



**The City of West Jordan
City Council Meeting
September 22, 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. Swearing In Ceremony for West Jordan Youth Council

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 Station and Sugar Factory Road Station

7. Council Office Report

8. Consent Items

- a. Approve Meeting Minutes

- September 8, 2026 – Committee of the Whole Meeting
 - September 8, 2026 – Regular City Council Meeting
- b. Resolution No. 26-042 Authorizing the Mayor to Execute Direct Award Grants Fund Agreements with UDOT and Gardner-Plum, L.C., to Pass Through Funds for 6700 / 6800 West Road Improvements
 - c. Ordinance No. 26-48 Amendments to City Code Enacting a Definition for “Municipal Office Candidate” in Section 1-15-1 and Amending Section 1-15-4 Disclosure of Campaign Contributions and Expenditures

9. Adjourn

Please note that at the conclusion of this meeting, the Council will convene as the Redevelopment Agency.

Upcoming Meetings

- Tuesday, October 13, 2026 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- Tuesday, October 27, 2026 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- Tuesday, November 17, 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 September 18, 2026

Cindy M. Quick, MMC, Council Office Clerk

Request For Council Action

Action: Need Council to Take Action

Meeting Date Requested : 09/22/2026

Presenter: Tayler Jensen, AICP Senior Planner

Deadline of item :

Applicant: City of West Jordan

Department Sponsor: Community Development

Agenda Type: Public Hearing

Presentation Time: 5 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 Station and Sugar Factory Road Station

2. Executive Summary

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

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. In order to make the fourth quarter meeting for WFRC we must City Council approval by September 24.

4. Fiscal Note

n/a

5. Planning Commission Recommendation

The Planning Commission held a Public Hearing on the proposed Station Area Plan on June 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.

These station area plans were presented to the City Council On July 14th 2026. At this meeting the council expressed concerns with some of the exhibits and concept maps which showed an impact on established neighborhoods. Staff revised the proposal, replacing 3D exhibits which envisioned a future build out with 2D images that showed the current built environment of the stations, as well as ensuring that there was no new development south of Sugar Factory Road at the Sugar Factory Road Station, with the only new housing in this station area plan being at the UTA parking lot.

7. Mayor Recommendation

8. Council Staff Analysis

Plain Language Summary

The Council is being asked to approve the Jordan Valley Station and Sugar Factory Road Station Area Plans that were updated with feedback given by Council in the Committee of the Whole meeting on September 8, 2026. This feedback is needed to meet the statutory completion deadline of December 31, 2026. Changes to the Sugar Factory Road Station Area Plan include no new development outside the UTA parking lot, maintaining pedestrian access, and removing the rendered images.

To remain eligible for WFRC certification, the Station Area Plans must meet the September 22, 2026 deadline. Meeting this deadline will allow the plans to continue through the remaining process and be completed by the December 31, 2026 statutory deadline.

Timeline & Background Information

House Bill 462 (2022) introduced requirements for cities that have fixed-guided-transit stations (TRAX) to develop station area plans for all property within half a mile of the station platform which includes stations where the overlap area is within a city's boundaries, even if the station platform is located in a different city.

[March 10, 2026 Committee of the Whole](#)

The City Council reviewed concepts for the Jordan Valley Station and Sugar Factory Road Station Areas Plans. Member generally favored Jordan Valley Station Concept 1 which included the connected green corridor/spine, paired with straightening 6400 West and were interested in Sugar Factory Road Concept 2 including the Creekside TOD, with about 780 units, openness to exploring partial golf course redevelopment if the limited planned utility services and carbon-footprint comparisons could be resolved.

July 14, 2026 City Council Meeting

The City Council postponed the vote of Ordinance No. 26-34 for Jordan Valley Station and Sugar Factory Road Station Area Plans. Generally, the Council were supportive of the Jordan Valley Station Area Plan while most of the opposition was centered on the Sugar Factory Road Station Area Plan. The concept images shown implied residential displacement the Council hadn't intended, and the plan did not match the Council's earlier informal direction from March 10, 2026 Committee of the Whole. The council voted to postpone action to a future meeting no later than the end of 2026 which is the statutory adoption deadline.

