

## JORDAN VALLEY TRAX STATION

### VISION

- Jordan Valley Station will become a **walkable, transit-oriented neighborhood hub** that connects people across the rail corridor and into surrounding destinations.
- A reconfigured street network, with a **clear north-south spine and more direct access to the station platform**, will improve circulation, enhance safety, and make arriving at the station intuitive for all users.
- New development will focus on **medium to high density housing near the station, incorporating neighborhood-serving retail and community amenities** to support nearby medical and educational campuses.
- **A connected system of parks, plazas, trails, and linear greenways** will create welcoming public gathering spaces and strengthen first and last mile mobility, while transitions in building intensity will make sure new infill is compatible with adjacent single-family neighborhoods.



Jordan Valley Station Track



UTA Parking Lot

### KEY GUIDING PRINCIPLES

	<p><b>Support daily life with neighborhood-serving retail and services</b></p>		<p><b>Plan for a diversity of housing choices</b></p>
	<p><b>Prioritize safe, direct north-south connectivity to the station on both sides of the tracks</b></p>		<p><b>Create a clear development transition from the station core to neighborhoods</b></p>
	<p><b>Build a connected green mobility network for first-last mile access</b></p>		<p><b>Make 3400 W the defining station connection and neighborhood spine</b></p>
	<p><b>Use public space to create a sense of place</b></p>		

## SUGAR FACTORY ROAD TRAX STATION

### VISION

- Sugar Factory Road Station will evolve into a connected station district that **balances new housing opportunities with the area's open space character and natural systems**.
- Underutilized land near the station can support thoughtful transit-oriented infill, with the **highest intensity closest to the platform and a gradual transition toward existing neighborhoods**.
- The two creeks will serve as the **backbone of a continuous park and trail system**, providing recreation, ecological value, and floodplain function.
- **Expanded pedestrian and bicycle connections**, including the new Bingham Trail, will strengthen east-west mobility and create safe north-south links between the station, the high school, nearby neighborhoods, and Veterans Memorial Park.



Sugar Factory Road Station Tracks

### KEY GUIDING PRINCIPLES

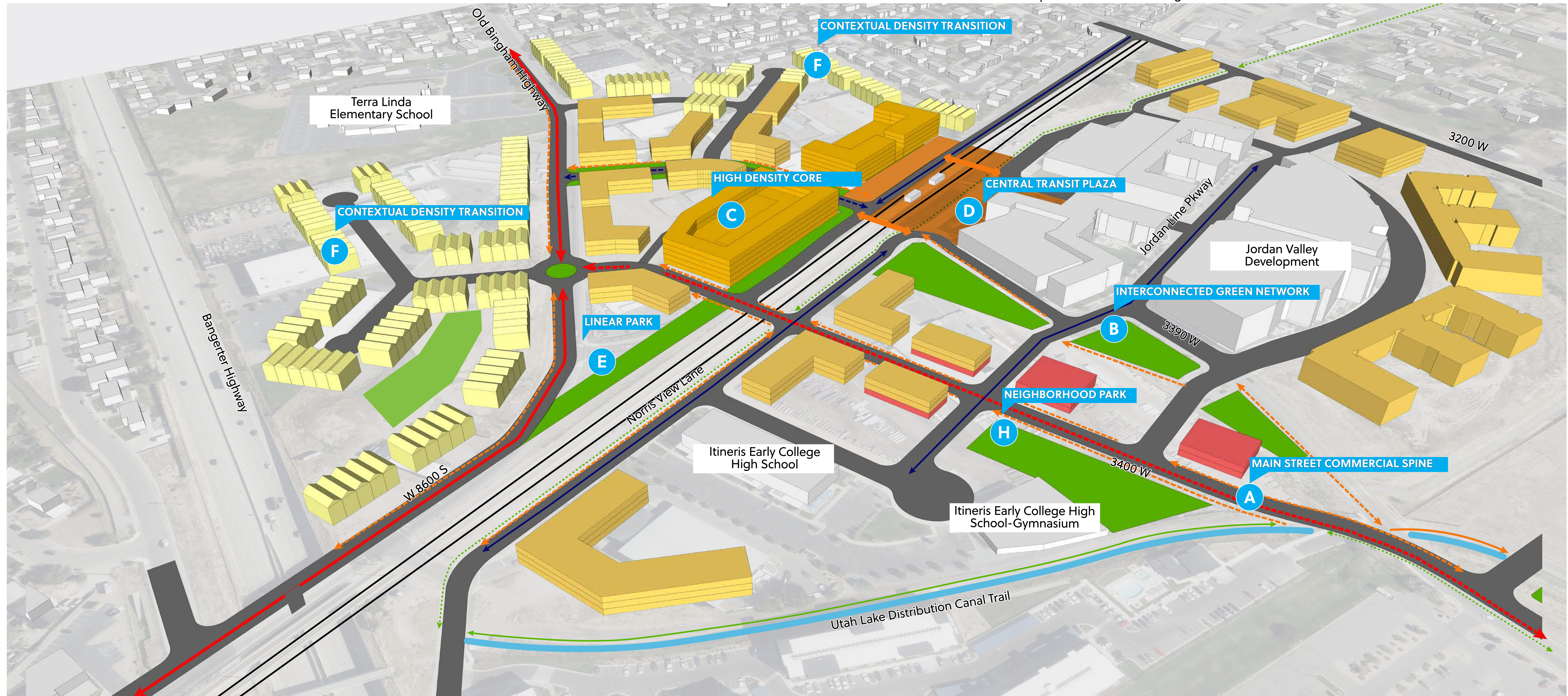
	<p><b>Unlock underutilized land near the station for transit-supportive housing</b></p>
	<p><b>Introduce new development strategically</b></p>
	<p><b>Expand the Bingham Trail to improve east-west connectivity</b></p>
	<p><b>Improve north-south station access</b></p>

## DESIGN ALTERNATIVE 1: A NEW SPINE CONNECTING PLACES, PARKS AND PEOPLE

Write your comments on a sticky note and post them here..

