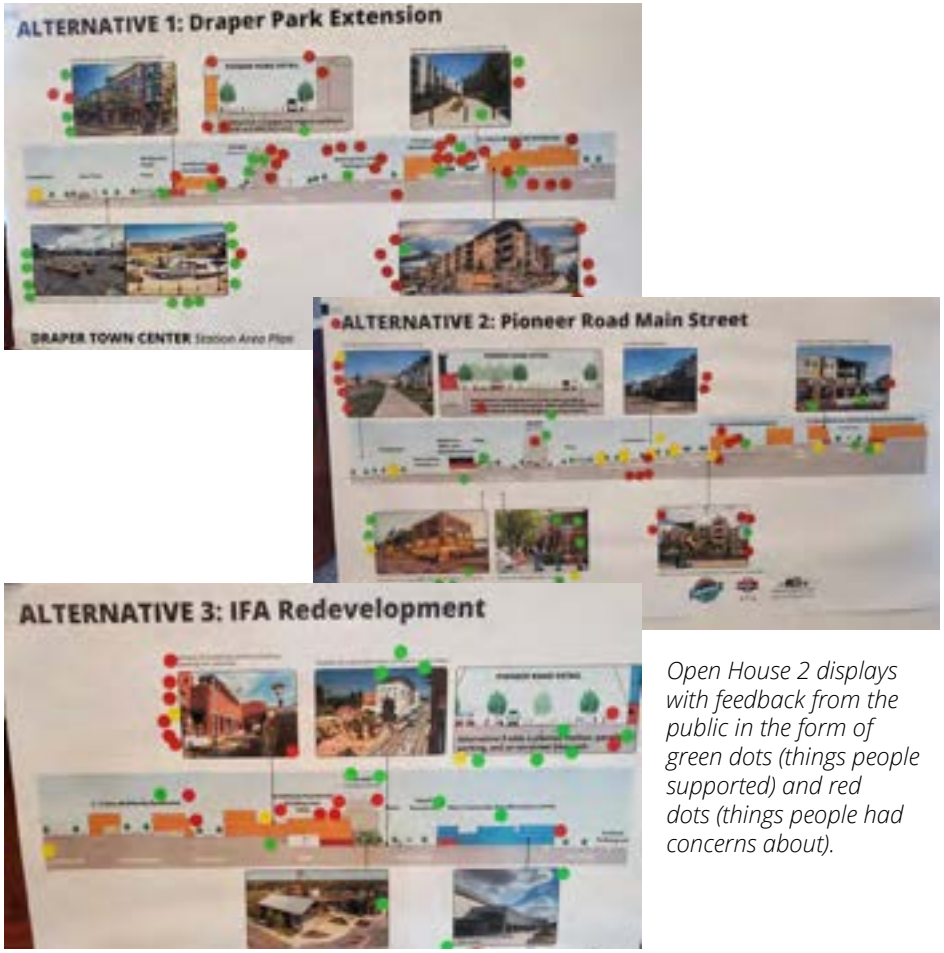
Public Engagement: Second Phase

In May and June 2023, the Project Team and Stakeholder Committee undertook a second round of public engagement for the Station Area Plan, focused on the three alternative concepts. The team hosted a second Open House, to present the Station Area Alternatives.

There were 58 people who signed in to the event. Each person received a set of green and red dots to place on things throughout the displays they liked and did not like, respectively.

The team set up an online survey to receive feedback on the alternatives, and the display boards featured a QR code linking to the survey. There were also paper surveys available at the Open House.

The team also had open-ended comment cards available as well.



Open House 2 displays with feedback from the public in the form of green dots (things people supported) and red dots (things people had concerns about).

Survey

The online survey was the way the team received the most feedback on the alternative concepts. The survey was open from May 15 through June 5. It asked respondents to rate the alternative concepts along with a series of aspects of each alternative, such as housing, trails, and treatment of Draper heritage. It included an open ended question for feedback on each alternative.

The survey received 474 responses – these were combined in-person and online, though the vast majority were received online.

Alternative ratings

The survey asked respondents to rate the concepts on a scale of -2 (strongly dislike) to 2 (strongly like), with 0 as a mixed or neutral. Overall, the ratings were low, with all three garnering an average rating below neutral. Of all three, Alternative 1, which proposed the least change, scored the highest at -.06. The top row of Figure 6 below shows these ratings.

However, the stronger takeaway from the ratings was that some aspects of concepts (no matter the alternative) were much more popular than others. The ratings for trails and connectivity, for example, were much more positive than those for comfort with housing. Figure 6 also shows these comparisons. This feedback emphasizes the concern about the change that more housing will bring, with support for aspects like trails that will increase quality of life. Alternative 1 was the most popular likely because it had the least housing and least perceived negative impact in neighborhoods, while still including new trails. The one exception was the concept's central feature - the highest rating for this question was Alternative 2's Pioneer Road Main Street.

	Alt 1	*Alt 2*	*Alt 3*
Overall rating	-0.06	-0.24	-0.20
Concept's central feature	0.17	0.19	-0.16
Preserving neighborhoods	0.28	0.07	-0.01
Comfort with housing	-0.28	-0.37	-0.32
Trails & connectivity	0.30	0.20	0.10

Figure 6: Average ratings of alternative concepts by survey respondents for the overall rating and for aspects of the alternatives.

Themes of open ended responses

Analysis of open-ended survey responses built on the alternative concept ratings questions revealed areas of concern. As Figure 7 shows below, concerns included more congestion, the sentiment that multifamily housing does not fit with Draper's character (often characterized as rural); roads can't handle traffic; and opposition to Draper changing.

However, the open ended feedback showed support for many of the ideas in the concepts. These ideas that had support included a walkable Pioneer Road Main Street; trail connectivity; a community center; and restaurants and retail. Pushing back on the preference for Alternative 1 in the ratings, the open ended responses included the recognition that Alternative 1 would have a limited positive impact – and the benefits of creating a bigger vision.

In addition, the responses included thoughts raised by the public to consider now or in implementation phase:

- Desire for opportunities for homeownership in the transit-oriented community.
- Affordability of housing is important.
- How do we pay for the improvements?
- What is this area versus The Point? How do we create a separate identity/ brand?

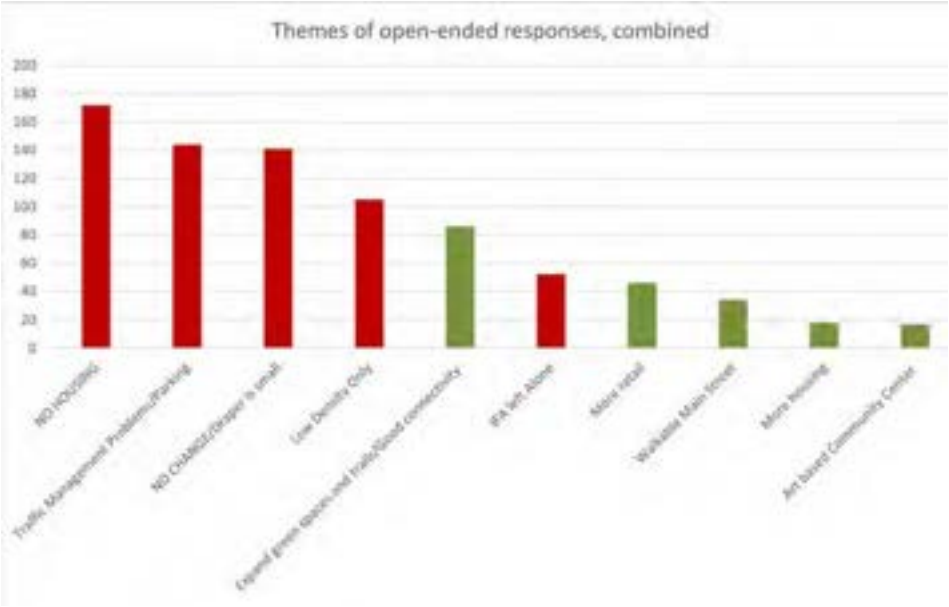


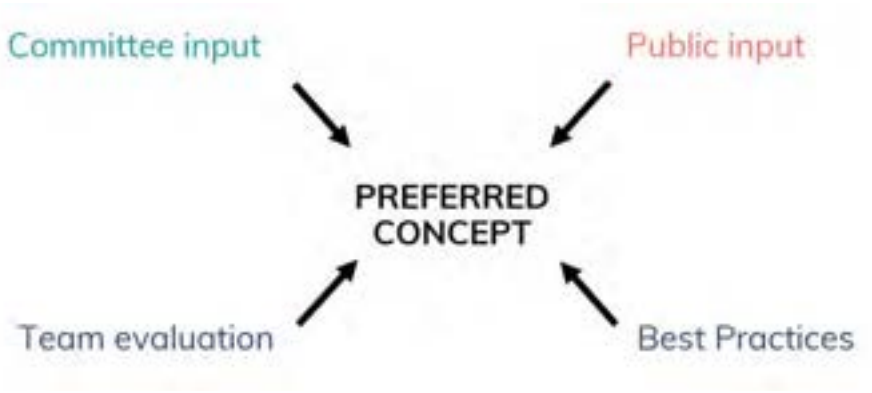
Figure 7: Most frequent themes of open-ended responses to Phase 2 survey.

Preferred Concept development

The team brought together all the feedback it had received from the public and the Stakeholder Committee, as well as the technical evaluation, HB 462 requirements, and relevant station area planning best practices, to develop a Draft Preferred Concept.

The concept integrated aspects of all three alternatives. At its core was the Pioneer Road Main Street idea from Alternative 2, with the Draper Park extension from Alternative 1 and the IFA redevelopment/adaptive reuse from Alternative 3. It included the popular trail links form a range of alternatives as well as both upzoning and neighborhood transition concepts from a range of alternatives as well. These combined aspects of the Preferred Concept became the Plan Principles summarized in the Plan Overview.

The team presented this draft concept to the Stakeholder Committee in a June 2023 meeting. The Committee expressed unanimous support for the concept with some refinements. The project team began fleshing out the concept into an Illustrative Plan and Implementation Plan.



PLAN OVERVIEW

The Draper Town Center Station Area Plan's Preferred Concept represents the Stakeholder Committee's recommended way to achieve the station Area Goals (see page 25). The following pages summarize the concept through its 10 Plan Principles and its Illustrative Concept, which together form the Station Area Vision. The Plan Elements flesh out the Plan in more detail principle by principle. Finally, the Plan includes an Implementation Plan.

Plan Principles

The Plan Principles convey the key points of agreement and priorities for the Station Area. While the Illustrative Plan is the preferred way to achieve these principles, in the future if one or more aspects of the Illustrative Plan is infeasible or if conditions change, decisionmakers and stakeholders can return to the Plan Principles to develop another site or network configuration to achieve the same idea.

The Plan Principles are:

1. A walkable, active Main Street on Pioneer Road.

2. A nexus of trail connections.

3. Mixed-use town center on City site with destination restaurants and retail, community center and some housing, that is engaged with and connected to Draper Park and other civic destinations.

4. Significant residential density on UTA site in up-to-5-story buildings.

5. Flexibility toward IFA with encouragement of future redevelopment.

6. Improved TRAX station access.

7. Rezoning of some areas around the station to allow and encourage transit-oriented development.

8. Preservation of the scale of Draper's historic downtown, south and west of the transit-oriented area.

9. Quality transitions to established residential neighborhoods and historic resources.

10. Connectivity improvements throughout the station area.

Illustrative Concept

The Illustrative Concept presents a high-level vision of the Preferred Concept developed by the Stakeholder Committee and the Project Team. It is the result of several months of committee visioning, field work, public engagement, discussions, research and analysis, brainstorming, consideration of tradeoffs, and decision making. The Illustrative Concept is a requirement of the Utah State Station Area Planning law.

The Draper Town Center Station Area Plan Illustrative Concept is shown at right in Figure 8. It uses a simple graphic language of land use "bubbles" and linework to show the envisioned future land uses and street/trail/transportation improvements.

There are several levels of improvements shown on the Illustrative Concept:

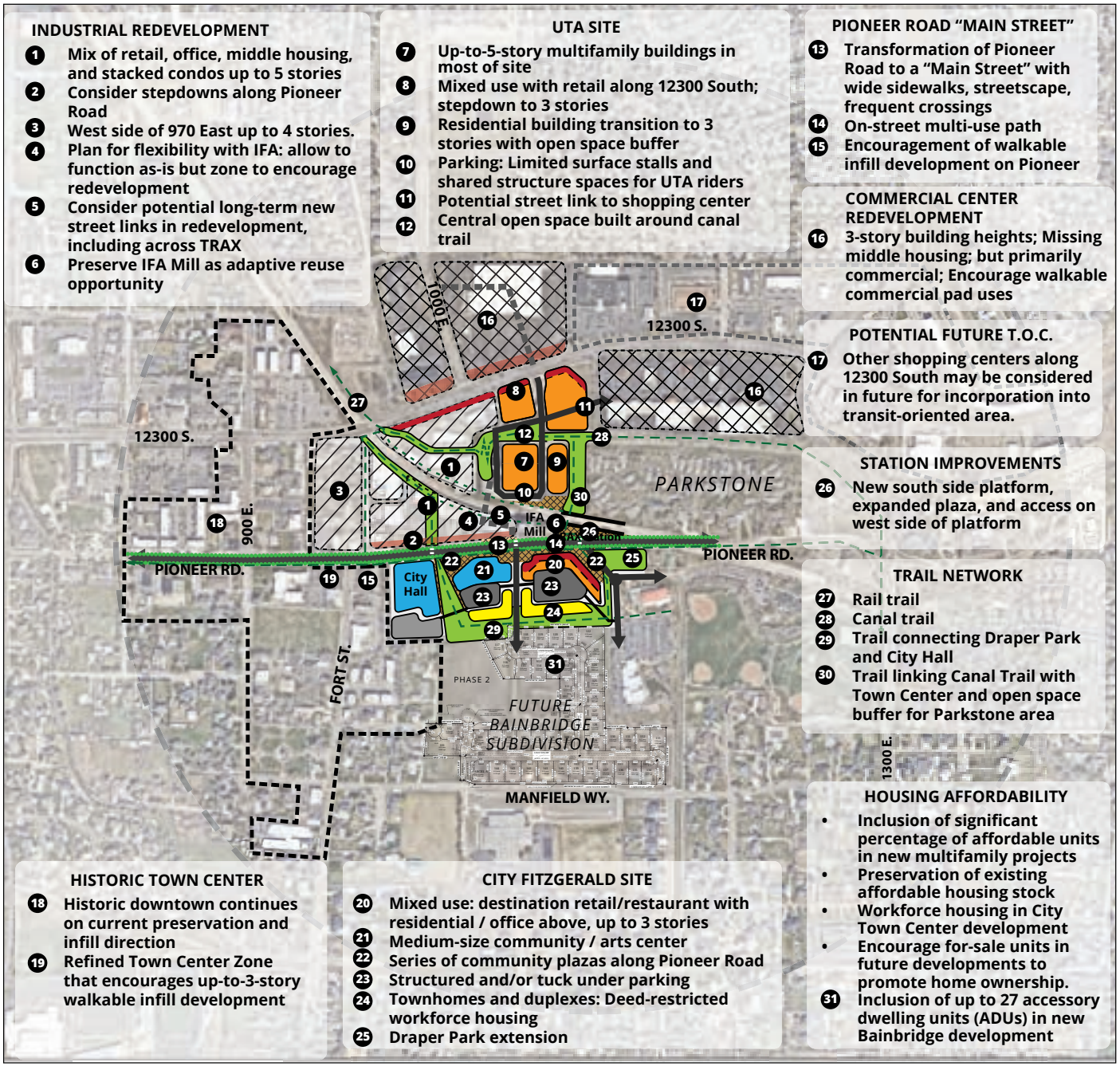
- Specific land uses on the two core sites of the Draper City Fitzgerald Site and the UTA property.
- Other areas recommended for upzoning to a Transit Oriented Community (TOC) designation, including the IFA property and the area to the west of the UTA site.
- A potential transition area between the TOC zoning area and the historic downtown area to the west.
- The historic downtown area at the west end of the Station Area, which will remain under the existing Town Center zone, whose general parameters of scale and use will remain, but will be refined.
- An area encompassing much of the shopping centers along 12300 South to the east and north of the TOC area that should be included in the new TOC zone(s).

Note that much of the 1/2 mile Station Area does not have a designation in the Illustrative Concept. These are largely residential neighborhoods envisioned to remain as-is into the future.

The team estimates that the concept shown could yield approximately:

- 30 - 40 multifamily units, 20 - 30 townhomes and duplexes, and 30,000 square feet of commercial space on the City site; and
- 450 - 500 multifamily units and 22,000 square feet of commercial on the UTA site.

DRAPER
TOWN CENTER
Station Area Plan
Illustrative Concept



INDUSTRIAL REDEVELOPMENT

1. Mix of retail, office, middle housing, and stacked condos up to 5 stories
2. Consider stepdowns along Pioneer Road
3. West side of 970 East up to 4 stories.
4. Plan for flexibility with IFA: allow to function as-is but zone to encourage redevelopment
5. Consider potential long-term new street links in redevelopment, including across TRAX
6. Preserve IFA Mill as adaptive reuse opportunity

UTA SITE

7. Up-to-5-story multifamily buildings in most of site
8. Mixed use with retail along 12300 South; stepdown to 3 stories
9. Residential building transition to 3 stories with open space buffer
10. Parking: Limited surface stalls and shared structure spaces for UTA riders
11. Potential street link to shopping center
12. Central open space built around canal trail

PIONEER ROAD "MAIN STREET"

13. Transformation of Pioneer Road to a "Main Street" with wide sidewalks, streetscape, frequent crossings
14. On-street multi-use path
15. Encouragement of walkable infill development on Pioneer

COMMERCIAL CENTER REDEVELOPMENT

16. 3-story building heights; Missing middle housing; but primarily commercial; Encourage walkable commercial pad uses

POTENTIAL FUTURE T.O.C.

17. Other shopping centers along 12300 South may be considered in future for incorporation into transit-oriented area.

STATION IMPROVEMENTS

26. New south side platform, expanded plaza, and access on west side of platform

TRAIL NETWORK

27. Rail trail
28. Canal trail
29. Trail connecting Draper Park and City Hall
30. Trail linking Canal Trail with Town Center and open space buffer for Parkstone area

HOUSING AFFORDABILITY

- Inclusion of significant percentage of affordable units in new multifamily projects
- Preservation of existing affordable housing stock
- Workforce housing in City Town Center development
- Encourage for-sale units in future developments to promote home ownership.

31. Inclusion of up to 27 accessory dwelling units (ADUs) in new Bainbridge development

HISTORIC TOWN CENTER

18. Historic downtown continues on current preservation and infill direction
19. Refined Town Center Zone that encourages up-to-3-story walkable infill development

CITY FITZGERALD SITE

20. Mixed use: destination retail/restaurant with residential / office above, up to 3 stories
21. Medium-size community / arts center
22. Series of community plazas along Pioneer Road
23. Structured and/or tuck under parking
24. Townhomes and duplexes: Deed-restricted workforce housing
25. Draper Park extension

LAND USES

- Multifamily housing (Apartments/Condos)
- Retail/Restaurant
- Civic/Community Center
- Park/Open Space
- Parking

STATION AREA SUBAREAS

- Concept for core site
- Industrial redevelopment mixed use
- Commercial center redevelopment mixed use
- Historic Town Center area preservation and infill
- Area for potential future consideration of incorporation into TOC area

PUBLIC REALM IMPROVEMENTS

- Open space
- Plaza
- Streetscape
- Trail
- New street
- Driveway
- Potential future trail connection
- Potential future street connection

800' 1,600'

N

TRANSPORTATION AND LAND USE CONNECTION

DRAPER UTAH

Figure 8: Draper Town Center Station Area Plan Illustrative Concept.

Land use designations

These land use designations and colors apply to the Illustrative Concept and the model images throughout this section of the Plan.

Multifamily residential

Apartments or condominiums of a range of sizes in multi-story buildings, with parking included in lower-level podiums.





Townhomes, Duplexes, and other Middle Housing

Attached single-family homes, often serving as a transition between more intensive areas of the Station Area and surrounding areas.





Commercial

While the Plan envisions that most new commercial be located in mixed use buildings, the Station Area has potential for some stand-alone commercial in new walkable or adaptive reuse formats. Desired commercial uses include restaurants, local shops, small groceries, and services.





Multifamily with Ground Floor Retail (Mixed Use)

Along Pioneer Road or 12300 South, or in other select circumstances, the Plan envisions the ground floor of multifamily residential buildings being occupied by walkable commercial uses. In some cases upper floors of these mixed use buildings may be occupied by offices.





Civic

Civic uses include City government and public facilities like the library, senior center, and desired community center.





Office/Employment

Office uses are not an emphasis in the Station Area but could work in some locations like along 12300 S.



Parking

New parking in the Station Area is envisioned to be structured and often shared among uses.



Open Space

Open space in the Station Area covers a range of types of uses, from large parks like Draper Park and smaller pocket parks to greenway trail corridors.





Plazas

Plazas will be essential to the Station Area. These are generally hardscaped areas of different size offering programmed and non-programmed space and activated by land uses around them.





Residential heights and potential density ranges

Residential density for the housing products envisioned for the Draper Town Center Station Area vary greatly and depend on a range of factors beyond the scope of this Plan - such as unit size, site configuration, parking provision and configuration, open space and amenity provision, and fire safety.

However the following provides estimated ranges for given product types within the Plan's envisioned heights, which include assumptions about parking configuration. All of these products are intended to face and generally activate a street. Generally, Transit-Oriented Communities require higher density housing - for example a Utah Housing and Transit Reinvestment Zone (HTRZ) requires an average of 50 units per acre in the residential portion of the zone.

Two-to-Three-Story Townhomes or Duplexes

Attached single-family homes with parking provided for each unit off a rear alley.



Estimated density range: **12** to **25** dwelling units per net acre

Three-Story Street-Facing Walk-Up

Multi-family homes with surface parking in the rear and some parking "tucked under" the rear of the buildings.



Typical density: **20** to **35** dwelling units per net acre

Four-Story with Separate Parking Structure

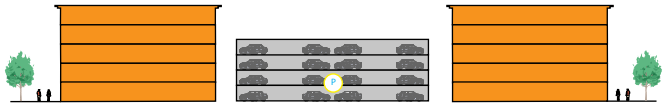
Multi-family homes with separated or wrapped around parking structure. This building height could alternately have surface and tuck-under parking.



Estimated density range: **35** to **50** dwelling units per net acre

Five-Story with Separate Parking Structure

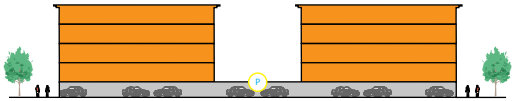
Multi-family homes with separated or wrapped around parking structure.



Estimated density range: **50** to **80** dwelling units per net acre

Five-Story with Podium Parking Structure

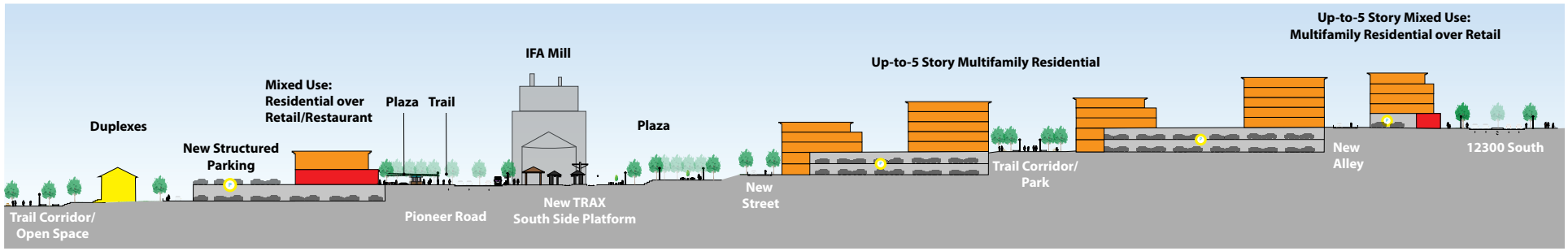
Multi-family homes built on top of a parking podium.



Estimated density range: **80** to **100** dwelling units per net acre

Site cross section

The following diagram shows a potential cross section of the envisioned uses and heights in the center of the station area, looking west. A note on heights in the station area: Because of the steep slopes throughout the area, heights regulation will need to determine how best to "step down" a building's heights down a hill, to stay at or below the maximum heights allowed.



Housing Affordability Strategies

Housing affordability is a key goal of the Utah H.B. 462 Station Area Plan law. The following are strategies to increase the affordability of housing within the station area.

The Draper General Plan identifies a series of Utah State strategies to achieve moderate income housing:

- F - Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers;
- G - Encourage higher density or moderate income residential development near major transit investment corridors.
- J - Implement zoning incentives for moderate income units in new developments;
- E - Create or allow for, and reduce regulations related to, accessory dwelling units in residential zones.
- W - Develop and adopt a station area plan in accordance with [Utah State Code] Section 10-9a403.1; and
- O - Apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate income housing, an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity, an entity that applies for affordable housing programs administered by the Department of Workforce Services, an entity that applies for affordable housing programs administered by an association of governments established by an interlocal agreement under [Utah State Code] Title 11, Chapter 13, Interlocal Cooperation Act, an entity that applies for services provided by a public housing authority to preserve and create moderate income housing, or any other entity that applies for programs or services that promote the construction or preservation of moderate income housing.

The Station Area Plan looked at all the potential State strategies from the Utah State Code and identified those that the City has adopted/selected. Many of these strategies relate directly to the Station Area Plan and the sites within it offer opportunities to achieve these strategies. With that said, the following are the Plan's recommendations for housing affordability in accordance with the MIHR, the H.B. 462 goals, and the Station Area Goals.

- Increasing heights and densities throughout the Station Area Plan area will enable more apartments, townhomes and other unit types that are generally more affordable.
- Include accessory dwelling units (ADUs) in new developments, such as the up to 27 detached ADUs included in the future Bainbridge Subdivision.
- Preserve existing affordable/moderate income housing stock in the Station Area.
- The City and UTA should consider including one or more regulated affordable housing project, in which apartments are reserved for households at 60 percent of AMI, typically for a 30 to 60-year period.
- As part of the envisioned mixed use town center on the City's Fitzgerald site, the City should consider requiring future developers to build some townhomes, duplexes, or other middle housing, which can be market rate. This housing is often affordable to households at 80 to 120 percent of AMI, and can also be characterized as housing for the City's moderate income workforce.
- The City should seek to complete one or more moderate income model or pilot projects (e.g., townhomes attainable to 80 percent AMI households) in the Station Area in order to learn about moderate income housing and demonstrate that it can serve a range of households and Draper community members, including young families and seniors. Study one or more specific sites and ensure that regulations are streamlined to allow this housing type. Consider "pre approving" townhome/moderate income projects that meet certain criteria.
- Study ways to encourage moderate income senior housing in the community, given Draper's demographics.
- Because some transit-oriented development and senior households have less impact on certain city/public infrastructure components (particularly roadways as they have fewer cars, but also sometimes water, sewer, stormwater, and schools), evaluate ways to incentivize TOD and senior housing, for example by charging these development types lower fees/ impact fees/transportation impact fees.
- Encourage for-sale units in future developments to promote home ownership.

PLAN ELEMENTS

The following sections summarize Plan Elements corresponding to the 10 Plan Principles. Some of these Elements address the **Station Area core sites,** where the Plan sets out a defined land use concept for each; others address **outlying areas** of the Station Area where policies and investments are proposed to allow property owners to redevelop their properties if they choose. The diagram below shows **one potential way** these areas could be transformed to achieve the Principles and Illustrative Concept.

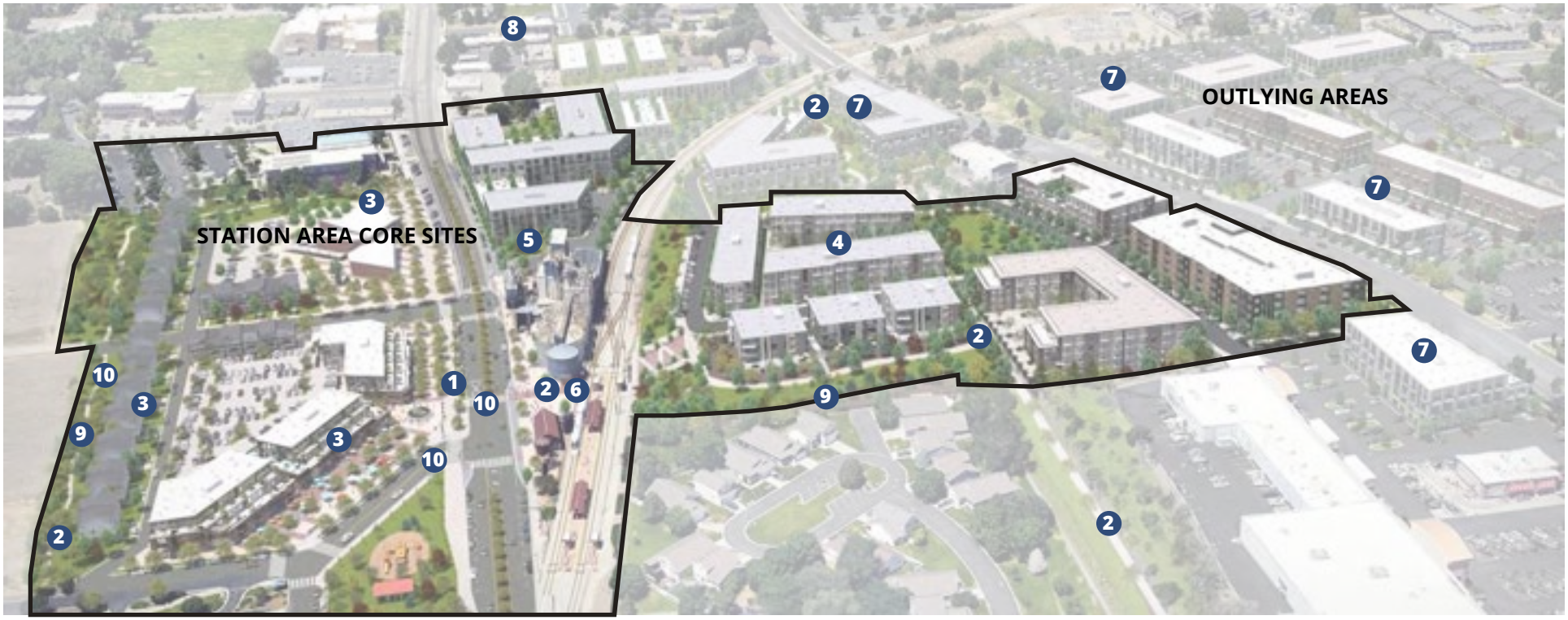
1 **A walkable, active Main Street on Pioneer Road.**

2 **A nexus of trail connections.**

3 **Mixed-use town center on City site.**

4 **Significant residential density on UTA site in up-to-5-story buildings.**

5 **Flexibility toward IFA with encouragement of future redevelopment.**



6 **Improved TRAX station access.**

7 **Rezoning of some areas around the station to allow and encourage transit-oriented community.**

8 **Preservation of the scale of Draper's historic downtown, south and west of the transit-oriented area, including encouragement of compatible new development.**

9 **Quality transitions to established residential neighborhoods and historic resources.**

10 **Connectivity improvements throughout the station area.**

1 A WALKABLE, ACTIVE MAIN STREET ON PIONEER ROAD.

The transformation of Pioneer Road into a vibrant, active, walkable Main Street is the largest point of agreement among stakeholders.

Pioneer Road is a thread connecting many different neighborhoods and districts, and core sites of the Station Area, and provides a "front door" to the station itself. Within the Station Area, Pioneer Road currently provides some stretches of walkable Main Street character and active uses, with buildings like City Hall and new projects like Draper Cove. But there are other stretches with surface parking lots and vacant lots, and the street itself could be improved by more pedestrian space, bike facilities, trees and other streetscape elements, and focal points of public space.

This transformation, if done right, will entail several tradeoffs - trading slower driving for a better walking, biking, and transit environment top among them. But if successful, this will be the single most transformative element of the Station Area Plan.

Active uses

The Plan envisions active ground floor uses throughout the length of Pioneer Road from the beginning of the historic downtown Draper area around 700 East through the Town Center TRAX Station. These active uses will be a mix of adaptive reuses of historic buildings like the Park School and Day House; Civic destinations like City Hall, and the envisioned community center; small retail uses like are found at Draper Cove; and inviting restaurants like The Charleston and Montauk Bistro.

All these uses will need to be built in a way that engages the street for people on foot. There are appropriate ways for the range of different land uses to do this - retail storefronts should open directly onto the sidewalk, as should restaurants, with seating in front on the sidewalk or in front yards depending on the space; civic and office buildings should highlight main entries with approachable small plazas (like City Hall does today).

The Town Center development envisioned for the Draper City Fitzgerald Property (see Element 3) will be a catalyst for these active uses and this approach to the transformation of the corridor.

Expanded pedestrian realm

Pioneer Road itself will largely keep its lane configuration and right-of-way, but will receive two main improvements. The first is a high-quality pedestrian realm that will complement the active ground floor uses. It will go beyond just a sidewalk to create a wide public space with shade, lighting, street furniture, and space for businesses to occupy along their storefronts.

On-street multi-use trail

The second major street element of a transformed Pioneer Road Main Street will be a multi-use pathway for people walking, jogging, riding bikes, rolling in wheelchairs, as well as those riding scooters, skates, or skateboards. This trail will run on the south side of Pioneer Road and is envisioned to be in addition to a sidewalk, much like the new "9-Line" trail in Salt Lake City, which runs though walkable business districts like is planned for the Draper Town Center.



New 9-Line trail in Salt Lake City running through a walkable business district.



Figure 10: Recommended typical cross sections for the Pioneer Road Main Street at the new Town Center development / TRAX station (above) and through the district to the west (below).


Pedestrian-oriented entries to Community Center and City Hall
On-street multi-use trail
Blocks unbroken by driveways - vehicle access from side streets and drives; parking in rear
Sidewalk-fronting ground floor retail in new mixed-use buildings
Plaza spaces throughout the Main Street
Wide sidewalks with street trees, pedestrian scale lighting, and street furniture
Celebrate Draper's heritage with adaptive reuse of IFA mill
Frequent pedestrian crossings with curb extensions and median refuges
Landscaped median with turn pockets
Strategically located on-street parking

2 A NEXUS OF TRAIL CONNECTIONS.

Paved trails converge on the Town Center Station Area, but, for the most part, do not connect to one another. Connecting these trails is one of the Station Area's greatest opportunities - providing benefits for transit passengers accessing the station as well as for the community's quality of life. The Station Area Plan shows how the Town Center Station Area will not simply connect but will be a nexus for trails - extending the TRAX trail from the north, the Porter Rockwell Trail from the southeast, linking in the Willow Creek trail, implementing the planned canal trail, and adding several other new links, including a trail along Pioneer Road. This new nexus of trails will also feature quality, safe crossings, end-of-trip infrastructure like bike parking as well as wayfinding signage. A "loop" of trails/parkways is envisioned to run around the core station area from the TRAX trail's current end, through the UTA site via the Canal Trail, down the slope to the TRAX station, across Pioneer Road, behind the envisioned Town Center development, back up to the City Hall, back across Pioneer Road through the IFA site to the TRAX tracks, then along the tracks northwest back to the existing TRAX trail.

Future connections

Canal trail

Draper City has planned a trail along its canal right-of-way through the core of the station area. This trail will serve as an extension of the TRAX rail trail coming into the area from the north along the TRAX tracks; the canal trail will help provide access from the northwest, linking in the UTA site to a trail running south down the hill to the station platform, in addition to continuing east along the canal. The Plan envisions the canal trail as the centerpiece of the future UTA site's public space, with multifamily buildings fronting onto a small park around the trail. The canal trail will need to find a way to navigate the steep slopes between the UTA site and the current end of the rail trail; if the area to the west of the UTA site is redeveloped, this trail link should be incorporated into the development in a central, public way.

Civic link

Extending the Draper Park area and the ends of the Porter Rockwell and Willow Creek Trails that end within it - and connecting them with the civic and community destinations to the west such as City Hall and historic Draper - is a major opportunity for the plan. The Plan seeks to achieve this goal by incorporating trail links as part of the new mixed use town center development envisioned for Draper City's Fitzgerald property. The Plan envisions trails extending from the Draper Park area to City Hall, both south of the Town Center and along Pioneer Road.

The Plan includes additional trail connections that should occur if some key areas are redeveloped. These are a direct trail connection along the TRAX tracks from 12300 South to the station - a way to more directly connect to the station and avoid steep slopes - and a trail along the current 970 East alignment to link to the envisioned Pioneer Road trail.

Supporting infrastructure

Bringing together these trails into a connected nexus in the Town Center area also requires the provision of supporting infrastructure:

- Visible, short crossings of major streets like 12300 South and Pioneer Road;
- Bike parking at all destinations;
- Wayfinding along trails throughout the Station Area; and
- Complementary public space and streetscape features, such as trees and landscape, lighting, plazas, and street furniture.



A rendering showing one of the several trails envisioned for the station area - this one linking the TRAX station north to the Canal Trail on the current UTA property, as part of the open space buffer between multifamily buildings and the Parkstone neighborhood.

TRAX rail trail



On-Street Multi-Use Trail along south side of Pioneer Road

Canal trail

North-south trail linking canal trail and Draper Park via the TRAX station and Town Center development



Additional trail connections pending redevelopment



Example of a trail and greenway running through new townhomes and older industrial buildings.



Willow Creek Trail

Trail linking Draper Park and City Hall.



Porter Rockwell Trail

3 A MIXED-USE TOWN CENTER ON THE DRAPER CITY SITE.

The five acres of the Fitzgerald property purchased by Draper City provide an unparalleled opportunity for a walkable town center - a cluster of civic, shopping and dining destinations wrapped together as a community hub and gathering space, and designed in a way that emphasizes people on foot rather than in cars.

The site lies between City Hall and Draper Park, directly across from the Town Center Station, and so can become the catalytic project that brings these elements together into a great place. The Plan's vision for the property is to knit together these desired community and commercial uses in a way that links Draper Park, historic Draper, and the station and supports the vision for Pioneer Road as Draper's Main Street. As the Illustrative Concept shows, the Plan proposes the site developed in two blocks, with mixed use retail/residential buildings and a community center along Pioneer Road and townhomes in back, with parking in the center of each block.

Proposed uses

The Town Center Station Area Plan process revealed a core set of uses that stakeholder committee members and the public alike want to see at the Draper City site. These include restaurants, retail, and some type of a community or arts center. Complementary uses like housing and office space are supported by a segment of stakeholders and the public. Holladay Village, a recent city-driven town center project that integrates retail, restaurants and public space with offices and housing, was an example generally liked by the public.

The Town Center Plan proposes to integrate ground floor retail and restaurant uses with public plaza space along the envisioned Pioneer Road Main Street, as well as complementary housing units in condominiums above the retail and restaurants and in townhomes and duplexes at the south side of the site.

Opportunities to extend and connect the civic campus

The Plan seeks to capitalize on the major opportunity to integrate the recreation, public space, and historic resources of the Draper Park area with a walkable town center. The Plan proposes to extend the segment of the park adjacent to the Day Barn into a park space that becomes part of the town center. This happens through a re-alignment of the 1135 East access drive to veer to the west, creating a place where the plaza space of the town center simply transitions across the small street into Draper Park.

Active public realm

A vital part of the Town Center concept is an active public realm: An integrated connected network of street, plaza, and park spaces that attract people and activity, whether from outdoor restaurant patios, transit passengers coming and going, farmers markets, music performances, and people jogging or skateboarding. The Plan envisions the key town center uses being oriented to this active public space experience, with business doors and large windows lining the public plazas, a busy event schedule, integration of Draper Park with the town center, and most importantly every aspect designed for pedestrians rather than motor vehicle drivers.

Community / performing arts center

The public was highly interested in the addition of some type of community center as part of the development of the City-owned Fitzgerald site. Draper city has also discussed this potential use for the property. The Plan proposes a moderate-sized community use as part of the project, integrated with the other desired town center uses and contributing to the activation of the envisioned Pioneer Road Main Street.

The plan leaves the specific community use or uses open, although there was an emphasis within the public on performing arts.

Housing in the Town Center

The Plan includes a recommendation for housing to be included in the Draper City town center development, in multifamily units on top of the restaurant/ retail uses fronting Pioneer Road and in townhomes and duplexes at the south side of the site. Many Stakeholder Committee members and the Project Team felt that it is important to include housing on the Fitzgerald site - to contribute to the state Station Area Planning goals and to provide a more vital environment in the town center.

Parking at the Town Center

The Plan proposes to provide motor vehicle parking in shared, two-level structures in the center of each of the two town center blocks. Access to this parking is off a new street between the town center blocks and from the adjacent City Hall. With the grade difference between Pioneer Road and the area to the south, the parking will appear as a surface lot from Pioneer Road, but an "underground" level will be under the Pioneer ground floor deck.


Trail linking City Hall with Draper Park area along duplexes
Two stories of residential units on top of retail
Retail and restaurants opening onto plaza
Single family duplexes and townhomes at back of site forming a transition to new neighborhood
Two-level parking structure in middle of blocks serving retail, residential , community center, and park
Re-aligned 1135 East feeding into Constitution Avenue, Draper Park, Library, and Senior Center.
Draper Park extension
City Hall integrated into the Town Center
Community center
On-street multi-use path
Community plaza that can host markets, events, and other community gathering
TRAX station directly across from Town Center and accessible by a crosswalk



3-D renderings showing the vision for a Town Center on the City's Fitzgerald site - a vibrant public realm of outdoor dining and plazas that can host farmers' markets and other events, an extension of Draper Park, and housing above.

4 SIGNIFICANT RESIDENTIAL DENSITY ON THE UTA SITE.

Tucked onto a slope between the TRAX tracks and the busy commercial corridor of 12300 South, the UTA-owned parcel currently used for a station surface parking provides a great location for new housing to complement both the station and envisioned town center across Pioneer Road. The Plan envisions the site taking on significant residential density in the form of up-to-five-story multifamily buildings, complemented by trails, a small park/open space, and a small amount of commercial oriented to 12300 South.

The vision for multifamily housing on the site

The Plan proposes a series of multifamily residential buildings for the UTA site, accessed from a small network of streets that also connects to the station and its reduced number of parking spaces as well as potentially to the Hidden Valley Shopping Center next-door, and in the future, across the TRAX tracks to a future redeveloped IFA site and Pioneer Road.

The Plan envisions the buildings to be up to five stories high.

The unique site provides several aspects of potential for good design -

- Buildings (and their parking podiums/structures) can be built into the site's hill and their heights terraced down the slope, breaking down the buildings' massing to blend into the community.
- Buffer and open space areas can incorporate a network of trails that can both be an amenity for the housing as well as make important station area connections.

Public space on the UTA site

The Plan envisions the new streets serving the UTA site as walkable, with connected sidewalks, park strips/furnishings areas, and quality crossings. The site is oriented both to the station itself at the south end of the site but also to a central park space surrounding the canal trail. This park space can be as large or small as makes sense for UTA and the eventual partner developer but should be oriented around the canal trail. Building entries should be oriented to these focal points of public space.

Parking approach

The Plan envisions parking being integrated in the UTA site through structured parking in each multifamily building, at a transit-supportive ratio (see Implementation Plan). This structured parking at the south end of the site will need to include spaces for transit passenger use through an agreement - see transit access element.

Potential configurations

The Plan's Illustrative Concept and the rendering on the following page shows **one potential concept** for the UTA site with regard to street configuration, building footprints and massing, retail location, and open space provision. However it's only one configuration bringing together these recommended elements for the site:

- Connected network of walkable streets linking to 12300 South and the Town Center Station (pedestrian connection), with the future potential for links to the adjacent shopping center to the east and industrial areas to the west.
- Canal trail running along the canal alignment - with a central small park built around it as a focal point of the development (in addition to the station).
- Open space buffer between multifamily buildings and Parkstone neighborhood. In addition, the existing wall at the western boundary of Parkstone will remain or be upgraded to a masonry wall.
- Direct, intuitive pedestrian access from UTA site to Town Center Station at the southeast corner of the site.
- Up-to-5-story multifamily residential buildings, with high-quality exterior materials and an emphasis on stepbacks to reduce visual impact, especially along the northern and eastern edges of the site and the breakup of the building massing.
- Use of slope and building massing to blend the buildings' heights into the surrounding area.
- Incorporation of station parking into both streets and residential building structure(s).
- Consideration for retail along 12300 South.

Station parking is located in structured parking in multifamily building(s), shared with residents, as well as in on-street spaces.

UTA site redevelopment is focused on multifamily residential buildings.

Building heights are up to 5 stories.

Canal trail continues down hill to TRAX rail trail; potential future street connection down hill across TRAX to Pioneer Road.

Residential buildings are oriented to a central open space.

Retail uses in ground floors of buildings fronting 12300 South.



"Back door" to Town Center TRAX Station: Welcoming terraced plaza maintaining ADA ramping.

Network of new walkable streets with quality sidewalks, street trees, and other street furniture; Ground floors of buildings engage with the sidewalk.

Open space buffer between UTA site development and Parkstone neighborhood with trail from Canal Trail to TRAX station.

Building heights terrace down hill, with building mass broken up by the terracing.

Potential future street connection to Hidden Valley Shopping Center



3-D renderings showing the vision for how new mixed use development on the UTA site can create a vibrant frontage along 12300 South, with quality materials, stepbacks of building massing, and attractive sidewalk-fronting storefronts and streetscape.

5 IFA FLEXIBILITY WITH ENCOURAGEMENT OF FUTURE REDEVELOPMENT AND PRESERVATION.

The IFA grain mill, warehouse, and store constitute the most central active land use in the Station Area, sitting between the station, tracks, and Pioneer Road. On one hand, the mill, warehouse and store provide a range of regionally, locally, and historically important uses that are still economically vital. On the other, IFA may be better served with another location and the site is a central opportunity for redevelopment and achievement of the Station Area Goals. The Plan seeks to balance these potential futures of the site - to stay flexible to allow IFA operations to remain within a developing town center while encouraging a future move and redevelopment of the site to support the Station Area, town center, and walkable Pioneer Road Main Street.

Allow for current flexibility

IFA's store, warehouse, and especially its mill are a major investment, and would likely cost tens of millions of dollars to move. It is likely the operations will remain in place for several years at least. The Plan must be flexible to allow these operations to remain. The project team believes the uses envisioned for the other core sites on the UTA site and City-owned Fitzgerald site are compatible in the near term with the IFA site functioning as it does today; the Pioneer Road streetscape may have to be flexible to allow for truck access.

Seed a future move of IFA operations

The Plan supports actions that support a future move of IFA's operations to another site throughout the state of Utah. The first of these is the rezoning of the site to allow more intensive residential and mixed use development, setting the stage for development in line with a transit-oriented community and increasing the return available to IFA. The City should also work together with IFA to consider new sites for the grain mill and potentially the store, and explore funding opportunities to support the move.

Historic preservation and adaptive reuse

The IFA grain mill is a major and unique landmark for the Draper Town Center, and represents a rich 100-year history of agriculture in the community and the national-level prominence of IFA through its "Milk White" eggs. The public, through the project's engagement process, has recognized this importance, and If IFA does move its operations, public feedback supports preserving the mill and potentially portions of the warehouse as landmarks and/or adaptive reuse opportunities. Throughout the United States, historic mills and other agricultural buildings and infrastructure have been re-purposed for other uses, especially a restaurant or other food and beverage use.

Future redevelopment vision

The vision for a future redevelopment of IFA should support the elements and goals of the Station Area, including a walkable Pioneer Road Main Street, the need for housing in the station area, improved connectivity for streets and trails, and the desire to preserve the historic IFA mill and warehouse. The Illustrative Concept includes the following features (note that the rendering shows one configuration of these elements, but many other possibilities exist):

- A series of up-to-five-story buildings focused on multifamily residential units but with ground floor retail along Pioneer Road.
- Improvement of the Pioneer Road pedestrian realm and streetscape to be similar to that of the Town Center project across Pioneer Road - with a wide sidewalk.
- Preservation of the IFA grain mill and potentially the warehouse building and adaptive reuse into a new use that is ideally public-facing, such as a restaurant. The Day House, at Pioneer and 970 East, should be preserved.
- A small public plaza adjacent to the IFA mill, celebrating the IFA history through elements like murals and interpretive signage and lined by retail and restaurants and other uses supporting public activity.
- Careful consideration of vehicular access and parking for the site - if possible, allow for vehicular access to parking from another street besides Pioneer Road - the Pioneer Road frontage of the project should be as unbroken as possible by internal driveways.
- Potential future street or pedestrian connection to the IFA site from the UTA site, across the TRAX tracks and into the area shown as a plaza. If a vehicular connection, this street should be designed as a shared street space with features like a curbless street, a human scale surface like pavers or stamped concrete, and a very slow speed.



Adaptive reuse examples of silos and mills from around the United States.

Day House is preserved; next door, townhomes reflect single family scale of Day House and transition heights down from TOC to historic downtown.

Ground floor retail along Pioneer Road Main Street, with transparent, engaging facades and entries engaging with sidewalk.

Vehicle driveways/access from Pioneer Road is minimized.

Pedestrian connections through the site.

Plaza activated by Pioneer Road retail/restaurants and adaptive reuse of grain mill.

Preserved grain mill and potentially warehouse adapted into restaurant/ entertainment use.



Vehicular access from 12300 South to minimize traffic impact on Pioneer Road.

Rezone to allow 5-story heights and mixed use; vision for site is focus on multi-family residential.

Structured parking in podiums integrated into buildings.

6 IMPROVED TRAX STATION ACCESS.

Because of geographic constraints for the Draper Town Center Station and the area's unique property configuration relative to the rail line, the station's platform access is constrained as an island between Pioneer Road, the Parkstone residential neighborhood, and a steep slope running up to the station parking lot. With the recommended redevelopment of the core sites in the Station Area, the Plan identifies opportunities to reconfigure this access to make walking, biking, and rolling to the station platforms more direct, convenient, and intuitive, while more closely integrating the station into the public space of surrounding Town Center area. In addition, the Plan recommends adjustments to how other modes access the station, including bicycling, connecting transit, and driving/parking.

Additional side platform for more direct access

The Plan recommends leaving the station platform largely as-is, but adding side platform access from the south in addition to the existing center boarding platform. This would happen by extending the existing plaza between the tracks and Pioneer Road to allow for side boarding as well as working with IFA to extend the platform to the west, if this is possible with IFA operations. This improvement would make access more direct from the planned town center development across Pioneer Road. As part of this opening of access to the train platform, the Plan recommends moving the existing Pioneer Road pedestrian crossing to a location centered on the station plaza and the envisioned Town Center project on the City-owned Fitzgerald site.

The Plan also strongly recommends finding a way to open pedestrian access on the west end of the platform, which is constrained by IFA property and operations.

On the north side, a redevelopment of the UTA parking lot site should consider the addition of a small pubic plaza linking the new drop-off area along the multifamily residential development and planned trail coming down the hill through the open space corridor with the north side platform. This presents a challenge, as there is a slope between the platform and the drive and drop off area, but the Project Team believes it is possible to use a series of ramps and terraces to create an improved public space in this area while maintaining ADA access.

These improvements make the most sense when the City and UTA sites are redeveloped in ways consistent with the Plan. The improvements rely on the more walkable, active context created by the envisioned redevelopments.

Additional pedestrian access improvements

A network of other recommended improvements throughout the Station Area will help improve pedestrian, bicycle and ADA access to the station. These include:

- Top-quality sidewalks and pedestrian realm along Pioneer Road pending key redevelopment sites.
- Additional pedestrian crossings and traffic calming along Pioneer Road.
- A network of trail connections providing direct access to the station from all directions.
- A system of wayfinding signs focused on the trail network and Pioneer Road.

Station parking approach

The Town Center Station Area Plan emphasizes pedestrian access to the station, but the Plan recognizes the need to maintain convenient park-and-ride vehicular access to the station. The Plan envisions the existing station surface parking lot converted to a new development focused on multifamily residential and trails; station parking would be integrated into the structured parking within the southernmost multifamily building, closest to the station, shared with the residential parking since the daytime use of the spaces is likely to be offset from the nighttime use by many residents. This parking would be accessed from the drive loop running between the building and the station. In addition, UTA could consider leaving some surface spaces in an angled or perpendicular fashion along the drive as "on-street" parking.

Transit connections

The Plan envisions connecting bus and shuttle access to the station remaining largely as-is, with buses and shuttle vans picking up and dropping off passengers in the Pioneer Road shoulder. These connections will benefit from a longer plaza that will be more connected to the station platform and pedestrian crossing under the vision laid out above. More space for buses can make the Town Center Station more of a hub/transfer point, and could accommodate more bus routes int he future. Buses will continue to use the Pioneer Road/1300 East roundabout to turn around.

The larger transit plaza envisioned for the space between the tracks and Pioneer Road can also host bike and scooter share systems.


Crosswalk across Pioneer Road moved further west.
West pedestrian crossing of tracks from the south opened by working with IFA.
Station is nestled into other key uses - Town Center development and Draper Park
Side platform added to integrate with existing train car plaza and open direct access to train from the Town Center
End-of-line infrastructure envisioned to function as it does now.
Station parking located in structure in multifamily building(s), shared with residents.
Trails lead directly to station

7 REZONING OF SOME AREAS AROUND THE STATION TO ENCOURAGE TRANSIT ORIENTED COMMUNITY.

Some areas in the Town Center Station Area provide the opportunity to pair with the core sites to enhance the transit oriented community envisioned by the Plan, and help achieve the statewide H.B. 462 Station Area Plan objectives.

Each of these areas provides a different opportunity and has different development timing, a different likely mix of uses, and different envisioned character. Unlike the core sites identified above that are owned by project partners Draper City and UTA, these sites would only redevelop if their owners want to make this change; however the plan can lay out a vision of how these areas can fit in to the overall Station Area vision and recommend policies that encourage redevelopment to fit that vision.

Mixed-use area west of UTA site

The wedge of land to the immediate west of the UTA site that is currently occupied by light industrial and large service uses - such as K9 Lifeline dog boarding and The Farm sports club - presents an opportunity to add the same types of housing recommended for the UTA site. This site is separated from the UTA site by a high, steep slope, so it is more intuitively connected to 12300 South at its current access near where 970 East and the TRAX tracks converge.

The Plan recommends rezoning these properties to the same transit-oriented designation as the UTA and IFA sites and encouraging vehicular access from 12300 South and trail connections to the station, including a central integration of the canal trail link to the TRAX rail trail north of 12300 South. Redevelopment of the site, combined with a UTA property redevelopment, also creates the opportunity for a trail to extend from 12300 South along the tracks directly to the station.

Mixed-use area along 12300 South

Directly north of the UTA parking lot site is a large big box commercial building and large surface parking lot, as well as a variety of other office uses on the other side of 1000 East. This area's location directly across 12300 South from the UTA site and under-utilization presents another opportunity to enhance the Town Center transit oriented community.

The Plan's vision for this area is a mix of uses that focuses on the types of commercial along the 12300 South corridor but also includes housing and office if viable. The Plan recommends rezoning these properties to the same transit oriented designation as the UTA and IFA sites, but provisions may be necessary to ensure a balanced mix of uses. Redevelopment of this area should also improve the pedestrian environment along 12300 South and slow traffic by narrowing lanes and adding bulb-outs and medians. The Plan also recommends, in the long term, a new street connection running through the area and meeting 12300 South at the current location of the UTA driveway, where a new pedestrian crossing would be placed.

In addition to the area north of 12300 South, the Plan also recommends inclusion of the Hidden Valley Shopping Center into the Transit Oriented zone, but, like the area north of 12300 South, it should remain primarily commercial.

Transition between T.O.C. area and historic downtown core

The Plan envisions the area between IFA and 900 East, between Pioneer Road and 12300 South, as a transition between the more intensive transit oriented community area to the east on the UTA and IFA sites, to the less intensive, lower-rise historic Draper town center area to the west. This area includes the Little Dutch Boy Bakery and other industrial uses on the east side of 970 East, and homes, vacant land and some small commercial buildings on the west side of 970 East. The vision for this area is to implement redevelopment that brings the five-story heights of the area to the east to the one-to-three story heights of the historic downtown area, but also emphasizes walkable street-fronting buildings. The Illustrative Concept shows five-story heights east of 970 East; 4-story heights west of 970 East to midblock, and the historic town center area's three-story heights beginning mid-block between 970 East and 900 East. The City's current Town Center Zone largely supports and encourages this development but may have to be refined to allow for this height transition.

If redevelopment does occur in this area, the Plan includes consideration of re-aligning 970 East with Fort Street at Pioneer Road, creating a four-way intersection with Pioneer Road.

Potential future re-consideration of 12300 South commercial areas

The 12300 South corridor east of the UTA site is a vital commercial corridor for Draper, comprising one of the community's largest concentrations of shopping, services and employment. In the near term, it does not make sense to include all of this corridor as part of the envisioned transit oriented community. However, in the long term, if and when these sites become ready to be redeveloped the City should consider whether to encourage transit-oriented development on them. This will depend in part on momentum and transformation created by earlier phase T.O.C. projects.

Building heights are up to 5 stories.

Focus on residential uses in this area

Retail uses in ground floors of buildings fronting 12300 South.

Streetscape, pedestrian crossing, and traffic calming improvements along 12300 South.

Mix of land uses in this area is important - commercial, office, and housing. Commercial, mixed use, and office generally in the front of the site, housing in the back.

Network of new walkable streets with quality sidewalks, street trees, and other street furniture; Ground floors of buildings engage with the sidewalk. Parking located in middle of blocks, behind or to the side of buildings.

Townhomes as a transition to neighborhoods to the north.



Vehicle access off 12300 South

Canal trail - TRAX rail trail link runs through middle of site.

Street link to UTA site

In this area, commercial is the land use focus of redevelopment.

Potential "pad" buildings fronting 12300 South

8 PRESERVATION AND ENHANCEMENT OF THE CHARACTER OF THE HISTORIC DOWNTOWN

Draper's historic downtown has a great pedestrian scale of buildings and connected streets that supports a walkable transit station area. The area includes several landmarks, including the Park School, the Draper Theater, the Draper Cemetery, the Historic Draper Park, and others. The Plan seeks to preserve this scale and character and these landmarks.

However, the area's walkable character only exists in stretches, and so the Plan also recommends continued infill of new development that fills out the district and complements the scale of the historic buildings, as well as investment in walkable street infrastructure that includes filling sidewalk gaps and improving sidewalks to the wide facilities with streetscape furnishings that should be part of a walkable small town or suburban downtown. One key strategy for this is to make amendments to the current Town Center zone to make these types of infill developments easier.

The envisioned Pioneer Road Main Street and its recommended pedestrian and streetscape improvements and active building frontages will help tie this district together. It is important that the other streets, blocks, buildings, parks, and public spaces complement the Main Street along Pioneer Road.

Preservation of existing scale, structures, and business community

The Plan encourages the preservation of the one-to-two story structures that define the historic area, as well as the success of the business community that occupies them. A large aspect of this plan element is promoting the business community in the town center to get it to a critical mass of vibrancy, and this begins with supporting existing downtown merchants.

Encouragement of further infill and adaptive reuse

Recent infill development projects in the historic downtown such as Draper Cove show the potential for low-to-mid-rise projects with a mix of commercial, residential, and office uses to enhance the historic downtown. The encouragement of redevelopment like this on underutilized sites will need to strike a careful balance between a bold transformation to a vibrant walkable district on one hand and preserving the existing buildings and businesses on the other. Some sites, for example, are built as strip shopping centers with parking lots in front and present opportunities to revitalize the district with new street-fronting walkable retail and restaurants, if this works with the wishes of property owners and existing tenants. In other cases, it may be more beneficial to existing businesses and other tenants to adaptively reuse an auto-oriented site by converting a parking lot to dining, display or yard space and adding enhanced sidewalks , trees and landscape, and pedestrian access features.

Expand tree canopy in downtown, especially along Pioneer Road Main Street.

Continue to build parking in back or, if necessary, at side of new buildings.

Incent walkable development on key opportunity sites along Pioneer Road Main Street.

Preserve and highlight of key historic buildings like the Park School.

New developments like Draper Cove reflect downtown character and help fill in gaps in Pioneer Road Main Street.

Land use mix remains the same, but with consideration of additional housing.



Improve sidewalks and streetscape along Fort Street corridor

Pioneer Road Main Street will be central feature of downtown and will reflect and support historic downtown character.

Potential future alignment of Fort Street and 970 East by moving 970 East

Transition of building heights down from five-story TOC area heights to one-story historic downtown heights.

Flexibility with industrial uses like Little Dutch Boy bakery to remain or to redevelop.

9 QUALITY TRANSITIONS TO ESTABLISHED RESIDENTIAL NEIGHBORHOODS.

Approximately 50 percent of the Station Area is established, largely single family residential areas that all stakeholders envision as remaining intact. These neighborhoods can be grouped into three areas - Parkstone, areas to the south, and areas to the north. Especially for the areas to the north and south, the Plan recommends both transitions from the more intensive transit oriented community areas around the station and access improvements to better connect the neighborhoods to the station area and town center's destinations and amenities.

Parkstone buffering

Parkstone is a small single-family residential neighborhood that has a unique place in the station area, due to its location immediately adjacent to the Town Center Station platforms. Neighborhood residents have expressed concerns throughout the station area planning process about impacts to their quality of life from intensification of the station area, especially on the UTA property that is next to the neighborhood. The neighborhood is accessed from its east side via Estates Way, so access concerns aren't the issue (apart from increased traffic on Pioneer Road), but noise, changed views, and other nuisance type impacts are a concern.

The Plan has taken these concerns into consideration and, while it recommends high-intensity multi-family residential development on the UTA site, it also recommends a landscaped open space buffer of about 100 feet to separate these new residential buildings from the edge of the Parkstone neighborhood, as well as a three-story height limit for the easternmost residential buildings along the open space buffer. This open space buffer can also be used as a trail corridor, ensuring that the trail does not run too close to the back fences of the Parkstone homes. In addition, the existing wall at the western boundary of Parkstone will remain or be upgraded to a masonry wall.

Transitions to neighborhoods to the south

The key transition to neighborhoods to the south for the Plan to consider is alongside the envisioned town center development on the City-owned Fitzgerald property. South of this site is a property that Ivory Homes is developing as a single family neighborhood, similar to the surrounding single family residential area to the south, and southwest and southeast.

The Plan's measures to ensure this transition include:

- Open space at the back of the future City town center site to create a transition between a mixed use activity center and the planned Bainbridge single family neighborhood;
- A walkable neighborhood treatment of the street linking the Bainbridge development to the City town center project, with a sidewalk with landscaped park strip, street trees, and the retail and community center frontages of the town center project;
- Trails that link the neighborhoods to the south into the town center area - linking the Willow Creek trail to the planned town center project trails network and an east-west trail at the south end of the town center project linking to Draper Park and City Hall.

Transitions to neighborhoods to the north

Neighborhoods to the north of the town center area primarily lie in Sandy and are up a hill from the station and across 12300 South from surrounding core sites, with the existing shopping centers in between, creating a sense of separation.



View that gives a sense of how the envisioned Town Center Station Area development will look from and transition to surrounding neighborhoods - the view from the open space buffer between the Parkstone neighborhood and the UTA site (bottom).

10 CONNECTIVITY IMPROVEMENTS THROUGHOUT THE STATION AREA

Connectivity of streets and pathways is a theme that runs through the entire core of the station area. Several factors - steep slopes, large and patchy land uses, rail tracks - combine to challenge connectivity in the area for those on foot, biking, and even driving. The Station Area Plan needs to increase connectivity where opportunities arise.

While many previous elements in the Plan identify connectivity improvements in their areas of focus, this section runs through them as a comprehensive network for the whole Station Area.

Sidewalk improvements

Several locations throughout the Station Area have patchy, substandard, or no sidewalks. The Plan recommends to fill these gaps with new sidewalks on:

- Pioneer Road east of 1300 East, both sides.
- Both sides of Fort Street.
- West side of 970 East.
- Some other gaps on Pioneer Road.

Bicycle treatments

The station area has little bike infrastructure, especially in its core, directly accessing the station. However, adding safe, direct, and comfortable facilities for people on bikes is a vital part of access to the station and its various destinations. These recommendations largely build on those of the Draper Active Transportation Plan.

- Off-street trails identified for the core Station Area sites - these trails will be the primary facilities bringing people to the station on bikes.
- On-street multi-use path envisioned for Pioneer Road through the Station Area, which will also provide direct access to the station as well as other destinations. While the Active Transportation Plan recommends a buffered bike lane for Pioneer Road, the existing roadway, right-of-way, and context make a buffered bike lane challenging to implement in the near term. A south-side two-way multi-use path could be implemented as part of the City's Town Center project and could be built within the area behind the curb, avoiding the curb cuts of IFA.
- Extension of 1300 East bike lane north of 12300 South.
- Extension of 12300 South bike lane east of 1300 East.
- Bike lane on 1000 East.

Pioneer Road Main Street

The improvements recommended to transform Pioneer Road into a Main Street for the Draper Town Center area are summarized in Element 1, but will be an important element of connectivity in the station area - both along Pioneer Road (wider sidewalks, the multi-use trail, streetscape) and across it (more frequent crossings, shorter crossings, traffic calming).

12300 South barrier reduction / traffic calming

12300 South is a major roadway that creates a barrier for people walking and bicycling through the Station Area. Considering the Plan's vision for increased amenities in the Station Area core, the Plan recommends reducing the barrier posed by 12300 South through strategies such as:

- Planted medians.
- Narrowed traffic lanes.
- Curb extensions shortening pedestrian crossings.
- More pedestrian activity and engaging pedestrian frontages along the 12300 South corridor.
- More frequent pedestrian crossings.

New street connections

A series of new street connections should be part of the envisioned new developments on the core sites as well as other potential transit-oriented community areas. New streets can extend existing streets, create a more pedestrian-scale block pattern, and overall establish a more connected station area. While taken together, they can eventually create a well-connected station area, the challenges of different developments happening at different times and the station area's topography make implementing a coordinated network difficult.

- A network of local streets on the UTA site.
- A new street connecting Pioneer Road south to the Bainbridge residential development, providing access to Town Center project parking.
- Dividing the block between 970 East, 900 East, Pioneer Road and 12300 South with an interior network of streets, if redevelopment occurs.

- A potential street connection from the UTA site, across the TRAX tracks to the IFA site and Pioneer Road. This should be designed as a shared street (woonerf).

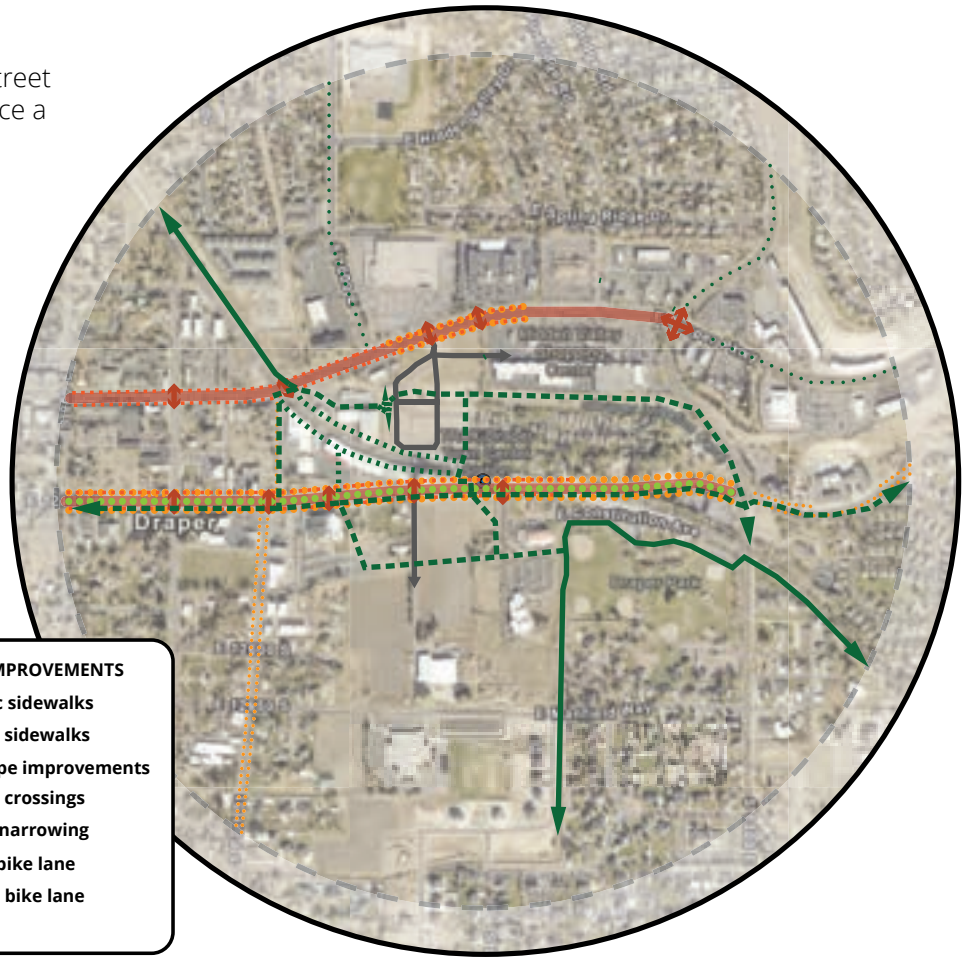
All of these street connections should be built to be as walkable as possible, at minimum with a 5-to-6 foot sidewalk and equally wide park strip or furnishings area, with street trees and pedestrian scale lighting, and traffic-calming features.



Shared streets (woonerfs) provide livable, pedestrian-speed environments where cars are allowed to drive through but are treated as guests.

Enhanced crossings and **roadway narrowing** make people crossing the street more visible, slow traffic, and can enhance a street's sense of place.





MULTI-MODAL TRANSPORTATION & CONNECTIVITY IMPROVEMENTS

- New neighborhood street
- New shared street
- Existing trail
- New trail
- New alley
- New basic sidewalks
- Enhanced sidewalks
- Streetscape improvements
- Enhanced crossings
- Roadway narrowing
- Buffered bike lane
- Protected bike lane
- Bike lane



Enhanced sidewalks and **streetscape improvements** provide a wide, comfortable area for walking, shopping, dining and other activities.

IMPLEMENTATION PLAN

The Implementation Plan summarizes the key actions that can enable Draper City and its partners to implement the Station Area Plan (SAP). The Implementation Plan's actions have been crafted to enable the City and its partners to realize the Illustrative Concept and Plan Principles. These have been separated into three parallel "tracks." A more detailed version of the Implementation Plan can be found in the Appendix.

Track 1: Initial City Actions

Step 1: Station Area Plan adoption

The project team will finalize the Station Area Plan, and the City staff and Council will adopt the plan.

Step 2: Zoning

Step 2A: The City will create a New Transit Oriented Development (TOD) Zone applying to the City-owned Fitzgerald property and UTA site, as shown in the Illustrative Concept. The zone will:

- Allow a range of land uses typically found in the downtowns or central areas of mid-size cities, focusing on multifamily housing, retail/commercial, office/employment, and lodging.
- Allow buildings of up to 5 stories, but ensure no one building is overly massive.
- Require overall residential densities of a minimum of 50 units per acre in order to enable the City to apply for an HTRZ designation.
- Regulate the maximum size and scale of development in the TOD by stories, height, setbacks, massing, and other measures of form rather than dwelling units per acre.
- Establish build-to lines along streets in order to create walkable street environments and pedestrian access and minimal setbacks along property lines, except adjacent to other zones, where setbacks may be larger.
- Include transitions of height and massing down to the north and west.
- Require parking ratios of no more than 1 to 1.25 spaces per residential unit, or a lower ratio if the developer employs transportation demand management (TDM) techniques appropriate for residents of the station area, such as transit pass programs, bike/ebike share, and car share.
- Require ground floor commercial space on Pioneer Road.
- Consider employing frontage types, which are typologies of different ways to create active ground floors or site frontages appropriate to different uses and contexts - such as storefronts, yards, and residential entries.

The sites within the industrial redevelopment area shown in the Illustrative Concept should be rezoned at a later date as the property owners seek change.

Step 2B: The City will modify the Town Center Zone in the following ways:

- Reduce requirements for ground floor commercial space. Even in highly desirable traditional urban neighborhoods, much of the ground floor of buildings is not commercial. However, active uses such as multifamily unit entries should still be required.
- Focus new commercial uses on Pioneer Road Main Street.
- Consider adjusting parking requirements to be similar to those included in the TOD zone above.
- Consider increasing allowed heights where properties are not located in close proximity to existing single family homes.
- Consider adding frontage types to help shape public space (see above)
- Incent historic preservation.

Track 2: Specific Redevelopment Properties

City Property

The first step is the rezoning of the City property into the new TOD Zone as outlined above. The City will then confirm and establish goals for the project, using the Plan Principles shown above, or define a specific set of goals for the development of this property. The City will then use/refine the SAP concept.

The City will then order an appraisal for the property; prepare a Request for Proposals (RFP) for Mixed Use Development teams; advertise and distribute the RFP regionally; review developer Proposals and select the City's preferred developer; and negotiate Development Agreement(s) with the City's preferred developer.

For the community center piece of the project: In the project team's view, this community center is most likely a project that would be financed, designed, built, and maintained by the City. The bigger the center is, the more this is likely to be the case. However, if the community center is modest in size and scale (e.g., a single "black box" theater), it is possible that the developer selected for the remainder of the City's site could help to finance, design, and build it.

UTA Property

Similar to the City property process described above, UTA, working alongside the City, will first confirm and establish goals for the project, using the Plan Principles or plan language shown above, or define a specific set of goals for the development of this property. UTA could also refine the design concept shown in the SAP at this point or later once a developer is selected.

Rezoning this property is an important next step. Rezoning it to the new TOD zone described above should happen before UTA begins to engage a developer for the property.

UTA will then work with the City to engage a development partner that best demonstrates the ability to realize the vision described in this plan.

The project team believes 3-to-5 story residential buildings on the site, along with some ground floor commercial space along 12300 South, would be financially feasible for developers to build on this site, with no subsidy required by UTA or the City. However, a subsidy or public investments could be required if expectations for the canal trail, open space, or structured parking are high. An alternative funding source will be required for UTA parking and public amenities.

UTA's preference is to integrate UTA parking stalls into structured parking. The hope is that structured parking shared among transit riders and the residential units is possible. A shared parking analysis is needed to determine shared stall utilization. UTA seeks to limit surface lot parking adjacent to the platform; the Plan recommends at most integrating some on-street spaces for the new street that will access the east end of the station. Project team utilization analysis showed the UTA parking lot less than 10 percent utilized – at any given time there are about 35 cars in the lot. However, UTA notes that modes are returning to 2019 ridership, and between 2018-2019, utilization ranged from 100 to 150 vehicles. To accommodate this demand, about 50 on-street spots along the access drive could remain. In addition, another 50 to 150 spaces could be shared in future residential/mixed-use projects built on site, as follows: During the day, when a large share of residents leaves for work or other obligations, park-and-ride patrons can be allowed to use a modest share of the parking built for residents. This means that the developer of the project does not need to build additional parking specifically for park-and-ride patrons. However, a more detailed time-of-day analysis and a share analysis will need to be performed prior to confirming a specific number of stalls.

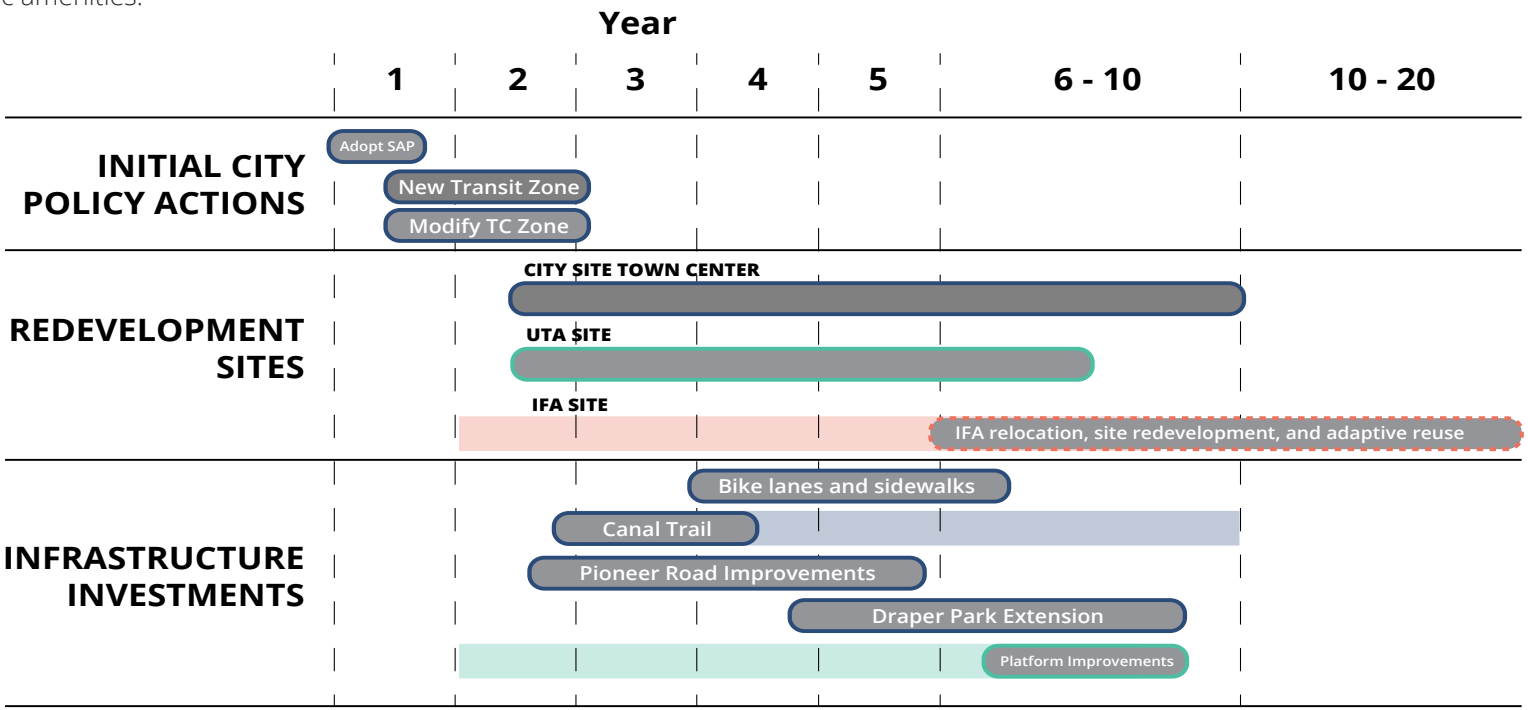


Figure 11: Timeline for the Plan's implementation categories of Initial Policy Actions, Redevelopment Sites, and Infrastructure Investments.

IFA Site

Redeveloping the City and UTA sites can probably be accomplished more quickly than the IFA site, since there is already a reasonably clear vision for the City and UTA sites, and they are undeveloped or underutilized. The IFA site can be reused or redeveloped but may require patient effort for many years to realize that. The site is currently used to provide retail, storage, and industrial/food processing uses, and the project team's understanding is that the uses on this site could be consolidated with activities on other IFA sites and collectively moved to other sites yet to be determined.

Just by rezoning the site to TOD alone, or allowing IFA or other site owners to opt into the TOD zone, should create significant land value for IFA. Rezoning should happen when IFA wants it to.

The following actions could be carried out by the City, IFA, or other parties, in no specific order:

- Identify the properties that IFA might want to consolidate at another industrial site, and the types of retail properties IFA would like to occupy.
- Engage a commercial broker to identify industrial and retail potential properties that fit IFA's needs.
- Secure an appraisal of the Draper IFA property.
- Conduct internal strategic planning at IFA.
- Evaluate the financial tools available from Preservation Utah and its partners. The IFA property may be able to leverage funding for historic preservation, including low-interest loans for qualifying properties through statewide historic preservation advocacy organization Preservation Utah, or grants/tax credits through the Utah State Historic Preservation Office.
- Engage brokers to help understand the potential for "interim" commercial uses (e.g., restaurants, other food and beverage, or other commercial uses) to be housed in the current IFA site, west of the mill and east of the warehousing/distribution area, in the building with a frontage closest to Pioneer Road. This area could be leased by IFA to tenants.
- Look for opportunities to secure regional or state funding to support IFA's long-term goals and potentially relocation. IFA's long-term goals appear to be consistent with state and regional station area planning goals, and success for the IFA also advances regional economic development and historic/community development goals.

Track 3: Infrastructure Investments

The preferred development concept identifies the following infrastructure. For timing please see Figure 11.

Station Access and Public Space

These are envisioned to include:

- Addition of south side platform – the project team recommends adding a south side platform and leaving the middle platform, with boarding from both sides.
- Opening of west pedestrian access, working with IFA or successive property owner.
- Expanded plaza between Pioneer Road and the platform(s) to match the width of the platform and increase direct access from Pioneer Road and planned new Pioneer Road crossing at west end of platform area.
- Terraced plaza space connecting envisioned multifamily and new drop off/drive with the platform.

Planning level cost estimate: $6.3 - 8 Million

Pioneer Road Main Street

Transformation of Pioneer Road to a "Main Street" with wide sidewalks, streetscape improvements, an on-street multi-use path, and frequent pedestrian crossings.

Planning level cost estimate: $4 Million

Draper Park Extension

This would extend Draper Park from the Day Barn area into the envisioned Town Center mixed use development, integrating the park into the station and Town Center. It would require re-aligning 1120 East and its signal and pedestrian crossing of Pioneer Road.

Planning level cost estimate: $4 Million

Rail/canal trail corridor

This would establish the canal trail along the canal right-of-way from 1300 East through the UTA property.

Planning level cost estimate: $1 Million

Additional active transportation improvements

These include extended bike lanes on 1300 East and 12300 South; new bike lanes in 1000 East; traffic calming and pedestrian crossing improvements on 12300 South; new sidewalks for core station area streets such as Fort Street and 970 East.



drapertowncenterstation.org



669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Jared Scarbrough, Acting Chief Capital Services Officer
PRESENTER(S):	Paul Drake, Director of Real Estate and TOD Valarie Williams, TOC Project Specialist I Steve Parkinson, City Planner, City of Roy

TITLE:

Roy Station Area Plan

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for review and discussion

BACKGROUND:
In 2022, HB462 legislation mandated all cities with a fixed-guideway public transit station (rail or BRT) to develop and certify a Station Area Plan (SAP). Station Area Plans are intended to promote shared objectives of 1) increasing housing availability and affordability, 2) enhancing access to opportunities, 3) promoting sustainable environmental conditions, and 4) increasing transportation choices and connections. Supported by UTA, the associated Metropolitan Planning Organization (MPO), Utah Department of Transportation, and other stakeholders, Station Area Plans are led by municipal staff to ensure general plans and zoning regulations will be updated for future Station Area Plan implementation. The Roy Station Area Plan was led by Roy City. This Station Area Plan has been formally adopted by Roy City and certified by Wasatch Front Regional Council.

State Statute and UTA Board of Trustees Policy 5.1 require that Station Area Plans are reviewed by UTA's Local Advisory Council and adopted by its Board of Trustees prior to pursuing development of UTA-owned property.

DISCUSSION:
Roy City, in coordination with UTA and Wasatch Front Regional Council (WFRC), worked to develop the Station Area Plan for the Roy Station. The SAP focuses on the key themes of economy, mobility, maximization, civic

space, and regional growth. It also calls for a mix of uses and housing types throughout the station area with particular intensity on UTA-controlled property.

These plans were presented in collaboration with Roy City staff to the Board for discussion on July 23, 2025. The plan will be presented for adoption by the Board of Trustees following Local Advisory Council review.

ALTERNATIVES:
Item is presented for review only.

FISCAL IMPACT:
The proposed Roy Station Area Plan will better position UTA and Roy City to coordinate redevelopment of the station area. This aligned coordination will promote future transit-oriented development in an efficient and fiscally responsible manner.

ATTACHMENTS:

- Roy Station Area Plan

CRSA

ROY CITY, UTAH



STATION AREA PLAN

In partnership with

Planning Outpost

DOWNTOWN REDEVELOPMENT SERVICES

WCG WALL CONSULTANT GROUP

UPDATE
2024

ORDINANCE NO. 23-4

AN ORDINANCE ESTABLISHING AMENDMENTS TO THE GENERAL PLAN BY ADDING THE STATION AREA PLAN ELEMENT WITHIN APPENDIX A

WHEREAS, Section 10-9a-403.1 of the Utah Code requires each City with a fixed guideway transit station shall adopt a Station Area Plan Element within their General Plan, and

WHEREAS, the Roy City Planning Commission after holding a public hearing as required by law, recommended that the Roy City Council adopt the Station Area Plan element within Appendix A, of the General Plan; and

WHEREAS, the Roy City Council has been reviewing the update to the General Plan and at this time desires to adopt the Station Area Plan Element as portion of Appendix A of the General Plan; and

WHEREAS, the Roy City Council has determined that it is in the best interest of Roy City to adopt the Station Area Plan element within Appendix A as part of the General Plan

NOW, THEREFORE, be it hereby ordained by the City Council of Roy City, Utah, amends the current General Plan by adding the Station Area Plan element within Appendix A as attached:

This Ordinance has been approved by the following vote of the Roy City Council:

Councilman Jackson	Aye
Councilman J. Paul	Absent
Councilman S. Paul	Aye
Councilman Scadden	Aye
Councilman Wilson	Nay

This Ordinance shall become effective immediately upon passage, lawful posting, and recording. This Ordinance has been passed by the Roy City Council this 6th day of June, 2023.

ROY CITY A MUNICIPAL CORPORATION

Robert Dandoy, Mayor

Attested and Recorded:

Brittany Fowers, City Recorder

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL CERTIFYING THAT THE ROY CITY FRONTRUNNER STATION AREA PLAN IS IN COMPLIANCE WITH APPLICABLE STATUTORY REQUIREMENTS

WHEREAS, Utah Code 10-9a-403.1 requires cities with "fixed guideway public transit" to develop a Station Area Plan for the ½ mile radius around a rail (FrontRunner, Trax, Streetcar) station, and the ¼ mile radius around a bus rapid transit (which uses a separate right-of-way) station, including all of the components within the statute, and

WHEREAS, the statute allows for cities to adopt resolutions describing the conditions that exist that make fulfilling the requirements impracticable or demonstrating that prior actions substantially promote the objectives stated in the legislation, and

WHEREAS, the Metropolitan Planning Organization is responsible for reviewing and certifying that the Station Area Plan requirements have been fulfilled, in consultation with the Utah Transit Authority (UTA), and

WHEREAS, the Wasatch Front Regional Council (WFRC) is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas, and

WHEREAS, WFRC adopted a policy regarding its procedures and standards for the review of Station Area Plans on May 26, 2022, and amended the policy on March 23, 2023,and

WHEREAS, Roy City submitted to WFRC their Roy FrontRunner Station Area Plan with all of the required components on June 20, 2023, and

WHEREAS, consistent with WFRC's policy, WFRC has reviewed the Station Area Plan components submitted by Roy City, in consultation with UTA, and

WHEREAS, the Roy FrontRunner Station Area Plan contains the required components, and/or statement of impracticabilities and prior actions, and

WHEREAS, the Station Area Plan promotes the objectives identified in statute, including increasing the availability and affordability of housing, including moderate income housing; promoting sustainable environmental conditions; enhancing access to opportunities; and increasing transportation choices and connections, and

WHEREAS, the Regional Growth Committee determined that the requirements established by statute have been satisfied and has made a positive recommendation to the Wasatch Front Regional Council,

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council,

1. Certifies the Roy FrontRunner Station Area Plan to be in compliance with the applicable provisions of statute.
2. A copy of this certification resolution shall be provided to Roy City.

Mayor Dawn Ramsey
Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

DATE: August 24, 2023

ORDINANCE NO. 24-8

AN ORDINANCE ESTABLISHING AMENDMENTS TO THE STATION AREA PLAN ELEMENT OF THE GENERAL PLAN

WHEREAS, Section 10-9a-403.1 of the Utah Code requires each City with a fixed guideway transit station shall adopt a Station Area Plan Element within their General Plan, and

WHEREAS, the Roy City Planning Commission after holding a public hearing as required by law, recommended that the Roy City Council adopt the amendment to the Station Area Plan; and

WHEREAS, the Roy City Council has been reviewing the amendments at this time desires to adopt the Station Area Plan Element as portion of Appendix A of the General Plan; and

WHEREAS, the Roy City Council has determined that it is in the best interest of Roy City to adopt the amendment to the Station Area Plan;

NOW, THEREFORE, be it hereby ordained by the City Council of Roy City, Utah, amends the current Station Area Plan as attached:

This Ordinance has been approved by the following vote of the Roy City Council:

Councilman Jackson	"Aye"
Councilman J. Paul	"Aye"
Councilman S. Paul	"Aye"
Councilman Saxton	"Aye"
Councilman Scadden	"Aye"

This Ordinance shall become effective immediately upon passage, lawful posting, and recording. This Ordinance has been passed by the Roy City Council this 18th day of June, 2024.

ROY CITY A MUNICIPAL CORPORATION

Robert Dandoy, Mayor

Attested and Recorded:

Brittany Fowers, City Recorder

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01

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Project Summary

The Roy Station Area Plan was created to establish the above vision for the area surrounding the Roy City Frontrunner Station. The vision reflected is based on assessing current conditions within the community, reviewing relevant planning efforts, updating market trends and data, and, most importantly, a citizen engagement process. The primary goal of the Station Area Plan is to both guide decision-making regarding the development of the site and provide a framework for the successful implementation and development of a vibrant and livable community, mixed-use district, and construction of future infrastructure to supplement the Frontrunner Station and Roy community.

The scope of the station area plan focuses on the half-mile radius that extends outward from the Roy City Frontrunner Station, located at 4155 South Sandridge Drive. This half-mile radius consists primarily of residential development to the east and west of the station. With those development constraints, the Frontrunner station, along with underdeveloped parcels of land just north and south of the station, were the primary focus of this Station Area Plan. The relevant parcels were zoned as Station Central, Station North, and Station South respectively, and subject to their unique zoning standards. The recommendations made in this Station Area Plan apply to and work within the zoning regulations of these specific zones.

Throughout six (6) months from December 2022 to May 2023 and with guidance from the community, project stakeholders, and the City of Roy, an assessment of the existing conditions, identification of constraints and opportunities, scenario options, one preferred scenario, and strategic recommendations were developed. These helped inform an implementation plan, which outlines and describes specific actions that may be taken by the city and other public and private stakeholders.

Vision

The Roy City Station Area will be a thriving, mixed use and walkable district that seeks to become a regional destination that provides abundant opportunities for employment, living, and recreation - all to help build upon a vibrant community.





Existing Conditions and Market Analysis

A study of the City of Roy's existing conditions indicate that the city has witnessed considerable growth and development over the past two decades. Below is a summary of some of these growth metrics:

Population Growth

1990	2020
24,603	39,306

Median Age

Roy City	County	State
32.5 Yrs	33.1 Yrs	31.3 Yrs

Median Household Income

2011		2021
$57,749	24.3%	$76,61

Per Capita Income

2011		2021
$22,052	31.5%	$29,017

Poverty Rate

Roy City	County	State
5.8%	8.4%	8.8%

Analysis of the market data suggests that the highest and best use for key sites suggests the station area can become an employment hub for Roy, with small-scale office and additional multi-family housing feasible in the short-term. This is supported by data pinpointing the top five (5) retail sectors that are least present within a half-mile radius of the Roy Frontrunner Station. These five sectors are best positioned for pedestrian-oriented development within the station area with features such as limited parking, enhanced light individual transportation (LIT) infrastructure, and street-facing entrances.

The five (5) retail sectors with the largest gaps within a half-mile radius (excluding NAICS 441, 447, and 454) are the following:

1	2	3	4	5
Food services and drinking places	**Building material and garden equipment and**	**Health and personal care drug stores**	**Clothing and accessories stores**	**Furniture and home furnishing stores**
(NAICS 722)	(NAICS 444)	(NAICS 446)	(NAICS 448)	(NAICS 442)

Similarly, the five (5) retails sectors with the **largest expected compound annual growth rates** from 2023-2028 within a half-mile radius (excluding NAICS 441, 447, and 454) are indicated below. These five sectors are best positioned for growth within the station area. Similar to the previous section, these retail establishments should ensure accessibility for pedestrians, mobility aid users, and LIT users.

1	2	3	4	5
Building material and garden equipment and	**Health and personal care drug stores**	**Furniture and home furnishing stores**	**Electronics and appliance stores**	**Food services and drinking places**
(NAICS 444)	(NAICS 446)	(NAICS 442)	(NAICS 443)	(NAICS 722)

Engagement Summary

To gain an informed perspective on the community's vision for the station area, the consultant team spearheaded intensive public outreach efforts over three (3) months with project stakeholders and the community of Roy. These meetings consisted of four (4) in-person events, one-on-one stakeholder meetings, and public events that included interactive exercises. These meetings allowed the community to provide input on future land use strategies and design considerations, which are reflected in the final concept plans.

Additionally, a series of meetings between project stakeholders and the consultant teams were facilitated to better understand the market findings regarding the station area, share ideas, and enhance implementation strategies to bolster future development patterns in the Roy Station Area.

Summary of Recommendations

The vision and objectives outlined in the Roy Station Area Plan will likely require a combination of short and long-term processes. This will involve collaboration between multiple public and private stakeholders, such as residents, City Staff, UTA Staff, and elected officials to champion the Station Area Plan vision and ensure the thoughtful development of the site. The below outlines a few of the key strategic recommendations and action items that the City, UTA, and other stakeholders must complete to prepare the site for implementation. They are all necessary to ensure that the site reaches its potential as envisioned in the plan:

1.	CONDUCT A PARKING ANALYSIS TO DETERMINE THE APPROPRIATE AMOUNT OF PARKING (SURFACE AND STRUCTURED) FOR THE DEVELOPMENT AND UTA STATION AREA NEEDS.
2.	ENGAGE WITH PROPERTY OWNERS OF UNDEVELOPED PARCELS OR PARCELS WITH HIGH REDEVELOPMENT POTENTIAL.
3.	BEGIN PLACEMENT AND APPROVALS FOR A PEDESTRIAN RAIL OVERPASS
4.	REQUIRE MODERATE HOUSING PARTICIPATION IN THE CRA BOUNDARY
5.	COMPLETE NECESSARY NEGOTIATIONS FOR CRA FUNCTIONALITY
6.	COMPLETE SCHEMATIC DESIGN AND FEASIBILITY STUDIES
7.	PREPARE AND ADOPT DESIGN GUIDELINES.
8.	PARTNER WITH UTA AND UNION PACIFIC TO IMPROVE THE RAIL CROSSING AT 4000 SOUTH
9.	CREATE CLEARLY DEFINED GATEWAYS TO NEIGHBORHOODS AND THE STATION AREA.
10.	LINK THE CUL-DE-SAC TO THE WEST OF THE TRACKS TO THE FUTURE DEVELOPMENT BETWEEN THE TRACKS AND TRAIL.



02

BACKGROUND INFORMATION

BACKGROUND
INFORMATION

Outlined in this section are details about the study area, the purpose for the station area plan, and a review of the compliance process for the overall plan. This information is provided to help raise awareness of the planning area and justification for completion of the planning process.

Study Area

The 2022 Roy City Station Area Plan is singularly focused on the half-mile radius that extends outward from the Frontrunner Roy station located at 4155 South Sandridge Drive, as defined and required in state statute HB462 and SB 42 (see later section for explanation).

Although there is a significant amount of residential development in the vicinity, commercial and institutional development is limited, particularly along 4000 South.



Figure 2.1: Half-mile study radius.

As the station area has been developed for many decades, there is minimal undeveloped land. This plan includes recommendations for the entire station area, but the majority of the recommendations apply to underdeveloped lands, specifically the parcels adjacent to the Roy Frontrunner Station that are not realizing their full development potential. These parcels have been categorized into Station North, Station Central, and Station South, each with distinct zoning standards.

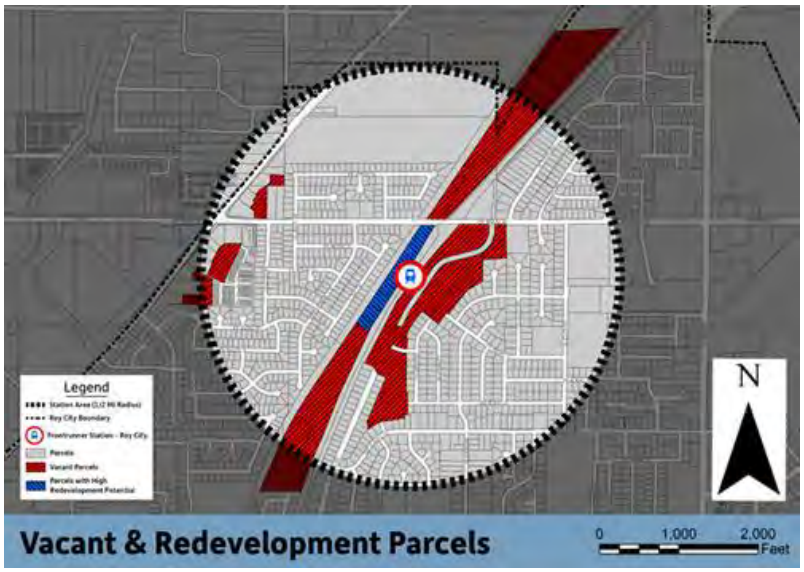


Figure 2.2: Vacant and Redevelopment Potential map (within the 1/2 mile project area).

Vacancy and Redevelopment Potential

The 2017 Focus Roy General Plan Update identified the parcels depicted in Figure ___ as either vacant or having significant potential for redevelopment. Compared to other areas within the station area, the potential for (re)development in these parcels is notably higher. The plan outlined in this document is thus centered around providing strategies and recommendations specifically tailored for these identified priority parcels.

Utah State Statute

The Utah State Legislature passed HB462 in the 2022 state Legislative Session and it was signed into law, enacting new requirements for municipalities with fixed-guideway public transit stations. This bill became Utah Code § 10-9a-403.1, and the requirements became effective June 1, 2022. Having a Frontrunner station, Roy City became subject to the new state requirements for its station area. While the City was proactive in passing the 2017 Focus Roy plan, some of the new state requirements are not met with current planning. Therefore, the City must update its station area plan by December 31, 2025. Utah Code defines the station area for a rail station as a half-mile radius from the station, providing the study area of this plan. Requirements of § 10-9a-403.1 for station area plans are laid out below, and the chart depicts whether or not the 2017 Focus Roy Plan meets the requirements of the code. This Plan meets all requirements that the state has set forth for station area plans, with none of the conditions described in § 10-9a-403.1 appearing to be impracticable.

State Requirement	2017 Focus Roy	2023 Station Area Plan
Increasing the availability and affordability of housing, including moderate income housing § 10-9a-403.1(7)(a)(i).	No	Yes
Promoting sustainable environmental conditions § 10-9a-403.1(7)(a)(ii).	No	Yes
Enhancing access to opportunities 10-9a-403.1(7)(a)(iii).	Yes	Yes
Increasing transportation choices and connections 10-9a-403.1(7)(a)(iv).	Yes	Yes
A station area vision that describes the following:		
• opportunities for the development of land within the station area under existing conditions;	Yes	Yes
• constraints on the development of land within the station area under existing conditions;	Yes	Yes
• the municipality's objectives for the transportation system within the station area and the future transportation system that meets those objectives;	Yes	Yes
• the municipality's objectives for land uses within the station area and the future land uses that meet those objectives;	Yes	Yes
• the municipality's objectives for public and open spaces within the station area and the future public and open spaces that meet those objectives; and	Yes	Yes
• the municipality's objectives for the development of land within the station area and the future development standards that meet those objectives	Yes	Yes
A map that depicts:		
• the area within the municipality that is subject to the station area plan, provided that the station area plan may apply to areas outside of the station area; and	Yes	Yes
• the area where each action is needed to implement the station area plan	Yes	Yes

State Requirement	2017 Focus Roy	2023 Station Area Plan
An implementation plan that identifies and describes each action needed within the next five years to implement the station area plan, and the party responsible for taking each action, including any actions to:		
• modify land use regulations;	No	Yes
• make infrastructure improvements;	No	Yes
• modify deeds or other relevant legal documents;	No	Yes
• secure funding or develop funding strategies;	No	Yes
• establish design standards for development within the station area; or	No	Yes
• provide environmental remediation	No	Yes
A statement that explains how the station area plan promotes the objectives described in Subsection (7)(a).	No	Yes
As an alternative or supplement to the requirements of Subsection (7) or (8), and for purposes of Subsection (2)(b)(ii); a statement that describes any conditions that would make the following impracticable:		
• promoting the objectives described in Subsection (7)(a); or	No	Yes
• satisfying the requirements of Subsection (8)	No	Yes
A municipality shall develop a station area plan with the involvement of all relevant stakeholders that have an interest in the station area through public outreach and community engagement, including:		
• other impacted communities;	No	Yes
• the applicable public transit district;	No	Yes
• the applicable metropolitan planning organization;	No	Yes
• the Department of Transportation;	No	Yes
• owners of property within the station area; and	Yes	Yes
• the municipality's residents and business owners.	Yes	Yes

Table 2.1: State Requirements

03

EXISTING CONDITIONS

EXISTING CONDITIONS

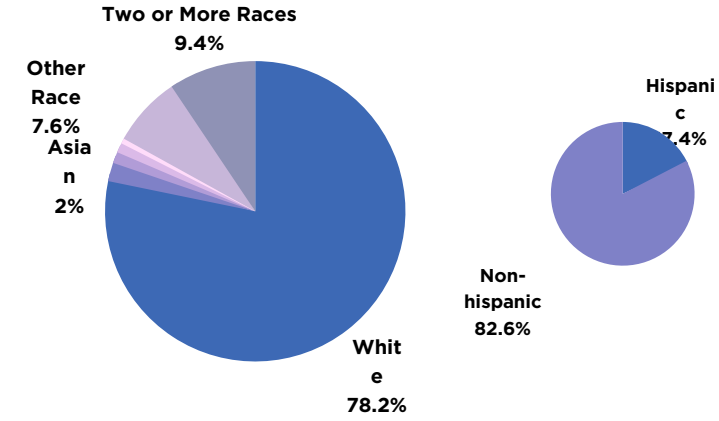
The information outlined in this section provides a snapshot of the overall conditions present within the community, as documented during the first quarter of 2023. This information was collected from a variety of sources including the US Census Bureau, ESRI, and Claritas datasets. Information outlined below includes data necessary to compile a clear picture of the residents, their habits, and potential needs for the station area Redevelopment. Trends learned or identified from this data was utilized to help craft community profiles, comparing needs to identified market analysis information (later chapter).

Demographic Analysis

Over the past four Censuses, Roy City's population has increased from 24,603 in 1990 to 39,306 in 2020.



The city's racial makeup is 78.22% White, 2.0 Asian, 1.21% African American or Black, 1.04% Native American, 0.56% Native Hawaiian or other Pacific Islander, 7.56% of another race, and 9.40% of two or more races. The population is 82.61% non-Hispanic and 17.39% Hispanic.



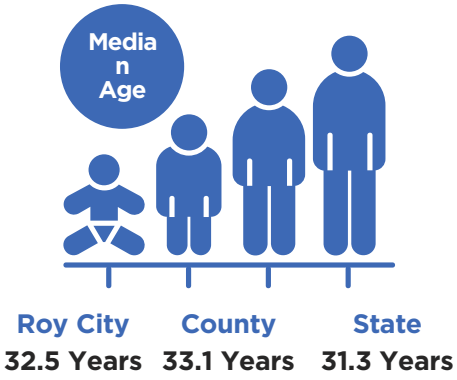
While the Decennial Census is the most accurate data collection, it does not provide a complete picture of the demographic or socioeconomic conditions of the county.

The American Community Survey (ACS), a product of the US Census Bureau, provides 5-Year Estimates of various demographic and socioeconomic metrics. Herein, this report will defer to the ACS 5-Year Estimates unless stated otherwise.

Approximately 51.5% of residents are male, and 48.5% are female, a near-even split consistent with the state and nation.



The median age of residents is 32.5 years, demonstrating similar characteristics to the county and state medians of 33.1 and 31.3 years, respectively.



The county's median age is up slightly since 2011, when it was 29.3 years, a 10.92% increase.

