**The City of West Jordan**
**City Council Meeting**
**July 14, 2026**

8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

PARTICIPATE IN MEETING

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# City Council Meeting 7:00 PM

## 1. Call to Order

## 2. Pledge of Allegiance

## 3. Special Recognition

a. Presentation of the Building Together Award to the City of West Jordan by the Economic Development Corp. of Utah

## 4. Council & Mayor Reports

a. City Council Reports
b. Mayor's Report
c. City Administrator's Report

## 5. Public Comment

## 6. Public Hearings

a. Ordinance No. 26-34 Adopting the Station Area Plans for Jordan Valley and Sugar Factory Road
b. Ordinance No. 26-35 a Petition to Rezone 2.28 Acres at 1390 West 9000 South to Community Shopping Center Zone (SC-2) for Immaculate
c. Ordinance No. 26-36 a Petition to Rezone 1.74 Acres from an RR-1C Zone to an R-1-12 Zone for the Susan Way Subdivision Located at 8415 South Susan Way

## 7. Council Office Report

## 8. Consent Items

a. Approve Meeting Minutes

- June 2, 2026 – Committee of the Whole Meeting
- June 23, 2026 – Committee of the Whole Meeting
- June 23, 2026 – Regular City Council Meeting
- June 30, 2026 – Committee of the Whole Meeting

## 9. Adjourn

## Upcoming Meetings

- Tuesday, July 28, 2026 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- Tuesday, August 11, 2026 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- Tuesday, August 25, 2026 – Committee of the Whole (4:00p) – Regular City Council (7:00p)

**Certificate of Posting**
I certify that the foregoing agenda was posted at the principal office of the public body, on the Utah Public Notice website https://www.utah.gov/pmn/, on West Jordan City's website https://westjordan.primegov.com/public/portal, and notification was sent to the Salt Lake Tribune and Valley Journal.

**Posted and dated July 10, 2026** **Cindy M. Quick, MMC, Council Office Clerk**

# REQUEST FOR COUNCIL ACTION

**Action**: Need Council to Take Action

**Meeting Date Requested** : 07/14/2026

**Presenter:** Tayler Jensen, Senior Planner

**Deadline of item** :

**Applicant**: City of West Jordan

**Department Sponsor**: Community Development

**Agenda Type**: Public Hearings

**Presentation Time**: 10 Minutes *(Council may elect to provide more or less time)*

1. **AGENDA SUBJECT**
   Ordinance No. 26-34 Adopting the Station Area Plans for Jordan Valley and Sugar Factory Road

2. **EXECUTIVE SUMMARY**
   Council is being asked to consider approval of Station Area Plans (Small Area Plans) for Jordan Valley and Sugar Factory Road.

3. **TIME SENSITIVITY / URGENCY**
   Per HB462 these two stations must have a station area plan adopted by the City Council and certified by the Wasatch Front Regional Council (WFRC) and the Utah Transit Authority (UTA) by December 31, 2026

4. **FISCAL NOTE**
   N/A

5. **PLANNING COMMISSION RECOMMENDATION**
   The Planning Commission held a Public Hearing on the proposed Station Area Plan on 06/16/2026, no public comments were received. The Planning Commission ultimately recommended approval of the station area plan by a vote of 6-0 (1 commissioner absent).

6. **STAFF ANALYSIS**
   House Bill 462 (2022) created a statutory requirement for cities with fixed-guideway transit stations (Trax) to develop station area plans (SAPs) for all property within ½ mile of the station platform, including stations where the overlap area is within a cities boundaries, even if the station platform is in a different community. To date the City of West Jordan has completed the SAP process, including receiving certification from WFRC and UTA for the following stations:

   - Bingham Junction Station (Midvale)
   - Gardner Station
   - West Jordan City Center Station
   - 5600 West Old Bingham Highway Station

   After the adoption of these 2 SAPs the City will have until December 31st 2027 to adopt our 7th and final required station area plan (4800 West Old Bingham Highway Station)As mentioned above, the City was Awarded $100,000 by WFRC for the Jordan Valley and Sugar Factory Road SAP on June 5th 2025. The city solicited a RFP and which was responded to by 4 firms, the City selected

DesignWorkshop who scored the highest with the selection team, and DesignWorkshop entered into a Contract with WFRC to complete this SAP on July 30th 2025. With an anticipated project timeline of 9 months. The project began with City Staff and the consultants identifying existing conditions, and making contact with key stakeholders in the vicinity including Holy Cross Hospital, Salt Lake Community College, Itineris High School, Salt Lake County, UTA, and various business and industry leaders in the vicinity. An initial Stakeholder Meeting was held on January 8th where the goals of the project were discussed and Stakeholders shared their experience and vision for the station area with project staff. On January 21st a Planning Charrette was held where staff and stakeholders were encouraged to come up with ideas for the station area. Staff and DesignWorkshop have been working on alternative plans for the stations, which was presented to the stakeholder group on March 10th 202 this was followed up with a meeting at the COTW with City Council where staff received direction from the City Council and elements from all concept plans were taken and a preferred station area plan was drafted. The preferred option was presented to the Planning Commission at a Public Hearing on June 16th 2026 where it received a recommendation of approval.

It should be noted that while the SAP is looking at the entire ½ mile + radius of the stations and is making land use recommendations for areas outside of the axiom maps which center on the Station Platform as this is the location where there are the biggest changes, most opportunities, and where the plans vary from each other.

**7. MAYOR RECOMMENDATION**

**8. COUNCIL STAFF ANALYSIS**

**Timeline & Background Information**

The Council previously discussed and approved Station Area Plans as follows:

- 5600 West Old Bingham Highway Station Jordan Vally Station at approve at the City Council meeting on March 11, 2025; and
- Bingham Junction (Midvale) - Historic Gardner – West Jordan City Center approved at the City Council meeting on January 24, 2024.

The Council discussed the Jordan Valley and Sugar Factory Road Station Plans on March 10, 2026, in the Committee of the Whole. During the meeting, the Council was presented with the guiding principles and various alternatives for both Station Plans.

The Jordan Valley Station guiding principles include:

- Support daily life with neighborhood-serving retail;
- Prioritize safe, north-south station access;
- Build a connected space to create a sense of place; and
- Plan for a mix of housing choices.

The two alternatives presented for the Jordan Valley Station Plan:

- Alternative 1
    - Improve local roadway connectivity through new street connections;
    - Provide pedestrian rail crossings at the station;

    - Add multi-use paths along key roadways at 3400 West, 8600 South, and Norris Lane View
    - Extend 3400 West north, to connect with Old Bingham Highway; and
    - Install a roundabout at 3400 West and Old Bingham Highway.

- Alternative 2
    - Install a roundabout at 8600 South and Old Bingham Highway;
    - Provide pedestrian rail crossings at the station;
    - Add multi-use paths along key roadwau at 3400 West, 8600 South, and Norris Lane View;
    - Improve bicycle facilities along Old Bingham Highway; and
    - Improve local roadway connectivity through new street connections.

The Sugary Factory Road Station Plan guiding principles include:

- Unlock underutilized land near the station;
- Introduce a new development strategically;
- Expand the Bingham Trail; and
- Improve north-south station access.

The two alternatives presented for the Sugar Factory Road Station Plan:

- Alternative 1
    - Implement traffic calming on 2700 West north of the rail line;
    - Provide pedestrian rail crossings at the station;
    - Add a new crosswalk on 2700 West south of the rail line;
    - Improve bicycle facilities on 2700 West; and
    - Install multi-use paths along key corridors at Sugary Factory Road and Haun Drive.

- Alternative 2
    - Same as alternative 1 with addition of:
    - Improve local roadway connectivity through new street connections.

The Jordan Valley and Sugar Factory Road Station Plans must be adopted and certified by WFRC and UTA by December 31, 2026.

The Council expressed more interest in Alternative 2 for the Sugar Factory Road Station Plan with the idea of converting partial golf course space into a different use, but there was also Council concern that the public opposes golf course space use change, and that the city hadn't really planned to provide major utilities in the area.

The Council supported Alternative 1 for the Jordan Valley Station Road Plan and straightening 6400 West. Council voiced that there was not a strong need to provide a "contextual density transition buffer" along Bangerter Highway on Alternative 1, and suggested higher density residential would be appropriate at the location. A concern brought forward was the possible impact to traffic with the increased frequency of trains at the station and the train gates going up and down. An additional concern was the existing houses that fronted the road on both sides.

**Additional Information & Analysis**

The Council is looking to adopt a plan with the incorporated feedback from the Committee of the Whole meeting on March 10, 2026.

Station Area Plans are required under 2022 HB 462 for cities with fixed-guideway transit stations. The plans guide long-term land use, transportation access, and development patterns within approximately a half-mile of each station and must be reviewed and certified by the WFRC and the UTA.

Input has been gathered from nearby institutions, agencies, and businesses in the area.

**Infrastructure & Utility Considerations**

Potential considerations may include roadway connectivity, pedestrian and bicycle access, transit ridership, and public utilities needed to support increased activity in the area.

Water service for development in West Jordan is supplied through the City's contract with the Jordan Valley Water Conservancy District. Any future development influenced by the Station Area Plan would be evaluated through the City's normal development review process to ensure adequate water, sewer, and storm drainage capacity.

Transportation access and connectivity are likely to be important considerations given the focus on transit stations. Planning for pedestrian access, roadway circulation, and transit connections may align with the City's Transportation Master Plan and Active Transportation Plan.

Because the Station Area Plan serves primarily as a long-range planning document, infrastructure needs identified in the plan would typically be evaluated in greater detail when specific development proposals are submitted.

**Possible Scenarios & Key Tradeoffs**

Station Area Plans typically present alternative concepts for how areas near transit stations could develop over time. Depending on the preferred alternative selected, potential outcomes may include:

- Additional mixed-use development, commercial services, or employment uses near the station areas;
- Opportunities for transit-supportive residential development;
- Improved pedestrian and bicycle connectivity between nearby institutions and the stations; and
- Public space or mobility improvements that encourage transit use.

Council members may wish to consider several tradeoffs when reviewing the alternatives. For example, plans that encourage higher intensity development near transit may support ridership and economic activity but could also raise questions about traffic, parking, or neighborhood compatibility. Alternatively, plans that maintain lower intensity uses may limit opportunities to fully utilize transit investments.

**Guiding Principles from the General Plan**

- **LAND USE**
    - Land use decisions should be made using a regional approach that integrates and participates with programs established to better serve the City as a whole.
    - Land use designs must promote quality of life, safety, and good urban design.

- **TRANSPORTATION**
    - Provide a safe and efficient multi-modal transportation system.
- **ECONOMIC DEVELOPMENT**
    - Attract, recruit, and retain quality businesses that benefit and enhance the quality of life in West Jordan.
    - Diversify and strengthen the employment and tax base in the City of West Jordan.

**9. POSSIBLE COUNCIL ACTION**

The Council may choose to take one of the following actions:

1. Approve the Ordinance as written and proposed OR with stated amendments;
2. Not Approve the Ordinance;
3. Continue the item to a future specified date;
4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole Meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

**10. ATTACHMENTS**

- Attachment A – Jordan Valley and Sugar Factory Road Station Area Plans
- Attachment B – COTW Minutes – March 10, 2026

The City of West Jordan, Utah

# Ordinance No. 26-34

## An Ordinance Adopting the Station Area Plans for Jordan Valley and Sugar Factory Road

Whereas, the City of West Jordan ("**City**") adopted the Comprehensive General Plan ("**General Plan**") in 2023, as amended, which allows for "Small Area Plans", including station area plans, which are required by H. B. 462 (2022), codified in Utah Code Sections 10-20-404(2)(b, c) and 63N-23-104; and

Whereas, the City Council of the City ("**Council**" or "**City Council**") has previously adopted some station area plans and now desires to specifically adopt the station area plans for Jordan Valley and Sugar Factory Road ("**Station Area Plans**"); and

Whereas, the City's Planning Commission ("**Planning Commission**") held a public hearing on June 16, 2026, regarding the Station Area Plans, with a recommendation to the City Council; and the City Council held a public hearing on July 14, 2026, regarding the Station Area Plans; and

Whereas, the City Council finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to adopt the Station Area Plans.

**Now therefore, be it ordained** by the City Council of the City of West Jordan, Utah as follows:

**Section 1**. Adoption of Station Area Plans. The Station Area Plans (for Jordan Valley and Sugar Factory Road) are adopted, as shown in Attachment A to this Ordinance.

**Section 2**. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

**Section 3**. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

**Passed** by the City Council of the West Jordan, Utah, this _____ day of _____ 2026.

City of West Jordan

_____

Jessica Wignall
Council Chair

Attest:

_____

Cindy M. Quick, MMC
Council Office Clerk

| **Voting by the City Council** | **"Yes"** | **"No"** |
|---|---|---|
| Chair Jessica Wignall | ☐ | ☐ |
| Vice Chair Kent Shelton | ☐ | ☐ |
| Council Member Bob Bedore | ☐ | ☐ |
| Council Member Annette Harris | ☐ | ☐ |
| Council Member Zach Jacob | ☐ | ☐ |
| Council Member Chad Lamb | ☐ | ☐ |
| Council Member Kayleen Whitelock | ☐ | ☐ |



(Continued on the following pages)

**Presented to the Mayor by the City Council on _____.**

Mayor's Action: _____ Approve _____ Veto

By: _____ _____
Mayor Dirk Burton Date

Attest:

_____
Tangee Sloan, MMC, UCC
City Recorder

**Statement of Approval/Passage** (check one)

_____ The Mayor approved and signed Ordinance No. 26-34.

_____ The Mayor vetoed Ordinance No. 26-34 on _____.

_____ The City Council overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 26-34 became effective by operation of law without the Mayor's approval or disapproval.

_____
Tangee Sloan, MMC, UCC
City Recorder

**Certificate of Publication**

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the _____ day of _____ 2026. The fully executed copy of the ordinance is retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

_____
Tangee Sloan, MMC, UCC
City Recorder

(Continued on the next page)

**Attachment A**

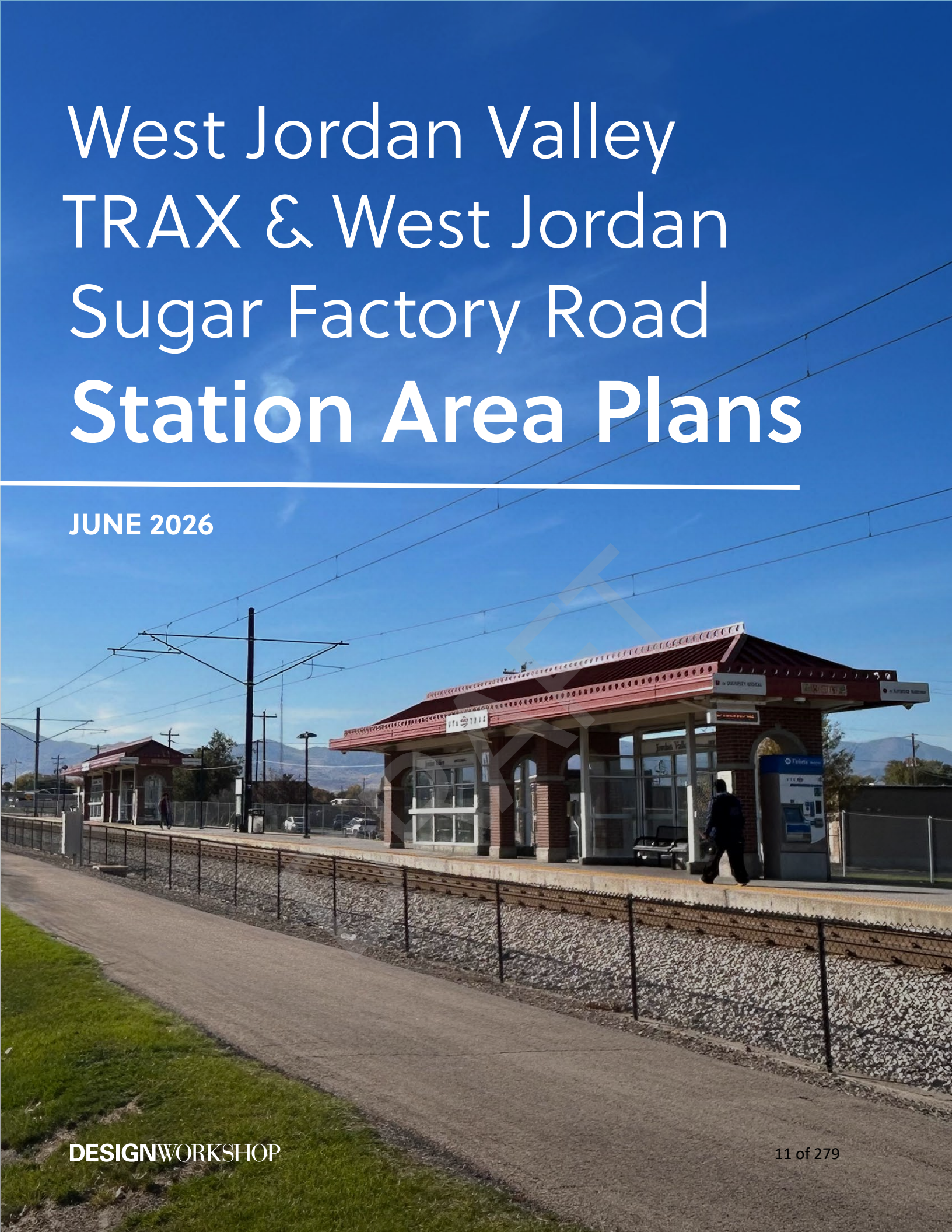
**Ordinance No. 26-34**

**An Ordinance Adopting the Station Area Plans for Jordan Valley and Sugar Factory Road**

(Attachment on the following pages)

# West Jordan Valley TRAX & West Jordan Sugar Factory Road **Station Area Plans**

**JUNE 2026**



DESIGNWORKSHOP

# ACKNOWLEDGEMENTS

## Prepared for

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# 1

# EXECUTIVE SUMMARY

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The West Jordan Valley TRAX and Sugar Factory Rd Station Area Plans establish a long-term framework for transit-oriented growth around two UTA TRAX stations in West Jordan City. Developed in response to Utah HB 462 requirements, the plans focus on increasing housing opportunities, improving multimodal transportation access, supporting sustainable development, and strengthening community connectivity.

Together, the plans envision two distinct but complementary station districts that leverage transit infrastructure to guide future growth while responding to the unique physical and neighborhood context of each area. The planning effort integrates land use, mobility, open space, zoning, and implementation strategies into a coordinated vision for creating more walkable, connected, and resilient communities.

# OVERALL PLANNING VISION

This Station Area Plan provides a guiding planning document and a framework for future development and improvements in two station areas in West Jordan: Jordan Valley Station and Sugar Factory Rd. Station.

As part of the overall process, the project focuses on understanding current conditions and establishing a vision for both station areas that respond to the requirements of HB462.

## Jordan Valley Station

As part of a large master-planned, mixed-use, transit-oriented community, the Jordan Valley TRAX Station is surrounded by a mix of residential uses, large scale commercial, and professional services. Although situated in a relatively consolidated area, the Jordan Valley TRAX Station area holds opportunities for redevelopment to connect surrounding neighborhoods with the station area and increase housing options in a pedestrian-friendly environment. The station area currently includes 1395 vested residential units. **Key focus areas for this project include enhancing north-side accessibility, leveraging new southern developments, increasing housing options, and improving connectivity.**

Jordan Valley Station Platform, Source: Design Workshop

## Sugar Factory Rd. Station

The Sugar Factory Rd. Station area, characterized by well-established residential neighborhoods and limited sites for potential redevelopment, calls for a context-sensitive approach that looks at land uses that support transit-oriented development while respecting the existing character and scale of the area. **Improving pedestrian and bike connections to the emergent City Center and Veteran's Memorial Park, as well as connections to/from West Jordan High School on 2700 W** are key focus areas for this plan.

Sugar Factory Rd. Station Platform, Source: Design Workshop

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The plans seek to transform both station areas into more complete and transit-supportive neighborhoods through targeted infill development, enhanced pedestrian and bicycle access, expanded public spaces, and updated zoning frameworks.

Key themes throughout the document include:

- Increasing housing diversity and affordability
- Strengthening first- and last-mile transit access
- Creating connected open space and trail systems
- Improving north-south and east-west mobility
- Reducing dependence on automobile travel
- Encouraging context-sensitive redevelopment
- Aligning zoning and land use regulations with transit-oriented development goals

The planning process included extensive stakeholder engagement, technical analysis, workshops, and scenario modeling to evaluate development alternatives and infrastructure needs.

Stakeholder Outreach Workshop 1, Source: Design Workshop

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# VISION AND DEVELOPMENT FRAMEWORK

## Overview

The Jordan Valley Station Area is envisioned as a higher-intensity mixed-use transit district centered around improved connectivity and a strengthened public realm. The plan proposes transforming the station into a walkable neighborhood hub that better links residential areas, institutional uses, transit infrastructure, and employment centers.

A defining recommendation is the creation of a new north-south multimodal spine through the extension and realignment of 3400 West. This corridor would significantly improve access across the rail line and connect major destinations including Salt Lake Community College, Jordan Valley Hospital, schools, and surrounding neighborhoods. The corridor is intended to function as both a transportation route and an active "main street" environment supporting neighborhood-serving retail, mixed-use development, and public gathering spaces.

### Station Area Framework

- A high-density residential core near the station
- Medium-density transition areas adjacent to neighborhoods
- Community services and commercial uses near key activity nodes
- A central transit plaza
- A system of interconnected parks, plazas, trails, and greenways
- A linear park serving as the organizing public space spine

Community and Commercial Nodes, Source: Design Workshop

High-density Residential Core, Source: Design Workshop

Central Transit Plaza, Source: Design Workshop

Trails and Mutli-Use Pathways, Source: Design Workshop

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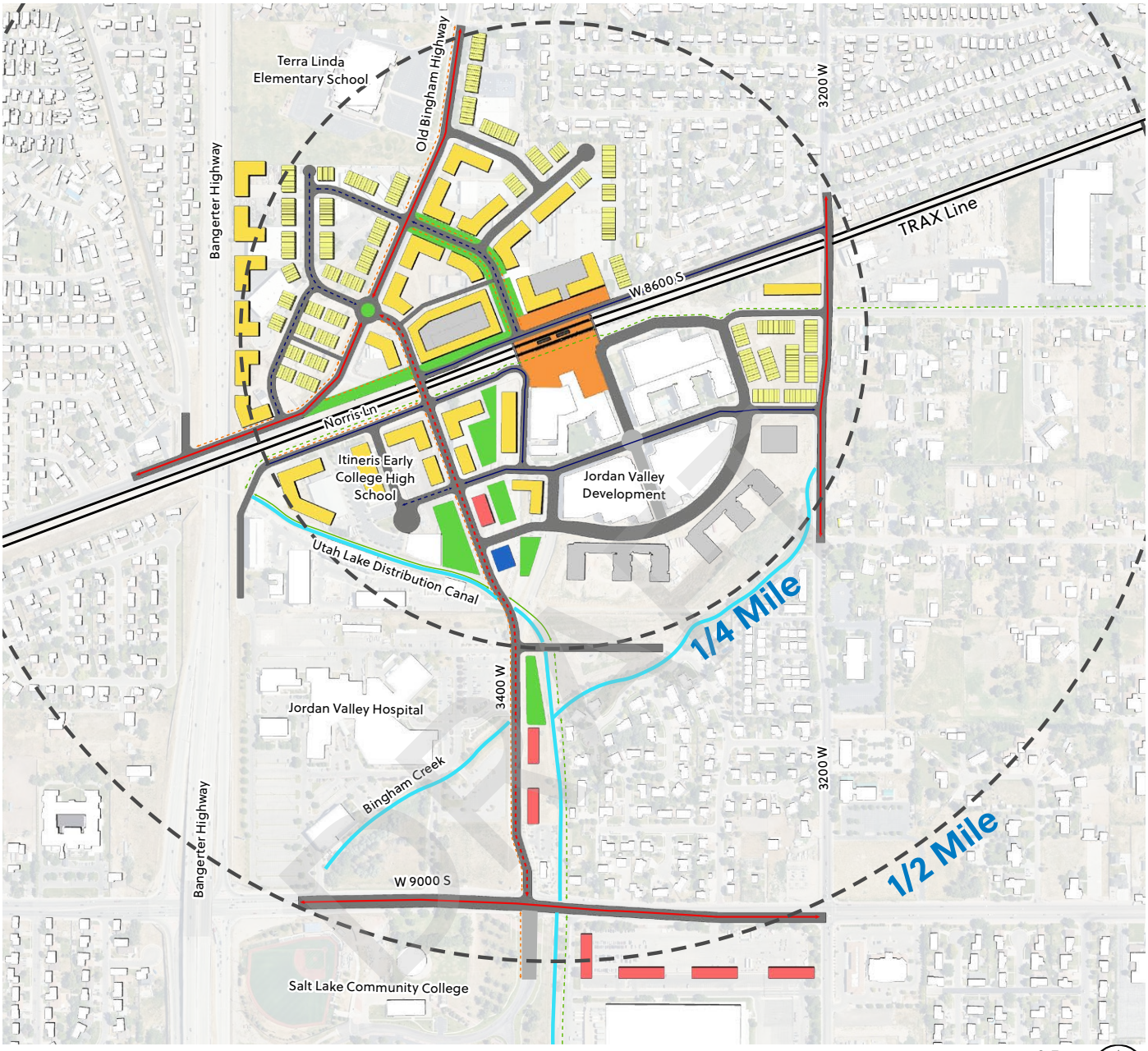


**Figure 1:** Proposed Land Uses and Development

## LEGEND

- Medium-density Residential: 10-15 du/acre
- Medium-density Residential: 15-24 du/acre
- High-density Residential Core: 20-30 du/acre
- Commercial/Retail
- Community Services
- Parks and Open Space
- Transit Plaza
- Vested Units
- Proposed Pedestrian Crossings
- Proposed Primary Connection
- Existing Primary Connection
- Proposed Secondary Connection
- Existing Secondary Connection
- Proposed Multi-use Pathway
- Existing Multi-use Pathway
- Bingham Creek Trail
- TRAX Line

# VISION AND DEVELOPMENT FRAMEWORK

## Land Use and Zoning Recommendations

The plan recommends updates to the existing Transit Station Overlay District (TSOD) to better support the proposed vision. Current zoning regulations are considered not flexible and focus primarily on uniform density requirements rather than urban form, connectivity, and public realm quality. The plan also recommends rezoning portions of industrial land north of the station to Transit-Oriented Development designations to enable future redevelopment opportunities. Key recommendations include:

- **Creating multiple TSOD subdistricts with tailored standards**
- **Allowing broader housing typologies including missing-middle housing**
- **Encouraging mixed-use and community-serving development**
- **Revising parking standards to reduce minimum parking requirements**
- **Requiring pedestrian-oriented design and active frontages**
- **Establishing stronger open space and greenway requirements**
- **Supporting shared parking and structured parking strategies**

## Mobility and Connectivity Improvements

Improving multimodal access is central to the Jordan Valley vision. Existing connectivity gaps, particularly north of the rail corridor, currently limit safe and intuitive station access. Major mobility recommendations include:

- **Extending 3400 West to Old Bingham Highway**
- **Creating new pedestrian rail crossings**
- **Enhancing multimodal crossings at 9000 South**
- **Expanding multi-use trails and bike infrastructure**
- **Improving sidewalk continuity and pedestrian safety**
- **Developing the Bingham Creek Trail connection**

The proposed improvements significantly increase street connectivity, reduce barriers created by large blocks and rail infrastructure, and improve access for pedestrians and cyclists.

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## Development Capacity and Metrics

As part of the plan process, the preferred concept was evaluated on redevelopment potential within the station area. Below are some of the metrics stating the impact of the proposed concept on the station area.

### INCREASE IN RESIDENTIAL UNITS

**270 → 1,097**

### EXPANSION OF COMMERCIAL SPACE

**~ 41,500 sq ft ↑**

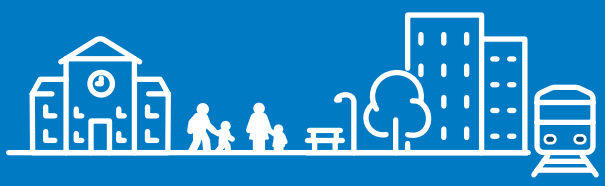
### ADDITIONAL PARKS AND OPEN SPACE

**~ 3.3 acres ↑**

### ADDITIONAL TRAILS AND PATHWAYS

**~ 1.35 miles ↑**

### ADDITIONAL COMMUNITY SERVICE USES



**~ 39,500 sq ft ↑**

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# VISION AND DEVELOPMENT FRAMEWORK

## Overview

The Sugar Factory Rd Station Area is envisioned as a lower-intensity, context-sensitive transit neighborhood that preserves the surrounding residential character while strategically introducing transit-supportive infill development. Development intensity is intentionally moderate, with townhomes, duplexes, cottage housing, and small-scale multifamily housing envisioned near the station.

Townhome Development, Source: Design Workshop

### Station Area Framework

- Redevelopment of the underutilized UTA parking lot area as a catalytic opportunity capable of supporting moderate-density housing near transit
- Neighborhood-compatible infill housing
- Improved pedestrian station access
- Enhanced bicycle and trail connectivity
- Integration of creek corridors and greenways
- Expanded east-west mobility through the Bingham Creek Trail
- Improved connections to West Jordan High School and Veterans Memorial Park

Bike and Pedestrian Pathways, Source: Design Workshop

Creek Greenways, Source: Design Workshop

Transit Plaza, Source: Design Workshop

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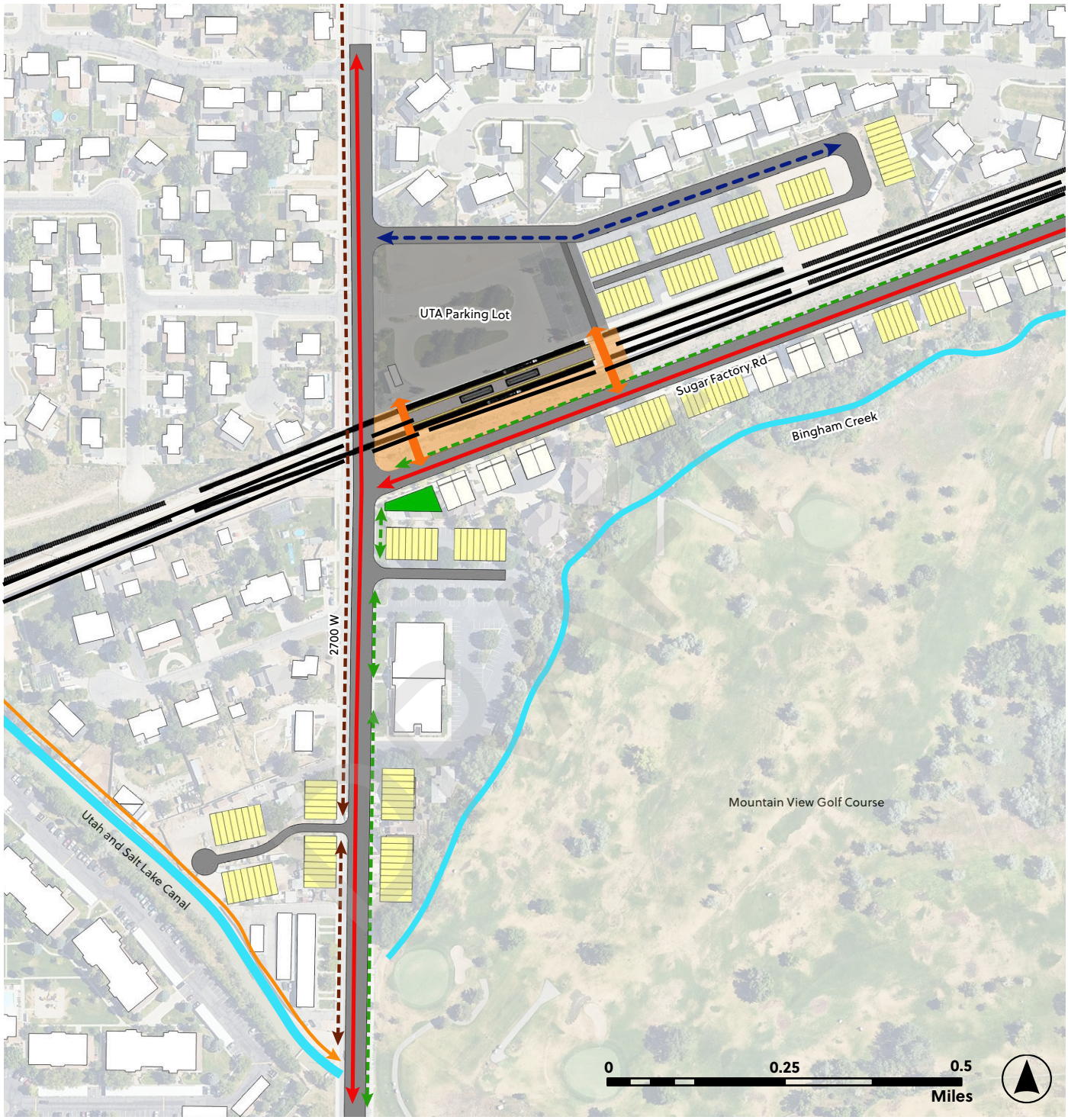


**Figure 2:** Proposed Land Uses and Development Intensities

**LEGEND**

- Medium-density Residential (10 du/acre): Townhomes
- Parks and Open Space
- Transit Plaza
- Proposed Pedestrian Crossings
- Existing Primary Connection
- Proposed Secondary Connection
- Existing Multi-use Pathway
- Proposed Bike Path
- Bingham Creek Trail
- TRAX Line

# VISION AND DEVELOPMENT FRAMEWORK

## Land Use and Zoning Recommendations

The Sugar Factory Rd Station Area is currently dominated by low-density residential zoning, which limits redevelopment flexibility and housing diversity. The plan recommends expanding the TSOD overlay into this area and introducing context-sensitive subdistricts that allow gradual transitions in scale and intensity. Key recommendations include:

- **Allowing missing-middle housing typologies**
- **Introducing form-based development standards**
- **Rezoning the existing UTA park-and-ride lot for townhome development**
- **Reducing parking requirements near transit**
- **Requiring stronger pedestrian and greenway connections**
- **Preserving compatibility with surrounding neighborhoods**

## Mobility and Connectivity Improvements

The Sugar Factory Rd Station Area Plan recommends a comprehensive network of mobility improvements that strengthen connections between neighborhoods, transit, trails, and open spaces while creating safer and more comfortable travel options for all users. The plan emphasizes enhanced east-west connectivity, improved first- and last-mile transit access, and expanded active transportation infrastructure throughout the station area. Key recommendations include:

- **Extending the Bingham Creek Trail as a regional east-west active transportation corridor**
- **Adding enhanced pedestrian rail crossings to improve access to the station from surrounding neighborhoods**
- **Developing a network of multi-use trails, protected bicycle facilities, and enhanced sidewalks**
- **Improving pedestrian circulation routes between neighborhoods, transit stops, and open spaces**
- **Implementing traffic calming improvements along 2700 West to improve pedestrian and bicycle safety**
- **Strengthening connections to regional trail systems and greenway corridors**
- **Creating safer, more walkable streets that support active transportation and reduce automobile dependence**

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## Development Capacity and Metrics

As part of the plan process, the preferred concept was evaluated on redevelopment potential within the station area. Below are some of the metrics stating the impact of the proposed concept on the station area.

### ADDITIONAL RESIDENTIAL UNITS

**~85 units**

### INCREASE IN CONNECTIVITY INDEX*

**1.06 → 1.19**

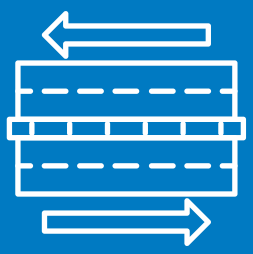
### ADDITIONAL PARKS AND OPEN SPACE

**~ 1.25 acres ↑**

### ADDITIONAL TRAILS AND PATHWAYS

**~ 0.6 miles ↑**

### INCREASE IN INTERSECTIONS PER SQ MILE*



**64 → 93**

** The Connectivity Index measures how well streets connect to one another within a street network. It is calculated as the ratio of links to nodes in a given area. Nodes are intersections and cul-de-sacs. Links are road segments between intersections and cul-de-sacs. When the ratio is higher, more streets connect through the network. This means people have more route options to reach their destinations.*

**Intersections per square mile measure how frequently streets intersect within an area, which reflects the density of the street network. A higher number of intersections per square mile usually means the area has a more permeable street network and shorter blocks.*

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# PLAN SUMMARY

## Jordan Valley Station

### Increasing the Availability and Affordability of Housing, Including Moderate-Income Housing

The Plan supports increased housing availability and affordability by encouraging a range of medium- and high-density housing types within walking distance of transit, including townhomes, stacked flats, apartments, and mixed-use residential development. The plan introduces a graduated intensity framework that transitions from higher-density housing near the station to lower-density neighborhood-compatible housing at the edges, allowing for a broader spectrum of housing choices and supporting moderate-income housing opportunities. Recommendations to reduce parking requirements and promote shared parking also help lower development costs and improve housing feasibility.

### Promoting Sustainable Environmental Conditions

The Plan promotes sustainable environmental conditions by organizing growth around transit and creating an interconnected network of parks, trails, plazas, and linear greenways. The plan integrates green infrastructure strategies like linear parks and landscaped buffers that support stormwater management, urban heat mitigation, shade, and long-term environmental resilience. By encouraging compact development patterns, enhancing walkability and biking infrastructure, and repurposing underutilized parking areas, the plan reduces automobile dependency and supports lower greenhouse gas emissions.

### Enhancing Access to Opportunities

The Plan enhances access to opportunities by improving connections between the TRAX station, surrounding neighborhoods, Salt Lake Community College, Jordan Valley Medical Center, schools, and community services. The plan introduces new north–south connections, pedestrian rail crossings, and multimodal corridors that improve access to jobs, education, healthcare, retail, and recreational amenities. The inclusion of neighborhood-serving retail, community services, and public gathering spaces within the station area further supports equitable access to daily needs and economic opportunity.

### Increasing Transportation Choices and Connections

The Plan increases transportation choices and connections by strengthening multimodal access to the station through enhanced pedestrian, bicycle, transit, and trail networks. Key improvements include the realignment and extension of 3400 West as a multimodal corridor, new pedestrian rail crossings, expanded multi-use pathways, enhanced bicycle facilities, and integration of the Bingham Creek Trail. The plan also supports transportation demand management strategies, right-sizing parking supply, and improving first- and last-mile connectivity to encourage transit use and reduce reliance on single-occupancy vehicles.

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# Sugar Factory Rd Station

## Increasing the Availability and Affordability of Housing, Including Moderate-Income Housing

The Plan supports housing availability and affordability by encouraging context-sensitive infill development and expanding opportunities for missing-middle housing types near transit. The plan promotes townhomes, duplexes, cottage courts, and small-scale multifamily housing within walking distance of the station, allowing for incremental growth while maintaining neighborhood compatibility. Recommendations to apply and refine the TSOD overlay, reduce parking requirements, and support redevelopment of underutilized properties help create more attainable and diverse housing options.

## Promoting Sustainable Environmental Conditions

The Plan promotes sustainable environmental conditions by preserving and enhancing the area's natural systems, including the creek corridors, greenways, and open space network through a connected trail network. By encouraging compact transit-supportive infill and expanding active transportation infrastructure, the plan reduces vehicle dependency, supports sustainable land use patterns, and promotes long-term sustainable conditions.

## Enhancing Access to Opportunities

The Plan enhances access to opportunities by improving connections between surrounding neighborhoods, the station, West Jordan High School, Veterans Memorial Park, regional trail systems, and future redevelopment areas. The Plan introduces safer and more direct pedestrian access, enhanced rail crossings, and improved bicycle and trail connections that expand access to transit, recreation, education, and community amenities. These improvements help create a more connected and equitable station area for residents of all ages and abilities.

## Increasing Transportation Choices and Connections

The Plan increases transportation choices and connections by enhancing multimodal mobility throughout the station area. The plan expands pedestrian and bicycle infrastructure, strengthens east–west connectivity through the Bingham Creek Trail, introduces safer pedestrian rail crossings, and improves north–south access along 2700 West. Traffic calming measures, enhanced crossings, multi-use trails, and reduced parking requirements support walking, biking, and transit use while improving first- and last-mile connectivity to the station and surrounding destinations.

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# 2

# PROJECT OVERVIEW

- Project Goals
- Project Area
- Process

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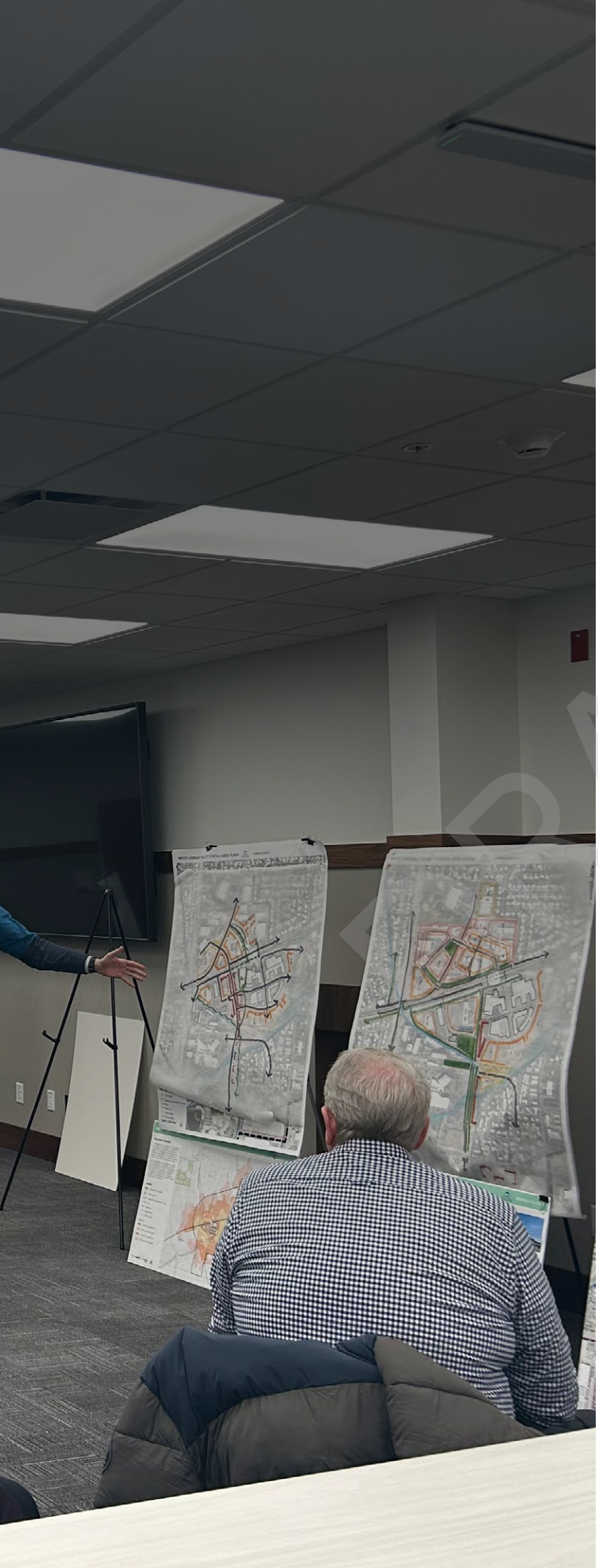

This chapter provides a high-level overview of the project, project area, key goals, guiding principles and big moves for each station.

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This Station Area Plan provides a guiding planning document and a framework for future development and improvements in two station areas in West Jordan: Jordan Valley Station and Sugar Factory Rd. Station.

As part of the overall process, the project focuses on understanding current conditions and establishing a vision for both station areas that respond to the requirements of HB462. This project considers the social, economic, and environmental factors of the region to plan for smart growth while improving the quality of life of residents and workers.

## What is a 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 BRT, are required to develop a SAP for that station.

## Jordan Valley Station

As part of a large master-planned, mixed-use, transit-oriented community, the Jordan Valley TRAX Station is surrounded by a mix of residential uses, large scale commercial, and professional services. Although situated in a relatively consolidated area, the Jordan Valley TRAX Station area holds opportunities for redevelopment to connect surrounding neighborhoods with the station area and increase housing options in a pedestrian-friendly environment. The station area currently includes 1396 entitled, 720 built, and 464 under review residential units. **Key focus areas for this project include enhancing north-side accessibility, leveraging new southern developments, increasing housing options, and improving connectivity.**

## Sugar Factory Road Station

The Sugar Factory Rd. Station area, characterized by well-established residential neighborhoods and limited sites for potential redevelopment, calls for a context-sensitive approach that looks at land uses that support transit-oriented development while respecting the existing character and scale of the area. **Improving pedestrian and bike connections to the emergent City Center and Veteran's Memorial Park**, **as well as connections to/from West Jordan High School on 2700 W** are key focus areas for this plan.

Jordan Valley Station: UTA Bus Stop

Sugar Factory Rd. Station: UTA Parking Lot

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# PROJECT GOALS

## HB 462 Requirements

- Increasing the availability and affordability of housing, including moderate-income housing.
- Promoting sustainable environmental conditions.
- Enhancing access to opportunities.
- Increase transportation choices and connections.

## Jordan Valley Station

- Understand opportunity sites well-suited for infill and redevelopment around the station.
- Integrate the station with surrounding developments, the Jordan Valley Medical Center, and the SLCC campus.
- Improve aesthetics of the area.
- Consider the existing Rural Residential area.
- Acknowledge historic site by SLCC campus (cemetery).
- Increase north-side accessibility.
- Improve the fragmented trail network in the area.
- Improve access to the existing single-family residential area south of the Jordan Valley Development Complex.

## Sugar Factory Rd. Station

- Improve pedestrian and bike connections to City Center and Veteran's Memorial Park.
- Consider Bingham  Creek Trail project.
- Improve connections to/ from West Jordan High School.
- Explore potential redevelopment sites (like Chapel parcel).

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# PROJECT AREA

The project area includes the half-mile radius around both stations- Sugar Factory Rd. Station and the Jordan Valley TRAX Station- per the station area plan requirements.
The study area has been intentionally extended south beyond the typical half-mile boundary in the Jordan Valley area to include key regional destinations such as the nearby hospital and community college.

Incorporating these major institutional uses ensures the plan reflects existing travel patterns, supports important community anchors, and strengthens opportunities for integrated land use, multimodal connections, and shared infrastructure across the broader station area.

Jordan Valley Development near the Station

Mountain View Golf Course near Sugar Factory Rd. Station

## LEGEND

- 100 Yr Floodplain
- Parks and Open Space
- TRAX Station
- Station Area Boundary (0.5 mile)
- Trails
- TRAX Line
- Water Bodies
- City Boundary

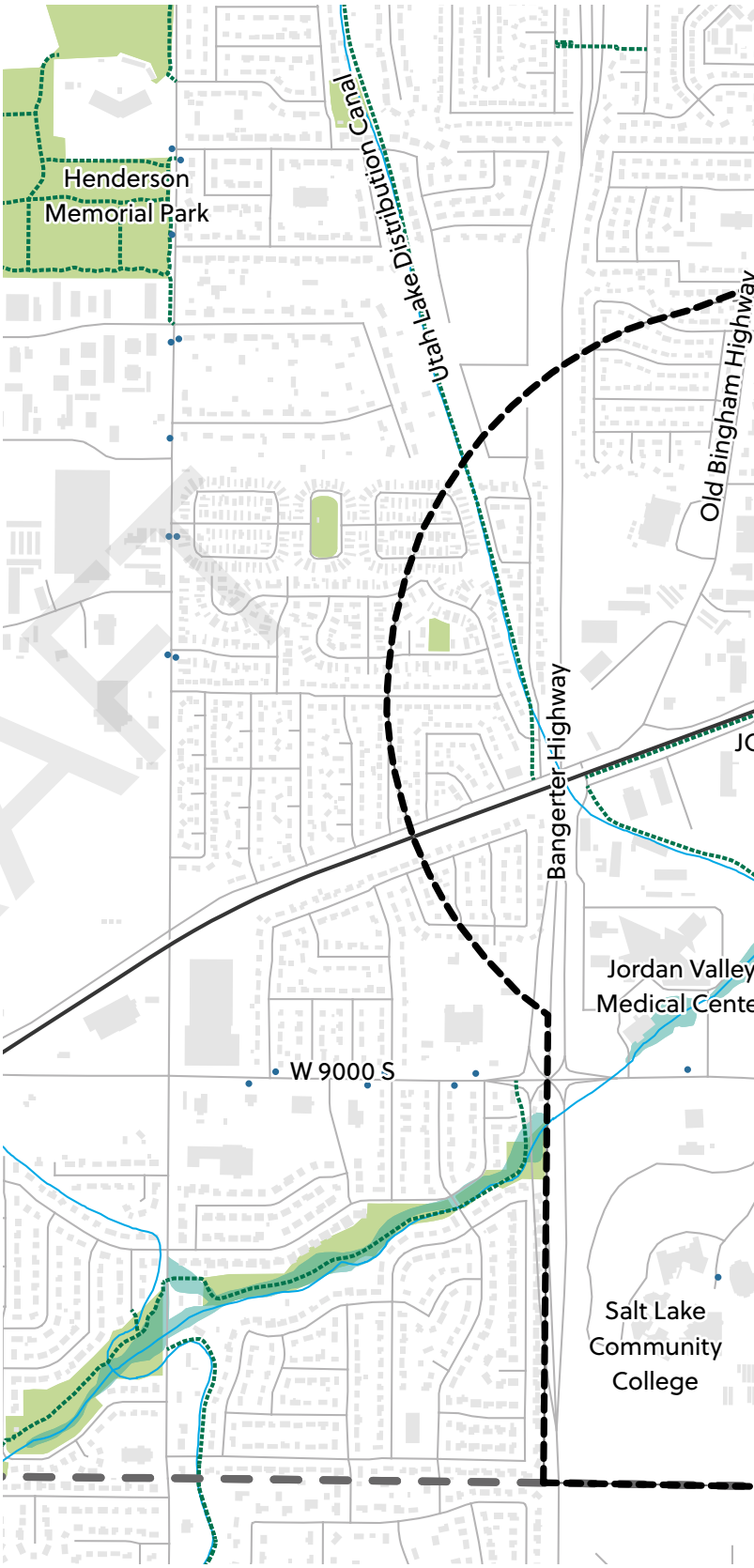


**Figure 3:** Project Area Map

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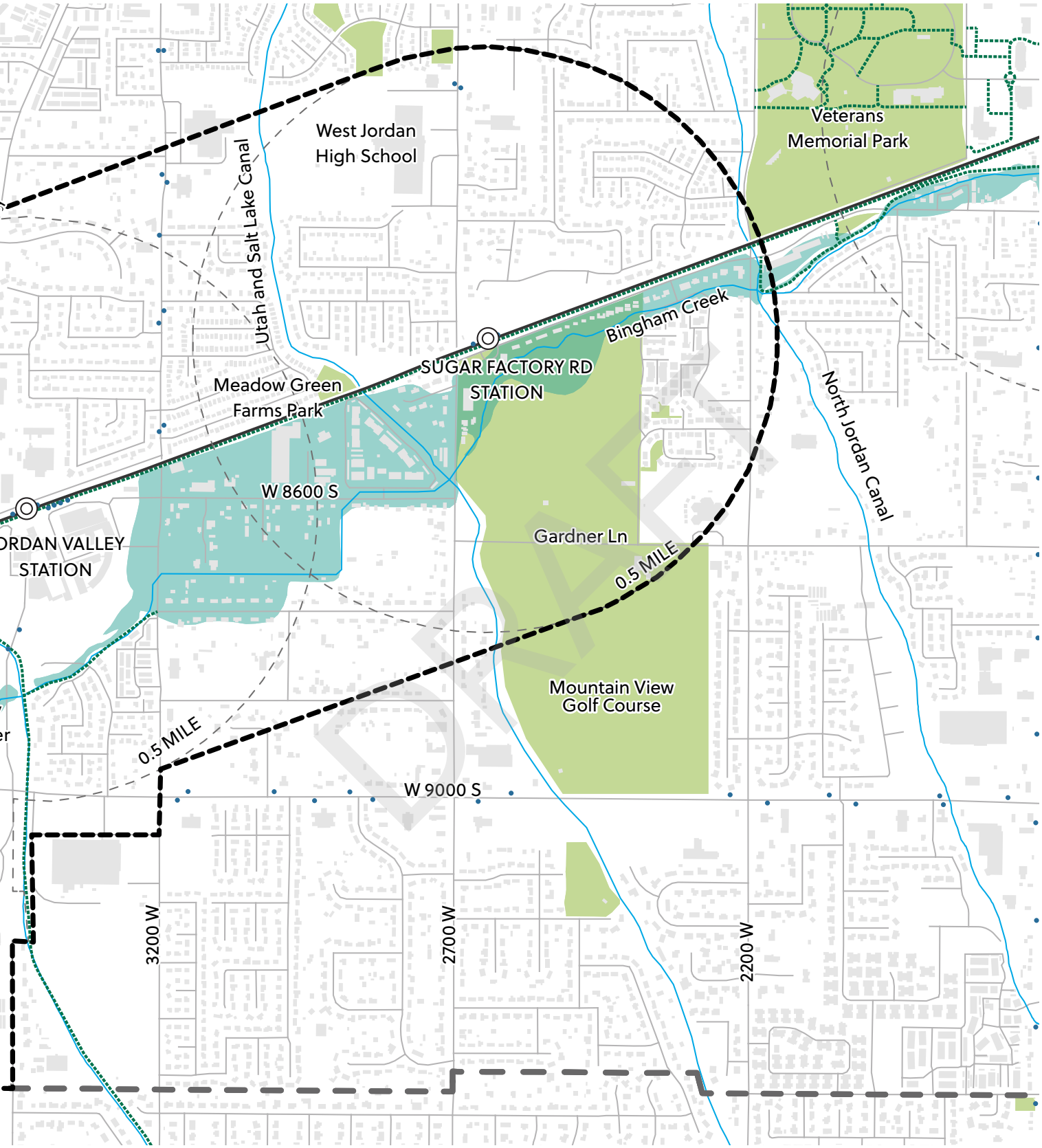
West Jordan
High School
Utah and Salt Lake Canal
Veterans
Memorial Park
Bingham Creek
SUGAR FACTORY RD
STATION
Meadow Green
Farms Park
North Jordan Canal
W 8600 S
ORDAN VALLEY
STATION
Gardner Ln
0.5 MILE
Mountain View
Golf Course
0.5 MILE
W 9000 S
3200 W
2700 W
2200 W
0
0.25
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Miles

# PLANNING PROCESS

## 1 Stakeholder Role Map & Scope Refinement

- Establish Stakeholder Involvement
- Scope Refinement

## 2 Existing Conditions Inventory & Analysis

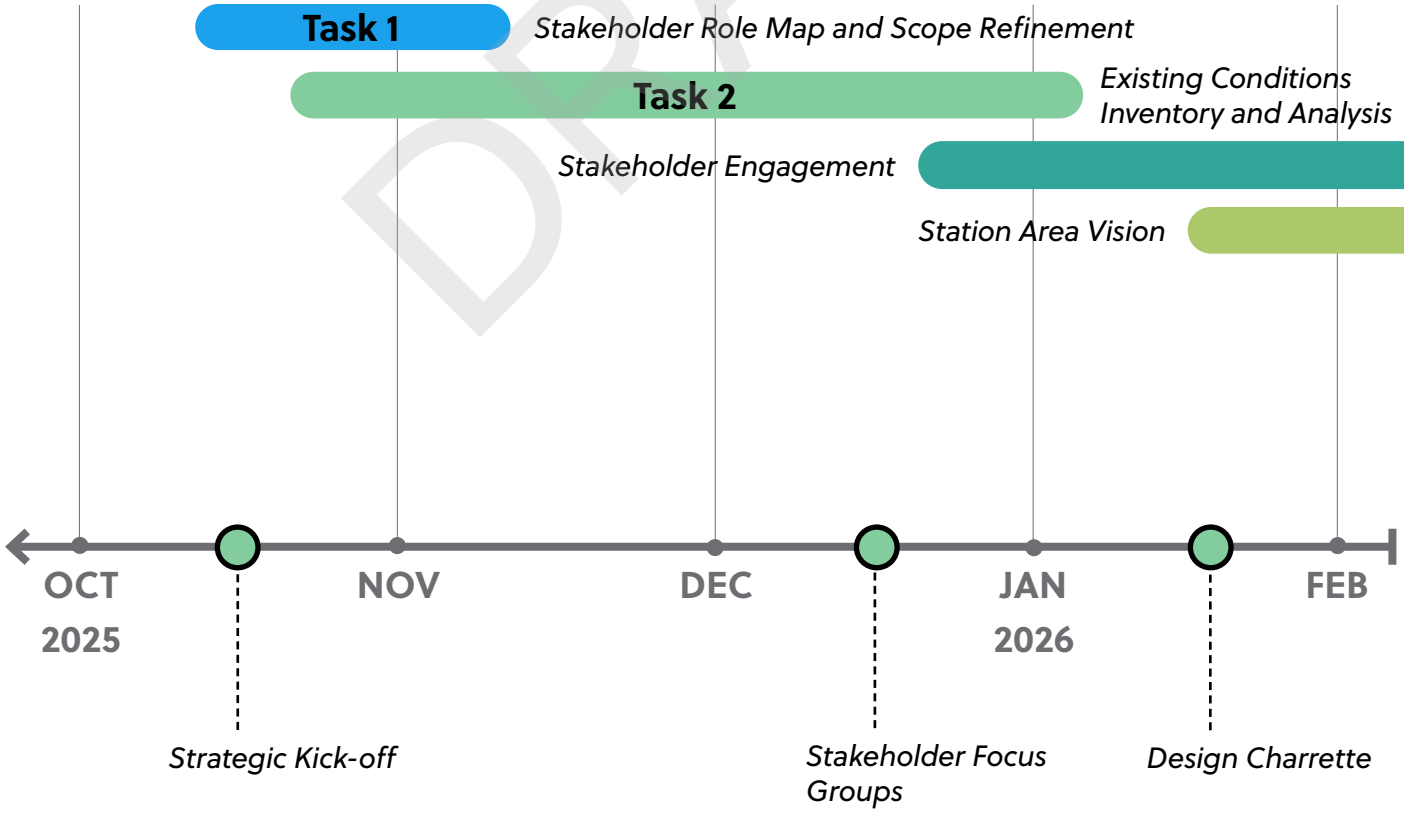
- GIS Data Inventory and Base Mapping
- Existing Conditions Analysis

## 3 Stakeholder Engagement

- Stakeholder Workshops
- Planning Commission and City Council Presentations
- Interviews and Small Group Meetings

## 4 Station Ar

- Goals and C
- Overall Gui Standards f Spaces and Design Cha
- Plan Theme Principles

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**ea Vision**

Objectives
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**Concept Plan**

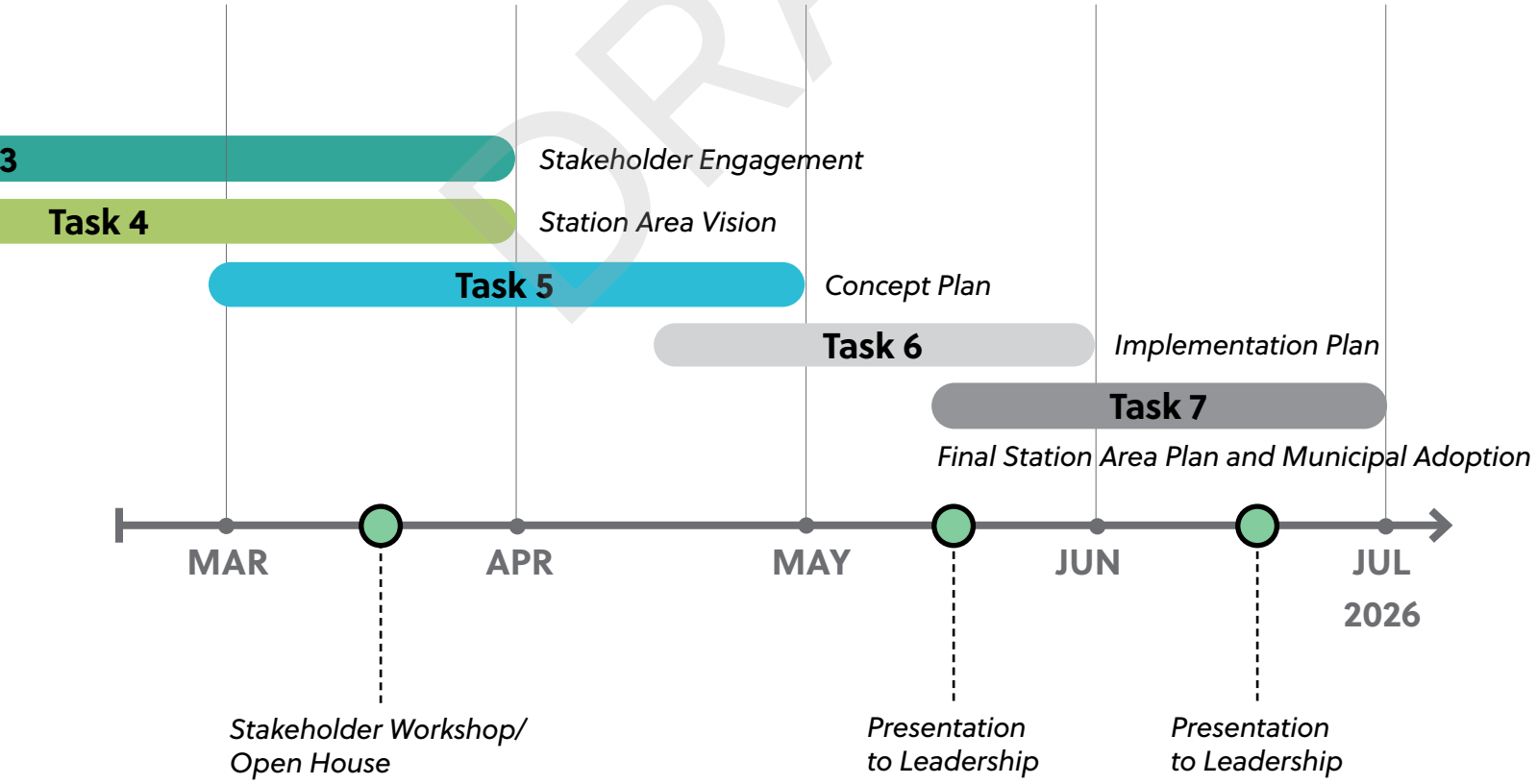
- Conceptual Plan Alternatives
- Preferred Station Area Plans

**Implementation**

- Recommendations regarding Code Amendments and Modifications to Land Use Regulations
- Catalytic Sites Strategy
- Cost Implications and Funding Sources
- Implementation Matrix and Phasing

**Plan Adoption**

- Presentation to Planning Commission and City Council
- Adoption of final Station Area Plan by the City

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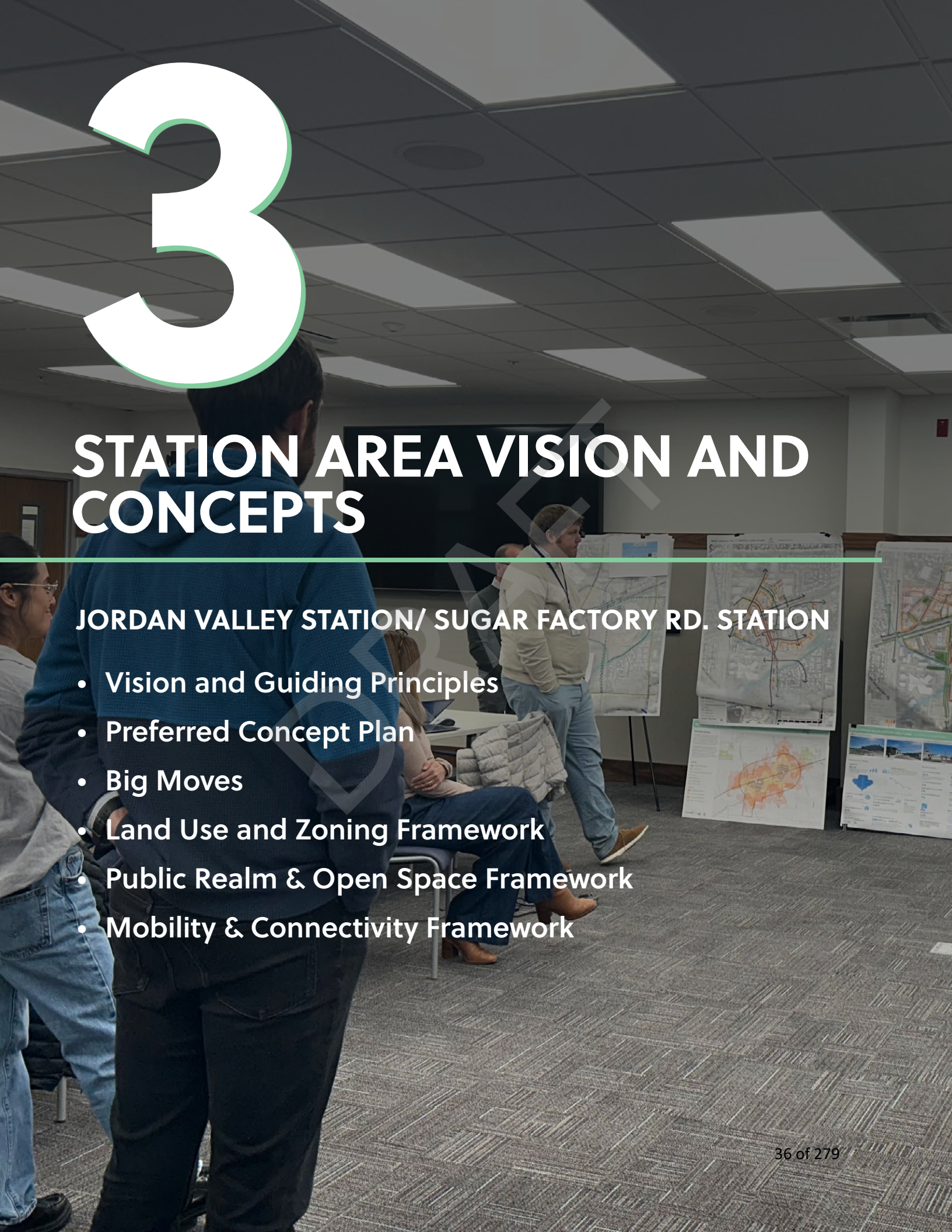

# 3

# STATION AREA VISION AND CONCEPTS

## JORDAN VALLEY STATION/ SUGAR FACTORY RD. STATION

- Vision and Guiding Principles
- Preferred Concept Plan
- Big Moves
- Land Use and Zoning Framework
- Public Realm & Open Space Framework
- Mobility & Connectivity Framework

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This chapter establishes the vision for both stations along with guiding principles that inform the design concept. This chapter also describes the preferred plan for each station area, and defines land-use, public realm and open space, and mobility & connectivity frameworks.

During the project process, the team prepared two (2) design alternatives for each station which were then discussed with the stakeholders and City staff during the stakeholder workshop. With the obtained feedback during the workshop, the final preferred concept was developed for both stations.

Refer Appendix A for detailed community and stakeholder process and feedback.

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# VISION AND GUIDING PRINCIPLES

The following guiding principles establish a framework to guide growth and future development around the Jordan Valley and Sugar Factory Rd. Station Areas.

Each station area is envisioned as a connected and inclusive hub that supports the community's needs through thoughtful mobility improvements, and strategic urban design around the Jordan Valley Transit Supportive Oriented Development.

Responding to each station area's particular context, the Jordan Valley station focuses on increasing housing diversity, enhancing north-south connectivity, and creating community-oriented spaces that support residents, local employers, and commuters. The Sugar Factory Rd. station emphasizes neighborhood scale infill and enhanced local and regional mobility.

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Jordan Valley Station: UTA Parking Structure

# JORDAN VALLEY 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 ensure new infill is compatible with adjacent single-family neighborhoods.

## Guiding Principles

Support daily life with neighborhood-serving retail and services

Plan for a diversity of housing choices and price ranges

Prioritize safe, direct north-south connectivity to the station on both sides of the tracks

Create a clear development intensity transition from the station core to neighborhood perimeters

Build a connected green mobility network for first-last mile access

Make 3400 W the defining station connection and neighborhood spine

Use public space to create a sense of place

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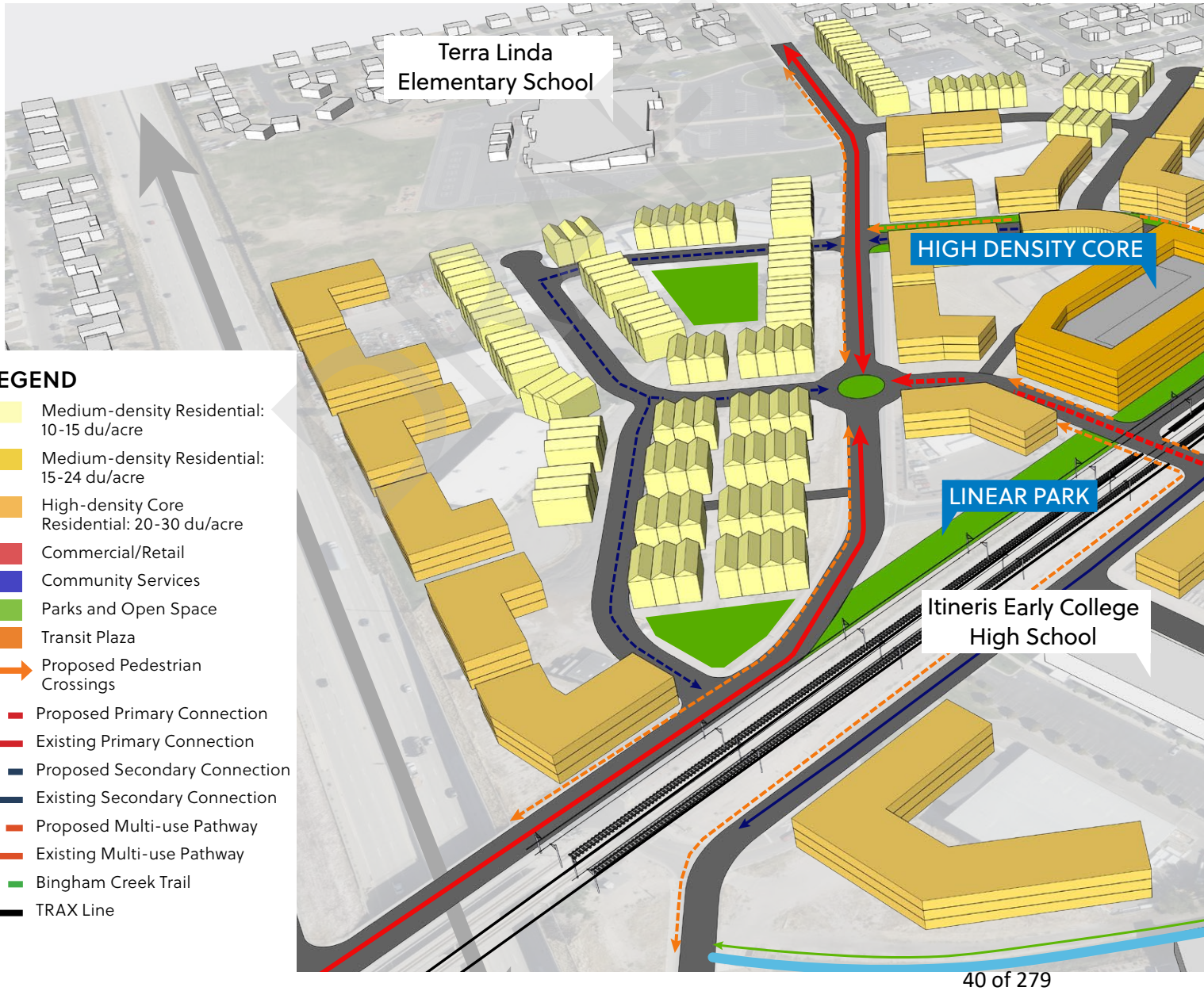
# PREFERRED CONCEPT

The preferred concept for the Jordan Valley Station Area establishes a cohesive, transit-oriented district anchored by the TRAX station and structured around a continuous linear park and mobility spine. This framework organizes future growth, enhances connectivity to the north side of the rail line, and creates a vibrant, walkable environment that integrates housing, neighborhood scale retail, and community services.

At the heart of the plan is a multi-modal corridor (3400 W) that runs north-south across the area, linking the TRAX station to surrounding neighborhoods, civic destinations, and open space systems. The reoriented 3400 W acts as a primary connector to establish a clear, legible link between the station, core residential areas, the hospital, and the college, strengthening accessibility, wayfinding, and overall network cohesion within the plan. A linear park serves as both a green amenity and primary pedestrian/bicycle connection, creating a safe, legible, and attractive route for daily movement while supporting stormwater, shade, and public gathering.



The proposed land uses and development types respond to a graduated intensity, with higher-density mixed-use and residential buildings concentrated near the station and along the primary corridor 3400 W, supporting transit ridership and activating key public spaces.

Medium-density residential typologies transition outward, providing a range of housing options while responding to the existing scale of neighborhood residential areas. Community services and retail are strategically located at key nodes to serve both new residents and existing employment centers, including the hospital and community college.

A secondary network of enhanced street connections, pedestrian crossings, and multi-use pathways improves east-west and north-south connectivity across the area, addressing existing barriers and stitching together currently fragmented areas. These connections prioritize complete streets principles, ensuring safe access for all users.

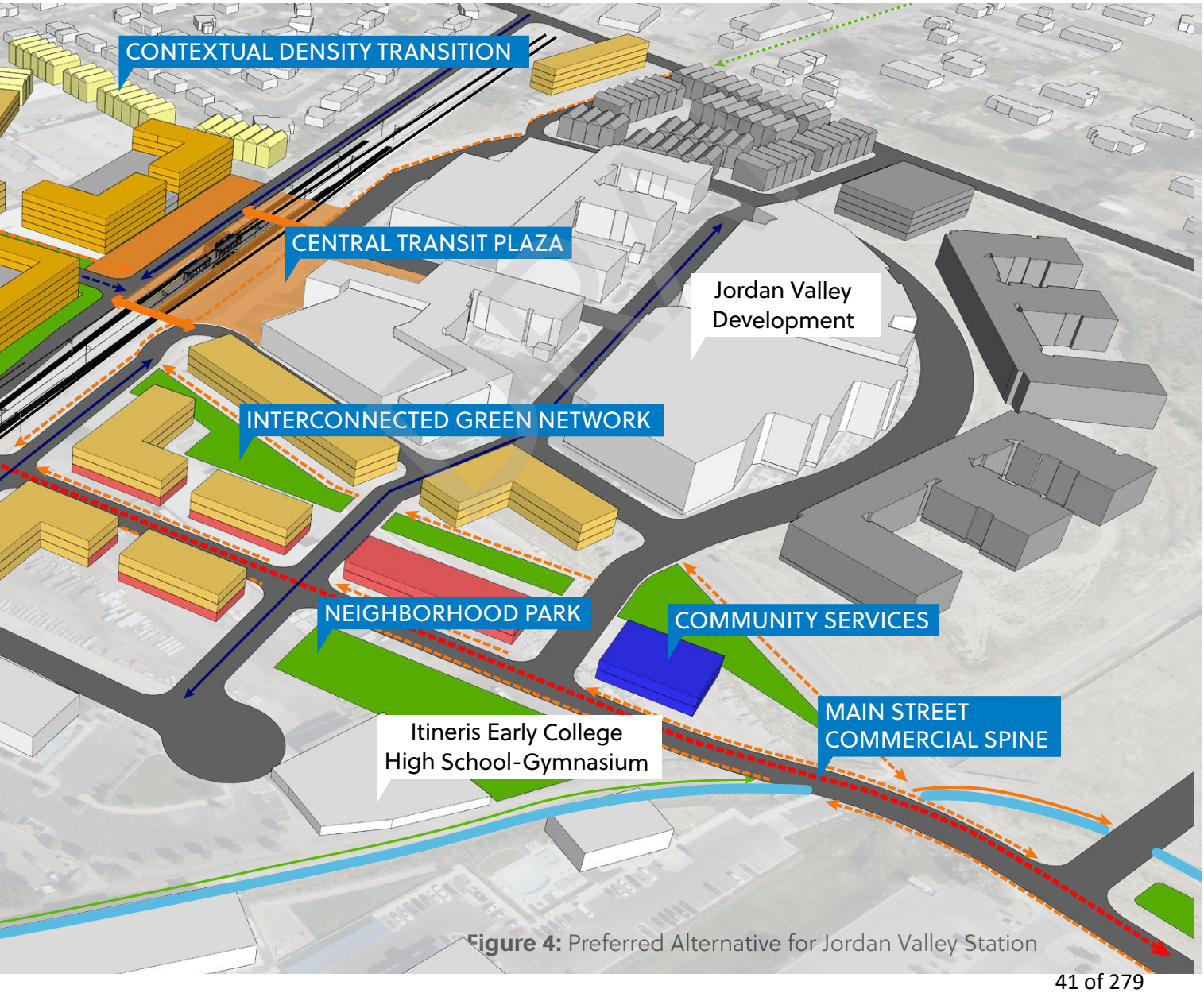


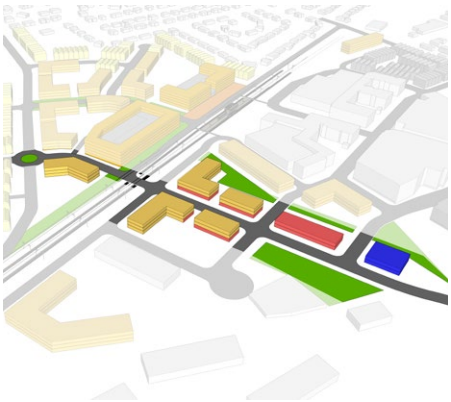

**Figure 4:** Preferred Alternative for Jordan Valley Station

# PREFERRED CONCEPT

## Connecting people, parks, and community services

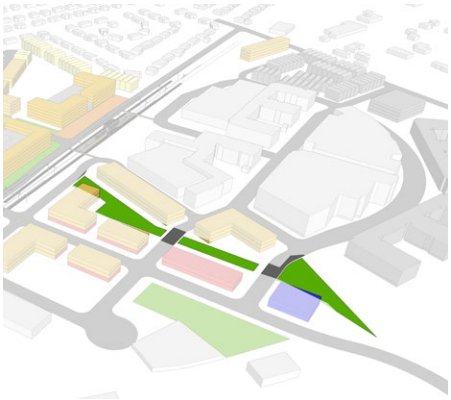
**Figure 5:** Preferred Alternative for Jordan Valley Station

# BIG MOVES



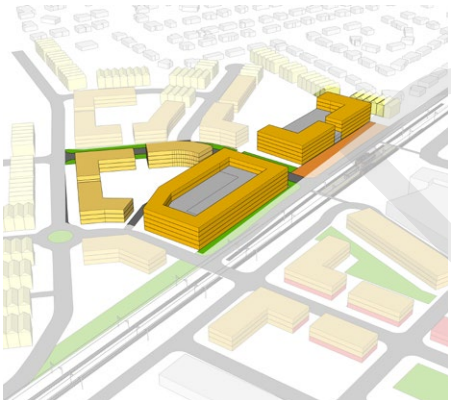
## 3400 W Commercial Spine

A new vibrant, walkable mixed-use corridor anchors small-scale retail, dining, and local-serving businesses. This realigned corridor becomes the social heart of the station area.



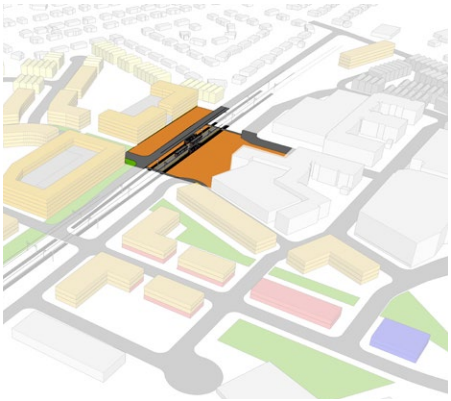
## Interconnected Green Network

A connected network of parks, plazas, and open spaces links neighborhoods, streets, and key destinations across the station area. These spaces provide everyday recreational opportunities and a continuous green framework.



## High Density Core

A concentrated high-density core is located near the transit station, supporting increased ridership and creating a compact, walkable environment with strong connections to surrounding areas.



## Central Transit Plaza

An expanded central plaza at the station provides a direct connection between transit and surrounding development. This space functions as both a primary entry point and a shared gathering place for the community.

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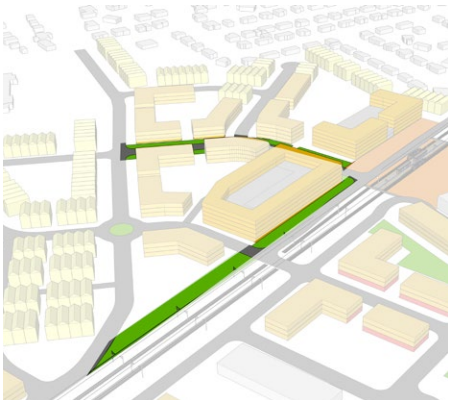
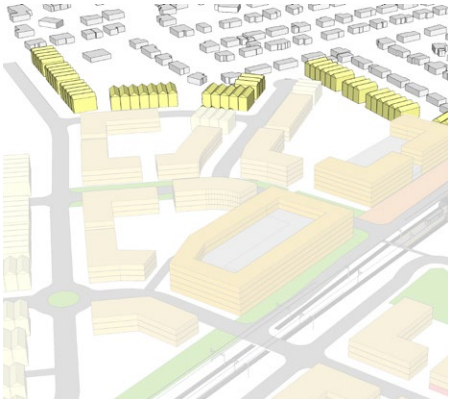


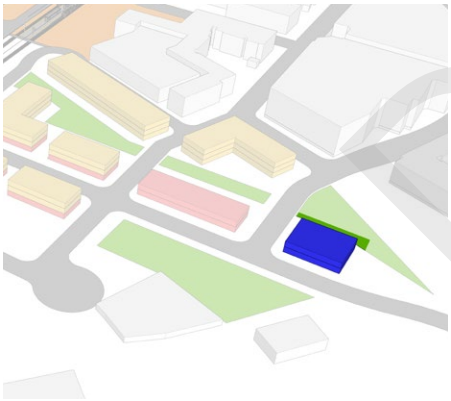
## Linear Park

A landscaped linear park and trail system connects neighborhoods, open spaces, and key destinations, creating safe and continuous pedestrian and bicycle corridors.