### LEGEND

- Low-density Residential
- Medium-density Residential: 8-15 du/acre
- Medium-density Residential: 15-20 du/acre
- High-density Residential: 20-30 du/acre
- High Density Core
- Commercial/Retail
- Community Services
- Parks and Open Space
- Transit Plaza
- Proposed Pedestrian Crossings
- Proposed Primary Connection
- Existing Primary Connection
- Proposed Secondary Connection
- Existing Secondary Connection
- Proposed Multi-use Pathway
- Existing Multi-use Pathway
- Proposed Bike Path
- Bingham Creek Trail
- TRAX Line

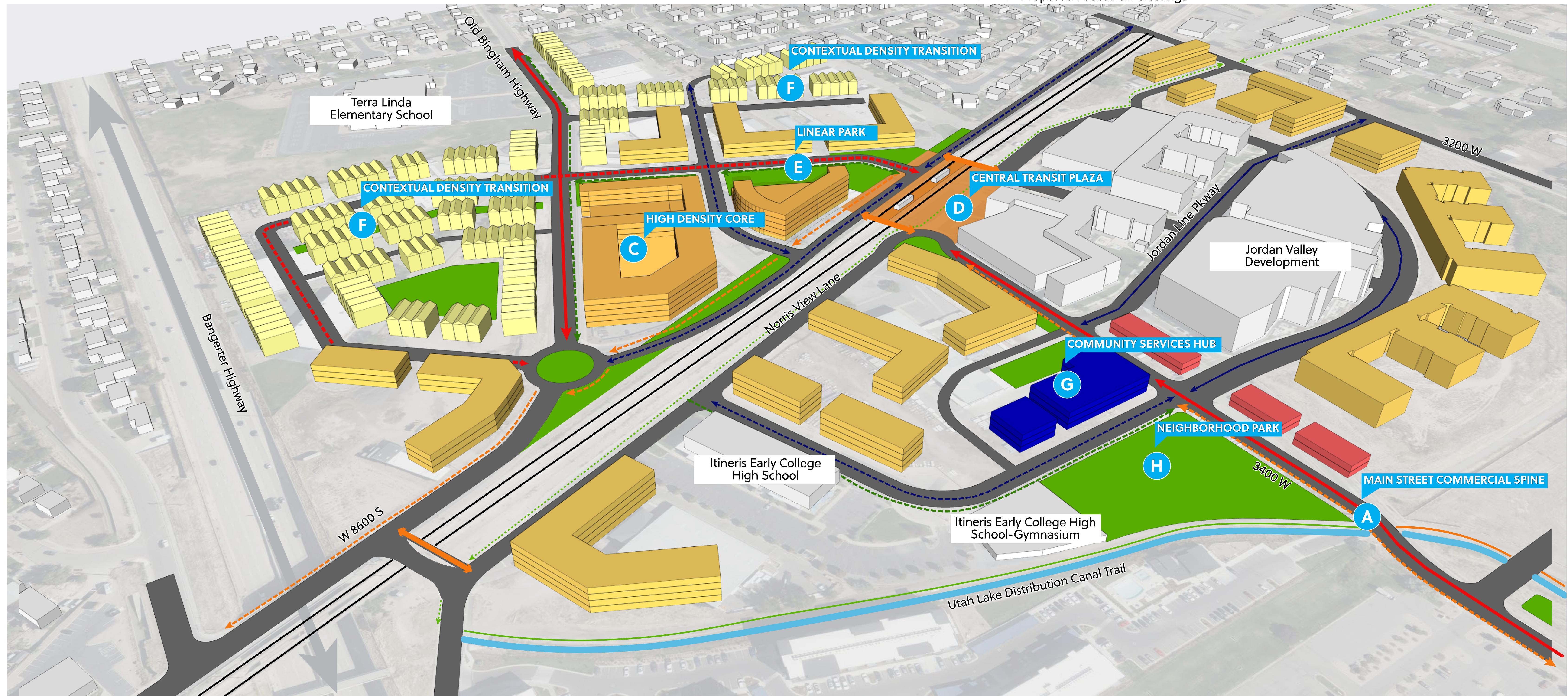


## DESIGN ALTERNATIVE 2 : A GREEN CORRIDOR ROOTED IN CIVIC SPACES, OPEN SPACE AND COMMUNITY LIVING

Write your comments on a sticky note and post them here..