The age distribution of the 2021 ACS population estimate is as follows:

AGE DISTRIBUTION		
2021 ACS POPULATION ESTIMATES		
Under 5 years	3,027	7.70%
5 to 9 years	2,932	7.50%
10 to 14 years	3,590	9.20%
15 to 19 years	2,786	7.10%
20 to 24 years	2,269	5.80%
25 to 29 years	3,351	8.60%
30 to 34 years	3,088	7.90%
35 to 39 years	3,321	8.50%
40 to 44 years	2,365	6.10%
45 to 49 years	2,013	5.20%
50 to 54 years	1,844	4.70%
55 to 59 years	2,125	5.40%
60 to 64 years	2,103	5.40%
65 to 69 years	1,803	4.60%
70 to 74 years	904	2.30%
75 to 79 years	757	1.90%
80 to 84 years	501	1.30%
85 years and over	297	0.80%

Table 3.1: 2021 ACS Population Distribution for Roy

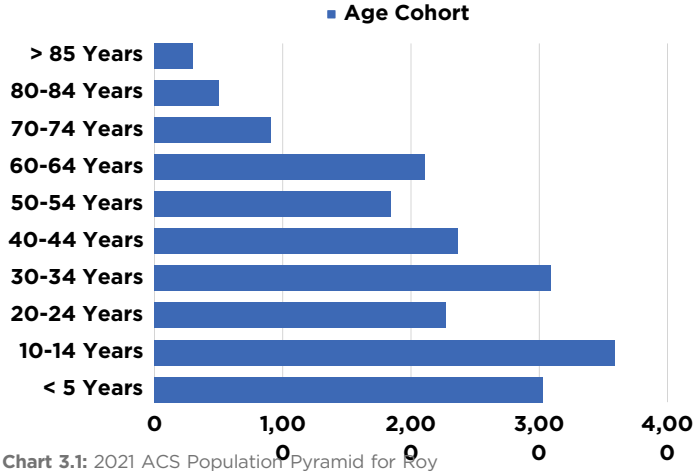
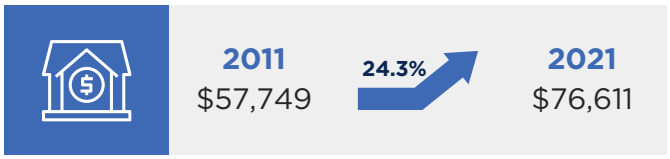


Chart 3.1: 2021 ACS Population Pyramid for Roy

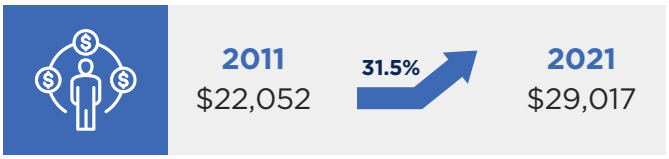
Roy City's median age and trends are sustainable and are characteristic of a family-oriented community. Moreover, the county's age distribution shows promise of sustained population growth with a large percentage of minors and young adults. As those above 55 years continue to age, there will be a need for supportive services such as increased healthcare, assisted living, and disability access.

Socioeconomic Analysis

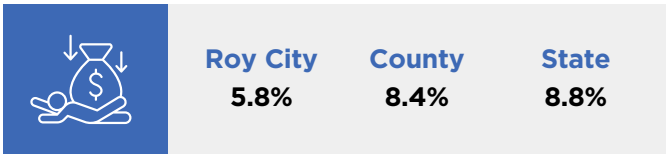
Roy City's **median household income** has jumped significantly from $57,749 in 2011 to $76,611 now, representing a 24.3% increase. This is higher than Clearfield City's $64,689 but lower than West Haven City's $84,461 and Clinton City's $90,397.



Per capita income has also increased, going from $22,052 in 2011 to $29,017 in 2021, a 31.58% increase. This is much more similar to its peers: Clearfield's $25,522, West Haven's $33,794, and Clinton's $29,934.



The city's **poverty rate** of 5.8% is lower than the county and state rates of 8.4% and 8.8% respectively, and significantly lower than the national rate of 12.6%. Additionally, the city's poverty rate has decreased substantially from 8.3% in 2011.



High school graduation, including equivalency among Roy residents aged 25 years and over, has been trending upward over the past decade, from 89.3% in 2011 to 93.7% in 2021. Additionally, the percentage of residents with bachelor's degrees or higher is trending upward, rising from 17.7% in 2011 to 19.8% in 2021. Across the board, city residents are becoming increasingly educated. The figures below include the population segment for which that is their highest educational attainment, except for the last two rows, which represent the segment that achieved that level of education or higher.

EDUCATIONAL ATTAINMENT		
Attainment Level	**Amount**	**Percentage**
Less Than High School	1,532	6.3%
High School Graduate (Includes Equivalency)	8,906	36.4%
Some College	6,545	36.7%
Associate's Degree	2,649	10.8%
Bachelor's Degree	3,652	14.9%
Graduate or Professional Degree	1,188	4.9%
High School Graduate or More (Includes Equivalency)	22,940	93.7%
Bachelor's Degree or More	4,840	19.8%

Table 3.2: Educational Attainment Metrics

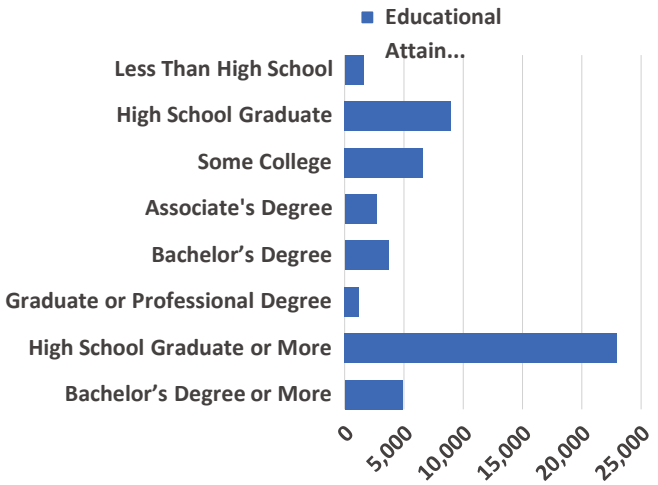
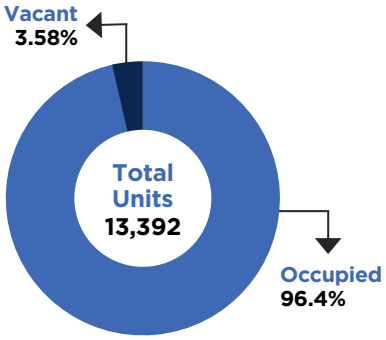
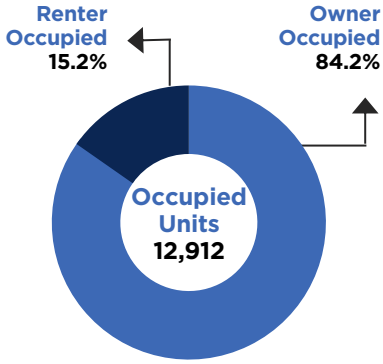


Chart 3.2: Educational Attainment Metrics

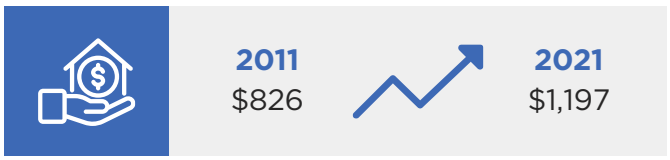
Housing Profile

Roy City's **housing stock** consists of 13,392 units primarily occupied (96.42%), with only 3.58% (480) of the units being vacant. Of the 12,912 occupied units, 10,867 (84.16%) are owner-occupied and 2,045 (15.27%) are renter-occupied.





The **median gross rent** is $1,197, up from $826 in 2011, resulting in 43.5% of Roy residents being considered cost-burdened, which is classified as more than 30% of household income in the past 12 months.



The **median value** of an owner-occupied house is $252,100, up from $160,000 in 2011, per the ACS.

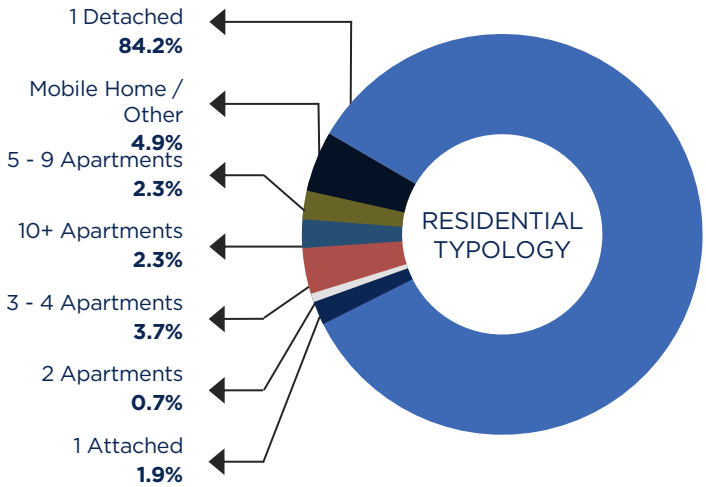


The selected monthly owner costs (SMOC)[1] for owners with a mortgage are $1,423, resulting in 25.4% of Roy households with a mortgage being cost-burdened. For owners without a mortgage, the SMOC is $422, resulting in only 6.7% of Roy households without a mortgage being cost-burdened. The average household size is 3.02 persons, which is on par with the county, state, and national averages.

Single-unit detached structures are the most common residential typology within the City by a significant margin. Aside from single-unit detached structures, the remaining mix is nearly evenly spread. Mobile homes have a slight edge over other housing typologies.

RESIDENTIAL TYPOLOGY		
# of Units	**Number**	**Percentage**
1 Detached	10,872	84.2%
1 Attached	246	1.9%
2 Apartments	96	0.7%
3 - 4 Apartments	481	3.7%
5 - 9 Apartments	294	2.3%
10+ Apartments	289	2.3%
Mobile Home / Other	634	4.9%

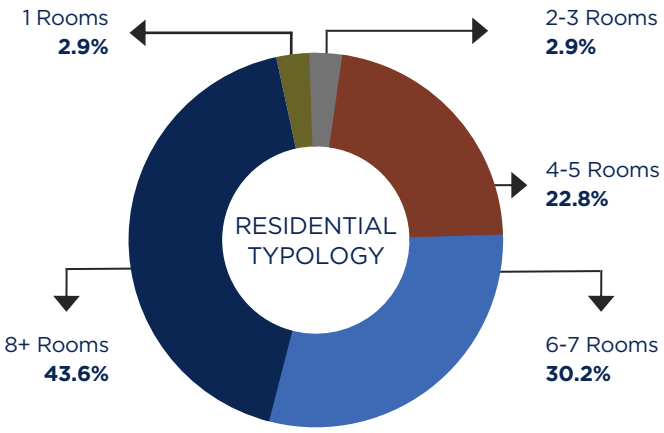
Table 3.3: Residential Typology Composition



Roy housing units most frequently have 8 or more rooms followed by 6-7 rooms then 4-5 rooms. Less than 10% of residential units have 3 or fewer rooms. [2]

RESIDENTIAL TYPOLOGY		
# of Rooms	**Number**	**Percentage**
1 Room	53	2.9%
2 - 3 Rooms	378	2.9%
4 - 5 Rooms	2,947	22.8%
6 - 7 Rooms	3,902	30.2%
8+ Rooms	5,632	43.6%

Table 3.4: Number of Room Metrics



[1] Selected monthly owner costs are the sum of payments for mortgages, deeds of trust, contracts to purchase, or similar debts on the property (including payments for the first mortgage, second mortgages, home equity loans, and other junior mortgages); real estate taxes; fire, hazard, and flood insurance on the property; utilities (electricity, gas, and water and sewer); and fuels (oil, coal, kerosene, wood, etc.). It also includes, where appropriate, the monthly condominium fee for condominiums and mobile home costs (installment loan payments, personal property taxes, site rent, registration fees, and license fees). Selected monthly owner costs were tabulated for all owner-occupied units, and usually are shown separately for units "with a mortgage" and for units "without a mortgage. For the complete definition, go to ACS subject definitions "Selected Monthly Owner Costs."

According to **Redfin**, a national real estate brokerage, the December 2023 median sale price for single-family homes in Roy is $389,950 which is 3% lower than the median sale price for December 2022. The median number of days on the market for single family homes was 53 days which is up 36 days from a year ago. Due to the limited amount of units that were sold, adequate data is not available on the median sale price and the number of days on the market for condos, multi-family properties, and townhomes in Roy. However, these data points are available for Weber County. The figures for Weber County are listed below.

RESIDENTIAL TYPOLOGY		
# of Bedrooms	**Number**	**Percentage**
No Bedroom	53	0.4%
1 Bedroom	201	1.6%
2 - 3 Bedrooms	6,033	46.7%
4+ Bedrooms	6,625	51.3%

Table 3.5: Simplified Number of Room Metrics

WEBER COUNTY HOUSING DATA (DECEMBER 2022)		
Housing Typology	**Median Sale Price**	**Median # of Days on Market**
Single Family Home	$400,000 (-4.3% YoY)	67 Days (+45 YoY)
Townhome	$335,000 (+8.1% YoY)	54 Days (+47 YoY)
Condo / Co-op	$255,000 (-23.4% YoY)	73 Days (+57 YoY)
Multi-family (2 - 4 unit)	$376,000 (-20.8% YoY)	12 Days (-2 YoY)

Table 3.6: Weber County Housing Sale Price and Median Days on Market by Housing Type

Data provided by Redfin also shows median pending square footage for residential properties in Roy City. As of February 3rd, 2023, the highest median pending square footage for 2023 has been 1,972.1 square feet, and the lowest value has been 1,913.5 square feet. For 2022, the high and low were 2,019.2 and 1,835.5 square feet respectively. For 2021, the high and low were 1,983.3 and 1,812.1 square feet respectively. This is depicted in the chart below.

MEDIAN PENDING SQUARE FOOTAGE FOR RESIDENTIAL PROPERTIES

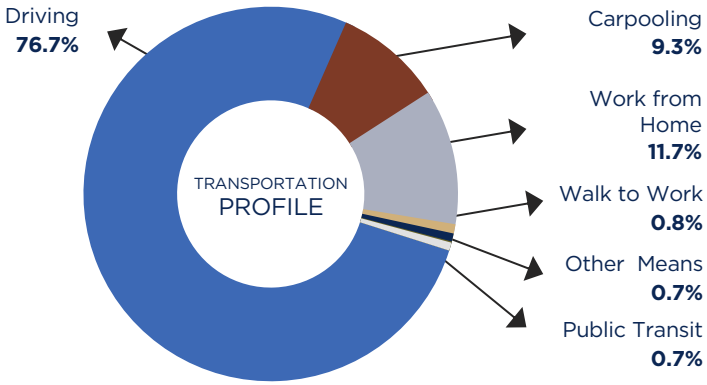


Chart 3.3: Median Pending Square Footage, Three Years

2 For each unit, rooms include living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger's rooms. Excluded are strip or pullman kitchens, bathrooms, open porches, balconies, halls or foyers, half-rooms, utility rooms, unfinished attics or basements, or other unfinished space used for storage. A partially divided room is a separate room only if there is a partition from floor to ceiling, but not if the partition consists solely of shelves or cabinets.
Rooms provide the basis for estimating the amount of living and sleeping spaces within a housing unit. These data allow officials to plan and allocate funding for additional housing to relieve crowded housing conditions. The data also serve to aid in planning for future services and infrastructure, such as home energy assistance programs and the development of waste treatment facilities. For the complete definition, go to ACS subject definitions "Rooms."

Transportation Profile

Roy residents predominantly commute to work by driving alone (76.7%,) with another 9.3% carpooling. Of the remainder, 11.7% work from home, 0.8% walk to work, 0.7% take public transit, 0.1% bike to work and 0.7% commute via other means of transportation. The average commute to work in 2020 was 24 minutes. The commute time is slightly higher than the state average but lower than the national average.





The table below shows the breakdown of commute time among Roy residents.

BREAKDOWN OF COMMUTE TIME	
Commute Time	**Percentage**
Less than 10 minutes	8.7%
10 to 14 minutes	14.2%
15 to 19 minutes	22.9%
20 to 24 minutes	23.1%
25 to 29 minutes	5.2%
30 to 34 minutes	9.7%
35 to 44 minutes	4.3%
45 to 59 minutes	6.0%
60 or more minutes	6.0%

Table 3.6: Commute Time Percentages

Regional Access

> ***1900 West, or SR-126, is the main 5 lane arterial corridor in Roy. It runs north-south, parallel to the station area just ½ mile to the west and is an important connection to neighboring communities and I-15 with 25,000 Annual Average Daily Traffic (AADT) today.***



The intersection of 1900 W and W Riverdale Road (SR-26), is a crucial junction in Roy and location of the Burger Bar, an iconic local hamburger destination in itself. This intersection connects Roy to Ogden (Weber County Seat) to the east, and provides access to I-15 and I-84 to the east of the Roy Station.

SR-79 (Hinckley Dr) is another key east-west 5 lane arterial connection with 10,000 AADT today only ½ mile north of the Roy Station running provides access to Ogden's Hinckley Airport, I-15, and Ogdens 31st street.

Another Major east-west arterial connection in Roy is 5600 South, or SR-97, at the southern end of the downtown located 2 miles south of Roy Station. This 3-5 lane road connects Roy to the neighboring community of Hooper to the west, and is also slated for an expansion in the near future due to its high traffic volumes 20,000 AADT.

Other important regional facilities include SR-108, which runs north-south as 3500 West and Midland Drive as a 7 lane arterial with 21,000 AADT today, as well as the 3-5 lane 4000 South arterial running east west with 11,000 AADT fronting the Roy Station as the only direct vehicular access to the FrontRunner station.

Together, these State Routes and Interstates I-84 and I-15 provide excellent vehicular regional access.



Figure 3.1: Roy TMP Functional Classification Map

Street Network Connectivity



The street network throughout much of Roy takes on a classic suburban form. Around the station area, the majority of the streets are primary and secondary local streets, many of which terminate into cul-de-sacs. This is due to two primary factors, topographic height differences and neighborhood development phasing. In addition, the north-south railway line divides the city in two on an angle to the traditional north south / east west grid network, restricting the number of available east-west street connections.

This street pattern does not lend itself to good connectivity, making it difficult for pedestrians and bicyclists to quickly and conveniently access Roy station and other nearby destinations. 4000 South acts as the primary point of access to Roy station. 4000 South spans as far west as 5900 West and is well connected to the general network of local streets, making it an integral part of the street connectivity for all users, whether they are driving a car, riding a bike, taking transit, or walking.



Figure 3.2: Existing Street Connectivity

Bike and Pedestrian

The Denver and Rio Grande Western Rail Trail runs north-south through Roy, just west of the FrontRunner alignment. This trail is a major regional active transportation connector. It extends from West Bountiful to Hinckley Drive in Roy, and passes through the Farmington Bay Waterfowl Management Area, where it connects with the Legacy Parkway Trail. However, there are limited local connections to the trail in Roy, with the only connection in the station area located at 4000 South just west of the Roy station.

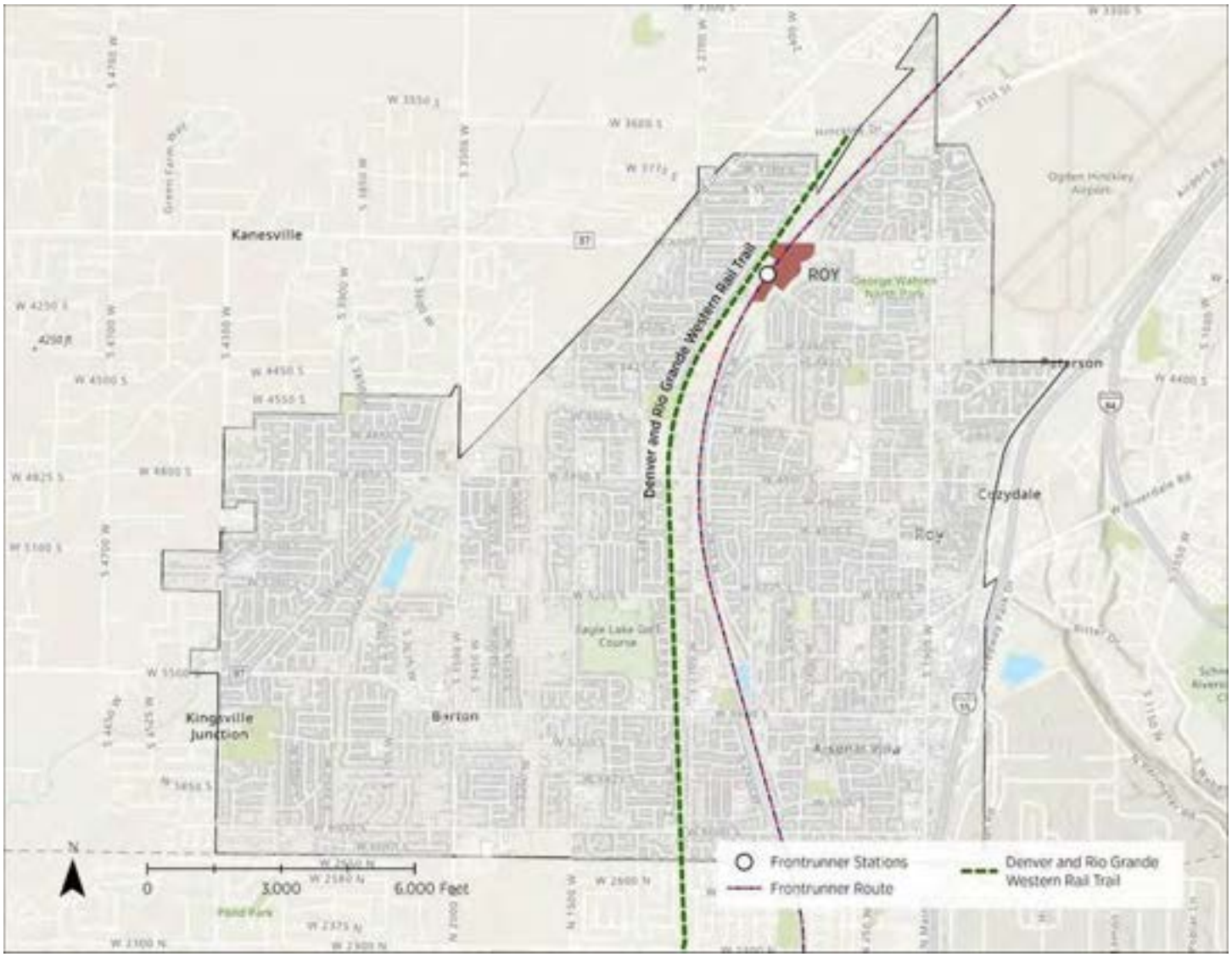


Figure 3.3: Roy FrontRunner and Denver and Rio Grande Western Rail Trail Map

The only bike facilities in the study areas are unprotected bike lanes along 1900 West. 4000 South, 4800 South, 5200 South, 5600 South, and 4400 South are important potential future bicycle connections in the area. 4400 South provides the only safe, comfortable crossing across I-15 and I-84, where it connects with the Weber River Parkway Trail in Riverdale, but lacks any bike infrastructure within Roy City.

Most streets in the study areas have at least some sidewalk coverage, though there are gaps in the sidewalk network. These gaps are mostly within the neighborhoods north of 4400 South in the station area.

The figures below show pedestrian and cyclist behavior data from Strava. As shown, a relatively large number of pedestrian and cyclist trips are shown on the Rio Grande trail and along 4000 South. A relatively small number of trips access the Roy station via walking and biking.



Figure 3.4: Number of Cyclist Trips (STRAVA)



Figure 3.5: Number of Pedestrian Trips (STRAVA



Image: Pedestrian crosswalk on 4000 South

Transit Service

The Roy FrontRunner station provides regional commuter rail service north to Ogden, and south to Salt Lake City and Provo. Less than one percent of people commute via transit in Roy, likely due to limited first and last mile transit solutions, or proximity and safe access between destinations.

FrontRunner Route 750 provides 30 min peak and 60 min off peak service without any service available on Sundays due to maintenance. The station averages approximately 400 weekday boardings per day. Most FrontRunner passengers arrive at the station via car, though approximately one third of passengers walk, bike, or ride the bus to the station.

UTA Bus Route 604 provides hourly service except for Sundays without any service and connects the Roy Station to nearby neighborhoods, downtown Roy, and Western Ogden. The majority of Route 604 boardings in the station area occur at the FrontRunner station. West Haven Flex - route f620 has 30 min service daily except Sundays without any service.



Figure 3.6: Roy Station Area Existing Transit Service



Figure 3.7: Regional Transit Service

Station Area



Figure 3.8: Regional FrontRunner Stations and Average Weekday Boardings (per day)

Ogden-Hinckley Airport (OGD)

Within one mile of the Roy Station the Ogden-Hinckley Municipal Airport offers general aviation services and Aerospace Facilities for defense Hill Air Force Base related companies. Utah Airways is now offering charter service to many of the West's greatest national parks. Corporate, general aviation and charter flights are also available at OGD.



OGD is an FAA-certified Part 139 airport, with an FAA control tower, two runways, and an all-weather, 24-hour precision ILS approach capability. DC-9s, MD-80s and B-737/727 class aircraft regularly use the airport for cargo and charter operations. The airport is also a weather diversion alternative for Salt Lake International Airport. Ogden-Hinckley Airport is Utah's busiest municipal airport for private planes. More than 400 General Aviation airplanes call the facility home.

Ogden-Hinckley Airport hosts operations for several aerospace and defense companies, including Northrop Grumman, Williams International, and Borsight. Ogden is home to a growing aerospace and advanced manufacturing cluster, and our airport shares airspace with nearby Hill Air Force Base.

Ogden-Hinckley Airport (OGD) could increase transit ridership at the Roy FrontRunner station. With the addition of commercial flights and the aerospace industry at OGD there may be an increase in demand for transportation to and from the airport to the Station. The Roy FrontRunner station is located within one mile of OGD and could serve as a convenient transit hub for travelers looking to connect to the Salt Lake City International Airport via public transportation. This could potentially lead to the expansion of public transportation services, such as bus routes or shuttle services, between the OGD Airport and the Roy FrontRunner station.



Traffic and Safety

The vast majority of residents in Southwest Weber County commute by car, with over 85 percent of people choosing to use personal automobiles to get to work. Average Annual Daily Traffic counts for the 4000 South and 1900 West corridors indicate that these roads are not currently reaching their capacity, however both of these corridors receive poor safety ratings from the Utah Department of Transportation, indicating a need for design improvements that increase safety for all users of these streets. Likely due to the larger Weber County area demographics and limited transit service/coverage in this local suburban context. First and last mile connections will also encourage ridership at this FrontRunner Station

Community Gateways

A community gateway is a defining feature that serves as an entry point for those entering the City. Community gateways at or near Roy include the Ogden Airport, Hill Air Force Base, the Roy downtown area, the FrontRunner station, and the Rail Trail. Thoughtfully designing unique city entrance points contribute to the City's character and identity.



Utility Infrastructure Profile

Potable Water Infrastructure

The service area for the Roy City Water System generally corresponds to the city boundaries. Roy City has no current plans to expand their service area beyond their current planning boundary. It is unlikely that the future boundaries of the water system service area will change significantly in the future, all additional future water demand will be the result of growth within the current Roy City planning area boundaries. Water system facilities are shown in the map found in the Appendix.

The Roy City culinary water system currently provides drinking water to approximately 39,000 people residing in a service area that is defined by the city boundaries. Existing service connections include approximately: 10,600 residential connections; 260 commercial connections; and 70 institutional connections.

Residential Connections	Commercial Connections	Institutional Connections
10,600	260	70

The Roy City Water Department reported that the water distribution system is in generally fair condition with occasional, but manageable, leaks that are repaired as detected. Based on State Standards, the existing reservoirs were exceeding minimum storage volume requirements in 2019, when their most recent Water Conservation Plan was created. The City is planning an additional reservoir to adequately site a location and preserve land for future storage needs.

According to the most recent study in 2019, there have been regional, long-term trends toward lower ground water levels but the production capacities of the wells has not been impacted. Groundwater studies for the region indicate no significant long-term concerns about the viability, recharge, and capacity of the aquifer. Looking long-term, replacement wells may be needed to maintain the reliable supply, but new sources are not anticipated.

Stormwater Management Infrastructure

According to Roy City's Stormwater Management Plan (Updated January 2021), Roy City's storm drainage facilities consist of curb and gutter, storm drain pipe, local and regional detention basins, ditches, and the Howard Slough. Runoff is generally collected by curb and gutter along roadways, and then conveyed by storm drains to detention basins and eventually outfalls that are directly tributary to the Howard Slough or to ditches that soon discharge to the Howard Slough.

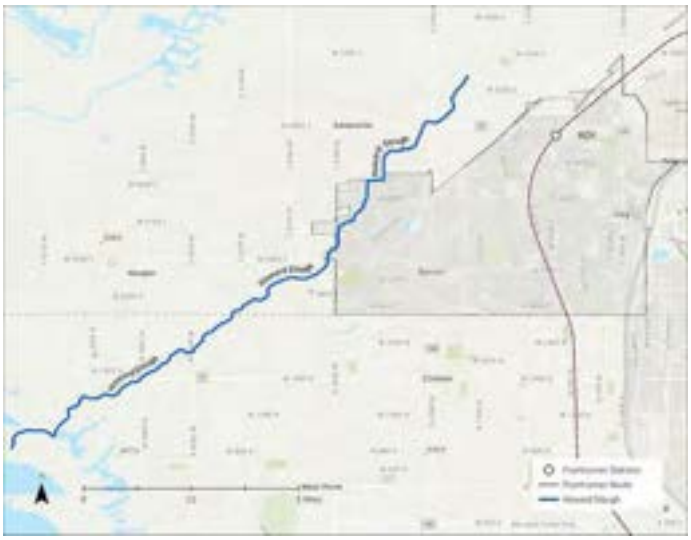


Figure 3.9: Howard Slough map.

The Howard Slough is the receiving waterway for stormwater runoff from Roy City, with the exception of several areas on the east side of Roy City and areas within HAFB that discharge to sumps or retention basins. Protecting and maintaining the slough channel through Roy City has been a priority for storm drainage management.

Power and Communications Infrastructure

Roy's electrical service is provided primarily by Rocky Mountain Power, and its fiber optics network is operated by various providers. Electric power and communications infrastructure is regularly upgraded to provide service to new development, as private companies stand to benefit from a larger customer base.

Civic Space and Greenspace Profile



Figure 3.10: George E Wahlen Park

Green spaces in the station area are the Denver and Rio Grande Western Rail Trail and George E. Wahlen Park.

The rail trail roughly bisects the station area at approximately a 60-degree angle. The trail extends from Hinckley Drive in Roy to W. 400 N. in West Bountiful, spanning Weber and Davis Counties. It is a wheelchair-accessible, asphalt-paved trail for the entire distance and provides for outdoor activities including cycling, inline skating, and walking. Pedestrian access from the station is along 4000 S, due west of the railroad tracks.

George E. Wahlen Park, located at 4200 S 2175 W, is open year-round to the public. The park is owned and maintained by the Roy Recreation Department. Wahlen Park spans 12.68 acres and contains numerous facilities including:

- **Tennis courts**
- **Multipurpose basketball / tennis court**
- **Triplex T-Ball field**
- **Large pavilion (Bower)**
- **Splash pad**
- **Playground; and a**
- **Walking trail**

The park's playground was recently replaced, and numerous parking facilities are spread throughout the park. George Wahlen Park is accessible by foot, bicycle, and vehicle from the station by way of 4000 S and 2175 W St.

The Southwest Branch of the Weber County Library System, located at 2039 W 4000 S, is the one civic space in the station area. This facility also contains the Black Box Theatre (auditorium) and an outdoor theater along the southern façade of the primary structure.

The library is accessible by foot, bicycle, and vehicle from the station by way of 4000 S.

Public and Private Space Utilization

Aside from the civic and greenspace, other semi-public spaces include North Park Elementary School and the Roy Frontrunner station facilities. All other space in the station area is privately held and maintained.

Regulatory & Legislative Review

Stakeholders identified Chapter 13 of the Roy Zoning Code and Utah State Code § 10-9a-403.1 as being pertinent to the development of the Roy City station area plan. Summaries of the two documents are below.

Zoning Code

The Frontrunner Roy station encompasses numerous zoning districts including: Station North; Station South; Station Central; RE-20 Residential Estate; R-1-6 Single-Family Residential; R-1-8 Single-Family Residential; RMH-1 Residential Manufactured Home; and a sliver of LM Light Manufacturing. Nearly all of the land besides that zoned Station North, South, and Central is already developed. Therefore, this Plan is principally concerned with these three districts, all classified as mixed-use districts, regulated by Chapter 13 of the Roy Municipal Code.

As stated by the Code, the purposes of the "chapter are to:

- Assist in the fulfillment of the goals, objectives and policies of the Roy City General Plan and any amendments thereto;
- Stimulate the economy and City revenue by attracting, encouraging and incentivizing, new and existing business, investments, and redevelopment;
- Provide a maximum choice in the types of environments for commercial, employment, and residential uses and facilities; and
- Recognize the existence of areas with unusual development needs or opportunities requiring unique development standards."

Chapter 13 defines uses by whether they are permitted, permitted in upper stories only, permitted with development standards, require conditional use approval, or not allowed. The Code also regulates building types, open space types, landscaping, and parking.

Regarding building types, the Station Central district allows the following: storefront buildings, general stoop buildings, civic buildings, and row buildings. Station North allows general stoops and row buildings. Station South allows row buildings. Each building type has standards regulating building sitting, height, uses, street façade requirements, and roof type.

Highlights of the four building types allowed in the three districts include:

	Station Central	Station North	Station South
Row Buildings	- Max. Height: 60' - Max. Density: 25units / acre	- Max. Height: 60' - 1100' south of Hinckley Drive, the max. height is 35'	- Max. Height: 35' - Max. Density: 18 units / acre
General Stoop Buildings	- Max. Height: 60' - Max. Density: 25 units / acre - 20' setback along 4000	- Max. Height: 60' - Max. Density: 25 units / acre - 1100' south of Hinckley Drive, the max. height is 50'	-
Civic Buildings	- Max. Height: 60'	-	-
Storefront Buildings	- Max. Height: 60' - Max. Density: 25 units / acre - 20' setback along 4000 S	-	-

Table 1: Title 10 Chapter 13 building types and development standards

Zoning regulations laid out in Chapter 13 will govern the recommendations of this plan.



04

ECONOMIC CONDITIONS & MARKET TRENDS

ECONOMIC CONDITIONS
AND MARKET TRENDS

Employment

Among residents aged 16 years and over, 20,898 are in the civilian labor force and experience an unemployment rate of 3.0%. The unemployment rate is down from 6.6% in 2011 due to the national rebound from the Great Recession. Roy City's labor force participation has increased from 70.4% to 72.7% from 2011 to 2021.

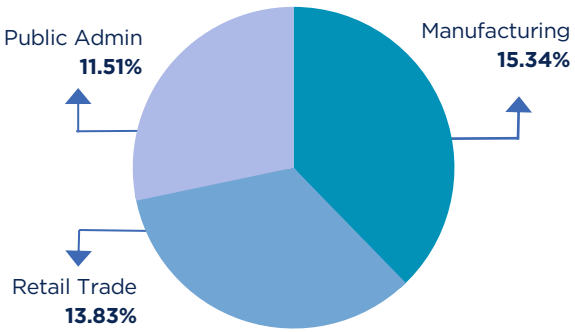
2011		2021	Unemployment Rate	Unemployment Rate is Down
70.4%	→	72.7%	3.00%	6.6%

Of the civilian employed population aged 16 and over, the following NAICS sectors are ranked from most common to least common for industry employers. In the below table, the median earnings in Utah for the respective industry for the past 12 months are listed in the right column, including part-time and full-time employees. These figures do not include individuals who work inside the county and live elsewhere, but rather only those living in the county.

EMPLOYMENT BY TYPE			
Industry	**Jobs**	**%age**	**Utah Median Earnings**
Manufacturing	3,110	15.34%	$46,094.00
Retail trade	2,804	13.83%	$27,113.00
Public administration	2,335	11.51%	$57,592.00
Health care and social assistance	2,026	9.99%	$35,430.00
Educational services	1,248	6.15%	$34,301.00

Table 4.1: Employment Breakdown by Industry Type

The three most common sectors in Roy City are manufacturing (15.34%), retail trade (13.83%), and public administration (11.51%).



EMPLOYMENT BY TYPE			
Occupation	**Jobs**	**%age**	**Utah Median Earnings**
Office & admin support occupations	3,110	15.29%	$31,211.00
Production occupations	2,577	12.71%	$35,869.00
Sales and related occupations	1,889	9.32%	$34,639.00
Business and financial operations occupations	1,537	7.58%	$58,627.00
Management occupations	1,168	5.76%	$71,842.00

Table 4.2: Employment Breakdown by Occupation

The ACS also provides estimates as to which occupations residents hold. The figures below represent the number of Roy residents employed in each respective occupation. In the column on the right are the Utah median earnings in the past twelve months for each respective occupational category, including part-time and full-time employees. The three most common occupations in Roy are office and administrative support occupations (15.29%), production occupations (12.71%), and sales and related occupations (9.32%).

Retail Sales Leakage Data

A Claritas Retail Market Power report was run on December 26, 2022 for 0.5, 1, and 2-mile radii around the Frontrunner Roy station at 4155 S Sandridge Drive. The full results of this report can be found in the Appendix.

Within the half-mile radius of the station area, it is not recommended to have auto-oriented businesses, i.e., gasoline stations (NAICS 447), motor vehicle and parts dealers (NAICS 441), and non-store retailers (NAICS 454). Therefore, this Plan does not recommend the development of new auto-oriented businesses within the half-mile radius regardless of demand. It is also important to consider that: the half-mile area indicates one is more likely to walk; the one-mile area indicates one is more likely to use a bicycle, e-bike, or another form of light individual transportation (LIT); and the two-mile area indicates one is more likely to drive.

The only NAICS sector within a half-mile radius of the station to have a surplus supply currently is NAICS 445 - food and beverage stores. The one sub sector within NAICS 445 to not have a surplus supply is NAICS 44512 - convenience stores.

The five (5) retail sectors with the largest gaps within a half-mile radius (excluding NAICS 441, 447, and 454) are the following:

1	2	3	4	5
Food services and drinking places	**Building material and garden equipment and**	**Health and personal care drug stores**	**Clothing and accessories stores**	**Furniture and home furnishing stores**
(NAICS 722)	(NAICS 444)	(NAICS 446)	(NAICS 448)	(NAICS 442)

These five sectors are best positioned for pedestrian-oriented development within the station area with features such as limited parking, enhanced light individual transportation (LIT) infrastructure, and street-facing entrances. Considering that pedestrians and LIT users are unlikely to be able to carry more than twenty (20) pounds of goods home, the goods / services provided by these retail establishments must be consumed on-site or light enough for non-motorists to transport home. For example, a garden supply store may sell small plants and light garden supplies, or a furniture store may be a showroom that primarily offers delivery.

Similarly, the five (5) retails sectors with the **largest expected compound annual growth rates** from 2023-2028 within a half-mile radius (excluding NAICS 441, 447, and 454) are the following:

1	2	3	4	5
Building material and garden equipment and	**Health and personal care drug stores**	**Furniture and home furnishing stores**	**Electronics and appliance stores**	**Food services and drinking places**
(NAICS 444)	(NAICS 446)	(NAICS 442)	(NAICS 443)	(NAICS 722)

These five sectors are best positioned for growth within the station area. Similar to the previous section, these retail establishments should ensure accessibility for pedestrians, mobility aid users, and LIT users.

NAICS SUBSECTORS WITH THE LARGEST OPPORTUNITY GAPS WITHIN A 1 MILE RADIUS			
NAICS Category	**2023 Demand ($)**	**2023 Supply ($)**	**Opportunity Gap / Surplus ($)**
Full-service restaurants (NAICS 722511)	12,135,700	1,072,115	11,063,586
Pharmacies and drug stores (NAICS 44611)	10,871,790	316	10,871,474
Warehouse clubs and supercenters (NAICS 452311)	21,892,024	11,534,635	10,357,389

Table 4.3: Largest Opportunity Gaps by NAICS Subsector

Each NAICS sector has significant variation within, both in terms of market demand and compatibility with the station area design. Stakeholders should seek to recruit retail tenants that have gaps in supply, have positive growth outlooks, and foster pedestrian activity.

Market Data

The following 2021 market data for Roy City is provided by EASI Demographics. While this data represents residents and visitors, there is no best way to determine what percentage is non-resident spending. Therefore, this analysis will break it down by the number of households in Roy City - 12,912 households as of 2021. Total consumer expenditures in Roy City are similar to state and national spending habits across all categories with 0.5% variation at most for the housing and transportation categories. This variation is negligible but points to lower housing costs and higher transportation costs than state and national costs.

TOTAL CONSUMER EXPENDITURES (THOUSANDS)					
Category	**Expenditure**	**$ Per Household**	**% of Total**	***UT %***	***US %***
Total annual expenditures	$1,009,319,000	$78,169.03			
Food	$129,698,000	$10,044.75	12.9%	12.8%	12.7%
Housing	$322,376,000	$24,967.15	31.9%	32.0%	32.4 %

Table 4.4: Consumer Expenditure Metrics

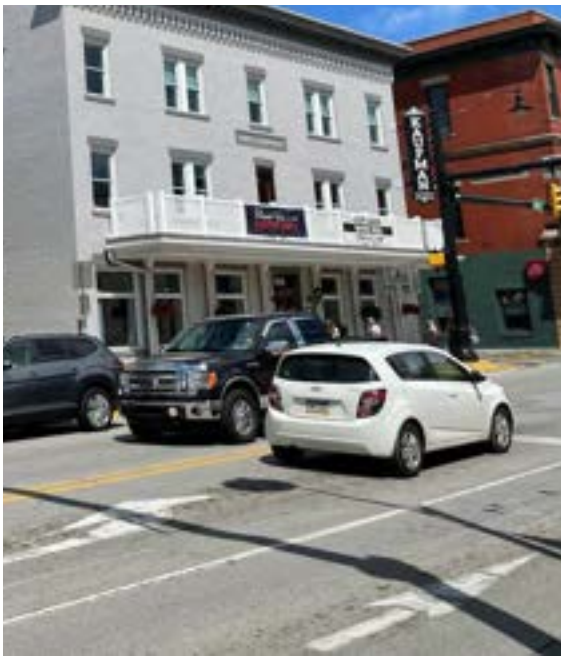


Image: Active Transportation and Transit Vision

Market Trends and Opportunities

Currently the trade area supporting the Roy station area is demonstrating unique attributes and opportunities. Each of these items is impacting the overall viability of site development to meet a maximally productive or civic use. While there are a variety of opportunities available, it is important to also identify applicable trends that will provide a sustainable community long-term. To aid in this, we are providing a series of market trends and their corresponding opportunities:

MARKET TRENDS AND OPPORTUNITIES		
MARKET TREND TYPE	**MARKET TREND EXPLANATION**	**CORRESPONDING OPPORTUNITY**
Missing Material Possession Spending	Trends in recent expenditures are demonstrating a desire to provide more expenditures at local establishments. This trend provides opportunities for expanding local entrepreneurship, while providing additional tax revenue for the community.	There is opportunity for expenditures in retail and service based NAICS codes.
Dining Establishments	Dining establishments are changing from long-tenure establishments to fast casual, providing increased opportunities for counter-service or other facilities that are offering a more time- or lifestyle-sensitive options.	The corresponding opportunities for this include providing dining establishments, which are reported as 10.16% undermet within a 1 mile radius.
Convenience and/or Necessity Purchases	Convenience stores are rising in popularity as an "old fashioned neighborhood market". These locations serve as a facility for quick purchases of necessity items.	This opportunity corresponds to a 94% leakage within a half-mile radius and a 89.2% leakage within a one-mile radius. This demonstrates a dire need for commodity purchases locally.
Moderate Housing	Moderate housing (up to $300,000) is an elusive typology that many municipalities are attempting to achieve as an effort to solve the current housing issues in the Wasatch Front.	Currently, Roy City and the surrounding area is underserved in moderate housing that will meet the needs of a diversifying socio-economic group within the City.
Missing Middle Housing	Over the past decade, there has been an effort to provide more affordable housing, and more single-family detached dwelling units. This lack of variety is causing undue hardships for young families who have outgrown current situations or desire further options.	Missing middle housing is currently offered in limited quantities within the City, causing families and professionals to move to surrounding areas to meet their needs for personalized housing choices.
Walkable Shopping Districts	Walkable shopping districts are growing in popularity, primarily due to their 75% increase in expenditure capture over standard shopping malls or auto-centric facilities.	Due to the site topography and land-locked status, the entire development site would serve as a destination or walkable community, meeting most necessity purchases and some desired purchases.

The Frontrunner station within Roy can help facilitate all of these missing or underserved areas, while also conforming to current trends. This is due to the unique availability of location, site topography, and high ridership. Through the implementation of these trends, the community would be able to provide the region with a small-scale development example of TOD or transit friendly development, designed with the person first, and ROI second.



05 PREVIOUS PLANS & REPORTS

Roy City has been a part of a variety of planning efforts throughout the years.

Though each plan has a different area of focus, there are many common goals and ideas that are seen within many of the previously adopted planning documents. There is a common goal to implement high-density / transit- oriented development in the area surrounding the station area. Mixed-use development and multimodal connectivity are two of the identified methods needed in order to successfully implement this vision.

General Plan (2023)

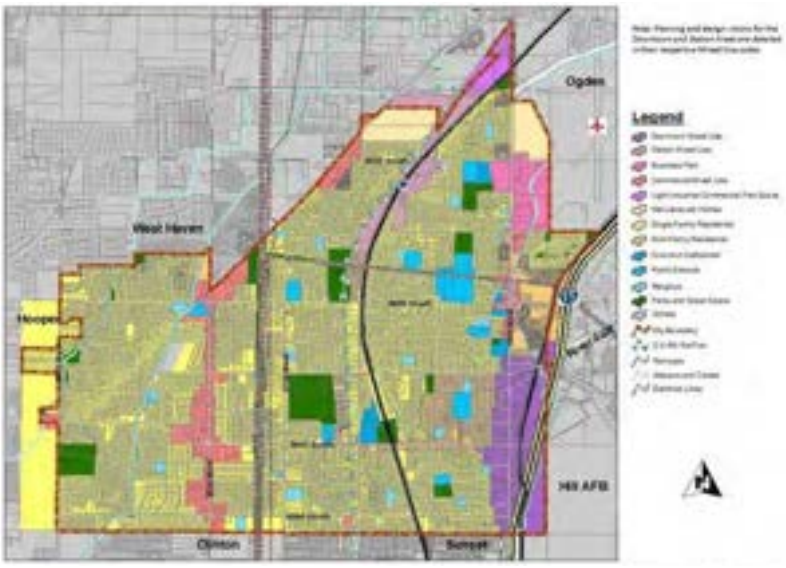
The 2023 General Plan is the first update since the construction of the Frontrunner station. The plan details the City's existing conditions, analyzes issues and opportunities, and identifies a common vision and direction for Roy. Highlighting that the City has nearly built out all available land, the plan identifies strategies to promote a high quality of life in the City while continuing to allow for growth.

A thorough public input process led to the identification of eight principles to guide future growth in Roy. These principles are intended to intertwine and work together to shape recommendations and projects for the City for the next ten to twenty years.

- **Build upon the city's established history, patterns, and character.**
- **Leverage the positive aspects of a built-out city.**
- **Create an attractive and easy-to-navigate downtown.**
- **Concentrate development and redevelopment near the city's core and transit.**
- **Protect and enhance neighborhoods.**
- **Encourage neighborhood identity and self-expression.**
- **Create a cohesive city made up of distinct neighborhoods, nodes, places, and destinations.**
- **Connect the city through efficient, multi-modal transportation.**

The General Plan's vision recognizes the significance of the city's history, green infrastructure, diverse housing options, safe and sustainable transportation, vibrant neighborhoods, and distinct character. Combining these assets, the plan envisions the Frontrunner station area as a major mixed-use community node, with specific elements to support station area development, such as boulevards, on-street parking, shared e-bikes and e-scooters, hybrid codes, and diverse housing options. As shown in the 2023 GP Future Land Use Map, the majority of the station area is designated for station mixed-use and single-family residential use.

Figure 5.1: Current Future Land Use Map



Transit-Oriented Development (TOD) Design Guidelines (2014)

There are three main goals UTA identified in the Transit-Oriented Development (TOD) Design Guidelines.

Increase ridership. Increasing development is one way to accomplish this. There is flexibility related to use and density of this development and it could come from commercial, residential or mixed-use uses.

Optimize developable land and support regional growth visions. The design guidelines support land use that reduces the negative growth impact of development. It references the Envision Utah goal of accommodating 33% of future development on 3% of available land and the Wasatch Choice 2040 goal of developing higher density centers and corridors serving high-capacity transit.

Generate revenue. A suitable return on development is required to continue providing effective and efficient transit operations. The continued success of transit is necessary for the long-term viability of transit-oriented development.

The outlined design guidelines are broken into two categories. Some guidelines are a requirement for development while others are more conceptual and open to some flexibility as long as the overall intent of the guideline is still met. Additionally, critical infrastructure for the transit system needs to be maintained within the design and the transfer between rail and bus transit needs to remain safe and convenient.

Increasing connectivity within design is identified as an important way of accomplishing the TOD design guideline goals. The design guidelines discuss pedestrian, bicycle, automobile, and transit connectivity needs and explains how multimodal connections are necessary for the successful implementation of high-density development.

Pedestrians and cyclists need to feel safe while walking throughout the area. Narrow streets laid out in a grid system with short blocks allow pedestrians to easily navigate from start to end point. Providing wider sidewalks, shared-use paths or designated bikeways and bicycle parking are ways to encourage cyclists to travel through the area. Limiting driveways, adding buffering, trees, scaled lighting, furniture and wayfinding signage are all ways to increase usage and increase safety.

Automobiles should also still be able to navigate through the area. It is important to design for safe and efficient drop off sites at transit stations and to provide park and ride locations for those utilizing transit. At each station or transit facility, design elements are needed to ensure users can easily switch from one mode to another. Future capital projects at these facilities should also be considered when development is occurring.

Wasatch Choice 2050 (2016)

The plan focuses on the need for economic and housing revitalization as the population of the 4-county region and state continues to grow. Each goal addresses the need to provide transportation options, affordable housing and open space and the interrelatedness of these topics. Having efficient, interconnected systems within the community reduces expenditures and increases overall affordability for residents.

The importance of transit options is highlighted throughout the plan. Communities with well-planned transit-oriented development are likely to be walkable and attractive, provide housing and employment opportunities and provide multiple transportation options. People are more likely to walk and bike in areas where the trip from starting point to end point is short and when streets are well connected.

Housing within these mixed-use centers should be affordable and available to people at all life stages. Employment opportunities increase as businesses seek communities with affordable housing near work, efficient transportation, strong educational facilities, a vibrant urban core and recreational opportunities. Collaboration within the region is necessary in order to make the Wasatch region competitive with regions across the country.



Figure 5.2: Active Transportation and Transit Vision

Focus Roy Station Area Plan (2017)

The 2017 Roy station area plan outlines many goals for the redevelopment of the area directly surrounding the Roy FrontRunner transit station.



Figure 5.3 Focus Roy Map

The area is currently made up of a significant amount of vacant and underutilized land which provides a relatively blank slate to develop a transit-oriented community. The addition of mixed-use retail, dining, entertainment, etc. within the station area will make Roy City a regional destination for surrounding communities. Roy City will need to work with UTA to ensure that the area meets the criteria to implement this type of development with available land, public and political support, accessibility, and market support.

In order to implement transit-oriented development within this area, the plan identifies the need to create a more connected and efficient street network to move all modes of transportation throughout the station area and City as a whole.

There are currently limited local connections to the station Area and recreational opportunities. In order to increase inter-city connections, the plan recommends promoting high-density transit-oriented development surrounding the station, encourage building heights of 4 - 5 stories with active ground floor commercial uses and upper floor mixed-income housing options, providing access to the Denver and Rio Grande Rail Trail, and creating a highly walkable and bikeable area with wide sidewalks, shared-use paths and wayfinding signage to make rail and bus transportation accessible for all users.

Transportation Master Plan (2018)

The importance of regional connection is a theme throughout the Transportation Master Plan.

The plan predicts an increase in roadway usership, both on major roadways and local roads in the future and discusses the various methods that will need to be implemented to ensure continued safe and efficient travel. The benefits of roundabouts and signalized intersections are discussed along with various traffic calming measures. Additionally, the plan recommends the expansion of alternative transportation methods and encourages facilities along the boundary of the City be considered in order to ensure seamless connection with surrounding communities.



Figure 5.4: Active Transportation and Transit Vision

In order to successfully redevelop the Roy station area, connectivity within the area and City as a whole will need to be addressed. The plan calls for improvements to be made to the bicycle, pedestrian and multimodal transportation system. The implementation of higher density residential and/or commercial development within the station area will increase the need for these alternative transportation methods. An inventory of current conditions, barriers and missing connections will need to be completed before the phased implementation of facilities and routes. The ability to easily switch between modes of transportation is another consideration identified within the plan.

2015 Hill Air Force Base - Falcon Hill Master Plan

The Hill Air Force Base is directly east of downtown Roy.

The base is a major job center for the area. It employs 16,000 civilian employees and 5,000 military personnel. In addition to military operations, the base is planning to develop 74 acres with mixed-use development containing retail, office, flex space and hospitality services. This development will take place in 4 phases. This development will be located within close proximity to downtown Roy.

Ogden / Hinckley Airport Master Plan (2020 Draft)

The majority Ogden-Hinckley Airport (OGD) is located just outside of Roy City, however, a small portion of the perimeter fence is within the City.

Despite the majority of the airport being outside of Roy, improvements and changes to operations at the airport have an impact on the City. The airport is an important regional air transportation asset. Its 720 acres accommodate travel from small/private aircraft, business travel, cargo and military operations and commercial flights.

In 2017 OGD had 20,324 enplaned passengers. The report outlines a number of different forecasting models to predict future usership. The preferred forecast estimates that the number of passengers will grow to 26,007 in 2023 and 32,196 in 2038. This will likely be supported if population and business continue to grow in the region.

The plan outlines several design alternatives for renovation and expansion at the airport. Several of the alternatives call for land to be acquired and developed with a FrontRunner transit station or other compatible commercial or hospitality service development.

Moderate Income Housing Chapter (2021)

The Moderate Income Housing Report of 2021 outlines that a preferred 10%-20% of units built on CRA properties should be affordable. This is identified in the general plan ,chapter 4. Many of the goals in this chapter are related to increasing available housing within the station area surrounding the FrontRunner transit station.

One goal is to amend zoning regulations to allow for higher density and/or moderate income housing within commercial and mixed-use areas. This type of development should be encouraged in close proximity to major transit investment corridors, such as the station area. Another amendment would be to modify parking requirements in transit-oriented development areas and provide incentives for the development of low and moderate income housing units. There have been good conversations about this goal related to a couple sites within the station area.

The report also outlines ways that the City can reduce fees or provide financial incentives for developers who provide moderate income housing options. Reducing impact fees, permitting costs and other expenses will reduce the cost of overall development thus reducing the overall cost of each unit. City departments would need to review fees related to this kind of development and Council would need to approve the updated fee schedule. The City could also apply for grants or partner with an organization who applies for affordable housing program grants.



06

MARKET CONDITIONS
& GAP ANALYSIS

When planning a community node, it is essential to match the proposed development scenarios to the available or projected demand within the market. This includes projecting growth, development, and retail/service-based demands for up to 10 years. To conduct these projections, a detailed analysis of the historical and current data must be completed, learning about spending habits and growth while also matching them to external influences that drive critical events in the local ecosystem. Information in this chapter outlines this data about the station area.







Historical and Current Revenue Capture Data

As the City of Roy has grown and developed, it has witnessed considerable changes over the past two decades. These changes have brought in a more diverse variety of housing and amenities, each imprinting on the residents. However, this growth has not been constant or uniform across all categories. Below is a chart that demonstrates the historical data, critical changes, and why it is impactful to the community.

HISTORICAL DATA/CRITICAL CHANGES				
Historical Figures	**2010 Figures (municipal revenue capture)**	**2020 Figures (municipal revenue capture)**	**Witnessed Change (7-year annual average change)**	**Corresponding Opportunity**
Non-Store Retailers	$1,331,595	$4,4691,165	17%	This category of retailers has grown over the last decade, demonstrating the power of home-based businesses. However, as these businesses grow, they will need transitional or smaller spaces to facilitate their continual growth.
Construction	$366,836	$3,066,168	19%	Construction work (NAICS 2300) includes residential, commercial, and industrial construction. This increase demonstrates a category of services that is matching the development pressures locally.
Manufacturing	$1,135,359	$13,518,200	27% (171% increase reported from 2020 to 2021	Manufacturing jobs appear to be in smaller to medium sized facilities, specifically providing necessary blue-collar jobs and growth in the middle class.
Wholesale Trades	$5,000,000	$191,496	26%	Wholesale trades are a vital backbone to a strong community, providing a necessary business-to- business transaction. This growth demonstrates many companies moving from smaller to medium-sized.

HISTORICAL DATA/CRITICAL CHANGES				
Historical Figures	**2010 Figures (municipal revenue capture**	**2020 Figures (municipal revenue capture)**	**Witnessed Change (7-year average annual change)**	**Corresponding Opportunity**
Arts & Recreation	$2,422,116	$3,485,029	12%	Arts and Cultural revenue generation is the hallmark of a vibrant and locally driven economy. This NAICS code includes artist, musical, recreational, and other locally based businesses that support quality of life.
Food Services and Drinking Places	$71,583,470	$123,432,438	5%	As a community grows and densifies, it is vital that residents have ample opportunities for purchases of "food away from home" and this growth is on track for another percentage point increase in the tax year 2023.

Table 6.1: Historical Data and Corresponding Opportunities

All information represented above was historical tax collection statistics as reported by the Utah Tax Commission. The above-referenced figures demonstrate a community desirous to experience change, accepting of different viewpoints, and welcoming new residents. These critical factors are important to retain as the community grows and diversifies.

Utilizing them as core tenants of the station area plan will draw upon the values of the residents while paying homage to the history of the community.

Missing GAPS

MISSING GAPS				
Category	**NAICS Code**	**Demand (2022 - 1 Mile Radius)**	**Supply (2022 - 1 Mile Radius)**	**Opportunity for Additional Capture**
Convenience Stores	44512	$1,199,931	$129,553	$1,070,377
Hardware Store	44413	$1,074,224	$44,155	$1,030,069
Pharmacy	44611	$10,871,790	$1,795	$10,871,474
Electronic Stores	443142	$2,698,486	$76,507	$2,621,979
Clothing & Accessory Stores	448	$10,920,343	$962	$10,919,381
Limited-Service Restaurants	722513	$10,420,283	$5,719,773	$4,700,510
Full-Service Restaurant	722511	$12,135,700	$1,072,115	$11,063,586

Planning an area of higher-density development adjacent to a transportation node will always provide changes to an existing local ecosystem. Therefore, it is vital to incorporate a series of amenities or services that will provide the highest return on investment (ROI) and, more importantly, provide the community with an improved quality of life. These items are often represented on market data as a missed opportunity or GAP in services. This is denoted by a figure that is below the demand of the same.

Table 6.2: Gaps in Services and Amenities

Identifying the missing gaps in services or amenities is only part of the equation. Building needs and statistics must also be reviewed for applicability to ensure they are a likely probability for inclusion into the station area. Below is a chart that outlines the applicability review determinations for each of the above categories.

MISSING GAPS				
Category	**Population Minimum Threshold**	**Location Preferences**	**Signage Typology**	**Average Square Footage Required**
Convenience Stores	10,000	Corner with high visibility	Free Standing and Building Mounted	5,000 - 7,500
Hardware Store	5,000	Near parking for deliveries	Simple building mounted	3,500 - 5,000
Pharmacy	5,000	High visibility	Free Standing and Building Mounted	7,500 - 10,000
Electronic Stores	15,000	Corners with large amounts of display or retail space	Internally lighted and window signage	2,500 - 4,000
Clothing & Accessory Stores	10,000	Retail window spaces	Building- mounted signage	7,500 - 10,000
Limited-Service Restaurants	5,000	Secluded or personal spaces off roadway	Building-mounted signage	3,000 - 5,000
Full-Service Restaurant	5,000	Secluded or personal spaces off roadway	Building- mounted signage	2,000 - 3,000

Table 6.3: Gaps in Services and Amenities

All information as represented above was reported from Claritas, Inc. This dataset is built from a variety of resources, including Census Data, Statistical Representations, and Sales Capture Information. All information must be verified for applicability before final determinations are made for actionable steps or council action.

Projected Demand Growth

Just as crucial as identifying the GAPS in the current market expenditures are forecasted areas where future growth is projected. Depending on the location for a project within the City of Roy, there may be different projections due to access and proximity to critical external influences. For the station area plan, we reviewed an area of up to two miles from the proposed station area. Outlined below are the highlighted areas of growth as defined by two critical metrics, specifically the Utah Tax Commission and CoStar/Claritas Datasets:



Utah Tax Commission Forecasts:

The Utah Tax Commission prepares "taxable Sales Reports" which create summation tables for all "sales and use taxes" collected by the City. Fortunately, the City of Roy is a city of significant enough size to have specific reporting statistics.

Information is gathered from submitted sales tax returns (monthly, quarterly, or annually), demonstrating a true and accurate representation of figures captured by business typology. The smallest range of dataset we could pull from the Utah Tax Commission is the entire City. The reported figures below are for the whole of the municipality.

TAX COMMISSION FORECASTS			
Category	**7-year Average Annual Growth**	**2023 Revenue**	**2028 Revenue**
Health Care & Social Services	10%	$4,602,472.19	$9,781,630.16
Transportation & Warehousing	17%	$126,360.55	$669,107.13
Retail - Appliance Store	8%	$7,378,853.16	$15,733,756.31
Manufacturing	9%	$17,202,316.46	$69,948,397.84
Hobby, Sporting Goods, Bookstores	4%	$2,697,764.88	$5,045,991.30

Table 6.4: Tax Commission Forecasting

Information outlined above includes a review of statistical tax revenue generation, forecasted into the future based on historical growth figures. Aggregate growth for seven years (average) was used to forecast growth over a period of five (5) years. Detailed tables are provided as an appendix to this report.

CoStar/Claritas Forecasts:

This dataset is more nuanced to represent detailed NAICS levels for retail-specific categories. These figures are reported as a 3%-5% margin of error, creating a matrix of highly reputable data that can be utilized to project future growth.

Information outlined above represents a series of retail establishments or end-user types that have an above average growth projected for the next five (5) years.

FUTURE GROWTH FORECASTS			
Category	**Annual Growth Projection**	**2023 Revenue**	**2028 Revenue**
Furniture Sales	3.98%	$13,519.965	$16,436,297
Electronics Stores	3.60%	$8,178,784	$9,760,882
Pharmacies	4.18%	$32,902,913	$40,375,000
Gas Stations	4.27%	$54,425,025	$67,084,544
Pet Supplies Store	5.03%	$2,714,751	$3,469,412
Limited Service Dining	3.42%	$31,376,370	$43,038,777
Toy, Game, and Bookstore	3.55%	$2,516,260	$2,853,706

Table 6.5: Future Growth Forecasting

Other areas are projected to grow, but these were marked as the most important or impactful based on the GAP analysis. A full report of the findings and datasets is provided in the appendix section of this report.

Copies of all projection and modeling are provided in the appendix section.

Void Analysis

A void analysis is performed by reviewing the existing area, documenting the location of surrounding similar businesses, and providing a numerical value to their likelihood of locating within the project area, based on a score out of 100. For this purpose, the review area was determined to be a search radius of a 7-minute drive. This determination was based on regional factors such as other economic generators, big-box store locations, and critical factors. The result of this process is a list of specific tenants and other service providers who may be interested in locating within the municipality based on the following parameters:

- ☑ **Company development trends**
- ☑ **Proximity to other similar facilities**
- ☑ **Accessibility to untapped market demand**
- ☑ **Community socio-economic characteristics**

Below is a map of the void analysis study area and a list of highest rated user types/businesses:

End-User	Probability Score (out of 100)
Mountain America Credit Union	91
Duluth Trading Company	79
Cricket Wireless/Boost Mobile	84
Planet Fitness	81
New Balance	73
Walmart Neighborhood Market	82
Sodalicious	89
Denny's	84
Dickey's BBQ Pit	81
Hungry Howie's Pizza	82
Champs Chicken	91
Ziggy's Coffee	91
Megaplex Movie Theater	84
GNC	81
Camping World	90

Table 6.6: Probability of End-Users

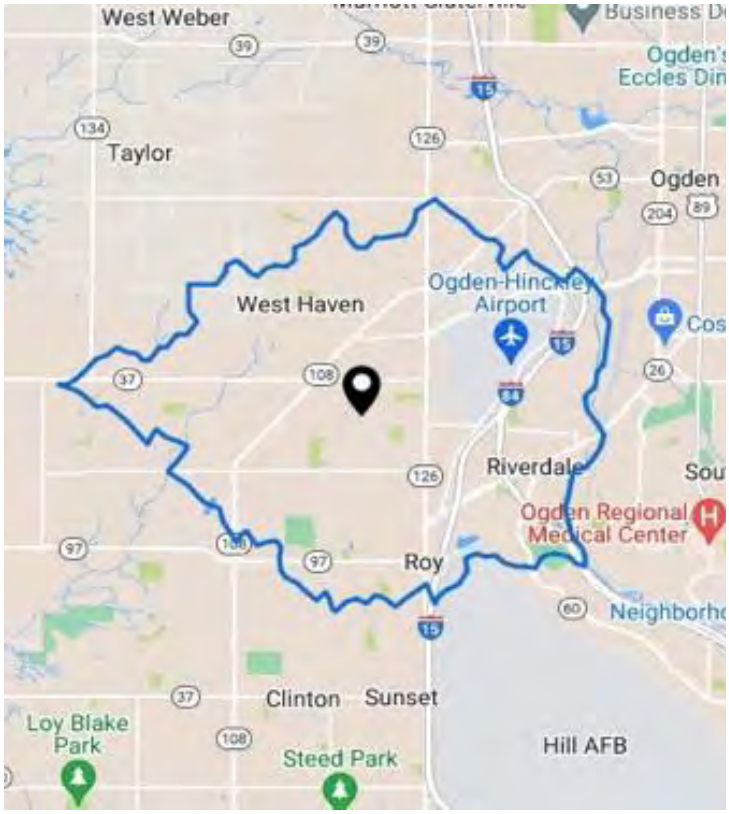


Figure 6.1: Void Analysis Map

The full void analysis report is provided in the appendix section. The information outlined above was end-users determined to be compatible with the overall station area development patterns, including size and access restrictions.

Matching Probabilities

While many opportunities are available for the greater Roy area, the station area plan boundaries have a more limited set of opportunities. This is partly due to the topographic site constraints and ingress/egress limitations. Based on this, a short list of likely end-user typologies and their requirements is provided below:

MATCHING PROBABILITIES				
Category	**Building/ Location Size**	**Preferred Location**	**Annual Revenue Per Business**	**Additional Notes**
Convenience Stores	5,000 - 7,500	Close parking	$1,750,000	General staples and purchases
Small Scale Grocery	7,500 - 10,000	Entry to development site	$6,350,000	First floor location with potential for LED signage
Limited-Service Dining	3,000 - 5,000	Close proximity to RR crossing or platform disembarkment	$1,300,000	Counter service type restaurants
Hobby/Book Store	2,500 - 4,000	Second floor over restaurant or cafe	$950,000	Must be targeted with a specialty to the site demographics
Full-Service Dining	2,000 - 3,000	Areas with potential for outdoor dining	$1,150,000	End-user type must be a regional amenity, not a copy of another
Boutique/Niche Clothing	1,5000 - 2,500	Smaller spaces with easy access and high visibility	$800,000	Womens and mens clothing are underserved in the region
Home Decor/ Decorating Stores	1,500 - 2,500	Corner location for additional window space	$1,000,000	Provide for a matching clientele, aged 20s - 30s
Coffee Store/Bakery	1,000 - 3,000	First floor under book or hobby store	$975,000	Should be partnered with the hobby or bookstore

Table 6.7: Probability of End-Users in the Roy Station Area

All of the above elements are tailored to fit into a mixed-use or commercial area, drawing on the population present and forecasted. Through this symbiotic relationship, the Roy station area can become a regional destination known for its attractive attributes, with convenience of mass transit to regional employment centers.



07

PUBLIC ENGAGEMENT SUMMARY

Overview

Over the course of three months, the City of Roy developed the Roy City station area plan through a consultant-guided process.

The process included engagement through three (3) in-person events, one-on-one stakeholder meetings, and public meetings including interactive maps and exercises. The community gave input on a future land use strategy and design considerations.

The project is centered around the Roy Frontrunner station, which has been identified in Focus Roy City (2017) as a key area for transit-oriented development within the City of Roy. Changes to the city zoning standards have been implemented to accommodate and encourage mixed-use development that supports this area as a potential regional destination in the station area.

Area Stakeholders

A collection of project stakeholders were identified during the initial outreach planning, and invited to three (3) small group meetings to review their experience in the neighborhood, help guide the process, and review material for and drafts of the station area plan. These stakeholders included:

- ☑ **The Utah Transit Authority (UTA)**
- ☑ **The Union Pacific Railroad Company**
- ☑ **Adjacent Landowners**
- ☑ **Property Developers**

Outreach

Intensive public outreach efforts were conducted over the course of three (3) months. These meetings included a combination of one-on-one meetings with both area stakeholders and the community to provide feedback and guidance for the station area plan. The outreach efforts were as follows:





Figure 7.1: Community Open House Events

STAKEHOLDER MEETING #1	**DATE** JANUARY 04, 2023 **LOCATION** CITY OF ROY MUNICIPAL CENTER	The first meeting was both to introduce the impetus of the station area plan, as well as to gain insight into the opportunities and challenges present in the station area. With the goal of understanding the station area as it relates to the immediate neighborhood and the greater city, stakeholders voiced initial thoughts and considerations for the consultant team to carry forth during the development of the station area plan.
STAKEHOLDER MEETING #2	**DATE** FEBRUARY 09, 2023 **LOCATION** CITY OF ROY MUNICIPAL CENTER	With the feedback from the first stakeholder meeting, a follow up meeting was organized to gather feedback from stakeholders on development typologies, and craft initial station area plan scenarios. This meeting established two preliminary scenarios of the station area and its associated development typologies. These two preliminary scenarios will be examined in the following sections.
COMMUNITY OPEN HOUSE	**DATE** FEBRUARY 15, 2023 **LOCATION** CITY OF ROY MUNICIPAL CENTER	The community was invited to the City of Roy Municipal Center open house meeting on February 15th, 2023. Those in attendance provided additional feedback to supplement that of the stakeholders', and informed the consultant team what they felt would be most appropriate to see introduced in the station area.
STAKEHOLDER MEETING #3	**DATE** MARCH 01, 2023 **LOCATION** CITY OF ROY MUNICIPAL CENTER	After identifying a preferred scenario for the Frontrunner station area plan through community feedback, the consultant team presented a draft of the station area plan pursuant to the input provided. This meeting served to gather initial feedback from the stakeholders for the coming iterations of the station area plan document.



08 SCENARIO PLANNING PROCESS

SCENARIO PLANNING PROCESS

Information outlined in this section is a highlight and overview of the scenario planning process that was utilized to help build a sustainable and community-focused station area typology.

This process was undertaken with public engagement and steering committee review, ensuring that the greater public good was met, while working within the defined parameters of the municipal code.



1. **IDEATION & INVESTIGATION**
   Working with Stakeholders to understand current conditions, visions & goals for the station area.

2. **MARKET RESEARCH & ANALYSIS**
   Understanding current conditions, missing services & projected growth in market analysis.

3. **SCENARIO DEVELOPMENT**
   Preparing scenarios, each providing a different final construction or development process.

4. **SCENARIO REFINEMENT**
   Fine-tuning results to balance market attainability & necessary community elements.

5. **PREFFERED SCENARIO PREPARATION**
   Preparing final scenario to outline layout, density & site development details.

6. **IMPLEMENTATION STRATEGY**
   Creating implementation strategies help to dictate overall look, feel & development of the station area.

Initial Land-Use Scenario Methodology & Process

Drafting Development Typologies

As mentioned above, the second stakeholder meeting was intended to introduce various development typologies to the stakeholders. These five (5) development typology categories were presented as individual boards, each being color-coded and showing visual samples of what these types of developments tend to look like and how they are organized (see Appendix). The five topologies are as follows:

01	02	03	04	05
COMMERCIAL	MIXED USE	MULTI-FAMILY	SINGLE-FAMILY ATTACHED (Townhomes)	SINGLE-FAMILY

Each development typology provided details of average levels of density, square footage of both residential units and commercial totals for the surrounding area, pursuant to Title 10, Chapter 13 of the Roy Zoning Code (RZC).

Preliminary Scenario Plan

Stakeholders were then invited to interact with a gridded map of the station area. With game tiles color-matched to the development typologies, stakeholders were instructed to place tiles within the grid to show preferred development types along the station area (Figure X). Each type of tile provided information such as:

- **Property Tax Potential**
- **Sale Tax Potential**
- **Projected Number of Jobs Created**
- **Projected Square Feet of Development Typology Created**

DRAFT SCENARIO #1	Scenario #1 primarily focused on maximizing medium-to-high residential dwellings, with minimal implementation of mixed use development around the Frontrunner station. This would provide a small commercial base for the station area, but provides accessible transportation to a large number of residents.
DRAFT SCENARIO #2	Scenario #2 featured an urban core consisting of mixed use and commercial development in parcels within a short radius around the Frontrunner station, with high density residential dwellings sitting immediately adjacent to this urban core, and single family attached developments on the ends of the station area. This draft scenario would leverage the maximum buildout potential of the area around the Frontrunner station, and would prioritize higher density housing over lower density housing.
DRAFT SCENARIO #3	Scenario #3 featured a commercial core consisting of parcels just surrounding the Frontrunner station, with abutting medium-to-low density residential development types surrounding that core. This scenario encourages commercial opportunities, while also providing a transitional buffer for the single family residential areas east of the project site. High density residential development occupies the northern portion of the station area.
DRAFT SCENARIO #4	Scenario #4 replaced the previous commercial-only core with a mixed use development type. Surrounding residential development types remain the same. This scenario combines the transitional buffer between the existing single family residential neighborhood while incorporating a balance of residential and commercial development types surrounding the station.



Stakeholder Meeting



Draft Scenario #1



Draft Scenario #2



Draft Scenario #3

Refined Scenario Plans

With draft scenarios completed, the consultant team guided the stakeholders through an exercise in visualizing what those station area concepts would result in. These results included a projected number of feasible residential units, retail and office square footages, as well as fiscal, accessibility, and walkability metrics. With this information, project stakeholders narrowed the options down to two (2) scenarios, which would later be brought to the public for consideration.

Refined Scenario - Mixed Use

The Mixed Use Scenario is defined by a mixed use core within the parcels abutting the Roy City Frontrunner station, with a combination of retail, office, industrial, and residential uses. To bolster the accessibility to and vitality of this dynamic station area, there are a variety of residential development typologies to the north, east, and south of the mixed use core.

One of the main components of this scenario is that it runs most parallel to the anticipated development pattern and general vision described in Focus Roy City (2017).

The action plan made recommendations to create and adopt appropriate design and development standards consistent with a mixed use zoning designation, which has since been adopted in the municipal code. With minimal existing developments in the station area, the Mixed Use Scenario is projected to result in an exponential increase in the number of jobs, retail space, and housing available in the station area (see Appendix).

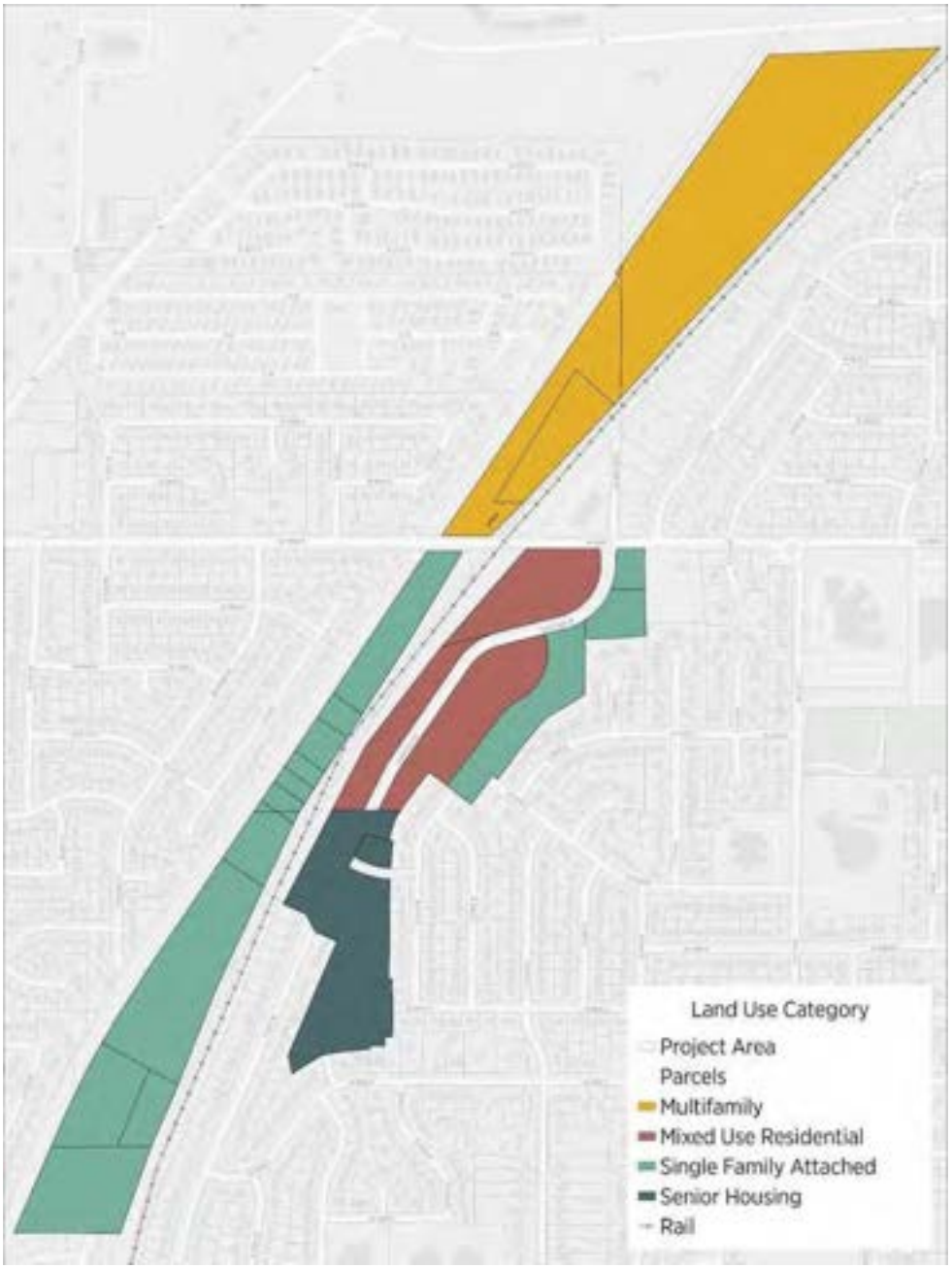


Figure 8.1: Mixed Use Scenario Diagram

Refined Scenario - Commercial

The Commercial Scenario is very similar to that of the Mixed Use. However, the primary difference from the previous scenario is that the area immediately adjacent to the Roy City Frontrunner station would be utilized solely as a commercial district; no residential units would be integrated into the core of the station area. Additionally, the northernmost station area would feature higher and varying densities in multifamily housing, as opposed to a median number of apartment units across the entire northern station area.

These differences result in a noticeable change in the overall number of jobs and retail building square footage projected to be created in comparison to the previous scenario (see Appendix). However, there are marginal differences in the housing created, despite the greater density of residential units in the northern station area.

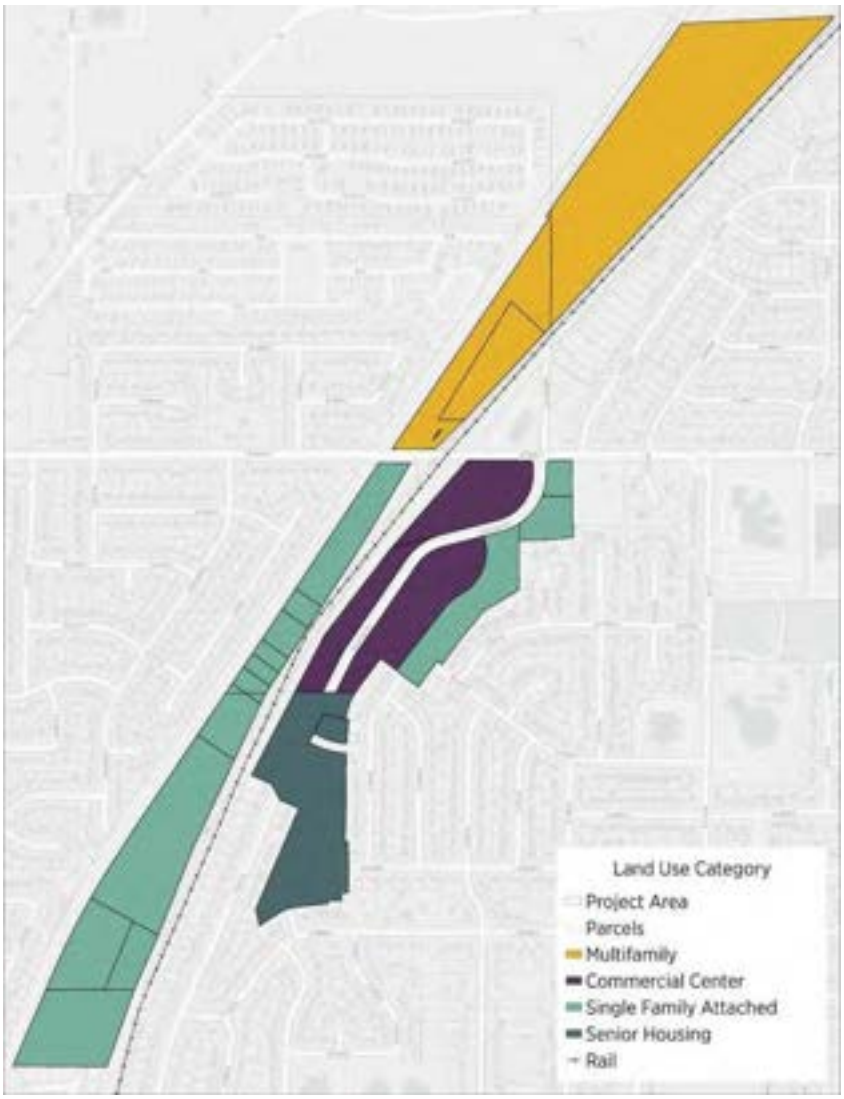


Figure 8.2: Commercial Scenario Diagram

Community Feedback and Preference

Once these refined scenarios were developed in tandem with the stakeholders, the consultant team garnered feedback from the community of Roy City. The community was invited to the City of Roy Municipal Center open house meeting on February 15th, 2023. Those in attendance provided additional feedback to supplement that of the stakeholders', and informed the consultant team what they felt would be most appropriate to see introduced in the station area.

At the community event, participants were instructed to view the same development typologies previously presented to the stakeholders. Once familiarized, participants were guided to view the Mixed Use and Commercial Scenarios that were developed at the stakeholder meeting, and field questions or comments they may have to the consultant team.

With this information, participants placed a bead provided to them into a cup at one of the two scenarios, indicating their preference for what they would like to see around the Frontrunner station.

Feedback and exercise data indicated that there was a preference for the Mixed Use Scenario over the Commercial Scenario.

Preferred Scenario Framework

Summary

With the Mixed Use Scenario established as the community preference, the consultant team returned to develop a more granular projection of the site.

The below table is meant to illustrate the potential development that could be implemented within the Frontrunner station area, given the established development typologies.

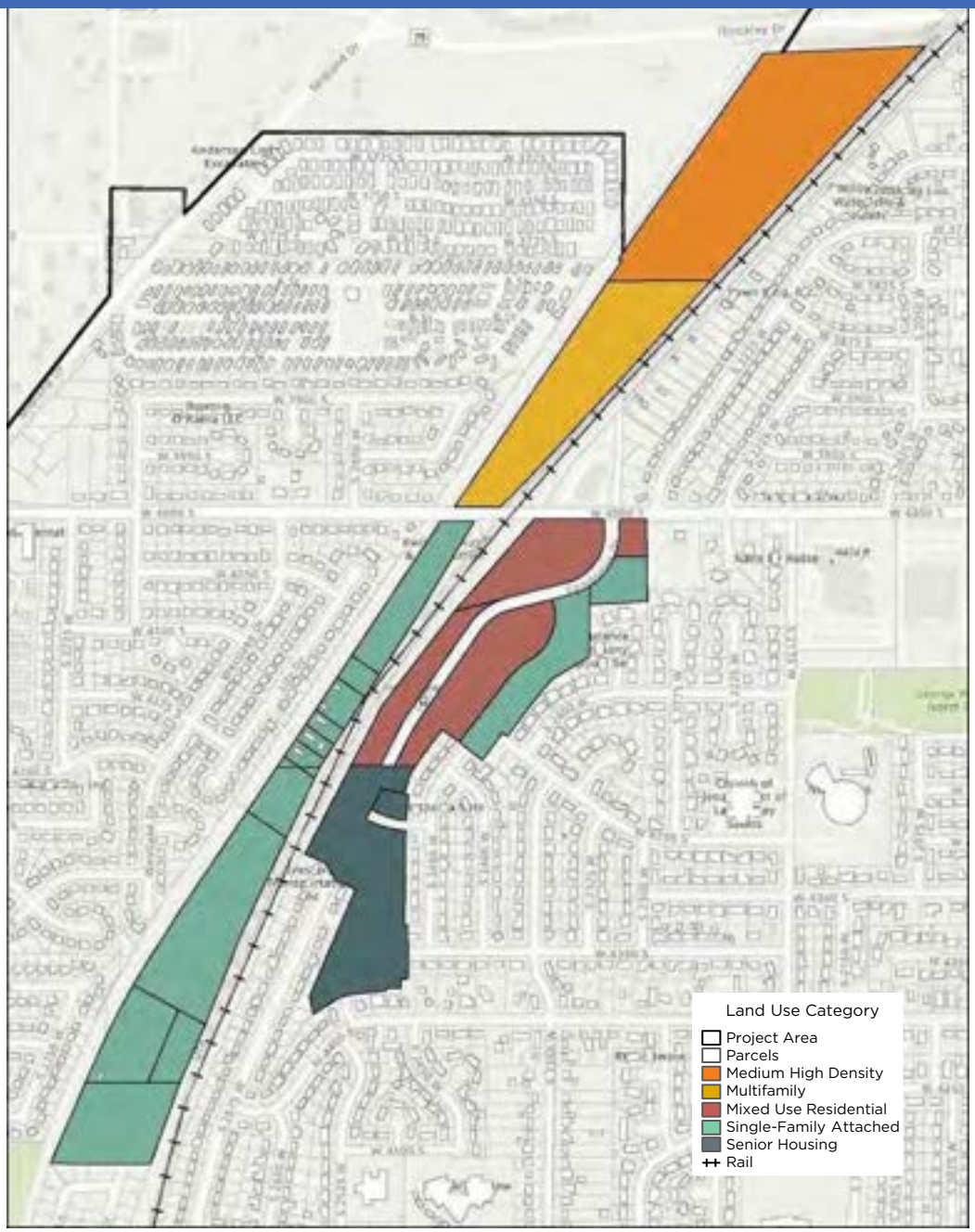


Figure 8.3: Final Preferred Scenario

FUTURE GROWTH FORECASTS					
Typology	**Square Footage (Sq. Ft.)**	**Acreage**	**Residential Units**	**Retail (Sq. Ft.)**	**Office (Sq. Ft.)**
Medium High Residential	827,702	19.0	665		
Multifamily	464,333	10.7	213		
Mixed Use	584,621	15.6	226	377,838	188,919
Senior Housing	464,557	10.7	192		
Townhomes	1,347,547	30.9	557		

Table 8.1: Growth Forecasts

Scenario Typologies

Refined Scenario – Medium High Residential

This residential style comprises attached, vertically, or horizontally residential properties. This product would allow for a maximum of 45 units per acre, including a 4-to-5 story structure with potential ground floor activities and standard construction types.

Details about the anticipated development type include:

Type	Avg. Sq. Ft. per Unit
Studio	500
1 Bed	750
2 Bed	1000
3 Bed	1250



Multifamily

This residential style comprises attached, vertically, or horizontally residential properties. This product would allow for a maximum of 20 units per acre, including a 2-to-3 story structure with standard construction types.

Details about the anticipated development type include:

Type	Avg. Sq. Ft. per Unit
Studio	500
1 Bed	750
2 Bed	1000
3 Bed	1250



Mixed Use

Mixed-use development provides a maximally productive development opportunity for the City while ensuring the proposed development provides an adequate tax base. This development style is a pleasant mixture of 3-to-5 story buildings set in a walkable, inviting atmosphere.

Details about the anticipated development type include:

Type	Avg. Units per Acre	Avg. Sq. Ft. per Unit
Multifamily Housing	45-50	800-1000



Type	Avg. Sq. Ft. per Acre	Sq. Ft. per Unit
Retail	30,000	Up to 10,000
Office	15,000	Up to 5,000

Townhome

This residential style comprises attached, vertically, or horizontally residential properties. This product would allow for a maximum of 18 units per acre, including a 2-to-3 story structure with standard construction types.

Details about the anticipated development type include:

Type	Avg. Sq. Ft. per Unit
1 Bed	1500
2 Bed	1500
3 Bed	1500



Senior Living

Mixed-use development provides a maximally productive development opportunity for the City while ensuring the proposed development provides an adequate tax base. This development style is a pleasant single floor living space set in a walkable, inviting atmosphere.

Details about the anticipated development type include:

Type	Avg. Units per Acre	Sq. Ft. per Unit
1 Bedroom	18	1,250



Impact statement

As a result of the scenario planning process, a series of impacts were prepared to outline a potential impact that would be witnessed if the site were to be built to the densities/standards outlined above. This information is based on land-use scenarios and should be through architectural design development and construction estimating for further refinement.

Space Analysis

Outlined in this section is a highlight of the anticipated densities, population/job growth, units to be created, and overall square footages by land-use typology.

SUMMARY SPACE ANALYSIS					
Land-Use Type	**Total Residential Units By Type**	**Residential units Per Acre**	**Average Sq. Ft Per unit**	**Retail Sq. Ft Per Acre**	**Office Sq. Ft Per Acre**
Medium High Residential	665	35	875		
Multifamily Residential	213	20	1,000		
Mixed Use	226	45-50	900	30,000	15,000
Senior Living	191	18	1,250		
Townhomes	556	18	1,500		

Table 8.2: Space Analysis of Preferred Scenario

PREFERRED SCENARIO			
Unit Type	**Preferred Scenario**		
Population	3,471		
Households	2,052		
Medium High Residential	827,701 sq. ft.	19.00 acres	665 units
Multifamily Residential	464,333 sq. ft.	10.66 acres	213 units
Senior Living	464,557 sq. ft.	10.66 acres	191 units
Townhomes	1,247,547 sq. ft.	30.94 acres	556 units
Mixed Use	679,536 sq. ft.	15.6 acres	702-780 units
Mixed Use Breakdown	377,838,154 sq. ft. (Retail)	188,919,077 sq. ft. (Office)	45-50 residential units per acre

Table 8.3: Building Typology Breakdown of Preferred Scenario

Retail/Service Space Creation and Impacts

Outlined below are statistics about the overall retail or service based spaces that would be created through implementation of the preferred scenarios. This information is a further refinement of the above general data, not in addition to it. Additionally, the information outlined on this page provides a total consumption of land by building typology.

PREFERRED SCENARIO BY THE NUMBERS

Square Footage of Building by Type	Square Feet
Retail Services Building Area	243,819
Restaurants Building Area	31,918
Arts & Entertainment Building Area	31,905
Accommodation Building Area	41,613
Other Retail Building Area	91,821
Total Retail Building Area	443,077

Industrial Sq. Footage	Square Feet
Transportation or Warehouse Building Area	8,500
Total Industrial Building Area	8,500

Job by Type	Preferred Scenario
Total Jobs	1,493
Retail Jobs	845
Office Jobs	635
Industrial Jobs	13

Office Sq. Footage	Square Feet
Office Services Building Area	85,085
Medical Services Building Area	137,729
Total Office Building Area	222,813

Table 8.4: Preferred Scenario By the Numbers

Utility Consumption

Outlined below are the projected infrastructure and utility impacts, should the preferred scenario be built as outlined. This information is conceptual and provided to outline the potential resource growth or demand increases to municipal or utility systems. Further refinement and detailed design is required to provide finite numbers before construction or capital expenditures should be undertaken.

PREFERRED SCENARIO - WATER USAGE

ANNUAL WATER USE IN GALLONS/YEAR

	Residential	Commercial	Total
Total (millions)	24,892	57.018	87.16
Indoor (millions)	52.48	34.59	87.06
Outdoor	193,906	93,907	222,415
Per Capita	16,425.00	n/a	16,425
Per Household	29,565.00	n/a	29,565

Table 8.5: Water Usage in Preferred Scenario

PREFERRED SCENARIO - ENERGY USAGE

ANNUAL ENERGY USAGE

	Residential	Commercial	Total
Total BTUs/ year (Billions)	108.464	66.604	164.97
KW Hours/Year (Millions)	13.997	11.54	24.18

Table 8.6: Energy Usage in Preferred Scenario

Based on these conceptual land-use calculations, the community currently has ample capacity within the existing infrastructure systems to accommodate the proposed development within the station area plan.

All information outlined in this section is conceptual. No information is based on construction documentation or detailed site design.

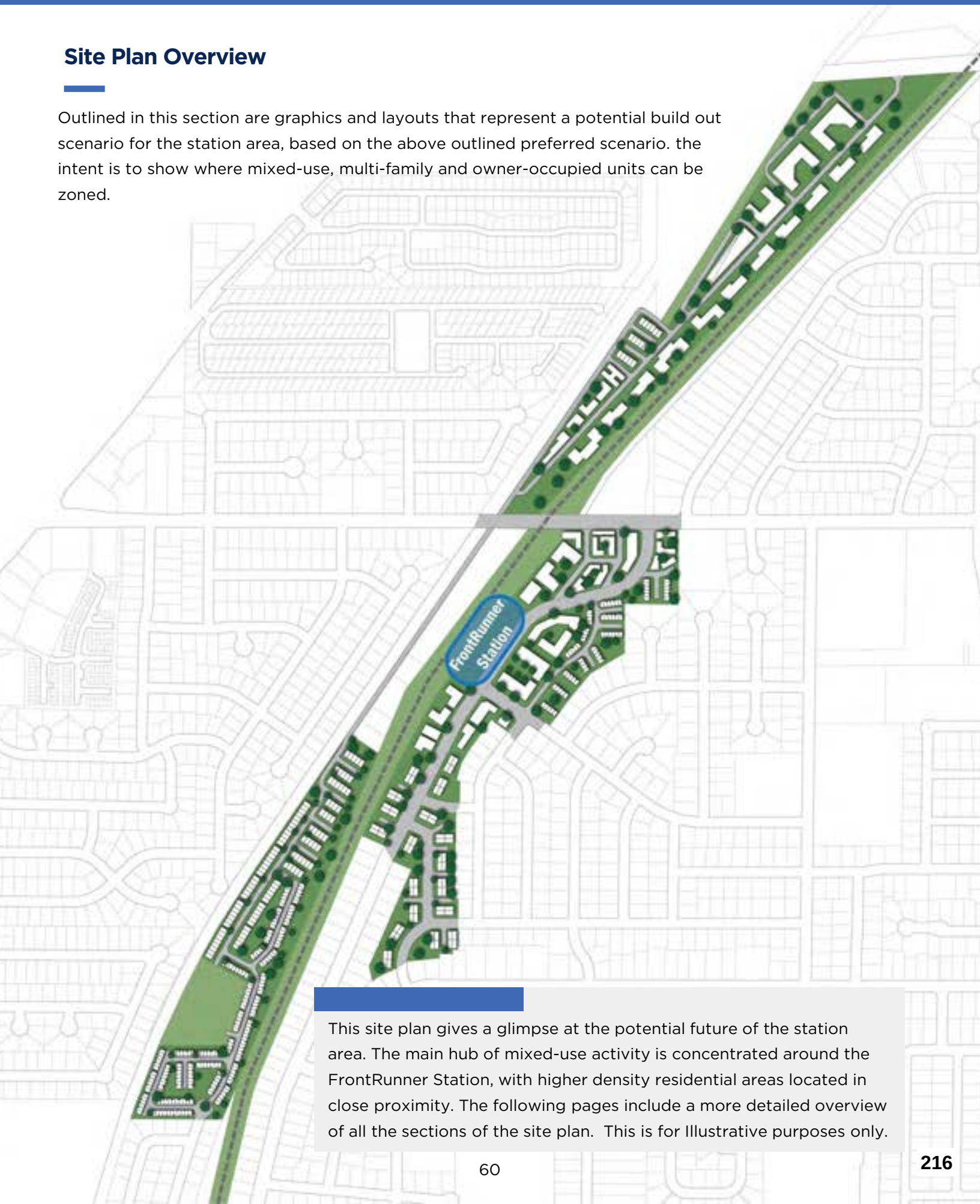


09

SITE LAYOUT & DESIGN

Site Plan Overview

Outlined in this section are graphics and layouts that represent a potential build out scenario for the station area, based on the above outlined preferred scenario. the intent is to show where mixed-use, multi-family and owner-occupied units can be zoned.



This site plan gives a glimpse at the potential future of the station area. The main hub of mixed-use activity is concentrated around the FrontRunner Station, with higher density residential areas located in close proximity. The following pages include a more detailed overview of all the sections of the site plan. This is for Illustrative purposes only.

Southern Site Plan

The lower portion of the site plan features a community comprised of town homes and senior living units.

The town homes are accessed by relatively small travel lanes which maximizes the land available for more units, open space, and amenities.

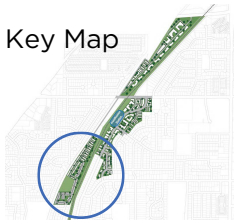
On the eastern portion of this area are the senior living apartments. They have been integrated into the existing street network.

The location is closer to the mixed use center which provides more accessibility to available amenities and promotes a more independent lifestyle.





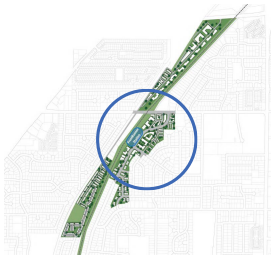
Key Map





Central Site Plan

Key Map



The central portion of the station area features a dynamic community driven hub with a variety of uses.

The public spaces should respond to the surrounding building types with an active streetscape and accessible public right of way. Likewise, the mixed-use buildings should create a strong identity for the station area, which can be achieved through proper orientation to the public space, and by embracing and indoor-outdoor relationship. In lieu of surface lots, shared parking features would accommodate both Frontrunner commuters as well as residents living in the mixed-use development.

This area also includes town homes on the eastern edge providing a transition into the existing single-family neighborhoods.











Highlighted Design Items

- The existing station pad, boarding area, bus loop, and handicapped parking facilities are not proposed to change due to the unique topographic characteristics of the site.
- A detailed parking analysis or study will be required to ensure that current park and ride space allocations are built into the overall site development within structure or oth surface lot locations.

Northern Site Plan

The northern portion of the site plan is comprised of varying sizes of apartment buildings.

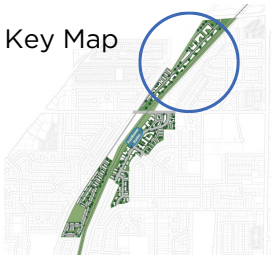
This portion of the station area would account for the highest density in terms of resident capacity.

The higher density apartments would aid in increasing both housing availability and affordability, while being in proximity to public conveniences as a result of the mixed use surrounding the Frontrunner Station.





Key Map







10 TRANSPORTATION RECOMMENDATIONS, & ANALYSIS

Transportation Analysis

Much of the land surrounding the station is vacant or potentially underutilized, providing the City a relatively blank slate to envision a new, transit-oriented community that accesses a safe and efficient multi-modal transportation network.

Travel Demand Modeling

The travel demand modeling was performed using the latest version (v8.3.2, dated November 10, 2021) of the Wasatch Front Regional Council (WFRC) model. Roadway edits were made to include all key roadways proximate to the Roy FrontRunner station. Additionally, socio-economic data were reviewed and revised within the study area transportation analysis zones (TAZs) to reflect higher job and household densities proposed in the station area plan. Travel demand modeling was performed in Bentley Cube version 6.5.0.



Figure 10.1: 2050 Annual Average Daily Traffic Projections

Roadway and Intersection Vision

The figure below shows the projected roadway volumes in 2050 for all the major roadways in the station area from the travel demand model. The recommended cross section to handle the projected 2050 volumes along 4000 South is 3-lanes and Midland Drive is 5-lanes. With these improvements Roy will be able to maintain a Level Of Service D or better through the year 2050. It is also recommended that the primary intersection control along 4000 South be roundabouts rather than signals. Shown below is the proposed intersection control and roadway network configuration for the station area.



Figure 10.2: Roadway and Intersection Vision

The recommended cross section to handle the projected 2050 volumes along 4000 South is 3-lanes and Midland Drive is 5-lanes. With these improvements Roy will be able to maintain a Level Of Service D or better through the year 2050.

Bike and Trail Network

The plan calls for these corridors to have improved connections to transit, as well as safety improvements. These improvements are summarized in the active transportation and transit vision.

As addressed in the City's general plan, it is assumed a fully-connected system of on-street bike lanes and bike routes located on the local road system will improve the active transportation network.

Special attention should be paid to bicycle and pedestrian safety at major street crossings. Generally speaking, local streets, which have much lower speeds and are typically only two lanes, use crosswalks and variations on visibility enhancements. Collector streets have two or more lanes, accommodate more car traffic and have slightly faster speeds, requiring additional crossing tools with warning lights or crossing signals, for example. Due to their high traffic volumes and speeds, primary and arterial streets require full traffic signals or grade-separated crossings to ensure pedestrian and cyclist safety.

In intersections with high bicycle traffic and frequent and/or potentially unsafe conflicts with motorists, it may be helpful to include special pavement markings to define bicycle-motorist conflict zones and help cyclists move through an intersection.

Transit Network

Current boardings at the Roy FrontRunner station were obtained from Utah Transit Authority (UTA) for the most recent period of data (2022) and from before Covid shutdowns (2019) to establish a baseline. The WFRC model was utilized to project percentage growth in boardings. The increased densities surrounding the Roy FrontRunner station, as described in this report, are expected to result in a 25% increase in boardings (610 daily boardings in 2050 with WFRC densities, vs. 760 with increased densities).

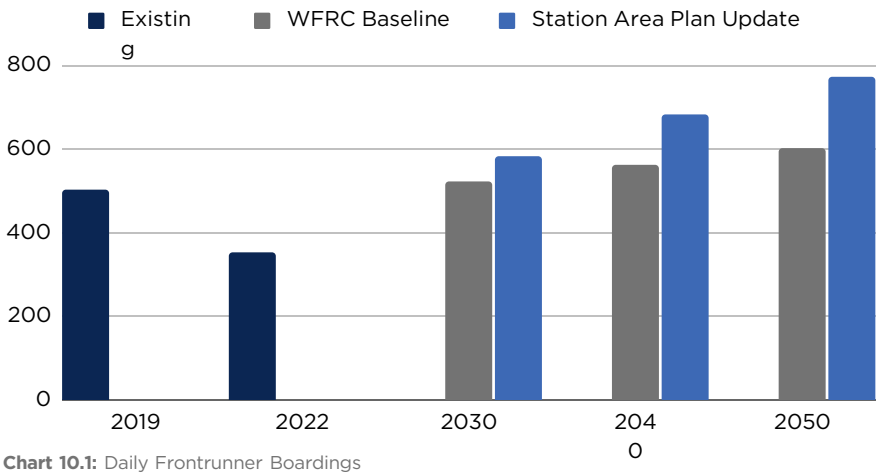


Chart 10.1: Daily Frontrunner Boardings

Creating unique wayfinding signage at transit stops and intersections that clearly define connections between transit, greenways, and major destinations, such as the OGD airport, Hill Air Force Base, the FrontRunner station, Downtown, and the Rail Trail. Thoughtful and unique design will contribute to the City's character and identity.

Improvements to transit stops along high-volume streets are critical to facilitate the efficient movement of traffic, for both the transit service and other vehicles. There are a number of transit stop types which may be implemented, but most relevant to Roy may be the use of pull-out bus stops, which provide a bay for transit to pull into the curb while boarding, and island stops, which keeps transit in the drive lane and loads passengers to and from an adjacent island.

ADA Access

Improving ADA access near a light-rail transit system is crucial for ensuring that all members of the community can utilize public transportation.