September 8, 2026 Committee of the Whole

The City Council provided an updated version of the Station Area Plans for the Jordan Valley and Sugar Factory Road TRAX stations, seeking Council feedback. Changes since the previous meeting included dropping the 3D renderings for 2D top-down views and removed proposed new housing along Sugar Factory Road except within the existing UTA parking lot, while adding a pedestrian crossing at the platform. The Jordan Valley Station plan was unchanged. Council raised concerns about redevelopment expectations in the already-built-out Sugar Factory Road area but indicated general support with both plans moving forward as presented.

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 – Station Area Plans (Jordan Valley & Sugar Factory Road)

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, and an additional public meeting or public hearing on September 22, 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

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

"Yes"

☐☐☐☐☐☐☐

"No"

☐☐☐☐☐☐☐

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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

AUGUST 2026

DRAFT



ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY



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.**

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.



Jordan Valley Station Platform, Source: Design Workshop



Sugar Factory Rd. Station Platform, Source: Design Workshop

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

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

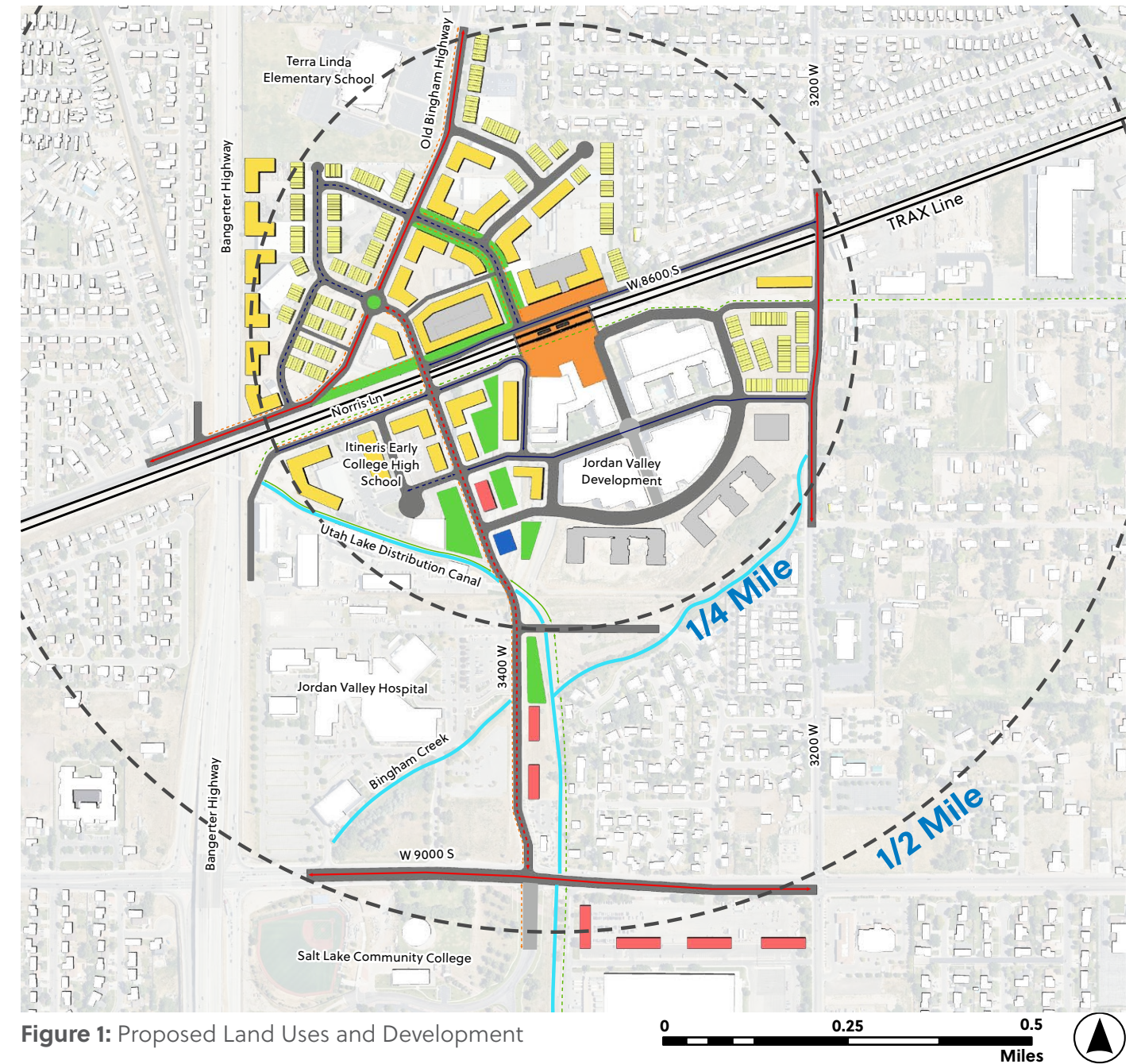


Figure 1: Proposed Land Uses and Development

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.

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



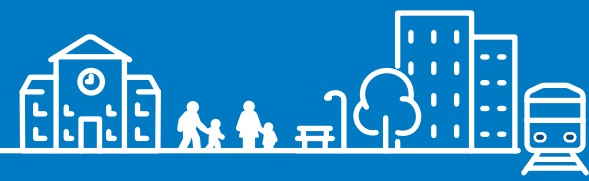
~ 3.3 acres ↑

ADDITIONAL TRAILS AND PATHWAYS



~ 1.35 miles ↑

ADDITIONAL COMMUNITY SERVICE USES



~ 39,500 sq ft ↑

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 in the UTA property. Development intensity is intentionally moderate, with townhomes, duplexes, cottage housing, and small-scale multifamily housing envisioned near the station.