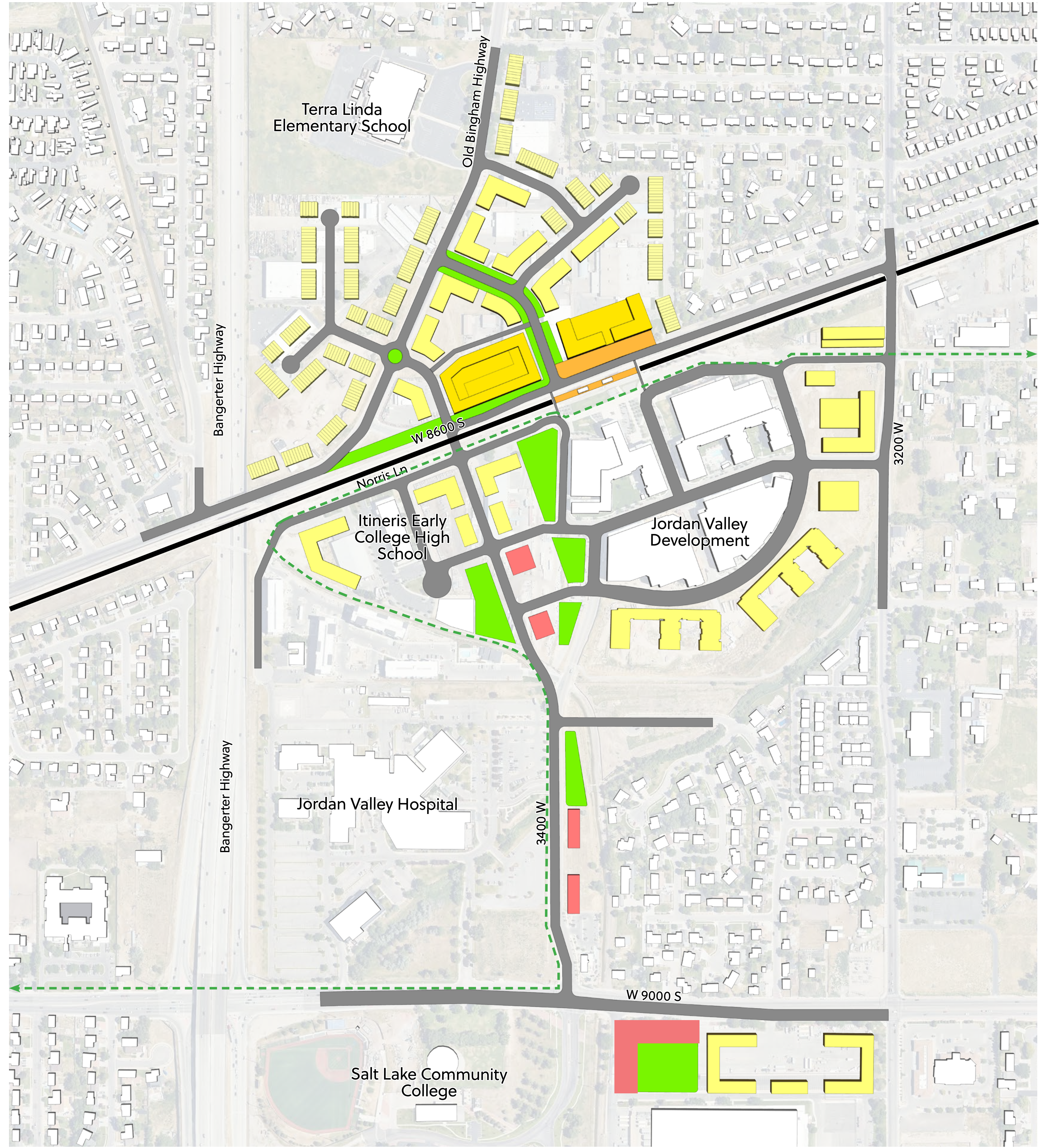
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- TRAX Line
- Proposed Pedestrian Crossings