Light-rail systems are an important mode of transportation for many people, including those with disabilities. It is important to prioritize the needs of people with disabilities in transportation planning to ensure that everyone has equal access to the services they need to live their lives. Ensuring that sidewalks and pathways leading to stations are accessible and free of obstacles can help ensure that people with mobility impairments can reach the station safely. The existing rail crossing at 4000 South is not suitable for use by people with disabilities, and is recommended to be improved by providing the necessary ADA ramps and sidewalk improvements for those needing to cross the tracks. Constructing and maintaining ADA ramps at all intersections in the station area is key to providing acceptable transit access for the disabled. It is essential ADA facilities, such as wheelchair-accessible ramps, lifts or elevators, tactile warning strips, audible and visual announcements, are provided at all transit stops in the study area.

Complete Streets

The goals and policies of the Roy Transportation Master Plan, the Complete Streets Policy, the General Plan, and this plan point to the need to balance the needs of the different uses of Roy's streets into a Complete Streets network.

Complete Streets are streets that provide comfortable and safe travel for users of all modes, ages, and abilities. Streets are designed so that pedestrians, bicyclists, motorists, and transit users can travel along them comfortably, and can cross safely. Complete Streets are highly connected, and provide easy access to services.

Design elements of complete streets can include wide sidewalks, bike lanes, crosswalks, median pedestrian refuges, and enhanced transit stops. Elements such as street trees and landscaped buffers both beautify the space and make it more comfortable for pedestrians.

Converting 4000 South existing Right-of-Way (ROW) into a complete street will ensure the road does not need to be widened for vehicle traffic, Improvements will be made for bicycle and pedestrians making 4000 south safer for all users including the Roy FrontRunner Station users.



Figure 10.3: Current and Proposed Transportation Network

The connectivity map shown in the figure above outlines the future vision for all active transportation and transit infrastructure in the Roy station area.

Spot improvements shown in the figure above include:

1. Options for pedestrian bridge over rail line; at platform and further south. An overpass in either location would help provide a much needed connection for pedestrians crossing east to west from the adjacent rail trail and developments on the west side of the tracks to the FrontRunner station. See image below for an example of a pedestrian crossing over rail tracks (at UVU in Provo, UT). The pedestrian crossing would need to be a bridge, as the terrain won't allow for a tunnel.
2. Linking cul-de-sac to the existing pathway.
3. .Extending 2675 West to connect with the station area - whether street or pathway.



Figure 10.4: Provo Intermodal Hub Pedestrian Bridge Rendering

4. Construct pathways to connect from the neighborhood east of the station downhill to the station.
5. Improve pedestrian crossing at the rail-crossing at 4000 South by building a concrete sidewalk across the tracks and improving signage at the crossing. (see image below). Also consider installing Pedestrian Rail-Crossing Safety with Hinged Pedestrian Gate Skirts for added pedestrian safety.
6. Construct sidewalk and pedestrian rail crossing on the north side of 4000 South to complete the sidewalk network and improve sidewalk network connectivity. See recommendation #17 in the "year 1" threshold.

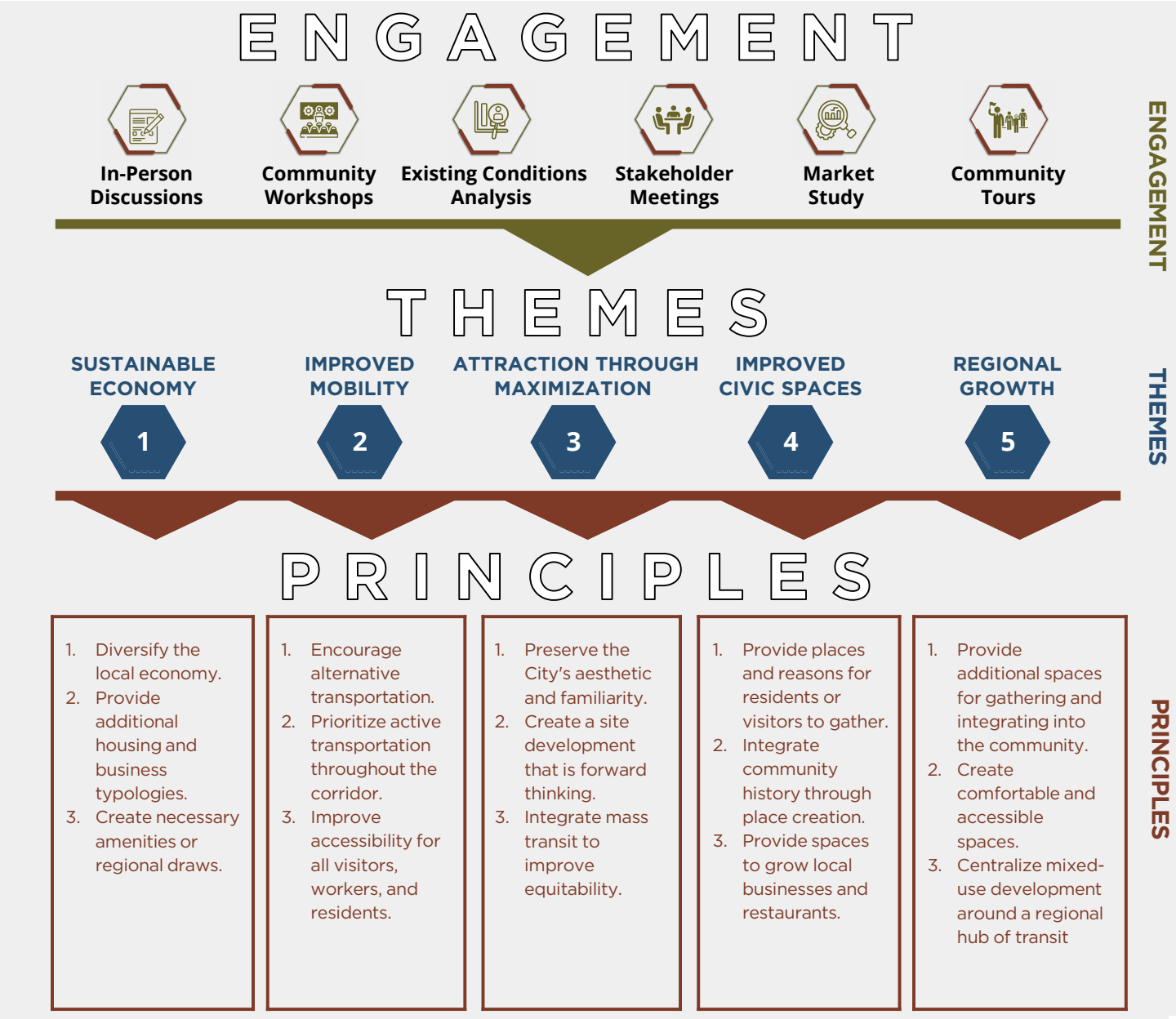


11

STRATEGIC RECOMMENDATIONS

Precedent

Realizing the vision and objectives outlined in the Roy Station Area Plan will likely require a long-term process. This will involve collaboration between residents, City Staff, UTA Staff, and elected officials who will champion the vision and ensure the development of the desired site. While the plan presents the vision and illustrative plan for Roy Station, several additional steps will need to be taken to achieve the desired development. The strategic recommendations provide a set of action items that the City, UTA, and other stakeholders must complete to prepare the site for implementation. While not all steps must be completed before development can begin, each one is necessary to ensure that the site reaches its potential as envisioned in the plan.



Recommendations

The intent of these recommendations is to provide an overview of the key elements for interested parties to move toward effectively implementing the Roy City Station Area Plan. These key elements span both short-term and long-term bases, without prescribing a fixed timeline or limiting other opportunities that may arise. Short-term items achievable within a year by the city and its partners with limited resources, and long-term items requiring significant financial and human resources from partnerships beyond the city. In addition, items may be completed in tandem or have prerequisites.

YEAR 1

1.	CONDUCT A PARKING ANALYSIS TO DETERMINE THE APPROPRIATE AMOUNT OF PARKING (SURFACE AND STRUCTURED) FOR THE DEVELOPMENT AND UTA STATION AREA NEEDS.
2.	ENGAGE WITH PROPERTY OWNERS OF UNDEVELOPED PARCELS OR PARCELS WITH HIGH REDEVELOPMENT POTENTIAL.
3.	CONDUCT SITE WALKING TOURS.
4.	NEGOTIATE TERMS AND ASSEMBLE SURROUNDING LAND FROM PROPERTY OWNERS.
5.	CREATE A POINT OF CONTACT FOR DEVELOPMENT WITHIN THE STATION AREA.
6.	PREPARE A PROJECT IMPLEMENTATION FRAMEWORK.
7.	PLAN ROUTES FOR PATHWAYS TO CONNECT FROM THE NEIGHBORHOOD EAST OF THE STATION DOWNHILL TO THE STATION
8.	USE THE MODERATE-INCOME HOUSING REPORT (2021) TO INFORM HOUSING POLICY DECISIONS.
9.	DEVELOP STRIPING PLANS FOR 4000 SOUTH AND 2175 WEST
10.	PLANNING AND DEVELOPMENT COORDINATION FOR SITE DEVELOPMENT ACCESS
11.	CONSIDER REDUCED PARKING MODIFICATIONS TO POLICIES NEAR TRANSIT.
12.	REQUIRE MODERATE HOUSING PARTICIPATION IN THE CRA BOUNDARY
13.	COMPLETE NECESSARY NEGOTIATIONS FOR CRA FUNCTIONALITY
14.	BEGIN PLACEMENT AND APPROVALS FOR A PEDESTRIAN RAIL OVERPASS

15.	CONSIDER INCREASED DENSITY AND HEIGHT FOR SAP AREA TO BECOME FEASIBLE AND HTRZ ELIGIBLE
16.	DESIGN PARKS AND REC STANDARDS FOR SITE DEVELOPMENT AND ACQUIRE SPACE

YEARS 2-4

1.	COMPLETE SCHEMATIC DESIGN AND FEASIBILITY STUDIES
2.	PREPARE AND ADOPT DESIGN GUIDELINES FOR UTA OWNED LAND.
3.	PROVIDE MOBILITY HUBS FOR BIKE SHARE, BIKE LOCKERS, E-SCOOTER RENTAL, E-BIKE RENTAL, AND OTHER MICROMOBILITY OPTIONS AT THE FRONTRUNNER STATION.
4.	PREPARE A MASTER SITE DEVELOPMENT RFP.
4a.	DEVELOP A VISUAL SITE DEISGN,
4b.	CONDUCT AN INTERMEDIATE SITE DESIGN FEASIBILITY STUDY
4c.	CONDUCT A STUDY TO INCREASE BICYCLE PARKING IN THE MIXED-USE ZONING DISTRICTS.
5.	DESIGN AND IMPLEMENT CONNECTIONS TO THE DENVER/RIO GRANDE TRAIL

YEARS 5-8

1.	PARTNER WITH UTA AND UNION PACIFIC TO IMPROVE THE RAIL CROSSING AT 4000 SOUTH
2.	IMPROVE SIDEWALK CONNECTIVITY AND CONDITIONS ON A DEFINED SCHEDULE.
3.	CONSTRUCT PATHWAYS TO CONNECT FROM THE NEIGHBORHOOD EAST OF THE STATION DOWNHILL TO THE STATION
4.	CREATE AND IMPLEMENT STRIPING PLAN FOR BIKE LANES ALONG 4000 SOUTH.
5.	CREATE AND IMPLEMENT STRIPING PLAN FOR BIKE LANES ALONG 2175 WEST.

6.	CREATE CLEARLY DEFINED GATEWAYS TO NEIGHBORHOODS AND THE STATION AREA.
7.	USE SUSTAINABLE DESIGN ELEMENTS IN FRONTRUNNER STATION AND STREET IMPROVEMENT AND DEVELOPMENT PROJECTS.
8.	EXTEND 2675 WEST TO CONNECT WITH THE STATION.
9.	LINK THE CUL-DE-SAC TO THE WEST OF THE TRACKS TO THE FUTURE DEVELOPMENT BETWEEN THE TRACKS AND TRAIL.
10.	REMOVE GATE AND EXTEND 2450 WEST TO SANDRIDGE DRIVE.
11.	PREPARE AND CONSTRUCT NECESSARY SITE CATALYST INFRASTRUCTURE.
12.	IMPROVE THE FREQUENCY AND SERVICE SPAN/AREA OF BUS-CENTRIC PUBLIC TRANSIT.



12

IMPLEMENTATION PLAN

Implementation of the station area plan is of the utmost importance. Therefore, the Plan was designed to be implementable through both short- and long-term action items.

Short-term action items are those that can reasonably be accomplished within 100 days of adoption of the Plan. These are typically actions that the City can alone or alongside its close partners accomplish with limited financial and human resources. Long-term action items are those that will take a decent length of time to plan, design, and implement. These items typically require partnerships beyond the City and consume significant financial and human resources. Moreover, some of the action items may be completed in tandem with others, whereas some may have a prerequisite of another action item.

This Plan's recommendations will require a range of capital projects and code and policy changes. The Implementation Strategies section lists key recommendations and identifies responsibilities and general phasing for implementation. The matrix is not intended to prescribe a fixed timeline for implementation or limit other opportunities that might arise. Rather, the intent is to provide a guideline for interested parties to move strategies to their next steps.

YEAR 1

1. CONDUCT A PARKING ANALYSIS TO DETERMINE THE APPROPRIATE AMOUNT OF PARKING (SURFACE AND STRUCTURED) FOR THE DEVELOPMENT AND UTA STATION AREA NEEDS.

Category:	Engagement	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	UTA
Funding Source:	TBD by City of Roy		

A projected 250 spots are required for commercial uses, and 125 parking spots for residential in the mixed-use area. The parking analysis will determine the appropriate mixture of parking uses, allocation, and necessary amounts to serve the proposed uses on the site. This exercise can also be done by the developer and submitted to UTA/Roy upon design ideation or schematic design phase submissions.

2. ENGAGE WITH PROPERTY OWNERS OF UNDEVELOPED PARCELS OR PARCELS WITH HIGH REDEVELOPMENT POTENTIAL.

Category:	Engagement	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	UTA
Funding Source:	TBD by City of Roy		

Open communication between the City, property owners, and other stakeholders is essential to public trust and implementation of this Plan. Established, regular communication between relevant parties will help implement the goals of this Plan. City staff should set one-on-one meetings with property owners of undeveloped parcels or parcels with high redevelopment potential to have honest and open conversations about the City's intention. This type of meeting allows for more relaxed conversation as compared to one defined by hostility. Goals for these meetings should be to identify the primary concerns of the property owners in moving forward on the preferred scenario. The City should consider development incentives to promote the preferred scenario. These may include the following or a combination of several.

- Inclusionary zoning to allow additional density of the provision of affordable housing.
- Municipal tax abatement for the duration of construction.
- One-time municipal tax abatements for the provision of public amenities, e.g., trails.

3. CONDUCT SITE WALKING TOURS.

Category:	Engagement	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	UTA, UDOT, WFRC, Union Pacific, Weber County, Developers
Funding Source:	TBD by City of Roy		

Site walking tours are essential to understanding the constraints and opportunities of a neighborhood, in this case, a station area. These fact finding tours will help identify constraints and opportunities that the City and its partners should work together on addressing. Categories worth noting include vehicle mobility, non-vehicle accessibility, drainage issues, aesthetic issues, real estate opportunities, issues noted by stakeholders and the public, and any other glaring issues. The City should engage with the following stakeholders on various, relevant projects discussed elsewhere in this Plan.

- Weber County officials and staff
- Utah Transit Authority
- Union Pacific Railroad
- Local, regional, and national developers
- UDOT Region 1 Director
- WFRC Deputy Director
- Property owners within the station area
- Residents and workers within the station area
- Frontrunner Roy station transit riders
- Regional multimodal transportation advocacy organizations

4. NEGOTIATE TERMS AND ASSEMBLE SURROUNDING LAND FROM PROPERTY OWNERS.

Category:	Development	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	UTA, Property owners
Funding Source:	Roy CRA or other municipal funds		

Master development agreements are voluntary yet legally binding contracts between a property owner or developer and a local government, often including terms not otherwise required through existing regulations. These agreements can specify various elements of the development process ranging from phasing of a larger master-planned community, to tax-sharing for retail development, to critical infrastructure responsibilities. Development agreements are sometimes used in combination with a planned unit development (PUD) in the form of a binding PUD agreement that specifies the negotiated terms of the development, but the two tools may also be used independently. The City should engage with UTA and other property owners within the area to negotiate and enter into development agreements that will advance the goals of this Plan.

5. CREATE A POINT OF CONTACT FOR DEVELOPMENT WITHIN THE STATION AREA.

Category:	Engagement	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	UTA, property owners
Funding Source:	Roy general funds or UTA funding		

Creating a single point of contact is critical in improving the flow of communication and reducing misinformation between the City, UTA, property owners, and interested developers. This role will help reduce the burden on developers in acquiring pertinent information for a potential project within the station area. This should especially include property owners and their contact information, zoning regulations, and anything else deemed necessary.

6. PREPARE A PROJECT IMPLEMENTATION FRAMEWORK.

Category:	Development	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	UTA
Funding Source:	TBD by City of Roy		

The City should engage other municipalities in the Salt Lake City metro area that have recently undertaken station area development. Key among the inquiries should be strategies and techniques that have been used in nearby municipalities. Successful strategies should be adapted for the Roy station area, specifically the preferred scenario. These may include working with the property owners and reputable urban designers to undertake property walks, hold developer stakeholder meetings, and actionable steps towards moving forward on redevelopment.

7. PLAN ROUTES FOR PATHWAYS TO CONNECT FROM THE NEIGHBORHOOD EAST OF THE STATION DOWNHILL TO THE STATION

Category:	Transportation	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	Property owners
Funding Source:	TBD by City of Roy		

Plan routes for the pathways, identify what agreements are needed with the property owners and build potential partnerships. The Planning Director ensures this is done as a conduction of development with City participation proportionately.

8.	USE THE MODERATE INCOME HOUSING REPORT (2021) TO INFORM HOUSING POLICY DECISIONS.

Category:	Policy	**Recommendation Type:**	Code / Policy Change
Lead Entity:	Roy City	**Other Partners:**	N/A
Funding Source:	TBD by City of Roy		

The Moderate Income Housing Report (2021) identified three strategies: utilize a moderate-income housing set aside from a community reinvestment area; allow for higher density and mixed use (A, E, F, G, H); and develop and adopt a station area plan. This Plan already fulfills Strategy 3 to develop and adopt a station area plan.

Strategy 1:

Per the 2023 General Plan, the City has begun the creation of three new community redevelopment agencies (CRAs), one of which is around the Frontrunner station. Under the new requirements of Community Reinvestment Areas (CRAs), the Redevelopment Agency is required to allocate 10 to 20% of total tax increment revenues it receives from CRAs to affordable housing.

This tool is particularly relevant to the City as it promotes both economic development and affordable housing. The Report recommends that the City demonstrates utilization of a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate-income housing.

Strategy 2:

Roy City has adopted a mixed-use code which will allow for specific types of residential dwellings to be built in commercial zones, as well as increased densities. The mixed-use districts can be found in Downtown Roy and the Station Area.

The current Roy City municipal code authorizes the establishment of Internal Accessory Dwelling units. The IADUs are zoned “permitted use” in all Residential Zoning Districts except Single Family Mobile Homes. The Report recommends that the City:

- Rezone for densities necessary to facilitate the production of moderate-income housing.
- Zone or rezone for higher density or moderate-income residential development in commercial or mixed-use zones, near major transit investment corridors, commercial centers, or employment centers.
- Amend Land Use regulations to allow for higher density or new moderate income residential development in commercial of mixed-use zones near major transit investment corridors.
- Amend Land Use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities.
- Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.

The implementation of the recommendations set forth in the Moderate Income Housing Report (2021) will help promote the development of moderate income housing within the station area.

9. DEVELOP STRIPING PLANS FOR 4000 SOUTH AND 2175 WEST

Category:	Transportation	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	Local bike organizations
Funding Source:	TBD by City of Roy		

The City should build partnerships with regional bike advocacy organizations to explore striping opportunities and challenges. The City Manager is to scope out the improvement project's budget and timeline with the City's various departments.

10. PLANNING AND DEVELOPMENT COORDINATION FOR SITE DEVELOPMENT ACCESS

Category:	Transportation	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	UTA, Landowners, Consultants
Funding Source:	TBD by City of Roy		

The City is to coordinate with all relevant departments, landowners and any appropriate consultants to consider how the strip development would connect to the Roy FrontRunner Station while referring to the access recommendations discussed in this report. Emphasis should be placed on coordinating with UTA to grant access from the cul-de-sac (at approximately 4275 South & Westlake Drive) west of the Rio Grande rail trail.

11. CONSIDER REFINEMENTS TO PARKING POLICIES NEAR TRANSIT.

Category:	Transportation	**Recommendation Type:**	Code / Policy Change
Lead Entity:	Roy City	**Other Partners:**	UTA, Developers
Funding Source:	TBD by City of Roy		

USE	REQUIRED VEHICLE SPACE
RESIDENTIAL	
Single-Family, all sizes or Multi-Family 1 bedroom	1 / dwelling unit
Multi-Family, 2 bedrooms	1.5 / dwelling unit
Multi-Family, 3 or 3+ bedrooms	2 / dwelling unit
Hotel & Inn	1 / room & 1 /200 sq.-ft. office & Dining Room
Residential care	.33 / unit & .66 / employee
CIVIC INSTITUTIONAL	
Assembly	1/ 5 seats
Transit Station	per Zoning, Administrator
Hospital	.20 / bed & .66 / employee
Library / Museum	1 / 600 sq.-ft.
Police & Fire	per Zoning Administrator
Post Office (distribution)	1 / 400 sq.-ft.
Post Office (no distribution)	1 / 600 sq.-ft.
EDUCATION	
School: pre K to Jr. High	1/ classroom & 1/ 200 sq.-ft. Office
School: High School / Higher Education	1/ classroom, 1/ 200 sq.ft. Office & .17 / student
RETAIL	
Neighborhood Retail	1/ 300 sq.-ft.
General Retail	1/ 300 sq.-ft.
Outdoor Sales Lot	1/ 250 sq.-ft. of sales area, with 1 /10 vehicle display
SERVICES	
Neighborhood Services	1 / 250 sq.-ft.
General Service	1 / 250 sq.-ft.
Eating & Drinking Establishments	1 / 3 seats & 1 / 3 employees
Vehicle Services	2 / service bay & 1 / 200 sq.-ft. of retail
OFFICE & INDUSTRIAL	
Neighborhood & General Office	1 / 200 sq.-ft.
Craftsman Industrial	1 / 1,000 sq.-ft. of production space & 1 / 500 sq.-ft. of Retail space
OPEN SPACE & RECREATION	
Open Space & Recreation	per Zoning Administrator

Table 12.2: Required Off-Street Vehicular Parking

Parking facilities can serve both as a hindrance and a support for transit ridership. It may hinder ridership by displaying the origins and destinations that generate natural ridership. On the other hand, it may support ridership by serving a park n' ride facility. While Roy station is not an end-of-line station, it is more suburban in nature. Therefore, some parking will be necessary for those who drive to the station. The City should partner with UTA and developers to ensure adequate but not excessive parking facilities.

First, the UTA should assess the percentage of parking that is regularly used at the Frontrunner - Roy station. Consistently unused parking facilities should be reduced in the short-term to reallocate the space to community-serving uses, e.g., farmer's market.

In the long-term, the UTA should remove entirely the excess parking facilities as determined by their analysis. This space can be converted to housing, commercial space, or some other use that generates substantial revenue and economic benefits. Additionally, the City should revisit its parking policies for the mixed-use zoning districts. The below table includes the parking requirements for the mixed-use zoning districts, i.e., Downtown and the station area.

The City should engage developers and industry leaders to determine the minimum possible number of parking spaces for each use. These figures are not meant to set the standard but to set in place safeguards for developments. Developers can always provide more than the minimum, but the City should be careful not to create a parking supply surplus.

12. REQUIRE MODERATE HOUSING PARTICIPATION IN THE CRA BOUNDARY

Category:	Housing	**Recommendation Type:**	Code / Policy Change
Lead Entity:	Roy City	**Other Partners:**	N/A
Funding Source:	TBD by City of Roy		

Currently the city has a moderate income housing chapter in their general plan update. Per chapter 4, strategy one, it is recommended that an artificial overlay or regulation boundary is created around the station area to require participation with moderate housing. Based on the general plan recommendations, it is suggested that no less than 20% of the units (or roughly 50 units based on the current calculations) should be constructed to meet the requirements. Additionally, this can be met through increasing density (height or units per acre) in this area per Chapter 4, strategy 2.

13. COMPLETE NECESSARY NEGOTIATIONS FOR CRA FUNCTIONALITY

Category:	Funding	**Recommendation Type:**	Regulatory Framework
Lead Entity:	Roy City	**Other Partners:**	N/A
Funding Source:	TBD by City of Roy		

This recommendation is required to help the City complete the execution of the existing CRA. Specifically, the interlocal agreements should be completed to finalize the taxation and revenue capture. Utilization of CRA funds will serve as a critical piece of the overall site development process, especially if HTRZ requirements for density are not met within the station area. The CRA funding will help fulfill missing or gap funding for catalyst projects such as parking, infrastructure, secondary access, ROW acquisition, or other municipally based costs.

14. BEGIN PLACEMENT AND APPROVALS FOR A PEDESTRIAN RAIL OVERPASS

Category:	Funding	**Recommendation Type:**	Development
Lead Entity:	Roy City	**Other Partners:**	UTA, Union Paciic
Funding Source:	TBD by City of Roy		

In order to unlock the necessary connections across the tracks from East to West it is critical that a pedestrian overpass is created; reference "Active Transportation and Transit Vision" in Chapter 10. This will require a considerable amount of design, approvals and funding. This early recommendation is to conduct the following elements:

- Scoping of location and elements for the overpass
- Schematic designs dn costs estimating(for the proposed of acquiring funding)
- Coordination of discussions with governing bodies for a better understanding of processes and approvals
- Identify and make applications to external funding mechanisms for funding.

15. CONSIDER INCREASED DENSITY AND HEIGHT FOR SAP AREA TO BECOME FEASIBLE AND HTRZ ELIGIBLE

Category:	Funding	**Recommendation Type:**	Zoning
Lead Entity:	Roy City	**Other Partners:**	N/A
Funding Source:	TBD by City of Roy		

Unlocking the HTRZ will help the City and UTA develop the proposed site at the Frontrunner station. As the City has a frontrunner station, there are several categories or items that the development must include. Many of them are met already within the current code, yet there are some concerns about density and impacts to surrounding neighborhoods. To achieve this, it is recommended to review the following changes:

- Allowance for up to 55 units per acre
- Incorporation of a form-based code or similar alteration that will support densities per acre as opposed to defined building heights

Through this process, the City will be able to unlock additional funding for the project and move the project forward. Some specific benefits are:

- Creation of a tax increment financing structure, but it is not dependent on interlocal agreements, A state board will approve/set the taxation rates
- Revenue capture of 15% of the sales tax for the area

Through these unique opportunities, the City can help diversify its existing tax base and see a strong return on investment. To achieve this a more schematic level of design and review of the site may be required, outlining potential implications and areas where the existing code/zoning needs to be altered to meet these guidelines.

16. DESIGN PARKS AND REC STANDARDS FOR SITE DEVELOPMENT AND ACQUIRE SPACE

Category:	Funding	**Recommendation Type:**	Development
Lead Entity:	Roy City	**Other Partners:**	N/A
Funding Source:	TBD by City of Roy		

Due to the site configuration and topography, development of the area is challenging and it will require most of the space available for built environment development. To provide equitable access to recreational assets, the city will have to consider requiring minimum amounts of space be allocated to parks and open spaces. In the urbanized areas, this can be streetscapes, plazas, or pocket parks. it is recommended that these standards be adopted for the mixed-use zoning area, and be required in the site development of the SAP. The National Recreation and parks Association recommends metrics for minimum park standards in a city. Generally, it is recommended that 10.8 acres of park be provided per 1000 residents (based on averages of communities in the association).

YEARS 2-4

1. COMPLETE SCHEMATIC DESIGN AND FEASIBILITY STUDIES

Category:	Development	**Recommendation Type:**	Other
Lead Entity:	UTA	**Other Partners:**	Developers
Funding Source:	Private funding		

Prior to requesting proposals from the development community, it is important to get a schematic design completed, demonstrating the feasibility of development. This task includes preparing a more detailed level of architectural and design, outlining the look, feel, and material selection necessary for the site. This process will allow the city to dictate these elements, presenting them to the developers in the development package, ensuring the overall vision is met and not up to the developers. These files are often a 20% design set, testing fit out and viability.

2. PREPARE AND ADOPT DESIGN GUIDELINES FOR UTA OWNED LAND.

Category:	Development	**Recommendation Type:**	Other
Lead Entity:	UTA	**Other Partners:**	Developers
Funding Source:	Private funding		

Utilizing the site development drawings, the UTA and its partners should refine the design elements of the preferred scenario. Design elements include architectural features, construction materials, site design, green infrastructure, bike and pedestrian infrastructure, building orientation, and more. This is used as a tool of the municipality to enforce and require the look, density, and aesthetics/detail of the conceptual design documents. Consistent review of the development will help shape a final product that is consistent with the UTA's vision and the community's values.

3. PROVIDE MOBILITY HUBS FOR BIKE SHARE, BIKE LOCKERS, E-SCOOTER RENTAL, E-BIKE RENTAL, AND OTHER MICROMOBILITY OPTIONS AT THE FRONTRUNNER STATION.

Category:	Transportation	**Recommendation Type:**	Capital improvements
Lead Entity:	UTA	**Other Partners:**	Roy City, Private micro-mobility services
Funding Source:	RAISE, RCP, CRP, CMAQ, STBG, TA, FLTTP, TTP		

First- and last-mile mobility for transit users often includes non-auto transportation. Some individuals may have their own bicycle, scooter, etc., but some may need that additional connectivity provided to them. Non-auto mobility hubs can serve as a tool for improving bike and scooter accessibility within the station area to help transit users get to and from the station. UTA and/or the City should engage regional companies offering this service and offer a site tour of the station.

4. PREPARE A MASTER SITE DEVELOPMENT RFP.

Category:	Development	**Recommendation Type:**	Other
Lead Entity:	UTA	**Other Partners:**	Developers
Funding Source:	TBD by City of Roy, Private Funding, WFRC funding, UDOT Trails		

The UTA owns a significant portion of the undeveloped land within the station area, particularly adjacent to the Frontrunner Roy station. UTA should release an RFP for each parcel of land that they own to seek bids for a developer to develop in accordance with the preferred scenario of this Plan. The principal site should be that which falls within the zoning district, Station Central. It is recommended that UTA retain ownership of the parcels and enter into long-term leases with the developers. This is best practice for the purpose of meeting the long-term needs of the Frontrunner and preserving affordable land.

Utah Code §10-9a-532 governs development agreements. This statute states that:

- A municipality may enter into a development agreement containing any term that the municipality considers necessary or appropriate to accomplish the purposes of this chapter.
- A development agreement may not:
  - *Limit a municipality's authority in the future to enact a land use regulation; or take any action allowed under § 10-8-84.*
  - *contain a term that conflicts with, or is different from, a standard set forth in an existing land use regulation that governs the area subject to the development agreement, unless the legislative body approves the development agreement in accordance with the same procedures for enacting a land use regulation under § 10-9a-502, including a review and recommendation from the planning commission and a public hearing.*

4a. DEVELOP A VISIBLE SITE DESIGN.

Category:	Development	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	UTA
Funding Source:	Roy general funds, Private Funding, WFRC funding, UDOT Trails		

A site schematic design should be prepared for the parcels identified in the preferred scenario. These graphics should be well publicized via multiple outlets including the City's website and UTA TOD marketing materials. This will help guide developers and gain public support for the project.

4b. CONDUCT AN INTERMEDIATE SITE DESIGN FEASIBILITY STUDY.

Category:	Development	**Recommendation Type:**	Other
Lead Entity:	Roy City	**Other Partners:**	UTA
Funding Source:	Roy general funds or Private funding, WFRC funding, UDOT Trails		

The City and UTA should jointly conduct a more detailed planning process to build upon the preferred scenario planning process in this Plan. This complementary study will help determine the look, feel, and build-out of the identified sites. As part of this process, the stakeholders should develop pro-formas and documentation that will help developers be certain in their investment in the Frontrunner Roy station area. Overall, this study will help create a strong visual representation of what is being desired for the area.

4c. INCREASE REQUIRED BICYCLE PARKING IN THE MIXED-USE ZONING DISTRICTS.

Category:	Transportation	**Recommendation Type:**	Code / Policy Change
Lead Entity:	Roy City	**Other Partners:**	UTA, Developers
Funding Source:	TBD by City of Roy		

The below table contains the zoning requirements imposed on developments within mixed-use districts in the City, i.e., station area and Downtown zoning districts.

USE	BICYCLE SPACES
Multi-Family	Minimum 2 spaces or .05 space / bedroom, or whichever is greater
Civic / Institutional	Minimum 2 spaces, 1/ additional 10,000 sq.-ft.
Retail	Minimum 2 spaces, 1/ additional 5,000 sq.-ft.
Services	Minimum 2 spaces, 1/ additional 10,000 sq.-ft.
Office	Minimum 2 spaces, 1/ additional 5,000 sq.-ft.
Open Space	per Zoning, Administrator

Table 12.1: Required Bicycle Parking

These provisions are inadequate for fostering a bicycle friendly community. A bicycle parking spot is a fraction of the cost of providing a parking space, and increased cycling activity has ample environmental and health benefits.

It is recommended that multi-family developments have a minimum of 0.50 space per bedroom rather than 0.05 spaces per bedroom as this would only equate to 1 space for every 20 bedrooms. The remaining uses identified should quadruple their provisions for bicycle parking.

5. DESIGN AND IMPLEMENT CONNECTIONS TO THE DENVER/RIO GRANDE TRAIL

Category:	Development	**Recommendation Type:**	Other
Lead Entity:	UTA	**Other Partners:**	City of Roy
Funding Source:	Private funding, WFRC funding, UDOT Trails		

Connecting the regional residents to the station area via alternative transportation will improve ridership figures while also positively improving the quality of life for residents. To achieve this, the City should partner with UTA and other government agencies and dedicate ample ROW to connect neighborhoods on both sides of the tracks. This will require dedicating ample ROW within the 2275 W roadway extension into the site, as well as acquisition and allocation of land for a northern access point, ideally located along "A" street (as an extension) within the "Midland Community". These connections, coupled with the connections along 4000 South will integrate an equitable access path for all individuals to use the trail system. As a final step in this process, if the City were to design the necessary elements, partnering with UTA could provide quick and relatively inexpensive implementation for this recommendation.

YEARS 5-8

1. PARTNER WITH UTA AND UNION PACIFIC TO IMPROVE THE RAIL CROSSING AT 4000 SOUTH

Category:	Transportation	**Recommendation Type:**	Capital improvement
Lead Entity:	Roy City	**Other Partners:**	Union Pacific, UTA
Funding Source:	CAMQ, CDBG, SRTS, TAP, Weber Quarter, RAISE, INFRA, RCP, others (see FHWA Funding Opportunities sheet)		

The rail crossing at 4000 South is the only designated east-west crossing across the railroad within the ½ mi radius study area. This has significant consequences for accessibility to the station from the west side of the railroad tracks. The City should engage with UTA and Union Pacific to improve the rail crossing at 4000 South for bicyclists, pedestrians, and other non-auto users. Improvements at the rail crossing at 4000 South include building a wide concrete sidewalk, bike lanes or other improvements across the tracks on both sides, installing safety fencing and improving signage.

2. IMPROVE SIDEWALK CONNECTIVITY AND CONDITIONS ON A DEFINED SCHEDULE.

Category:	Transportation	**Recommendation Type:**	Capital improvement
Lead Entity:	Roy City	**Other Partners:**	UTA
Funding Source:	SRTS, TLC, CDBG, TAP and UTA CIP, CRP, CMAQ, others (see FHWA Funding Opportunities sheet)		

Construct sidewalk and pedestrian rail crossing on the north side of 4000 South to complete the sidewalk network and improve sidewalk network connectivity. Improve pedestrian crossing on the south side of the rail-crossing at 4000 South by building a concrete sidewalk across the tracks and improving signage at the crossing.

3. CONSTRUCT PATHWAYS TO CONNECT FROM THE NEIGHBORHOOD EAST OF THE STATION DOWNHILL TO THE STATION

Category:	Transportation	**Recommendation Type:**	Capital improvement
Lead Entity:	Roy City	**Other Partners:**	N/A
Funding Source:	SRTS, TLC, CDBG and TAP, UTA CIP others (see FHWA Funding Opportunities sheet)		

Dirt paths cut into the hillside east of the station show a desire for pedestrian access from the end of the 4250 South stub road and 2450 West at the gate downhill to the station. Constructing pathways will encourage and facilitate pedestrian access from the east downhill to the station. It is also essential to ensure these pathways are incorporated in final site plans of any development at these parcels.

4. CREATE AND IMPLEMENT STRIPING PLAN FOR BIKE LANES ALONG 4000 SOUTH.

Category:	Transportation	**Recommendation Type:**	Capital improvement
Lead Entity:	Roy City	**Other Partners:**	Weber County, WFRC
Funding Source:	City, Weber Quarter, TLC, CDBG, TAP, others (see FHWA Funding Opportunities sheet)		

4000 South is shown as part of the proposed regional trail/bike network and stands to benefit with the addition of bike lanes. This will help improve regional active transportation connectivity to/from the Roy FrontRunner station and the Denver and Rio Grande Western Rail Trail and provide a key regional connection.

5. CREATE AND IMPLEMENT STRIPING PLAN FOR BIKE LANES ALONG 2175 WEST.

Category:	Transportation	**Recommendation Type:**	Capital improvement
Lead Entity:	Roy City	**Other Partners:**	Weber County, WFRC
Funding Source:	City, Weber Quarter, TLC, CDBG, TAP, others (see FHWA Funding Opportunities sheet)		

2175 West is shown in the current Roy Transportation Master Plan as a proposed bike lane corridor. Striping bike lanes along 2175 West will help improve regional active transportation connectivity to/from the Roy FrontRunner station and the Denver and Rio Grande Western Rail Trail and provide a key regional connection.

6. CREATE CLEARLY DEFINED GATEWAYS TO NEIGHBORHOODS AND THE STATION AREA.

Category:	Placemaking	**Recommendation Type:**	Capital improvement
Lead Entity:	Roy City	**Other Partners:**	UTA, Property owners
Funding Source:	City general funds		

Gateways to the adjacent neighborhoods and the station area are helpful in placemaking efforts. Gateway signage utilizing City and station area branding will help improve the sense of place. These gateway signs should be approximately four feet high and six feet wide.

7. USE SUSTAINABLE DESIGN ELEMENTS IN FRONTRUNNER STATION AND STREET IMPROVEMENT AND DEVELOPMENT PROJECTS.

Category:	Placemaking	**Recommendation Type:**	Capital improvement
Lead Entity:	Roy City	**Other Partners:**	UTA
Funding Source:	City general funds, private funding		

Sustainable design elements can help reduce the area's environmental impact through reduced carbon emissions, on-site water management, and reduce water consumption. Each stage of the design process of the site should be rooted in sustainability including design for: roads; sidewalks, paths, and trails; building construction; building and management; and infrastructure design. There are numerous ways for the City, UTA, and developers to coordinate to reduce the environmental impact of development in the station area, and partners should leverage every opportunity to do so.

8. EXTEND 2675 WEST TO CONNECT WITH THE STATION.

Category:	Transportation	**Recommendation Type:**	Capital improvement
Lead Entity:	Roy City	**Other Partners:**	Future developers
Funding Source:	Future developers, city general funds		

Extending the 2675 West stub road to the north to connect to the station will improve regional connectivity and station access. This project is likely to occur as the adjacent land is developed. Care should be made by the city to implement traffic calming strategies at the connection to discourage through-trips.

9. LINK THE CUL-DE-SAC TO THE WEST OF THE TRACKS TO THE FUTURE DEVELOPMENT BETWEEN THE TRACKS AND TRAIL.

Category:	Transportation	**Recommendation Type:**	Capital improvement
Lead Entity:	Roy City	**Other Partners:**	UTA
Funding Source:	City, Weber Quarter, TLC, CDBG, TAP		

Connecting the cul-de-sac on the west side of the tracks (at approximately 4275 South & Westlake Drive) to the future strip development between the tracks and the Rail Trail is integral to creating a connected roadway network. Coordination must take place between Roy City and UTA to work out an agreement for building a crossing over the rail trail.

10. REMOVE GATE AND EXTEND 2450 WEST TO SANDRIDGE DRIVE.

Category:	Transportation	**Recommendation Type:**	Capital improvement
Lead Entity:	Roy City	**Other Partners:**	UTA
Funding Source:	City, Weber Quarter, STP, TLC, UTA CIP		

2450 West ends abruptly to the north at a gate just east of the station area. It is recommended that the gate be removed and access be provided to Sandridge Drive to improve roadway connectivity for those vehicles wishing to access the FrontRunner station.

11. PREPARE AND CONSTRUCT NECESSARY SITE CATALYST INFRASTRUCTURE.

Category:	Development	**Recommendation Type:**	Other
Lead Entity:	UTA	**Other Partners:**	Developers
Funding Source:	Private funding		

As the design and construction process progresses, the City will be able to identify where transportation and utility infrastructure must be upgraded to meet the incoming demand. The City should prepare and construct all necessary site work and infrastructure. This may include road networks, bike and pedestrian infrastructure, This will lay the groundwork for the developer(s) to build-out the plans.

Funding Sources

There are several funding resources that Roy City, UTA, and partner organizations should consider to help implement the vision and related strategies outlined in the Implementation Strategies.

In addition to those listed here, a comprehensive document provided by the Federal Highway Administration details which types of bike and pedestrian projects are eligible for various federal grants. This document can be found in the Appendix.

Transportation

Several funding sources are available that can be utilized by local and regional governments to build the support infrastructure.

Safe Routes to School (SRTS) Program - UDOT

The main goal of the SRTS Program is to assist and encourage students living within 1.5 to 2.0 miles of school to walk or bike. Available funding can be used for both non-infrastructure and infrastructure (physical improvements – primarily new sidewalks, but also school pavement markings, signage, bicycle parking, etc.) type projects. With North Park Elementary School located within the station area, the SRTS Program could fund many of the improvements.

Active Transportation Investment Fund (ATIF) - UDOT

To be used for the planning, design, construction, maintenance, reconstruction, or renovation of paved pedestrian or paved non-motorized trail projects that are prioritized through the Utah Transportation Commission.

The use of the funds are also required to serve a regional purpose, and are required to be part of an active transportation investment plan.

Utah Transit Authority - Capital Improvement Program (UTA CIP)

UTA has a history of partnering with local governments and UDOT to improve first mile/ last Mile access to UTA facilities like this Roy FrontRunner station.

WFRC Funding Programs

The Wasatch Front Regional Council is responsible for administering and assisting with nine programs that provide funding and resources for local governments:

The Surface Transportation Program (STP) provides funding that may be used for projects on Federal-aid eligible highways, transit capital improvements, and active transportation projects.

The Congestion Mitigation Air Quality (CMAQ) provides funding for transportation projects that improve air quality.

The Carbon Reduction Program (CRP) provides funding for transportation projects that reduce on-road carbon dioxide emissions.

The Transportation and Land Use Connection (TLC) supports local governments with technical assistance to integrate land use planning and regional transportation, implementing the Wasatch Choice Vision. The TLC program is made available through a partnership with Salt Lake County, the Utah Transit Authority, and the Utah Department of Transportation.

The Community Development Block Grant (CDBG) Small Cities Program provides funding to local governments and public service providers for a variety of housing, infrastructure, public service, and community development projects that principally benefit low to moderate-income persons in Morgan, Tooele, and Weber Counties.

The Community Impact Board Program (CIB) provides grants and low interest loans to communities that have federally leased land used for mineral extraction to help make up for a loss of tax revenue that cannot be collected on that leased land.

The Wasatch Front Economic Development District (WFEDD) is a federally recognized Economic Development District created to foster regional economic developments and assist eligible entities in developing competitive grant applications from the U.S. Department of Commerce Economic Development Administration.

The Federal Congestion Mitigation/ Air Quality (CMAQ) Program

This program is also administered by Wasatch Front Regional Council, provides funding to projects that improve air quality, which would include transit and active transportation facilities. Roy City is eligible to act as a project sponsor for a funding application for transportation improvements. The CMAQ program would not only fund short-term projects like bicycle and pedestrian facilities, but also the promotion of alternative modes, including ridesharing, and Intelligent Transportation System, which are likely to have a significant impact over the long-term.

Transportation Alternatives Program (TAP)

TAP is a federal program administered by Wasatch Front Regional Council for the Ogden-Layton urbanized area. TAP funds are used to build bicycle and pedestrian facilities. Eligible projects include construction, planning, and/or design of these facilities, and can be expanded to include traffic calming, lighting, and ADA accessibility projects. Many of the station area improvements outlined in this report could be candidates for TAP funds.

Weber County Quarter Cent Sale Tax - Weber Quarter

In 2015, Weber County voters passed a local option sales tax that could be used to fund transportation improvements. Roy City should assess its current allocations of their share of the sales tax to determine whether project prioritization is consistent with the goals of this Plan.

Housing and Economic Development

The following tools have been and continue to be utilized throughout the country to incentivize the development of equitable TOD. Most of these resources are familiar to the public and private sectors in the Wasatch Front region but may not be utilized to the greatest extent possible, particularly in TOD.

Opportunity Zones and Opportunity Funds

The Opportunity Zone program is probably Roy's most significant tool to generate further development activity in the station area. Opportunity Zones were established by Congress in the Tax Cuts and Jobs Act of 2017. They offer investors a frictionless way to reinvest capital gains into qualified, low-income census tracts through Opportunity Funds, in exchange for a graduated series of incentives tied to long-term holdings. It is specifically designed to channel more equity capital into overlooked markets. EIG, a public policy organization, estimates that the program offers long-term investors a 3.0 percent higher annualized rate of return and after taxes than a comparable investment outside the program. In order to receive the full array of benefits, the latest date that gains on the sale of assets can be invested into a Qualified Opportunity Fund is December 31. With most of Downtown and East Central located in Opportunity Zones, the City has the opportunity to drastically increase opportunities for redevelopment by preparing for potential investment infusions and marketing the Zone.

To attract investors, the City can:

- Prepare a point person or agency to play a coordinating/support role to connect investors and local needs on an ongoing basis;
- Develop a marketing prospectus that identifies priority investments; and/or
- Organize Opportunity Funds that aggregate capital for investment opportunities that could drive more focused outcomes.

Low Income Housing Tax Credits (LIHTC)

This resource is a dollar-for-dollar per capita tax credit allocated to each state to give incentives for the utilization of private equity in affordable housing development. The credits are inflation-adjusted and awarded to developers to leverage in affordable housing projects, with the amount of the tax credit determined by development costs, among other factors. It is estimated that approximately 90 percent of all affordable housing development in the United States has been at least partially funded through LIHTC.

New Markets Tax Credits (NMTC)

Similar to the LIHTC program, the NMTC program provides indirect subsidy through the sale of federal tax credits to incentivize development. NMTCs, however, are utilized to spur revitalization of low income communities by investing in non-housing elements such as small businesses, charter schools, community centers, etc. The intent is to create jobs and materially improve the lives of residents living in low-income communities.

Historic Tax Credits (HTC)

The 20 percent HTC is a financial incentive that supports investment in historic buildings. It can be an effective tool to create affordable housing, including mixed-use developments that have commercial space on the first floor and residences on the upper floors. However, there are only a few buildings in the corridor which may be eligible for these tax credits.

Federal Grants

There are many federal grant dollars that can be utilized to enhance development of affordable housing and community assets. Communities throughout the country are becoming more creative in their utilization of long-standing grant programs such as HOME, CDBG, EPA, and DOT to plan for and implement TOD with elements of social equity.

In particular, utilization of federal transportation dollars such as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) for equitable TOD has become increasingly common. As noted earlier, WFRC currently administers these federal programs.

Cities trying to maintain affordable, transportation oriented units over time can begin by amending federal HOME block grants. Units built with HOME grants must remain affordable for a period ranging from five to 20 years but may increase in price after this period expires. Extending these periods is one way to maintain housing affordability near transportation lines. Due to the changing nature and availability of these grants and programs, there should be a dedicated staff person for grant coordination within Roy City's staff.

Bonds

Municipal and State governments can use proceeds from the sale of tax exempt bonds to secure funding for affordable housing. Also known as mortgage revenue bonds and multifamily housing bonds, they help finance mortgages for low income first time home buyers and/or help fund the production of new units at rents that are affordable to low income families.

Public Private Partnerships

Roy City has a proven record in partnering with private sector developers. Sustaining existing and creating new partnerships will continue to reap dividends and build market momentum. Partnerships can include direct financial participation by partners or simply be a shared agreement to coordinate resources, infrastructure, and policies. Anchor institutions throughout the corridor could be significant partners and form the basis of a new regional network, which may include other nonprofit or private entities that are inextricably tied to their locations because of real estate holdings, capital investment, history, or mission.

Housing Trust Funds

Housing trust funds are government established funds created from a pool of fees and taxes levied on real estate development and/or other sources. They provide gap financing for the construction and maintenance of affordable housing units from various sources of agreed upon public revenue rather than municipal budget allocations.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 8/27/2025

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Jared Scarbrough, Acting Chief Capital Services Officer
PRESENTER(S):	Paul Drake, Director of Real Estate and TOD Valarie Williams, TOC Project Specialist I Jake Warner, Long Range Planning Manager, City of Sandy

TITLE:

Sandy Station Area Plans

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for review and discussion

BACKGROUND:
In 2022, HB462 legislation mandated all cities with a fixed-guideway public transit station (rail or BRT) to develop and certify a Station Area Plan (SAP). Station Area Plans are intended to promote shared objectives of 1) increasing housing availability and affordability, 2) enhancing access to opportunities, 3) promoting sustainable environmental conditions, and 4) increasing transportation choices and connections. Supported by UTA, the associated Metropolitan Planning Organization (MPO), Utah Department of Transportation, and other stakeholders, Station Area Plans are led by municipal staff to ensure general plans and zoning regulations will be updated for future Station Area Plan implementation. The Sandy Station Area Plans were led by Sandy City. These Station Area Plans have been formally adopted by Sandy City and certified by Wasatch Front Regional Council.

State Statute and UTA Board of Trustees Policy 5.1 require that Station Area Plans are reviewed by UTA's Local Advisory Council and adopted by its Board of Trustees prior to pursuing development of UTA-owned property.

DISCUSSION:
Sandy City, in coordination with UTA and Wasatch Front Regional Council (WFRC), worked to develop the Station Area Plans for the Sandy station areas including the Historic Sandy Station, Sandy Expo Station, Sandy

Civic Center Station, Crescent View Station and South Jordan FrontRunner Station. The SAPs were part of a comprehensive general planning effort and focused on key strategies to address housing and mobility needs while strengthening existing neighborhoods, local economy, and quality of life.

These plans were presented in collaboration with Sandy City staff to the Board for discussion on July 23, 2025. The plans will be presented for adoption by the Board of Trustees following Local Advisory Council review.

ALTERNATIVES:
Item is presented for review only.

FISCAL IMPACT:
The proposed Sandy Station Area Plans will better position UTA, Sandy City, and other stakeholders to coordinate redevelopment of the station areas. This aligned coordination will promote future transit-oriented development in an efficient and fiscally responsible manner.

ATTACHMENTS:
Sandy Station Area Plans

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STATION AREA PLANNING

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STATION AREA PLANNING EXECUTIVE SUMMARY

Introduction & Background

In 2022, the Utah State Legislature passed House Bill 462 (HB462) Housing Affordability Amendments to address housing availability and affordability issues. This legislation mandates that cities with fixed-guideway public transit stations (FrontRunner, TRAX, and/or bus rapid transit) develop Station Area Plans (SAPs). The aim of these SAPs is to manage Utah's population growth effectively, maximize economic advantages, and minimize adverse effects on communities. According to HB462, a well-executed SAP lays the foundation to:

- Increase the availability and affordability of housing, including moderate-income housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

While the Station Area Planning Process looks at the ½ mile radius around a rail (FrontRunner, TRAX) station, the project area becomes more refined based off existing conditions. The project area is different for each station area and is described in each separate Station Area Plan.

During the course of the General Plan Planning Process, the City and consultant team moved forward with creating a separate Station Area Plan for the four TRAX stations and one FrontRunner Station that crosses over into Sandy (The FrontRunner Station platform is in South Jordan, but a significant portion of the ½ mile Station Area is in Sandy City).

Existing Conditions

Sandy City is served by several TRAX light rail stations on the west side of the city, providing access to public transportation for residents and visitors alike.

STATION PLATFORM

A Station Platform refers to the designated area where passengers board and disembark from TRAX light rail trains. These typically consist of one or more platforms, which are raised sections of the station's tracks where passengers wait for trains. These platforms are designed to align with the doors of the light rail vehicles, allowing for safe and efficient boarding and alighting.

STATION AREA

Station Area refers to the ½ mile radius from the station platform itself. This includes the housing, offices, traffic infrastructure, parks, and other elements of the city that are located within that ½ mile radius of the platform.

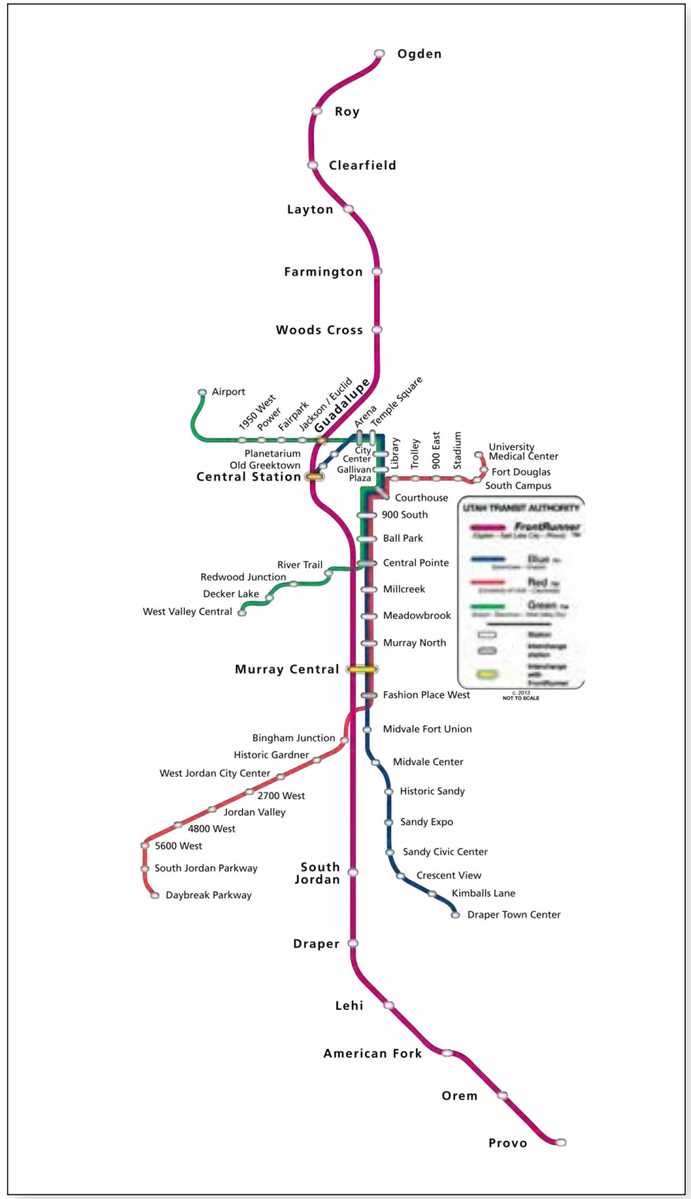


FIGURE 1: UTA TRANSIT NETWORK *Source: Utah Transit Authority*

Sandy is home to four station area platforms and portions of seven station areas. This section covers five of the seven station areas, as the Kimballs Lane Station and Draper Town Center Stations (platforms located within Draper) only have a small portion of the Station Area that touches Sandy residents. These portions are also stable neighborhoods with very minimal opportunities to change to more transit-oriented development.

The stations within Sandy are serviced by the Blue Line. The Blue Line is one of the three primary lines of the TRAX light rail system. The line operates between Draper Town Center and Salt Lake Central Station and connects portions of Draper, Sandy, Midvale, Murray, South Salt Lake, and Salt Lake City together on one line.

The South Jordan FrontRunner Station is serviced by the FrontRunner. This is a commuter rail service that runs on a north-south route, connecting major urban centers such as Ogden, Salt Lake City, and Provo, and various suburban communities along the way. The service provides a convenient transportation option for commuters traveling between these cities for work, school, or other purposes.

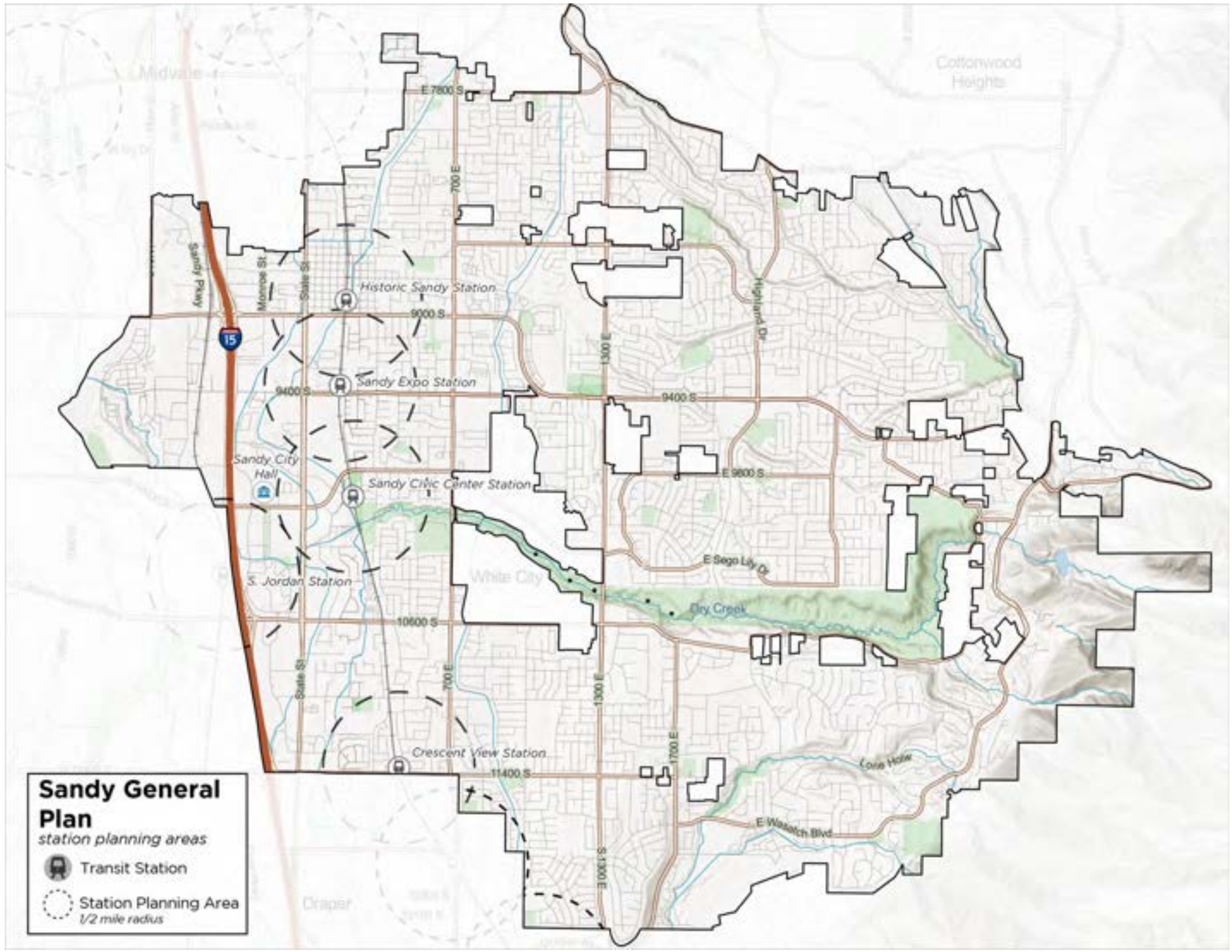


FIGURE 2: SANDY STATION PLANNING AREAS

Elements of Transit-Supportive Communities

PROXIMITY TO TRANSIT - Transit supportive communities are located within walking distance of transit (bus, TRAX, and/or FrontRunner)

HOUSING UNITS, PREFERABLY HIGHER DENSITY - Transit supportive communities have a higher population density that supports the viability of public transportation by ensuring a sufficient customer base

GOODS AND SERVICES - Transit supportive communities have a mix of uses that allows residents to live, work, shop, and play within a close proximity.

EMPLOYMENT GENERATOR - Transit supportive communities have employment options that bring workers into the station area to sustain the goods and services in the area

RECREATIONAL SPACES - Transit supportive communities have green spaces and parks to enhance the quality of life for residents and mitigate the urban heat island effect. These areas provide opportunities for recreation, relaxation, and community gatherings

PEDESTRIAN FRIENDLY DESIGN - Transit supportive communities prioritize pedestrian safety and comfort with features such as wide sidewalks, crosswalks, pedestrian plazas, and well-lit pathways

SOCIOECONOMIC DIVERSITY - Transit supportive communities allow people of various income levels to benefit from access to public transportation and other amenities

SUSTAINABLE DEVELOPMENT AND EFFICIENT LAND USE - Transit supportive communities help reduce sprawl, conserve resources, and minimize environmental impact

MULTI-MODAL TRANSPORTATION - Transit supportive communities are designed to support public transportation by having bike-sharing stations, bike lanes, large sidewalks for walking, and adequate parking facilities for transit users

Key Strategies

The aim of the Station Area Planning Process is to build upon the development and work done previously and develop recommendations for the three neighborhood types adjacent to the Station Area. The types include Neighborhoods Experiencing Change, Neighborhoods in Stasis, and New Neighborhoods (see Livability Section, page 9 for more information and breakdown of these three neighborhood types). Each station area includes a mix of the three neighborhood types and are addressed through each Station Area Plan and contribute to the Pace of Progress Key Strategies.

Increase Range of Housing Opportunities

One of the pillars of Station Area Planning is to "increase the availability and affordability of housing, including moderate-income housing". Developing housing that offers residents the convenience of easy access to transit, amenities, and services, while also supporting environmental sustainability and reducing traffic congestion is just as important. Without supportive services, housing cannot transform a station area into a vibrant neighborhood.

While Sandy's existing housing stock is mainly single-family housing, including a range of housing options to accommodate residents with different housing needs – including seniors, young professionals, and new families – is important for the continued vibrancy of Sandy.

Missing middle housing can be used to transition existing neighborhoods to the core of the station areas while preserving neighborhood character. In The Cairns, transitions to higher-density housing are preferred. This area can often benefit from higher density housing for several reasons. Higher density housing allows for the efficient use of limited land and brings more residents into downtown areas, creating a larger customer base for local businesses such as restaurants, shops, and services, thereby supporting economic vitality and contributing to the vibrancy of The Cairns. This additional housing allows more people to be within convenient proximity to transit, allowing those who cannot afford or choose not to own a car to live in these areas. This includes elderly residents, people with disabilities, and those who prefer a car-free lifestyle, enhancing demographic diversity.

Strengthen Neighborhoods

While the Station Area boundary has a radius of ½ mile, in some cases, there may be large areas that fall within Neighborhoods in Stasis. The goal is for these areas to sustain their viability and preserve the essential qualities of livability that have contributed to the desirability of Sandy neighborhoods. This means adding elements that uphold the fundamental aspects of livability to enhance these areas.

Enhance Livability & Quality of Life

Sandy's built environment improves overall satisfaction by offering amenities and services, ensuring accessibility to cultural, sporting, and community activities for everyone, and fostering social interaction that promotes a sense of belonging and connection.

As the Sandy Civic Center, Expo Center, South Jordan FrontRunner, and portions of the Historic Sandy Station boundaries overlap with The Cairns, it is important that world-class amenities are being built into plans that bring vitality not only to these Station Areas, but to The Cairns as a whole.

Building community and identity outside The Cairns is important as well, particularly in the Historic Sandy and Crescent View Station Areas. Opportunities to strengthen livability in these areas include adding additional services and fostering a sense of identity around the station.

WHAT IS MISSING MIDDLE HOUSING?



Townhomes with a Shared Yard



Live-Work Units



Townhomes



Small-Lot Single Family



Duplexes and Tri-Plexes



Senior Housing Opportunities

Missing middle housing refers to a range of multi-unit or clustered housing types that are compatible in scale with single-family homes and provide diverse housing options in walkable neighborhoods. The term "missing middle" is used because these housing types have been largely absent from many cities and suburbs in recent decades, including Sandy City, resulting in a gap between single-family homes and large apartment complexes.

FIGURE 3: WHAT IS MISSING MIDDLE HOUSING?

Conserve Open Space and Natural Resources

Although increasing housing opportunities and economic opportunity is a large driving force of the Station Area Planning process, conserving open space and natural resources is also a priority. Station Area Plans play a key role in conserving open space and natural resources by promoting sustainable development practices and incorporating green infrastructure strategies.

1. Compact Development: Station Area Plans often prioritize compact, mixed-use development around transit stations, which minimizes urban sprawl and preserves natural areas in the station areas, including Dimple Dell Regional Park and the various canals that flow through the station areas. By concentrating growth within existing urban areas, Station Area Plans help protect open space from encroachment and development.

2. Green Infrastructure: Station Area Plans incorporate green infrastructure elements, such as parks, canal trails, and stormwater management systems, to mitigate the impacts of development on natural resources. Park and open spaces within station areas provide recreational opportunities for residents, enhance biodiversity, and improve air and water quality, contributing to the overall ecological health of the community.

3. Natural Resource Protection: Station Area Plans incorporate policies and strategies to protect critical natural resources, such as undeveloped open space, waterways, and wildlife habitats, from the impacts of development. Through careful site planning, land use regulations, and environmental assessments, these Station Area Plans aim to minimize disturbances to sensitive ecosystems and ensure the long-term sustainability of natural resources.

By balancing growth with environmental conservation, Station Area Plans contribute to the creation of livable, resilient, and environmentally sustainable communities.

MARKET ANALYSIS SUMMARY

CATEGORY	OFFICE	RETAIL	SINGLE FAMILY	MULTI FAMILY
DEMAND	Moderate	Moderate	Low	High
OPPORTUNITIES	• Corporate • Local/niche office space in catalyst areas	• Grocery • Restaurants • Destination/ entertainment	• Infill development • Neighborhood revitalization • Transition product to mixed-use	• Infill development • Context-sensitive neighborhood revitalization • Integrated with mixed-use
CHALLENGES	• Labor Market • Occupancy costs	• Competition from nearby retail nodes • Anchor closures	• Limited areas for development	• Context sensitive issues (“NIMBY”) • Quality of product
TARGET	• Financial technology • Healthcare • Insurance	• Neighborhood services • Destination • Grocery • Restaurant • Mixed-use	• Program for neighborhood revitalization • “Missing middle” developers	• Vertical mixed-use • Infill urban residential as a catalyst to redevelopment
DEMAND	• 105,000 SF per year	• 351,000 SF per year	• 150 units per year	• 992+ units per year

FIGURE 4: MARKET ANALYSIS SUMMARY

Support Diverse Local Economy

“Enhance access to opportunities” is the third pillar of Station Area Planning. Many factors attribute to enhancing access to opportunities, including access to recreation opportunities, and access to goods and services. Station Areas can support the economic vitality of Sandy City in two ways: supporting existing businesses and giving opportunities for new businesses to flourish.

Transit-oriented development can bring support to existing businesses. Transit-oriented development and communities typically enhance the accessibility of existing businesses by having more customers living near businesses and attracting more customers who can easily reach their locations via public transit.

Transit-oriented developments and communities frequently incorporate mixed-use developments that include commercial spaces alongside residential units. This mixed-use approach diversifies the local economy by introducing a variety of businesses, such as retail stores, restaurants, cafes, and offices, within close proximity to transit hubs. These businesses can benefit from the synergies created by co-locating with residential and transportation amenities, attracting a broader customer base and fostering a vibrant urban environment.

Increase Sustainable Mobility & Connectivity

Increasing transportation choices and connections is the fourth pillar of Station Area Planning. Public transportation significantly enhances mobility and connectivity by offering accessible, reliable, and extensive transportation options to individuals across diverse communities. Through its broad coverage and frequent service, public transit connects neighborhoods, employment centers, schools, and recreational facilities, expanding access to essential services and opportunities for residents. Intermodal transportation hubs seamlessly integrate different modes of transit, facilitating smooth transfers between buses, trains, and other transportation services. Last-mile connectivity solutions, such as shuttle buses and bike-sharing programs, bridge the gap between transit stops and passengers' final destinations, making public transportation more convenient and accessible. By reducing reliance on private vehicles and promoting sustainable modes of travel, public transit alleviates traffic congestion, conserves urban space, and fosters social interaction among passengers.

Public transportation will not be the only form of transportation in these Station Areas. It is still understood that most people will have a car. However, there are opportunities to create Station Areas with a "park once" mentality. In a park once system, emphasis is placed on designing Station Areas that are pedestrian-friendly and easily navigable. This may involve creating compact, mixed-use developments where residential, commercial, and recreational destinations are clustered together, allowing people to walk or bike between them rather than drive. Additionally, efficient public transit networks are essential components of park once strategies, as they provide convenient alternatives to driving for longer trips or when walking or biking is not feasible.

"Park once" is a transportation planning concept that encourages minimizing the need for multiple vehicle trips within a given area by promoting the idea that once a vehicle is parked, individuals should be able to access multiple destinations on foot or using alternative modes of transportation:

BIKING
WALKING
BIKE-SHARE
SCOOTER-SHARE
OTHER PUBLIC TRANSPORTATION TYPES

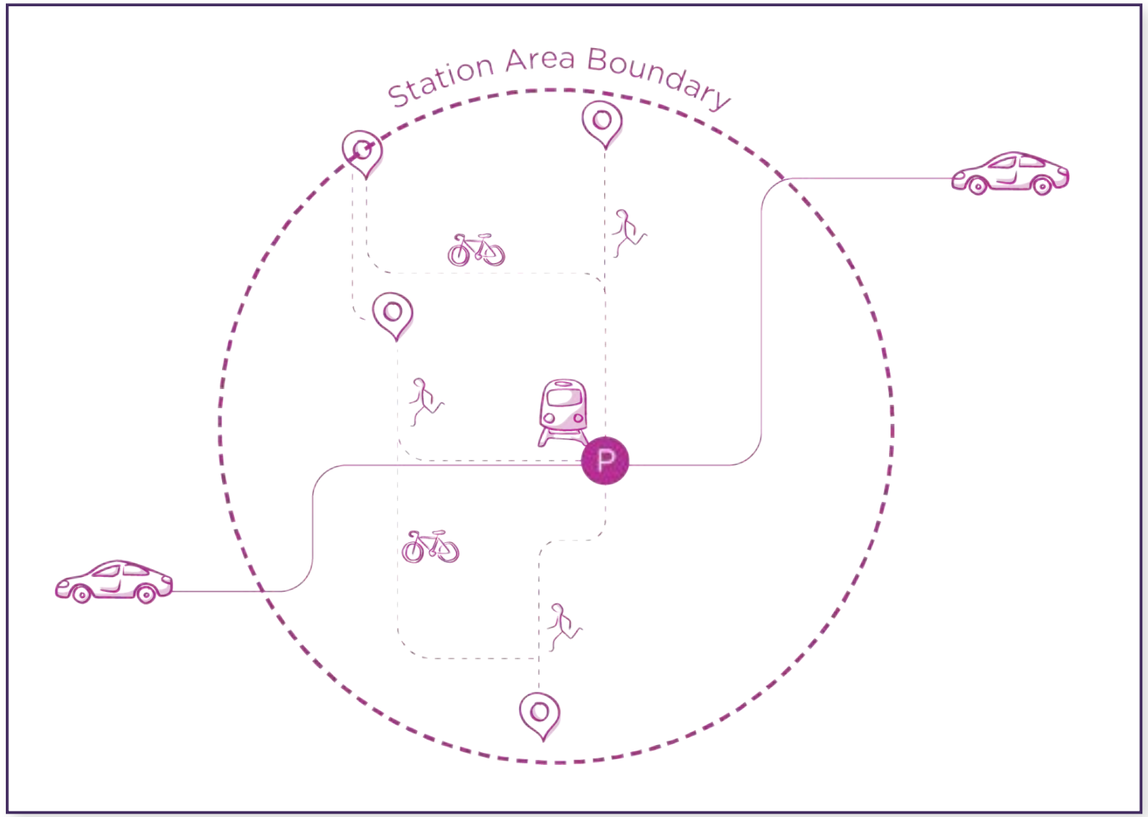


FIGURE 5: PARK ONCE DIAGRAM

Engage Responsibly with Regional Partners

Public transportation in Sandy is unique because it is connected by FrontRunner, TRAX, and bus. Sandy City plans to be a partner with Utah Transit Authority (UTA) and Utah Department of Transportation (UDOT) in order to achieve the visions set forth in the Station Area Plans.

Implementation

The Station Area Plans are created within a 5- and 20-year time frame. The final chapter of each Station Area contains an implementation matrix of goals, strategies, and actions to achieve the Station Area Plan vision, as well as possible funding sources, potential partners, and notes.

Funding for Station Area Plan Upgrades

HTRZ FUNDING

The Housing and Transit Reinvestment Zone Act (HTRZ Act) in Utah is a legislative measure aimed at promoting development and investment through funding mechanisms in designated areas near public transit. An HTRZ is applicable for a ¼ mile radius of a light rail station (TRAX) or bus rapid transit station, and 1/3-mile radius of a commuter rail station (FrontRunner). Each Station Area was evaluated to see if it qualified to be an HTRZ. Based on the objectives below and character-defining elements of the station areas, only the Expo Center and the South Jordan FrontRunner Station can qualify.

The objectives of an HTRZ, as defined by Utah code, are to (as of 5/1/2024):

1. Better utilize public transit and increase ridership
2. Increase the availability of housing, including affordable housing, and fulfillment of moderate-income housing plans
   a. Must have 12% affordable, and requires that up to 9% must be affordable at less than or equal to 80% AMI, and at least 3% must be affordable at less than or equal to 60% AMI. This would be included as part of a housing affordability plan to ensure that affordability is maintained throughout the entire HTRZ term
   b. At least 51% of the developable area must have residential uses with an average of at least 50 Dwelling units per acre
3. Promote and encourage development of owner-occupied housing
4. Improve efficiencies in parking and transportation, including walkability of communities near public transit facilities
5. Overcome development impediments and market conditions that render a development cost prohibitive absent the proposal and incentives



Pervious Surfaces Like These Pavers Are An Example Of Green Infrastructure



Dimple Dell Regional Park is in the Civic Center Station Area

6. Conserve water resources through efficient land use
7. Improve air quality by reducing fuel consumption and motor vehicle trips
8. Encourage transformative mixed-use development and investment in transportation and public transit infrastructure in strategic areas
9. Strategic land use and municipal planning in major transit investment corridors as described in the housing element of the General Plan
10. Increase access to employment and educational opportunities
11. Increase access to childcare

There is a limit of eight HTRZs in Salt Lake County.

GRANT FUNDING

Grant funding refers to financial support provided by an entity (usually a government, foundation, or corporation) to Sandy City without the requirement of repayment. Grants are typically awarded based on a competitive application process and are intended to support specific activities, projects, or goals that align with the grantor's objectives. A list of grant opportunities has been provided based on the specific goals, objectives, and vision of each individual Station Area Plan.

PRIVATE/DEVELOPER/PARTNER FUNDING

Many projects in the Station Area Plans will be completed by private investment or by a partner organization like UDOT or UTA. Public incentives and supportive infrastructure provided by Sandy City may be appropriate to complete a project, however the entirety of the project is not expected to be funded by Sandy City.

Future Land Use of the Station Areas

Implementation of the Station Areas is based off the preferred scenario and future land use of the ½ mile area. The next five pages show the future land use of the five station areas within Sandy City.

FIGURE 6: TAX IMPACTS OF A COMMUTER RAIL STATION

TAX IMPACTS OF AN HTRZ AT A COMMUTER RAIL STATION

- 80% of tax increment revenues for a maximum of 25 consecutive years per parcel, with a maximum time period of 45 years for the entire HTRZ
- Maximum of three trigger dates for tax increment collection periods within the 45-year time frame
- 15% of incremental state sales tax in the HTRZ is transferred to the Transit Transportation Investment Fund (TTIF) by the State Tax Commission

Provided by Zions Public Finance White Paper on Housing and Transit Reinvestment Zone Act

FIGURE 7: TAX IMPACTS OF A LIGHT RAIL STATION

TAX IMPACTS OF AN HTRZ AT A LIGHT RAIL STATION

- 80% of tax increment revenues for a maximum of 15 consecutive years per parcel, with a maximum time period of 30 years for the entire HTRZ
- Maximum of three trigger dates for tax increment collection periods within the 30-year time frame
- 15% of incremental STATE sales tax in the HTRZ is transferred to the Transit Transportation Investment Fund (TTIF) by the State Tax Commission

Provided by Zions Public Finance White Paper on Housing and Transit Reinvestment Zone Act

FIGURE 8: STATION AREA PLANNING VISIONS

STATION AREA PLAN VISIONS

HISTORIC SANDY STATION

Historic Sandy is the community's first neighborhood. The tree lined streets with original homes were within easy walking distance of the area's Main Street that provided goods and services for Sandy's first residents. The Station Area vision is to celebrate the past and energize the neighborhood's future.

CIVIC CENTER STATION

The Sandy Civic Center station builds upon the transit-oriented development that has been completed next to the station and expands into the broader station area. The Sandy Civic Center is a part of The Cairns and is known for its accessibility to some of the most unique mix of park and open spaces in the TRAX system.

EXPO CENTER STATION

The Sandy Expo Center Station is a primary gateway to the community. The Expo Center Station is the hub for premier entertainment in Sandy City.

SOUTH JORDAN FRONTRUNNER STATION

The Sandy City portion of the South Jordan FrontRunner Station is envisioned as the southern anchor of The Cairns to support Sandy's economic growth and enhance quality of life for new and current residents and visitors.

CRESCENT VIEW STATION

Crescent View Station will remain a residential feeder station with improved connections to parks and services.



Rendering of Sandy Expo Center

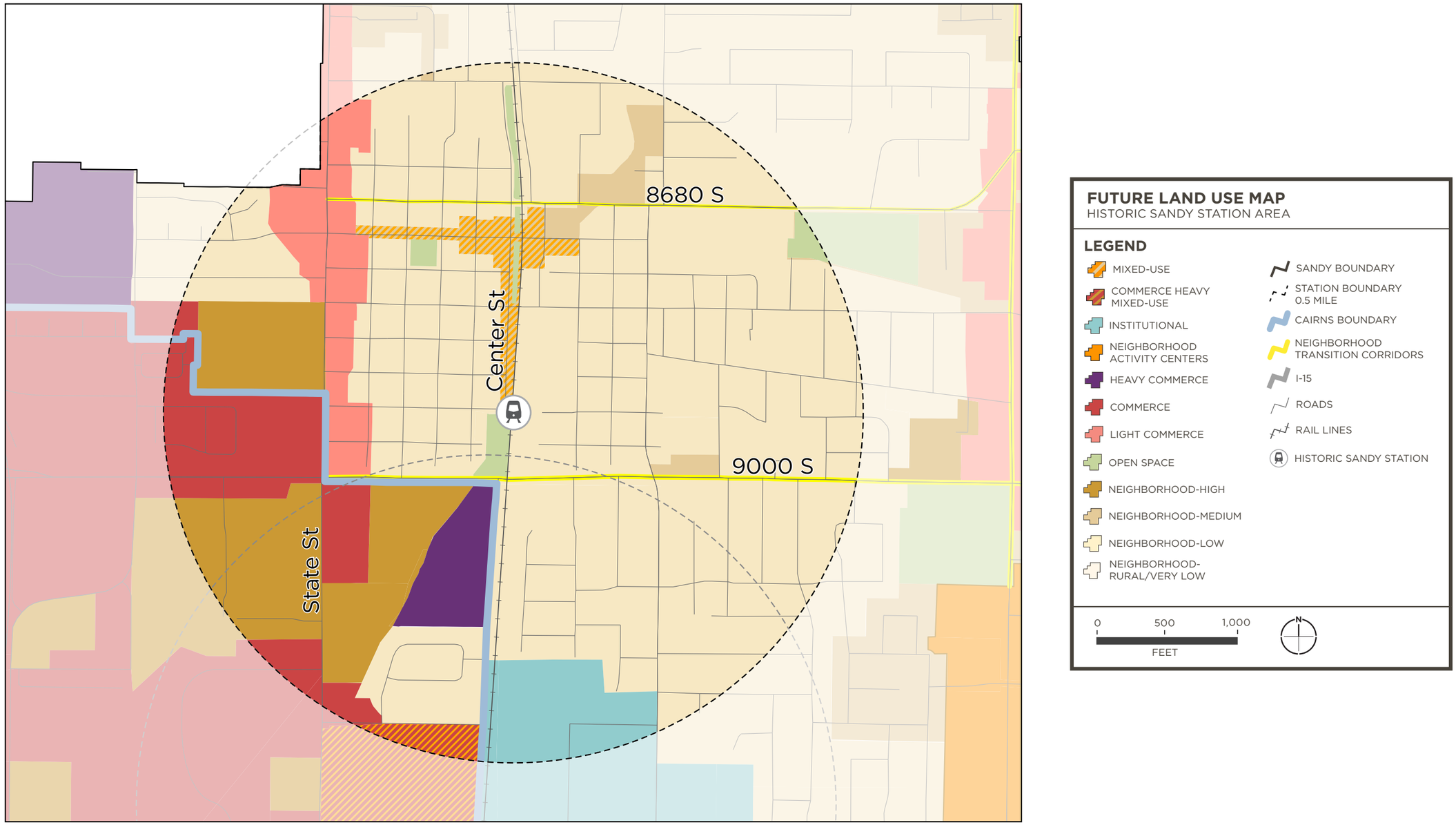
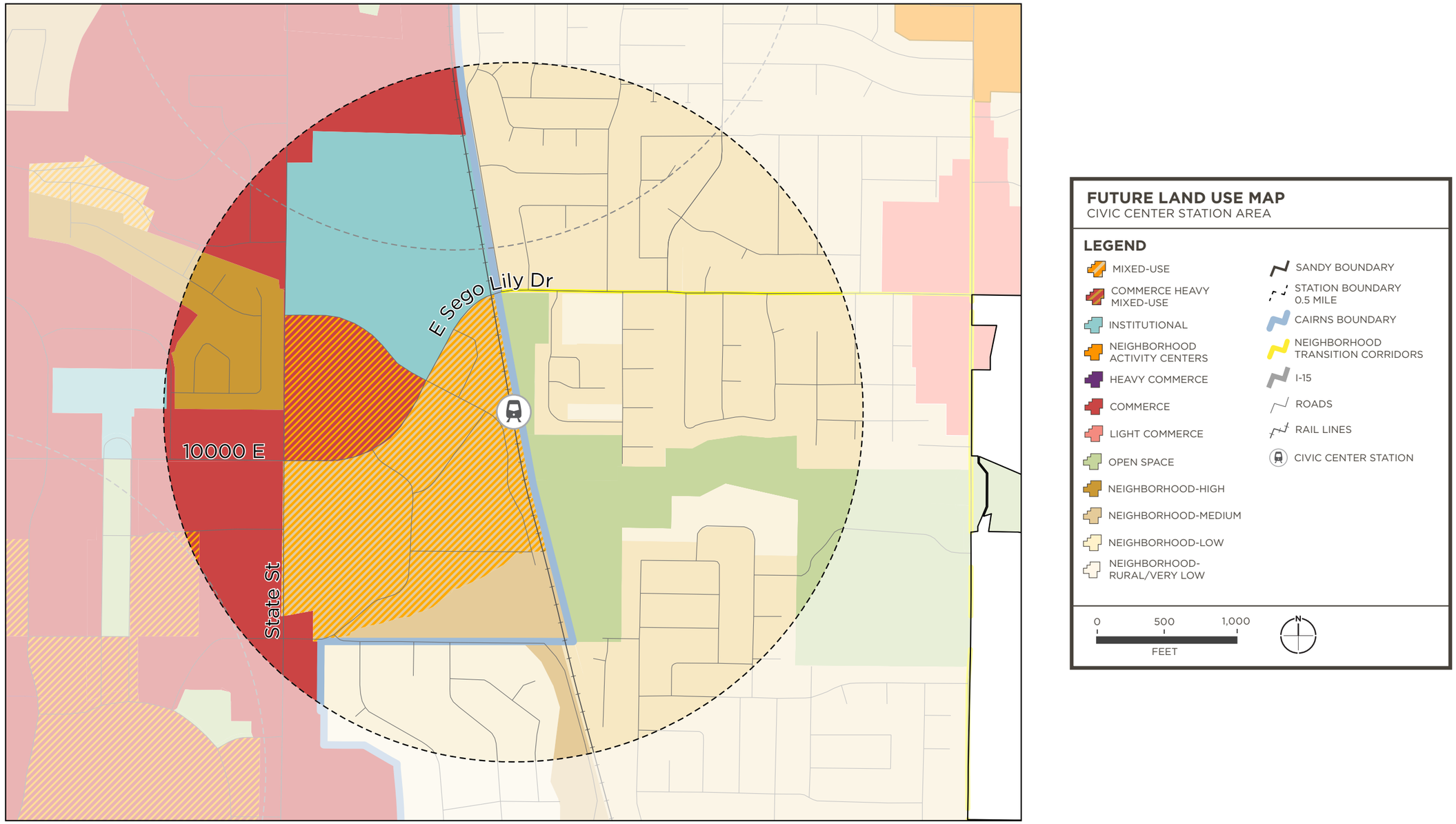
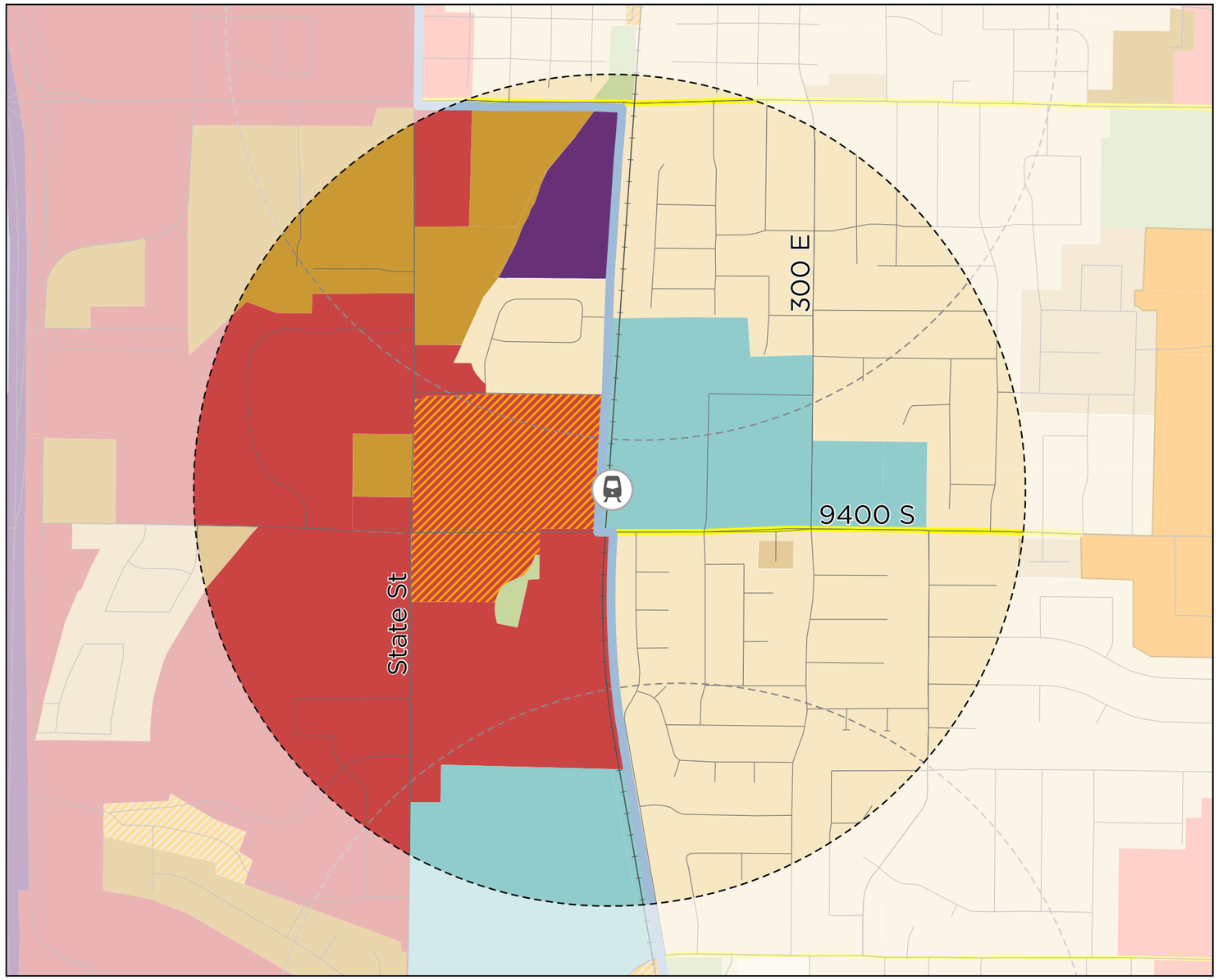


FIGURE 9: HISTORIC SANDY STATION AREA FUTURE LAND USE



GSBS CONSULTING

FIGURE 10: SANDY CIVIC CENTER STATION AREA FUTURE LAND USE



FUTURE LAND USE MAP
EXPO CENTER STATION AREA

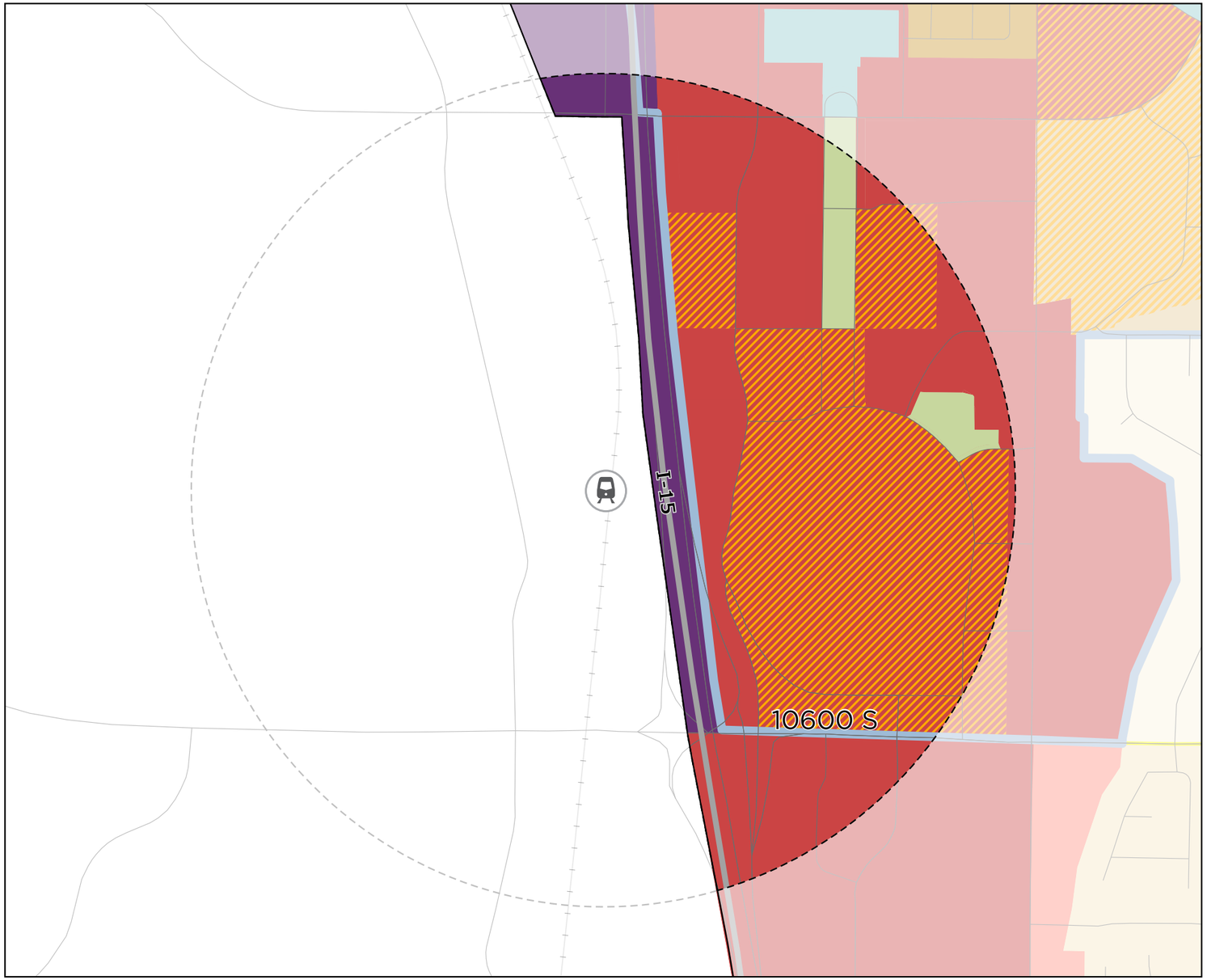
LEGEND

- MIXED-USE
- COMMERCE HEAVY MIXED-USE
- INSTITUTIONAL
- NEIGHBORHOOD ACTIVITY CENTERS
- HEAVY COMMERCE
- COMMERCE
- LIGHT COMMERCE
- OPEN SPACE
- NEIGHBORHOOD-HIGH
- NEIGHBORHOOD-MEDIUM
- NEIGHBORHOOD-LOW
- NEIGHBORHOOD-RURAL/VERY LOW
- SANDY BOUNDARY
- STATION BOUNDARY 0.5 MILE
- CAIRNS BOUNDARY
- NEIGHBORHOOD TRANSITION CORRIDORS
- I-15
- ROADS
- RAIL LINES
- EXPO CENTER STATION

0 500 1,000
FEET

N

FIGURE 11: SANDY EXPO CENTER STATION AREA FUTURE LAND USE



FUTURE LAND USE MAP
SOUTH JORDAN FRONTRUNNER STATION AREA

LEGEND

- MIXED-USE
- COMMERCE HEAVY MIXED-USE
- INSTITUTIONAL
- NEIGHBORHOOD ACTIVITY CENTERS
- HEAVY COMMERCE
- COMMERCE
- LIGHT COMMERCE
- OPEN SPACE
- NEIGHBORHOOD-HIGH
- NEIGHBORHOOD-MEDIUM
- NEIGHBORHOOD-LOW
- NEIGHBORHOOD-RURAL/VERY LOW
- SANDY BOUNDARY
- STATION BOUNDARY 0.5 MILE
- CAIRNS BOUNDARY
- NEIGHBORHOOD TRANSITION CORRIDORS
- I-15
- ROADS
- RAIL LINES
- SOUTH JORDAN STATION

0 500 1,000
FEET

N

FIGURE 12: SOUTH JORDAN FRONTRUNNER STATION AREA FUTURE LAND USE

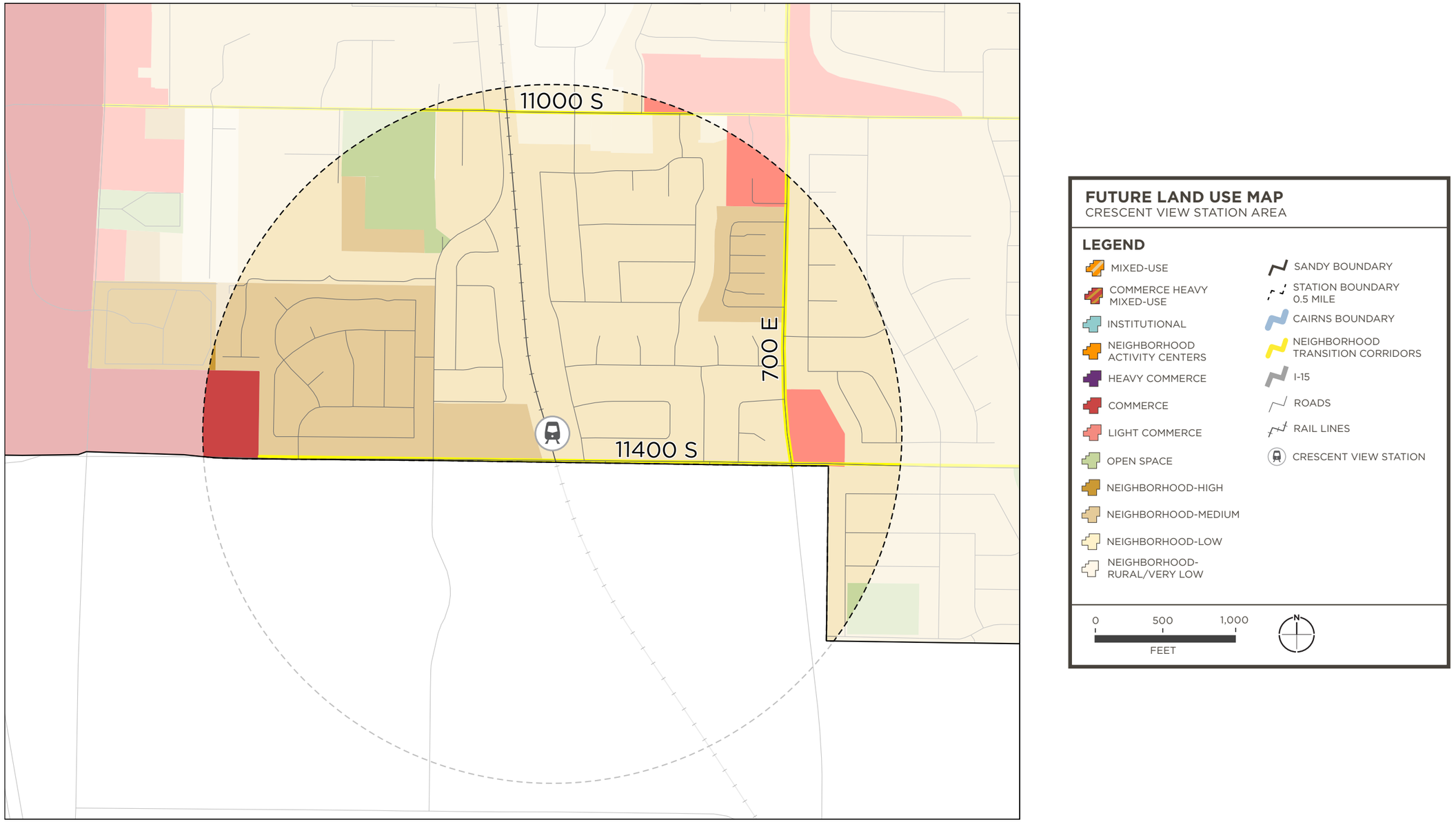


FIGURE 13: CRESCENT VIEW STATION AREA FUTURE LAND USE

Goals, Objectives, Policies, & Actions

GOAL

Sandy's station areas are transit supportive neighborhoods

OBJECTIVE

Station areas include a mix of housing, employment, services, and civic spaces

Policies

- Higher density and mixed-use development is located at station areas to take advantage of regional investment in the system
- Station areas include multi-modal connections within the neighborhood and to the surrounding area
- Commercial development in station areas includes a mix of employment types and retail opportunities to create a complete community

OBJECTIVE

Station areas provide an opportunity for attainable housing

Policies

- HTRZ, tax increment, and other tools are available to encourage investment in housing affordabe to low-to moderate-income households
- Station areas include goods and services to support households to minimize the need for private vehicles



Micromobility options in Sandy City

STATION AREA PLANNING

7.1a

Historic Sandy

APPENDIX

Introduction

The Historic Sandy Station is the furthest north station in Sandy. The original grid plan for the street network provides significant connectivity within the station area.

The grid plan is disrupted by several major transportation corridors. The station is located adjacent to 9000 South (SR 209), a major east west arterial that connects Little Cottonwood Canyon (as 9400 South) on the east to the I-15 and the South Valley Regional Airport on the west. The station is also located approximately .3 miles east of State Street (US 89), a major north south corridor along the Wasatch Front.

The station—named for the Historic Sandy neighborhood that is primarily west and north of the station—was originally a farming village that grew significantly after the construction of the railroad line that is now the TRAX transit line.

The station area is not only a part of the Historic Sandy neighborhood, but is part of the Sandy Historic District, a historic district that is listed on the National Register of Historic Places (NRHP) as of 2007. The district comprises 51 properties previously listed in the National Register, along with 266 additional contributing buildings and 223 non-contributing buildings. Preservation of existing buildings and designing new buildings that do not overshadow the historic ones is a priority for the community.

Historic Sandy has a Historic Preservation Committee, a citizen committee established by ordinance to recommend to the City and aid property owners in maintaining and enhancing the worthwhile historical resources of Sandy City. The mission statement of the group is: “We are committed to the encouragement and retention of the visual and historic integrity of the historic district and other historic resources and areas in Sandy City”.



In addition to the Historic Sandy neighborhood, the area within a ½ mile radius of the station platform includes commercial uses along State Street, as well as single family neighborhoods to the east and southeast. There are also several institutional uses including Sandy Elementary School, and the Parks and Public Utilities Departments of Sandy City.

The Porter Rockwell Trail, which extends through Sandy to Draper, is adjacent to the light rail line and is a critical amenity in Sandy's trail system. Additionally, the East Jordan Canal extends through the station area connecting the area to the northeast through the station and across 9000 South continuing to the southwest.

There are currently 4,156 people living within ½ mile radius of the station. Housing types in the station area include smaller lot single family, mobile homes, garden apartments and larger apartment complexes.