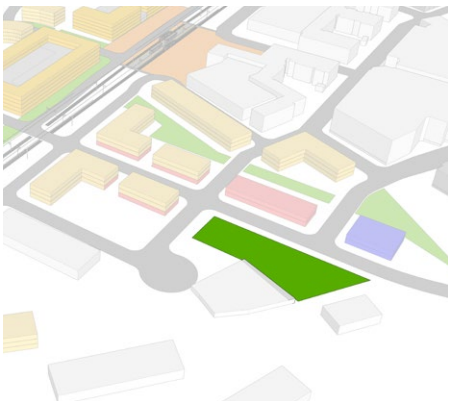
## Contextual Density Transition

Higher-density development is concentrated closest to the station, with a gradual transition in scale toward adjacent single-family neighborhoods, ensuring compatibility and a cohesive urban form.



## Community Services Hub

A centralized hub for civic, educational, and community-support services is located within walking distance of transit, providing convenient access to essential resources and strengthening neighborhood identity.



## Neighborhood Park

A local neighborhood park provides accessible recreational space for nearby residents, supporting everyday use, informal gathering, play, and community connection within the station area.

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# LAND USE AND ZONING FRAMEWORK

The proposed Jordan Valley Station Area Plan expands on the intent of the TSOD overlay to establish a more refined and place-based land use framework, emphasizing a connected network of linear parks, multimodal corridors, a central transit plaza, and a coordinated mix of residential, commercial, and community-serving uses.

Rather than relying on a single density band and generalized development standards, the plan introduces a more nuanced structure with varied residential intensities, a defined mixed-use spine, and intentional transitions to surrounding neighborhoods. It also prioritizes the public realm by organizing development around open space, pedestrian and bicycle connectivity, and active frontages, while calling for greater flexibility in street design to accommodate different contexts-from vibrant mixed-use corridors to quieter residential streets and green connections.

Given these differences, the primary recommendation as it relates to the proposed Land Use Framework is to revise the current TSOD overlay to better align with the plan's strategies, shifting from a uniform, density-based approach to a more flexible, subarea-based regulatory structure that emphasizes form, connectivity, and the public realm.

Jordan Valley Development, Source: Design Workshop

Some of the key aspects where the current TSOD overlay does not fully align with the proposed concept are:

**A BROADER HOUSING SPECTRUM**
The station area plan shows a transition from existing single-family housing to higher-density housing types, catering to a diverse demographic group ranging from young professionals to small families.

**A STRONGER MIXED-USE AND CIVIC FRAMEWORK**
The concept includes commercial/retail, community services, and open space anchors in a deliberate pattern around the station.

**A PUBLIC-REALM-LED STRUCTURE**
The plan is organized around a "spine" with linear parks, trail connections, pedestrian crossings, and a transit plaza. That suggests the regulating focus should be on frontage, connectivity, and open-space delivery, not just land use and density.

**BETTER TRANSITIONS TO SURROUNDING NEIGHBORHOODS**
The north and west portions deliberately step down in intensity to respect adjacent neighborhoods, which may conflict with a blanket TSOD minimum density.

**MORE FLEXIBLE MULTIMODAL STREET DESIGN**
The current park strip and median standards may be too rigid for a station district where some streets need to function as active mixed-use main streets, others as residential neighborhood streets, and others as green connectors.

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Considering this analysis, the following policy updates are recommended to the TSOD overlay in the Jordan Valley Station area.

## A) Permitted and conditional uses

- **Update Daycare Limited to Daycare General**

  The current limit on daycare appears small for a district intended to serve residents, transit users, hospital employees, and other nearby institutions. Therefore, the recommendation is to incorporate Daycare General as a permitted use in mixed-use and residential areas near existing services and transit.

- **Other Permitted Uses**

  Expand community-serving uses allowed in the overlay, including neighborhood retail, health-supportive services, live/work, and small civic uses. Allowing for these uses would better match the proposed concept mix of community services, retail, and varied residential blocks.

## B) Density and Urban Form

- **Minimum Density Requirements**

  Currently there is an overall minimum density requirement of 30 du/ac, which does not account for transition areas or allows missing middle housing typologies that are a desired product in these areas and also allow for potentially faster implementation of the plan's ideas.

  This district-wide density rule should be replaced with a subarea-based intensity framework that allows for intensity gradients, and lower minimums in areas that are intended to become transition zones between more intense development around the station itself, and existing residential neighborhoods.

## C) Create subdistricts within the TSOD

Right now, the TSOD overlay is defined as one general district. Given the proposed concept for the new Station Area Plan identifies areas with different types of uses and development intensities, the recommendation is to consider 3 to 5 regulating subdistricts, that can have more tailored standards for uses, density and height, frontage design, parking requirements and treatment, and open space requirements.

This zoning revision would still encourage TOD development while responding to the different spatial characteristics of the area. The potential subdistricts could include:

- **Station Core**

  Maintain or increase current intensity expectations/ High-density residential, mixed-use, commercial, civic, and active ground floors encouraged/ Density minimum could remain at or above 30 du/ac here/ allow more height/ require vertical step-backs.

- **Mixed-Use Spine (3400 W)**

  Maintain or increase current density and encourage small scale serving retails in a percentage of lot frontage.

- **Neighborhood Residential/ Transition Areas**

  Lower minimum density to allow stacked flats, townhomes, small apartment buildings, and courtyard housing/ Consider a minimum density around 8 to 15 du/ac, depending on location.

- **Civic/Institutional Support**

  Define the desired area for service uses in relationship to proposed parks and proximity to the hospital campus.

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## D) Street development standards

- **Park strips**

  A universal park strip requirement does not fit every station-area street. On active mixed-use streets, a furnishing zone with trees, lighting, seating, bike racks, and transit amenities may work better than a traditional park strip. Therefore, the recommendation is to replace the uniformly landscaped park strip requirement with street typologies and specific standards.

  For example, for areas with retail or more density, and along the new Main Street:

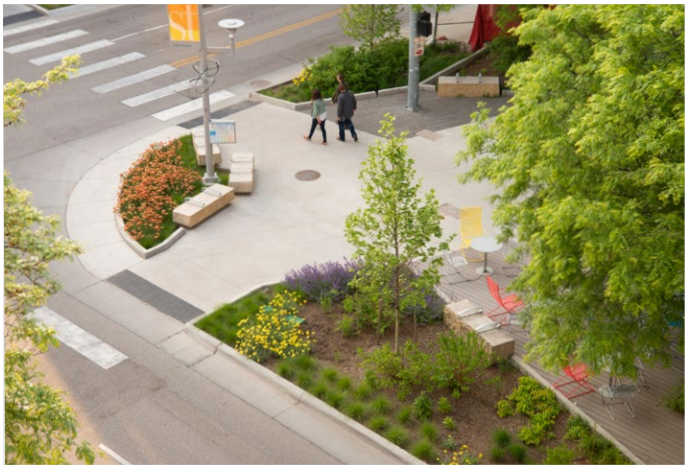
- Wide pedestrian clear zone
- Furnishing/flex zone instead of mandatory park strip
- Street trees in grates or planters
- Space for café seating, transit shelters, lighting, bike parking

  For Residential Streets:

- Park strip or landscaped frontage zone permitted and often preferred
- Buffer between sidewalk and travel lane

  Streets that front a Linear Park:

- Landscape zone, multi-use path, bioswale, or planted setback may substitute for park strip



Landscape buffers/ Park Strips and Street Furniture, Source: Design Workshop

- **Street medians**

  The current TSOD overlay encourages medians on all major collectors which may conflict with the proposed multimodal movement.

  Medians can improve aesthetics and refuge, but they can also reduce turning flexibility, complicate bus operations, or consume right-of-way needed for bike facilities and wider sidewalks. Medians should not be treated as default but be considered in a case-by-case basis, encouraging them where they support safety and placemaking, and explicitly allow pedestrian refuge islands as an alternative to full landscaped medians.

  Along 3400 W, sidewalks, crossings, protected bike facilities, and transit amenities should be prioritized within the ROW over medians.

Bioswales, Source: Save the Sound

Trails and Open Space, Source: Design Workshop

Sidewalk Design, Source: Design Workshop

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## E) Open space & linear park requirements

The proposed concept for Jordan Valley Station is organized around linear parks and green connections. The current overlay does not explicitly regulate those, potentially making implementation of this framework more challenging. Adding standards or incentives for the following elements can help create this public realm system that is a key element of the station area plan:

- Greenway frontage
- Linear park dedication or easements
- Public access connections through redevelopment sites
- Park-facing building orientation
- Minimum entries/windows/front doors facing parks and trails
- Limits on blank walls, fences, and parking lots along park edges
- Major redevelopment sites could also be required to provide at least one of the following:
- A public midblock connection
- Linear open space segment
- Trail easement
- Plaza adjacent to key intersections or the station

## F) Pedestrian and bicycle connectivity

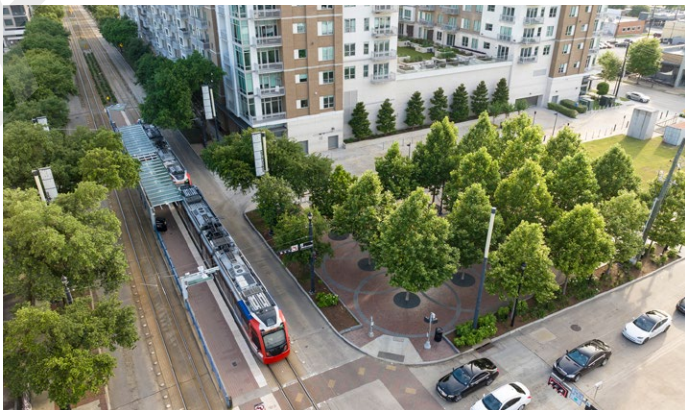
To regulate connectivity more directly, the overlay can incorporate block and access standards, such as:

- Maximum block lengths
- Required midblock pedestrian connections on large sites
- Required connections to trails, parks, and transit platforms
- Frontage and entry requirements on streets facing station approaches
- Direct pedestrian access from buildings to sidewalks, not through parking lots
- Pedestrian-scale lighting
- Weather protection or shade along core routes
- Secure bicycle parking in mixed-use and multifamily projects
- Enhanced crossing treatments at the major station-area intersections

## G) Parking and site layout

Revise parking provisions to support the plan:

- Lower minimum parking ratios in the core and near transit
- Allow shared parking
- Allow parking maximums in the core
- Require structured or rear/side-lot parking for key frontages
- Prohibit large surface parking lots between buildings and the spine, plaza, or linear parks



Parks and Open Space, Source: Design Workshop

Parking, Source: Design Workshop

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# LAND USE AND ZONING FRAMEWORK

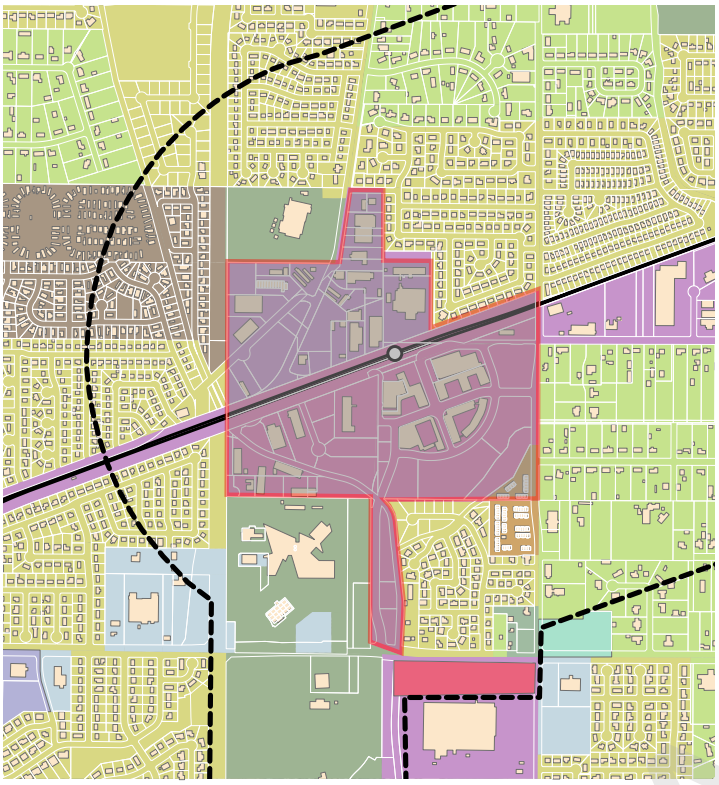
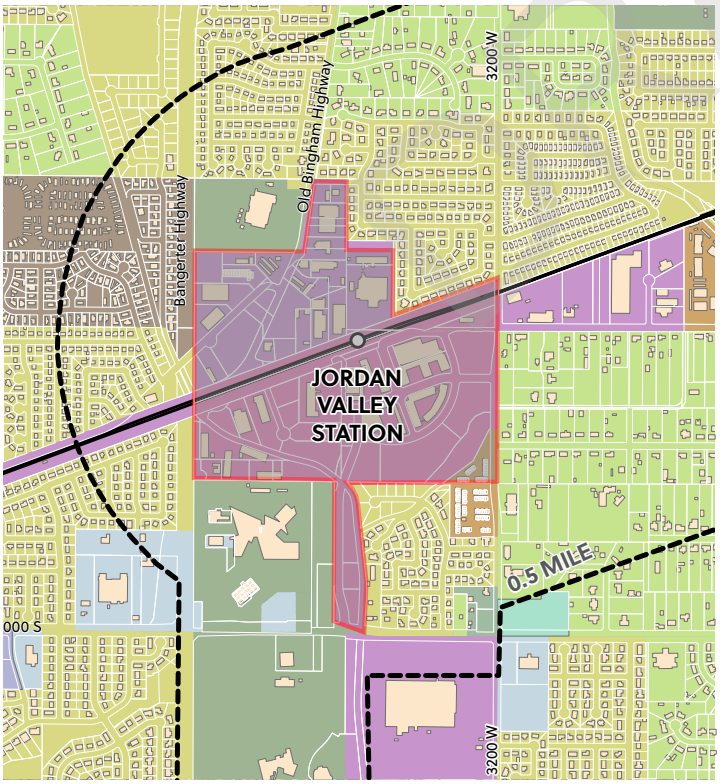


**Figure 6:** Proposed Zoning for Jordan Valley TRAX Station

## ZONING

The proposed zoning map refines the boundaries of the existing TSOD (Transit Station Overlay District) to capture all redevelopment opportunities within the station area, especially north of the rail line.

In addition, the proposed zoning map includes a targeted zoning change on the south side along 9000 S, where a single parcel is rezoned from Light Manufacturing to Neighborhood Shopping Center to align with surrounding commercial uses and reflecting a need for more small-scale serving retail in that location.




**LEGEND**

**Zoning**

- A: Agricultural Zone
- M-1: Light Manufacturing Zone
- R-3: Multi Family Residential
- P-F: Public Facilities Zone
- RR: Rural Residential Zone
- R-1: Single-Family Residential Zone
- R-2: Two-Family Residential Zone
- C-G: General Commercial Zone
- R-M: Mobile Home Residential Zone
- SC-2: Neighborhood Shopping Center
- P-C: Planned Community Zone
- P-O: Professional Office Zone
- TSOD Overlay

- TRAX Station
- Station Area Boundary (0.5 mile)
- TRAX Line
- City Boundary

**Figure 7:** Existing Zoning for Jordan Valley TRAX Station

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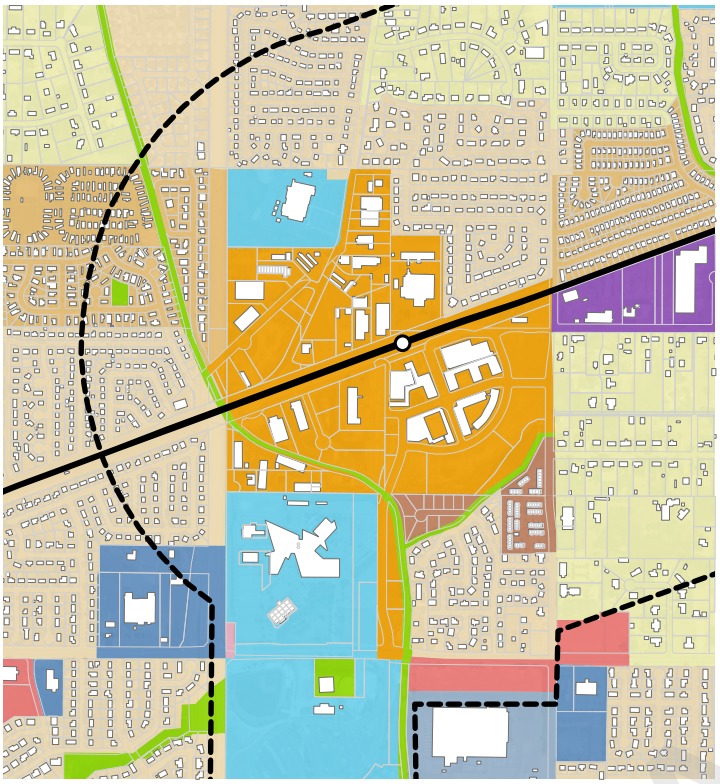

**Figure 8:** Proposed Land Use for Jordan Valley TRAX Station

## LAND USE

The proposed land use map changes the area north of the TRAX station from light industrial uses to Transit Oriented Development (TOD). On the existing map, these uses appear as a band of industrial land along the rail line. In the proposed map, that area is replaced with a larger, continuous TOD designation that covers most parcels near the station, resulting in a land use pattern on the north side that supports redevelopment in the area and is more consistent with the goals of the Station Area Plan.

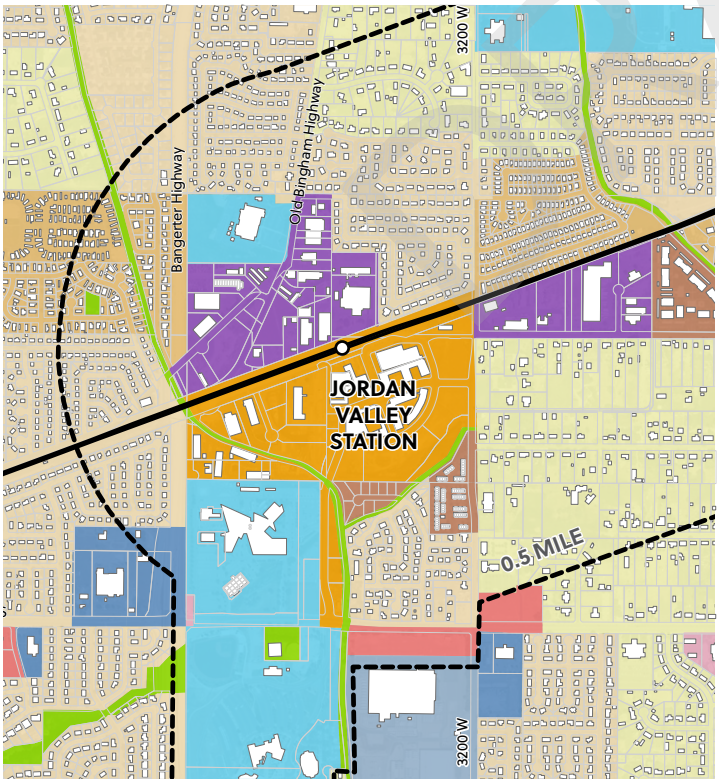


**Figure 9:** Existing Land Use for Jordan Valley TRAX Station

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# PUBLIC REALM & OPEN SPACE FRAMEWORK

## Recommendations

The public realm and open space framework establishes a cohesive, multi-functional network of green spaces and civic places that serve as the foundation for the Jordan Valley Station Area. Rather than treating parks and open spaces as isolated amenities, the plan organizes them into an interconnected system that supports mobility, community life, ecological function, and identity.

This framework is designed to:

- Link neighborhoods to transit through safe, attractive, and intuitive pedestrian and bicycle routes
- Create a hierarchy of public spaces, that encourage social gathering and establish local identity
- Integrate green infrastructure to support stormwater management, urban heat mitigation, and long-term resilience

Together, these elements create a walkable, human-scaled environment that reinforces transit-oriented development and ensures that growth is supported by high-quality, accessible public space.

1. 3400 W as a Multi-Modal Corridor
2. Neighborhood Park
3. Transit Plaza
4. Interconnected Green Network
5. Linear Park

### A) 3400 W as a Multi-Modal Corridor

The re-alignment of 3400 W transforms an existing disrupted corridor into the primary station connector and central organizing spine for the Jordan Valley Station Area. Designed as a complete, multimodal street, this corridor will accommodate vehicular access and high-quality pedestrian and bicycle connections, while establishing a distinctive main street environment that supports active ground-floor uses and community life.

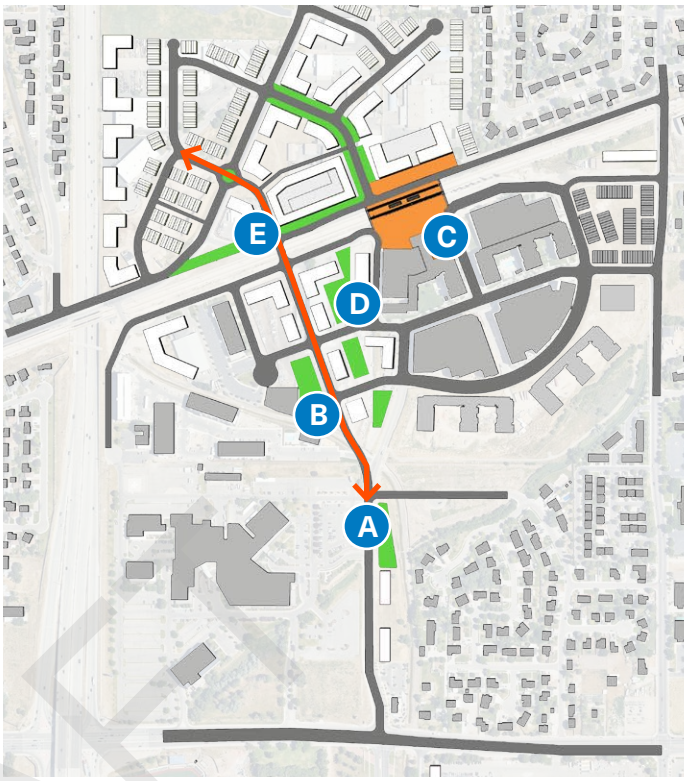


**Figure 10:** Public Realm and Open Space Framework

The reconfigured alignment improves connectivity across the rail corridor, creating a direct and legible connection to the area on the north side. This enhanced connectivity is critical to unlocking the full potential of the station area, particularly by opening up redevelopment opportunities on the north side of the rail, where access has historically been constrained.

Implementation of the re-aligned corridor will require close coordination with UTA, particularly to address the reconfiguration of the rail crossing and ensure safe, efficient integration with existing and future transit operations. This coordination is essential to delivering a seamless connection between the street network and the station, while maintaining operational reliability for the rail system.

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## 3400 W as a Multi-Modal Corridor

*Reference Imagery, Source: Design Workshop*

## Neighborhood Park

*Reference Imagery, Source: Design Workshop*

## Transit Plaza

*Reference Imagery, Source: Design Workshop*

## Interconnected Green Network

*Reference Imagery, Source: Design Workshop*

### B) Neighborhood Park

Located near new development and the hospital, the Neighborhood Park becomes a central space that supports daily life and community gatherings and provides access to green spaces. It will offer a place that connects the station area to surrounding community services and create an identifiable activity area. Potentially surrounded by additional community services like a daycare, this area can accommodate community-driven programming, such as small events or local activities.

### C) Transit Plaza

The Transit Plaza is the primary civic space at the station, acting as both a gateway to the transit system and a focal point for community activity. It will be designed to be a highly visible, active, and welcoming environment, facilitating seamless connections between transit, walking, and biking. It will also provide a new welcoming arrival experience and improves first/last mile connectivity. This plaza will become a central gathering space, with a flexible design that can also accommodate community events, pop-up markets, public art, and seasonal activities. These elements help to create a sense of place and identity for the neighborhood while encouraging consistent use throughout the day and year.

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## D) Interconnected Green Network

The Interconnected Green Network forms the structural backbone of the public realm, linking parks, plazas, and neighborhoods into a unified system. It builds on existing assets, such as regional trails, creeks, and open spaces, while introducing new connections that overcome barriers like the rail corridor and major roadways. By prioritizing continuity and accessibility, the network transforms movement corridors into active, landscape-rich experiences rather than purely utilitarian routes.

## E) Linear Park

The Linear Park is a central organizing spine and a defining feature of the station area: an east–west green spine that organizes development and provides connectivity within the district. Running parallel to key movement corridors and connecting directly to the transit station, it functions as both a mobility corridor and a social landscape. The Linear Park establishes a strong sense of place and identity, creating a recognizable spine that ties the entire district together. Key roles include:

- Serving as the primary pedestrian and bicycle route through the future north-side redevelopment
- Providing a continuous open space amenity that supports recreation, gathering, and passive use
- Framing adjacent development, with buildings oriented toward the park to create an active and engaging edge
- Hosting flexible program elements such as seating areas, play spaces, small event zones, and green infrastructure

Linear Park, Source: Design Workshop

**Figure 11:** Transit Plaza View

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# MOBILITY AND CONNECTIVITY FRAMEWORK

## Recommendations

The Jordan Valley TRAX Station is served by the TRAX Red Line and by bus routes F232 and 240, both of which terminate at the station. In addition to the existing Utah Lake Distribution Canal Trail, the Bingham Creek Trail was included in the planned Utah Trail Network as an active transportation connection in the area. Other planned bike facilities include buffered bike lanes along Old Bingham Highway and 3200 West.

Despite proximity to key destinations, the station area faces connectivity challenges, including gaps in the pedestrian network and limited north-south access for all modes. Additionally, parking supply exceeds current demand, with two underutilized parking structures in the immediate station area. Therefore, the following recommendations aim to improve north-south connectivity, enhance the active transportation network, and promote right-sizing parking within the area.

### A) Improve North-South Connectivity

#### EXTEND AND REALIGN 3400 WEST TO OLD BINGHAM HIGHWAY

Jordan Valley Station lacks a direct connection across the TRAX from the south to the north side, including inconvenient routes to access the station. Extending 3400 West to Old Bingham Highway and intersecting with Old Bingham Highway at a new roundabout would establish a more direct and convenient north-south connection that would serve as a central spine of connection and activity in the station area. This improvement would enhance access to the station, maintain traffic flow, and strengthen overall network connectivity.

3400 West would function as a "main street" corridor, connecting to existing and planned local roads supporting key destinations such as SLCC, Jordan Valley Hospital, and nearby schools, as well as future development. Realigning 3400 West would improve direct access among these destinations and enhance circulation for all travel modes.

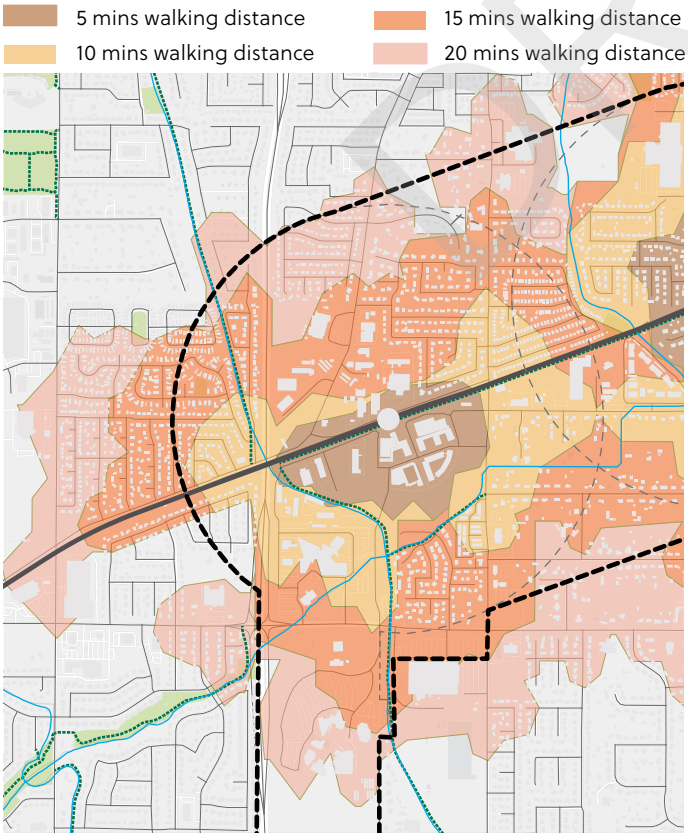


**Figure 12:** Walkshed for Existing Condition

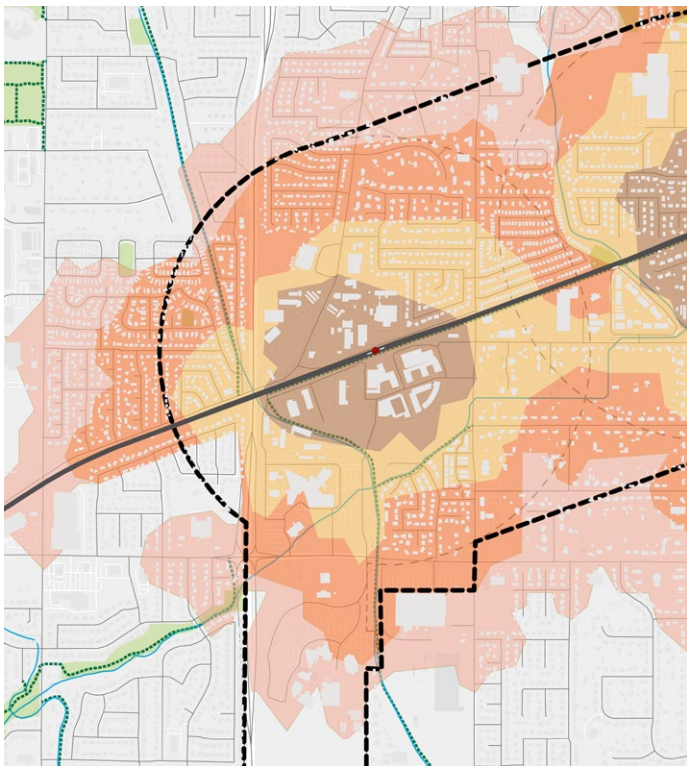

**Figure 13:** Walkshed for Preferred Concept

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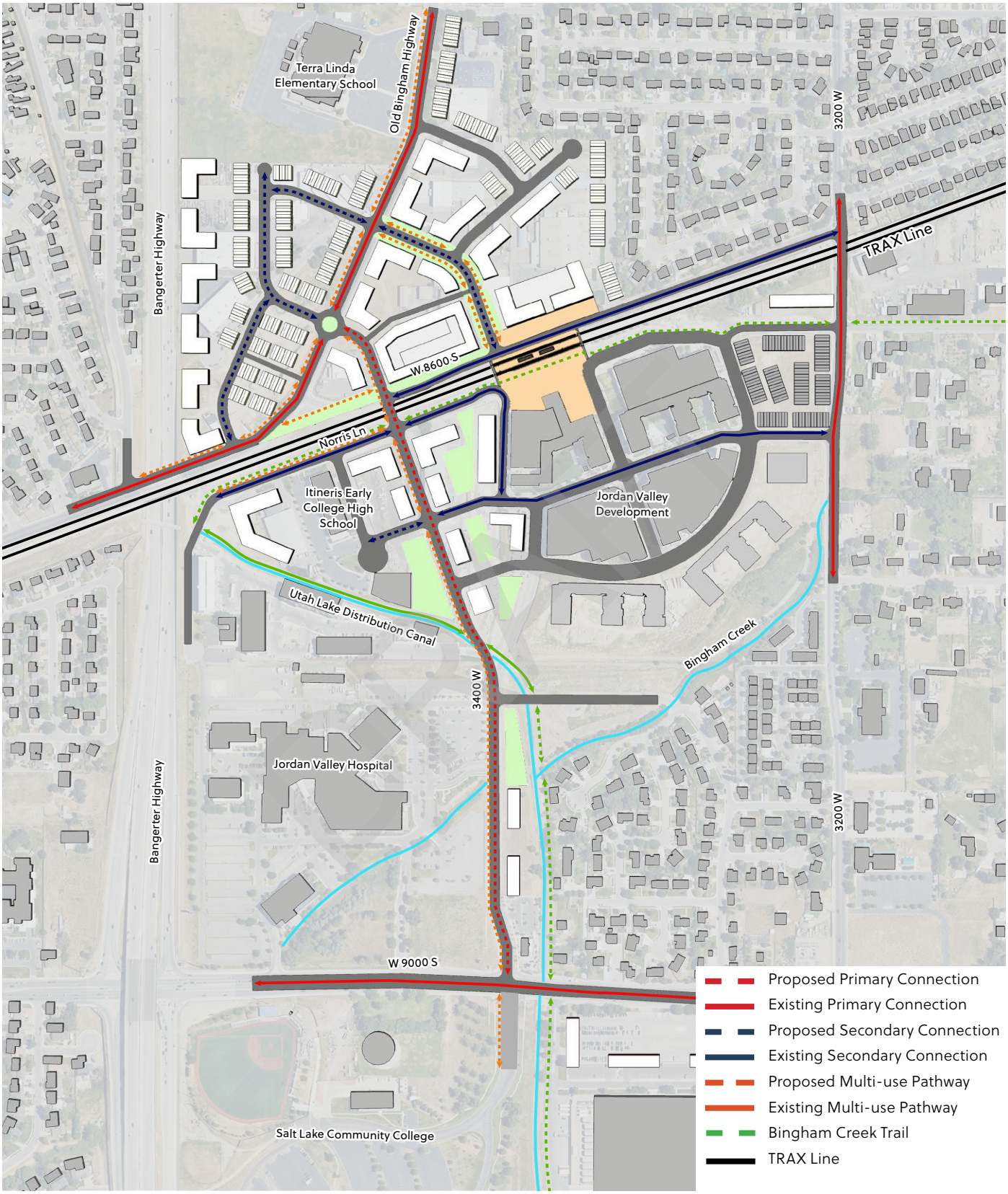


**Figure 14:** Connectivity Framework

# MOBILITY AND CONNECTIVITY FRAMEWORK

#### PROVIDE PEDESTRIAN RAIL CROSSINGS

Currently, there are no direct connections between the station and the north side of the rail corridor, creating inconvenient and unsafe conditions for pedestrians and bicyclists accessing Jordan Valley Station. To address this gap, the plan proposes two new pedestrian rail crossings aligned with existing station access points. These crossings would provide direct and convenient connections between the station and the north side of the corridor, improving access for active transportation users, and connect to new sidewalks on the south side of Haun Drive/W 8600 S.

## B) Promote Right-Sizing Parking

Jordan Valley Station currently has a substantial oversupply of parking. UTA data and field observations indicate parking utilization rates ranging from approximately 22% to 33%, across two existing parking structures. The plan recommends right-sizing the parking supply to better align with actual demand and repurposing excess parking areas for other land uses. This could be achieved by reducing parking minimums required for new development, potentially in favor of implementing maximums, and making existing UTA parking available for other uses at the site through leases or other arrangements.

## C) Enhance Active Transportation Network

#### DEVELOP BINGHAM CREEK TRAIL

The Bingham Creek Trail has the potential to enhance the regional active transportation network, providing east-west connectivity across southwest West Jordan. Within the Jordan Valley Station Area, the trail is envisioned to pass through the station and extend south along the 3400 West corridor to 9000 South, before continuing west across Bangerter Highway. This alignment would strengthen east-west connections, including to the Sugar Factory Road Station and west of Bangerter Highway.

#### ENHANCE MULTIMODAL CROSSINGS AT 9000 SOUTH

9000 South serves as a primary connection between Jordan Valley Station and key destinations within the station area, including Salt Lake Community College (SLCC) and Jordan Valley Hospital. The corridor is also part of the planned Bingham Creek Trail alignment, making it a critical link in the regional active transportation network. However, high traffic volumes and the history of crashes limit safe and convenient access to the station and surrounding destinations. To address these challenges, the plan recommends a grade-separated crossing at 9000 South. This improvement would enhance safety and comfort for pedestrians and bicyclists while maintaining vehicular capacity and traffic operations along this major corridor.

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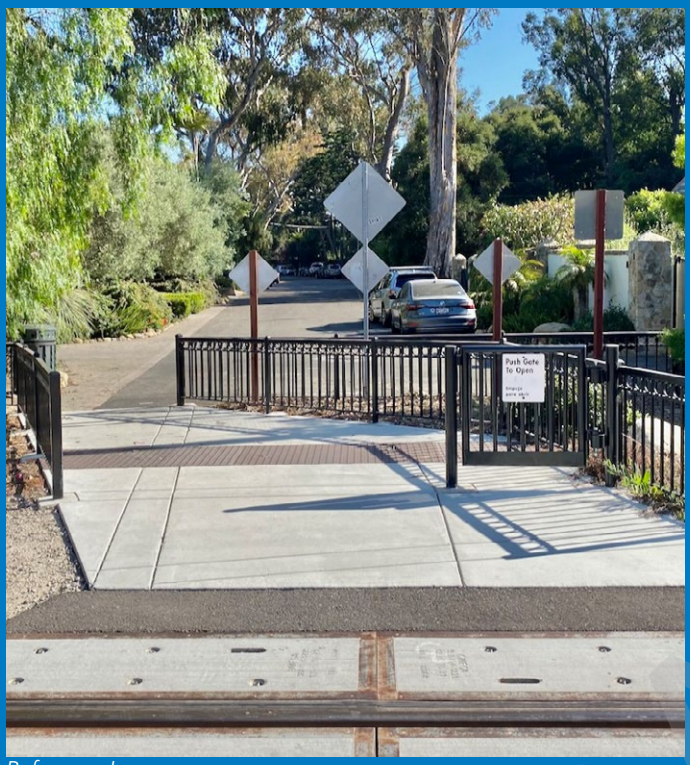
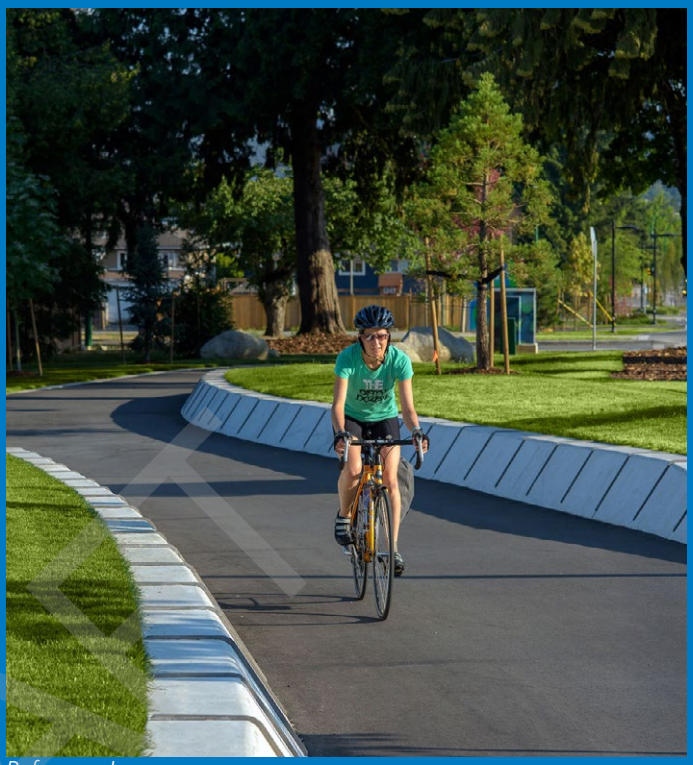
## Pedestrian Station Crossing



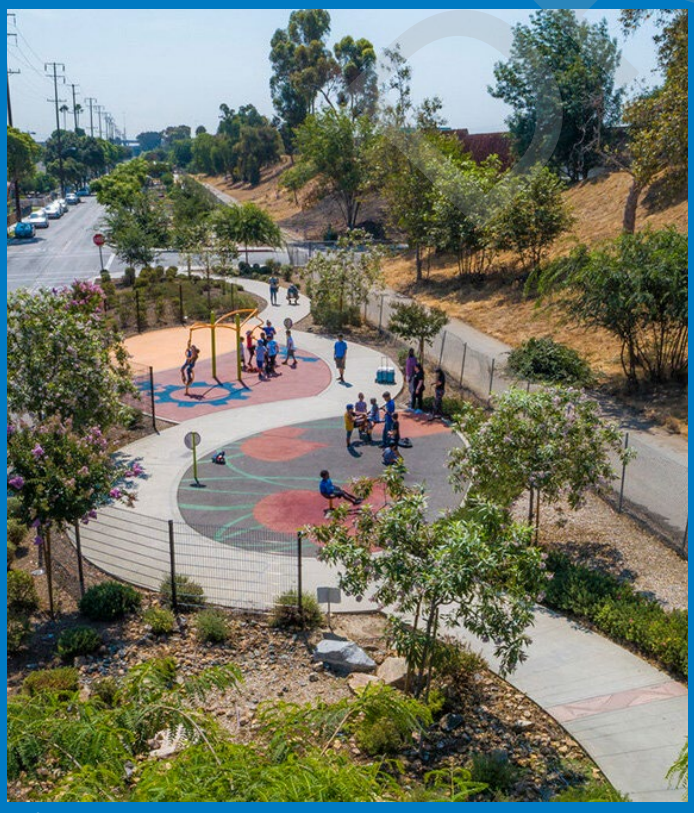

*Reference Imagery*
*Source: Siteline*

## Multi-use Trails



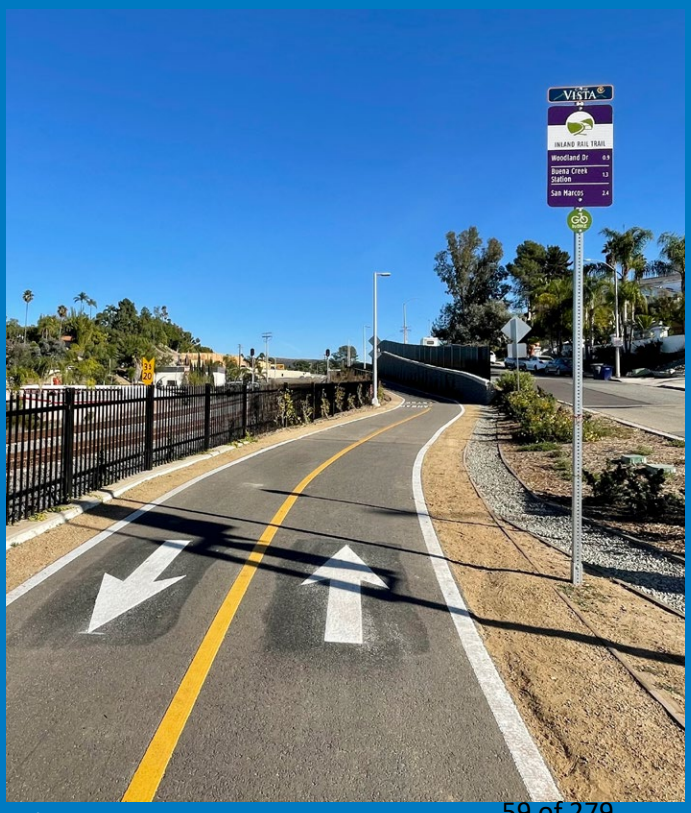
*Reference Imagery*
*Source: Design Workshop*

## Linear Parks & Creek Greenways



*Reference Imagery*
*Source: Design Workshop*

## Bike Lanes




*Reference Imagery*
*Source: Design Workshop*

## PROVIDE MULTI-USE PATHS

The plan proposes a network of multi-use paths to provide safe, comfortable, and accessible facilities for pedestrians and bicyclists. These paths are designed with increased widths and landscaped park strips to create separation from vehicular traffic, improving both safety and user experience. Figure 15 identifies locations at key corridors where roadway redesign is proposed to accommodate multi-use paths, including the following:

1. 3400 West (Figure 15):
   - Construct a 12-foot multi-use path with a landscaped park strip on the west side to improve walkability along the 3400 West realigned corridor, enhance north–south connectivity, and support access to existing and future development;
   - Provide on-street parking on the east side to support adjacent future developments;
   - Include a 7-foot sidewalk and a park strip on the east side to provide an additional pedestrian facility.
2. Norris Lane View (Figure 17):
   - Narrow travel lanes from 16 feet to 11 feet to reallocate space for enhanced pedestrian and bicycle facilities;
   - Construct a 12-foot multi-use path with landscaped park strips to provide separation from both vehicular traffic and the rail corridor, creating a safer and more comfortable environment;
   - Provide on-street parking on the north side to accommodate station pick-up/drop-off activity and increase buffering between travel lanes and the multi-use path;
   - Include an 8-foot sidewalk with a buffer on the south side to provide an additional pedestrian facility.
3. 8600 South (Figure 18):
   - Construct a 10-foot multi-use path with a landscaped park strip on the north side to improve active transportation access to the station area;
   - Provide on-street parking on the north side to support future development and increase separation between travel lanes and the multi-use path;
   - Include a 5-foot sidewalk with a buffer on the south side to facilitate pedestrian access to the proposed rail crossings.

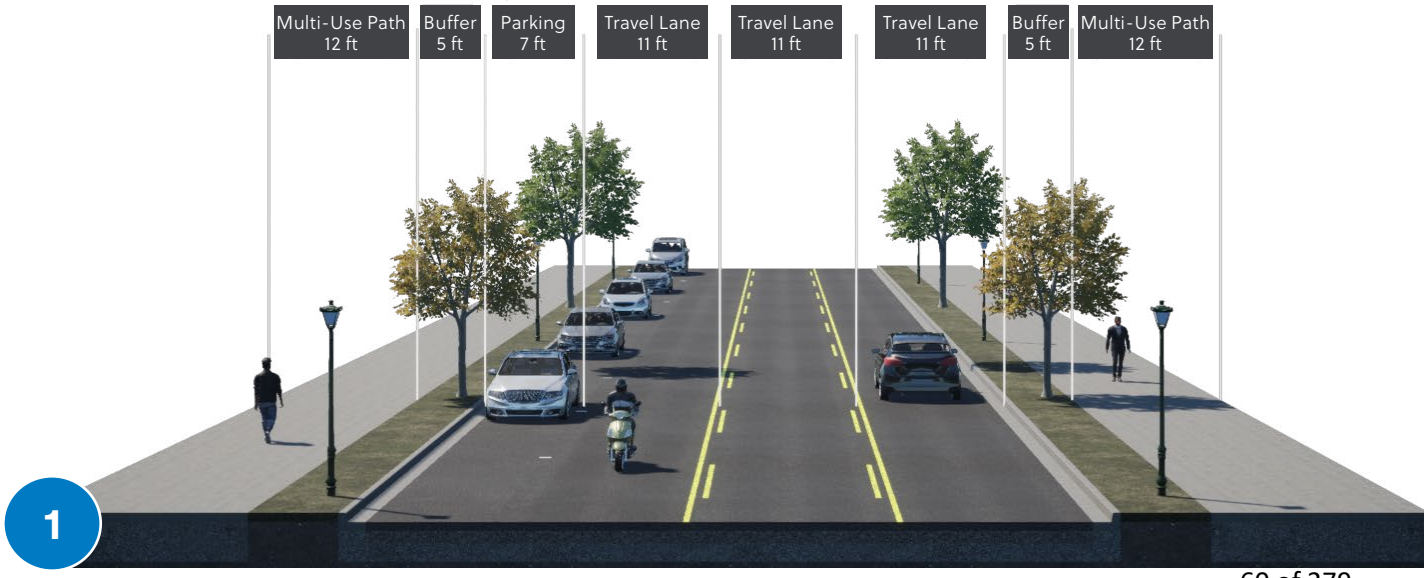



**Figure 15:** Proposed Section for 3400 W

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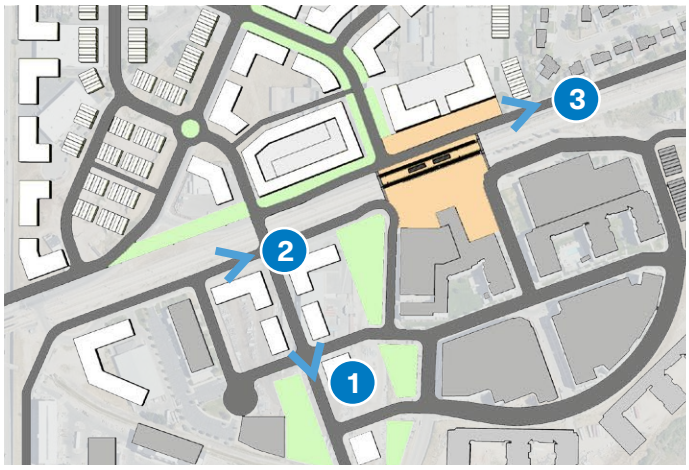


**Figure 16:** Key Map for Proposed Sections

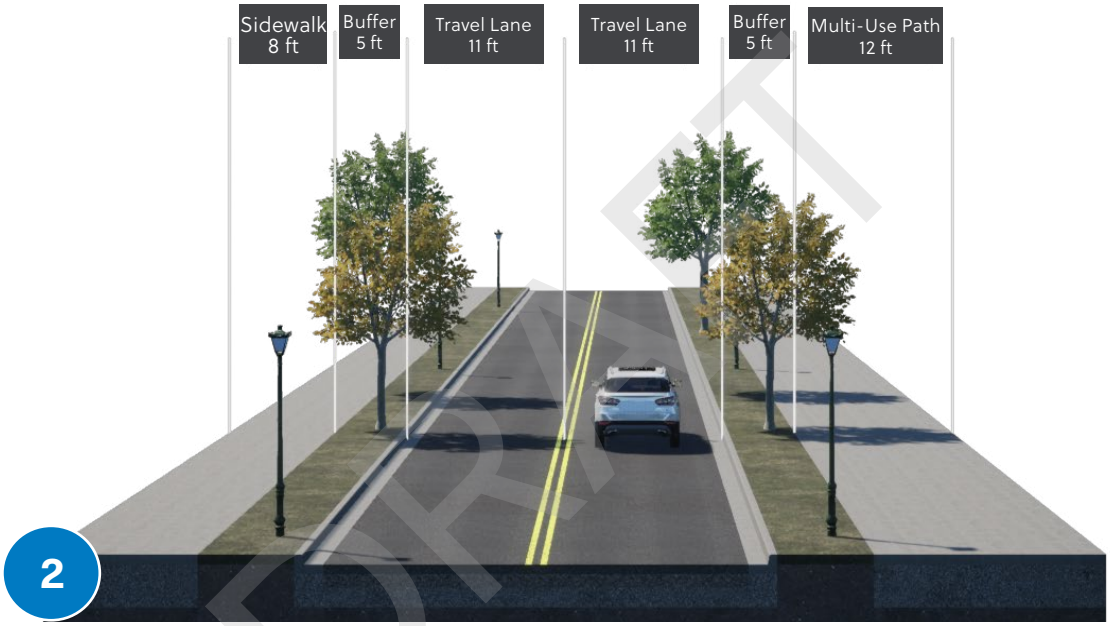


**Figure 17:** Proposed Section for Norris View Lane

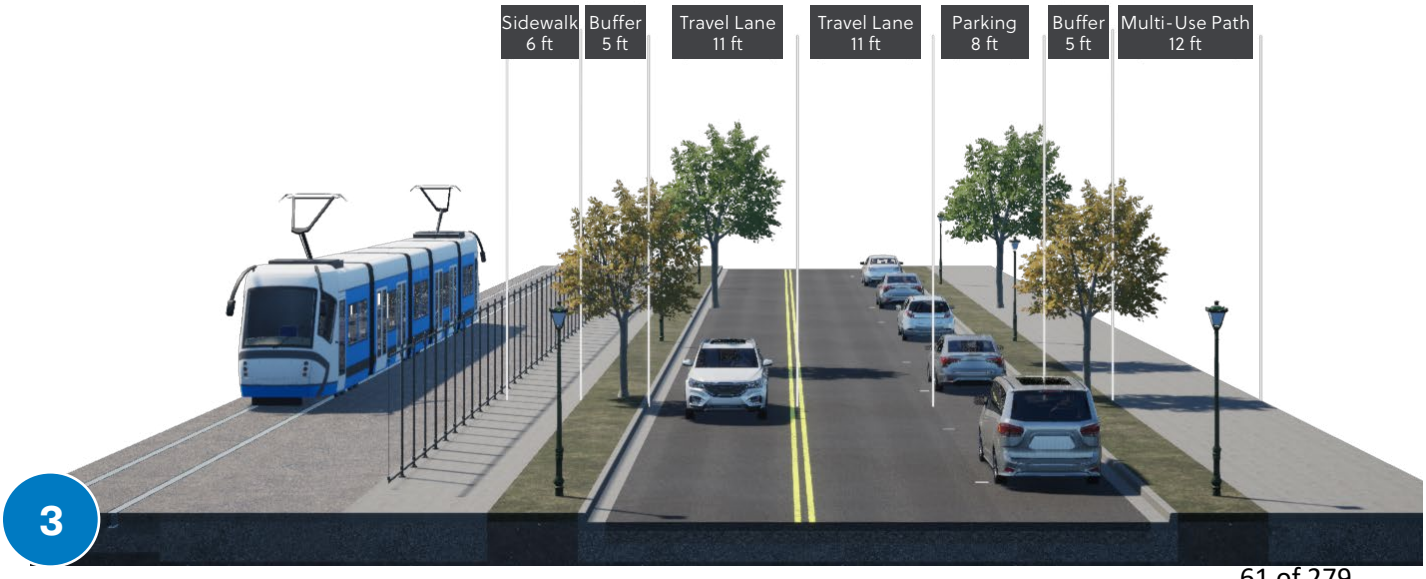


**Figure 18:** Proposed Section for 8600 S

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# TRANSPORTATION DEMAND MANAGEMENT STRATEGY

## Recommendations

To reduce travel demand impacts within the Jordan Valley Station Area, this plan includes TDM strategies aimed to reduce reliance on the roadway network and promote multimodal travel. Some strategies are proposed in the plan as part of the vision goals and recommendations. The TDM program implementation also includes optional strategies that would also require action either from landowners, developers, or employers in the station area.

### Main Strategies

- **Increase Density Around Transit Stations:** Proposing higher residential and job density around the transit station provides easy access to public transit for residents, employees, and visitors, encouraging transit ridership and reducing single-occupancy vehicle trips, thus reducing GHG emissions.
- **Improve Street Connectivity:** Improving street connectivity in the station area will also help facilitate a greater number of shorter trips and increase the number of routing options, distributing traffic.
- **Active Transportation Network Improvements:** Enhancing the pedestrian and cyclist network encourages people to walk instead of driving and increases access to transit.

### Optional Strategies

- **Implement commute trip reduction program:** This measure includes services, infrastructure, and incentives for alternative modes provided by the employer, encouraging carpooling, taking transit, walking, and biking.
- **Implement ridersharing program:** Ridesharing encourages vehicle trips in place of single-occupied vehicle trips, therefore reducing the number of trips. This measure establishes a permanent transportation management association with funding requirements for employers. Examples include designating a percentage of desirable parking spaces for ridesharing vehicles and designating adequate passenger loading, unloading and waiting areas for ridesharing vehicles.
- **Implement subsidized or discounted transit program:** This measure provides subsidized, discounted, or free passes for employees, residents, and/or students. Reducing the out-of-pocket cost for choosing the competitiveness of transit over driving increases the total number of transit trips and decreases vehicle trips.
- **Provide end-of-trip bicycle facilities:** This measure proposes the installation of end-of-trip facilities for employee use, encouraging commuting by bike. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers.
- **Provide employer-sponsored (or school-sponsored) vanpool:** Vanpooling is a flexible form of public transportation that provides a convenient rideshare option for commuting for employees and students.
- **Implement employee parking cash-out:** This measure requires employers to provide employees with a choice of forgoing current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space.
- **Provide on-site daycare as part of new office development:** This measure reduces the need for additional trips by allowing employees to access childcare at or near their workplace. This eliminates or shortens the trip to daycare.

These TDM strategies reduce both traffic and parking demand by encouraging residents, employees, and visitors to shift from driving alone to alternative modes of transportation. This shift supports more efficient use of parking space and creates opportunities for other uses.

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Connectivity Sketch from Workshop 1

# PARKING REQUIREMENTS

## Existing Parking Requirements

Currently, general parking in the transit station overlay district (TSOD) in West Jordan requires a minimum of 1 parking space for every dwelling unit and a maximum of 1.5 parking spaces for units with two or more bedrooms. One guest parking stall shall be provided for every four units. A maximum of three parking spaces per 1,000 square feet for office space, and 3 ¾ per 1,000 square feet of retail space is permitted. Other uses that are not included in the TSOD parking requirements sections shall provide up to 50% reduction of the parking requirement for such uses. The station areas also include single-family housing, in which the code requires two spaces per unit so in a TSOD area, the parking requirement would be one space per unit.

TSOD parking requirements apply to areas around Jordan Valley Station, but it does not apply to Sugar Factory Road. Thus, general parking requirements were considered for Sugar Factory Road Station, including 2 spaces per single-family dwelling; 1.5 spaces per 1-bedroom unit, 2 spaces per 2-bedroom unit, and 2.5 spaces per 3-bedroom unit for multi-family housing. For retail (general use), parking requires 1 space per 200 square feet of sales area.

*Refer Appendix B: Transportation Analysis for details.*

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| STATION | DENSITY (DU/ACRE) | TOTAL ESTIMATED UNITS OR AREA (COMMERCIAL) | TOTAL ESTIMATED PARKING (PROPOSED REQUIREMENTS) | PARKING SPACE REDUCTION | PARKING SPACE REDUCTION (%) |
|---|---|---|---|---|---|
| Jordan Valley Station | High Density (25 du/acre) | 500 | 625 | 163 | 26% |
| | Medium Density (20 du/acre) | 500 | 625 | 163 | 26% |
| | Medium Density (15 du/acre) | 200 | 200 | 0 | - |
| | Commercial (sq ft) | 50,000 | 138 | 25 | 18% |
| | Total | 1200 | 1588 | 351 | 22% |
| Sugar Factory Rd Station | Medium Density (15 du/acre) | 60 | 75 | 60 | 80% |
| | Medium Density (10 du/acre) | 50 | 100 | 0 | - |
| | Total | 110 | 175 | 60 | 80% |

**Table 1:** Estimated Parking under Proposed Requirements

## Recommendations

Overall, West Jordan TSOD follows a similar approach to other nearby cities in the Wasatch Front Region. Based on studies, the current parking rates are higher than peak-parking demand. Based on these references and the local context, the plan recommends updating parking requirements with the following:

1. **No minimum parking requirements for new development. Removing minimum requirements allows for reducing parking supply, which encourages shifting to other modes, especially near transit stations, and supports lower-cost development.**

2. **Allow shared parking agreements among developers and property owners. This strategy allows flexibility for shared parking, especially among land uses that have different parking patterns and peak parking hours. Current UTA parking structure utilization also has the capacity to share parking with future adjacent developments.**

3. **Allow developments to use the adjacent on-street parking towards the overall parking requirement. On-street parking is available in existing facilities and proposed facilities, and can help reduce parking space within developments.**

4. **If turnover is desired, implement paid on-street parking. Charging for parking incentivizes shorter-duration parking use to support local serving retail. Additionally, if activated, paid parking can encourage mode shift by deemphasizing automobile travel**

5. **Allow unbundling the cost of parking from the cost of renting or owning property. This strategy separates residential parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost and allowing residents without vehicles to avoid these costs.**

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Although this plan does not recommend reducing maximum parking requirements, there is significant potential to reduce overall parking supply in the station areas through implementation of the proposed strategies. These strategies provide greater flexibility for developers and encourage reductions in parking supply through the removal of minimum parking requirements, shared parking arrangements, and the use of on-street parking.

Based on the application of these recommendations, **Table 1** illustrates some reduction in parking supply within the Jordan Valley Station area, where parking reduction strategies are already supported through the TSOD land use overlay. In the Sugar Factory Road Station area, more substantial parking reductions are expected, assuming full implementation of the TSOD overlay. These numbers are intended to illustrate expected changes in parking demand and are not intended as a regulatory standard.

# TRAFFIC CONSIDERATIONS

## Trip Generation

The proposed concept for the Jordan Valley Station Area includes the redevelopment of existing industrial uses to develop approximately 1,100 dwelling units and 50,000 square feet of commercial uses. Accordingly, this section evaluates estimated trip generation, trip distribution, and roadway capacity for key access corridors serving the proposed development, including Old Bingham Highway, 8600 South (Haun Drive), and 3400 West.

Under the proposed plan, industrial uses would be replaced with a mix of multifamily (950 units) and single-family residential (150 units), as well as around 50,000 square feet of commercial space. Trip generation estimates were developed using rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, for the existing and proposed land uses, and illustrated in Table 2.

*Refer Appendix B: Transportation Analysis for details.*

## Trip Distribution and Trip Assignment

Based on regional travel patterns and the station area's location, trips are assumed to distribute 35% of daily trips to the east, 30% to the north, 25% to the south, and 10% to the west. These assumptions reflect travel demand toward major employment and service centers, particularly to the north and east toward Salt Lake City, and access to regional corridors such as 9000 South and Bangerter Highway.

Trip assignment also accounts for the extension of 3400 West to Old Bingham Highway and the concentration of development mostly north of the rail corridor. Based on these assumptions, the estimated daily trips added to key corridors is:

- Old Bingham Highway North: **1,750**
- Old Bingham Highway South: **360**
- 8600 South (Haun Drive): **210**
- 3400 West: **1,920**

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| LAND USE | DWELLING UNITS PER ACRE | AVERAGE TRIP GENERATION RATE | TRIP GENERATION ESTIMATES |
|---|---|---|---|
| Single Family | 200 du/acre | 6.57 | 1320 |
| Multifamily | 1000 du/acre | 4.46 | 4,460 |
| Commercial | 50,000 sf | 7.83 | 400 |
| New Development Total | | | 6180 |
| Existing Industrial | 3,75,600 sf | 3.6 | - 1,350 |
| ***12% Trip Reduction*** | | | ***- 580*** |
| **Total** | | | **4,250** |

**Table 2:** Estimated Trip Generation

## Road Capacity

Old Bingham Highway, 8600 South (Haun Drive), and 3400 West each consist of one travel lane in each direction and function as primary access routes to the station area. According to the West Jordan Transportation Master Plan (TMP) an overall roadway capacity shouldn't exceed 10,625 vehicles for a 2-lane road.

Based on April 2026 traffic counts provided by the City of West Jordan, existing Average Daily Traffic (ADT) volumes are around 6,450, 400, and 3,000 in Old Bingham Highway, 8600 South (Haun Drive), and 3400 West, respectively. With the addition of projected trips from the proposed development, future Average Daily Traffic volumes are estimated as shown in Table 3.

All projected volumes remain below the **10,625 threshold** identified in the West Jordan Transportation Master Plan (TMP), indicating that the roadway network can accommodate the proposed development under the assumed conditions.

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| ROAD NAME | EXISTING ADT | ADDED TRIPS | TOTAL ADT |
|---|---|---|---|
| Old Bingham Highway North | 6,450 | 1,750 | **8,200** |
| Old Bingham Highway South | 6,450 | 360 | **6,810** |
| 8600 South (Haun Drive) | 400 | 210 | **610** |
| 3400 West | 3,000 | 1,920 | **4,920** |

**Table 3:** Estimated ADT Volumes

# SUGAR FACTORY RD. STATION

## Vision

- Sugar Factory Rd. 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 Creek 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 Rd. Station: Current UTA Parking Lot

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## Guiding Principles

Unlock underutilized land near the station for transit-supportive housing

Expand the Bingham Creek Trail to improve east-west connectivity

Introduce new development strategically

Improve north-south station access

# PREFERRED CONCEPT

The preferred concept for the Sugar Factory Rd. Station Area envisions a context-sensitive, transit-supportive neighborhood that builds on the character of surrounding residential areas while introducing new housing and connectivity around the TRAX corridor. This approach emphasizes gentle infill development, improved access to transit, and stronger connections to adjacent open space and trail systems.

The plan organizes new development by the station through infill in existing UTA parking areas, as well as in some underutilized parcels to the south of the rail line. Incorporating low-to medium-density housing typologies like townhouses, cottage homes or duplexes, will allow for incremental growth while maintaining compatibility with the surrounding context.

A defining feature of the concept is the integration of existing multi-use pathways and green connections, including enhancements to the Bingham Creek trail. These connections improve access to the station, link neighborhoods to regional trails, and provide safe, comfortable routes for pedestrians and cyclists. Strategic pedestrian crossings across major streets and the rail corridor help overcome existing barriers and create a more connected district.

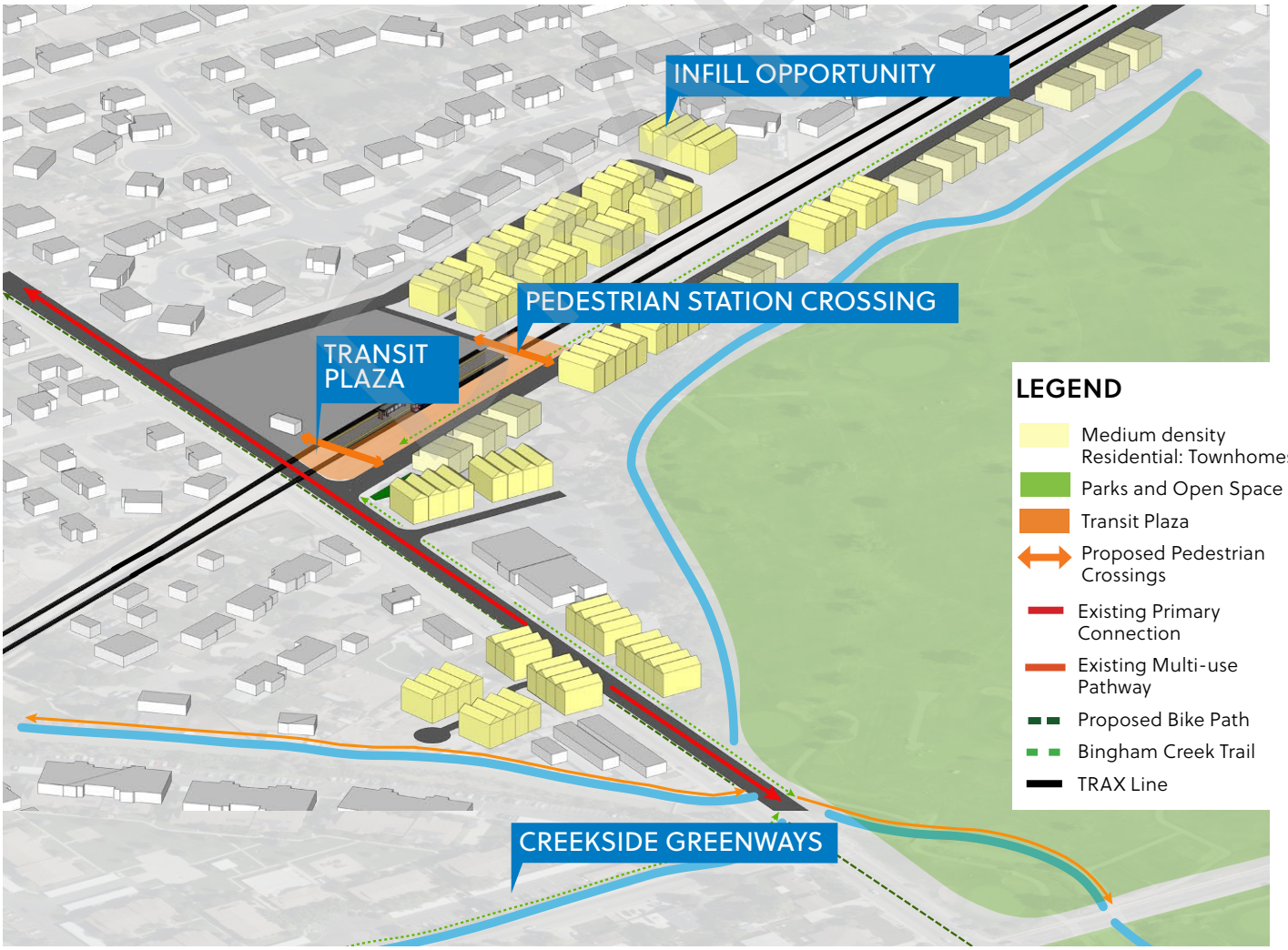
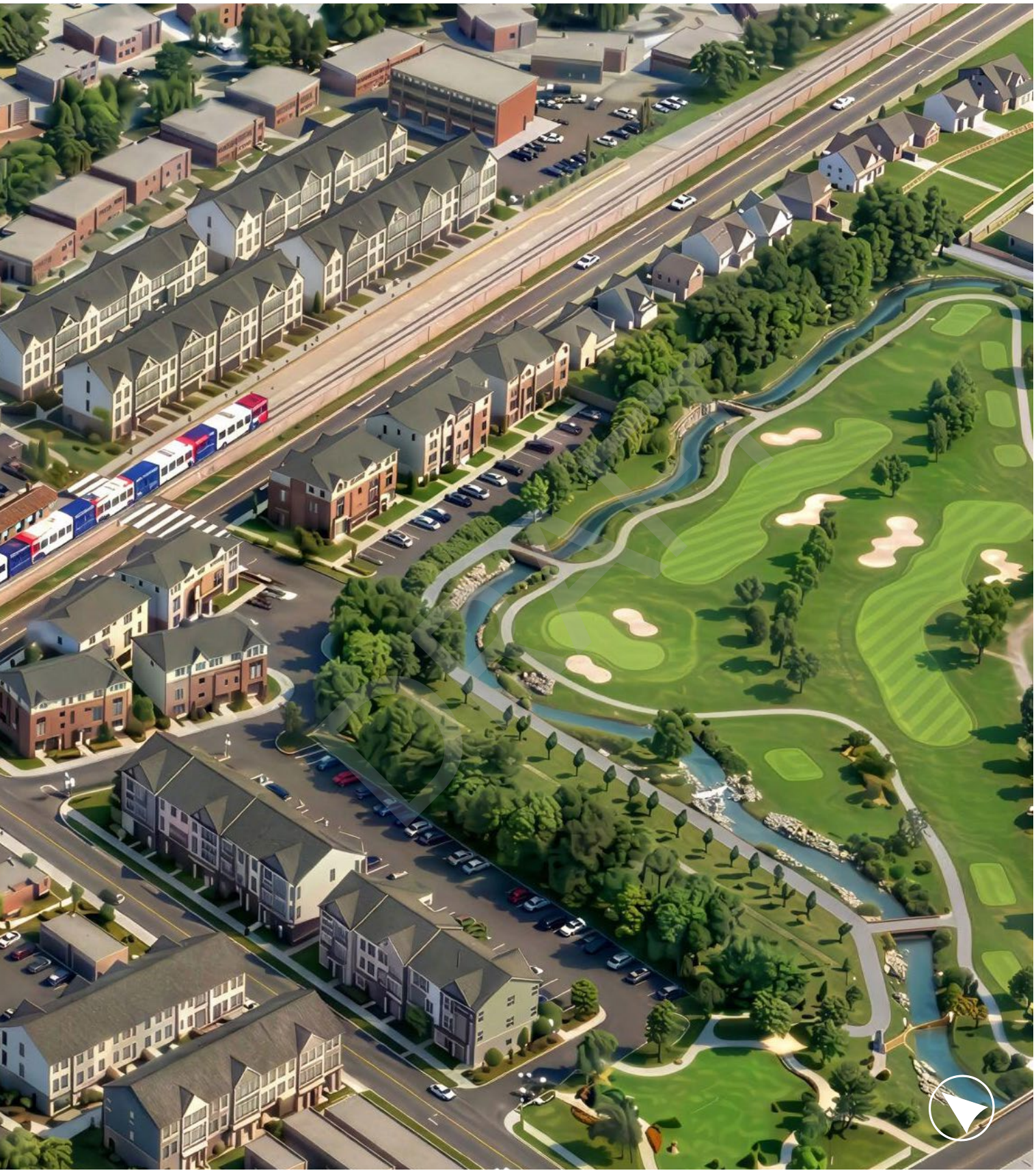


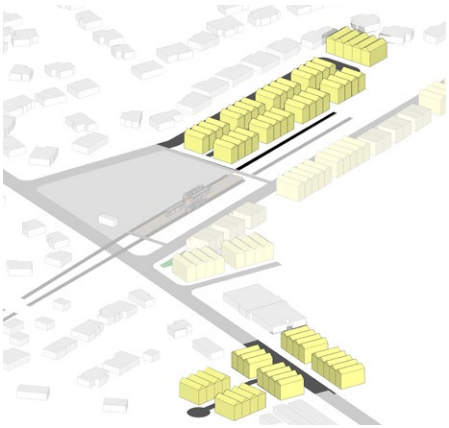

**Figure 19:** Preferred Alternative for Sugar Factory Rd Station

# PREFERRED CONCEPT

**Figure 20:** Preferred Alternative for Sugar Factory Rd Station



# BIG MOVES



## Neighborhood Compatible Infill

A context-sensitive pattern of infill development is established to match the surrounding building typology. Building form and intensity are carefully managed to ensure compatibility while still supporting transit-oriented growth.

## Central Transit Plaza

A central transit plaza is designed as the primary civic gateway to the station, directly linking transit infrastructure with surrounding development. The plaza functions as a welcoming public space for gathering, wayfinding, and everyday use, reinforcing the station as the focal point of the neighborhood.

## Trail Network

A connected trail network is established along key corridors to provide continuous pedestrian and bicycle access between the station, neighborhoods, and open spaces. These routes enhance mobility, support active transportation, and create safe, scenic connections across the station area.

## Safe Pedestrian Station Crossing

A dedicated and clearly defined pedestrian crossing is provided across key roadway and station edges to create safe, direct, and intuitive access to transit. This connection improves walkability, reduces barriers between neighborhoods, and ensures convenient access to the station and surrounding destinations.

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# PUBLIC REALM & OPEN SPACE FRAMEWORK

Reference Imagery
Source: Design Workshop

## A) New and Safe Pedestrian Station Crossing

A new, highly visible pedestrian crossing is recommended to provide a safe and direct connection across the rail corridor and adjacent roadways. Designed with enhanced safety features, the crossing reduces existing barriers and ensures that residents on both sides of the tracks can conveniently and comfortably access the station. This connection is critical to improving first-and last-mile access and supporting equitable transit use.

Reference Imagery
Source: Design Workshop

## B) Creekside Greenway

The plan leverages the adjacent Bingham Creek corridor as a defining natural asset by establishing a continuous creekside greenway. This greenway provides multi-use trails, habitat enhancements, and passive recreation spaces, while also serving as a key east–west connection through the district. By integrating development with the creek edge through setbacks, landscaping, and access points the strategy creates a strong relationship between nature, mobility, and neighborhood identity.

Reference Imagery
Source: Design Workshop

## C) Transit Plaza

The transit plaza is envisioned as a small-scale, targeted intervention that enhances the station's visibility and strengthens connections to the surrounding neighborhood. Rather than a large civic space, the plaza functions as a clear and welcoming access point to the station, helping to organize pedestrian movement and improve wayfinding.

Strategically located adjacent to the platform and key crossings, the plaza supports direct connections to nearby neighborhoods and future infill development, creating a seamless transition between transit and daily destinations. Modest improvements such as paving, lighting, seating, and landscaping can establish a comfortable and identifiable space for riders while reinforcing the station as a neighborhood-oriented asset.

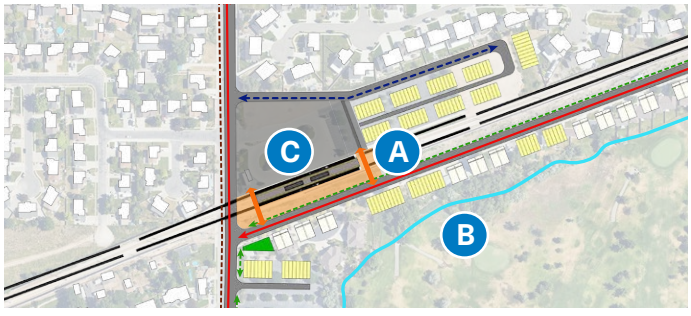


**Figure 21:** Key Plan

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# LAND USE AND ZONING FRAMEWORK

## Recommendations

The Sugar Factory Road Station Area is currently regulated by the Single-Family Residential (R-1) and Two-Family Residential (R-2) zoning districts. These districts are intended to preserve a low-density, suburban residential pattern characterized by detached homes, limited housing variety, and auto-oriented development. While appropriate for stable single-family neighborhoods, these districts present several limitations relative to the goals of this Station Area Plan. In particular, they restrict housing types to detached single-family homes and duplexes, apply uniformly low densities regardless of proximity to high-capacity transit, and rely on conventional development standards focused on lot size and separation rather than building form or neighborhood integration. Additionally, they do not require enhanced pedestrian connectivity, greenway integration, or improved station access, and they maintain parking requirements that reinforce auto dependency and constrain redevelopment potential.

To better align existing zoning with the vision for a more walkable, transit-supportive, and context-sensitive neighborhood, the following policy updates are recommended.

### A) Utilize and Refine the Existing TSOD Overlay with Sub-Districts

The existing TSOD overlay that applies to Jordan Valley Station should be used in this area, with the consideration that sub-districts should be considered. New TSOD sub-districts that reflect the specific conditions of the Sugar Factory Road Station Area should be considered, to organize development intensity in a graduated manner from the station outward. This approach allows the City to support transit-oriented development while maintaining compatibility with adjacent single-family neighborhoods.

Within approximately one-quarter mile of the TRAX station, the TSOD should define a Station Core sub-district closest to the platform, where development intensity is most appropriate. In this area, zoning should not exceed the equivalent of the R-3-12 district, ensuring that development remains moderate in scale while still supporting transit ridership and walkability. Moving outward, a Transition sub-district should be applied between approximately one-eighth and one-quarter mile from the station. This area should reflect a clear step down in both density and building scale, with development patterns that are more consistent with existing R-2 zoning and compatible residential forms.

In addition, the TSOD framework should recognize the unique redevelopment potential of the adjacent golf course property. Given its size, configuration, and separation from established neighborhoods, this area should be identified as a distinct opportunity area where higher-density residential development may be appropriate if the County decided to reposition portions of the golf course property in the future. In this location, the City may consider allowing densities that exceed those permitted in the Station Core, provided that development is thoughtfully designed and integrated with open space and circulation systems.

This stepped sub-district approach ensures that the TSOD functions as a context-sensitive tool, concentrating intensity where it is most appropriate while providing a gradual transition to surrounding neighborhoods.

### B) Expand Housing Choice Through Missing-Middle Housing Typologies

To support incremental growth and a broader range of housing options, the TSOD overlay should allow for a wider variety of residential building types beyond those currently permitted. This should include missing-middle housing typologies such as duplexes, triplexes, fourplexes, townhomes, cottage courts, and small-scale multifamily buildings. These housing types are well-suited to creating a

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more compact and walkable neighborhood while maintaining a residential character.

## C) Transition from Conventional Zoning to Form-Based Standards with Step-Down Requirements

To better align with the idea of a compact and walkable neighborhood near the transit station, code requirements in the TSDO district should shift from a focus on density and lot size, to built form, scale, and frontage design. The TSOD overlay should establish a set of form-based standards for new allowed housing types, regulating aspects like building height and massing; setbacks and build-to zones and entry orientation and façade design. These standards should also regulate transitions to adjacent single-family neighborhoods to ensure new development fits within existing residential areas.

The form-based standards should be characterized by:

- Building forms scaled to match surrounding residential areas
- Incremental development patterns that do not require large parcel assembly
- Site layouts that prioritize walkability and human-scale design, with buildings facing streets and cars parked in back alleys

## D) Rezone the UTA Parking Lot to Support Townhome Development

The existing UTA park-and-ride lot represents a significant opportunity to introduce transit-supportive infill development in close proximity to the station. To facilitate this transformation, the City should rezone the site to a district that allows for moderate-density residential development, including townhomes, at a range of approximately 10 to 20 dwelling units per acre. This may include the application of an existing zoning district such as R-3-12 Multi-family Residential, or another comparable designation that permits attached housing types rather than limiting development to duplexes.

## E) Require a Connected Pedestrian and Greenway Network

To establish connectivity as a defining element of the station area, the TSOD overlay should introduce mandatory connectivity requirements that provide direct and visible pedestrian connections to the station, contributing to more walkable block structure. Mandatory requirements to dedicate space or construct greenway corridors, multi-use paths, and mid-block pedestrian connections can also be incorporated.

## F) Update Parking Requirements to Support Transit and Infill

Parking standards within the TSOD should be updated to reflect the presence of high-capacity transit and the goal of supporting infill development. This should include reducing or eliminating minimum parking requirements in areas closest to the station and allowing flexibility for shared parking arrangements and on-street parking solutions.

Where parking is provided, it should be designed to minimize its visual and spatial impact by locating it behind or alongside buildings rather than between buildings and the street. These changes will help create a more pedestrian-oriented environment while also making redevelopment more feasible on constrained sites.

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# LAND USE AND ZONING FRAMEWORK

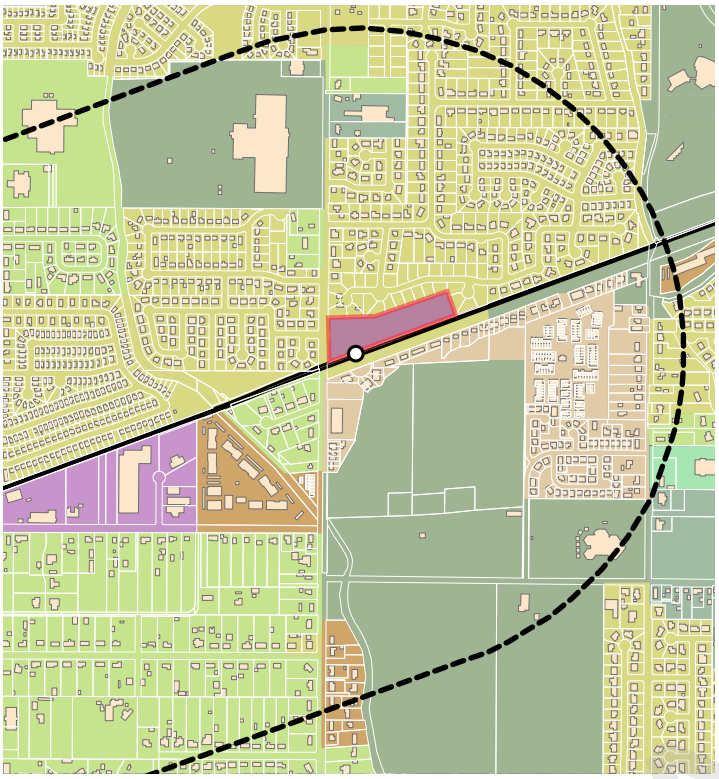

**Figure 22:** Proposed  Zoning for Sugar Factory Rd. Station

## ZONING

The proposed zoning map for the Sugar Factory Rd. TRAX Station maintains most zoning districts, with most residential neighborhoods and public facilities areas remaining unchanged. The primary change occurs at the UTA-owned parcel near the station. In the existing map, this parcel is zoned for single-family residential use; while in the proposed map, it is rezoned to R-3 to allow for multi-family residential typology. This change aligns the parcel with the goals of the Station Area plan while respecting the surrounding uses and densities.