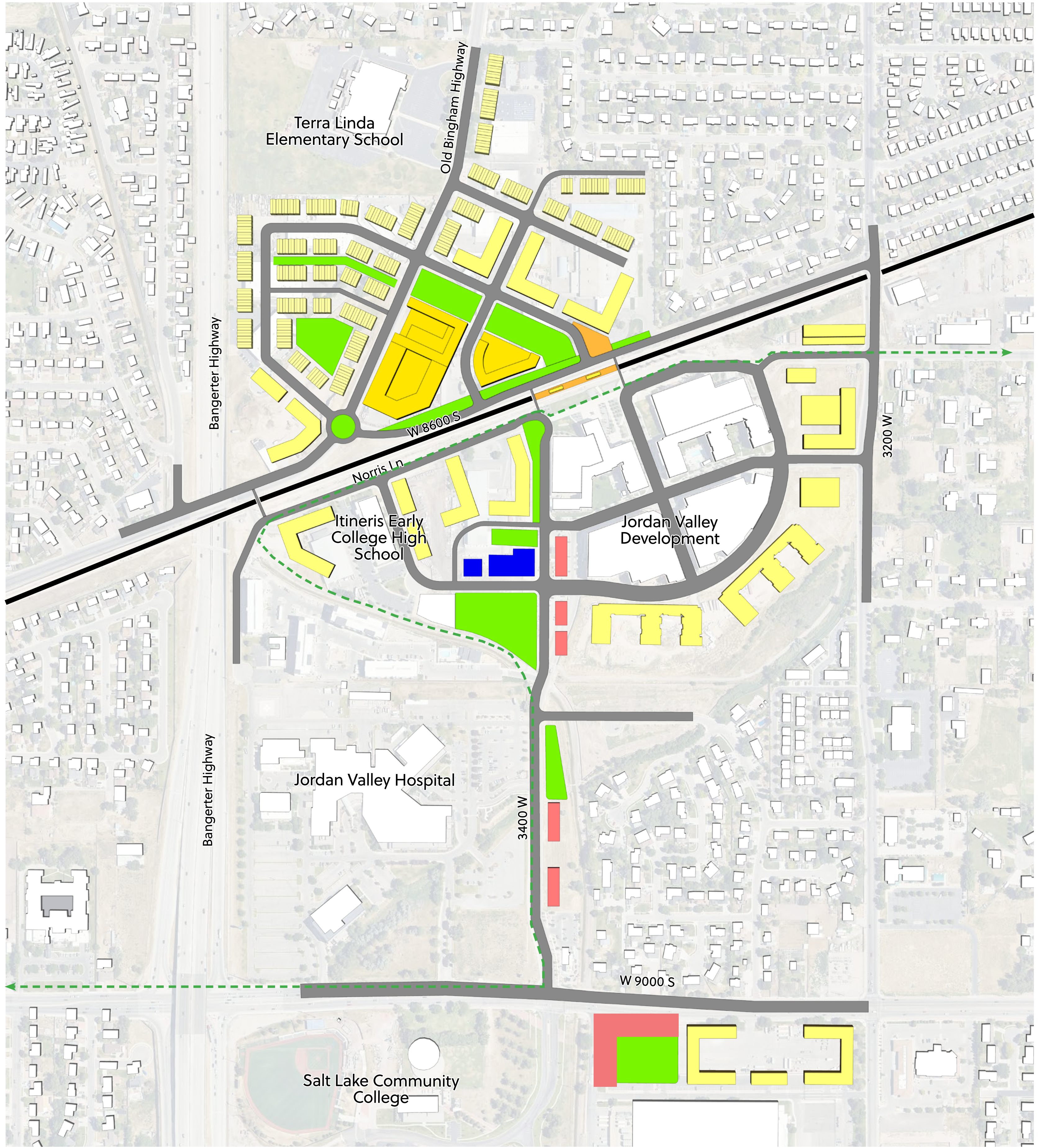


JORDAN VALLEY TRAX STATION

DESIGN ALTERNATIVE 1: A NEW SPINE CONNECTING PLACES, PARKS AND PEOPLE



DESIGN ALTERNATIVE 2: A GREEN CORRIDOR ROOTED IN CIVIC SPACES, OPEN SPACE AND COMMUNITY LIVING



(Choose your top 3 moves by placing a dot in the box next to the big move)

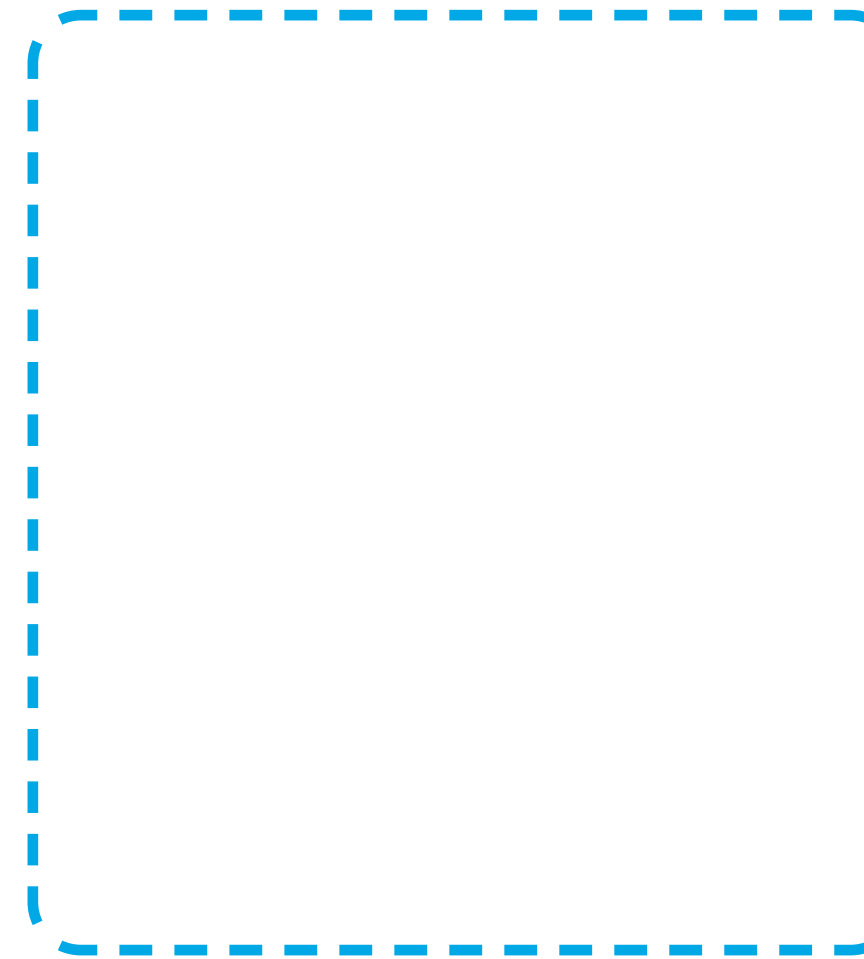
## A: MAIN STREET COMMERCIAL SPINE

Establish a vibrant, walkable commercial corridor that anchors retail, dining, and mixed-use development. This spine becomes the economic and social heart of the station area.