FIGURE 1: HISTORIC SANDY STATION AREA BOUNDARY

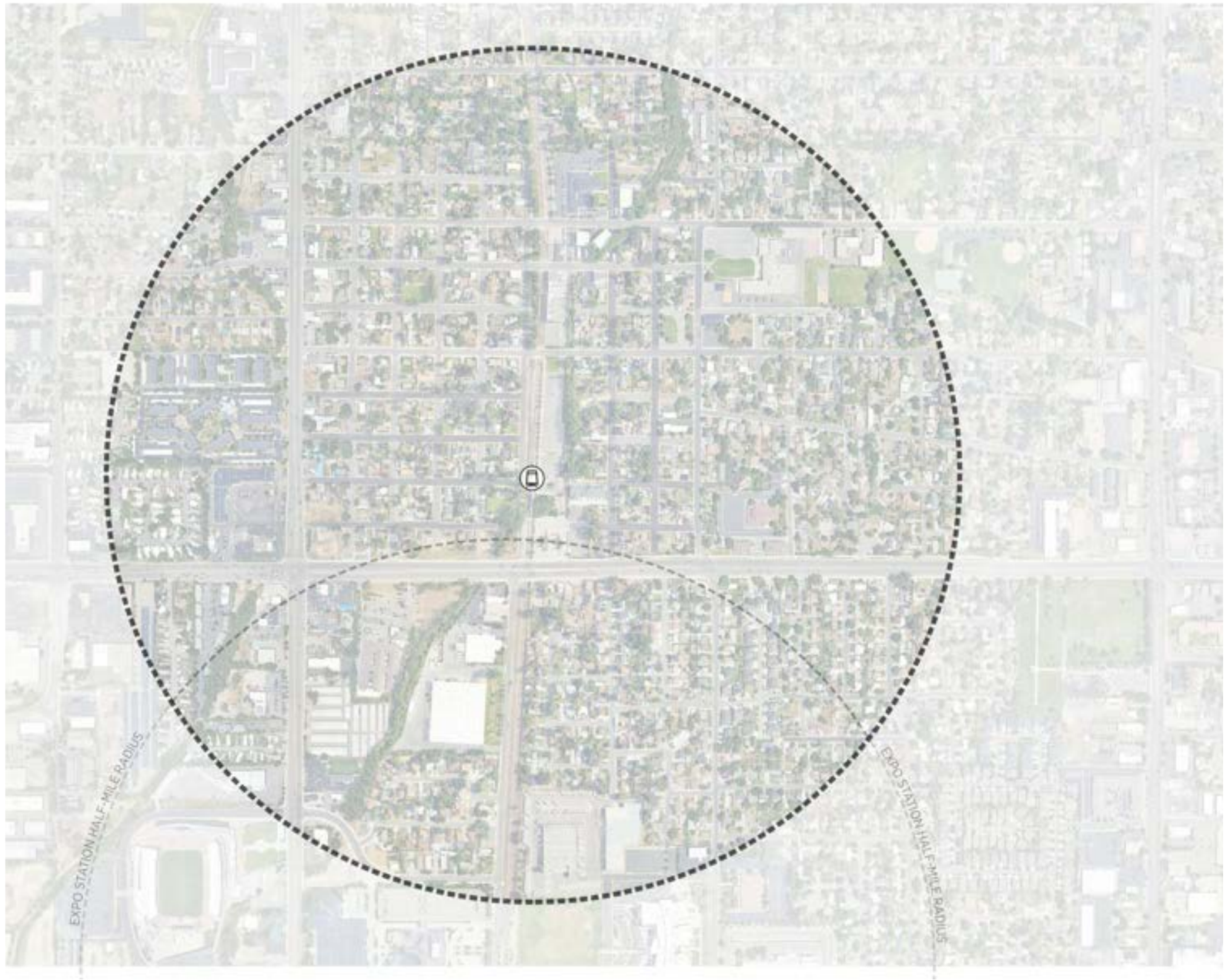


FIGURE 2: HISTORIC SANDY STATION NETWORK LOCATION

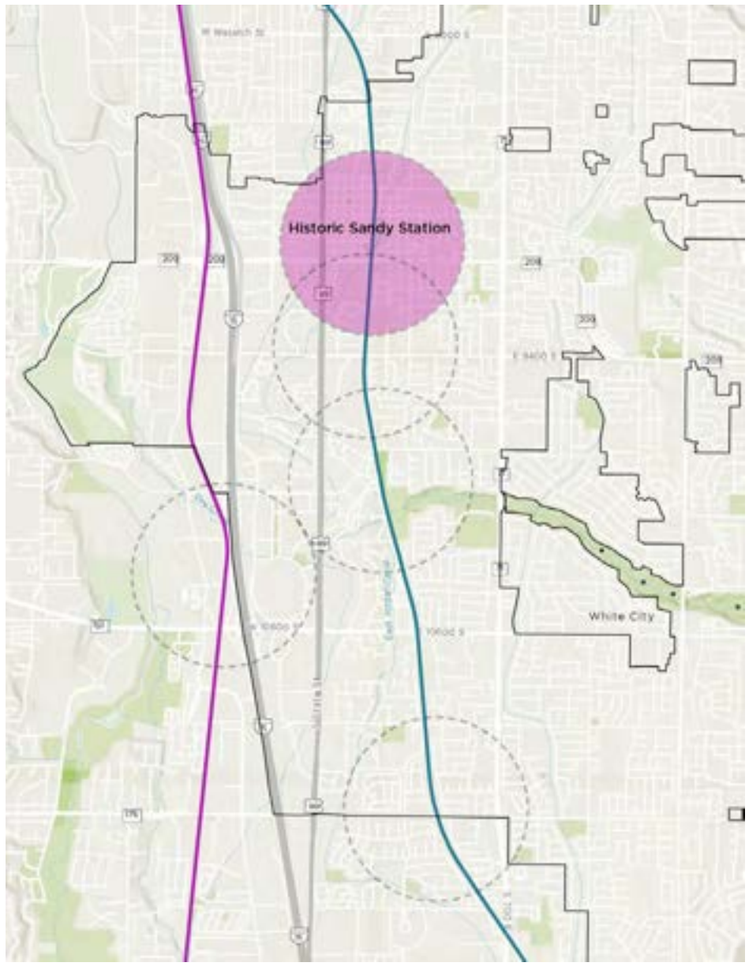
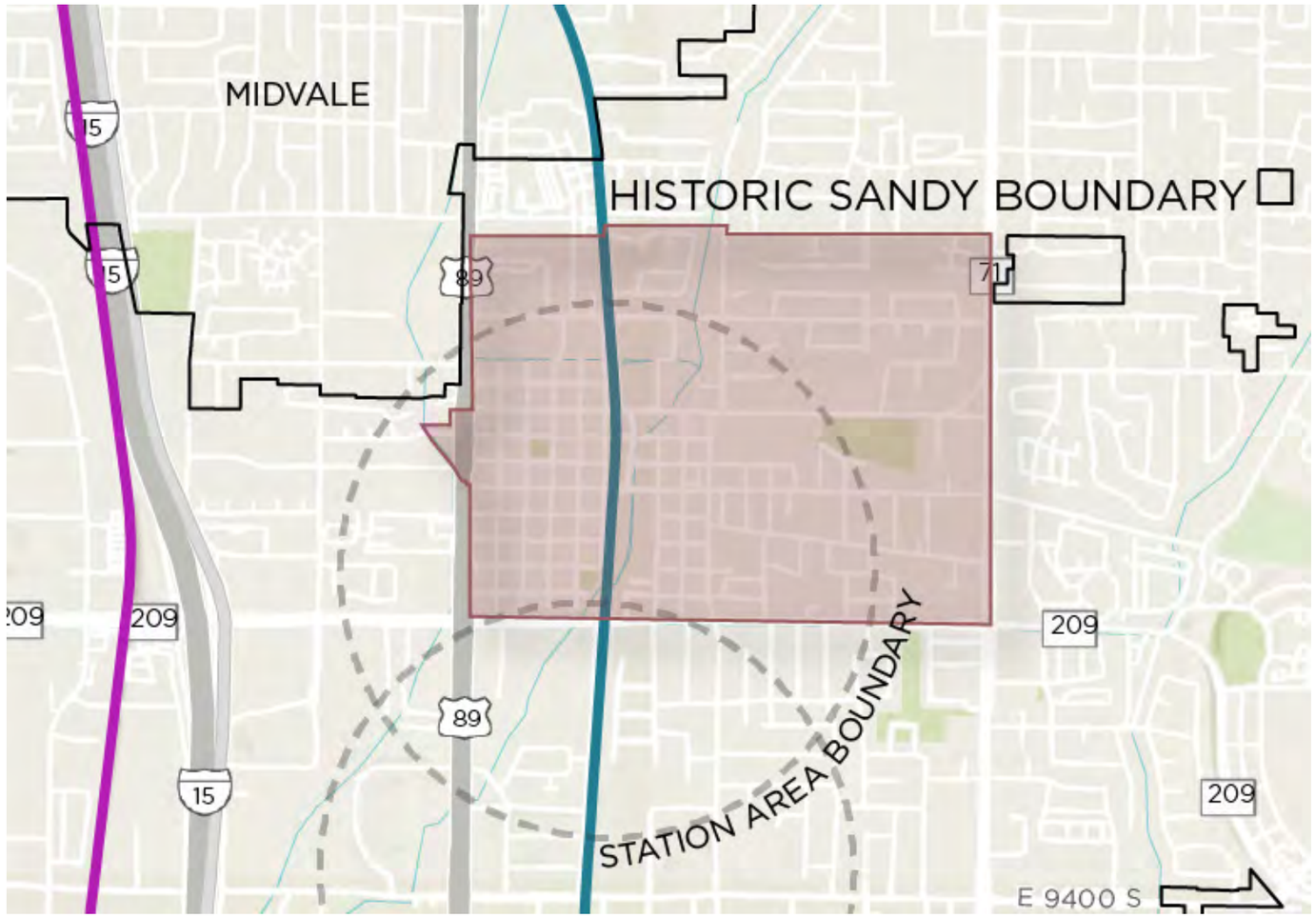


FIGURE 3: HISTORIC SANDY NEIGHBORHOOD BOUNDARY



The Station Area consists of just a portion of Historic Sandy. The boundaries of the neighborhood extend from State Street to 700 East and from 8400 South to 9000 South. Opportunity areas will be concentrated to the Station Area Plan boundaries, yet policies and goals look beyond the Station Area boundaries to the neighborhood as a whole.

For the purposes of the Station Area Plan, the planning process will concentrate on the areas north of 9000 South, with the Expo Center concentrating on those areas south of 9000 South that fall within the boundary of both stations.

Current Station Area Role

The station area currently serves as a source of ridership from the surrounding residential development. Area employment is limited and is concentrated along the State Street corridor and to the south of 9000 South.

Existing Conditions

Demographics Snapshot

Due to the affordability of the neighborhood, there are more families within Historic Sandy as compared to city-wide. The station area also has a higher number of renters, blue collar workers, and service workers than the city average.



Sandy Museum

FIGURE 4: DEMOGRAPHIC SNAPSHOT

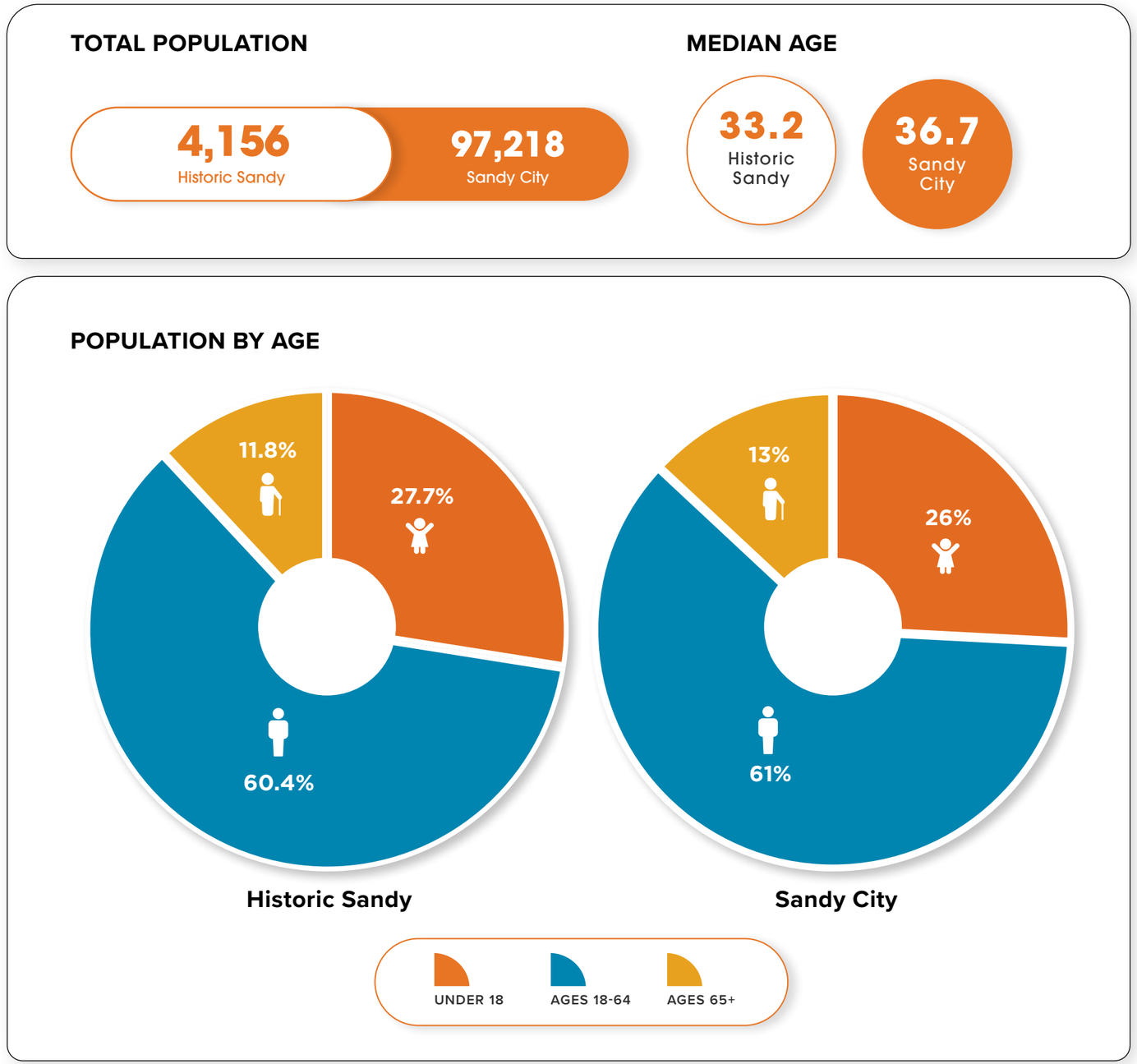


FIGURE 5: DEMOGRAPHIC SNAPSHOT

EDUCATION

Historic Sandy

32.6% BACHELOR'S/GRAD/ PROF DEGREE

30.4% SOME COLLEGE/ ASSOCIATES DEGREE

26.0% HIGH SCHOOL GRADUATE

11.0% NO HIGH SCHOOL DIPLOMA

Sandy City

46.8% BACHELOR'S/GRAD/ PROF DEGREE

30.7% SOME COLLEGE/ ASSOCIATES DEGREE

18.2% HIGH SCHOOL GRADUATE

4.3% NO HIGH SCHOOL DIPLOMA

EMPLOYMENT

Historic Sandy

57.6% WHITE COLLAR

25.1% BLUE COLLAR

21.4% SERVICES

4.2% UNEMPLOYMENT

Sandy City

74.6% WHITE COLLAR

15.3% BLUE COLLAR

11.9% SERVICES

2% UNEMPLOYMENT

MEDIAN HOUSEHOLD INCOME

$50,579 HISTORIC SANDY

$101,232 SANDY CITY

PER CAPITA INCOME

$27,671 HISTORIC SANDY

$47,002 SANDY CITY

MEDIAN NET WORTH

$50,172 HISTORIC SANDY

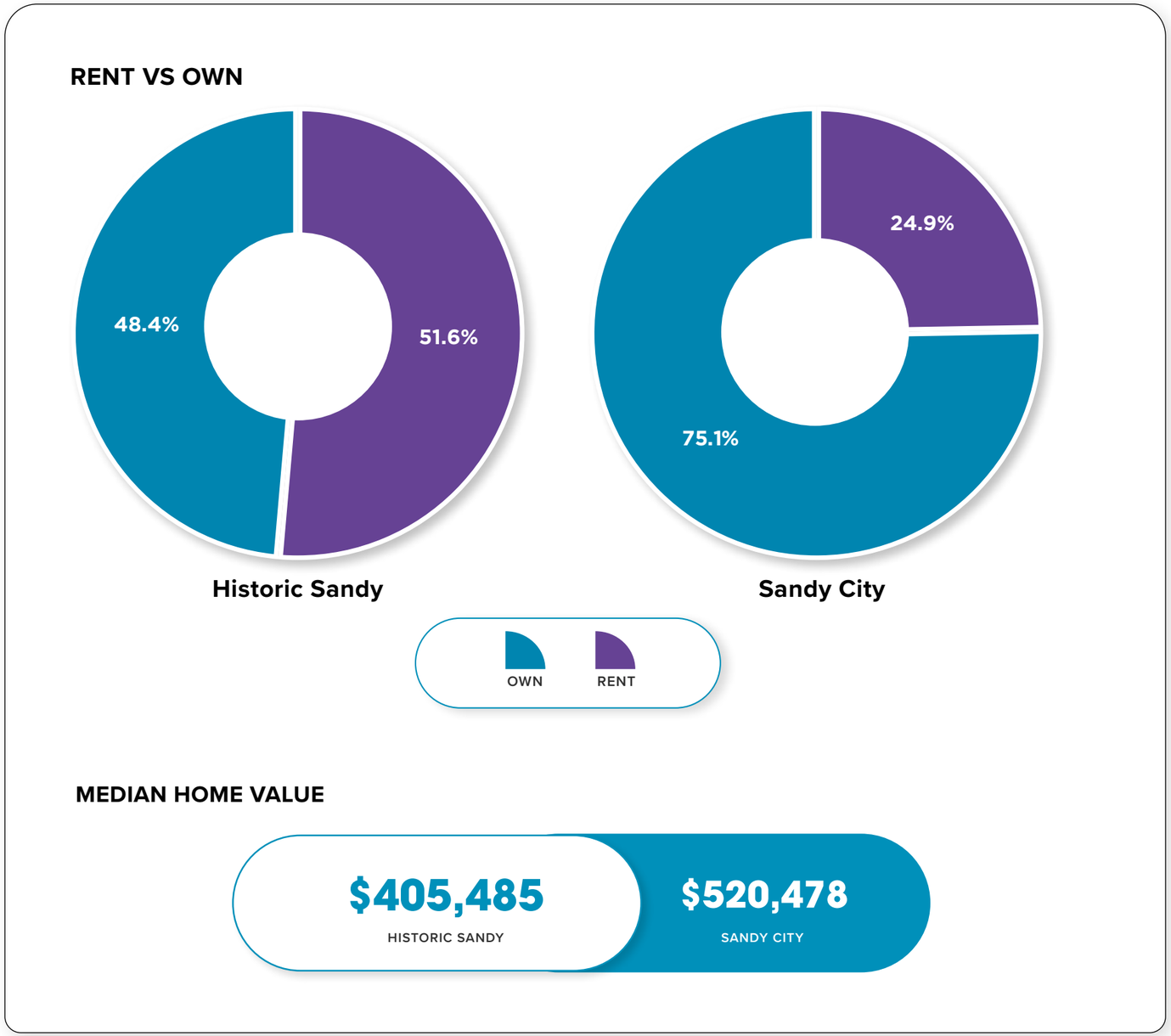
$313,528 SANDY CITY

Housing Snapshot

Historic Sandy is home to Sandy's more affordable housing options. Historic Sandy also encapsulates some older versions of missing middle housing, leading to more affordable housing for different family types in the area. The Historic District encompasses residential structures that originated from two main construction periods as outlined in the Sandy City multiple property submissions: the "Mining, Smelting, and Small Farm Era (circa 1871-1910)" and the "Agriculture, Small Business, and Community Development (1906-1946) eras."

During the early twentieth century, bungalows emerged as the predominant residential style in Utah, a trend mirrored in Historic Sandy, where fifty-five bungalows stand within the district. These bungalows typically feature a distinctive rectangular layout and exhibit elements of the vernacular Prairie School style, including low-pitched hipped roofs, broad eaves, and full-width front porches integrated beneath the primary roofline. During the 1940s and 1950s, Sandy witnessed the construction of WWII-era cottages and early ranch houses, totaling one hundred twenty residences within the historic district. These homes typically exhibit the Minimal Traditional style prevalent in WWII cottages, which draws loosely from earlier period revival forms, featuring front-facing cross gables and simplified design elements. This style remained popular in Utah from the late 1930s to the 1950s and represents the primary architectural aesthetic within the historic district. Although there are noncontributing buildings in the district, the majority of buildings retain their historic integrity and contribute to the historic association and feeling of the area.

FIGURE 6: HOUSING SNAPSHOT



Economic Snapshot

FIGURE 7: ECONOMIC SNAPSHOT

HISTORIC SANDY STATION			
	Intersection	Long	Lat
	9000 S. & 165 E.	-111.8883069	40.5892756
Total GLA	293,000 SF		
Rental Rate	$23.12/SF		
Vacancy	0%		
Occupancy	100.00%		
Age (year built)	1999		
	1/2 Mile	2 Miles	3 Miles
Population	4,767	63,217	135,000
Daytime Population	4,283	72,399	155,972
Median Household Income	$50,579	$78,649	$83,246

Transportation Snapshot

TRANSIT NETWORK OVERVIEW

Historic Sandy Station is situated at 9000 South 165 East. As shown in Figure 5 and Figure 6 the station is served by TRAX Blue Line, Route 994 Bus Service, and two Flex lines.

FIGURE 8: AVERAGE WEEKDAY BOARDINGS

AVERAGE STOP-LEVEL WEEKDAY BOARDINGS AT HISTORIC SANDY STATION				
RTE	ROUTE NAME	FREQ	ROUTE TYPE	STATION BOARDINGS
701	Blue Line	15 Min	Light Rail	339
994	9000 S. TRAX / Snowbird / Alta	30 Min	Ski Bus	215
F590	9000 S. Flex	30 Min	Flex	≤ 1
F94	Sandy Flex	30 Min	Flex	≤ 1

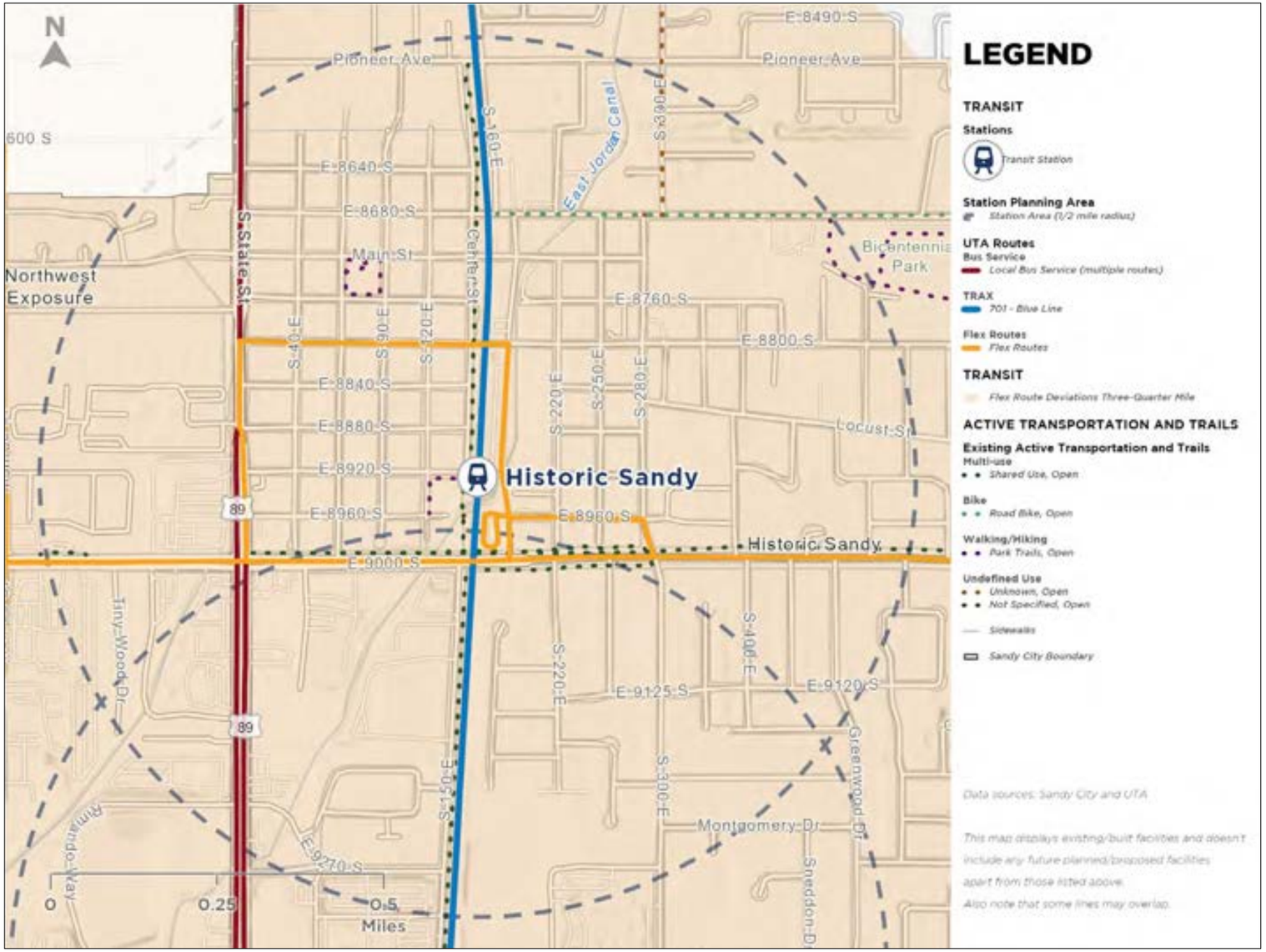


FIGURE 9: TRANSPORTATION SNAPSHOT

CHALLENGES AND LIMITATIONS

At the Historic Sandy Station, challenges include personal safety concerns, notably at Scott Cowdell Park, which could deter potential transit users. The station's connectivity is constrained by UDOT's access management on 9000 South. Currently several streets (40 East, 90 East, and 120 East) extend nearly to 9000 South and could provide more connectivity to the area, but UDOT's access management standards for 9000 South require street spacing no more frequently than 660 feet, which eliminates the possibility of improved street connectivity to 9000 South. A similar constraint affects the properties in the station area along State Street. On both routes, UDOT standards will elevate vehicle mobility over access and connectivity on these routes.

STRENGTHS

The Historic Sandy Station's strengths lie in its walkable street network north of 9000 South and its close distance to regional retail outlets. Additionally, the bus route encourages people to use available parking on weekends during winter months, which brings activity to the area during what would otherwise be a quiet time.



TRAX Blue line

***Source:** John Dornoff*

Cultural & Social Snapshot

PARKS AND OPEN SPACE

The Station Area is served by multiple parks including Main Street Park, Scott Cowdell Park, Sandy Station Park, a portion of Bicentennial Park, and also contains a vacant parcel at 8800 South, which is owned by the Parks and Recreation Department and is slated to become a future park. The Porter Rockwell Trail is also prominent in this area, as it runs along the TRAX line.

Historic Sandy also houses a Wasatch Community Garden Plot, located just outside of the Station Area Planning boundary. The garden offers 23 plots for rent. Previously, the Historic Sandy Community Garden included a pumpkin patch where gardeners cultivated heirloom pumpkins in anticipation of the garden's annual Pumpkinfest celebration during harvest season. However, that space has since been repurposed to accommodate individuals interested in cultivating crops on a larger "microfarm" scale.

COMMUNITY AMENITIES

The Station Area houses Sandy Elementary School, which offers Parent Literacy classes, Pre-school services, and afterschool programs. The offices of the Parks and Recreation Department are located just east of the elementary school, as well as The Sandy Club, a safe space for area youth.

The Sandy Museum is located in this area at 8744 S 150 E and includes two floors of displays in a historic building, a gift shop, and an outdoor exhibition shed. The museum gives a deep dive into the history of Sandy.

The Station Area is home to community events including the Heritage Festival at Main Street Park, and the Historic Sandy BBQ, an event for neighbor mingling at Main Street Park. As Main Street Park is a hub for Historic Sandy events, tying the park to the Station Area is an opportunity to take advantage of existing community events.

MAIN STREET PARK AMENITIES & SUPPORT FACILITIES

Outdoor Pavilion	9 Tables
Restroom	✓
BBQ Pit	✓
Playground	✓
Electrical	✓
Water	✓
Swings	✓
Trash Bins	5
Dog-I-Pot Station	1
Benches	5
Drinking Fountain	1
Active Park	✓

SANDY STATION PARK AMENITIES & SUPPORT FACILITIES

Outdoor Pavilion	1
Trash Bin	2
Dog-I-Pot Station	1
Benches	5
Drinking Fountain	1
Corridor	✓

BICENTENNIAL PARK AMENITIES & SUPPORT FACILITIES

Indoor Pavilion	✓
Outdoor Pavilion	9 Tables
Restroom	✓
Parking Stalls	82
BBQ Pits	3
Playground	✓
Jogging Path	0.38
Basketball	1
Softball	2
Softball Lighting	✓
Tennis	3
Tennis Lighting	✓
Volleyball	1
Electrical	✓
Water	✓
Trash Bins	12
Dog-I-Pot Station	2
Picnic Table	1
Drinking Fountain	2
Active Park	✓

SCOTT COWDELL PARK AMENITIES & SUPPORT FACILITIES

Outdoor Pavilion	✓
Restroom	✓
Parking Stalls	6
BBQ Pit	✓
Playground	✓
Electrical	✓
Water	✓
Trash Bins	2
Dog-I-Pot	1
Drinking Fountain	1
Bike Rack	2
Active Park	✓

Historic Sandy Park Amenities

Land Use & Zoning Snapshot

Historic Sandy has unique zoning that is different from the rest of the city. R-1-7 (HS) residential, neighborhood commercial, and special development district zones are all Historic Sandy centered. The primary objectives of these zones is to cultivate a high-quality residential setting that fosters neighborly interaction, offers well-designed housing suitable for families at different life stages, deters crime through thoughtful urban design for natural surveillance, decreases reliance on cars, and enhances air quality. The overlay zone pairs pedestrian-friendly features with heightened land usage and housing density.

The zoning ordinance also creates an overlay zone, called the Historic Sandy Development Overlay Zone, where applicants can invoke additional historical reviews while receiving relief from various requirements such as lot size and setback. This review is done by the Historic Committee and then approved by the Planning Commission.



Main Street Park

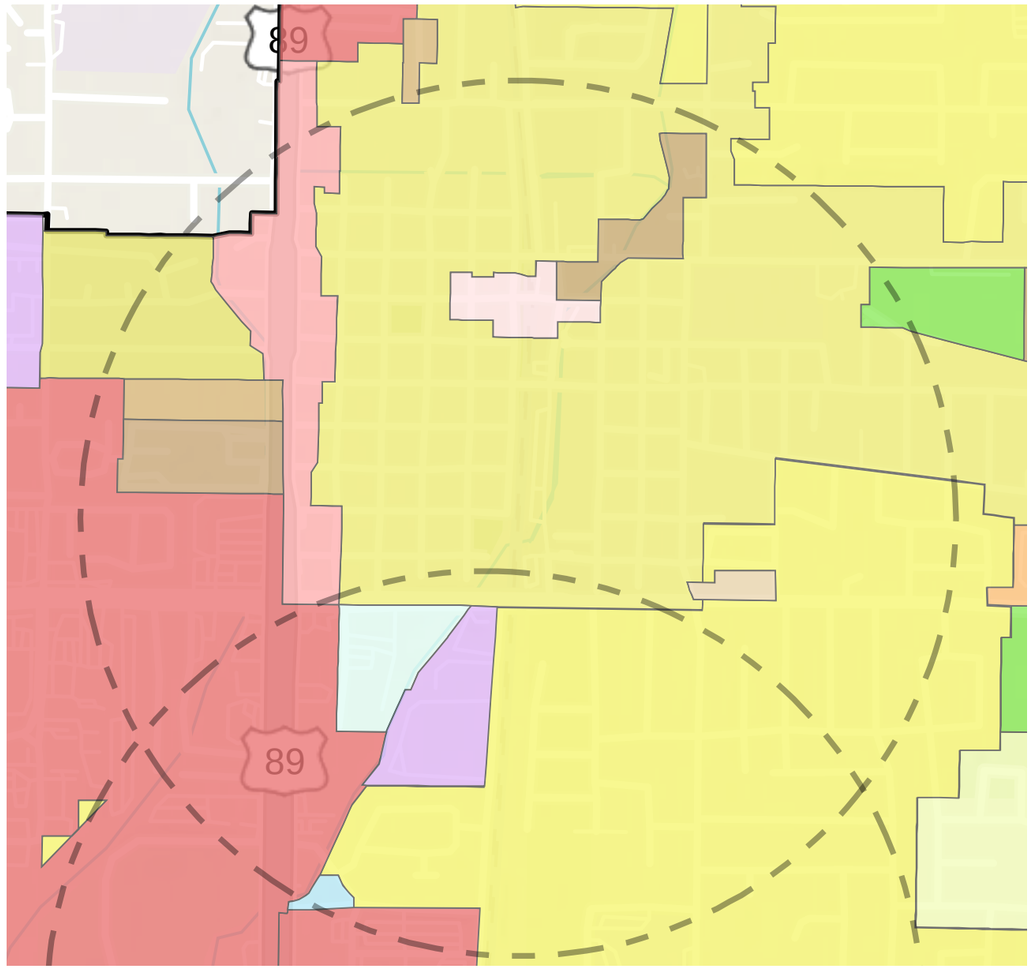




FIGURE 10: CURRENT ZONING

Utilities Snapshot

Sandy City Public Utilities is the drinking water, storm water, and street lighting provider in the Station Area. There are a few planned projects in the pipeline for Public Utilities. These include increasing the pipe size from 6- to 8-inch along 8800 S, increasing the pipe size from 4- to 8-inch along 60 E, increasing the pipe size from 4- to 8-inch along 8960 S, and increasing the pipe size from 4- to 8-inch along 8920 S. Power is mostly provided by Rocky Mountain Power.

REDUCING WATER DEMAND FOR FUTURE DEVELOPMENT

Sandy City's landscaping requirements have been revised to mandate more water-wise designs for newly constructed or renovated landscaping. Based on existing water use patterns in Sandy City, water conservation potential is highest in the category of residential outdoor irrigation.



Historic Home

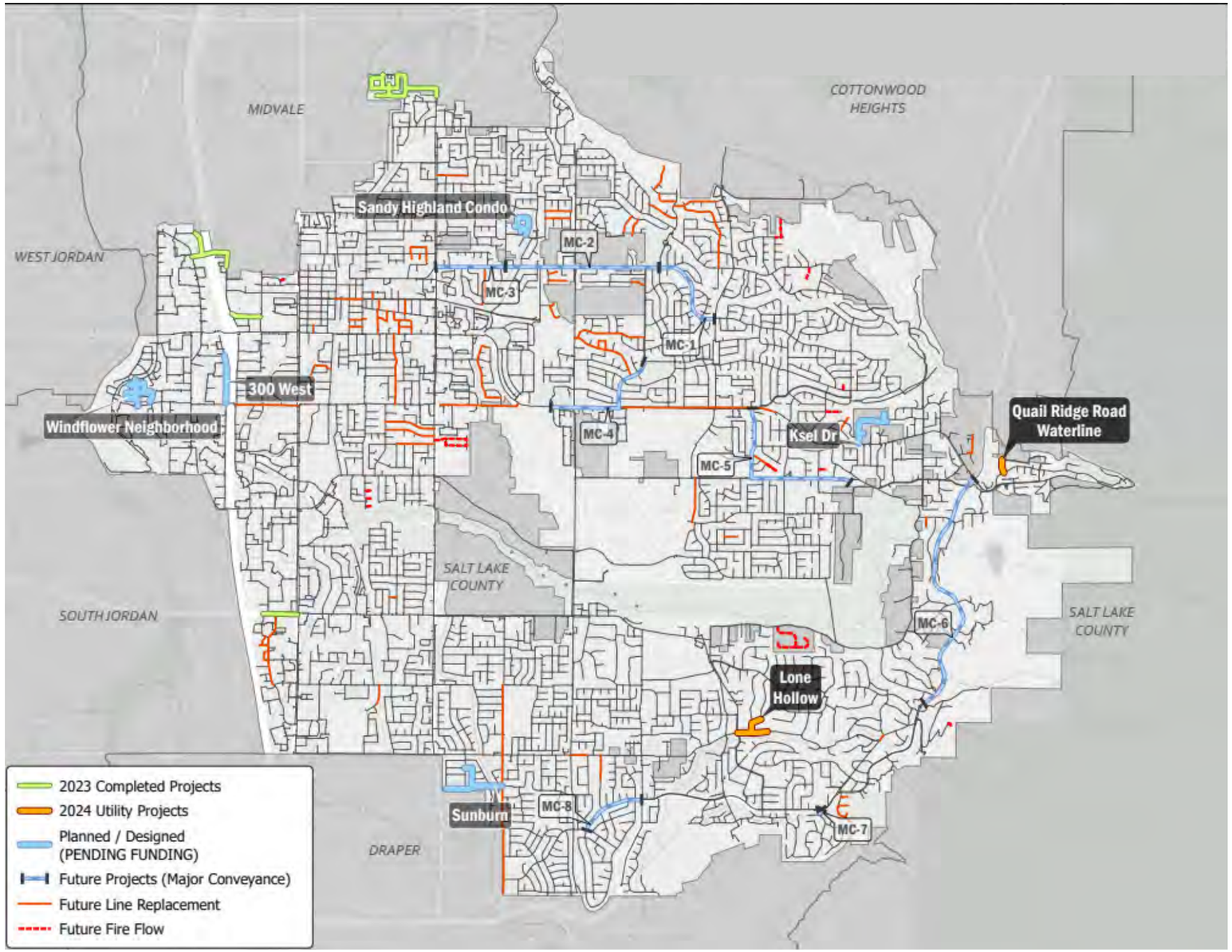


FIGURE 11: PLANNED UTILITY PROJECTS

FIGURE 12: PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS

PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS					
YEAR	**Projected Production Requirements Based on Year 2000 Demands (acre-ft)**	**Projected Production Requirements at Proposed Conversation Goal (acre-ft)**	**Estimated Annual Savings Through Conservation (acre-ft)**	**Existing Reliable Supply (acre-ft)**	**Estimated New Supply Development Which can be Delayed Through Conservation (acre-ft)**
2000	31,517	31,517	0	29,640	0
2005	31,353	29,420	1,934	30,500	0
2010	28,032	24,574	3,458	32,500	0
2015	29,616	24,136	5,480	32,500	0
2020	30,844	24,515	6,628	32,500	0
2025	31,955	24,133	7,822	32,500	0
2030	33,394	24,222	9,172	32,500	894
2035	34,833	24,698	10,135	32,500	2,333
2045	37,716	25,881	11,835	32,500	5,216
2060	40,702	27,134	13,568	32,500	8,202

Source: *2021 Water Conservation Plan*

SWOC Analysis

A strengths, weaknesses, opportunities, and constraints assessment was conducted on the station area, based off of an existing conditions analysis and public engagement.

FIGURE 13: SWOC ANALYSIS

STRENGTHS

1. Amount of Park Space
   - Main Street Park, Bicentennial, Historic Sandy, Scott Cowdell, Sandy Station, Porter Rockwell Trail, future park at 8800 S, Wasatch Community Garden Plot
2. Walkable street network north of 9000 South

WEAKNESSES

1. Undesirable environment at the East Jordan Canal and Scott Cowdell Park
2. Aging infrastructure
3. Minimal vacant properties available

OPPORTUNITIES

1. Update lighting and increase visibility
   - Improve lighting around parks and trail, maintain shrubs surrounding East Jordan Canal Trail
   - Increase natural surveillance and park visibility by extending Scott Cowdell out to 9000S
2. City-owned parcels on 8800 and near Scott Cowdell
2. Retain/revitalize historic character
   - Missing-middle housing to maintain a similar scale and increase availability
   - Revitalize Main Street

CONSTRAINTS

1. Bus service route utilizes much of the parking on Saturdays and Sundays in the winter, but not during the summer or the weekdays
2. Maintaining the existing residential scale

Elements of Transit-Supportive Communities

An analysis was undertaken to identify if the Historic Sandy Station met the needs of a transit-supportive community. Of the nine elements, two are supportive of transit in the area. Master Planned portions of the station plan on bringing in more goods, services, and housing into the area.



Source: *Jeffery D Allred*

FIGURE 14: MEETING ELEMENTS OF TRANSIT-SUPPORTIVE COMMUNITIES

PROXIMITY TO TRANSIT

The smaller grid pattern in Historic Sandy allows for most of the area to be within a 10-minute walk to the station. The area west of State Street remains outside the walkshed.

HOUSING UNITS, PREFERABLY HIGHER DENSITY

The station area has roughly 9.4 residents per acre, which is lower than the 15-30 residents per acre that transit-supportive communities would require in a neighborhood center.

GOODS AND SERVICES

The corner of State Street and 9000 South provide a good number of goods and services, as well as the businesses down State Street.

EMPLOYMENT GENERATOR

The station area has 3.2 jobs per acre. 5-15 jobs per acre would be recommended in this area.

RECREATIONAL SPACES

Main Street Park, Bicentennial Park, Scott Cowdell Park, and Sandy Station Park, all provide good recreational spaces in the area.

PEDESTRIAN FRIENDLY DESIGN

The small blocks help pedestrian walksheds. However, the lack of buffering and small sidewalks are not conducive to pedestrians. A better walkability experience would also help pedestrians.

SOCIOECONOMIC DIVERSITY

There is a good mix of socioeconomic backgrounds within the station area.

SUSTAINABLE DEVELOPMENT AND EFFICIENT LAND USE

The station area is surrounded by single-family housing

MULTI-MODAL TRANSPORTATION

The Porter Rockwell Trail and other trail connections provide good opportunities for multiple transportation uses. The parking lot near the TRAX station allows for park-and-ride opportunities. Low-speed streets are also more bicycle friendly.

Public Engagement Summary

The planning process kicked off with the Sandy Pace of Progress General Plan engagement process. Collaboration, suggestions, and involvement from a wide range of community members and project stakeholders were all part of community engagement. To maximize public and stakeholder involvement and to clarify the vision for the station area's future, the plan included in-person and online engagement activities.

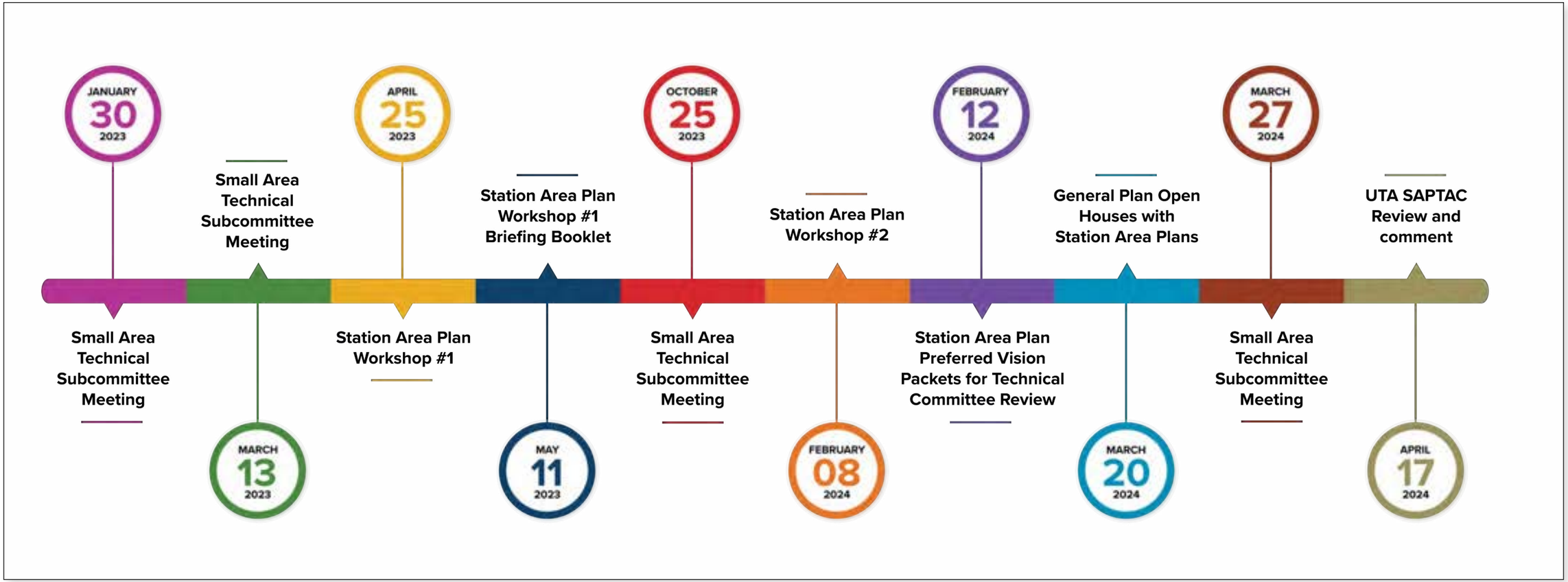


FIGURE 15: COMMUNITY ENGAGEMENT TIMELINE

Key Messages

Area residents are concerned about safety in their neighborhood. This includes personal safety related to unwanted uses and activities around the East Jordan Canal and Scott Cowdell Park as well as traffic-related concerns.

Suggestions to discourage inappropriate uses included:

- Increase/update lighting around the parks and trail systems
- Reconfigure the area around Scott Cowdell Park to encourage more active and passive recreational use and increase visibility of the park.

Area residents are concerned that any new development in the area, including infill or adjacent to the historic area should be in scale with the existing neighborhood and reflect the historic design considerations.

Area residents identified several opportunities to improve the aesthetics of the station and Porter Rockwell trail.

Future Station Area Role

The area to the northeast and northwest of the station will continue to provide ridership from existing and infill residential development. There are opportunities to increase the availability of small-scale retail and services along historic Main Street to the north of the station and through strategic location of small-scale coffee or ice cream services on or adjacent to the station.

Redevelopment of the State Street corridor provides a more significant opportunity in the area. There are several vacant or underutilized parcels along this corridor that can be redeveloped for a more significant impact in the area.

Tie to General Plan Vision and Values

Going beyond the objectives of HB 462 to tie into the General Plan Vision and Values was central to concept generation and deciding on a preferred scenario. In an effort to see how the station area was on its way to meeting the general plan goals based off of existing conditions and public perception, the following Gantt chart was created:

FIGURE 16: TIE TO GENERAL PLAN VISION AND VALUES

Historic Sandy Station	Community - recognition of the fundamental importance of nurturing a strong, inclusive, and connected social fabric within the City		Premium Location - An emphasis on efficient, safe, and comfortable mobility to facilitate access to goods, services, recreation, open space, and employment through walking, biking, and vehicles		Opportunity - An effort to improve the potential for positive charge, growth, and development of individuals, families/households, neighborhoods, commercial endeavors, and the City itself		Stewardship - Responsible management of the City's resources and a consideration for potential impacts in an effort to ensure adequate capacity, foster a healthy resiliency, and pursue a sustainable balance of economic, environmental, and social outcomes		Well-Being - A focus on creating environments and systems that support the safety, happiness, and physical, mental, and social health of individuals in Sandy City	
	Y	Historic Sandy is one of the best-known neighborhoods within Sandy. It has a unique character and events. Opportunities include enhancing the attractiveness of the community including adding enhancements along the Porter Rockwell Trail South of 9000 S. beautifying the commercial corridors, and adding Historic Sandy specific wayfinding in key areas. Opportunity to emphasize the importance of residential property upkeep.	Y	9000 S. is a significant N/S barrier with low pedestrian comfort at the crosswalk to the station; Existing small block network and Porter Rockwell Trail represent core components of a walkable area which can be enhanced to provide safer pedestrian access and mobility throughout the station area. Opportunity to incorporate east/west TRAX connections.	Y	Employment opportunities in the area are primarily limited to the State Street corridor. Opportunity to increase transit ridership from Historic Sandy to employment centers near Sandy Expo and Sandy Civic stations to the south. Opportunity to develop better commercial within the district.	Y	Access to two parks and Porter Rockwell Trail within walking distance. Grid pattern roadways are easily navigable. TRAX station has ample parking spaces for those that don't live nearby. Historic Sandy's charm garners community stewardship and has the ability to attract visitors - opportunity to further promote, embrace, and maintain area.	N	Uninviting and unappealing enviro9000 S. is a large-scale roadway that allows for car use, but not other modes of transportation - problematic for public health and access opportunities. Single family housing limits the number of those that can live and utilize the area other than by car - could be better used for commercial and residential access. Opportunitiy to update nearby parks and trails, greenway of Porter Rockwell Trail, and sidewalks Install restroom at Trax station for patron usage and comfort.

Note that YES does not mean that the station area completely meets the General Plan Value but has the basic building blocks that are important to meeting the Value.

Opportunity Areas

The Station Area Plan concepts focused on the development or redevelopment of certain parcels throughout the station area. As much of Sandy is built out, redevelopment will be necessary to better connect the station area to the trip generators.

Currently Vacant Properties

Near term Opportunity Areas include:

- Two parcels are located on the corner of 9000 South and State Street. These parcels are owned by the same private entity and are used for temporary commercial (pumpkin patches, Christmas trees) throughout the year.
- Three vacant parcels owned by Sandy City off of 90 East and one parcel off 120 East owned by the Redevelopment Agency of Sandy. These parcels total 1.29 acres. Although these parcels are highly visible from 9000 South, their access is from neighborhood streets to the north.
- The vacant lot at 8780 South 250 East was the location of the old senior center. It is now a 1.05-acre parcel owned by the City.

Potential Redevelopment Sites

- The Historic Sandy neighborhood fronts State Street. This street currently houses small automotive commercial, dentist offices, computer repair stores, and other small-scale commercial. As the gateway into Historic Sandy, this street frontage has the opportunity to slowly develop over time to remain neighborhood commercial oriented but bring in some additional street presence and smaller mixed-use opportunities.
- UTA owns a 0.43-acre overflow parking lot north of 8800 South. This parking lot rarely needs to be utilized.
- Scott Cowdell Park is a 0.88-acre pocket park located a few feet south of the station platform. There are options to increase visibility and invite more use the park through additional development and reconfiguration of the park.

Non-Opportunity Areas

The existing residential neighborhoods are areas of stability and are not considered for redevelopment. These parcels were chosen as non-opportunity areas because of their lack of available infill land, their current land use, and current market conditions. Connections across 9000 South will be addressed in the Historic Sandy Station Area Plan, but in-depth analysis of the areas south of 9000 South will be addressed by the Expo Center Station Area Plan due to station character and context.


Scott Cowdell Park


Historic Homes

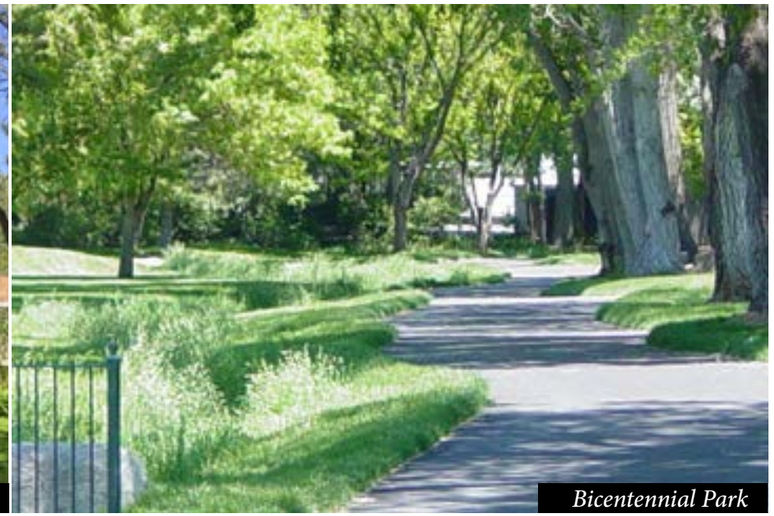
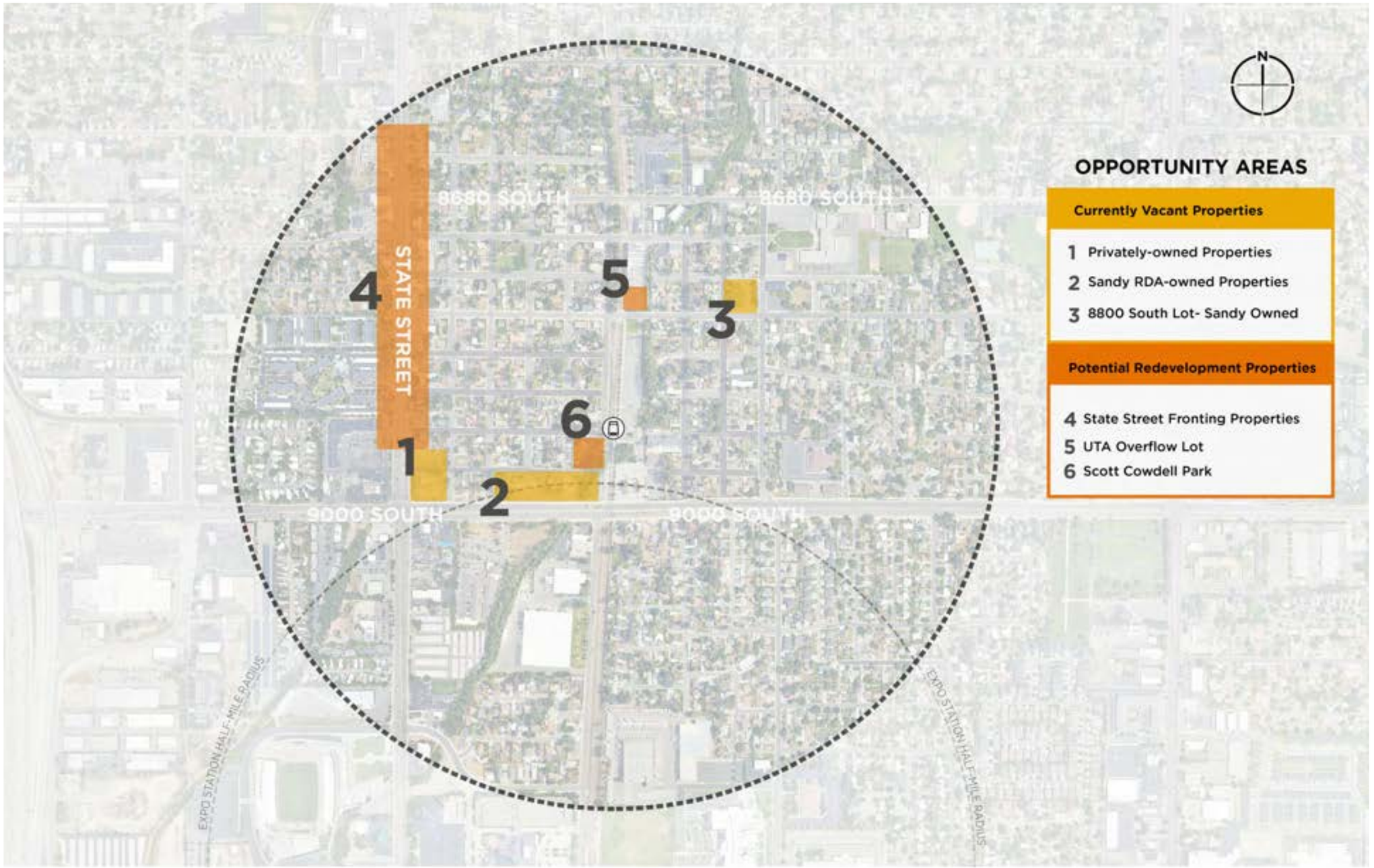

Bicentennial Park

FIGURE 17: OPPORTUNITY AREAS



Preferred Scenario Process

Finalizing the components of the Station Area Plan concept was a process that was undertaken with multiple instances of public, stakeholder input, technical committee input, and a small area technical committee meeting. These scenarios focused on land use planning and how development types could be added into the area. The process worked closely with existing and planned transportation and other infrastructure improvements.

1 EXISTING CONDITIONS ANALYSIS AND OPPORTUNITY AREA GENERATION

2 AREA ALTERNATIVES CONCEPT GENERATION

3 REFINEMENT BASED ON PUBLIC AND STAKEHOLDER ENGAGEMENT

4 PREFERRED SCENARIO

Area Alternatives

Area Alternatives were created to focus on those parcels that are opportunity areas. Stakeholders were given "Constants," which focused on what will be carried out throughout each concept, and "Big Move" areas, which are areas where change could take different forms. These "Big Move" areas are shown below.

CONSTANTS

1. Neighborhood and Storefront Beautification
2. Addressing Sidewalk Gaps
3. Addition for new park amenities to Bicentennial Park

"BIG MOVE" AREAS

1. Downtown Historic Sandy Area
2. 9000 South
3. Sandy City-owned vacant lot
4. Scott Cowdell Park
5. UTA Park and Ride



Station Area Workshop #1

Station Area Workshop #1

ALTERNATIVE CONCEPT 1

Alternative Concept 1 concentrates commercial beautification along four prominent streets in Historic Sandy to create a sense of place. Housing is added to currently vacant parcels and Scott Cowdell Park is reorganized to become a more linear park, with eyes on the street from new housing developments and an anchor point along 9000 South.

9000 South is reimagined in this concept to become a main active transportation route that connects Historic Sandy to the rest of the city. This concept would bring around 20-35 more people into the station area.



FIGURE 18: CONCEPT 1 MAP

ALTERNATIVE CONCEPT 2

Alternative Concept 2 looks to connect the Sandy Museum down to State Street. State Street would remain commercial and would transition to neighborhood-centered mixed use and finally to the existing single family neighborhood. The Park and Ride would also be repurposed to housing with a parking garage to replace all the existing surface parking. Scott Cowdell Park would also stretch over the canal and the TRAX line to the east side of the TRAX to begin to make a connection from west to east. This concept would bring around 130 more people into the station area.

This concept also focuses on active transportation routes to connect the east side of the station area to the west. These active transportation routes would connect through the station area and continue to the rest of the city as well.

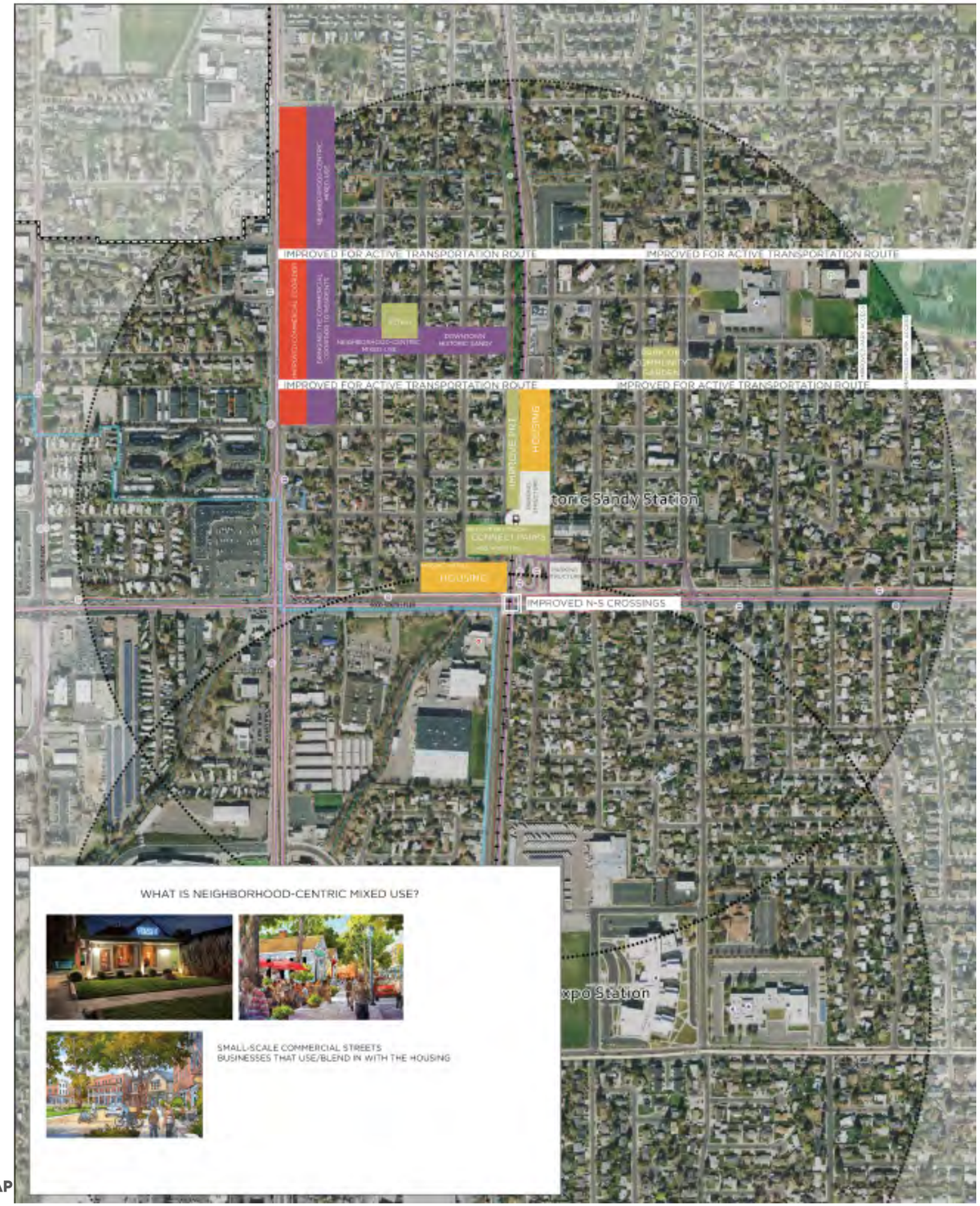


FIGURE 19: CONCEPT 2 MAP

ALTERNATIVE CONCEPT 3

Alternative Concept 3 builds upon the concept created in the 2006 Historic Sandy Master Plan. The goal of the Master Plan is to add mixed use along the TRAX line and Main Street, and transitioning the mixed use to the existing single family neighborhood through townhomes. This concept focuses on infill development rather than redevelopment of areas.

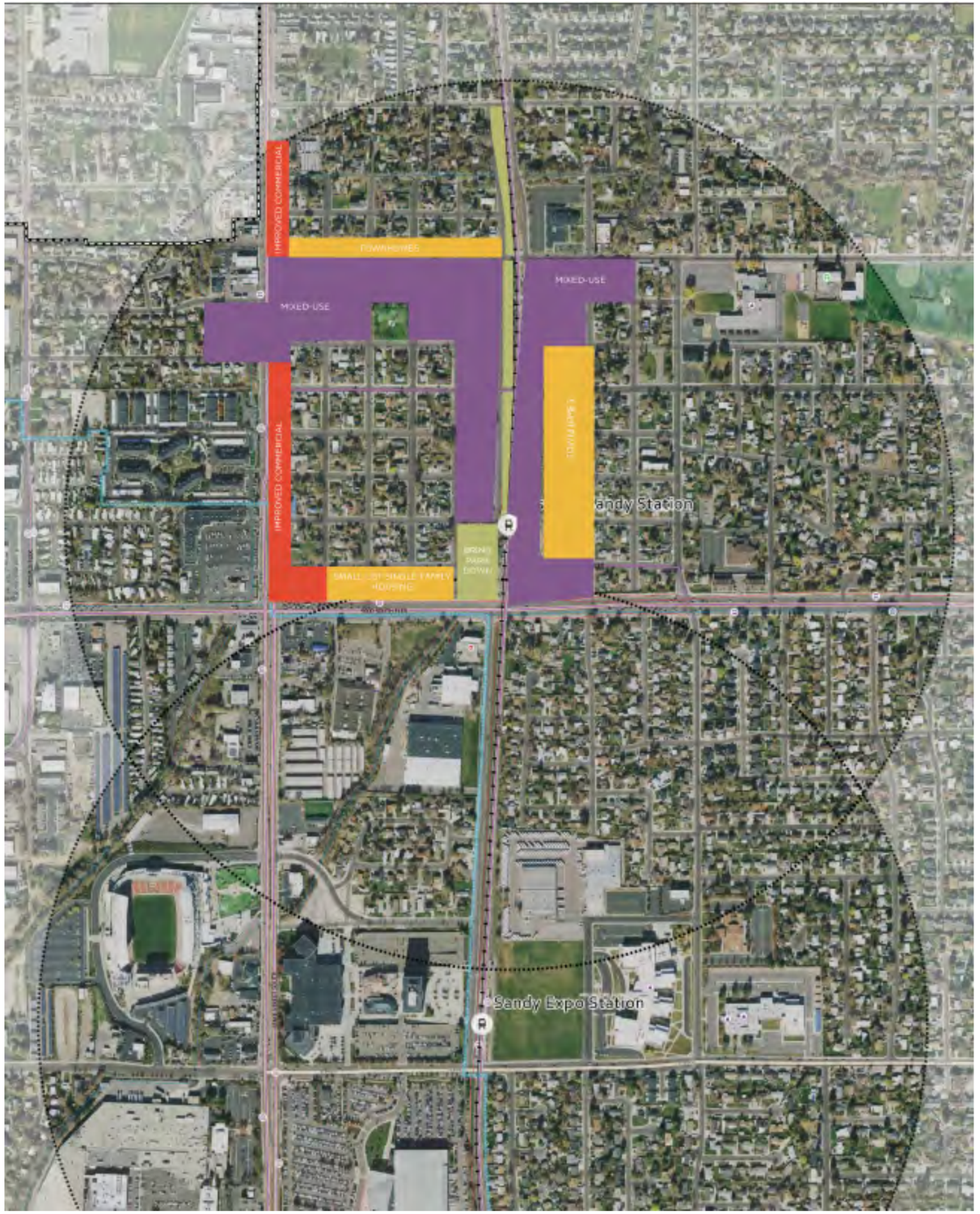


FIGURE 20: CONCEPT 3 MAP

Public Input on the Alternative Concepts

Reactions to the concepts showed:

1. Housing is preferred along 9000 South. There is a lot of momentum to remove the park entirely, but keep the pedestrian path across the TRAX line.
2. Investing in the State Street small businesses was seen as a priority.
3. Bike paths and multi-modal active transportation routes were seen as being better within the neighborhood, and not concentrated on the neighborhood boundary streets.

Refinement

Based on public comment, the largest changes were to shift focus from the active transportation route along 9000 South and instead move the route down to 9400 South to create a multi-modal transit corridor. While this idea takes the transit corridor out of Historic Sandy, it is still connected to the Expo Center Station.

Preferred Scenario

The preferred scenario is a culmination of Alternative Concept 1, Alternative Concept 2, Alternative Concept 3, and additional factors that were implemented after the outcome of Community Workshop #2. The following map shows the intended changes of the opportunity areas within the station area.

STATION AREA PLAN VISION

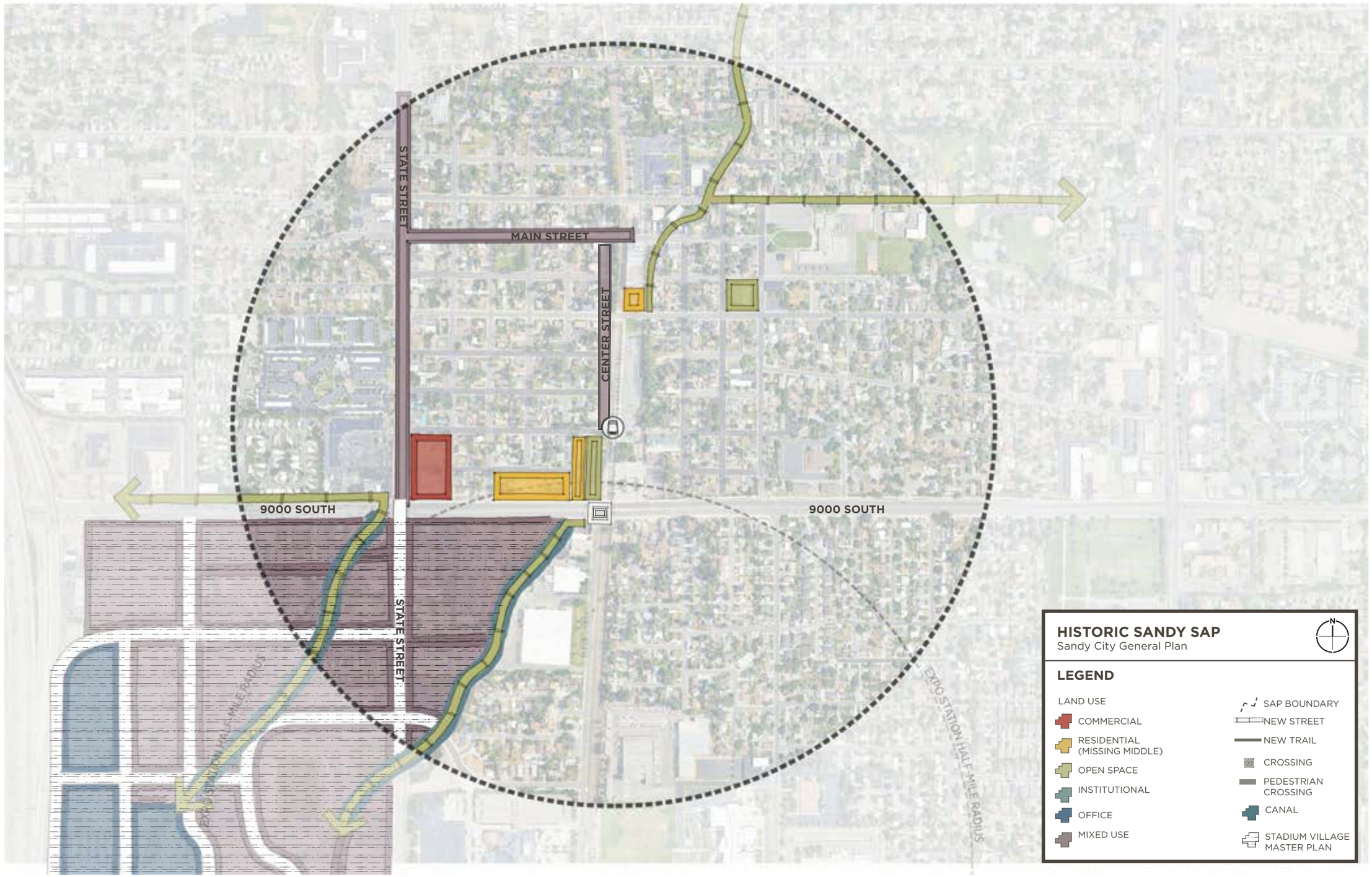
Historic Sandy is the community's first neighborhood. The tree lined streets with original homes were within easy walking distance of the area's Main Street that provided goods and services for Sandy's first residents.

The Station Area Vision is to celebrate the past and energize the neighborhood's future.

FIGURE 21: PREFERRED SCENARIO VISION



FIGURE 22: PREFERRED SCENARIO MAP



Land Use Typologies

HOUSING

Two types of housing products are envisioned in the housing areas. Townhome development, similar to the product on 400 East and 9000 South are envisioned in the Sandy-owned properties along 9000 South. It is also envisioned that a parcel reconfiguration be made with Scott Cowdell Park, where Scott Cowdell Park is extended to 9000 South for added visibility, while housing would develop on the western half of the existing park space. This results in additional acreage added to the park space, as well as additional developable acreage added for housing development.

The UTA overflow lot is also envisioned to be redeveloped into missing middle housing.

OWNER	UNITS PER ACRE	UNITS RANGE LOW	UNITS RANGE HIGH
Sandy City	10	18	25
UTA	10	4	6

SCOTT COWDELL PARK	CURRENT ACREAGE	PROPOSED ACREAGE	ADDED ACREAGE
Owner: Sandy City	0.99 acres	1.45 acres	0.46 acres

MIXED-USE CORRIDORS

Improving State Street as a thriving and mixed-use corridor is a long-term process to invest in the small businesses in the area and encourage investment from property owners. Mixed use on this corridor is expected to be commercial heavy and focused on horizontal mixed use over vertical.

Horizontal mixed use is similar to vertical mixed use, where the integration of different land uses are housed within a single development. However, this type of mixed use is spread out horizontally across a site, rather than stacked vertically in multi-story buildings.

The mixed-use corridor extends from State Street to Main Street and into the

FIGURE 23: SCOTT COWDELL PARK REDISTRIBUTION



The station area has a section along State Street that is part of Midvale City. In an agreement with Midvale, this area is expected to blend with the Sandy portion of this station area and continue on as a mixed use corridor.

COMMERCIAL

The corner of State and 9000 South is envisioned to have more intense commercial development, as this is a gateway from Historic Sandy as State Street transitions into the Cairns.

TYPE	RANGE LOW	RANGE HIGH
Neighborhood Commercial	46,646 SQ FT	107,292 SQ FT

Overall Development at Buildout

This preferred scenario achieves the 4 foundational elements of station area planning.

1. Increase the availability and affordability of housing, including moderate-income housing
    - Adding additional housing (between 22 and 31), directly adjacent to the station platform
2. Promote sustainable environmental conditions
    - The additional dwellings per acre minimize outdoor water usage. The addition of two parks in the area also contributes to enhancing the tree canopy of the area and decreases the amount of impervious surface in the station area
3. Enhance access to opportunities
    - The transition on Main Street and Center Street to allow for neighborhood-scale mixed use brings in additional opportunities for residents and visitors to access goods and services
    - Additional commercial square footage on State Street allows for more goods and services to be available to the Historic Sandy Neighborhood
4. Increase transportation choices and connections
    - Transportation choices are increased primarily for bikers and pedestrians through additional connections to and through the neighborhood. These include enhanced connections to Union Park and Bicentennial Park, as well as enhanced connections along the East Jordan Canal Trail to additional areas within the Expo Center Station
    - The walkability/bikebility experience is targeted in Historic Sandy, with AT enhancements to 9000 South

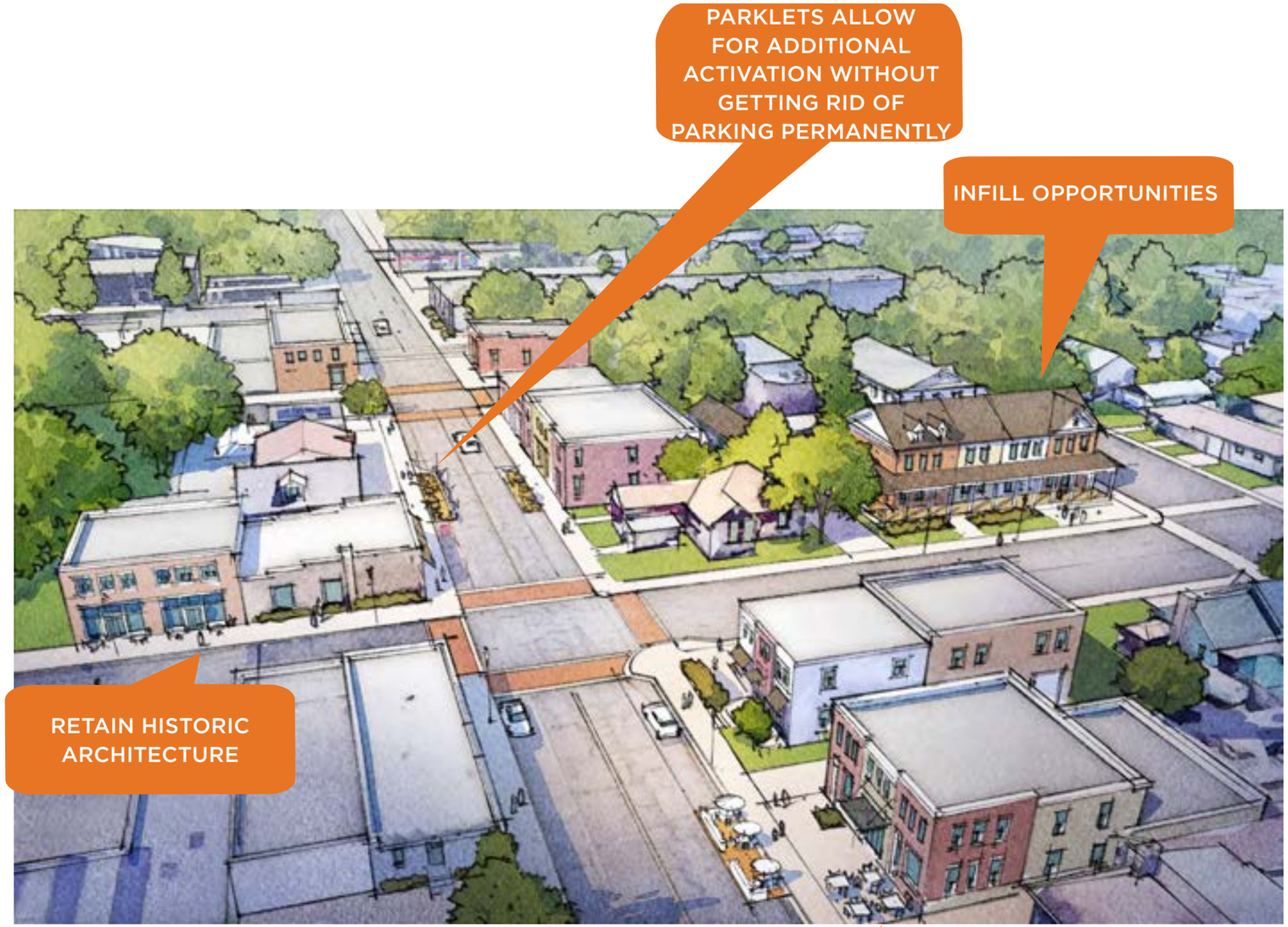


FIGURE 24: VIEW OF MAIN STREET AND 120 EAST

FIGURE 25: HISTORIC SANDY STATION FUTURE LAND USE MAP

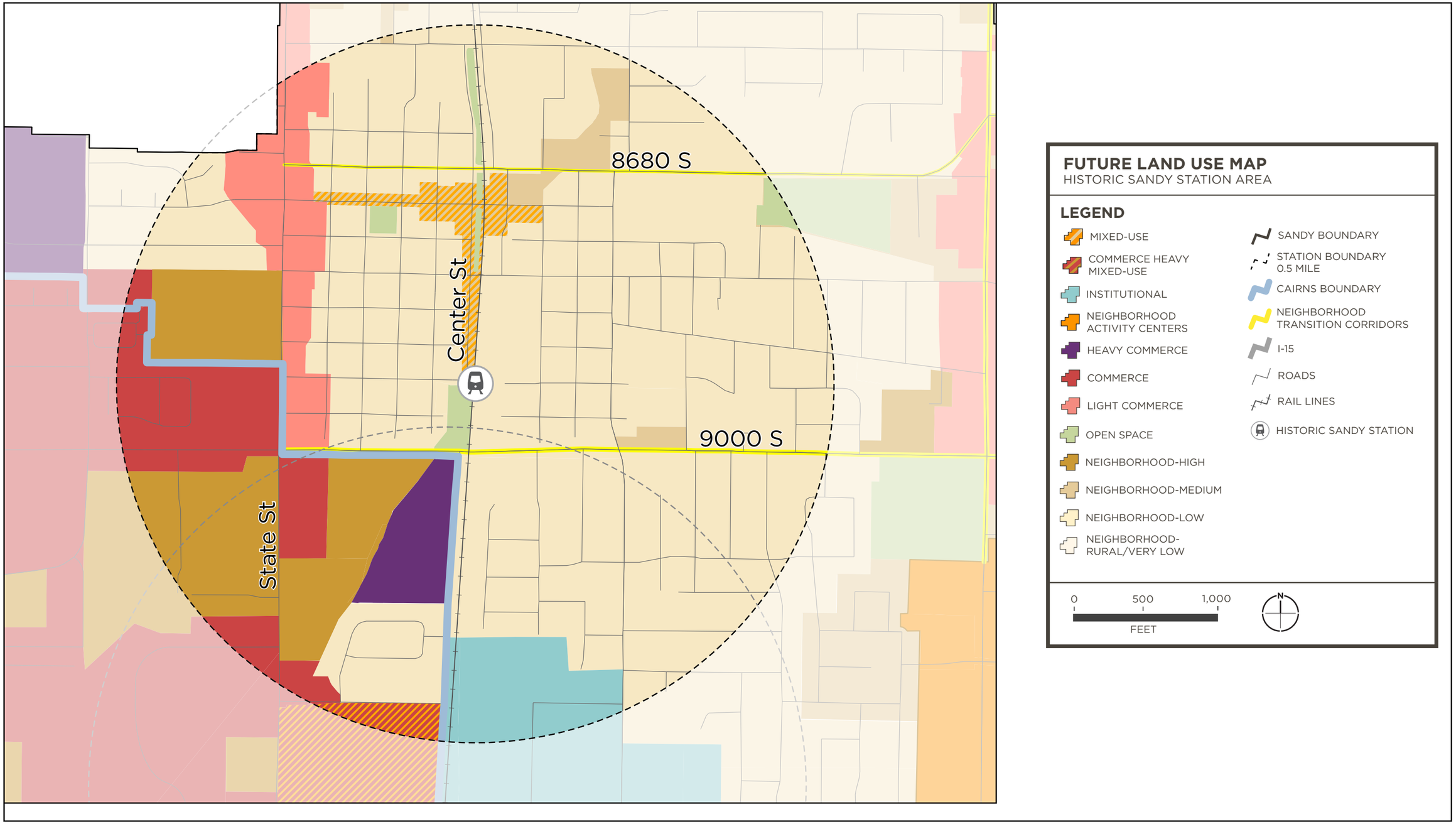


FIGURE 26: FUTURE LAND USE DASHBOARD

HISTORIC SANDY (HS)

The Historic Sandy (HS) Station Area Plan designation refers to the 1/2 mile radius around the Historic Sandy TRAX Station Platform which is planned to become a vibrant community space to honor the historic past and the rich identity of the present.

The vision for Historic Sandy is to honor the rich history of the area by highlighting the architecture and encouraging engagement with historical significance. The vibrant community will focus on providing connectivity to the area via multi-modal transportation for universal access to the amenities. Varied housing types will provide opportunity for young families, and beautification/arts and culture efforts will provide events and community interaction.

Transit Oriented Development -- The Historic Sandy Station is served by the TRAX Blue Line, Route 994, and two bus Flex lines. As riders exit the station, it is crucial for there to be opportunities for interaction with the station area. Prioritization of bus access, bike path and multi-modal route improvement, and revitalization of existing infrastructure will encourage usage by pedestrian and cyclists.

Residential -- Residential development within Historic Sandy will strive to utilize redevelopment and infill opportunities when making changes to housing availability. The character of new development will maintain the vision of Historic Sandy. Housing additions will consist of townhome development on the western side of Scott Cowdell Park and mixed-use development along State Street. Due to the historic nature of the area, the mixed-use projects cannot overshadow the older existing homes and need to work within the architectural context of the neighborhood.

Commercial -- the creation of an arts and culture district would provide a small-scale hub to celebrate creativity, diversity, and community engagement through various artistic expressions. The district would be comprised of galleries, theaters, studios, cafes, and artisan shops. This district would encourage visitors from all over the region and greatly stimulate the economy of those that live there.

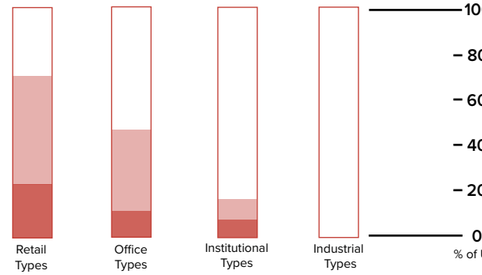
HS PRIORITIES

1. Take advantage of redevelopment and infill opportunities that are consistent with the historic character of the area
2. Utilize CPTED design principles to increase comfortability

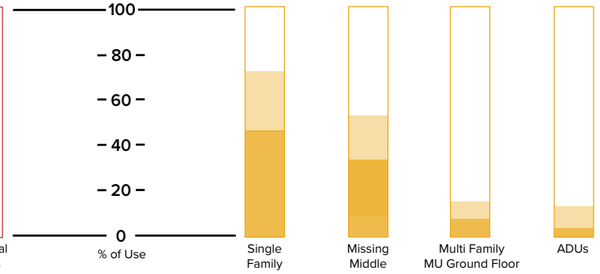
LAND USE MIX (ACRES)



COMMERCE MIX (ACRES)



HOUSING MIX (DWELLING UNITS)



CHARACTER DEFINING ELEMENTS

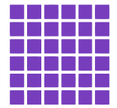
BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 3 stories outside Cairns 8+ stories inside Cairns	Up to 16 DUA outside Cairns Up to 50+ DUA inside Cairns	High-intensity: Low-rise Moderate-intensity: Low-rise High-intensity: High-rise	Private and Public

PARKING ORIENTATION



On-street
Structured
Surface

BLOCK PATTERN AND STREETSCAPE



Small grid
Residential streetscape

MULTIMODAL ACCESS

AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
			
MEDIUM Park once opportunities	HIGH Transit-oriented development	HIGH Connected to trails and bike routes	HIGH Integrated into development

Transportation Recommendations

To address the identified challenges and leverage Historic Sandy Station's strengths, the following recommendations are proposed:

Active Transportation Network Expansion

Enhance the district's bike paths and multi-modal routes, with a focus on improving landscaping along pathways and creating connectivity opportunities. For example, 9000 South near the Historic Sandy TRAX station has wide sidewalks and pedestrian-oriented lighting already; the pedestrian environment could be enhanced further with street trees and parkstrips to provide a buffer between people and traffic, especially within a half-mile walking distance of the station. Also, optimize first/last mile accessibility to foster demand for high-capacity transit solutions. This includes implementing active transportation infrastructure such as the Jordan and Salt Lake Canal Trail Shared Use Path (9000 South to 9400 South), and the East Jordan Canal Trail Shared Use Path (9000 South to 9270 South), as outlined in the Sandy City Active Transportation Plan.

Pedestrian Comfort Enhancements

Introduce street trees to provide shade and shelter, improving the aesthetic appeal and encouraging foot traffic. Consider enhancing the pedestrian portion of the Porter Rockwell Trail/TRAX crossing on 9000 South as well, through means such as an extended landscaped pedestrian median refuge, high-visibility crosswalk striping, advance warning signage, and curb ramp improvements to align curb widths with trail and crosswalk widths. Recommendations regarding the trail/TRAX crossing are also discussed in the Key Strategies section of this General Plan and apply to all major east-west roadways within Sandy where that crossing occurs.

Transit Efficiency Enhancements

Consider prioritizing bus access out of the park-and-ride at the 9000 South/280 East intersection, using queue jumps and transit signal priority to expedite the turn eastward onto 9000 South. If additional transit prioritization is desired, consider allowing shoulder-running buses on 9000 South, with transit signal priority at major intersections to expedite bus movements east and west. A pilot project might be desired to institute this concept on winter weekends when bus service is carrying skier traffic, when typical weekday commuters would not be impacted by prioritizing transit.

These recommendations for Historic Sandy Station build upon the recent plans completed for Sandy, including the City's Transportation Master Plan and Active Transportation Plan.

Urban Design Recommendations

State Street Beautification

Beautifying commercial corridors, such as State Street, involves a multifaceted approach to enhance their appeal and functionality, fostering vibrant and welcoming streetscapes. This includes:

- Implementing streetscape enhancements such as widened sidewalks, tree plantings, and decorative street furniture to create a pedestrian-friendly environment.
- Facade improvement programs incentivize businesses to upgrade their storefronts, contributing to a unified visual identity and enhanced curb appeal. Introducing public art installations, murals, and sculptures along the corridor adds visual interest and reflects the community's unique character.
- Nice landscaping and potential pocket parks provide opportunities for relaxation and social interaction while improving air quality and aesthetics.
- Clear wayfinding signage aids pedestrian navigation, complemented by public amenities like restrooms, bike-sharing stations, and potentially free public Wi-Fi.
- Seasonal decorations, events, and cultural celebrations activate the space, attracting visitors and supporting local businesses.

Through these coordinated efforts, State Street can become a hub that promotes economic vitality, Sandy community pride, and a high quality of life.

Neighborhood Mixed Use

Neighborhood or small-scale mixed-use developments blend a variety of functions such as residential, commercial, and recreational within a compact area, fostering a vibrant and walkable environment. These areas often feature a mix of housing options, from single-family homes to apartments, alongside shops, restaurants, cafes, and offices. By integrating different land uses, they promote accessibility and reduce reliance on cars, encouraging sustainable modes of transportation like walking and cycling. This mixed-use approach enhances social interaction and community cohesion, as residents can easily access amenities and services within their neighborhood, fostering a sense of belonging and connection. This can be achieved through a blend of vertical and horizontal mixed use. These include:

- Adaptive reuse of homes to create ground-floor businesses or small offices along Main, Center, and State
- Using infill to add different uses along Main, Center, and State
- Creating "main street" elements along streets where buildings house a mix of retail shops, cafes, offices, and apartments.

In order for this mixed-use type to work in Historic Sandy, the new mixed-use projects cannot overshadow the older existing homes and need to work within the architectural context of the neighborhood.

NEIGHBORHOOD MIXED USE EXAMPLES













Arts and Culture District

While The Cairns is becoming the cultural hub of the city, there are other areas of Sandy where arts and culture can be brought into the forefront, but on a different scale. Small-scale arts and culture districts are vibrant hubs that celebrate creativity, diversity, and community engagement through various artistic expressions. These districts typically feature a mix of galleries, studios, theaters, small-scale performance spaces, cafes, and artisan shops, creating a dynamic ecosystem where artists and cultural entrepreneurs can thrive. Adding more arts and cultural areas from State Street to the Sandy Museum can attract residents and visitors alike with a unique offering and distinctive atmosphere.

The addition of public art and interesting signage draws people to a place. Public art typologies that fit within the context of Historic Sandy include:

- Sculpture: Sculptures are three-dimensional artworks typically created by carving, modeling, or assembling materials such as stone, metal, wood, or clay. They can vary in size and scale, from small statues to monumental installations, and are often placed in public spaces to serve as focal points or landmarks.
- Murals: Murals are large-scale paintings or artworks applied directly to walls or surfaces in public spaces. They can convey cultural messages, beautify urban environments, and engage communities through their visual storytelling.
- Installations: Installations are temporary or permanent artworks created specifically for a particular site or space. They can include a wide range of media and techniques, such as light, sound, video, and interactive elements, and are often designed to evoke a sensory or immersive experience for viewers.
- Street Art: Street art encompasses a diverse range of artistic expressions created in public spaces such as streets, alleys, and buildings. Street art can be a form of social commentary, cultural expression, or urban beautification, and often challenges traditional notions of art and public space.
- Monuments and Memorials: Monuments and memorials are permanent structures or sculptures erected to commemorate historical events, individuals, or significant cultural themes. They serve as symbolic markers in public spaces, fostering collective memory and identity within communities.
- Beautification of street elements: Street elements include benches, street lighting, trashcans, utility boxes, and street signs that can be branded to Historic Sandy or be enhanced in this particular area.

Implementation Plan

YEAR 1	NOTES
Begin to secure funding for Year 2-5 opportunities to maximize grants	Responsibility: Planning Division **Project Partners:** Public Works, Parks and Recreation Department **Funding Sources:** General Funds
Create schedule for updating and meeting with stakeholders to move the project pieces forward	**Responsibility: P**lanning Division **Project Partners:** UTA, Salt Lake County, Developers, UDOT, Historic Sandy Committee **Funding Sources: G**eneral Funds
Engage with property owners of undeveloped or underdeveloped parcels along 9000 South	**Responsibility: E**conomic Development **Project Partners:** Planning Division, Sandy RDA **Funding Sources:** General Funds
Begin to draft zoning ordinance overhaul to include a neighborhood-centered commerce opportunities in mixed-use areas called out in the Preferred Scenario	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** Grant sources, General Funds
Work with UTA to explore feasibility of operating weekend shoulder running buses on 9000 South	**Responsibility:** UTA/ Public Works **Project Partners:** none **Funding Sources:** TBD by UTA and Sandy City

YEAR 2-4	NOTES
Update the small-area plan for the Historic Sandy Neighborhood	**Responsibility:** Planning Division **Project Partners:** TBD, Historic Sandy Committee **Funding Sources:** General Funds
Work with Public Works and micromobility providers including existing providers such as Bird and Lime to create a micromobility expansion plan to expand drop off zones out of right-of-way. Look into expanding providers such as GreenBike, Spin, and Lime Bikes	**Responsibility:** Planning Division **Project Partners:** Public Works, Micromobility Providers **Funding Sources:** Grant sources, General Funds
Plan and roll-out neighborhood beautification program	**Responsibility:** Economic Development **Project Partners:** Planning Division, Sandy RDA, UDOT **Funding Sources:** General Funds, Grant Sources, UDOT (potential)
Vet housing on UTA property with a concept plan, cost estimates, and funding sources	**Responsibility:** UTA **Project Partners:** TBD **Funding Sources:** TBD
Develop a site design and feasibility study of 9000 South to enhance the active transportation network with potential street trees and park strips	**Responsibility:** Public Works **Project Partners:** Planning Division, Parks and Recreation, UDOT **Funding Sources:** General Funds, UDOT Funding, Grant Funding
Develop a site design and feasibility study of 9000 South crossing at Porter Rockwell Trail to consider extended landscaped pedestrian median refuge, high-visibility crosswalk striping, advance warning signage, and/or curb ramp improvements	**Responsibility:** Public Works **Project Partners:** Planning Division, Parks and Recreation, UDOT **Funding Sources:** General Funds, UDOT Funding, Grant Funding
Pursue grant funding to implement public art throughout the station area and "arts and culture" district	**Responsibility**: Community Arts **Project Partners:** Planning Division, Parks and Recreation, **Funding Sources:** General Funds, Funding, Grant Funding
Design trail connections from State Street to I-15	**Responsibility:** Public Works **Project Partners:** Planning Division, Parks and Recreation, UDOT **Funding Sources:** TBD by City of Sandy
Secure funding for State Street Beautification and begin to roll-out	**Responsibility:** Economic Development **Project Partners:** Planning Division, Parks and Recreation, UDOT **Funding Sources:** TBD by City of Sandy, grant funding

YEAR 5	NOTES
Redesign Scott Cowdell Park to bring park out to 9000 South	**Responsibility:** Parks and Recreation **Project Partners:** Planning Division, Public Works, Economic Development **Funding Sources:** Grant sources, General Funds
Develop a site design for housing project on Sandy City and RDA Property	**Responsibility:** Economic Development **Project Partners:** TBD, Planning Division, Parks and Recreation, Public Works, Public Utilities **Funding Sources:** TBD by Sandy City
Develop site design and feasibility study for 8800 South lot	**Responsibility:** Parks and Recreation **Project Partners:** Planning Division **Funding Sources:** TBD by City of Sandy
Design and secure funding for trail connections from Park and Ride to Union Park	**Responsibility:** Parks and Recreation **Project Partners:** Planning Division, Public Works **Funding Sources:** TBD by City of Sandy
Design and secure funding for trail connections on 8680 South	**Responsibility:** Parks and Recreation **Project Partners:** Planning Division, Public Works **Funding Sources:** TBD by City of Sandy
Develop a site design for housing project on UTA property	**Responsibility:** UTA **Project Partners:** TBD **Funding Sources:** TBD

Ongoing/Opportunity Arises	NOTES
Continue to secure funding for year 1-5 opportunities to utilize as much grant funding as possible	**Responsibility:** Planning Division **Project Partners:** As needed **Funding Sources:** General Funds, Grants
Acquire properties as opportunities arise along in the mixed-use corridor	**Responsibility:** Economic Development Department **Project Partners:** As needed **Funding Sources:** Sandy TBD

STATION AREA PLANNING

7.1a

Sandy Expo

APPENDIX

Introduction

The Sandy Expo Center Station is one of a few stations within the system without associated parking and without bus service. The station is located within walking distance of several trip generators:

- Jordan Commons – Adjacent to stop. Movie theaters, restaurants, shops, offices, health clinic
- Mountain America Exposition Center – Adjacent to stop. County-operated expo center with regularly scheduled shows and meetings
- Mount Jordan Middle School – Grades 6-8. Adjacent to stop. Playing fields and open area closest to the platform
- Canyon's School District Offices – ½ mile from stop. Offices, meeting and training space
- America First Field – ½ mile from stop. Home stadium of Real Salt Lake and Utah Royals. Seats 20,213
- BD Medical – ½ mile from stop. Employment center for international corporation.

In addition to employment and entertainment-based traffic generators, there is a single-family residential neighborhood to the southeast of the platform and a mixed density (single family, duplex, 4-plex) neighborhood approximately 1/3 of a mile from the platform and directly north of Jordan Commons which offers a good mix of housing diversity in the area.

The Porter Rockwell Trail, extending through Sandy to Draper, is adjacent to the light rail line and is a critical amenity in Sandy's trail system. Additionally, the East Jordan Canal extends through the northwestern portion of the station area, connecting the Historic Sandy Station to America First Field. The Salt Lake Jordan Canal is on the western edge of the station area connecting 9000 South and State Street to America First Field and the frontage road.

Current Station Area Role

The station area currently serves as a trip generator, particularly on Real Salt Lake game days and when there is a large show at the Expo Center. There is ridership from the surrounding residential development. Area employment is concentrated at Jordan Commons and in the area south west of the 9400 South State Street intersection.

FIGURE 1: EXPO CENTER STATION AREA BOUNDARY

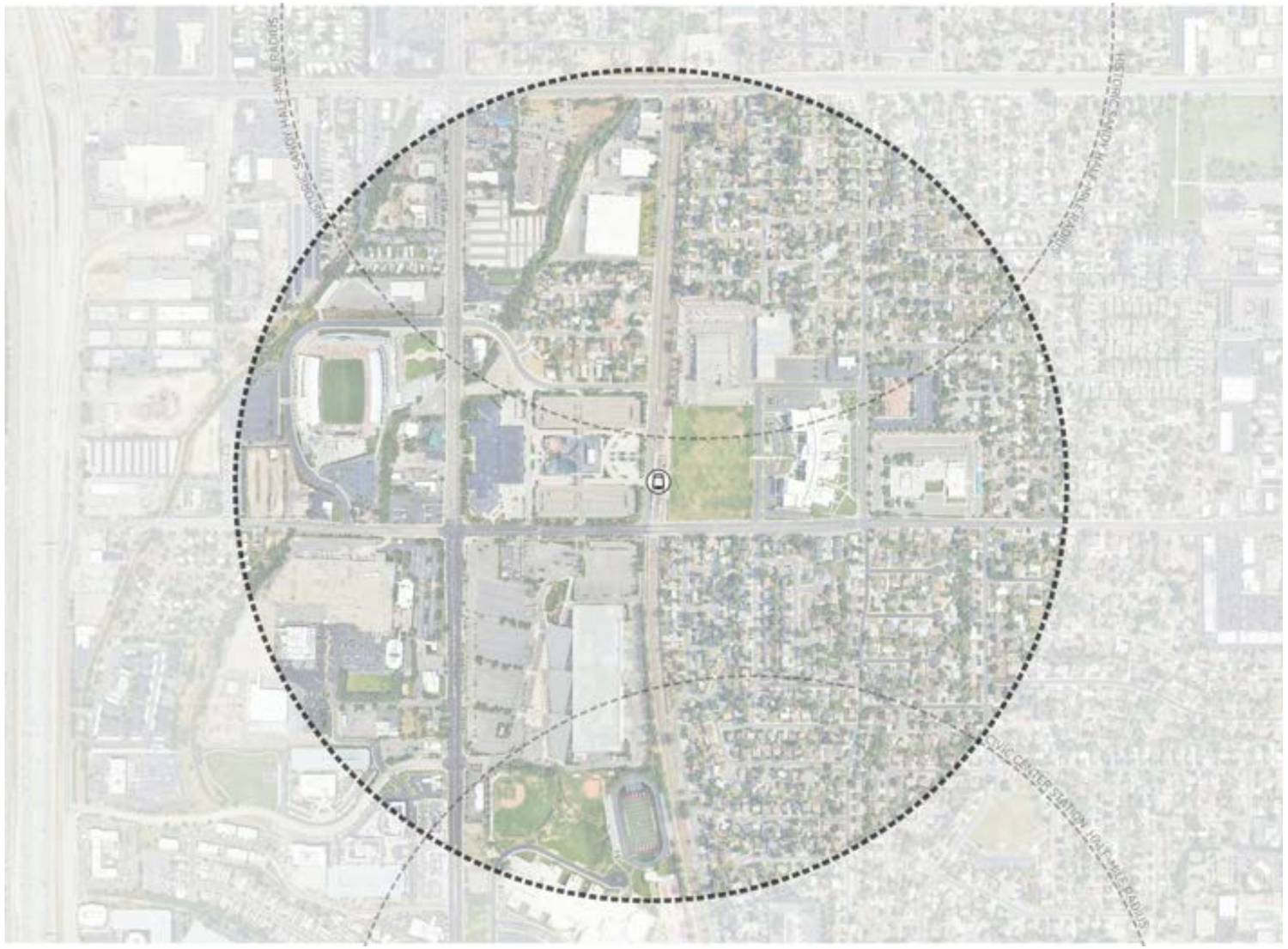
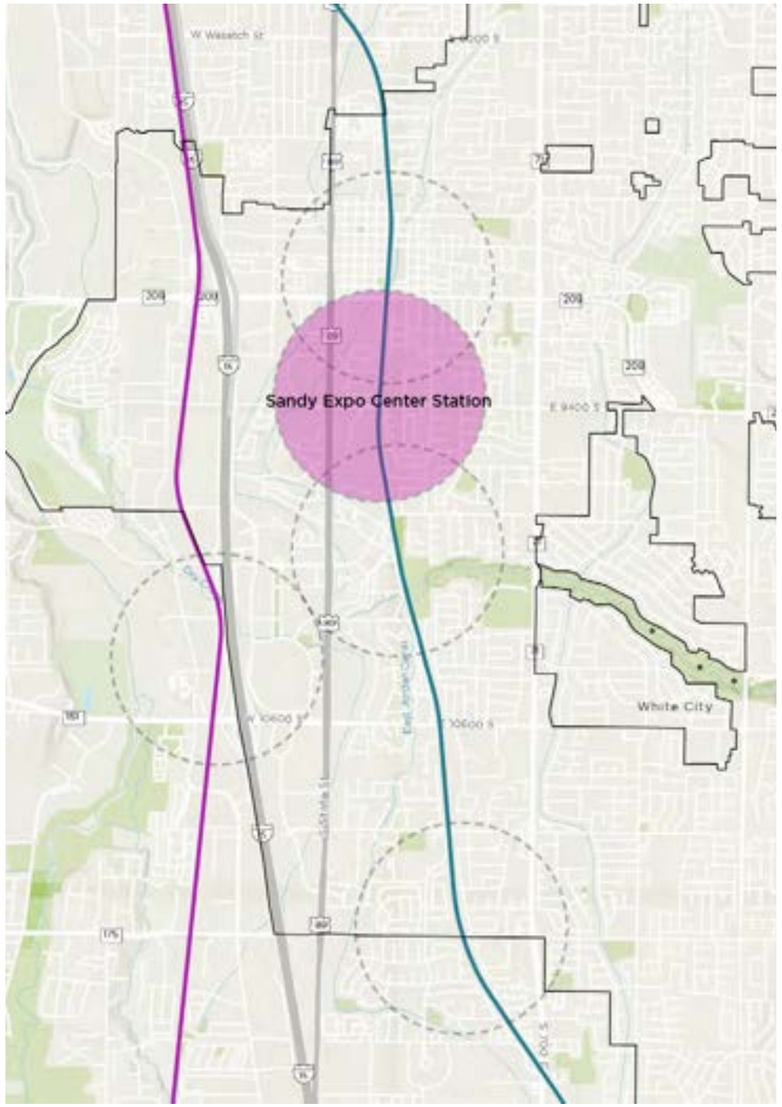


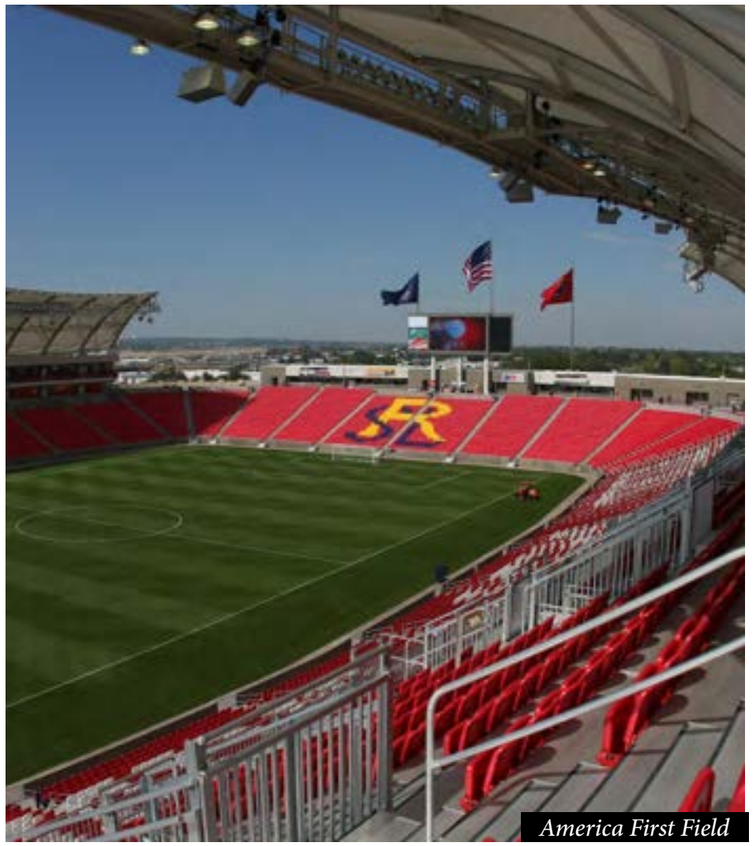
FIGURE 2: EXPO CENTER STATION NETWORK LOCATION



Existing Conditions

Demographics Snapshot

There are currently 2,395 people living within ½ mile radius of the station. Housing types in the station area include smaller-lot single family, duplexes, 4-plexes, and garden apartments. While The Cairns is more synonymous with young professionals, the Expo Center Station has a large number of people over the age of 65 living in the station area. A higher senior population may lead to increased demand for services tailored to older adults, such as healthcare, home care, transportation services, senior centers, and recreational activities geared towards seniors.