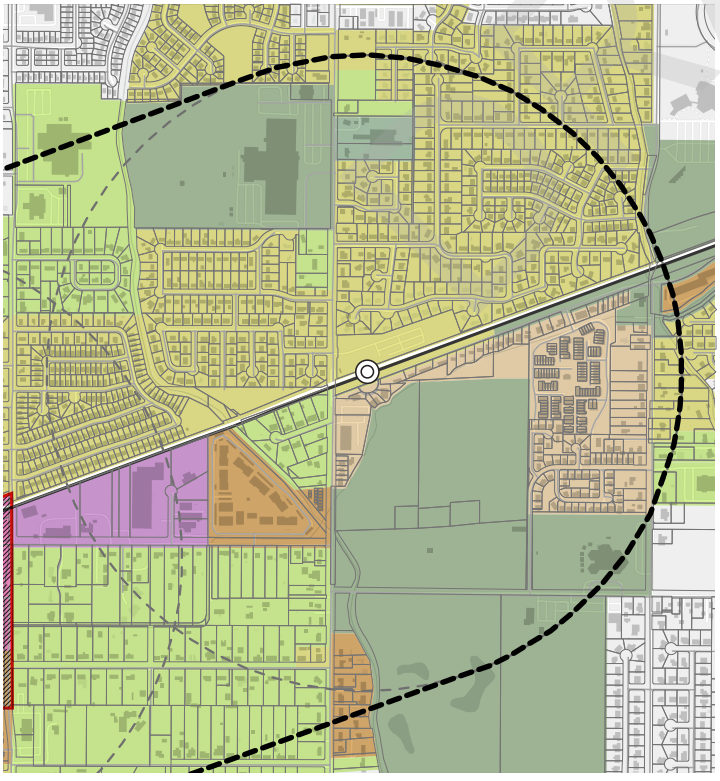


**Figure 23:** Existing Zoning for Sugar Factory Rd. Station

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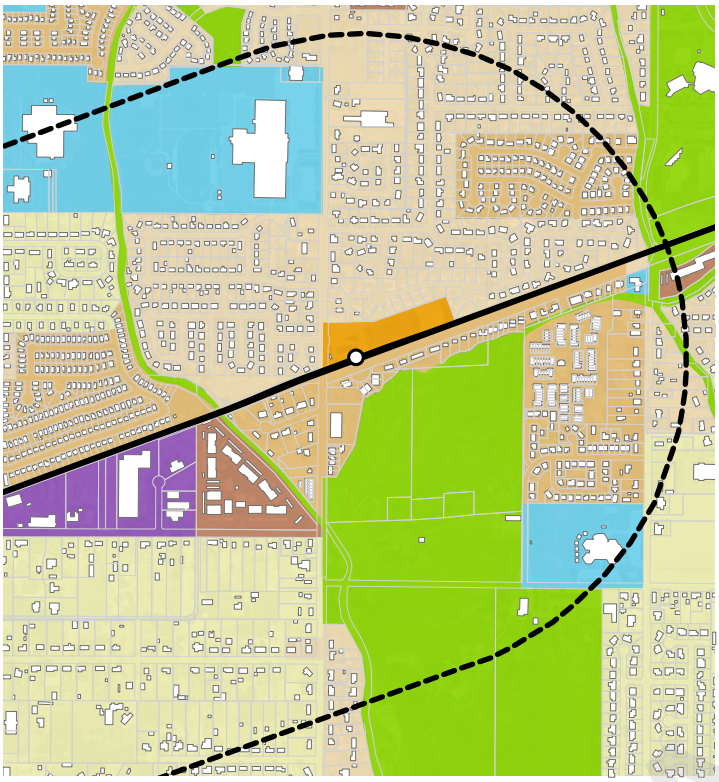

**Figure 24:** Proposed Land Use for Sugar Factory Rd Station

## LAND USE

The proposed land use map for the Sugar Factory Rd. TRAX Station remains largely consistent with existing conditions, with most surrounding residential neighborhoods and open space areas unchanged. Low- and medium-density residential uses continue to make up the majority of the station area. The primary change occurs on the UTA-owned parcel, where land use is revised from Public Facilities to Transit Oriented Development, creating a TOD designation centered on the station and extending along the rail line.

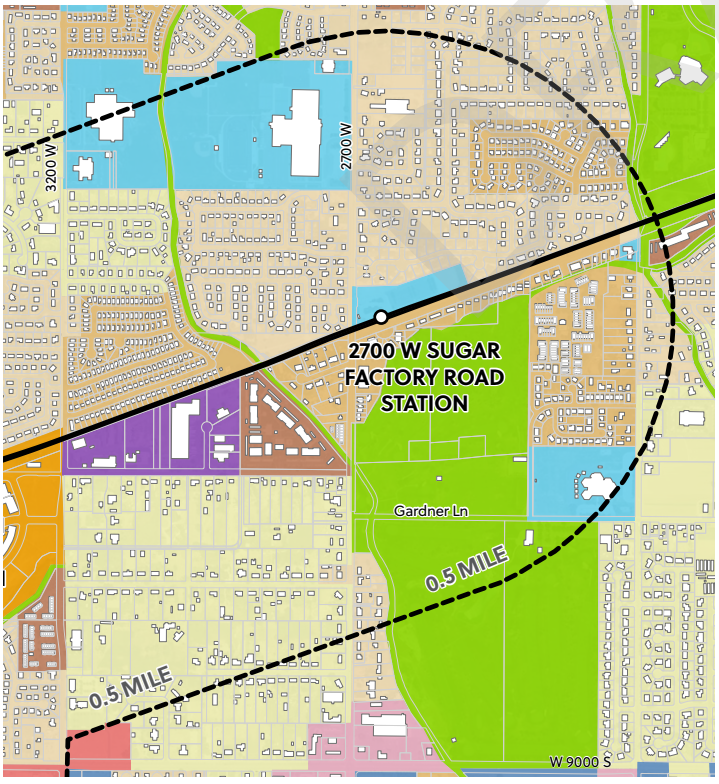


**Figure 25:** Existing Land Use for Sugar Factory Rd Station

### LEGEND

**Land Use**

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential
- Public Facilities
- Transit Oriented Development
- Light Industrial
- Parks and Open Land
- Neighborhood Commercial
- Community Commercial
- Professional Office
- Research Park

- TRAX Station
- Station Area Boundary (0.5 mile)
- TRAX Line
- City Boundary

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# MOBILITY AND CONNECTIVITY FRAMEWORK

## Recommendations

The 2700 West Sugar Factory Rd. TRAX Station, served by the UTA Red Line, is connected to regional and local active transportation facilities, including the Utah and Salt Lake Canal Trail, Jordan Canal Trail, and the planned Bingham Creek Trail. Buffered bike facilities along 2700 West and proximity to destinations such as West Jordan High School and Veterans Memorial Park further support multimodal access and offer accessible destinations for those traveling on foot or by bike.

However, the station area has low street connectivity, gaps in pedestrian infrastructure, and barriers such as limited marked pedestrian crossings, the presence of a sound wall along the TRAX right-of-way, and large parcels, which hinder access to the station. Additionally, underutilized parking indicates an opportunity to better align supply with demand.

Therefore, the following recommendations aim to enhance active transportation access to destinations, improve street connectivity for all modes, and promote right-sizing of parking.

### A) Enhance Active Transportation Access to Destinations

#### CALM TRAFFIC ALONG 2700 WEST

2700 West is a key north-south corridor providing access to the Sugar Factory Rd. Station and West Jordan High School. However, crash history along the corridor indicates safety concerns for pedestrians and bicyclists. Implementing traffic calming measures north of the station would improve safety and comfort, creating a more supportive environment for walking and cycling and encouraging multimodal travel to the station and school.

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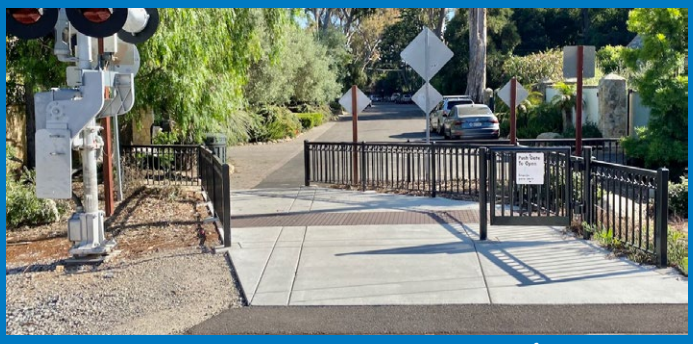
## Pedestrian Station Crossing



*Reference Imagery*
*Source: Design Workshop, Siteline*

## Multi-Use Trails

*Reference Imagery*
*Source: Design Workshop*

### ENHANCE ACCESS TO THE STATION

Currently, 2700 West provides the only direct pedestrian access to the station via the sidewalk, resulting in inconvenient routes for users traveling from the west and south. Additionally, the presence of a sound wall further limits pedestrian access between Sugar Factory Road and the station. To address these barriers, the plan proposes:

- Removing a portion of the sound wall along UTA property
- Providing two pedestrian rail crossings aligned with existing station access points

These improvements would provide more direct and convenient access to the station and enhance overall walkability along Sugar Factory Road.

### ADD MARKED, ENHANCED PEDESTRIAN CROSSINGS

Existing pedestrian crossings near the station are limited to the east leg of the 2700 West / Sugar Factory Road intersection and the north leg of the 2700 West and 8350 South intersection. As a result, users approaching from the west side of 2700 West, south of the rail corridor, lack convenient crossing opportunities near the station.

To address this gap, the plan recommends installing a new crosswalk on 2700 West south of the station. This improvement would provide a safer and more direct route for pedestrians, enhancing accessibility and connectivity to the station.

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## Creek Greenways

*Reference Imagery*
*Source: Design Workshop*

## Bike Paths

*Reference Imagery*
*Source: Design Workshop, Orlando Urban Trail*

## B) Improve Street Connectivity for all Modes

### DEVELOP BINGHAM CREEK TRAIL

The Bingham Creek Trail is envisioned as a key regional active transportation corridor providing east–west connectivity across West Jordan. Within the Sugar Factory Rd. station area, the trail will help address gaps in the active transportation network along Sugar Factory Road and extend along 2700 West and Haun Drive as a continuous 12-foot trail. Figure 17 identifies key roadways where redesign is proposed to accommodate the trail, including:

1. Sugar Factory Road (Figure 27):
   - Construct a 12-foot multi-use path with a 9-foot landscaped park strip on the south side to provide separation from vehicular traffic and enhance user comfort
   - Provide on-street parking on the south side to support existing uses and potential redevelopment, and increase buffering between travel lanes and the trail
   - Include a 6-foot sidewalk with landscaped park strip to provide an additional pedestrian facility separated from both vehicular traffic and the rail corridor
2. Haun Drive (Figure 28):
   - Remove on-street parking to accommodate the Bingham Creek Trail
   - Construct a 12-foot trail with a 5-foot landscaped park strip on the north side to improve walkability
   - Add a 5-foot landscaped buffer adjacent to the existing sidewalk on the south side to enhance separation from vehicular traffic

## C) Promote Right-Sizing Parking

Sugar Factory Rd Station currently has excess parking capaCity. UTA data and field observations indicate parking utilization rates ranging from approximately 3% to 31%. The plan recommends right-sizing the parking supply and repurposing the underutilized area for townhome development to better align with the current and future demand in the station area.

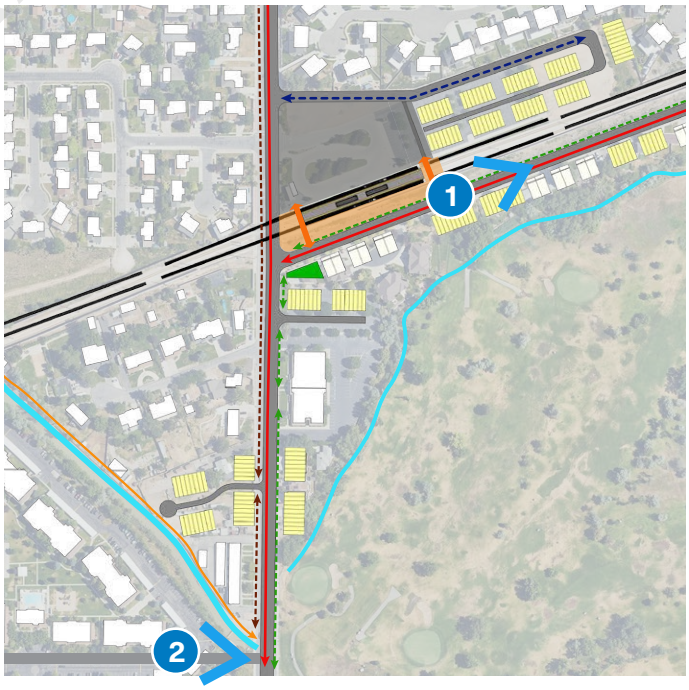


**Figure 26:** Key Map for Proposed Sections

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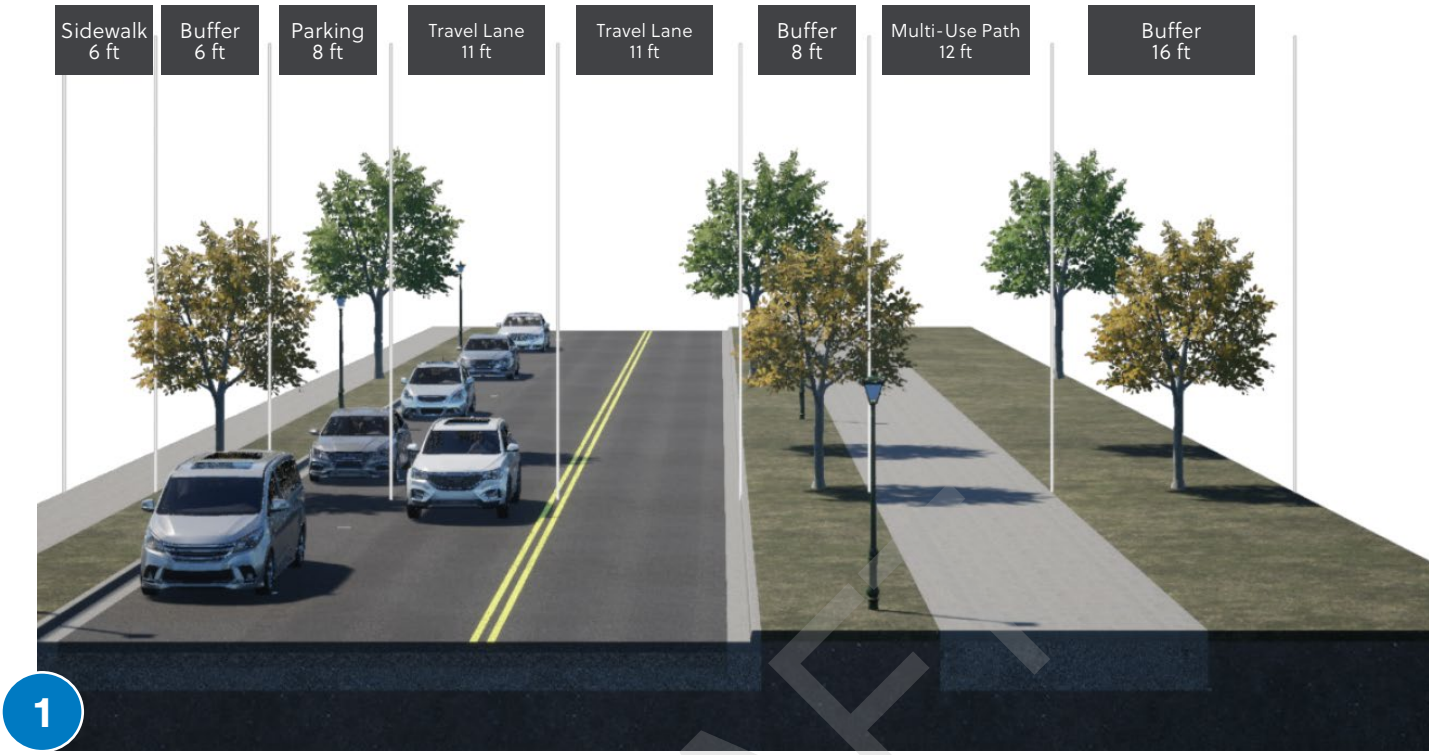


**Figure 27:** Proposed Section for Sugar Factory Road

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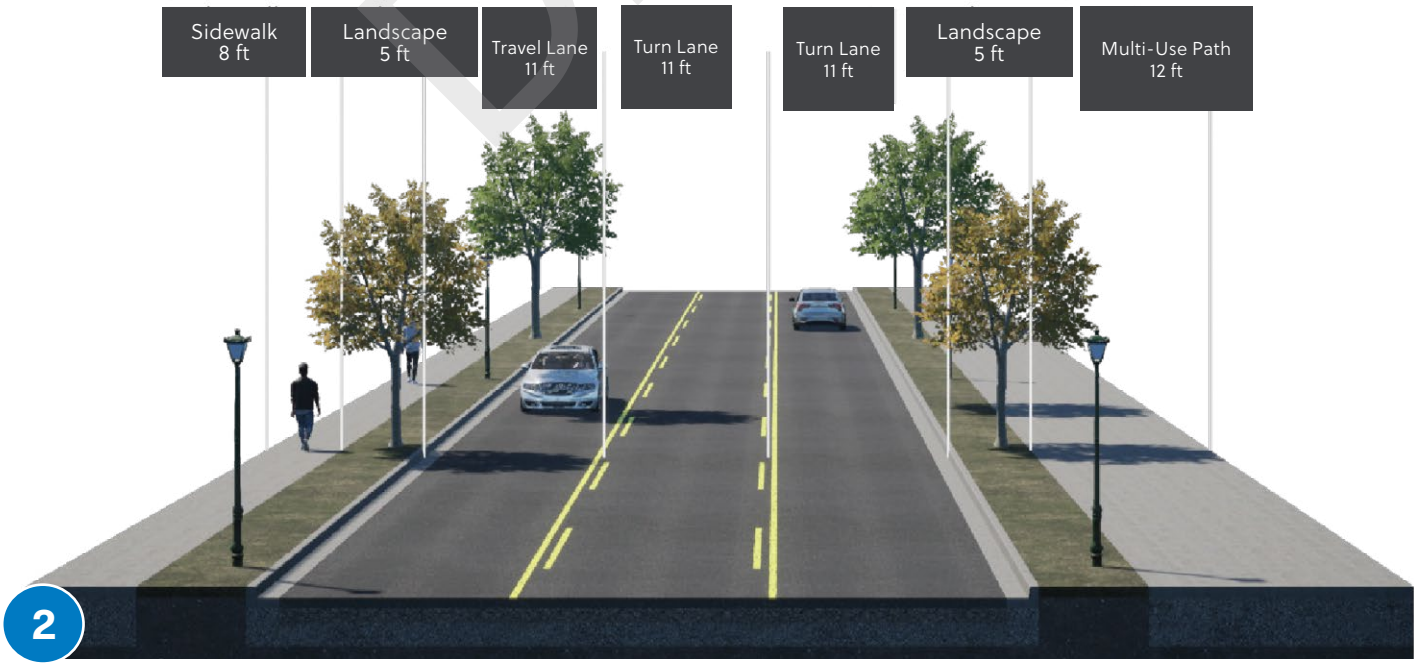


**Figure 28:** Proposed Section for Haun Drive

# 4

# SCENARIO MODELING & METRIC

- Scenario Modeling
- Concept Metrics: Jordan Valley Station
- Concept Metrics: Sugar Factory Rd. Station

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This chapter outlines the scenario planning process for each of the station, to produce metrics that quantify the impact of the proposed concepts.

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# SCENARIO MODELING

## INTENT

The scenario modeling effort was undertaken to holistically evaluate existing land use and zoning conditions within the station area and assess the potential impacts of proposed development on the surrounding neighborhood. By modeling multiple development scenarios, the analysis illustrates the trade-offs associated with different approaches and provides a quantitative basis for determining which scenario best satisfies the requirements of HB462, responds to community needs, and aligns with the City's long-term vision for the area.

## PROCESS

Scenarios were modeled using ArcUrban, an ESRI-based planning and analysis platform. The City's current land use and zoning GIS data served as the foundation for the existing conditions scenario. New scenarios were then constructed to reflect the design alternatives presented in Chapter 6, involving targeted changes to land use and zoning designations for specific parcels in alignment with the proposed design concepts.

Once the design framework was established, individual building footprints were introduced and assigned appropriate building types, such as mixed-use, commercial, and multi-family residential, to evaluate their compatibility with existing and proposed zoning conditions. The software then generates a comprehensive set of metrics for each scenario, enabling a clear understanding of the development's projected impact.

## OUTPUT

Figure 29 depicts the base condition zoning and land use, while Figure 30 illustrates the zoning framework for the preferred alternative. Together, these outputs provide a real-time understanding of how the proposed design interacts with existing building mass and integrates with surrounding land use and zoning conditions.

### How it informs the Plan

- Quantifies the impact of proposed development through measurable, data-driven metrics rather than qualitative assessment alone.
- Visualizes how the proposed design interacts with existing building mass and land use conditions in real time, making it easier to communicate and evaluate design decisions.
- Generates metrics at both the individual parcel and building type level, providing granular insight into how each component of the proposed development contributes to the overall impact.
- Tests the compatibility of proposed building typologies against existing zoning conditions, identifying where regulatory changes may be needed.
- Provides a data-driven basis for demonstrating compliance with HB 462 state housing legislation requirements.
- Enables side-by-side comparison of development scenarios, supporting informed trade-off analysis and decision-making.
- Incorporates West Jordan-specific market and demographic data to ensure projections reflect local conditions.
- Directly connects the physical design vision to the land use and zoning framework required for implementation.

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A key strength of the ArcUrban platform is the ability to customize metrics to reflect local market and demographic conditions. In this analysis, metrics were tailored to reflect West Jordan-specific data, such as average multi-family unit square footage, ensuring that projections are grounded in local context rather than regional or national averages.

The modeling also enabled the creation of new, project-specific metrics relevant to the station area context. Given the proximity of the proposed development to the TRAX station, a Transit Reduction Factor was developed to forecast the approximate reduction in daily vehicle trips attributable to access to public transit. For the Jordan Valley Station Area, a conservative traffic reduction percentage of 12% was applied, reflecting the area's current character as a predominantly suburban community where transit usage, while growing, remains more limited than in denser urban settings. The metrics generated for the preferred alternative are presented on the following page.

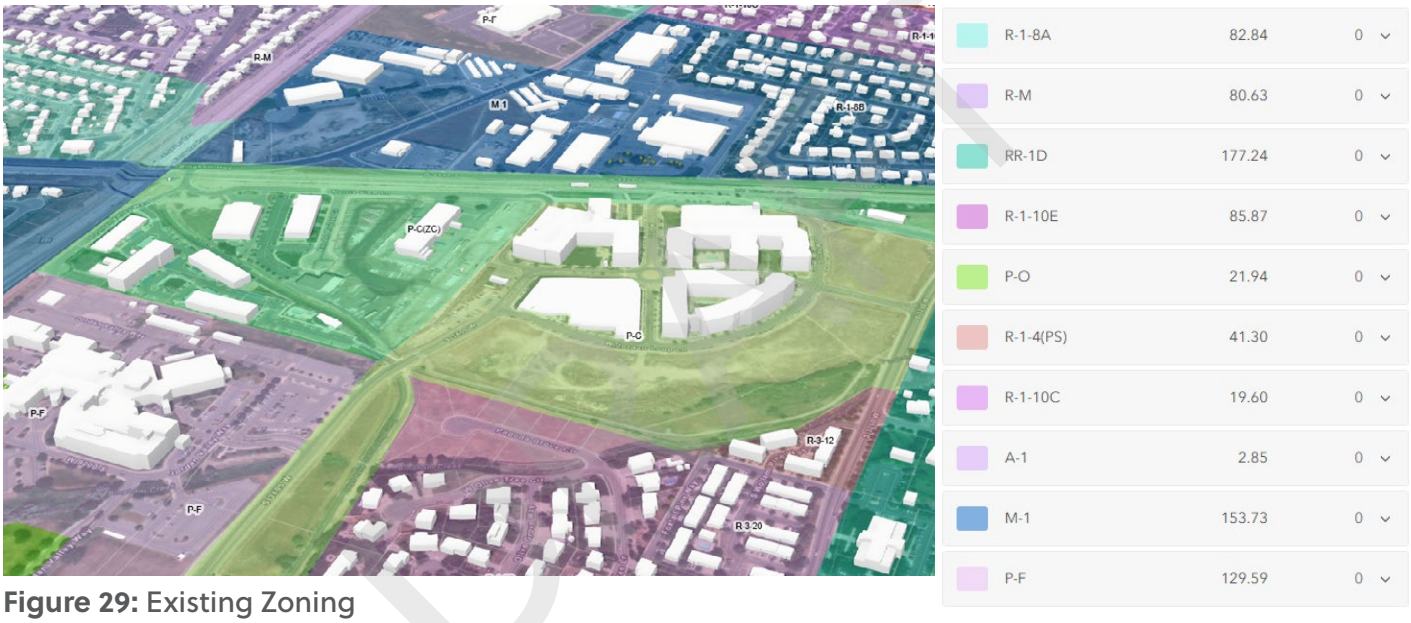


**Figure 29:** Existing Zoning

**Figure 30:** Scenario Zoning

# CONCEPT METRICS

| METRIC | EXISTING CONDITION | PREFERRED CONCEPT |
|---|---|---|
| | | |
| **LAND-USE** | | |
| Residential Units (number of units) | 270 | 1173 |
| Affordable Residential Units (no) | 0 | 235 |
| Commercial Area (sq ft) | 35,500 | 41,500 |
| Parks and Open Space (acres) | 0 | 3.3 |
| Community Service Area (sq ft) | 0 | 39,500 |
| **TRANSPORTATION** | | |
| Connectivity Index | 1.17 | 1.69 |
| Additional Roads (miles) | - | 0.69 |
| Trails and Multi-use Pathways (miles) | - | 1.35 |
| Intersections per sq mile | 100 | 183 |
| Average Trips | 2,740 | 6,180 |
| **INFRASTRUCTURE IMPACT** | | |
| Waste Water (lb/d) | 43,461 | 138,321 |
| Energy Use (kwh/d) | 58,180 | 171,395 |
| Solid Waste (lb/d) | 2,440 | 7683 |
| CO2 Emissions (lb/d) | 56,083 | 43,525 |

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| METRIC | EXISTING CONDITION | PREFERRED CONCEPT |
|---|---|---|
| | | |
| **LAND-USE** | | |
| Residential Units (number of units) | 21 | 109 |
| Affordable Residential Units (no) | 0 | 20 |
| Parks and Open Space (acres) | 0 | 1.25 |
| **TRANSPORTATION** | | |
| Connectivity Index | 1.06 | 1.19 |
| Additional Roads (miles) | - | 0.31 |
| Trails and Multi-use Pathways (miles) | *Planned Bingham Trail* | 0.6 |
| Intersections per sq mile | 64 | 93 |
| Average Trips | 138 | 600 |
| **INFRASTRUCTURE IMPACT** | | |
| Waste Water (lb/d) | 3616.29 | 14369.5 |
| Energy Use (kwh/d) | 4614.75 | 14386.43 |
| Solid Waste (lb/d) | 204.48 | 812.20 |
| CO2 Emissions (lb/d) | 3083.72 | 4488.20 |

- *The Connectivity Index measures how well streets connect to one another within a street network. It is calculated as the ratio of links to nodes in a given area. Nodes are intersections and cul-de-sacs. Links are road segments between intersections and cul-de-sacs. When the ratio is higher, more streets connect through the network. This means people have more route options to reach their destinations.*
- *Intersections per square mile measure how frequently streets intersect within an area, which reflects the density of the street network. A higher number of intersections per square mile usually means the area has a more permeable street network and shorter blocks.*

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# 5

# IMPLEMENTATION STRATEGY

- Phasing
- Implementation Matrix
- Catalyst Sites & Projects

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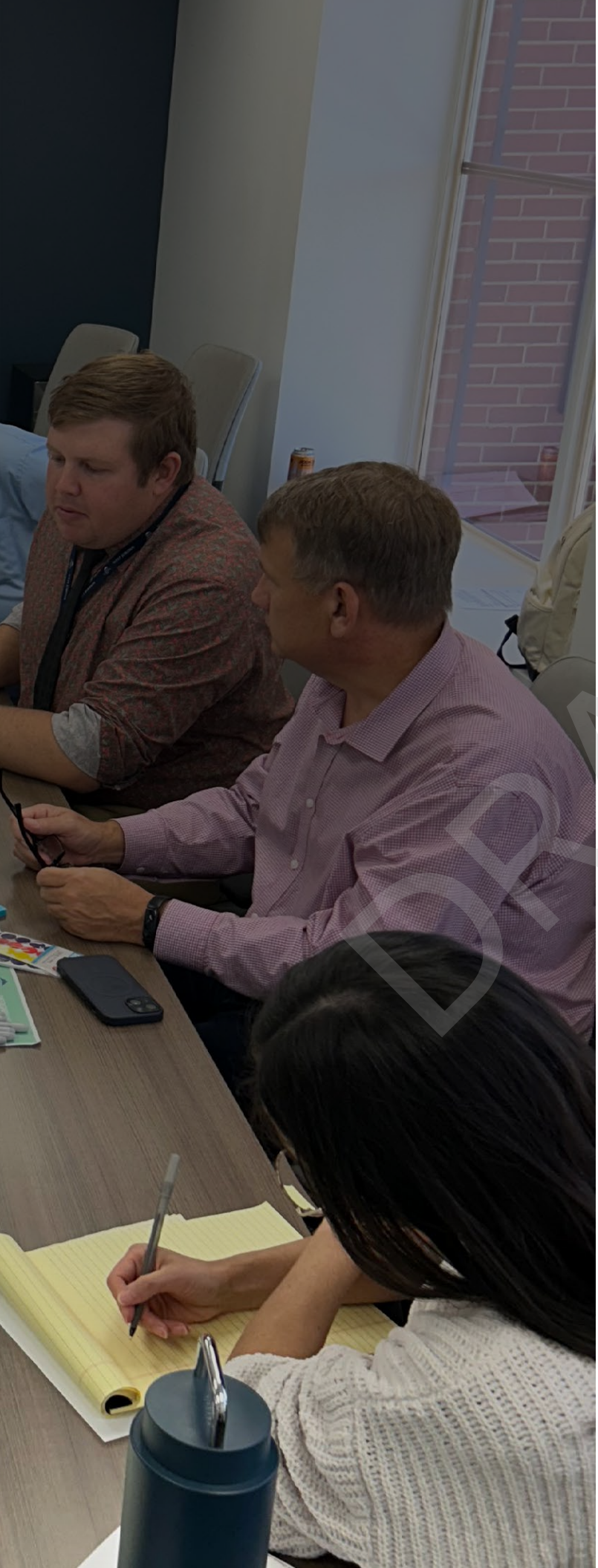

This chapter outlines a clear path for translating the vision of the station area plans into action.

An overall phasing strategy describes a path for implementation, while the Implementation Matrix identifies key actions and investments needed to realize the plan's goals, ranging from transit and street improvements to housing development and public space enhancements.

Each action item is organized by overall phasing and includes responsible organizations, and potential funding sources. By aligning public and private efforts, the matrix serves as a practical tool for the cities to prioritize next steps, secure funding, and phase implementation in a way that is responsive to community needs and opportunities.

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# PHASING

## Phase 1 (0 to 5 years) :
## Establishing the Station District Framework

The first phase of the Jordan Valley Station Area Plan focuses on creating the foundational infrastructure and public realm improvements necessary to support future transit-oriented redevelopment. Early investment will concentrate on redevelopment opportunities north of the TRAX corridor, where industrial properties can begin transitioning into medium-density typologies and a more walkable environment.

A major priority during this phase is improving connectivity and safety for pedestrians and cyclists. New pedestrian crossings across the rail line will strengthen access between the north and south sides of the station and improve connections to the school, existing neighborhoods, and future development sites. The creation of the Central Transit Plaza will establish a civic focal point for the station area, providing an active public gathering space that acts as a gateway and supports future mixed-use development.

Multi-use pathways along 3400 West will begin forming the backbone of the district's active transportation network, creating safe, functional, and accessible connections for pedestrians, cyclists, and other forms of mobility between surrounding neighborhoods, the TRAX station, and major community destinations. These enhanced connections will be especially important in improving access to the adjacent hospital and community college, helping support students, employees, patients, and visitors through safer and more convenient multimodal travel options.

On the south side of the station area, Phase 1 will focus on coordinating future redevelopment opportunities through land acquisition discussions, land swaps, and right-of-way planning efforts that support the long-term vision for a community services hub and the future re-orientation of 3400 West. These early coordination and property strategy efforts will help position the area for implementation in later phases as redevelopment opportunities emerge.

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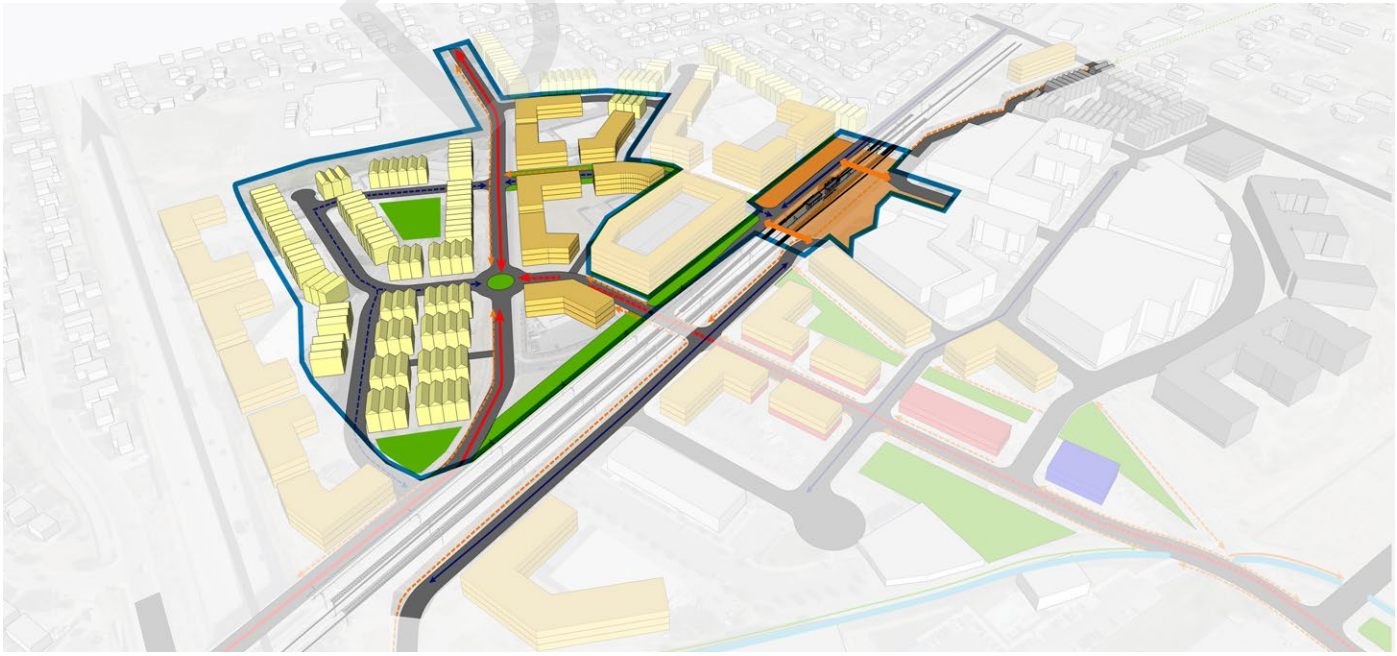

**Figure 31:** Phase 1

## Phase 2 (5 to 10 years) :
## Creating the Mixed-use Spine and Consolidating the Station Area

The second phase represents the defining transformation of the Jordan Valley Station Area, centered on the re-alignment of 3400 West and the creation of a new mixed-use spine that consolidates the station district into a cohesive center. This investment becomes the organizing framework for future growth, mobility, and redevelopment by establishing a clear north-south corridor that connects the TRAX station, civic spaces, neighborhoods, schools, and future development sites, acting as the new "Main Street" in the area.

The reconfigured 3400 West corridor will transition from an auto-oriented roadway into a complete, multimodal urban street designed to support transit-oriented development. Streetscape improvements, pedestrian amenities, bike infrastructure, small scale retail, and the new Neighborhood Park will create a more vibrant and connected environment.

Complementing the new mixed-use spine, additional commercial development along 9000 South will introduce much-needed local retail and service uses to the area. These new neighborhood-serving commercial uses will support not only the growing transit-oriented district, but also the adjacent hospital, community college, and surrounding neighborhoods by expanding access to convenience retail. Together, the 3400 West mixed-use corridor and the enhanced commercial presence along 9000 South will establish a stronger economic and activity center for the broader Jordan Valley area.

Anchoring this new corridor, the High-Density Core on the north side of the rail corridor will intensify development around the station with higher-density residential buildings. Additional redevelopment on the south side of the station area will also reinforce the TOD district, while expansions of the public space network will create an interconnected system of green and public spaces. A linear park along the north side of the rail, will connect the new residential areas and provide needed gathering spaces, while incorporating multi-modal connectivity.

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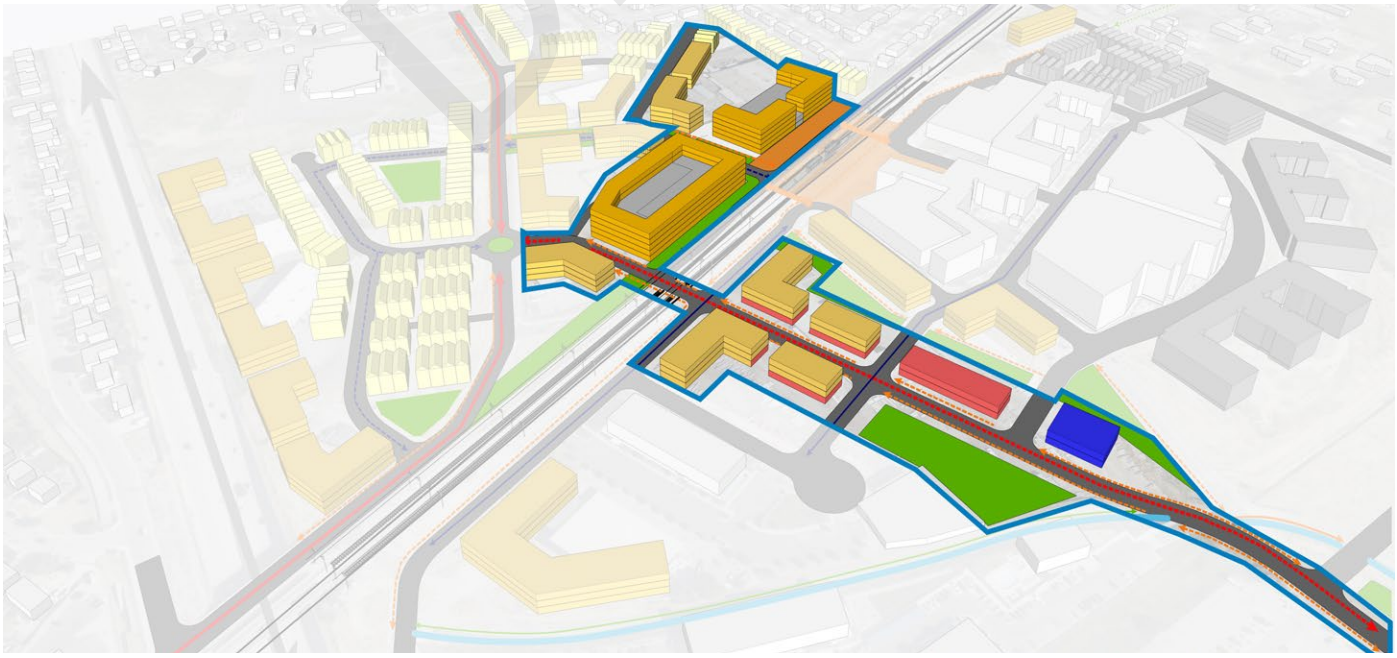

**Figure 32:** Phase 2

# PHASING

## Phase 3 (10+ years) :
## Completing the Transit-Oriented Urban District

The final phase envisions the full buildout of the Jordan Valley Station Area as a complete transit-oriented district with a strong mix of housing, employment, civic uses, and public spaces. Redevelopment on the north side of the station area reaches completion, resulting in a cohesive urban environment organized around the TRAX station and surrounding mobility network.

Higher-density development will be concentrated along the Bangerter Highway edge, creating a strong urban frontage that maximizes visibility, transit access, and redevelopment potential along this major regional corridor. As development transitions away from the highway and toward established residential neighborhoods, building scale and density will gradually decrease to create compatible edges and sensitive neighborhood transitions. Medium-density residential areas, landscaped buffers, and connected open spaces will help integrate new development with surrounding communities while maintaining neighborhood character and livability.

By the completion of Phase 3, the Jordan Valley Station Area will function as a fully connected, walkable, mixed-use transit district that integrates housing, employment, civic destinations, parks, and mobility infrastructure into a unified and sustainable urban environment.

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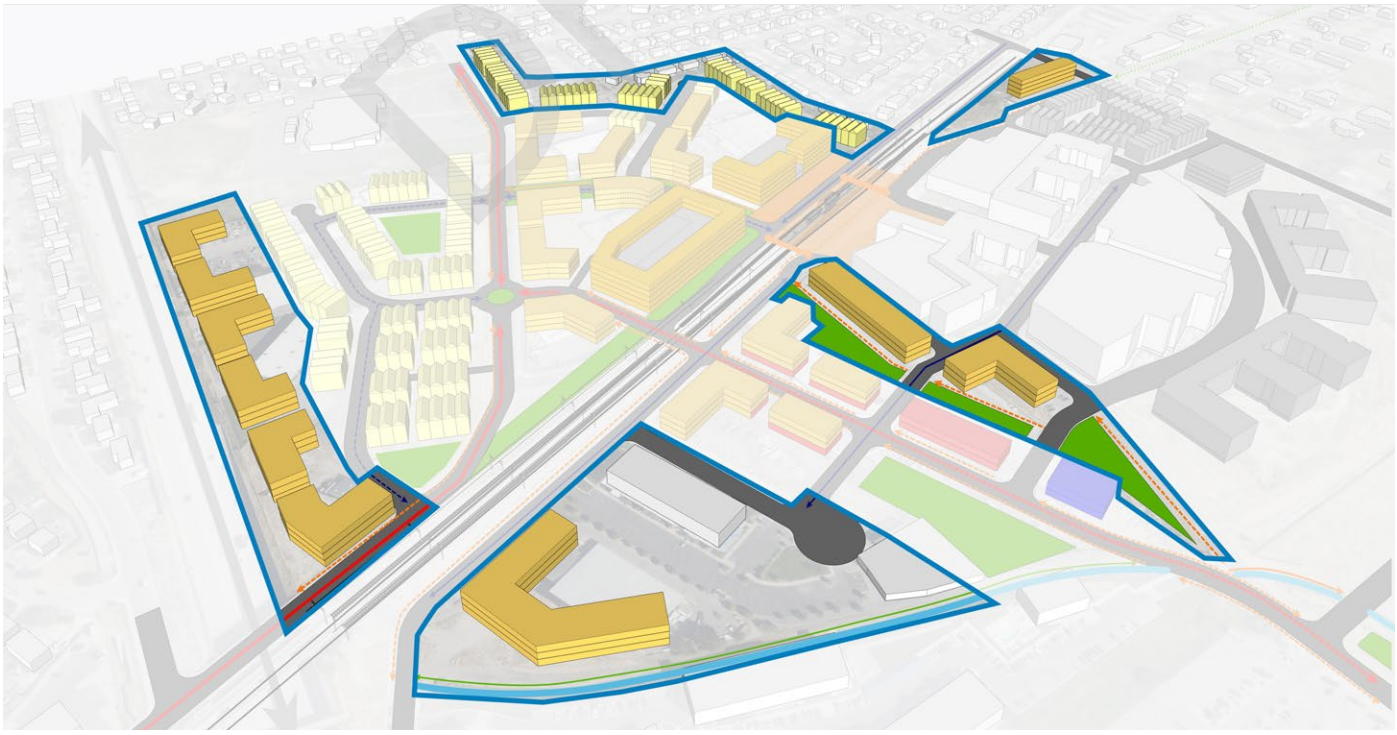

**Figure 33:** Phase 3

# HTRZ FUNDING

## Overview

Pursuing Housing and Transit Reinvestment Zone (HTRZ) funding for the Jordan Valley TRAX Station area offers a great opportunity to align redevelopment with community goals of inclusive and affordable housing. Jordan Valley has been evolving into an important transit hub, which means new development can leverage existing infrastructure and maximize ridership without new transit investments. Redevelopment around established stations tends to create higher value through density, walkability, and reduced car dependence. The HTRZ funding could become a tool to support new affordable and income-restricted housing around the Jordan Valley station and help enable the type of development and mix of uses the station area plan vision describes.

The HTRZ funds can be invested in public amenities such as property acquisition, the new Neighborhood Park, Central Transit Plaza, re-alignment of 3400W and other street and connectivity improvements. Pursuing HTRZ also demonstrates alignment with Utah's broader policy priorities around housing and transit-oriented growth, and it can open the door to additional regional and state support.

The best opportunity to ensure the provision of affordable housing at Jordan Valley Station lies in the high-density core, located north of the rail line. This area can allow for approximately 1200 new residential units, and development should strive to meet the 20% affordable housing share while allowing for economic diversity.

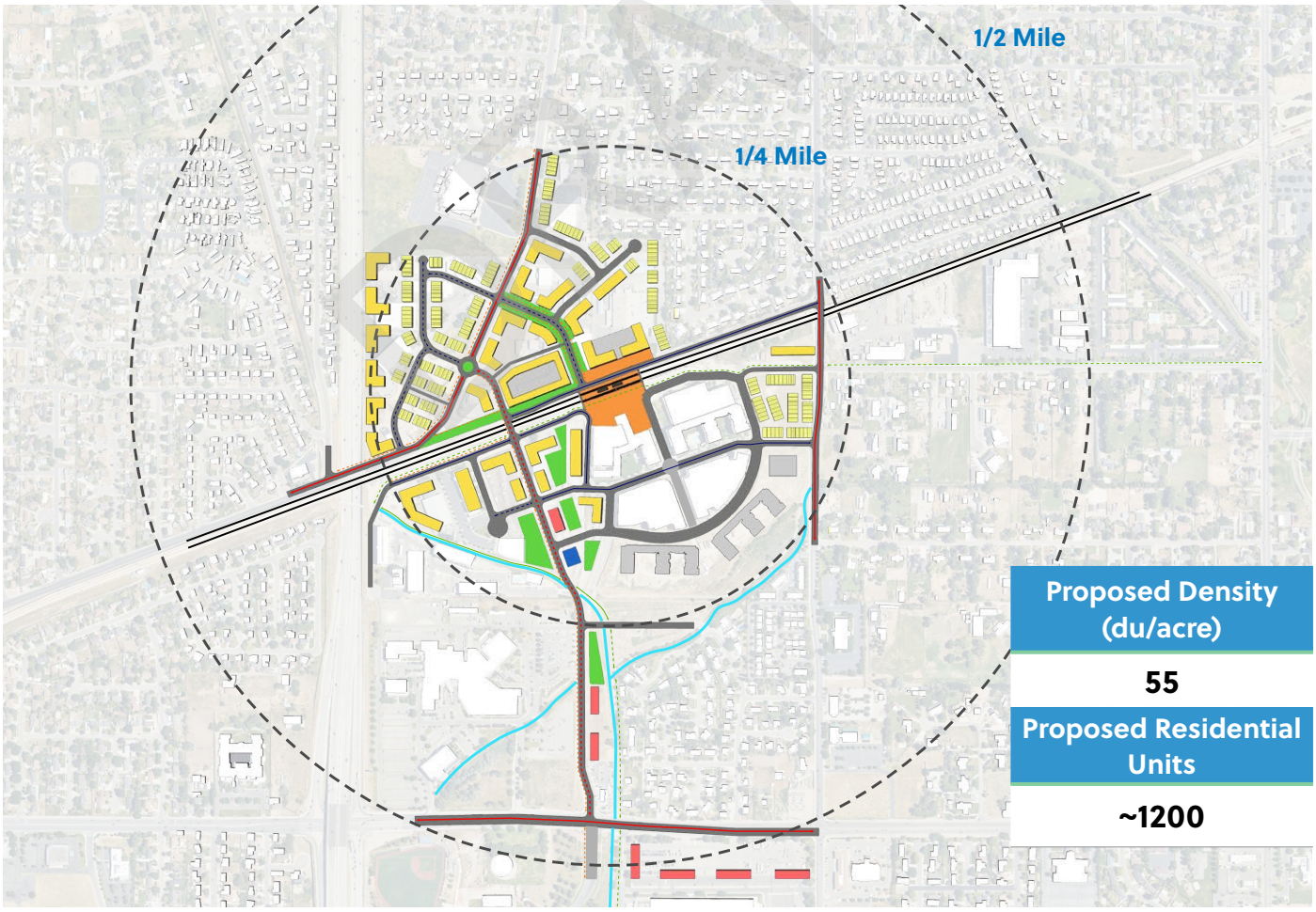


**Figure 34:** 1/4 Mile Radius

# IMPLEMENTATION MATRIX

| | ACTION ITEM | PHASE | RESPONSIBLE PARTY* | | | FUNDING/ FINANCING |
|---|---|---|---|---|---|---|
| | | | WEST JORDAN | UTA | OTHER | |
| 1 | Refine the TSOD (Transit Station Overlay District) to include sub-districts and support higher-density mixed-use development, pedestrian-oriented design, and reduced parking requirements. | 1 | X | | Property Owners | City Planning Budget |
| 2 | Update future land use designations to support TOD redevelopment north of the station. | 1 | X | | | City Planning Budget |
| 3 | Rezone targeted industrial parcels north of the station to allow mixed-use and transit-oriented development. | 1 | X | | Property Owners | City Planning Budget |
| 4 | Implement targeted zoning changes along 9000 South to support neighborhood-serving commercial and mixed-use development. | 1 | X | | Property Owners | Private Investment/ City Planning Budget |
| 5 | Pursue HTRZ funding. | 1 | X | | WFRC | City Planning Budget |
| 6 | Coordinate redevelopment planning for underutilized industrial and commercial properties within the station area. | 1 | X | | Property Owners/ Developers | Public-Private Partnerships |
| 7 | Design and construct the Central Transit Plaza and station-area public realm improvements. | 1 | X | X | UDOT | Federal Transit Grants |
| 8 | Implement pedestrian crossings and multimodal access improvements near the station area. | 1 | X | X | UDOT | Federal Transportation Grants/Local Capital Funds |
| 9 | Develop multi-use pathways and bike facilities along 3400 West connecting the station, hospital, and community college. | 1 | X | | County/ UDOT | Transportation Alternatives Program/ Capital Improvements Program |

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| | ACTION ITEM | PHASE | RESPONSIBLE PARTY* | | | FUNDING/ FINANCING |
|---|---|---|---|---|---|---|
| | | | WEST JORDAN | UTA | OTHER | |
| 10 | Establish a community services hub on the south side of the station area. | 2 | X | | Community Partners | Public-Private Partnerships/ Institutional Investment |
| 11 | Re-align 3400 West to establish the primary mixed-use spine and multimodal corridor through the station area. | 2 | X | X | UDOT | Federal Transportation Funding/ Capital Improvement Funds |
| 12 | Construct streetscape, pedestrian, bicycle, and public realm improvements along the new 3400 West corridor. | 2 | X | | Developers | Impact Fees/ Developer Contributions/ Grants |
| 13 | Develop the High Density Core north of the station with higher-density residential. | 2 | X | | Developers | Public-Private Partnerships/ Private Investment |
| 14 | Develop the linear park, neighborhood park, and interconnected green network throughout the station area. | 2 | X | | Developers, Salt Lake County | Parks Funding/ Open Space Grants |

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# PHASING

## Phase 1 (0 to 5 years) : Establishing the Station Core and Improving Connectivity

The first phase of the Sugar Factory Rd. Station Area Plan focuses on creating a stronger transit-supportive environment through strategic infill development, public realm improvements, and safer multimodal connections. Early redevelopment efforts will prioritize infill opportunities on the currently underutilized UTA parking lot, introducing new residential development that increases activity and supports transit ridership while maintaining compatibility with adjacent neighborhoods.

A key component of this phase is the creation of a new Transit Plaza that serves as the central gathering space and identity feature for the station area. The plaza will enhance the rider experience through improved pedestrian amenities, driver restroom facilities, landscaping, seating, and direct connections to surrounding development and trail systems.

To improve safety and accessibility, Phase 1 will also implement new pedestrian rail crossings that will connect existing neighborhoods on the north side with development on the south side and improve overall access to transit. Together, these investments establish the foundation for a more connected, walkable, and transit-oriented station district.

## Phase 2 (5 to 10 years) : Expanding Neighborhood-Compatible Infill and Trail Connections

The second phase focuses on expanding redevelopment opportunities while reinforcing the neighborhood character and connectivity of the station area. Additional infill development will occur along the rail corridor and on key underutilized parcels near the station, introducing a mix of neighborhood-compatible residential forms such as townhomes, duplexes and other small-scale multifamily housing.

Development during this phase will strengthen the station area's role as a walkable residential district connected to transit and open space amenities. Building placement, scale transitions, and streetscape improvements will help ensure new development integrates sensitively with surrounding neighborhoods while creating a more active and cohesive environment near the station.

This phase will also prioritize the expansion of trail connections throughout the area with improved multi-use pathways, bike facilities, and the connection to the Bingham Creek Trail. These improvements will help support recreation, environmental connectivity, and safe non-vehicular access throughout the community.

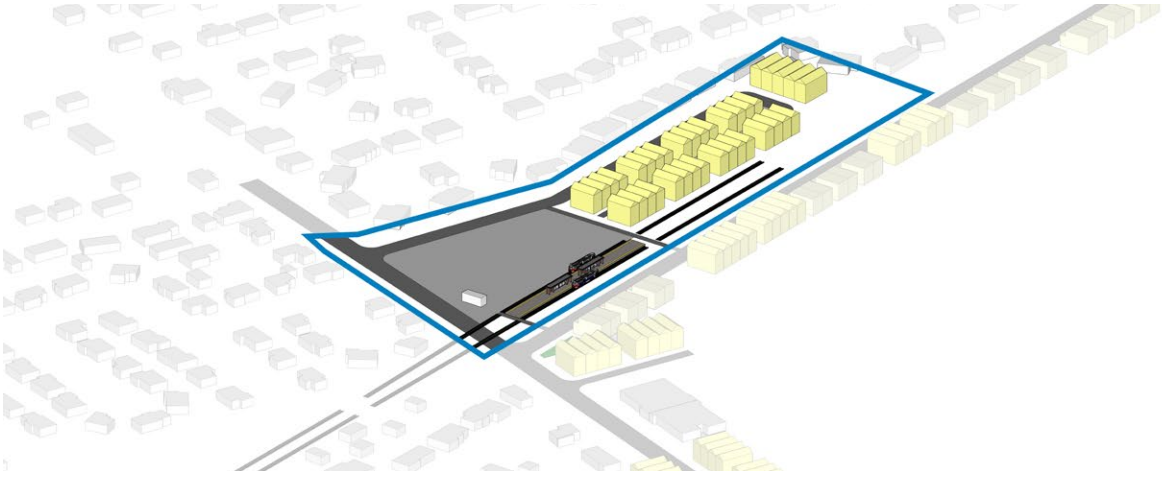

**Figure 35:** Phase 1

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## Phase 3 (10+ years) : Long-term Redevelopment Opportunities

The final phase identifies the golf course property as a potential long-term redevelopment opportunity that could be explored in the future in coordination with Salt Lake County and any evolving county plans or priorities for the current golf course site. While no redevelopment is currently anticipated, the station area plan recognizes that changing community needs, market conditions, or county initiatives may create opportunities over time to reconsider portions of the property for complementary transit-oriented development.

If future redevelopment were to occur, it could introduce a mix of residential, neighborhood-serving commercial uses, open spaces, and community amenities that expand the station area while maintaining strong connections to surrounding neighborhoods, trails, and the TRAX station. Any future planning effort would emphasize collaboration with the county, preservation of key open space and recreational assets, and thoughtful integration with the existing community character.

This phase is intentionally flexible and conceptual, acknowledging the long-term potential of the site while allowing future decisions to be guided through continued coordination, community engagement, and alignment with broader county goals and priorities.

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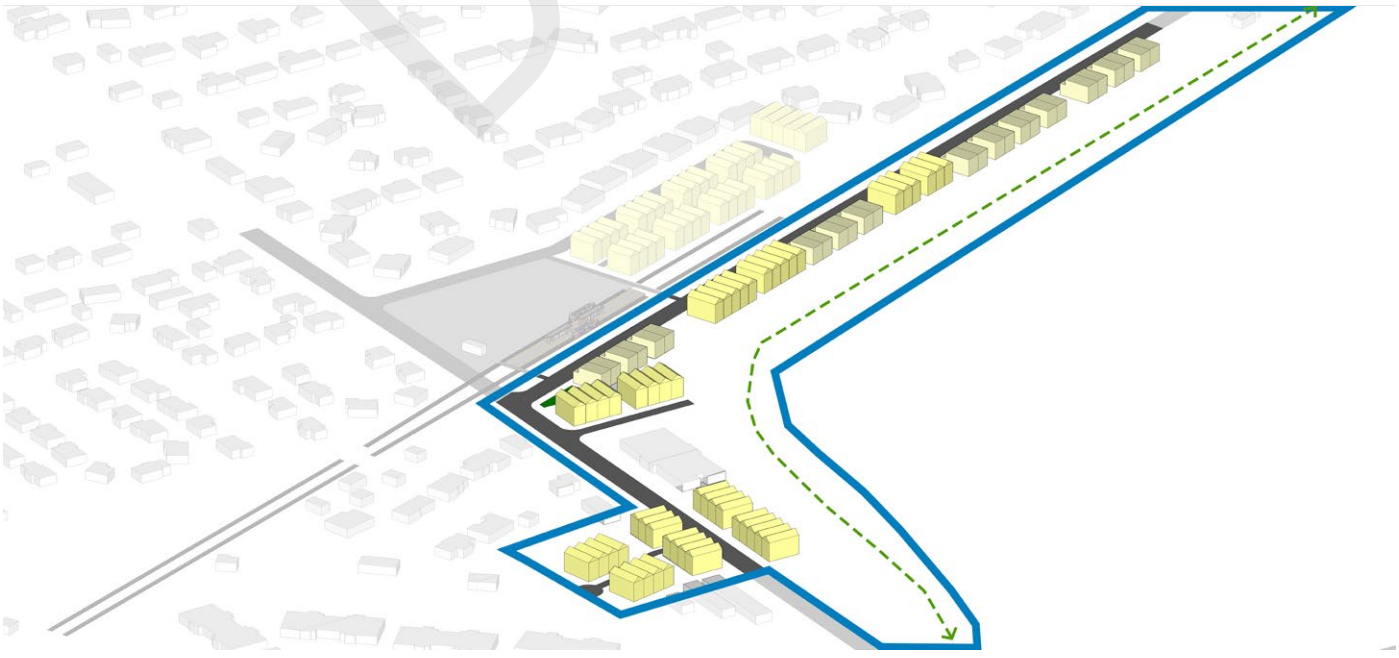

**Figure 36:** Phase 2

# IMPLEMENTATION MATRIX

| | ACTION ITEM | PHASE | RESPONSIBLE PARTY* | | | FUNDING/ FINANCING |
|---|---|---|---|---|---|---|
| | | | WEST JORDAN | UTA | OTHER | |
| 1 | Establish a TSOD Overlay district for the station area to implement the proposed TOD land use vision. | 1 | X | | | City Planning Budget |
| 2 | Update zoning regulations to allow transit-supportive residential development on UTA-owned parcels. | 1 | X | X | | City Planning Budget |
| 3 | Evaluate parking requirements and shared parking strategies within the station area overlay. | 1 | X | | | City Planning Budget |
| 4 | Identify and pursue redevelopment opportunities on underutilized UTA parking lot parcels. | 1 | X | X | Private Developers | Public-Private Partnerships/ Developer Investment |
| 5 | Design and construct new Transit Plaza adjacent to the station. | 1 | X | X | UDOT | Federal Transit Grants |
| 6 | Implement safe pedestrian rail crossing improvements connecting both sides of the station. | 1 | X | X | UDOT | Federal Safety Grants/Local Capital Funds |
| 7 | Improve sidewalks, lighting, landscaping, and pedestrian amenities around the station area. | 1 | X | X | | City Capital Improvement Program/ Transportation Grants |
| 8 | Develop station area wayfinding and identity signage. | 1 | X | X | | City Funding/ UTA Partnerships |
| 9 | Encourage neighborhood-compatible infill housing along the rail corridor and adjacent parcels. | 2 | X | | Developers | Private Investment/ Housing Programs |
| 10 | Update subdivision and street design standards to improve walkability and multimodal connectivity near the station. | 2 | X | | | |
| 11 | Expand multi-use trail and bike connections to regional greenway systems and neighborhoods. | 2 | X | | County/Trail Agencies | Federal Transportation Alternatives Program / County Grants |

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| | ACTION ITEM | PHASE | RESPONSIBLE PARTY* | | | FUNDING/ FINANCING |
|---|---|---|---|---|---|---|
| | | | WEST JORDAN | UTA | OTHER | |
| 12 | Strengthen creekside greenway and open space connections near the station area. | 2 | X | | Salt Lake County | Parks and Open Space Funding/ Grants |
| 13 | Monitor long-term opportunities related to potential golf course redevelopment. | 3 | X | | Salt Lake County/ Property Owners | Future Public-Private Partnerships |
| 14 | Preserve and expand trail, open space, and neighborhood connections as future redevelopment opportunities evolve. | 3 | X | | Salt Lake County | Open Space Grants/ Developer Contributions |

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# 6

# EXISTING CONDITIONS

- Demographic Trends
- Economic & Market Trends
- Land Use & Zoning Analysis
- Previous Plan Review
- Transportation Analysis
- Opportunities & Constraints

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This chapter summarizes the key takeaways from the analysis which informed the vision for the station areas. The full analysis memos can be found in Appendix B.

## Overall Analysis Process

- Demographic Trends
- Economic & Market Trends
- Land Use & Zoning Analysis
- Previous Plan Review
- Transportation Analysis
- Opportunities & Constraints

# DEMOGRAPHIC TRENDS

West Jordan is a growing, family-oriented City experiencing steady population growth alongside meaningful shifts in household composition, income, and diversity. The City's growth rate outpaces both Salt Lake County and the state of Utah, reflecting strong and sustained demand for housing and services over the coming years.

While the population is expanding, household sizes are simultaneously declining, dropping from 3.46 in 2010 to a projected 3.15 by 2030. This reflects broader trends toward smaller and more diverse household types, suggesting that the community's residential needs are evolving even as overall numbers grow.

The largest population cohort, adults aged 25 to 44, is family-oriented and maturing, with more than 22% of residents under the age of 14. This points to a community with deep neighborhood ties and a long investment horizon in local schools, parks, and services.

On the economic side, median household incomes are rising steadily, and home values are appreciating at a notable pace, signaling a housing market under significant demand pressure. Owner-occupancy remains high, reinforcing the predominantly residential character of the City. Finally, West Jordan is becoming an increasingly diverse community. Its Diversity Index is climbing and already surpasses both county and statewide averages, reflecting a population that is varied in background, culture, and experience.

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### Decrease in Household Size

Average household sizes have decreased from 3.46 (2010) to 3.15 (2030), consistent with trends toward more diverse household types and smaller families.

### Largest Cohort

**25-44**

Population is family-oriented and maturing, with more than 22% children under 14.

### West Jordan Population Growth Rate

**1.25%**

The City has added more than **23,000** residents, growing from 103,615 in 2010 to 126,604 by 2030.

Salt Lake County Growth Rate: **0.57%**

Utah State Growth Rate: **1.20%**

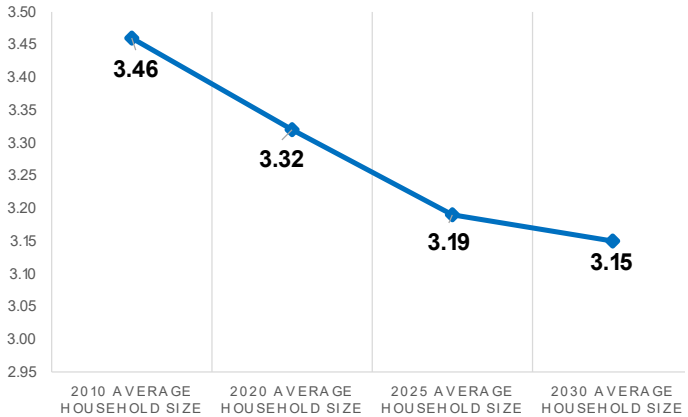


**Figure 37:** Household Size

Source: ESRI

## HOW IT INFORMS THE PLAN

- **Shifting household composition informs housing diversity:** The increase in smaller and more diverse household types supports incorporating a wider range of housing typologies within the station area, ensuring housing options respond to evolving household structures over time.
- **Family-oriented demographics support missing-middle housing:** A strong presence of families and residents in prime working years, combined with relatively high household incomes, supports the inclusion of missing-middle housing types such as townhomes, duplexes, and courtyard housing, rather than relying predominantly on large apartment or condo formats.
- **Strong growth reinforces need for increased housing capacity:** Population growth exceeding county and state rates highlights the need to accommodate continued residential demand, particularly through more efficient, transit-supportive land use near station areas.
- **Rising home values signal strong market demand and affordability pressure:** Increasing property values indicate sustained housing demand, reinforcing the importance of providing a broader range of housing options for ownership as well as rent, along with dedicated affordable options.
- **Increasing diversity supports inclusive housing strategies:** A growing Diversity Index reflects a wide range of community needs and preferences, supporting a housing strategy that offers varied unit types, price points, and living arrangements.

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### Increase in Household Growth

**1.60%**

Grow annually between 2025–2030, outpacing the county's growth and reflecting steady demand for new housing.

### Increase in Diversity

**76**

Diversity Index rising from 65.4 in 2020 to 71.1 by 2030, surpassing both county and statewide diversity levels.

### Increase in Median Home Value

**24%**

Median home value is $569,861 in 2025, projected to rise to $707,774 by 2030, showing a 24% increase over five years.

Owner-occupied Units: **72.1%**

Housing Affordability Index: **76**

### Increase in Median Household Income

**$108,633** 2025 - **$129,117** 2030

Income levels are higher than both the county and state. Nearly 40% of households earn $100,000–$199,999, reinforcing strong household purchasing power.

Source: ESRI

# ECONOMIC & MARKET TRENDS

West Jordan's economy and real estate market reflect a community experiencing growth across multiple sectors, with a housing stock dominated by single-family homes and an office market that has remained resilient despite rising costs.

The City's residential landscape is largely composed of detached and attached single-family units, which account for the significant majority of the housing supply. Multi-family housing, while present, makes up a relatively small share of the overall inventory, with affordable multi-family options representing an especially limited portion of the market.

The office market has maintained low vacancy rates, suggesting that rising rental rates have not meaningfully dampened demand. The market has continued to absorb space even as occupancy costs have climbed, pointing to a stable and active commercial base.

In the multi-family rental sector, an inverse relationship between occupancy and rent growth has emerged. Periods of aggressive rent increases have been followed by declines in occupancy, and weaker occupancy periods have corresponded with slower rent gains. This pattern suggests that affordability constraints are beginning to affect the rental market, with indications that some residents are being priced out of the area.

On the retail side, the City shows notable leakage in several categories, meaning that residents are traveling outside West Jordan to meet certain shopping needs. At the same time, a number of retail categories draw customers from beyond the immediate area, demonstrating that the local market has regional commercial appeal in select sectors.

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### Single-Family Homes Majority

**82%**

Dominated by single family homes in the form of detached and attached single family units.

Multi-Family Housing (10-19 units): **4%**
Multi-Family Housing (20-49 units): **5%**
Multi-Family Housing (50+ units): **3%**

### Office Market Analysis

**1.3%**

Office Vacancy rates (2023)

*Higher rental rates have not deterred tenants or weakened demand; the market has absorbed space even as costs have climbed.*

### Multi-Family Housing (Market Rate)

**87%**

Market properties account for 6,541 units out of total 7,523 units.

### Multi-Family Housing (Affordable)

**13%**

Affordable housing properties account for 934 units out of total 7,523 units

Source: ESRI

## HOW IT INFORMS THE PLAN

### Jordan Valley Station Area

- **Housing target:** 800–1,100 units (captures ~30–40% of the City's moderate-income need/ supports TOD center). Suggested mix 50–60% multifamily apartments: 20–30% townhomes / missing middle/ 20% income-restricted units (50–80% AMI)
- **Retail target:** 60,000–90,000 SF (Potential tenant mix: Small grocery or urban market: 25–35k SF; Restaurants / cafes: 10–15k SF; Neighborhood retail (services, pharmacy, etc.): 20–30k SF)
- **Affordable target:** 15–20% of total units
- **Office:** 0 SF recommended
- That housing range fits the memo's push for more attainable housing, but stays moderated because market-rate multifamily vacancy is already about 9%, suggesting you do not want to overprogram apartments too aggressively. Affordable product is the stronger need, with about 3.2% vacancy.

### Sugar Factory Rd. Station Area

- **Housing target:** 400–700 units (Smaller station node/ Helps meet City housing need without oversupplying multifamily (given current ~9% vacancy in market units/ Suggested mix: 55–65% multifamily; 20–25% townhomes; 15–20% affordable units)
- **Retail target:** 25,000–40,000 SF (Neighborhood retail serving station residents/ Possible uses: Restaurants / cafes: 8–12k SF; Small grocery / specialty market: 10–15k SF; Local services: 10–15k SF)
- **Affordable target:** 15–20% of total units
- **Office:** 0 SF recommended

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### Multi-Family Vacancy and Rental Rate Trend

**INVERSE RELATIONSHIP**

Periods of **aggressive rent growth** were followed by **declines in occupancy**, and periods of weaker occupancy corresponded with slower rent gains.

This is an indication that the **West Jordan population is being priced out of the area**.

### Retail Analysis

Several sectors show substantial leakage, suggesting notable gaps in the local retail market.

- Auto-services or Dealership
- Grocery Store
- General Merchandise
- Clothing and Accessories
- Food Service and Drinking

Several sectors demonstrate significant retail surplus, meaning they draw customers from outside the immediate market.

- Building Materials and Garden Equipment
- Sports, Hobby, Book, and Music Stores
- Furniture, Electronics, Health & Personal Care

Source: ESRI

# LAND USE ANALYSIS

Jordan Valley Station is surrounded by higher-intensity land uses, including high-density residential, professional offices, commercial center, and designated TOD areas, indicating existing demand for mixed-use activity. Conversely, the Sugar Factory Road Station area is characterized by low- and medium-density residential uses, with limited commercial or employment anchors nearby.

## LEGEND

**Land Use**
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential
- Public Facilities
- Transit Oriented Development
- Light Industrial
- Parks and Open Land
- Neighborhood Commercial
- Community Commercial
- Professional Office
- Research Park
- TRAX Station
- Station Area Boundary (0.5 mile)
- TRAX Line
- City Boundary

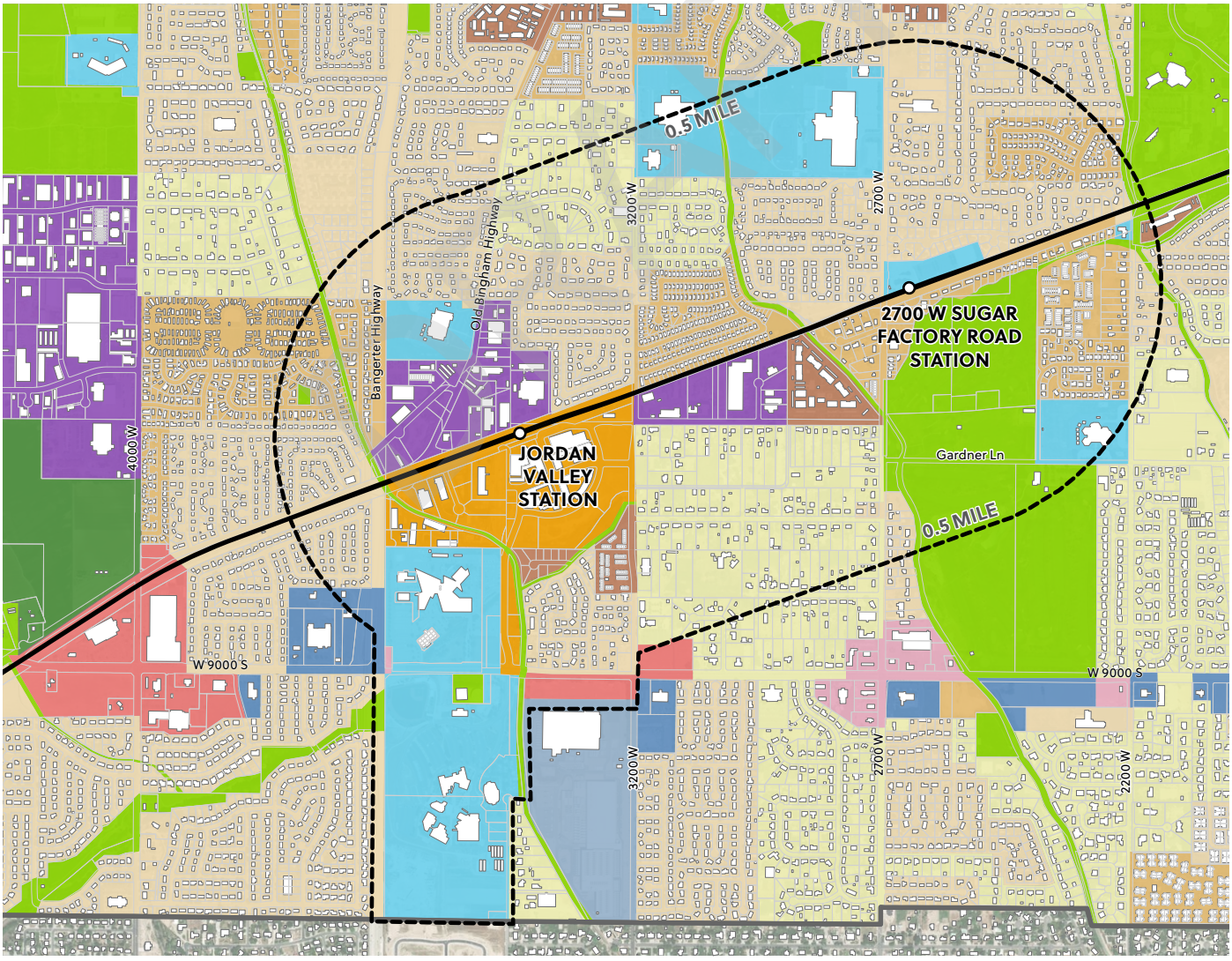


**Figure 38:** Land Use

# ZONING ANALYSIS

Around Jordan Valley Station, much of the land is zoned as light manufacturing, and planned community. The TSOD overlay covers both these zones. In Sugar Factory Road Station, predominant zoning is the single-family and low-density residential zoning. There is broad presence of open space, rural residential, and manufacturing zones but lack of any commercial zoning near this station.

## LEGEND

**Zoning**
- Agricultural Zone
- Light Manufacturing Zone
- Multi-Family Residential Zone
- Public Facilities Zone
- Rural Residential Zone
- Single-Family Residential Zone
- Two-Family Residential Zone
- General Commercial Zone
- Mobile Home Residential Zone
- Neighborhood Shopping Center
- Planned Community Zone
- Professional Office Zone
- TSOD Overlay

- TRAX Station
- Station Area Boundary (0.5 mile)
- TRAX Line
- City Boundary

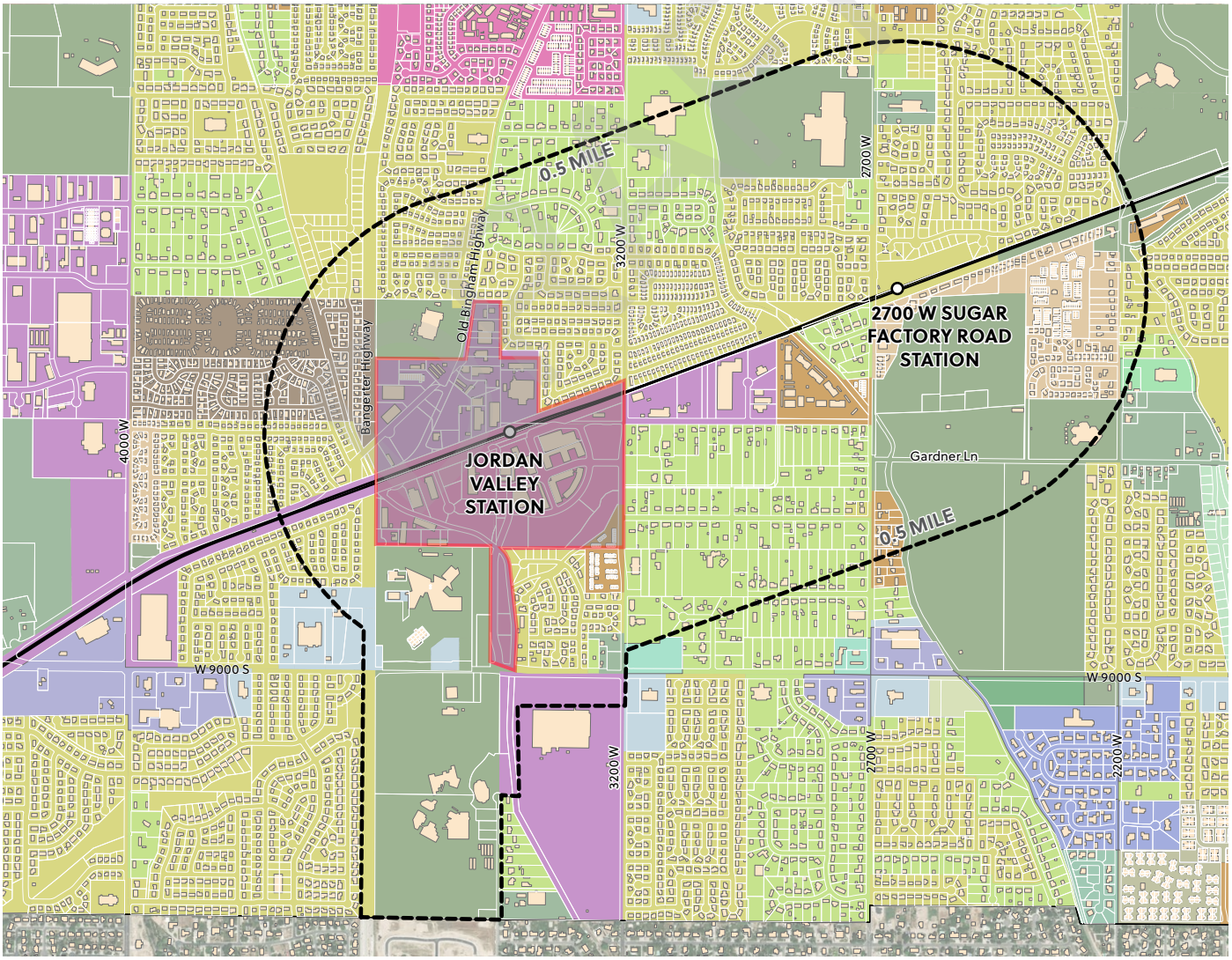


**Figure 39:** Zoning

# CONNECTIVITY ANALYSIS

The Connectivity Map looks at the existing road network, bike-pedestrian streets, and presence of public-transit routes in the project area. Figure 40 illustrates an uneven multimodal network, with strong bus–rail interface near Jordan Valley Station but limited transit coverage around Sugar Factory Road. The presence of canals and large parcels creates substantial barriers to local street permeability and east–west movement. Trails and utility corridors provide potential alternative mobility spines, but many do not directly connect to station platforms.

**LEGEND**

- TRAX Station
- Station Area Boundary (0.5 mile)
- TRAX Line
- City Boundary
- Bus Stop
- UDOT Road
- Trails
- Water Bodies

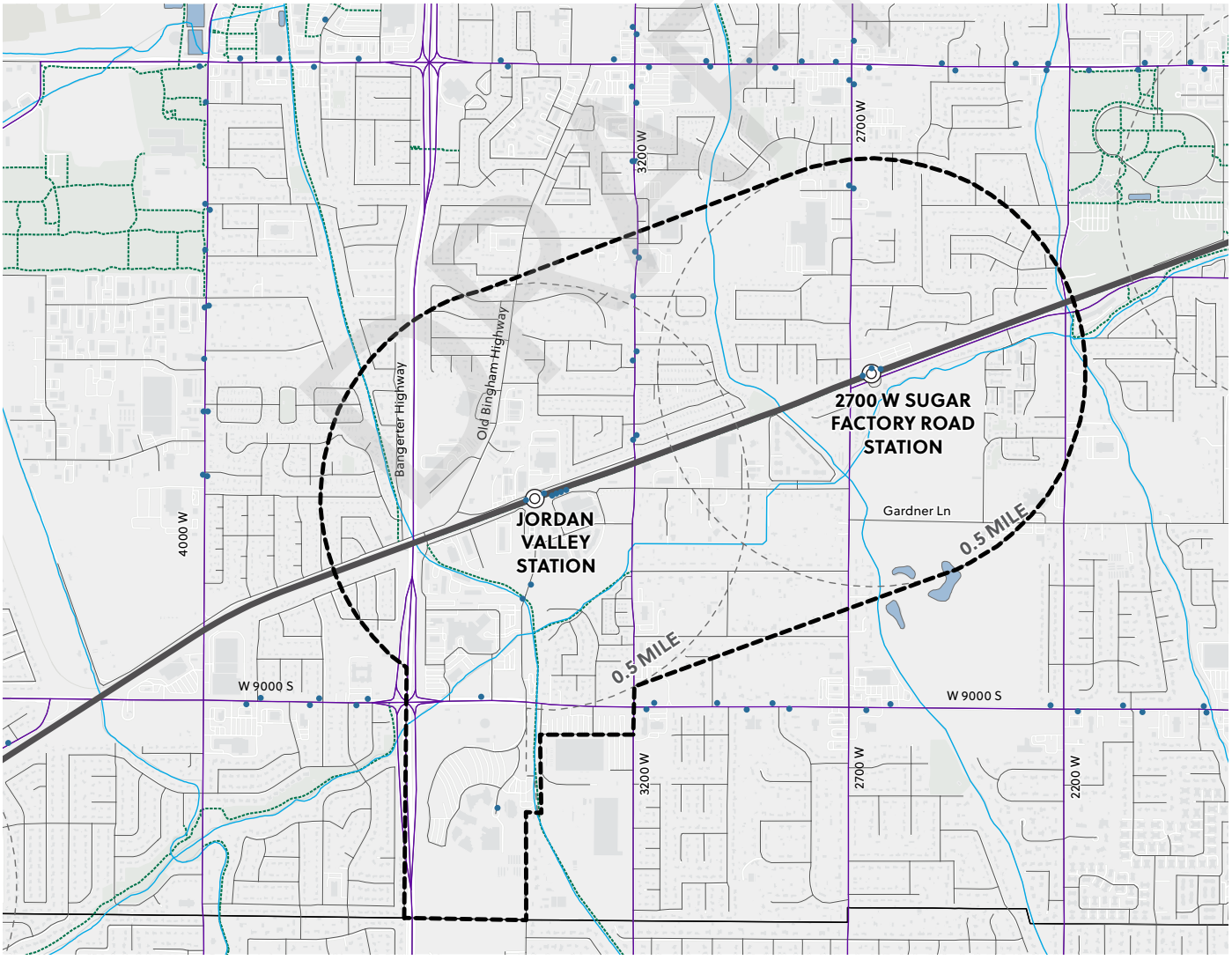


**Figure 40:** Connectivity Analysis

# WALKSHED ANALYSIS

The Walkshed Analysis takes into account existing road and pedestrian network, and any physical barriers affecting the connectivity. A 5 minute walking time corresponds to 0.25 mile distance, 10 minute walking time to 0.5 mile distance, 15 minute walking time to 0.75 mile distance, and 20 minute walk to 1 mile distance approximately. Jordan Valley Station demonstrates moderately strong walk access toward the west and south but weaker connectivity to the north due to large blocks and limited rail crossings. Sugar Factory Road Station shows particularly constrained pedestrian reach, where cul-de-sacs, natural corridors, and discontinuous streets dramatically shrink the effective walkshed.