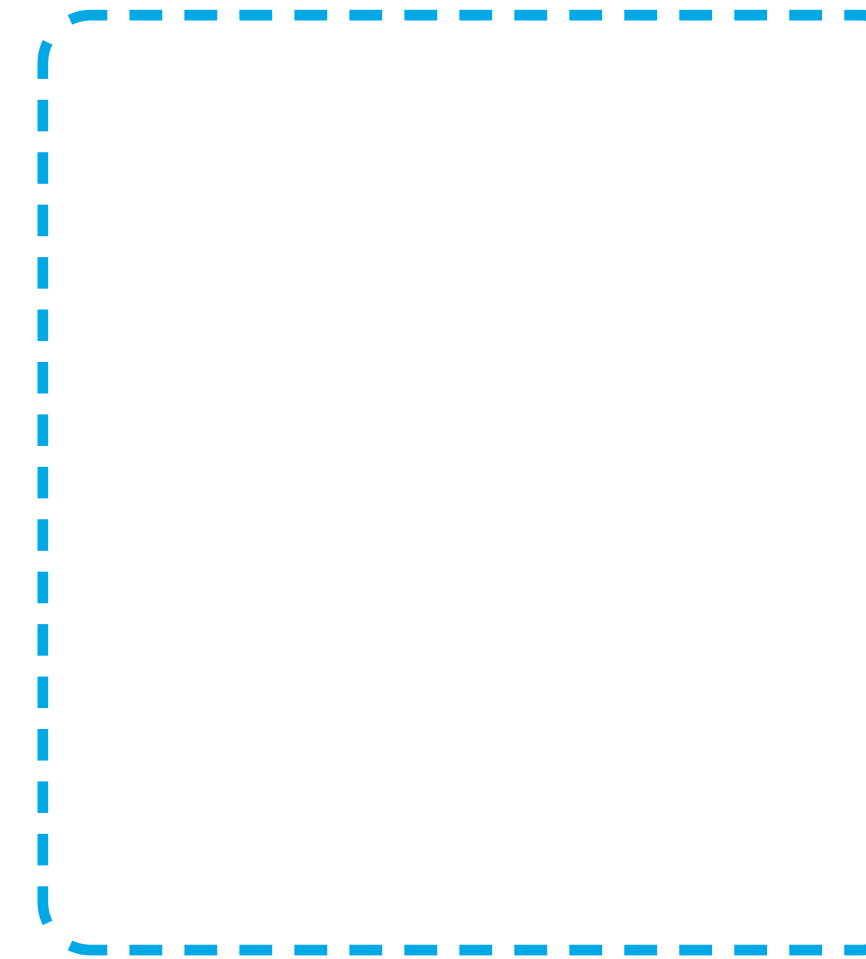
## B: INTERCONNECTED GREEN NETWORK

Create a cohesive system of parks, plazas, and open spaces that are linked across the neighborhood. This network enhances livability, recreation, and environmental resilience.



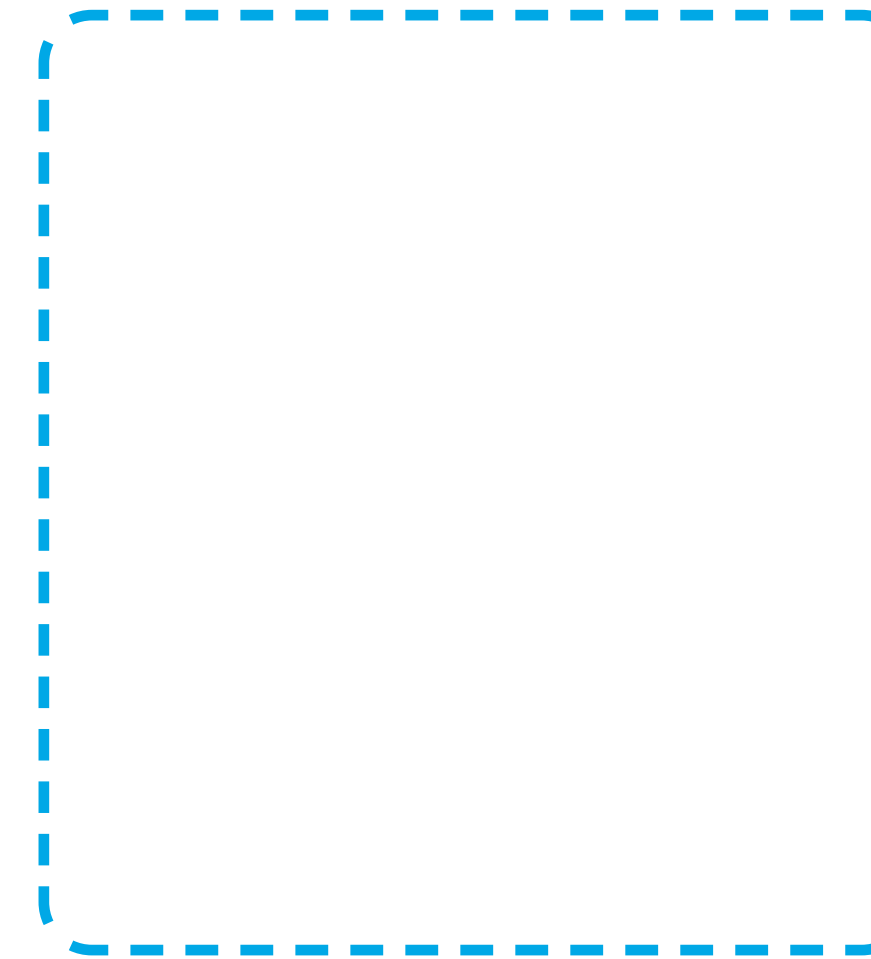
## C: HIGH DENSITY CORE

Concentrating high-density development near the transit station. This supports transit-oriented development principles and encourages connectivity to the station itself.



## D: CENTRAL TRANSIT PLAZA

Design a welcoming civic plaza that directly connects the transit station to surrounding development. The plaza serves as a gathering space and the primary gateway to the neighborhood.