Townhome Development, Source: Design Workshop



Bike and Pedestrian Pathways, Source: Design Workshop



Creek Greenways, Source: Design Workshop



Transit Plaza, Source: Visit Littleton

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

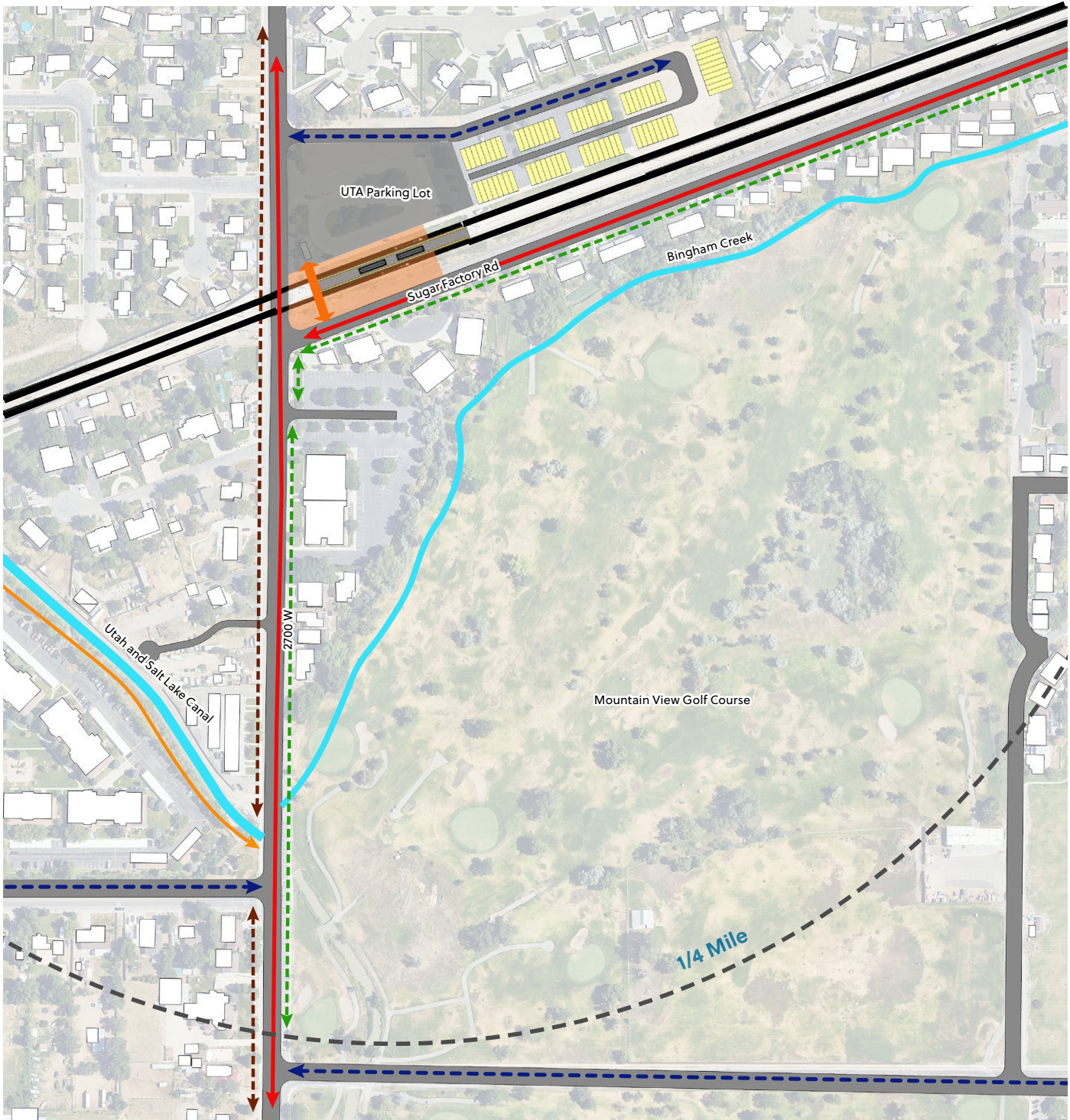


Figure 2: Proposed Land Uses and Development Intensities

0 0.25 0.5
Miles



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 the UTA parking lot area north of the rail line to allow for context-sensitive infill. 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

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



~72 units

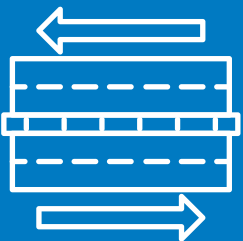
INCREASE IN CONNECTIVITY INDEX*



1.06 → 1.19

INCREASE IN INTERSECTIONS

PER SQ MILE*



64 → 93

ADDITIONAL TRAILS AND PATHWAYS



~ 0.6 miles ↑

* 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.

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.



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 in the existing UTA parking lot. 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 crossing, 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.

2

PROJECT OVERVIEW

- Project Goals
- Project Area
- Process

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

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: UTA Bus Stop

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.



Sugar Factory Rd. Station: UTA Parking Lot

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 of the UTA parking lot.