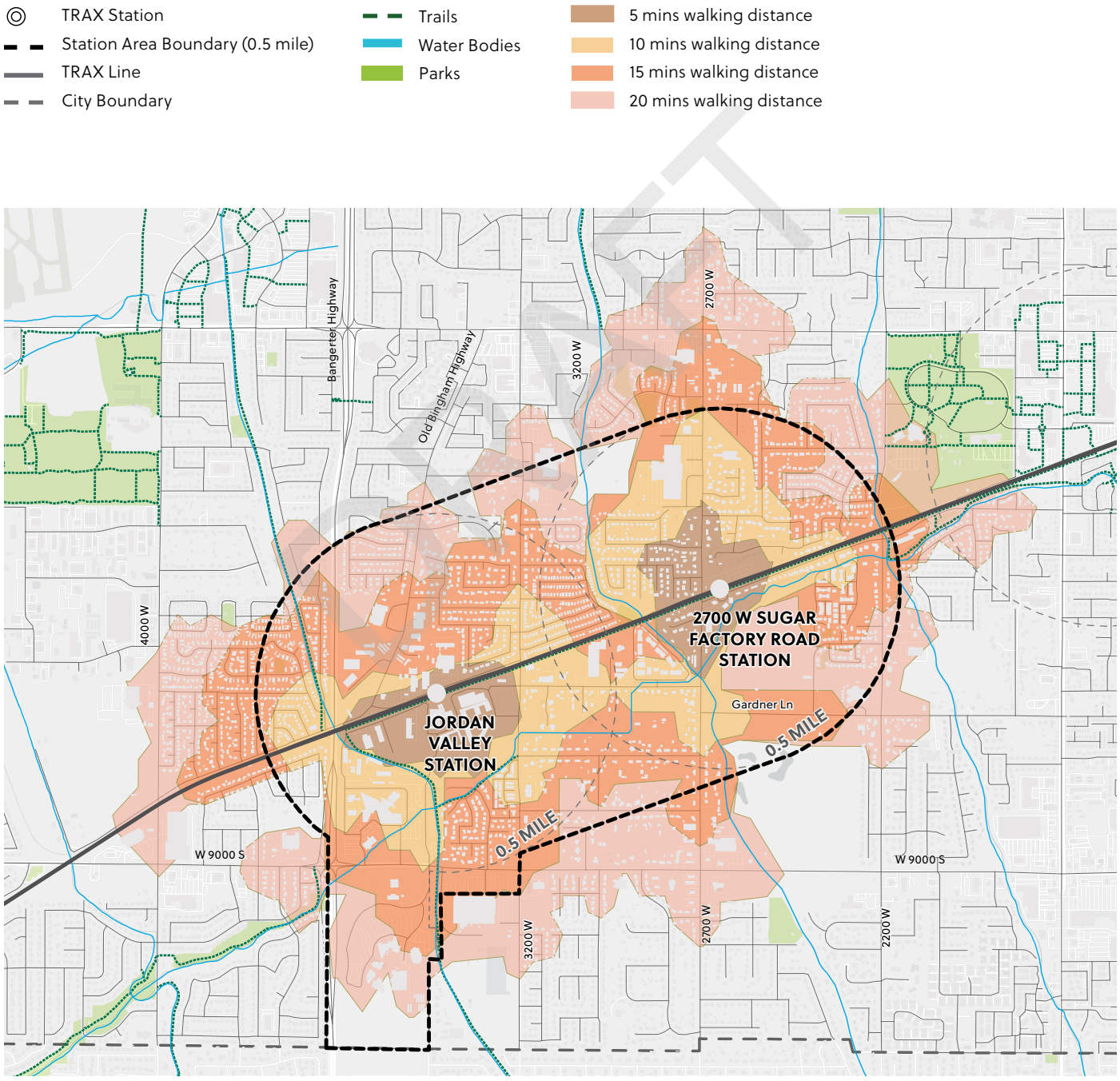


**Figure 41:** Walkshed Analysis

# PLAN REVIEW

As part of the analysis process, adopted planning documents were reviewed to understand the past community goals, what projects and ideas the City is already pursuing, and create a framework for the Station Area Plans. Summaries and highlights from these plans are listed here, and a full previous plan review can be found in the Appendix.

**THE FOLLOWING PLANS WERE REVIEWED AS PART OF THIS PROCESS:**

1. General Plan (2023)
2. West Jordan & Midvale Station Area Plan (2023)
3. West Jordan Parks, Recreation, Trails & Open Space Master Plan (2019)
4. Moderate Income Housing Plan (2023)
5. Bingham Creek Trail (2023)
6. Jordan Valley TOD (2015)
7. Salt Lake Community College Jordan Campus 2021 Master Plan (2021)
8. Utah Trail Network Map (2025)
9. UTA Five-Year Service Plan (2024)
10. UTA Moves 2050 Long Range Transit Plan (2023)
11. UTA Transit Parking Strategy Guidebook and Toolkit (2025)
12. WFRC Regional Transportation Plan (2023)

## 1 General Plan

The General Plan establishes the long-range goals and policies that guide how the City should maintain existing development, plan for future growth, and enhance its overall quality of life. The plan discusses growth management, urban design, land use, transportation, housing, environmental resources, water use, parks, economic development, and historic preservation. One of the greatest challenges of the General Plan is ensuring the long-term economic, environmental, and social health of the City.

## 2 West Jordan & Midvale Station Area Plan

The three TRAX stations this study focuses on are: Bingham Junction in Midvale City, Historic Gardner in West Jordan City and City Center in West Jordan City. Each station is served by the TRAX Red Line, and connect directly to Downtown Salt Lake City, the University of Utah, and Daybreak Community.

The plan emphasizes improving multimodal access by enhancing pedestrian and bicycle connections, proposing new trails and multi-use paths, and redesigning Redwood Road. The plan also includes parking and TDM strategies.

## 3 West Jordan Parks, Recreation, Trails & Open Space Master Plan

The purpose of the West Jordan Parks, Recreation, Trails, and Open Space Master Plan (2018-2028) is to provide a comprehensive update to information and recommendations along with a clear vision and priorities related to parks, recreation, trails, and open space for the next 10 years and beyond.

## 4 Moderate Income Housing Plan

The purpose of this moderate-income housing element of the general plan is to ensure that the City of West Jordan provides a reasonable opportunity for a variety of housing, including moderate-income housing, to meet the needs of the population desiring to live in the City.

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## 5 Bingham Creek Trail

The Bingham Creek Corridor is an important Riparian corridor on the Salt Lake Valley's west side. Stretching from the mouth of Bingham Canyon to the west, the drainage flows downhill in an eastward direction. Some areas have a preserved open space adjacent to the creek, while in others it flows underground through private property. This document examines the potential for and recommended alignment(s) of a shared-use path along the creek. In addition, recommendations are given for intersection treatments, street redesign, and private property coordination required to implement the path.

## 6 Jordan Valley TOD

Jordan Valley is a proposed mixed-use TOD. West Jordan's land use map identifies this area as a Town Center, all within ½ mile of the TRAX station.

## 7 Salt Lake Community College Jordan Campus 2021 Master Plan

The 2021 SLCC Jordan Master Plan provides a guideline for phased development of the site with a potential capaCity of an additional 440,000 square feet. The plan addresses the needs and demands required to accommodate the growth of the college, as well as future uses that represent SLCC's vision and goals. It plans to expand into three phases as needed by the growth of the student body.

## 8 Utah Trail Network Map

In 2023, the Utah State Legislature passed Senate Bill 185, which allocated $45 million in ongoing funding and $45 million in one-time funding to the Utah Department of Transportation (UDOT) to plan, build, and operate a paved regional trail network. To strategically identify and prioritize trail projects for this investment, UDOT established the Utah Trail Network (UTN) program. The UTN program designates future trail project locations and identifies existing trails that should be incorporated into a connected statewide system. Projects are selected based on guiding principles focused on regional connectivity, safety, and user comfort. Currently, UTN has selected 15 projects for construction and 5 feasibility studies.

## 9 UTA Five-Year Service Plan

The Utah Transit Authority (UTA) Five-Year Service Plan defines UTA's approach to addressing increasing transit demand driven by regional growth. Updated every two years, the plan provides an overview of planned service adjustments, incorporating insights from both regional and local plans. Its goals are to align transit services with revenue forecasts, adapt to shifting travel patterns, enhance reliability, and foster community engagement.

The Five-Year Plan defines four levels of bus service:

- Tier 1: Frequent service (15 minutes or better), throughout most of the day, Monday through Saturday. Most routes also run on Sunday.
- Tier 2: Regular 30-minute service on weekdays.
- Tier 3: Regular 60-minute service on weekdays.
- Tier 4: Limited runs Monday through Friday during morning and evening rush-hour times.

## 10 UTA Moves 2050 Long Range Transit Plan

The UTA Moves 2050 Long-Range Transit Plan includes a phased strategy for the future of public transportation in the UTA service area, with an emphasis on addressing the region's rapid growth and expanding access to key destinations like schools, job centers, and essential services through the implementation of its "Vision Network."

## 11 UTA Transit Parking Strategy Guidebook and Toolkit

The Transit Parking Strategy Guidebook and the Right-Sizing Parking Tool provide strategies for park-and-ride facilities by considering demographic, land-use, and transportation infrastructure factors that influence parking demand. The Guidebook's major goals are to optimize parking at station areas, incentivize active transportation connections, improve air quality, reduce parking lot footprint, and promote equitable and affordable access to transit.

An analysis focused on Jordan Valley and Sugar Factory Road stations of the recommended parking supply estimated with the tool is provided below.

## 12 WFRC Regional Transportation Plan

The 2023-2050 Regional Transportation Plan (RTP) provides a long-term vision for transportation investment across the Wasatch Front. It emphasizes transit-oriented development (TOD), improved station access, and multimodal connectivity. The RTP programs integrated roadway, transit, and active transportation improvements across three fiscally constrained phases (Phase 1: 2023-2032, Phase 2: 2033-2042, and Phase 3: 2043-2050).

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# TRANSPORTATION ANALYSIS

The following section includes an analysis of existing transportation conditions in the Jordan Valley and Sugar Factory Rd. Station Areas.

## Jordan Valley Station

Jordan Valley Station, served by the TRAX Red Line as well as bus routes 240, F590, and F232, is located south of 8600 South between Bangerter Highway and 3200 West in West Jordan City, Utah. The station area includes light industrial uses, multi-family developments, and single-family neighborhoods. Jordan Valley Hospital and Salt Lake Community College (SLCC) are also located nearby.

The Utah Lake Distribution Canal Trail is a north-south trail that passes through the station area. Planned active transportation connections include the Bingham Creek Trail and a future trail along the rail corridor. Despite the station's proximity, there is no direct connection to the north side of 8600 South. Additionally, the route to Jordan Valley Hospital lacks clear guidance and direct connections, creating uncertainty for pedestrians, cyclists, and drivers attempting to reach the hospital.

## Sugar Factory Rd Station

Sugar Factory Rd. Station, served by the TRAX Red Line as well as bus route 227, is located just north of Sugar Factory Road and east of 2700 West (Jaguar Drive) in West Jordan City, Utah. The station area is primarily surrounded by single-family residential neighborhoods but also includes rural properties, a golf course, a multi-family development, and West Jordan High School.

The Bingham Creek Trail currently terminates near the intersection of Sugar Factory Road and 2200 West, with plans to extend it eastward to connect with the remaining portion of the trail west of Bangerter Highway. The Jordan Canal Trail, a north-south corridor, also passes through the station area.

## Parking Supply and Utilization

Utilization of existing parking lots at Jordan Valley and Sugar Factory Road was evaluated to better understand how UTA's parking assets are being used. To identify potential opportunities related to those assets based on parking utilization, parking utilization data was gathered based on manual counts and information from UTA. A summary of existing parking spaces at each station is presented in Table 4.

A comparison between the UTA data and the 2025 manual observations shows that both parking supply and utilization have increased at Jordan Valley Station, with observed utilization ranging from 22% to 33%, though this could be a result of residential parking demand from adjacent uses. Despite this increase, the tool still identifies a substantial oversupply and recommends a significant reduction in parking.

At Sugar Factory Rd. Station, the tool's average estimated utilization is considerably lower than the 2025 manual counts, which ranged from 3% to 31%. The lower parking utilization observed is likely influenced by the impact of the COVID-19 pandemic on transit ridership, as UTA is still in the process of recovering ridership from that event.

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| STATION | TOTAL PARKING SUPPLY |
|---|---|
| Jordan Valley TRAX Station | 850 |
| Sugar Factory Rd Station | 218 |

**Table 4:** Parking Supply

| STATION | ESTIMATED PARKING AVAILABLE | AVERAGE ESTIMATED PARKING UTILIZATION | TOTAL RECOMMENDED PARKING SUPPLY | ESTIMATED PARKING OVERSUPPLY |
|---|---|---|---|---|
| Jordan Valley TRAX Station | 716 | 21% | 114 | 602 |
| Sugar Factory Rd Station | 218 | 60% | 123 | 95 |

**Table 5:** Parking Utilization and Recommended Supply

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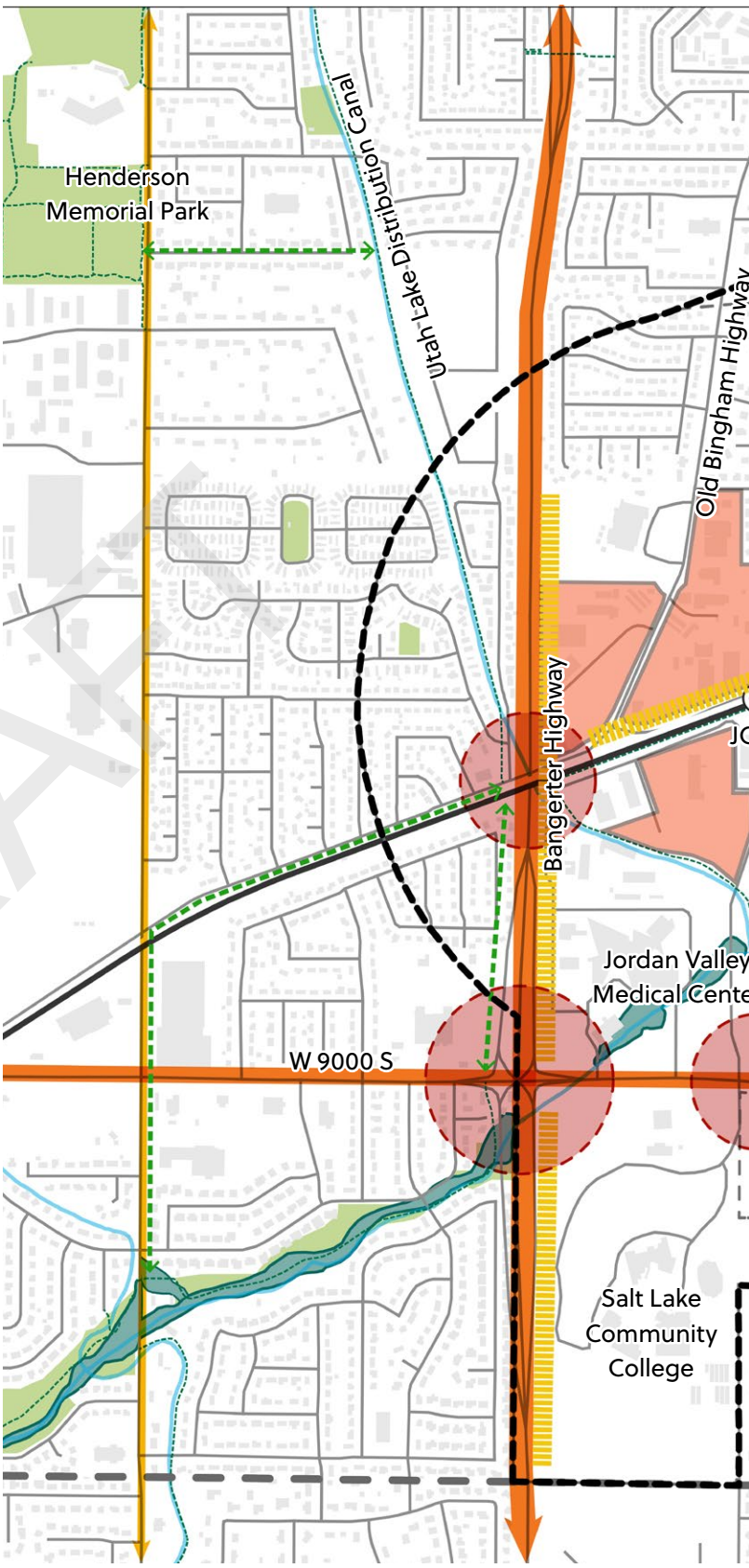
## KEY TAKEAWAYS

- **Connectivity Challenges:** Both station areas present connectivity challenges, with limited crossing options on area streets, unclear or unintuitive access to other destinations, and missing sidewalk segments. Jordan Valley Station lacks a direct connection across the rail to 8600 South, creating access barriers to the north side. Sugar Factory Rd. Station is separated from the Sugar Factory Road by a large sound wall, impeding access and reducing visibility of transit.
- **Potential for active transportation enhancements:** The Bingham Creek Trail is a potential project that could provide active transportation connections between both stations and other major destinations, and its inclusion in the recently published Utah Trail Network suggests that it could be eligible for state funding soon.
- **Major Barriers:** Bangerter Highway and 9000 South show a high number of crashes and traffic volumes, which represent a major barrier for walking and biking.
- **Oversupply of parking:** Jordan Valley Station has a substantial oversupply of parking, and Sugar Factory Rd. Station shows moderate utilization, but supply still exceeds what the Park-and-Ride tool recommends.

# OPPORTUNITIES & CONSTRAINTS

The Opportunities and Constraints Map summarizes analysis findings and highlights major barriers, strategic nodes, and opportunity sites that could help trigger change and redevelopment in the areas.

- The analysis reveals that both stations face connectivity challenges, especially at crossings of high-volume roads like Bangerter Highway and W 900 S.
- The presence of large open spaces like the Golf Course, and floodplains near Sugar Factory Road Station offers environmental amenities but limits buildable land, emphasizing the importance of context-sensitive development.
- Conversely, opportunities for new pedestrian and trail connections near Jordan Valley Station align well with existing employment centers.




**LEGEND**

- 100 Yr Floodplain
- Parks and Open Space
- TRAX Station
- Station Area Boundary (0.5 mile)
- Existing Trails
- TRAX Line
- Water Bodies
- City Boundary
- Opportunity Sites
- Key Intersections
- Primary Arteries
- Secondary Arteries
- Physical Barrier
- Potential Trail Connections

**Figure 42:** Opportunities and Constraints

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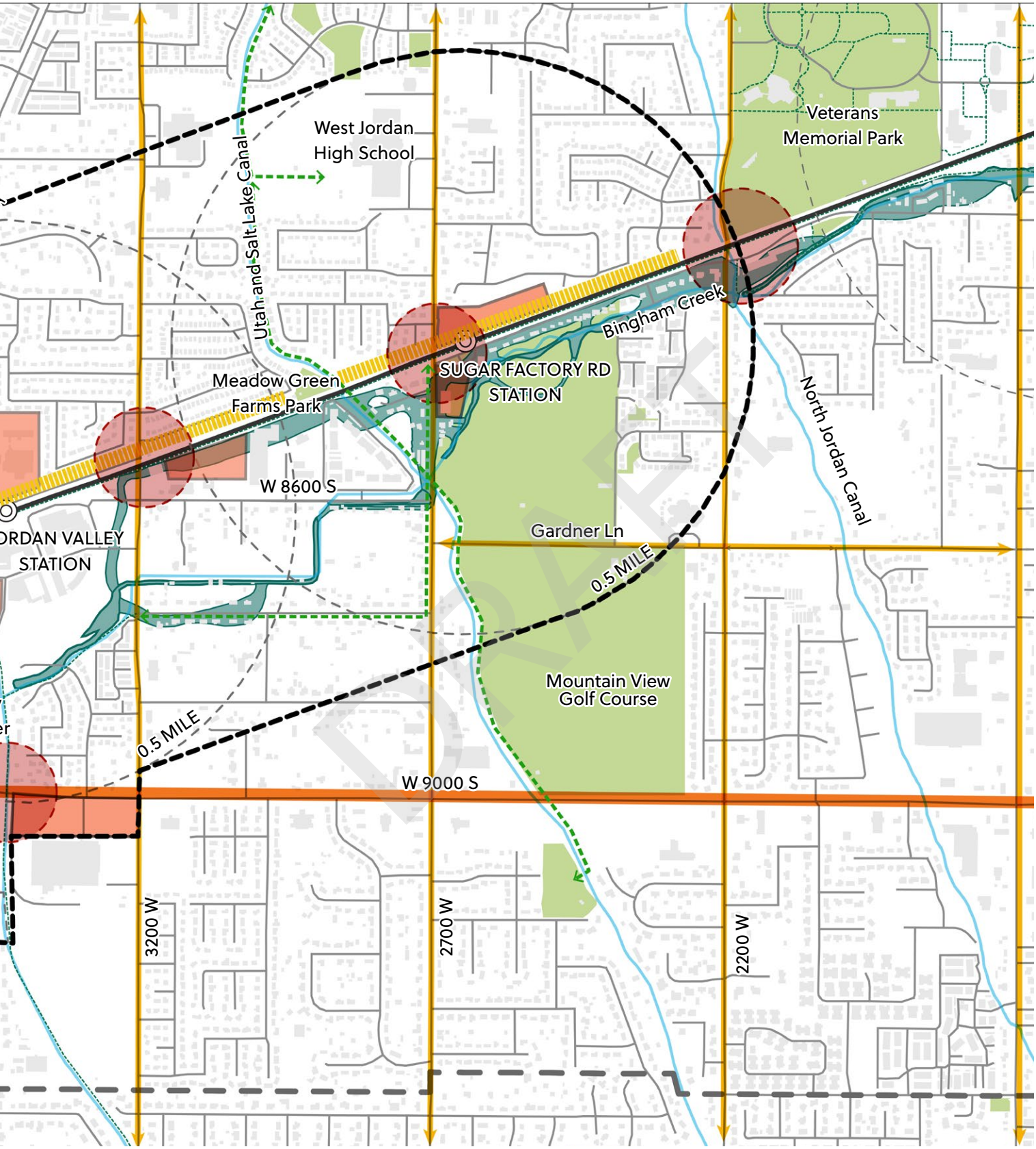


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# 7

# APPENDIX A

- Appendix A: **Stakeholder Outreach**

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**Engagement Window 1**
*December - January*

- Interviews and Small Group Meetings

**Engagement Window 2**
*March - May*

- Workshop 1: Assess Community Priorities
- Workshop 2: Assess Community Priorities

**Engagement Window 3**
*June*

- Planning Commission and City Council Presentations

## Process

The plan followed a three-step process to engage City leaders, staff and key stakeholders in identifying priorities, then gaining public input on potential scenarios to inform the ultimate station area plan, to best address the needs of the community now and in the future.

- **Engagement Window 1** focused on creating project awareness, meeting key stakeholders, understanding current conditions, and confirming project goals. Activities in this window included virtual focus groups, and design charrette to gain public feedback on current challenges and opportunities for the station area.
- **Engagement Window 2** focused on gaining stakeholder and community input on different conceptual scenarios. In this window, the project team led a stakeholder workshop with key stakeholders and City staff to finalize the preferred concept for both stations.
- **Engagement Window 3** focused on presenting the plan to elected officials. The project team attended Planning Commission and City Council meetings to move the plan towards adoption, and share the plan with the community.

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# INTERVIEWS AND SMALL GROUP MEETINGS

As part of the planning process, key stakeholders were identified in coordination with City staff and the project team. Stakeholders included property owners, developers, relevant City departments, and regional organizations such as Salt Lake County, the Utah Transit Authority (UTA), and the Utah Department of Transportation (UDOT).

Focus group sessions were held virtually on January 25, 2025. The sessions opened with a project overview, followed by a structured series of questions aimed at surfacing current challenges and concerns within the station area. Participants were also invited to share their future aspirations and identify potential opportunities to guide the area's development. The feedback received from these sessions is summarized below.

## CONSTRAINTS

**LIMITED EAST–WEST CONNECTIVITY AND FEW SAFE CROSSINGS OVER THE RAIL TRACKS.**

**INFRASTRUCTURE CONSTRAINTS, INCLUDING STORM DRAINAGE, UTILITIES, AND ERC LIMITS.**

**PARKING COSTS AND ON-STREET PARKING PRESSURES FOR NEW HOUSING DEVELOPMENT.**

**CONFLICTS BETWEEN INDUSTRIAL TRUCK TRAFFIC AND OTHER USES LIKE INSTITUTIONAL AND RESIDENTIAL.**

**GAPS IN SIDEWALKS, CROSSWALKS, ADA COMPLIANCE, AND SAFE PEDESTRIAN/ BIKE ACCESS.**

**REGULATORY AND SAFETY CONCERNS AROUND REDEVELOPMENT NEAR EXISTING FACILITIES.**

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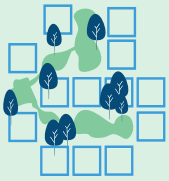
## OPPORTUNITIES

STRENGTHEN MULTIMODAL CONNECTIONS WITH NEW PEDESTRIAN BRIDGES, TRAIL CONNECTIONS, AND BIKE LANES.

LEVERAGE TRAX STATIONS TO SUPPORT MIXED-USE, LOCAL-SERVING, AND TRANSIT-ORIENTED DEVELOPMENT.



EXPAND REGIONAL AND NEIGHBORHOOD TRAIL NETWORKS TO CONNECT PARKS, SCHOOLS, COLLEGE, HOSPITAL, AND OTHER STATIONS.

INTRODUCE LOCAL-SERVING AMENITIES SUCH AS GROCERY STORES, RESTAURANTS, PUBLIC SPACES, AND PLAZAS.

COORDINATE WITH UTA AND REGIONAL PARTNERS ON MICRO-TRANSIT AND FIRST/LAST-MILE SOLUTIONS.

GUIDE LONG-TERM TRANSITIONS OF RETAIL AND INDUSTRIAL AREAS AS MARKET CONDITIONS EVOLVE.

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# STAKEHOLDER WORKSHOP 1

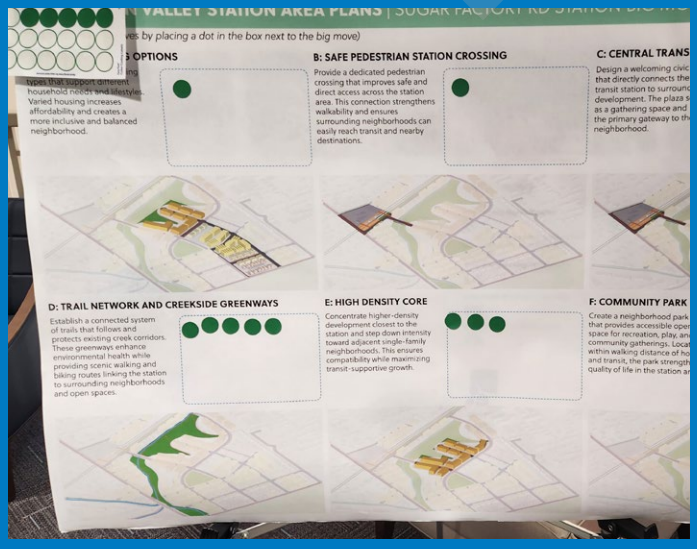
The Stakeholder Workshop 1 was held in person at West Jordan City Hall on February 22, 2025. The session brought together previously engaged stakeholders, elected officials, and staff from across City departments, creating a collaborative forum for deeper, place-based dialogue on the future of the station area. The workshop was structured as a working session, opening with a presentation of key findings from the existing conditions analysis to ground participants in the current realities of the station area. This was followed by a facilitated brainstorming exercise in which participants collectively explored ideas, priorities, and potential directions for the project area. Drawing from the themes and feedback,  the project team developed a series of draft concept sketches in real time, which were then presented back to the group for targeted input and reaction. This iterative exchange allowed participants to engage directly with emerging design alternatives for both station areas and provide nuanced feedback that will inform the refinement of concepts moving forward.

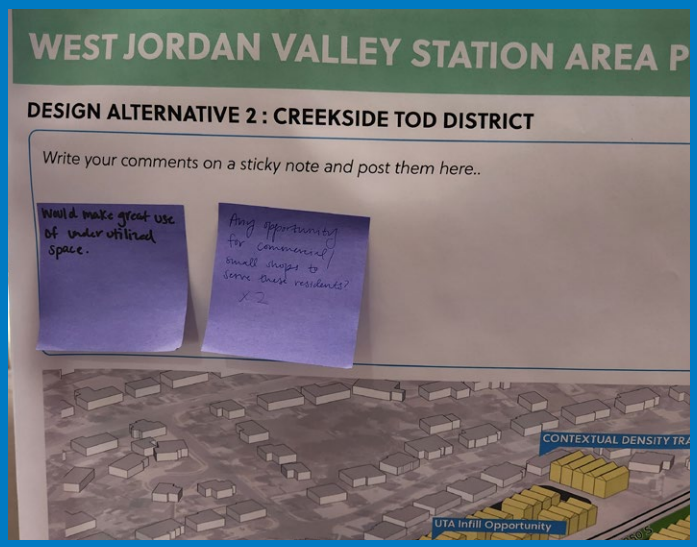
Photos from Workshop 1- Discussion, brainstorming, and presenting alternatives to stakeholders

# STAKEHOLDER WORKSHOP 2

The second Workshop was held in person at West Jordan City Hall on March 10, 2025, bringing together previously engaged stakeholders, elected officials, and staff from across City departments. Building on the design concepts introduced during Workshop 1, the second workshop focused on gathering structured feedback on the design alternatives developed for each of the two station areas.

Through facilitated discussion, participants evaluated the presented alternatives, offering input that allowed the project team to assess areas of consensus and identify preferred directions. Drawing from the feedback received, a preferred concept was subsequently developed for each station.




Photos from Workshop 2- Presenting concepts for both stations and receiving feedback

# STAKEHOLDER WORKSHOP 2: DESIGN ALTERNATIVES

## ALTERNATIVE 1: A new spine connecting places, parks, and people

This alternative proposes the reorientation of 3400 W that physically and functionally connects both sides of the station. The spine is envisioned as a mixed-use corridor anchored by neighborhood-serving commercial uses and residential development. A multi-use path runs parallel to this spine, weaving together a network of green spaces and parks that become increasingly prominent as one approaches the station. To the north, the station area transitions into a high-density core, which gradually steps down in scale and intensity as it meets the established single-family neighborhoods to the south. The transit plaza serves as the central organizing node of the design, with two pedestrian access points providing direct connections between the north and south sides of the station.

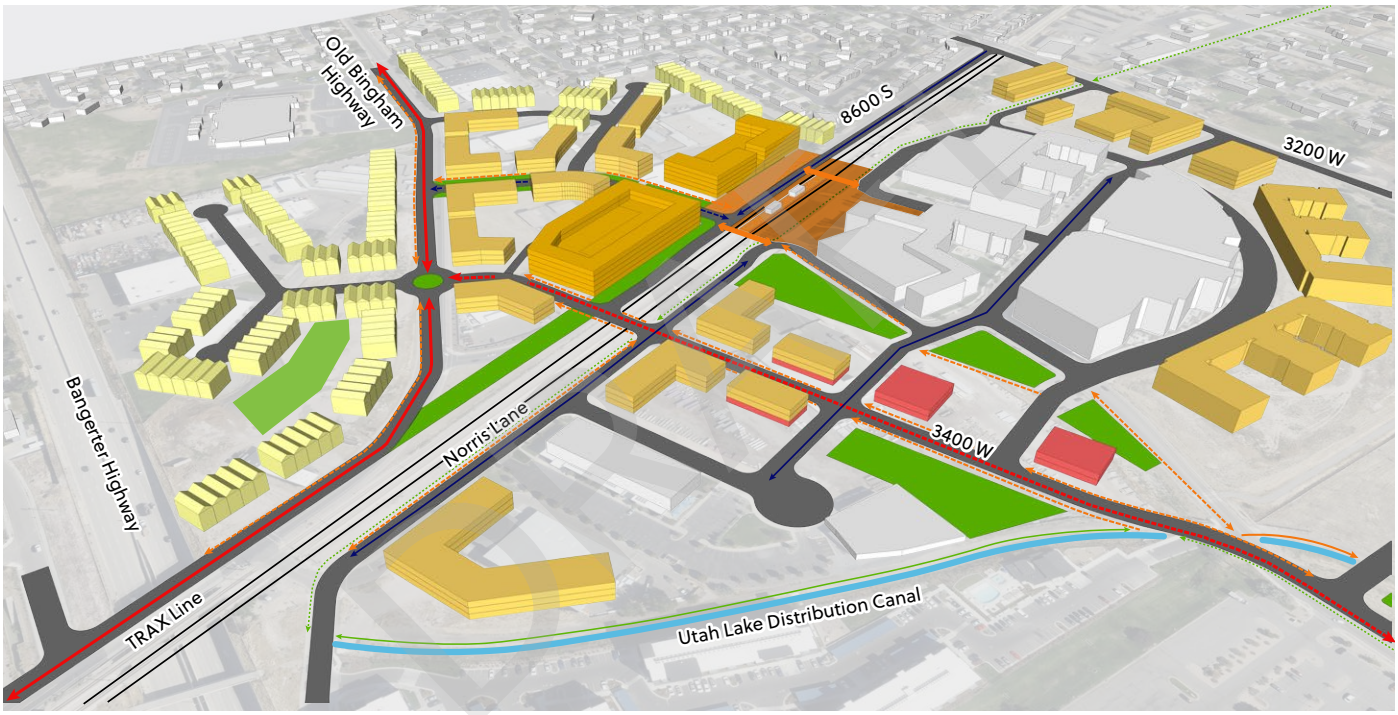



**Figure 44:** Design Alternative 1

### Feedback Received

- Stakeholders strongly supported the idea of a new spine that bridges both sides of the station, improving connectivity across a currently divided area.
- The absence of a community services component was noted as a gap that should be addressed in subsequent iterations.
- The approach of concentrating higher density near the station and transitioning to lower-density development closer to existing neighborhoods was well received.
- Participants expressed interest in seeing more apartment-style residential development along Bangerter Highway, rather than limiting to townhome typologies.

## ALTERNATIVE 2: A green corridor rooted in civic spaces, open space and community living

This alternative re-envisions 3400 West as the primary spine for future development by straightening the existing roadway to create a more legible and functional framework for growth. The corridor is conceived as a green spine, interwoven with a network of linear parks, open spaces, and a larger neighborhood park designed to serve both existing and future residents. The neighborhood park is also positioned to serve the adjacent hospital, community college, and high school, broadening its civic function beyond the immediate residential community. A community services component, highlighted in blue, is proposed to accommodate a daycare and other community-supporting uses, further reinforcing the civic character of the corridor. Elements shared with Alternative 1 include a high-density core near the station, pedestrian crossings in the vicinity of the transit plaza, and an activated transit plaza at the heart of the station area.

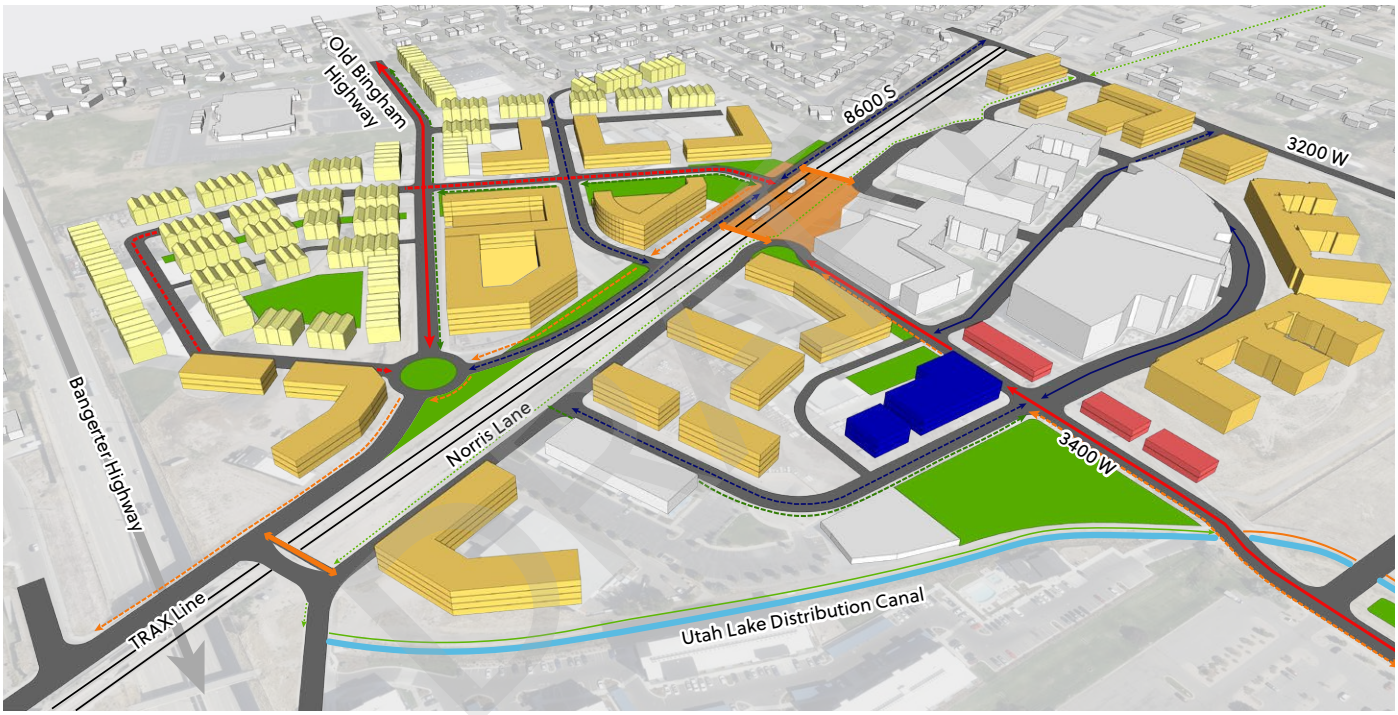



**Figure 45:** Design Alternative 2

### Feedback Received

- Straightening 3400 West was identified as a concern, as the realignment creates an awkward intersection geometry near the station that would result in a not-so-ideal turning condition.
- The absence of a dedicated vehicular crossing in this alternative was flagged as a meaningful gap in connectivity.
- The community services component was strongly supported by participants and identified as an element that should be carried forward into the preferred alternative.
- The concept of a neighborhood park serving the broader community was well received and seen as an important community asset worth retaining.

# STAKEHOLDER WORKSHOP 2: DESIGN ALTERNATIVES

## ALTERNATIVE 1: Gentle neighborhood infill

This alternative approaches the UTA-owned parking lot as a near-term infill opportunity. Given its proximity to an existing townhome development, the alternative proposes extending a similar townhome typology onto the UTA property, ensuring that new development is contextually compatible with the surrounding neighborhood character. The station platform is reimagined as an activated transit plaza that provides improved connections between both sides of the station. Beyond the immediate station area, this alternative emphasizes neighborhood connectivity through a network of multi-use trails and creek greenways that weave through the surrounding residential fabric.

**Figure 46:** Design Alternative 1

### Feedback Received

- This alternative was identified as the preferred direction, as there are currently no plans to redevelop the golf course, making the focused infill approach more feasible in the near term.
- The introduction of a dedicated transit plaza was well received, with participants appreciating its potential to give the station a more prominent and legible presence within the area.
- The emphasis on connecting the surrounding neighborhood through bike paths, multi-use trails, and greenway linkages was strongly supported.

## ALTERNATIVE 2: Creekside TOD district

This alternative takes a broader view, exploring the redevelopment of a portion of the adjacent golf course alongside infill development on the UTA property. The concept introduces a diverse range of housing typologies, including townhomes, duplexes, cottage court-style housing, and apartment buildings, to serve a variety of household types and income levels. Along the eastern edge of the golf course, a row of single-family homes is proposed to provide a sensitive transition to the existing neighborhood context. A generous green buffer along Bingham Creek serves as both a natural amenity and an organizing open space element for the district. Small-scale commercial uses are proposed at the center of the district to provide neighborhood-serving retail and services for future residents.

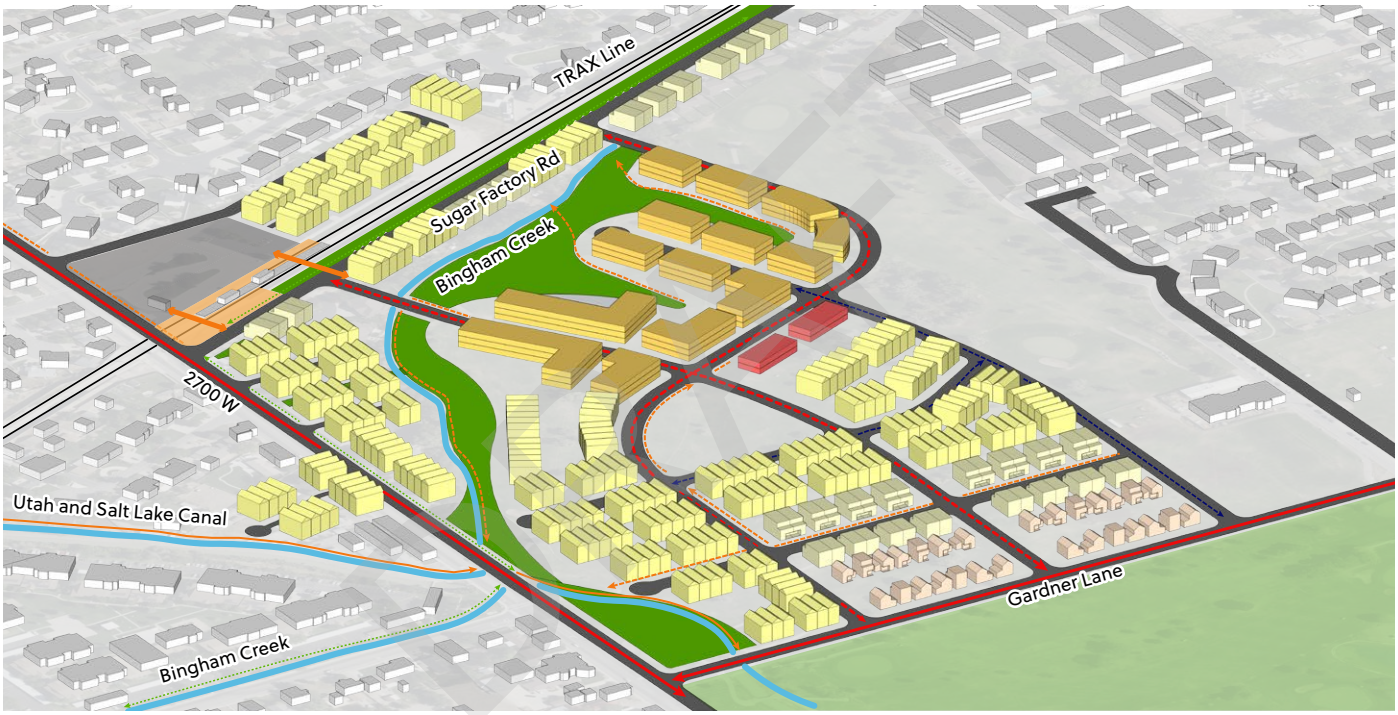



**Figure 47:** Design Alternative 2

### Feedback Received

- Participants expressed no current interest in redeveloping the golf course, and as a result, this alternative was not considered viable at this time. It was acknowledged, however, as a concept worth revisiting in the future as conditions evolve.

# 8

# APPENDIX B

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- Appendix B.1: **Demographic Analysis Memo**
- Appendix B.2: **Economic and Market Trends**
- Appendix B.3: **Land Use and Zoning Analysis**
- Appendix B.4: **Previous Plan Review**
- Appendix B.5: **Transportation Analysis Memo**
- Appendix B.6: **Transportation Demand Management**

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APPENDIX B.1

# DEMOGRAPHIC ANALYSIS MEMO

DESIGNWORKSHOP
Landscape Architecture
Planning
Urban Design
Strategic Services

120 East Main Street
Aspen, Colorado 81611
970.925.8354
designworkshop.com

MEMORANDUM

| | |
|---|---|
| To: | City of West Jordan |
| From: | Design Workshop |
| Date: | November 24 , 2025 |
| Project Name: | West Jordan Valley Station Area Plan |
| Project #: | 8864 |
| Subject: | Demographic Analysis |

## Key Takeaways

- Since 2010, the city has added more than **23,000 residents**, growing from **103,615 to 126,604** by 2030, which equates to a sustained annual growth rate of **1.25%** from 2025 to 2030—more than twice Salt Lake County's projected growth (0.57%) and slightly above statewide growth (1.20%).
- Daytime population patterns indicate a city that remains partially job-serving, with **96,502 daytime population**, including **44,796 workers** and **51,706 residents** who remain during the day. These figures suggest a balanced mix of local employment and outbound commuting.
- West Jordan's age distribution shows a **maturing family-oriented population**. The median age increased from **28.0 in 2010** to **34.1 in 2030**, remaining younger than Salt Lake County and closely aligned with state trends. The largest age groups in 2025 include the **25–34 (16.0%)** and **35–44 (14.9%)** brackets, with children under 14 making up more than **22%** of the total population.
- West Jordan is also becoming one of the most diverse cities in the state, with the Diversity Index rising from **65.4 in 2020 to 71.1 by 2030**, surpassing both county and statewide diversity levels. The percentage of Hispanic/Latino residents increased from **22.3% (2020)** to **25.9% (2030)**, while the share of residents identifying as **Two or More Races** grew from **11.2% to 12.8%** over the same period.
- Income levels have increased, with the **median household income increasing from $108,633 (2025)** to **$129,117 (2030)**—higher than both the county and state. Nearly **40% of households earn $100,000–$199,999**, reinforcing strong household purchasing power.
- Employment data shows a well-balanced economy with **96.7% of the labor force employed**, and strong concentrations in **services (44%)**, **manufacturing (11.5%)**, **retail (11.3%)**, and **transportation/utilities (7.3%)**.

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- Housing supply is projected to grow from **36,247 units in 2020** to a projected **41,554 by 2030**. Owner-occupancy remains high at **72.1%**, far above county (59.2%) and state (64.6%) averages. However, median home values are expected to rise from **$569,861** in **2025** to **$671,541 by 2030**
- A Housing Affordability Index of 76 indicates that affordability challenges are present
- The number of households is projected to continue to grow at **1.60% annually between 2025–2030**, outpacing the county's growth and reflecting steady demand for new housing. Average household sizes have decreased from **3.46 (2010)** to **3.15 (2030)**, consistent with trends toward more diverse household types and smaller families.

## Population and Growth Projections

West Jordan continues to demonstrate strong, sustained population growth that outpaces Salt Lake County and aligns closely with statewide trends. Between 2010 and 2020, the city grew from 103,615 to 116,961 residents, adding more than 13,300 residents in a decade. This early growth set the foundation for the city's continued expansion, with the population currently at 118,965 in 2025, projected to increase to 126,604 by 2030. This amounts to a 2025–2030 annual growth rate of 1.25%, more than double Salt Lake County's projected 0.57% annual increase and slightly above Utah's overall projected rate of 1.20%, as shown in *Figure 1*.

| Population Summary | | | | | |
|---|---|---|---|---|---|
| | **2010 Total Population** | **2020 Total Population** | **2025 Total Population** | **2030 Total Population** | **2025-2030 Annual Rate** |
| **West Jordan City** | 103,615 | 116,961 | 118,965 | 126,604 | 1.25% |
| **Salt Lake County** | 1,029,579 | 1,185,238 | 1,228,127 | 1,263,313 | 0.57% |
| **Utah State** | 2,763,879 | 3,271,616 | 3,538,233 | 3,755,740 | 1.20% |

*Fig 1: Population Growth*

West Jordan's daytime population profile shows a balanced distribution between residents who remain in the city during daytime hours and workers who commute into the city. The total daytime population is 96,502, consisting of 44,796 workers and 51,706 residents present during the day. While Salt Lake County experiences a larger net inflow of workers relative to residents, West Jordan's daytime composition reflects a more even pattern, indicating that the city functions both as a residential community and a local employment center within the region.

| Daytime Population (2025) | | | |
|---|---|---|---|
| | **Total Daytime Population** | **Workers** | **Residents** |
| **West Jordan City** | 96,502 | 44,796 | 51,706 |
| **Salt Lake County** | 1,315,282 | 768,777 | 546,505 |
| **Utah State** | 3,531,742 | 1,759,261 | 1,772,481 |

*Fig 2: Daytime Population*

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## Age

West Jordan's age profile shows a steadily maturing population that remains younger than Salt Lake County and only slightly older than the statewide average. The median age in West Jordan increased from 28.0 (2010) to 32.9 (2025), and is projected to reach 34.1 by 2030. Over the same period, Salt Lake County's median age rises from 30.9 (2010) to 35.2 (2030), consistently higher than West Jordan's. Utah State follows a similar pattern to West Jordan, with a median age increasing from 29.2 (2010) to 33.6 (2030).

| Median Age | | | |
|---|---|---|---|
| | **West Jordan** | **Salt Lake County** | **Utah State** |
| **2010** | 28.0 | 30.9 | 29.2 |
| **2020** | 31.6 | 32.9 | 31.3 |
| **2025** | 32.9 | 34.0 | 32.5 |
| **2030** | 34.1 | 35.2 | 33.6 |

*Fig 3: Median Age*

The city's 2025 population distribution reflects the change in median age. West Jordan's largest age cohorts include 25–34 (16.0%) and 35–44 (14.9%), closely mirroring the county and state proportions for these working-age groups. Children ages 0–14 make up over 22% of the city's population in 2025, which is slightly higher than Salt Lake County's share and nearly identical to statewide levels.

By 2030, the city is projected to maintain similar proportions across most age categories, though there is a gradual rise in older adult populations. Residents ages 65 and older are projected to increase incrementally, yet their overall share remains lower than Salt Lake County's projected proportion and closely aligned with statewide projections.

| 2025 Population by Age | | | |
|---|---|---|---|
| | **West Jordan** | **Salt Lake County** | **Utah State** |
| **Total** | 118,965 | 1,228,127 | 3,538,233 |
| **0 - 4** | 7.0% | 6.4% | 7.1% |
| **5 - 9** | 7.5% | 6.8% | 7.6% |
| **10 - 14** | 7.8% | 7.0% | 7.8% |
| **15 - 24** | 15.0% | 14.6% | 16.0% |
| **25 - 34** | 16.0% | 16.9% | 15.3% |
| **35 - 44** | 14.9% | 15.0% | 13.9% |
| **45 - 54** | 12.5% | 11.9% | 11.2% |
| **55 - 64** | 8.9% | 9.0% | 8.5% |
| **65 - 74** | 6.6% | 7.4% | 7.3% |
| **75 - 84** | 3.0% | 3.8% | 4.1% |
| **85 +** | 0.7% | 1.2% | 1.2% |
| **18 +** | 72.9% | 75.6% | 72.8% |

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| 2030 Population by Age | | | |
|---|---|---|---|
| | **West Jordan** | **Salt Lake County** | **Utah State** |
| **Total** | 126,604 | 1,263,313 | 3,755,740 |
| **0 - 4** | 7.0% | 6.3% | 7.1% |
| **5 - 9** | 7.0% | 6.3% | 7.1% |
| **10 - 14** | 7.2% | 6.6% | 7.4% |
| **15 - 24** | 13.6% | 13.8% | 15.2% |
| **25 - 34** | 16.7% | 16.6% | 15.4% |
| **35 - 44** | 15.1% | 15.4% | 14.2% |
| **45 - 54** | 13.0% | 12.7% | 11.9% |
| **55 - 64** | 9.1% | 9.0% | 8.4% |
| **65 - 74** | 6.7% | 7.2% | 7.2% |
| **75 - 84** | 3.6% | 4.5% | 4.7% |
| **85 +** | 0.9% | 1.4% | 1.5% |
| **18 +** | 74.6% | 76.9% | 74.2% |

*Fig 4 & 5: Population by Age*

## Race and Ethnicity

West Jordan continues to grow more racially and ethnically diverse, with diversity levels increasing at a faster pace than both Salt Lake County and Utah State. In 2020, White Alone residents accounted for 71.1% of the population, a smaller share than Utah's 78.7% and nearly identical to Salt Lake County's proportion. By 2025, this share had declined to 68.4%, and is projected further to decline to 66.1% by 2030, reflecting a steady diversification trend that mirrors but slightly outpaces both the county and statewide shifts.

The city's Hispanic/Latino population is a major contributor to this diversification. Hispanic residents represent 22.3% of West Jordan's population in 2020, increasing to 24.2% in 2025 and forecasted to increase to 25.9% by 2030. This is consistently higher than Salt Lake County's share and significantly above statewide levels,

The city's Diversity Index—a composite measure of the probability that two randomly selected residents will differ by race or ethnicity, is projected to rise from 65.4 in 2020 to 71.1 in 2030. These values exceed those of Salt Lake County and are substantially higher than the statewide index, confirming West Jordan's position as one of the more diverse communities in the region.

| 2020 Population by Race/Ethnicity | | | |
|---|---|---|---|
| | **West Jordan** | **Salt Lake County** | **Utah State** |
| **Total** | 116,961 | 1,185,238 | 3,271,616 |
| **White Alone** | 71.1% | 71.5% | 78.7% |
| **Black Alone** | 1.3% | 2.0% | 1.2% |
| **American Indian Alone** | 1.0% | 1.1% | 1.3% |
| **Asian Alone** | 3.3% | 4.3% | 2.5% |
| **Pacific Islander Alone** | 2.1% | 1.8% | 1.1% |
| **Some Other Race Alone** | 10.0% | 9.4% | 6.7% |

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| | | | |
|---|---|---|---|
| **Two or More Races** | 11.2% | 9.9% | 8.5% |
| **Hispanic Origin** | 22.3% | 19.6% | 15.1% |
| **Diversity Index** | 65.4 | 63.5 | 53.0 |

| 2025 Population by Race/Ethnicity | | | |
|---|---|---|---|
| | **West Jordan** | **Salt Lake County** | **Utah State** |
| **Total** | 118,965 | 1,228,127 | 3,538,233 |
| **White Alone** | 68.4% | 69.3% | 77.0% |
| **Black Alone** | 1.4% | 2.1% | 1.3% |
| **American Indian Alone** | 1.1% | 1.1% | 1.3% |
| **Asian Alone** | 3.8% | 4.8% | 2.7% |
| **Pacific Islander Alone** | 2.2% | 1.9% | 1.2% |
| **Some Other Race Alone** | 11.1% | 10.1% | 7.3% |
| **Two or More Races** | 12.0% | 10.6% | 9.3% |
| **Hispanic Origin** | 24.2% | 21.0% | 16.3% |
| **Diversity Index** | 68.5 | 66.2 | 55.8 |

| 2030 Population by Race/Ethnicity | | | |
|---|---|---|---|
| | **West Jordan** | **Salt Lake County** | **Utah State** |
| **Total** | 126,604 | 1,263,313 | 3,755,740 |
| **White Alone** | 66.1% | 67.2% | 75.4% |
| **Black Alone** | 1.5% | 2.2% | 1.4% |
| **American Indian Alone** | 1.1% | 1.2% | 1.3% |
| **Asian Alone** | 4.1% | 5.2% | 3.0% |
| **Pacific Islander Alone** | 2.4% | 2.0% | 1.3% |
| **Some Other Race Alone** | 12.0% | 10.9% | 7.8% |
| **Two or More Races** | 12.8% | 11.3% | 9.9% |
| **Hispanic Origin** | 25.9% | 22.4% | 17.4% |
| **Diversity Index** | 71.1 | 68.7 | 58.3 |

*Fig 6,7,8: Race and Ethnicity*

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## Income

West Jordan's income levels demonstrate steady growth across all major income measures and remain competitive with, and in several cases stronger than, county and statewide trends. Per capita income in the city is forecasted to increase from $39,409 in 2025 to $46,341 by 2030. Although Salt Lake County maintains a higher per capita income throughout the period, West Jordan's growth rate closely mirrors statewide trends and reflects consistent upward movement aligned with regional economic patterns.

Median household income in West Jordan also shows significant increases, projected to rise from $108,633 in 2025 to $129,117 by 2030. Both figures exceed the corresponding county and state

medians in the same years, indicating that West Jordan households generally earn more than the average household across the broader region.

| Per Capita Income | | | |
|---|---|---|---|
| | **West Jordan** | **Salt Lake County** | **Utah State** |
| **2025** | $39,409 | $47,775 | $42,394 |
| **2030** | $46,341 | $55,636 | $48,617 |

*Fig 9: Per Capita Income*

| Median Household Income | | | |
|---|---|---|---|
| | **West Jordan** | **Salt Lake County** | **Utah State** |
| **2025** | $108,633 | $101,798 | $99,115 |
| **2030** | $129,117 | $117,812 | $112,795 |

*Fig 10: Median Household Income*

Income distribution data reinforces this position. In 2025, a combined 40.7% of West Jordan households earned between $100,000 and $199,999, a larger share than both Salt Lake County and Utah State. Households earning $200,000 or more account for 15.2% of all households—slightly below the county but well above the statewide share. Lower-income households (earning less than $35,000) represent a smaller portion of West Jordan households than in both the county and state, further distinguishing the city's income profile.

| 2025 Households by Income | | | |
|---|---|---|---|
| | **West Jordan** | **Salt Lake County** | **Utah State** |
| **Household Income Base** | 37,054 | 437,656 | 1,177,418 |
| **<$15,000** | 3.6% | 5.3% | 5.0% |
| **$15,000 - $24,999** | 2.2% | 3.3% | 3.8% |
| **$25,000 - $34,999** | 3.4% | 4.3% | 4.8% |
| **$35,000 - $49,999** | 7.6% | 8.2% | 8.2% |
| **$50,000 - $74,999** | 12.2% | 14.2% | 14.5% |
| **$75,000 - $99,999** | 15.1% | 13.5% | 14.0% |
| **$100,000 - $149,999** | 24.9% | 20.5% | 21.5% |
| **$150,000 - $199,999** | 15.8% | 12.5% | 12.1% |
| **$200,000+** | 15.2% | 18.2% | 15.9% |

*Fig 11: Income Percentage*

## Educational Attainment

West Jordan's 2025 educational attainment closely mirrors statewide patterns and remains slightly below Salt Lake County in higher-degree levels. High school graduates represent the largest share at 23.6%, higher than both the county and state, while 20.9% have some college and 12.6% hold an associate degree—both slightly above regional levels. Higher-degree attainment is more moderate, with 21.4% holding a bachelor's degree and 9.6% a graduate degree, both trailing county averages but aligning with statewide trends. Lower-education categories remain small, with fewer than 8% lacking a high school diploma.

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| 2025 Population 25+ by Educational Attainment | | | |
|---|---|---|---|
| | West Jordan | Salt Lake County | Utah State |
| **Total** | 74,537 | 800,391 | 2,175,910 |
| **Less than 9th Grade** | 3.0% | 3.6% | 2.6% |
| **9th - 12th Grade, No Diploma** | 5.1% | 4.4% | 3.8% |
| **High School Graduate** | 23.6% | 19.2% | 19.5% |
| **GED/Alternative Credential** | 4.0% | 3.4% | 3.3% |
| **Some College, No Degree** | 20.9% | 18.6% | 20.7% |
| **Associate Degree** | 12.6% | 9.7% | 10.6% |
| **Bachelor's Degree** | 21.4% | 25.5% | 25.4% |
| **Graduate/Professional Degree** | 9.6% | 15.6% | 14.1% |

*Fig 12: Educational Attainment*

## Employment

West Jordan's employment profile in 2025 shows high labor force participation and a working-age population that is almost fully employed. 96.7% of the city's labor force is employed, nearly identical to both Salt Lake County and statewide levels. The city's industry composition reflects a diverse employment base, with the largest share—44.0%, working in services, a slightly smaller proportion than in the county and state. Manufacturing represents 11.5% of local jobs, a higher share than both regional benchmarks, while retail trade (11.3%) and construction (9.1%) also account for significant portions of the workforce. Transportation and utilities workers make up 7.3%, a higher concentration than in both the county and state. Occupational data shows that 61.7% of workers are employed in white-collar occupations, somewhat lower than the county but comparable to statewide patterns, while 23.9% work in blue-collar occupations, a higher proportion than both comparison geographies.

| 2025 Civilian Population 16+ in Labor Force | | | |
|---|---|---|---|
| | West Jordan | Salt Lake County | Utah State |
| **Civilian Population 16+** | 70,618 | 712,770 | 1,838,969 |
| **Population 16+ Employed** | 96.7% | 96.6% | 96.8% |

*Fig 13: Employed Population*

| 2025 Employed Population 16+ by Industry | | | |
|---|---|---|---|
| | West Jordan | Salt Lake County | Utah State |
| **Total** | 68,277 | 688,742 | 1,779,880 |
| **Agriculture/Mining** | 0.6% | 0.6% | 1.3% |
| **Construction** | 9.1% | 8.0% | 8.1% |
| **Manufacturing** | 11.5% | 9.2% | 9.7% |
| **Wholesale Trade** | 2.3% | 2.0% | 1.8% |

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| | | | |
|---|---|---|---|
| **Retail Trade** | 11.3% | 10.4% | 10.8% |
| **Transportation/Utilities** | 7.3% | 5.8% | 5.1% |
| **Information** | 1.7% | 1.8% | 1.6% |
| **Finance/Insurance/Real Estate** | 8.4% | 9.0% | 6.9% |
| **Services** | 44.0% | 49.3% | 49.7% |
| **Public Administration** | 3.8% | 3.9% | 5.0% |

*Fig 14: Employed Population by Industry*

| 2025 Employed Population 16+ by Occupation | | | |
|---|---|---|---|
| | **West Jordan** | **Salt Lake County** | **Utah State** |
| **Total** | 68,277 | 688,742 | 1,779,880 |
| **White Collar** | 61.7% | 66.8% | 64.8% |
| Management/Business/Financial | 18.4% | 20.8% | 19.5% |
| Professional | 22.0% | 26.2% | 25.7% |
| Sales | 8.6% | 8.0% | 8.4% |
| Administrative Support | 12.7% | 11.8% | 11.2% |
| Services | 14.4% | 13.3% | 14.5% |
| **Blue Collar** | 23.9% | 19.9% | 20.7% |
| Farming/Forestry/Fishing | 0.2% | 0.1% | 0.3% |
| Construction/Extraction | 6.4% | 5.7% | 5.7% |
| Installation/Maintenance/Repair | 3.3% | 2.7% | 2.9% |
| Production | 5.7% | 4.6% | 5.0% |
| Transportation/Material Moving | 8.3% | 6.9% | 6.8% |

*Fig 15: Employed Population by Occupation*

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## Housing

West Jordan's housing inventory continues to expand steadily, increasing from 36,247 units in 2020 to 38,197 units in 2025, with a projected total of 41,554 units by 2030, a faster growth rate than both Salt Lake County and statewide averages. The city maintains consistently high homeownership levels, with 71–72% of units owner-occupied across all forecast years—substantially higher than the county and state. While renter-occupied units represent 24–26%, reflecting a smaller rental market than the region overall. Vacancy rates remain low, between 3.0% and 3.8%, compared to higher vacancy levels in both the county and state.

Median home values are projected to rise from $569,861 in 2025 to $671,541 by 2030, slightly below county values but aligned with statewide projections. The Housing Affordability Index of 76 indicates that West Jordan homes are less affordable than the statewide average, yet more affordable than those in Salt Lake County.

| Housing Units: 2020 | | | | |
|---|---|---|---|---|
| | Total Units | Owner-occupied | Renter-occupied | Vacant |
| West Jordan City | 36,247 | 71.9% | 24.8% | 3.3% |
| Salt Lake County | 428,279 | 60.7% | 33.9% | 5.4% |
| Utah State | 1,151,414 | 63.3% | 28.5% | 8.2% |

| Housing Units: 2025 | | | | |
|---|---|---|---|---|
| | Total Units | Owner-occupied | Renter-occupied | Vacant |
| West Jordan City | 38,197 | 71.0% | 26.1% | 3.0% |
| Salt Lake County | 462,478 | 59.2% | 35.4% | 5.4% |
| Utah State | 1,277,419 | 63.7% | 28.5% | 7.8% |

| Housing Units: 2030 | | | | |
|---|---|---|---|---|
| | Total Units | Owner-occupied | Renter-occupied | Vacant |
| West Jordan City | 41,554 | 72.1% | 24.1% | 3.8% |
| Salt Lake County | 488,025 | 59.2% | 35.5% | 5.3% |
| Utah State | 1,378,417 | 64.6% | 27.7% | 7.7% |

*Fig 16, 17, 18: Housing Units*

| Median Home Value | | | |
|---|---|---|---|
| | West Jordan | Salt Lake County | Utah State |
| 2025 | $569,861 | $610,950 | $573,334 |
| 2030 | $671,541 | $707,774 | $671,037 |

*Fig 19: Median Home Value*

| 2025 Affordability, Mortgage and Wealth | | | |
|---|---|---|---|
| | West Jordan | Salt Lake County | Utah State |
| Housing Affordability Index | 76 | 67 | 70 |

*Fig 20: Housing Affordability Index*

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## Households and Household Size

West Jordan's household growth continues at a steady pace, increasing from 29,819 households in 2010 to 35,044 in 2020, and rose further to 37,059 in 2025. By 2030, the city is projected to reach 39,987 households, reflecting a 2025–2030 annual growth rate of 1.60%, which is higher than Salt Lake County and aligns closely with statewide growth patterns.

Household size in West Jordan shows a consistent gradual decline over time, shifting from 3.46 persons per household in 2010 to 3.32 in 2020, 3.19 in 2025, and a further projected decline to 3.15 by 2030. Despite this decrease, West Jordan's household sizes remain larger than the Salt Lake County average and closely mirror the statewide household size, indicating a continued prevalence of family households relative to the broader region.

| Households | | | | | |
|---|---|---|---|---|---|
| | 2010 Households | 2020 Households | 2025 Households | 2030 Households | 2025-2030 Annual Rate |
| West Jordan City | 29,819 | 35,044 | 37,059 | 39,987 | 1.60% |
| Salt Lake County | 342,592 | 405,229 | 437,666 | 461,952 | 0.88% |
| Utah State | 877,689 | 1,057,252 | 1,177,464 | 1,272,593 | 1.43% |

*Fig 21: Number of Households*

| Household Size | | | | |
|---|---|---|---|---|
| | 2010 | 2020 | 2025 | 2030 |
| West Jordan City | 3.46 | 3.32 | 3.19 | 3.15 |
| Salt Lake County | 2.96 | 2.88 | 2.77 | 2.70 |
| Utah State | 3 | 3.04 | 3 | 3 |

*Fig 21: Household Size*

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APPENDIX B.2

# ECONOMIC AND MARKET TRENDS

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## MEMORANDUM

To: City of West Jordan

From: Design Workshop

Date: 11/20/2025

Project Name: West Jordan Valley Station Area Plan

Project #: 8864

Subject: Market Analysis Memorandum

### Introduction

The following memorandum provides a market analysis of potential land uses for the Jordan Valley Station Area and Sugar Factory Station Area. This analysis builds on the existing work conducted by Design Workshop related to the West Jordan & Midvale Station Area Plan and the 5600 West Station Area Plan.

### Analysis to Date

A market analysis was conducted for the West Jordan & Midvale Station Area Plan and the 5600 West Station Area Plan in February of 2023. Market dynamics have likely changed in the West Jordan area since this analysis was conducted; however, previous recommendations are important to recognize to ensure that the development among the neighboring station areas does not contradict or cannibalize one another.

Recommendations for the West Jordan & Midvale Station Area Plan and the 5600 West Station Area Plan are as follows:

*Housing:*

- *West Jordan's housing stock is predominantly single-family homes (81%), while Midvale is more balanced between single-family (49.2%) to multi-family housing stock (51.8%). Looking at the market analysis, though, current vacancy rates in multi-housing in West Jordan don't indicate a tremendous demand. If multi-family housing is considered in the West Jordan station areas, a more in-depth market analysis should identify current market conditions, unit size, and price point. For Midvale, the expansion of multi-family housing opportunities should be explored.*

*Moderate Income Housing:*

- *West Jordan's housing stock is predominantly single-family homes today, and zoning and land use patterns make it difficult to develop moderate-income housing that is generally constrained by lot size and density. West Jordan predicts a demand of 2,586 dwelling units to fulfill the moderate-income housing need. With the progress that has been made so far, there is still a significant need for low-income households in the 50-80% AMI range.*
- *Much of Midvale's housing stock is multi-family rental housing due to being a transitional community, meaning people are typically only there for a relatively short period of time and leave due to larger income, growing family, etc. Because of this, home values are lower than in the county, but there is still a need for affordable housing.*

*Real Estate:*

- *Retail performs well in both West Jordan and Midvale, with nearly all square footage currently under lease. Future development within the station area plans should include retail space, either as a standalone or mixed with office or residential uses.*
- *Office performs better in West Jordan than Midvale based on vacancy and absorption rates. It is advisable if the spec office is considered, as it is likely to perform better in West Jordan.*

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## Study Area

For the purpose of this analysis, real estate market conditions were analyzed across the City of West Jordan. Figure 1 illustrates the location and station area boundaries of the Jordan Valley Station Area and Sugar Factory Station Area.

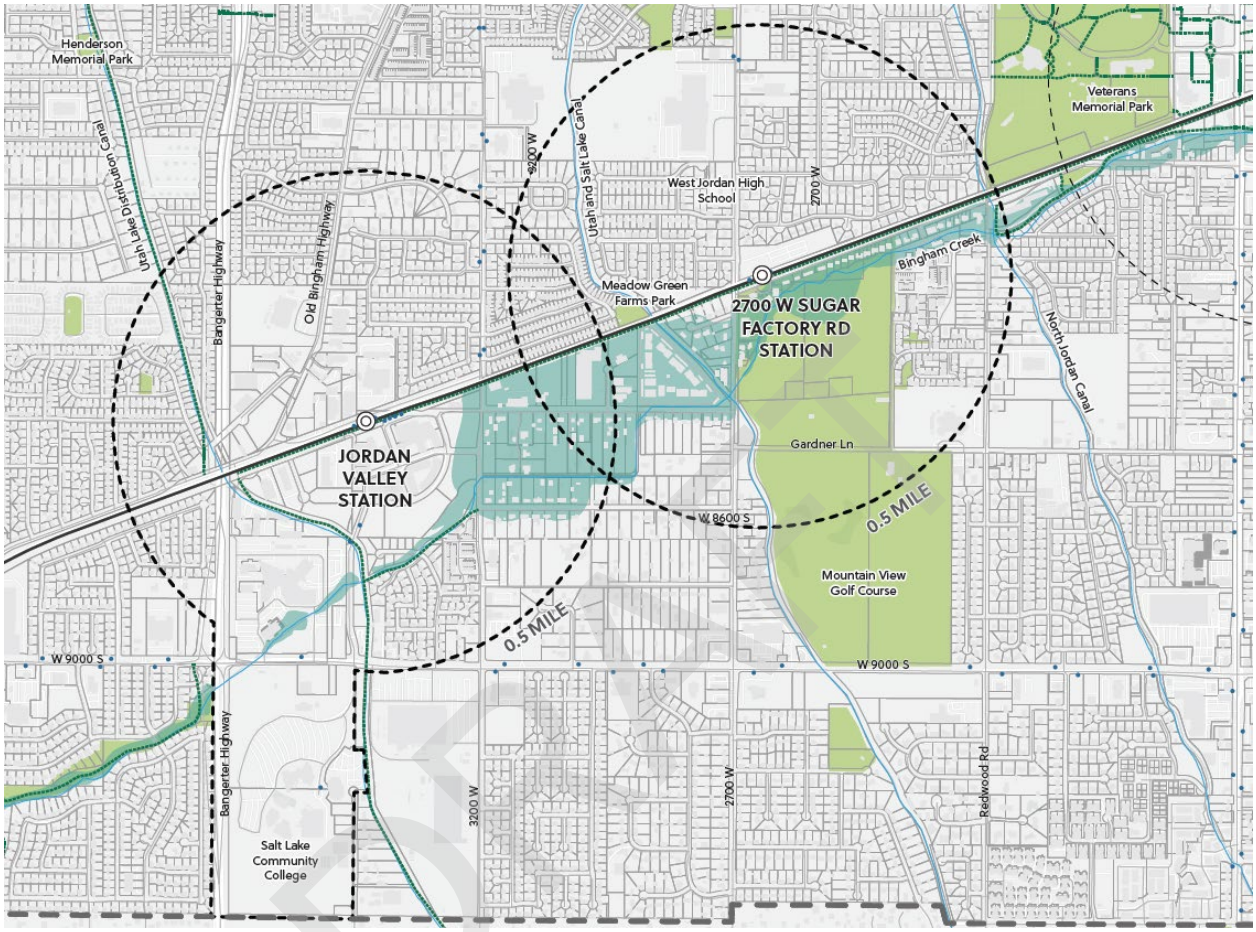


*Figure 1: Project Area Boundaries*

## Existing Housing Conditions

West Jordan's housing stock is dominated by single family homes, accounting for approximately 82% of all housing inventory in the form of detached and attached single family units. The second most common form of housing comes in the form of multifamily housing products between 20-49 units, accounting for approximately 5% of the inventory. Multifamily developments of 50+ units account for approximately 3% of the inventory while products made up of 10-19 units account for 4%.

Sale prices of housing units in West Jordan have increased approximately 46% over the last five years, equivalent to a 9% annual increase. The growth in prices have created housing affordability pressures for the West Jordan area. The housing affordability index of West Jordan as of 2025 is 76. An index of 76 signifies that West Jordan is approximately 24% less affordable than the country as a whole. Esri leverages current housing and income data to provide a snapshot of affordability. Esri's approach to measuring housing affordability uses an index to quantify the ability of a typical resident to purchase an existing home in an area. Employing information from a variety of sources to estimate the national average contract mortgage rate, an interest rate of 6.4 percent is estimated for Esri's 2023 Housing Affordability Index model.

A 30-year mortgage is assumed, with a down payment of 20 percent of the home price. Regional property tax rates are determined from the latest round of the ACS, and Esri's model follows the Federal Housing Administration's guidelines for debt service ratios. Additionally, the 2023 Percent of Income for Mortgage (POIFM) quantifies the percentage of median household income dedicated to mortgage payments on a home priced at the median value. Additionally, the neighborhoods surrounding the two station areas are mostly unaffordable, with affordability indexes ranging from 55 to 103. Figure 2 provides an illustration of the housing affordability of West Jordan.

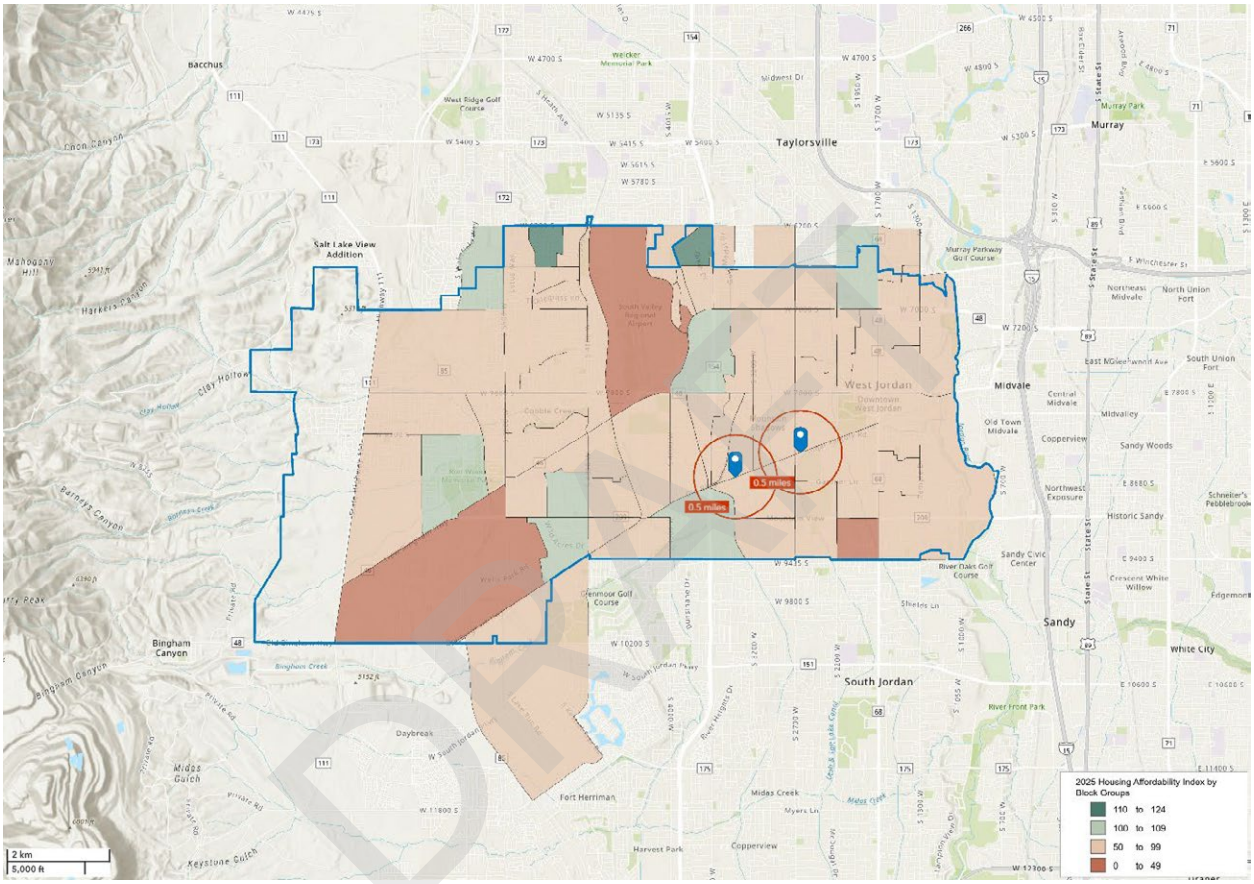


*Figure 2: West Jordan Housing Affordability, Source; ESRI*

Increased housing prices in West Jordan have created affordability issues for homebuyers, ultimately resulting in a higher percentage of renters. In 2000, only 16.6% of housing units were renter occupied. That number has increased steadily since then, reaching 23% in 2010, 26% in 2020, and 27% in 2025. With this, as of 2023, approximately 21% of the West Jordan renter population spent more than 50% of their income on rent. These trends indicate that a significant portion of the population that is unable to purchase a home due to affordability issues is still experiencing affordability issues with renting a property. These trends present an opportunity to implement new housing products that are more attainable for the West Jordan community.

**Multi-Family Housing Market Analysis**

West Jordan's multifamily housing stock consists of 7,523 units, the majority of which are market-rate. Market properties account for 6,541 units, or approximately 87 percent of all multifamily units in the city. These units are relatively large, averaging 1,044 square feet, and have average asking rents of approximately $1,534 per unit. Market-rate properties also exhibit a comparatively high 9% vacancy rate, suggesting softer demand conditions or a recent influx of new supply.

Affordable housing represents a much smaller share of the total multifamily inventory, with 934 units (about 12 percent of the total). These units are smaller on average, approximately 920 square feet, and have significantly lower asking rents at approximately $1,271 per unit. Affordable units also maintain a much lower vacancy rate of 3.2%, indicating strong demand for income-restricted and subsidized housing options. Within this category, rent-restricted units (740 units) show the lowest vacancy (2.9 percent), while rent-subsidized units (194 units) maintain slightly higher but still have low vacancy rates at 4.2 percent.

A small number of mixed market/affordable units, just 48 units citywide, show an average rent of $748 and a 4.2 percent vacancy rate. These units are notably smaller, averaging 725 square feet, and represent only a marginal share of the overall housing stock. Overall, West Jordan's multifamily market is dominated by market-rate housing, while affordable units exhibit consistently higher occupancy, reflecting an undersupply of income-restricted housing and sustained demand from lower-income housing options.

| Rent Type | Sum of Number Of Units | Average of Avg Unit SF | Average of Avg Asking/Unit | Average of Vacancy % |
|---|---|---|---|---|
| **Affordable** | **934** | **920** | **$ 1,271** | **3.2** |
| Rent Restricted | 740 | 882 | $ 1,313 | 2.9 |
| Rent Subsidized | 194 | 1,015 | $ 1,165 | 4.2 |
| **Market** | **6,541** | **1,044** | **$ 1,534** | **9.0** |
| Market | 6,541 | 1,044 | $ 1,534 | 9.0 |
| **Market/Affordable** | **48** | **725** | **$ 748** | **4.2** |
| Rent Restricted | 48 | 725 | $ 748 | 4.2 |
| **Grand Total** | **7,523** | **1,009** | **$ 1,449** | **7.7** |

### Multi-Family Vacancy & Rental Rate Trends

From 2015 through roughly 2021, occupancy remained relatively stable, fluctuating in a narrow band around the mid-90% range, while rents rose sharply from under $1,000 to more than $1,500 per unit. Beginning around 2021-2022, the dynamic shifted. As rents reached their peak, occupancy began to decline, falling from nearly 98% to a ten-year low of 89%. This suggested that sustained rent escalation had outpaced tenant affordability and demand, leading to weaker absorption and a measurable drop in occupied units. At the same time, rent growth flattened and briefly softened, consistent with a market adjusting to reduced occupancy levels.

Market rental rates are projected to resume moderate growth, while occupancy stabilized at a lower baseline. Taken together, the pattern demonstrated a clear inverse relationship: periods of aggressive rent growth were followed by declines in occupancy, and periods of weaker occupancy corresponded with slower rent gains. This is an indication that the West Jordan population is being priced out of the area and an opportunity exists to introduce more attainable housing products to the market.