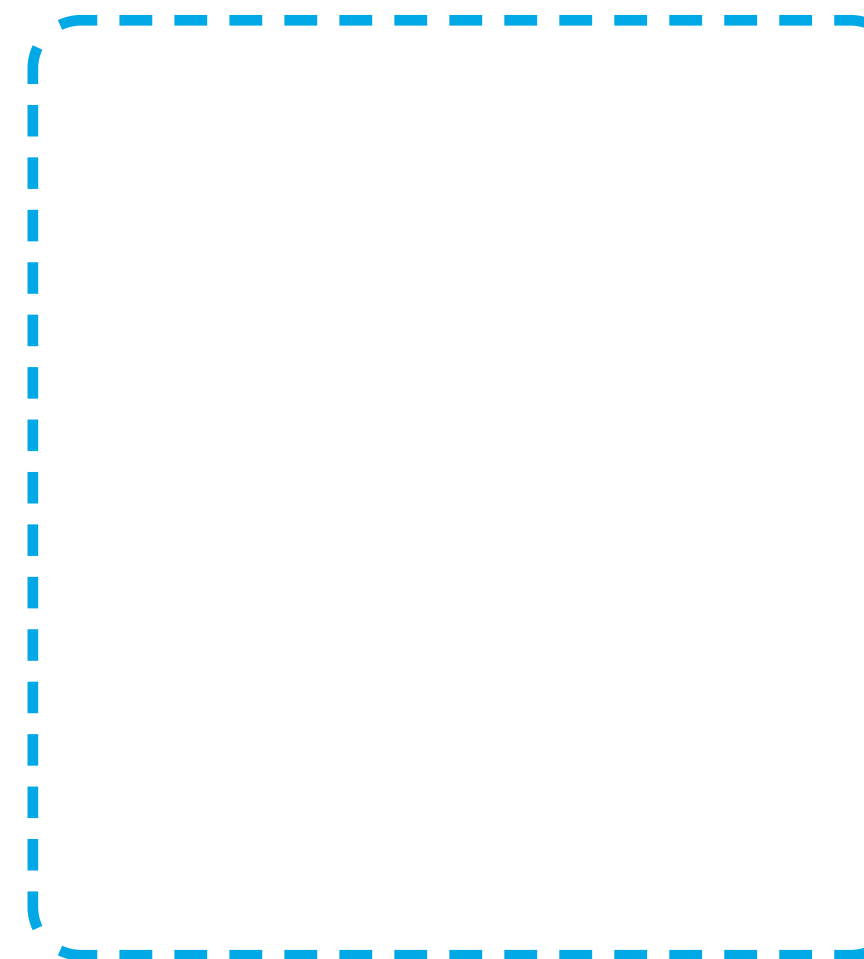
## E: LINEAR PARK

Develop landscaped linear parks and trails that connect neighborhoods, open spaces, and key destinations. These corridors prioritize safe pedestrian and bicycle movement.



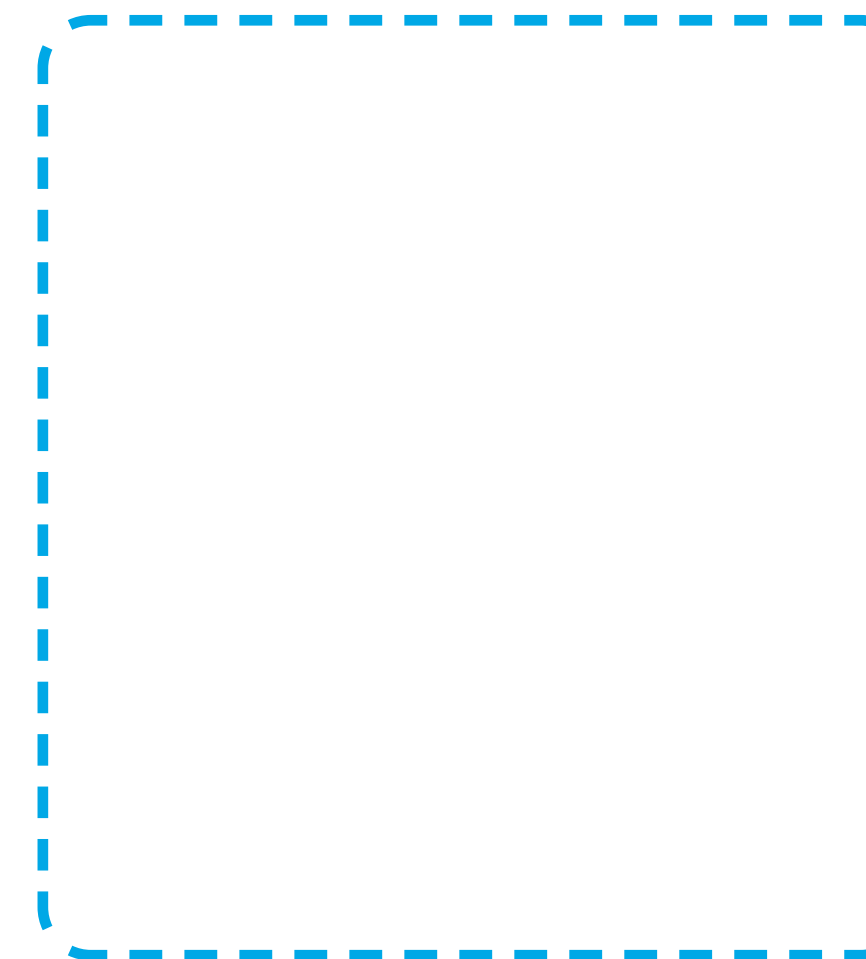
## F: CONTEXTUAL DENSITY TRANSITION

Concentrate higher-density development closest to the station and step down intensity toward adjacent single-family neighborhoods. This ensures compatibility while maximizing transit-supportive growth.