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

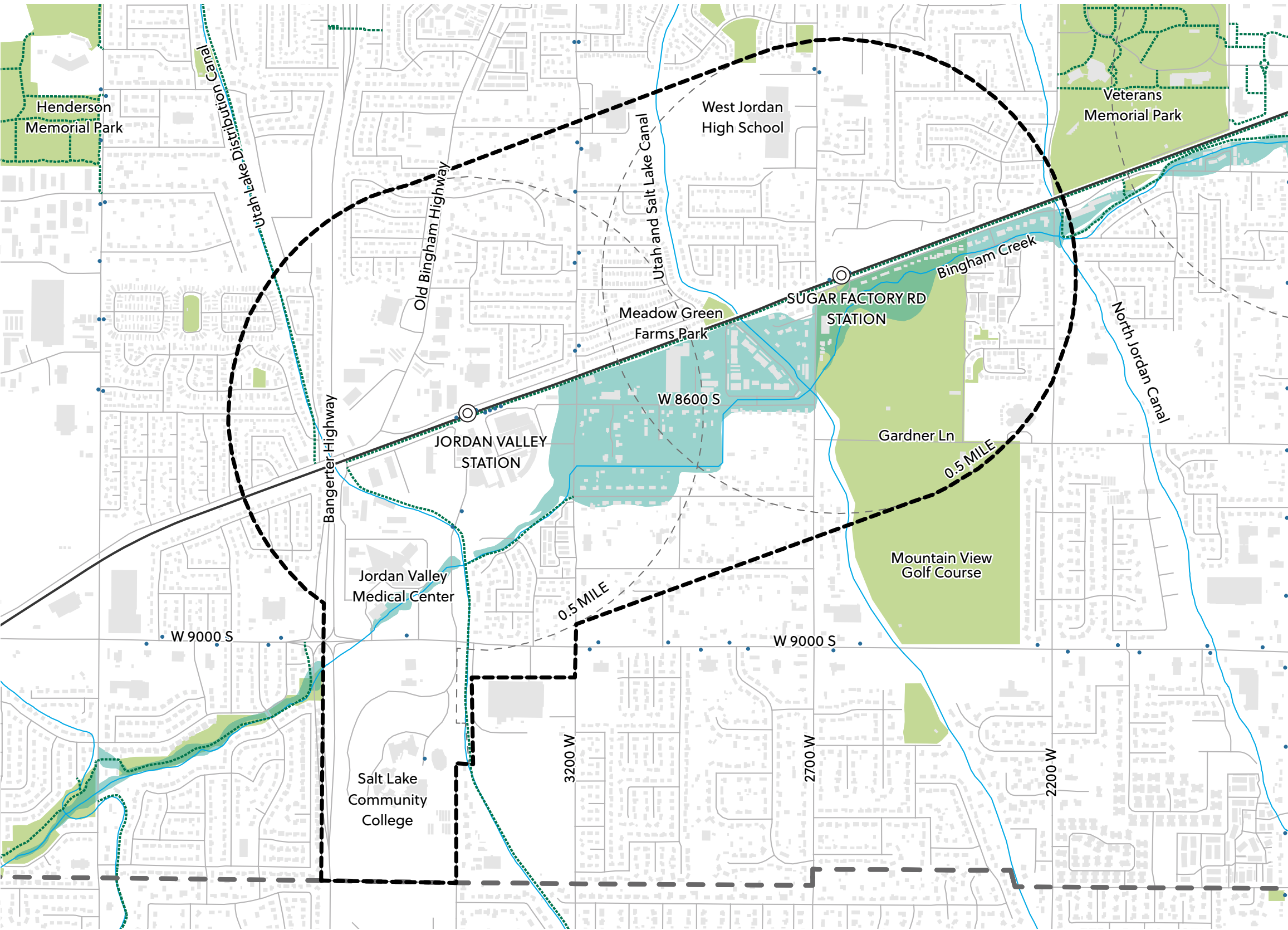


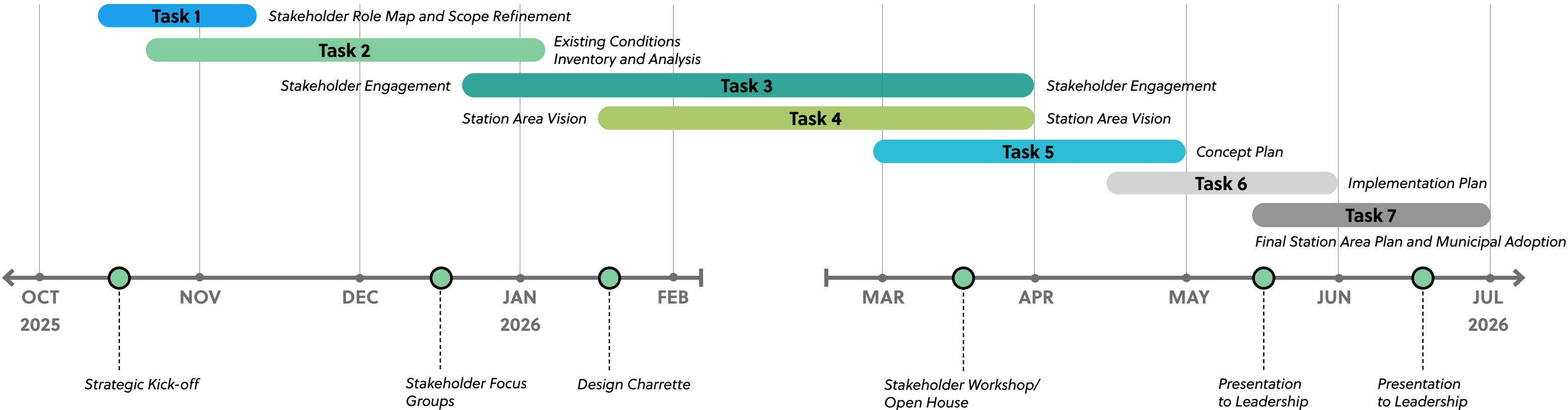
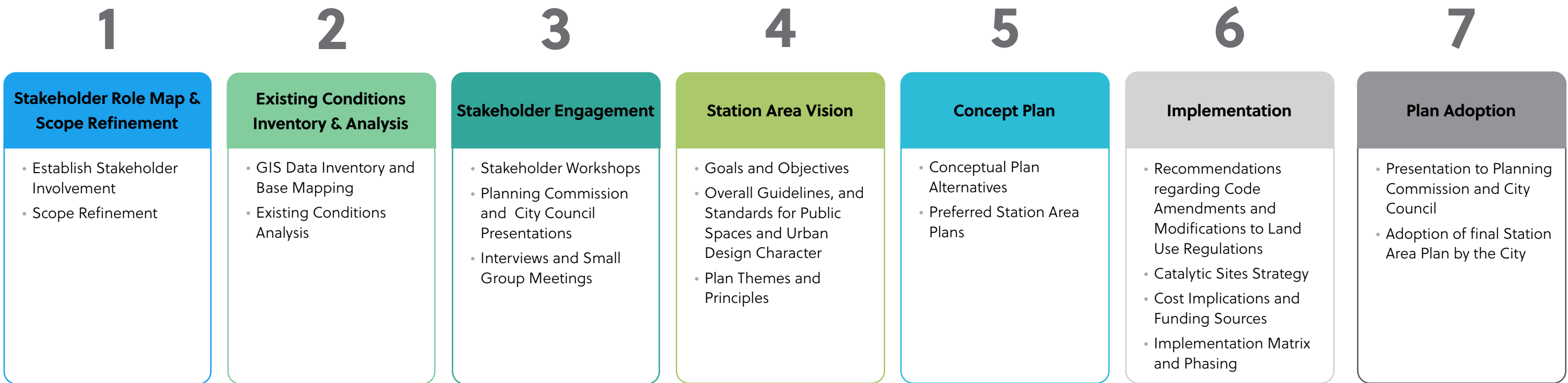
Figure 3: Project Area Map

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Miles

20 of 168

PLANNING PROCESS



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

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.

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.