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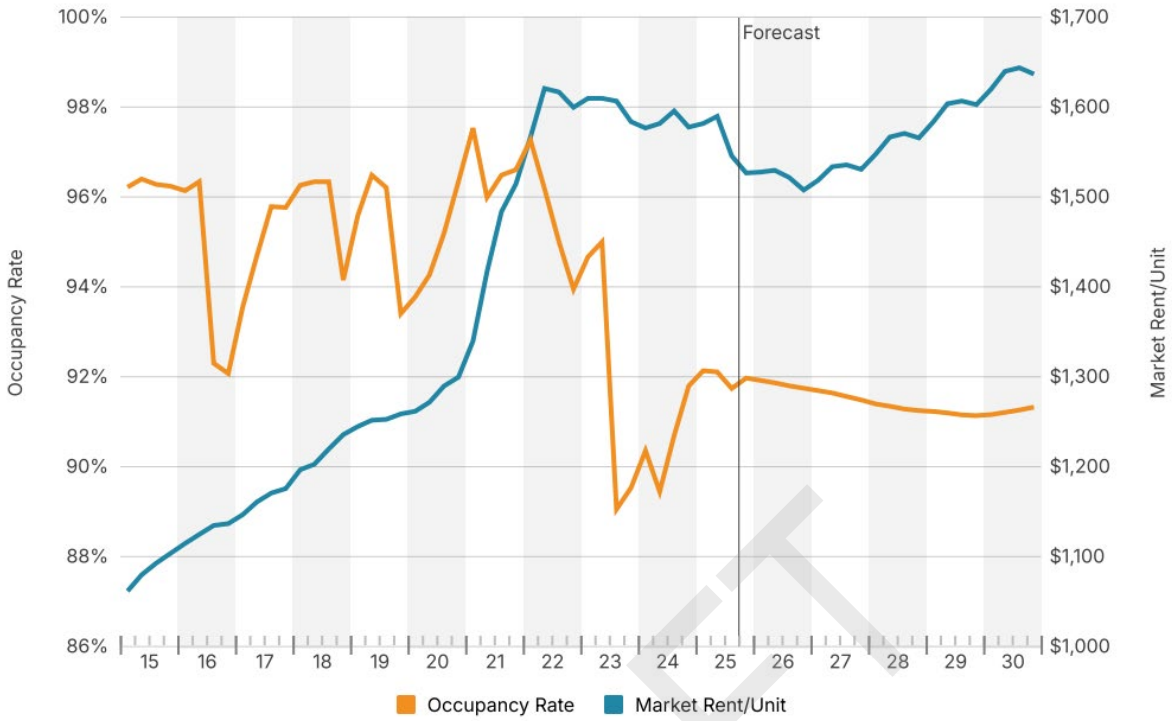


*Figure 3: Multi-Family Market Rental Rate and Occupancy Trends, Source: CoStar*

**Multi-Family Deliveries, Absorption, and Vacancy Trends**
Over the past decade, the local multifamily market experienced a sustained period of new construction, with seven of the last ten years delivering more than 200 new units. In total, approximately 26% of the entire inventory was added during this period, representing a significant expansion of the housing stock in a relatively short timeframe. This steady pipeline of new supply created consistent upward pressure on vacancy rates, especially in years when deliveries substantially outpaced absorption.

Vacancy accelerated most notably in recent years as the market struggled to keep pace with the volume of new units. In 2022, the market recorded negative absorption, meaning more units were vacated than leased, at the same time that nearly 483 new units were delivered. These units were absorbed slowly, contributing to a pronounced increase in vacancy. The pattern continued into 2025, where additional negative absorption reinforced the imbalance between supply and demand.

The underlying drivers appear tied to both pricing and supply conditions. Rapid rent growth in preceding years likely pushed pricing beyond what many renters could reasonably afford, reducing the depth of the renter pool at the same time that a large number of new, higher-priced units entered the market. The combination of surplus new inventory and reduced affordability left the market unable to absorb new deliveries at historical rates, resulting in the elevated vacancy levels shown in the chart.

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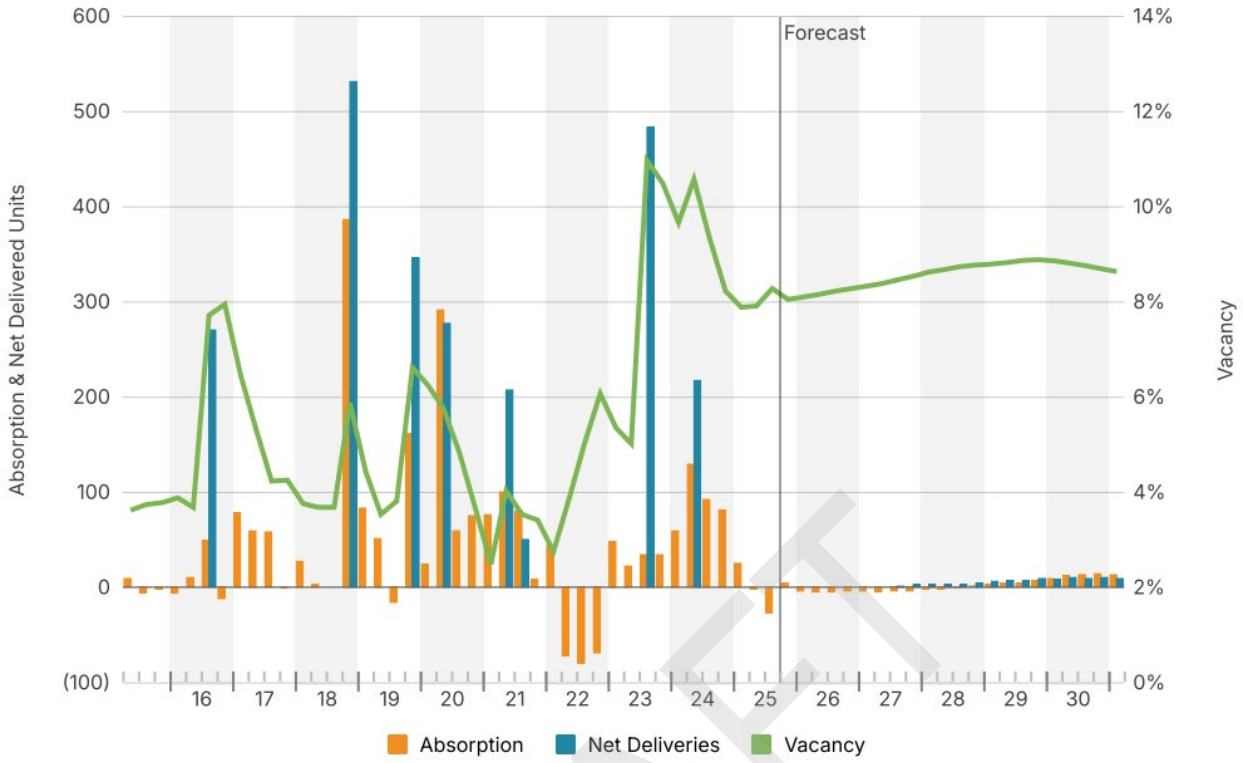


*Figure 4: Multi-Family Market Delivery, Absorption, and Vacancy Trends, Source: CoStar*

**Retail Leakage Analysis**

A retail leakage analysis compares how much residents spend in each retail category to how much local businesses actually capture in sales. When expenditures exceed sales, the resulting negative leakage indicates that residents are traveling outside the community to meet their needs. Conversely, when sales exceed local expenditures, the category functions as a regional draw, pulling in spending from outside the trade area.

Several sectors show substantial leakage, suggesting notable gaps in the local retail market. Motor vehicles and parts dealers experience a deficit of more than $58 million, indicating limited dealership or auto-service options relative to resident demand. Food and beverage retailers, including grocery stores, show a $45 million shortfall, pointing to an under-supply of everyday essentials. General merchandise stores exhibit a $40 million gap, which likely reflects residents traveling elsewhere for big-box shopping. Clothing and accessories also leak spending, though to a lesser extent, indicating the absence of a strong apparel cluster locally. Even food service and drinking establishments show slight leakage, suggesting that restaurant supply is only marginally below demand.

Other categories, however, demonstrate significant retail surplus, meaning they draw customers from outside the immediate market. Building materials and garden equipment stand out with more than $273 million in surplus sales, suggesting the presence of major hardware, lumber, or garden centers that function as regional destinations. Sports, hobby, book, and music stores also generate a large surplus, followed by furniture, electronics, and health/personal care stores, all of which appear to serve a broader regional customer base.

While certain categories are clearly overserved and attract outside spending, others, particularly groceries, general merchandise, auto-related retail, and apparel, represent opportunities for new investment to recapture leakage and better meet the needs of local residents.

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| Variable | Number of Businesses | Sales | Expenditures | Leakage |
|---|---|---|---|---|
| 2025 Motor Vehicles/Parts Dealers Bus (NAICS) | 27 | $70,967,000 | $129,388,632 | -$58,421,632 |
| 2025 Furniture/Home Furnish Bus (NAICS) | 23 | $97,530,000 | $41,361,996 | $56,168,004 |
| 2025 Electronics/Appliances Bus (NAICS) | 10 | $43,893,000 | $11,892,457 | $32,000,543 |
| 2025 Building Matl/Garden Equip Bus (NAICS) | 37 | $330,960,000 | $57,230,588 | $273,729,412 |
| 2025 Food & Beverage Retailers Bus (NAICS) | 47 | $175,564,000 | $221,026,271 | -$45,462,271 |
| 2025 Health/Personal Care Bus (NAICS) | 44 | $70,861,000 | $31,835,970 | $39,025,030 |
| 2025 Clothing/Acc/Shoe/Jewelry Bus (NAICS) | 25 | $44,699,000 | $52,129,281 | -$7,430,281 |
| 2025 Sports/Hobby/Book/Music Bus (NAICS) | 46 | $123,750,000 | $18,948,312 | $104,801,688 |
| 2025 General Merchandise Businesses (NAICS) | 27 | $135,229,000 | $175,310,526 | -$40,081,526 |
| 2025 Food Service/Drinking Estab Bus (NAICS) | 189 | $189,439,000 | $190,706,510 | -$1,267,510 |

**Retail Rental Rate and Vacancy Trends**

The retail market has shown a strong performance over the past decade, with market rents rising steadily and consistently while vacancy rates have generally trended downward, especially in recent years. Rents increased from roughly $16/SF in 2015 to more than $29/SF today. This upward trend continues into the forecast period, with rents expected to surpass $30/SF, a clear indication of sustained tenant interest.

Despite these escalating rental rates, vacancy has declined significantly, dropping from peaks near 10% in 2017-2018 to closer to 2-3% in recent years. Even temporary spikes in vacancy, such as those observed in 2020 and 2023, were quickly reabsorbed by the market. The persistent downward movement suggests that newer space, an increased population base, or broader market fundamentals have supported strong leasing activity even as costs for retailers have risen.

This pattern signals a healthy, supply-constrained market where retailers are willing to pay higher rates due to strong sales performance and limited available space. Overall, the trend reflects a resilient retail sector with tightening availability.

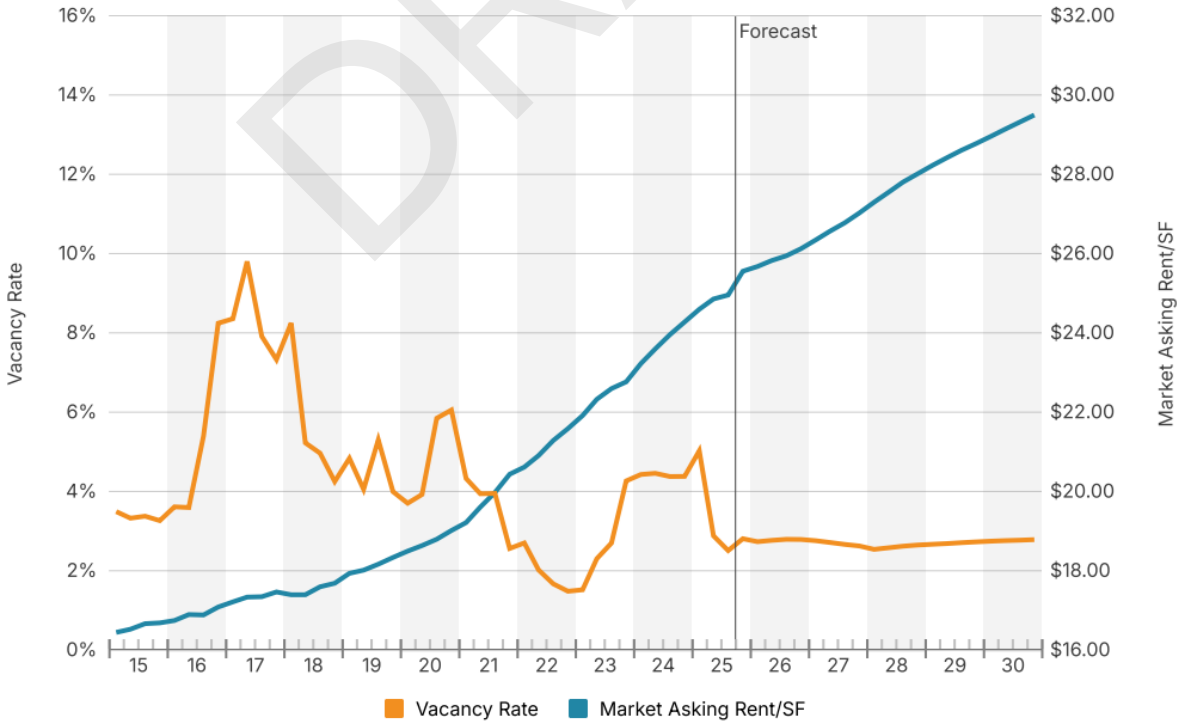


*Figure 5: Retail Market Rental Rate and Occupancy Trends, Source: CoStar*

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**Retail Absorption and Delivery Trends**
Retail absorption and delivery trends show a market that has stabilized into a strong, low-vacancy environment. Earlier years were marked by volatile absorption, including several periods of large negative absorption, particularly between 2017 and 2022. These swings reflect tenant turnover and store closures. Yet, despite those disruptions, new deliveries remained relatively modest and consistent.

Vacancy initially increased as negative absorption accumulated, reaching elevated levels between 2017 and 2018. By the early 2020s, the market had moved firmly into a recovery cycle, with positive absorption re-emerging and a lack of significant new supply helping to rebalance conditions.

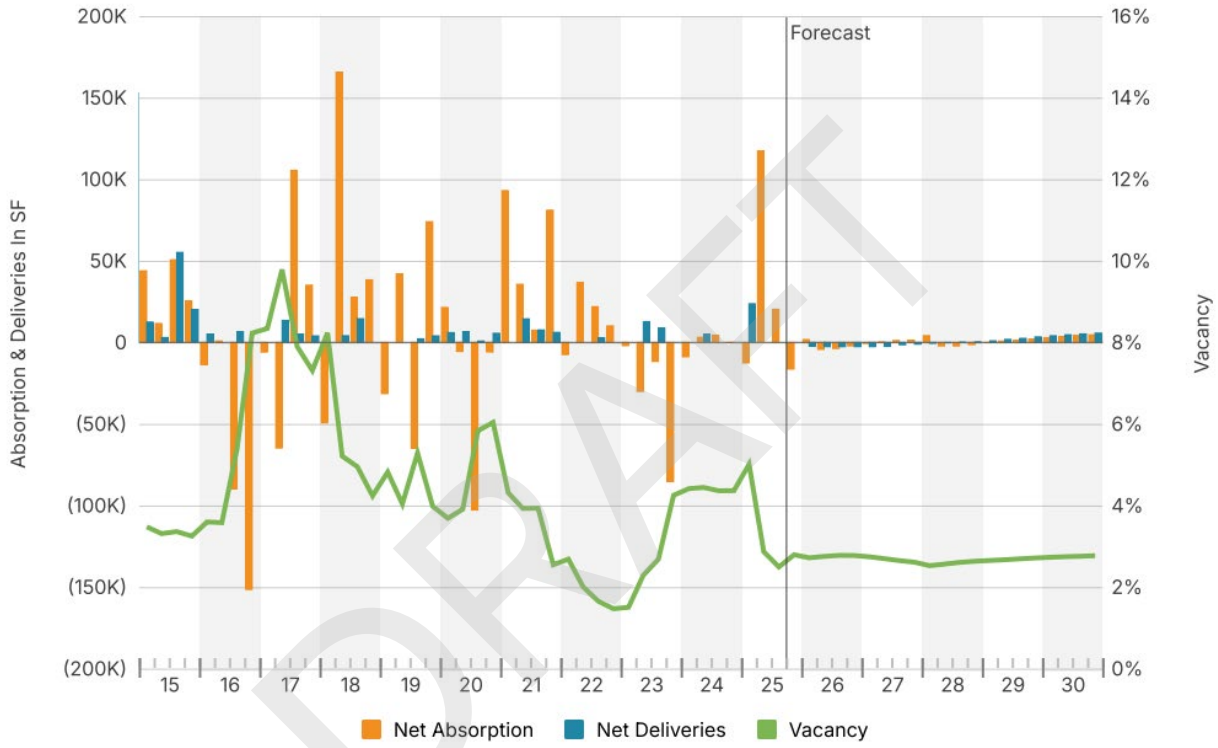


*Figure 6: Retail Market Delivery, Absorption, and Vacancy Trends, Source: CoStar*

**Office Market Analysis**
West Jordan's office market includes 2.1 million square feet of office space. Current vacancy rates are just 1.3% and market asking rent per square foot is approximately $22.43 per square foot. The current market sale price of office space is approximately $153 per square foot. West Jordan's office inventory consists majorly of Class B office space, accounting for 79% of the inventory. Class C accounts for 15% while Class A accounts for just 5%.

**Office Vacancy and Rental Rate Trends**
Despite steady and significant increases in asking rents, vacancy rates have not risen in response. Instead, vacancy has continued to decline over the period shown, dropping from roughly 4-5% in 2015 to about 1.5-2% in recent years. This indicates that higher rental rates have not deterred tenants or weakened demand; the market has absorbed space even as costs have climbed.

At the same time, rents have increased from approximately $17/SF to nearly $25/SF, with the strongest growth occurring after 2020. Vacancy rates continuing to decline during this period of rapid rent escalation suggests that demand has remained strong enough to support rising prices without triggering a loosening of the market.

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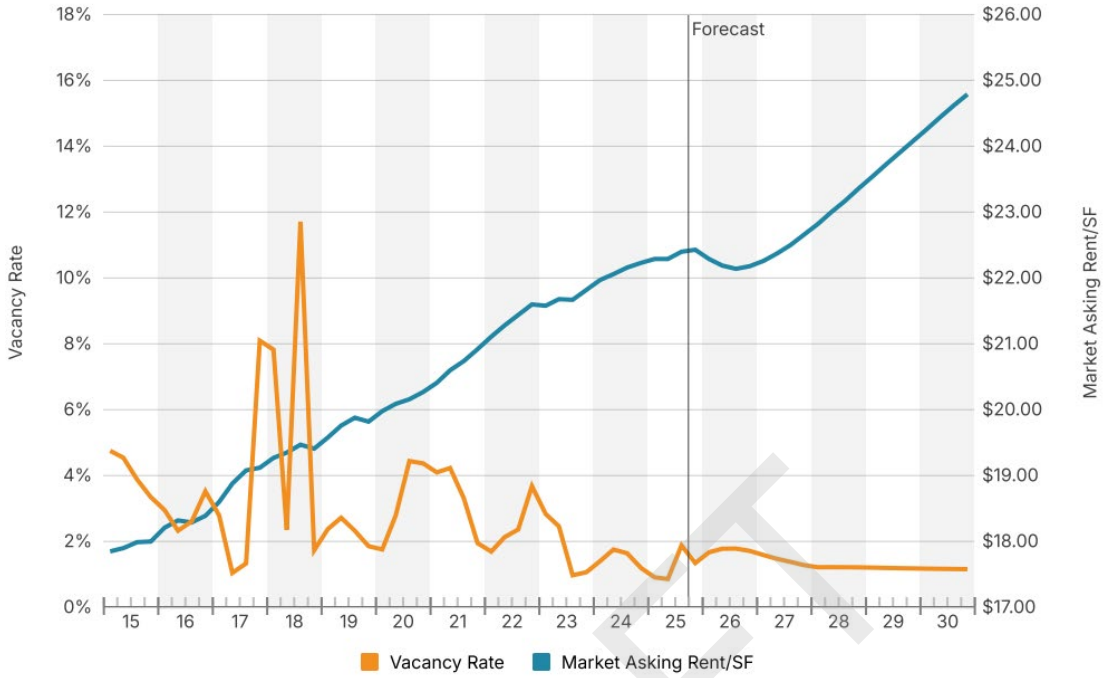


*Figure 7: Office Market Rental Rate and Occupancy Trends, Source: CoStar*

**Office Absorption and Delivery Trends**

Office absorption has been volatile over the historical period, with swings between positive and negative quarters. Several years, particularly 2017-2019, show large spikes in both positive absorption and significant move-outs, reflecting irregular tenant activity. More recently, absorption has remained consistently modest, with small positive and negative fluctuations that suggest a relatively balanced but slow-moving market. This steadier absorption trend aligns with the continued decline in vacancy, indicating that even modest levels of tenant demand have been sufficient to tighten the market.

Office deliveries, shown as blue bars, have remained relatively minimal throughout most of the timeline, with only a few periods of notable new supply entering the market. Limited construction activity has played a key role in keeping vacancy low: with almost no new space being delivered, even moderate levels of tenant demand have been enough to absorb available inventory.

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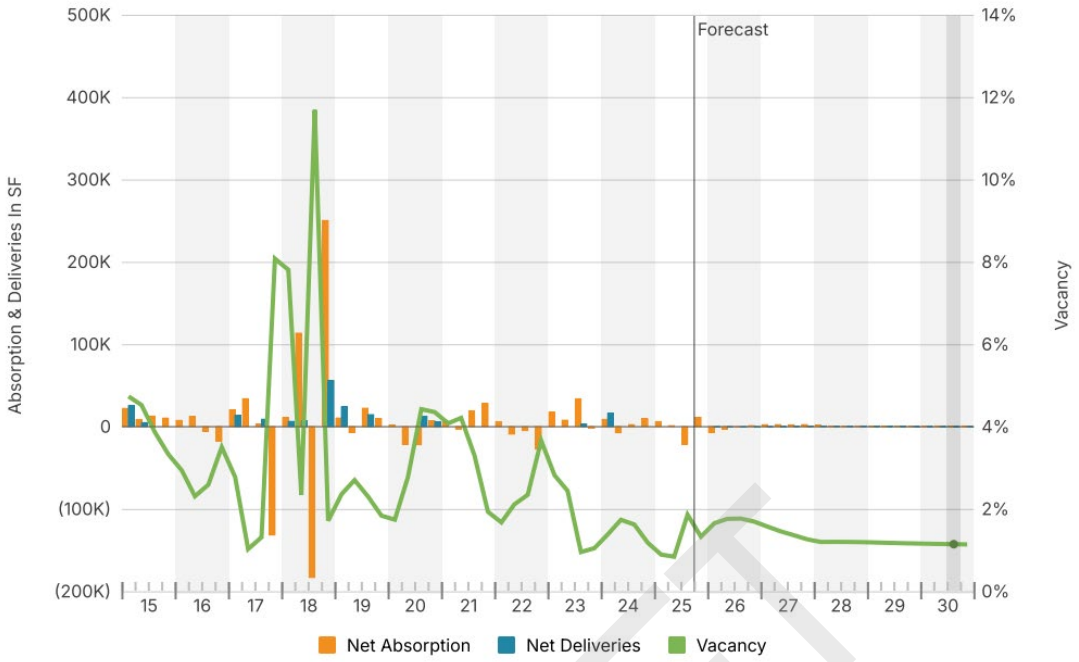


*Figure 8: Office Market Delivery, Absorption, and Vacancy Trends, Source: CoStar*

**Recommendations**

Based on the analysis of existing conditions, market performance, and prior station area planning efforts, several opportunities emerge for the Jordan Valley and Sugar Factory Station Areas. These recommendations build on past findings while responding to updated market dynamics to ensure that future development complements, rather than competes with, nearby station areas.

**Housing Recommendations**

West Jordan continues to face a significant imbalance in its housing stock, with single-family homes comprising more than 80 percent of units and limited availability of smaller or more attainable housing types. Rapid price appreciation, declining affordability, rising rent burdens, and persistently low vacancy in income-restricted units indicate both an undersupply of affordable product and a growing need for alternative formats. Station areas therefore represent critical opportunities to introduce a broader mix of housing, including smaller-format multifamily, missing middle housing, and income-restricted units targeted to households at 50-80% AMI. This approach would help respond to clear affordability pressures while diversifying housing options near transit.

**Retail Recommendations**

Retail leakage analysis reveals substantial unmet demand in several categories, particularly grocery, general merchandise, apparel, and auto-related retail, while other sectors already function as regional draws. Station area planning should therefore focus on retail formats that capture existing leakage and serve neighborhood needs rather than attempting to replicate sectors that already oversaturate the market. Appropriately scaled neighborhood-serving retail, especially grocery, everyday goods, and food-and-beverage, would support residents while strengthening the walkable, mixed-use character of the station areas.

**Office Recommendations**

Office market fundamentals in West Jordan remain strong, with extremely low vacancy, rising rental rates, and limited new deliveries over the past decade. These conditions suggest capacity for additional office. However, the 5600 W Station Area is proposed to have approximately 1.2 million square feet of new office space. To ensure that neighboring station areas limit competing land use offerings, office space is not recommended within the Jordan Valley and Sugar Factory Station Areas.

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APPENDIX B.3

# LAND USE AND ZONING ANALYSIS

DESIGNWORKSHOP
Landscape Architecture
Planning
Urban Design
Strategic Services
Environmental Graphic Design

22860 Two Rivers Road, Suite 102
Basalt, Colorado 81621
970.925.8354
designworkshop.com

***MEMORANDUM***

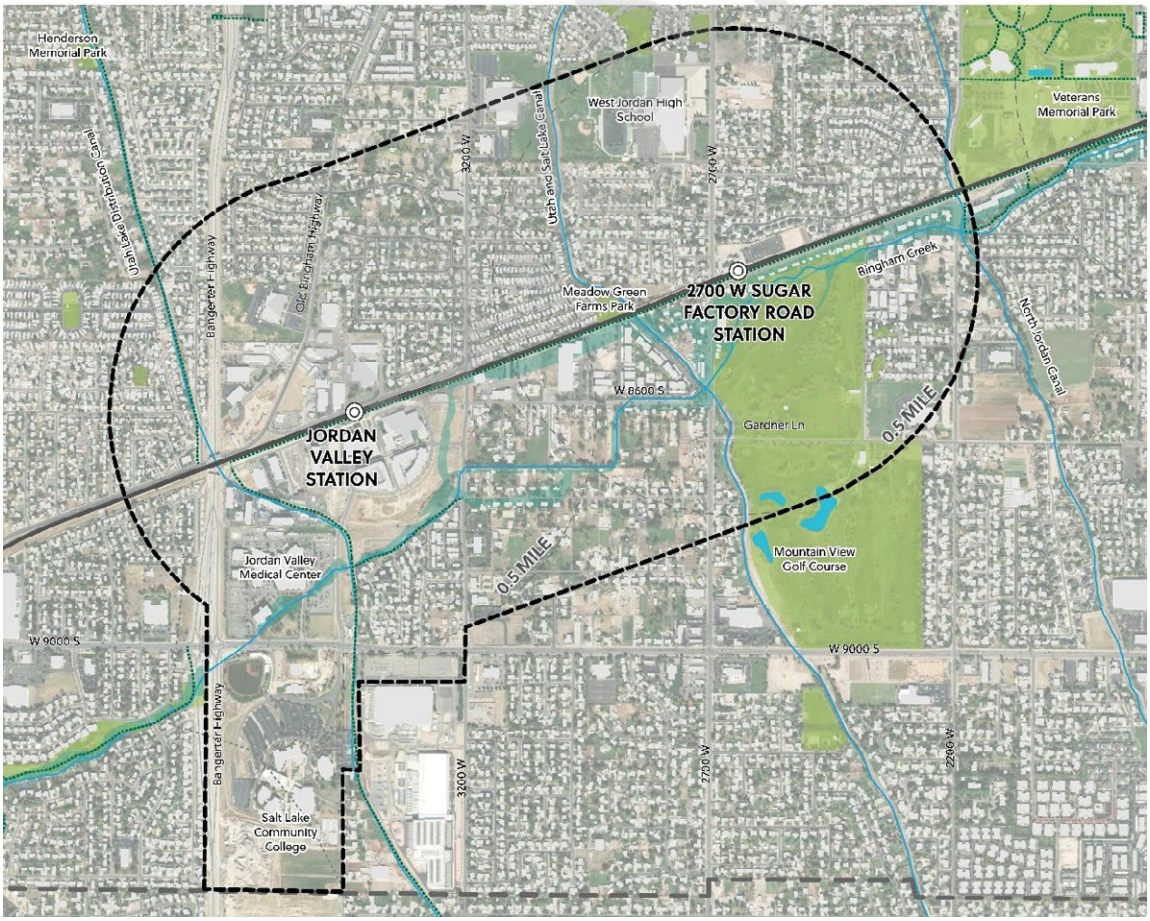
| | |
|---|---|
| To: | City of West Jordan |
| From: | Design Workshop |
| Date: | November 24 , 2025 |
| Project Name: | West Jordan Valley Station Area Plan |
| Project #: | 8864 |
| Subject: | Land Use and Zoning Analysis |

## Introduction

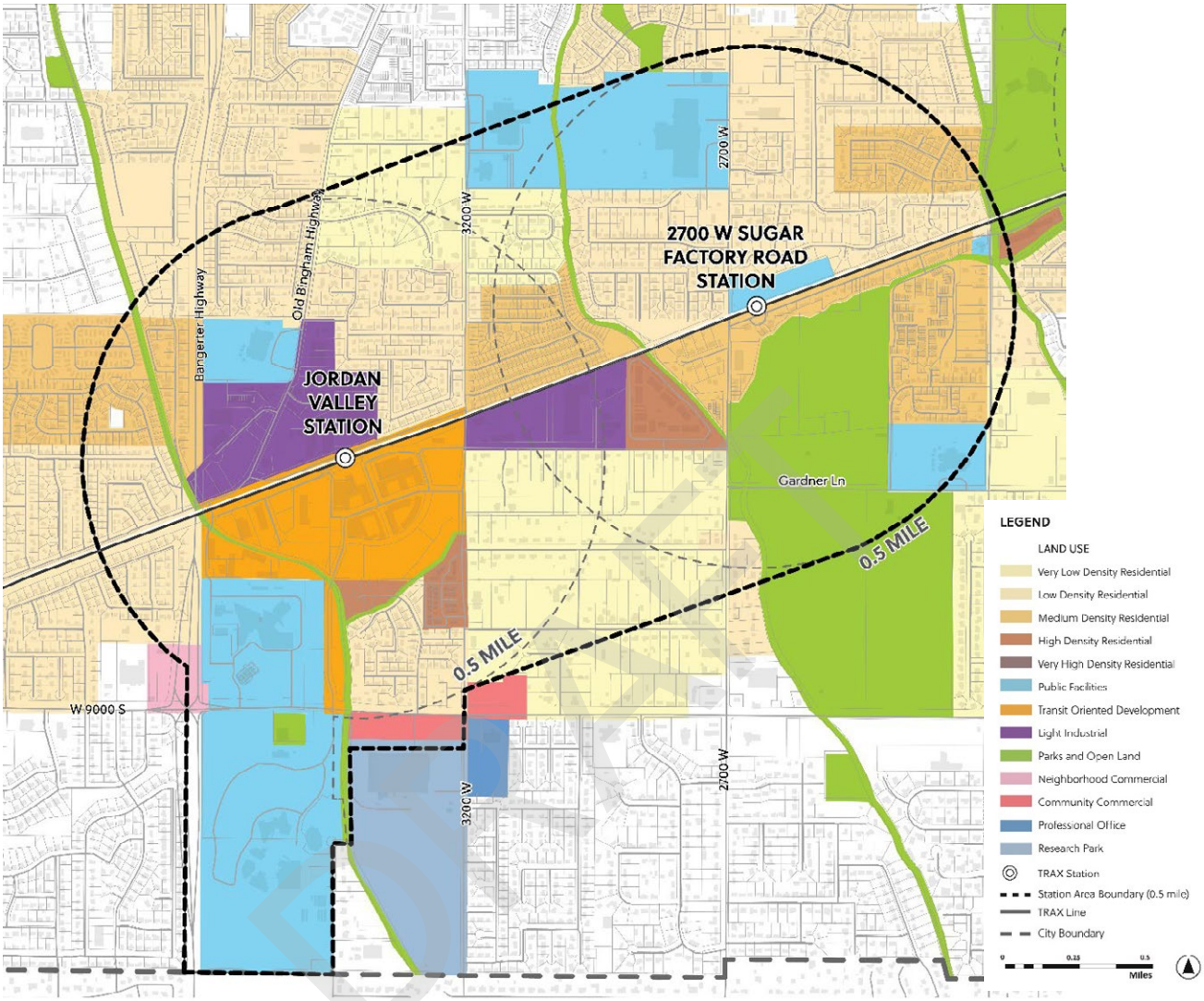
The following memorandum provides an analysis of existing land uses and zoning regulations present in the Jordan Valley Station Area and Sugar Factory Road Station Area.

## Study Area

The below map illustrates the location and station area boundaries of the Jordan Valley Station Area and Sugar Factory Road Station Area.



## Land Use




***2700 W Sugar Factory Road Station***

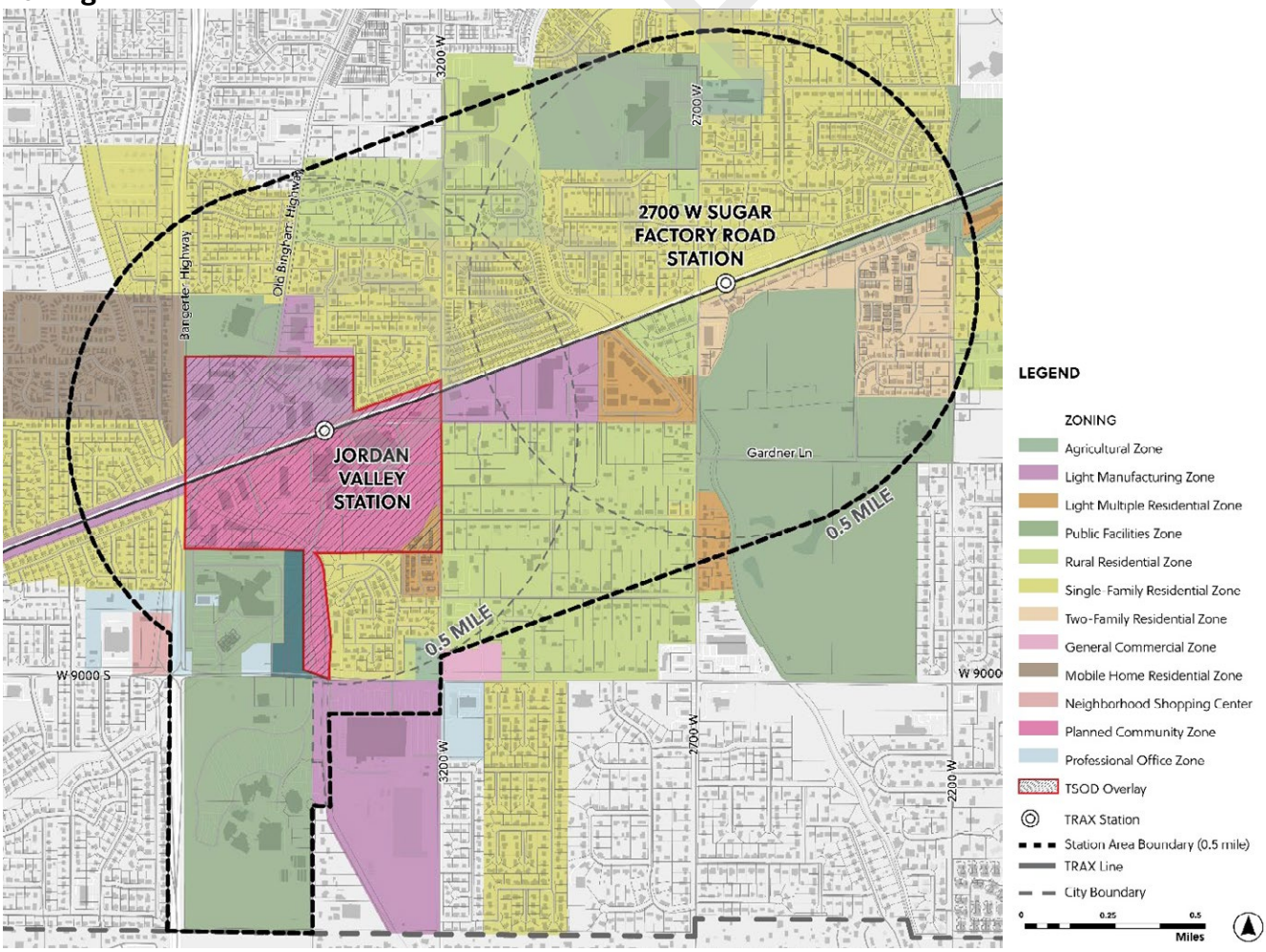
- Primarily residential land use pattern, with low-, medium-, and high-density housing dominating the station area.
- Golf course forms a major open-space anchor, occupying a significant portion of the 0.5-mile radius and limiting redevelopment potential while supporting community recreation and ecological value.
- Limited public facility uses, consisting mainly of Westvale Elementary School and the UTA park-and-ride, which act as supporting community facilities rather than economic generators.
- Highly stable suburban neighborhood context, reflecting West Jordan's historic west-side growth patterns and offering minimal mixed-use or employment activity near the station.

- Planning implication: Future improvements may need to focus on incremental enhancements—walkability upgrades, neighborhood connections, and exploring potential for small-scale infill, rather than transformative redevelopment.

***Jordan Valley Station***

- The station area is anchored by transit-oriented development, which forms the primary land use directly surrounding the station.
- Light industrial uses to the north introduce employment activity but create a distinct transition edge within the district.
- Residential uses range from low-density single-family to medium- and high-density multifamily, creating a diverse housing mix within walking distance of transit.
- Public facilities, including the school, community college, and hospital, occupy a significant share of land and generate consistent daily activity.
- The area contains limited commercial parcels and some professional office uses to the south, offering services but leaving room for expanded mixed-use infill.

## Zoning



***2700 W Sugar Factory Road Station***

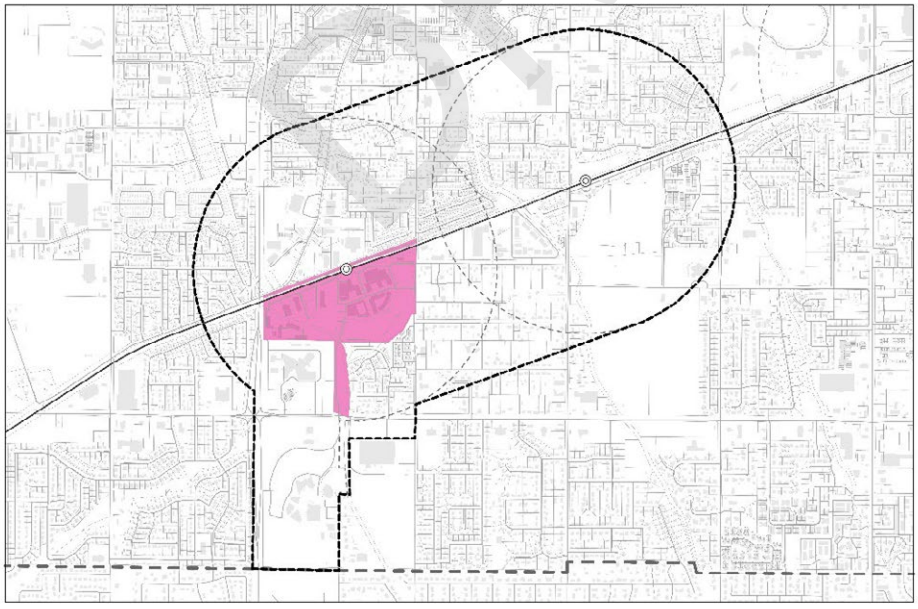
- Area is predominantly Single-Family Residential (R-1) with pockets of R-2 and R-3, reinforcing a low- to medium-density suburban pattern.
- The Public Facilities (P-F) zone tied to the golf course occupies a major share of the station area, limiting redevelopment potential.
- Public Facilities (P-F) zoning covers the school and park-and-ride, representing the only major non-residential zoning near the station.
- Minimal commercial or office zoning exists within the 0.5-mile radius.

***Jordan Valley Station***

- Station core is zoned Planned Community (P-C) and fully covered by the TSOD Overlay, allowing higher densities and mixed-use development.
- Light Manufacturing (M-1) to the north introduces employment uses but creates a transition edge.
- Significant Public Facilities (P-F) zoning to the south accommodates the hospital, community college, and civic uses.
- Limited General Commercial (C-G) and Neighborhood Shopping Center (SC-1) zones provide the only commercial areas within the district.
- Professional Office (P-O) zoning supports the data center and office uses.
- Residential zoning ranges from R-1 in the north to R-M and R-3 in the south, supporting a broader mix of housing types.

## Zone Districts

### Planned Community Zone (P-C)



The purpose of the Planned Community (PC) Zone is to **encourage imaginative and efficient utilization of land through the clustering of buildings and the integration of compatible uses** (i.e., residential, commercial, recreational). The mix of uses is encouraged in order to create a

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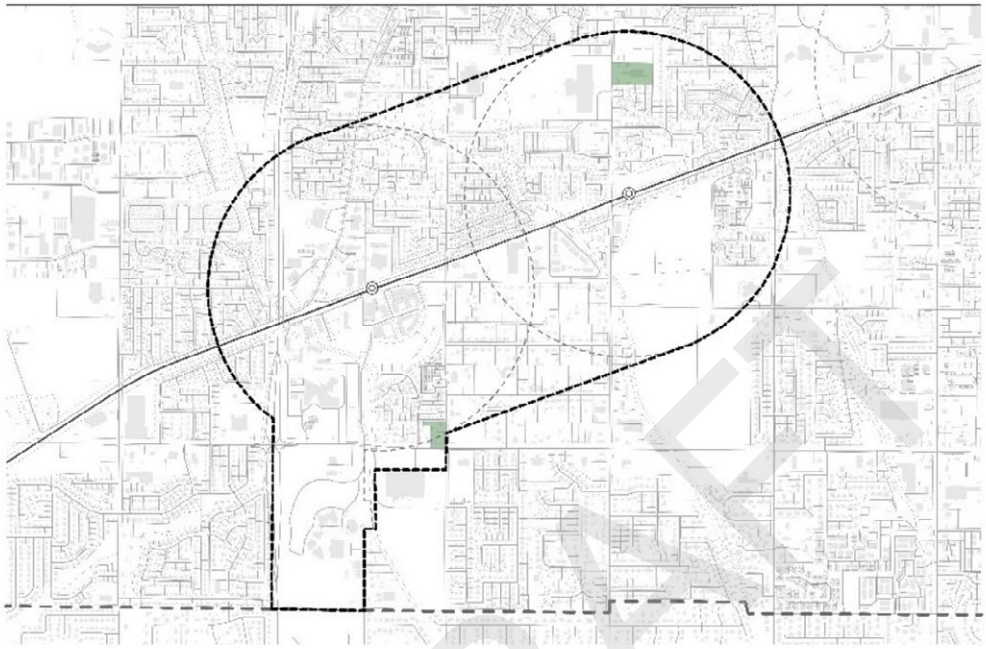
convenient, efficient, and effective integration of uses that create an attractive and desirable environment where employment, residential uses, and leisure are close to each other. This zone is characterized by attractive buildings within a well-planned setting. It is also characterized by a design intended to mitigate the negative effects of noise, traffic, and undue congestion.

### Agricultural Zone (A-1)



The purpose of the Agricultural Zones is to provide areas where the growing of crops and the raising of livestock can be encouraged and supported within the city. Uses permitted in the A Zones, in addition to agricultural uses, must be incidental thereto and should not change the basic agricultural character of the zone.

| A-1 Zone | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Minimum Lot Area | Minimum Lot Width | Minimum Front Yard | Minimum Corner Side Yard | Minimum Interior Side Yard | Minimum Rear Yard | Minimum Building Height | Minimum Building Coverage | Separation Between Buildings on Same Lot |
| 1 acre | 150’ | 30' (20' on cul-de-sacs) | 30’ | 8’ | 25’ | 35', except that silos and other agricultural-related accessory structures not used for human occupancy may exceed 35' in height | n/a | No requirement |

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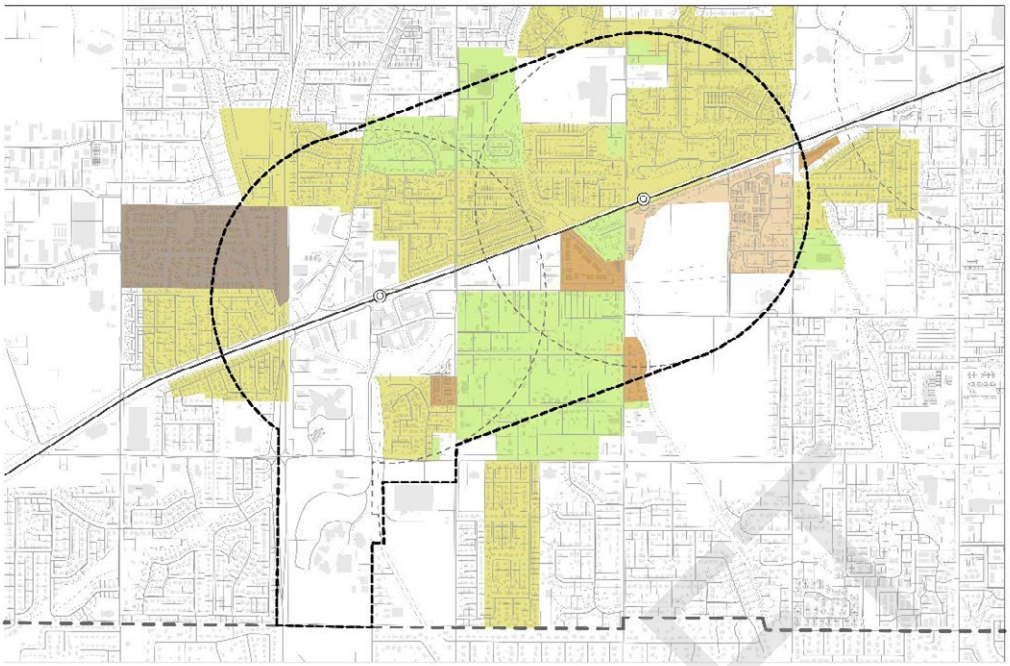
**Residential Zone (R-R, R-1, R-2, R-3, R-M)**



*Rural Residential:* The rural residential (R-R) zone is established to provide areas where single-family residential and associated uses, as defined in this article, may be harmoniously integrated with incidental agricultural uses. This zone is intended to allow the keeping of a limited number of farm animals and fowl in conjunction with single-family dwelling units.

*Single-family Residential:* The single-family residential (R-1) zones are established to encourage and promote an environment for family life by providing areas for single-family detached dwellings on individual lots and associated uses as defined in this article.

*Two-family Residential:* The two-family residential (R-2) zone is established to provide a residential environment within the city that is characterized by attractively landscaped single-family and two-family residential lots and structures and associated uses as defined in this article.

*Multi-family Residential:* The multiple-family residential (R-3) zone is established to provide an attractive setting for multiple-family, two-family, and single-family dwellings, and associated uses as defined in this article.

*Mobile-home Residential:* The mobile home residential (R-M) zone is established to provide a residential environment primarily for mobile and manufactured homes, either within an established mobile home park under one ownership, or within a mobile home subdivision under multiple ownership.

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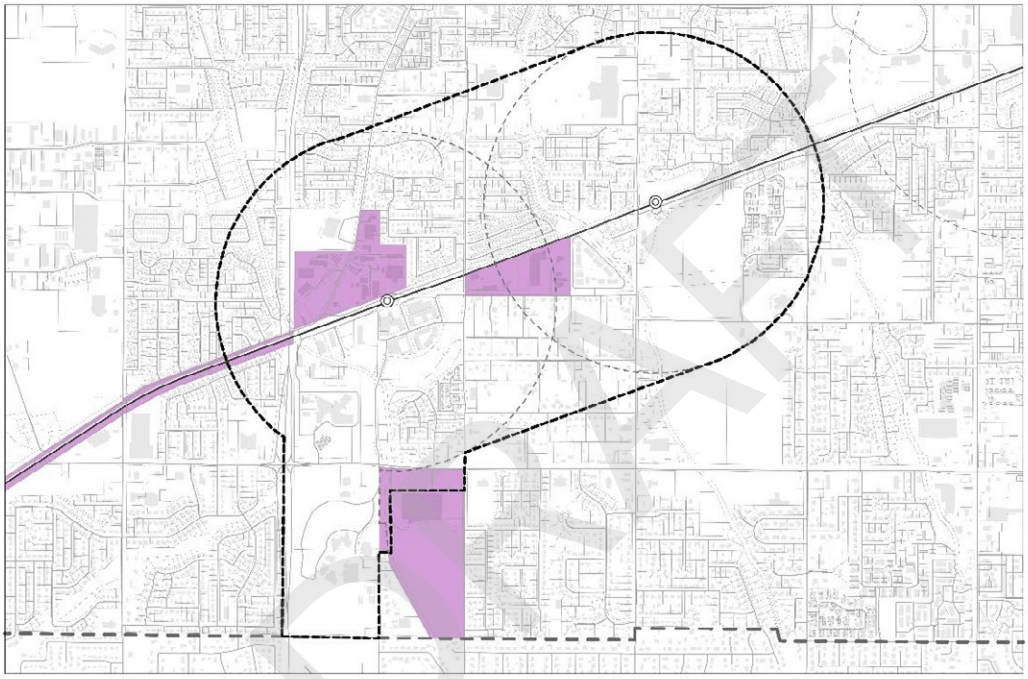
| Residential Zone | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Zone | Minimum Lot Width | Minimum Front Yard | Minimum Corner Side Yard | Minimum Interior Side Yard | Minimum Rear Yard | Maximum Building Height | Minimum Building Coverage | Separation Between Buildings on Same Lot |
| R-R | 120’-150’ | 30’ | 20’ | 8’ | 25’ | 35’ | 35% | 6’ |
| R-1 | 55’-95’ | 25’-30’ | 20’ | 8’ | 25’ | 35’ | 35-45% | 6’ |
| R-2 | 80’ | 30’ | 20’ | 8’ | 25’ | 35’ | 40% | 6’ |
| R-3 | 50’-70’ | 25’-30’ | 20’ | 8’ | 20’ | 35’ | 40-50% | 6’ |
| R-M | 80’ | 22’ | 20’ | 6’ | 15’-30’ | 30’ | n/a | 6’ |

### Light Manufacturing Zone (M-1)

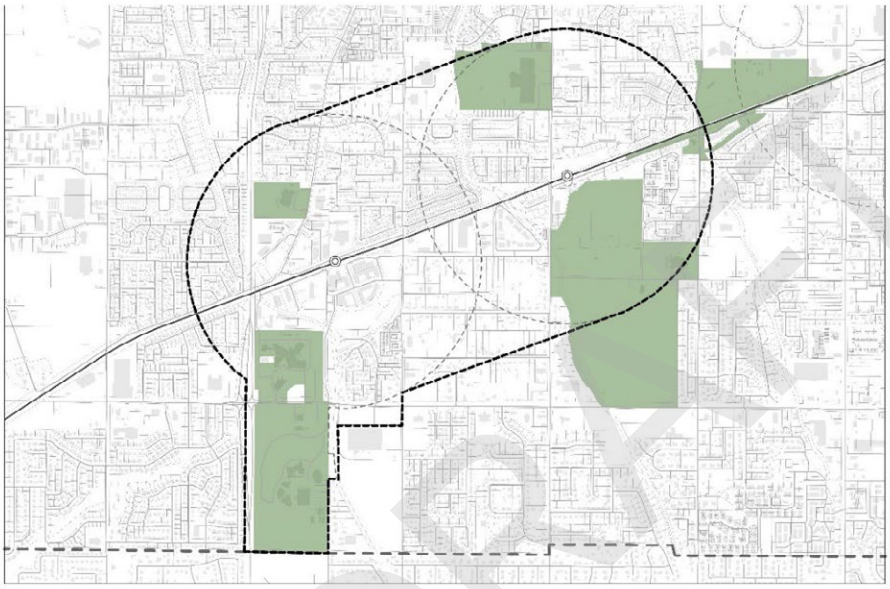


The Light Manufacturing (M-1) Zone is established to provide areas suited to general manufacturing, assembly, repair, and storage. The M-1 Zone is considered to be the most intensive zone that will provide industrial regions of the City that are free from extreme nuisances and dangerous conditions. **M-1 Zones should be located away from residential areas** and should be buffered from other less-intensive zones.

| M-1 Zone | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Minimum Lot Area | Minimum Lot Width | Minimum Front Yard | Minimum Corner Side Yard | Minimum Interior Side Yard | Minimum Rear Yard | Minimum Building Height | Minimum Building Coverage | Separation Between Buildings on Same Lot |
| 1/2 acre/2,000 sq. ft. | 100' | 10' unless adjacent to a one- or two-family | No requirement when adjoining another lot in the same zone or any other | No limit | No limit | None, except as may be required by the Internation | 1/2 acre/2,000 sq. ft. | 100' |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | residential zone, then 60' | manufacturing zone<br>30' on a side adjoining a nonresidential or nonmanufacturing zone<br>60' on a side adjoining a residential zone | | | al Building Code | | |

## Public Facilities Zone (P-F)



The public facilities (P-F) zone is "established to provide areas for the location and establishment of facilities that are maintained for public or quasi-public uses. (2001 Code § 89-3-801)." There are dozens of permitted and conditional uses for P-F and the standards for the zone are listed below.

| P-F Zone | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Minimum Lot Area | Minimum Lot Width | Minimum Front Yard | Minimum Corner Side Yard | Minimum Interior Side Yard | Minimum Rear Yard | Minimum Building Height | Minimum Building Coverage | Separation Between Buildings on Same Lot |
| Minimum area determined by proposed uses and structures and applicable requirements pertaining | 100' | 20', unless adjacent to residential zone, then 30' which shall be landscaped and shall not be used | No requirement on a side adjoining another lot in the P-F zone.<br>20' on a side adjoining a street | No requirement unless adjacent to a residential zone or structure, then 10' | 20' | 30' unless a conditional use has been granted to allow greater height | No requirement | 20' |

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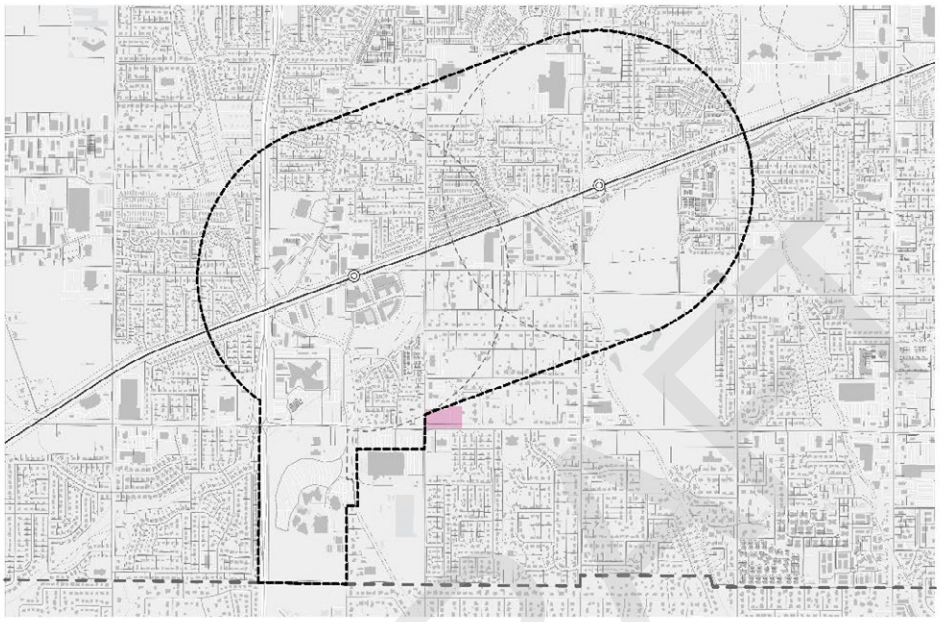
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| to setbacks, access, parking and landscaping | | for vehicle parking | which shall be landscaped and not used for vehicle parking. | | | | | |

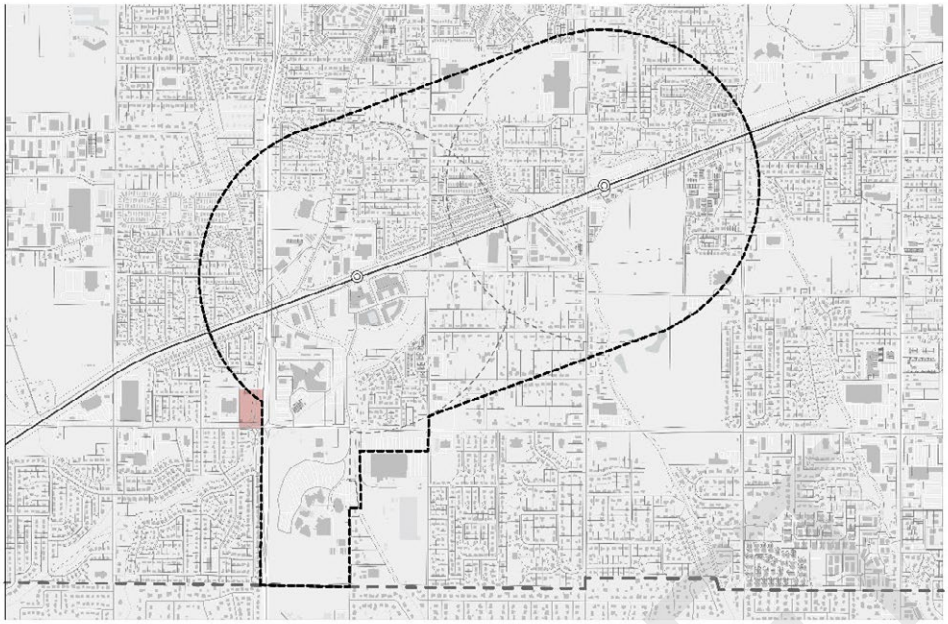
### General Commercial Zone (C-G)



The general commercial (C-G) zone is established to provide a district primarily for the accommodation of commercial uses and commercial areas which have been established in locations away from the central core of the city and which are not planned "shopping centers." **New construction should be in harmony with the characteristics of the surrounding developed commercial and residential areas.** The location of the **C-G zone should be close to major arterials** to provide convenient access for high volumes of traffic without hazard and without traversing through a residential area. The C-G zone shall not be applied to the internal areas of residential neighborhoods

| C-G Zone | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Minimum Lot Area | Minimum Lot Width | Minimum Front Yard | Minimum Corner Side Yard | Minimum Interior Side Yard | Minimum Rear Yard | Minimum Building Height | Minimum Building Coverage | Separation Between Buildings on Same Lot |
| No minimum, except as dictated by parking, access, landscaping, lot and use requirements | No minimum, except as dictated by parking, access, circulation and proper utilization | 10' [1] | 10' [2] | No requirement when adjoining a commercial or manufacturing zone | 0' | No maximum | No req., except as may be necessitated by compliance with off street parking, yard & landscaping standards | Main buildings: 0' |

## Neighborhood Shopping Center Zone (SC-1)



The neighborhood shopping center (SC-1) zone is established to provide an area in which the primary use of the land is for commercial and service uses to serve the daily convenience needs of the surrounding residential neighborhood. It is intended that the SC-1 zone shall be characterized by a harmonious grouping of commercial stores and shops that will be architecturally designed and will function as an integrated unit. Uses permitted within the SC-1 zone will be those that will create no detriment to the surrounding residential areas and will generally serve only the daily convenience needs of the residential neighborhood. Typical uses allowed in this zone are small convenience grocery stores, variety stores, shoe shops, dry cleaning pick up stations, self-service laundry, and barber or beauty shops.

| SC-1 Zone | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Minimum Lot Area | Minimum Lot Width | Minimum Front Yard | Minimum Corner Side Yard | Minimum Interior Side Yard | Minimum Rear Yard | Minimum Building Height | Minimum Building Coverage | Separation Between Buildings on Same Lot |
| 1 acre minimum, 10 acres maximum (under single ownership and control) | 100' average | 10’ | 10’ | No requirement when adjoining a commercial or manufacturing zone | 0’ | 35’ | 30’ | Main buildings: 20' Main buildings and accessory buildings: 10' |

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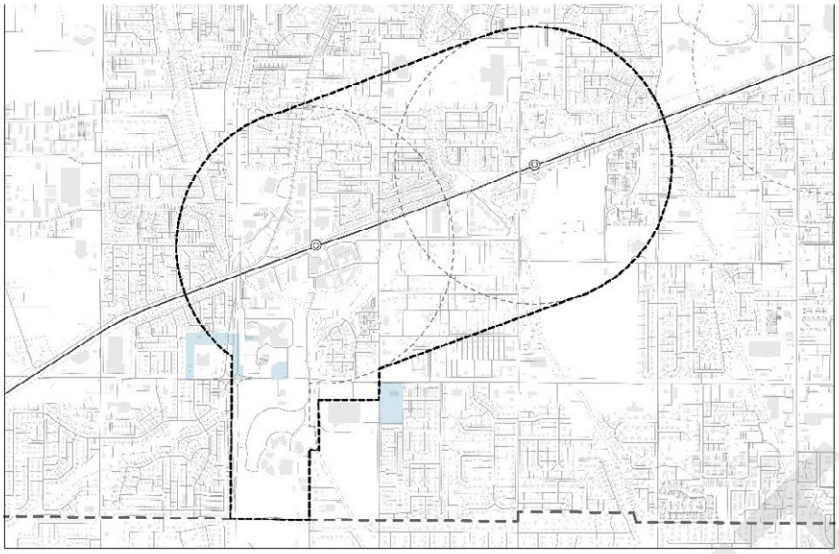
### Professional Office Zone (P-O)



The professional office(P-O) zone is established to provide areas where professional and business offices, laboratories, studios, and other office-related facilities may be located in the city. This zone intends to allow only those uses that will promote a professional office environment. Uses that produce loud noises, excessive vehicle traffic, excessive parking needs, objectionable odors, storage of large amounts of hazardous substances, or the outside storage of inventory or equipment are not appropriate in this zoning district.

| P-O Zone | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Minimum Lot Area | Minimum Lot Width | Minimum Front Yard | Minimum Corner Side Yard | Minimum Interior Side Yard | Minimum Rear Yard | Minimum Building Height | Minimum Building Coverage | Separation Between Buildings on Same Lot |
| Determined by the uses and structures intended and the requirements of this title pertaining to setbacks, access, parking and landscaping | 80’ | 20' unless adjacent to a residential zone, then 30' | 20’ | None on a side adjoining another lot in the P-O zone. 20' when adjoining a residential zone. 10' when adjoining a lot in a manufacturing or commercial zone. | 20’ | 40’ | 50% | 10’ |

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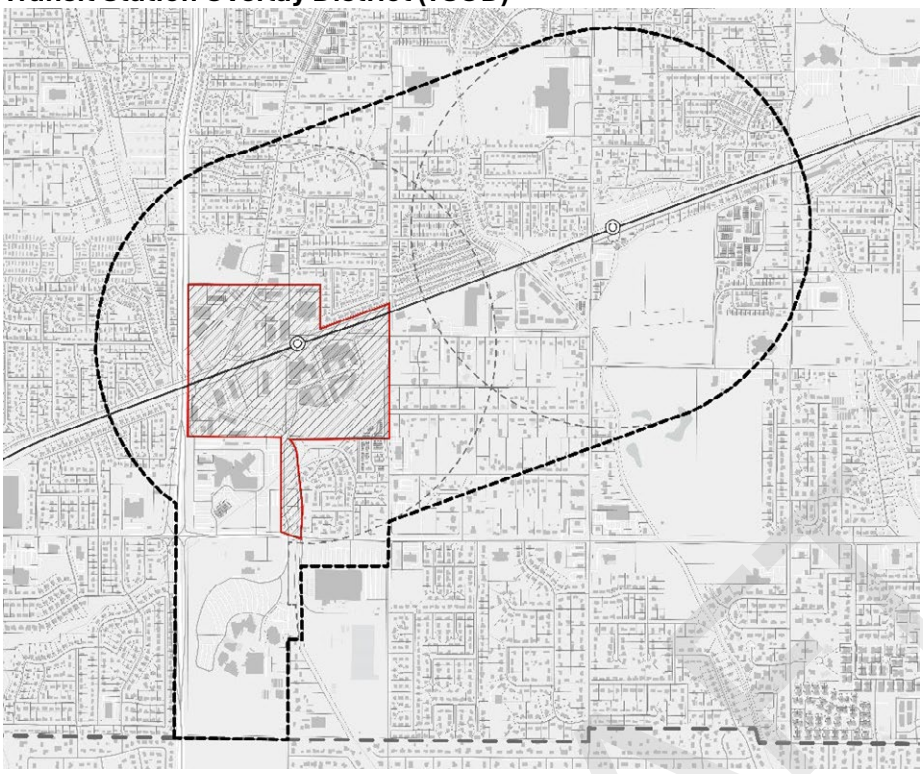
**Transit Station Overlay District (TSOD)**



The TSOD applies standards in addition to and are different from the established standards of the underlying zoning districts. The City has six (6) transit station community types, out of which the Jordan Valley Community TOD overlay falls within the scope of this Station Area Plan. The TSOD regulations and standards supersede the regulations and standards of the underlying zoning district. (2001 Code § 89-4-802; amd. 2009 Code; Ord. 10-20, 7-28-2010).

**Jordan Valley Community (TSOD)**

- The Jordan Valley community is intended to be a mixed-use development of residential, commercial, office, retail, and recreational uses.
- High development densities shall be allowed within this station community, with a primary focus on high-density residential being supported by a nonresidential mix of uses.
- It is essential that the transit station be easily accessible by all proposed developments through well designed walkways within this community.
- All land uses are to be pedestrian-oriented and well-connected to open spaces, parks, plazas, and social gathering areas
- The maximum residential density per acre for the Jordan Valley TSOD is 75 units, while the minimum residential density per acre is 30 units.
- Jordan Valley and BRT station communities shall provide at least ten percent (10%) of the total development area for open space.

Below are the objectives for all the TSOD zones within the City:

**LAND USE & BUILT ENVIRONMENT**

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- Permit and support higher development densities to encourage the **utilization of mass transit, and alternative modes of transportation** other than the automobile.
- **Allow for mixed land uses that contain a flexible arrangement of residential, commercial, and mixed-use developments**, while adopting detailed urban development standards to ensure compatibility between the uses and pedestrian activity.
- **Minimize distances between destinations** by providing for a number of conveniences and uses, which are compatible with one another, and which are within an approximate one-fourth ($^1/_4$) mile walking distance of each other (i.e., home to office, home to retail service, or office to retail service).
- **Promote pedestrian-friendly design** and architectural structuring that encourages walking and bicycling.
- **Reduce transportation spending and increase housing affordability** through the lessening of transportation development and maintenance costs.
- **Increase incentives for developers** from less money and land spent on parking and road installation and maintenance costs.
- **Create and enhance cultural use areas** that promote neighborhood and local social activities.
- **Integrate open spaces, plazas, courtyards, and pocket parks**, and connect these areas to all other uses in the station district.
- Provide for a development plan that has **economic viability, where the City will benefit from the project as a whole** in the form of tax increments, private investment, and the creation of new jobs.
- **Allow for greater flexibility in street and road infrastructure features** that distinguish the area as unique, create a distinctive ambiance to the development, and reduce maintenance costs through reduced parking and right-of-way widths.

**STREETSCAPES**

- Building line frontages contribute to the public streetscape and therefore are subject to more regulation than the rest of the lot. **Buildings shall be oriented to the pedestrian and placed close to the street space where possible and consistent with the overall design** and function of the building.
- **Park strips are required on all streets, except alleys, within each station community right-of-way.** Within commercial areas, park strips shall serve the purpose of allowing for quick stops and shopping. In residential areas, park strips shall serve as buffers between pedestrian walkways and streets.
- **Street medians are encouraged in all station communities for all major collector rights of way.** Medians serve to improve the aesthetic quality of the area and as a midblock resting place for street crossings. Medians should be a minimum of five feet (5') wide.
- **Alleys and interior block spaces shall be allowed and encouraged in all station communities.** Alleys serve as alternate routes to garages and loading docks that are unseen by the public and, therefore, contribute to a pedestrian-friendly environment. The private, interior

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portions of the lots (toward the alley) allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private and semiprivate (for apartment and condominium buildings) gardens and courtyards. **Alleys shall be the primary access to garages.**

**PARKING REQUIREMENTS**

- In order to encourage the use of public transit systems within transit-oriented developments the **minimum number of parking spaces in the TSOD is intentionally reduced**. The use of shared parking areas and multilevel parking structures is also strongly encouraged within station community districts. **Surface parking shall be minimized and located behind and/or to the side of main building structures** except when such surface parking as described in the development plan is permitted within a given streetscape (on street parking), or when the site is at the intersection of two (2) arterial streets.

| *General Parking Requirements* | |
|---|---|
| Multi-family | - 1 space per dwelling unit, plus one-half (1/2) parking space for each additional bedroom. **Maximum 1.5 parking spaces per multi-family unit.**<br>- Guest parking shall be provided at one stall for every four (4) dwelling units. |
| Office | Maximum of 3 parking spaces per 1,000 SF of office |
| Retail | Maximum 3.75 parking spaces per 1,000 ST of retail |
| On street | Permitted and encouraged; on-street spaces contribute to above requirements |

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APPENDIX B.4

# PREVIOUS PLAN REVIEW

DESIGNWORKSHOP
Landscape Architecture
Planning
Urban Design
Strategic Services
Environmental Graphic Design

22860 Two Rivers Road, Suite 102
Basalt, Colorado 81621
970.925.8354
designworkshop.com

**MEMORANDUM**

| | |
|---|---|
| To: | City of West Jordan |
| From: | Design Workshop |
| Date: | November 20 , 2025 |
| Project Name: | West Jordan Valley Station Area Plan |
| Project #: | 8864 |
| Subject: | Existing Plans Review |

The following memo includes a review of existing plans and documents created by and for the West Jordan Valley Station Area Plan.