America First Field

FIGURE 3: DEMOGRAPHIC SNAPSHOT

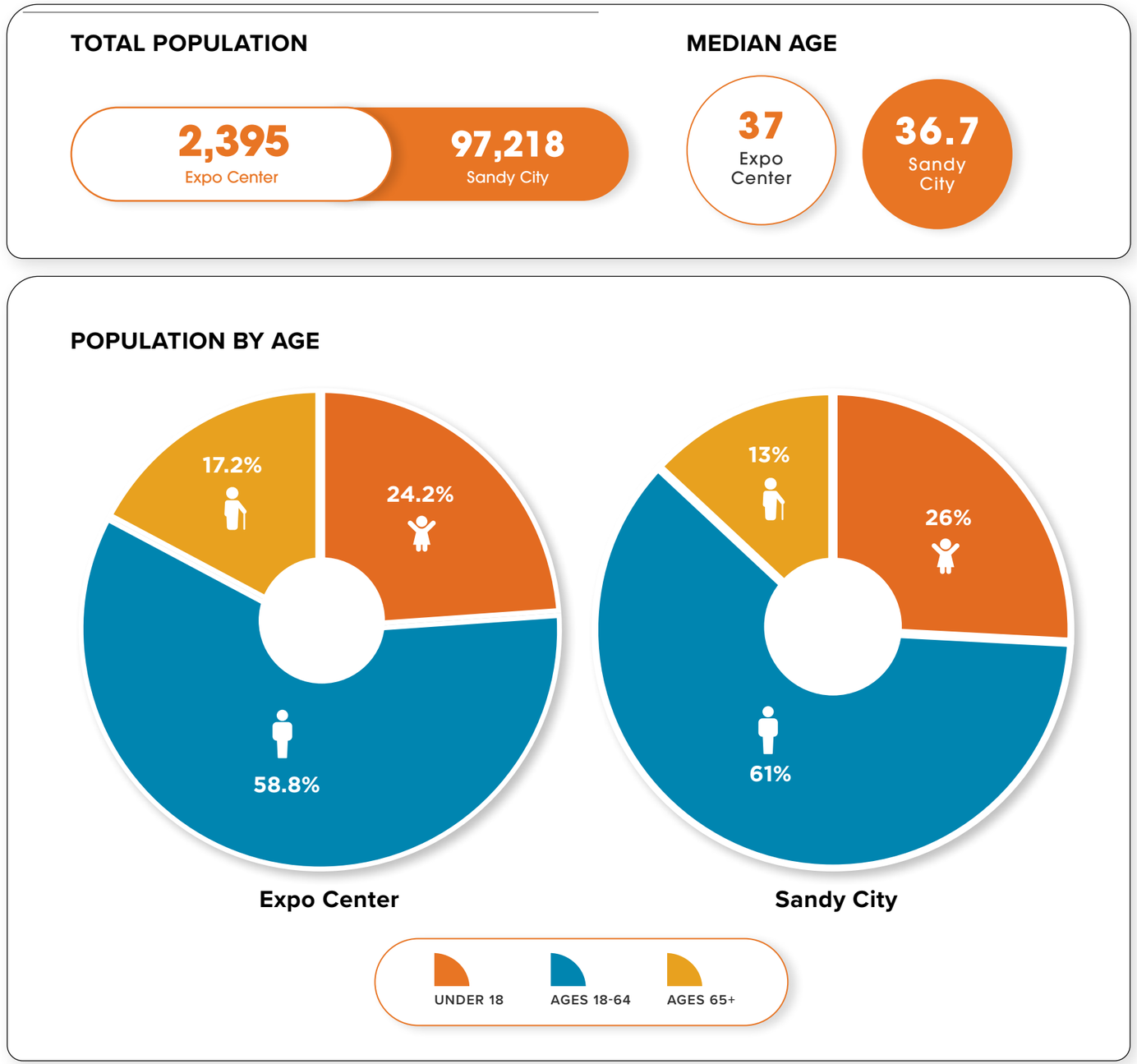


FIGURE 4: DEMOGRAPHIC SNAPSHOT

EDUCATION

Expo Center

50.4% BACHELOR'S/GRAD/ PROF DEGREE

31.9% SOME COLLEGE/ ASSOCIATES DEGREE

13.7% HIGH SCHOOL GRADUATE

4.1% NO HIGH SCHOOL DIPLOMA

Sandy City

46.8% BACHELOR'S/GRAD/ PROF DEGREE

30.7% SOME COLLEGE/ ASSOCIATES DEGREE

18.2% HIGH SCHOOL GRADUATE

4.3% NO HIGH SCHOOL DIPLOMA

EMPLOYMENT

Expo Center

70.6% WHITE COLLAR

15.3% BLUE COLLAR

15.0% SERVICES

0.9% UNEMPLOYMENT

Sandy City

74.6% WHITE COLLAR

15.3% BLUE COLLAR

11.9% SERVICES

2% UNEMPLOYMENT

MEDIAN HOUSEHOLD INCOME

EXPO CENTER	SANDY CITY
$70,894	$101,232

PER CAPITA INCOME

EXPO CENTER	SANDY CITY
$34,859	$47,002

MEDIAN NET WORTH

EXPO CENTER	SANDY CITY
$153,209	$313,528

Housing Snapshot

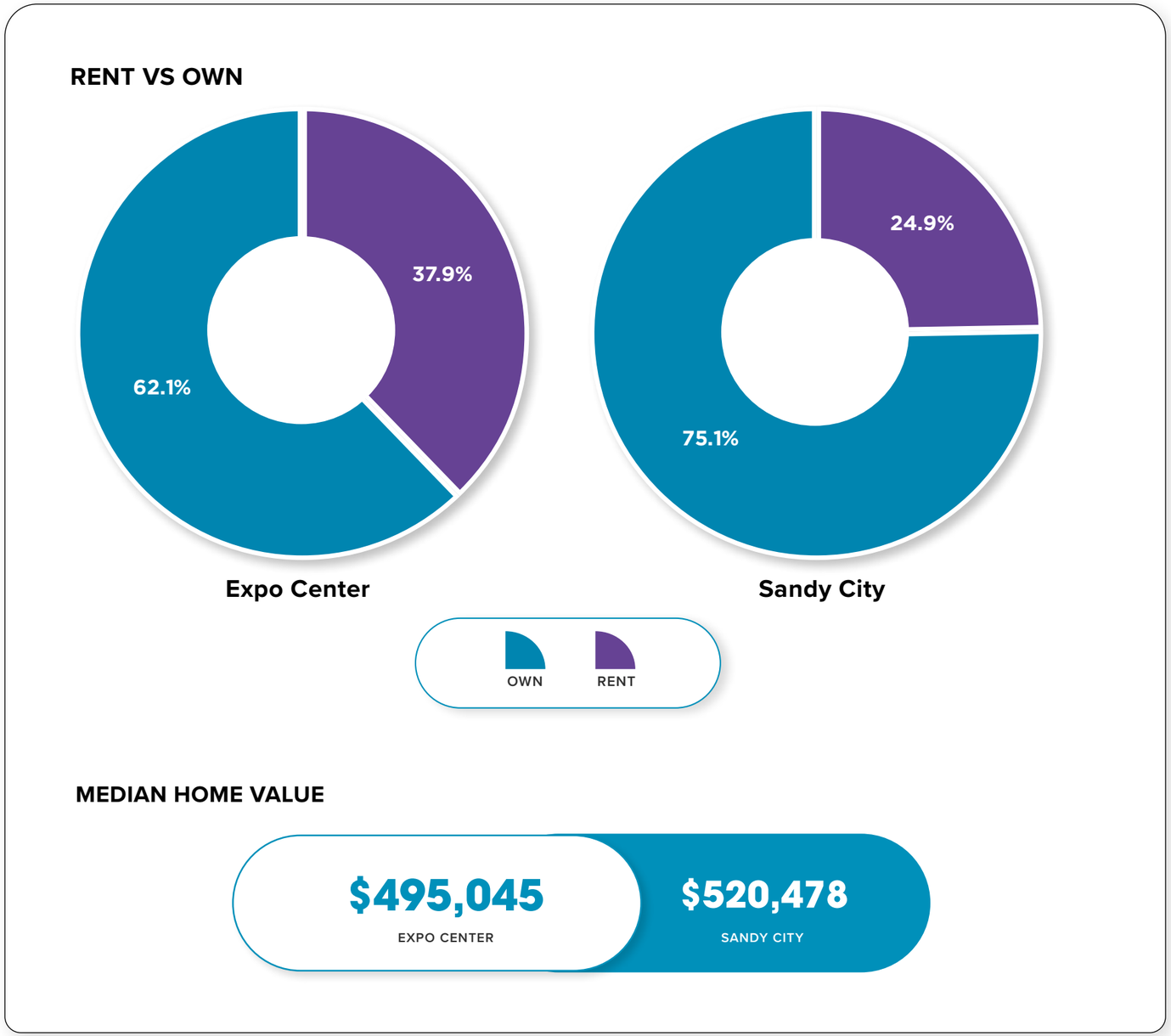
46.1% of all housing in the station area was built between 1970 and 1979. There was also a good amount of housing (13% of all housing in the area) that was built between 2010 and 2019. Housing on the west side is extremely limited, concentrated in around 12 acres north of Jordan Commons. Housing on the east side is mostly single family and is characterized by cul-de-sacs, which can hurt connectivity to the station area.



Planned Housing within the Station Area

Source: *Stadium Village Master Plan*

FIGURE 5: HOUSING SNAPSHOT



Economic Snapshot

FIGURE 6: ECONOMIC SNAPSHOT

SANDY EXPO STATION			
	Intersection	Long	Lat
	9375 S & 150 E.	-111.8885084	40.5816909
Total GLA	332,000 SF		
Rental Rate	$25.93/SF		
Vacancy	2.20%		
Occupancy	97.80%		
Age (year built)	2006		
	1/2 Mile	2 Miles	3 Miles
Population	2,395	55,337	132,649
Daytime Population	5,359	68,377	146,115
Median Household Income	$70,894	$81,177	$87,097

Transportation Snapshot

TRANSIT NETWORK OVERVIEW

Opened on August 28, 2006, the Sandy Expo TRAX Station is located at 9375 South 150 East, and is served by UTA's Blue Line, as shown in Figure 4 and Figure 5. This station is near the Mountain America Exposition Center, Jordan Commons, and America First Field.

FIGURE 7: AVERAGE WEEKDAY BOARDINGS

AVERAGE STOP-LEVEL WEEKDAY BOARDINGS AT SANDY EXPO CENTER STATION				
RTE	ROUTE NAME	FREQ	ROUTE TYPE	STATION BOARDINGS
701	Blue Line	15 Min	Light Rail	152

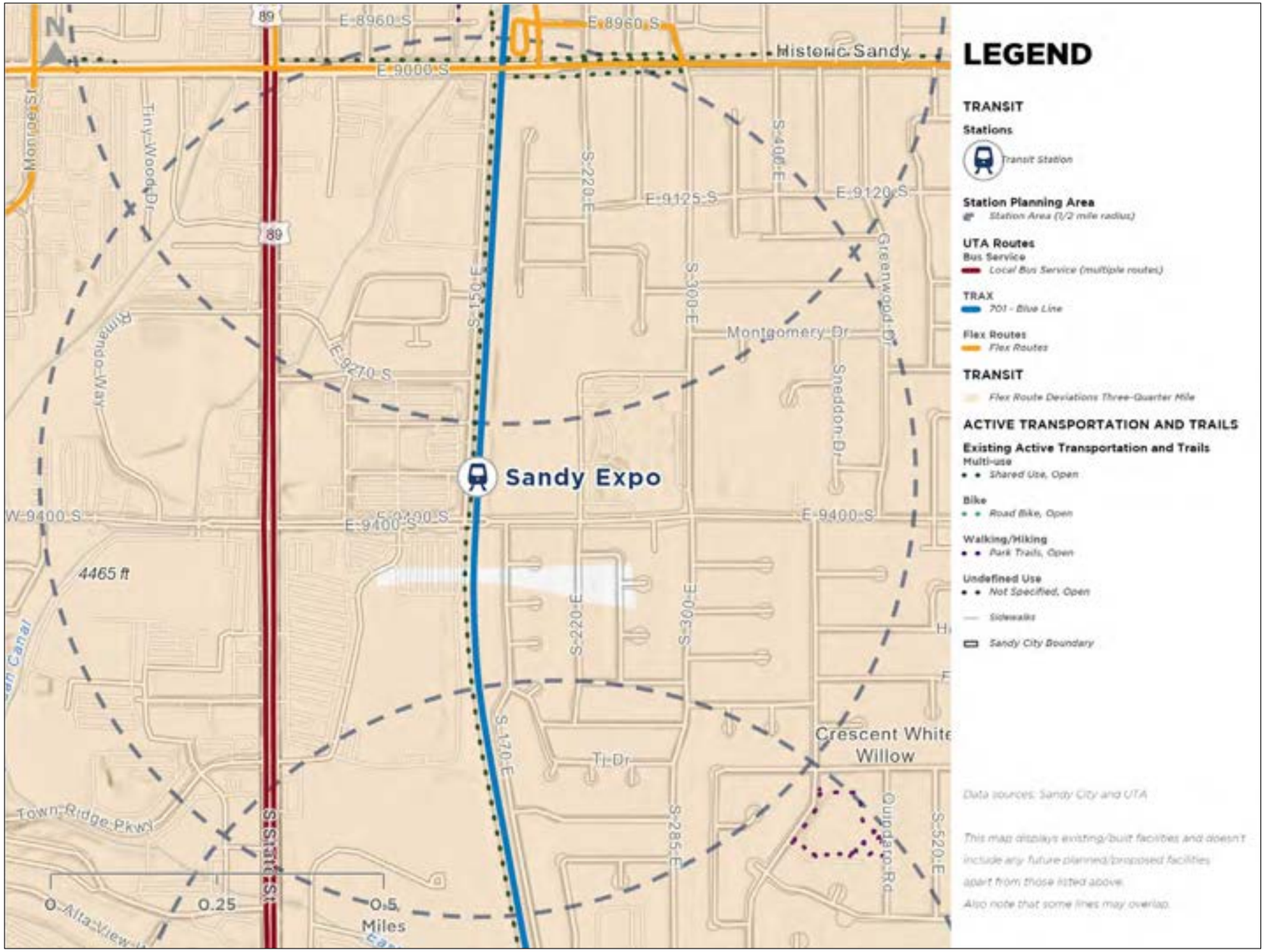


FIGURE 8: TRANSPORTATION SNAPSHOT

CHALLENGES AND LIMITATIONS

The Sandy Expo Station has several issues that hinder its effectiveness and accessibility. While beneficial for vehicle storage, the extensive amount of parking fields contributes to limited surveillance or "eyes on the street," reducing the sense of safety for people at the TRAX station. The pedestrian infrastructure on the north side of 9400 South is insufficient to support the influx of Real Salt Lake ("RSL") fans during game days, exacerbating congestion and accessibility concerns. Additionally, large developments physically segregate residential areas from the station, while traffic along State Street poses further challenges to station access and user experience.

STRENGTHS

The Sandy Expo Center Station is a hub for major trip generators, including RSL games, Jordan Commons, and the Expo Center, making it a focal point for activity. Redevelopment opportunities at Jordan Commons could significantly improve the permeability between private space and the TRAX station, if thoughtfully implemented.



Pedestrian-friendly design at Jordan Commons

Cultural & Social Snapshot

PARKS AND OPEN SPACE

The Expo Center Station has little parks and open space, and a portion of the area is within a parks gap according to the Parks, Recreation, and Trails Master Plan. There are two school fields within the station area—Mount Jordan Middle School's field and Jordan High School's fields. These fields are able to be used outside of school hours.

The Stadium Village Master Plan proposes an open space network with trails alongside the existing canals. There are no active recreation facilities with programming planned.

THE CAIRNS

The western portion of the station area falls within The Cairns. The Cairns is envisioned to be Sandy's downtown. The concept for The Cairns is to create a place of growth for residents, tourists, and businesses ultimately resulting in a major international destination. The Station Area Plan encompasses multiple subdistricts of The Cairns, including:

- Stadium Village Area
- North East Study Area
- School District Study Area
- Expo Center Study Area
- R and D Study Area

FIGURE 9: PARK SYSTEM SERVICE GAPS

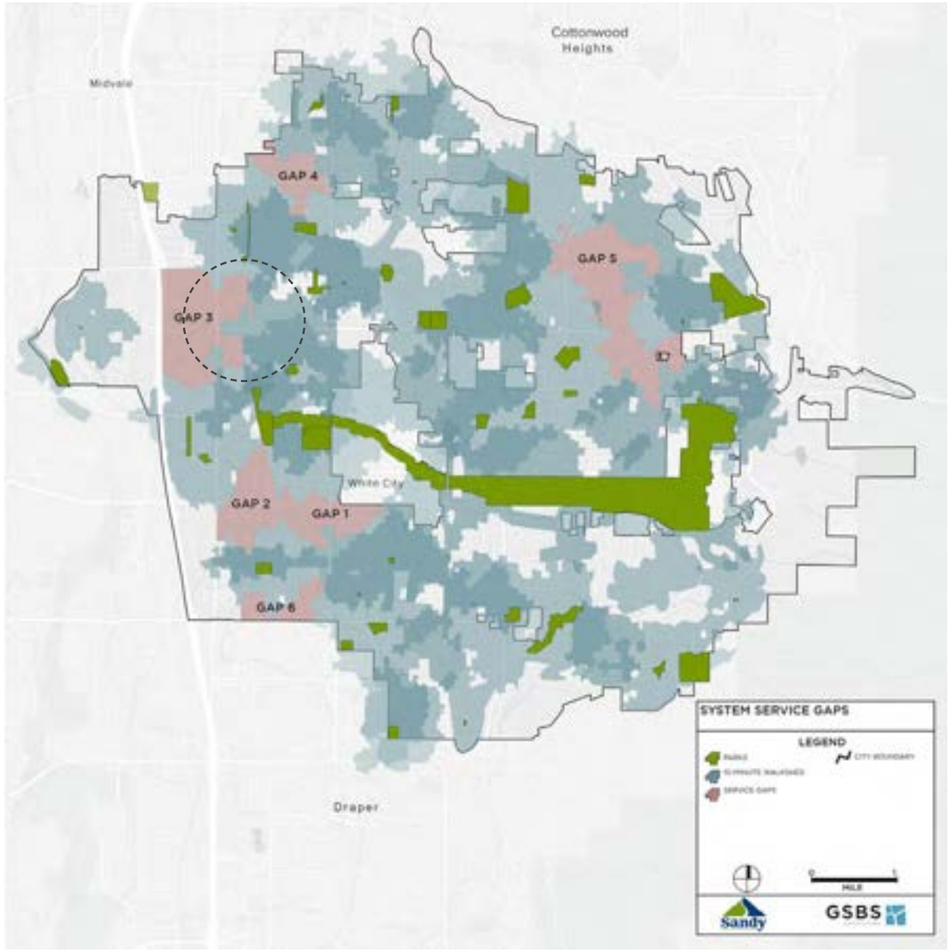


FIGURE 10: THE CAIRNS BOUNDARIES

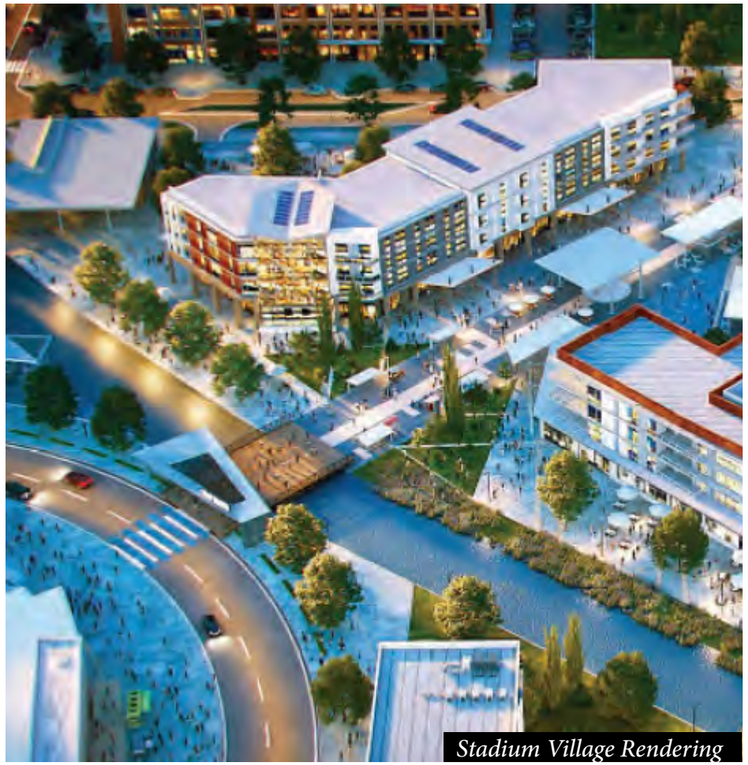


Source: *The Cairns Master Plan*

STADIUM VILLAGE MASTER PLAN

The Stadium Village Master Plan was adopted in 2019 and looked at development of the Stadium Study Area in The Cairns. The Master Plan focuses on increasing vitality of the area around the America First Field by adding in additional housing, retail, office, and entertainment uses.

The preferred scenario includes almost 5,600,000 square feet of new construction. More than half of these new buildings (59%) will include new multi-family housing, followed by 26% of the buildings being new offices. Retail and restaurant uses will take up 7% of the new buildings. The development scenario also includes a new hotel, storage, and 44 townhomes to be used as a buffer. At buildout, the Stadium Master Plan proposes 3,197 new units.



Stadium Village Rendering

Source: *Stadium Village Master Plan*

FIGURE 11: STADIUM VILLAGE PREFERRED SCENARIO



Land Use & Zoning Snapshot

The Expo Center Station encompasses multiple zoning districts including Regional Commercial District, Central Business District, two Special Development Districts, and R-1-8 Residential Single Family district.

The designation of Special Development District (SD) Zone is intended to facilitate the most economical and innovative development of properties with distinctive or uncommon features. When it can be demonstrated that no other zone classification would be suitable or adequate for acceptable growth, the SD District is meant to be used for development. Jordan Commons is characterized as a Special Development District, as is the BD Medical Property.

Most of the Stadium Village Master Plan site is under Regional Commercial District Zoning. The Regional Commercial District zoning designation refers to areas designated for a wide range of commercial activities, and allows for various types of commercial development, including retail stores, restaurants, entertainment venues, office buildings, hotels, and similar uses. The Stadium Village Master Plan calls for rezoning in a form-based code structure to achieve what is proposed.

Height requirements in the Cairn's area are capped at 145 feet, due to the higher water table in the area. This height cap is much higher than the surrounding existing buildings and it is recommended that this height requirement stand.

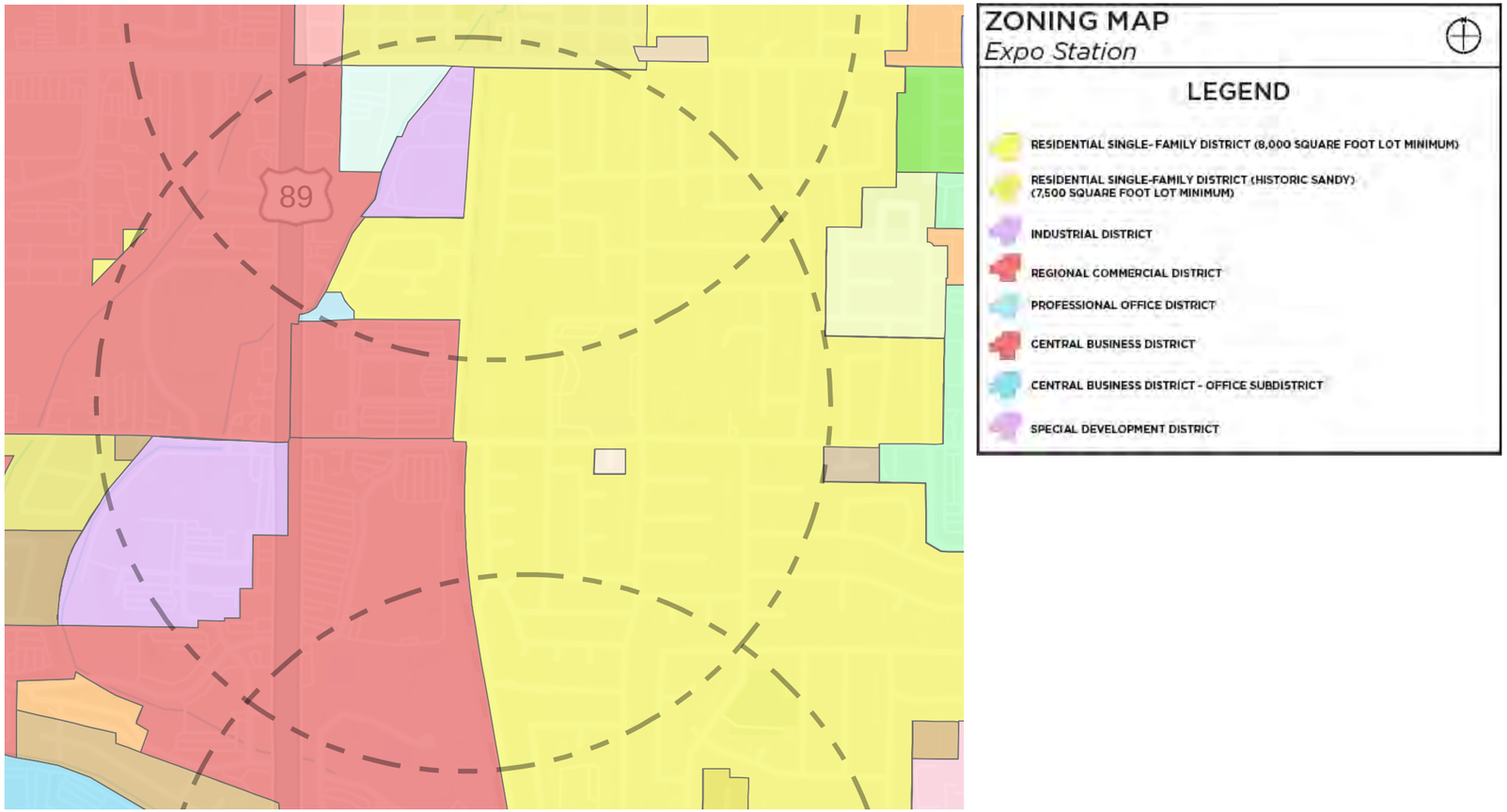


FIGURE 12: CURRENT ZONING MAP

Utilities Snapshot

Sandy City Public Utilities is the drinking water, storm water, and street lighting provider in the station area. There is a line replacement planned for 9400 South between State Street and Monroe. Cost as of 2024 is expected to be $ 999,438. Power is mostly provided by Rocky Mountain Power.

REDUCING WATER DEMAND FOR FUTURE DEVELOPMENT

Sandy City's landscaping requirements have been revised to mandate more water-wise designs for newly constructed or renovated landscaping. Based on existing water use patterns in Sandy City, water conservation potential is highest in the category of residential outdoor irrigation.



Landscaping at the Expo Center

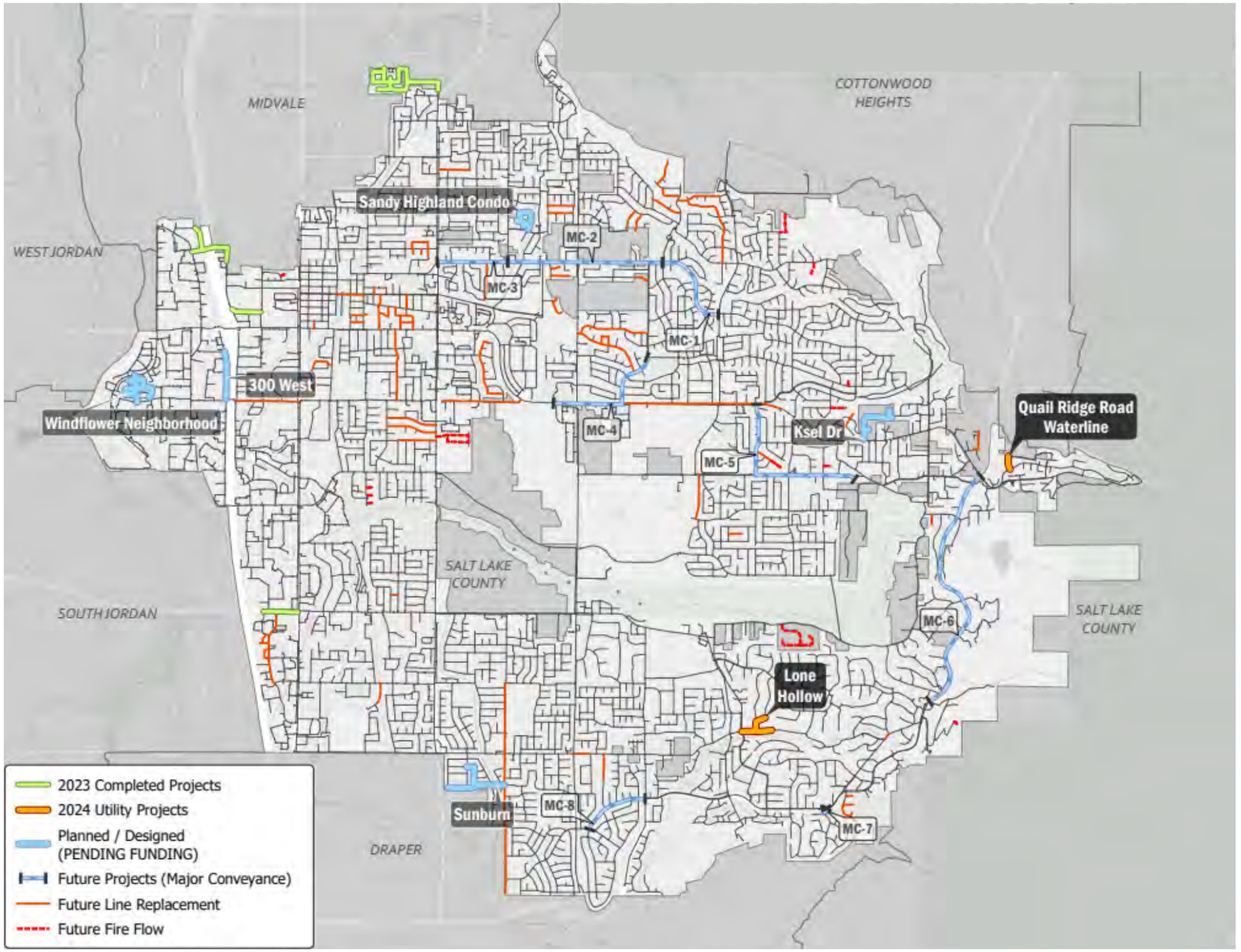


FIGURE 13: PLANNED UTILITY PROJECTS

FIGURE 14: PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS

PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS					
YEAR	**Projected Production Requirements Based on Year 2000 Demands (acre-ft)**	**Projected Production Requirements at Proposed Conversation Goal (acre-ft)**	**Estimated Annual Savings Through Conservation (acre-ft)**	**Existing Reliable Supply (acre-ft)**	**Estimated New Supply Development Which can be Delayed Through Conservation (acre-ft**
2000	31,517	31,517	0	29,640	0
2005	31,353	29,420	1,934	30,500	0
2010	28,032	24,574	3,458	32,500	0
2015	29,616	24,136	5,480	32,500	0
2020	30,844	24,515	6,628	32,500	0
2025	31,955	24,133	7,822	32,500	0
2030	33,394	24,222	9,172	32,500	894
2035	34,833	24,698	10,135	32,500	2,333
2045	37,716	25,881	11,835	32,500	5,216
2060	40,702	27,134	13,568	32,500	8,202

Source: *2021 Water Conservation Plan*

SWOC Analysis

A strengths, weaknesses, opportunities, and constraints assessment was conducted on the station area, based off of an existing conditions analysis and public engagement.

FIGURE 15: SWOC ANALYSIS

STRENGTHS

1. Centrality
   - Access to The Cairns District, Jordan Commons, Exposition Center
2. Trip generators
   - RSL, Jordan Commons, Expo Center

WEAKNESSES

1. Amount of parking fields
2. Limited adjacent housing
3. Limited parks
   - There is use of the middle school field outside school hours

OPPORTUNITIES

1. New developments to the West
   - Housing addition into the station
2. Improve upon the destination vision of the uses within
   - Gateway into The Cairns
   - Policy- fare included in RSL ticketing, movie theater ticketing, Expo Center passes
3. 9400 South as a transit corridor
   - Enhance safety
   - Trip generators allow for transit supportive land use down 9400 South

CONSTRAINTS

1. Large developments cut off housing from the station
   - These include the Expo Center, schools, Canyons facilities, Jordan Commons
2. State Street traffic and uses
3. 1.2-acre UTA parcel (just east of the platform) is very skinny (about 31 feet) does not give much opportunity to activate and is a service road

Elements of Transit-Supportive Communities

An analysis was undertaken to identify if the Expo Center Station met the needs of a transit-supportive community. Of the nine elements, two are supportive of transit in the area. Master Planned portions of the station plan on bringing in more goods, services, and housing into the area.



Station Platform

Source: *John Dornoff*

FIGURE 16: MEETING ELEMENTS OF TRANSIT-SUPPORTIVE COMMUNITIES

PROXIMITY TO TRANSIT

The station has a relatively good walkshed to the surrounding communities. The northeastern most area is outside a 10 minute walkshed, but is within the historic Sandy 10-minute walkshed.

HOUSING UNITS, PREFERABLY HIGHER DENSITY

The station area has roughly 4.8 residents per acre, which is lower than the 30-45 residents per acre that transit-supportive communities would require in a neighborhood center.

GOODS AND SERVICES

The area has many tourism draws with the Expo Center and the America First Field but less resident and community centered services.

EMPLOYMENT GENERATOR

The station area has 5.13 jobs per acre. 15-45 jobs per acre would be recommended in this area. BD Medical is a large employment generator in the area.

RECREATIONAL SPACES

There are limited existing parks and trail connections in the area

PEDESTRIAN FRIENDLY DESIGN

The land uses surrounding the station area have large pieces of land with limited internal road networks. Pedestrians need to walk on heavily trafficked roads with limited buffering.

SOCIOECONOMIC DIVERSITY

There is a good mix of socioeconomic backgrounds within the station area.

SUSTAINABLE DEVELOPMENT AND EFFICIENT LAND USE

The west side in particular has many industrial land uses.

MULTI-MODAL TRANSPORTATION

The Porter Rockwell provides good opportunities for multiple transportation uses. More opportunities for bicycle and other modes should be added into the area, including a better walkability experience on 9400 South.

Public Engagement Summary

The planning process kicked off with the Sandy Pace of Progress General Plan engagement process. Collaboration, suggestions, and involvement from a wide range of community members and project stakeholders were all part of community engagement. To maximize public and stakeholder involvement and to clarify the vision for the station area's future, the plan included in-person and online engagement activities.

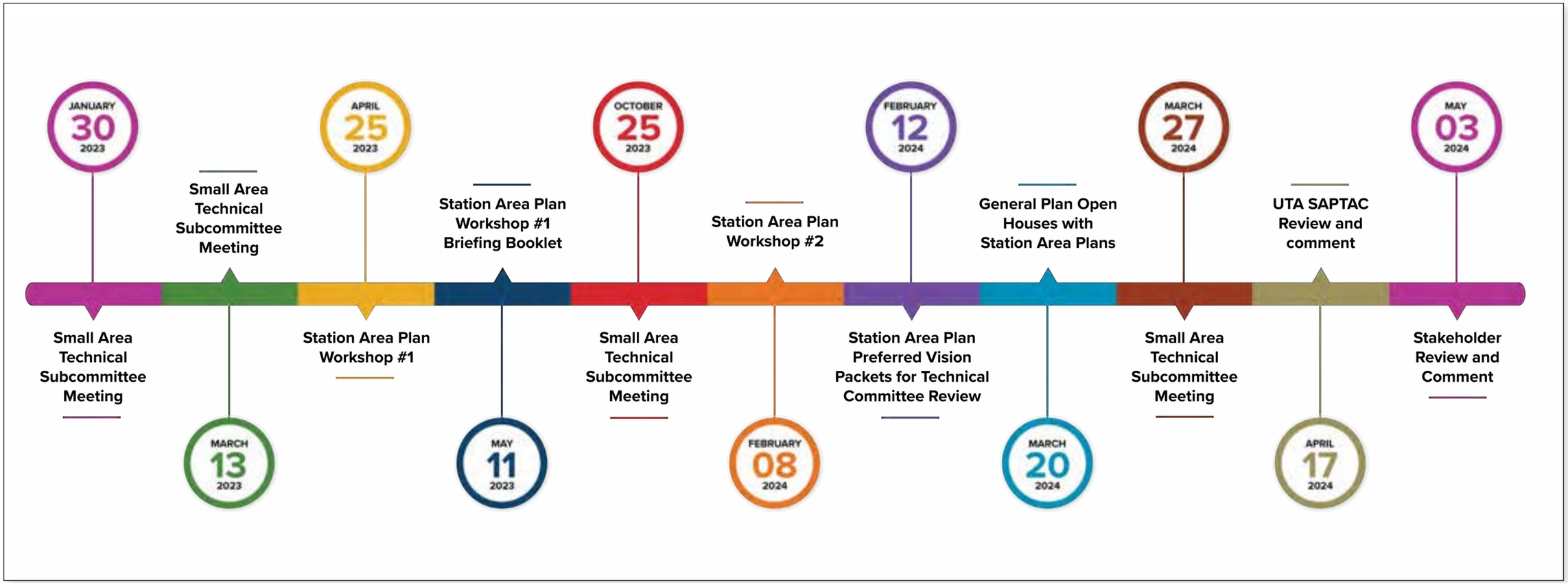


FIGURE 17: COMMUNITY ENGAGEMENT TIMELINE

Key Messages

Key takeaways from public engagement include building off of station area strengths. Expanding or reconfiguring the area to connect with the station more efficiently with trip generators was mentioned in workshops.

Residents and stakeholders saw limited visibility and access to the station as a great challenge. Opportunities to include transit fares as part of ticketing for Real Games, at the Jordan Commons movie theaters or for Expo events were called out by stakeholders as a tactic that may increase ridership and reduce reliance on vehicles.

Future Station Area Role

In community workshops, stakeholders defined the future of the station area as a place that continues to generate trips related to America First Field, the Expo Center and, increasingly, Jordan Commons. Jordan Commons ownership is planning to reconfigure the development to create a connection between the platform and State Street as well as a more pleasant walk from the platform to America First Field. The operators of America First Field are also considering adding restaurants and shops to the area immediately surrounding the field to increase activity in the area. This increase in residents and offerings can bring even more people into the area.

Tie to General Plan Vision and Values

Going beyond the objectives of HB 462 to tie into the General Plan Vision and Values was central to concept generation and deciding on a preferred scenario. In an effort to see how the station area was on its way to meeting to general values based off of existing conditions and public perception, the following Gantt chart was created:

FIGURE 18: TIE TO GENERAL PLAN VISION AND VALUES

Sandy Expo Center	Community - recognition of the fundamental importance of nurturing a strong, inclusive, and connected social fabric within the City		Premium Location - An emphasis on efficient, safe, and comfortable mobility to facilitate access to goods, services, recreation, open space, and employment through walking, biking, and vehicles		Opportunity - An effort to improve the potential for positive charge, growth, and development of individuals, families/households, neighborhoods, commercial endeavors, and the City itself		Stewardship - Responsible management of the City's resources and a consideration for potential impacts in an effort to ensure adequate capacity, foster a healthy resiliency, and pursue a sustainable balance of economic, environmental, and social outcomes		Well-Being - A focus on creating environments and systems that support the safety, happiness, and physical, mental, and social health of individuals in Sandy City	
	N	The Expo Station has a lack of active public spaces. While the expo-center was built in the mountain meets urban theme of The Cairns, no other surrounding areas has developed similarly. Seas of parking fields also take away from the vibrancy of the space. Opportunities include additional branding for the destination and The Cairns and working with sites to redevelop to create a neighborhood and destination place.	N	9400 S. is a significant N/S barrier, although not as negatively impactful as 9000 S.; Middle school and district building impede immediate station access from residences to the North; To the west, State Street is a significant E/W barrier to reaching Real Salt Lake Stadium and adjacent businesses. Opportunity for a direct pedestrian/cyclist route from station to stadium and an enhanced connection to the expo center . Rimando Way is a recent connection update - opportunity to further promote its existence to increase usage.	Y	Entertainment-based services and employment provider, LHM office tower, Jordan Commons, Real Salt Lake Stadium, and BD Medical. Opportunity to guide housing development with the RSL plan.	Y	Area promotes trip generation via the activities in close proximity to station (Real Salt Lake, Sandy Expo events, Jordan Commons) - opportunity exists for further promotion of Trax use for these locations/events. Close to Jordan High School, opportunity for access for students without cars.	Y	Porter Rockwell Trail adjacency and landscape buffered sidewalks offer multi-mode connection. Trax location offers opportunity for employment at nearby commercial spaces (ranging income level options - Jordan Commons, office spaces, etc.).

Note that YES does not mean that the station area completely meets the General Plan Value but has the basic building blocks that are important to meeting the Value.

Opportunity Areas

The Station Area Plan concepts focused on the development or redevelopment of certain parcels throughout the station area. As much of Sandy is built out, redevelopment will be necessary to better connect the station area to the trip generators.

Transit Supportive Land Use

Along with expanding the impact of the existing TRAX line, 9400 South has been identified in the Sandy General Plan as a future multi-modal corridor, connecting The Cairns to Little Cottonwood Canyon. In order to achieve a transit line down 9400 South, transit-supportive nodes will need to line the corridor. Potential nodes include:

- Stadium Village (west of State Street)
- Expo Center and Jordan Commons (Area between State Street and the TRAX line)
- Canyons School District Offices (East of State Street)
- Sandy Village Center
- Quarry Bend
- Sandy Amphitheater/Alta View Hospital
- Alta Canyon Center

A potential future transit line is dependent on many factors. These factors include density along route, route alignment, geographic distribution of transit services, economic trends, and route performance. While a city priority is to create transit supportive land use along 9400 South, a number of factors may delay a line.

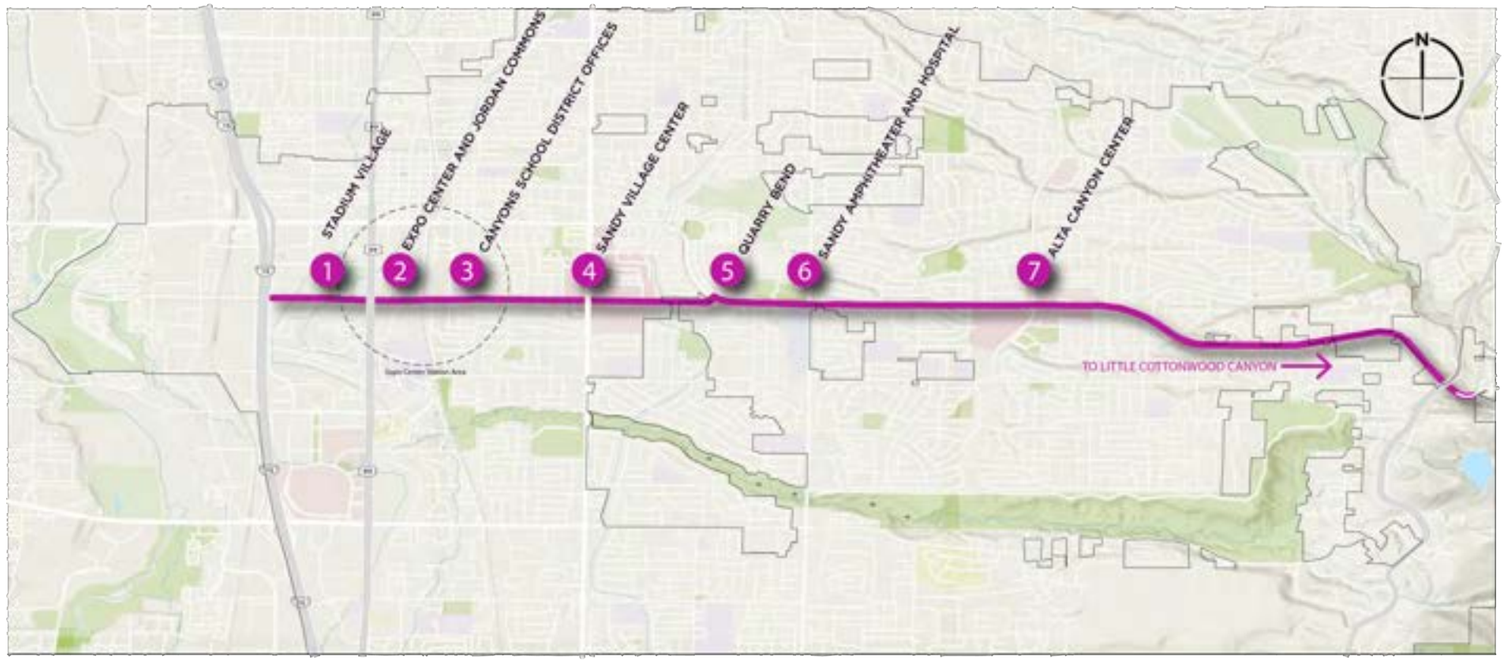


FIGURE 19: NODES ON 9400 SOUTH

A fixed transit line, with permanent stops:

- Instills confidence in riders that the service will continue to be available in the long term, encouraging them to rely on it for their transportation needs
- Is visible and serves as a constant reminder of the transit options available to residents and visitors, potentially attracting new ridership
- Can stimulate economic development along routes
- Can lessen traffic on high traffic volume days (RSL games, etc)
- Can help to brand The Cairns and City

This potential transit line is currently not in UTA's 5-year service plan or long term vision and will need to be added. This is a large-scale capital and operational investmentand will need to be vetted by UTA's Service Planning Team and will need to include feasibility studies.

Transit Supportive Land Use Metrics

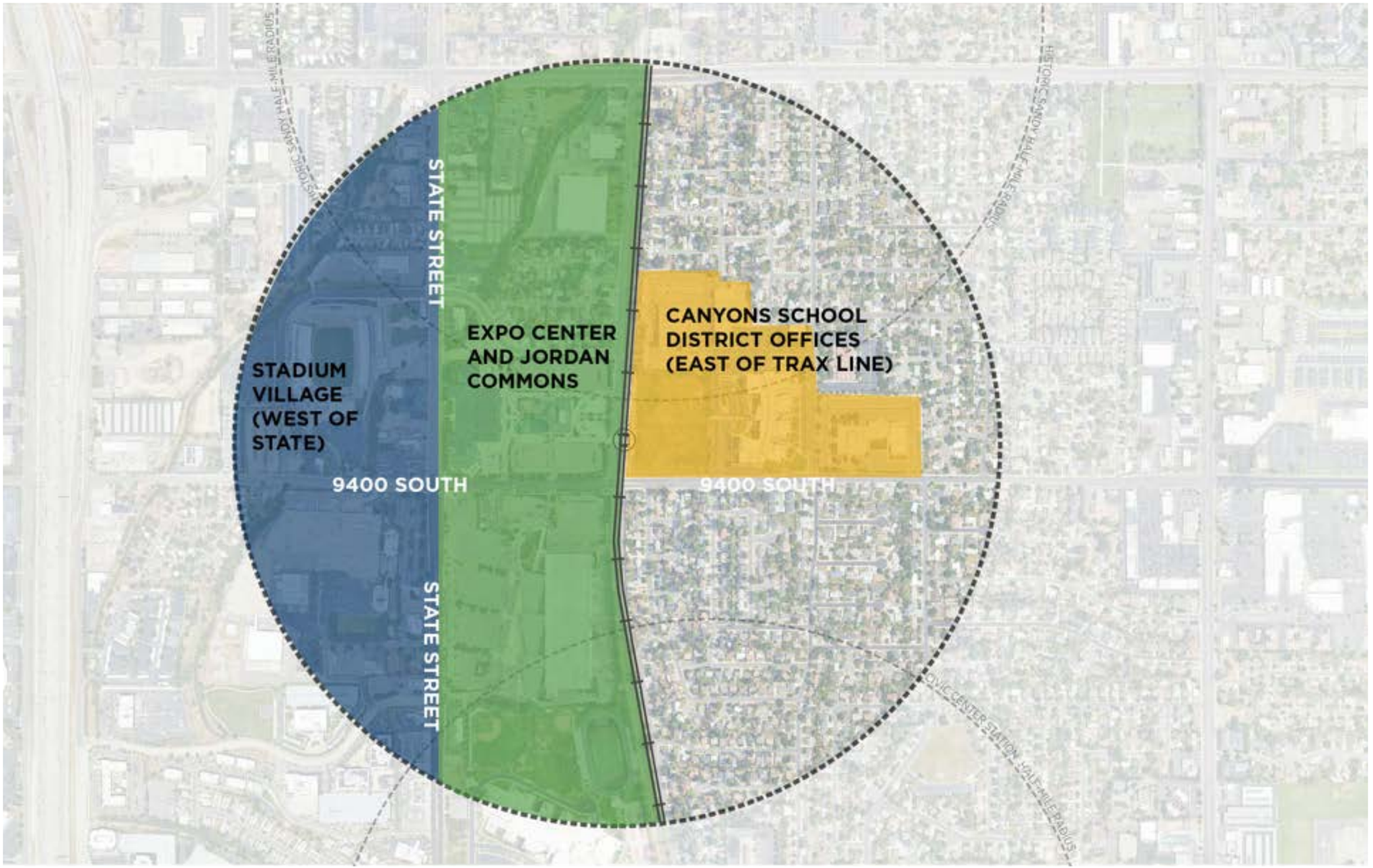
A 9400 South transit corridor will need to achieve certain metrics with residents per acre and jobs per acre to assure that development is transit supportive. Sandy is looking at two metrics:

- City Center/ Neighborhood Center: potential transit frequency of 15-30 minutes
  - 10-15 jobs per acre and 15-30 residents per acre
- Urban Center: potential transit frequency of 10-15 minutes
  - 15-25 jobs per acre and 30-45 residents per acre

This station area plan will focus on three sections of the station area to plan out transit supportive land use in this area:

- Stadium Village (west of State Street)
- Area between State Street and the TRAX line
- Canyons School District Offices (East of State Street)

FIGURE 20: STATION AREA SUBDISTRICTS



STADIUM VILLAGE (WEST OF STATE STREET)

EXISTING CONDITIONS
Acreage: 230.4 acres
Job: 13.25 per acre
Residents: 3.91 per acre

WHAT IS NEEDED TO BECOME TRANSIT SUPPORTIVE:
Population between 3,456 to 6,912 needed here (2,555 to 6,011 more needed)
Jobs at 3,456 needed here (402 more needed)

The Stadium Village Master Plan looks to add 2,853 units and a number of jobs in this area. At build-out this plan will achieve the number of population and jobs needed to achieve transit-supportive land use.

EXPO CENTER AND JORDAN COMMONS

EXISTING CONDITIONS
Acreage: 108.8 acres
Job: 10.9 per acre
Residents: 2.47 per acre

WHAT IS NEEDED TO BECOME TRANSIT SUPPORTIVE:
Population between 1,632 to 3,264 needed here (1,363 to 2,995 more needed)
Jobs at 1,632 needed here (439 more needed)

The Stadium Village Master Plan (SVMP) partially extends into this area. The SVMP will add around 300 units into this area. This equals about 690 people. The SVMP also looks to add two offices and one retail building in this area. These retail and office uses will not reach the 439 jobs needed in this area, but can cut the number in half. *Therefore after Stadium Village buildout, 239 jobs will still be needed in the area, as well as 675-2,305 more residents to achieve transit-supportive land use.*

CANYONS SCHOOL DISTRICT OFFICES (E OF TRAX)

EXISTING CONDITIONS
Acreage: 32 acres
Job: 10.5 per acre
Residents: 8.6 per acre

WHAT IS NEEDED TO BECOME TRANSIT SUPPORTIVE:
Population between 480 to 960 needed here (205 to 685 more needed)
Jobs at 480 needed here (142 more needed)

The Canyons District Offices brings many employees into the area. There are no current plans to bring any more housing or job generators into the area.

FIGURE 17: TRANSIT SUPPORTIVE METRICS

Preferred Scenario Process

Finalizing the components of the station area plan concept was a process that was undertaken with multiple instances of public, stakeholder input, technical committee input, and a small area technical committee meeting. These scenarios focused on land use planning and how development types could be added into the area. The process worked closely with existing and planned transportation and other infrastructure improvements.

1. EXISTING CONDITIONS ANALYSIS AND OPPORTUNITY AREA GENERATION
2. AREA ALTERNATIVES CONCEPT GENERATION
3. REFINEMENT BASED ON PUBLIC AND STAKEHOLDER ENGAGEMENT
4. PREFERRED SCENARIO

Area Alternatives

Area Alternatives were created to focus on those parcels that are opportunity areas. Stakeholders were given "Constants," which focused on what will be carried out throughout each concept, and "Big Move" areas, which are areas where change could take different forms. These "Big Move" areas are shown below.

CONSTANTS

1. Stadium Village Master Plan implementation
2. All-purpose trails through the east of the station area
3. Retaining existing housing

"BIG MOVE" AREAS

1. Jordan Commons
2. Expo Center surface parking
3. Canyons School District Transportation Offices



WFRC Mobile Active Transportation Tour

Internal Charrette

ALTERNATIVE CONCEPT 1

Alternative Concept 1 builds off of the work done in the Stadium Village Master Plan and focuses development along State Street. In this concept, Jordan Commons is reconfigured to add commercial square footage along State Street with mixed-use at a vacant parcel to the north. There is also commercial built in the existing parking lot for the Expo Center. There is currently a grass patch outside of the expo center. In this concept, the patch is enhanced to become a pocket park with a few active recreation amenities for residents and visitors to use.

Depending on the building layout, market conditions, and developer vision, this concept could bring an additional 75-120 new housing units with approximately 69,785 sf of retail or office space, and 120-240 hotel rooms. Other than a parking structure built into the mixed-use development, there would be no additional parking needed because of the amount of existing parking available in the station area.

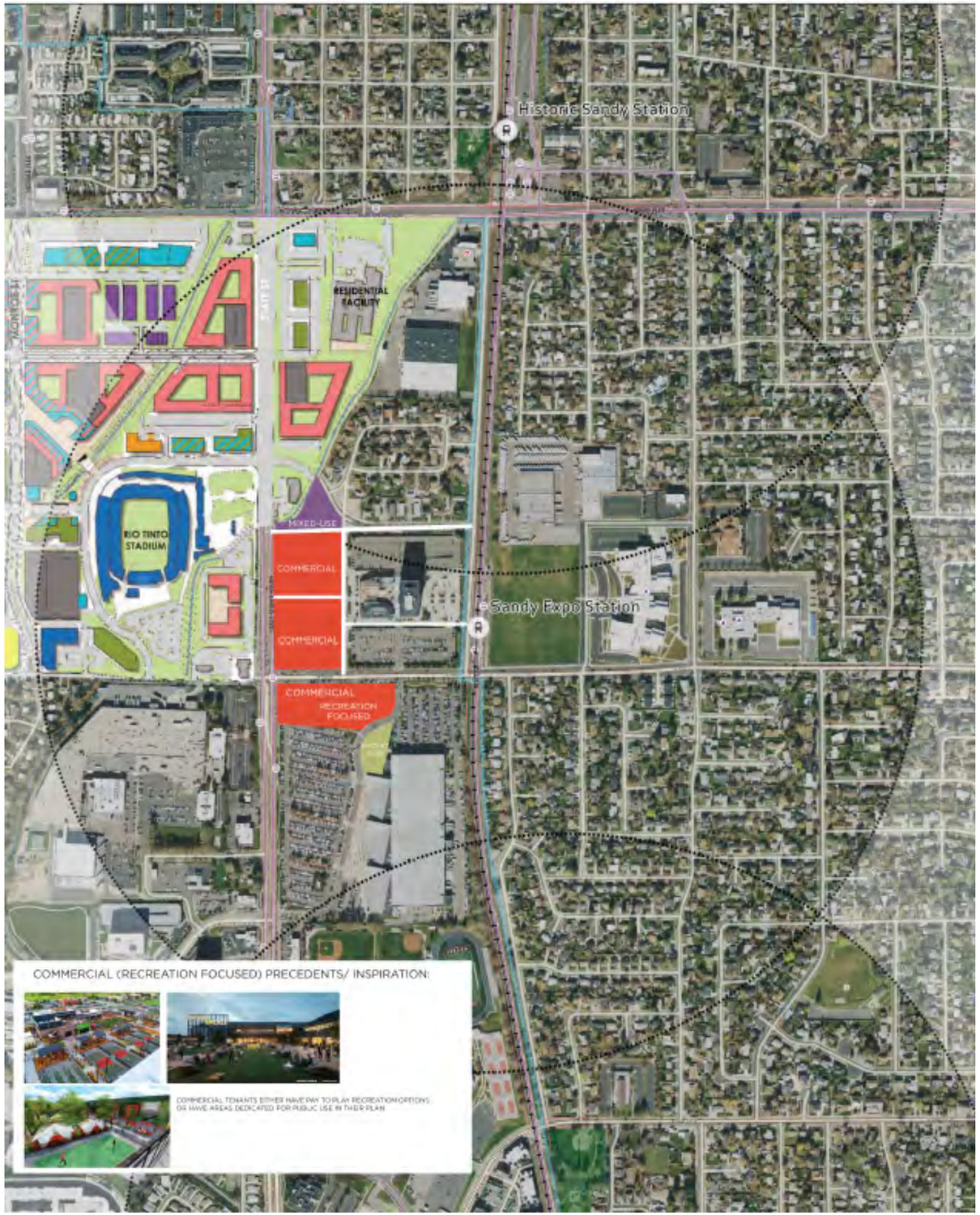


FIGURE 21: CONCEPT 1 MAP

ALTERNATIVE CONCEPT 2

Alternative Concept 2 activates the area adjacent to the station more. The parking structures at Jordan Commons are not replaced, but structurally fortified to allow for development on the surface level. Mixed use would line the surface parking to provide "eyes" on the station platform. The vacant triangle north of Jordan Commons would become a trailside park.

In this concept the transportation offices and center for Canyons School District is moved to less-transit oriented property and is replaced with the Canyons Tech Center and workforce housing for Canyons School District workers, including teachers, janitorial staff, nurses, and office workers.

Depending on the building layout, market conditions, and developer vision, this concept could bring an additional 100- 175 new housing units on the Jordan Commons site and 50-57 townhomes or cluster homes on the Canyons School District site with 57,000-70,000 sf of retail or office space.

With the additional housing and ground floor retail at Jordan Commons, a festival street can be created to take people through the Jordan Commons site and over to the festival streets at Stadium Village. This would provide for a safe and fun walkability experience from the TRAX station to the America First Field, especially on game days.



FIGURE 22: CONCEPT 2 MAP

Public Input on the Alternative Concepts

Reactions to the concepts showed:

1. Stakeholders were interested in seeing the tech center and the middle school field to be flipped to provide added safety to the children and showcase more useable space at 9400 South
2. Residents supported a transit corridor down 9400 South
3. Stakeholders were interested in seeing improved crossings across 9400 South

Refinement

The preferred scenario merged elements of both concepts together to produce a preferred scenario. The Alternatives also called for a transit-corridor down 9000 South to merge into 9400 South. This was amended to be 9400 South from the highway to Little Cottonwood Canyon, with potentials to extend 9400 South west of I-15.

Preferred Scenario

The preferred scenario is a culmination of Alternative Concept 1, Alternative Concept 2, and additional factors that were implemented after the outcome of Community Workshop #2. The following map shows the intended changes of the opportunity areas within the station area.

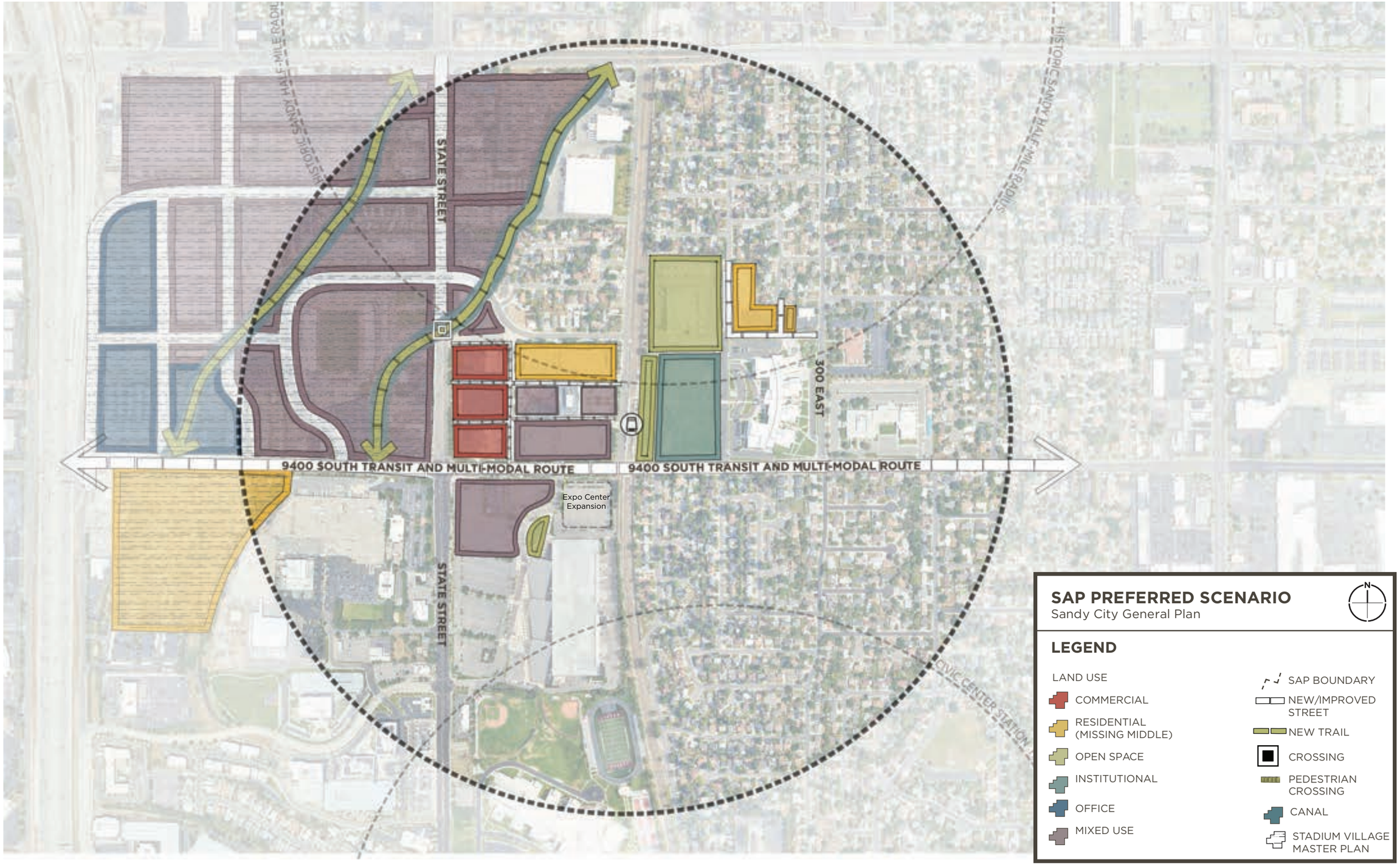
FIGURE 23: EXPO CENTER VISION



STATION AREA PLAN VISION

The Sandy Expo Center Station is a primary gateway to the community. The Expo Center Station is the hub for premier entertainment in the Sandy City.

FIGURE 24: PREFERRED SCENARIO MAP



Opportunity Area Typologies

STADIUM VILLAGE (WEST OF STATE STREET)

The area west of State Street looks to continue with the Stadium Village Master Plan proposed development scenario. This scenario consists of a large number of multi-family housing units with integrated parking, and entertainment supportive uses. The addition of more services and multi-family into this area is essential to the vibrancy of the area year-round. BD Medical is also expected to not redevelop, as the medical technology manufacturer brings many jobs into the area.

STADIUM VILLAGE (WEST OF STATE)		
LAND USE	**UNIT COUNT**	**SQFT**
Residential Multi-family	2,853	
Residential, Attached	44	
Office		1,496,900
Retail, Services, Entertainment		377,060
Hospitality	480	
Soccer Museum		56,000
Storage		100,000
PARKING		
Surface	3,400 stalls	
Structured	11,484 stalls	

EXPO CENTER AND JORDAN COMMONS

It is envisioned that the northwestern part of the parking lot of the Expo Center be redeveloped into a mixed-use development. Development on the Expo Center parking lot should be concentrated near 9400 South to allow for the Expo Center itself to still be clearly shown from State Street and allow for maximum walkability to the TRAX station and a potential 9400 South transit stop. This 6-acre lot should develop with wrapped structured parking for both the public and residents. The ground floor is envisioned to have commercial, retail, or office uses off State Street, 9400 South, and the eastern-facing side that fronts onto a park. Development is expected to be between five and eight stories.

The existing 0.62-acre greenspace in front of the expo center is envisioned to transition to the Sandy Parks Department to be programmed as a city park. An additional study will be required to best program the park. Optional programming includes:

- (2-4) Pickleball courts
- A playground
- Passive recreation elements

To the north of 9400 South, the Jordan Commons site is enhanced with additional housing options, a new road network, and broken up commercial areas to attract new visitors and create a more permeable site. The existing office tower is expected to stay. This area is expected to have heights between four and 10 stories.

EXPO CENTER AND JORDAN COMMONS				
LAND USE	**UNIT COUNT LOW**	**UNIT COUNT HIGH**	**SQFT LOW**	**SQFT HIGH**
Residential Multi-family	750	1,000		
Office			250,000	450,000
Commercial			350,900	840,680
Park				27,000

CANYONS SCHOOL DISTRICT OFFICES

It is envisioned that the School District transportation offices be relocated to a less transit-oriented area. In its replacement, the middle school's field be moved to the existing transportation offices location. The existing school field site would house the new tech center for Canyons School District. The remaining area of the transportation offices would include a connecting road network that would be populated with missing middle housing options for workforce housing. It is envisioned that the height of this area would be between one and three stories.

EXPO CENTER AND JORDAN COMMONS				
LAND USE	**UNIT COUNT LOW**	**UNIT COUNT HIGH**	**SQFT LOW**	**SQFT HIGH**
Technical School			50,000	120,000
Missing Middle Housing	40	60		



Mount Jordan Middle School

Source: *Architect Magazine*

Overall Development at Buildout

This preferred scenario achieves the four foundational elements of station area planning.

1. Increase the availability and affordability of housing, including moderate-income housing
    - Adding additional housing (between 3,643 and 3,913 new housing units) within access of the station platform
    - This will result in a station area population of 10,500 to 11,500 at buildout and create three distinct nodes along 9400 South

2. Promote sustainable environmental conditions
    - The additional dwellings per acre minimize outdoor water usage
    - Transit route integration reduces vehicle miles traveled (VMT) both in Sandy City and in Little Cottonwood Canyon, especially with winter traffic for skiing

3. Enhance access to opportunities
    - Addition of a pocket park enhances access to recreation and greenspace for existing and future residents and visitors
    - Between 727,960 and 1,217,740 gross sqft of new commercial
    - Between 1,746,900 and 1,946,900 sqft of new office.

4. Increase transportation choices and connections
    - The 9400 South future TRAX or BRT line connects The Cairns to Little Cottonwood Canyon, reducing regional traffic throughout Sandy. This in turn connects more population along 9400 South with a direct transit route to the existing Blue Line. Feasibility of this line will need to be tested with UTA
    - The multimodal aspect of 9400 South also envisions protected bike lanes and multi-use paths, creating more east-west connections through Sandy with a good walkability/bikeability experience
    - Additional connections to America First Field through the Miller Campus reduces walk time to the field from the station platform and discourages jaywalking over State Street

Future Land Use Map

The current middle school property is zoned as R-1-40 A. This zone is a single-family district where there is one unit per 40,000 square feet and animal rights associated. As this is not a transit supportive land use, the school properties are listed as middle density neighborhoods on the future land use map, so that if the schools were to ever redevelop in the future, they would be within a transit supportive land use.

FIGURE 25: EXPO CENTER FUTURE LAND USE MAP

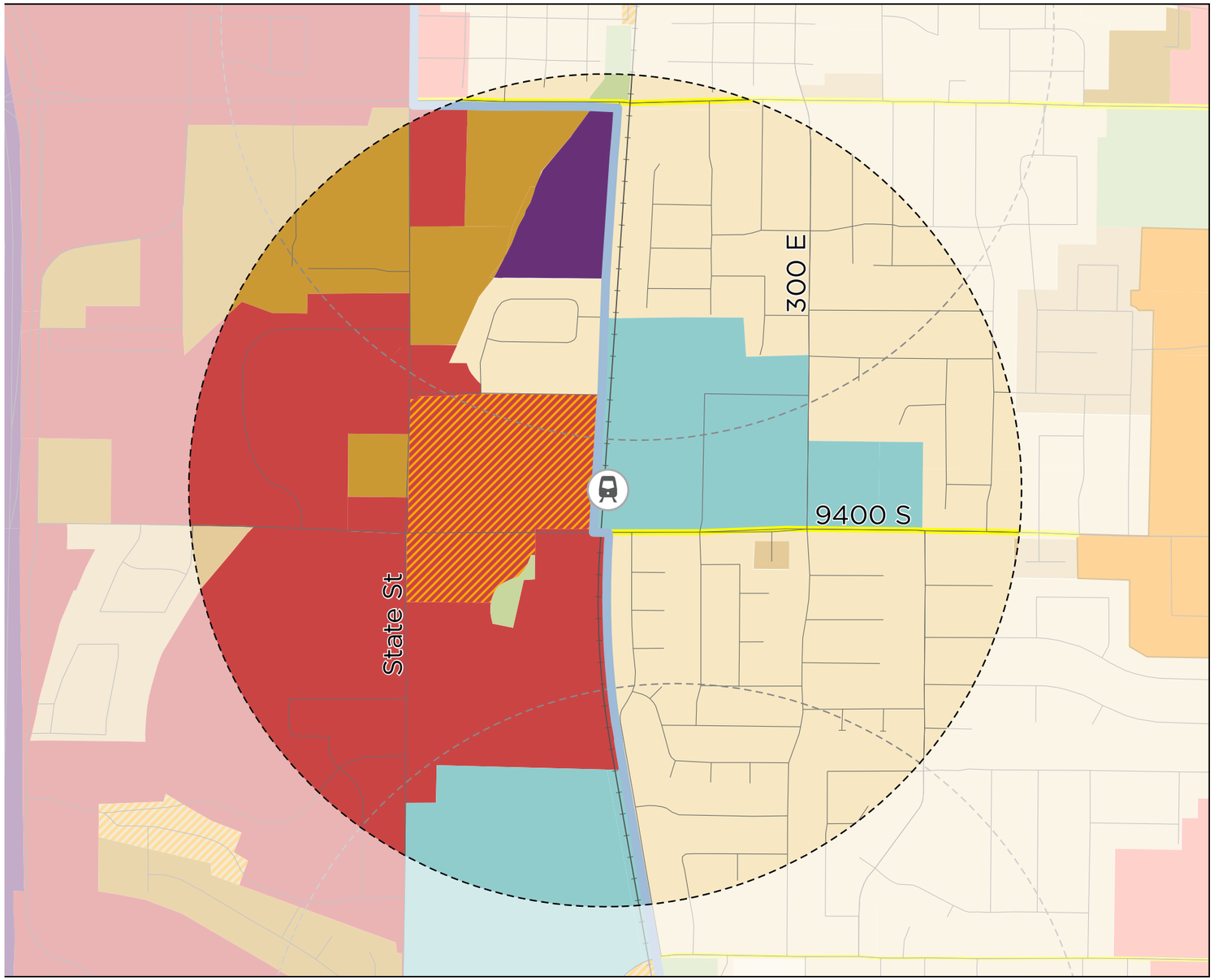


FIGURE 26: FUTURE LAND USE DASHBOARD

SANDY EXPO (SE)

The Sandy Expo Center (EC) Station Area Plan designation refers to the 1/2 mile radius around the Sandy Expo Center Station Platform. This area is an opportunity for a multi-modal transportation where visitors can come to attend events while also interacting with local amenities.

The vision for the Sandy Expo Center is to provide a walkable route from the transit station to the America First Field. This station services large quantities of event attendees to the field and creating an enjoyable path where commercial and residential areas are stimulated is beneficial for the economic prosperity of the area.

Transit Oriented Development -- The creation of a multi-modal corridor along 9400 South will allow for visitors to comfortably access events at the America First Field. This station does not have connected transportation access so an emphasis on walkability and bikeability is crucial to encourage a successful station area. Alteration of pedestrian paths towards the field will ensure a pleasant experience as well as more interaction with commercial centers in the area.

Residential -- The Expo Center will have various housing opportunities across the area that aim to provide housing that directly benefits residents. Multi-family units west of State Street, mixed-use developments along the Jordan Commons, and workforce housing around the Canyons School District are a few examples of the proposed options. The Housing and transit reinvestment zone (HTRZ) funding could benefit this station area. Coordination with property owners would need to occur to asses when an HTRZ may be applicable for this site. Addition of housing along 9400 South will provide housing that is accessible via the transit station.

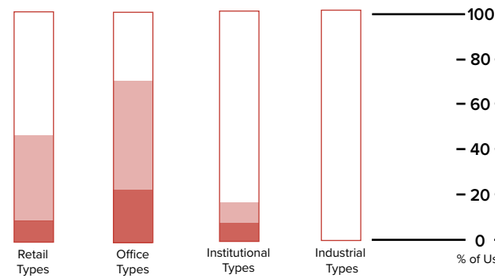
EC PRIORITIES

1. Become a node for future 9400 South multi-modal corridor
2. Create comfortable and efficient walking corridors from the TRAX station to America First Field

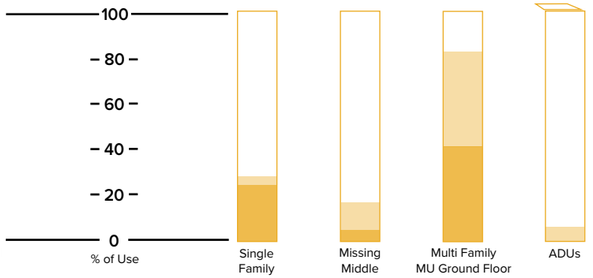
LAND USE MIX (ACRES)



COMMERCE MIX (ACRES)



HOUSING MIX (DWELLING UNITS)



CHARACTER DEFINING ELEMENTS

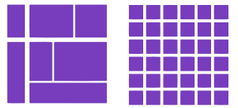
BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 3 stories East of TRAX 8+ stories West of TRAX	Up to 16 DUA East of TRAX Up to 50+ DUA West of TRAX	High-intensity: Mid-rise High-intensity: High-rise	Private and Public

PARKING ORIENTATION



Structured
On-street

BLOCK PATTERN AND STREETSCAPE



Non-grid linear
Small grid
Commercial streetscape
with equal balance of building, pedestrian, and landscape space

MULTIMODAL ACCESS

AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
MEDIUM Park once opportunities	HIGH Transit-oriented development	HIGH Connected to trails and bike routes	HIGH Integrated into development

Transportation Recommendations

Given the station's role as a major activity hub, recommendations include:

Pedestrian Infrastructure Overhaul on 9400 South

Address current inadequacies with a redesigned corridor featuring pedestrian-friendly amenities and safe crossings to accommodate event crowds. A reimagined corridor lined with bars, restaurants, and retail spaces that cater to the crowds heading to and from events could significantly enhance the public/private space interaction. Jordan Commons could also be transformed into a more pedestrian-friendly zone, guiding visitors through retail and dining areas on their way to the stadium. Sandy City could explore pedestrian-oriented transportation concepts such as woonerfs, which prioritize pedestrian and cyclist movement in retail and entertainment districts but could still accommodate limited vehicle access at extremely slow speeds.

Protected Bike Lane and Multi-use Paths

Establish a protected bike lane on 9400 South and plan for future multi-use paths, notably at 9270 South, to enhance accessibility and connectivity. Also, consider negotiating with UTA for station access to properties east of the station, which could shorten the walking distance for students at Mount Jordan Middle School as well as adjacent neighborhoods and any future redevelopment east of TRAX. Additionally, implement the improved trail/transit crossing for TRAX/Porter Rockwell Trail as described in the Historic Sandy TRAX section previously.

Transit Route Integration

Focus on connecting key transit destinations, including the Hale Centre Theatre, The Shops at South Town, America First Field, the SLCC Miller Campus, and the RiverPark Corporate Center in South Jordan to rail stations. Work with UTA to improve connections to these destinations in the context of UTA's existing and future transit network. Investigate the possibility of independently implementing microtransit service connecting stations and key destinations. The city's preference for future transit service has been identified as an Innovative Mobility Zone. Sandy City will continue to work closely with UTA to establish geographic feasibility, programming, and future implementation timelines.

Transportation Integration around America First Field

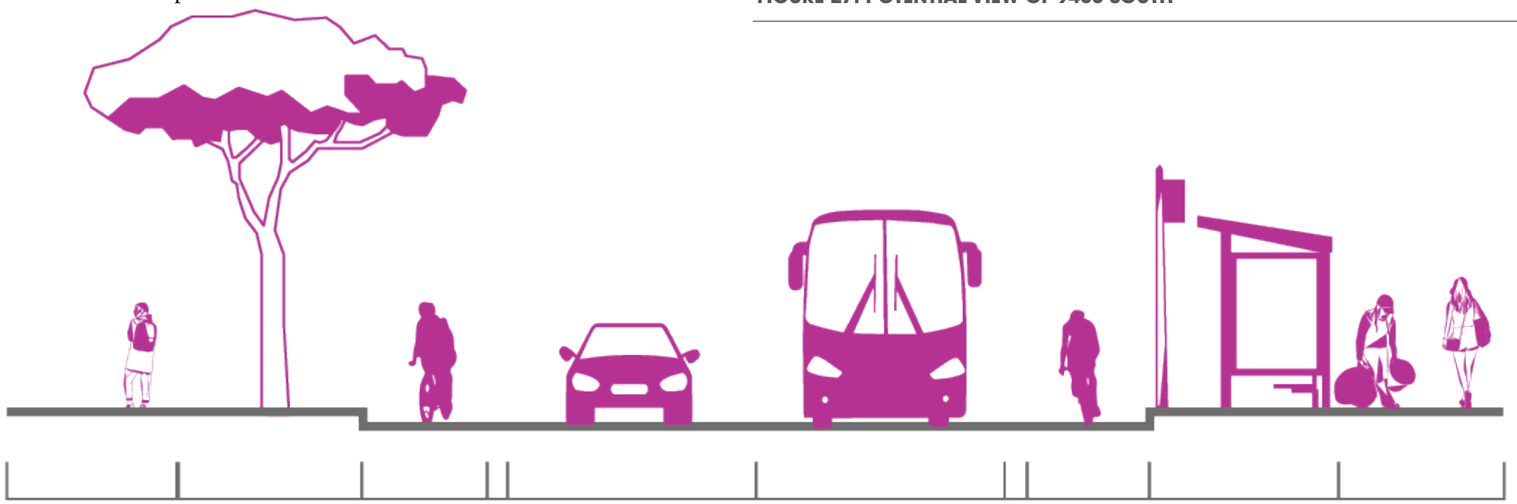
Implement thematic wayfinding through Jordan Commons to the America First Field, enhancing safety with dedicated drop-off zones and potentially amending the Stadium Master Plan to integrate State Street more seamlessly into the station's design, encouraging shared parking and conducting safety studies. Also consider establishing a small-scale bikeshare program within The Cairns District, where users could travel between shared bike stations at major destinations such as TRAX, FrontRunner, America First Field, the Hale Center Theatre, The Shops at South Town, and other locations. This could be in partnership with GREENbike, which could expand beyond its current service agreements in Salt Lake City and Ogden.

These recommendations complement and extend the recommendations from the City's plans, including Sandy City's Transportation Master Plan and Active Transportation Plan.



Mountain America Expo Center

FIGURE 27: POTENTIAL VIEW OF 9400 SOUTH



A further study will need to be completed on the design options and opportunities for a multi-modal corridor with UDOT and UTA as project partners.

Urban Design Recommendations

Branding the Walkability Experience

The experience getting off the TRAX stop is just as important as the elements that transit connects one to. Cultivating a particular experience in this area will need to consider ease and comfort of walking, typically measured by factors such as pedestrian infrastructure, sidewalk quality, street design, access to amenities, and safety for pedestrians.

Using "branding" as an experience creates a holistic and immersive encounter with a brand that goes beyond traditional marketing tactics. It encompasses every touchpoint and interaction a customer has with the brand, aiming to evoke specific emotions, perceptions, and associations. Rather than viewing branding solely as a static logo or slogan, branding as an experience focuses on crafting memorable and meaningful engagements that resonate with consumers on a deeper level.

As Jordan Commons is directly to the west of the platform, the Jordans Commons branding needs to face the platform. With the America First Field, this is slightly more difficult because the field is not directly next to the station platform. America First Field could partner with Jordan Commons to brand the pop-up festival street that connects the platform through Jordan Commons to the stadium.

Looking at the pedestrian experience from the platform over to America First Field, the flow of traffic stays on 9400 South or Rimando Way before needing to cross over State Street. The Stadium Village Master Plan calls for a festival street on the west side of State Street to help the pedestrian experience. Connecting this festival street past Jordan Commons to the platform can greatly improve the pedestrian experience and spur activity throughout the multiple commercial centers in the station area.

The UTA service corridor directly east of the platform can also utilize wayfinding techniques to bring a better experience to the station. Use of color, signage, and art can help to bring identity to the station area in coordination and compliance with UTA's Customer Experience signage policies.

Branding should also be existent on Jordan Commons, Expo Center, America First Field, and Canyons School District Property that points visitors in the direction of the TRAX platform to call attention to transit and micro-transit opportunities within the station. The current branding guidelines for The Cairns in terms of wayfinding and signage for vehicular, pedestrian, interpretive, & trail signage call for:

- Pedestrian wayfinding signage should be at least eight feet tall
- Vehicular wayfinding signage should be at least 10 feet tall
- Print shall be easily visible on all wayfinding signage
- All wayfinding signage shall be constructed with high quality materials such as granite, bronze, and stainless steel
- All wayfinding signage shall be branded with The Cairns logo

An additional requirement should be added to add transit location/ direction to all wayfinding signage.

FIGURE 28: THE CAIRNS WAYFINDING GUIDELINES

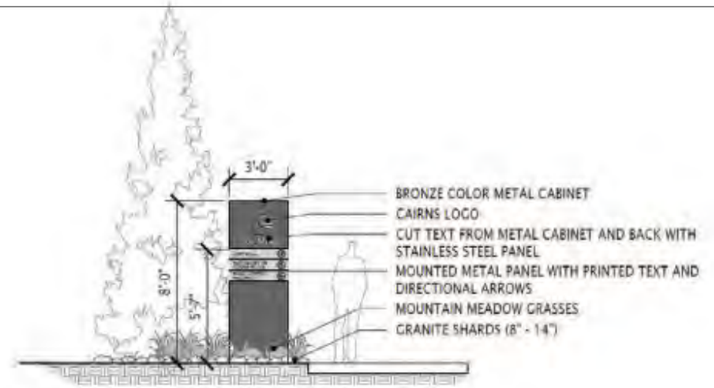


Figure 824 -Front view of pedestrian wayfinding signage

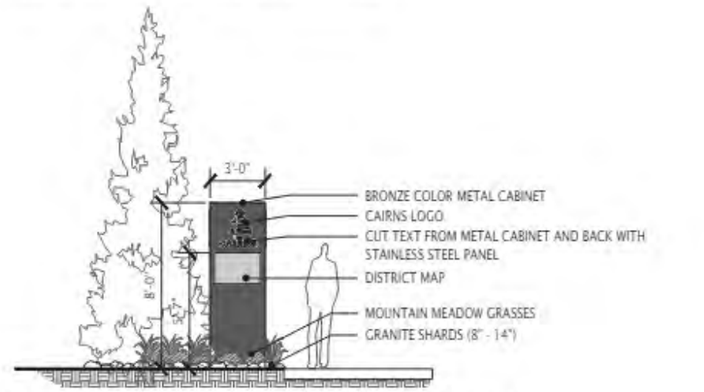
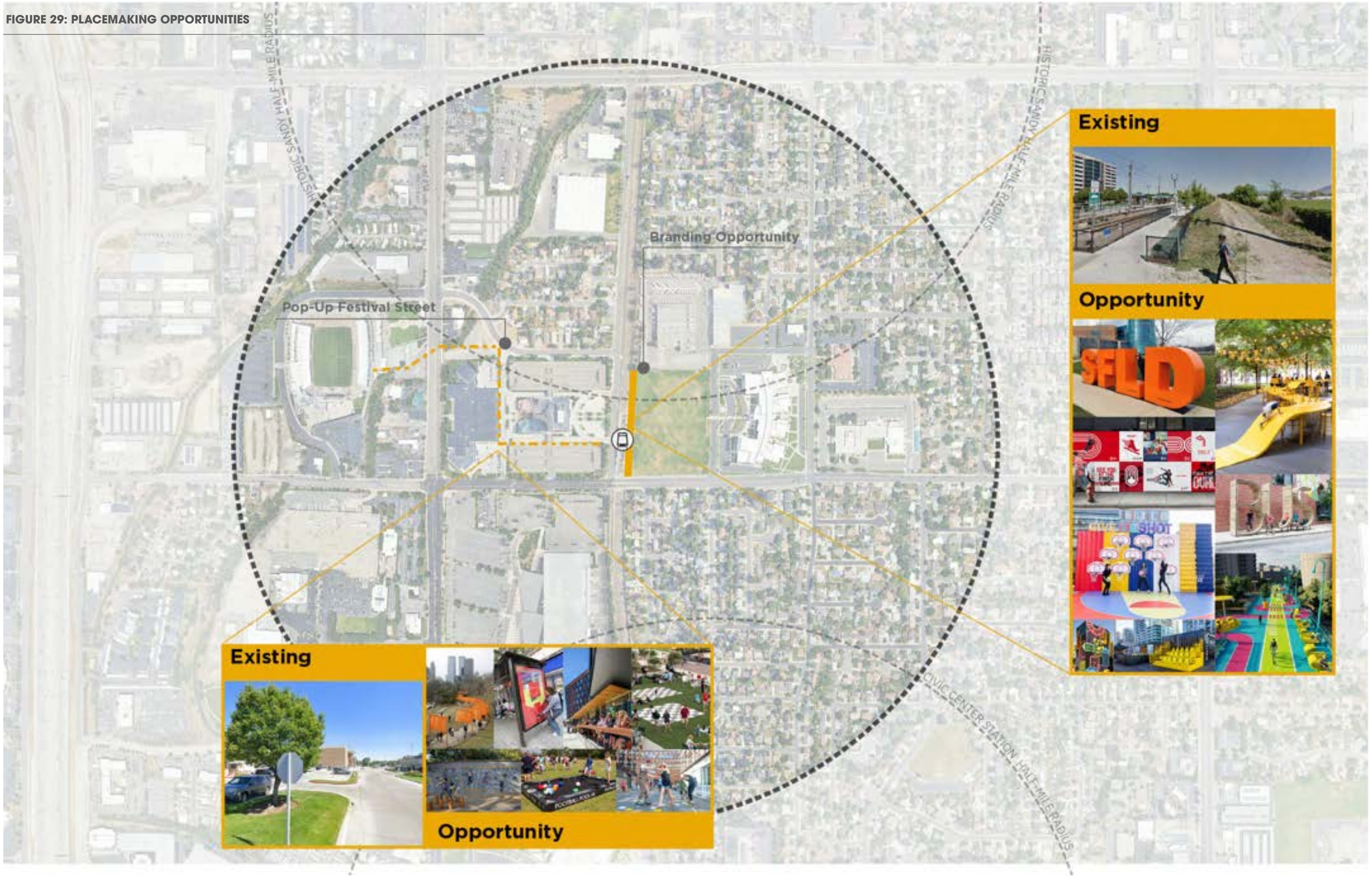


Figure 825 - Front view of a district map style pedestrian wayfinding signage

FIGURE 29: PLACEMAKING OPPORTUNITIES



Funding Recommendations

Housing and Transit Reinvestment Zone (HTRZ) Funding

The station could benefit from an HTRZ. An HTRZ for a TRAX station must be at least 10 acres but not exceed 100 acres.

According to State Statute, the HTRZ will not be able to exceed a 1/4-mile radius of the light rail station. This would include the entire Jordan Commons Property, most of the Canyons School District Property, and the northern part of the Mountain America Expo Center where a mixed use building is envisioned.

Careful coordination will need to happen with the property owners to assess when an HTRZ may be applicable in the site.

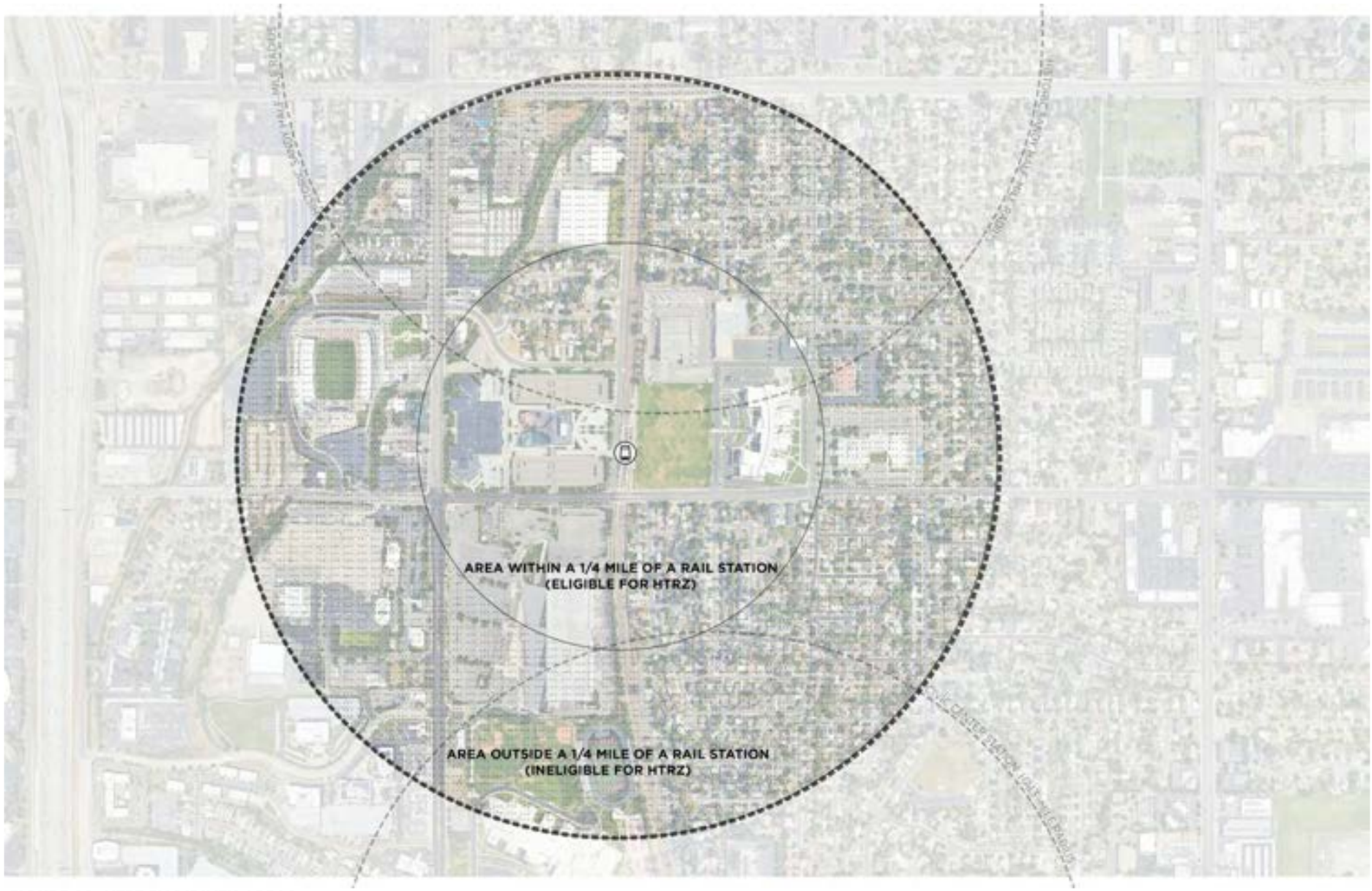


FIGURE 30: HTRZ ELIGIBILITY AREAS

Implementation Plan

YEAR 1	NOTES
Begin to draft zoning ordinance overhaul	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** Grant sources,general Funds
Create schedule for updating and meeting with stakeholders to move the project pieces forward	**Responsibility:** Planning Division **Project Partners:** UTA, America First Stadium, Canyons School District, Miller Group, Other Property Owners and Developers **Funding Sources:** General Funds
Conduct a parking analysis to determine the appropriate amount of parking needed at the EXPO Center	**Responsibility:** Planning Division **Project Partners:** Salt Lake County, Mountain America Exposition Center, Public Works **Funding Sources:** General Funds, Grant Sources
Begin to secure funding for Year 2-5 opportunities to maximize grants	**Responsibility:** Planning Division **Project Partners:** Public Works, Parks and Recreation Department **Funding Sources:** General Funds
Update The Cairns Master Plan to adhere to changes made in the EXPO Center Station Area Plan, including the Stadium Village Master Plan additions	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** General Funds
Update The Cairns Master Plan wayfinding and signage sections to include directional wayfinding for Public Transit	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** General Funds

YEAR 2-4	NOTES
Adopt zoning ordinance changes for transit-supportive zoning at nodes along 9400 South	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** Grant sources, General Funds
Work with Public Works and micromobility providers including existing providers such as Bird and Lime to create a micromobility expansion plan to expand drop off zones out of right-of-way. Look into expanding providers such as GreenBike, Spin, and Lime Bikes	**Responsibility:** Planning Division **Project Partners:** Public Works, Micromobility Providers **Funding Sources:** Grant sources, General Funds
Build sections of Jordan and Salt Lake City Canal and East Jordan Canal trails	**Responsibility:** Planning Division **Project Partners:** Public Works, Canal Companies **Funding Sources:** Grant sources, General Funds
Secure funding and create a Parking District Plan for The Cairns greater area	**Responsibility:** Planning Division **Project Partners:** Public Works, Developers **Funding Sources:** Grant sources, General Funds
Begin placement and approval for public art along TRAX platform on UTA property	**Responsibility:** Planning Division **Project Partners:** UTA, Larry H Miller Group, Community Arts Department, Communications Department **Funding Sources:** Grant sources, General Funds, Private Funds
Have Sandy Parks and Recreation Department acquire parkspace in front of EXPO Center	**Responsibility:** Parks and Recreation Department **Project Partners:** Planning Division, Salt Lake County, Mountain America Expo Center, **Funding Sources:** Grant sources, General Funds, Private Funds
Conduct feasibility study for State Street underpass/ pedestrian tunnel at the East Jordan Canal	**Responsibility:** Public Works **Project Partners:** Planning Division, UDOT, Parks and Recreation Department, Public Works, Public Utilities **Funding Sources:** Grant sources, General Funds, UDOT Funding
"Incorporate 9400 South Multi-Modal Corridor into the following Transportation Master Plans: -Sandy City Transportation Master Plan -UTA Moves 2050 - Wasatch Choice 2050"	**Responsibility:** Public Works, UTA, WFRC **Project Partners:** UDOT, Planning Division, Parks and Recreation **Funding Sources:** General Funds, Grant Sources, WFRC Funds
Design and implement landscaping along Porter Rockwell Trail nearest to the station area	**Responsibility:** Parks and Recreation Department **Project Partners:** TBD **Funding Sources:** Grant sources, General Funds, Private Funds
Assess feasibility and timing of an HTRZ	**Responsibility:** Economic Development **Project Partners:** UTA, Larry H Miller Group, Canyons School District, Salt Lake County, Planning Division **Funding Sources:** Grant sources, General Funds, Private Funds

YEAR 5	NOTES
Begin to procure funding and grants for 9400 multi-modal street conversion design	**Responsibility:** Public Works **Project Partners:** Planning Division, Parks and Recreation Department, UDOT, UTA **Funding Sources:** Grant sources, General Funds, UDOT, WFRC Funding
Begin planning process to determine amenities and design of newly acquired park space	**Responsibility:** Parks and Recreation **Project Partners:** Planning Division **Funding Sources:** Grant sources, General Funds, Park Impact Fees
Update and continue Station Area Plan, evaluating opportunities based on new market conditions and work done in years 1-4	**Responsibility:** Planning Division **Project Partners:** TBD **Funding Sources:** Grant sources, General Funds, WFRC Funding

Ongoing/Opportunity Arises	NOTES
Work with developers on Salt Lake County Site to potentially implement design or funding for adjacent park space	**Responsibility:** Parks and Recreation **Project Partners:** Planning Division, Salt Lake County **Funding Sources:** Grant sources, General Funds, Salt Lake County
Implement wayfinding and directional signage	**Responsibility:** Planning Division **Project Partners:** Communications, Community Arts **Funding Sources:** Grant sources, General Funds
Continue to secure funding for year 1-5 opportunities to utilize as much grant funding as possible	**Responsibility:** Planning Division **Project Partners:** As needed **Funding Sources:** General Funds
Identify dedicated drop-off zones as the Stadium Master Plan is implemented	**Responsibility:** Public Works **Project Partners:** Planning Division, Developers **Funding Sources:** Private Funds, General Funds
Look for relocation site of the CSD Transportation Center	**Responsibility:** CSD **Project Partners:** Planning Division, Economic Development **Funding Sources:** CSD

7.1a

Sandy Civic Center

Introduction

The Sandy Civic Center Station is located near the intersection of Sego Lily Drive and Beetdigger Boulevard. The catchment area covered by the half-mile radius serves a portion of The Cairns District and shares a significant portion of it's catchment area with the Sandy Expo Station to the north.

This area was the first transit-oriented development within Sandy City and is known as East Village.

In addition to the established residential neighborhoods that reside primarily to the east of the TRAX line within the ½ mile radius of the station platform, land uses include the commercial lining State Street, Jordan High School, and significant access to open space through proximity and connectivity to Dewey Bluth Park, Sandy City Dog Park, Lone Peak Park, and connections to Dimple Dell Regional Park.

Current Station Area Role

The station area currently serves as a source of ridership from the surrounding residential development, as well as a destination for office employees. Area employment is driven primarily by proximity to Sandy City Hall, Jordan High School, and corporate employment located along the I-15 corridor.

FIGURE 1: CIVIC CENTER STATION AREA BOUNDARY

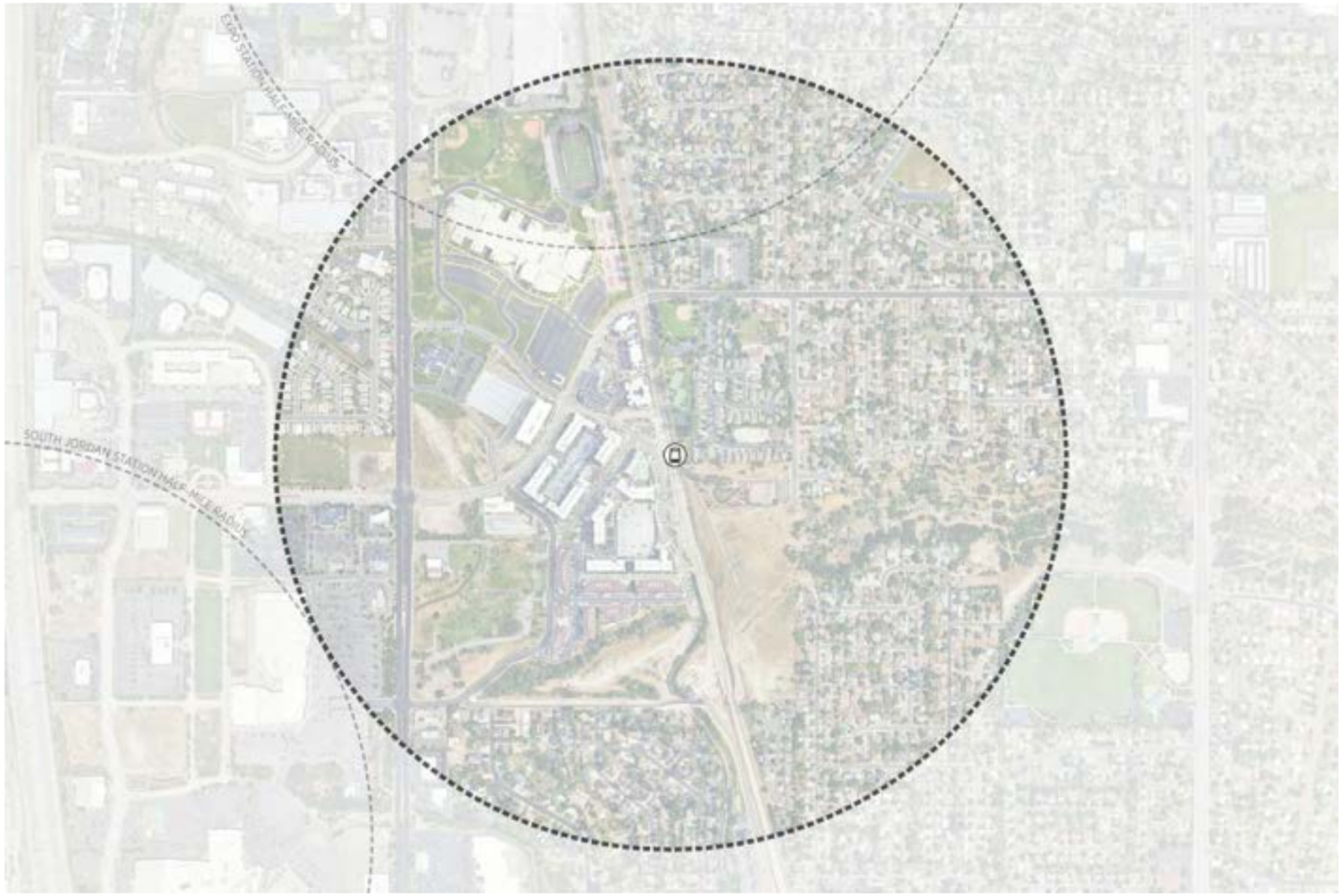
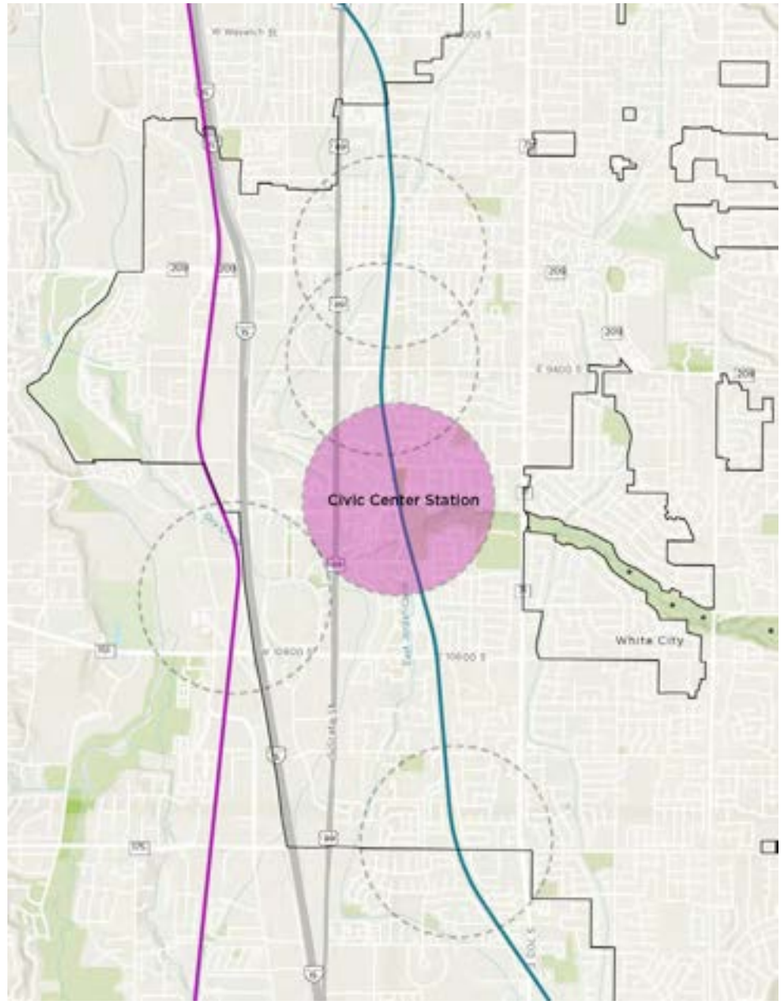


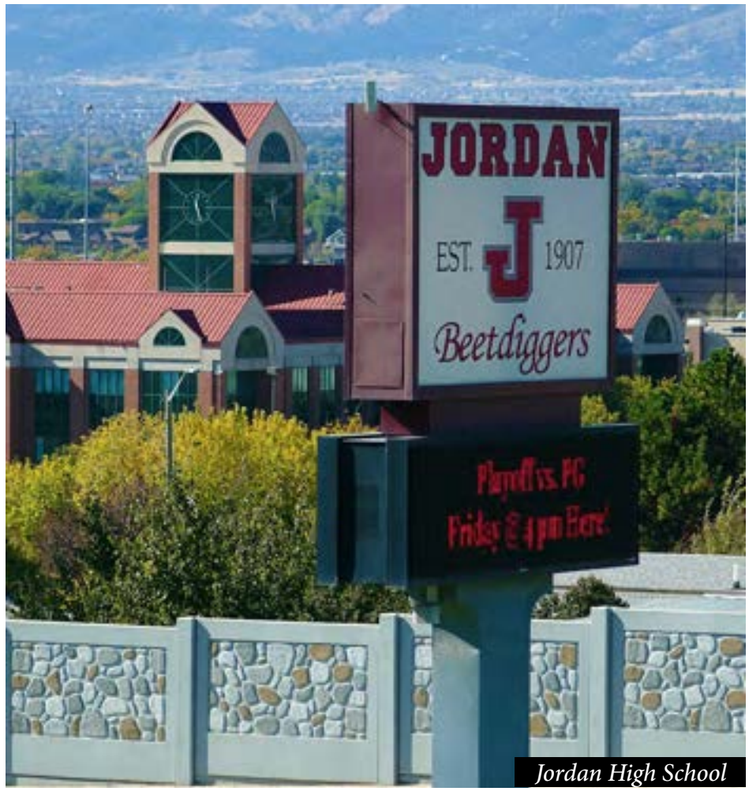
FIGURE 2: CIVIC CENTER STATION NETWORK LOCATION



Existing Conditions

Demographics Snapshot

The Civic Center Station Area has a population of 4,155 living in 1,759 households. The unemployment rate, median age, and age makeup is similar to that of Sandy. Employment is also relatively similar between the station area and the city, with around 75% of all of those employed working white-collar jobs with a relatively low unemployment rate. The station area differs from the city-wide statistics in median household income and education attainment. The city-wide statistics are higher for both these key facts. The largest inconsistency between the two areas is the number of renters versus owners.