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

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

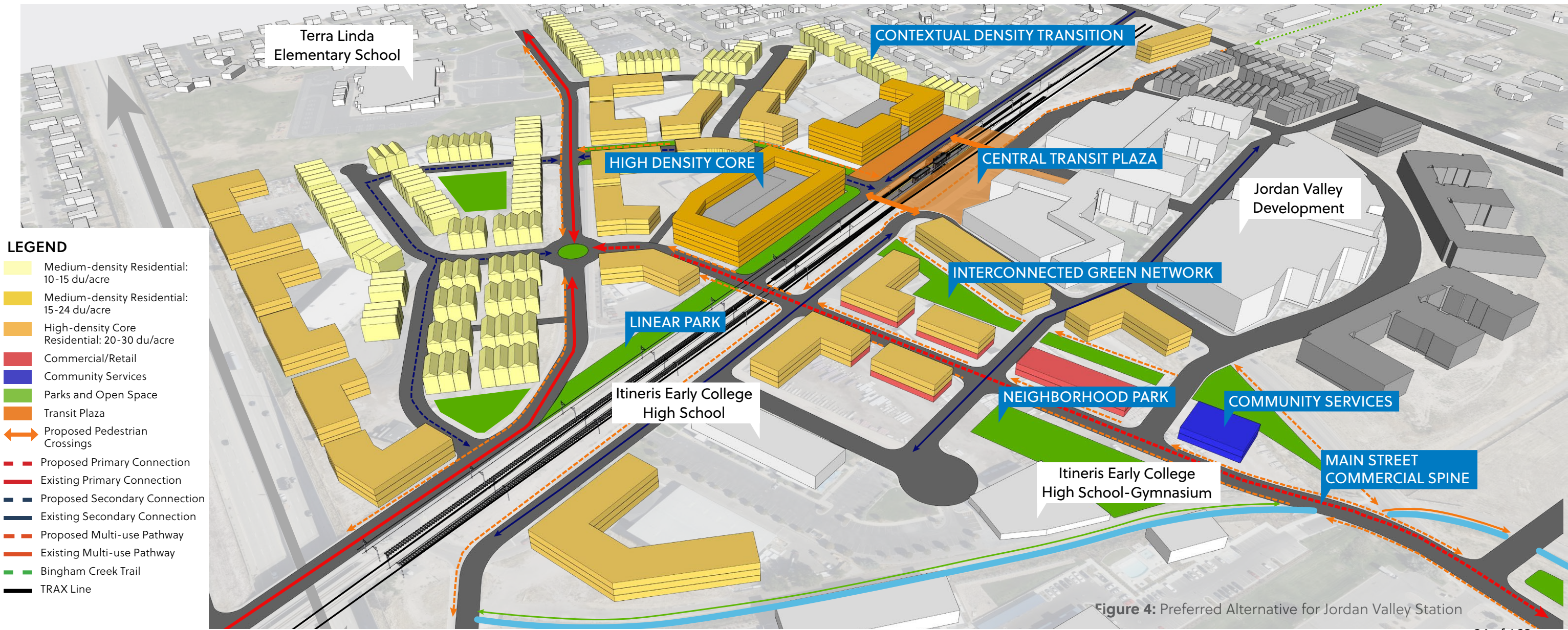
systems. The reoriented 3400 W acts as a primary connector to establish a clear, legible link between the station, core residential areas, the hospital, and the college, strengthening accessibility, wayfinding, and overall network cohesion within the plan. A linear park serves as both a green amenity 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.