## Contents

General Plan ..... 2
West Jordan & Midvale Station Area Plan ..... 6
West Jordan Parks, Recreation, Trails & Open Space Master Plan ..... 8
Moderate Income Housing Plan ..... 10
Bingham Creek Trail ..... 11
Jordan Valley TOD ..... 12
Salt Lake Community College Jordan Campus 2021 Master Plan ..... 13
Utah Trail Network Map ..... 15
UTA Five-Year Service Plan ..... 16
UTA Moves 2050 Long Range Transit Plan ..... 18
UTA Transit Parking Strategy Guidebook and Toolkit ..... 21
WFRC Regional Transportation Plan ..... 24

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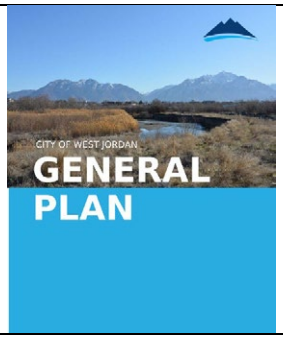
| Image |  |

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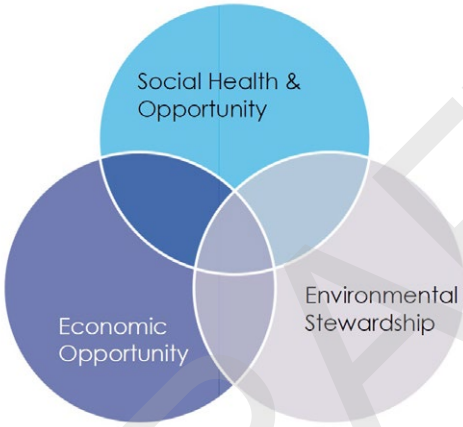
|---|---|
| Document Name | **General Plan** |
| Written By | West Jordan City |
| Publication Year | 2023 |
| Summary (50 – 100 words) | The General Plan establishes the long-range goals and policies that guide how the City should maintain existing development, plan for future growth, and enhance its overall quality of life. The plan discusses growth management, urban design, land use, transportation, housing, environmental resources, water use, parks, economic development, and historic preservation.<br>The guiding framework of this plan: One of the greatest challenges of the General Plan is ensuring the long-term economic, environmental, and social health of the City. |
| Key takeaways |  <br>• Economic opportunity, social health and opportunity, and environmental stewardship are generally considered the three main elements of sustainability. Maintaining a balance between each of these components is key to the long-term success of the City.<br>• Sustainability has been incorporated throughout this General Plan.<br>• The economic development element advocates attracting and retaining businesses to increase the tax base, job supply, economic vitality, and contributions to the long-term health of the City's economy.<br>• Meanwhile, the environmental element supports water conservation, improving air quality, and preservation of open spaces that have both short and long-term benefits to the community.<br>• The Land Use element encourages land use patterns, urban form guidelines, and development standards that promote more compact mixed-use and higher intensity development near transit hubs and commercial centers. |

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| | • Implementation of these practices conserves energy, reduces the need for public infrastructure, and, in general, uses the land more efficiently, with reduced environmental impact.<br><br>**Land Use Guidelines: Transit-Oriented Development**<br>1. Compact development built at greater densities than exclusively auto-oriented development.<br>2. A diversity and mix of uses, with daily conveniences and transit at the center.<br>3. Pedestrian-friendly design that encourages and facilitates walking and bicycling and reduces auto dependency.<br><br>**Urban Design Guiding Principles: Transit-Oriented Development**<br>• These principles include creating compact development that includes a diversity and mix of uses and pedestrian-friendly design.<br>• Design elements that should be incorporated into a transit-oriented development include a complete network of bike and pedestrian paths that enhance accessibility, comfort, convenience and visual interest.<br>• Having an interconnected network of bike lanes, sidewalks and pedestrian paths is essential to creating a pedestrian-friendly transit-oriented development, as the primary purpose of this network is to encourage people to walk, bike or use public transportation instead of relying solely on automobiles for travel.<br>• Main entrances to buildings should be placed as closely as possible to these paths for convenient access.<br>• Sufficient lighting along pathways and at street intersections should also be provided to enhance safety and security for nighttime use.<br><br>**Neighborhood Urban Design Character Principles:**<br>• Those areas of the City that already meet all expectations and stand out as great places within the community must be recognized and preserved.<br>• Those that do not meet expectations must be improved, revitalized, and/or redeveloped.<br>• Undeveloped open areas to the west must be carefully planned and guided to reflect the City's goals and objectives related to future growth and development. |

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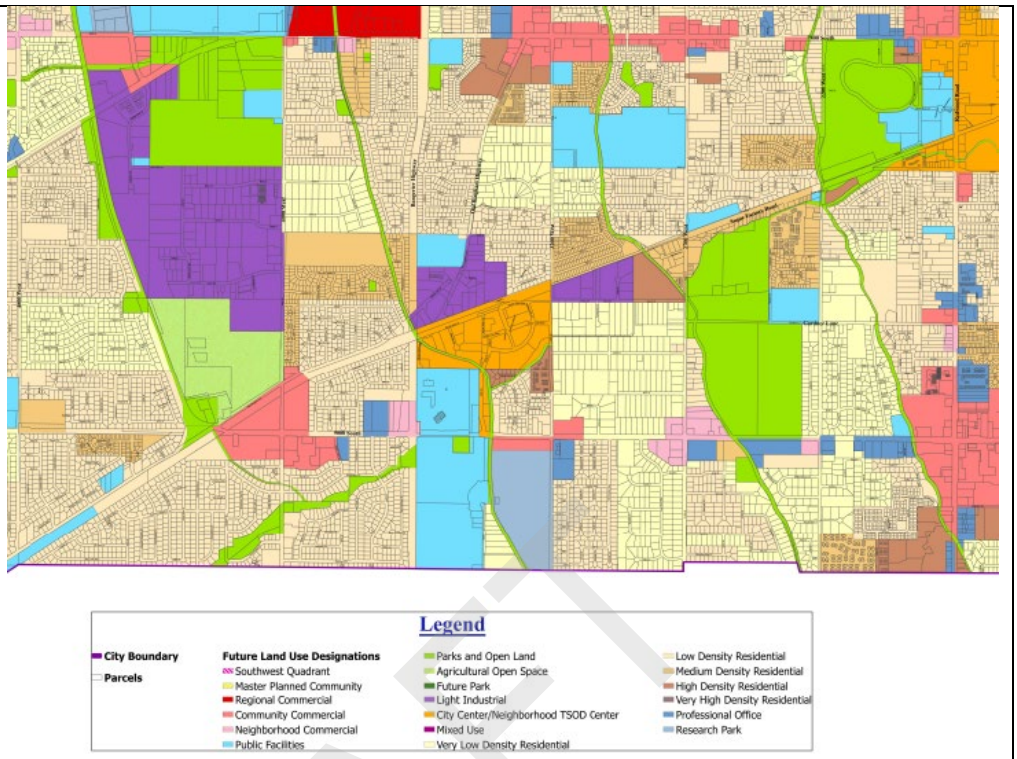
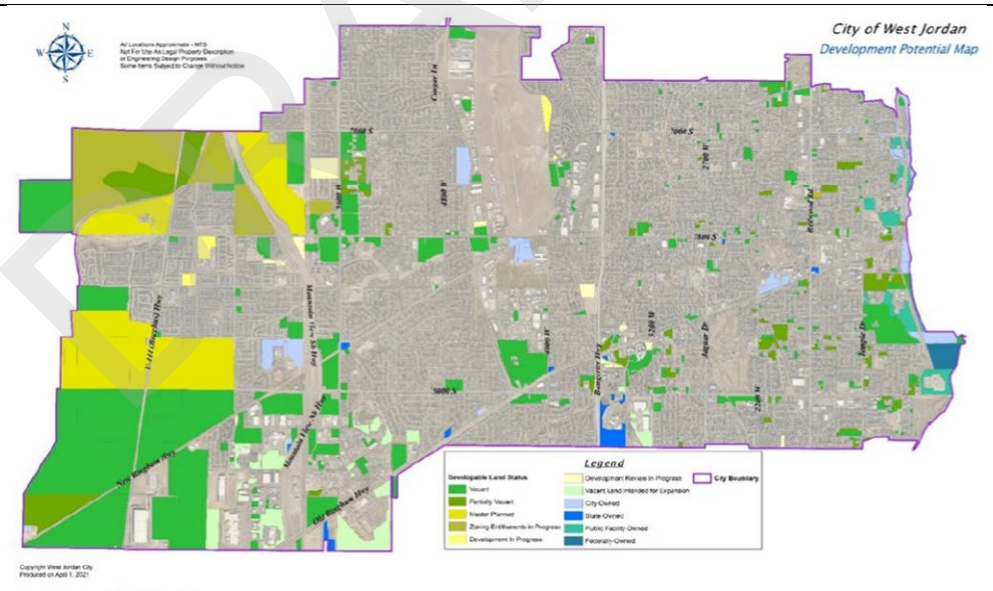
| |  |
| Key images |  <br>FIGURE 3.1<br>DEVELOPMENT POTENTIAL MAP |

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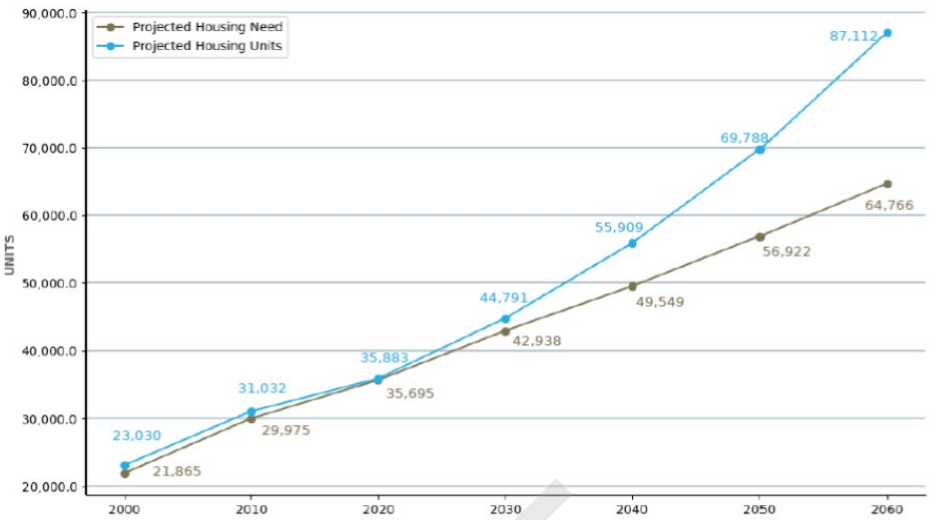


FIGURE 7.8
**PROJECTED HOUSING NEEDS**
*Source: U.S. Census Bureau; West Jordan Building Permits*

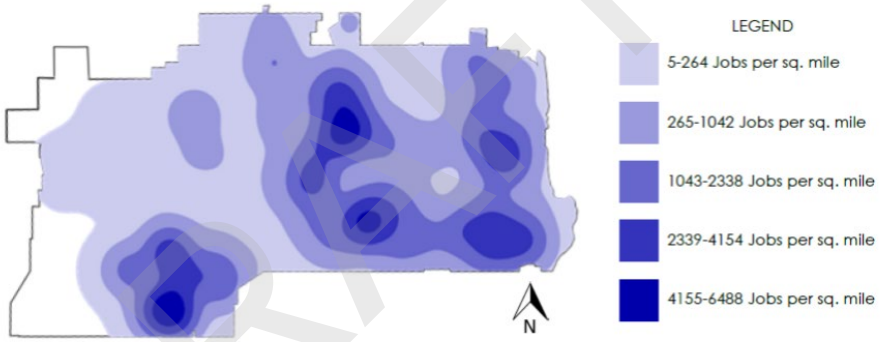


FIGURE 12.5
**WEST JORDAN EMPLOYMENT CONCENTRATION HEAT MAP**
*Source: U.S. Bureau of Labor Statistics*

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- Growth of multi-family residential development has slowed since the adoption of ordinances that limit the number of multi-family developments. It is anticipated that future multi-family growth will develop primarily near light rail stations, the Mountain View Corridor, and within 75-acre + planned communities.
- The majority of new streets are to be constructed in the western part of the city.
- Community survey from 2021 indicated a concern about congestion, particularly on Bangerter Highway at 6200 S, 7000 S, 7800 S, and 9000 S. In 2011, UDOT began making improvements to these intersections, which has resulted in grade separation of the corridor.
- 90% of workers in West Jordan commute from outside the city, while 10% both live and work within West Jordan.

| Document Name | **West Jordan & Midvale Station Area Plan** |
|---|---|
| Written By | Design Workshop |
| Publication Year | 2023 |
| Summary (50 – 100 words) | A Station Area Plan (SAP) is intended to advance shared goals by maximizing development potential around transit stations through a collaborative planning approach. The three TRAX stations this study focuses on are: Bingham Junction in Midvale City, Historic Gardner in West Jordan City and City Center in West Jordan City. Each station is served by the TRAX Red Line, and connect directly to Downtown Salt Lake City, the University of Utah, and Daybreak Community.<br>The plan emphasizes improving multimodal access by enhancing pedestrian and bicycle connections, proposing new trails and multi-use paths, and redesigning Redwood Road. The plan also includes parking and TDM strategies. |
| Key takeaways | • Improve existing crossings along Redwood Road to connect transit to the civic core better.<br>• Explore opportunity to implement multi-use path within existing UTA light rail right-of-way, connecting to Historic Gardner Village to the east and the Jordan River Trail<br>• Consider additional programmatic options, including the establishment of a Transportation Management Association or TDM performance measures, to address traffic and parking demand better, providing direct pedestrian connection from the TRAX platform to the neighborhood located to the south of the TRAX Line.<br>• The preferred concept focuses on creating a new destination around the City Center station area by incorporating a mix of retail, office, residential uses, pedestrian areas, and cultural amenities.<br>• The plan identifies Bingham Creek, located south of the City Center station, as an opportunity to develop trails along it that can serve the surrounding neighborhoods and establish bike and pedestrian connectivity with the adjacent TRAX stations.<br>• The plan highlights improving links from neighborhoods to stations through better sidewalks, infill paths, and bike lanes and cycling corridors.<br>• The plan also considers opportunities to use TRAX ROW for multi-use trails. |

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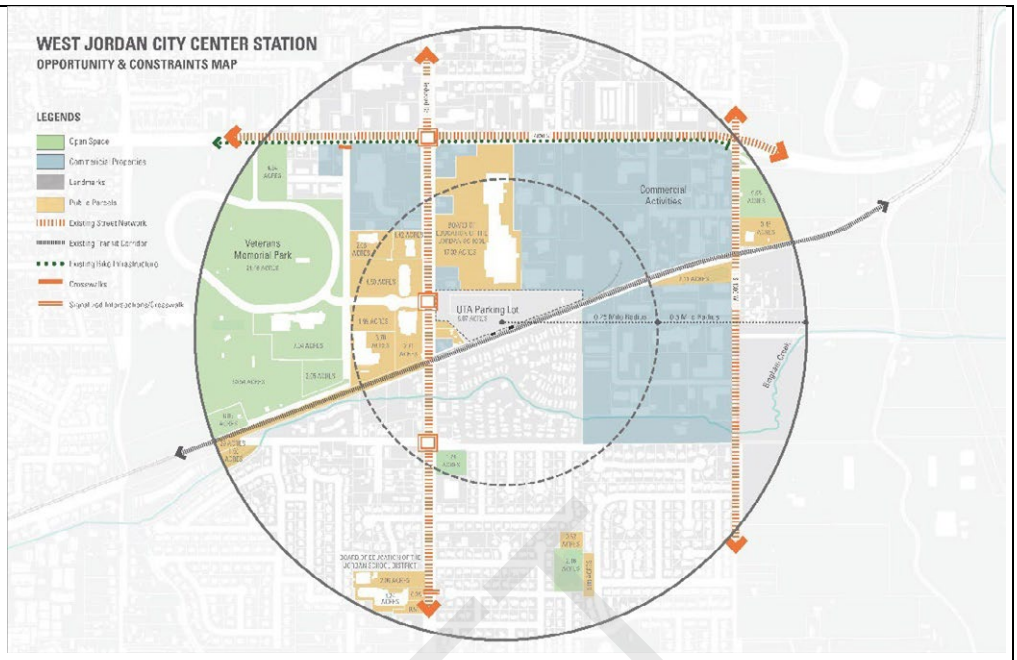
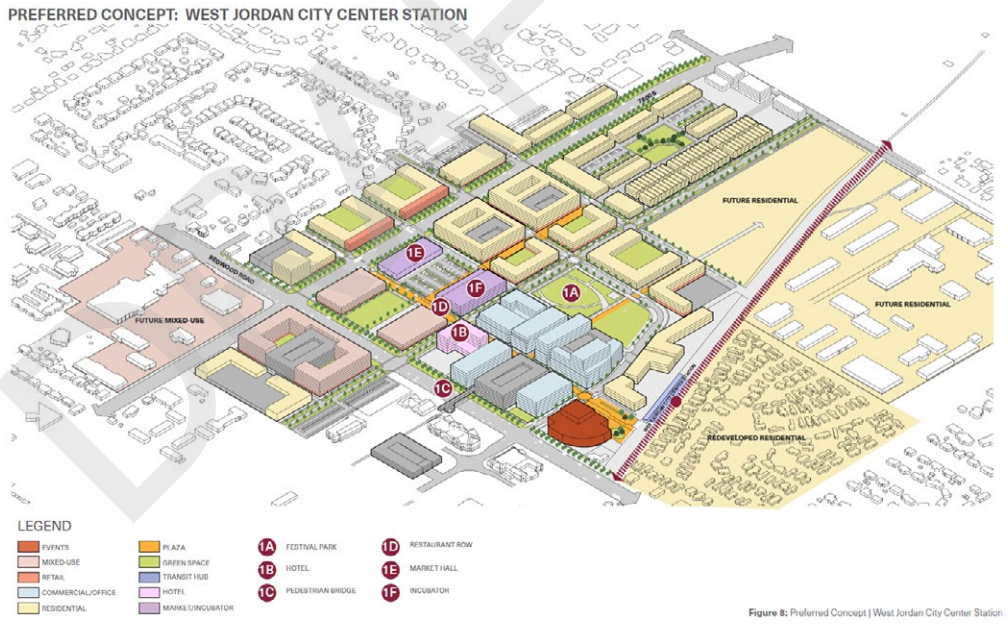
| Key images |  <br>  <br>Figure 8: Preferred Concept \| West Jordan City Center Station |
| Image | |

| Document Name | West Jordan Parks, Recreation, Trails & Open Space Master Plan |
|---|---|
| Written By | City of West Jordan |
| Publication Year | 2019 |
| Summary (50 – 100 words) | The purpose of the West Jordan Parks, Recreation, Trails, and Open Space Master Plan (2018-2028) is to provide a comprehensive update to information and recommendations along with a clear vision and priorities related to parks, recreation, trails, and open space for the next 10 years and beyond. |
| Key takeaways | • The number one reason for using a park is proximity of the park to home (39.5%). The majority of residents (80.4%) believe it is important to have public parks within walking distance of their home.<br>• Neighborhood Parks (24.3%) and Community Parks (24.0%) are the most desired park types.<br>• More than half of residents use trails (51.9%).<br>• West Jordan has more than 25 miles of existing trails. These are composed of multi-use trails and urban trails. The City also currently has over 26 miles of on-street bike lanes.<br>• While the City has more than 27 miles of recreational trails, many of the trails are non-contiguous, ending at park boundaries or at the edge of developments. More than 40 percent of survey respondents indicated that they would use trails more if they were more complete or connected.<br>• Trail standards:<br>- Multiuse trails: minimum 12' wide asphalt trails that are typically separated from roadways<br>- Urban trails: 8' wide minimum concrete pathways that can either be separated from roadways or sited adjacent to roadways where conditions prohibit physical separation<br>- Unpaved trails: single-track, off-road routes, primarily used by mountain bikers and hikers. New unpaved trails should be 30" wide at a minimum.<br>• Recommendations<br>- Proposed trails should be implemented as opportunities arise and funding becomes available, with a priority placed on filling gaps, especially along east-west routes.<br>- Lighting and safety improvements are recommended, focused at trailheads and along key trail corridors.<br>- A comprehensive wayfinding and signage system should be installed for the City's trail network. |

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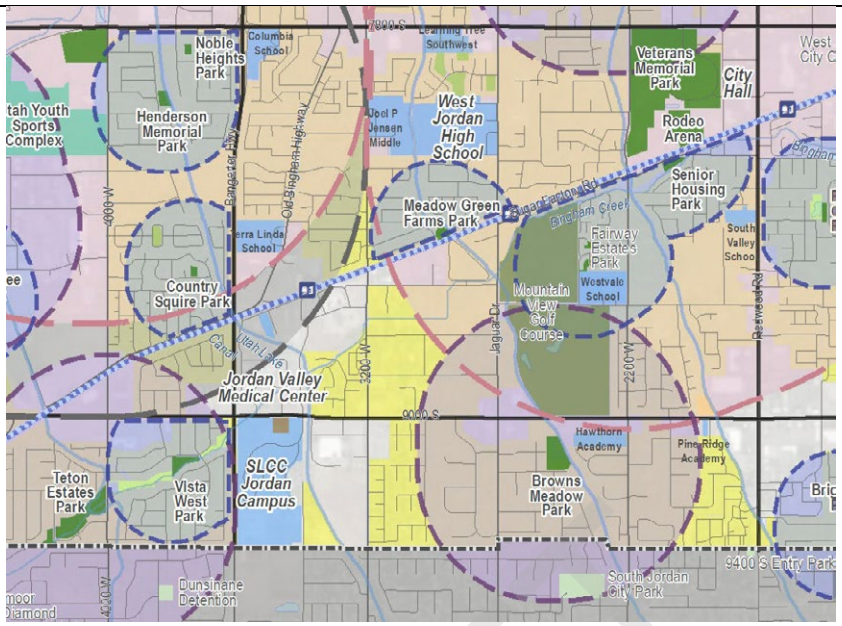
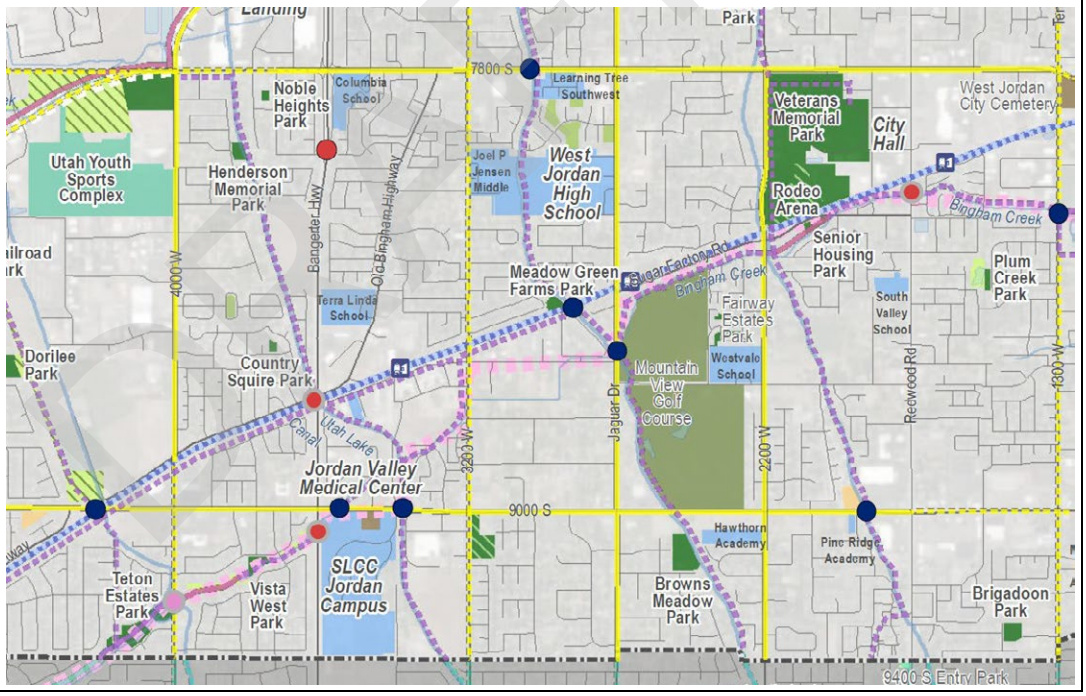
| Key images |  <br>  |

| Document Name | **Moderate Income Housing Plan** |
|---|---|
| Written By | City of West Jordan |
| Publication Year | 2023 |
| Summary (50 – 100 words) | The purpose of this moderate-income housing element of the general plan is to ensure that the City of West Jordan provides a reasonable opportunity for a variety of housing, including moderate-income housing, to meet the needs of the population desiring to live in the City. |
| Key takeaways | • Overall growth estimates project that the population of West Jordan will increase to 118,872 residents by 2020 and 135,254 by 2030. This population growth may strain the City's supply of moderate-income housing.<br>• Single-family residential has been the vision of the city as it has transformed from a rural farming community over the last 50 years.<br>• Single-family residential comprises 39% of the residentially zoned property in West Jordan.<br>• West Jordan is a "cradle to grave community, meaning that every type of housing needed, from apartments to single-family, from townhomes to senior care housing, is available in the city.<br>• Multi-family dwellings should be planned in the most appropriate areas of the City. The appropriate areas to look at first are areas adjacent to mass transit where the housing densities are a minimum of 45 units per acre, rather than the more restrictive density maximums as required in single-family zones.<br>• (73%) of the housing stock in the City would be affordable to a household making a moderate income, if it were available.<br>• According to U.S. Census Bureau West Jordan added 3,878 housing units between 2010 and 2016. Based on those estimates, the City's housing supply grew 2.19% or 650 units per year over that six-year time period.<br>• Of those 2,872 units, based upon the projected increase in population, income levels, and existing vacancies; the UAHFT Housing Model estimates that there will be a demand for 134 new units that will need to be affordable to extremely low-income (≤30% AMI) households, 245 new units will need to be affordable to very low-income (>30% to ≤50% AMI) households, and 95 new units will need to be affordable to low-income (>50% to ≤80% AMI) households by 2023.<br>• Consider rezoning appropriate properties to a zone and density that supports moderate income housing, such as properties with one half mile of the TRAX line. |

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## Previous Plan Review

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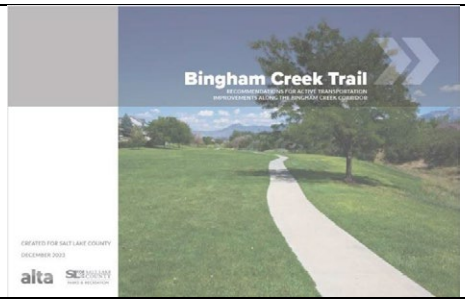
| |  |
| Document Name | **Bingham Creek Trail** |
| Written By | Salt Lake County |
| Publication Year | 2023 |
| Summary (50 – 100 words) | The Bingham Creek Corridor is an important Riparian corridor on the Salt Lake Valley's west side. Stretching from the mouth of Bingham Canyon to the west, the drainage flows downhill in an eastward direction. The creek passes north of Daybreak where it runs through the new Bingham Creek Regional Park. As it continues to move downhill, it passes through the developed lands of South and West Jordan. Some areas have a preserved open space adjacent to the creek, while in others it flows underground through private property. Ultimately, the creek empties into the Jordan River near the Gardner Village TRAX station. This document examines the potential for and recommended alignment(s) of a shared-use path along the creek. In addition, recommendations are given for intersection treatments, street redesign, and private property coordination required to implement the path. |
| Key takeaways | • Much of the corridor lies on public land – either city, county, or state (UDOT) owned. A few alternative study segments run on privately owned land (notably the Water Conservation District, Gough homes, and the Utah Lake Canal Company.<br>• For segments running along TRAX, the primary concern is setback distance from track centerlines. According to UTA, the preferred distance of the edge of the path from the track centerline is 25 feet. |

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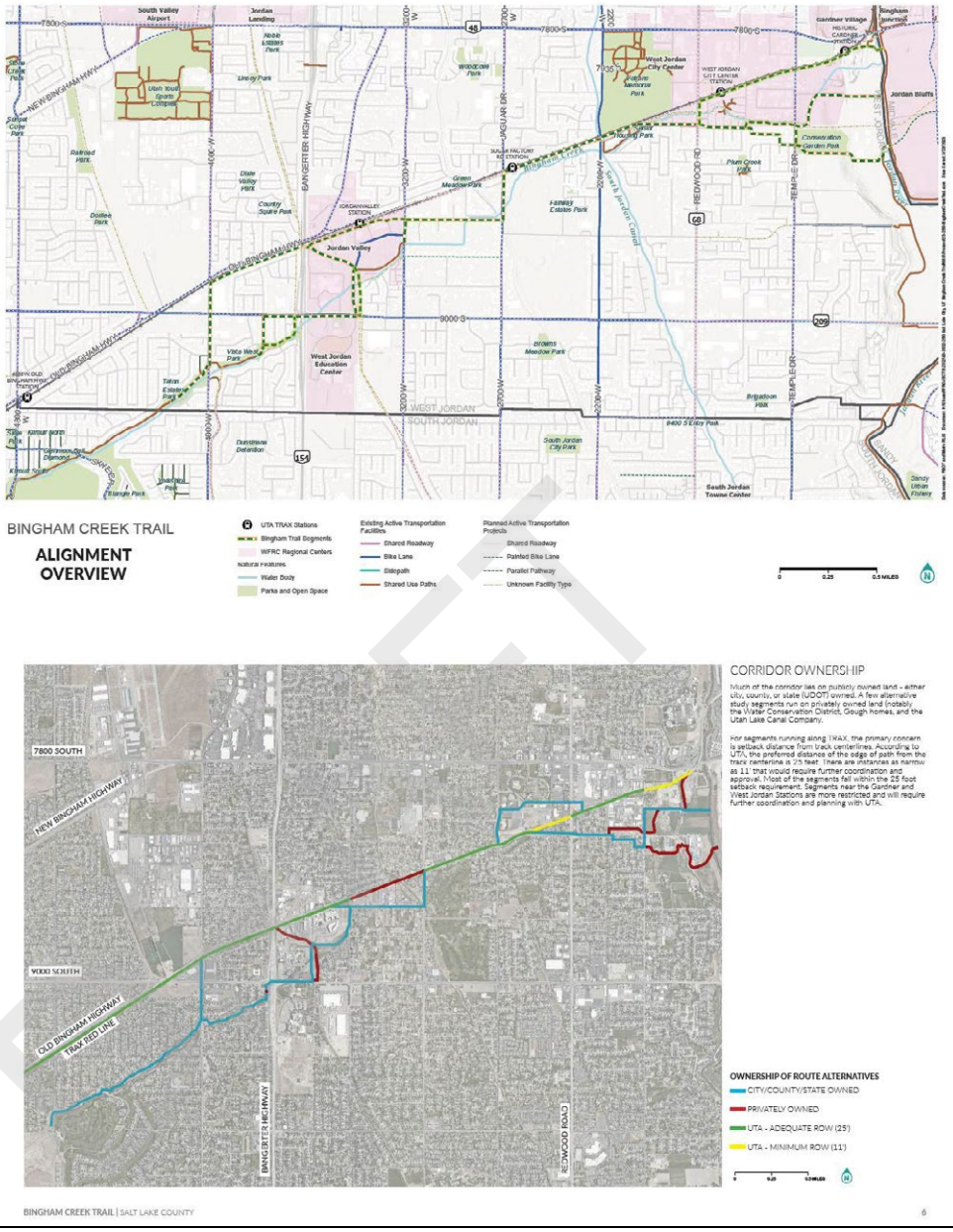
| Key Images |  |

| Document Name | **Jordan Valley TOD** |
|---|---|
| Written By | Bangerter Station LLC |
| Publication Year | 2015 |
| Summary (50 – 100 words) | Jordan Valley is a proposed mixed-use TOD. West Jordan's land use map identifies this area as a Town Center, all within ½ mile of the TRAX station. |
| Key takeaways | Throughout the residential areas, street sections include a 5' wide park strip landscaped with sod, shrub beds, and street trees placed 25' on center. |

## Previous Plan Review

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| Document Name | **Salt Lake Community College Jordan Campus 2021 Master Plan** |
| Written By | Salt Lake Community College |
| Publication Year | 2021 |
| Summary (50 – 100 words) | The 2021 SLCC Jordan Master Plan provides a guideline for phased development of the site with a potential capacity of an additional 440,000 square feet. The plan addresses the needs and demands required to accommodate the growth of the college, as well as future uses that represent SLCC's vision and goals. It plans to expand into three phases as needed by the growth of the student body. |
| Key takeaways | • The plan states that the campus has adequate parking for the existing buildings and identifies one bus drop-off location on campus. It also encourages the use of mass transit and pathways to accommodate pedestrians and cyclists.<br>• Walkability and priority are part of the sustainability guidelines.<br>• The master plan includes additional parking, a space for drop-off/pick up, and a running trail, and it also considers sidewalk improvements on 3300W.<br>• It also identifies the existing entrance at 9000S as the main access and proposes a secondary entrance east of 9000S to reduce traffic congestion and a fire access lane at 3300W. Pedestrian traffic is expected to flow from the parking areas into the campus.<br>• The plan includes bike racks as part of the site furnishing. |
| Key Images | |

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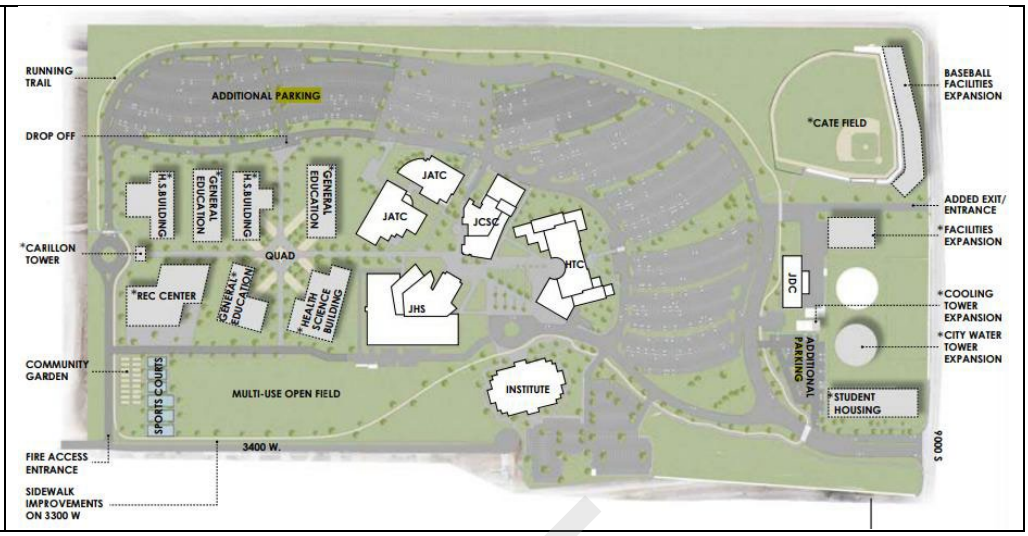
RUNNING TRAIL
DROP OFF
*CARILLON TOWER
COMMUNITY GARDEN
FIRE ACCESS ENTRANCE
SIDEWALK IMPROVEMENTS ON 3300 W
ADDITIONAL PARKING
H.S.BUILDING
GENERAL EDUCATION
H.S.BUILDING
*GENERAL EDUCATION
QUAD
*REC CENTER
GENERAL EDUCATION
HEALTH SCIENCE BUILDING
JATC
JATC
JCSC
HTC
JHS
INSTITUTE
MULTI-USE OPEN FIELD
SPORTS COURTS
3400 W.
*CATE FIELD
BASEBALL FACILITIES EXPANSION
ADDED EXIT/ ENTRANCE
*FACILITIES EXPANSION
JDC
*COOLING TOWER EXPANSION
*CITY WATER TOWER EXPANSION
ADDITIONAL PARKING
*STUDENT HOUSING
9000 S

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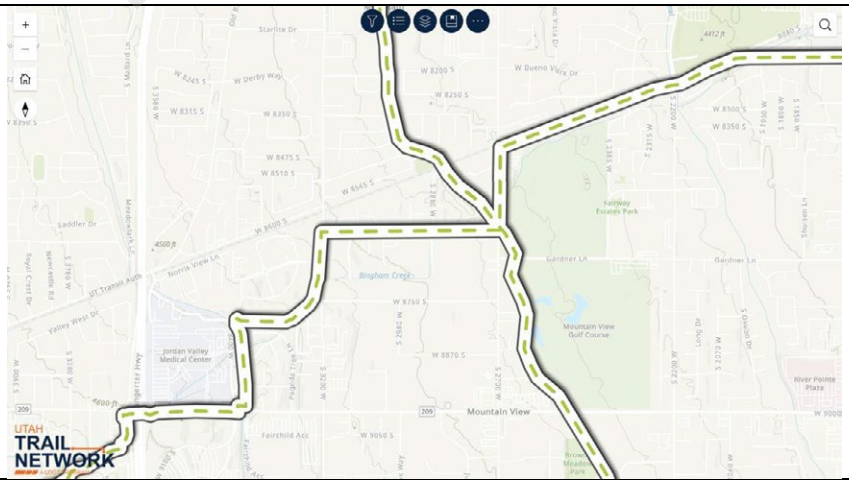
| Document Name | **Utah Trail Network Map** |
| Written By | UDOT |
| Publication Year | 2025 |
| Summary (50 – 100 words) | In 2023, the Utah State Legislature passed Senate Bill 185, which allocated $45 million in ongoing funding and $45 million in one-time funding to the Utah Department of Transportation (UDOT) to plan, build, and operate a paved regional trail network. To strategically identify and prioritize trail projects for this investment, UDOT established the Utah Trail Network (UTN) program. The UTN program designates future trail project locations and identifies existing trails that should be incorporated into a connected statewide system. Projects are selected based on guiding principles focused on regional connectivity, safety, and user comfort. Currently, UTN has selected 15 projects for construction and 5 feasibility studies. |
| Key takeaways | • Within the station areas, UTN identified the Bingham Creek Trail and the Utah and Salt Lake Canal Trail as proposed base trails, but only the Bingham Creek Trail was funded.<br>• Bingham Creek Trail (R2-006): The Bingham Creek Regional Park to Jordan River project was funded by the UDOT Trails Division in 2024. It is 5 miles long, and it is a “For Construction” project.<br>• Utah and Salt Lake Canal Trail (R2-090): The Utah and Salt Lake Canal Trail is 14.0 miles long. Although selected as a Proposed Base Network trail project, the project was still not funded. |
| Key Images |  |

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| Document Name | **UTA Five-Year Service Plan** |
| Written By | Utah Transit Authority |
| Publication Year | 2024 |
| Summary (50 – 100 words) | The Utah Transit Authority (UTA) Five-Year Service Plan defines UTA's approach to addressing increasing transit demand driven by regional growth. Updated every two years, the plan provides an overview of planned service adjustments, incorporating insights from both regional and local plans. Its goals are to align transit services with revenue forecasts, adapt to shifting travel patterns, enhance reliability, and foster community engagement.<br>The Five-Year Plan defines four levels of bus service:<br>• Tier 1: Frequent service (15 minutes or better), throughout most of the day, Monday through Saturday. Most routes also run on Sunday.<br>• Tier 2: Regular 30-minute service on weekdays.<br>• Tier 3: Regular 60-minute service on weekdays.<br>• Tier 4: Limited runs Monday through Friday during morning and evening rush-hour times. |
| Key takeaways | Changes to Jordan Valley and Sugar Factory Road Station Area routes impacted by the Five-Year Service Plan are described below.<br>Service changes include:<br>• April 2027<br>- Route 227 (227 West): Will replace Route F590, and the route will extend to Historic Sandy Station and Millcreek Station. Frequency will increase to 30 minutes.<br>- Route 240 (4000 West): Will reroute to Park Center Drive between 7200 South and 6200 South. It won't affect the station area.<br><br>• April 2029<br>- IMZ 503 and IMZ 504 (West Jordan/Midvale/Cottonwood Heights Innovative Mobility Zone): The new IMZ will provide on-demand service to communities in the middle of the Salt Lake Valley. |

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## Previous Plan Review

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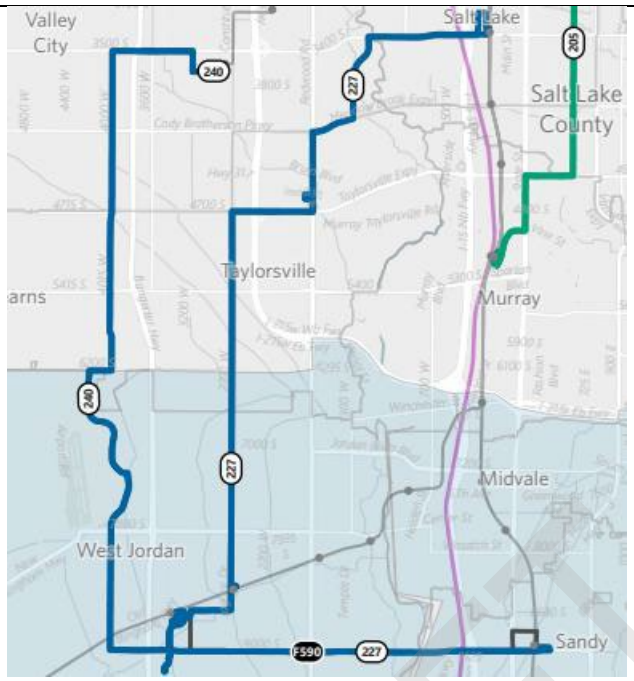
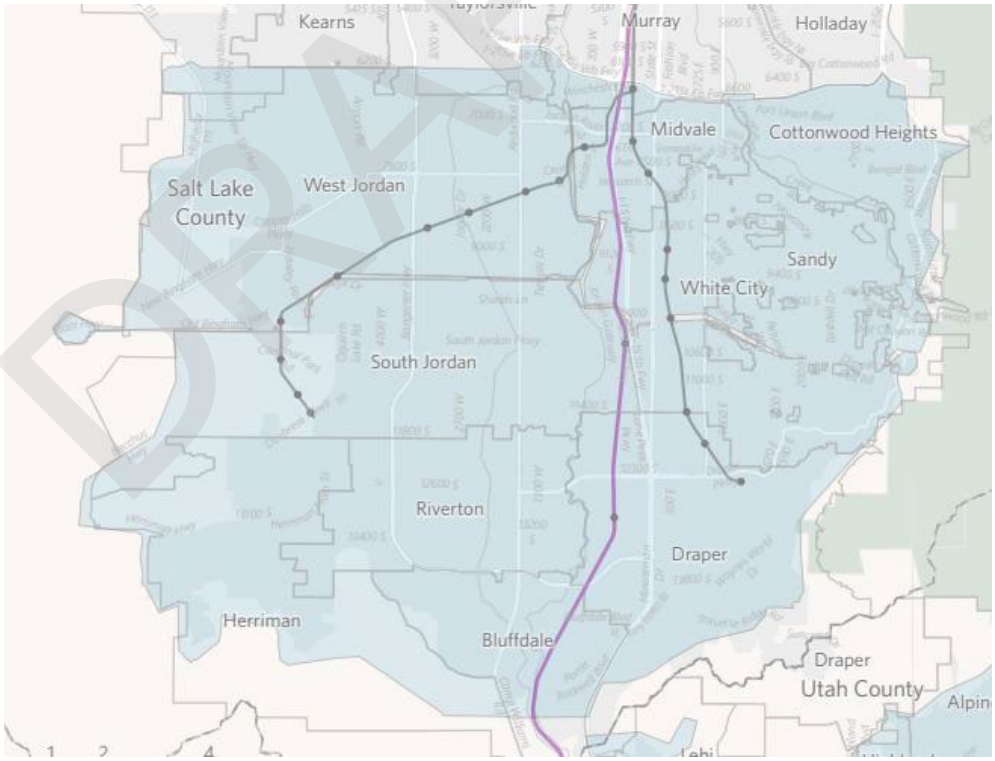
| Key Images |  <br>  |

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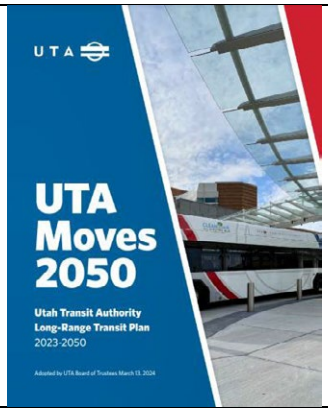
| |  |
| Document Name | **UTA Moves 2050 Long Range Transit Plan** |
| Written By | Utah Transit Authority |
| Publication Year | 2023 |
| Summary (50 – 100 words) | The UTA Moves 2050 Long-Range Transit Plan includes a phased strategy for the future of public transportation in the UTA service area, with an emphasis on addressing the region's rapid growth and expanding access to key destinations like schools, job centers, and essential services through the implementation of its "Vision Network." |
| Key takeaways | • The plan establishes land-use benchmarks for service, indicating the expected character, residential, and employment density of an area and presenting the reasonable levels of transit service to accompany.<br>• Increasing bus frequencies and extending FrontRunner were the top two priorities among public outreach respondents.<br>• Regarding the TRAX, the plan recommends improving frequencies to every 15 minutes or better, including the Red Line. This improvement is part of phase 1 (2023-2032).<br>• The plan includes recommendations to increase frequency and improve amenities throughout UTA's service area where available.<br>• The LRTP proposes the implementation of the South Valley Innovative Mobility Zone, which includes the City of West Jordan. Innovative Mobility Zone (IMZ) can include a variety of first and last mile solutions, including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies. The South Valley IMZ is a phase 1 project with medium priority. |

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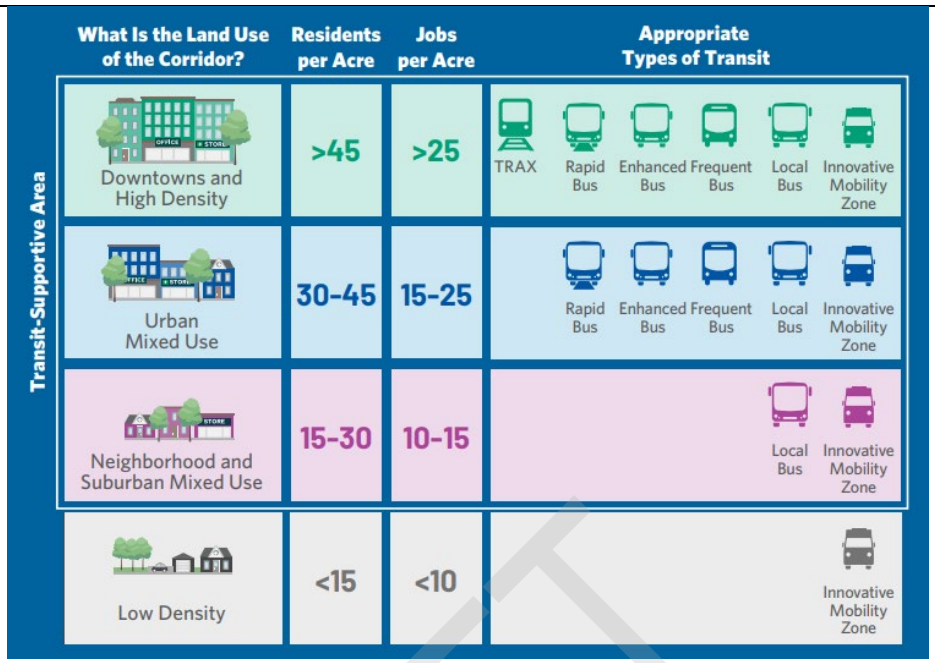
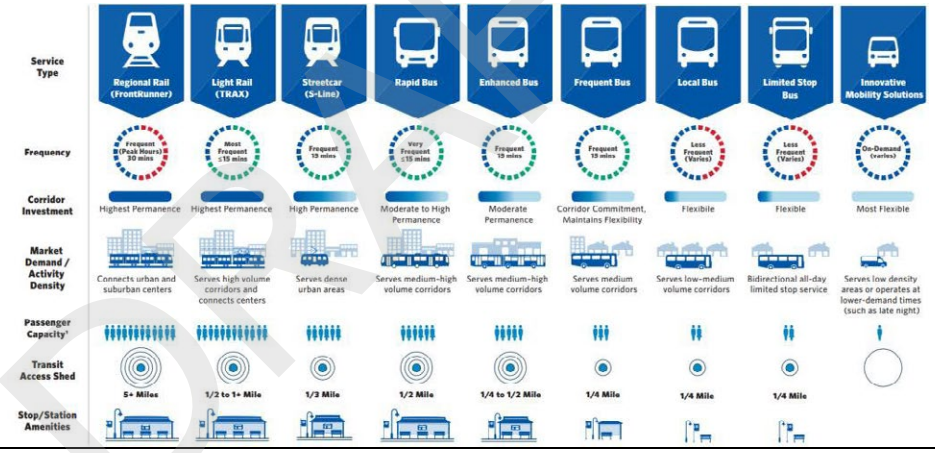
Key Images

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Success of UTA Moves 2050 will require more than high-quality transit service. This includes several important factors outside of UTA's control, known as the 6 Ds: density, diversity, design, distance, destination accessibility, and demand management.

## What Will It Look Like?

### DENSITY

Concentrating and intensifying activities near transit stations makes frequent transit possible; land use density is strongly related to transit demand.

### DIVERSITY OF LAND USES

A mix of pedestrian-friendly uses create active streets that invite people to walk and take transit for more trips, and enables people to do more without a car.

### DESIGN OF THE BUILT ENVIRONMENT

Pedestrian-friendly communities enable people of all ages and abilities to walk and roll to access transit and other destinations.

### DISTANCE TO TRANSIT

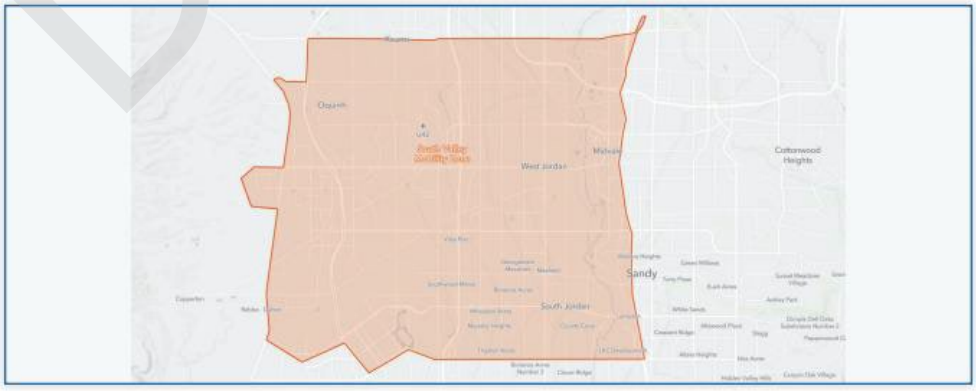
A grid of well-connected streets with short blocks makes it easier and faster to access transit from places where people live, work, shop, and play.

### DESTINATION ACCESSIBILITY

Aligning major destinations along reasonably direct corridors allows frequent transit lines to serve land uses efficiently.

### DEMAND MANAGEMENT

Attractive alternatives encourage people to use transit, walk, and bike for more trips.

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## Previous Plan Review

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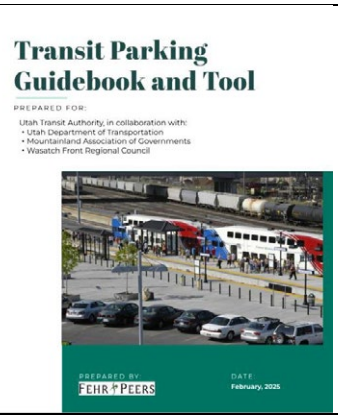
| |  |
| Document Name | **UTA Transit Parking Strategy Guidebook and Toolkit** |
| Written By | Utah Transit Authority |
| Publication Year | 2025 |
| Summary (50 – 100 words) | The Transit Parking Strategy Guidebook and the Right-Sizing Parking Tool provide strategies for park-and-ride facilities by considering demographic, land-use, and transportation infrastructure factors that influence parking demand. The Guidebook's major goals are to optimize parking at station areas, incentivize active transportation connections, improve air quality, reduce parking lot footprint, and promote equitable and affordable access to transit. An analysis focused on Jordan Valley and Sugar Factory Road stations of the recommended parking supply estimated with the tool is provided below. |
| Key takeaways | General Observations on Jordan Valley and Sugar Factory Road Stations include:<br>• Jordan Valley Station provides 716 parking stalls, with an observed demand of 200 stalls, while Sugar Factory Road Station provides 218 stalls with a demand of 174 stalls. This indicates significantly lower parking utilization at Jordan Valley compared to Sugar Factory Road.<br>• Population and job density near Jordan Valley Station are higher than Sugar Factory Road. Regarding transit dependency, both stations show that populations living on the north side of the rail have a higher transit dependency.<br>• Both stations have high bike scores and medium walk scores. Jordan Valley Station has a medium transit score, while Sugar Factory Road has a low score.<br>• The document identifies the SLCC and the Jordan Valley Hospital as regional destinations near Jordan Valley Station.<br>• Jordan Valley Station is classified as a “TOD Affordable Housing or Regional Destination” area, characterized by medium population and job density and a moderate diversity of surrounding land uses. The station exhibits a BPPC of 2.84 and 21% parking utilization. Based on these conditions, the Right-Sizing Parking Tool estimates a medium parking |

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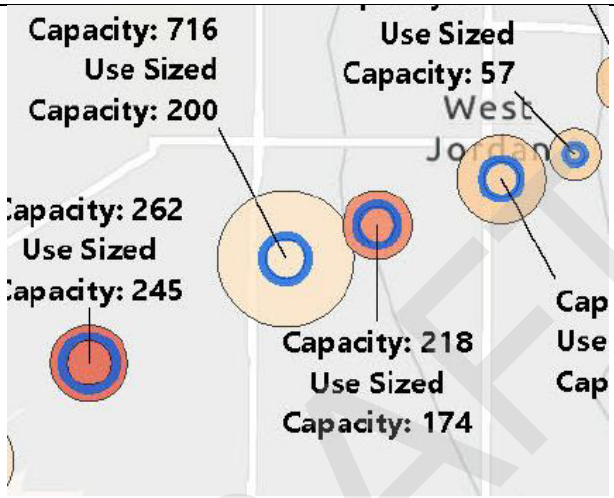
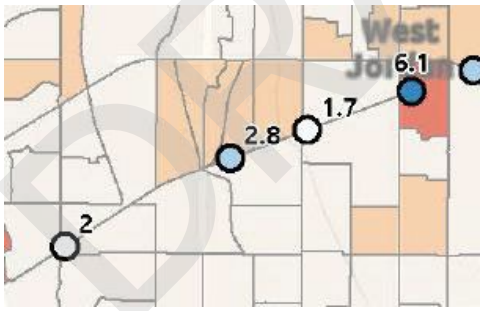
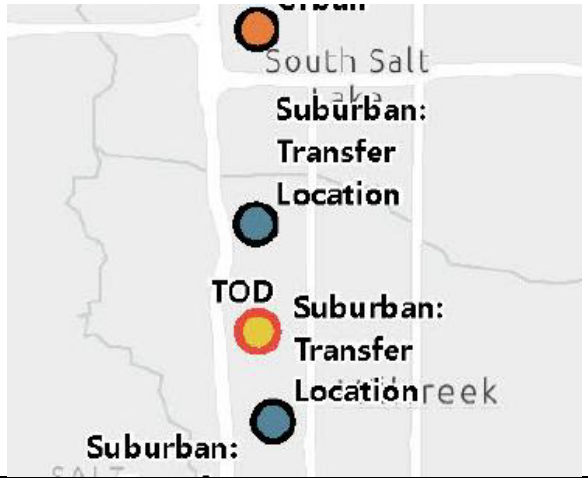
| | demand and recommends a target supply of 114 stalls, indicating that the current supply significantly exceeds what is recommended.<br>• Sugar Factory Road Station is classified as a “Suburban Mid-Corridor” area with low development density. It shows a BPPC of 1.71 and 60% parking utilization. The Right-Sizing Parking Tool recommends a target supply of 123 stalls, meaning that the current supply is still higher than the recommended amount, though not as disproportionately large as at Jordan Valley Station. |
| Key Images |  <br>  <br>  |

## Tool to Right-Size Existing Park & Ride Facilities

**Select Park and Ride Facility:***

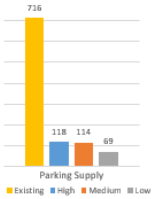
Jordan Valley Station

| Parking Supply | Land Use Context | Low Income % | Walk Score |
|---|---|---|---|
| 716 | Apartments, industry | 2% | 61 |
| **Parking Utilization** | **Population Density** | **No Vehicle Ownership %** | **Bike Score** |
| 21% | 5,474 | 2% | 84 |
| **Current Boardings** | **Job Density (Jobs/acre)** | **Transit Dependency Index** | **Transit Access Score** |
| 427 | 5 | 20.0 | 31 |
| **Boardings Per Parked Car** | **Assigned Typology** | | |
| 2.84 | 5 TOD | | |

### Outputs

**Target Ratio (boardings per parking space)** | **Comparison of Current Supply to Target Supply**

| | | |
|---|---|---|
| High Parking Demand (or low boarding per parking) | High Target Parking Supply | Above or Below Target |
| 4.00 | 118 | 598 Spaces Above Target |
| Medium Parking Demand (or medium boardings per parking) | Medium Target Parking Supply | Above or Below Target |
| 4.10 | 114 | 602 Spaces Above Target |
| Low Parking Demand (or high boardings per parking) | Low Target Parking Supply | Above or Below Target |
| 6.80 | 69 | 647 Spaces Above Target |




## Tool to Right-Size Existing Park & Ride Facilities

**Select Park and Ride Facility:***

2700 West Station

| Parking Supply | Land Use Context | Low Income % | Walk Score |
|---|---|---|---|
| 218 | Suburban single family houses | 2% | 50 |
| **Parking Utilization** | **Population Density** | **No Vehicle Ownership %** | **Bike Score** |
| 60% | 4,628 | 2% | 95 |
| **Current Boardings** | **Job Density (Jobs/acre)** | **Transit Dependency Index** | **Transit Access Score** |
| 224 | 2 | 10.0 | 15 |
| **Boardings Per Parked Car** | **Assigned Typology** | | |
| 1.71 | 1 Suburban: Mid-corridor | | |

### Outputs

**Target Ratio (boardings per parking space)** | **Comparison of Current Supply to Target Supply**

| | | |
|---|---|---|
| High Parking Demand (or low boarding per parking) | High Target Parking Supply | Above or Below Target |
| 2.00 | 123 | 95 Spaces Above Target |
| Medium Parking Demand (or medium boardings per parking) | Medium Target Parking Supply | Above or Below Target |
| 2.30 | 107 | 111 Spaces Above Target |
| Low Parking Demand (or high boardings per parking) | Low Target Parking Supply | Above or Below Target |
| 2.80 | 88 | 130 Spaces Above Target |

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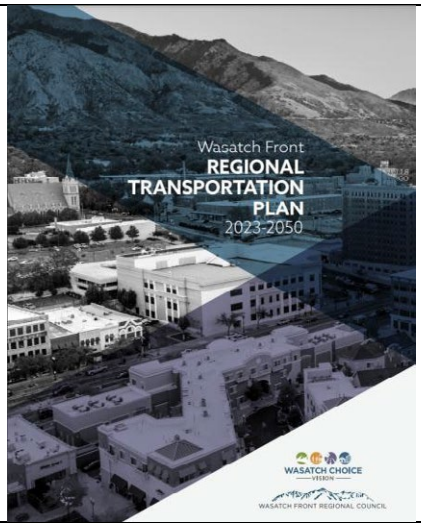
| |  |
| Document Name | **WFRC Regional Transportation Plan** |
| Written By | Wasatch Front Regional Council |
| Publication Year | 2023 |
| Summary (50 – 100 words) | The 2023-2050 Regional Transportation Plan (RTP) provides a long-term vision for transportation investment across the Wasatch Front. It emphasizes transit-oriented development (TOD), improved station access, and multimodal connectivity. The RTP programs integrated roadway, transit, and active transportation improvements across three fiscally constrained phases (Phase 1: 2023-2032, Phase 2: 2033-2042, and Phase 3: 2043-2050). |
| Key takeaways | • The plan notes a newly established (2023) Active Transportation Investment Fund (ATIF), with approximately $45 million per year statewide, as a state funded program. It further notes that due to the timing of the legislation authorizing this source of funding, it has not been included in the financial model for the 2023-2050 RTP but will be incorporated into the 2027-2050 RTP.<br>• The plan encourages growth centered in areas such as central business districts, main streets, and major employment areas, and coordinates centered growth with high-capacity transit, major roadways, and regional bicycle facilities.<br>• RTP projects within the Jordan Valley and Sugar Factory Road station areas are the following:<br>1) Phase 1 (2023-2032):<br>- Active Transportation: Bingham Creek Trail and TRAX Rail Trail Shared Use Path<br>- Roadway: 9000 South Widening (7 lanes)<br>2) Phase 2 (2033-2042):<br>- Active Transportation: Old Bingham Highway Buffered Bike Lane and Utah Distribution Canal Trail Shared Use Path<br>3) Phase 3 (2043-2050): |

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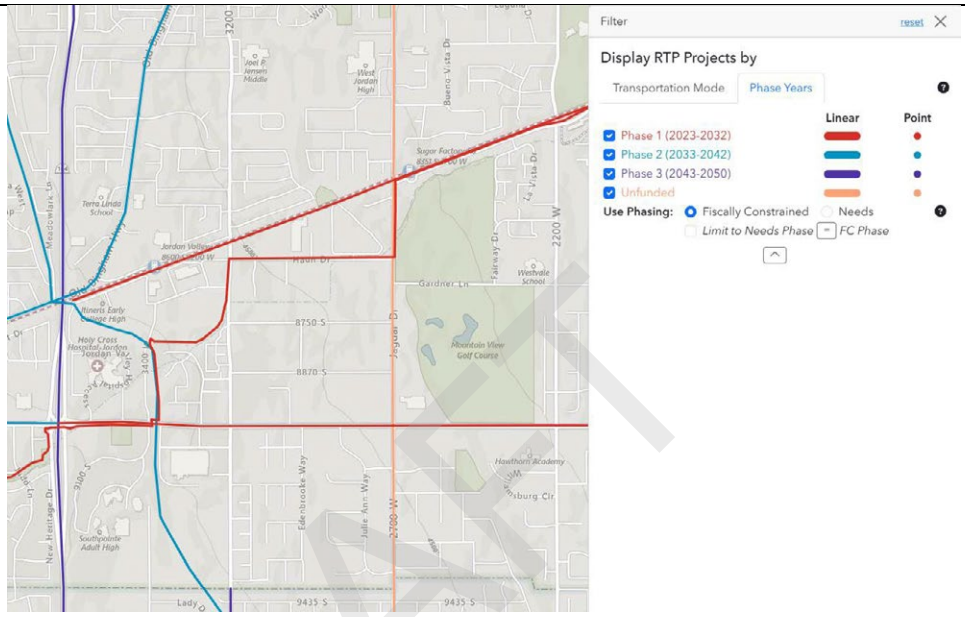
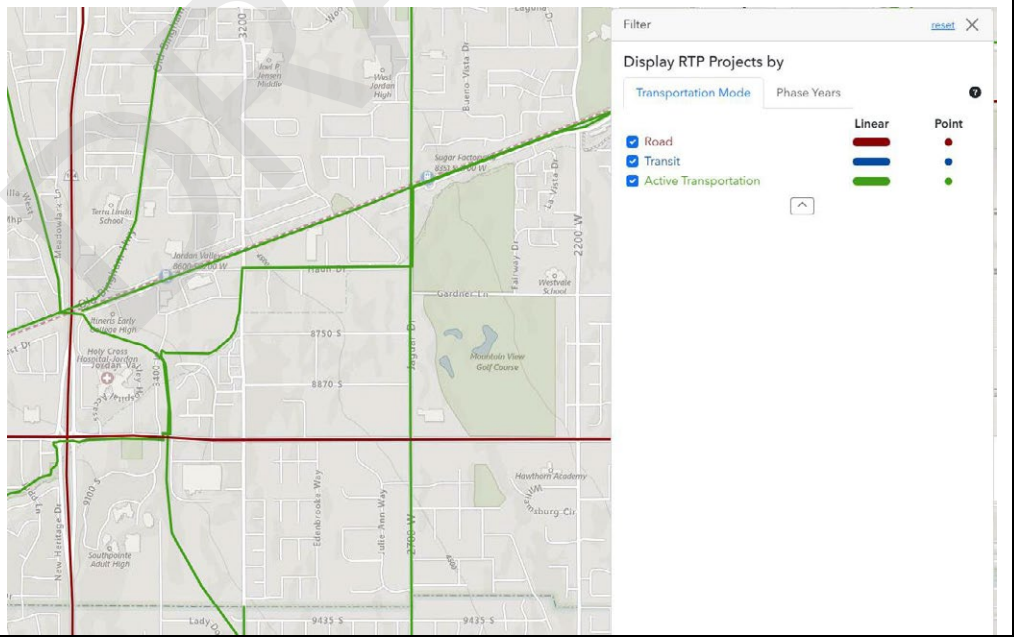
| | - Roadway: Bangerter Highway Operations (this project is under construction, and the segment within the station area, including the new interchange at 9000 South, is completed).<br>4) Unfunded:<br>- Active Transportation: 2700 West Buffered Bike Lane. |
| Key Images |  <br>  |

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# TRANSPORTATION ANALYSIS

Fehr & Peers

## Transportation Analysis

The following section includes an analysis of existing transportation conditions in the Jordan Valley and 2700 West Sugar Factory Road station areas conducted by Fehr & Peers.

## Key Takeaways

A summary of major takeaways from the transportation analysis is as follows:

- **Connectivity Challenges:** Both station areas present connectivity challenges, with limited crossing options on area streets, unclear or unintuitive access to other destinations, and missing sidewalk segments. Jordan Valley Station lacks a direct connection across the rail to 8600 South, creating access barriers to the north side. Sugar Factory Road Station is separated from the Sugar Factory Road by a large sound wall, impeding access and reducing visibility of transit.
- **Potential for AT enhancements:** The Bingham Creek Trail is a potential project that could provide active transportation connections between both stations and other major destinations, and its inclusion in the recently published Utah Trail Network suggests that it could be eligible for state funding soon.
- **Major Barriers:** Bangerter Highway and 9000 South show a high number of crashes and traffic volumes, which represent a major barrier for walking and biking.
- **Oversupply of parking:** Jordan Valley Station has a substantial oversupply of parking, and Sugar Factory Road Station shows moderate utilization, but supply still exceeds what the Park-and-Ride tool recommends.

## Study Area Overview

The Jordan Valley and 2700 West Sugar Factory Road (Sugar Factory Road) station areas are defined as the areas within 0.5 miles of each station. Because the two stations are located less than one mile apart, a single combined boundary encompassing station areas is shown in **Figure 1**. The study area also includes Salt Lake Community College (SLCC) and the parking area east of the campus, as these were identified as relevant destinations and opportunity sites.

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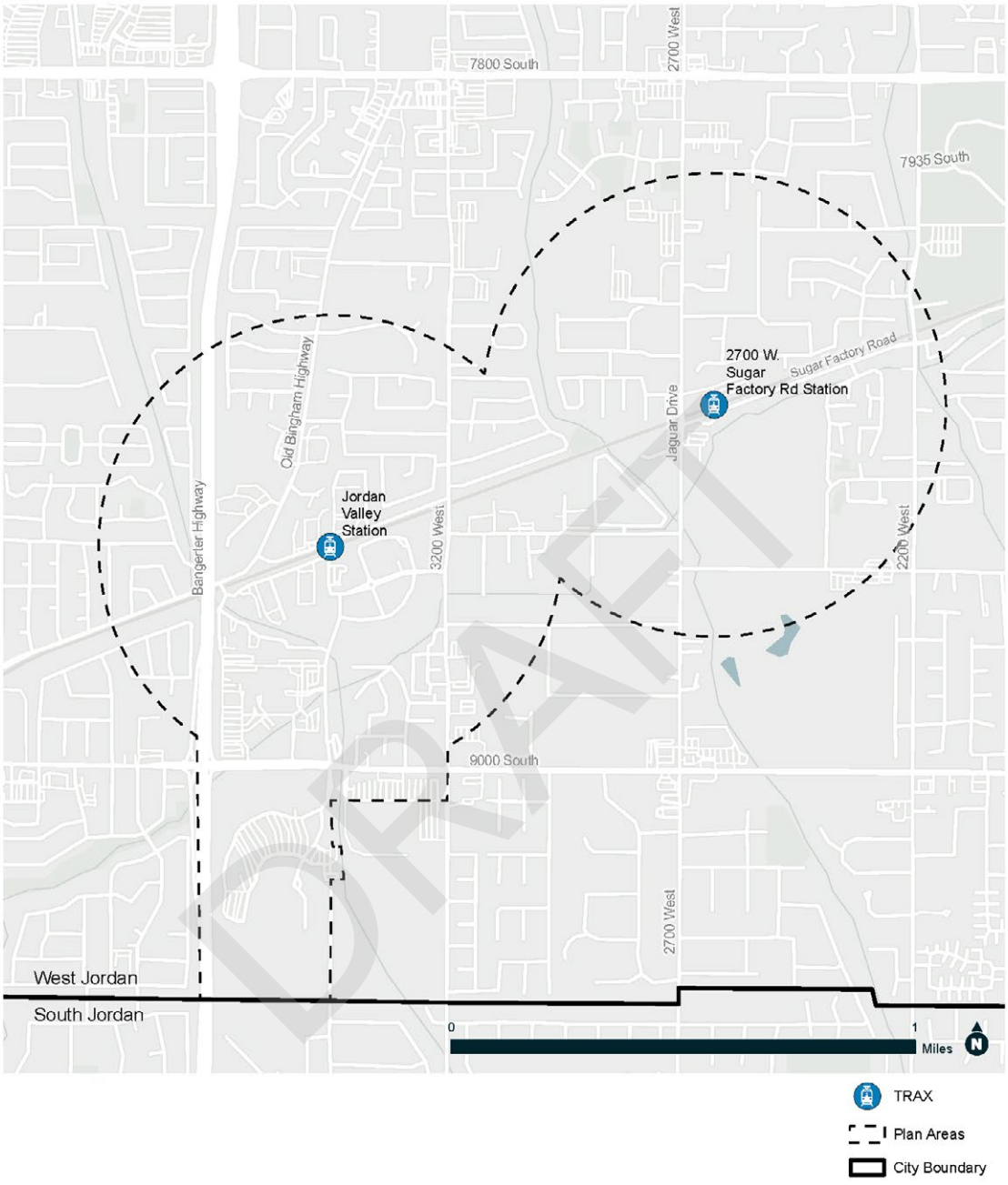


Sugar Factory Road and Jordan Valley Stations

Fehr & Peers

**Figure 1.** Jordan Valley and Sugar Factory Road Stations Areas

## Key Roadways

The existing roadway networks, speed limits, UDOT 2023 Annual Average Daily Traffic (AADT), existing transit, existing active transportation facilities, WFRC 2022 Level of Traffic Stress (LTS), UDOT 2019–2023 Crash Data, and WFRC 2023–2050 Regional Transportation Plans for Sugar Factory Road and Jordan Valley Stations are presented in **Figure 2** through **Figure 6**. Sidewalk information provided by WFRC may not reflect current conditions, as the available dataset dates to 2016.

### Sugar Factory Road Station

Sugar Factory Road Station, served by the TRAX Red Line as well as bus route 227, is located just north of Sugar Factory Road and east of 2700 West (Jaguar Drive) in West Jordan City, Utah. The station area is primarily surrounded by single-family residential neighborhoods but also includes rural properties, a golf course, a multi-family development, and West Jordan High School. The Bingham Creek Trail currently terminates near the intersection of Sugar Factory Road and 2200 West, with plans to extend it eastward to connect with the remaining portion of the trail west of Bangerter Highway. The Jordan Canal Trail, a north–south corridor, also passes through the station area.

Key roadways in the Sugar Factory Road Station Area include:

#### 2700 WEST (JAGUAR DRIVE)

Running north–south, 2700 West is a minor arterial that serves as the access route to the Sugar Factory Road Station. The roadway provides one travel lane in each direction with a center turn lane and has a posted speed limit of 35 mph. In 2023, the corridor had an AADT of 10,250. Sidewalks, bike lanes, and on-street parking are provided on both sides of the street. The level of traffic stress for cyclists (LTS) near the station is rated as comfortable for confident cyclists, but conditions become less comfortable farther from the station. Within the station area boundary, 2019–2023 Crash data indicates around 80 crashes along or near 2700 West, including one suspected serious-injury or fatal crash and three pedestrian-involved crashes. Bus route 227 runs on 2700 West from the north and terminates at the station. The roadway also provides primary access to West Jordan High School. WFRC RTP identifies buffered bike lanes along 2700 West and a potential corridor for Bingham Creek alignment as future improvements. Utah Trails Division also funded the Bingham Creek Trail for construction as part of the UTN.

#### SUGAR FACTORY ROAD

Running roughly east–west, Sugar Factory Road is a minor collector with one travel lane in each direction and a posted speed limit of 30 mph. In 2023, the roadway had an AADT of around 500. Sidewalks are mostly present on the south side, though several gaps remain, and there are no sidewalks on the north side. LTS is rated as comfortable for most adults. 2019–2023 Crash data show four crashes along Sugar Factory Road. The roadway also provides access to both the Bingham Creek Trail and the Jordan Canal Trail. The station is separated from Sugar Factory Road by a sound wall, and the only access point to the station from Sugar Factory Road is at the intersection with 2700 West.

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### 2200 WEST

Running north–south, 2200 West is a major collector with one travel lane in each direction and a posted speed limit of 30mph. In 2023, the corridor had an AADT of around 1,000. Sidewalks, bike lanes, and on-street parking are provided on both sides of the street, and the LTS is rated as comfortable for most adults. 2019-2023 Crash data show 14 crashes along 2200 West within the station area boundary. The roadway also serves as an access route to Veterans Memorial Park and Westvale Elementary School.

### TRANSIT

The TRAX station is served by the Red Line and by bus route 227, which terminates at the station, as shown in **Figure 3**. According to UTA ridership data, the Sugar Factory Road Station weekday averaged 234 TRAX boardings and 19 bus boardings per day.

## Jordan Valley Station

Jordan Valley Station, served by the TRAX Red Line as well as bus routes 240, F590, and F232, is located south of 8600 South between Bangerter Highway and 3200 West in West Jordan City, Utah. The station area includes light industrial uses, multi-family developments, and single-family neighborhoods. Jordan Valley Hospital and Salt Lake Community College (SLCC) are also located nearby. The Utah Lake Distribution Canal Trail is a north-south trail that passes through the station area. Planned active transportation connections include the Bingham Creek Trail and a future trail along the rail corridor. Despite the station's proximity, there is no direct connection to the north side of 8600 South. Additionally, the route to Jordan Valley Hospital lacks clear guidance and direct connections, creating uncertainty for pedestrians, cyclists, and drivers attempting to reach the hospital.

Key roadways in the Jordan Valley Station Area include:

### BANGERTER HIGHWAY

Running north–south, Bangerter Highway is a principal arterial UDOT roadway located west of Jordan Valley Station. It provides three travel lanes in each direction and has a posted speed limit of 55mph. In 2023, the corridor had an AADT of around 55,150. As a highway facility, it does not include pedestrian or bicycle infrastructure. Within the station area, 2019-2023 crash data show approximately 200 crashes along Bangerter Highway, including five fatal or suspected serious-injury crashes and one pedestrian-involved crash. The highest crash concentrations occurred at the 9000 South intersection, which operated as a signalized intersection during the data period. Since then, UDOT has completed the 9000 South interchange.

### OLD BINGHAM HIGHWAY

Running northeast–southwest, Old Bingham Highway is a local road north of Jordan Valley Station. It provides one travel lane in each direction with a center turn lane and has a posted speed limit of 35 mph. East of Bangerter Highway, the roadway includes bike lanes and sidewalks on both sides. However, near Terra Linda Elementary School, sidewalk coverage becomes inconsistent, and the bike lanes transition to on-street parking. In this area, land uses include light industrial near the station and single-family residential farther north. Old Bingham Highway is also one of the few available crossing options along Bangerter Highway. West of Bangerter Highway, sidewalk facilities are more limited, with a sidewalk only on the north side and bike lanes replaced by on-street parking. The LTS along

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Old Bingham Highway is rated as comfortable for confident cyclists. 2019–2023 Crash data indicate 25 crashes along the corridor. Buffered bike lanes are planned along Old Bingham Highway as part of Phase 2 of the 2023 Regional Transportation Plan.

### 3200 WEST

Running north–south, 3200 West is a major collector with one travel lane in each direction, a center turn lane, and a posted speed limit of 35 mph. In 2023, the corridor had an AADT of around 15,000. Sidewalks are provided on both sides of the roadway. South of the rail line, bike lanes are present in both directions, while north of the rail line on-street parking is provided on each side instead. 3200 West is served by bus routes F232 and F590. The LTS along the corridor is rated as comfortable for confident cyclists. 2019–2023 crash data indicate approximately 70 crashes within the station area, including one involving a cyclist. A major concentration of crashes occurs at the 9000 South intersection, including one fatal crash.

### 9000 SOUTH

Running east–west, 9000 South is a principal arterial UDOT roadway with two travel lanes in each direction, a center turn lane, and a posted speed limit of 40 mph. The corridor serves as the primary route between Jordan Valley Station and Salt Lake Community College (SLCC) and provides the main access to Jordan Valley Hospital and SLCC. In 2023, the roadway had an AADT of around 22,000. Sidewalks and bike lanes are present on both sides of 9000 South, and the corridor is served by bus routes F590 and 240. The LTS is rated as comfortable for confident cyclists. 2019–2023 crash data indicates approximately 200 crashes along 9000 South, including four fatal or suspected serious-injury crashes and four crashes involving pedestrians or cyclists. The highest crash concentrations occurred at the Bangerter Highway intersection, which operated as a signalized intersection during the crash data period. UDOT has since reconstructed this location as an interchange. Additionally, 9000 South is planned to be widened to seven lanes as part of Phase 1 of the 2023 Regional Transportation Plan.

### 8600 SOUTH (SOUTH SIDE OF TRAX)

Running east–west, 8600 South is a local road with one travel lane in each direction and a posted speed limit of 35 mph. On-street parking is available along most of the corridor, and a center turn lane is present on the eastern segment. Sidewalks exist on both sides of the street, though their condition and maintenance vary. While the south side of 8600 South retains a more rural character, the north side features multi-family residential development and light industrial uses. In addition, 8600 South is a potential corridor for future Bringham Creek trail alignment.

### 8600 SOUTH (NORTH SIDE OF TRAX)

Running east–west, 8600 South is a local road with one travel lane in each direction and a posted speed limit of 35 mph. Sidewalk is not provided along the road, except for a short segment on the north side that connects to Old Bingham Highway. The roadway segment within the station area primarily serves nearby light industrial uses. Although it runs adjacent to Jordan Valley Station, there is no direct connection between the two, as they are separated by a fence. The nearest accesses to the rail platform are located at Old Bingham Highway and 3200 West. Sidewalks are not provided.

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### 3400 WEST

Running north–south, 3400 West is a local road with one travel lane in each direction, a center turn lane, and a posted speed limit of 30 mph. The roadway serves the TOD area and Jordan Valley Hospital and is a connection between Jordan Valley Station and SLCC. The corridor is served by bus routes 240 and F590. A sidewalk is provided along the west side of 3400 West, while sidewalk coverage on the east side is inconsistent. 2019–2023 crash data show approximately 25 crashes at the intersection with 9000 South, including one involving a cyclist.

### TRANSIT

The TRAX station is served by the Red Line and by bus routes F232 and 240, both of which terminate at the station, as shown in **Figure 3**. Bus F590 stops at the station and ends at the SLCC. According to UTA ridership data, the Jordan Valley Station averaged 371 TRAX weekday boardings, the 240 route averaged 100 weekday boardings, while F590 and F232 remained lower than 5 average weekday boardings.

## Active Transportation Connections

Trail facilities in the station areas include the Utah Lake Distribution Canal Trail, the Jordan Canal Trail, and the Bingham Creek Trail, as shown in **Figure 4**. Existing trails within the station areas include the Utah Lake Distribution Canal Trail, Jordan Canal Trail, and Bingham Creek Trail. The Bingham Creek Trail currently terminates at Sugar Factory Road near its intersection with 2200 West and begins again west of Bangerter Highway at Vista West Park. In addition to trails, the station areas include active transportation infrastructure such as sidewalks on most roadways and striped bike lanes on some corridors.

Future projects, identified in the 2023 Regional Transportation Plan and the West Jordan Active Transportation Plan, include buffered bike lanes along 2700 West and Old Bingham Highway, an extension of the Bingham Creek Trail, and a shared-use path along the railroad corridor, as illustrated in **Figure 6**. These projects are identified by the 2023 Regional Transportation Plan and the West Jordan Active Transportation Plan. A separate Bingham Creek Trail document provides additional details, including concept drawings and cross-sections for the planned alignment.

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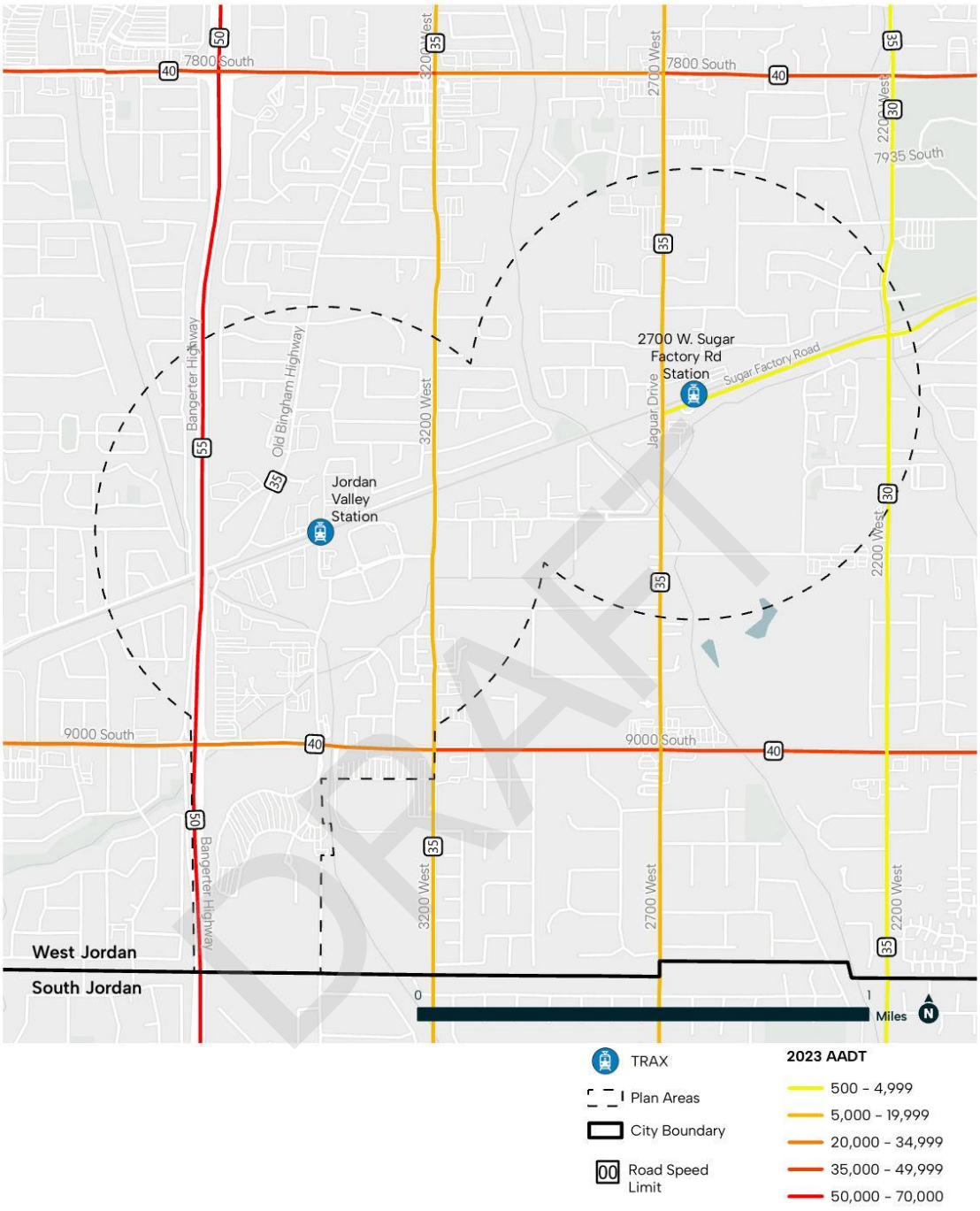


## Roadway Annual Average Daily Traffic and Speed Limit

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**Figure 2.** 2023 Traffic Volumes in Jordan Valley and Sugar Factory Road Station Areas

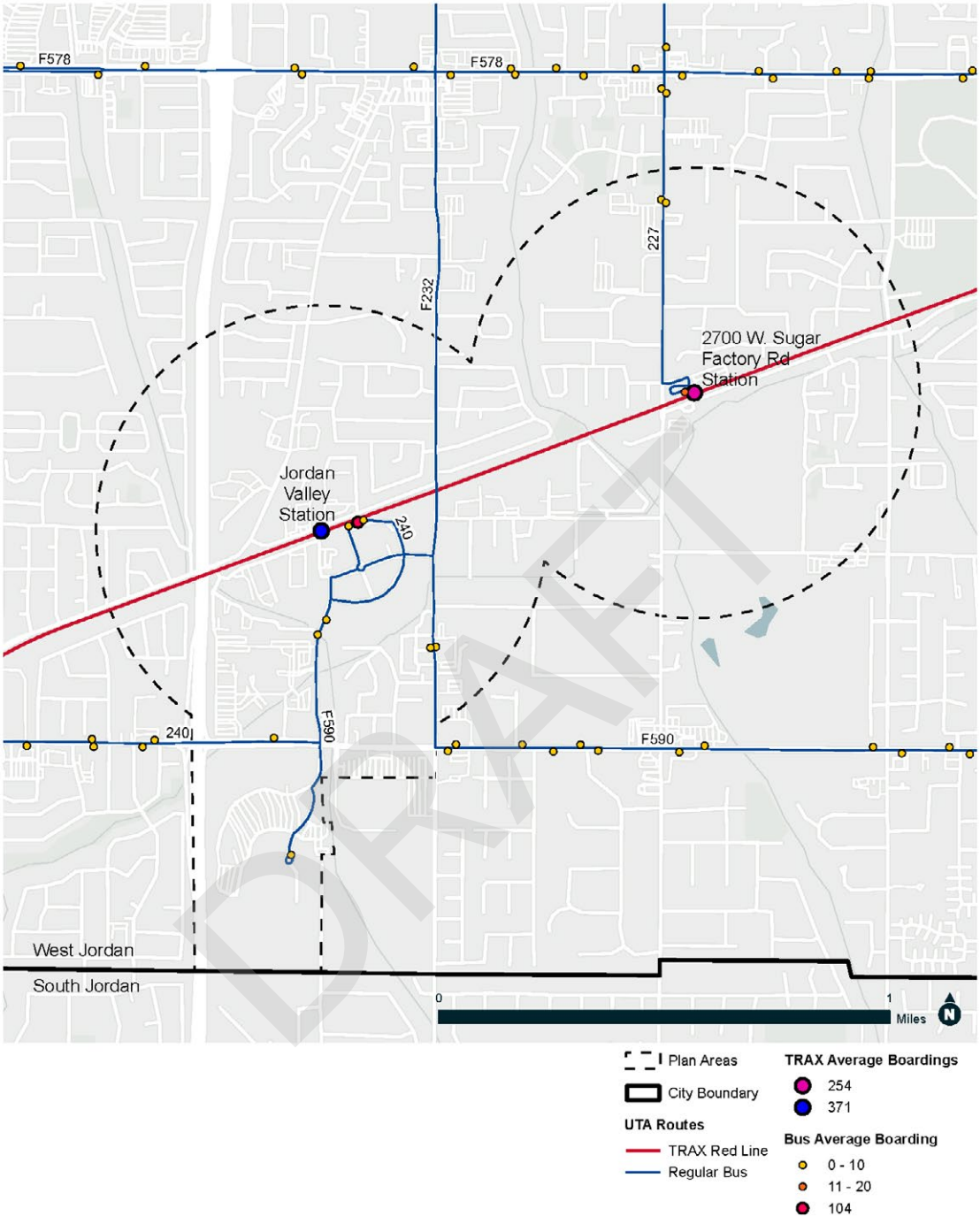



**Figure 3.** Transit and Average Boardings in the Jordan Valley and Sugar Factory Road Station Areas

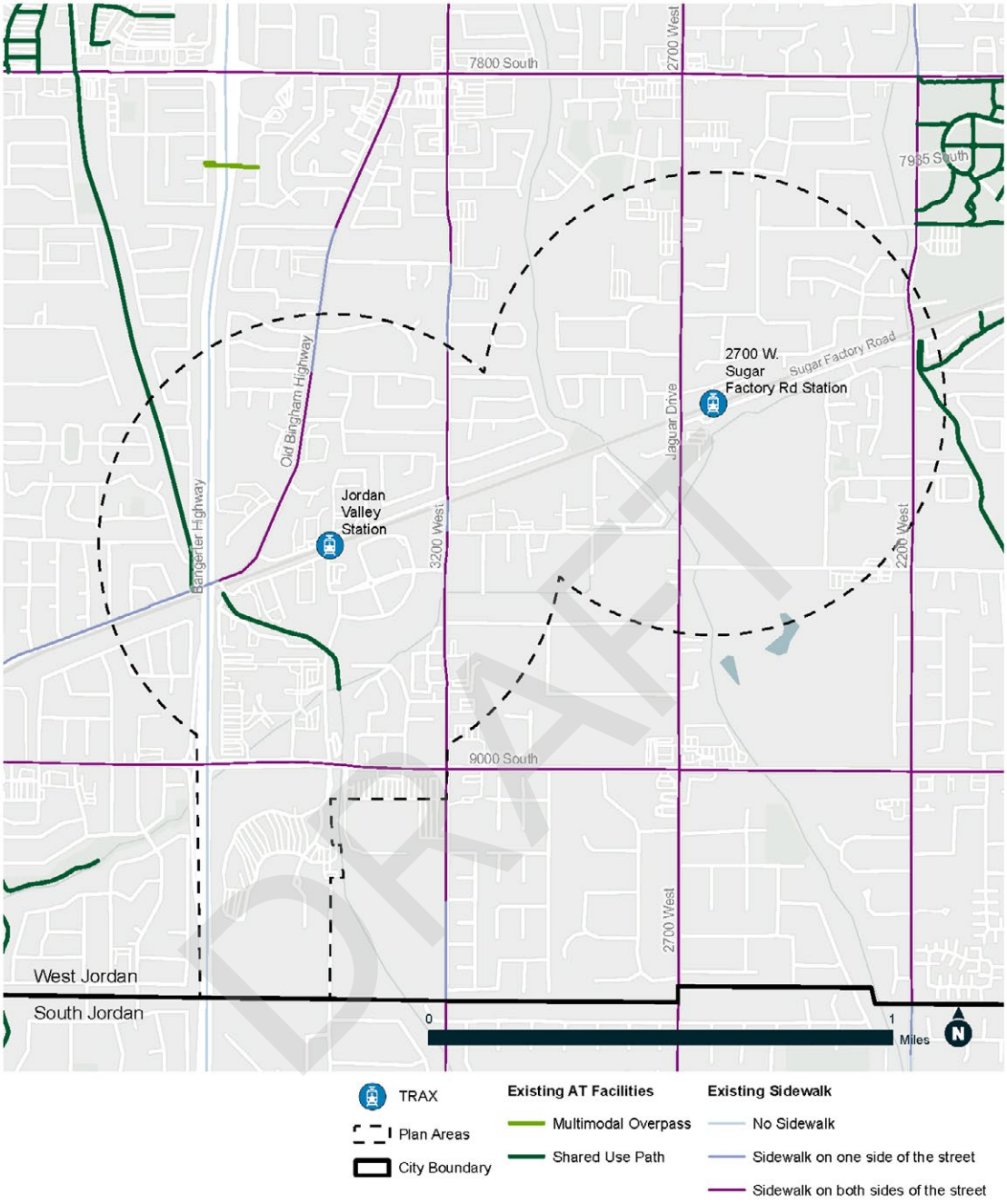
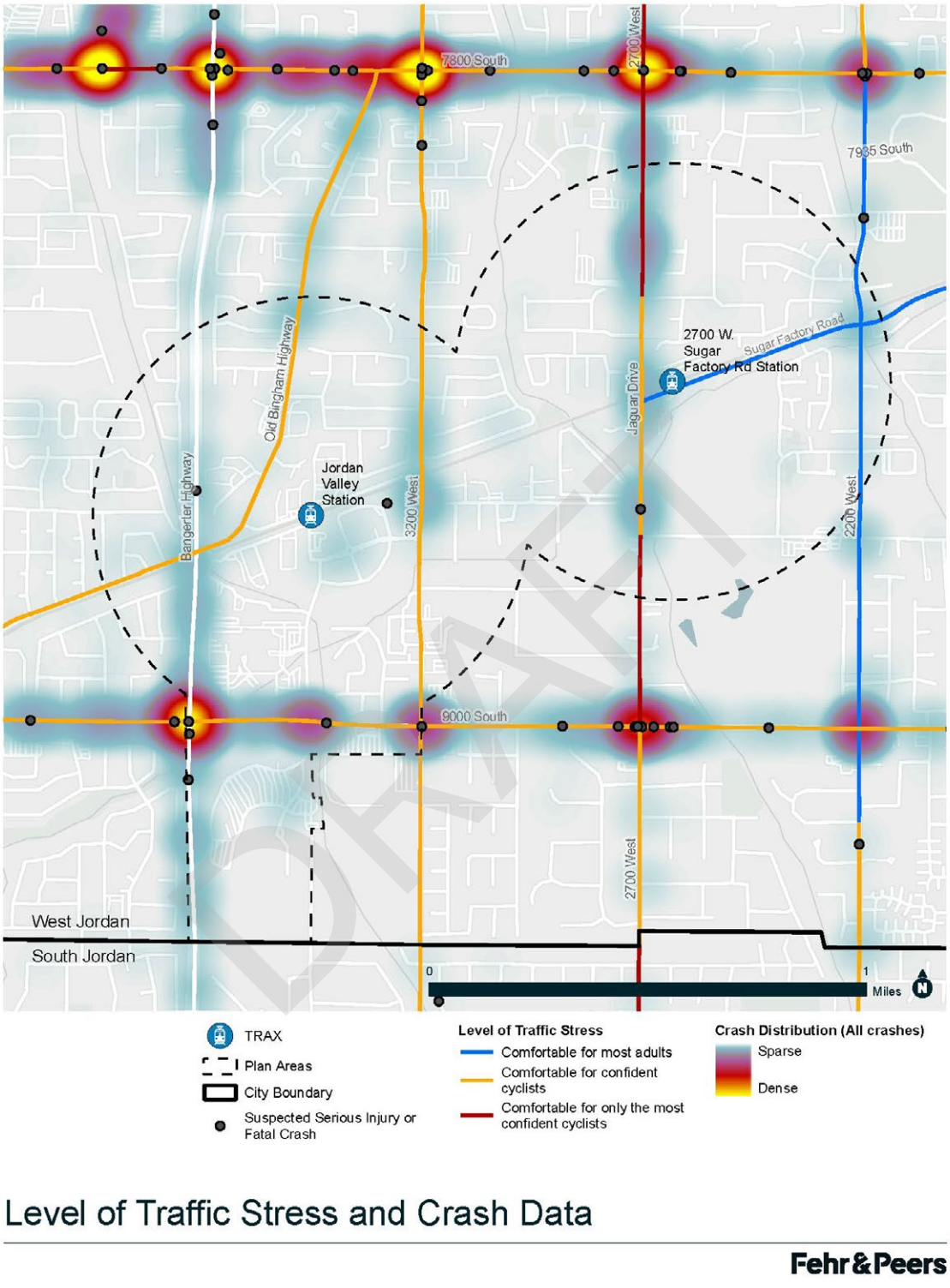


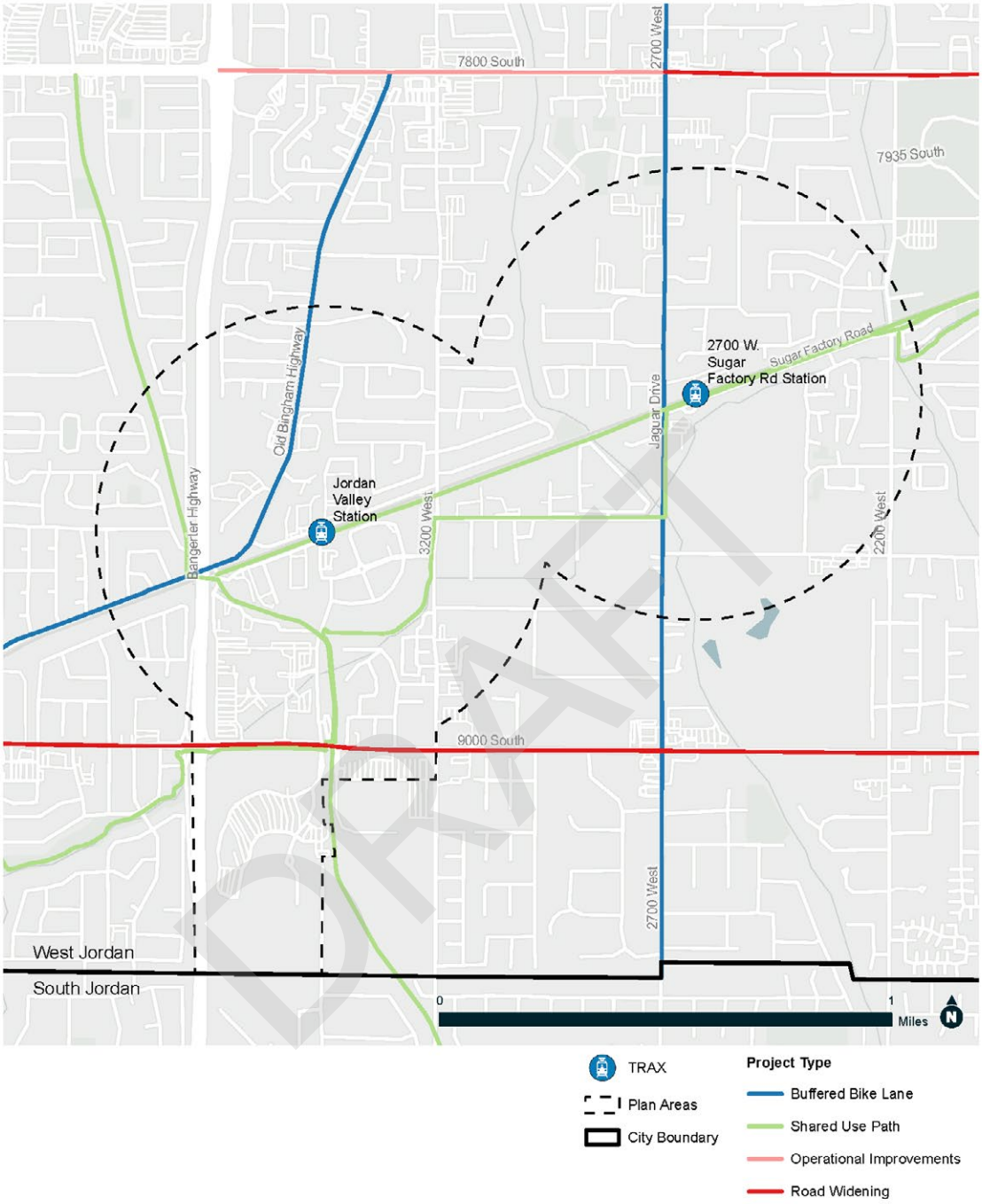

**Figure 4.** Existing Active Transportation Facilities in the Jordan Valley and Sugar Factory Road Station Areas




Level of Traffic Stress and Crash Data

Fehr & Peers

**Figure 5.** Level of Traffic Stress and Crash Data in the Jordan Valley and Sugar Factory Road Station Areas




## Planned Projects

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**Figure 6**. Future Projects in the Jordan Valley and Sugar Factory Road Station Areas

# Connectivity Analysis

Utah's Metropolitan Planning Organizations (MPOs) are currently developing the Statewide MPOs Regional Roadway Grid Study to determine the health of the current roadway grid and recommend projects to improve connections throughout the state. As part of the Grid study, several analyses were conducted, including Network Completeness, Access to Opportunities via transit, and development of a Connectivity Index. The results of these analyses were used to determine the connectivity of areas surrounding Jordan Valley and Sugar Factory Road Stations.