Jordan High School

FIGURE 3: DEMOGRAPHIC SNAPSHOT

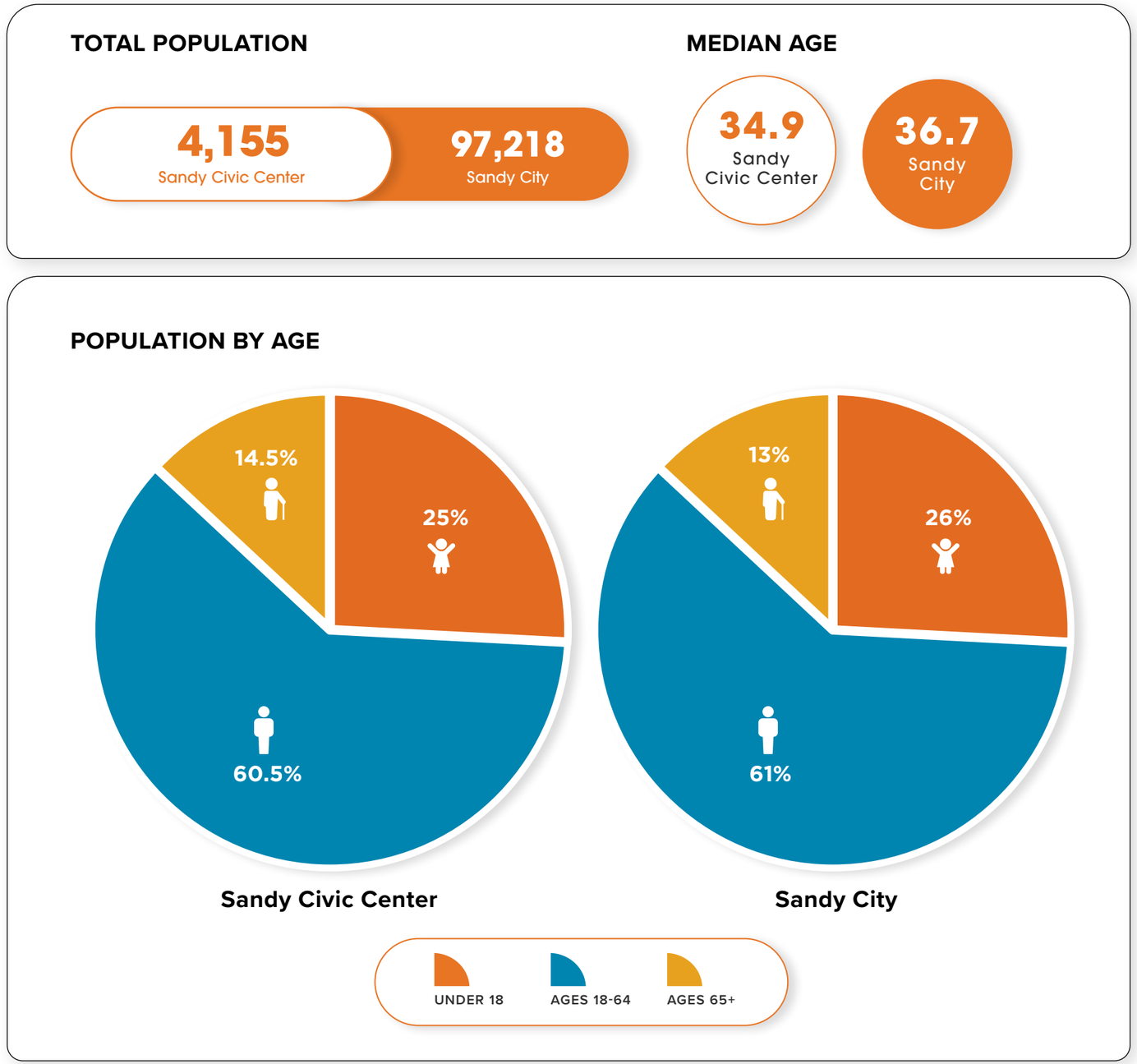


FIGURE 4: DEMOGRAPHIC SNAPSHOT

EDUCATION

Sandy Civic Center

40.5% BACHELOR'S/GRAD/ PROF DEGREE

30.9% SOME COLLEGE/ ASSOCIATES DEGREE

19.5% HIGH SCHOOL GRADUATE

9.1% NO HIGH SCHOOL DIPLOMA

Sandy City

46.8% BACHELOR'S/GRAD/ PROF DEGREE

30.7% SOME COLLEGE/ ASSOCIATES DEGREE

18.2% HIGH SCHOOL GRADUATE

4.3% NO HIGH SCHOOL DIPLOMA

EMPLOYMENT

Sandy Civic Center

73.5% WHITE COLLAR

16.5% BLUE COLLAR

13.0% SERVICES

1.9% UNEMPLOYMENT

Sandy City

74.6% WHITE COLLAR

15.3% BLUE COLLAR

11.9% SERVICES

2% UNEMPLOYMENT

MEDIAN HOUSEHOLD INCOME

SANDY CIVIC CENTER	SANDY CITY
$74,808	$101,232

PER CAPITA INCOME

SANDY CIVIC CENTER	SANDY CITY
$39,916	$47,002

MEDIAN NET WORTH

SANDY CIVIC CENTER	SANDY CITY
$148,640	$313,528

Housing Snapshot

The Civic Center Station Area has many more renters in the area than the rest of Sandy. This is due to the density of housing being built in the station area, The Cairns Vision, and Utah legislative laws surrounding development of condos. Home ownership options in the station area include single family housing to the east of the TRAX line and south of 10200 South. There is a small, senior-restricted, mobile-home development west of State Street, which is partially located in the station area boundary.

Home values in the station area are also more diverse than city-wide. 32.5% of all homes in the station area are in the $400,000 to $500,000 range, compared to only 15.3% city-wide. 14.8% of all homes in the station area are also appraised below $400,000, compared to only 4.7% city-wide.

Existing single-family housing was built prior to the addition of the TRAX line, with a good amount of housing being built in the area over the last ten years. The newest development, Seven Skies Apartments, was built in 2021 and is located directly west of the station platform.

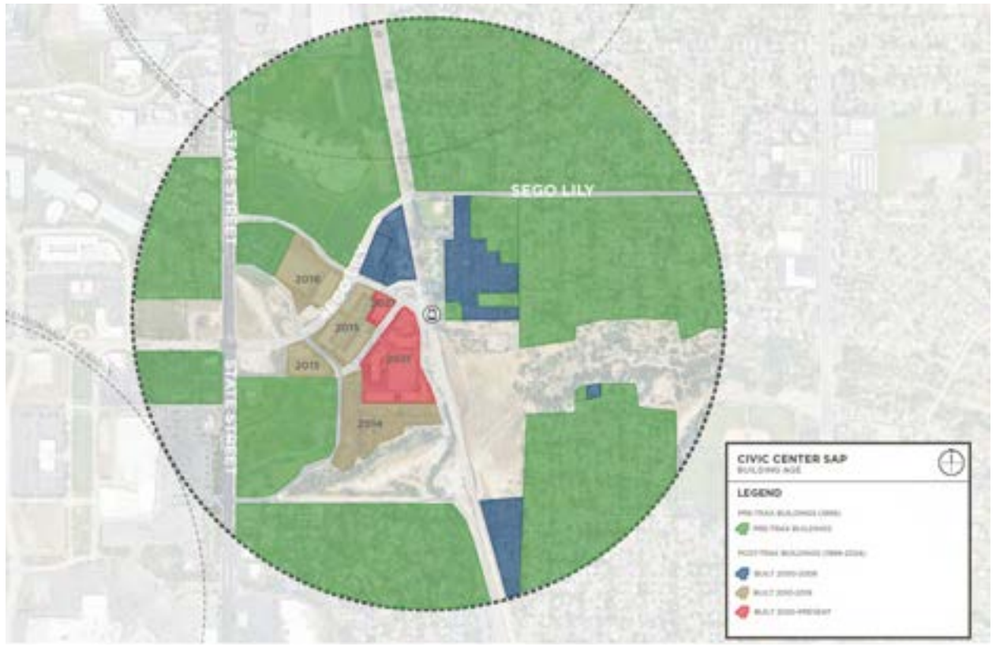
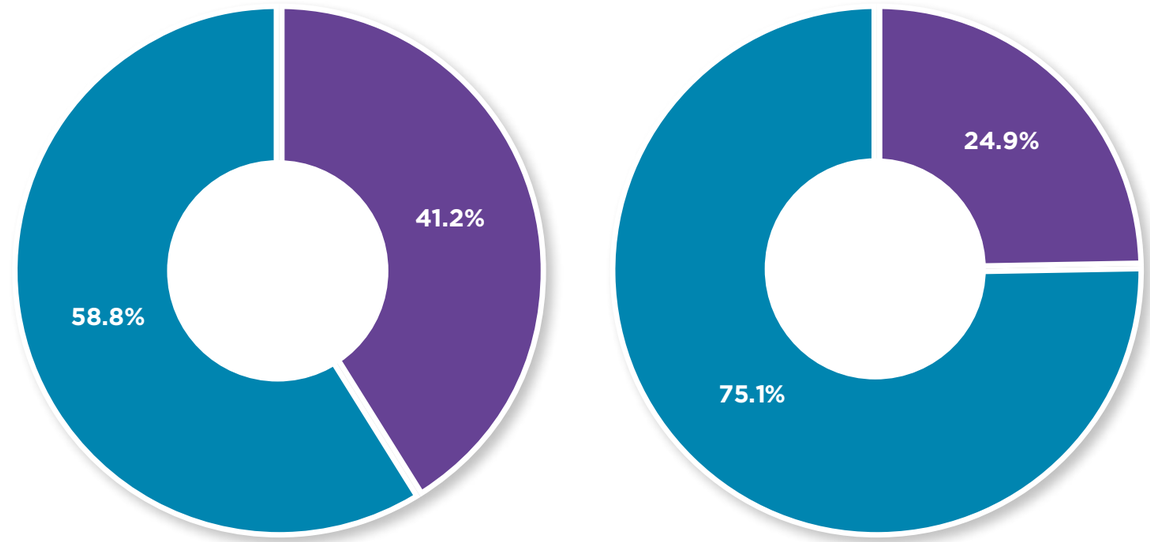


FIGURE 5: HOUSING AGE

FIGURE 6: HOUSING SNAPSHOT

RENT VS OWN



MEDIAN HOME VALUE

$409,363	$520,478
SANDY CIVIC CENTER	SANDY CITY

Economic Snapshot

The Civic Center Station has the highest rental rate out of the five station areas within Sandy. It does, however, have an extremely high vacancy rate of 18.5%. This is due to the age of the new construction, the location of the station being tucked away from State Street, and indicative of rents too high for the current market conditions.

A southwestern portion of the station area is located within a RDA/CDA area which focuses on TOD Community Development Areas as of 2022.

Transportation Snapshot

TRANSIT NETWORK OVERVIEW

Located at 115 East Sego Lily Drive, Sandy Civic Center Station is positioned near destinations such as Jordan High School and The Shops at South Town, making it a strategic transit point in Sandy City. As shown in Figure 5 and Figure 6, the station is served by TRAX Blue Line, Route 201 State Street South and two Flex routes.



The Hills at Sandy Station

Source: *Weidner Apartments*

FIGURE 7: ECONOMIC OUTLOOK

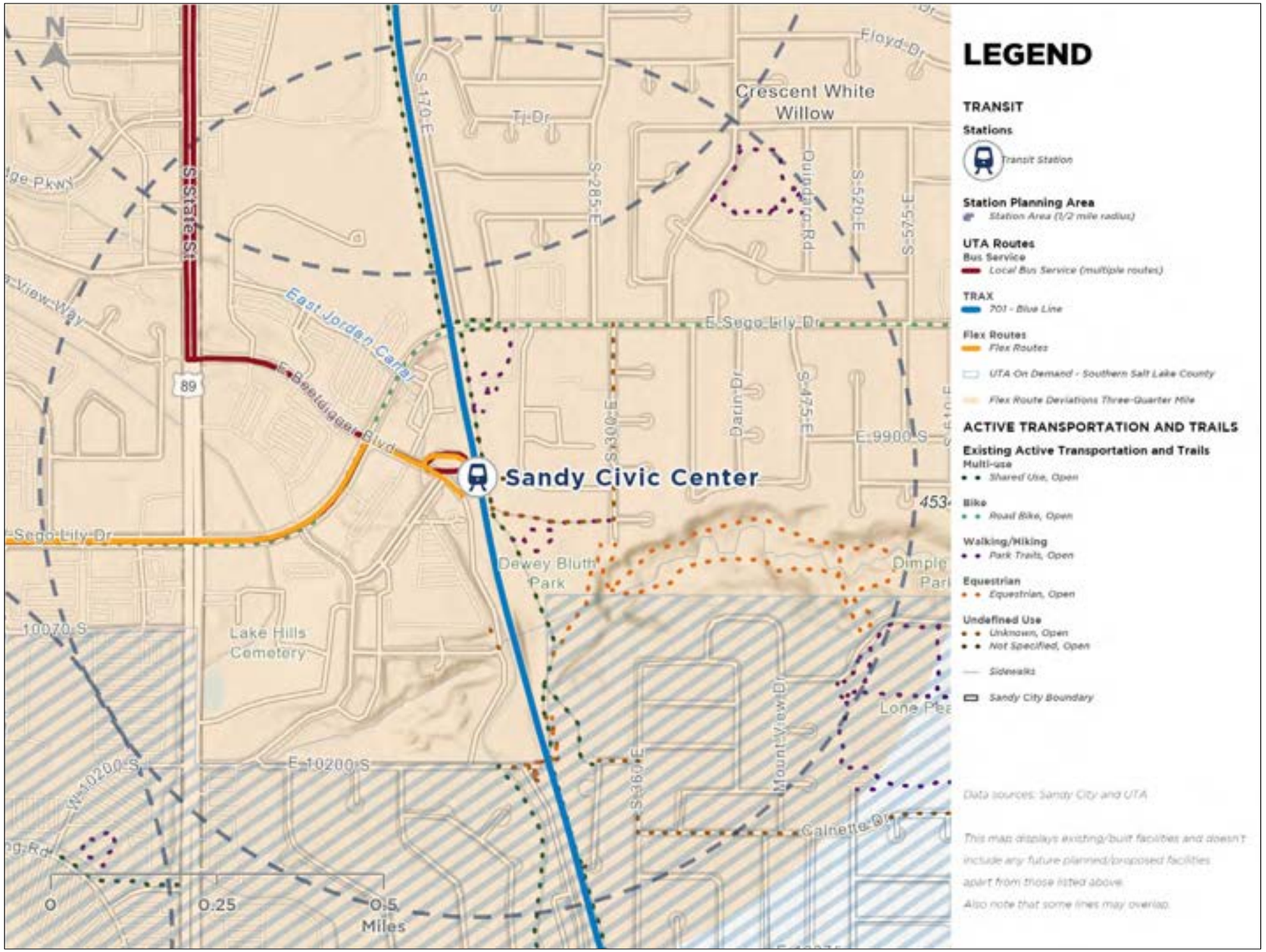
SANDY CIVIC CENTER STATION			
	Intersection	**Long**	**Lat**
	Sego Lily Drive & Beetdigger Blvd	-111.8868448	40.5709654
Total GLA	66,600 SF		
Rental Rate	$30.23/SF		
Vacancy	18.50%		
Occupancy	81.50%		
Age (year built)	1999		
	1/2 Mile	**2 Miles**	**3 Miles**
Population	4,155	51,476	125,484
Daytime Population	6,416	70,861	141,671
Median Household Income	$74,808	$85,219	$92,774

FIGURE 8: AVERAGE WEEKLY BOARDINGS

AVERAGE STOP-LEVEL WEEKDAY BOARDINGS AT SANDY CIVIC CENTER STATION				
RTE	**ROUTE NAME**	**FREQ**	**ROUTE TYPE**	**STATION BOARDINGS**
201	State Street South	30 Min	Local	6
701	Blue Line	15 Min	Light Rail	273
F202	Bingham Junction Flex	30 Min	Flex	≤ 1
F514	Jordan Gateway Flex	30 Min	Flex	≤ 1

Source: *UTA*

FIGURE 9: TRANSPORTATION SNAPSHOT



CHALLENGES AND LIMITATIONS

Challenges near the Sandy Civic Center Station affect both the pedestrian and cyclist experience, particularly west of State Street, where wide streets and heavy automobile traffic dominate. The proximity to State Street and the parking fields associated with The Shops at South Town further intensify the difficulties pedestrians and cyclists face, acting as significant barriers to accessing the Promenade and amenities in The Cairns District. This creates an environment that prioritizes vehicles over more sustainable modes of transportation.

STRENGTHS

With its bus connections, the Sandy Civic Center Station stands out for its transit integration. The wide streets in the area provide right-of-way opportunities to accommodate more modes of transportation and in better ways. The transit-oriented development that is already in place provides a good foundation, and the existing street network could be modified to prioritize pedestrian, bicycle, and transit movements as appropriate to a transit-centric location.



Porter Rockwell Trail Tunnel under TRAX

Source: *Sandy Journal*

Cultural & Social Snapshot

PARKS AND OPEN SPACE

The Sandy Civic Center Station houses many park spaces, including Dewey Bluth Park, the Sandy Dog Park, a portion of Dimple Dell Regional Park, as well as the Memorial Lake Hills Cemetery and David Street Park. David Street Park is not a public park as it is owned by the Church of Latter Day Saints, however the park can be used with a reservation.

The Porter Rockwell Trail runs parallel to the light rail line and represents a critical amenity in Sandy's trail system, including connections to the Sandy Civic Center Station. Additionally, the East Jordan Canal extends through the station area connecting the area to the west of the TRAX line through the station and to the southwest. Additional trails through Dewey Bluth Park connect to both Lone Peak Park and Dimple Dell Regional Park.

FIGURE 10: PARK NETWORK



Sandy Civic Center Parks and Open Space Amenities & Support Facilities

Picnic Areas	3
Restroom	✓
Parking Stalls	47
BBQ Pit	✓
Playground	✓
Jogging Path	0.1
Softball	1
Softball Lighting	✓
Tennis	2
Tennis Lighting	✓
Electrical	✓
Sanitizer Station	2
Trash Bin	6
Pickleball Court	4
Picnic Table w/Freestanding Shade	1
Bench	1
Drinking Fountain	1
Baseball Bleachers	2
Dumpster	1
Active Park	✓

AREA PARK NEEDS

This area is well served by parks and is in the 10-minute walkshed of the Sandy Promenade and Dewey Bluth Park. Redevelopment of the vacant parcel south of the Dog Park to a bike park could add additional walkshed to an area just south of the station area, also known as Gap 2 in the Sandy Parks, Recreation, and Trails Master Plan. Keeping the Porter Rockwell Trail safe for novice trail users will be crucial in connecting the Gap 2 areas to the park spaces within the station area.

The Park -acre level of service for publicly owned parks in the Sandy Civic Center Station Area is 6.88 (28.75 all acres/ 4,155 x1,000= 6.92), which is higher than the city average.

OTHER COMPONENTS OF THE STATION AREA

The station area also houses Jordan High School, one of four high schools in Sandy City to the north of the station platform. The Jordan High School campus encompasses around 47 acres of the station area.

Sandy City Hall is located just outside of the station area boundary of 10000 S (this street turns into Sego Lily Drive east of State Street). As The Sandy Civic Center Station gets its name from its proximity to City Hall—tying the station platform to City Hall is a key opportunity.

THE CAIRNS

The western portion of the station area falls within The Cairns. The Cairns is envisioned to be Sandy's downtown. The concept for The Cairns is to create a place of growth for residents, tourists, and businesses to create a major international destination. The Station Area Plan will build upon The Cairns Master Plan and give more definition to development in what is called out in The Cairns Master Plan as the "East Village."

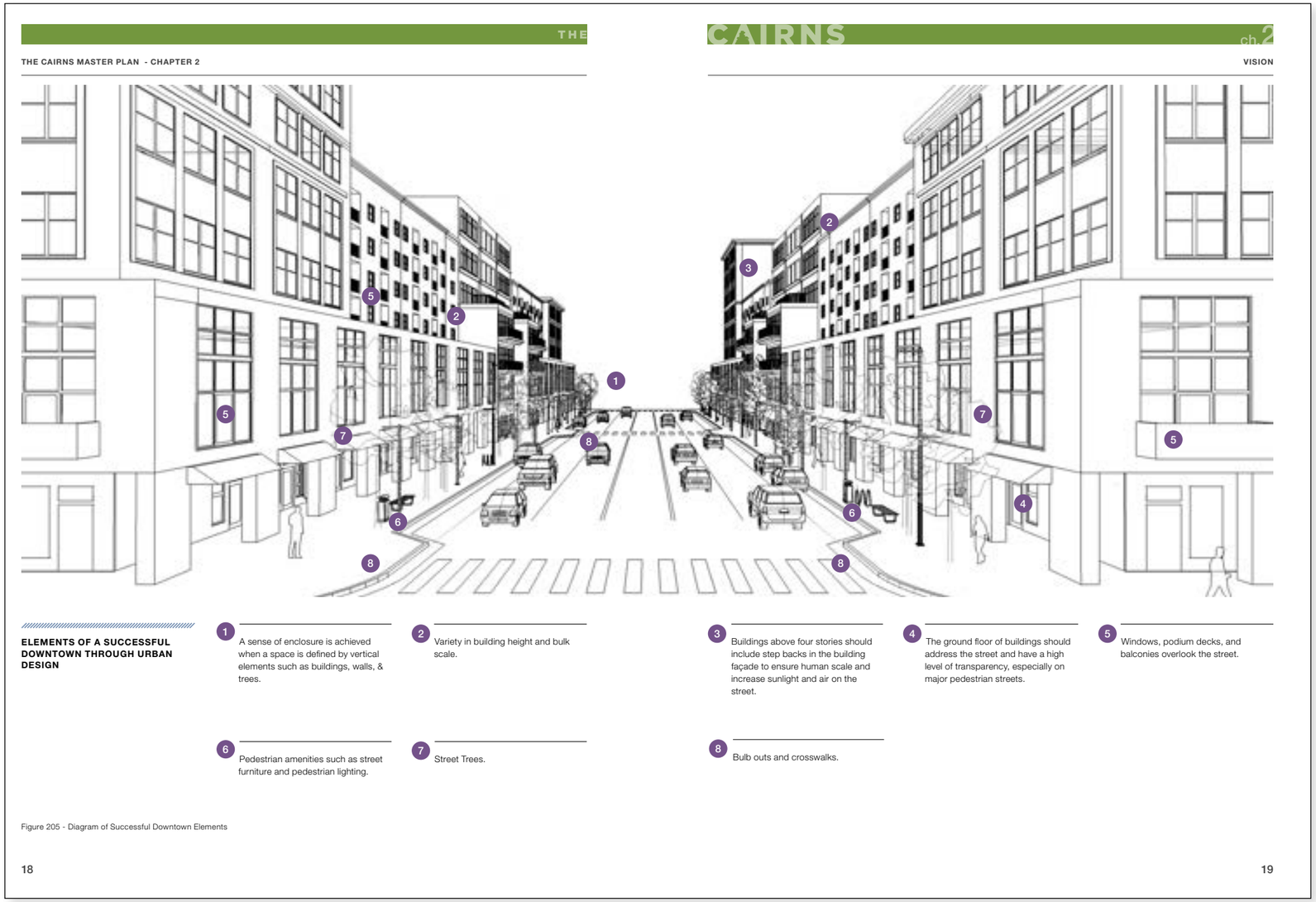


FIGURE 11: THE CAIRNS DESIGN GUIDELINES

Land Use & Zoning Snapshot

The Sandy Civic Center Station encompasses multiple zoning districts including Mixed Use and Central Business District to the west, and Open Space, Residential Single Family (R-1-8) and Planned Unit Development (5.5 units per acre) to the east. There is also Mobile Home zoning in the area, which contributes significantly to Sandy City's affordability.

The Central Business District was created to promote economic growth by offering a distinctive planning environment for major regional office, retail, housing, and mixed-use projects. This district supports innovative site planning and development for office and regional commercial applications within proposed commercial hubs that will service the south valley region.

The Mixed-Use District purpose is to provide a zone that can be used in close proximity to city transit corridors, allowing a combination of particular land uses that are normally found separately in zoning districts.

The goal of this zone is to develop self-sufficient, walkable neighborhoods where people can go on foot to get to employment, shops, parks, and public transportation. A variety of housing options for different family sizes and income levels are expected to be offered in these areas. Mandating a variety of uses, compact building design, preservation of open space, pedestrian-friendly streets and streetscape, parking concealment, and architectural design standards, contributes to the creation of a true neighborhood and transit-oriented communities rather than a development.

Height requirements in The Cairn's area cap at 145 feet, due to the higher water table in the area. This height cap is much higher than the surrounding existing buildings and it is recommended that this height requirement stand.

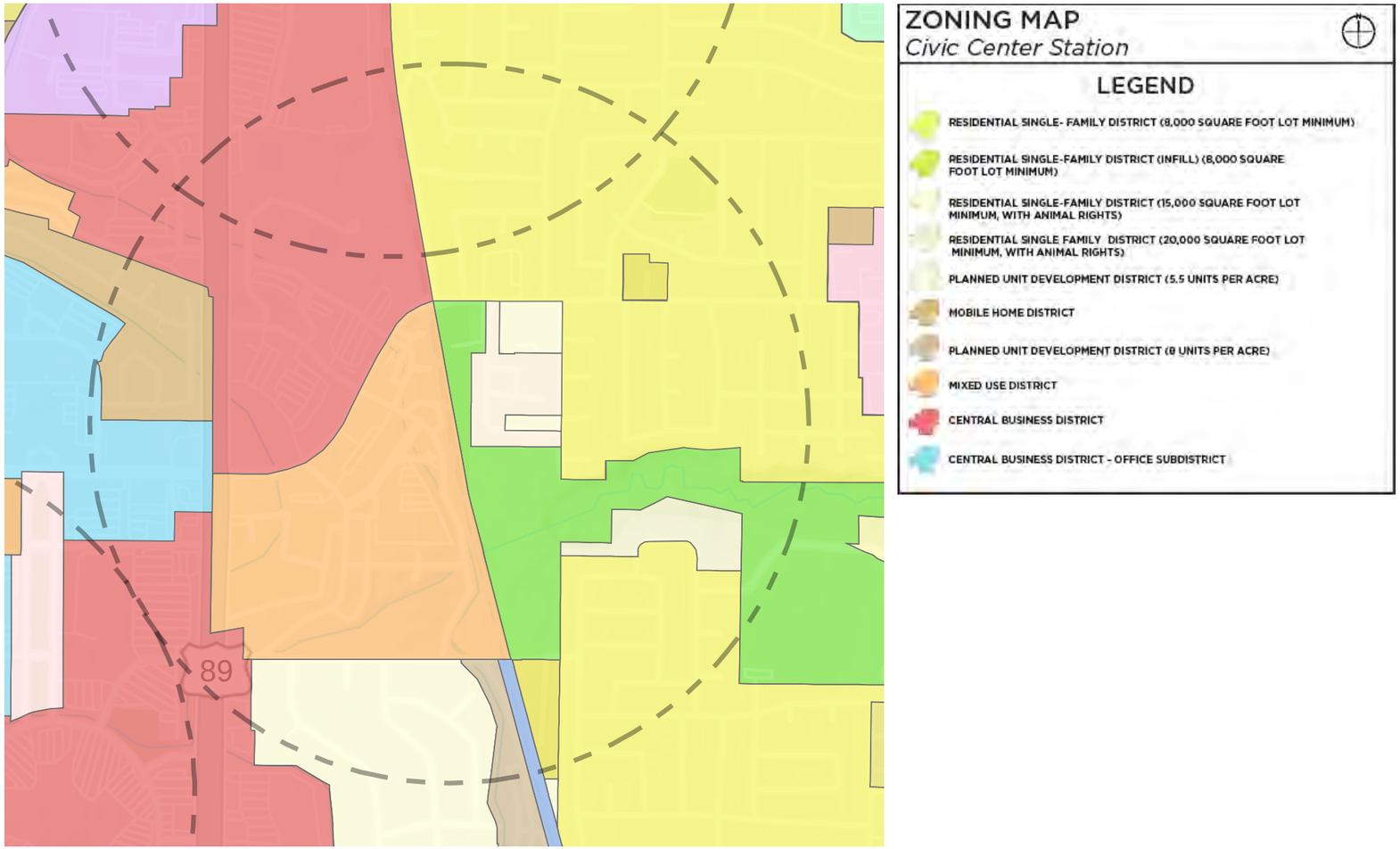


FIGURE 12: ZONING MAP

Utilities Snapshot

Sandy City Public Utilities is the drinking water, storm water, and street lighting provider in the Station Area. The only planned project in the station area is a future fire flow along 300 East, east of the TRAX line. Power is mostly provided by Rocky Mountain Power.

REDUCING WATER DEMAND FOR FUTURE DEVELOPMENT

Sandy City's landscaping requirements (City Code Sec. 21-25-1) have been revised to mandate more water-wise designs for newly constructed or renovated landscaping. Based on existing water use patterns in Sandy City, water conservation potential is highest in the category of residential outdoor irrigation.



Steps to outdoor water conservation

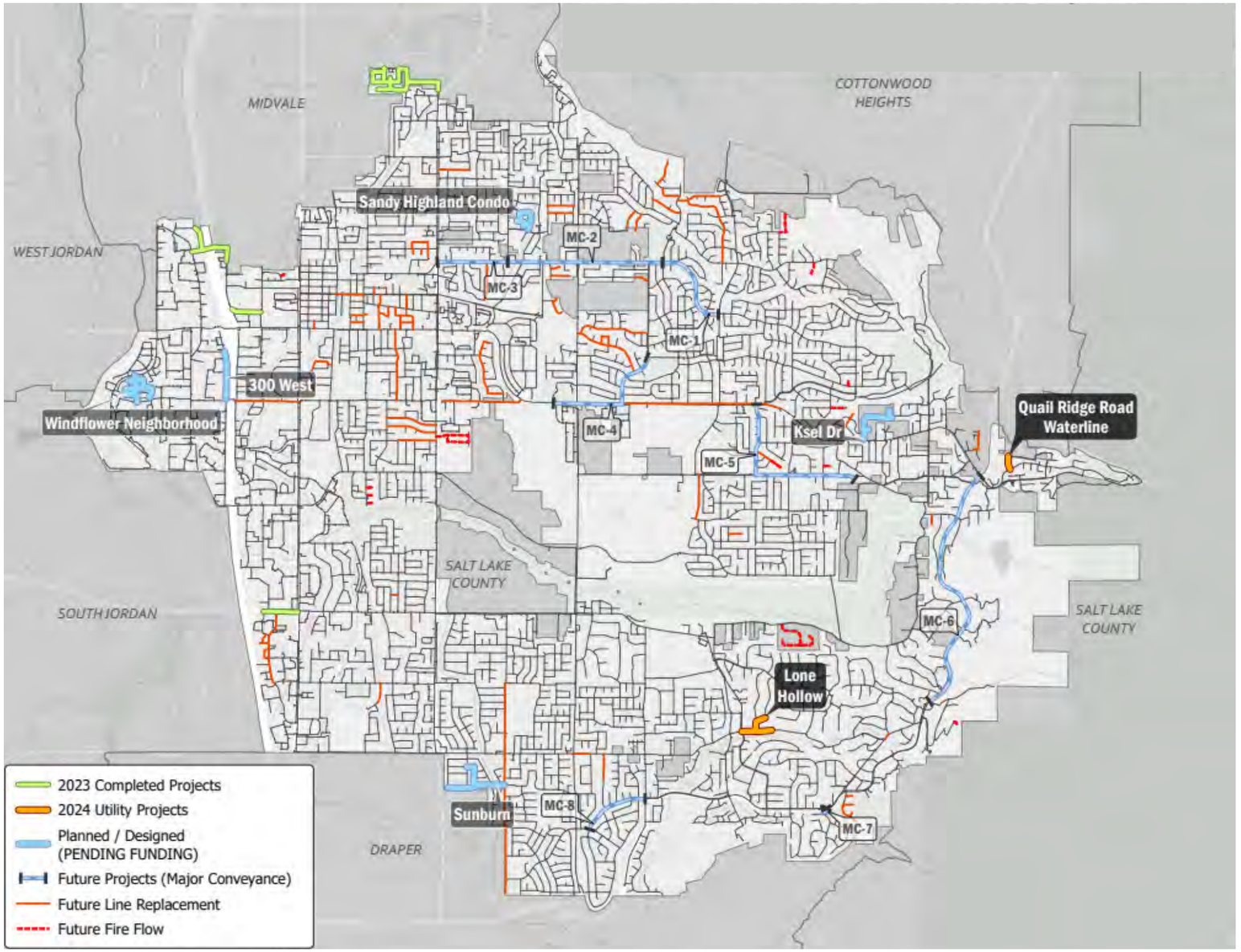


FIGURE 13: PLANNED UTILITY PROJECTS

FIGURE 14: PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS

PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS					
YEAR	**Projected Production Requirements Based on Year 2000 Demands (acre-ft)**	**Projected Production Requirements at Proposed Conversation Goal (acre-ft)**	**Estimated Annual Savings Through Conservation (acre-ft)**	**Existing Reliable Supply (acre-ft)**	**Estimated New Supply Development Which can be Delayed Through Conservation (acre-ft)**
2000	31,517	31,517	0	29,640	0
2005	31,353	29,420	1,934	30,500	0
2010	28,032	24,574	3,458	32,500	0
2015	29,616	24,136	5,480	32,500	0
2020	30,844	24,515	6,628	32,500	0
2025	31,955	24,133	7,822	32,500	0
2030	33,394	24,222	9,172	32,500	894
2035	34,833	24,698	10,135	32,500	2,333
2045	37,716	25,881	11,835	32,500	5,216
2060	40,702	27,134	13,568	32,500	8,202

Source: *2021 Water Conservation Plan*

SWOC Analysis

A strengths, weaknesses, opportunities, and constraints assessment was conducted on the station area, based off of an existing conditions analysis and public engagement.

FIGURE 15: SWOC ANALYSIS

STRENGTHS

1. Amount of park space
    - Dewey Bluth, Dimple Dell, Sandy City Dog Park, future bike park, David Street Park (private), cemetery, Porter Rockwell Trail
2. Bus connections (201, F202, & F514)
3. Newly constructed multifamily and office developments

WEAKNESSES

1. Dewey Bluth inappropriate usage from Jordan High School and concerns around the park
2. Pedestrian/cyclist experience west of the station
    - Wide streets immediately around station with little wayfinding and placemaking
    - State Street, Sego Lily Dr. - heavy with automobile traffic

OPPORTUNITIES

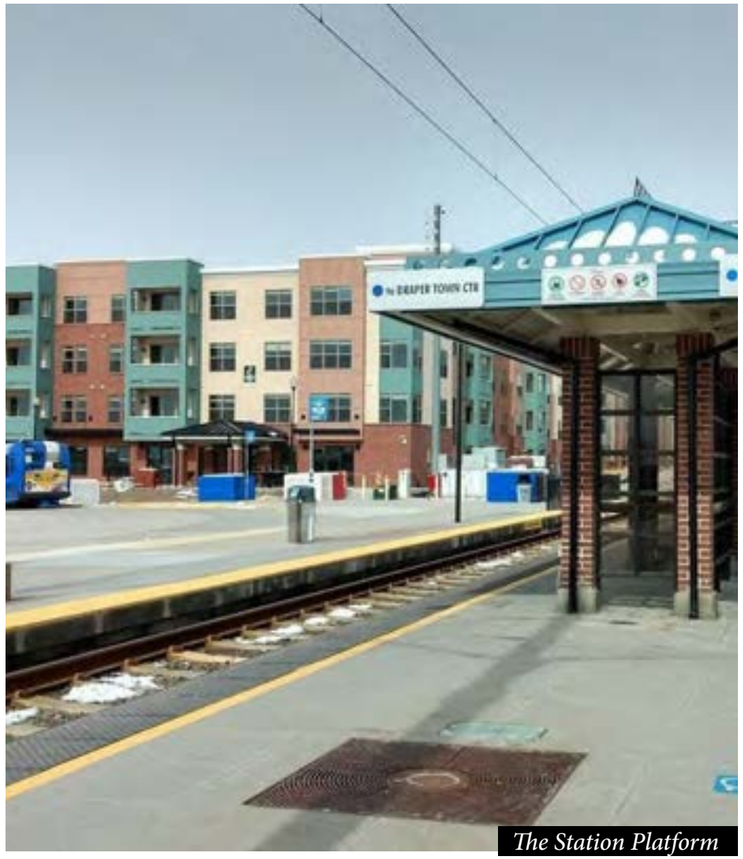
1. Programming of Dewey Bluth for teens
    - Possible removing the ball field and replacing with adventure play
2. Integration of active and pedestrian facilities
    - City Hall connection (0.7 miles)
    - Jordan and Salt Lake City Canal Trail
3. Connection to The Cairns District and further into the west
    - Physical: additional and improved pedestrian and cyclist crossings of State Street and Sego Lily Drive – connecting you to The Cairns District amenities and services
    - Other: branding and wayfinding coordination
4. Available built commercial, office, and retail space

CONSTRAINTS

1. State Street and parking fields associated with The Shops at South Town
    - Pedestrian and cyclist barrier to accessing the Promenade and The Cairns District future amenities

Elements of Transit-Supportive Communities

An analysis was undertaken to identify if the Sandy Civic Center Station met the needs of a transit-supportive community. Of the nine elements, only three are not supportive of transit in the area. There are good housing projects that have brought more population into the area. The abundance of natural open space and parks hurts the housing and employment opportunities, however, as open spaces and parks are so important to the Sandy community, these should be protected and not developed upon. Opportunity to add more housing, services, and employment opportunities exists off of State Street and 10200 South.



The Station Platform

FIGURE 16: MEETING ELEMENTS OF TRANSIT-SUPPORTIVE COMMUNITIES

PROXIMITY TO TRANSIT

The easternmost and southernmost areas are cut off from the station area because of Dimple Dell Regional Park and a lack of through streets. The Porter Rockwell Trail offers good connectivity on biking and walking north-south.

HOUSING UNITS, PREFERABLY HIGHER DENSITY

The station area has roughly nine residents per acre, which is lower than the 30-45 residents per acre that transit-supportive communities would require in a neighborhood center. This is in part due to the education and office properties north of Sego Lily Drive. When subtracting these office and educational uses, the TOD next to the station is roughly 50-60 dwelling units per acre, which equates to roughly 121 residents per acre.

GOODS AND SERVICES

The area has a high school which is a large ridership provider. Ground level commercial areas exist but are mostly vacant. As of 2024, a grocery store is planned for the area and will occupy one of the vacant ground level spaces.

EMPLOYMENT GENERATOR

The station area has 4.3 jobs per acre. 15-30 jobs per acre would be recommended in this area.

RECREATIONAL SPACES

Dimple Dell Regional Park, Sandy Dog Park, Dewey Bluth Park, and the trails in this area provide many recreational opportunities.

PEDESTRIAN FRIENDLY DESIGN

Beetdigger Blvd and Midvillage Blvd provide a nice environment for pedestrians. More street furniture in this area could be useful.

SOCIOECONOMIC DIVERSITY

There is a good mix of socioeconomic backgrounds within the station area.

SUSTAINABLE DEVELOPMENT AND EFFICIENT LAND USE

The west side of the station area has many transit-supportive apartment buildings that do not have highly-watered yards.

MULTI-MODAL TRANSPORTATION

The Porter Rockwell Trail and other trail connections provides good opportunities for multiple transportation uses. The parking lot near the TRAX station allows for park-and-ride opportunities. More opportunities for bicycle and other modes should be added into the area.

Public Engagement Summary

The planning process kicked off with the Sandy Pace of Progress General Plan engagement process. Collaboration, suggestions, and involvement from a wide range of community members and project stakeholders were all part of community engagement. To maximize public and stakeholder involvement and to clarify the vision for the station area's future, the plan included in-person and online engagement activities.

Key Messages

Key takeaways from public engagement include branding this area as part of The Cairns and taking advantage of the proximity to the major employment hub along I-15. Taking advantage of regional employment along the I-15 corridor includes strengthening the connections from the platform west towards I-15 through additional pedestrian facilities, wayfinding, and additional service-oriented retail goods and services along the way. Preferably these connections should focus on active transportation and public transport to alleviate vehicular pressures on the existing transportation system.

Access to parks and open space represent an asset to this area that does not exist within every station area. Greater integration of active and pedestrian facilities to the area will enhance the experience for commuters and destination users who enjoy access to parks and open space.

Residents were also very keen to retain the stable elements of the neighborhoods east of the TRAX line.

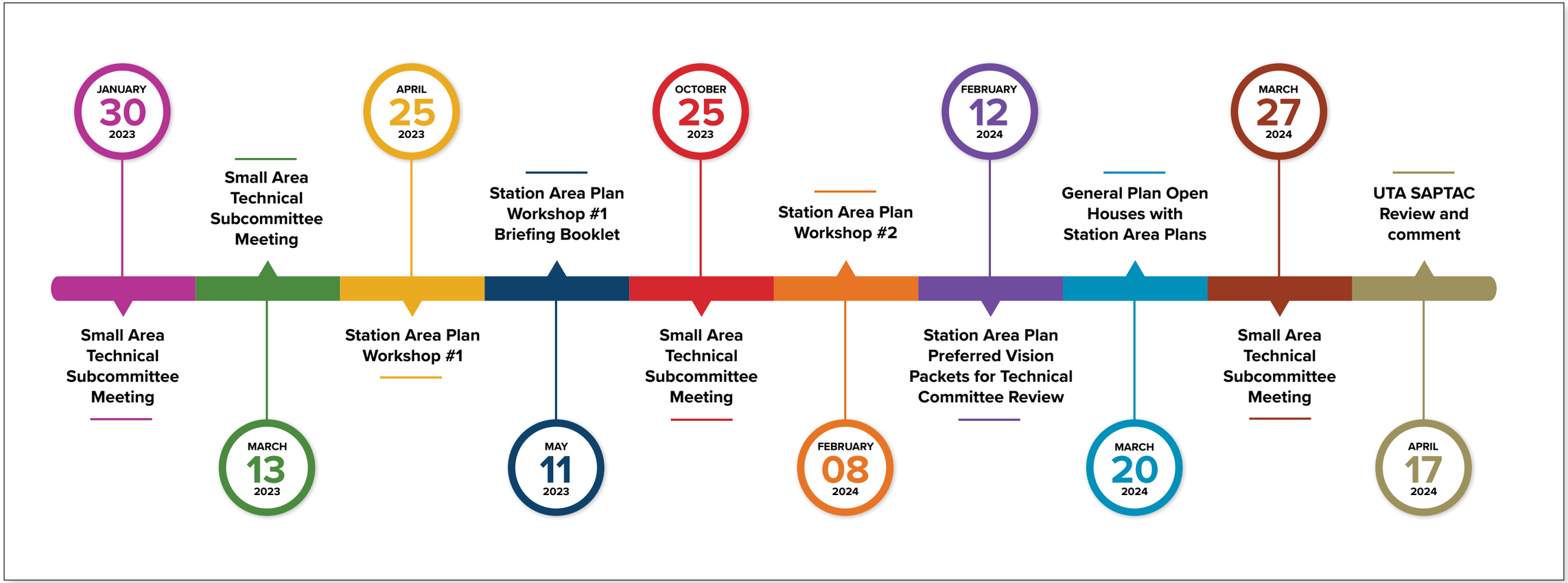


FIGURE 17: COMMUNITY ENGAGEMENT TIMELINE

Future Station Area Role

In Community Workshop #1, stakeholders defined the future of the station area as continuing to provide ridership from existing and residential development and developing underutilized parcels in a fashion that was similar to existing housing options in the area. After seeing the concepts in Community Workshop #2, stakeholders changed their tune to become more so in line with The Cairns vision of Sandy's Downtown.

Tie to General Plan Vision and Values

Going beyond the objectives of HB 462 to tie into the General Plan Vision and Values was central to concept generation and deciding on a preferred scenario. In an effort to see how the station area was on its way to meeting the general plan values based off of existing conditions and public perception, the following Gantt chart was created:

FIGURE 18: TIE TO GENERAL PLAN VISION AND VALUES

Sandy Civic Center	Community - recognition of the fundamental importance of nurturing a strong, inclusive, and connected social fabric within the City		Premium Location - An emphasis on efficient, safe, and comfortable mobility to facilitate access to goods, services, recreation, open space, and employment through walking, biking, and vehicles		Opportunity - An effort to improve the potential for positive charge, growth, and development of individuals, families/households, neighborhoods, commercial endeavors, and the City itself		Stewardship - Responsible management of the City's resources and a consideration for potential impacts in an effort to ensure adequate capacity, foster a healthy resiliency, and pursue a sustainable balance of economic, environmental, and social outcomes		Well-Being - A focus on creating environments and systems that support the safety, happiness, and physical, mental, and social health of individuals in Sandy City	
	Y	The Civic Center has a good number of Parks and canalways that offer unique amenities. Opportunities include connecting to the Sandy City Hall, redevelopment of the northern portion of Dewey Bluth, and creating an environment to be more desirable to neighborhood centered businesses in mixed-use areas.	Y	Office and multi-family developments are proximate to the station. Opportunity to enhance pedestrian amenities around these developments and leading to the station to enhance the transit-oriented nature of the area. Distanced from nearby commercial offerings.	Y	Area's concentration of multifamily housing development provides a variety of housing options. Educational opportunities with Jordan high. Opportunity to add more services.	Y	Accessible for adjacent neighborhoods and offices. Not easily seen from the main State Street roadway. Difficulty walking or biking to retail and restaurants that are State Street adjacent. Opportunity to align branding with The Cairns District to create a communal sense of place.	Y	Office and multi-family living are available nearby. Porter Rockwell Trail and dog park adjacent. On-street bike lanes can be unsafe. With a buffer, more bike lanes can be made available. Opportunity to create more bike lane usage via east and west connectivity. Lacking bus connections

Note that YES does not mean that the station area completely meets the General Plan Value but has the basic building blocks that are important to meeting the Value.

Opportunity Areas

The Station Area Plan concepts focused on the development or redevelopment of certain parcels throughout the station area. As much of Sandy is built out, redevelopment will be necessary to build upon the transit-oriented development near the TRAX station.

Currently Vacant Properties

Near term Opportunity Areas include:

- The vacant parcels on the east corners of Sego Lily and State Street are owned by UTA. These parcels total 7.07 acres, with 2.17 acres concentrated south of Sego Lily and 4.90 acres concentrated to the north.
    - Near the UTA site is a Hamilton Partner's owned property. The 0.53 acre site is part of the built development on Sego Lily.
    - Directly north of the UTA owned properties is 0.7 of undeveloped land owned by Farm Bureau Mutual Insurance. This entity owns the adjacent office building.
- The vacant parcel directly to the south of the dog park is 15.02 acres of Salt Lake County land. This is envisioned to be a bike park, which was carried through the Station Area Planning process.
- The vacant parcel owned by Desert Memorial Inc. is 11.19 acres of undeveloped land off of 10200 South. This is master planned to be townhomes and small-lot single family.
- America First Credit Union owns five parcels totaling six acres west of State Street. The State Street frontage parcels are vacant, totaling 2.34 acres.

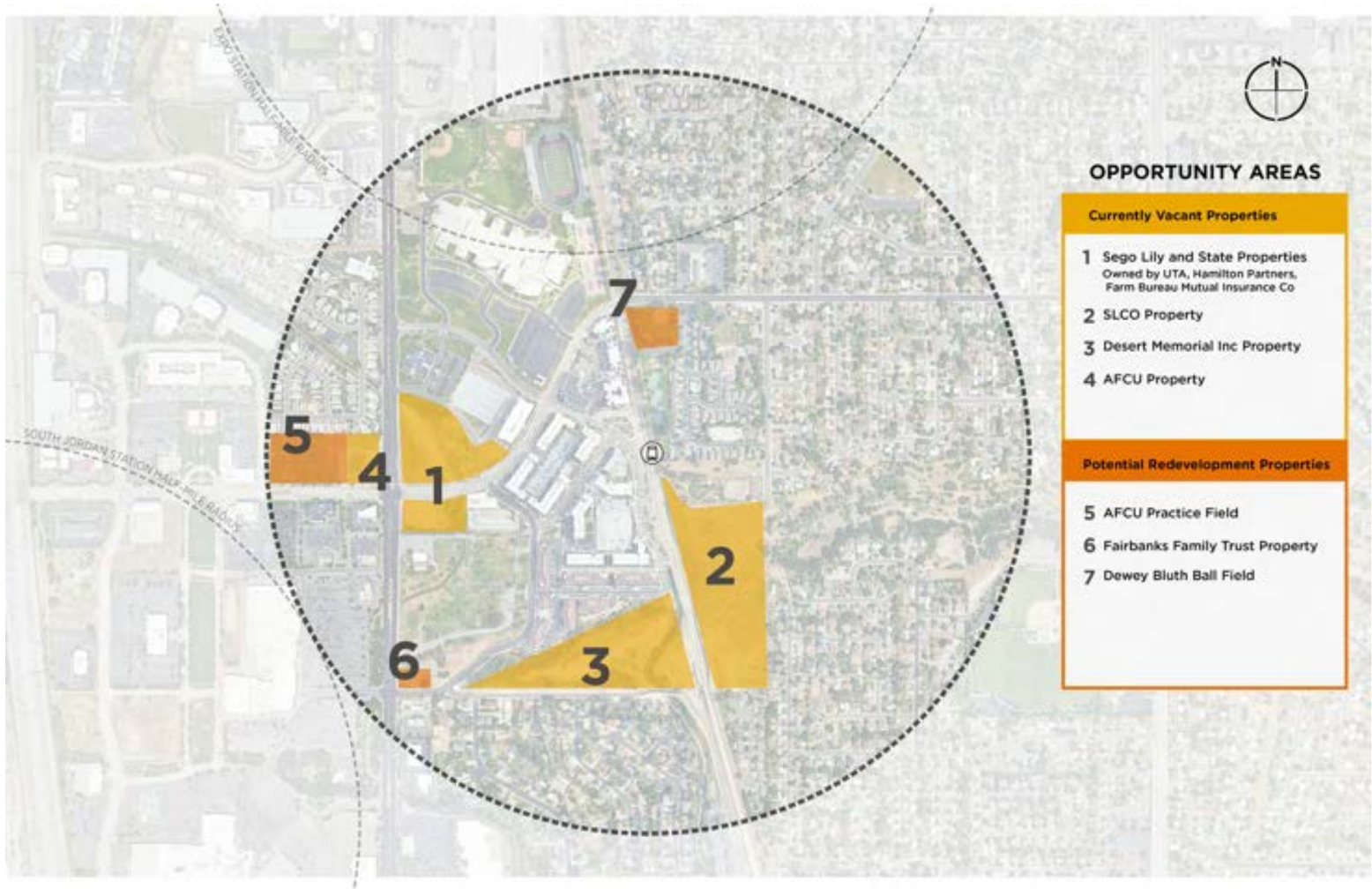
Potential Redevelopment Properties

- The remaining 3.66 acres of the America First Credit Union parcels is currently being used as the women's soccer practice field. As AFCU is moving more of their women's soccer infrastructure out to Herriman, it was determined that this parcel is an opportunity for redevelopment.
- The 0.67-acre parcel along State and 10200 South consists of a 1-story building. As this parcel is along major transportation corridors, it is envisioned that this area will redevelop into a more intense use.
- The northern edge of Dewey Bluth Park is currently a ball field. This street presence leaves something to be desired and does not showcase this otherwise beautiful gem in the Sandy Parks system. The park was one of the first parks in Sandy to get pickleball courts, but otherwise offers few amenities to the surrounding neighborhood demographics, especially considering that Jordan High school, a school of 1,900 students, is right across the street. Reprogramming the north edge to give a better street presence and provide amenities geared towards a young adult population is a key strategy to activating the park and providing more useful amenities to the nearby population.

Non-Opportunity Areas

The existing residential neighborhoods are areas of stability and are not considered for redevelopment. These parcels were chosen as non-opportunity areas because of their lack of available infill land, their current land use, and current market conditions.

FIGURE 19: OPPORTUNITY AREAS



Preferred Scenario Process

Finalizing the components of the station area plan concept was a process that was undertaken with multiple instances of public, stakeholder input, technical committee input, and a small area technical committee meeting. These scenarios focused on land use planning and how development types could be added into the area. The process worked closely with existing and planned transportation and other infrastructure improvements.

1. EXISTING CONDITIONS ANALYSIS AND OPPORTUNITY AREA GENERATION
2. AREA ALTERNATIVES CONCEPT GENERATION
3. REFINEMENT BASED ON PUBLIC AND STAKEHOLDER ENGAGEMENT
4. PREFERRED SCENARIO

Area Alternatives

Area Alternatives were created to focus on those parcels that are opportunity areas. Stakeholders were given "Constants," which focused on what will be carried out throughout each concept, and "Big Move" areas, which are areas where change could take different forms. These "Big Move" areas are shown below.

CONSTANTS

1. Trail along Jordan and Salt Lake City Canal
2. Addition of Bike Park south of the Dog Park
3. Addition of wayfinding to guide visitors to the public parking
4. Addition of housing onto the vacant lot on 10200 South

"BIG MOVE" AREAS

1. AFCU soccer field and vacant lot parcels
2. UTA-owned vacant parcels
3. Connection to Sandy City Hall from platform



Internal City Charrette



WFRC Mobile Active Transportation Tour

ALTERNATIVE CONCEPT 1

Alternative Concept 1 focuses on building upon the existing transit-oriented development and branching it out towards State Street. Similar massing and urban design would be carried out to State, with missing middle housing buffering the existing housing areas. This concept focuses off-street trail connections on busier streets like Sego Lily and State Street as placemaking and wayfinding elements to drive people to the UTA public parking structure. This concept keeps the existing pedestrian routes as planned, due to the land uses across State Street not needed to interact with one another.

Depending on the building layout, market conditions, and developer vision, this concept could bring an additional 300-350 new housing units with 5,500-9,750 sf of retail or office space. Parking would be envisioned to be structured and hidden within the development.

FIGURE 20: CONCEPT 1



ALTERNATIVE CONCEPT 2

Alternative Concept 2 focuses on building around retaining the practice field west of State Street with increased housing and commercial development tying the east portion and west portion of State Street together. This concept also attempts to route active transportation connections down less busy roads for optimal walkability/ bikeability experience and safety. The UTA parcel is broken up with a trail connection along the canal, thereby rerouting a portion of a planned trail off the vehicular-oriented State Street. A pedestrian tunnel underneath State Street could tie together the east and west side of State Street to allow for compatible land uses.

Depending on the building layout, market conditions, and developer vision, this concept could bring an additional 100- 175 new housing units with 7,700-15,500 sf of retail or office space.

FIGURE 21: CONCEPT 2



Public Input on the Alternative Concepts

Reactions to the concepts showed:

1. Residents would have liked to see an increase in services offered. Community members felt the area was too saturated in housing.
2. Residents were interested in seeing the ball field at Dewey Bluth be replaced with something else.
3. Stakeholders wanted to see mixed-use infill or more density around the east side of the TRAX station along Sego Lily as the street is planned to house more traffic in the future.
4. The Sandy planning staff called out the intersection of Sego Lily and State Street as a great opportunity to create a gateway into the area and add some height to The Cairns District.

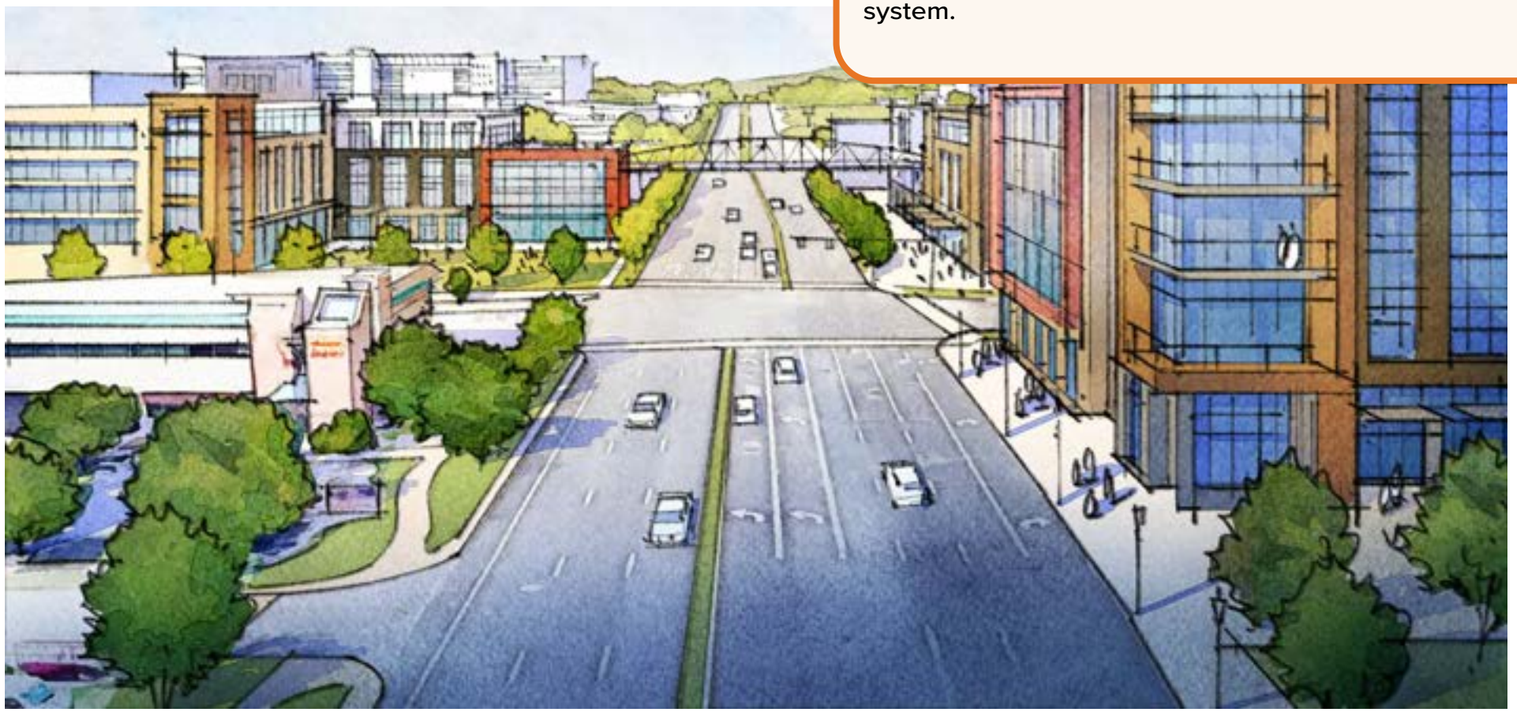
Refinement

The preferred scenario was refined to retain more office and commercial use within the station area based on economic development goals and changes in resident attitudes.

Preferred Scenario

The preferred scenario is a culmination of Alternative Concept 1, Alternative Concept 2, and additional factors that were implemented after the outcome of Community Workshop #2. The following map shows the intended changes of the opportunity areas within the station area.

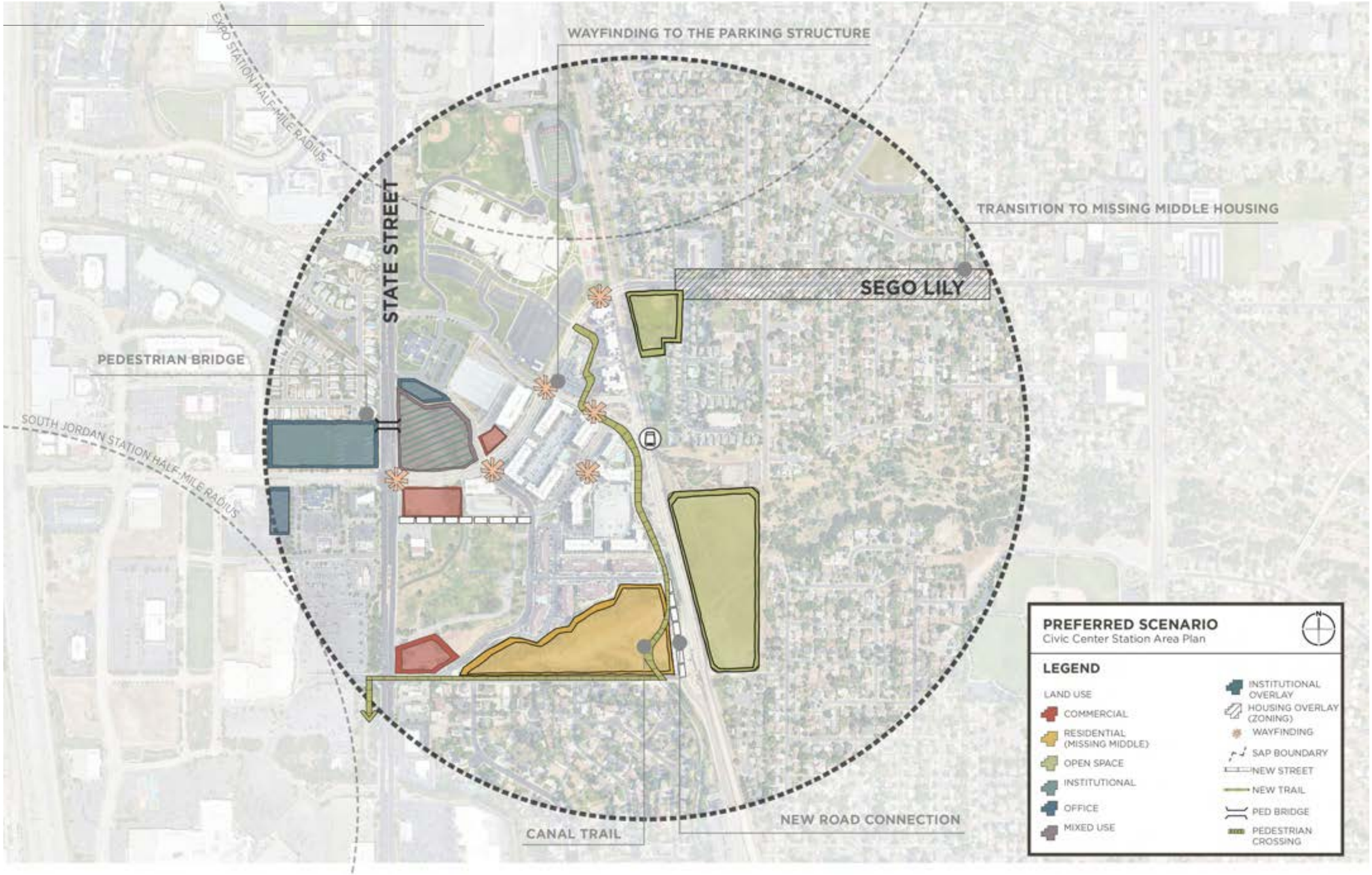
FIGURE 22: PREFERRED SCENARIO VISION



STATION AREA PLAN VISION

The Sandy Civic Center SAP builds upon the transit-oriented development that has been completed next to the station and expands into the broader station area. The Sandy Civic Center is a part of The Cairns District and is known for its accessibility to some of the most unique mix of park and open spaces in the TRAX system.

FIGURE 23: PREFERRED SCENARIO MAP



Land Use Typologies

OFFICE/ MIXED USE WITH INSTITUTIONAL OVERLAY

A satellite campus is envisioned on both sides of State Street. If a satellite campus is unable to be fulfilled, office or mixed use is envisioned. Assuming 500 square feet per employee for educational services, a satellite campus could bring between 1,500 and 2,500 jobs to the station area.

SATELLITE CAMPUS/ OFFICE	
	SQFT
Gross Square Foot per Floor	300,720
Gross Square Foot assuming 3 floor development	902,160
Gross Square Foot assuming 4 floor development	1,202,880

MIXED USE

Between the envisioned satellite campus and the existing housing in the area is envisioned to be mixed use that can attract more students and young professionals into the area. The development is expected to be between four and eight stories.

MIXED USE HOUSING		
TYPE	**AVERAGE UNIT MAKEUP**	**AVERAGE SQFT PER UNIT**
Studio	16%	450
1 Bed	48%	750
2 Bed	23%	1,000
3 Bed	8%	1,150
4 Bed	5%	1,500

MIXED USE HOUSING		
USE TYPE	**RANGE LOW**	**RANGE HIGH**
Housing	60 units	130 units
Retail	4,520 sqft	10,500 sqft

TOWNHOME

Townhomes are envisioned to fill the vacant parcel along 10200 South. The two to three story product is assumed to be 60 units in total.



COMMERCIAL

Commercial development is expected to infill along State Street. A hotel is envisioned at the south intersection of State Street and Sego Lily with additional commercial spaces planned at the intersection of State and 10200 South.

The height of the UTA-owned property on Sego Lily and State Street is expected to be between four and eight stories with additional height allowed. This would allow for between 150 and 350 hotel rooms with a potential 3,500-7,500 sqft of leasable ground floor space to be used by both hotel patrons and the greater community.

Total new commercial square footage in the station area could range between 113,700 and 220,700 gross sqft at buildout.

PARKS AND OPEN SPACE

The station area has a high level of service to parks and open space. An addition of a bike park within the station area could bring an additional 452,000 sqft, or 10.4 additional acres to the area. It is also recommended that the current ballfield at Dewey Bluth Park be removed and replaced with adventure play geared towards those aged 14 +, with the existing playground to be replaced with a playground aimed at younger children.



Adventure Play Case Study: Franklin Park



Adventure Play Case Study: Sycamore Park


Adventure Play Case Study: Riverview Park


Adventure Play Case Study: Lois Volunteer Park

To account for commuter and pedestrian safety along the Porter Rockwell Trail, a bike park should be limited to the eastern portion of the area, with a different use or planting along the west side. A bike park at both sides of the trail can create high speeds and cross cutting over the trail.



FIGURE 24: BIKE PARK SPATIAL DISTRIBUTION

Overall Development at Buildout

This will result in a station area population between 4,500 and 5,500 people. Although the population is not expected to significantly increase, this station area plays a larger role in the Sandy TRAX network by acting as more of an employment, amenity, and service station.

This preferred scenario achieves the four foundational elements of station area planning.

1. Increase the availability and affordability of housing, including moderate-income housing
    - The Station Area can expect to have between 120 and 190 new units
    - The missing middle overlay east of the station platform allows for redevelopment of housing along Sego Lily to redevelop into missing middle housing
2. Promote sustainable environmental conditions
    - Protection of around 11 acres of natural open space
    - Enhanced recreation options and protection of permeable surface of over 35 acres
3. Enhance access to opportunities
    - The Station Area can expect to have between 113,700 and 220,700 gross sqft of new commercial
    - The bike park enhances recreation opportunities for the station area residents and visitors, and enhances equitable access to outdoor recreation throughout the region
    - Access to Dimple Dell provides equitable recreation opportunities for the entire region
4. Increase transportation choices and connections
    - Connection of Beetdigger Blvd connects the south of the station to the station platform
    - Increased wayfinding to the existing parking structure increases parking utilization in the area
    - Addition of canal trails brings additional off-road all-purpose trails and connects the station area past the station area boundaries
    - Addition of micromibility programs allow for additional multi-modal options to connect the station area to the other areas of The Cairns
    - Addition of the pedestrian bridge just north of Sego Lily allows for safe crossing over State Street to the Promenade, FrontRunner Station Area, and the Sandy City Hall



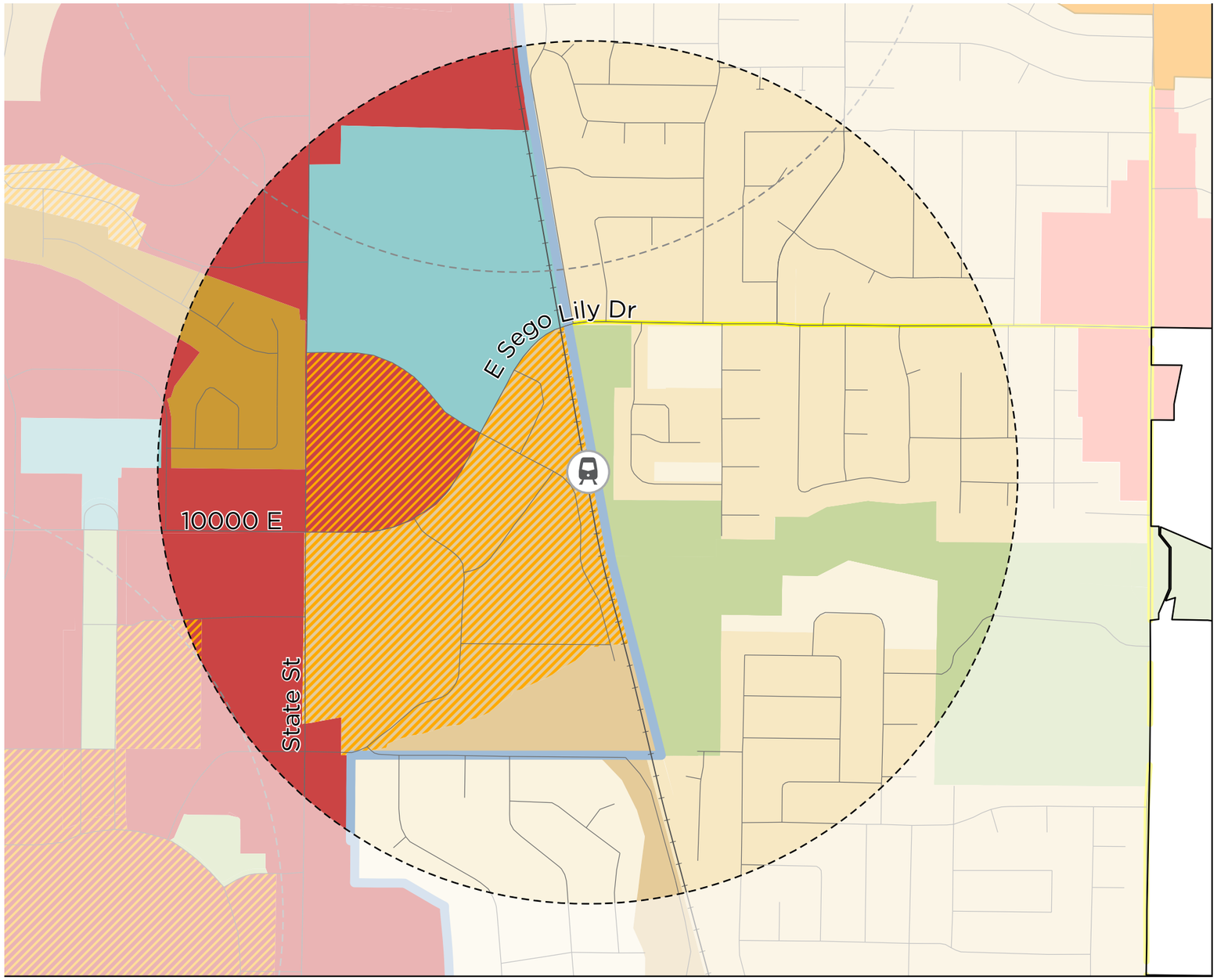
FIGURE 25: CIVIC CENTER STATION AREA RENDERING

Future Land Use Map and Zoning

The Future Land Use Map follows the land use changes proposed in the Land Use Typologies section of the document. The MU, CBD, and CBD-O zoning is not expected to need any changes for the plan to conform.

Along Sego Lily Drive east of the TRAX line, the zoning along the street is mainly R-1-8. Along Sego Lily is expected to have a Missing Middle Housing Overlay, which will state that if there is any infill or redevelopment along the Sego Lily Corridor, that the homes may conform to the missing middle category, therefore having a lot size that is smaller than 8,000 square feet.

FIGURE 26: CIVIC CENTER FUTURE LAND USE MAP



FUTURE LAND USE MAP
CIVIC CENTER STATION AREA

LEGEND

- MIXED-USE
- COMMERCE HEAVY MIXED-USE
- INSTITUTIONAL
- NEIGHBORHOOD ACTIVITY CENTERS
- HEAVY COMMERCE
- COMMERCE
- LIGHT COMMERCE
- OPEN SPACE
- NEIGHBORHOOD-HIGH
- NEIGHBORHOOD-MEDIUM
- NEIGHBORHOOD-LOW
- NEIGHBORHOOD-RURAL/VERY LOW
- SANDY BOUNDARY
- STATION BOUNDARY 0.5 MILE
- CAIRNS BOUNDARY
- NEIGHBORHOOD TRANSITION CORRIDORS
- I-15
- ROADS
- RAIL LINES
- CIVIC CENTER STATION

0 500 1,000
FEET

N

FIGURE 27: FUTURE LAND USE MAP DASHBOARD

SANDY CIVIC CENTER (SC)

Sandy Civic Center Station Area Plan (SC) is a designation that refers to the 1/2 mile radius around the Sandy Civic Center Station. This Station serves as a source of ridership for surrounding residential development and for office employees.

The vision for the Sandy Civic Center Station is to implement comfortable and efficient pedestrian and cycling connectivity from the station to the main commercial and residential areas. Mixed-use development will play a major role in creating a neighborhood character, unique to the Civic Center area.

Transit Oriented Development -- Active transportation opportunities to and from the station are necessary for accessibility. Walking trails, wayfinding systems, micro-mobility programs, bike-share initiatives, and other active transit improvements enhance station to destination connections. Improving pedestrian and cyclist facilities is essential for connecting key areas such as City Hall and enhancing access to the South Jordan FrontRunner and Salt Lake Canal Trail.

Residential -- The encouragement of new and diverse housing availability within the Civic Center station area will encourage a range of new residents to increase the vibrancy and dynamic nature of the urban environment. Examples of varied housing include several mixed-use types. Diverse housing options provide housing choices for both new and existing residents at different stages of life. Townhomes can fill vacant parcels along 10200 South, while new units developed within existing buildings increase the supply of moderate-income housing in the area. A portion of this station area is within The Cairns and follows the Master Plan. Acknowledgement of the unique character of The Civic Center station area will be of highest priority in development outside The Cairns.

Commercial -- New commercial development will consist of a hotel and additional square footage for commercial spaces around the station area.

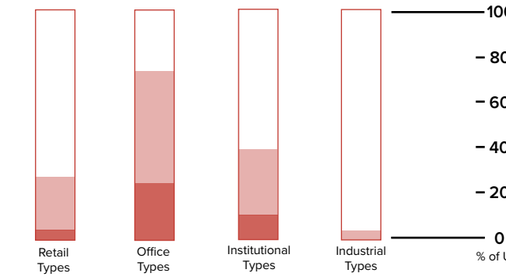
SC PRIORITIES

1. Implement an efficient and comfortable cyclist/pedestrian connection to the South Jordan FrontRunner Station to connect TRAX to FrontRunner
2. Encourage developments that combine residential, commercial, and office spaces to create a dynamic urban environment.
3. Encourage additional civic and institutional uses in the area

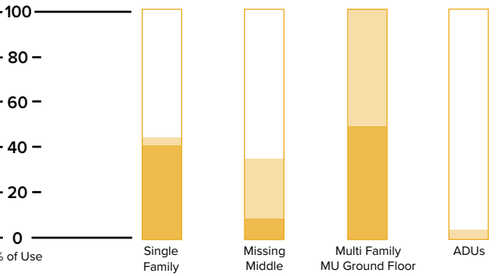
LAND USE MIX (ACRES)



COMMERCE MIX (ACRES)



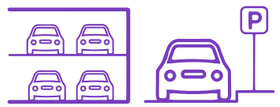
HOUSING MIX (DWELLING UNITS)



CHARACTER DEFINING ELEMENTS

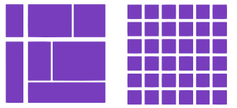
BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 3 stories outside of Cairns 8+ stories inside of Cairns	Up to 16 DUA outside of Cairns Up to 50+ DUA inside of Cairns	High-intensity: Mid-rise High-intensity: High-rise	Private and Public

PARKING ORIENTATION



Structured
On-street

BLOCK PATTERN AND STREETSCAPE



Non-grid linear
Small grid
Commercial streetscape
with equal balance of building,
pedestrian, and landscape space

MULTIMODAL ACCESS

AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
MEDIUM Park once opportunities	HIGH Transit-oriented development	HIGH Connected to trails and bike routes	HIGH Integrated into development

Transportation Recommendations

To improve accessibility and promote a pedestrian-friendly environment, the following strategies are recommended:

Active and Pedestrian Facility Enhancement

Improve pedestrian and cyclist facilities, connecting key areas like City Hall, and enhancing access to the Jordan and Salt Lake City Canal Trail. The area's wide streets offer on-street opportunities for prioritizing bike and pedestrian pathways, potentially leading to the development of new street cross-sections to better accommodate non-vehicle modes and reclaim street space for public use. This, along with recommendations outlined in the City's existing plans such as the Sego Lily bike lanes, and the canal trail shared use paths will also provide better connections and accessibility to the Sandy Civic Center station from established neighborhoods and future residential areas.

Moreover, there is potential to connect more effectively to The Cairns District and westward expansion through improved pedestrian and cyclist crossings of State Street and Sego Lily Drive. Consider a grade-separated crossing for people at this intersection moving east/west to alleviate that barrier and improve flow for people walking and biking between these locations. Establish crossings at Beetdigger Drive/State Street for school safety (possibly a HAWK beacon or other pedestrian signal) and at Porter Rockwell Trail/Sego Lily Drive, similar to the trail/transit crossing template discussed for the Historic Sandy TRAX station.

Micromobility Program Introduction

Launch a micromobility solution, such as GREENbike bike-share program as discussed for the Sandy Expo Center station, within a geofenced area to enhance suburban transit-oriented development.

Safety and Wayfinding Enhancements

Implement safety improvements and wayfinding enhancements to address the perceived lack of parking and improve access to the station. Pedestrian safety and comfort around the station area could be enhanced through traffic calming techniques such as tighter curb radii, protected intersections, raised intersections or crosswalks, and curb extensions.

Southern Connectivity

Complete Beetdigger Blvd from its termination at 10200 South and Midvillage Blvd to offer a north-south connection other than State Street. This street should have sidewalks on either side of the street to allow for pedestrian connectivity.

Pedestrian Bridge

Explore the feasibility of a pedestrian bridge over State Street at Sego Lily to connect the station platform west of State. This should be done in coordination with AFCU and UTA, as they are the property owners of the landing spots. A pedestrian bridge is most feasible if the uses of the AFCU and UTA parcels are the same, such as a satellite campus. If the uses are different, a pedestrian bridge may be less feasible. The City, in conjunction with UTA and AFCU may wish to pursue funding from UDOT or WFRC to analyze bridge concepts and feasibility, to better inform decisions and budgeting needs moving forward.

Urban Design Recommendations

Wayfinding and Signage

Wayfinding refers to the process of navigating and orienting oneself within a physical environment, such as a city, building, campus, or transportation system. It encompasses the various methods and tools used to help people understand their surroundings, determine their location, and find their desired destination. Wayfinding systems typically include elements such as signage, maps, landmarks, and visual cues to provide clear and intuitive guidance to users.

In the context of the Sandy Civic Center Station Area, wayfinding is needed to call attention to the UTA Parking Garage, the direction to/from the FrontRunner connection, and the greater Cairn's amenities.

Wayfinding is critical to the parking garage for several reasons:

1. **REDUCED FRUSTRATION AND IMPROVED TRAFFIC FLOW:** Effective wayfinding signage reduces frustration for drivers by providing clear directions to parking areas. This prevents unnecessary circling and congestion in the vicinity of the parking lot or garage. Placing wayfinding and signage elements along Sego Lily and State Street and guiding cars through Beetdigger Blvd, Creek Run Way, and Midvillage Blvd to the parking garage is key.
2. **ENHANCED SAFETY:** Clear signage not only directs drivers to available parking but also enhances pedestrian safety by indicating designated walkways and crossing points.
3. **THE CAIRNS BRAND IMAGE:** Clear, well-designed signage contributes to a positive brand image for The Cairns.

Improved wayfinding is also important to the tunnel that extends below the TRAX line at 10200 S. Wayfinding through enhanced planting and signage can call attention to the tunnel crossing and provide enhanced pedestrian safety and user experience. Planting will most likely need to happen after the connection of Beetdigger Blvd. A map of the station area can also be helpful in this area to show visitors what is accessible along the Porter Rockwell Trail.

Building Massing

Building heights should be highest along State Street to create landmarks at key entry points distinguishing The Cairns. The intersection of Sego Lily and State Street is called out as a particular gateway where buildings should be given a more prominent treatment.



FIGURE 28: WAYFINDING PLACEMENT

Implementation Plan

YEAR 1	NOTES
Begin to secure funding for Year 2-5 opportunities to maximize grants	**Responsibility:** Planning Division **Project Partners:** Public Works, Parks and Recreation Department **Funding Sources:** General Funds
Update The Cairns Master Plan to adhere to changes made in the EXPO Center Station Area Plan, including the Stadium Village Master Plan additions.	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** General Funds
Update The Cairns Master Plan wayfinding and signage sections to include directional wayfinding for Public Transit	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** General Funds
Create schedule for updating and meeting with stakeholders to move to project pieces forward	**Responsibility:** Planning Division **Project Partners:** UTA, Salt Lake County, Developers, UDOT **Funding Sources:** General Funds
Begin to draft zoning ordinance overhaul to include a missing middle corridor overlay at Sego Lily from the TRAX Station to 700 East	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** Grant sources, General Funds

YEAR 2-4	NOTES
Secure funding and create a Parking District Plan for The Cairns greater area	**Responsibility:** Planning Division **Project Partners:** Public Works, Developers **Funding Sources:** Grant sources, General Funds
Work with Public Works and micromobility providers including existing providers such as Bird and Lime to create a micromobility expansion plan to expand drop off zones out of right-of-way. Look into expanding providers such as GreenBike, Spin, and Lime Bikes	**Responsibility:** Planning Division **Project Partners:** Public Works, Micromobility Providers **Funding Sources:** Grant sources, General Funds
Develop a site design for the Bike Park, design with connections to Porter Rockwell Trail in mind	**Responsibility:** Salt Lake County **Project Partners:** Sandy Parks and Recreation, Planning Division **Funding Sources:** General Funds, TBD, grant sources
Implement wayfinding and directional signage to the UTA parking structure	**Responsibility:** UTA, Planning Division **Project Partners:** Communications, Community Arts **Funding Sources:** General Funds, Grant Sources, Private Funds, TBD
Begin design and feasibility study for pedestrian bridge over State Street at Sego Lily	**Responsibility:** Planning Division **Project Partners:** UDOT, AFCU, UTA, Public Works **Funding Sources:** General Funds, Grant Sources, UDOT Funds, WFRC Funds
Incorporate pedestrian bridge over State at Sego Lily into the following Transportation Master Plans: -Sandy City Transportation Master Plan -UTA Moves 2050 - Wasatch Choice 2050	**Responsibility:** Public Works, UTA, WFRC **Project Partners:** UDOT, Planning Division, Parks and Recreation **Funding Sources:** General Funds, Grant Sources, WFRC Funds
Design and implement Midvillage extension to State Street as UTA property is built	**Responsibility:** Public Works **Project Partners:** Private Developers, UTA **Funding Sources:** Private Partners, General Funds

YEAR 5	NOTES
Update and continue Station Area Plan, evaluating opportunities based on new market conditions and work done in years 1-4	**Responsibility:** Planning Division **Project Partners:** TBD **Funding Sources:** Grant sources, General Funds, WFRC Funding
Design and implement trails along East Jordan Canal	**Responsibility:** Parks and Recreation **Project Partners:** Private Developers, Public Works **Funding Sources:** Private Partners, Grant sources, Park Impact Fees
Design and implement Beetdigger Blvd connection	**Responsibility:** Public Works **Project Partners:** Private Developers **Funding Sources:** Private Partners, General Funds

Ongoing/Opportunity Arises	NOTES
Continue to secure funding for year 1-5 opportunities to utilize as much grant funding as possible	**Responsibility:** Planning Division **Project Partners:** As needed **Funding Sources:** General Funds
Market area with project partners to potential higher-education institutions	**Responsibility:** Planning Division **Project Partners:** Economic Development, UTA, AFCU, **Funding Sources:** TBD by Sandy City

STATION AREA PLANNING

7.1a

South Jordan FrontRunner Station Area (Sandy portion)

APPENDIX

Introduction

The FrontRunner runs from Ogden to Provo along the I-15 highway, stopping at 16 different areas, including South Jordan. This station, although located in South Jordan, is located adjacent to the border of Sandy, and the half-mile radius encompasses a large portion of The Cairns District of Sandy, including The Shops at South Town and the South Town Promenade.

The main services include regional commercial and general commercial. Along with these services, there is a high number of parking fields to service surrounding commercial.

Currently, there is no pedestrian access to the FrontRunner Station because of Highway I-15. There is a shuttle to take FrontRunner users to Sandy City Hall.
There are proposed development projects in this station area, including multifamily housing units and hotels.

Current Station Area Role

The current land use does not offer housing, and although The Shops at South Town is a regional attraction, the current barrier of I-15 does not allow pedestrian access to take advantage of the services within The Shops at South Town.

FIGURE 1: SOUTH JORDAN FRONTRUNNER STATION AREA BOUNDARY

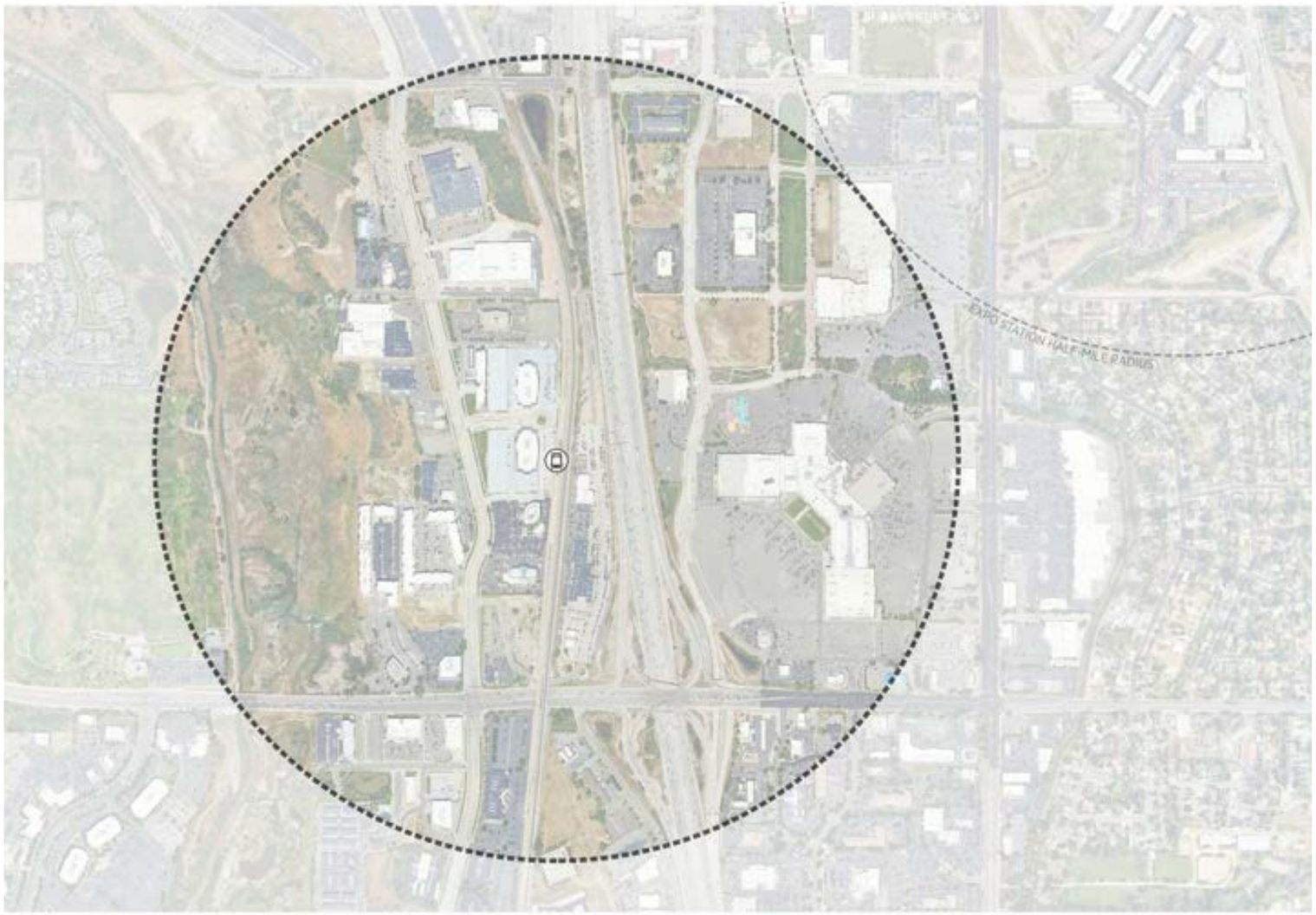
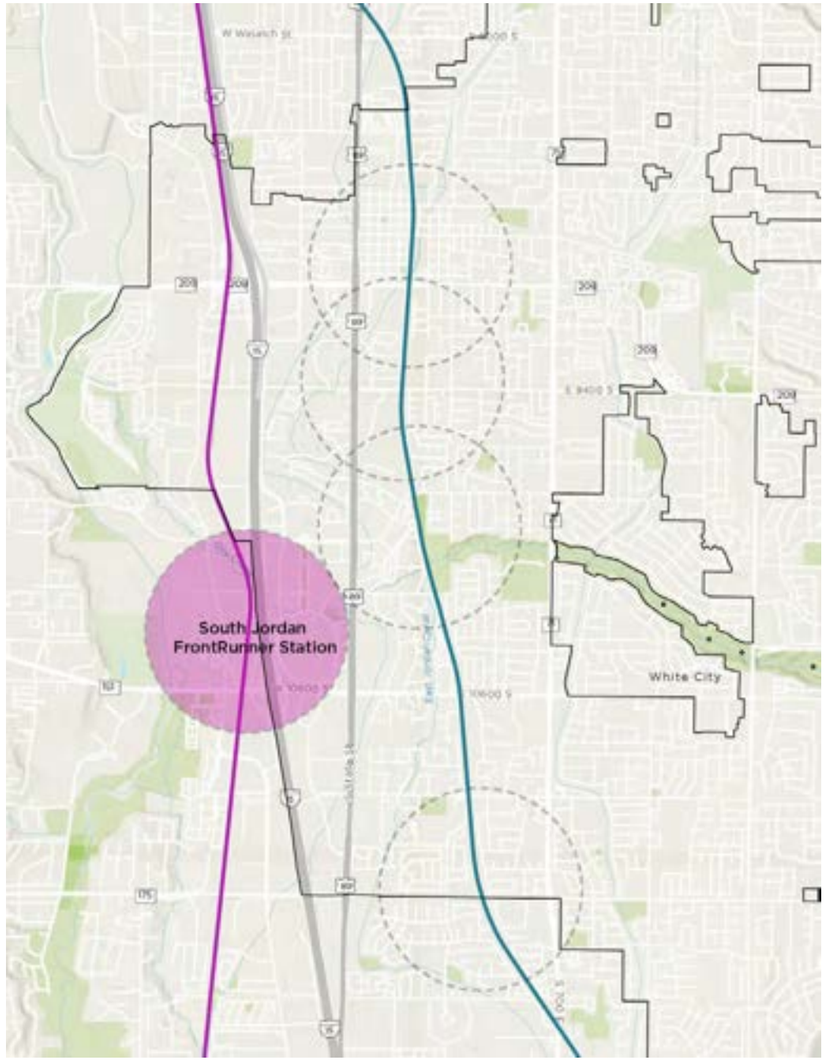


FIGURE 2: SOUTH JORDAN FRONTRUNNER STATION NETWORK LOCATION



Existing Conditions

Demographics Snapshot

The South Jordan FrontRunner Station is characterized by regional commercial. The population is quite small at around 845 people. With the three planned projects coming into the area, the population is expected to double to around 1,600 people within the next few years. The current residential population of the Station Area is concentrated in South Jordan, as there are some hotels within the Sandy boundaries but no housing as of yet.



Shops at South Town

FIGURE 3: DEMOGRAPHIC SNAPSHOT

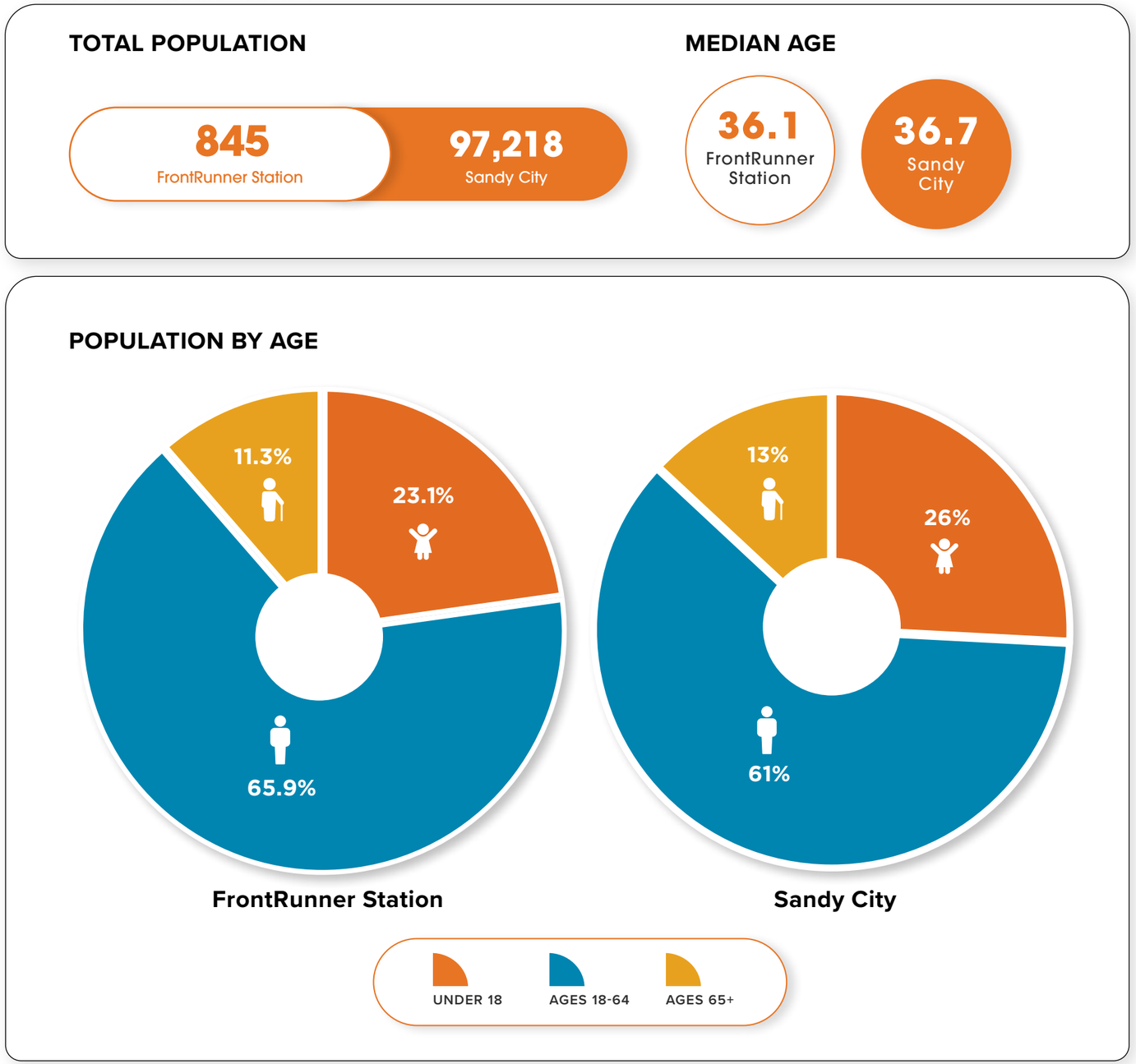


FIGURE 4: DEMOGRAPHIC SNAPSHOT

EDUCATION

FrontRunner Station

46.4% BACHELOR'S/GRAD/ PROF DEGREE

40.6% SOME COLLEGE/ ASSOCIATES DEGREE

13.0% HIGH SCHOOL GRADUATE

11.0% NO HIGH SCHOOL DIPLOMA

Sandy City

46.8% BACHELOR'S/GRAD/ PROF DEGREE

30.7% SOME COLLEGE/ ASSOCIATES DEGREE

18.2% HIGH SCHOOL GRADUATE

4.3% NO HIGH SCHOOL DIPLOMA

EMPLOYMENT

FrontRunner Station

84.4% WHITE COLLAR

4.5% BLUE COLLAR

18.3% SERVICES

0.2% UNEMPLOYMENT

Sandy City

74.6% WHITE COLLAR

15.3% BLUE COLLAR

11.9% SERVICES

2% UNEMPLOYMENT

MEDIAN HOUSEHOLD INCOME

FRONTRUNNER STATION	SANDY CITY
$66,805	$101,232

PER CAPITA INCOME

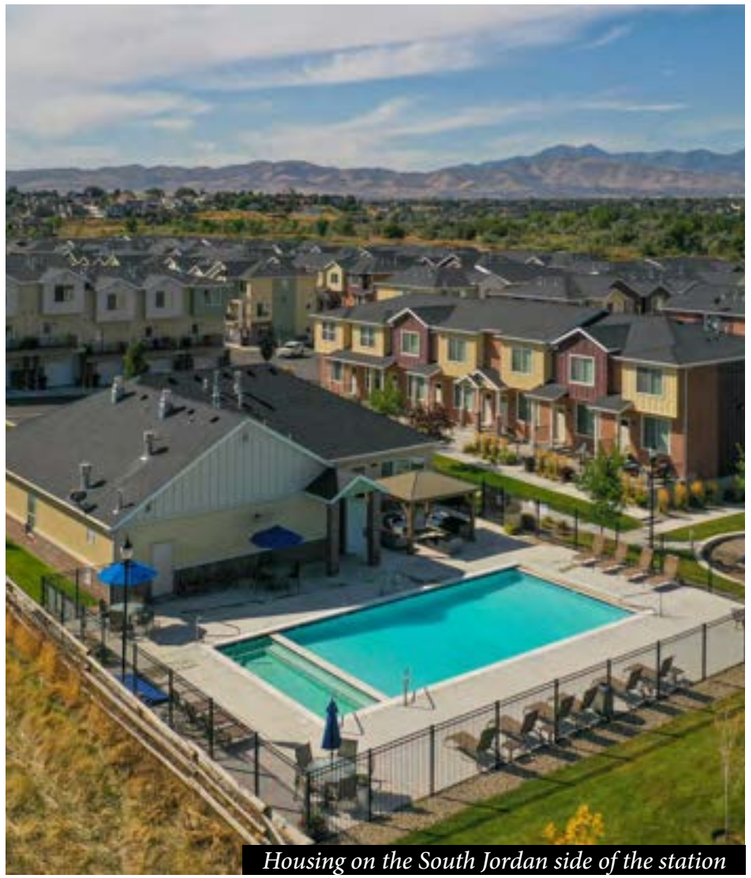
FRONTRUNNER STATION	SANDY CITY
$44,699	$47,002

MEDIAN NET WORTH

FRONTRUNNER STATION	SANDY CITY
$46,275	$313,528

Housing Snapshot

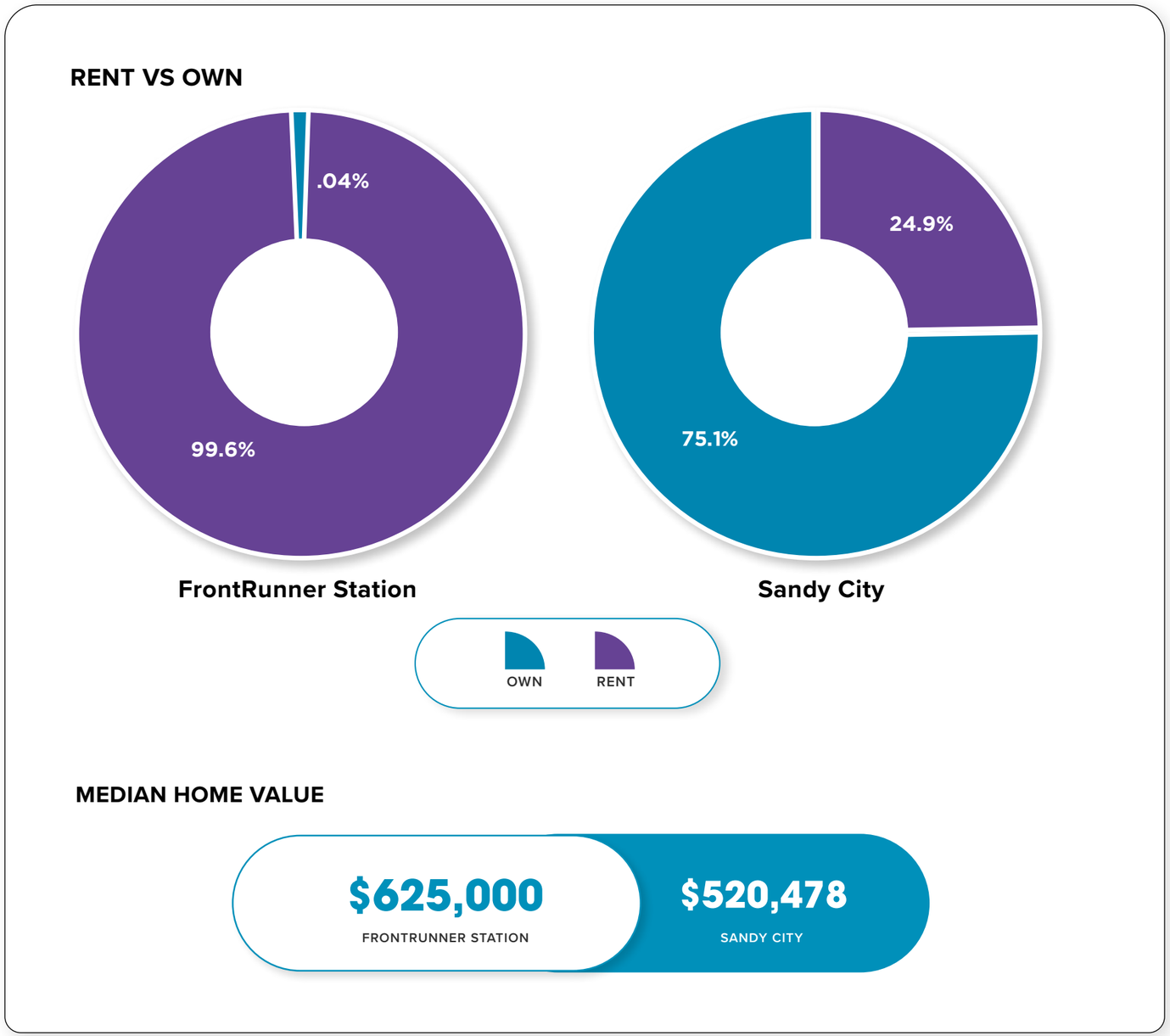
Of the limited housing in the area, 99% are renters. The decision between renting and owning a home depends on various factors such as financial situation, lifestyle preferences, long-term plans, and market conditions. The additional projects coming into the Station Area are also planned to be rental units. An opportunity to provide for-purchase options, like condos, should be explored in this area where the opportunity arises.



Housing on the South Jordan side of the station

Source: *Costar*

FIGURE 5: HOUSING SNAPSHOT



Economic Snapshot

FIGURE 6: ECONOMIC SNAPSHOT

SOUTH JORDAN FRONTRUNNER STATION			
	Intersection	**Long**	**Lat**
	Jordan Gateway & 10351 S.	-111.9038686	40.5631696
Total GLA	1,500,000 SF		
Rental Rate	$26.53/SF		
Vacancy	1.6%		
Occupancy	98.4%		
Age (year built)	2012		
	1/2 Mile	**2 Miles**	**3 Miles**
Population	845	44,165	111,208
Daytime Population	6,343	67,398	133,877
Median Household Income	$66,805	$95,381	$93,874

Transportation Snapshot

TRANSIT NETWORK OVERVIEW

Part of the UTA's FrontRunner system, the South Jordan FrontRunner Station was opened on December 10, 2012, at 10351 South Jordan Gateway, just west of I-15. It serves as a transit hub for the area, facilitating access to key locations, including The Shops at South Town in Sandy across I-15 and the Salt Lake Community College's Larry H. Miller Campus. As shown in Figure 4 and Figure 5, the station serves multiple bus and Flex routes in addition to FrontRunner commuter rail.