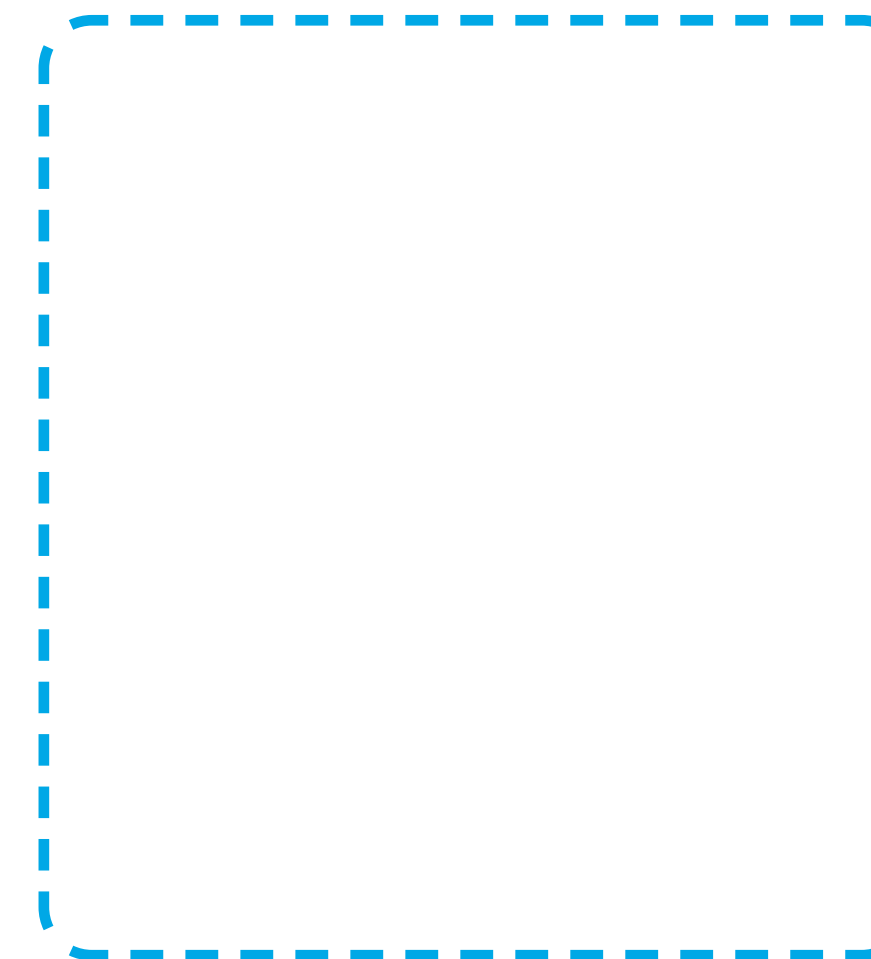
## G: COMMUNITY SERVICES HUB

Establish a centralized location for civic, educational, and community-support services within walking distance of transit. This hub strengthens neighborhood identity while ensuring residents have convenient access to essential resources.



## H: NEIGHBORHOOD PARK

Create a local park that provides everyday recreational space for nearby residents. Designed for flexibility and comfort, it supports informal gathering, play, and community connection within the station area.

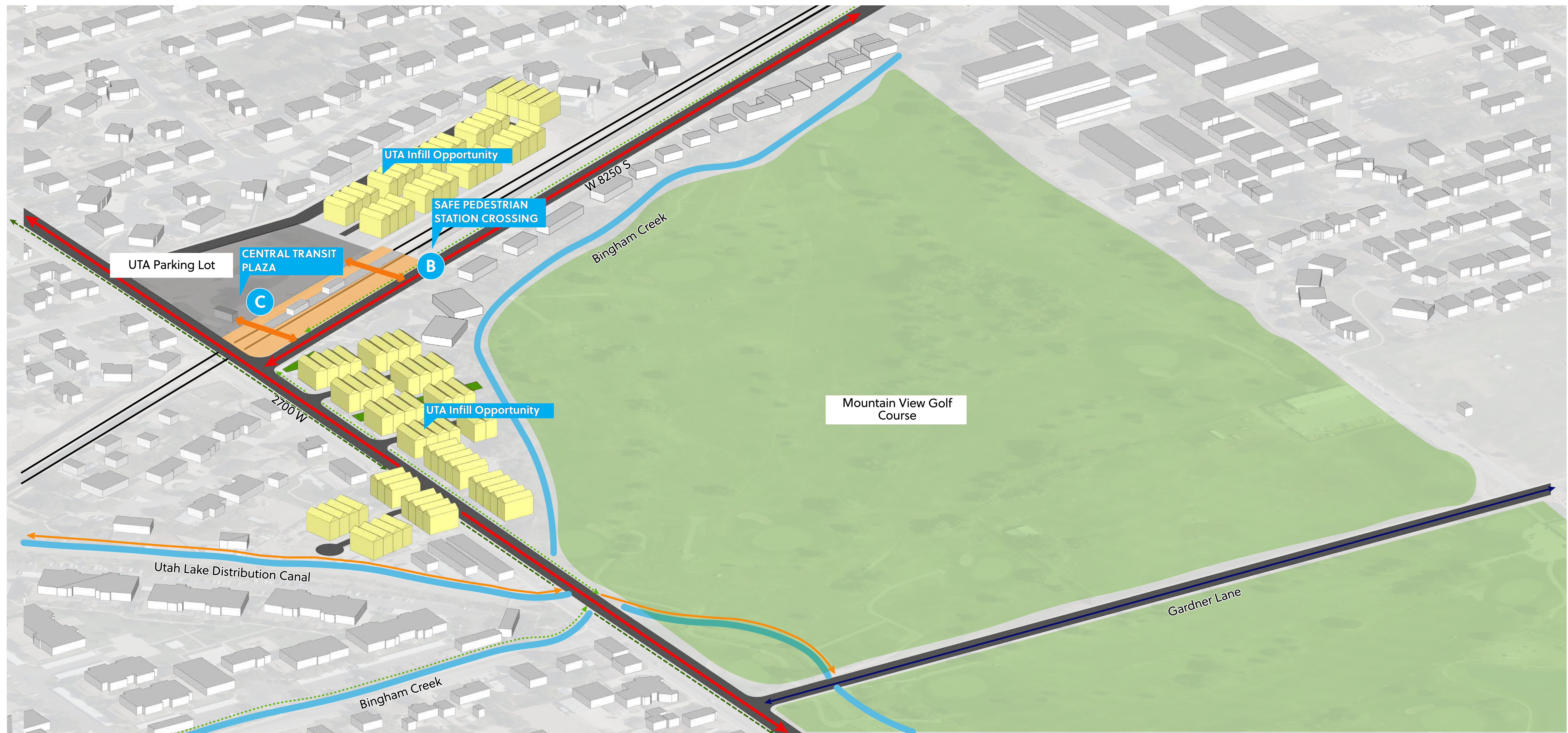


## DESIGN ALTERNATIVE 1: GENTLE NEIGHBORHOOD INFILL

Write your comments on a sticky note and post them here..