The network completeness metric compares the available miles of transit service, protected bikeways, unprotected bikeways to the available miles of roadways to determine how complete the roadway network is at the census block group-level. Areas with high completeness scores indicate a high concentration of transit service and designated bikeways. As shown in **Figure 7**, the area south of the TRAX line and between the stations shows higher network completeness. Lower completeness scores appear north of the stations, east of Sugar Factory Road Station, west of Jordan Valley Station, and south of 9000 South.

The access to opportunity (ATO) metric estimates the number of jobs accessible via transit for each traffic analysis zone (TAZ) using methodologies developed by the Wasatch Front Regional Council (WFRC). The metric is a combination of the distribution of households and jobs, travel time to the workplace during the peak commute hours, and a distance-based weighting. As shown in **Figure 8**, the areas south of both stations show higher ATO values. Another area of higher transit job accessibility appears between 3200 West and 2700 West, north of the rail line.

The Connectivity Index compares the number of roadway segments and intersections within each census block group, serving as an indicator of the overall quality and directness of network connections. Areas with high connectivity have a greater density of roadway links relative to intersections, with fewer dead-ends or three-way intersections. As shown in **Figure 9**, the Jordan Valley Station area exhibits higher connectivity than the Sugar Factory Road Station area. The highest connectivity score within the station areas is located north of Jordan Valley Station between Old Bingham Highway and 3200 West. The lowest connectivity score appears immediately east of this area, between 3200 West and 2700 West.

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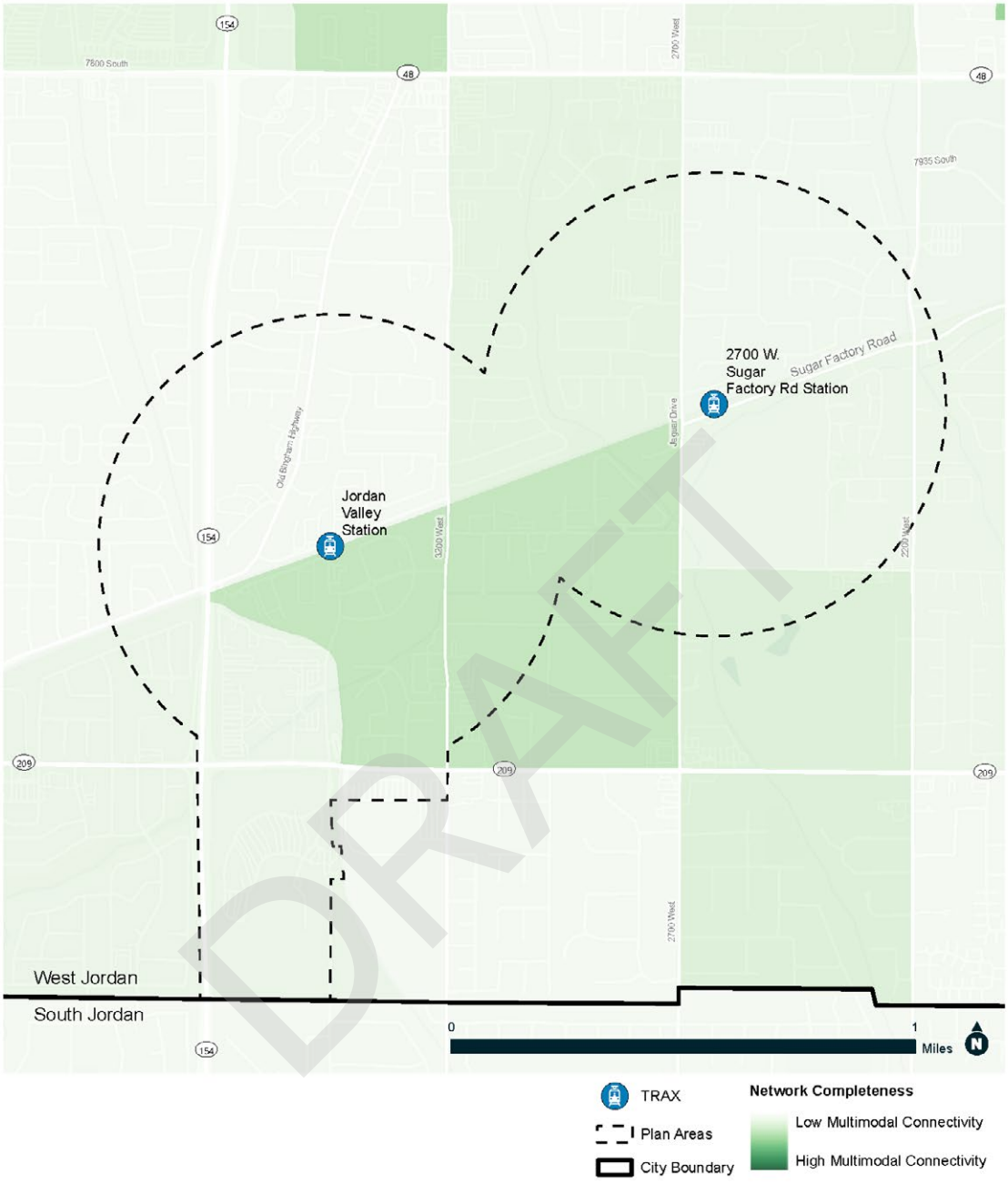


## Network Completeness

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**Figure 7.** Jordan Valley and Sugar Factory Road Stations Network Completeness

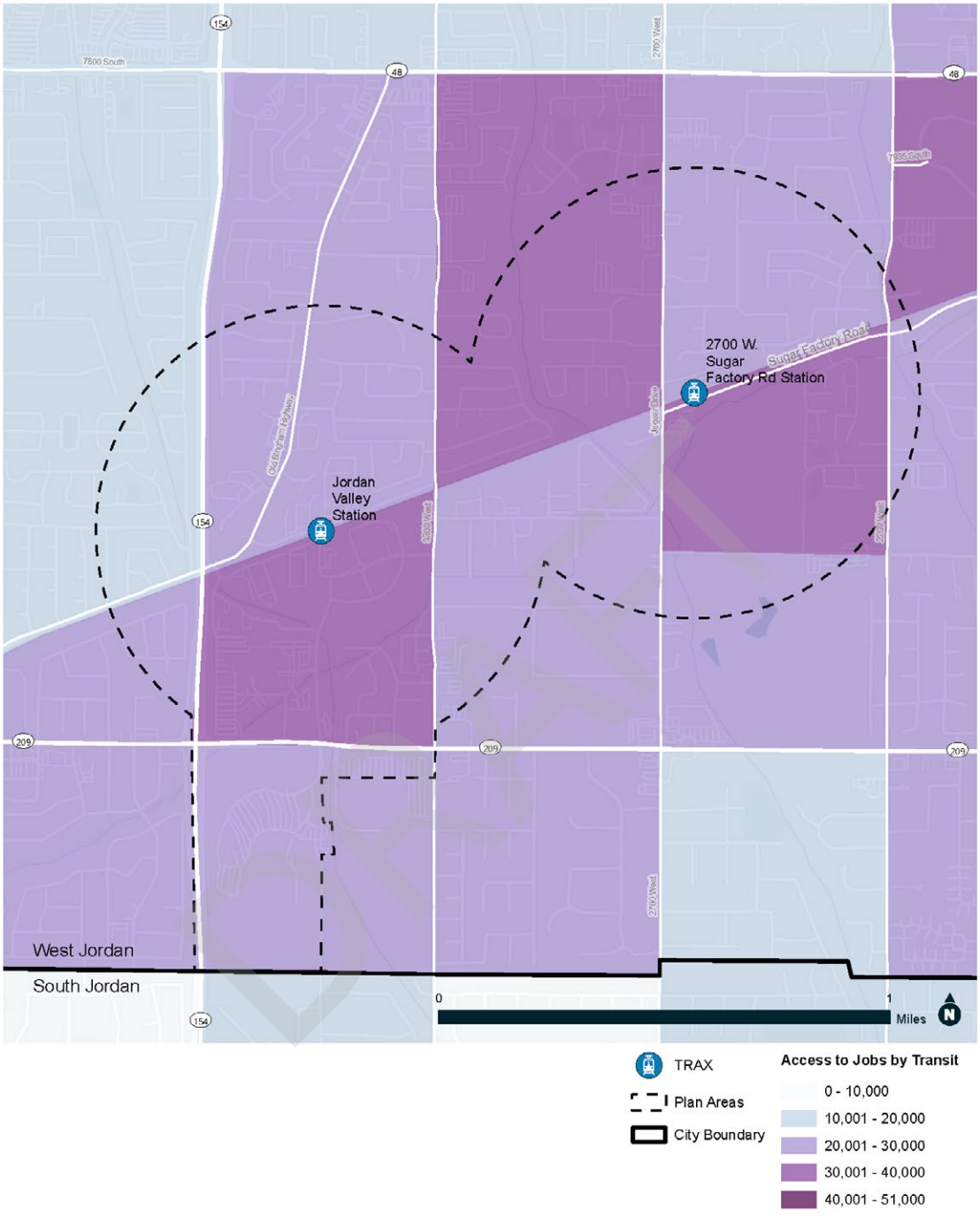


**Figure 8.** Jordan Valley and Sugar Factory Road Stations Access to Opportunities

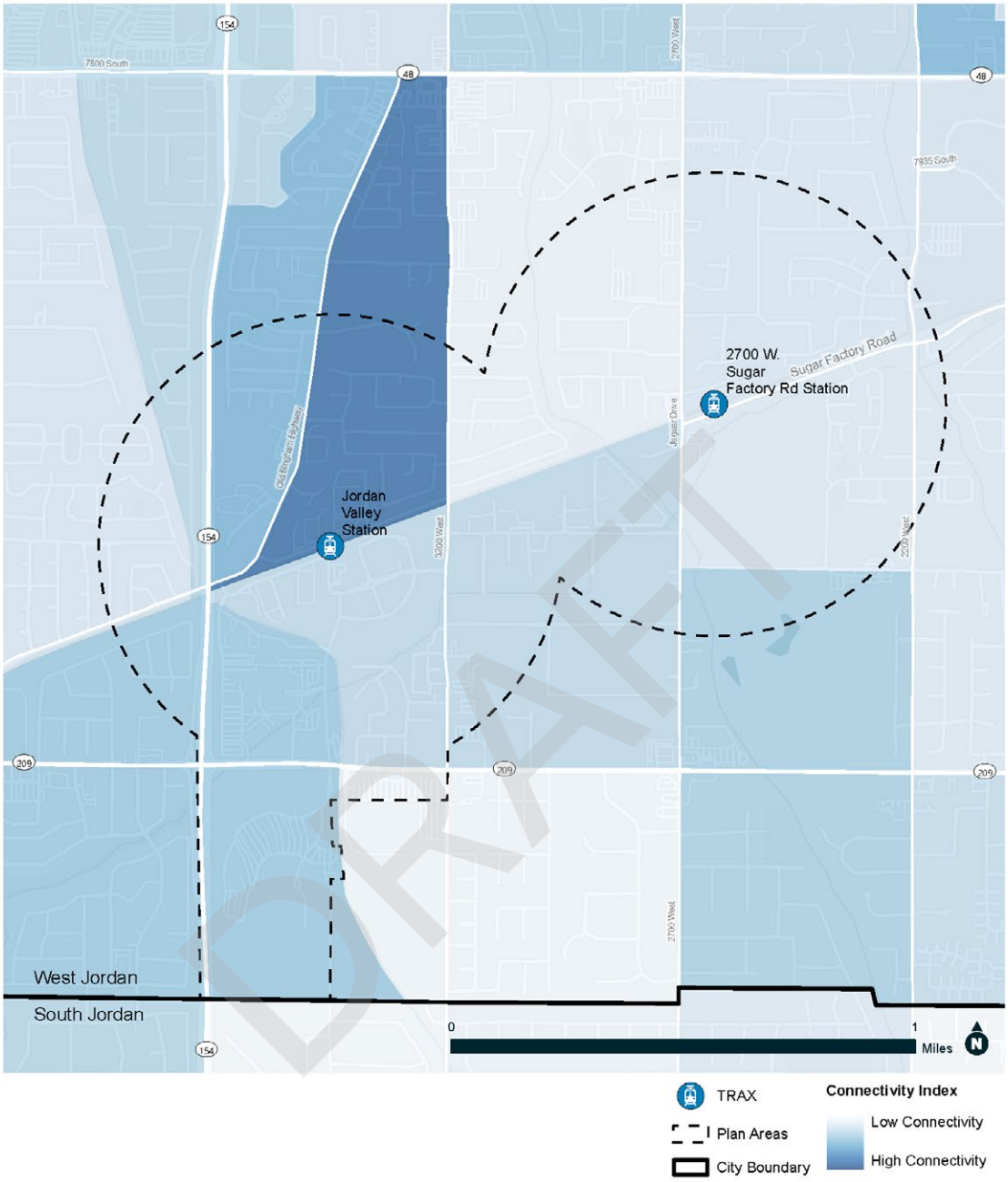


**Figure 9.** Jordan Valley and Sugar Factory Road Stations Connectivity Index

# Station Area Parking

Utilization of existing parking lots at Jordan Valley and Sugar Factory Road was evaluated to better understand how UTA's parking assets are being used. To identify potential opportunities related to those assets based on parking utilization, parking utilization data was gathered based on manual counts and information from UTA. A summary of existing parking spaces at each station is presented below in **Table 1.**

**Table 1. Parking Supply by Station**

| Station | Total Parking Supply |
|---|---|
| Sugar Factory Road TRAX Station | 218 |
| Jordan Valley TRAX Station | 850 |

Source: Fehr & Peers, 2025.

Jordan Valley Station includes two parking structures with a total of 1,192 stalls shared with nearby residential buildings. According to UTA, Level 1 of both structures contains 342 stalls reserved for residents, with the remainder devoted to UTA passengers. As a result, vehicles parked on Level 1 were excluded from parking utilization counts. Additionally, a portion of both structures was inaccessible for parking during the site visits.

## Parking Utilization

Parking counts were collected during two periods, at midday and 6 PM on Thursday, November 13th and on Saturday, November 15th 2025. While these counts offer precise, on-the-ground data at a specific moment, they represent a limited number of observations and may not reflect broader trends or peak utilization patterns. Parking utilization are shown in **Table 2.**

**Table 2. Parking Utilization**

| Station | Hour | Weekday | | Weekend | |
|---|---|---|---|---|---|
| Sugar Factory Road TRAX Station | 12 PM | 67 | 31% | 11 | 5% |
| | 6 PM | 40 | 18% | 7 | 3% |
| Jordan Valley TRAX Station | 12 PM | 183 | 22% | 238 | 28% |
| | 6 PM | 233 | 27% | 278 | 33% |

Source: Fehr & Peers, 2025.

Although UTA reserves Level 1 of each parking structure at Jordan Valley Station for residents, observations showed that residents also appear to access their buildings from other levels. Additionally, parking utilization was higher on the weekend, suggesting that a portion of the vehicles parked on the upper levels may belong to residents rather than TRAX riders. As a result, manual counts may not accurately reflect parking demand associated with transit use.

## Park and Ride Right-Sizing Tool (2025)

Fehr & Peers worked with UTA to develop a regression-based model to estimate parking demand at UTA TRAX and Frontrunner stations to provide a right-sized parking supply for the future. The model is based on UTA data from all UTA-maintained park-and-ride facilities, including parking capacity

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and typical weekday utilization between 2015 and 2019. Using this information, the tool generates an average estimated parking utilization and a recommended parking supply for each station, as shown in **Table 3.** The tool classifies Sugar Factory Road Station as a "Suburban Mid-Corridor" and Jordan Valley Station as "TOD Affordable Housing or Regional Destination". For Sugar Factory Road Station, the tool recommends a high target supply. However, the existing supply still exceeds the recommended amount. Jordan Valley Station, the tool identifies a significant oversupply of parking, indicating a potential opportunity to repurpose excess parking areas for other land uses.

**Table 3. P&R Tool Parking Utilization and Recommended Supply by Station**

| Station | Estimated Parking Available | Average Estimated Parking Utilization | Tool Recommended Parking Supply | Estimated Parking Oversupply |
|---|---|---|---|---|
| Sugar Factory Road TRAX Station | 218 | 60% | 123 | 95 |
| Jordan Valley TRAX Station | 716 | 21% | 114 | 602 |

Source: UTA, Fehr & Peers, 2025.

A comparison between the UTA data used to develop the P&R tool and the 2025 manual observations shows that both parking supply and utilization have increased at Jordan Valley Station, with observed utilization ranging from 22% to 33%, though this could be a result of residential parking demand from adjacent uses. Despite this increase, the tool still identifies a substantial oversupply and recommends a significant reduction in parking. At Sugar Factory Road Station, the tool's average estimated utilization is considerably lower than the 2025 manual counts, which ranged from 3% to 31%. The lower parking utilization observed is likely influenced by the impact of the COVID-19 pandemic on transit ridership, as UTA is still in the process of recovering ridership from that event.

Overall, counts indicate that both Jordan Valley and Sugar Factory Road stations have excess parking capacity. A more comprehensive update to UTA's park-and-ride utilization data would provide a better understanding of parking demand trends at these stations and others.

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# Station-Area Constraints & Opportunities

The station areas present constraints and opportunities regarding transportation, networking, and parking. Although both station areas present connectivity constraints and barriers, they also provide opportunities for transportation improvements, as outlined in **Table 4**.

**Table 4. Transportation Opportunities and Constraints for Jordan Valley and Sugar Factory Road Station Areas**

| Station | Constraints | Opportunities |
|---|---|---|
| Sugar Factory Road | • Missing segments of sidewalks along Sugar Factory Road.<br>• Presence of a sound wall and fence restricts pedestrian access between Sugar Factory Road and the station.<br>• There is no existing crosswalk at 2700 West south of TRAX, which creates inconvenient or unsafe walking and biking conditions for people accessing TRAX from the south.<br>• Low connectivity index around the station, possibly due to the presence of dead-end streets, trail gaps, and large private lands, such as the Golf Course and the High School. | • Proximity to Veterans Memorial Park and presence of bike lanes along 2200 West is an opportunity to strengthen connections between transit and recreational destinations.<br>• Presence of an existing pedestrian crossing near Meadow Green Farms Park that is currently closed to the public provides an opportunity for additional pedestrian crossing along the Utah and Salt Lake Canal.<br>• Existing parking lot with low utilization offers opportunities for new uses.<br>• The planned Bingham Creek Trail has the potential to improve AT connections between transit and other destinations.<br>• South Jordan Canal and Utah and Salt Lake Canal trails provide opportunities for recreational trail network improvements. |

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| | | |
|---|---|---|
| Jordan Valley | • Missing segments of sidewalks along Old Bingham Highway, 8600 South (north side of TRAX), and 3400 West.<br>• Indirect connections between the Station and the northern side of the rail create inconvenient and unsafe conditions for people walking or biking to the TRAX station from the north<br>• North side land use is mostly Light Industrial, which likely generates very low ridership.<br>• Route to and through Jordan Valley Hospital and SLCC lacks clear guidance and direct connections.<br>• Bangerter Highway and 9000 South have a high number of crashes and traffic. | • Proximity to SLCC, Jordan Valley Hospital, and other schools is an opportunity to strengthen connections between these destinations and the station.<br>• Presence of the Utah Lake Distribution Canal Trail as a north-south trail facility should be improved for better AT connections.<br>• Parking structures with oversupply offer opportunities for new uses.<br>• 9000 South is planned to be widened to seven lanes and offers opportunities for congestion relief while incorporating improved pedestrian and bicycle facilities. |

Source: UTA, Fehr & Peers, 2025.

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# Mobility and Connectivity Framework - Recommendations

## Jordan Valley Station

The Jordan Valley TRAX Station is served by the TRAX Red Line and by bus routes F232 and 240, both of which terminate at the station. In addition to the existing Utah Lake Distribution Canal Trail, the Bingham Creek Trail was included in the planned Utah Trail Network as an active transportation connection in the area. Other planned bike facilities include buffered bike lanes along Old Bingham Highway and 3200 West. Despite proximity to key destinations, the station area faces connectivity challenges, including gaps in the pedestrian network and limited north–south access for all modes. Additionally, parking supply exceeds current demand, with two underutilized parking structures in the immediate station area. Therefore, the following recommendations aim to **improve north-south connectivity**, **enhance the active transportation network**, **and promote right-sizing parking** within the area.

### Improve North-south Connectivity

#### EXTEND AND REALIGN 3400 WEST TO OLD BINGHAM HIGHWAY

Jordan Valley Station lacks a direct connection across the TRAX from the south to the north side, including inconvenient routes to access the station. Extending 3400 West to Old Bingham Highway, intersecting with Old Bingham Highway at a new roundabout, would establish a more direct and convenient north–south connection that would serve as a central spine of connection and activity in the station area. This improvement would enhance access to the station, maintain traffic flow, and strengthen overall network connectivity.

3400 West would function as a "main street" corridor, connecting to existing and planned local roads supporting key destinations such as SLCC, Jordan Valley Hospital, and nearby schools, as well as future development. Realigning 3400 West would improve direct access among these destinations and enhance circulation for all travel modes.

#### PROVIDE PEDESTRIAN RAIL CROSSINGS

Currently, there are no direct connections between the station and the north side of the rail corridor , creating inconvenient and unsafe conditions for pedestrians and bicyclists accessing Jordan Valley Station. To address this gap, the plan proposes two new pedestrian rail crossings aligned with existing station access points. These crossings would provide direct and convenient connections between the station and the north side of the corridor, improving access for active transportation users, and connect to new sidewalks on the south side of Haun Drive/W 8600 S.

### Enhance Active Transportation Network

#### PROVIDE MULTI-USE PATHS

The plan proposes a network of multi-use paths to provide safe, comfortable, and accessible facilities for pedestrians and bicyclists. These paths are designed with increased widths and landscaped park strips to create separation from vehicular traffic, improving both safety and user experience. Figure

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10 identifies locations at key corridors where roadway redesign is proposed to accommodate multi-use paths, including the following:

- **3400 West (Figure 11):**
    - Construct a 12-foot multi-use path with a landscaped park strip on the west side to improve walkability along the 3400 West realigned corridor, enhance north–south connectivity, and support access to existing and future development;
    - Provide on-street parking on the east side to support adjacent future developments;
    - Include a 7-foot sidewalk and a park strip on the east side to provide an additional pedestrian facility.

- **Norris Lane View (Figure 12):**
    - Narrow travel lanes from 16 feet to 11 feet to reallocate space for enhanced pedestrian and bicycle facilities;
    - Construct a 12-foot multi-use path with landscaped park strips to provide separation from both vehicular traffic and the rail corridor, creating a safer and more comfortable environment;
    - Provide on-street parking on the north side to accommodate station pick-up/drop-off activity and increase buffering between travel lanes and the multi-use path;
    - Include an 8-foot sidewalk with a buffer on the south side to provide an additional pedestrian facility.

- **8600 South (Figure 13):**
    - Construct a 10-foot multi-use path with a landscaped park strip on the north side to improve active transportation access to the station area;
    - Provide on-street parking on the north side to support future development and increase separation between travel lanes and the multi-use path;
    - Include a 5-foot sidewalk with a buffer on the south side to facilitate pedestrian access to the proposed rail crossings.

### DEVELOP BINGHAM CREEK TRAIL

The Bingham Creek Trail has the potential to enhance the regional active transportation network, providing east–west connectivity across the southwest West Jordan. Within the Jordan Valley Station Area, the trail is envisioned to pass through the station and extend south along the 3400 West corridor to 9000 South, before continuing west across Bangerter Highway. This alignment would strengthen east-west connections, including to the Sugar Factory Road Station and west of Bangerter Highway.

### ENHANCE MULTIMODAL CROSSINGS AT 9000 SOUTH

9000 South serves as a primary connection between Jordan Valley Station and key destinations within the station area, including Salt Lake Community College (SLCC) and Jordan Valley Hospital. The corridor is also part of the planned Bingham Creek Trail alignment, making it a critical link in the regional active transportation network. However, high traffic volumes and the history of crashes limit safe and convenient access to the station and surrounding destinations. To address these challenges, the plan recommends a grade-separated crossing at 9000 South. This improvement would enhance safety and comfort for pedestrians and bicyclists while maintaining vehicular capacity and traffic operations along this major corridor.

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### Promote Right-Sizing Parking

Jordan Valley Station currently has a substantial oversupply of parking. UTA data and field observations indicate parking utilization rates ranging from approximately 22% to 33%, including two existing parking structures. The plan recommends right-sizing the parking supply to better align with actual demand and repurposing excess parking areas for other land uses. This could be achieved by reducing parking minimums required for new development, potentially in favor of implementing maximums, and making existing UTA parking available for other uses at the site through leases or other arrangements.

## Sugar Factory Road Station

The 2700 West Sugar Factory Road TRAX Station, served by the UTA Red Line, is connected to regional and local active transportation facilities, including the Utah and Salt Lake Canal Trail, Jordan Canal Trail, and the planned Bingham Creek Trail. Buffered bike facilities along 2700 West and proximity to destinations such as West Jordan High School and Veterans Memorial Park further support multimodal access and offer accessible destinations for those traveling on foot or by bike. However, the station area has low street connectivity, gaps in pedestrian infrastructure, and barriers such as limited marked pedestrian crossings, the presence of a sound wall along the TRAX right-of-way, and large parcels, which hinder access to the station. Additionally, underutilized parking indicates an opportunity to better align supply with demand. Therefore, the following recommendations aim to **enhance active transportation access to destinations, improve street connectivity for all modes, and promote right-sizing of parking.**

### Enhance Active Transportation Access to Destinations

#### CALM TRAFFIC ALONG 2700 WEST

2700 West is a key north–south corridor providing access to the Sugar Factory Road Station and West Jordan High School. However, crash history along the corridor indicates safety concerns for pedestrians and bicyclists. Implementing traffic calming measures north of the station would improve safety and comfort, creating a more supportive environment for walking and cycling and encouraging multimodal travel to the station and school.

#### ENHANCE ACCESS TO THE STATION

Currently, 2700 West provides the only direct pedestrian access to the station via the sidewalk, resulting in inconvenient routes for users traveling from the west and south. Additionally, the presence of a sound wall further limits pedestrian access between Sugar Factory Road and the station. To address these barriers, the plan proposes:

- Removing a portion of the sound wall along UTA property
- Providing two pedestrian rail crossings aligned with existing station access points

These improvements would provide more direct and convenient access to the station and enhance overall walkability along Sugar Factory Road.

#### ADD MARKED, ENHANCED PEDESTRIAN CROSSINGS

Existing pedestrian crossings near the station are limited to the east leg of the 2700 West / Sugar Factory Road intersection and the north leg of the 2700 West and 8350 South intersection. As a

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result, users approaching from the west side of 2700 West, south of the rail corridor, lack convenient crossing opportunities near the station. To address this gap, the plan recommends installing a new crosswalk on 2700 West south of the station. This improvement would provide a safer and more direct route for pedestrians, enhancing accessibility and connectivity to the station.

## Improve Street Connectivity for all Modes

### CONSTRUCT NEW LOCAL ROADS AND MULTI-USE PATHS

The plan proposes redevelopment of the Mountain View Golf Course site to introduce additional housing and complementary land uses within the station area. This redevelopment is supported by a network of new local streets and multi-use paths, which will improve local connectivity and create a more walkable environment.

### DEVELOP BINGHAM CREEK TRAIL

The Bingham Creek Trail is envisioned as a key regional active transportation corridor providing east–west connectivity across West Jordan. Within the Sugar Factory Road Station area, the trail will help address gaps in the active transportation network along Sugar Factory Road and extend along 2700 West and Haun Drive as a continuous 12-foot trail. Figure 17 identifies key roadways where redesign is proposed to accommodate the trail, including:

Sugar Factory Road (Figure 18):

- Construct a 12-foot multi-use path with a 9-foot landscaped park strip on the south side to provide separation from vehicular traffic and enhance user comfort
- Provide on-street parking on the south side to support existing uses and potential redevelopment, and increase buffering between travel lanes and the trail
- Include a 6-foot sidewalk with landscaped park strip to provide an additional pedestrian facility separated from both vehicular traffic and the rail corridor

Haun Drive (Figure 19):

- Remove on-street parking to accommodate the Bingham Creek Trail
- Construct a 12-foot trail with a 5-foot landscaped park strip on the north side to improve walkability
- Add a 5-foot landscaped buffer adjacent to the existing sidewalk on the south side to enhance separation from vehicular traffic

## Promote Right-Sizing Parking

Sugar Factory Road Station currently has excess parking capacity. UTA data and field observations indicate parking utilization rates ranging from approximately 3% to 31%. The plan recommends right-sizing the parking supply and repurposing the underutilized area for townhome development to better align with the current and future demand in the station area.

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# Transportation Demand Management Strategies

To reduce travel demand impacts within the Jordan Valley Station Area, this plan includes TDM strategies aimed at minimizing reliance on the existing roadway network and promoting multimodal travel. Some strategies are proposed in the plan as part of the vision goals and recommendations:

- **Increase Density Around Transit Stations:** Proposing higher residential and job density around the transit station provides easy access to public transit for residents, employees, and visitors, encouraging transit ridership and reducing single-occupancy vehicle trips, and thus reducing GHG emissions.
- **Improve Street Connectivity:** Improving street connectivity in the station area will also help facilitate a greater number of shorter trips and increase the number of routing options, distributing traffic.
- **Active Transportation Network Improvements:** Enhancing the pedestrian and cyclist network also encourages people to walk instead of driving and increases access to transit.

In addition to the strategies above, TDM program implementation also includes optional strategies that would also require action either from landowners, developers, or employers in the station area. Potential strategies include:

- **Implement commute trip reduction program:** This measure includes services, infrastructure, and incentives for alternative modes provided by the employer, encouraging carpooling, taking transit, walking, and biking.
- **Implement ridersharing program:** Ridesharing encourages vehicle trips in place of single-occupied vehicle trips, therefore, reducing the number of trips. This measure establishes a permanent transportation management association with funding requirements for employers. Examples include designating a percentage of desirable parking spaces for ridesharing vehicles and designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
- **Implement subsidized or discounted transit program:** This measure provides subsidized or discounted, or free passes for employees, residents, and/or students. Reducing the out-of-pocket cost for choosing the competitiveness of transit over driving increases the total number of transit trips and decreases vehicle trips.
- **Provide end-of-trip bicycle facilities:** This measure proposes the installation of end-of-trip facilities for employee use, encouraging commuting by bike. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers.
- **Provide employer-sponsored (or school-sponsored) vanpool:** Vanpooling is a flexible form of public transportation that provides a convenient rideshare option for commuting for employees and students.
- **Implement employee parking cash-out:** This measure requires employers to provide employees with a choice of forgoing current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space.
- **Provide on-site daycare as part of new office development:** This measure reduces the need for additional trips by allowing employees to access childcare at or near their workplace. This eliminates or shortens the trip to daycare.

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These TDM strategies reduce both traffic and parking demand by encouraging residents, employees, and visitors to shift from driving alone to alternative modes of transportation. This shift supports more efficient use of parking space and creates opportunities for other uses. Additional parking-focused strategies are discussed in the following section.

## Parking Requirements

### Existing Parking Requirements

Currently, general parking in the transit station overlay district (TSOD) in West Jordan requires[1] a **minimum of 1 parking** space for every dwelling unit and a **maximum of 1.5 parking spaces** for units with two or more bedrooms. One guest parking stall shall be provided for every four units. A maximum of three parking spaces per 1,000 square feet for office space, and 3 ¾ per 1,000 square feet of retail space is permitted. Other uses that are not included in the TSOD parking requirements sections shall provide up to **50% reduction** of the parking requirement for such uses. The station areas also include single-family housing, in which the code requires two spaces per unit[2], so in a TSOD area, the parking requirement would be **one space per unit**.

TSOD parking requirements apply to areas around Jordan Valley Station, but it does not apply to Sugar Factory Road. Thus, general parking requirements were considered for Sugar Factory Road Station, including **2 spaces** per single-family dwelling; **1.5 spaces** per 1-bedroom unit, 2 spaces per 2-bedroom unit, and **2.5 spaces** per 3-bedroom unit for multi-family housing. For retail (general use), parking requires 1 space per 200 square feet of sales area.

Assuming 1100 new dwelling units at Jordan Valley Station and 600 new dwelling units at Sugar Factory Road Station, respectively, an estimate of the residential parking in the future development in the station area under existing requirements is shown in **Table 1**:

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[1] 13-6G-9: PARKING REQUIREMENTS:
[2] 13-12-3: REQUIRED NUMBER OF PARKING SPACES:

*Table 1. Estimated Parking Under Existing Requirements*

| Station | Density (du/acre) | Total estimated Units or area (commercial) | Total estimated parking (Existing Requirements) |
|---|---|---|---|
| Jordan Valley Station | High Density (25 du/acre) | 400 | 630* |
| | Medium Density (15 du/acre) | 500 | 788* |
| | Low Density (8 du/acre) | 200 | 200 |
| | Commercial (sq ft) | 50,000 | 163** |
| | **Total** | 1100 | **1781** |
| Sugar Factory Road | Medium Density (15 du/acre) | 150 | 338* |
| | Low Density (8 du/acre) | 250 | 500 |
| | Commercial (sq ft) | 25,000 | 125** |
| | **Total** | 110 | **360** |

* For the multi-family use, assume 35% of units are 1-bedroom, 40% of are 2-bedroom, 25% are 3-bedroom, and 1 guest parking per 4 units.
**For the commercial area, assume 50% is office space and 50% is retail space

## Alternative Parking Strategies

Applied conventional parking requirements in transit-oriented development often overestimate demand and encourage automobile dependence, while right-sizing parking can support more efficient land use and reduce vehicle travel.[3] Transit-oriented development has the potential to generate lower parking demand, reduce vehicle ownership, and result in fewer trips compared to conventional development[4].

Cervero et al. (2010)[5] conducted a survey of 31 multi-family housing complexes near rail stations, showing peak parking demand 25-30% below supplies for most projects, and demonstrated that the weighted-average peak-parking demand for all projects was 1.15. The research also shows that reducing 0.5 spaces per unit is associated with 0.11 fewer cars parked per unit at the peak. Also, parking demand generally fell as the walking distance to a station was shortened. More flexibility in parking policies for housing near rail stops is also supported by research, which can take the form of enabling projects to provide below-code parking levels when justified, or unbundling the cost of parking from the cost of building.

Ewing et al. (2019)[6] conducted comparative research on Transit-Oriented Developments (TODs) that also demonstrates that parking demand is significantly lower than conventional suburban standards. The study evaluated parking demand and trip generation rates for six TODs. Case studies such as

[3] US EPA: Smart Growth: Parking Spaces/Community Places Finding the Balance through
[4] TCRP Report 128 – Effects of TOD on Housing, Parking, and Travel
[5] Cervero, R., Adkins, A., & Sullivan, C. (2009/2010). *Are Suburban TODs Over-Parked?* University of California, Berkeley / Journal of Public Transportation.
[6] Ewing, R., Tian, G., Park, K., Stinger, P., & Proffitt, D. (2019). *Comparative Case Studies: Trip and Parking Generation at Orenco Station TOD (Portland Region) and Station Park TAD (Salt Lake City Region).*

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Englewood (Denver metro) and Station Park (Salt Lake City metro) show peak demand around 20 percent below the TOD supply, with occupied spaces per unit peaking from 1.29 to 0.97.

Parking requirements for multi-family residential from other TOD zones or station areas plans along the Wasatch Front are provided in **Table 2**:

***Table 2. Cities' Parking Requirements Near Transit Station***

| City | Parking Requirements near Transit Station |
|---|---|
| Midvale[7] | Requirements per proximity of the transit facility:<br>Within 1/8 mile: 1/4 parking space per 2-bedroom unit<br>Within 1/4 mile: 1/2 parking space per 2-bedroom unit<br>One-bedroom dwelling units are allowed a one-quarter parking space per unit reduction in the parking requirements.<br>Offices, General: 3 per 1,000 sq ft.<br>Retail and Service Commercial: 3 to 5 per 1,000 sq ft. |
| Farmington[8] | Requirements based on percentage reduction per use and proximity of the transit facility:<br>Within 1/8 mile: 40% for residential; 50% for office and retail.<br>Within 1/4 mile: 25% for residential; 40% for office and retail.<br>Within 1/2 mile: 15% for residential; 25% for office and retail. |
| Salt Lake City[9] | Maximum parking allowed in the Transit Center context:<br>Studio & 1 bedroom: 2 spaces per DU<br>2+ bedrooms: 3 spaces per DU<br>Office: 2 spaces per 1,000<br>Retail goods and services: 2 spaces per 1,000<br>No minimum requirements for the uses above |
| Millcreek[10] | Transit proximity reduction of 20% for uses within ¼ mile |
| South Salt Lake[11] | Residential: 1.75 per unit<br>Office: 4 spaces per 1,000 square feet<br>Authority may consider increases or reductions to standards<br>Property owners and developers are encouraged to work out shared parking agreements<br>Require public bicycle parking stalls for certain uses |

[7] Ch. 17-7-8 Transit-Oriented Development Zone (TOD) | Midvale Municipal Code
[8] 11-18-100: OFF STREET PARKING SPACE STANDARDS:
[9] 21A.44.040: REQUIRED OFF STREET PARKING:
[10] Title 18 – Millcreek Land Use Code
[11] Chapter 17.27 - PARKING, ACCESS AND CIRCULATION REQUIREMENTS | Code of Ordinances | South Salt Lake, UT | Municode Library

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| | |
|---|---|
| Ogden[12] | Minimum number of spaces for downtown zones:<br>Residential: 0.8–1.0 per dwelling unit<br>All other uses: No minimum requirements<br>Maximum number of spaces for downtown zones:<br>Residential: 1.4–2 per dwelling unit<br>All other uses: 4 per 1,000 sq ft |

## Recommendations

Overall, West Jordan TSOD follows a similar approach to other nearby cities in the Wasatch Front Region. Based on Ewing et al. (2019) and Cervero et al. (2010) studies, the current parking rates are higher than peak-parking demand shown by the case studies. Based on these references and the local context, the plan recommends updating parking requirements with the following:

- **No minimum parking requirements for new development.** Removing minimum requirements allows for reducing parking supply, which encourages shifting to other modes, especially near transit stations, and supports lower-cost development.
- **Allow shared parking agreements among developers and property owners.** This strategy allows flexibility for shared parking, especially among land uses that have different parking patterns and peak parking hours. Current UTA parking structure utilization also has the capacity to share parking with future adjacent developments.
- **Allow developments to use the adjacent on-street parking towards their overall parking requirement.** On-street parking is available in existing facilities and proposed facilities, and can help reduce parking space within developments.
- **If turnover is desired, implement paid on-street parking.** Charging for parking incentivizes shorter-duration parking use to support local serving retail. Additionally, if activated, paid parking can encourage mode shift by deemphasizing automobile travel
- **Allow unbundling the cost of parking from the cost of renting or owning property.** This strategy separates residential parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost and allowing residents without vehicles to avoid these costs.

Although this plan does not recommend reducing maximum parking requirements, there is significant potential to reduce overall parking supply in the station areas through implementation of the proposed strategies. These strategies provide greater flexibility for developers and encourage reductions in parking supply through the removal of minimum parking requirements, shared parking arrangements, and the use of on-street parking.

Based on the application of these recommendations, **Table 3** illustrates some reduction in parking supply within the Jordan Valley Station area, where parking reduction strategies are already supported through the TSOD land use overlay. In the Sugar Factory Road Station area, more substantial parking reductions are expected, assuming full implementation of the TSOD overlay. These numbers are intended to illustrate expected changes in parking demand and are not intended as a regulatory standard.

[12] 15-12-3: NUMBER OF PARKING SPACES REQUIRED:

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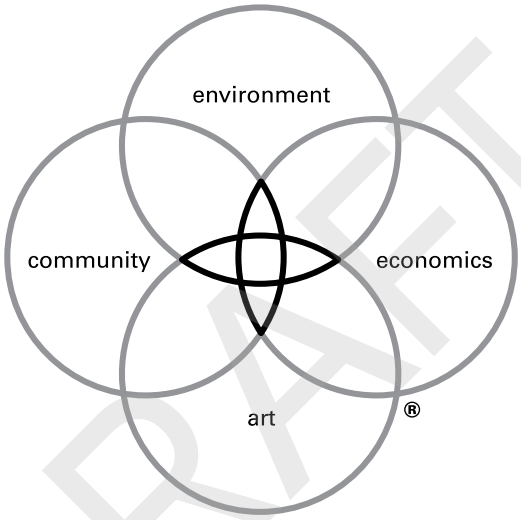
*Table 3. Estimated Parking Under Proposed Requirements*

| Station | Density (du/acre) | Total estimated Units or area (commercial) | Total estimated parking (Proposed Requirements) | Parking Space Reduction | Parking Space Reduction (%) |
|---|---|---|---|---|---|
| Jordan Valley Station | High Density (25 du/acre) | 400 | 500* | 130 | 26% |
| | Medium Density (15 du/acre) | 500 | 625* | 163 | 26% |
| | Low Density (8 du/acre) | 200 | 200 | 0 | - |
| | Commercial (sq ft) | 50,000 | 138** | 25 | 18% |
| | **Total** | 1100 | **1463** | **318** | **22%** |
| Sugar Factory Road | Medium Density (15 du/acre) | 60 | 75* | 60 | 80% |
| | Low Density (8 du/acre) | 50 | 100 | 0 | - |
| | Commercial (sq ft) | 25,000 | 69** | 63 | 82% |
| | **Total** | 110 | **244** | **116** | **48%** |

* For the multi-family use, assume 1 space per unit, and 1 guest parking per 4 units. 1.0 space per unit was applied to reflect the application of parking reduction strategies and it is not intended as a regulatory standard.

**For the commercial area, assume 0.5 space reduction to reflect the application of parking reduction strategies and it is not intended as a regulatory standard.

DRAFT




DRAFT

# DW LEGACY DESIGN®

Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.

**MINUTES OF THE CITY OF WEST JORDAN**
**COMMITTEE OF THE WHOLE**
**Tuesday, March 10, 2026 – 4:00 pm**
**Approved March 24, 2026**
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

## 1. *CALL TO ORDER*

***COUNCIL:*** Chair Bob Bedore, Vice Chair Jessica Wignall, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock

***STAFF:*** Council Office Director Alan Anderson, Senior Assistant City Attorney Patrick Boice, Mayor Dirk Burton, City Attorney Josh Chandler, Public Works Director Brian Clegg, Utilities Manager Greg Davenport, Senior Planner Tayler Jensen, Assistant City Administrator Paul Jerome, Community Development Director Scott Langford, City Administrator Korban Lee, Fire Chief Derek Maxfield, Assistant City Attorney Duncan Murray, Council Office Clerk Cindy Quick

Chair Bedore called the meeting to order at 4:00 pm and noted that Council Member Harris would join remotely.

## 2. *DISCUSSION TOPICS*

### a. *Discussion of Jordan Valley Station and Sugar Factory Road Station – Station Area Plan*

Chris Geddes with DesignWorkshop presented State HB462 Plan objective requirements: increase availability and affordability of housing, including moderate-income housing; promote sustainable environmental conditions; enhance access to opportunities; and increase transportation choices and connections. Mr. Geddes showed the overlapping project areas of the Jordan Valley Station and Sugar Factory Road Station Area Plans (SAPs). Marianne Stuck with DesignWorkshop presented guiding principles for the two SAPs:

Jordan Valley Station

- Support daily life with neighborhood-serving retail
- Prioritize safe, north-south station access
- Build a connected green mobility network
- Use public space to create a sense of place
- Plan for a mix of housing choices

Sugary Factory Road Station

- Unlock underutilized land near the station
- Introduce a new development strategically
- Expand the Bingham Trail
- Improve north-south station access

Ms. Stuck presented two concepts for the Jordan Valley Station, with Concept 1 including a new spine connecting places, parks, and people, and Concept 2 including a green corridor rooted in civic and open spaces and community living. Mr. Geddes said a land swap would be necessary for Concept 1 to occur.

*Council Member Harris joined at 4:07 pm.*

Dan Cawley, Transportation Planner with Fehr & Peers, presented the following alternatives for Jordan Valley Station transportation and connectivity:

Jordan Valley Station Alternative 1

1. Improve local roadway connectivity through new street connections
2. Provide pedestrian rail crossings at the station
3. Add multi-use paths along key roadways at 3400 West; 8600 South; and Norris Lane View
4. Extend 3400 West north to connect with Old Bingham Highway
5. Install a roundabout at 3400 West and Old Bingham Highway

Jordan Valley Station Alternative 2

1. Install a roundabout at 8600 South and Old Bingham Highway
2. Provide pedestrian rail crossings at the station
3. Add multi-use paths along key roadways at 3400 West; 8600 South; and Norris Lane View
4. Improve bicycle facilities along Old Bingham Highway
5. Improve local roadway connectivity through new street connections

Ms. Stuck shared key metrics for the existing condition, Alternative 1, and Alternative 2 for comparison.

Mr. Geddes presented concepts for the Sugar Factory Road Station, with Concept 1 including gentle neighborhood infill, and Concept 2 including a Creekside Transit Oriented Development (TOD) District. Mr. Cawley presented the following alternatives for Sugar Factory Road Station transportation and connectivity:

Sugar Factory Road Alternative 1

1. Implement traffic calming on 2700 West north of the rail line
2. Provide pedestrian rail crossings at the station
3. Add a new crosswalk on 2700 West south of the rail line
4. Improve bicycle facilities on 2700 West
5. Install multi-use paths along key corridors at Sugary Factory Road and Haun Drive

Sugary Factory Road Alternative 2 – same as Alternative 1 with addition of:

6. Improve local roadway connectivity through new street connections

Mr. Geddes shared key metrics for the existing condition of Sugar Factory Road SAP, Alternative 1, and Alternative 2. Alternative 1 could provide 80 additional residential

units, and Alternative 2 could provide 780 or more additional residential units. Council Member Whitelock expressed interest in knowing the carbon footprint of the different scenarios.

Council Member Jacob expressed interest in Concept 2 and the idea of converting part of the existing golf course to property-tax-paying residential. Council Member Shelton said he liked the idea, but expressed concern that the City had never planned to provide major utilities to the area. Council Member Lamb said he knew there was usually public opposition to discussion of converting golf course space to a different use.

Mr. Geddes said he heard support from members of the Council for the Jordan Valley Station Concept 1 and straightening 6400 West, and said he suspected the only retail that would be in demand along that portion of 6400 West was local-serving convenience retail. Council Members Whitelock and Jacob suggested clarifying on the image which buildings were existing, which were entitled but not built, and which were conceptual. Council Member Shelton said he did not think a buffer was needed in the area labeled "contextual density transition" along Bangerter Highway on Jordan Valley Station Concept 1, and suggested higher density residential would be appropriate at the location.

Tayler Jensen spoke of potential State or Federal redevelopment funding. Council Member Whitelock said she would rather use Federal or State funding for the area east of City Hall. City Administrator Korban Lee said Jordan Valley Station was the only area in West Jordan in which Federal tax incentive would be a possibility.

Council Member Jacob asked if there had been any consideration of improving traffic capacity on Old Bingham Highway or 3400 West with Jordan Valley Station Alternative 1. Mr. Cawley said he did not think there would be an issue on 3400 West with the proposed densities. He said more conversation was needed with UTA regarding frequency of trains at the station and possible traffic impact of gates going up and down. Mr. Cawley said being able to facilitate more southbound traffic in the morning and northbound traffic in the evening would remove some pressure. Council Member Jacob expressed concern for existing houses that fronted the road on both sides. Chair Bedore said he agreed.

Mayor Burton asked if incorporating housing for Salt Lake Community College had been considered. Mr. Jensen said the current SLCC President and Board had not indicated interest in housing at the location.

Mr. Jensen asked for Council feedback related to possible redevelopment of portions of the golf course. Chair Bedore said he liked the initiative of looking at the possibility, and was open to seeing how the County would respond.

***b. Discussion on Proposed Amendments to Title 7 Chapter 1 – Motor Vehicles and Traffic General Provisions and Definitions***

Senior Assistant City Attorney Patrick Boice said staff had noticed repetitive sections and definitions in Title 7. He presented proposed amendments to Title 7, Chapters 1 and 2 to update and clean up the Code language. He said proposed amendments to Chapter 2

would eliminate duplicative sections covered by State Code, and eliminate unused or unnecessary sections.

Council Member Whitelock commented that language restricting the throwing of candy from vehicles during parades was proposed for elimination. Mr. Boice suggested the Council and Risk Management could discuss a possible policy if needed. Council Member Whitelock said she was comfortable removing the language, but had felt it needed to be discussed. Responding to a question from Council Member Whitelock, Mr. Boice said the City had an agreement with the Jordan School District for enforcement of Traffic Code on School District property.

Mr. Boice asked if the Council wanted to include language prohibiting parking on City streets if vehicle registration was not current. He said Salt Lake City had such a restriction. Sergeant Hutchins said enforcement of an expired registration could occur if a vehicle had not been moved for more than 72 hours if the restriction was in place. Council Members Whitelock, Shelton, and Harris expressed support. Mayor Burton said the Police Department received a lot of calls related to expired vehicle registrations, and said residents expected the law already existed. A majority of the Council indicated support for adding such a restriction.

***c. Discussion on Proposed Amendments to Title 4, Chapter 2, Article T – Tobacco Specialty Business***

Senior Assistant City Attorney Patrick Boice presented proposed amendments to Title 4, Chapter 2, Article T regarding Tobacco Specialty Shops to update definitions, remove redundancies, change style to be consistent with other Code revisions, and ensure compliance with State and County requirements. He said City Code addressing tobacco specialty shops had not been updated since 2013. Council Members Harris, Shelton, Wignall, Whitelock, and Bedore indicated support for proposed amendments.

***d. Discussion on Proposed Amendments to Title 7, Chapter 2, Article K – Public Dances and Dance Studios***

Mr. Boice said Title 7, Chapter 2, Article K regarding specialty licenses for Public Dances and Dance Studios seemed like an area the City did not have interest in regulating. He said nightclubs and concerts were regulated and covered under other Code provisions, and said staff recommended removing the specialty business license. A majority of the Council indicated support.

***e. Introduction of Economic Development Director***

Mayor Burton introduced new Economic Development Director James Grover. Mr. Grover introduced his family, and spoke of previous professional experience. He said he was currently serving on the Woods Cross City Council, and did not believe conflict of interest would be an issue. Mr. Grover spoke of recent legislation and economic development opportunities he had in mind.

***f. Discussion on Jones Southwest Quadrant – 7382 West New Bingham Highway – Approximately 849 Acres***

Chair Bedore said each of the Council Members had met individually with small groups of residents concerning the Southwest Quadrant. He encouraged members of the Council to share feedback and thoughts from those meetings. Council Member Whitelock said she considered the Southwest Quadrant to be a good opportunity to develop a job center, and said she did not want the area to have a residential focus. She said the area had been preserved for a job center, and she wanted to ensure it continued to be preserved for a job center. Council Member Whitelock suggested the new Economic Development Director needed to be given time to become familiar with the situation. Chair Bedore expressed agreement.

Council Member Jacob said he still did not completely understand what was meant by "high-tech manufacturing." He said the Council needed to put a definition in Code so that high-tech manufacturing did not end up being M-1. Council Member Lamb suggested the Council zone the entire Quadrant for manufacturing, and developers could bring proposed plans to the Council and ask to change the zoning for specific areas. Council Member Jacob said he was willing to cap the total number of residential units allowed and review individual village plans as they were presented.

Chair Bedore pointed out water was available to service half the units the applicant had proposed. Utilities Manager Greg Davenport said availability of additional water would depend on when a developer was trying to obtain it, and said water availability in the future was not guaranteed. Mr. Davenport suggested the Council not offer more than was available from Jordan Valley Water Conservancy District, and said flexibility may be necessary. Council Member Shelton said water availability was his biggest concern.

Council Member Shelton said he wanted a stronger understanding of what would be developed in the "all uses" areas indicated with dark purple on the Master Bubble Plan submitted by the applicant. Council Member Harris said she believed there would be some areas in which flexible "all uses" space would be necessary, but would prefer to limit the dark purple space as much as possible. The Council discussed topography in the Southwest Quadrant. Chair Bedore said he suspected the areas indicated with dark purple would most likely end up as residential. Council Member Jacob pointed out the Council had previously indicated a preference for more flexibility. Chair Bedore said he agreed with allowing flexibility, but he was uncomfortable with a third of the area being unknown.

Council Member Whitelock said she agreed the Council needed to work on a high-tech manufacturing use table. Community Development Director Scott Langford said there was value in master planning the Southwest Quadrant, and said he was hearing from the Council that there was hesitancy regarding the unknown, "flexible" space. He said the Southwest Quadrant was currently set up so that when the Master Development Agreement and Plan were approved, plans for each of the subareas would be reviewed and approved by the Planning Commission and staff. Development of the subareas would not be reviewed by the Council. Mr. Langford suggested drafting the MDA and MDP to require that any residential areas within the Southwest Quadrant come back to the Council for review and approval. He expressed the opinion that how a development was built had more effect on a community than the actual density. Chair Bedore said he was less worried about the residential aspect if guidelines were in place.

Mr. Grover said the State was challenged five years ago to put in place a definition of "advanced manufacturing", with the following result: a process or product that used novel or innovative advanced technology. He said advanced manufacturing often utilized high paying jobs to support operation, and might include critical materials, energy creation, or machinery that manufactured homes or structures with higher throughput or lower cost.

Mr. Jensen said the Council had previously discussed a desire for 60% economic development in the Quadrant. He said the Master Bubble Plan submitted by the applicant reflected 50%, and asked if the Council was comfortable with the 50%. Council Member Whitelock said she would prefer 60%, and Council Member Shelton expressed agreement. Council Member Shelton said he was not sure the Southwest Quadrant was the right place for higher density residential.

Council Member Whitelock asked that staff bring back recommendations for residential unit count, taking the lack of public transit in the area into account. Chair Bedore said he wanted a clearer idea of the different zones. Mr. Langford suggested staff bring real-world examples of specific densities, and Chair Bedore expressed support. Chair Bedore summarized that the Council wanted to see ideas that would bring the Quadrant closer to 60%/40%. Mr. Grover said there was a need for energy, and said a battery park would be useful in that context.

Teresa Foxley with rPlus Energies said rPlus Energies appreciated the working relationship with City staff, and was eager to progress development. Mr. Langford said the City received the preapplication earlier that day, and said there was a good path forward. Mr. Jensen asked if the Council would be more in favor of amending the zone to allow battery storage use, or of cutting the acreage out of the MDP. A majority of the Council indicated support for adding the use to the zone.

Chair Bedore said the Council and staff would continue work on the Southwest Quadrant on March 31, 2026.

## 3. *ADMINISTRATIVE ITEMS*

None

## 4. *ADJOURN*

The meeting adjourned at 6:11 pm.

*I certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on March 10, 2026. This document constitutes the official minutes for the West Jordan Committee of the Whole meeting.*

/s/ Cindy M. Quick, MMC
Council Office Clerk

Approved this 24th day of March 2026

# REQUEST FOR COUNCIL ACTION

**Action**: Need Council to Take Action

**Meeting Date Requested** : 07/14/2026

**Presenter:** Tayler Jensen, Senior Planner

**Deadline of item** :

**Applicant**: Mike Clark

**Department Sponsor**: Community Development

**Agenda Type**: Public Hearings

**Presentation Time**: 5 Minutes *(Council may elect to provide more or less time)*

1. **AGENDA SUBJECT**
   Ordinance No. 26-35 a Petition to Rezone 2.28 Acres at 1390 West 9000 South to Community Shopping Center Zone (SC-2) for Immaculate

2. **EXECUTIVE SUMMARY**
   The Council is being asked to consider approval of a rezone of approximately 2.28 acres from Neighborhood Shopping Center (SC-1) to Community Shopping Center (SC-2). The request would allow Immaculate, a car dealership, to locate at 1390 West 9000 South in the Big 5 building.

3. **TIME SENSITIVITY / URGENCY**
   n/a

4. **FISCAL NOTE**
   n/a

5. **PLANNING COMMISSION RECOMMENDATION**
   The Planning Commission held a public hearing on the proposed rezone on June 16, 2026. No members of the public spoke during the hearing. The Planning Commission recommended approval of the rezone by a vote of 6-0 (1 commissioner absent).

6. **STAFF ANALYSIS**
   The General Plan Defines *Community Commercial* as:

   *"areas in which shopping centers may be established to satisfy the daily or specialty shopping needs of a community or a group of neighborhoods. The services in these districts will normally serve a trade area population of 10,000 to 70,000 people.*

   This property is currently developed as the site of *Big 5 Sporting Goods*. The Future Land Use Designation is Community Commercial. The SC-2 Zone is appropriate in this future land use designation.

   ***Rezone***: The applicant is proposing to rezone approximately 2.28 Acres from *Neighborhood Shopping Center SC-1 to Community Shopping Center (SC-2*). The applicant is proposing to convert the Big 5 Sporting Goods to a car dealership. This will require a Conditional Use Permit (CUP), which the applicant will apply for once the rezone has been approved.

**I. GENERAL INFORMATION & ANALYSIS:**
This property is located at 1390 West 9000 South, located in the current Big 5 Sporting Goods Store. The future land use designation for the entire property is *Community Commercial;* the proposed rezone to *SC-2* is appropriate within this Future Land Use Designation.

| | Future Land Use | Zoning | Existing Conditions |
|---|---|---|---|
| **North** | Community Commercial | C-G | Victory Builders (flex use offices) project is currently being constructed here |
| **South** | Community Commercial | PC and SC-2 | 9000 South roadway, Cyprus Credit Union, and Master Halco Fence & Deck Supply |
| **West** | Community Commercial | SC-2 | H-Mart & Dunkin |
| **East** | Community Commercial | SC-1 | Quick Quack Car Wash |

**II. FINDINGS OF FACT:**
**Zoning Map Amendment**
**Section 13-7D-6(A): Zoning Map Amendment:**
Amendments to the zoning map may be recommended for approval by the Planning Commission to the City Council only if affirmative determinations are made regarding each of the following criteria:

***Finding 1: The proposed amendment is consistent with the purposes, goals, objectives, and policies of the Adopted General Plan and future land use map;***

**Staff Analysis:** The proposed amendment is consistent with the current vision of the General Plan and the Future Land Use Map which designate this property as *Community Commercial.* The SC-2 zone has been identified as appropriate within this land use designation. The 2023 West Jordan General Plan incorporates "Guiding Principles" instead of goals, the following Guiding Principles have been identified as significant for this project:
A. Economic Development – Diversify and strengthen the employment and tax base in the city of West Jordan.
i. Auto Dealerships and auto sales are an industry in which West Jordan has significant leakage (residents spend money on these goods outside of the city). Immaculate currently operates a location within West Jordan, and this project will allow them to expand their business, strengthening and diversifying the employment and tax base for the City.
B. Economic Development – Provide well-designed, attractive, and aesthetically pleasing professional office and business environments within the city.
i. The applicant has provided rendering for how they plan to renovate the structure making significant improvements to the aesthetic quality of the site.

**Staff Opinion:** It is the opinion of staff that the proposed rezone is consistent with the purposes, goals, objectives, and policies of the adopted General Plan and Future Land Use Map.

***Finding 2: The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties.***

**Staff Analysis:** The proposed development will match the zoning and development of properties located to the West and South, and be compatible with properties to the east and west.

**Staff Opinion:** The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties.

***Finding 3: The proposed amendment protects the public health, safety, and general welfare of the citizens of the city.***

**Staff Analysis:** The proposed amendment only changes the color on a map and alters what future land uses will be permitted on the property. The structure is existing and no new buildings are planned. The proposed use of an Auto Retailer is a Conditional Use in the SC-2 zone and will require future approval by the Planning Commission prior to beginning.

**Staff Opinion:** The proposed amendment furthers the public health, safety, and general welfare of the citizens of the city.

***Finding 4: The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change, such as, but not limited to, police and fire protection, water, sewer and roadways.***

**Staff Analysis:** The proposed amendment is consistent with current Future Land Use Designations and public service master plans. This proposal has been reviewed by public services, public utilities, public works, and the fire service.

**Staff Opinion:** The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change.

*Finding 5:* **The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.**

**Staff Analysis:** The proposed amendment is not subject to any applicable overlay zoning districts.

**Staff Opinion**: The proposed amendment is not subject to any applicable overlay zoning districts.

**7. MAYOR RECOMMENDATION**

**8. COUNCIL STAFF ANALYSIS**

The Council is being asked to consider a rezone of the property located at 1390 West 9000 South to Community Shopping Center (SC-2) for the former Big 5 Sporting Goods store. Rezoning the property would allow Immaculate, to pursue a Conditional Use Permit (CUP) to operate a vehicle dealership and service maintenance building. The proposed rezone would not increase the intensity of the use allowed and is in line with the current General Plan and Future Land Use Map.

**Potential Questions for Staff**

- What commercial uses are allowed in SC-2 that are not permitted in SC-1?
- What exterior modifications or site improvements will be made to the building/site?
- How will vehicle inventory, parking, and display areas be managed?

**9. POSSIBLE COUNCIL ACTION**

The Council may choose to take one of the following actions:

1. Approve the Ordinance as written and proposed OR with stated amendments;
2. Not Approve the Ordinance;
3. Continue the item to a future specified date;
4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

**10. ATTACHMENTS**

Ordinance No. 26-35
Attachment A – Current Zoning
Attachment B – Proposed Zoning
Attachment C – Proposed Elevations

***Recording Requested By and***
***When Recorded Return to***:

City of West Jordan
Attention: City Recorder
8000 South Redwood Road
West Jordan, Utah 84088

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For Recording Purposes Do
Not Write Above This Line

The City of West Jordan, Utah

**Ordinance No. 26-35**

**An Ordinance for Approximately 2.28 Acres of Property**
**Located at 1390 West 9000 South,**
**Identified as Immaculate Development; and**

**Amending The Zoning Map For**
**Immaculate Development**

Whereas, the City of West Jordan ("**City**") adopted the Comprehensive General Plan ("**General Plan**") in 2023, as amended, which provides for a general plan land use map ("**General Plan Land Use Map**" or "**Future Land Use Map**"), which is periodically updated; and the City adopted the West Jordan City Code ("**City Code**") in 2009, as amended, which provides for a zoning map for the City ("**Zoning Map**"), which is periodically updated; and

Whereas, an application was made by Mike Clark, an individual (the "**Applicant**"), and Spratling Investment Corporation, a Utah Corporation, and R.S. II, No. 6 LLC, a Utah limited liability company (both entities collectively, the "**Owner**"), for approximately 2.28 acres of real property, **Parcel Number 27-03-278-026-0000,** located at 1390 West 9000 South ("**Property**" or "**Immaculate Development**"), for a ***Rezone*** from an SC-1 Zone (Neighborhood Shopping Center Zone) to an SC-2 Zone (Community Shopping Center Zone) ("**Application**" and "**Rezone**"); and

Whereas, on June 16, 2026, the Application was considered by the West Jordan Planning Commission ("**Planning Commission**"), which held a public hearing and made a ***positive*** recommendation to the West Jordan City Council ("**City Council**") concerning the Rezone, based upon the criteria in City Code Section 13-7D-6; and

Whereas, a public hearing was held before the City Council on July 14, 2026, concerning the Rezone; and the City Council has reviewed and considered the Rezone; and

Whereas, in its sole legislative discretion, the City Council now finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to approve the Rezone.

**Now therefore, be it ordained** by the City Council of the City of West Jordan, Utah as follows:

**Section 1**. Rezone and Reversion. For the Property, a ***Rezone is approved*** from an SC-1 Zone (Neighborhood Shopping Center Zone) to an SC-2 Zone (Community Shopping Center Zone), as per the attached legal description, identified as "Attachment A". The zoning shall automatically revert to the original SC-1 zoning if a final building permit is not approved by the City for the Property by July 14, 2029.

**Section 2.** Impact Fee and Development Fees. The applicant requesting subdivision plat, site plan, and/or conditional use permit approval or a building permit(s) for the Property shall pay all the applicable impact fees and development fees required by the City's consolidated fee schedule.

**Section 3**. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

**Section 4**. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

**Passed** by the City Council of the West Jordan, Utah, this _____ day of _____ 2026.

City of West Jordan

_____
Jessica Wignall
Council Chair

Attest:

_____
Cindy M. Quick, MMC
Council Office Clerk

| **Voting by the City Council** | **"Yes"** | **"No"** |
|---|---|---|
| Chair Jessica Wignall | ☐ | ☐ |
| Vice Chair Kent Shelton | ☐ | ☐ |
| Council Member Bob Bedore | ☐ | ☐ |
| Council Member Annette Harris | ☐ | ☐ |
| Council Member Zach Jacob | ☐ | ☐ |
| Council Member Chad Lamb | ☐ | ☐ |
| Council Member Kayleen Whitelock | ☐ | ☐ |

**Presented to the Mayor by the City Council on _____.**

Mayor's Action: _____ Approve _____ Veto

By: _____ _____
Mayor Dirk Burton Date

Attest:

_____
Tangee Sloan, MMC, UCC
City Recorder

(Continued on the following pages)

**Statement of Approval/Passage** (check one)

_____ The Mayor approved and signed Ordinance No. 26-35.

_____ The Mayor vetoed Ordinance No. 26-35 on _____.

_____ The City Council overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 26-35 became effective by operation of law without the Mayor's approval or disapproval.

_____
Tangee Sloan, MMC, UCC
City Recorder

**Certificate of Publication**

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the _____ day of _____ 2026. The fully executed copy of the ordinance is retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

_____
Tangee Sloan, MMC, UCC
City Recorder

(Continued on the next page)

**Attachment A**

**Ordinance No. 26-35**

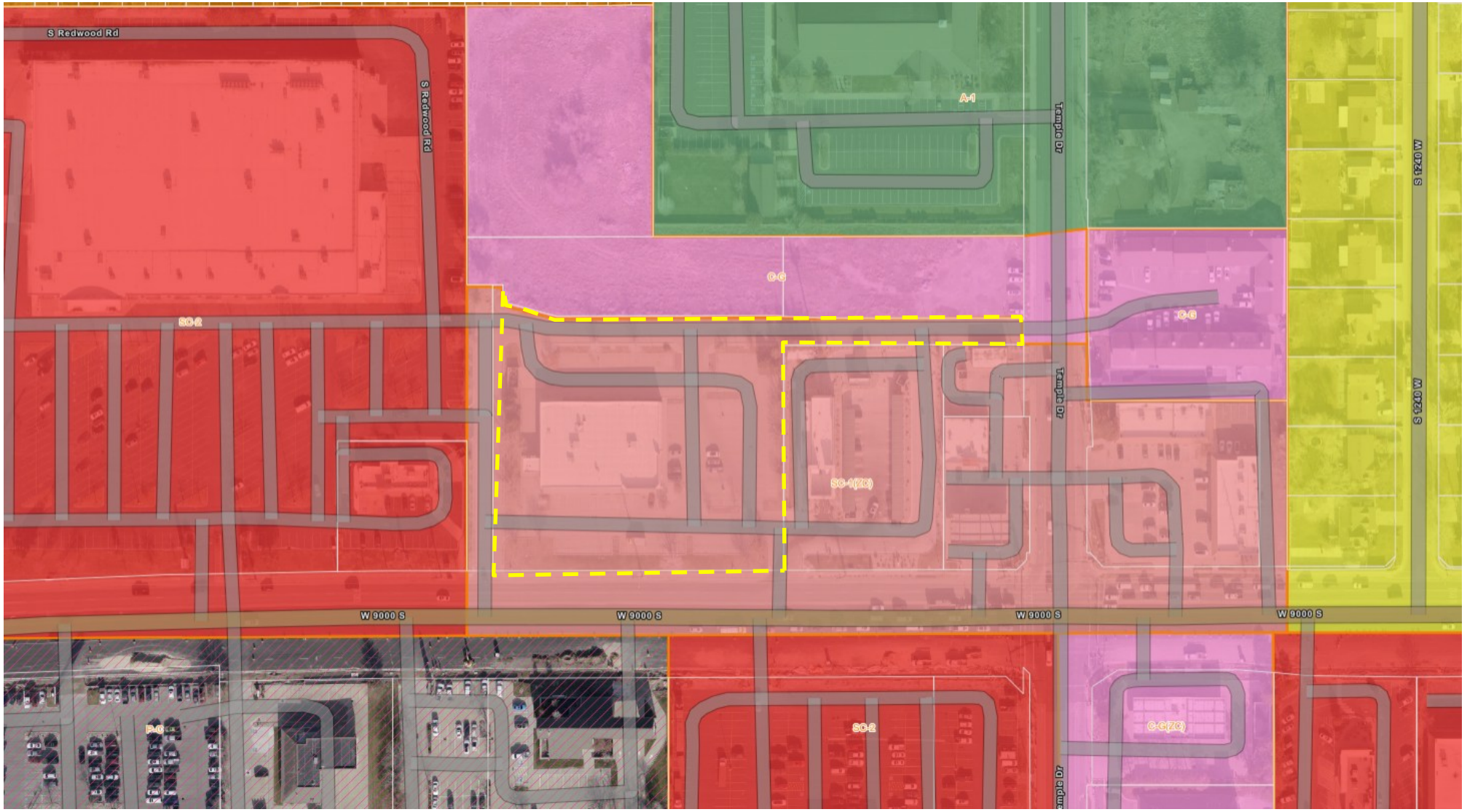
**An Ordinance for Approximately 2.28 Acres of Property**
**Located at 1390 West 9000 South,**
**Identified as Immaculate Development; and**

**Amending The Zoning Map For**
**Immaculate Development**

**Parcel No. 27-03-278-026-0000**

**Legal Description:**

**BEG S 89^53'45" W 318 FT & N 0^02'16" W 73 FT FR E 1/4 COR SEC 3, T 3S, R 1W, SLM; S 89^53'45" W 336.27 FT; N 0^13'39" E 330 FT; N 89^53'45" E 10.15 FT; S 0^02'16" E 14.06 FT; S 37^43'50" E 9.78 FT; S 75^25'23" E 57.72 FT; N 89^53'45" E 252.02 FT; S 87^04'47" E 60.08 FT; N 89^53'45" E 228.42 FT; S 0^02'16" E 30.4 FT; S 89^53'45" W 278 FT; S 0^02'16" E 260FT TO BEG. 2.28 AC. 8333-5476 9083-2911**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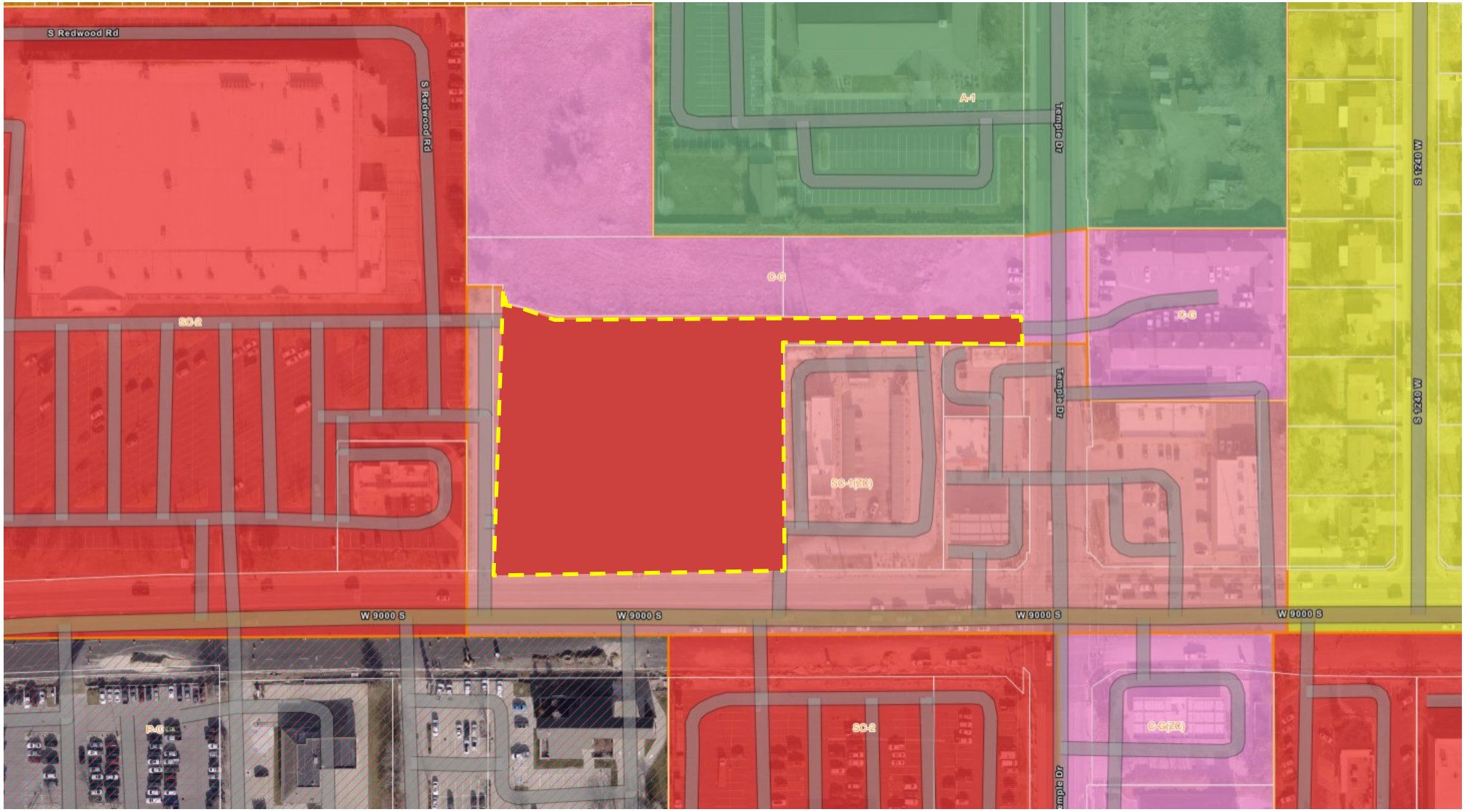
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C-G
C-G
SC-2
Temple Dr
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SC-1(ZC)
W 9000 S
W 9000 S
W 9000 S
W 9000 S
SC-2
C-G(ZC)

IMMACULATE
AUTOMOTIVE

IMMACULATE
AUTOMOTIVE

# REQUEST FOR COUNCIL ACTION

**Action**: Need Council to Take Action

**Presenter:** Mark Forsythe

**Applicant**: M.S.C. Inc. / Angela Roberts

**Department Sponsor**: Community Development

**Agenda Type**: Public Hearings

**Presentation Time**: 5 Minutes

**Meeting Date Requested** : 07/14/2026

**Deadline of item** : 07/14/2026

*(Council may elect to provide more or less time)*

1. **AGENDA SUBJECT**
   Ordinance No. 26-36 a Petition to Rezone 1.74 Acres from an RR-1C Zone to an R-1-12 Zone for the Susan Way Subdivision Located at 8415 South Susan Way

2. **EXECUTIVE SUMMARY**
   It is being requested of the City Council to decide upon a proposal by M.S.C. Inc. to rezone a 1.74 acre parcel of land from an existing RR-1C zone (*Rural Residential, 1 acre lots*) to an R-1-12 zone (*Single-family Residential, 12,000 square foot lots*). No amendments to the General Plan's Future Land Use Map are proposed because the property is currently designated for Very Low Density Residential on the Future Land Use Map. The General Plan designates the R-1-12 zone as an appropriate zone for the Very Low Density Residential land use designation. If the rezone is approved, the applicant intends to develop the property as a 3-lot subdivision with a private lane and a small privately owned and maintained park.

3. **TIME SENSITIVITY / URGENCY**
   N/A

4. **FISCAL NOTE**
   N/A

5. **PLANNING COMMISSION RECOMMENDATION**
   The West Jordan Planning Commission held a public hearing on June 16, 2026 on the requested Zone Change. The Planning Commission voted 6-0 (with 1 commissioner absent) for a Positive Recommendation to the City Council for the proposed Zone Change.

6. **STAFF ANALYSIS**
   **I. BACKGROUND:**
   The property to be rezoned and developed consists of a single 1.74-acre infill parcel located in the central region of the city, particularly in the neighborhood east of 4000 West and at 8400 South. The property in question is fully vacant and appears to be a remnant parcel left over from when the surrounding Huntington Estates #1 Subdivision was created in 1967. The subject property was not included in the boundaries of this Huntington Estates #1 Subdivision or any other subdivision and remains a metes and bounds parcel. No structures have been built on the property, and no zoning permits have been granted.

The proposed rezone went before the City Council in a Committee of the Whole Meeting on February 10, 2026 to provide the applicant with feedback on whether or not a rezone in this neighborhood would be appropriate and, if so, the type of zone that would fit the neighborhood. Most of the feedback was positive for putting homes on the property and at least 2 council Members preferred the 3 lot subdivision over the 4 lot subdivision.

On June 16, 2026, the proposed rezone went to the Planning Commission for a public hearing. The only public comment provided was largely supportive of the proposed rezone and development of the property. In a unanimous vote, with one commissioner absent, the Planning Commission forwarded a positive recommendation to the City Council for the proposed rezone.

**II. GENERAL INFORMATION & ANALYSIS:**

The subject property's surrounding zoning and land uses are as follows:

| | **Future Land Use** | **Zoning** | **Existing Condition** |
|---|---|---|---|
| **North** | Very Low Density Residential | RR-1C | Single-family residential w/ limited animal-keeping rights |
| **South** | Medium Density Residential | R-M | Villa West Mobile Home Community |
| **West** | Very Low Density Residential | RR-1C | Single-family residential w/ limited animal-keeping rights |
| **East** | Parks and Open Land, Low Density Residential | R-1-10E | Utah Lake Distributing Canal, Single-family residential |

The applicant is proposing to rezone a 1.74-acre parcel located near the southeast corner of the Huntington Estates neighborhood, changing the zone from an RR-1C zone to an R-1-12 zone. The current RR-1C zone is a Rural Residential zone, which is a single-family residential zone that allows limited animal-keeping rights and requires a minimum lot size of 1 acre. The proposed R-1-12 zone is a single-family residential zone which requires a minimum lot size of 12,000 square feet and does not have such animal-keeping rights. If approved, the applicant intends to subdivide the property into 3-4 lots fronting a new public cul-de-sac extension of Susan Way and an off-shoot private lane.