FIGURE 7: AVERAGE WEEKDAY BOARDINGS

AVERAGE STOP-LEVEL WEEKDAY BOARDINGS AT SOUTH JORDAN FRONTRUNNER STATION				
RTE	**ROUTE NAME**	**FREQ**	**ROUTE TYPE**	**STATION BOARDINGS**
201	**State Street South**	30 Min	Local	48
218	**1300 E. / 1100 E.**	30 Min	Local	53
750	**FrontRunner**	30 Min	Commuter Rail	510
F514	**Jordan Gateway Flex**	30 Min	Flex	2
F525	**Midvale Flex**	30 Min	Flex	2

Source: UTA

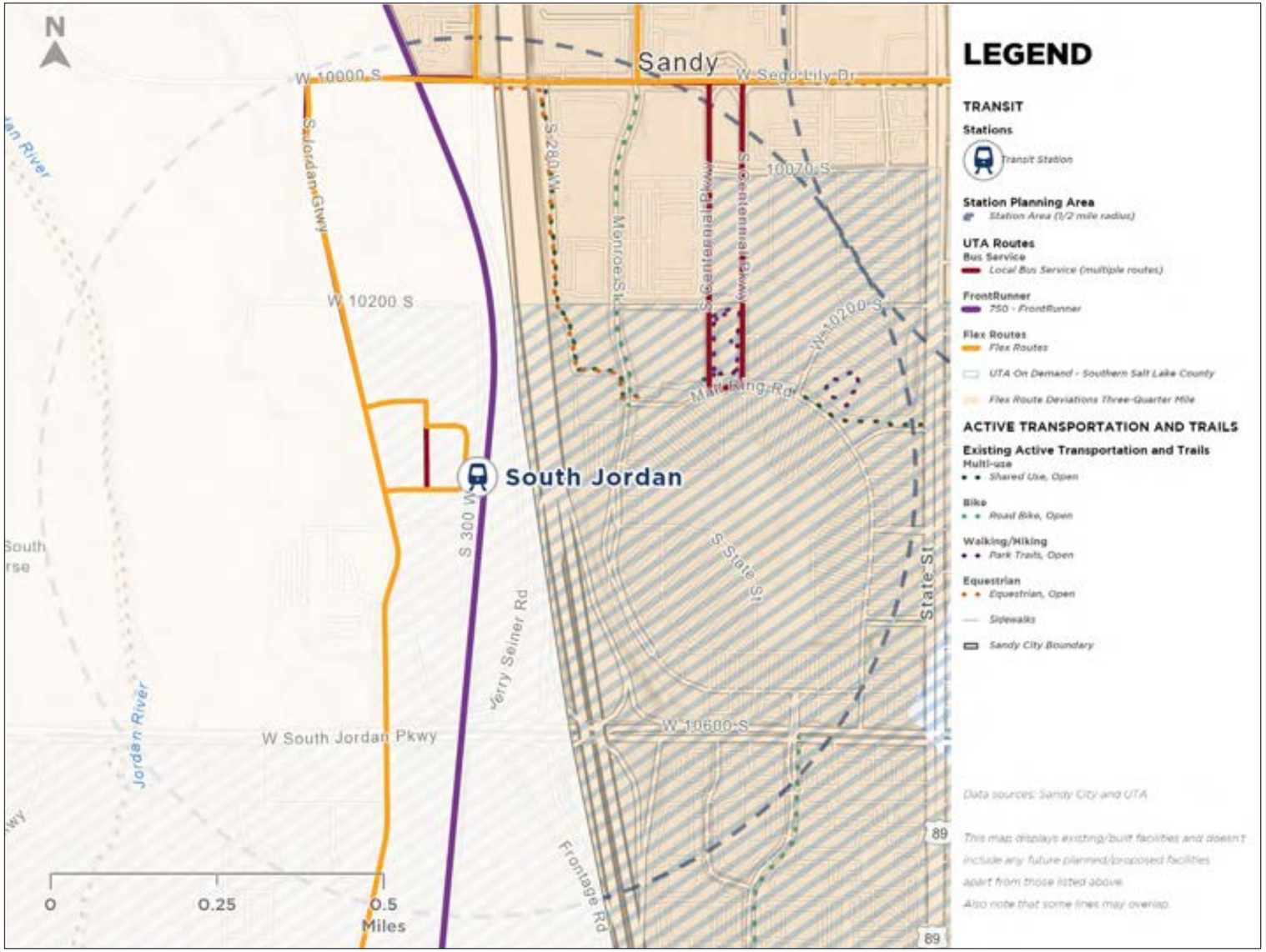


FIGURE 8: TRANSPORTATION SNAPSHOT

CHALLENGES AND LIMITATIONS

The South Jordan FrontRunner station area faces challenges related to its heavily auto-oriented surroundings, including I-15, The Shops at South Town parking, and State Street. The lack of immediate east-west connections across I-15 further complicates access to the station from Sandy, underscoring the need for a comprehensive approach to planning that promotes multi-modal transportation options. Additionally, some residents have indicated that bus connections between South Jordan's FrontRunner Station and the Blue Line stations take too long and should have shorter travel times.

STRENGTHS

The South Jordan Station's strengths include development immediately adjacent to the station area, the nearby canal trails, a downtown circulator bus, and proximity to the Sandy Promenade, enhancing its connectivity and accessibility.



The FrontRunner

Cultural & Social Snapshot

PARKS AND OPEN SPACE

The Station Area is serviced by two parks-The Promenade and Neff's Grove. The Promenade is Sandy's event space, where multiple events throughout the year are centered around the greenspace. Neff's Grove is one of two areas of undeveloped open space within the urban neighborhoods of Sandy.

All the green spaces within the station area are passive recreation opportunities. Passive and active recreation parks serve different purposes and cater to varying preferences and activities. Passive recreation parks are designed for activities that involve relaxation, contemplation, and leisurely pursuits. They typically consist of plazas or places of minimal infrastructure and amenities to preserve the natural beauty of the surroundings. In contrast, active recreation parks are designed for activities that involve physical exercise, sports, and social interaction. These parks often include facilities and amenities such as sports fields, courts, playgrounds, fitness equipment, and walking or biking trails. They cater to a wide range of active pursuits, including team sports, individual workouts, jogging, cycling, and organized events.

Both types of parks play important roles in enhancing quality of life, promoting community well-being, and providing access to outdoor spaces for recreation and leisure. Ultimately, a mix of both types of parks within a community provides residents with diverse options for enjoying outdoor recreation and connecting with nature and each other.

The existing parks are also concentrated near one another. While this provides for a pleasant experience near the City Hall, it also concentrates park accessibility to one place. As the southern portion of the Station Area gets redeveloped opportunities to add active park amenities and gathering spaces should be looked at to allow new residents and residents of "Gap 2" in the parks priority gap areas to have access to recreational amenities.

THE CAIRNS

The Station Area is contemplated in The Cairns Master Plan, however, according to the plan the mall site is kept as is, as are the big box stores surrounding the mall. The area is called South Village in the Cairn's Master Plan, that looks at Hale Center Theater and City Hall to 10600 South. The plan recommends that streets within the district should incorporate elements and amenities reminiscent of a resort, aiming to establish the quintessential Base Camp experience. The objective is to transform this area into a densely populated transit-oriented village, complete with multiple parking structures and transit system collector stations. These facilities would improve connectivity throughout The Cairns District and provide access to FrontRunner and TRAX.

EVENTS AT THE PROMENADE

4th of July Celebration

Light Up The Cairns

Sandy Healing Field

Trunk or Treat

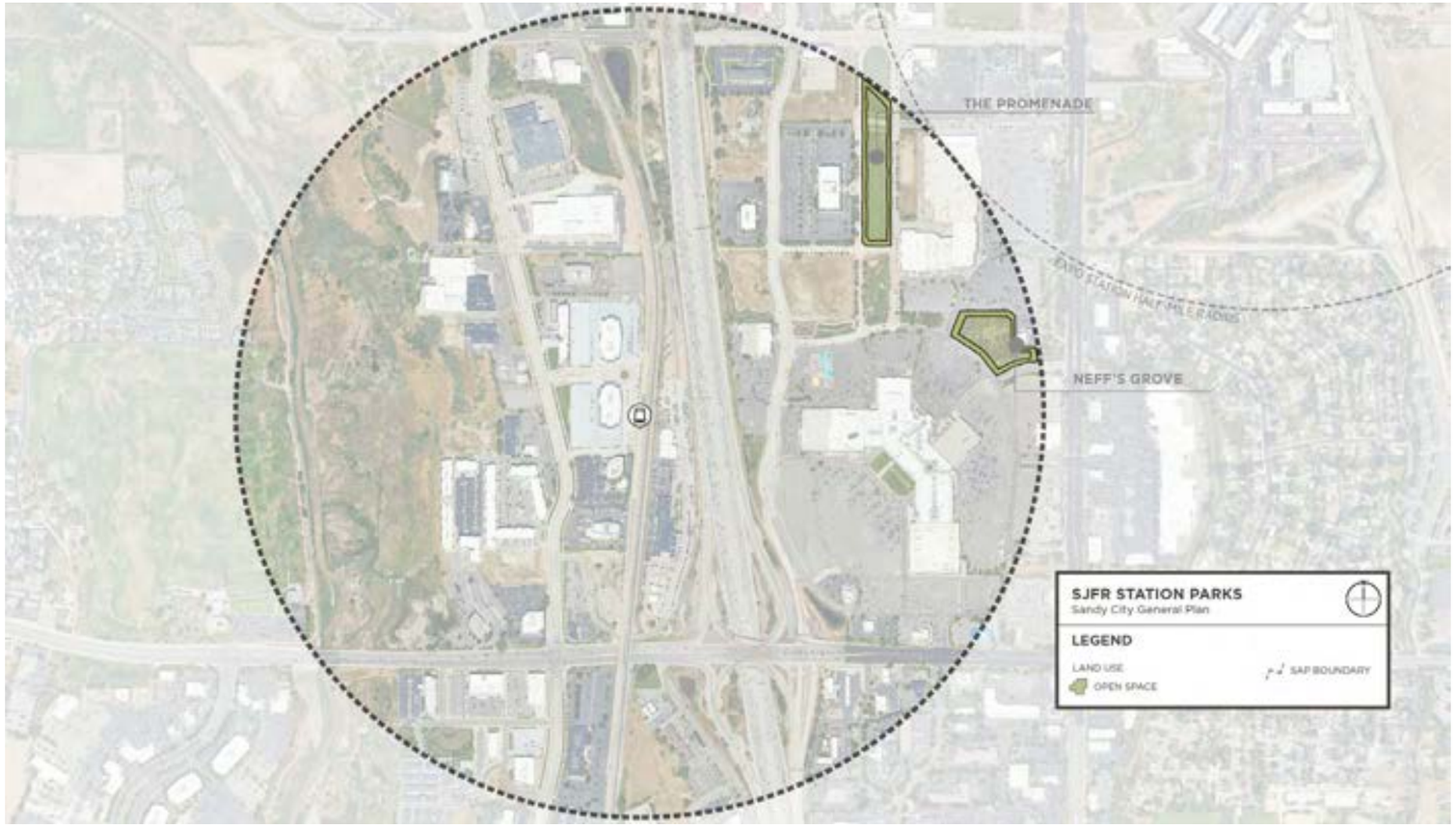


FIGURE 9: PARKS WITHIN THE STATION AREA

Land Use & Zoning Snapshot

Zoning in the Station Area is made up of different subsects of Central Business District Zoning. The Mall site and surrounding commercial areas make up the Central Business District Zone, with the northern portions of the station area being made up of the CBD Arts and Culture Subdistrict, as well as CBD Office Subdistrict.

South of 10600 South is the Automall District, where Sandy's hotel and car dealerships are concentrated. As traffic is significant on this street due to the highway on/off ramps and the limited opportunities to redevelop this area in the foreseeable future, the area south of 10600 South will not be included in the current Station Area Planning Process.



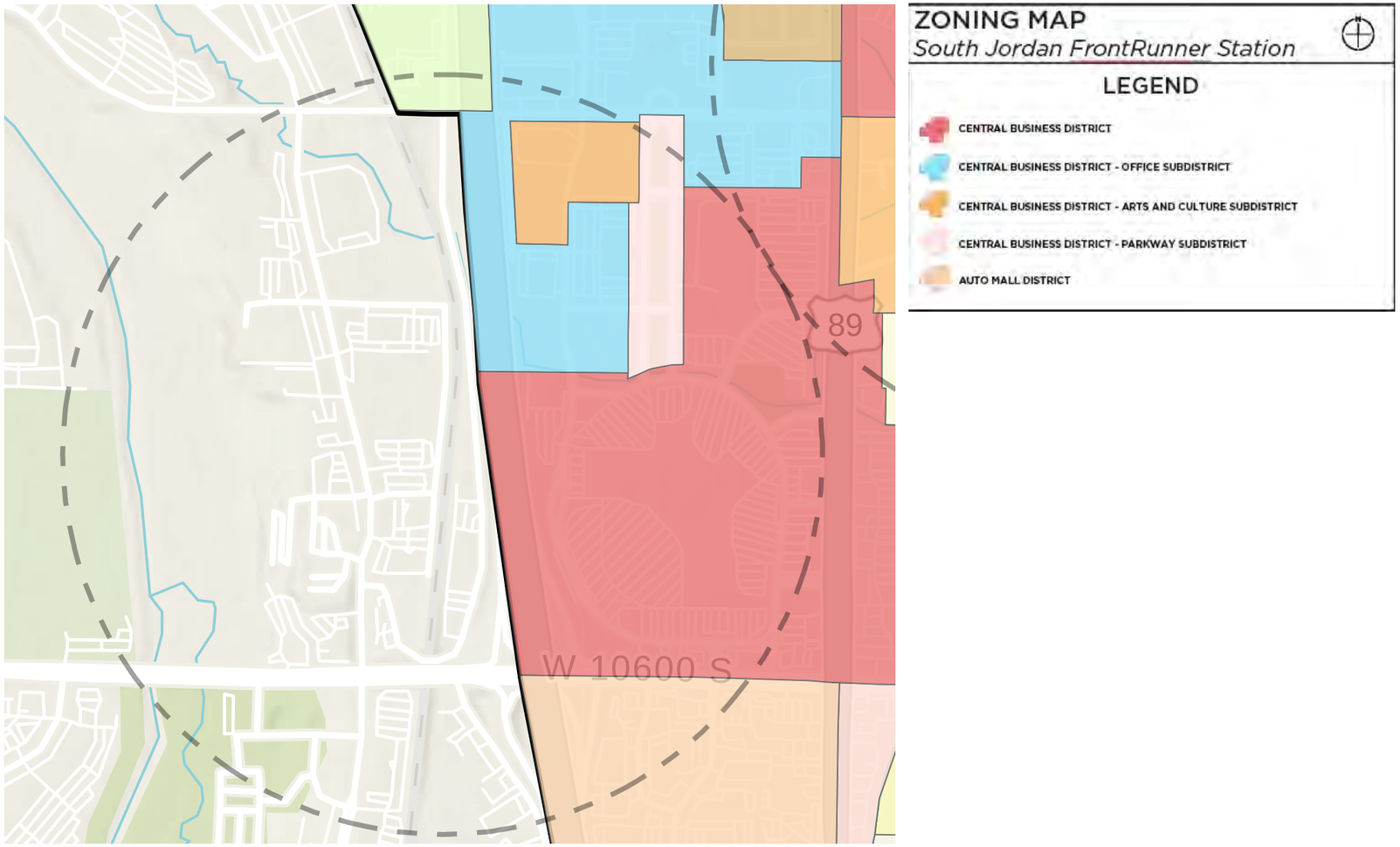


FIGURE 10: CURRENT ZONING

Utilities Snapshot

Sandy City Public Utilities is the drinking water, storm water, and street lighting provider in the station area. A line replacement was completed in 2023 on 10600 South. There is currently a line replacement planned for Automall Drive going south from the station area. Power is mostly provided by Rocky Mountain Power.

REDUCING WATER DEMAND FOR FUTURE DEVELOPMENT

Sandy City's landscaping requirements have been revised to mandate more water-wise designs for newly constructed or renovated landscaping. Based on existing water use patterns in Sandy City, water conservation potential is highest in the category of residential outdoor irrigation.



Landscaping example

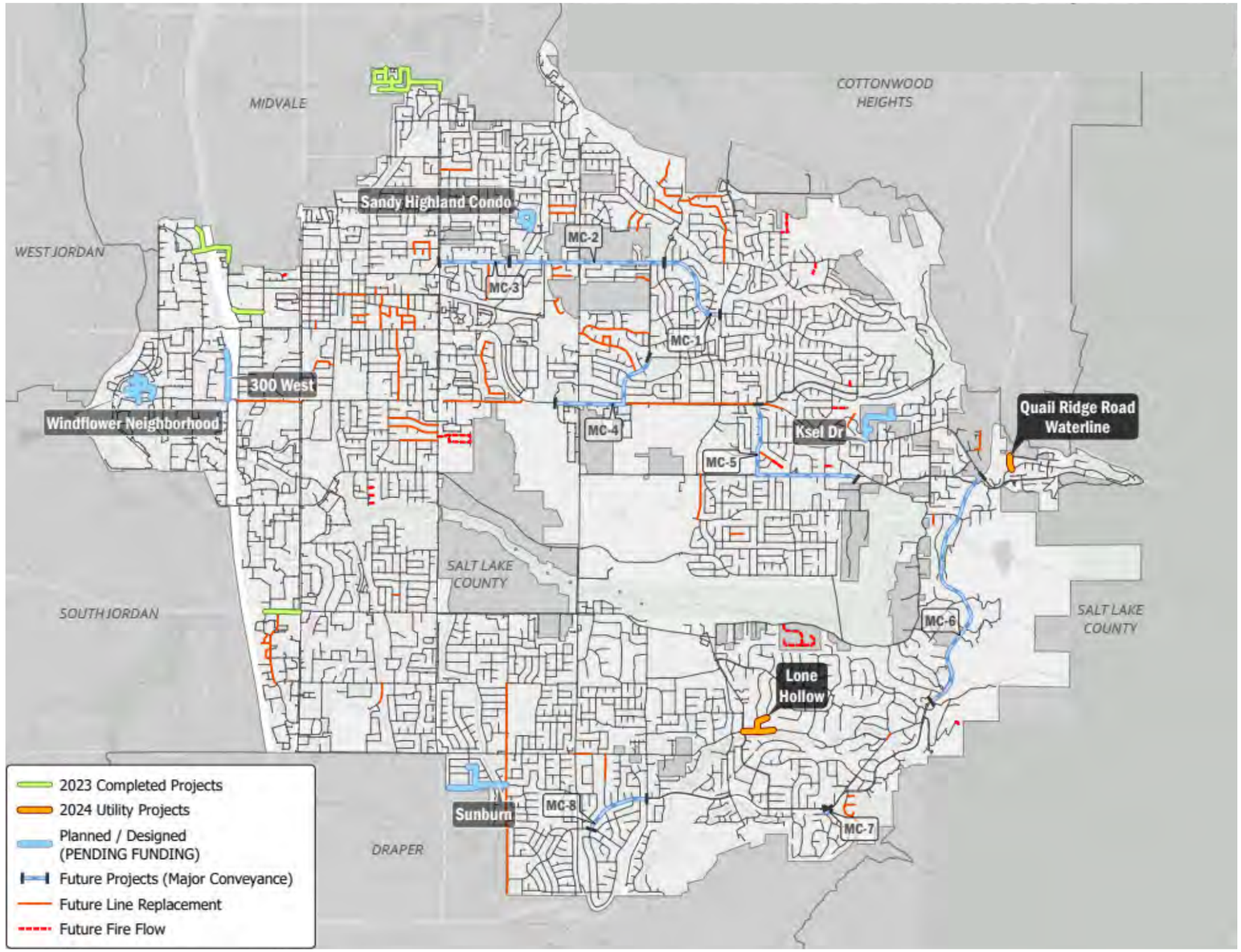


FIGURE 11: PLANNED UTILITY PROJECTS

FIGURE 12: PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS

PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS					
YEAR	**Projected Production Requirements Based on Year 2000 Demands (acre-ft)**	**Projected Production Requirements at Proposed Conversation Goal (acre-ft)**	**Estimated Annual Savings Through Conservation (acre-ft)**	**Existing Reliable Supply (acre-ft)**	**Estimated New Supply Development Which can be Delayed Through Conservation (acre-ft**
2000	31,517	31,517	0	29,640	0
2005	31,353	29,420	1,934	30,500	0
2010	28,032	24,574	3,458	32,500	0
2015	29,616	24,136	5,480	32,500	0
2020	30,844	24,515	6,628	32,500	0
2025	31,955	24,133	7,822	32,500	0
2030	33,394	24,222	9,172	32,500	894
2035	34,833	24,698	10,135	32,500	2,333
2045	37,716	25,881	11,835	32,500	5,216
2060	40,702	27,134	13,568	32,500	8,202

Source: *2021 Water Conservation Plan*

SWOC Analysis

A strengths, weaknesses, opportunities, and constraints assessment was conducted on the station area, based off of an existing conditions analysis and public engagement.

FIGURE 13: SWOC ANALYSIS

STRENGTHS

1. Canal Trails
2. Downtown circulator bus
3. Proximity to Sandy Promenade

WEAKNESSES

1. Existing greenspace-although existing-- is not conducive to amenities
2. Vacancies and abundance of parking fields
3. 7% tree canopy coverage
4. The station is cut off from Sandy City

OPPORTUNITIES

1. The Cairns District opportunity to leverage tourism and create a tourist-centered district
    - Ski bus opportunities with walkable retail and activated ground floor to discourage car rentals
    - Placemaking
2. Sandy-owned parcel near Sandy Promenade. Identified by the Parks and Recreation Department as a good space for first-floor satellite recreation or community center with outdoor public playground
3. Redevelopment of The Shops at South Town by SEG

CONSTRAINTS

1. East-West connections through 1-15 are lacking and inconvenient
2. Heavily auto oriented land uses – I-15, South Town parking, & State Street
3. Target-imposed commercial restrictions are lacking and inconvenient

Elements of Transit-Supportive Communities

An analysis was undertaken to identify if the South Jordan FrontRunner Station met the needs of a transit-supportive community. Of the nine elements, three are supportive of transit in the area. The Shops at South Town provides employment and goods and services, but the large amount of parking fields and lack of access to the station platform itself ultimately do not support the transit.



The FrontRunner

FIGURE 14: MEETING ELEMENTS OF TRANSIT-SUPPORTIVE COMMUNITIES

PROXIMITY TO TRANSIT

There is little opportunity to cross I-15 to get to the Station Area.

HOUSING UNITS, PREFERABLY HIGHER DENSITY

There is no housing in the area. 30-45 residents per acre would be preferred in this area.

GOODS AND SERVICES

There are many goods and services in this area.

EMPLOYMENT GENERATOR

There are 14.2 jobs per acre in this area. The desired number is 15-25 jobs per acre.

RECREATIONAL SPACES

The Promenade and Neff's Grove provide passive recreation opportunities. There are currently no active recreation opportunities within the Station Area.

PEDESTRIAN FRIENDLY DESIGN

Large parking fields are not supportive of pedestrian friendly design

SOCIOECONOMIC DIVERSITY

There is no socioeconomic diversity in the area.

SUSTAINABLE DEVELOPMENT AND EFFICIENT LAND USE

The large parking fields are not efficient land uses

MULTI-MODAL TRANSPORTATION

While the station area has gotten some trail connections, the lack of multi-modal connections to the station platform itself is a great hindrance.

Public Engagement Summary

The planning process kicked off with the Sandy Pace of Progress General Plan engagement process. Collaboration, suggestions, and involvement from a wide range of community members and project stakeholders were all part of community engagement. To maximize public and stakeholder involvement and to clarify the vision for the station area's future, the plan included in-person and online engagement activities.

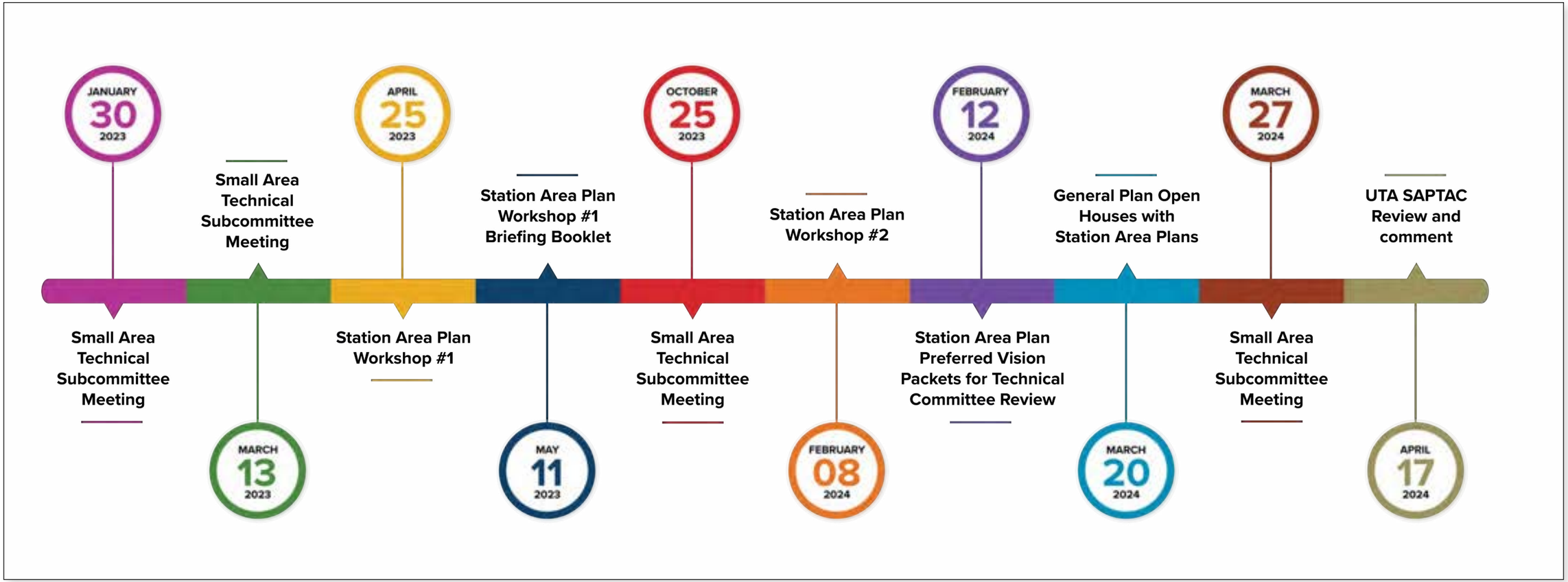


FIGURE 15: COMMUNITY ENGAGEMENT TIMELINE

Key Messages

Key takeaways include branding this area as part of The Cairns District and taking advantage of the recreation enthusiasts who flock to Sandy. Taking advantage of tourism includes connecting the South Town area to the FrontRunner station and to the recreation opportunities in the foothills. Preferably these connections should focus on active transportation and public transport to alleviate vehicular pressures on the existing transportation system. For this area to truly be a destination, more of an entertainment draw is needed from The Shops at South Town.

Activation is an important element within this area. With the incoming housing and large parking fields, a comfortable walkability experience and placemaking are needed to create a destination rather than having an area with many different services, but no cohesion.

The Promenade is an asset to this area as the only programmable greenspace within the area (not to be confused with Neff's Grove which is native vegetation space). Programming the Promenade with temporary and movable furniture and lawn games for users is an opportunity to enhance the space.

Future Station Area Role

The future of this area hopes to capitalize on new housing and tourism-particularly tourism in Little Cottonwood Canyon. Access from the FrontRunner to this area as well as access to Little Cottonwood Canyon is particularly important for the success of this area.

Tie to General Plan Vision and Values

Going beyond the objectives of HB 462 to tie into the General Plan Vision and Values was central to concept generation and deciding on a preferred scenario. In an effort to see how the station area was on its way to meeting the general plan values based off of existing conditions and public perception, the following gantt chart was created:

FIGURE 16: TIE TO GENERAL PLAN VISION AND VALUES

South Jordan FrontRunner Station	Community - recognition of the fundamental importance of nurturing a strong, inclusive, and connected social fabric within the City		Premium Location - An emphasis on efficient, safe, and comfortable mobility to facilitate access to goods, services, recreation, open space, and employment through walking, biking, and vehicles		Opportunity - An effort to improve the potential for positive charge, growth, and development of individuals, families/households, neighborhoods, commercial endeavors, and the City itself		Stewardship - Responsible management of the City's resources and a consideration for potential impacts in an effort to ensure adequate capacity, foster a healthy resiliency, and pursue a sustainable balance of economic, environmental, and social outcomes		Well-Being - A focus on creating environments and systems that support the safety, happiness, and physical, mental, and social health of individuals in Sandy City	
	N	While this area includes iconic Sandy amenities such as the Promenade and The Shops at South Town, the amount of parking fields and lack of character does not meet this general plan goal. Opportunities include branding and building amenities that make this area into a tourism destination where the residents and tourists can mix and spend time in.	N	Proximate to office and hotel developments. Since I-15 acts as a significant E-W barrier, opportunity exists for enhanced solutions similar to the downtown bus circulator/ shuttle system. Opportunity for pedestrian and bike bridge.	Y	New office developments, big box stores and The Shops at South Town. Limited current housing, but there are more than 1,000 units entitled. Opportunity for significant increase in residential and office spaces.	N	Open parcels allow for future development of housing options. I-15 barrier causes disconnection (physical and mental, station is out of the way of other stations and main activity of the city). Opportunity to make station transit hub for canyon access.	Y	Hotel and multi-family offerings are nearby. Access to adjacent commercial and residential blocked by I-15. Jordan River Parkway Trail is in close proximity, but connections to trail are limited - opportunity to better connect trails and promote as a recreation stop. Air quality concerns near 1-15.

Note that YES does not mean that the station area completely meets the General Plan Value but has the basic building blocks that are important to meeting the Value.

Opportunity Areas

The Station Area Plan concepts focused on the development or redevelopment of certain parcels throughout the station area. As much of Sandy is built out, redevelopment will be necessary to better connect the station area to the trip generators.

Properties that have Preliminary Site Plan Approval

Some Properties in the station area already have preliminary site plan approval. In total, this brings around 706 units to the station area. These plans have been on hold since interest rates have increased.

DEVELOPMENT PROJECT	UNITS
Red Sky	162
Summit	323
Shulsen	221

Currently Vacant Properties

There currently are not any vacant government-owned parcels within the FrontRunner Station Area.

Potential Redevelopment Sites

Potential Redevelopment Sites include:

- The Shulsen Property is a 4.3-acre property that is currently for sale.
- The Shops at South Town owns most of the redevelopable land in the area. Their land holdings have been divided up based on location and land use opportunity.
    - The South Town 10200 site is compromised of 133,530 sqft of regional commercial space.
    - The indoor mall site and the abundance of parking around it presents another opportunity for redevelopment
    - The periphery of the mall, along State Street and Mall Ring Road, has auto-oriented commercial with parking fields behind.
- There is a 4.4-acre area next to the Promenade that currently includes a parking garage, post office, and pharmaceutical company. Being located next to the Promenade and near the City Hall provides an opportunity to redevelop the area to a higher and better use.

Non-Opportunity Areas

Sandy City has not been in the process of planning the South Jordan side of the FrontRunner Station. Although there are opportunity areas in this area, it is not a part of the Sandy planning process.



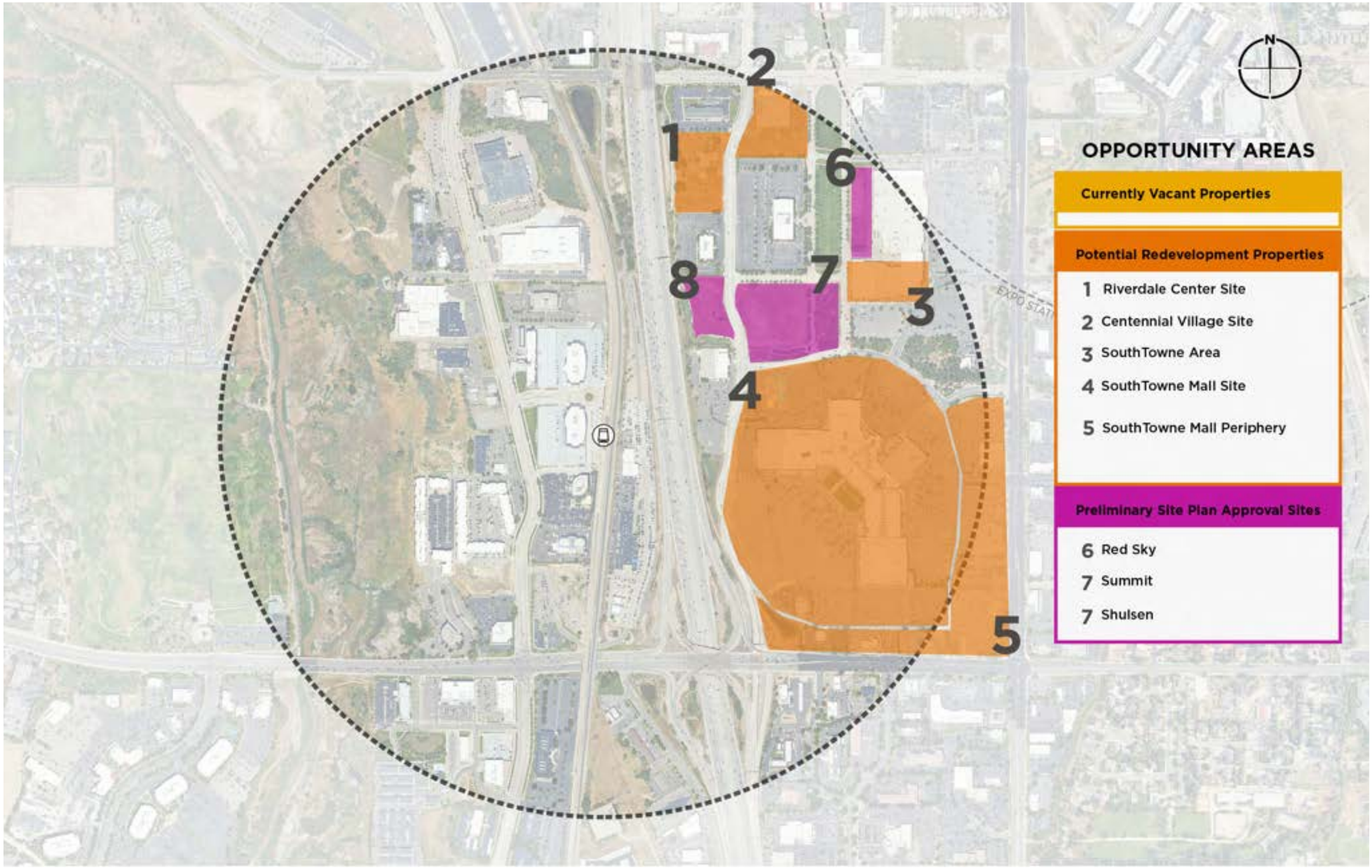
Shops at South Town


Shops at South Town


Momentum Climbing Gym

Source: *Momentum Climbing*

FIGURE 17: OPPORTUNITY AREAS



Preferred Scenario Process

Finalizing the components of the Station Area Plan concept was a process that was undertaken with multiple instances of public, stakeholder input, technical committee input, and a small area technical committee meeting. These scenarios focused on land use planning and how development types could be added into the area. The process worked closely with existing and planned transportation and other infrastructure improvements.

1. EXISTING CONDITIONS ANALYSIS AND OPPORTUNITY AREA GENERATION
2. AREA ALTERNATIVES CONCEPT GENERATION
3. REFINEMENT BASED ON PUBLIC AND STAKEHOLDER ENGAGEMENT
4. PREFERRED SCENARIO

Area Alternatives

Area Alternatives were created to focus on those parcels that are opportunity areas. Stakeholders were given "Constants," which focused on what will be carried out throughout each concept, and "Big Move" areas, which are areas where change could take different forms. These "Big Move" areas are shown below.

CONSTANTS

1. Addition of new housing and hotel projects
2. Retaining of Sandy Promenade for large events
3. Trail Connections

"BIG MOVE" AREAS

1. Big Box Stores next to Target
2. The Shops at South Town



Station Area Workshop #1



Internal Charrette

ALTERNATIVE CONCEPT 1

Alternative Concept 1 looked at keeping as much of the existing mall as possible but adding mixed-use and housing opportunities in the parking fields surrounding the mall. In this concept, a phased transition to an outdoor mall is also proposed, where the orientation of the future mall allows for portions of the existing mall to stay open while a wing is being redeveloped.

In this concept an interior road network is proposed, however the connections to public transit are concentrated on the Civic Center TRAX station rather than connecting over to the FrontRunner Station directly. Use of a circulator would be advised to connect this area to the FrontRunner.



FIGURE 18: CONCEPT 1 MAP

ALTERNATIVE CONCEPT 2

Alternative Concept 2 looked at demolishing the existing mall and redeveloping it into a mixed-use lifestyle center with housing and office above typical mall stores. The aim of this concept was to retain the same type of retail in this area enjoyed by Sandy residents and others, but adding vitality to the area through an increase in housing units. This concept also creates an internal road network and extends the Promenade south through the new development. The southern promenade would feature more amenities and active recreation components.

This concept also includes a pedestrian bridge over I-15 to connect the mall to the FrontRunner, as well as continuing 10200 South through to State Street.

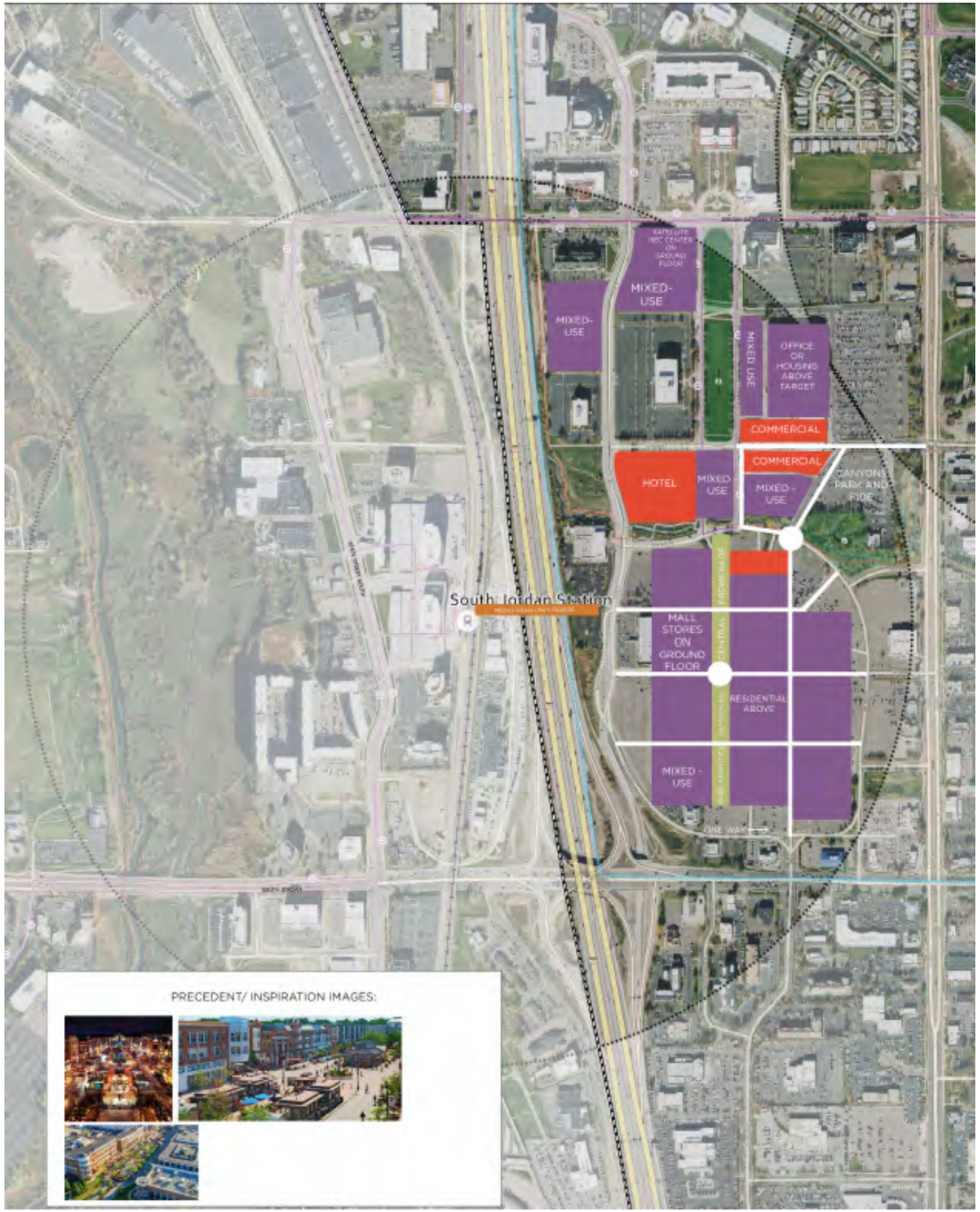


FIGURE 19: CONCEPT 2 MAP

Public Input on the Alternative Concepts

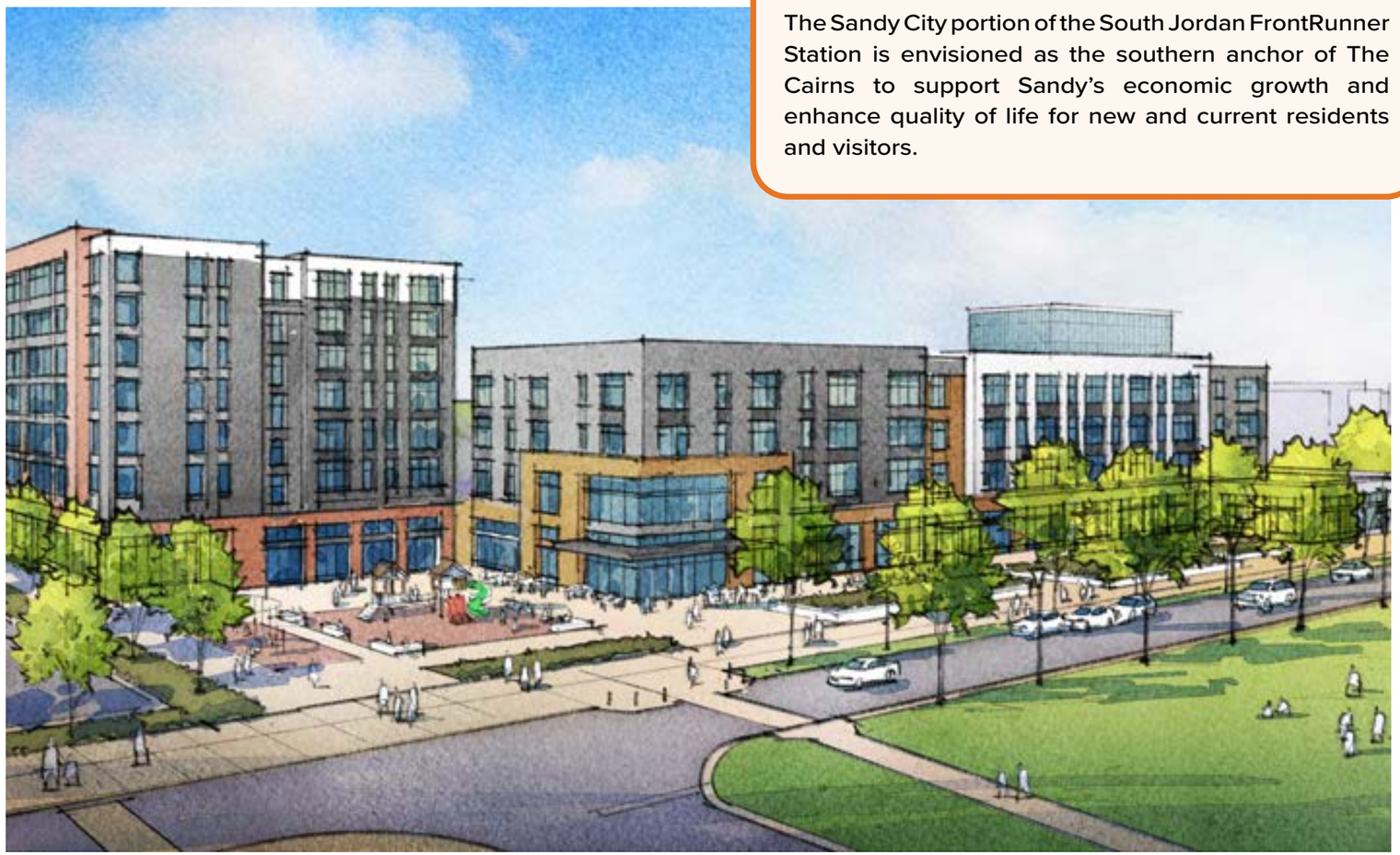
Reactions to the concepts showed:

1. Residents were concerned about the effects of loss of revenue if the mall was completely razed
2. The pedestrian bridge was well-liked
3. The implementation of 10200 South to State Street was well-liked
4. A walkable mall format was preferred, with green connections both N-S and E-W.

Preferred Scenario

The preferred scenario is Alternative Concept #2, with a few changes that were implemented after the outcome of Community Workshop #2. The following map shows the intended changes of the opportunity areas within the station area.

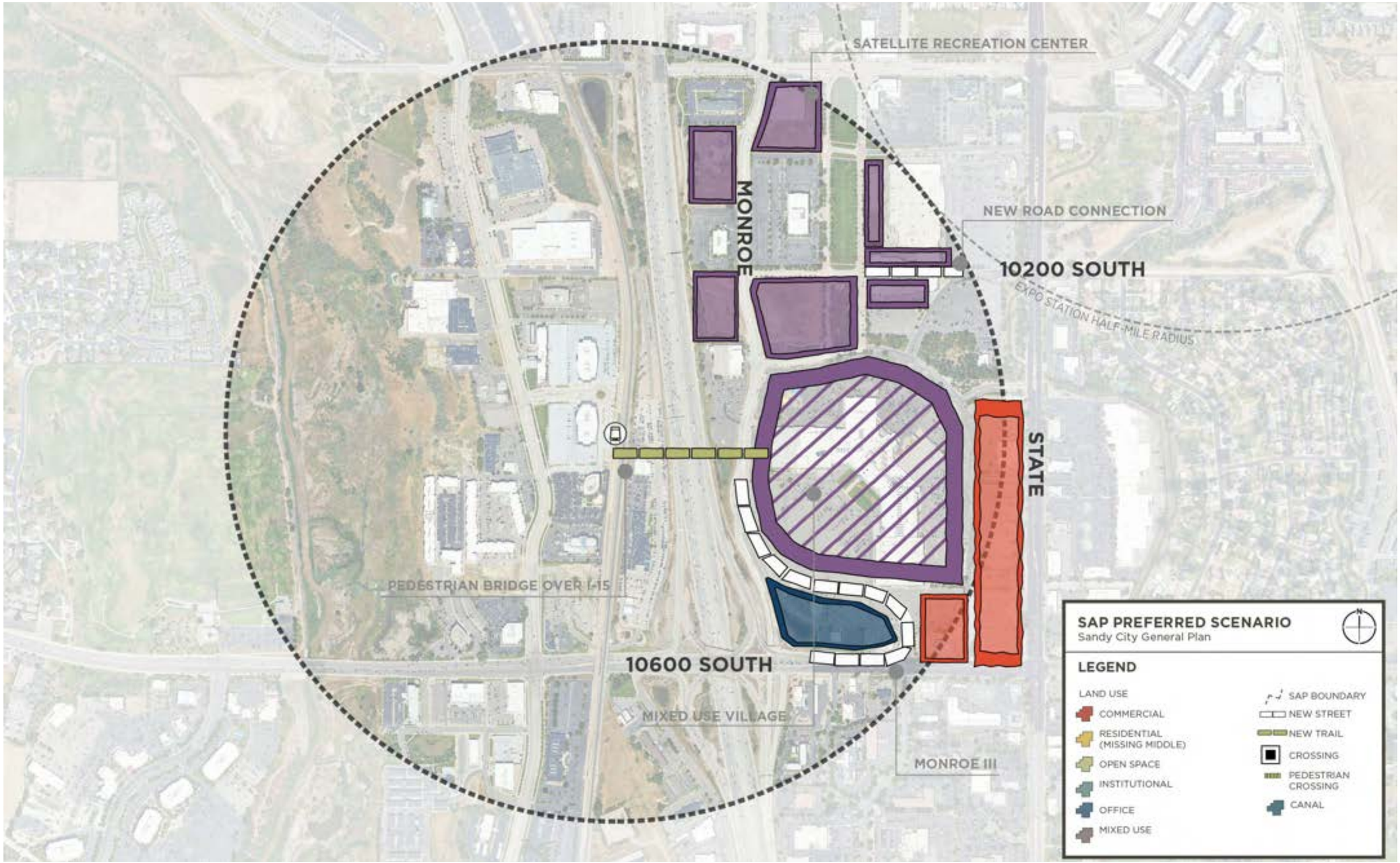
FIGURE 20: PREFERRED SCENARIO VISION



STATION AREA PLAN VISION

The Sandy City portion of the South Jordan FrontRunner Station is envisioned as the southern anchor of The Cairns to support Sandy's economic growth and enhance quality of life for new and current residents and visitors.

FIGURE 21: PREFERRED SCENARIO MAP



Land Use Typologies

THE SHOPS AT SOUTH TOWN SITE

Originally opened in 1970, The Shops at South Town was a significant retail destination in the Salt Lake City metropolitan area. Over time, like many traditional malls, it experienced shifts in consumer behavior, competition from online shopping, and changes in the retail landscape. The regional shopping mall destination has shifted from The Shops at South Town in Sandy to Fashion Place in Murray.

As of May 2024, the The Shops at South Town property was bought by SEG group. These 111-acres are reported to house the Utah NHL team's permanent practice and training facility. It is expected to be built before the 2025-2026 NHL season. This facility will feature at least two NHL-standard regulation ice rinks for the team and will also house the team's official offices. In addition to serving the NHL franchise, the facility will be available for community use, including hosting community hockey programs and providing ice time for youth and amateur hockey and recreation. Community-accessible amenities will include a public entrance, an NHL team store, locker rooms, elevated seating around both rinks, and various multipurpose spaces for community events and programming.

As of June 2024, construction and layout plans have not been released.

Overarching ideas for the redevelopment of the mall is within the desires of Sandy City. The site is envisioned by the city to include an internal road network with emphasis on pedestrian connectivity, with public gathering spaces and spaces for community use, which are all encompassed in the plans for the site. Incorporation housing is also desired by the city, which would be necessary should the city acquire Housing and Transit Reinvestment Zone (HTRZ) funding for the station area.

MIXED-USE CORRIDORS

Mixed Use Corridors are envisioned around The Promenade. As the northeast portion of the station area (Centennial Village Area) redevelops in the future, it is recommended there be a process with the City to determine whether or not there is still desire to address ground-floor mixed-use with a satellite recreation center for south and west side residents.

It is envisioned that this area redevelop as planned, with more commercial and ground floor uses directly adjacent to The Promenade with a lowered commercial component for those buildings west of Monroe.

COMMERCIAL

There is existing commercial along State Street. It is envisioned that long-term redevelopment occurs in this area that parking be reduced as needed and redeveloped with additional commercial that plays into the development of South Town.

Overall Development at Buildout

This preferred scenario achieves the four foundational elements of station area planning.

1. Increase the availability and affordability of housing, including moderate-income housing
    - Adding additional housing (between 1,141 and 2,862) new housing units in the station area
    - The affordability portions of the HTRZ will bring in between 53 and 187 affordable housing units

2. Promote sustainable environmental conditions
    - Reduction in the amount of impervious service will increase the quality of stormwater runoff
    - Stormwater management plans are included as part of the PUD/Master Planning process

3. Enhance access to opportunities
    - Entertainment uses are accessed in the station area
    - The community-accessible amenities as part of the SEG development accesses opportunities for community activities
    - The addition of gathering space in the southern portion of the station area allows for more individuals to be within a 10-minute walk to a park

4. Increase transportation choices and connections
    - The pedestrian/cyclist bridge over I-15 and Monroe will be the premier pedestrian access to the FrontRunner Station from Sandy
    - On-demand transit connects The Cairns area together

FIGURE 22: FRONTRUNNER STATION AREA FUTURE LAND USE MAP

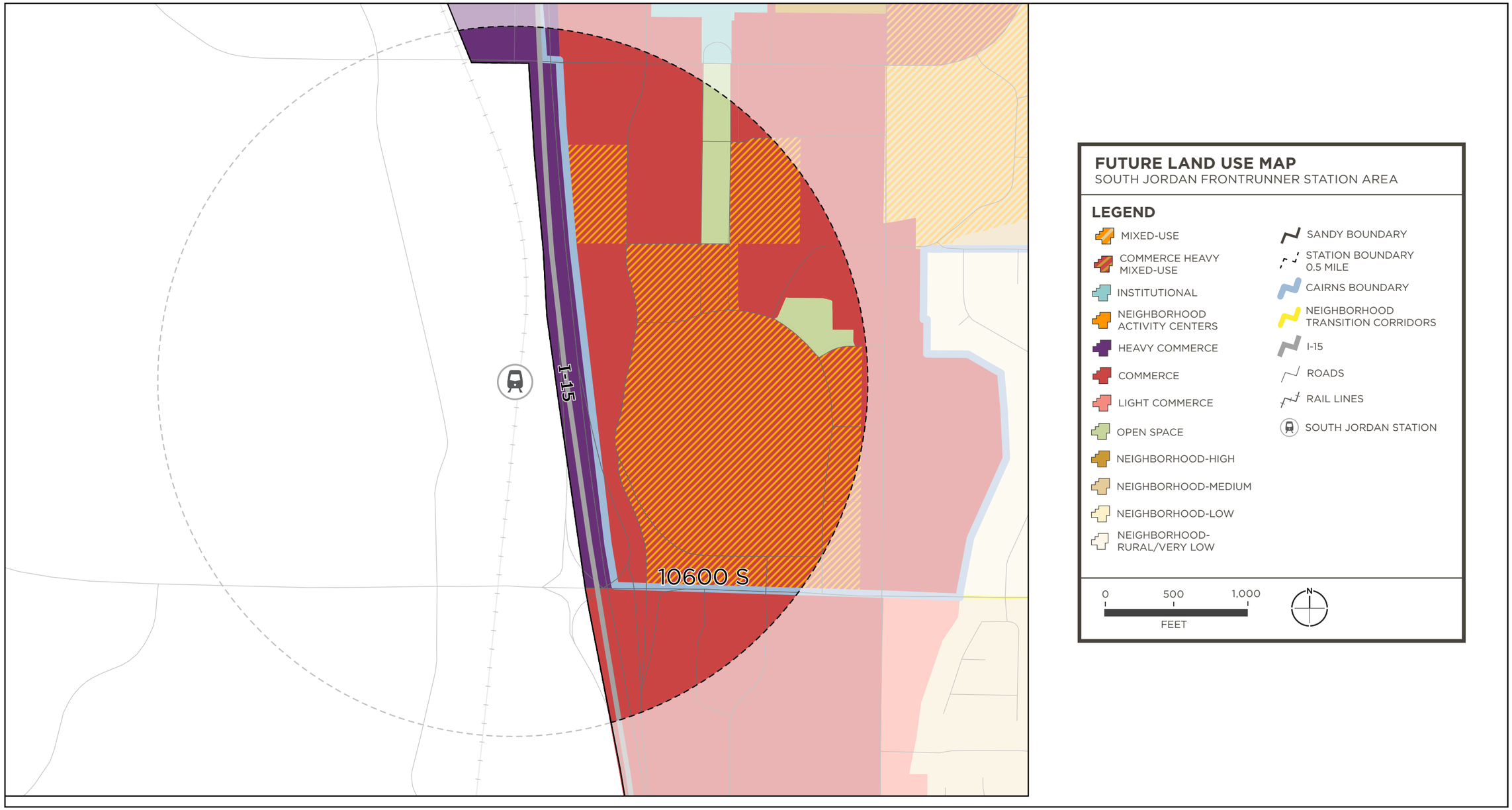


FIGURE 23: FUTURE LAND USE DASHBOARD

SOUTH JORDAN FRONTRUNNER (SJ)

The South Jordan FrontRunner Station Area Plan refers to the portion of the FrontRunner station that is within Sandy boundaries. The station area occupies the South Towne Mall Site, as well as the Sandy Promenade and surroudning areas. Currently, there is no pedestrian access to the Frontrunner Station because of Highway I-15.

The Sandy City portion of the South Jordan Frontrunner Station is envisioned as the southern anchor of the Cairns to support Sandy's economic growth and enhance quality of life for new and current residents and visitors.

Due to this vision and emphasis of this area as part of the Cairns, development in the station area is expected to be of high intensity, with an emphaisis on walkability to support a diverse array of entertainment, recreational, cultural, and dining establishments. Residential should be added into this area, but as a supportive land use, with a fous on ground-floor commerce types.

Along with walkability within the area is important, connections to the Civic Center TRAX Station and the FrontRunner station is of high priority. There is funding to put a pedestrian bridge over 1-15 to connect to the FrontRunner, but connections to the TRAX station remain limited. Development should not cut off connections to these two transit areas.

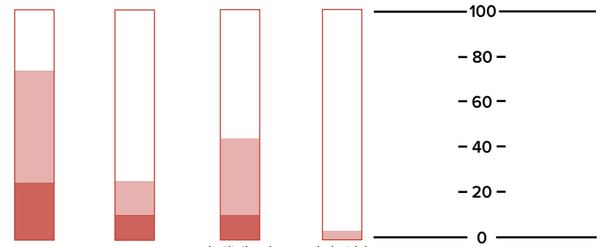
SJ PRIORITIES

1. Implement an efficient and comfortable cyclist/pedestrian connection to the Civic Center Station to connect TRAX to FrontRunner
2. Increase housing availability and type
3. Create areas for people to gather, socialize, and engage in community activities.

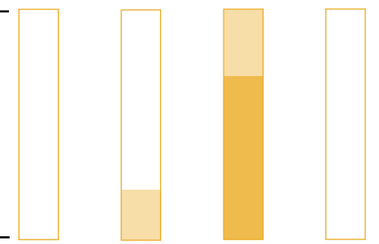
LAND USE MIX (ACRES)



COMMERCE MIX (ACRES)



HOUSING MIX (DWELLING UNITS)



CHARACTER DEFINING ELEMENTS

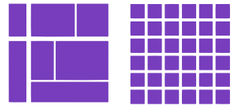
BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
4 to 8+ stories	Up to 50+ DUA	High-intensity: High-rise	Private and Public

PARKING ORIENTATION



Structured
On-street

BLOCK PATTERN AND STREETSCAPE



Non-grid linear
Small grid
Commercial streetscape
with equal balance of building, pedestrian, and landscape space

MULTIMODAL ACCESS

AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
MEDIUM Park once opportunities	HIGH Transit-oriented development	HIGH Connected to trails and bike routes	HIGH Integrated into development

Transportation Recommendations

To address the challenges and capitalize on the strengths of the South Jordan FrontRunner Station, recommendations include:

Connectivity and Accessibility Enhancements

Establish connections between The Shops at South Town with State Street and 10600 South, introducing multimodal paths, bike lanes, and a boulevard/plaza leading south from City Hall through potential redevelopment of the Shops at South Town.

Pedestrian and Bicycle Bridge

Explore the feasibility and exact location of a pedestrian and bicycle bridge over I-15 and Monroe to connect South Jordan Station with the Shops at South Town. The City may wish to pursue funding from UDOT or WFRC to analyze bridge concepts and feasibility, to better inform decisions and budgeting needs moving forward.

Transit

Analyze feasibility of an on-demand transit system featuring locally branded stops and vehicles, serving destinations such as the Civic Center and Expo Center TRAX stations, Hale Center Theater, Salt Lake Community College Miller Campus, America First Field, and the Shops at South Town. In addition, explore providing ski bus park-and-ride facilities near the Shops at South Town, to connect more potential customers to walkable retail areas. Collaborate with UTA to streamline transit service between South Jordan Station and Civic Center station, to minimize delay for commuters traveling between these points.

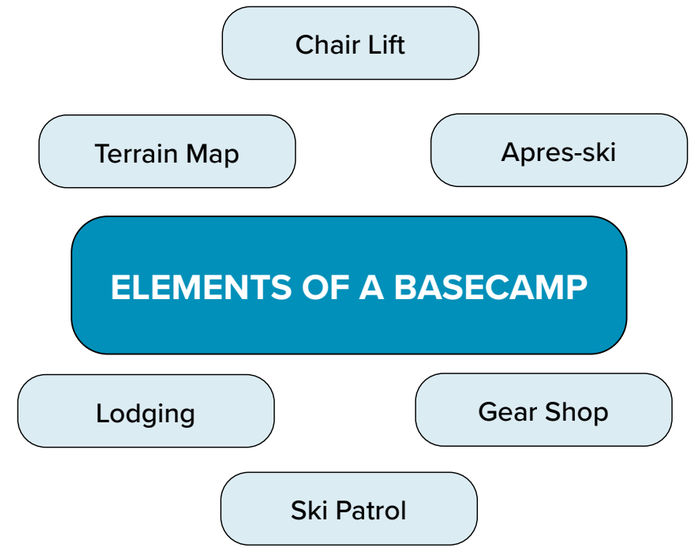
Urban Design Recommendations

Building Massing

Out of all the Station Areas, the South Jordan FrontRunner Station has the land to promote and position The Cairns as a global destination and recognized brand, bolstering Sandy City's Ultimate Base Camp initiative, which highlights the city's connection to mountain resorts. The district's resort-inspired ambiance will lead to a substantial increase in hotel accommodations and significantly enhance the overall atmosphere and aesthetic.

The Cairns design guideline, "Where Mountain Meets Urban" describes a unique intersection where natural beauty and city living converge. This phrase encapsulates the juxtaposition of rugged, natural terrain with the built environment of a city. It signifies a location where residents and visitors can enjoy the amenities and conveniences of urban life while also having easy access to outdoor recreational opportunities, such as hiking, skiing, or mountain biking. This design concept should continue to be carried out throughout the station area to promote this area as part of The Cairns and signify the station's prominence as a "base camp" for Little Cottonwood Canyon.

FIGURE 24: THE CAIRNS URBAN DESIGN RECOMMENDATIONS



New Parks and Gathering Spaces

In downtown areas, parks serve as vital green spaces that offer respite from the urban hustle and bustle. Including amenities that cater to a diverse range of needs and preferences can make downtown parks more attractive and enjoyable for residents, workers, and visitors alike. Since the station area already has some passive recreation parks, new parks and gathering spaces in the station area should focus on the addition of active play amenities as well as downtown park amenities. These include:

1. **SEATING AREAS:** Provide a variety of seating options such as benches, picnic tables, and movable chairs to accommodate individuals and groups looking to relax, socialize, or enjoy a meal outdoors.
2. **SHADE STRUCTURES:** Install shade structures such as pergolas, umbrellas, or shade sails to provide relief from the sun and create comfortable gathering spaces, especially during hot summer months.
3. **WI-FI AND CHARGING STATIONS:** Offer free Wi-Fi access and charging stations to allow visitors to stay connected and recharge their electronic devices while enjoying the park.
4. **FITNESS EQUIPMENT:** Install outdoor fitness equipment such as exercise stations, yoga platforms, or walking trails to encourage physical activity and promote health and wellness among park users.
5. **PLAYGROUNDS:** Create playgrounds or play areas equipped with age-appropriate equipment, swings, slides, and climbing structures to cater to families with children and encourage active play.
6. **PUBLIC ART AND SCULPTURES:** Integrate public art installations, sculptures, murals, or temporary exhibitions to enhance the park's aesthetic appeal, stimulate creativity, and foster cultural engagement.
7. **OUTDOOR PERFORMANCE SPACES:** Designate areas for outdoor performances, concerts, theater productions, or community events to showcase local talent, entertain visitors, and promote cultural exchange.
8. **FOOD AND BEVERAGE OPTIONS:** Incorporate food kiosks, food trucks, or outdoor cafes offering a variety of refreshments, snacks, and dining options to programs spaces like The Promenade.
9. **BICYCLE AMENITIES:** Provide bike racks, repair stations, and bike-sharing stations to encourage cycling as a sustainable and healthy mode of transportation and recreation.
10. **TEMPORARY AMENITIES:** Provide temporary amenities or features that can be easily installed, removed, or repositioned within a park, allowing for flexibility in park design, programming, and usage. These include mobile playgrounds, human sized chess, pop-up seating areas, amongst others.
11. **UNIQUE AMENITIES:** The station area is a good opportunity to bring in unique elements that are not found in other parks in Sandy. This includes ping pong, artistic playgrounds, musical installations, outdoor game areas, and interactive water features.

Sustainability Enhancements

The FrontRunner Station Area is located half a mile from the Jordan River. The stormwater runoff of the area directly affects the Jordan River's water quality. As the station area consists of over 47 acres of impervious surface parking lots, it is imperative that stormwater management practices are included in redevelopment. Development should include stormwater management practices from developers as part of the Planned Unit Development Plan or Master Plan of a site.

STRUCTURAL METHODS

Incorporation of retention and detention ponds

Constructed Wetlands

Bioswales and Raingardens

Greenroofs

Permeable Pavements

Oil-Grit Separators

Sand and Media Filters

NON-STRUCTURAL METHODS

Street-sweeping

Public Education and Outreach

Vegetation Planting

Funding Recommendations

Housing and Transit Reinvestment Zone (HTRZ) Funding

The station could benefit from an HTRZ over a portion of the Shops at South Town. An HTRZ for a FrontRunner Station must be at least 10 acres but not exceed 125 acres.

According to State Statute, the HTRZ will not be able to exceed a 1/3-mile radius of the rail station. The entire South Town site does not fall within this radius, but a good portion does. As 51% of the developable land must have residential use, the area outside of the 1/3-mile radius could hold more of the NHL uses while the west side of the site can include more residential uses.

However, since the parcel is bisected by a relevant radius limitation (1-15), the full parcel may be eligible for the entire HTRZ. When the HTRZ proposal is submitted to the Governor's Office of Economic Opportunity, a case can be made to include the entire parcel in the HTRZ. Careful site planning and coordination with the Governor's Office of Economic Opportunity to ensure compliance will be necessary as the project moves forward.

Should the area get an HTRZ, development is expected to include 51% of the acreage dedicated to housing and include affordable housing. However, the Economic Development Department should look at more parcels to consider as part of the HTRZ, even considering partnering with South Jordan, should Sandy move forward with acquiring an HTRZ.

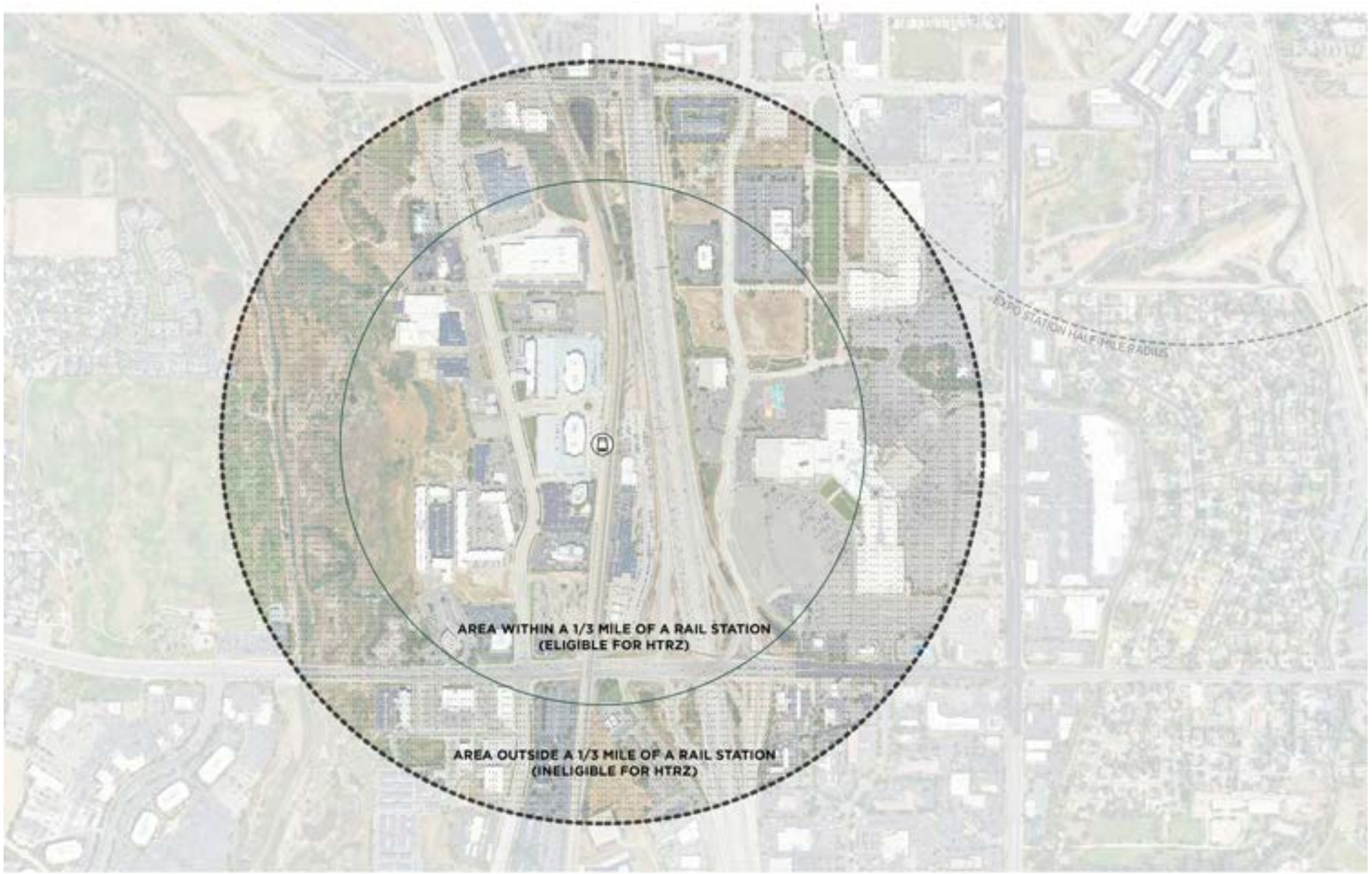


FIGURE 25: HTRZ ELIGIBILITY

Implementation Plan

YEAR 1	NOTES
Begin to draft zoning ordinance overhaul	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** Grant sources, General Funds
Create schedule for updating and meeting with stakeholders to move to project pieces forward	**Responsibility:** Planning Division **Project Partners:** UTA, America First Stadium, Canyons School District, Miller Group, Other Property Owners and Developers **Funding Sources:** General Funds
Begin to secure funding for Year 2-5 opportunities to maximize grants	**Responsibility:** Planning Division **Project Partners:** Public Works, Parks and Recreation Department **Funding Sources:** General Funds
Update The Cairns Master Plan to adhere to changes made in the EXPO Center Station Area Plan, including the Stadium Village Master Plan additions	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** General Funds
Update The Cairns Master Plan wayfinding and signage sections to include directional wayfinding for Public Transit	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** General Funds

YEAR 2-4	NOTES
Work with Public Works and micromobility providers including existing providers such as Bird and Lime to create a micromobility expansion plan to expand drop off zones out of right-of-way. Look into expanding providers such as GreenBike, Spin, and Lime Bikes	**Responsibility:** Planning Division **Project Partners:** Public Works, Micromobility Providers **Funding Sources:** Grant sources, General Funds
Secure funding and create a Parking District Plan for The Cairns greater area	**Responsibility:** Planning Division **Project Partners:** Public Works, Developers **Funding Sources:** Grant sources, General Funds
Explore creation for an HTRZ and decide whether entire South Town parcel will apply to be a part of an HTRZ	**Responsibility:** Economic Development **Project Partners:** Public Works, Planning Division, Developers **Funding Sources:** Grant sources, General Funds
Design and rebuild Monroe near the I-15 interchange to incorporate planned elements. Consider off-road multimodal facilities in design	**Responsibility:** Public Works **Project Partners:** Parks and Recreation Department **Funding Sources:** Grant sources, General Funds
Include stormwater mitigation practices as part of the PUD process	**Responsibility:** Planning Division **Project Partners:** Public Works, Developers **Funding Sources:** Grant sources, General Funds
Determine the exact location of the pedestrian/cyclist bridge over I-15 and Monroe	**Responsibility:** Public Works **Project Partners:** Public Utilities, Developers, UDOT, Planning Division, WFRC **Funding Sources:** Grant sources, General Funds, UDOT Funds, WFRC Funds

YEAR 5	NOTES
Update and continue Station Area Plan, evaluating opportunities based on new market conditions and work done in years 1-4	**Responsibility:** Planning Division **Project Partners:** TBD **Funding Sources:** Grant sources, General Funds, WFRC Funding

Ongoing/Opportunity Arises	NOTES
Continue to secure funding for year 1-5 opportunities to utilize as much grant funding as possible	**Responsibility:** Planning Division **Project Partners:** As needed **Funding Sources:** General Funds, Grants

STATION AREA PLANNING

7.1a

Crescent View

APPENDIX

Introduction

Utah Transit Authority (UTA) services the Salt Lake Valley with TRAX light rail and operates 50 stations distributed across three routes, the red, blue, and green lines. The Crescent View Station is situated along the Blue Line at 361 East 11400 South in Sandy, UT. This station directly borders the southern municipal boundary of Sandy and approximately half of the station's 0.5 mile radius exists in Draper.

Crescent View station exists in a primarily residential area that includes single family homes, a townhome development, and a mobile home park. In addition to residential uses, commercial uses exist along the western boundary of the radius (Home Depot) and in Draper on 700 East (Harmons Grocery).

Current Station Area Role

Currently, the bulk of ridership at Crescent View Station consists of nearby residents commuting to work in various parts of the Salt Lake Valley. The station offers a park and ride lot and locked bicycle cages but no other facilities or restrooms. Pedestrian access is limited to one point on the south end of the platform.

FIGURE 1: CRESCENT VIEW STATION AREA BOUNDARY

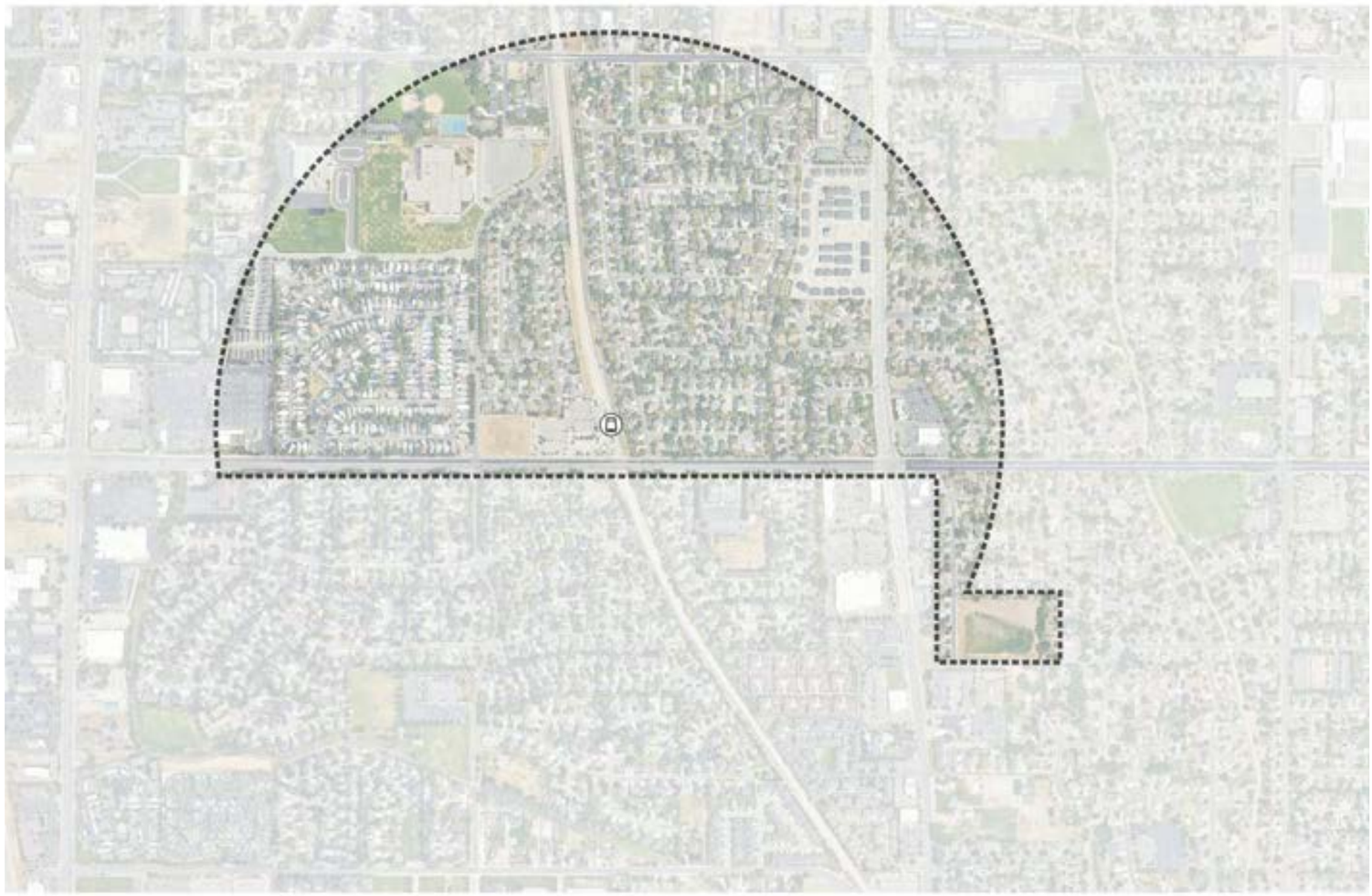
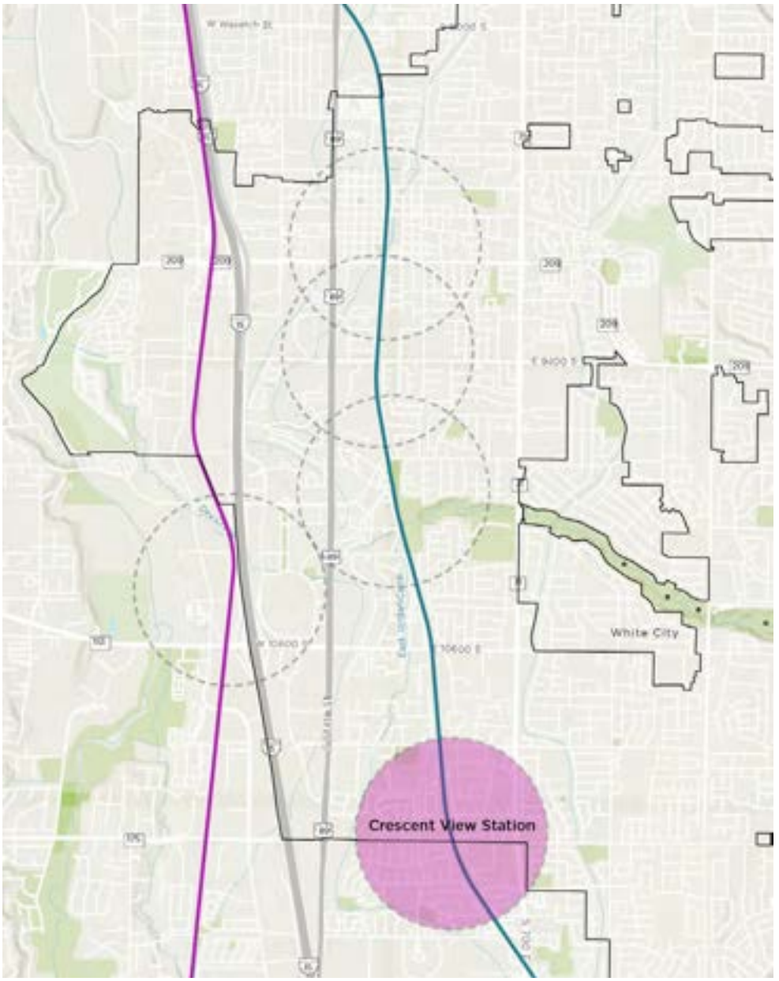


FIGURE 2: CRESCENT VIEW STATION NETWORK LOCATION



Existing Conditions

Demographics Snapshot

Crescent View Station has the most population in the half mile boundary surrounding the TRAX station out of all of the station boundaries within Sandy. This is due to the most prominent land use being residential in the boundary. The population of Crescent View is similar to that of Sandy City, where there is a large population of white-collar professionals and an above average disposable income. Residents within the boundaries of the station have a lower unemployment rate and a higher education level of attainment than Sandy.



Senior Housing in the Station Area

Source: *Meridian Senior Living*

FIGURE 3: DEMOGRAPHIC SNAPSHOT

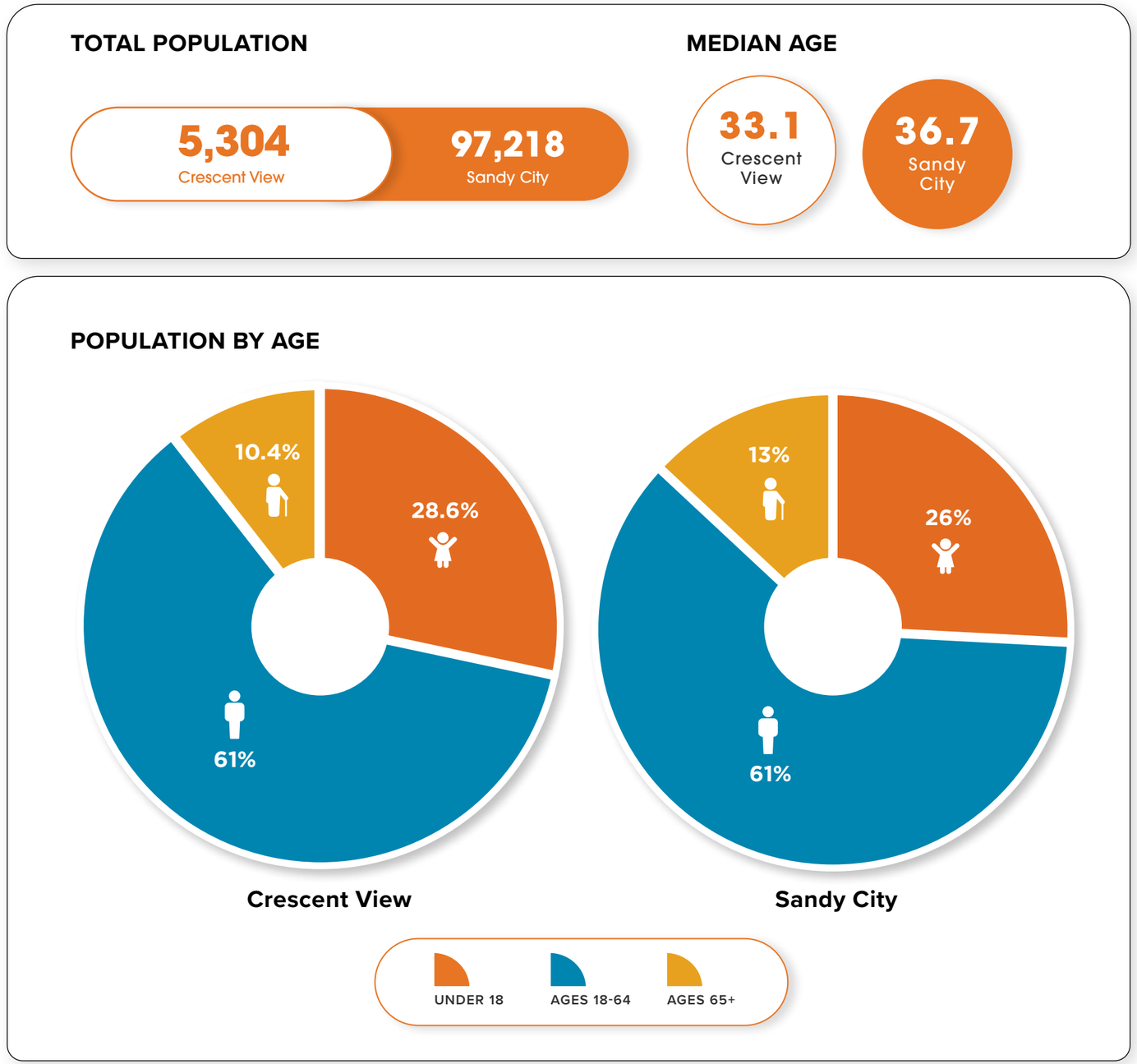


FIGURE 4: DEMOGRAPHIC SNAPSHOT

EDUCATION

Crescent View

53.1% BACHELOR'S/GRAD/ PROF DEGREE

25.5% SOME COLLEGE/ ASSOCIATES DEGREE

17.8% HIGH SCHOOL GRADUATE

3.6% NO HIGH SCHOOL DIPLOMA

Sandy City

46.8% BACHELOR'S/GRAD/ PROF DEGREE

30.7% SOME COLLEGE/ ASSOCIATES DEGREE

18.2% HIGH SCHOOL GRADUATE

4.3% NO HIGH SCHOOL DIPLOMA

EMPLOYMENT

Crescent View

75.0% WHITE COLLAR

17.1% BLUE COLLAR

10.1% SERVICES

0.9% UNEMPLOYMENT

Sandy City

74.6% WHITE COLLAR

15.3% BLUE COLLAR

11.9% SERVICES

2% UNEMPLOYMENT

MEDIAN HOUSEHOLD INCOME

CRESCENT VIEW	SANDY CITY
$104,670	$101,232

PER CAPITA INCOME

CRESCENT VIEW	SANDY CITY
$43,116	$47,002

MEDIAN NET WORTH

CRESCENT VIEW	SANDY CITY
$263,341	$313,528

Housing Snapshot

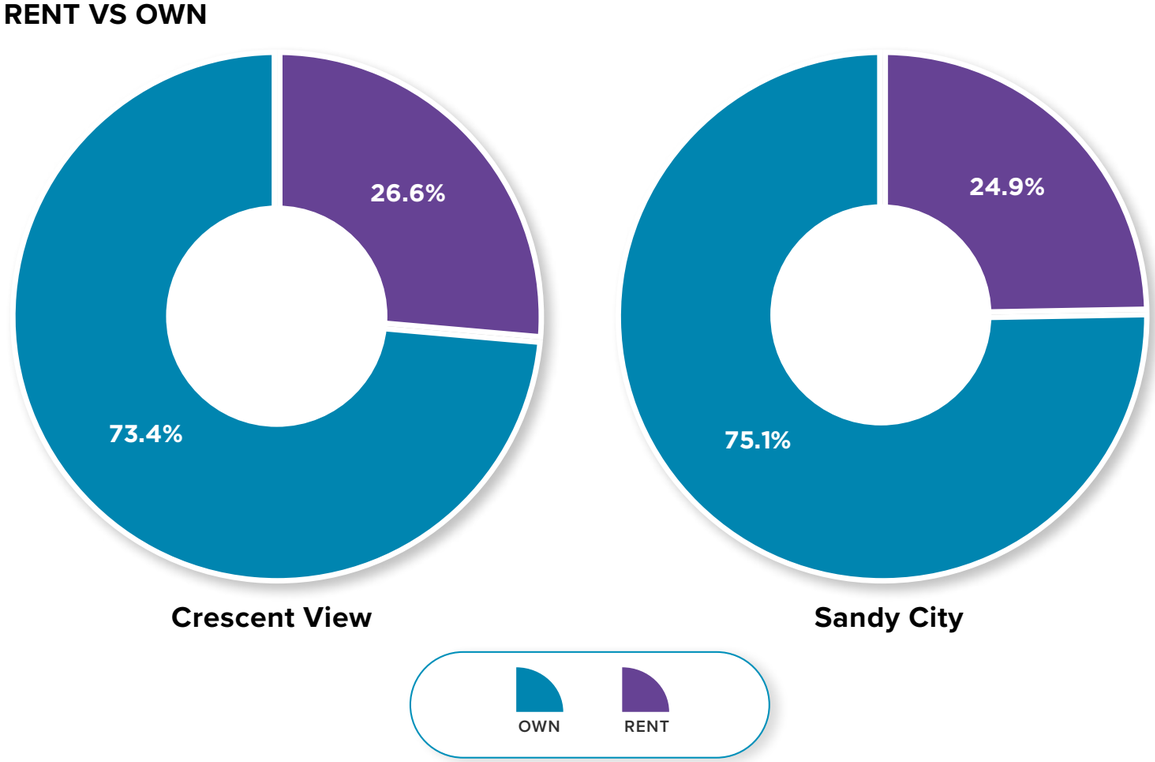
Crescent View's real estate predominantly consists of single-family homes, ranging from spacious (four, five or more bedrooms) to medium-sized (three or four bedrooms), as well as townhomes being currently built. The neighborhood exhibits a blend of homeowners and renters, with around 73% of the units within the station belonging to a homeowner. Many of the residences in the station boundary are established but not old, having been built between 1970 and 1999. As a mostly built-out neighborhood, a few infill projects have taken place since the 2000s, contributing to a mix of established and newer housing options.



Manufactured Housing Community

Source: *Bayshore Home Sales*

FIGURE 5: HOUSING SNAPSHOT



Economic Snapshot

FIGURE 6: ECONOMIC SNAPSHOT

CRESCENT VIEW STATION			
	Intersection	Long	Lat
	11400 S. & 358 E.	-111.8808885	40.5451789
Total GLA	212,000 SF		
Rental Rate	$25.95		
Vacancy	0.00%		
Occupancy	100.00%		
Age (year built)	2013		
	1/2 Mile	2 Miles	3 Miles
Population	5,304	46,014	98,599
Daytime Population	4,471	59,979	119,866
Median Household Income	$104,670	$106,451	$108,457

Transportation Snapshot

TRANSIT NETWORK OVERVIEW

Located at 358 East 11400 South, Crescent View Station serves as a TRAX station for UTA's Blue Line, as shown in Figure 4 and Figure 5. This station is situated in a residential area of Sandy, lacking immediate commercial surroundings but providing access via the nearby Porter Rockwell Trail.

FIGURE 7: AVERAGE WEEKDAY BOARDINGS

AVERAGE STOP-LEVEL WEEKDAY BOARDINGS AT SANDY CRESCENT VIEW STATION				
RTE	ROUTE NAME	FREQ	ROUTE TYPE	STATION BOARDINGS
701	Blue Line	15 Min	Light Rail	197



FIGURE 8: TRANSPORTATION SNAPSHOT

CHALLENGES AND LIMITATIONS

The Crescent View Station's challenges include connectivity with nearby residential areas. Uncomfortable options for pedestrians and cyclists along 11400 South and 700 East, combined with high automobile traffic volumes and speeds, deter station use and accessibility. Moreover, the intersection of 11400 South and 700 East, with heavy vehicle traffic, serves as a barrier for individuals attempting to access the station, emphasizing the need for improved crosswalks, signage, and other safety measures.

STRENGTHS

The Station's strengths include its connection to the Porter Rockwell Trail and proximity to regional retail like Home Depot, Best Buy, Scheels, and Harmons Grocery Store. These factors help create a node for accessing services and recreation.



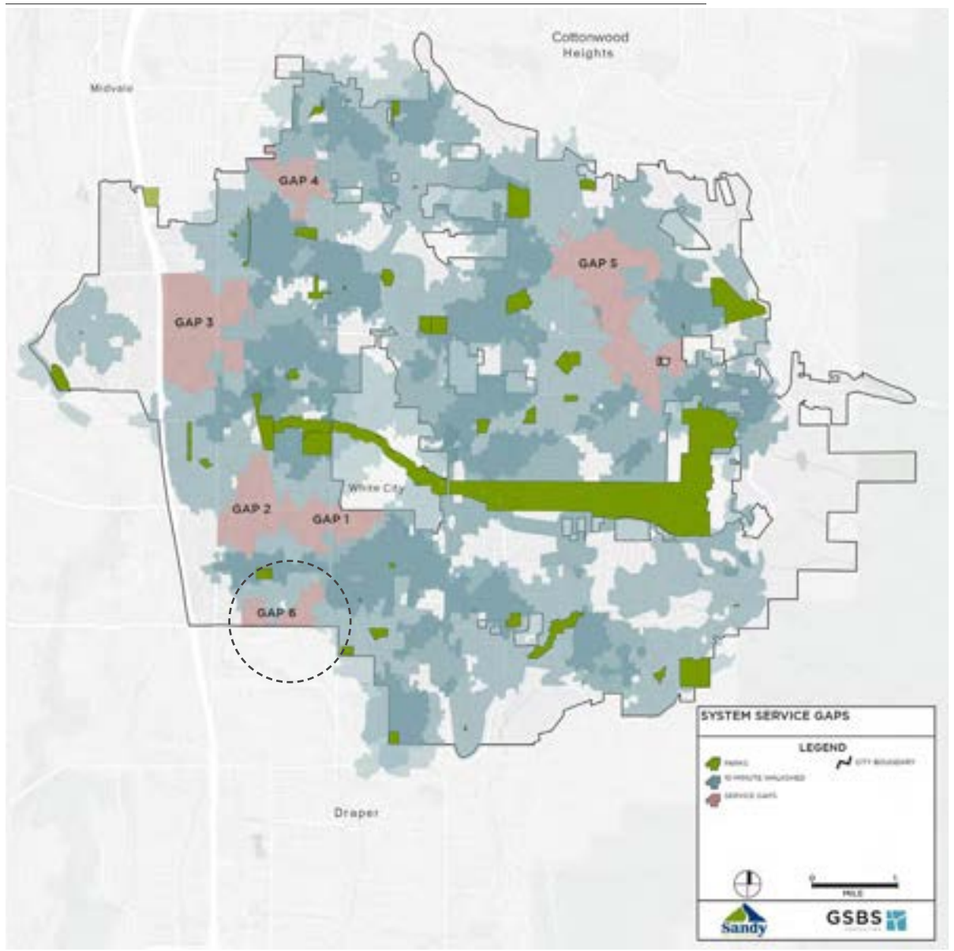
Informative Park and Ride Signage

Cultural & Social Snapshot

PARKS AND OPEN SPACE

According to the Parks, Recreation, and Trails Master Plan, Sandy City has six larger gaps where residents are not located within a 10-minute walk to a park. Although the station area consists of one existing park, Crescent View Park and one future park, Pond Park, there is still a large gap where the residents are not within a 10-minute walk to a park. This area has been called out as the highest priority need for parks or park connections.

FIGURE 9: PARK SYSTEM SERVICE GAPS



CRESCENT VIEW AMENITIES & SUPPORT FACILITIES

Outdoor Pavilion	9 Tables
Restroom	✓
Parking Stalls	48
Playground	✓
Jogging Path	0.33
Basketball	2
Softball	2
Softball Lighting	✓
Soccer Lighting	
Tennis	2
Tennis Lighting	✓

Electrical	✓
Water	✓
Sanitizer Station	1
Trash Bins	11
Pickleball Court	4
Picnic Table	2
Bench	12
Drinking Fountain	2
Active Park	✓



Crescent View Park



Equipment at Crescent View Park

Land Use & Zoning Snapshot

The Crescent View Station encompasses multiple zoning districts including a mix of residential zoning districts including R-1-40 (Animal Rights), R-1-20 (Animal Rights), R-1-10, R-1-8, R-1-6, and more dense residential zoning including PUD 16, PUD 10, and Mobile Home District Zoning.



New Townhomes in the Station Area

Source: *Live at the Orchard*

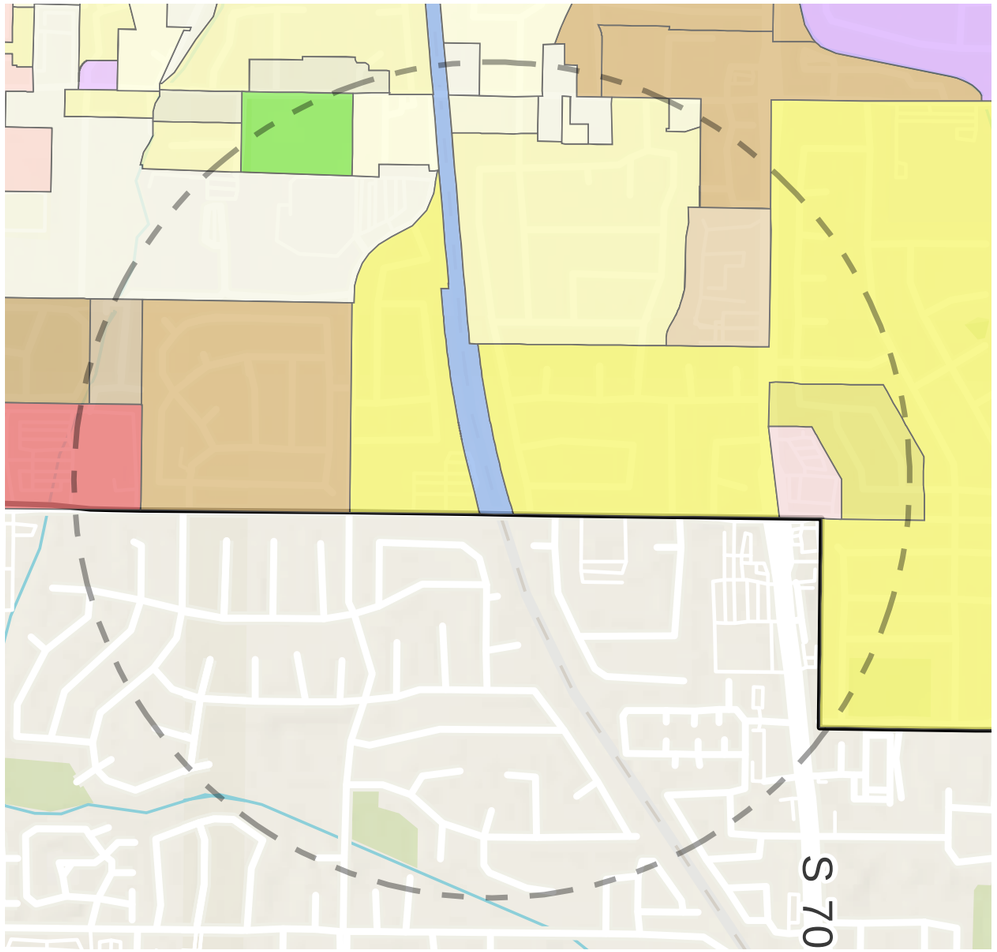




FIGURE 10: CURRENT ZONING MAP

Utilities Snapshot

Sandy City Public Utilities is the drinking water, storm water, and street lighting provider in the station area. The only planned project in the station area is a line replacement scheduled for a portion of Vista Way off of 11000 South, east of the TRAX line. Power is mostly provided by Rocky Mountain Power.

REDUCING WATER DEMAND FOR FUTURE DEVELOPMENT

Sandy City's landscaping requirements have been revised to mandate more water-wise designs for newly constructed or renovated landscaping. Based on existing water use patterns in Sandy City, water conservation potential is highest in the category of residential outdoor irrigation.



Water-wise landscaping around the station parking lot

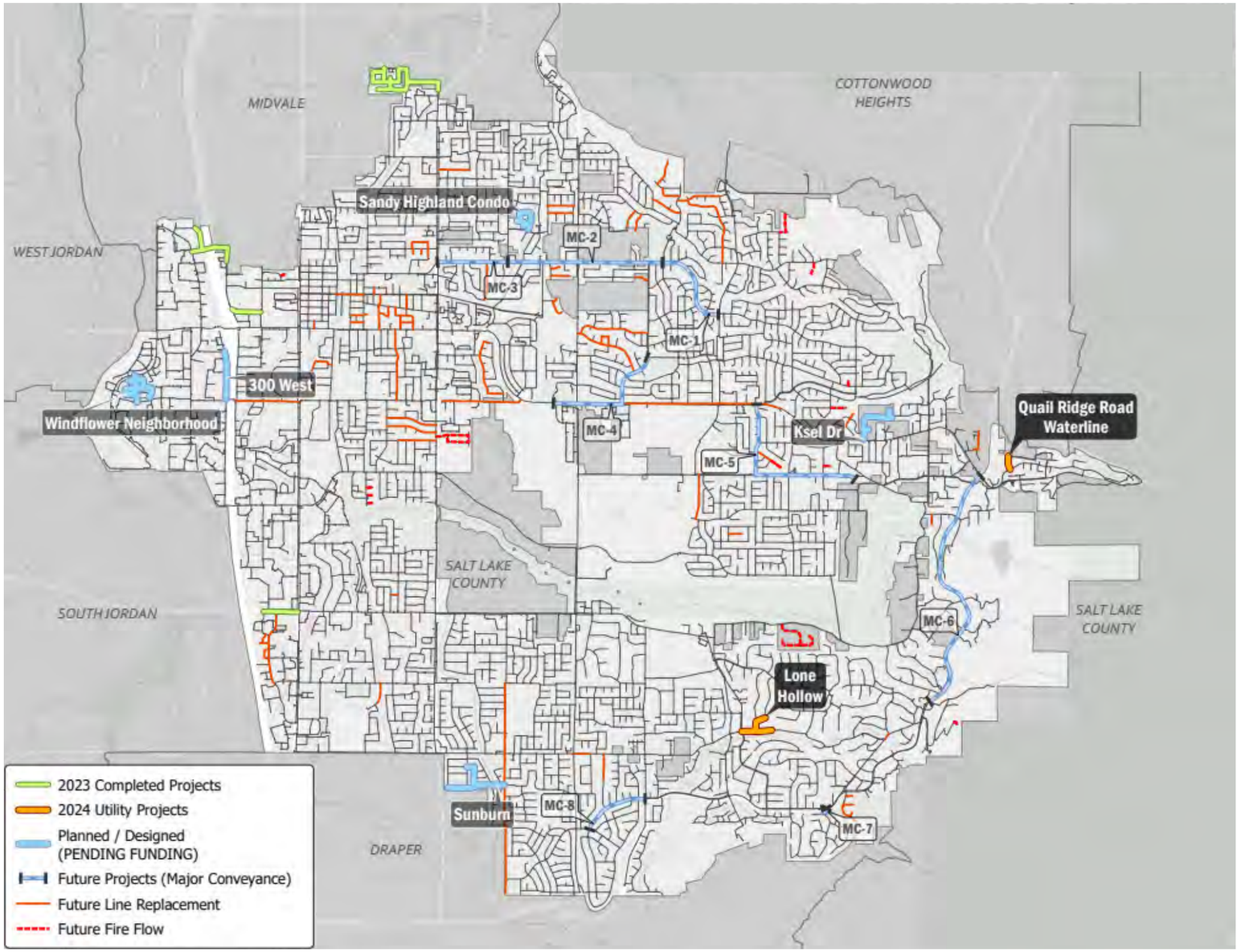


FIGURE 11: PLANNED UTILITY PROJECTS

FIGURE 12: PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS

PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS					
YEAR	**Projected Production Requirements Based on Year 2000 Demands (acre-ft)**	**Projected Production Requirements at Proposed Conversation Goal (acre-ft)**	**Estimated Annual Savings Through Conservation (acre-ft)**	**Existing Reliable Supply (acre-ft)**	**Estimated New Supply Development Which can be Delayed Through Conservation (acre-ft**
2000	31,517	31,517	0	29,640	0
2005	31,353	29,420	1,934	30,500	0
2010	28,032	24,574	3,458	32,500	0
2015	29,616	24,136	5,480	32,500	0
2020	30,844	24,515	6,628	32,500	0
2025	31,955	24,133	7,822	32,500	0
2030	33,394	24,222	9,172	32,500	894
2035	34,833	24,698	10,135	32,500	2,333
2045	37,716	25,881	11,835	32,500	5,216
2060	40,702	27,134	13,568	32,500	8,202

Source: *2021 Water Conservation Plan*

SWOC Analysis

A strengths, weaknesses, opportunities, and constraints assessment was conducted on the station area, based off of an existing conditions analysis and public engagement.

FIGURE 13: SWOC ANALYSIS

STRENGTHS

1. Connection to Porter Rockwell Trail
2. Existing mobile homes as naturally occurring affordable housing
3. Less than 0.5 mi. to regional retail (Home Depot, Best Buy, Scheels & Harmons Grocery store)

WEAKNESSES

1. Lack of connections to the residential areas
2. Park Access Gap Area
3. Pedestrian & cyclist visibility along 11400 South and 700 East

OPPORTUNITIES

1. Redevelopment Opportunities
   - Middle School redevelopment opportunity
   - UTA owned vacant parcel
2. Adding in small-scale services
3. Landscape and urban design strategies to create a more inviting station itself

CONSTRAINTS

1. No destination element
2. Limited services – no restrooms at station
3. 11400 South & 700 East automobile traffic

Elements of Transit-Supportive Communities

An analysis was undertaken to identify if the Crescent View Station met the needs of a transit-supportive community. Of the nine elements, only three are supportive of transit in the area.