### LEGEND

- Low-density Residential-Cottage Courts
- Low-density Residential-Duplex
- Low-density Residential-Townhomes
- Medium-density Residential
- Parks and Open Space
- Transit Plaza
- Proposed Pedestrian Crossings
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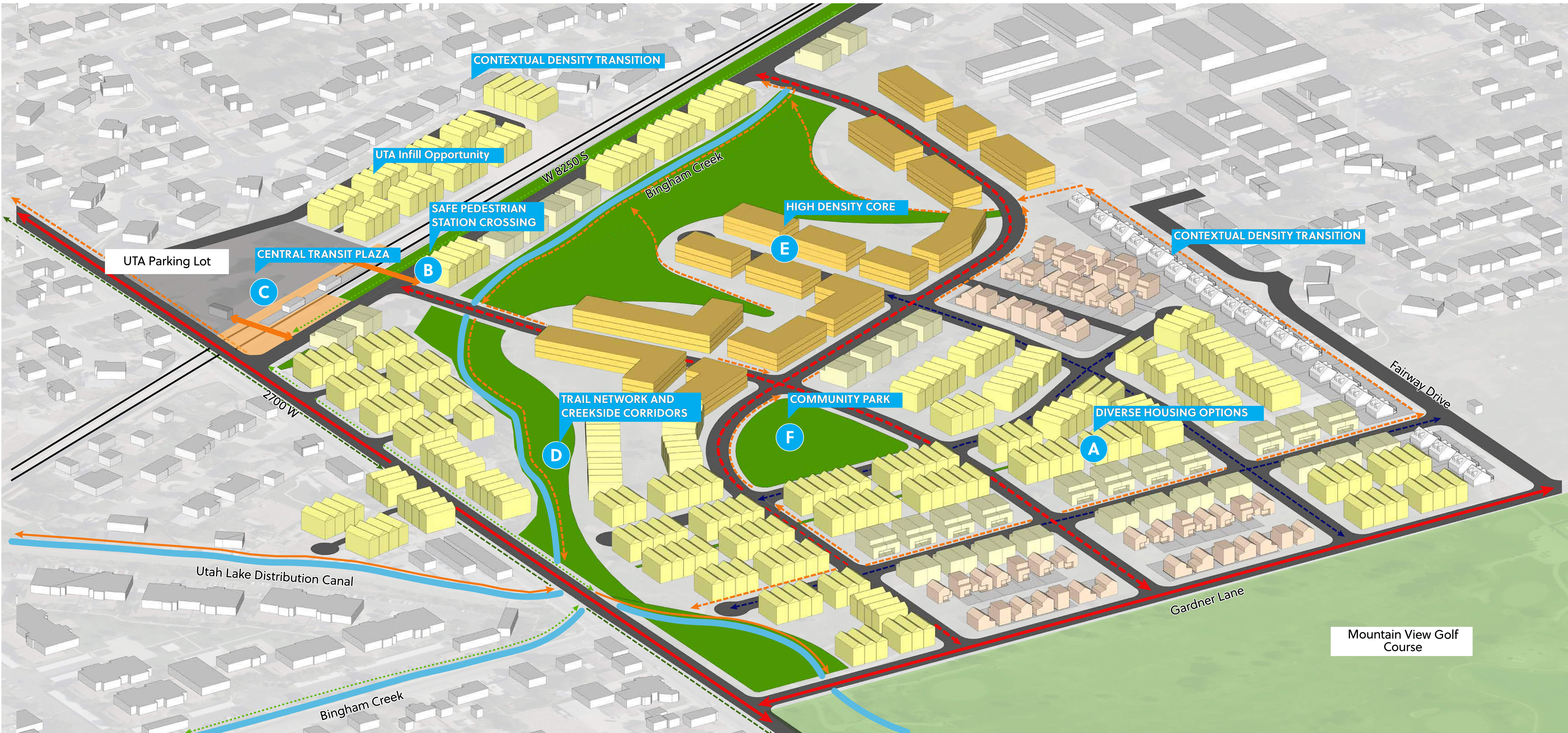


## DESIGN ALTERNATIVE 2 : CREEKSIDE TOD DISTRICT

Write your comments on a sticky note and post them here..

### LEGEND

- Low-density Residential-Cottage Courts
- Low-density Residential-Duplex
- Low-density Residential-Townhomes
- Medium-density Residential
- Parks and Open Space
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(Choose your top 3 moves by placing a dot in the box next to the big move)

### A: DIVERSE HOUSING OPTIONS

Encourage a range of housing types that support different household needs and lifestyles. Varied housing increases affordability and creates a more inclusive and balanced neighborhood.



### B: SAFE PEDESTRIAN STATION CROSSING

Provide a dedicated pedestrian crossing that improves safe and direct access across the station area. This connection strengthens walkability and ensures surrounding neighborhoods can easily reach transit and nearby destinations.



### C: CENTRAL TRANSIT PLAZA

Design a welcoming civic plaza that directly connects the transit station to surrounding development. The plaza serves as a gathering space and the primary gateway to the neighborhood.



### D: TRAIL NETWORK AND CREEKSIDE GREENWAYS

Establish a connected system of trails that follows and protects existing creek corridors. These greenways enhance environmental health while providing scenic walking and biking routes linking the station to surrounding neighborhoods and open spaces.



### E: HIGH DENSITY CORE

Concentrate higher-density development closest to the station and step down intensity toward adjacent single-family neighborhoods. This ensures compatibility while maximizing transit-supportive growth.



### F: COMMUNITY PARK

Create a neighborhood park that provides accessible open space for recreation, play, and community gatherings. Located within walking distance of homes and transit, the park strengthens quality of life in the station area.