**III. FINDINGS OF FACT:**

**ZONING MAP AMENDMENT**

**13-7D-6: Criteria to Recommend Approval:** An amendment to the Zoning Map may be recommended for approval by the Planning Commission to the City Council only if affirmative determinations are made regarding each of the following criteria:

***Criteria 1: The proposed amendment is consistent with the purposes, goals, objectives and policies of the adopted general plan and future land use map;***

**Staff Analysis:** The parcel to be rezoned is located at the edge of the southeast corner of a rural single-family residential neighborhood that is designated for Very Low Density

Residential on the General Plan's Future Land Use Map. According to the General Plan, the Very Low Density Residential land use designation is primarily intended for existing agricultural uses and detached single-family residential homes that may or may not have entitlements for keeping farm animals. The General Plan also provides a density range of 0 – 3 dwelling units per acre for the Very Low Density Residential land use designation. With a minimum lot size of 12,000 square feet, the R-1-12 zone would result in no more than 4 lots, a cul-de-sac, and a private lane on this one and three quarters-acre parcel, resulting in a maximum density of 2.3 dwelling units per acre. This potential density is within the density range stipulated by the General Plan.

Regarding residential rezones, the General Plan has Guiding Principles that may be applicable. These Guiding Principles and subsequent analysis are provided as follows:

*LAND USE*
*Land use decisions should be guided by the General Plan to protect existing land uses and minimize impacts to existing neighborhoods.*

The proposed R-1-12 zone is consistent with the Future Land Use Map and the density range of the Low Density Residential land use designation outlined in the General Plan. The R-1-12 zone is a single-family residential zone that allows for similar development to the surrounding lots.

*HOUSING*
*Encourage a balanced variety of housing types that meet the needs of all life stages with a mix of opportunities for today and into the future.*

Although the anticipated housing type for the R-1-12 zone will be detached single-family like the surrounding neighborhood, the lot sizes will be less than half the size of the 1 acre lots in the neighborhood. An R-1-12 zone will provide options for smaller lots in the neighborhood that aren't currently available.

**Staff Opinion:** The proposed zone change is consistent with the purposes, goals, objectives, and policies of the City's General Plan.

***Criteria 2: The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties.***

**Staff Analysis:** The property to be rezoned is situated between a neighborhood of detached single-family homes on 1 acre lots to the north and a mobile home community to the south. To the east is the Utah Lake Distributing Canal, with detached single-family residential on the opposite side. The adjacent lots to the north and northwest are 40,000+ square foot lots with a detached single-family home and an expansive back yard on each lot, which is typical for the neighborhood to the north. The density of this area is roughly 1 dwelling unit per acre. In contrast, the adjoining property to the south is a higher density mobile home

community with an overall density of 7 dwelling units per acre. The applicant is proposing an R-1-12 zone with an anticipated density of 2.3 dwelling units per acre, which is closer in density to the northern subdivision while serving as a transition between the 1 acre lot neighborhood and the denser mobile home community. The eastern subdivision on the opposite side of the canal is zoned for 10,000 square foot lots and is relatively similar to the proposed R-1-12 zone in terms of density.

The proposed R-1-12 zone is a detached single-family residential zone, which is identical to the surrounding R-1-10 zones in terms of permitted land uses. The current RR-1C zone that includes the subject property and the neighborhood to the north is also nearly identical to the proposed R-1-12 zone in terms of land uses, except that it allows for the limited keeping of horses and large animals. The proposed R-1-12 zone doesn't allow the keeping of large animals, which would be less impactful on the existing neighboring lots.

**Staff Opinion:** The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties.

***Criteria 3: The proposed amendment protects the public health, safety and general welfare of the citizens of the city;***

**Staff Analysis:** The current zoning of the subject parcel is a rural residential zone that requires a minimum lot size of 40,000 square feet and allows for single-family residential use with limited farm animal keeping rights. If rezoned to R-1-12, the use of the property would be primarily for single-family residential development that would be similar in impact to the surrounding residential neighborhoods and would no longer allow the keeping of farm animals that could pose an impact in this infill setting.

The property has remained vacant since the Huntington Estates subdivision was developed, and has become overgrown. Susan Way currently dead-ends at the subject property with no turnaround for emergency vehicles. Rezoning of the property could help to facilitate development of the property, which would help fund the necessary improvements to finish out Susan Way as a public cul-de-sac meeting City standards for adequate first responder turnaround and access. This spurred development could also facilitate the installation of public utilities to manage stormwater and drainage into the canal.

**Staff Opinion:** The proposed amendment furthers the public health, safety and general welfare of the citizens of the city.

***Criteria 4: The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change, such as, but not limited to, police and fire protection, water, sewer and roadways.***

**Staff Analysis:** The subject property is a mostly landlocked parcel with limited street

frontage on the north side of the property. More specifically, the frontage is actually the perpendicular abutment of Susan Way which dead-ends directly at the north property boundary. Development of the property would require the construction of a cul-de-sac to City standards, regardless if a rezone is approved or denied. Susan Way and all other roads within the Huntington Estates #1 Subdivision are public roads with 50 feet of dedicated right-of-way width, but were not constructed with curb and gutter, sidewalks or park strips required by current Engineering standards. Paved roadway widths in this subdivision are roughly 25 feet, on average.

Main water and sewer lines are currently in place along all roads in the nearby Huntington Place #1 Subdivision and will be adequate to serve the small number of lots resulting from the proposed rezone to R-1-12. The main water line along Susan Way continues through the center of the subject property to connect to the mobile home community to the south. This line will need to be upsized to service the new lots for the anticipated subdivision. The Susan Way sewer line also continues into the subject property, following the north and east property lines to cross the canal and connect to the lines in the neighborhood to the east. There is currently no maintenance easement for this sewer line, so one will need to be established with future development.

Conversely, there are no storm drain systems within the Huntington Place #1 Subdivision, with the lone exception of a single line in the northeast corner of the neighborhood that drains directly into the Utah Lake Distributing Canal. The topography of this neighborhood drains directly east toward the canal, which could explain why no storm drain improvements were installed when the subdivision was built in the late 1960's. However, any new development in this area will be required to provide on-site storm water detention facilities before draining into the canal as required by current Engineering standards. Permission from the Utah Lake Distributing Canal Company to drain into the canal will need to be obtained prior to subdivision approval.

Water availability is determined by the Public Utilities Manager based on the 2022 Water Master Plan, the General Plan's Future Land Use Map and current water data. Based on the history of the Future Land Use Map and the calculations in the Water Master Plan, the Utilities Manager has found that the anticipated 3-4 single-family residential lots will not put a significant strain on City water resources and has agreed to assign the property 3-4 ERC's.

The Fire Department has reviewed the proposed concept and location and has found it to be serviceable as long as a fire hydrant is provided at the end of the future private lane. The concept plan of the anticipated subdivision shows a public cul-de-sac and a private lane with a T-shaped turnaround, which should meet access requirements for the Fire Department and will be reviewed in greater detail during future subdivision review. The property is within 1.3 miles of the fire station in Jordan Landing, which is a roughly 5-minute response time.

**Staff Opinion:** The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change, such as, but not limited to, police and fire protection, water, sewer, refuse, and roadways.

***Criteria 5: The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.***

**Staff Analysis:** The property that will be affected by the proposed rezone is located within the AC (Conical) Zone of the Airport Overlay Zone. This overlay district serves to control excessive building heights and to mitigate impacts generated by businesses and other land uses that could interfere with the South Valley Regional Airport operations. Such impacts may include excessive lighting, smoke, bird attractants, dust, or electrical interference. The R-1-12 zone is a single-family residential zone that is unlikely to generate such impacts. The property is more than three quarters of a mile away from the South Valley Regional Airport and any homes built in this area will not violate the height restrictions of the Airport Overlay Zone.

**Staff Opinion:** The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.

**7. MAYOR RECOMMENDATION**

N/A

**8. COUNCIL STAFF ANALYSIS**

**Timeline & Background Information**

The Council last received a presentation on the rezone petition during the February 10, 2026 Committee of the Whole meeting. At that time, Council Members expressed general support for the proposal, with several indicating a preference for a concept plan showing three residential lots rather than four. A majority of the Council supported advancing the request.

**Plain Language Summary**

The Council is being asked to consider a request to rezone a 1.74-acre property to R-1-12 (Single-family Residential, 12,000 square-foot lots).

No changes to the General Plan are required because the property is currently designated as Very Low Density and the R-1-12 Zone is consistent with that designation.

The applicant is proposing a three-lot single-family subdivision served by a private lane, with a small privately owned and maintained park included within the development.

**9. POSSIBLE COUNCIL ACTION**

The Council may choose to take one of the following actions:

1. Approve the Ordinance as written and proposed OR with stated amendments;
2. Not Approve the Ordinance;
3. Continue the item to a future specified date;

4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole Meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

**10. ATTACHMENTS**

Ordinance No. 26-36
Vicinity Map
Existing Zoning & FLUM
Proposed Zoning & FLUM
Concept Plan
Density Map
Justification Letter

***Recording Requested By and***
***When Recorded Return to***:

City of West Jordan
Attention: City Recorder
8000 South Redwood Road
West Jordan, Utah 84088

---

For Recording Purposes Do
Not Write Above This Line

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

**ORDINANCE NO. 26-36**

**AN ORDINANCE FOR APPROXIMATELY 1.74 ACRES OF PROPERTY LOCATED AT 8415 SOUTH SUSAN WAY, IDENTIFIED AS SUSAN WAY SUBDIVISION; AND**

**AMENDING THE ZONING MAP FOR SUSAN WAY SUBDIVISION**

WHEREAS, the City of West Jordan ("**City**") adopted the Comprehensive General Plan ("**General Plan**") in 2023, as amended, which provides for a general plan land use map ("**General Plan Land Use Map**" or "**Future Land Use Map**"), which is periodically updated; and the City adopted the West Jordan City Code ("**City Code**") in 2009, as amended, which provides for a zoning map for the City ("**Zoning Map**"), which is periodically updated; and

WHEREAS, an application was made by Angela Roberts (the "**Applicant**") and M.S.C., Inc, a Nevada Corporation (the "**Owner**") for approximately 1.74 acres of real property, **Parcel Number 21-32-326-009-0000,** located at 8415 South Susan Way ("**Property**" or "**Susan Way Subdivision**"), for a ***Rezone*** from an RR-1C zone (Rural Residential, 1 acre lots) to an R-1-12 zone (Single-Family Residential, 12,000 sq. ft. lots) ("**Application**" and "**Rezone**"); and

WHEREAS, on June 16, 2026, the Application was considered by the West Jordan Planning Commission ("**Planning Commission**"), which held a public hearing and made a ***positive*** recommendation to the West Jordan City Council ("**City Council**") concerning the Rezone, based upon the criteria in City Code Section 13-7D-6; and

WHEREAS, a public hearing was held before the City Council on July 14, 2026, concerning the Rezone; and the City Council has reviewed and considered the Rezone; and

WHEREAS, in its sole legislative discretion, the City Council now finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to approve the Rezone.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

**Section 1.** Rezone and Reversion. For the Property, a ***Rezone is approved*** from an RR-1C zone (Rural Residential, 1 acre lots) to an R-1-12 zone (Single-Family Residential, 12,000 sq. ft. lots), as per the attached legal description, identified as "Attachment A". The zoning shall automatically revert to the original RR-1C zoning if a final subdivision plat is not approved by the City for the Property by July 14, 2029.

**Section 2.** Impact Fee and Development Fees. The applicant requesting subdivision plat approval or a building permit(s) for the Property shall pay all the impact fees and development fees required by the City's consolidated fee schedule.

**Section 3.** Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

**Section 4.** Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS _____DAY OF _____ 2026.

CITY OF WEST JORDAN

By: _____
Jessica Wignall
Council Chair

ATTEST:

_____
Cindy M. Quick, MMC
Council Office Clerk

| **Voting by the City Council** | **"YES"** | **"NO"** |
|---|---|---|
| Chair Jessica Wignall | ☐ | ☐ |
| Vice Chair Kent Shelton | ☐ | ☐ |
| Council Member Annette Harris | ☐ | ☐ |
| Council Member Kayleen Whitelock | ☐ | ☐ |
| Council Member Zach Jacob | ☐ | ☐ |
| Council Member Chad Lamb | ☐ | ☐ |
| Council Member Bob Bedore | ☐ | ☐ |

**PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON _____.**

Mayor's Action: _____ Approve _____ Veto

By: _____ _____
Mayor Dirk Burton Date

*ATTEST (see next page):*

ATTEST:

_____
Tangee Sloan, MMC, UCC
City Recorder

**STATEMENT OF APPROVAL/PASSAGE** (check one)

_____ The Mayor approved and signed Ordinance No. 26-36.

_____ The Mayor vetoed Ordinance No. 26-36 on _____ and the City Council timely overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 26-36 became effective by operation of law without the Mayor's approval or disapproval.

_____
Tangee Sloan, MMC, UCC
City Recorder

**CERTIFICATE OF PUBLICATION**

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the _____ day of _____ 2026. The fully executed copy of the ordinance is retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

_____
Tangee Sloan, MMC, UCC
City Recorder

***[Attachment on the following page(s).]***

**Attachment A to**
**ORDINANCE NO. 26-36**

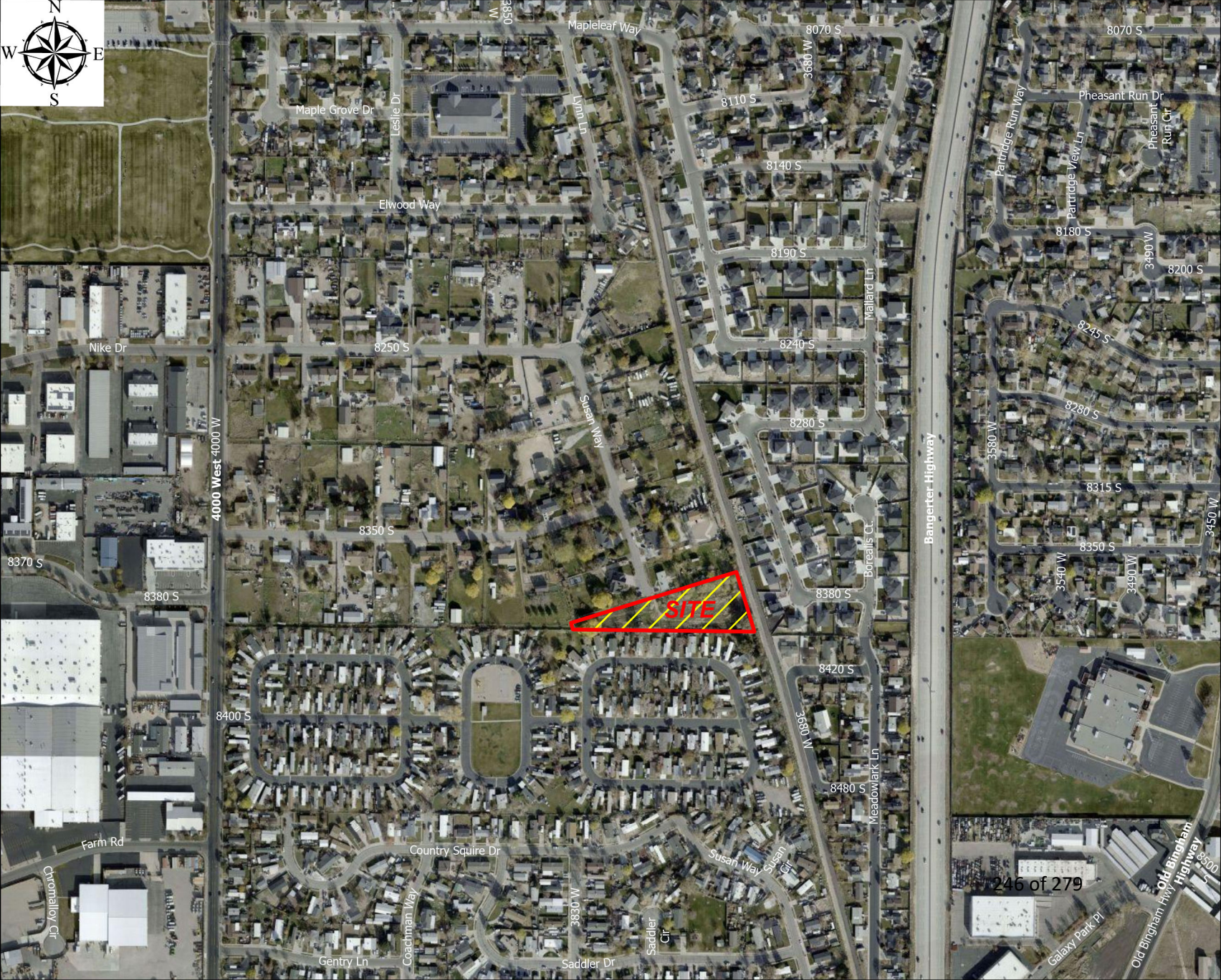
**AN ORDINANCE FOR APPROXIMATELY 1.74 ACRES OF PROPERTY LOCATED AT 8415 SOUTH SUSAN WAY, IDENTIFIED AS SUSAN WAY SUBDIVISION; AND**

**AMENDING THE ZONING MAP FOR SUSAN WAY SUBDIVISION**

***LEGAL DESCRIPTION:***

**Parcel Number Parcel Number 21-32-326-009-0000**

BEG MOST SE'LY COR LOT 18, HUNTINGTON ESTATES SUB #1; S 17°28'30" E 221.854 FT M OR L; N 89°39'51" W 648.681 FT M OR L; N'LY 23.45 FT M OR L; N 72°31'30" E 616.85 FT TO BEG. 1.74 AC M OR L.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Partridge View Ln
Pheasant Run Cir
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8380 S
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8420 S
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3680 W
Meadowlark Ln
8480 S
Farm Rd
Country Squire Dr
Susan Way
Susan Cir
Chromalloy Cir
Coachmen Way
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Saddler Cir
Gentry Ln
Saddler Dr
Galaxy Park Pl
Old Bingham Hwy
Old Bingham Highway
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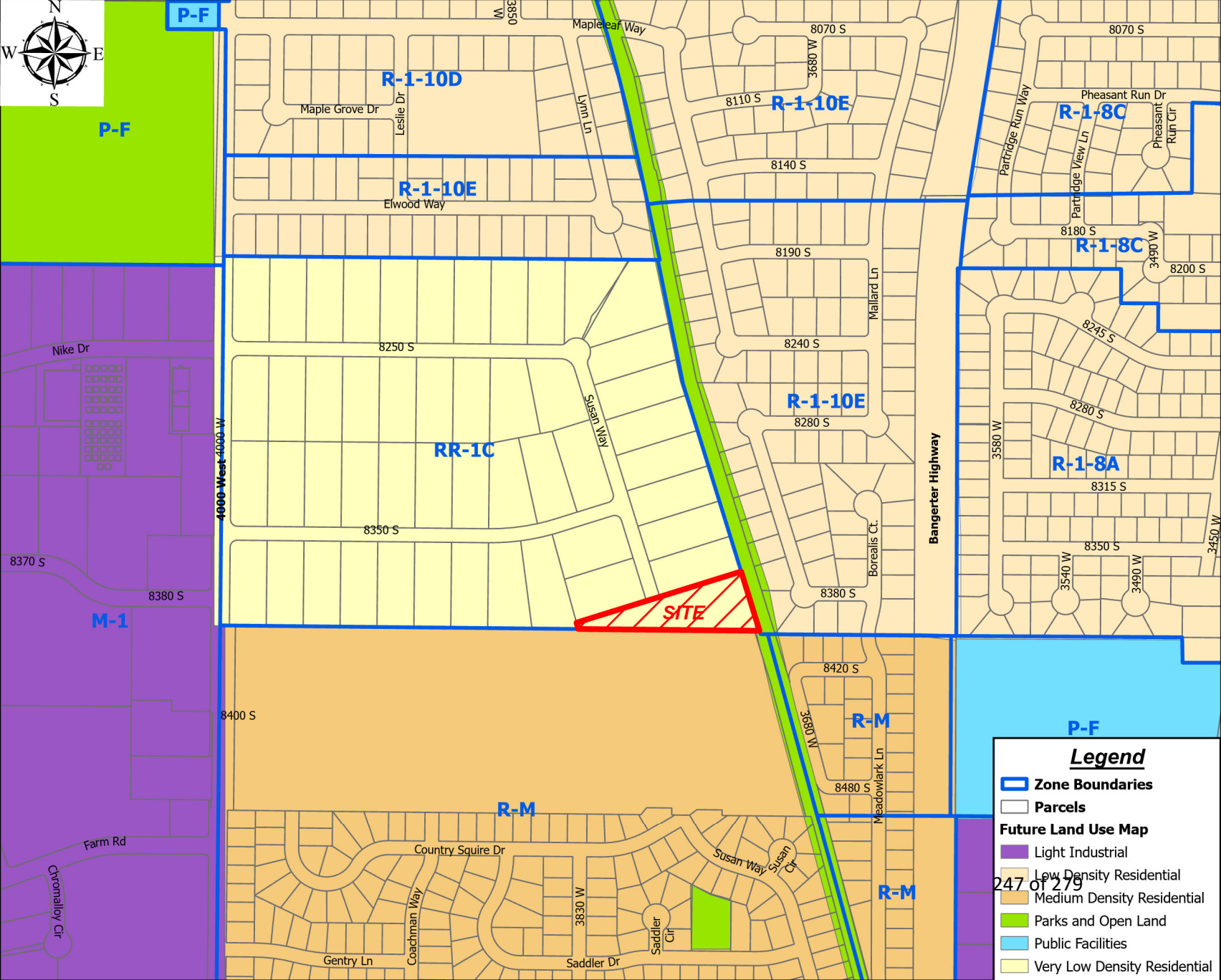
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Pheasant Run Cir
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3680 W
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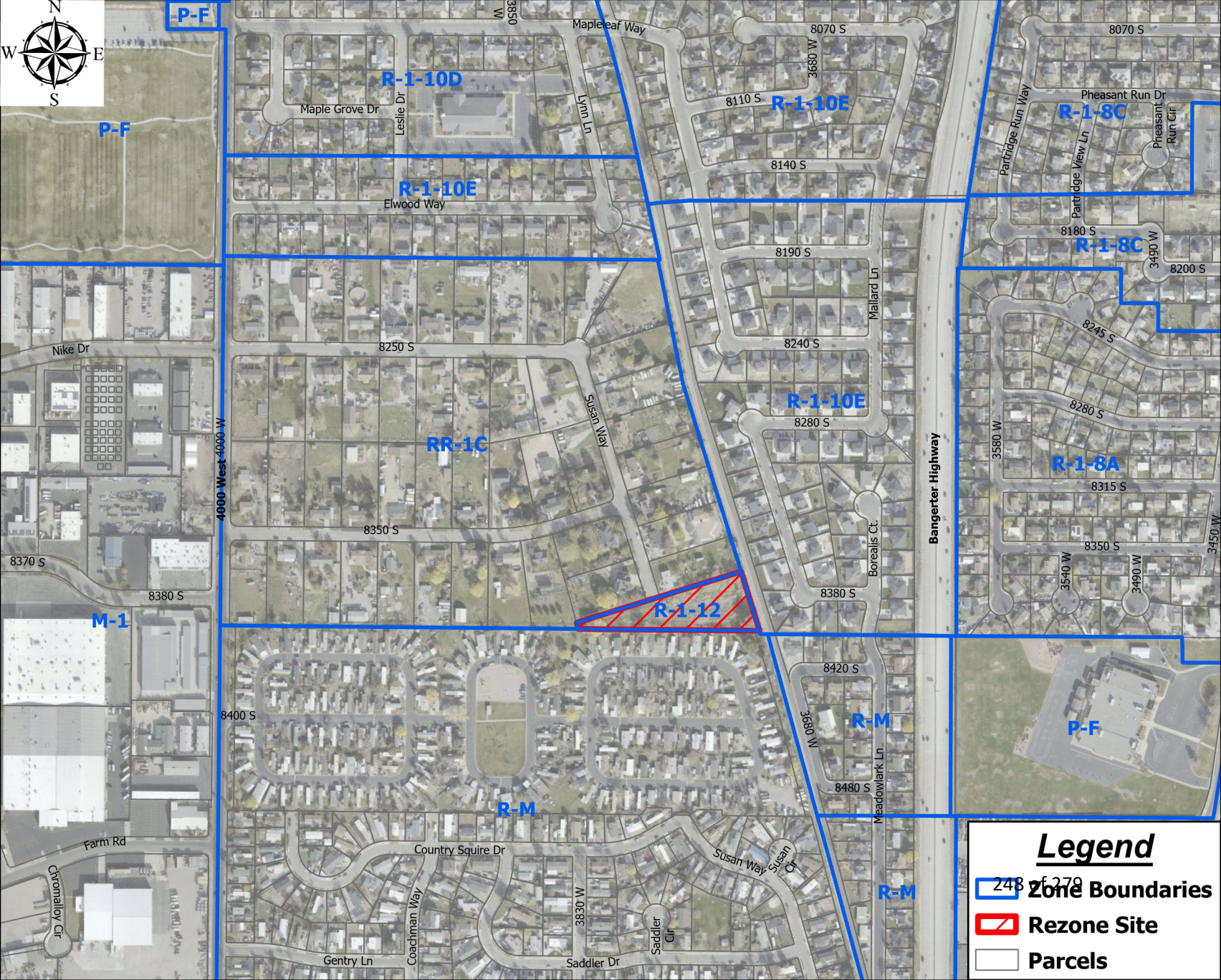
P-F
R-M
Farm Rd
Country Squire Dr
Susan Way
Susan Cir
Chromalloy Cir
Coachman Way
3830 W
Saddler Cir
Gentry Ln
Saddler Dr
R-M
Legend
Zone Boundaries
Parcels
Future Land Use Map
Light Industrial
Low Density Residential
Medium Density Residential
Parks and Open Land
Public Facilities
Very Low Density Residential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Country Squire Dr
Susan Cir
Coachman Way
Saddler Cir
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3450 W
3830 W
Legend
Zone Boundaries
Rezone Site
Parcels

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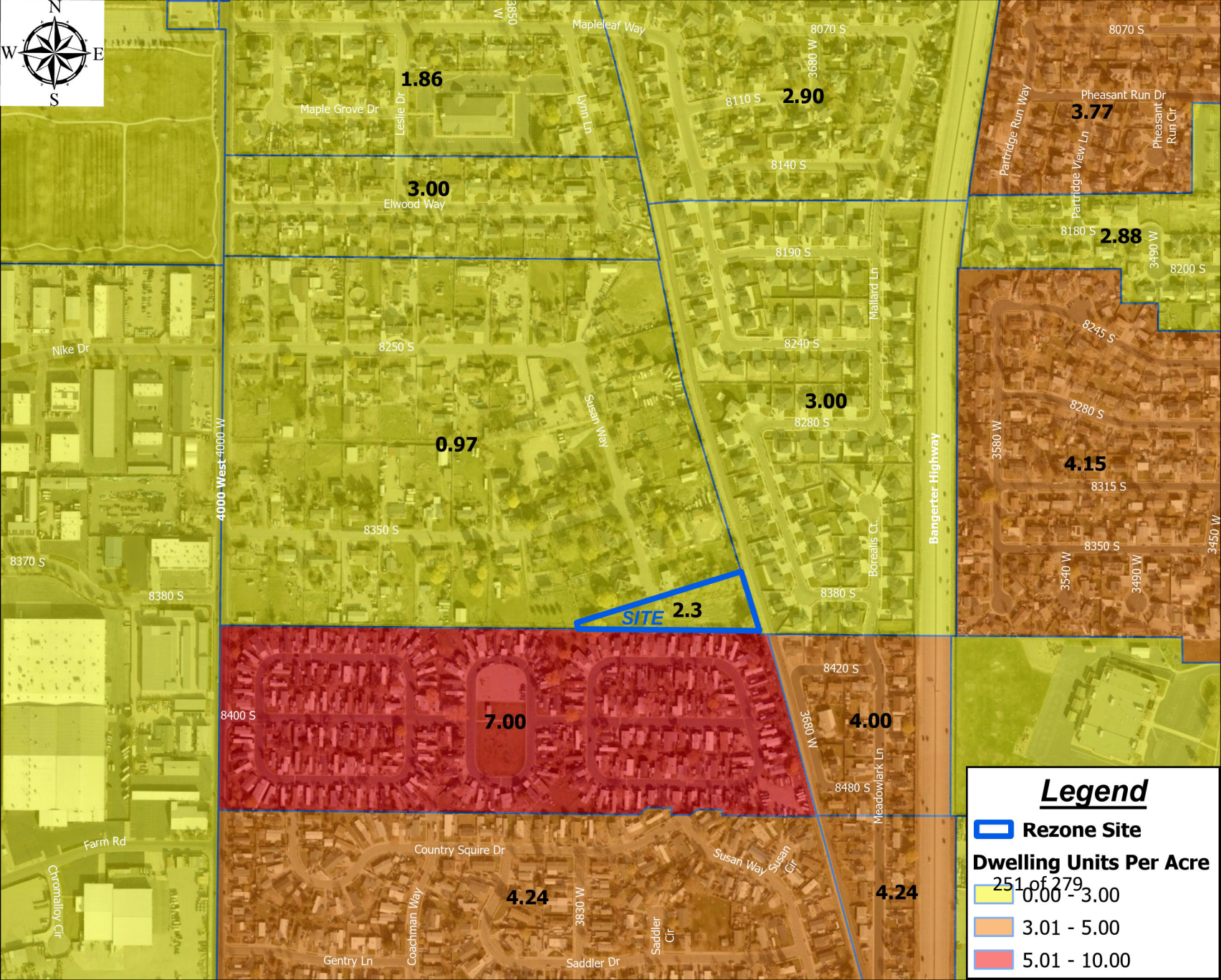
S Susan Way
S Susan Way
R-1-12 ZONE
Property Line
Building Setback
Mallard Ln
Mallard Ln
R-1-10E
W 8420 S
30'
70'
26'
5'
5'
100'
22°
13,234.59 sf
13,000.24 sf
12,283.83 sf
15,757.34 sf
20'
8'
25'

R-1-12 ZONE
S Susan Way
Mallard Ln
Property Line
Building Setback
Fence Line
Home Sidewalks
Waste Water Easement access
Pavilion
Home
Home
Home
100'
.26 Acre
.29 Acre
.30 Acre
.34 Acre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3680 W
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8480 S
Meadowlark Ln
Farm Rd
Country Squire Dr
Susan Way
Susan Cir
Chromalloy Cir
Coachman Way
4.24
3830 W
Saddler Cir
4.24
Gentry Ln
Saddler Dr
Legend
Rezone Site
Dwelling Units Per Acre
0.00 - 3.00
3.01 - 5.00
5.01 - 10.00

## Rezoning Justification Proposal – Parcel 21323260090000

### Proposed Zone Change

We are requesting a zone change from an RR-1C to an R-1-12 for the lot located at 8415 S. Susan Way, West Jordan, Utah, 84088. This zone map amendment is intended to allow for the development of a uniquely constrained parcel in a safe, functional, and compatible manner. The property consists of approximately 1.74 acres and is characterized by an irregular triangular configuration at the terminus of an existing dead-end street that currently lacks a turnaround.

Due to its shape, limited frontage, and lack of circulation, this property cannot reasonably accommodate a functional subdivision pattern under standard RR-1C one-acre lot zoning. The proposed R-1-12 designation allows for a more appropriate layout that introduces a cul-de-sac, providing safe and compliant access while responding to the physical constraints of the site.

This development includes four lots ranging from 0.26 to 0.34 acres, with three single-family homes and one HOA-managed open space amenity, including a pavilion. This amenity provides a low-intensity shared space for residents and nearby neighbors without introducing commercial use.

### Public Purpose

This proposal serves several public purposes. It establishes a safe turnaround where none currently exists, improving emergency access and circulation. It improves access to an existing City wastewater easement that has historically been difficult to maintain. It also facilitates the repair of a collapsed overflow drainage channel along the southern portion of the property, improving stormwater conveyance and reducing localized flooding. These improvements enhance safety, infrastructure functionality, and long-term maintainability.

### General Plan Consistency & Compatibility

This request is consistent with the General Plan as it maintains single-family residential use and is compatible in scale and character with surrounding neighborhoods. It represents a logical extension of the residential pattern to the east while allowing efficient use of a parcel that cannot function effectively under existing zoning. The project also represents an infill development within an established service area and is consistent with the General Plan's timing and sequencing provisions.

This amendment will not hinder General Plan objectives. It supports efficient land use, improves infrastructure conditions, and enhances public safety. The request is specific to the unique configuration of the subject property and is not intended to establish a broader development pattern within the surrounding RR-1C area.

### Impacts on Adjacent Owners & the Community

This proposal has been intentionally designed in response to a prior development concept from a previous property owner. Their plan included a bridge connection across the adjacent canal, which raised concerns in the community regarding changes to traffic patterns and the loss of the street's dead-end status. Following public input, that proposal did not move forward.

This current proposal maintains the existing dead-end configuration. Only three single-family homes are proposed, resulting in a modest increase in local traffic consistent with typical residential use, without introducing through traffic or altering neighborhood circulation patterns.

This project is not expected to create significant adverse impacts on adjacent landowners. The scale and use remain consistent with the surrounding neighborhood, and the inclusion of a shared open space provides an added community benefit.

**Impacts on the City**

This development is limited to three single-family homes, resulting in an estimated 6% increase in local traffic to the overall neighborhood. No through connection is proposed, and the existing dead-end condition is preserved, preventing any increase in cut-through traffic or changes to neighborhood circulation patterns.

This project will not negatively impact City services and will improve existing conditions. An existing 6-inch water line running north to south through the property will be upgraded to an 8-inch line as part of development, improving service capacity and reliability for both the project and surrounding neighborhood. Sewer demand is expected to be consistent with typical residential use.

Stormwater conditions will be improved through repair of the existing overflow drainage channel, the cul-de-sac improves circulation and provides a safe turnaround for emergency and service vehicles. A fire hydrant installed in 2024 near the proposed cul-de-sac enhances fire protection coverage.

Internal access serving the rear lots will be privately owned and maintained through a homeowners association, ensuring long-term maintenance without additional burden on the City. Impacts on police, fire, schools, and other services are expected to be minimal and consistent with typical residential development.

This project provides a positive contribution to the local economy by improving an underutilized parcel, addressing existing infrastructure deficiencies, and introducing modest residential development consistent with community needs.

In summary, the proposed amendment provides a site-specific solution that allows for the appropriate development of a constrained parcel while improving infrastructure, maintaining neighborhood compatibility, and addressing prior concerns. This request is consistent with the West Jordan Municipal Code and General Plan and is appropriate for approval.

**Minutes of the City of West Jordan**
**Committee of the Whole**
**Tuesday, June 02, 2026 – 6:00 PM**
**Waiting Formal Approval**
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

## 1. Call to Order

**Council:** Chair Bob Bedore, Council Member Kent Shelton, Council Member Annette Harris, Vice Chair Jessica Wignall

**Staff:** Council Office Director Alan Anderson, City Attorney Josh Chandler, Public Works Director Brian Clegg, Budget & Management Analyst Rebecca Condie, Utilities Manager Greg Davenport, Public Services Director Cory Fralick, Assistant City Administrator Paul Jerome, Cit Administrator Korban Lee, Council Office Clerk Cindy Quick, Administrative Services Director Danyce Steck

Chair Bedore called the meeting to order at 6:02 pm noting that Council Member Jacob would join remotely and excused Council Members Whitelock and Lamb

## 2. Discussion Topics

**a. Property Tax Impact Schedule for Fiscal Year 2027**

It was noted that a Property Tax Impact Scheduled would be included with any budget discussions consistent with the new requirements from House Bill 236 and ULCT best practices. The schedule was accepted on May 5 and made available to the public.

**b. Discussion of the Fiscal Year 2027 Tentative Budget**

Public Services Director Cory Fralick presented the FY2027 Public Services budget and discussed the need for a Customer Service Representative at the Public Works facility. He explained that Public Services staff handle more than 2,000 customer contacts per month and that a dedicated customer service position would improve service levels and support residents on the west side of the City. Administrative Services Director Danyce Steck clarified that the request originated from Public Works directors and was supported by staff.

Council Member Shelton and Chair Bedore expressed support for the position, emphasizing the importance of maintaining customer service and planning for future growth.

Mr. Fralick reviewed cemetery operations, including increased software costs and the allocation of Risk Management expenses to departments. He highlighted a new memorial tree program and noted that cremation interments continue to increase statewide.

*Council Member Jacob joined remotely at 6:09 pm*

Council Members requested additional information regarding columbarium capacity and

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future cemetery fee consideration.

Ms. Steck explained the City's revised methodology for allocating Risk Management costs across departments pointing out that costs previously budgeted centrally are now distributed among departments based on usage and exposure.

Mr. Fralick and Ms. Steck presented a request to convert a seasonal Events intern position into a year-round part-time position. Chair Bedore expressed support, noting that a year-round position could improve continuity and employee retention.

The proposal for a Beet Days event was presented, including a request for $100,000 event budget. Chair Bedore asked staff to explain the advantages and disadvantages of funding the event through reserves rather than property tax revenue. Ms. Steck explained that reserves could fund the startup phase of the event, but ongoing funding may eventually require a dedicated revenue source if the event grows. City Administrator Korban Lee explained that the concept originated from Council retreat discussions and would complement, rather than replace, Western Stampede activities. Council Members Harris, Shelton, Jacob, and Bedore expressed support for creating a community event on the west side of the City and discussed its potential benefits for community identity, civic pride, and economic development. Council indicated interest in further discussing funding strategies for Beet Days, including the potential use of reserves versus ongoing revenue sources.

Mr. Fralick reported positive results from bringing custodial services in-house and stated that service levels have improved. He then presented requests for an additional Parks Maintenance Worker and a Parks Planner position. Staff explained that the planner would assist with park design, park strip improvements, redevelopment projects, and long-range planning, while seasonal staffing hours would be reduced to offset a portion of the cost. Chair Bedore expressed concern about reducing seasonal staffing and asked whether service levels would decline. Mr. Fralick stated that the changes would improve efficiency and productivity. Council Members discussed increasing park maintenance demands, particularly at Ron Wood Park and other growing areas of the City.

Ms. Steck and Mr. Fralick reviewed the Highland Special Service District budget. Ms. Steck reported that bringing district maintenance services in-house has improved resident satisfaction and reduced complaints. Mr. Fralick noted that residents recently participated in selecting future neighborhood improvements, with a playground receiving the most support. Staff reviewed Public Services capital projects, including the Jordan River restoration project, dog park improvements, Plum Creek Park design, multipurpose fields, Ron Wood Park cleanup, tree replacement projects, and arterial beautification efforts. Vice Chair Wignall asked about the Big Bend restoration project, and Mr. Fralick explained that grant funding is being used to restore and re-meander portions of the Jordan River. Council Member Shelton asked about opportunities to improve Jordan River Trail connectivity near 7800 South. Staff explained that feasibility studies and internal discussions are underway to evaluate options. Staff was asked to continue evaluating Jordan River Trail connectivity improvements and report back as options are developed.

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Ms. Steck and Mr. Fralick reviewed the Street Lighting Fund and discussed upcoming changes required by state legislation related to transportation utility fees. Council Member Shelton asked how future fees would be calculated, and staff explained that methodologies outlined in the Transportation Master Plan would likely be used. Council Member Jacob asked whether future revenues could be used to support roadway maintenance. Ms. Steck responded that policy direction from the Council will be needed as legislation and regulatory guidance become clearer.

Public Works Director Brian Clegg presented the Public Works budget and reiterated support for the Customer Service Representative position. City Administrator Lee noted that administrative support staffing throughout the City remains lean and that additional customer service support would improve operational efficiency.

Mr. Clegg reviewed Engineering Division requests, including additional traffic counters and GIS-related expenses. Council Member Shelton noted concerns about staffing levels and reliance on interns within GIS operations. Mr. Clegg acknowledged staffing challenges and indicated that additional staffing requests may be considered in future budget cycles.

Council Member Shelton expressed concern regarding long-term street maintenance funding and deferred maintenance needs. Ms. Steck explained that current revenue strategies are only sustainable through 2032 and that future policy discussions will be needed to determine how roadway maintenance funding will be sustained. City Administrator Lee highlighted efforts to expand pavement preservation tools and maximize available resources.

Staff reviewed the Solid Waste Fund and discussed upcoming proposals for waste collection services. City Administrator Lee explained that staff will return to the Council with service options after the procurement process is completed. Discussion included recycling frequency, seasonal waste collection, and anticipated future rate increases. Staff plans to return with solid waste service options and recommendations following completion of the procurement process.

Public Utilities Director Greg Davenport presented the Public Utilities budget and reviewed water, sewer, and stormwater operations. Significant discussion focused on water infrastructure funding, water impact fees, storage tank projects, and long-term financial sustainability. Ms. Steck explained that existing impact fee revenues will not fully fund future water storage infrastructure and that additional funding strategies, including bonding or future rate adjustments, may need to be considered.

Mr. Davenport reviewed the Sewer Fund and anticipated future costs associated with regional wastewater treatment facility improvements. Staff explained that future rate increases are being phased in to prepare for substantial capital costs expected in the coming years.

Ms. Steck presented the Information Technology Fund budget and outlined investments in

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cybersecurity, software implementation, infrastructure upgrades, and technology modernization. Council Member Shelton commented on the value of technology investments that improve operational efficiency, particularly within public safety operations.

Council Member Shelton raised concerns regarding staffing levels in the Passport Office and suggested retaining one part-time position in addition to the proposed full-time position to maintain service levels and reduce employee workload. Chair Bedore expressed support for further evaluating the request. Council Member Jacob stated that the proposal illustrated how strategic staffing investments can improve long-term service and reduce turnover costs. Staff noted that adding the position would require identifying approximately $25,000 in offsetting reductions elsewhere in the budget.

Chair Bedore reminded Council that the upcoming meeting would focus on adoption of the tentative budget and noted that additional budget amendments and policy discussions could occur throughout the summer prior to final budget adoption.

## 3. Administrative Items

None

## 4. Adjourn

Chair Bedore adjourned the meeting at 8:59 pm.

I certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on June 2, 2026. This document constitutes the official minutes for the West Jordan Committee of the Whole meeting.

/s/ Cindy M. Quick, MMC
Council Office Clerk

Approved this____ day of_____2026

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**Minutes of the City of West Jordan**
**City Council Meeting**
**Tuesday, June 23, 2026 – 7:00 pm**
**Waiting Formal Approval**
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

## 1. Call to Order

**Council:** Chair Bob Bedore, Vice Chair Jessica Wignall, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock

**Staff:** Council Office Director Alan Anderson, Senior Assistant City Attorney Patrick Boice, Mayor Dirk Burton, City Attorney Josh Chandler, Budget & Management Analyst Rebecca Condie, Public Services Director Cory Fralick, Assistant City Administrator Paul Jerome, Community Development Director Scott Langford, Public Information Manager Marie Magers, City Administrator Korban Lee, Fire Chief Derek Maxfield, Council Office Clerk Cindy Quick, Administrative Services Director Danyce Steck, Attendee Walter Schmidt

Chair Bedore called the meeting to order at 7:03 pm, and noted that Council Member Jacob participated remotely.

## 2. Pledge of Allegiance

Utah Veterans of Foreign Wars provided a flag ceremony.

## 3. Council & Mayor Reports

### a. City Council Reports

- Chair Bedore invited Christian Meador, Commander of Veterans of Foreign Wars (VFW) Post 12087, to the microphone. Commander Metter presented gifts of appreciation to Fire Department and Police Department leadership for letting Post 12087 meet at Fire Station 54. The Council took the opportunity for a photograph.
- Chair Bedore said it had been an honor to serve as Council Chair during the last six months, and said he looked forward to Council Member Wignall serving as Chair.
- Council Member Whitelock said she appreciated the opportunity to attend the dedication and blessing of the new Holy Cross CommonSpirit Hospital Chapel.
- Council Member Harris thanked City staff for the recent movie in the park event.
- Council Member Shelton reported on a recent Association of Municipal Councils meeting. He thanked West Jordan Animal Services for serving his family recently with kindness and patience as they said goodbye to a dear family pet.

### b. Mayor's Report

Mayor Burton reported on recent events in the community and encouraged participation in

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upcoming activities. City offices would be closed on July 3, 2026.

**c. City Administrator's Report**

City Administrator Korban Lee recognized the role Public Services Director Cory Fralick played in the addition of the newly opened Mini-Pitch amenity. Mr. Lee said staff were working hard to reduce the City's water use while also keeping the parks usable. He reported a Recreation Bond proposal for a recreation center in the Ron Wood Park area had been submitted, and said he anticipated giving a presentation to the bond board on July 10, 2026. Mr. Lee provided an update on a water tank mural.

## 4. Public Comment

**Chair Bedore opened public comment at 7:21 pm.**

Comments:

Kelvin Green, West Jordan resident and representative on the Salt Lake Valley Mosquito Abatement District (SLVMAD) Board, provided an update on SLVMAD. Mr. Green thanked Mayor Burton and Korban Lee for helping on some recent projects. He said the Council Members had each been given an envelope with an America 250 coin and pin, asked the Council to wear the pins, and invited the Council to his neighborhood's America 250 potluck block party.

Ann Marie Barrett, Bingham Creek Library Manager, reported the summer reading kickoff party was well attended. She announced upcoming programs and encouraged participation.

Sarah Stevens expressed concern about the current lack of water, and encouraged the Council to change with the environment. She said she did not understand how no one seemed concerned that Hoover Dam did not have enough water.

Ryan Wilkinson said he liked Sarah Stevens' comments. He said his comments kept getting cut off during the public comment period before he finished his thoughts. Mr. Wilkinson said he continued to comment during Council meetings even though he no longer lived in West Jordan because Council Member Jacob sent him a cease-and-desist letter. Mr. Wilkinson stated shutting down public speech was illegal.

Chair Bedore mentioned that the three-minute time limit ran out for both Ms. Stevens and Mr. Wilkinson, and explained that the microphone automatically turned off after three minutes.

**Chair Bedore closed public comments at 7:36 pm.**

## 5. Public Hearings

**a. Resolution No. 26-034 Amending the Property Tax Impact Schedule for Fiscal Year 2027**

Administrative Services Director Danyce Steck presented a proposed resolution to amend the Property Tax Impact Schedule for FY2027, and said the Council discussed the proposed amendment during the work session prior to the Council meeting. She said updated certified property tax information was received from the County on June 12, 2026, necessitating an

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update to the Property Tax Impact Schedule, which had been initially put together with estimates made in May.

| | Original | Amended |
|---|---|---|
| Proposed Revenue with Tax Change | $22,667,562 | $23,638,541 |
| West Jordan Certified Property Tax Revenue | $22,167,144 | $23,138,123 |
| Additional Property Tax Revenue to West Jordan | $500,418 | $500,418 |
| | | |
| West Jordan City 2025 Property Tax Rate | 0.001328 | 0.001328 |
| West Jordan City 2026 Certified Property Tax Rate | NA | 0.001281 |
| West Jordan City 2026 Proposed Property Tax Rate | NA | 0.001309 |
| | | |
| Increase to West Jordan Property Tax Revenue | 2.26% | 2.19% |

Ms. Steck said the City would receive certified property tax revenue exceeding what had been anticipated, due to new growth in West Jordan. The original schedule did not include any revenue for new growth. Ms. Steck said the Property Tax Impact Schedule should include items the Council was willing to go without if the property tax increase did not pass, and items the Council was willing to restrict until September 1, 2026.

Ms. Steck said the Council had discussed and determined that items previously disclosed on the Property Tax Impact Schedule as items to be funded with a property tax increase, were items attributed to new growth that would be paid for by the new growth. She said the property tax increase was proposed to cover inflationary cost increases. The Council determined that the following two items would be listed on the Property Tax Impact Schedule for FY2027:

| | |
|---|---|
| Fuel Cost Increase (inflationary) | $250,209 |
| IT Cost Increase (inflationary) | $250,209 |
| Total | $500,418 |

Ms. Steck said the proposed property tax increase was consistent with the Council's philosophy that tax increases should be small and align with inflation. She said inflation was currently at 4%, and the proposed increase was only 2.19%.

**Chair Bedore opened a public hearing at 7:43 pm.**

Comments:
None

**Chair Bedore closed the public hearing at 7:44 pm.**

**Motion: Council Member Shelton moved to APPROVE Resolution No. 26-034 Amending the Property Tax Impact Schedule for Fiscal Year 2027.**

**Vice Chair Wignall seconded the motion.**

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**The vote was recorded as follows:**

**Yes:** **Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock, Jessica Wignall**

**No:**

**Absent:**

**The motion passed 7-0.**

Council Member Whitelock thanked staff for preparing the information so quickly after the previous work session.

**b. Public Hearing on the Tentative Budget for Fiscal Year 2027**

Ms. Steck said when it was adopted, the Interim Budget would become the City's operational budget on July 1, 2026. Items funded by the property tax increase (listed on the Property Tax Impact Schedule) would be held as restricted until after the truth-in-taxation process and final budget adoption in August. Budget amendments could be made at any time with the proper noticing and public hearing process.

Ms. Steck presented administrative changes to the budget to carry forward projects from FY2026. The proposed resolution would set a public hearing for the proposed property tax increase and adoption of the Annual Budget for August 11, 2026.

**Chair Bedore opened a public hearing at 7:50 pm.**

Comments:
None

**Chair Bedore closed the public hearing at 7:51 pm.**

## 6. Business Items

**a. Ordinance No. 26-32 Amending the Street Lighting Design and Construction Standards, Section 16500**

Public Services Director Cory Fralick presented updated Street Lighting Design and Construction Standards, and asked the Council to adopt the proposed ordinance. Mr. Fralick answered questions from the Council. Mayor Burton commented that the proposed specs would give manufacturers more flexibility and opportunity to compete. Council Member Shelton thanked Mr. Fralick for his work on the amendments.

**Motion:** **Council Member Whitelock moved to APPROVE Ordinance No. 26-32 Amending the Street Lighting Design and Construction Standards, Section 16500.**

**Vice Chair Wignall seconded the motion.**

**The vote was recorded as follows:**

**Yes:** **Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock, Jessica Wignall**

**No:**

**Absent:**

**The motion passed 7-0.**

**b. Resolution No. 26-020 Establishing the Water and Sewer Rates**

Administrative Services Director Danyce Steck said the Council reviewed water and sewer rate studies during the work session prior to the Council meeting. She said no change was recommended to the water base charge and usage rates, and a 5% increase was recommended for the sewer rate, effective October 1, 2026.

Council Member Whitelock asked how the lead and copper charge was assessed. Greg Davenport said the lead and copper charge was a fee that could be charged to individuals who chose not to participate in the program required by the federal government.

**Motion:** **Chair Bedore moved to APPROVE Resolution No. 26-020 Establishing the Water and Sewer Rates.**

**Council Member Lamb seconded the motion.**

**The vote was recorded as follows:**

**Yes:** **Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock, Jessica Wignall**

**No:**

**Absent:**

**The motion passed 7-0.**

**c. Resolution No. 26-021 Amending the West Jordan City Consolidated Fee Schedule**

Ms. Steck said all departments were asked to review related fees and submit any changes as part of annual budget preparation. She presented an updated Consolidated Fee Schedule. Council Member Whitelock said she believed cemetery fees needed to be reviewed and increased.

**Motion:** **Vice Chair Wignall moved to APPROVE Resolution No. 26-021 Amending the West Jordan City Consolidated Fee Schedule.**

**Council Member Shelton seconded the motion.**

**The vote was recorded as follows:**

**Yes:** **Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock, Jessica Wignall**

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**No:**
**Absent:**

**The motion passed 7-0.**

**d. Resolution No. 26-024 Acknowledging the Intent to Exceed the Certified Tax Levy and Scheduling a Public Hearing Regarding the Proposed Property Tax Increase**

Ms. Steck showed how the average home value in West Jordan had changed since 2015, and explained that in Utah, as home values went up, property tax rates went down. Property tax revenue received by a municipality did not increase except from new growth, unless the municipality went through the truth-in-taxation process to increase the tax rate. Ms. Steck showed that property tax on an average home in West Jordan went down by $13 from 2024 to 2025. Without the proposed property tax rate increase, the property tax on an average home would go down by $6 per year in 2026, and with the proposed increase would go up by $3. She said a majority of the Council had indicated support for setting the property tax rate at 0.001309 (a 2.19% increase), and said the proposed resolution would acknowledge the intent to exceed the certified tax rate and set a public hearing.

**Motion: Council Member Lamb moved to APPROVE Resolution No. 26-024 Acknowledging the Intent to Exceed the Certified Tax Levy and Scheduling a Public Hearing Regarding the Proposed Property Tax Increase.**

**Chair Bedore seconded the motion.**

Council Member Whitelock said she would vote in favor of the motion, but would not necessarily vote in favor of a property tax increase in August. She said she hoped the Council would be able to make more changes, and hoped for more public input.

**The vote was recorded as follows:**

**Yes: Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock, Jessica Wignall**

**No:**
**Absent:**

**The motion passed 7-0.**

**e. Resolution No. 26-025 Amending the Tentative Budget and Adopting the Interim Budget for FY 2027, and Scheduling a Public Hearing Before Adoption of the Annual Budget**

Ms. Steck said the proposed resolution would amend the Tentative Budget and adopt the Interim Budget for FY2027, and schedule a public hearing for August 11, 2026.

**Motion: Vice Chair Wignall moved to APPROVE Resolution No. 26-025 Amending the Tentative Budget and Adopting the Interim Budget for FY2027 and Scheduling a Public Hearing Before Adoption of the Annual Budget.**

**Council Member Shelton seconded the motion.**

**The vote was recorded as follows:**

**Yes:** **Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock, Jessica Wignall**

**No:**

**Absent:**

**The motion passed 7-0.**

**f. Resolution No. 26-030 and Ordinance No. 26-33 Amendments to Council Policies and Procedures and City Code for Advice and Consent**

Senior Assistant City Attorney Patrick Boice presented proposed amendments to Council Policies and Procedures (Resolution No. 26-030) and City Code for Advice and Consent (Ordinance No. 26-33).

**Motion:** **Council Member Whitelock moved to APPROVE Resolution No. 26-030 Amendments to Council Policies and Procedures.**

**Vice Chair Wignall seconded the motion.**

**The vote was recorded as follows:**

**Yes:** **Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock, Jessica Wignall**

**No:**

**Absent:**

**The motion passed 7-0.**

**Motion:** **Council Member Whitelock moved to APPROVE Ordinance No. 26-33 amending City Code Title 1, Chapter 7 and Title 2, Chapter 1 Advice and Consent.**

**Chair Bedore seconded the motion.**

**The vote was recorded as follows:**

**Yes:** **Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock, Jessica Wignall**

**No:**

**Absent:**

**The motion passed 7-0.**

**g. Resolution No. 26-033 Formalizing the Appointment of Council Leadership Positions (Chair, Vice Chair, and Past Chair) for the Period of July - December 2026**

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Council Office Director Alan Anderson said the Council adopted a rotation schedule for Chair, Vice Chair, and Past Chair positions. Beginning July 1, 2026, Council Member Wignall would be Council Chair. Following the set rotation, Council Member Jacob would be the next Vice Chair. Acknowledging that the intent was to make sure everyone had a turn while in office, Councill Members Jacob and Shelton agreed to swap, with Council Member Shelton serving as the next Vice Chair. Mr. Anderson explained rotation provisions that provided for an experienced member of the Council to fill the position of Chair following elections.

Council Member Lamb expressed frustration that he had previously proposed a rotation process that would ensure a member of the Council had at least six months experience before serving in a leadership position, but his proposal had not been accepted, yet the Council were now asked to approve a change to the rotation.

**Motion:** **Chair Bedore moved to APPROVE Resolution No. 26-033 Formalizing the Appointment of Council Leadership Positions (Chair, Vice-Chair, and Past Chair) for the Period of July - December 2026.**

**Vice Chair Wignall seconded the motion.**

**The vote was recorded as follows:**

**Yes:** **Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock, Jessica Wignall**

**No:**

**Absent:**

**The motion passed 7-0.**

Chair Bedore said he had faith that everyone on the Council would be able to fill the roll of Chair.

## 7. Council Office Report

Policy Analyst Walter Schmidt provided an update on the Youth Council. Chair Bedore said he looked forward to seeing the 2026-2027 Youth Council

## 8. Consent Items

a. **Approve Meeting Minutes**

- **June 9, 2026 – Committee of the Whole Meeting**
- **June 9, 2026 – Regular City Council Meeting**

**Motion:** **Council Member Whitelock moved to APPROVE Consent Items as listed.**

**Chair Bedore seconded the motion.**

**The vote was recorded as follows:**

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**Yes:** **Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock, Jessica Wignall**

**No:**

**Absent:**

**The motion passed 7-0.**

## 9. Adjourn

Chair Bedore adjourned the meeting at 8:31 pm.

I hereby certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on June 23, 2026. This document constitutes the official minutes for the West Jordan City Council meeting.

/s/ Cindy M. Quick, MMC
Council Office Clerk

Approved this____ day of_____2026

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**Minutes of the City of West Jordan**
**Committee of the Whole**
**Tuesday, June 23, 2026 – 4:00 pm**
**Waiting Formal Approval**
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

## 1. Call to Order

**Council:** Chair Bob Bedore, Vice Chair Jessica Wignall, Annette Harris, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock

**Staff:** Council Office Director Alan Anderson, Senior Assistant City Attorney Patrick Boice, Mayor Dirk Burton, City Attorney Josh Chandler, Public Works Director Brian Clegg, Budget & Management Analyst Rebecca Condie, Utilities Manager Greg Davenport, Assistant City Administrator Paul Jerome, Community Development Director Scott Langford, City Administrator Korban Lee, Public Information Manager Marie Magers, Fire Chief Derek Maxfield, Council Office Clerk Cindy Quick, Administrative Services Director Danyce Steck, Policy Analyst Walter Schmidt

Chair Bedore called the meeting to order at 4:00 pm, and noted that Council Member Jacob participated remotely.

## 2. Discussion Topics

### a. Amending the Property Tax Impact Schedule for Fiscal Year 2027

Administrative Services Director Danyce Steck explained that estimated tax revenue from new growth was not included in the original Property Tax Impact Schedule for FY2027. She reported that certified property tax information was received from the County on June 12, 2026, with revenue exceeding the amount included in the FY2027 Tentative Budget by $221,000. Ms. Steck showed that the new proposed property tax rate was lower than the current 2025 property tax rate:

| | |
|---|---|
| 2025 Property Tax Rate | 0.001328 |
| 2026 Certified Property Tax Rate | 0.001281 |
| 2026 Proposed Property Tax Rate | 0.001309 |

Council Member Whitelock said she found it interesting that the County said home values had gone up, because she had seen home values go down. She asked when the valuations were done. Ms. Steck said the reported average home value was affected by the high-value new growth in West Jordan.

Ms. Steck said the Council could amend the Property Tax Impact Schedule, and emphasized the schedule should include: items the Council was willing to do without if the property tax

increase did not pass, and funds the Council was willing to restrict until September 1, 2026. The following items were currently included on the Property Tax Impact Schedule:

- Parks Department – add one full-time parks maintenance worker and one full-time parks planner, eliminating three seasonal laborer positions
- Police Department – add one full-time crossing guard supervisor, and upgrade one Police Officer I position to a Police Lieutenant
- Establish "Beet Days" event
- Passport Office – add one full-time passport agent and eliminate two part-time positions
- Recorder's Office – add one new customer service representative to serve the west side of the City at the Public Works Building

Council Member Jacob said he had always liked the idea of frequent small property tax increases to keep up with inflation, but said the City had never had to specifically call out what the tax increase would pay for. He said the items currently listed on the Property Tax Impact Schedule were items the City needed because of growth, not because costs had gone up. Council Member Jacob expressed the opinion that needs from growth should be paid for by growth. He suggested that wages, health insurance, and things that increased in cost because of inflation should be included on the Property Tax Impact Schedule. Council Member Jacob proposed including roughly half of the $980,000 employee cost of living adjustment (COLA) on the Property Tax Impact Schedule, giving employees half of the FY2027 COLA on July 1 and the other half on September 1 after the property tax increase passed. If the property tax increase did not pass and the Council still felt the employees deserved the remainder of the COLA, the Council could discuss funding options.

Mayor Burton said he liked the direction Council Member Jacob was going, and said he believed the general idea made sense, but said he had not had time to discuss the concept with employees and prepare them to not receive the full COLA beginning July 1. Mayor Burton suggested the Council consider listing inflation-related fuel costs, health insurance premiums, and IT costs to equal the proposed property tax increase. Ms. Steck said fuel costs represented an inflationary increase of approximately $700,000, health insurance premiums had increased approximately $800,000, IT costs increased approximately $500,000, and the COLA was $900,000.

Ms. Steck said listing the COLA would send a message to employees. Council Member Lamb suggested listing health insurance would send a similar message. Council Member Whitelock suggested listing fuel costs. Council Member Jacob said he would support listing any of the options mentioned by Ms. Steck.

Responding to a question from Chair Bedore, Council Member Jacob explained again that he felt the items currently listed on the Property Tax Impact Schedule were needed as a result of growth in the City, not inflation. Ms. Steck said the property tax increase could be viewed as being about the rising cost of things. Council Member Lamb said in his time on the

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Council, property tax increases had been suggested because of both rising costs and the need to add staff. Council Member Jacob pointed out that the City had never had to justify the increase with a specific list of items in the past. Chair Bedore said the difference was in the messaging. Council Member Lamb said the result was the same with either message. Ms. Steck explained the State required that funds for items listed on the Property Tax Impact Schedule be restricted until September.

Council Member Whitelock said the City could function without the new positions currently listed on the Property Tax Impact Schedule until September and said she would prefer to not postpone paying employees the full increase. Council Members Shelton and Lamb said they did not want the COLA to be split. Council Member Shelton said he liked the Mayor's suggestion to list fuel costs.

Ms. Steck said Council Member Jacob's suggestion centered on setting up a philosophy of small inflationary property tax increases. Council Office Director Alan Anderson pointed out the Council would need to be willing to do without items listed on the Property Tax Impact Schedule, or find a different source of funding, if the property tax increase was not approved in August. Council Member Jacob commented that the Council could amend the budget at any time during the fiscal year. Mayor Burton said the new positions would not be filled until funding was assured.

Ms. Steck asked the Council to discuss what to do with the extra $221,000. She said her initial suggestion was to divert some of the sales tax revenue in the budget to Class C Road funds to start reducing dependence on other government entities to fund road maintenance. Ms. Steck emphasized that the Council had a lot of options.

The Council discussed messaging and philosophy of raising taxes. Chair Bedore said it appeared the Council was unanimous in not wanting to list the COLA on the Property Tax Impact Schedule. Council Member Jacob said the Council needed a defendable philosophy that made sense. He emphasized that prices went up every year, and said a small annual inflationary increase made sense to him. Council Member Harris said she agreed.

Council Member Shelton suggested spreading the property tax increase over multiple items on the Property Tax Impact Schedule, such as asphalt and fuel. Ms. Steck said IT costs, fuel, COLA, and health insurance premiums were the four items most impacted by inflation. She suggested splitting the tax increase four ways with $125,000 from each. Council Member Harris asked if the COLA could be removed from the list, with the increase split three ways.

Council Member Whitelock expressed concern that the list had already been made public with the Mayor's Budget, and changing the list may appear to some like a moving cup and ball game. Ms. Steck said the Mayor's Budget was a proposal that was considered by the Council, with changes made before adoption as the final budget. Council Member Whitelock did not think most residents viewed the Mayor's Budget and the budget formally approved by the Council as being different, but simply as the City's Budget.

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Council Member Jacob repeated his opinion that a defensible philosophy was needed. Responding to a question from Council Member Lamb, Council Member Jacob explained that the City would only need to add positions to increase services because of growth in the City, which should be paid for by the new growth. If the City did not grow, certain costs would still increase because of inflation. He expressed the opinion that increased costs due to inflation were justification for a property tax increase.

Chair Bedore agreed with including the three inflationary items (IT, fuel, and health insurance premiums) on the Property Tax Impact Schedule. Ms. Steck suggested she work with staff to draft an explanation for residents to be added to the link with the Impact Schedule. She said the process may appear a little sloppy to the public if they did not understand this was the first year with the Property Tax Impact Schedule.

A majority of the Council indicated support for listing inflationary items rather than growth-related items on the Property Tax Impact Schedule. Council Member Lamb was comfortable with the Impact Schedule the way it was. Council Member Whitelock was comfortable listing IT and fuel costs, but not health premiums. Council Members Jacob, Wignall, and Shelton agreed. Council Member Shelton wanted to see the COLA added to the list in the next fiscal year if the Mayor could adjust the messaging. Council Member Whitelock felt the issue for her was that the Council had not discussed changing the list on the Property Tax Impact Schedule until that evening.

A majority of the Council indicated support for splitting the property tax increase between IT costs and fuel costs on the Property Tax Impact Schedule. The Council discussed the importance of sharing a statement of explanation.

Responding to a question from Council Member Shelton, Ms. Steck said she would receive information from the County in two or three months that would explain where in the City the new growth money ($221,000) came from. Chair Bedore said he agreed with the philosophy that money from new growth should pay for growth-related expenses, and increased costs due to inflation should be funded with an inflationary property tax increase.

**b. Discussion of the Fiscal Year 2027 Tentative Budget**

Ms. Steck presented Water Rate and Sewer Rate Studies. She said the last comprehensive water rate study was done in 2019, at which time the Council challenged staff to make sure rates applied to a user group paid for the services provided to the user group. Ms. Steck said she believed the City was successful with the goal at the time, and said Council Member Whitelock had challenged staff to again check the rates.

Ms. Steck presented water statistics, showing that 7.1 billion gallons of water were sold throughout the City, exceeding the take-or-pay amount contracted with Jordan Valley Water Conservancy District (JVWCD) by approximately 1 billion gallons.

| | % of Accounts | % of Water Sold | $ of Total Revenue |
|---|---|---|---|

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| | | | |
|---|---|---|---|
| **Residential** | 90% | 56% | 58% |
| **Commercial** | 5% | 32% | 30% |
| **Landscape** | 2% | 7% | 8% |
| **City meters** | 1% | 4% | 3% |
| **Other** | 2% | <1% | <1% |

Ms. Steck said the Mayor's Budget proposed no rate increase due to the level of reserve in the Utility Fund. The five-year financial plan presumed rates would remain constant but would be reevaluated each year. Ms. Steck said while reserves were strong in the water utility, reserves were currently needed to subsidize negative reserves from the water impact fee for projects needed for development to continue. Mayor Burton emphasized the City would get a portion of the impact fee amount back as fees were collected.

Ms. Steck presented a comparison of water rates in West Jordan, Kearns Improvement District, South Jordan, Herriman, and Sandy City, showing that West Jordan had the lowest culinary water rate in the area. She showed a list of the top ten water utility payers.

Ms. Steck explained that the base charge component of the water bill was used to pay for maintenance of the water system, and the metered water usage charge paid for the purchase of water from JVWCD, and for the City's utility operational costs. She explained the take-or-pay contract arrangement with JVWCD, and showed lowest and highest bill amounts for residential, commercial, and landscape users. Responding to a question from Council Member Shelton, Mr. Anderson said several years ago the Council expressed a desire for no one group to subsidize water use of any other group. Greg Davenport explained that the cost of a gallon of water was not always the same. Rates in West Jordan were based on peak time cost. Ms. Steck said considerations that went into making water rate policy decisions included water conservation efforts, affordability, and maintenance of infrastructure.

Ms. Steck presented sewer utility statistics. She explained that sewer volume was calculated in October of each year based on average water usage in the previous November, December, and January.

| | % of Connections | % of Units | % Total Revenue | % of Volume |
|---|---|---|---|---|
| **Single-Family** | 95% | 71% | 64% | 57% |
| **Multi-Family/HOA** | 1% | 25% | 19% | 10% |
| **Commercial** | 4% | 3% | 12% | 19% |
| **Industrial** | < 1% (Dannon) | < 1% | 5% | 14% |

Ms. Steck said there was opportunity to adjust sewer fees to reduce subsidization between the categories. The Mayor's Budget proposed a rate increase of 5% to the sewer utility effective October 1, 2026. The five-year financial plan presumed the same increase each year of the plan in preparation for large maintenance projects. Responding to a question from Council Member Shelton, Mr. Davenport said Dannon had looked for ways to reduce volume in the short-term. Council Member Shelton said it was his understanding that dairy product

was difficult for the sewer treatment plant to process, and said he did not like the idea of subsidizing Dannon's sewer utility. City Administrator Korban Lee said treatment facility costs were proportional to volume, and the City's costs were proportional to the number of units and lateral lines. He said Dannon had one lateral connection with a lot of volume.

Ms. Steck showed a rate comparison, and said many sewer districts relied on property tax revenue. The sewer rate in West Jordan was low compared to most districts in the area. Mr. Lee said when the sewer system was originally built out, thinner pipes were installed toward the edges of the City with the assumption that density would decrease closer to the edges; however, development had not followed that pattern. Mr. Davenport said he was crossing his fingers that the Southwest Quadrant would remain industrial.

The Council reviewed a list of the top ten sewer utility payers. Ms. Steck said the base charge components of the sewer bill were used to pay South Valley Water Reclamation Facility (SVWRF) for sewer treatment, and to pay the City's fixed costs. The volume charge component was based on an account's average winter water consumption. She explained that West Jordan paid SVWRF a flat monthly fee based on plant operations, bond payments for plant maintenance, and plant improvements. The treatment plant had significant upcoming maintenance needs due to EPA requirements, and the City was phasing in annual rate increases to prepare. Ms. Steck said she thought the Legislature was moving toward not allowing flat fees in general.

Ms. Steck thanked the Council for their time.

## 3. Administrative Items

Council Member Whitelock said she had received at least one phone call about fireworks. She asked staff for information about a communication from the Governor's Office about municipalities having the ability to ban fireworks. City Attorney Josh Chandler said State Statute authorized cities to restrict areas where fireworks could be discharged with certain criteria. He said he believed there were communities that decided their entire city met the criteria, and therefore banned fireworks in the entire city. Mr. Chandler said he did not know if that tactic had been challenged in any of those communities. He said the criteria included heightened danger, with WUI areas, canals, washes, etc. Fire Chief Derek Maxfield expressed the opinion that West Jordan would have a hard time demonstrating heightened risk throughout the entire city.

Council Office Director Alan Anderson read aloud from the State Statute, and said the City's current fireworks restriction map already took areas that met the criteria into account. Council Member Jacob said the City had a lot of canals and washes where fireworks were already prohibited. He said if the borders were expanded to include readily identifiable arterial streets, the prohibited areas would come close to a city-wide ban. Chief Maxfield commented that enforcement in pocket areas could be difficult. Council Member Lamb said getting the word out would also be difficult. Chief Maxfield said he was comfortable with the fireworks prohibition map as it stood. Council Member Whitelock said she wanted people to understand the City had done what they believed to be best.

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## 4. Adjourn

Chair Bedore adjourned the meeting at 6:06 pm.

I certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on June 23, 2026. This document constitutes the official minutes for the West Jordan Committee of the Whole meeting.

/s/ Cindy M. Quick, MMC
Council Office Clerk

Approved this____ day of_____2026

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**Minutes of the City of West Jordan**
**Committee of the Whole**
**Tuesday, June 30, 2026 – 6:00 PM**
**Waiting Formal Approval**
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

## 1. Call to Order

**Council:** Council Member Chad Lamb, Council Member Kayleen Whitelock, Chair Bob Bedore, Council Member Zach Jacob, Council Member Kent Shelton, Council Member Annette Harris, Vice Chair Jessica Wignall

**Staff:** Senior Assistant City Attorney Patrick Boice, Mayor Dirk Burton, City Attorney Josh Chandler, Public Works Director Brian Clegg, Assistant Planner Mark Forsythe, Assistant City Administrator Paul Jerome, Community Development Director Scott Langford, City Administrator Korban Lee, Senior Planner Ray McCandless, City Engineer Nathan Nelson, Council Office Clerk Cindy Quick, Policy Analyst Walter Schmidt, Attendee Ashley Dupler, Attendee Nestor Gallo

Chair Bedore called the meeting to order at 6:00 pm

## 2. Discussion Topics

**a. Presentation of the 9000 South Corridor Study (Bangerter Highway to 4800 West)**

Mayor Dirk Burton introduced the item, explaining that projected growth and increased traffic along the 9000 South corridor require long-term planning. He said staff wanted Council feedback before moving forward with additional coordination with UDOT.

Public Works Director Brian Clegg introduced Transportation Engineer Jeremy Searle, who presented the results of a corridor study for 9000 South and 4000 West. Mr. Searle explained the study evaluated existing and future traffic conditions, identified operational challenges, and developed potential intersection and corridor improvements to accommodate projected traffic volumes through 2050.

Mr. Searle reviewed several improvement options for key intersections, including the realignment of Old Bingham Highway at 4000 West, modifications at 9000 South and Old Bingham Highway, improvements at 4000 West and 9000 South, and concepts to address traffic issues in the Valley View neighborhood. He also discussed a rail crossing analysis that identified 9000 South as one of the highest-priority rail crossings for future grade separation due to the frequency of train crossings and resulting traffic delays.

Council Members asked questions regarding roundabouts, traffic signals, railroad coordination, future roadway connections, crash data, neighborhood impacts, property acquisition, and construction timelines. Council Member Whitelock expressed concern that the Valley View neighborhood options did not provide a practical solution for residents and

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requested additional discussion of potential alternatives.

Following discussion, Council Members provided feedback on the proposed corridor improvements. A majority supported advancing the realignment of Old Bingham Highway at 4000 West and the recommended improvements at 4000 West and 9000 South. For the 9000 South and Old Bingham Highway intersection, Council Members were divided between the two preferred grade separation concepts (Options B5 and B6), with several members favoring each alternative. Council Member Jacob requested a separate future discussion regarding potential improvements for the Valley View neighborhood, and staff agreed to return with additional information.

A majority of the Council supported advancing the recommended improvements for the Old Bingham Highway realignment at 4000 West and the 4000 West/9000 South intersection. The Council was split between the two preferred grade separation concepts at 9000 South and Old Bingham Highway and requested additional discussion regarding potential solutions for the Valley View neighborhood.

**b. Discussion of Dimonds Development – 3009 West 7800 South**

Applicant Adam Nash presented a revised mixed-use concept plan consisting of townhomes and commercial development along 7800 South. He explained that previous efforts to develop the property for commercial uses alone had not been financially feasible and stated the proposal was intended to provide a viable mix of residential and commercial uses while maintaining compatibility with surrounding neighborhoods.

Council Members discussed several aspects of the proposal, including residential density, parking, alley-loaded garages, driveway lengths, available utility capacity, water allocation, affordability, commercial viability, and neighborhood compatibility. Several members expressed support for retaining commercial frontage along 7800 South, while others suggested reducing the number of residential units, adding additional open space or a playground, and providing more parking or driveways where feasible.

Staff advised that the proposal would require amendments to the General Plan, zoning map, and Balanced Housing ordinance because attached housing is not currently permitted at the proposed location. A broader policy discussion followed regarding whether the City's zoning regulations should be amended to allow townhome developments in similar infill locations. Some Board Members expressed interest in exploring potential ordinance changes, while others preferred to maintain the existing standards.

The Council generally supported retaining commercial development along 7800 South and requested that the applicant return with a revised concept showing fewer residential units and additional open space or amenities. Members also requested a future policy discussion regarding the City's zoning regulations for attached housing before considering any ordinance amendments.

**c. Discussion of the Sugar Factory on the Creek Townhomes Development**

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Brandon Wixam and Tyler McArthur, representing McArthur Homes, provided an overview of the revised Sugar Factory on the Creek Townhomes Development. They stated that they had worked with City staff and various departments to address previous concerns, including parking, density, and open space.

Mr. Wixam explained that parking concerns had been addressed through the development agreement and CC&Rs, which would limit guest parking areas to guests only and allow for monitoring of parking use. He noted the project would include 23 ERUs, below the maximum allowable 30 ERUs, and would be over-parked due to its proximity to the TRAX station. The development would include alley-loaded units with 22-foot driveways, with approximately half of the lots including driveways and the remaining units utilizing guest parking areas. The developers stated there would be no street parking.

Mr. McArthur explained that the project was intended to provide a mix of residents, including families and individuals, and that the proximity to TRAX would provide an alternative transportation option. He noted that the homes would be for sale and that the developer typically required two to three years of owner occupancy through deed restrictions.

The developers discussed the community amenities, including access to trails, open space, and the creek area. They stated the revised proposal included reduced density, additional parking, more open space, and fewer ERUs than previously allowed. Mr. Wixam reported that he had met with nearby residents, including residents of adjacent townhomes, and stated that feedback had generally been supportive. He noted concerns raised regarding construction impacts, rodents, and fencing near the creek had been addressed.

Council discussed safety measures along the creek. Mr. Wixam explained that Salt Lake County had expressed concerns regarding fencing but that the developer had agreed to install fencing on both sides of the creek area and provide self-closing gates on the pedestrian bridge. Mr. McArthur suggested exploring a four-foot, see-through metal fence to maintain visibility of the creek while providing safety. Council Member Whitelock expressed concerns that excessive fencing could detract from the natural habitat and creek amenity.

Council Members noted concerns regarding potential parking impacts on Sugar Factory Road but appreciated that parking restrictions would be included in the CC&Rs. Mr. Wixam stated the parking plan had been carefully considered and that the project included additional parking compared to previous layouts.

Council Members discussed the potential for future expansion if additional properties became available. Chair Bedore preferred the revised layout and supported preserving the 11-unit configuration while considering a possible future phase if adjacent properties were acquired. He also expressed support for the proposed creek and trail amenities.

Mr. Wixam noted that a future trail connection along the strip of property near the creek could reduce walking distance to the area and stated Salt Lake County was reviewing the possibility. Chair Bedore expressed support for the connection.

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Council Members Harris, Shelton, Lamb, and Bedore indicated support for moving forward with the proposal.

Council Member Jacob expressed continued concerns that the project may be under-parked and noted potential impacts from parking on Sugar Factory Road. Mr. McArthur reiterated that the CC&Rs would restrict guest parking and provide enforcement measures.

Council Member Whitelock requested consideration of additional driveway opportunities but acknowledged the challenges due to stormwater, canal, and creek constraints.

The developers asked about the next step in the process. Staff indicated the item could return to the City Council on July 28. Council discussed whether additional public noticing or public comment would be needed. Council Members Harris and Whitelock did not feel another public notice was necessary, and Mr. Langford suggested bringing the item back as a business item.

**d. Discussion on Proposed Amendments to Temporary Business Licenses – Title 4, Chapter 2, Article E**

Senior Assistant City Attorney Patrick Boice presented proposed amendments to the temporary business license regulations. He explained that the changes were intended to simplify the licensing process, clarify the distinction between sales events and individual vendors, eliminate the requirement for both a business license and a temporary business license, establish an expiration date for temporary licenses, and make stylistic updates. He noted the proposal would also prohibit sales within the public right-of-way and create a more straightforward fee structure.

Council discussed how the proposed changes would apply to temporary vendors, including pop-up shops, sales events, and individual participants. Questions were asked about the distinction between sales event organizers and participants, whether "participant" should be defined, and how the ordinance would apply to examples such as farmers markets, home-based vendors, and similar temporary sales activities. Mr. Boice explained that event organizers would be responsible for obtaining the sales event license, while individual participants generally would not need a separate temporary license.

Council expressed support for the moving forward the proposed amendments.

**e. Discussion on Proposed City Code Amendments to Reorganize Fireworks Sales Licensing Requirements – Title 6 Chapter 2 and Title 4 Chapter 2 Article A**

Senior Assistant City Attorney Patrick Boice explained that the proposal to amend this code would separate licensing requirements for professional fireworks displays from retail fireworks sales by retaining professional display licenses in Title 6, Chapter 2, and moving retail fireworks sales licenses to Title 4, Chapter 2, Article A with other special business licenses. Additional changes would streamline the application process, align revocation procedures with other business licenses, establish fees through the City's fee schedule, and clarify ordinance language.

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Council discussed establishing a licensing fee for retail fireworks sales and whether a cleanup fee or security deposit would be appropriate. Staff explained that the City had historically not charged a fee for these licenses, although inspections and administrative work were required. Council Members questioned whether cleanup costs on private property should be recovered through licensing fees and discussed using code enforcement, rather than a cleanup fee, to address properties left in poor condition.

Council directed staff to move the proposed code amendments forward to the City Council while returning the proposed fireworks licensing fees to a future Committee of the Whole meeting for additional discussion. Staff was also asked to provide additional information on the City's administrative costs and how other municipalities structure similar fees.

Council also discussed the concept of disparate fees to recover the additional public safety costs associated with certain businesses. City Administrator Korban Lee explained how disparate fees had been studied previously to recover indirect police and fire service costs generated by specific business types. Council expressed mixed opinions, with some members supporting additional discussion and others opposing disparate fees unless applied consistently across all applicable business categories.

Council generally supported separating the code amendments from the fee discussion and continuing the fee discussion at a future Committee of the Whole meeting. Four Council Members indicated support for that approach.

**f. Update on E-Bike Code Amendment**

Senior Assistant City Attorney Patrick Boice presented proposed amendments to the City's electric bicycle (e-bike) regulations to incorporate changes adopted by the State Legislature in 2025 and 2026, including statutory changes that will take effect in 2027. He explained that the proposal would align the City's code with state law by updating definitions, classifications, age requirements, and safety regulations while allowing the City to regulate e-bike use on municipal sidewalks and trails.

Council discussed where e-bikes should be permitted within the City. Members considered allowing e-bikes on the Jordan River Parkway, Mountain View Corridor trail, and other paved city trails while limiting or prohibiting certain classes of e-bikes on natural surface trails. Mr. Boice noted that gas-powered vehicles would remain prohibited on city trails and explained that the proposal would distinguish between permitted e-bike classes based on state law. Council also discussed whether to reference state code directly or incorporate the applicable provisions into the City's ordinance.

Questions were asked about the treatment of mobility devices, scooters, and enforcement of the proposed regulations. Staff clarified that the ordinance applied only to electric bicycles and not to other motorized devices.

Council directed staff to revise the ordinance to include the Mountain View Corridor trail and other paved city trails as locations where permitted classes of e-bikes would be allowed, while

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maintaining restrictions on natural surface trails. Council supported returning the revised ordinance with the additional trail language for future consideration.

## 3. Administrative Items

None

## 4. Adjourn

Chair Bedore adjourned the meeting at 9:22 pm

I certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on June 30, 2026. This document constitutes the official minutes for the West Jordan Committee of the Whole meeting.

Cindy M. Quick, MMC
Council Office Clerk

Approved this____ day of_____2026

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