Station Platform

FIGURE 14: MEETING ELEMENTS OF TRANSIT-SUPPORTIVE COMMUNITIES

PROXIMITY TO TRANSIT

The road network of the neighborhood cuts off many homes to the station.

HOUSING UNITS, PREFERABLY HIGHER DENSITY

The station area has roughly 10 residents per acre, which is lower than the 15-30 residents per acre that transit-supportive communities would require in a neighborhood center.

GOODS AND SERVICES

There are not many goods and services within the station area.

EMPLOYMENT GENERATOR

The station area has 1.6 jobs per acre. 5 jobs per acre would be recommended in this area.

RECREATIONAL SPACES

Crescent View Park and the future Pond Park provide good recreational spaces, although connections to the parks are limited.

PEDESTRIAN FRIENDLY DESIGN

The lack of connections and lack of pedestrian lighting at 700 East and 11400 South hinder pedestrian friendly design.

SOCIOECONOMIC DIVERSITY

There is a good mix of socioeconomic backgrounds within the station area, particularly due to the mobile home park.

SUSTAINABLE DEVELOPMENT AND EFFICIENT LAND USE

The station area is surrounded by single-family housing.

MULTI-MODAL TRANSPORTATION

The Porter Rockwell Trail and other trail connections provide good opportunities for multiple transportation uses. The parking lot near the TRAX station allows for park-and-ride opportunities. Low-speed streets are also more bicycle friendly.

Public Engagement Summary

The planning process kicked off with the Sandy Pace of Progress General Plan engagement process. Collaboration, suggestions, and involvement from a wide range of community members and project stakeholders were all part of community engagement. To maximize public and stakeholder involvement and to clarify the vision for the station area's future, the plan included in-person and online engagement activities.

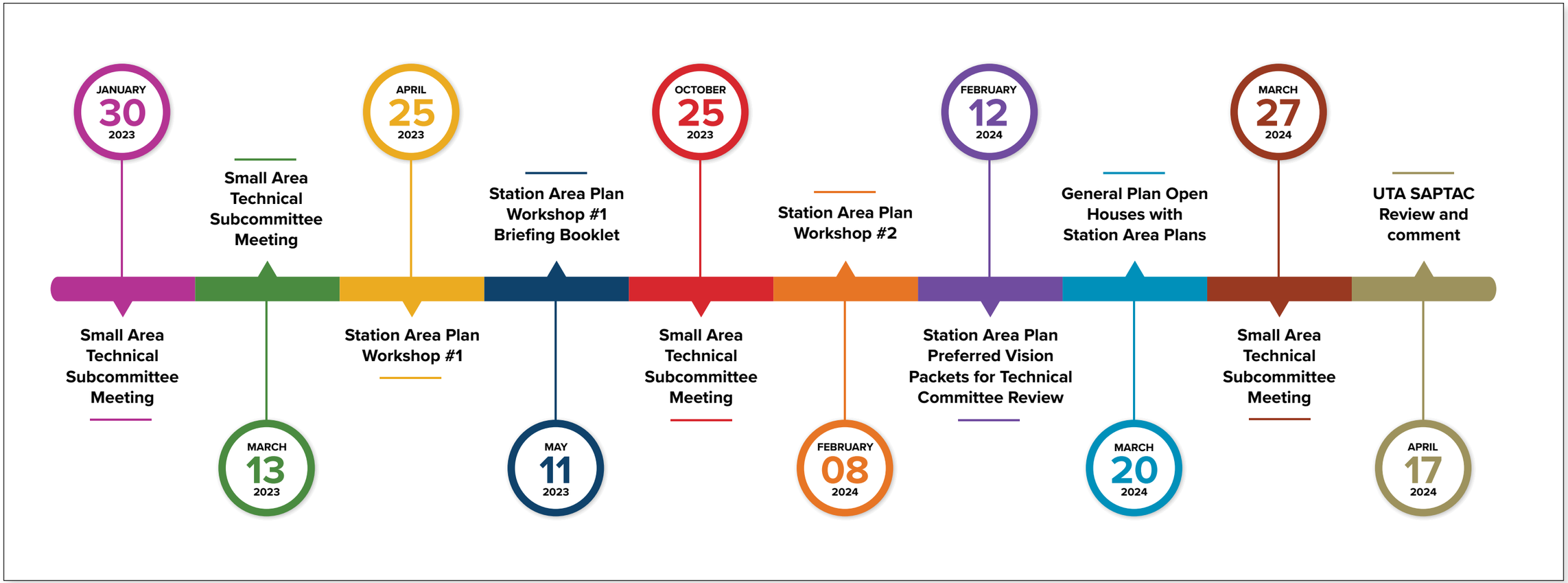


FIGURE 15: COMMUNITY ENGAGEMENT TIMELINE

Key Messages

Overall, Crescent View Station is regarded as an asset to nearby residents. The station may benefit from improvements, increasing pedestrian connectivity, and further integration into the broader city transportation fabric.

The primary concerns regarding safety are (1) poor pedestrian visibility at nearby intersections, (2) lack of comfortable riding space for bicyclists on 11400 South, and (3) personal safety concerns on the train, especially later at night. Ideally, the station area should aim to support safe and comfortable pedestrian access to the station platform and integrate with the surrounding residential neighborhoods.

Access to the station is predominantly auto-focused. The park and ride lot is bordered by a concrete wall that doesn't allow for direct pedestrian access from the neighboring residences. An opportunity exists to increase pedestrian connectivity through access points to the residential area directly next to the station.

Crescent View is relatively removed from the higher trafficked commercial areas in Sandy. The station can play a supportive role by coordinating with events such as Real Salt Lake games and providing offsite parking. This would help alleviate vehicle congestion at events.

Future Station Area Role

In Community Workshop #1, stakeholders defined the future of the station area as continuing to be a commuter station. The newly constructed Orchard Townhomes are an indicator of increasing density in the area which coincides with higher levels of transit ridership in the future.

Tie to General Plan Vision and Values

Going beyond the objectives of HB 462 to tie into the General Plan Vision and Values was central to concept generation and deciding on a preferred scenario. In an effort to see how the station area was on its way to meeting the general plan values based off of existing conditions and public perception, the following Gantt chart was created:

FIGURE 16: TIE TO GENERAL PLAN VISION AND VALUES

Note that YES does not mean that the station area completely meets the General Plan Value but has the basic building blocks that are important to meeting the Value.

Crescent View Station	Community - recognition of the fundamental importance of nurturing a strong, inclusive, and connected social fabric within the City		Premium Location - An emphasis on efficient, safe, and comfortable mobility to facilitate access to goods, services, recreation, open space, and employment through walking, biking, and vehicles		Opportunity - An effort to improve the potential for positive charge, growth, and development of individuals, families/households, neighborhoods, commercial endeavors, and the City itself		Stewardship - Responsible management of the City's resources and a consideration for potential impacts in an effort to ensure adequate capacity, foster a healthy resiliency, and pursue a sustainable balance of economic, environmental, and social outcomes		Well-Being - A focus on creating environments and systems that support the safety, happiness, and physical, mental, and social health of individuals in Sandy City	
	Y	Opportunities to enhance include adding neighborhood serving services, better connections to open space, and improving the TRAX station itself with beautification.	N	Station itself is generally inaccessible to neighboring residents via sidewalks and the Porter Rockwell Trail. Opportunity for enhanced bicycle and pedestrian connections along 11400 S.	N	Lack of any commercial services. Services include Home Depot and CVS. Educational opportunities with nearby CSD schools. There are attainable housing options with the mobile home park, but mostly SF.	Y	Acts as a commuter station, typically auto-focused. Single-family housing nearby, but limited options otherwise. Unused school nearby, potential opportunity for adaptive reuse. Commercial uses are relatively close. Opportunity to better utilize parking lot for Real Salt Lake games and community events.	Y	Porter Rockwell Trail adjacent, but limited access to parks. Available parking spaces, but visitor parking is problematic. 11400 S. crossing feels safe for pedestrians, bikers, etc. Concrete walls at 700 E. and 11400 S. obstruct view. Opportunity to add bike storage and restrooms for patron comfort.

Opportunity Areas

The bulk of the opportunities at this station area include infrastructure enhancements to create a more inviting and accessible pedestrian experience to the station platform.

Currently Vacant Properties

There are few vacancies in the station area.

- The closest vacant parcel to the station platform is a 2.06 parcel owned by UTA. Directly adjacent to this vacant lot is the parking lot for the station area. Of the 249 total parking spaces, 128 spaces in the overflow parking lot could be used for development. The overflow parking and vacant lot combined offer 3.15 acres of land to add additional housing and services into the area.
- "Pond Park" is a detention basin operated by Sandy Public Utilities. Currently, only 1.40 acres of the 5.61-acre detention basin are needed for detention pond. After road dedication, approximately 4.85 acres could be left for development.



FIGURE 17: UTA PROPERTY WITHIN THE STATION AREA

Potential Redevelopment Properties

The old Crescent Middle School is located 0.34 miles away from the station platform. Crescent Middle School was an operating middle school in the Canyons School District until the school was moved to Draper in 2013. The school currently houses rotating students when other CSD schools are being rebuilt, as well as housing other technical and adult learning classes. Gearing towards a young adult population is a key strategy to activating the park and providing more useful amenities to the nearby population.

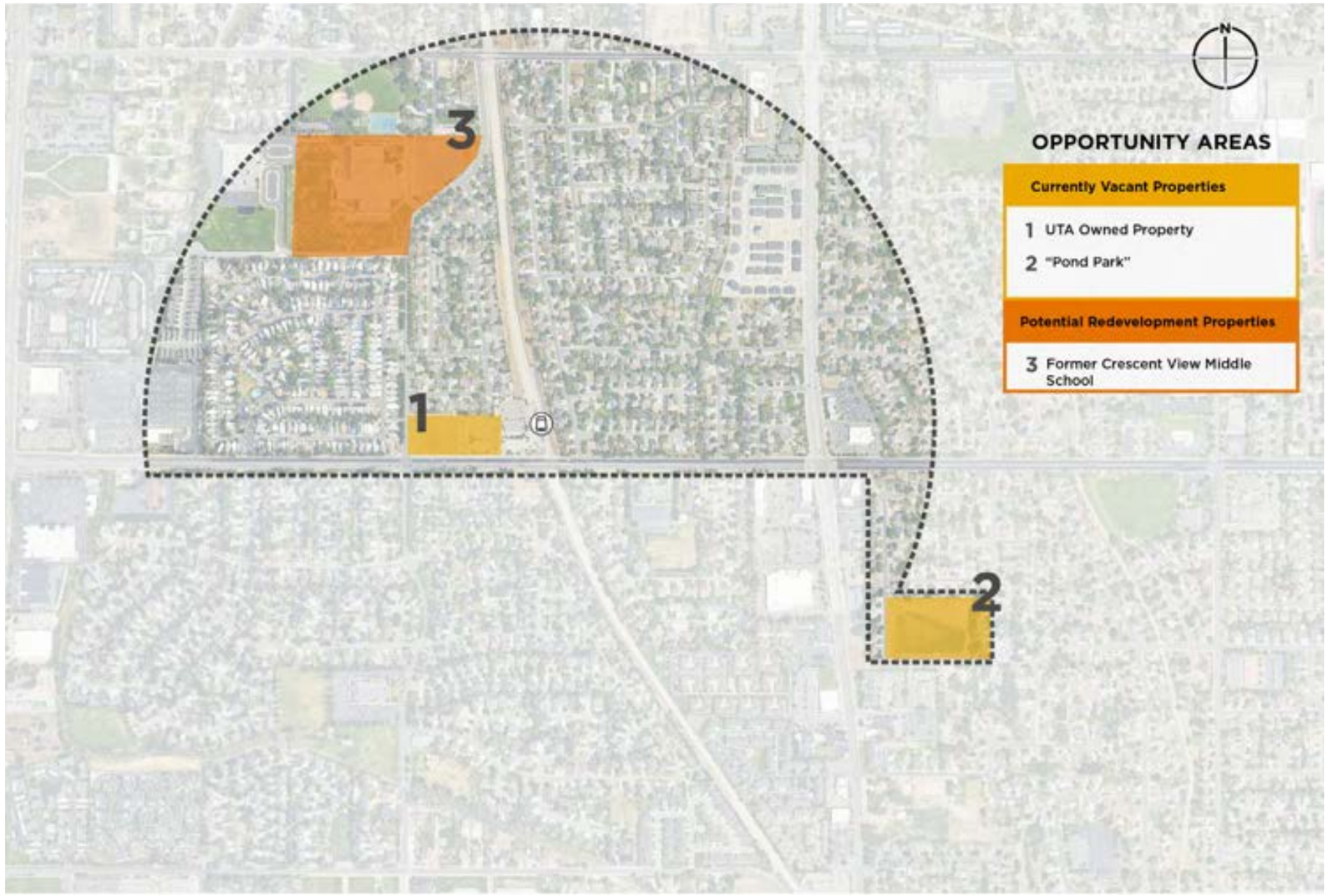
Connection Opportunities

Enhancing connections to the station area using the built environment is the largest opportunity in the area. Connecting residents to the platform, services, and amenities in the area can significantly impact the station area.

Non-Opportunity Area

The existing residential neighborhoods are areas of stability and are not considered for redevelopment. These parcels were chosen as non-opportunity areas because of their lack of available infill land, their current land use, and current market conditions.

FIGURE 18: OPPORTUNITY AREAS



Preferred Scenario Process

Finalizing the components of the station area plan concept was a process that was undertaken with multiple instances of public, stakeholder input, technical committee input, and a small area technical committee meeting. These scenarios focused on land use planning and how development types could be added into the area. The process worked closely with existing and planned transportation and other infrastructure improvements.

1. EXISTING CONDITIONS ANALYSIS AND OPPORTUNITY AREA GENERATION
2. AREA ALTERNATIVES CONCEPT GENERATION
3. REFINEMENT BASED ON PUBLIC AND STAKEHOLDER ENGAGEMENT
4. PREFERRED SCENARIO

Area Alternatives

Area Alternatives were created to focus on those parcels that are opportunity areas. Stakeholders were given "Constants," which focused on what will be carried out throughout each concept, and "Big Move" areas, which are areas where change could take different forms. These "Big Move" areas are shown below.

CONSTANTS

1. Improving the look and feel of the station itself
2. Retaining the mobile homes
3. Addressing pedestrian crossing at 11400 South and 700 East

"BIG MOVE" AREAS

1. Crescent View Middle School property
2. UTA-owned vacant lot and adjacent parking
3. Sandy-owned "Pond Park" vacant lot



Internal City Charrette



Station Area Workshop #1

ALTERNATIVE CONCEPT 1

Alternative Concept 1 focuses on adding additional housing and park space into the station area. In this concept, the Crescent View Middle School property becomes additional park space and creates a regional park at Crescent Park.

In this concept, the entire parking is retained at the station and the vacant lot is replaced with missing middle housing. Pond Park is developed as missing middle housing.

In this scenario, housing would be between 7-10 units per acre. The station area could end up absorbing between 31 and 45 new housing units.

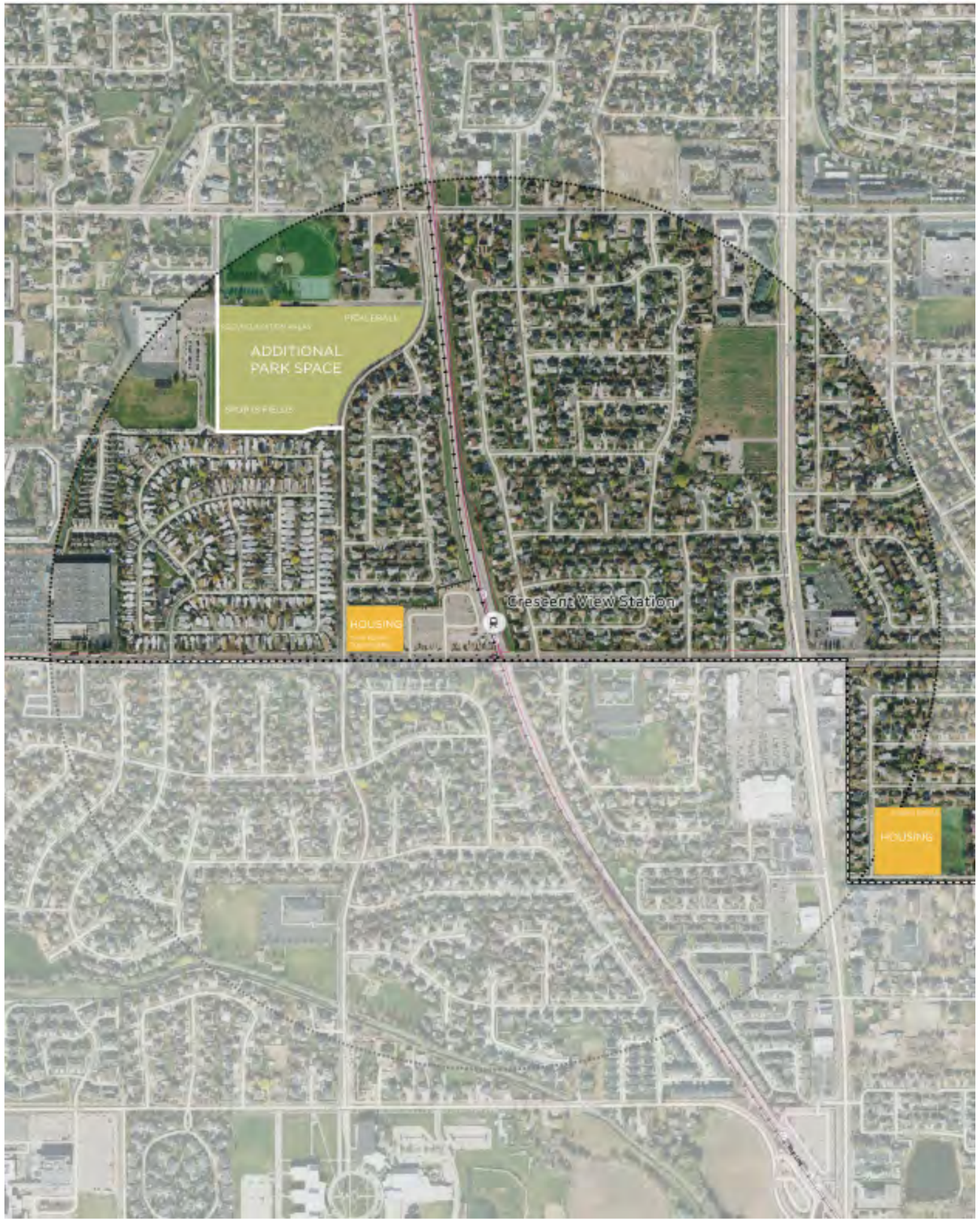


FIGURE 19: CONCEPT 1

ALTERNATIVE CONCEPT 2

Alternative Concept 2 adds more housing into the station area, primarily at the Crescent Middle School site. The school building is retained and refurbished into housing. The current parking lot would be converted into missing middle housing. The remainder of the site would bring Crescent Park down to Vista Way.

Additional services are added into the area through mixed use components to the development at the UTA site. These additional services would require development on the 1-acre overflow lot.

In this scenario, there could be approximately 21,600 sqft of commercial absorbed into the station area, as well as approximately 150-190 new units because of the school's conversion into multifamily units.

In this scenario, Pond Park gets developed as an active park with no housing at all.



FIGURE 20: CONCEPT 2

ALTERNATIVE CONCEPT 3

Alternative Concept 3 keeps the same treatment to Pond Park and the UTA properties as Concept 2, but envisions the demolishing of Crescent View Middle School to add additional missing middle housing into the area. Additional park space would connect Crescent Park to Vista Way.

In this scenario, there could be approximately 21,600 sqft of commercial absorbed into the station area, as well as approximately 50-80 new units.



FIGURE 21: CONCEPT 3

Public Input on the Alternative Concepts

Reactions to the concepts showed:

1. Housing or open space was preferred around the transit station
2. Residents were split on option 3 and keeping the Crescent View Middle School as is
3. Most residents were not aware that Crescent View Middle School was not an operating middle school
4. Residents were interested in seeing more mixed-use low density developments rather than regional commercial development

Refinement

The preferred scenario was refined to incorporate elements from Option 1 and Option 3.

Preferred Scenario

The preferred scenario is a culmination of Alternative Concept 1, Alternative Concept 3, and additional factors that were implemented after the outcome of Community Workshop #2. The following map shows the intended changes of the opportunity areas within the station area.

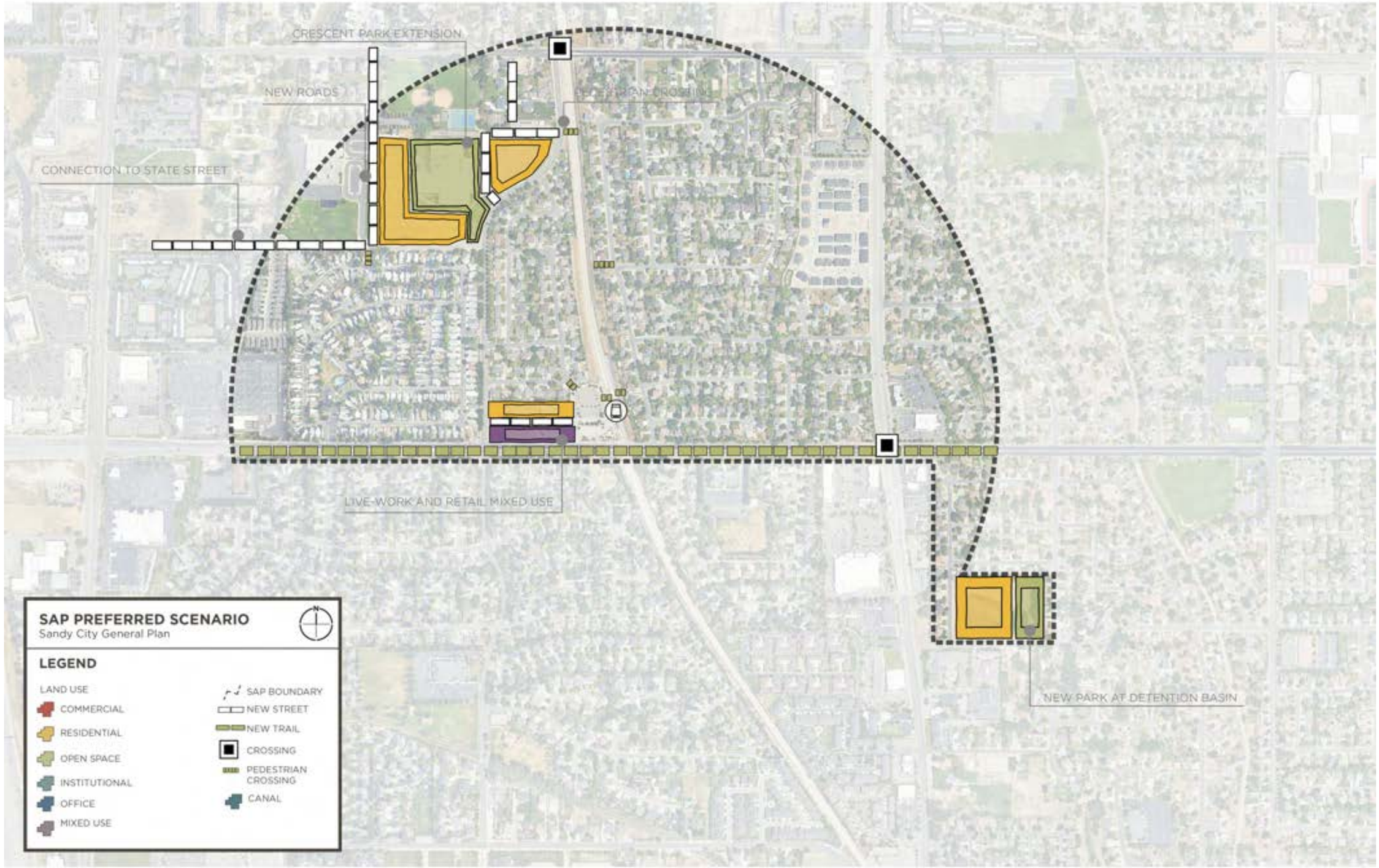
FIGURE 22: PREFERRED SCENARIO VISION



STATION AREA PLAN VISION

Crescent View Station will remain a residential feeder station with improved connections to parks and services.

FIGURE 23: PREFERRED SCENARIO MAP



Land Use Typologies

MIXED USE

This typology envisions a three-story, garden style apartment with live, work, and retail units facing 11400 South. This product allows for 16 units per acre. The commercial element of this product is relatively small, which allows for neighborhood centered uses and live-work opportunities. Resident housing is expected to be housed within the structures with commercial parking being shared with the adjacent UTA lot. Commercial units are not expected to completely line 11400 South, but allow for front doors and porches for the housing element.

As development moves away from 11400 South and towards existing residential, density and height should drop to 10 units per acre and 2-3 stories.

11400 SOUTH FRONTAGE		
Type	**Units Per Acre**	**Average Sqft per acre**
Housing	16	1,700
Type	**Units Per Acre**	**Average Sqft per acre**
Live-Work	2.-4	560
Retail	1.-2	560



Housing buffer example between mixed use and existing housing

MISSING MIDDLE HOUSING

Missing middle housing is expected to be located on the Pond Park site, as well as the Crescent Middle School site. Missing middle housing is on a scale between large lot single family housing and mid-rise apartment units. For the Crescent View context, missing middle housing will focus on the less dense options, including small lot single family, duplexes, tri-plexes, four-plexes, and courtyard apartments, and cottage court housing. In order to build in flexibility, one missing middle type will not be prescribed and is subject to change based on market outlooks.

With the limited land at the Pond Park site and surrounding R-1-8 housing, missing middle housing is expected to take shape with lower density. Public Utilities still needs approximately 1.4 acres for the detention pond, leaving approximately 4.5 acres after road dedication. This leaves 3.45 acres for development. This housing type should had limited height at two stories.

Type	Units Per Acre	Units
Housing	4	13

The Crescent View Middle School site is surrounded by a higher density housing type than the Pond Park site. Units per acre here can expect to be around ten units per acre. Even with the increased density, heights should remain limited to two stories.

Type	Units Per Acre	Units Range Low	Units Range High
Housing	10	45	60



Missing Middle Housing example

PARKS AND OPEN SPACE

The concept looks to add two additional park spaces into this area:

- 1.4-2 acres at Pond Park
- 5-6 acres as an expansion of Crescent View Park

Expanding Crescent View Park and connecting it through the middle school site to Vista Way would open up the 10-minute walkshed to the park. With no additional connections added, bringing a park connection to Vista Way could allow for 578 Sandy residents to be within a 10-minute walk to a park who previously were not. The additional acres would also move Crescent Park from a Neighborhood Park to a Community Park, which would allow for a greater variety of park amenities on Sandy's west side.

Community Parks are established to meet the needs of the larger community by providing diverse attractions. These parks offer amenities like ample parking for visitors who live farther away, restrooms, ball fields, pickleball courts, pavilions, walking trails, as well as distinctive features such as water elements and amphitheaters.

Transportation Recommendations

Pedestrian Pathway Development

One of the biggest challenges in the station area are the connections to the station area. There is little porosity in this section of the Porter Rockwell Trail (PRT), which is great for biking, but hurts accessibility.

Porosity to the PRT can be increased by:

- Adding a pedestrian crossing to connect Vista Way to the trail
  - This crossing would be approximately 500 feet south of 11000 South, but would cut more than five minutes out of someone's commute to the station platform. It would also directly connect 100-150 new residents to the PRT and the station platform.
  - This connection would require having an at-grade pedestrian crossing over the TRAX line.
- Enhancing the existing pedestrian connection on Wilde Cherry Way.
  - The existing connection does not have any signage detailing where the connection goes, nor does it stand out. Enhancing signage and wayfinding in this area can be very beneficial to getting residents east of the TRAX line to the platform.

Another connectivity challenge in the area is encouraging pedestrian and bike travel on higher-speed roads.

- Adding a multi-use path to the northern portion of 11400 South as planned by the 2019 Trails Master Plan would increase travel enjoyment on the 40 MPH road for bikers and pedestrians.



Existing pedestrian connection

- Adding pedestrian lighting to the intersection of 700 East and 11400 South could bring more people to the station from the east side of 700 East.

Adding more road and trail connections throughout the station area can open up more connectivity in the area. This could also include strategic right-of-way acquisitions in neighborhoods adjacent to the Crescent View TRAX station, to provide cut-through paths which would significantly reduce the walking distance for neighborhood residents attempting to access the station. This is added through:

- Connecting 230 East through to Crescent Oak Way
- Connecting Crescent Oak Way through to State Street
- A pedestrian connection added to the station from the corner of East La Vera Lane and Glen Croft Ln

By connecting these streets, dead ends are removed, and connections can be made to increase traffic flow and connectivity in the station area.

Placemaking and Access Improvements

Utilize UTA-owned vacant parcels for community benefits, including placemaking improvements and enhanced station access for pedestrians and cyclists. Consider redeveloping the western portion of park-and-ride areas with transit-oriented development, as parking demand at this station may have decreased substantially post-COVID (and may not have required all the spaces prior to the pandemic).

Transit/Trail Gateway

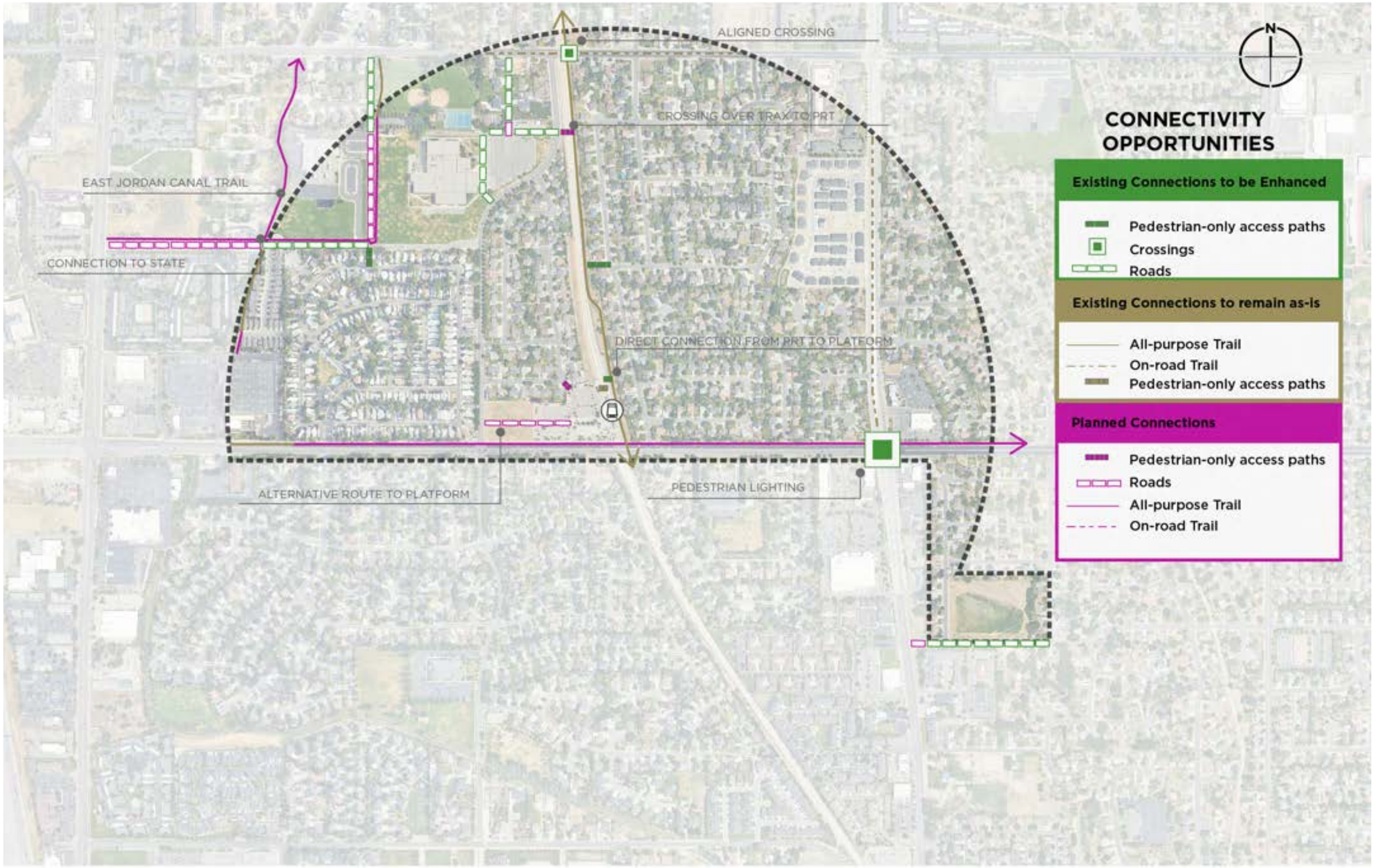
Implement the same trail/transit crossing improvements on 11400 South as have been discussed for the Historic Sandy TRAX station, to improve trail user visibility and comfort and send a message to drivers that pedestrians should be expected in this area.

These recommendations support and build on the City's existing plans, including the City's Transportation Master Plan and Active Transportation Plan.



View of the PRT from the platform

FIGURE 24: CONNECTIVITY OPPORTUNITIES



Overall Development at Buildout

This preferred scenario achieves the four foundational elements of station area planning.

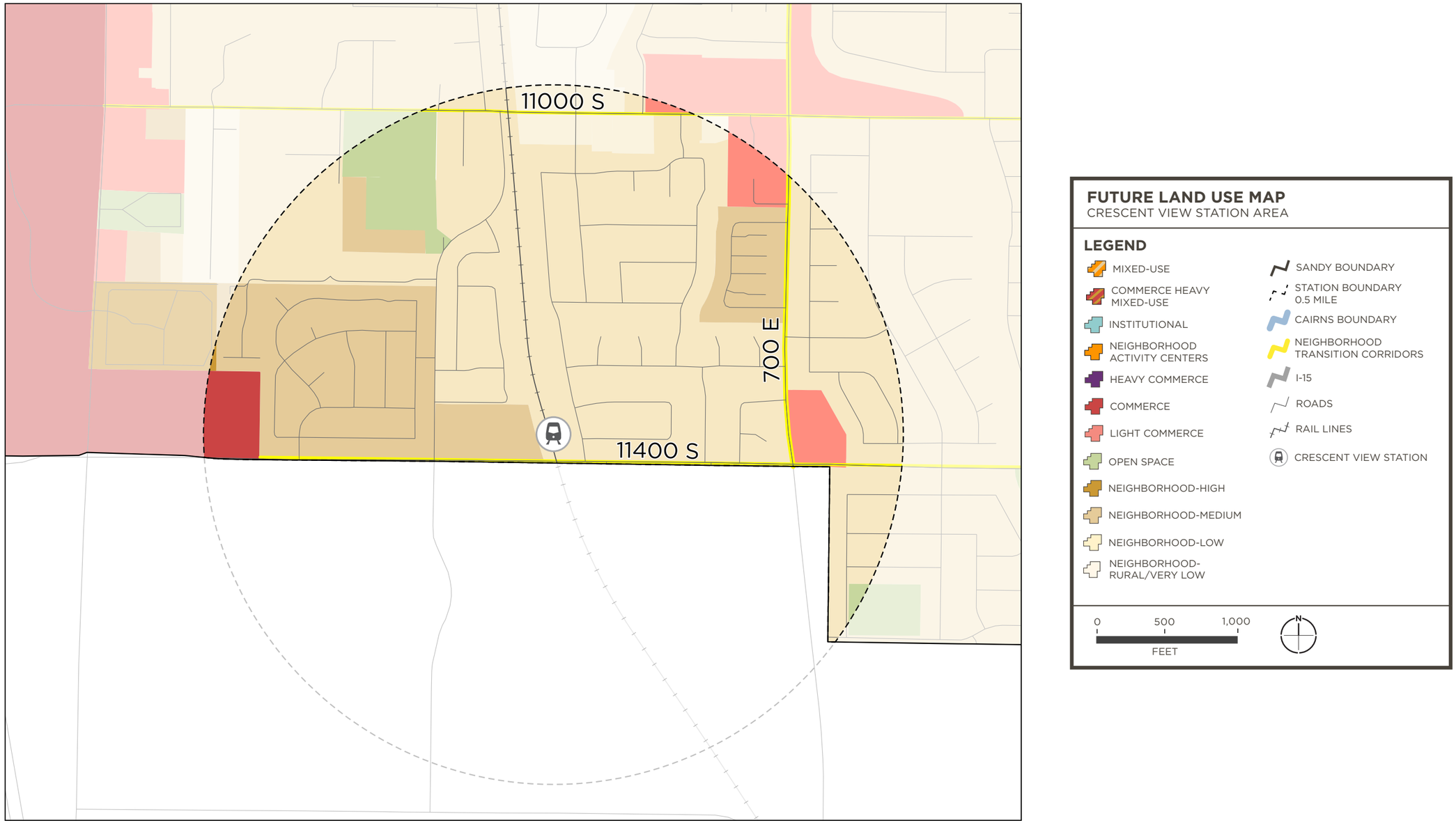
1. Increase the availability and affordability of housing, including moderate-income housing
    - Adding additional housing (between 55 and 90) new housing units within the station area
2. Promote sustainable environmental conditions
    - The additional dwellings per acre minimize outdoor water usage at 7-10 units per acre from the current R-1-40 A.
    - Additional park space will utilize water-wise landscaping along park strips and will adhere to Sandy City's water conserving practices
3. Enhance access to opportunities
    - Addition of services into the area--1,680 and 3,360 gross sqft of new commercial.
    - Addition of live/work units opens up opportunities for newer businessowners
4. Increase transportation choices and connections
    - Increasing connections is the main focus of the Station Area Plan. This includes increasing connections to the TRAX station itself, to the Porter Rockwell Trail, and through the Station Area to the rest of the city.

Future Land Use Map

The current middle school and elementary school property is zoned as R-1-40 A. This zone is a single-family district where there is one unit per 40,000 square feet and animal rights associated. As this is not a transit supportive land use, the school properties are listed as middle density neighborhoods on the future land use map, so that if the schools were to ever redevelop in the future, they would be within a transit supportive land use.



FIGURE 25: CRESCENT VIEW FUTURE LAND USE MAP



FUTURE LAND USE MAP
CRESCENT VIEW STATION AREA

LEGEND

- MIXED-USE
- COMMERCE HEAVY MIXED-USE
- INSTITUTIONAL
- NEIGHBORHOOD ACTIVITY CENTERS
- HEAVY COMMERCE
- COMMERCE
- LIGHT COMMERCE
- OPEN SPACE
- NEIGHBORHOOD-HIGH
- NEIGHBORHOOD-MEDIUM
- NEIGHBORHOOD-LOW
- NEIGHBORHOOD-RURAL/VERY LOW
- SANDY BOUNDARY
- STATION BOUNDARY 0.5 MILE
- CAIRNS BOUNDARY
- NEIGHBORHOOD TRANSITION CORRIDORS
- I-15
- ROADS
- RAIL LINES
- CRESCENT VIEW STATION

0 500 1,000
FEET

N

FIGURE 26: FUTURE LAND USE MAP DASHBOARD

CRESCENT VIEW (CV)

Crescent View Station Area Plan (CV) is a designation that refers to the 1/2 mile radius around the Crescent View Station. This station exists half the southern municipal boundary of Sandy and half within Draper. This is primarily within a residential area but the goal is to increase multi-modal connectivity to create a vibrant community that can interact with commercial and open spaces.

The vision for the Crescent View Station is to improve the overall accessibility for pedestrians so that they feel comfortable. Increasing the connectivity opportunity will benefit the economy by encouraging people to stop and shop while also making the area a pleasant place for community members to spend time.

Transit Oriented Development -- Connectivity is the main goal for this station area plan. This includes connections to the TRAX Station, Porter Rockwell Trail, and through the Station Area to the rest of the City. The major recommendations to carry out improved connection is to develop accessible and comfortable pedestrian walkways and trails to and from the station. Prioritizing active transportation is necessary in order for the community to feel comfortable and willing to walk or bike.

Residential -- The overall residential goal for Crescent view is to develop additional housing availability throughout the station area. The variety of housing types will include mixed-use development consisting of a dense, three-story development closer to the station and missing middle housing, which will focus on the lesser-dense options like single-family, duplex, and tri-plex options.

Commercial -- Addition of space available for mixed-use and commercial uses will lend towards economic prosperity for the local community. A significant number of new spaces will be comprised of infill opportunities along 11400 South.

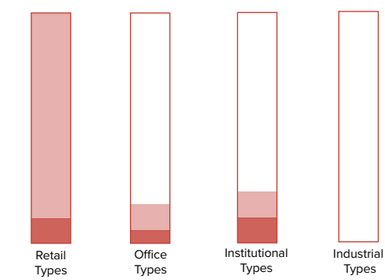
CV PRIORITIES

1. Increase multimodal connections through the neighborhood to the station platform
2. Opportunities for in-fill housing at an appropriate scale
3. Increase access to services with infill opportunities on 11400 South

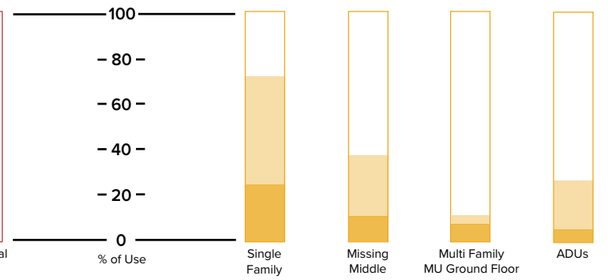
LAND USE MIX (ACRES)



COMMERCE MIX (ACRES)



HOUSING MIX (DWELLING UNITS)



CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1-3 stories	Up to 16 DUA	Moderate-intensity: Low-rise	Private and Public

PARKING ORIENTATION



Garages
On-street

BLOCK PATTERN AND STREETSCAPE



Non-grid linear
Small grid
Residential streetscape

MULTIMODAL ACCESS

AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
MEDIUM Park once opportunities	HIGH Transit-oriented development	HIGH Connected to trails and bike routes	HIGH Integrated into development

Urban Design Recommendations

UTA Owned Property

The preferred scenario for the UTA property is to have street-facing mixed use, a road connection from Vista Way to the station and housing in between the road and the existing housing. The 275 foot-depth of the property allows for this. Some key considerations to ensure the live-work and retail units contribute positively to the urban fabric, support economic activity, and enhance the quality of life for residents include:

1. **STREET-LEVEL ACTIVATION:** Design ground-floor live-work units with active frontages, large windows, and pedestrian-friendly entrances to create a lively and inviting streetscape. Encourage street-level businesses and commercial activities that engage with the public realm and contribute to the vibrancy of the neighborhood.
2. **VARIETY OF UNIT SIZES AND LAYOUTS:** Provide a range of unit sizes, layouts, and configurations to accommodate different types of businesses, creative industries, startups, and home-based entrepreneurs. Design units with flexible floor plans that can adapt to evolving business needs over time.
3. **BUILDING PERFORMANCE AND SUSTAINABILITY:** Promote energy efficiency, sustainability, and green building practices in the design and construction of live-work units, including energy-efficient heating and cooling systems, passive design strategies, and green roofs or rooftop gardens.
4. **ACCESSIBILITY AND UNIVERSAL DESIGN:** Ensure that live-work and retail units are accessible to people of all ages, abilities, and mobility levels. Design buildings and units with universal design principles in mind, incorporating features such as barrier-free entrances, wide doorways, and accessible amenities.

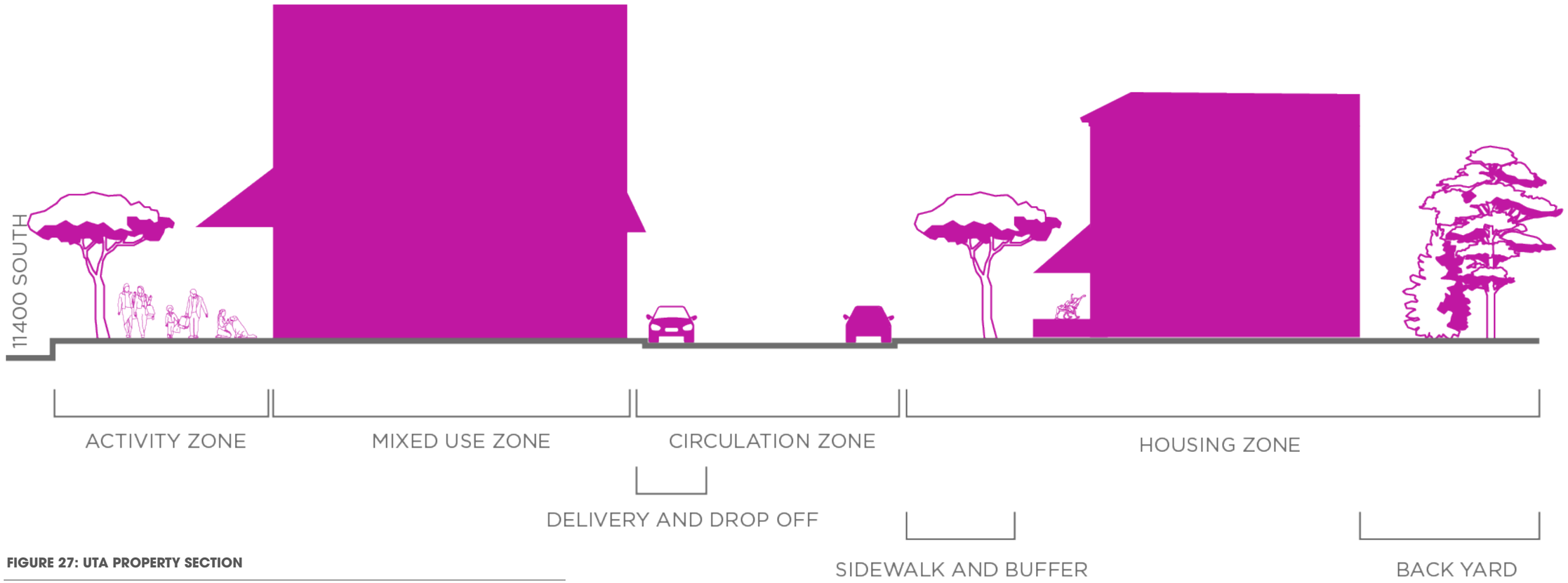


FIGURE 27: UTA PROPERTY SECTION

Implementation Plan

YEAR 1	NOTES
Begin to secure funding for Year 2-5 opportunities to maximize grants	**Responsibility:** Planning Division **Project Partners:** Public Works, Parks and Recreation Department **Funding Sources:** General Funds
Create schedule for updating and meeting with stakeholders to move to project pieces forward	**Responsibility:** Planning Division **Project Partners:** UTA, Canyons School District Developers, UDOT, Draper **Funding Sources:** **G**eneral Funds
Begin to draft zoning ordinance overhaul to allow for commercial uses on UTA site	**Responsibility:** Planning Division **Project Partners:** none **Funding Sources:** Grant sources, General Funds

YEAR 2-4	NOTES
Conduct a parking analysis to determine the appropriate amount of parking needed at the Crescent View Station and the redevelopment opportunities	**Responsibility:** UTA **Project Partners:** TBD **Funding Sources:** TBD by Sandy City
Work with Public Works and micromobility providers including existing providers such as Bird and Lime to create a micromobility expansion plan to expand drop off zones out of right-of-way. Look into expanding providers such as GreenBike, Spin, and Lime Bikes	**Responsibility:** Planning Division **Project Partners:** Public Works, Micromobility Providers **Funding Sources:** Grant sources, General Funds
Vet housing and live-work concept on UTA property with a concept plan, cost estimates, low-denisty feasibility, and funding sources	**Responsibility:** UTA **Project Partners:** TBD, Planning Division, Parks and Recreation, Public Works, Public Utilities **Funding Sources:** TBD
Enhance pedestrian route to Porter Rockwell Trail at Wilde Cherry Way through fence improvements, signage, and art	**Responsibility:** Parks and Recreation **Project Partners:** Planning Division, Parks and Recreation, Public Works, Community Arts **Funding Sources:** grants, general funds
Develop a design and feasibility for vehicular street connection along Crescent Oak Way to State Street	**Responsibility:** Public Works **Project Partners:** UDOT, Planning Division, Parks and Recreation, , Public Utilities **Funding Sources:** TBD by Sandy City
Develop a design and feasibility for trail and vehicular street from Crescent Oak Way to 230 East	**Responsibility:** Public Works **Project Partners:** CSD, Planning Division, Parks and Recreation, , Public Utilities **Funding Sources:** TBD by Sandy City
Create feasibility study and design for increased pedestrian access from at 700 East and 11400 South	**Responsibility:** Public Works **Project Partners:** Planning Division, Parks and Recreation, , Public Utilities **Funding Sources:** grants, general funds
Develop a design and feasibility to connect the Porter Rockwell Trail across the TRAX line to the platform	**Responsibility:** Public Works **Project Partners:** CSD, Planning Division, Parks and Recreation, Public Utilities **Funding Sources:** TBD by Sandy City
Align PRT Crossing at 11000 South	**Responsibility:** Public Works **Project Partners:** Planning Division, Parks and Recreation, **Funding Sources:** TBD by Sandy City

YEAR 5	NOTES
Develop site design and feasibility study for Pond Park and housing	**Responsibility:** Parks and Recreation **Project Partners:** Planning Division, Economic Development, Public Works, Public Utilities **Funding Sources:** TBD by City of Sandy
Pursue grant funding to implement public art along the Porter Rockwell Trail	**Responsibility:** Community Arts **Project Partners:** Planning Division, Parks and Recreation, **Funding Sources:** General Funds, Funding, Grant Funding
Develop a site design for UTA Property	**Responsibility:** UTA **Project Partners:** TBD, Planning Division, Parks and Recreation, Public Works, Public Utilities **Funding Sources:** TBD\

Ongoing/Opportunity Arises	NOTES
Continue to secure funding for year 1-5 opportunities to utilize as much grant funding as possible	**Responsibility:** Planning Division **Project Partners:** As needed **Funding Sources:** General Funds, Grants
Consider acquiring Crescent Middle School site should first right of refusal happen	**Responsibility:** Economic Development **Project Partners:** TBD, Planning Division, Parks and Recreation, Public Works, Public Utilities, CSD **Funding Sources:** TBD by Sandy City
Develop site design and feasibility study for Crescent Middle School Site including connections to PRT	**Responsibility:** Planning Division **Project Partners:** Economic Development, Public Works, Public Utilities, TBD **Funding Sources:** TBD by City of Sandy
Implement PUD for Crescent Middle School Site should Sandy City not acquire	**Responsibility:** Planning Division **Project Partners:** TBD **Funding Sources:** none

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, Chief Financial Officer
PRESENTER(S):	Viola Miller, Chief Financial Officer Daniel Hofer, Director - Capital Programming and Support

TITLE:

Consultation on Proposed 2025 Capital Plan and Budget Amendments

- **2025-2029 Five-Year Capital Plan First Amendment**
- **2025 Capital Budget First Amendment**

AGENDA ITEM TYPE:
LAC - Consultation

RECOMMENDATION:
Consult with the Board of Trustees regarding Amendments to the 2025-2029 Five Year Capital Plan and the 2025 Capital Budget

BACKGROUND:
Board Policy 2.3 Budget allows the Board of Trustees to amend or supplement the Authority's budget or five-year capital plan at any time after its adoption. The Board may do this through a Technical Budget Adjustment (TBA) when the request does not increase budget authority, or through a Budget Amendment, after consultation with the Local Advisory Council, when an increase in the annual appropriation authority is requested.

DISCUSSION:
UTA is pursuing improvements and expansion of TRAX service over the next decade which necessitate replacement and growth of its existing light rail vehicle fleet. Additionally, with expanded transit services in the Ogden area, UTA needs to invest in infrastructure improvements at UTA's Mt. Ogden service unit. These capital projects require supplemental funding through targeted bond issuances. UTA successfully completed bond issuances for these projects in July of 2025. Accordingly, 2025 UTA Capital Budget and 2025-2029 Five-Year Capital Plan amendments are needed to add the bond funds and increase UTA's annual appropriation

authority. The proposed capital plan amendment will add $39,894,000 in bond funds to the overall 2025-2029 Five-Year Capital Plan and the budget amendment will add $67,000,000 in bond funds to the overall 2025 Capital Budget.

SD100/SD160 Light Rail Vehicle Replacement:

In 2023, UTA entered into a contract with Stadler to purchase 20 new Light Rail Vehicles with an option to purchase additional vehicles at UTA's discretion. UTA has always planned to purchase at least 40 vehicles under this contract. Due to current market conditions, and with deadlines outlined in the purchase contract, UTA has determined it is in its best interest to accelerate the exercising of these options for the additional vehicles. To take advantage of the best/current pricing, these options need to be exercised in October 2025. To accomplish this, additional funding is needed in both the 2025 Capital Budget and 2025-2029 Five Year Capital Plan.

Mt Ogden Admin Building Expansion:

UTA is about to complete design on this project. As UTA progressed through the design process, it was ultimately decided to change the physical location of this new building. It was moved from a location in the southwest corner of the lot to a location that is more closely adjacent to Wall Ave. This move required the demolition of an existing bus canopy and the installation of a new bus canopy that was not originally planned in the initial cost estimate for this project. This budget amendment will primarily address the addition of this new bus canopy as well as other minor adjustments to place the building in the new location.

While UTA does not anticipate construction to begin this year, by updating the five-year plan at this point, it will allow UTA to begin procuring a contractor for the construction of this building in 2026. This will allow for construction to start earlier in 2026 than originally planned.

ALTERNATIVES:

The Local Advisory Council may provide feedback on the proposed amendments as desired. Proceeding with the amendments will allow the Light Rail Vehicle Replacement and the Mt. Ogden Administration Building projects to proceed timely and efficiently.

FISCAL IMPACT:

The proposed amendments will have the following impacts on UTA's 2025-2029 Five Year Capital Plan and the 2025 Capital Budget. Impacts are outlined below:

2025-2029 Five-Year Capital Plan:

The overall impact to the Five-Year Capital Plan will be an overall increase of $39,894,000, increasing the total five-year plan amount from $1,199,533,000 to $1,239,427,000. This increase in expense will be offset by an equal increase in bond funds.

2025 Capital Budget:

The overall impact to the 2025 Capital Budget will be an overall increase of $67,000,000, increasing the total capital budget from $330,231,000 to $397,231,000. This increase in expense will be offset by an equal increase in bond funds.

This addition, if approved by the board at a later date, would increase UTA's budget authority in 2025 by $67,000,000.

ATTACHMENTS:

- 2025-2029 Five-Year Capital Plan (Proposed Amendment 1)
- 2025 Capital Budget (Proposed Amendment 1)

2025-2029 Five Year Capital Plan (Proposed Amendment 1)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
Capital Services	337,625,000	214,399,000	173,948,000	169,879,000	166,309,000	1,062,160,000
FMA516 - Corridor Fencing	60,000	60,000	60,000	60,000	60,000	300,000
FMA679 - Building Remodels/Reconfigurations	1,233,000	1,190,000	1,040,000	540,000	500,000	4,503,000
FMA680 - Suicide Prevention Research Project	66,000	-	-	-	-	66,000
FMA687 - Layton Station Improvements	54,000	550,000	-	-	-	604,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	410,000	-	-	-	-	410,000
FMA690 - Facility Program Development & Design	261,000	150,000	-	-	-	411,000
FMA693 - Meadowbrook Electrification	100,000	1,836,000	-	-	-	1,936,000
FMA694 - Electric Bus Chargers	49,000	1,300,000	1,300,000	1,300,000	1,300,000	5,249,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	250,000	1,750,000	-	-	-	2,000,000
MSP102 - Depot District	-	-	-	-	-	-
MSP132 - IPCS Tech Support	-	35,000	35,000	35,000	35,000	140,000
MSP140 - Box Elder County Corridor Preservation	900,000	1,000,000	1,000,000	-	-	2,900,000
MSP156- Prop 1 Davis County	1,093,000					1,093,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	-	-	-	6,000,000
MSP189 - Signal Pre-emption Projects w/UDOT	27,000	-	-	-	-	27,000
MSP193 - Weber County Corridor Preservation	1,080,000	1,200,000	1,200,000	1,200,000	1,200,000	5,880,000
MSP202 - Davis-SLC Community Connector	6,111,000	2,500,000	25,695,000	4,200,000	3,000,000	41,506,000
MSP205- TIGER Program of Projects	6,000					6,000
MSP207 - 3300/3500 South Max EXP\Optimization	963,000	-	-	-	-	963,000
MSP208 - Clearfield FR Station Trail	1,871,000	-	-	-	-	1,871,000
MSP215 - Sharp/Tintic Rail Corridor Connection	63,000	70,000	70,000	1,500,000	-	1,703,000
MSP216 - Point of the Mountain Transit	455,000	200,000	200,000	200,000	200,000	1,255,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-
MSP228- Operator Restrooms in Salt Lake County					-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	164,000	-	-	-	-	164,000
MSP231- Operator Shack at University Medical EOL					-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-					-
MSP248 - Planning & Environmental Analysis	205,000	300,000	300,000	300,000	300,000	1,405,000
MSP252 - FrontRunner 2X	2,592,000	2,856,000	3,156,000	2,693,000	2,693,000	13,990,000
MSP253 - Mid-Valley Connector	41,000,000	30,000,000	8,594,000	-	-	79,594,000
MSP254 - TechLink	400,000	2,000,000	-	-	-	2,400,000
MSP255 - Central Corridor	45,000	-	-	-	-	45,000
MSP257- Gap Filler on FR Stations	-					-
MSP258 - Mt. Ogden Admin Bldg. Expansion	1,000,000	7,000,000	15,500,000	2,738,000	-	26,238,000
MSP259 - S-Line Extension	10,571,000	11,746,000	-	-	-	22,317,000
MSP260 - 5600 West Bus Route	23,498,000	15,800,000	-	-	-	39,298,000
MSP262 - SL Central HQ Office	2,832,000	-	-	-	-	2,832,000
MSP263 - TOD Working Capital	2,388,000	688,000	688,000	688,000	688,000	5,140,000
MSP264 - FrontRunner South Extension	3,050,000	2,300,000	300,000	300,000	300,000	6,250,000
MSP265 - Program Management Support	3,987,000	4,430,000	3,730,000	3,730,000	3,730,000	19,607,000

2025-2029 Five Year Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
MSP267 - New Maintenance Training Facility	3,886,000	5,039,000	-	-	-	8,925,000
MSP271 - MOW Training Yard	4,693,000	1,000,000	-	-	-	5,693,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-
MSP275 - Station Area Planning	200,000	675,000	-	-	-	875,000
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	6,185,000	-	-	-	-	6,185,000
MSP287 - 900 East UVX Station	3,261,000	212,000	-	-	-	3,473,000
MSP288 - Sustainability Project Pool	359,000	200,000	200,000	200,000	200,000	1,159,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-
MSP290- Orange Street Microtransit	-					-
MSP293 - FrontRunner Shephard Lane	3,700,000	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	1,952,000	-	-	-	-	1,952,000
MSP301 - Federal Bus Stops 5339	1,312,000	717,000	-	-	-	2,029,000
MSP312 - FrontRunner Point Improvements	270,000	300,000	300,000	-	-	870,000
MSP313 - Electric Charger Program	-	-	-	-	-	-
MSP320- TRAX Modernization Program	500,000	100,000	100,000	100,000	100,000	900,000
REV205 - Replacement Non-Revenue Support Vehicles	5,282,000	3,000,000	3,000,000	3,000,000	3,500,000	17,782,000
REV209 - Paratransit Replacements	4,851,000	3,961,000	5,780,000	5,967,000	6,000,000	26,559,000
REV211 - Replacement Buses	35,000	29,798,000	30,000,000	30,000,000	61,790,000	151,623,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
REV232 - Van Pool Van Replacements	1,695,000	1,757,000	1,800,000	1,843,000	1,900,000	8,995,000
REV233 - Commuter Rail Vehicle Procurement - Used	4,050,000	500,000	4,964,000	-	-	9,514,000
REV236 - VW Battery Buses	435,000	-	-	-	-	435,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	110,000,000	20,622,000	18,830,000	68,153,000	40,697,000	258,302,000
REV240 - Motor Pool Key Management System	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	134,000	100,000	100,000	100,000	100,000	534,000
REV242 - Replacement Non-rev equipment/special vehicles	970,000	500,000	500,000	500,000	500,000	2,970,000
SGR040 - Light Rail Vehicle Rehab	7,701,000	11,342,000	8,919,000	6,801,000	3,661,000	38,424,000
SGR047 - LRT Stray Current Control	450,000	450,000	450,000	450,000	450,000	2,250,000
SGR353 - Commuter Rail Engine Overhaul	2,600,000	1,200,000	-	-	-	3,800,000
SGR359 - Bridge Rehabilitation & Maintenance	560,000	440,000	460,000	500,000	520,000	2,480,000
SGR370 - Red Signal Enforcement	26,000	2,863,000	-	-	-	2,889,000
SGR385 - Rail Replacement Program	12,000,000	4,500,000	3,500,000	500,000	500,000	21,000,000
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	-	8,200,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	2,000,000	3,000,000	3,000,000	3,000,000	3,000,000	14,000,000
SGR393 - Grade Crossing Replacement Program	5,500,000	2,500,000	2,200,000	2,500,000	2,500,000	15,200,000
SGR397 - TPSS Component Replacement	5,000,000	1,000,000	-	-	-	6,000,000
SGR398 - OCS Rehab/Replace	5,000,000	8,429,000	10,000,000	10,000,000	10,000,000	43,429,000
SGR401 - Ballast and Tie replacement	270,000	300,000	300,000	300,000	300,000	1,470,000
SGR403 - Train Control Rehab & Replacement	6,600,000	9,467,000	10,000,000	10,000,000	10,000,000	46,067,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	4,500,000	1,600,000	1,400,000	1,500,000	13,500,000

2025-2029 Five Year Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
SGR407 - Bus Stop Enhancements	1,807,000	1,275,000	1,275,000	1,275,000	1,275,000	6,907,000
SGR408 - Route End of Line (EOL) Enhancements	450,000	500,000	500,000	500,000	500,000	2,450,000
SGR409 - System Restrooms	2,675,000	1,120,000	1,120,000	1,120,000	1,120,000	7,155,000
SGR410 - Fiber Rehab/Replacement	1,249,000	1,000,000	682,000	686,000	690,000	4,307,000
SGR411 - Farmington Ped Bridge Repairs	65,000	-	-	-	-	65,000
SGR412- PCC Replacement Project	2,918,000	1,571,000	-	-	-	4,489,000
Enterprise Strategy	18,717,000	12,623,000	5,275,000	3,930,000	3,280,000	43,825,000
ICI001 - Passenger Information	2,048,000	1,350,000	-	-	-	3,398,000
ICI146 - FrontRunner WiFi Enhancements	621,000	200,000	150,000	150,000	100,000	1,221,000
ICI173 - JDE System Enhancements	50,000	50,000	50,000	50,000	50,000	250,000
ICI179 - Network Infrastructure Equipment & Software	1,100,000	1,200,000	500,000	500,000	500,000	3,800,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-
ICI186 - In-House Application Development	180,000	200,000	200,000	200,000	200,000	980,000
ICI191 - IT Managed Reserves	360,000	400,000	400,000	400,000	400,000	1,960,000
ICI197 - Bus Communications On-Board Technology	180,000	200,000	100,000	200,000	200,000	880,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	410,000	475,000	250,000	330,000	550,000	2,015,000
ICI199 - Rail Communication Onboard Tech	90,000	100,000	100,000	100,000	200,000	590,000
ICI201 - Server, Storage Infrastructure Equipment & Software	400,000	200,000	200,000	1,600,000	880,000	3,280,000
ICI202 - Radio Comm Infrastructure	100,000	100,000	100,000	50,000	50,000	400,000
ICI214 - APC Upgrade	2,200,000	750,000	1,000,000	-	-	3,950,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	80,000	-	-	-	-	80,000
ICI217 - Transit Management System	-	-	-	-	-	-
ICI221 - Customer Relations Software Replacement	90,000					90,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	225,000	-	225,000	-	450,000
ICI225- SharePoint 2016 Migration to SharePoint Online		-				-
ICI226 - Radio Communication System	4,640,000	4,000,000	2,000,000	-	-	10,640,000
ICI230- Operations System	6,008,000	2,903,000	-	-	-	8,911,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	60,000	145,000	100,000	-	-	305,000
ICI233- Technology Systems- State of Good Repair	100,000	125,000	125,000	125,000	150,000	625,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-
Executive Director (Safety)	1,760,000	1,485,000	756,000	620,000	720,000	5,341,000
FMA604 - Safety General Projects	108,000	120,000	120,000	120,000	120,000	588,000
FMA645 - Camera Sustainability	450,000	645,000	636,000	500,000	600,000	2,831,000
FMA658 - Bus Replacement Camera System	620,000	620,000	-	-	-	1,240,000
FMA681 - Arc Flash Analysis	82,000	-	-	-	-	82,000
ICI140 - Next Crossing Cameras	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	500,000	100,000	-	-	-	600,000
Finance	23,817,000	17,868,000	15,532,000	20,543,000	10,484,000	88,244,000
CDA006 - 5310 Administration Funds All Years	282,000	322,000	332,000	342,000	352,000	1,630,000
FMA686 - Warehouse Equipment Managed Reserve	85,000	55,000	123,000	50,000	69,000	382,000
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	89,000
ICI222 - Fares Systems Replacement Program	6,226,000	5,269,000	2,014,000	6,341,000	-	19,850,000

2025-2029 Five Year Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	63,000	315,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	266,000	200,000	-	-	-	466,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	393,000	-	-	-	-	393,000
MSP278 - FFY 2022 UT02023 O/L 5310	180,000	-	-	-	-	180,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	45,000	-	-	-	-	45,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	-	-	-	100,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	90,000	-	-	-	-	90,000
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	-	-	-	50,000
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	45,000	-	-	-	-	45,000
MSP302 - FFY 2024 O/L 5310	451,000	185,000	-	-	-	636,000
MSP303 - FFY 2023 O/L 5310	650,000	160,000	-	-	-	810,000
MSP304 - FFY 2023 P/O 5310	500,000	134,000	-	-	-	634,000
MSP305 - FFY 2023 SL/WV 5310	1,320,000	639,000	-	-	-	1,959,000
MSP306 - FFY 2026 All UZAs 5310	-	-	-	3,423,000	-	3,423,000
MSP307 - FFY 2025 All UZAs 5310	-	-	3,000,000	324,000	-	3,324,000
MSP308 - FFY 2024 SL/WV 5310	1,560,000	688,000	-	-	-	2,248,000
MSP309 - FFY 2024 P/O 5310	500,000	153,000	-	-	-	653,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	-	-	-	50,000
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	10,000	-	-	-	-	10,000
MSP999 - Capital Contingency	5,862,000	5,000,000	5,000,000	5,000,000	5,000,000	25,862,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Operations	10,482,000	7,213,000	4,247,000	3,200,000	3,205,000	28,347,000
FMA543 - Police Fleet Vehicles	1,105,000	1,138,000	1,172,000	725,000	730,000	4,870,000
FMA652 - Facilities, Equipment Managed Reserve	700,000	800,000	800,000	800,000	800,000	3,900,000
FMA653 - Facilities Rehab/Replacement	1,922,000	800,000	800,000	800,000	800,000	5,122,000
FMA672 - Park & Ride Rehab/Replacement	450,000	400,000	400,000	400,000	400,000	2,050,000
FMA673 - Stations and Platforms Rehab/Replacement	566,000	200,000	200,000	200,000	200,000	1,366,000
FMA684 - Police Managed Reserve	275,000	275,000	275,000	275,000	275,000	1,375,000
FMA685 - Wheel Truing Machine JRSC	3,362,000	2,000,000	-	-	-	5,362,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	57,000	-	-	-	-	57,000
MSP210 - FrontRunner Bike Rack project	45,000	-	-	-	-	45,000
SGR386 - LRV repairs for 1137 and 1122	2,000,000	1,600,000	600,000	-	-	4,200,000
People	2,395,000	75,000	75,000	75,000	75,000	2,695,000
ICI228 - CPO New HRIS system application upgrade	1,670,000	-	-	-	-	1,670,000
MSP291 - CareATC Location Build Out	-	-	-	-	-	-
MSP310 - Bus Training Simulator	675,000	-	-	-	-	675,000
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	50,000

2025-2029 Five Year Capital Plan (Proposed Amendment 1)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
MSP319 - Bus Maintenance Training	-	75,000	75,000	75,000	75,000	300,000
Planning & Engagement	2,435,000	2,133,000	1,449,000	1,449,000	1,349,000	8,815,000
MSP198 - Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	30,000					30,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	700,000	933,000	449,000	449,000	449,000	2,980,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	200,000	100,000	100,000	100,000	-	500,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-
MSP294 - Planning Studies	500,000	300,000	300,000	300,000	300,000	1,700,000
MSP314 - One-Time UTA On Demand Funds	92,000	-	-	-	-	92,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	200,000	-	-	-	400,000
REV234 - Tooele County Microtransit & Vehicle Electrification	113,000	-	-	-	-	113,000
Grand Total	**397,231,000**	**255,796,000**	**201,282,000**	**199,696,000**	**185,422,000**	**1,239,427,000**

UTAH TRANSIT AUTHORITY
2025 CAPITAL BUDGET
August 27, 2025

REF#: BA2025-08-01
Date: August 27, 2025

		Adopted 2025 Budget	Budget Amendment	Adjusted 2025 Capital Budget
	Funding Sources			
1	UTA Current Year Funding	$ 96,314,000	$ -	$ 96,314,000
2	Grants	127,571,000	-	127,571,000
3	Local Partner Contributions	5,020,000	-	5,020,000
4	State Contribution	45,619,000	-	45,619,000
5	Leasing	32,652,000	-	32,652,000
6	Bonds	23,055,000	67,000,000	90,055,000
7	**Total Funding Sources**	**330,231,000**	**67,000,000**	**397,231,000**
	Expense			
8	**Capital Services**	**270,625,000**	**67,000,000**	**337,625,000**
	REV238 - SD100/SD160 Light Rail Vehicle Replacement	43,000,000	67,000,000	110,000,000
9	**Enterprise Strategy**	**18,717,000**	**-**	**18,717,000**
10	**Executive Director (Safety)**	**1,760,000**	**-**	**1,760,000**
11	**Finance**	**23,817,000**	**-**	**23,817,000**
12	**Operations**	**10,482,000**	**-**	**10,482,000**
13	**People**	**2,395,000**	**-**	**2,395,000**
14	**Planning & Engagement**	**2,435,000**	**-**	**2,435,000**
15	**Grand Total**	**330,231,000**	**-**	**397,231,000**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, Chief Financial Officer
	Jared Scarbrough, Acting Chief Capital Services Officer
PRESENTER(S):	Jay Fox, Executive Director
	Viola Miller, Chief Financial Officer
	Jared Scarbrough, Acting Chief Capital Services Officer

TITLE:

2026 Budget and 2026-2030 Five-Year Capital Plan Overview

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational presentation and discussion in preparation for budget and capital plan consultation in the November Local Advisory Council meeting.

BACKGROUND:
The Utah Public Transit District Act and UTA Board Policies 2.1 and 2.3 specify that the Local Advisory Council plays a consulting role in the development and approval of UTA's annual Operating and Capital Budgets, and also in the approval of the Five-Year Capital Plan. UTA is in the process of developing the 2026 Annual Tentative Budget and 2026-2030 Capital Plan and desires to provide opportunities for the Local Advisory Council to understand UTA's budget process and priorities prior to their consultation on the budget and plan at the next regular meeting of the LAC in November.

DISCUSSION:
UTA staff will describe the current approach to budgeting, share priorities in the budget and capital plan, and review information relating to funding sources that affect the 2026 Budget. Staff will also highlight major projects included in the 2026-2030 Five-Year Capital Plan. The 2026 Tentative Budget will be finalized and adopted by the Board of Trustees in October, then presented to the LAC for consultation in November along with the final draft of the five-year capital plan.

ALTERNATIVES:
Local Advisory Council members may provide feedback regarding the budget and capital plan information provided by staff.

FISCAL IMPACT:
The report will provide a view into the plan and revenue sources backing the capital plan projects.

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S):	Jay Fox, Executive Director Nichol Bourdeaux, Chief Planning and Engagement Officer

TITLE:

Consultation on Proposed 2025-2029 Five-Year Service Plan Amendment

AGENDA ITEM TYPE:
LAC - Consultation

RECOMMENDATION:
The Local Advisory Council is requested to consult on a proposed amendment to the Five-Year Service Plan.

BACKGROUND:
The UTA Board of Trustees adopted the 2025-2029 Five-Year Service Plan on December 4, 2024. UTA Board of Trustees Policy No. 3.2, Service Planning, governs how the Utah Transit Authority (UTA) plans, implements, and manages its transit service changes. The purpose of the policy is to ensure a consistent, transparent, and collaborative approach to service planning-one that aligns with the requirements of the Federal Transit Administration (FTA), the Utah Public Transit District Act, and the expectations of the communities and regional partners UTA serves. The policy also requires the development of an annual service plan that informs the budget process.

DISCUSSION:
UTA staff will provide an overview of the recommended 2026 Annual Service Plan. This includes the implementation of the Midvalley Express (MVX) bus rapid transit service and key associated service changes originally scheduled in the 2027 phase of the 2025-2029 Five-Year Service Plan. Service changes planned for 2026, along with the remaining 2027 service changes, will be reevaluated for phasing as part of the updated 2027-2031 Five-Year Service Plan.

ALTERNATIVES:
N/A

FISCAL IMPACT:
The tentative 2026 Operating Budget will include funding for the recommended 2026 Annual Service Plan, operational needs, and financial expenses.

ATTACHMENTS:
Recommended 2026 Annual Service Plan

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2026 Annual Service Plan













UTA

Docusign Envelope ID: 89F80B4C-13EF-45D0-98CE-2A87C533AFEB

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1. Introduction

The Annual Service Plan serves as the Utah Transit Authority's (UTA) formal process for planning, evaluating, and approving annual modifications to the agency's transit services. The Annual Service Plan ensures that UTA delivers responsive, efficient, and equitable service changes aligned with strategic goals, community needs, and resource availability.

1.1. Purpose

The purpose of the Annual Service Plan is to:

- Identify, develop, and document proposed annual changes to UTA's Baseline Service for implementation on scheduled Change Days.
- Ensure all proposed service changes are operationally feasible and financially sustainable through alignment with the annual budget process.
- Maintain consistency with the Five-Year Service Plan, while allowing for timely adjustments based on new information, ridership trends, community input, or funding changes.
- Meet all federal compliance requirements, including conducting public hearings and performing Title VI Service Equity Analyses for all Major Service Changes.
- Facilitate transparent decision-making by requiring Board of Trustees approval for the plan, any amendments, and associated Title VI findings.

1.2. Scope

The Annual Service Plan includes:

- A review and update of the most recent Five-Year Service Plan to identify near-term service modifications.
- Detailed service information for each proposed service change.
- A resolution by the UTA Board of Trustees to adopt the Annual Service Plan and authorize implementation of approved changes.

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2. Reference Documents

Cross Reference
UTA Board of Trustees Policy No. 3.2: Service Planning
UTA Moves 2050: Utah Transit Authority Long-Range Transit Plan
2025 – 2029 UTA Five-Year Service Plan
UTA Service Design Standards
UTA Five-Year Capital Plan
Wasatch Front Regional Transportation Plan 2023 - 2050
Mountain Land Association of Governments TransPlan 50

3. Review and Approval

The 2026 UTA Annual Service Plan was reviewed and approved on July 16, 2025, by:

Position	Signature/ Initial	Date
Jaron Robertson Planning Director	Signed by: Jaron Robertson 7F1CCC19478A48C...	7/16/2025
David Hancock Chief Capital Services Officer	Review DS DH	7/16/2025
Andres Colman Chief Operations Officer	Review DS AC	7/16/2025
Nichol Bourdeaux Chief Planning & Engagement Officer	Signed by: Nichol Bourdeaux 8A15C242BA684D0...	7/16/2025

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4. UTA Baseline Services

Route	Route Name	Service Type	Tier of Service
1	Rose Park/South Temple	Frequent Bus	Tier 1
2	200 South	Frequent Bus	Tier 1
4	400 South/Foothill Drive	Local Bus	Tier 2
9	900 South	Frequent Bus	Tier 1
F11	11th Ave Flex	Flex Bus	Tier 3
17	1700 South	Local Bus	Tier 3
21	2100 South-2100 East	Frequent Bus	Tier 1
33	3300 South	Frequent Bus	Tier 1
35	3500 South	Frequent Bus	Tier 1
39	3900 South	Frequent Bus	Tier 1
45	4500 South	Local Bus	Tier 2
47	4700 South	Local Bus	Tier 2 +
54	5400 South	Local Bus	Tier 2
62	6200 South	Local Bus	Tier 3
72	7200 South	Local Bus	Tier 2
F94	Sandy Flex	Flex Bus	Tier 3
126	12600 South	Local Bus	Tier 3
200	State Street North	Frequent Bus	Tier 1
201	State Street South	Local Bus	Tier 2
F202	Bingham Junction Flex	Flex Bus	Tier 2
205	500 East	Local Bus	Tier 2
209	900 East	Frequent Bus	Tier 1
213	1300 East	Local Bus	Tier 2
217	Redwood Road	Frequent Bus	Tier 1
218	Sandy - South Jordan	Local Bus	Tier 2
219	South Redwood Road	Local Bus	Tier 3
220	Highland Drive-1100 East	Local Bus	Tier 2
223	2300 East-Holladay Blvd	Local Bus	Tier 3
227	2700 West	Local Bus	Tier 3
F232	3200 W Flex	Flex Bus	Tier 3
240	4000 West-Dixie Valley	Local Bus	Tier 2
248	4800 West	Local Bus	Tier 3
417	Redwood Road Intercounty	Local Bus	Tier 3
451	Tooele - Salt Lake	Limited Stop	Tier 4
F453	Tooele-SLC Flex	Flex Bus	Tier 2
455	U of U-Davis County-WSU	Local Bus	Tier 3
470	Ogden-Salt Lake Intercity	Local Bus	Tier 2
472	Riverdale-Salt Lake Express	Commuter Express	Tier 4
473	Ogden-Salt Lake Express via Highway 89	Commuter Express	Tier 4
IMZ 501	South Salt Lake County	On-Demand	Tier 2

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IMZ 502	West Salt Lake	On-Demand	Tier 1
IMZ 541	Tooele Valley	On-Demand	Tier 3
IMZ 561	South Davis	On-Demand	Tier 3
IMZ 581	West Provo	On-Demand	Tier 2
509	900 W Shuttle	Local Bus	Tier 2
513	Industrial Business Park Shuttle	Limited Stop	Tier 4
F514	Jordan Gateway Flex	Flex Bus	Tier 3
F525	Midvale Flex	Flex Bus	Tier 2
551	International Center	Peak Hour Shuttle	Tier 4
F556	5600 W Flex	Flex Bus	Tier 2
F570	7000 S Flex	Flex Bus	Tier 3
F578	7800 S Flex	Flex Bus	Tier 2
F590	9000 S Flex	Flex Bus	Tier 2
601	Ogden Trolley	Circulator	Tier 2
602	Wildcat Shuttle	BRT	Tier 2
603X	Ogden Express (OGX)	BRT	Tier 1
604	West Ogden	Local Bus	Tier 3
612	Washington Blvd	Frequent Bus	Tier 1
613	Weber Industrial Park	Local Bus	Tier 3
F618	Ogden BDO Flex	Flex Bus	Tier 2
F620	West Haven Flex	Flex Bus	Tier 2
625	ATC - Harrison Blvd - WSU	Local Bus	Tier 3
626	West Roy - Clearfield Station	Local Bus	Tier 3
627	WSU Davis-DTC	Local Bus	Tier 2
628	Layton Westside	Local Bus	Tier 2
630	Brigham City-Ogden Comm	Local Bus	Tier 3
F638	The Brigham City	Flex Bus	Tier 3
640	Layton Hills Mall - WSU Ogden Camp	Local Bus	Tier 3
645	Monroe Blvd	Local Bus	Tier 3
667	Lagoon/Station Park Shuttle	Circulator	Tier 2
701	TRAX Blue Line	LRT	Tier 1
703	TRAX Red Line	LRT	Tier 1
704	TRAX Green Line	LRT	Tier 1
720	S-Line	Streetcar	Tier 1
750	FrontRunner	Regional Rail	Tier 2
805	Santaquin-Payson-Spanish Fork-Provo Stat.-UVU	Commuter Express	Tier 4
806	Eagle MTN-Saratoga Springs-Lehi Station-UVU	Commuter Express	Tier 4
807	North County-Lehi Station-UVU	Commuter Express	Tier 4
821	South County - Provo Station	Local Bus	Tier 2
822	South Utah County-BYU-UVU Limited	Commuter Express	Tier 4
823	Spanish Fork-Springville-Provo Station	Local Bus	Tier 2
830X	Utah Valley Express (UVX)	BRT	Tier 1
831	Provo Grandview	Local Bus	Tier 2

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833	Airport - Provo Station	Local Bus	Tier 3
834	Riverwoods - Provo Station	Local Bus	Tier 2
850	State Street	Frequent Bus	Tier 1
862	Orem East-West	Local Bus	Tier 2
871	Tech Corridor Rail Connector	Local Bus	Tier 3
Paratransit	Paratransit Services	Paratransit	N/A

5. UTA Seasonal Services

Route	Route Name	Service Type	Tier or Service
674	Powder Mountain	Seasonal Recreation Service	Tier 4
675	Snowbasin Ski Service	Seasonal Recreation Service	Tier 4
677	Layton Snowbasin Ski Service	Seasonal Recreation Service	Tier 4
880	Sundance Ski Service	Seasonal Recreation Service	Tier 4
972	Midvale Ft Union Station To Solitude Brighton	Seasonal Recreation Service	Tier 4
994	Historic Sandy Station To Snowbird Alta	Seasonal Recreation Service	Tier 4
CS1 / CS2	Midvale Ft. Union Station to Snowbird & Alta	Seasonal Recreation Service	Tier 4

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6. Service Span Standards

	Weekdays	Saturdays	Sundays
Tier 1	4:00 am to 12:00 am	4:00 am to 12:00 am	6:00 am to 9:00 pm
Tier 2	6:00 am to 9:00 pm	6:00 am to 9:00 pm	No Service
Tier 3	6:00 am to 9:00 pm	No Service	No Service
Tier 4	Varies	Varies	Varies

7. Headway Standards

	Weekdays	Saturdays	Sundays
Tier 1	15 minutes from 6:00 am to 7:00 pm 30 minutes from other time periods	15 minutes from 6:00 am to 7:00 pm 30 minutes from other time periods	30 minutes
Tier 2	30 minutes	60 minutes	None
Tier 3	60 minutes	None	None
Tier 4	Varies	Varies	Varies

8. UTA Triennial Change Days

2026 Change Days		
April 2026 Change Day	4/12/2026	Planned Service Changes
August Change Day	8/16/2026	No Planned Service Changes
November Change Day	11/22/2026	Planned Service Changes

UTA conducts major and minor service and schedule adjustments three times per year. Generally, major service changes take place during the April Change Day. Potential schedule changes and adjustments are identified from several sources, evaluated, and selected for inclusion in each Change Day by UTA's Service Delivery Unit.

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9. 2026 Service Changes

January 2026	
IMZ 502: SLC West Side on Demand	Increase Miles and Hours

April 2026 Change Day	
Route	**Change Description**
39	Route Modification
47	Route Modification
50X: MVX	New Mid-Valley Express Bus Rapid Transit (BRT) Service
227	Route Modification & Improved Frequency
674	Suspend Service: Power Mountain Ski Service
675	Suspend Service: Snow Basin Ski Service
677	Suspend Service: Layton Snow Basin Ski Service
880	Suspend Service: Sundance Ski Service
972	Suspend Service: Midvale Ft. Union Station to Solitude & Brighton
974	Suspend Service: Historic Sandy Station to Snowbird & Alta
CS1/CS2	Suspend Service: Midvale Ft. Union Station to Snowbird & Alta

August 2026 Change Day	
Route	**Change Description**
No Changes	N/A

November 2026 Change Day	
Route	**Change Description**
205	End Long-Term Detour: Resume Normal Service
223	End Long-Term Detour: Resume Normal Service
667	Farmington Trolley: Discontinue Service
674	Resume Service: Power Mountain Ski Service
675	Resume Service: Snow Basin Ski Service
677	Resume Service: Layton Snow Basin Ski Service
880	Resume Service: Sundance Ski Service
972	Resume Service: Extended Hrs., Midvale Ft. Union Station to Solitude & Brighton
974	Resume Service: Historic Sandy Station to Snowbird & Alta
CS1/CS2	Resume Service: Midvale Ft. Union Station to Snowbird & Alta

Note: Long-term route detours may arise throughout the year which are not currently known due to construction projects or other events. Detours lasting longer than a single Change Day period are planned by Service Planning and implemented as part of the change day process. Short-term detours are managed and implemented through the agency's Service Delivery functions.

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10. Miles, Hours, Blocks, and Runs

Route 50X: MVX Implementation												
Route	Existing Annual Miles	Existing Annual Hours	Existing Blocks	Existing Runs	New Annual Miles	New Annual Hours	New Blocks	New Runs	Annual Miles Delta	Annual Hours Delta	Blocks Delta	Runs Delta
39	541,437	45,856	8	22	486,418	39,273	7	19	-55,019	-6,583	-1	-3
47	374,939	30,749	6	15	364,846	27,032	5	13	-10,093	-3,717	-1	-2
50X	0	0	0	0	382,877	30,990	5	15	382,877	30,990	5	15
227	46,362	3,351	1	3	161,780	11,040	3	5	115,418	7,689	2	3

Note: Route 50X implementation estimates are developed by UTA's Service Planning team using Remix planning software. Final miles, hours, blocks, and runs may vary, as UTA's Service Delivery Unit operationalizes the plan.

Route 667: Farmington Trolley Discontinuation												
Route	Existing Annual Miles	Existing Annual Hours	Existing Blocks	Existing Runs	New Annual Miles	New Annual Hours	New Blocks	New Runs	Annual Miles Delta	Annual Hours Delta	Blocks Delta	Runs Delta
667	87,277	4,946	2	2	0	0	0	0	-87,277	-4,946	-2	-2

Note: Route 667 miles, hours, blocks, and runs are based on Trapeze/Blockbuster reports from the 2024 calendar year.

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11. Holiday Service Levels

Date	Holiday	TRAX & Street Car	Front Runner	Bus & Route Deviation	Para-transit	Seasonal Services (Ski)	On Demand
1/1/2026	New Year's Day	No Service	No Service	No Service	No Service	SUN	No Service
1/19/2026	Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
2/16/2026	President's Day	WKD	SAT	SAT	SAT	SAT	SAT
5/25/2026	Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
6/19/2026	Juneteenth	WKD	WKD	WKD	WKD	WKD	WKD
7/3/2026	Independence Day (Observed)	WKD	SAT	SAT	SAT	SAT	SAT
7/4/2026	Independence Day	SAT	SAT	SAT	SAT	SAT	SAT
7/24/2026	Pioneer Day	WKD	SAT	SAT	SAT	SAT	SAT
9/7/2026	Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
10/12/2026	Columbus Day Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
11/11/2026	Veterans Day	WKD	WKD	WKD	WKD	WKD	WKD
11/26/2026	Thanksgiving Day	No Service	No Service	No Service	No Service	SUN	No Service
11/27/2026	The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
12/24/2026	Christmas Eve	WKD	WKD	WKD	WKD	WKD	WKD
12/25/2026	Christmas Day	No Service	No Service	No Service	No Service	SUN	No Service
12/31/2026	New Year's Eve	WKD	WKD	WKD	WKD	WKD	WKD

WKD Means: Weekday service levels as defined within UTA's Service Span and Headway Standards

SAT Means: Saturday service levels as defined within UTA's Service Span and Headway Standards

SUN Means: Sunday service levels as defined within UTA's Service Span and Headway Standards

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12. Planned Service Disruptions

Event Service has been developed based on currently known events. Additional service adjustments may be needed as new or unforeseen events arise throughout the year.

12.1. Major Events

A Major Event is an event where UTA needs to surge service levels to provide sufficient capacity for the anticipated additional ridership, and/or provide additional UTA staffing to mitigate the potential impacts the event may have.

There are four levels of Major Events:

- Major Events Requiring High-Level Surge Service: An event where anticipated ridership requires UTA to run a significant number of extra trains and/or buses to meet capacity needs.
- Major Events Requiring Mid-Level Surge Service: An event where anticipated ridership requires UTA to run a few extra trains and/or buses to meet capacity needs.
- Major Events Requiring Low-Level Surge Service: An event where anticipated ridership requires UTA add capacity by adding cars onto trains, but not run extra trains or buses to meet capacity needs.
- Major Events Requiring Special Staffing only (No Surge): An event where planned UTA service levels will meet capacity needs, but where UTA staffing is needed to mitigate potential impacts the event may have on safety, reliability, and/or UTA's operations.

Note: UTA plans capacity (the number of cars on each train, the number of trains, and the number of buses) based on UTA's Service Design Standards. UTA uses historic ridership data for a typical service day with no special events to project anticipated ridership for the day. Using that data and following UTA's Service Design Standards, capacity is planned to ensure that the passenger loading standards (the maximum desired number of riders per vehicle) are not exceeded, establishing the baseline service needed for the day.

UTA then determines if additional capacity is needed to support events based on historic and projected event ridership. If an event is anticipated to require additional UTA vehicles above the base line service to meet capacity needs, and/or if additional staffing above the base line staffing level is needed to mitigate the impacts of the event, the event is considered by UTA to be a major event.

12.2. 2026 Major Events Summary

Major Events Requiring High-Level Surge Service		
Event	**Location**	**Date**
Monster Jam	Rice-Eccles Stadium	May 2
AMA Supercross Championship	Rice-Eccles Stadium	May 9
Warriors over the Wasatch Air Show	Hill Airforce Base	June 27 – June 28
Stadium of Fire	LaVell Edwards Stadium	July 4
University of Utah Football	Rice-Eccles Stadium	September 3
Brigham Young University Football	LaVell Edwards Stadium	September 5
University of Utah Football	Rice-Eccles Stadium	September 12
Brigham Young University Football	LaVell Edwards Stadium	September 12

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University of Utah Football	Rice-Eccles Stadium	September 19
University of Utah Football	Rice-Eccles Stadium	TBD
University of Utah Football	Rice-Eccles Stadium	TBD
University of Utah Football	Rice-Eccles Stadium	TBD
University of Utah Football	Rice-Eccles Stadium	TBD
Brigham Young University Football	LaVell Edwards Stadium	TBD
Brigham Young University Football	LaVell Edwards Stadium	TBD
Brigham Young University Football	LaVell Edwards Stadium	TBD
Brigham Young University Football	LaVell Edwards Stadium	TBD
Brigham Young University Football	LaVell Edwards Stadium	TBD

Major Events Requiring Mid-Level Surge Service		
Event	**Location**	**Date**
School Lagoon Days	Lagoon	May
LDS General Conference	LDS Conference Center	April 4 – April 5
Salt Lake City Marathon	Salt Lake City	April 25
Kilby Block Party	Salt Lake City Fairgrounds	May 14 – May 17
LDS General Conference	LDS Conference Center	Oct 3 – Oct 4

Major Events Requiring Low-Level Surge Service		
Event	**Location**	**Date**
Pride Festival / Parade	Library & Washington Squares	June 6 – June 7
Arts Festival	Library & Washington Squares	June 19 – June 21
Days of ‘47 / Pioneer Parade	Salt Lake City	July 24
DoTerra Convention	Salt Palace Convention Center	Sept 16 – Sept 19
Fan X Comic Convention	Salt Palace Convention Center	Sept 24 – Sept 26
State High School Play-offs	Rice-Eccles Stadium	November
Christmas Lights	Temple Square	December
Sports / Other Events	Delta Center	Jan. – Dec.
Sports / Other Events	Huntsman Center	Jan. – Dec.
Large Events (other than General Conference)	LDS Conference Center	Jan. – Dec.

Major Events Requiring Special Staffing only (No Surge)		
Event	**Location**	**Date**
Run SLC 5K Race	Salt Lake City	February 7
Run SLC 10K Race	Salt Lake City	March 7
Run SLC 15K Race	Salt Lake City	April 11
Lehi Roundup Rodeo	Lehi	June 24-27

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12.3. Minor Events

A Minor Event is an event where UTA's baseline service and capacity is sufficient to meet anticipated ridership needs.

12.4. 2026 Minor Events Summary

Minor Events Requiring No Surge Service		
Event	**Location**	**Date**
Sports / Other Events	Maverik Center	Jan. – Dec.
Sports / Other Events	America First Field	Jan. – Dec.
Sports / Other Events	Ballpark at America First Sq.	Jan. – Dec.
Concerts / Events	Abravanel Hall	Jan. – Dec.
Concerts / Events	Eccles Theater	Jan. – Dec.
Concerts / Events	LDS Tabernacle / Assembly Hall	Jan. – Dec.
Concerts / Events	U of U Kingsbury Hall	Jan. – Dec.
Concerts / Events	U of U Pioneer Theater	Jan. – Dec.
Plays / Events	U of U Gardner Hall	Jan. – Dec.
Conventions with under 30,000 attendees	Salt Palace Convention Center	Jan. – Dec.
Conventions / Events	Mountain America Expo Center	Jan. – Dec.

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13. State of Good Repair (SGR) Projects

SGR Project 1	
Mode	Light Rail Transit
Impacted Route(s)	701, 703, 704: TRAX Blue, Red, Green Lines
Project	2100 South Grade Crossing & Union Interlocking
Scope	○ South grade crossing replacement ○ Union Interlocking: Replace running rail, frogs, restraining rail
Project Dates	TBD
Estimated Service Impact	7 Days
Service Impact	○ Central Point Station Closed ○ Ball Park Station Closed
Bus Bridge	Bus bridge 1: Ballpark Station to Meadowbrook Station Bus bridge 2: Ballpark Station to River Trail Station

SGR Project 2	
Mode	Light Rail Transit
Impacted Route(s)	704: TRAX Green Line
Project	West Valley Grade Crossings & OCS Replacement / Repairs
Scope	○ 1070 West grade crossing replacement ○ Chesterfield Street grade crossing replacement ○ Decker Lake Street grade crossing replacement ○ E-Center entrance road grade crossing replacement ○ 3360 South grade crossing replacement ○ 3500 South grade crossing replacement ○ 2320 South grade crossing replacement ○ Replacement of 5 pre-curve areas along West Valley TRAX line ○ Overhead Catenary System work along West Valley TRAX line
Project Dates	TBD
Estimated Service Impact	45 Days
Service Impact	○ River Trail Station Closed ○ Redwood Junction Station Closed ○ Decker Lake Station Closed ○ West Valley Central Station Closed
Bus Bridge	Bus bridge 1: Central Point Station to West Valley Central

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SGR Project 3	
Mode	Light Rail Transit
Impacted Route(s)	703: TRAX Red Line
Project	Tunnel and Quick Interlockings, Curve Improvements
Scope	○ Rebuild Tunnel Interlocking, replace switches, rail and frogs ○ Realign and tamp curve between East 9th Avenue and 700 W ○ Rebuild Quick Interlocking, replace switches, rail and frogs
Project Dates	TBD
Estimated Service Impact	14 Days
Service Impact	○ Bingham Junction Station Closed ○ Historic Gardner Station Closed ○ West Jordan City Center Station Closed
Bus Bridge	Bus bridge: Fashion Place Station to 2700 W Sugar Factory Station

SGR Project 4	
Mode	Light Rail Transit
Impacted Route(s)	704: TRAX Green Line
Project	Utah Department of Transportation (UDOT) maintenance work on the I-215 bridge over North Temple and the TRAX Green Line.
Scope	○ No UTA maintenance work performed
Project Dates	TBD
Estimated Service Impact	3 weekends (Saturday and Sunday)
Service Impact	○ North and South bound rails closed between 1940 W Station and Airport Station
Bus Bridge	Bus bridge: 1940 W Station and Airport Station

Note: SGR Projects are based on the best available information and identifying agency needs as defined within UTA's Transit Asset Management Plan and Five-Year Capital Budget. Planned SGR Projects are subject to change based on project stakeholder input, material procurement timelines, and other unforeseen factors. The final project development is coordinated and developed through UTA's Capital Development Services and the Planned Service Disruptions Committee.

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669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S):	Nichol Bourdeaux, Chief Planning and Engagement Officer Jaron Robertson, Director of Planning

TITLE:

UTA Bus Stop Improvement Efforts

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Information Only

BACKGROUND:
With over 5,000 bus stops, the Utah Transit Authority (UTA) has a broad and visible presence across the communities it serves. These stops often shape the public's first impression of UTA, making their condition, accessibility, and design critical to the agency's relationship with riders.

UTA is committed to making bus stops clean, safe, accessible, and comfortable. To support this goal, UTA developed the Bus Stop Master Plan (BSMP), which provides a consistent framework for evaluating, designing, and prioritizing stop improvements.

The BSMP includes an inventory of current conditions and outlines shared goals, design standards, and a prioritization process for investment. It also emphasizes partnerships with local governments and property owners to improve access and connectivity through enhancements like sidewalks, curb ramps, and bike lanes.

The plan is organized into four sections:

1. Purpose, Need, and Goals - Overview of the plan's vision and objectives.
2. Existing Conditions - Snapshot of current stop features and accessibility.
3. Design Criteria and Guidelines - Standards for consistent bus stop design.
4. Prioritization Methodology - A framework to guide improvement efforts based on need and opportunity.

DISCUSSION:
UTA staff will provide an overview of the agency's bus stop improvement efforts, including the following:

- Bus Stop Improvement Program
- The Bus Stop Master Plan (BSMP)
- UTA's Bus Stop location evaluation

ALTERNATIVES:
N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:
https://www.rideuta.com/Current-Projects/Bus-Stop-Improvement-Efforts (follow the link to see the full Bus Stop Master Plan and other bus stop information)

UTA Bus Stop - FAQ



UTA BUS STOP IMPROVEMENT PROGRAM

Frequently Asked Questions - July 2024

Why are you moving the stop? Why did you choose these locations?

- Bus stop placement is based on technical evaluation and guidelines and located to best serve riders. The UTA Bus Stop Plan guides the technical evaluation and direction for bus stops in the service area.
- Bus stop spacing is implemented differently depending on setting. Bus stop spacing may vary from around one per block to one every two to three blocks. These decisions are based on the walkability and density of the surrounding neighborhood, nearby destinations, and connections to other routes.
- Technical Considerations for Bus Stops:
  - » Grade of 2% or less
  - » 5′ X 8′ landing zone
  - » Proximity to transfer points
  - » Stop spacing
  - » Drive access conflicts
  - » Preference for far side after intersection
  - » Proximity to major destinations
  - » Compatibility with surrounding land uses (urban, suburban, rural)
  - » Maintain pedestrian pathways
  - » Visibility of riders to approaching vehicles & operators
  - » Pedestrian accessibility, a clear width of 8-12 feet is preferred where transit is present (avoid less than 6 feet)
  - » Bike loading access
  - » Avoid parking conflicts
  - » Avoid tree conflicts
  - » Proximity to trees/shade
  - » Proximity to street lighting
  - » Clear and unobstructed zone, at least 10 feet clear distance from crosswalk or curb return
  - » Compatibility with stop in opposite direction
  - » Avoid utility infrastructure conflicts
  - » Conveniently and safely serves riders

What does UTA consider when locating bus stops?

- Provide a fully ADA accessible landing surface for people with disabilities using the transit service
- Provide the safest, most pleasant waiting and boarding experience possible for riders
- Provide access to destinations and neighborhoods along the route
- Optimize travel time on the route by preventing excessive stopping and dwell times
- Regulations and policies of local municipalities
- Operational considerations to allow the bus to efficiently and safely service the bus stop

Why can't UTA place the stop somewhere else instead?

- UTA staff do not base infrastructure decisions on the preferences of individual property owners or lessees because people move, and neighbors disagree. Using objective criteria to place stops aim to make transit efficiency and rider needs priorities that support expanded travel choices.



UTA BUS STOP IMPROVEMENT PROGRAM

Frequently Asked Questions - May 2024



How will these improvements optimize travel time?

- This project aims to optimize travel time on the route. UTA accomplishes this by applying technical evaluations and guidelines when considering bus stop improvements. Better bus stop locations means buses can pull into traffic faster, more accessible stops mean riders can board the bus quickly and better spacing of stops decreases time on the route. UTA is committed to improving the rider experience, from the comfort of the stops to efficient travel times.

I have concerns with safety regarding the placement of a bus stop in front of my property.

- The implementation of transit stops may contribute to safety, due to the "eyes on the street" effect, as well as support for positive neighborhood and community connection.
- Transit stops are public spaces and well-utilized by those are riding transit. Bus stops are most often used by the local and surrounding community for public transit purposes.

I have concerns about the safety of having a bus operate on my street.

- UTA staff have specialized training and expertise on safety, and they work in close collaboration with city staff on stop placement and design to make sure it is responsive to their extensive safety data, customer feedback, and operator observations to avoid risk or safety hazards.
- Additionally, UTA has a primary goal to locate bus stops adjacent to safe crossings. UTA considers the presence of signalized, marked, and/or grade-separated crossings when placing bus stops, and for locations without those features, UTA considers the number of lanes, speed limit, and traffic volumes to support safe transit access.
- UTA bus operators all have a state issued professional Commercial Driver's License (CDL) and participate in extensive required training to uphold the highest safety standards while operating buses across UTA's service area.

I have concerns about the environmental impact of a bus operating in my neighborhood.

- UTA strives to keep up with advancements in fuel technologies, including using bio-diesel fuel mixtures, clean diesel, compressed natural gas (CNG), and electric vehicles. In addition, UTA buses have the advantage of a rigorous maintenance schedule and routine check-ups to meet all state and federal emissions standards.
- UTA is working with local governments to increase opportunities to expand the electric fleet and charging infrastructure to improve air quality, but this will take time. In the meantime, buses are no different than a variety of other heavy vehicles that utilize city streets, including mail and delivery trucks, construction vehicles, private commercial buses, snow plows, and others.

What does Equity & Accessibility mean to UTA?

- Equity in access to transportation is a priority that UTA uses in making transit planning decisions and is based on set standards and data. Transit service design and infrastructure decisions, including providing ADA accessible bus stops, reflect the equitable treatment of communities based on need. UTA also complies with the rules and regulations as outlined in Title VI of the Civil Rights Act of 1964, ensuring nondiscriminatory transportation to enhance the social and economic quality of life for all.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Alisha Garrett, Chief Enterprise Strategy Office
PRESENTER(S):	Jay Fox, Executive Director

TITLE:

UTA Strategic Plan Performance Report

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
After consultation with the Local Advisory Council, the Board of Trustees adopted the 2022-2030 Agency Strategic Plan in December 2022. The Plan sets the Agency mission and vision and encompasses the following five strategic priorities: Moving Utahns to a Better Quality of Life, Exceeding Customer Expectations, Achieving Organizational Excellence, Building Community Support, and Generating Economic Return. Each of these priorities has goals and desired outcomes associated with them.

DISCUSSION:
A performance report on UTA's Strategic Plan will be shared during the Local Advisory Council meeting. Information contained within this report reflects on UTA's achievements and performance since the last report out and year to date in 2025 in relation to each of the strategic priorities and their associated goals and objectives. This report also contains high level annual operational goals set by the Executive Team to continue to activate the Agency plan.

ALTERNATIVES:
N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO: Local Advisory Council
PRESENTER(S): Bob Stevenson, Chair Local Advisory Council
Carlton Christensen, Chair UTA Board of Trustees

TITLE:

Open Dialogue with the Board of Trustees

- **Stories from the System**

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational discussion with UTA Board of Trustees

DISCUSSION:
The Local Advisory Council and Board of Trustees will engage in discussion on topics concerning the Utah Transit Authority. Council members are also encouraged to share experiences and insights they have had riding the UTA transit system. No action will be taken.

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO: Local Advisory Council
FROM: Jay Fox, Executive Director
PRESENTER(S): Jay Fox, Executive Director

TITLE:

Executive Director Report

- **New Chief Operations Officer - Andres Colman**
- **APTA 2025 Outstanding Public Transportation System Award**

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

DISCUSSION:
Jay Fox, Executive Director, will report on various topics including:

- New Chief Operations Officer - Andres Colman - Jay Fox
- APTA 2025 Outstanding Public Transportation System Award - Jay Fox

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 8/27/2025

TO: Local Advisory Council
FROM: Utah Transit Authority Audit Committee
PRESENTER(S): Bob Stevenson, Chair Local Advisory Council

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
The UTA Audit Committee met on June 16, 2025, to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Audit Committee Members Carlton Christensen, Beth Holbrook, Bob Stevenson, and Natalie Hall participated in the meeting.

DISCUSSION:
Chair Stevenson will give a report on the activities of the UTA Audit Committee.

ATTACHMENTS:
None