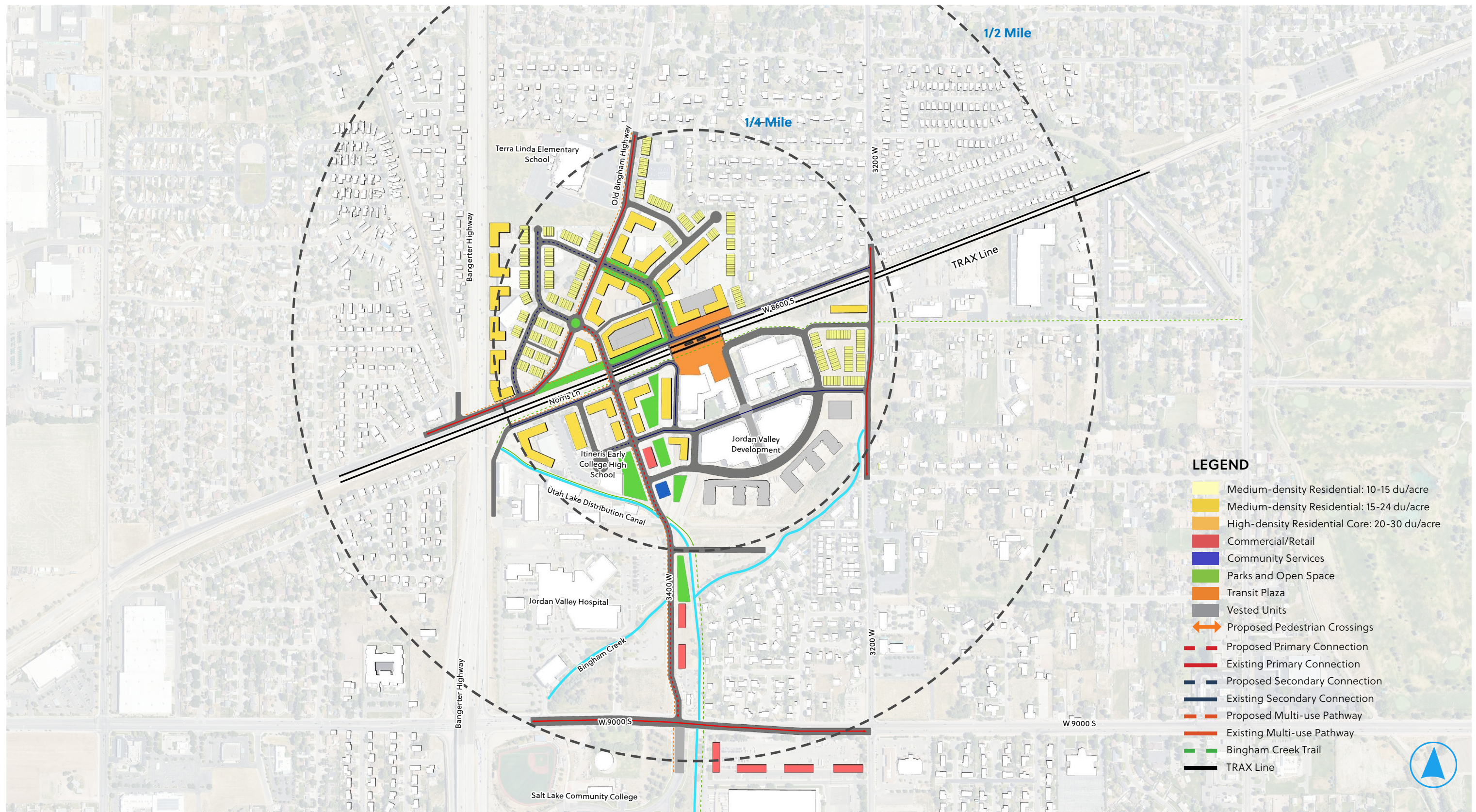
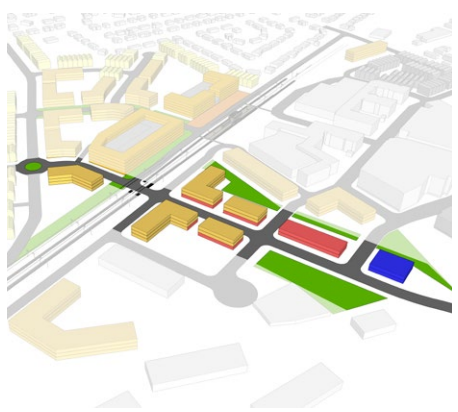


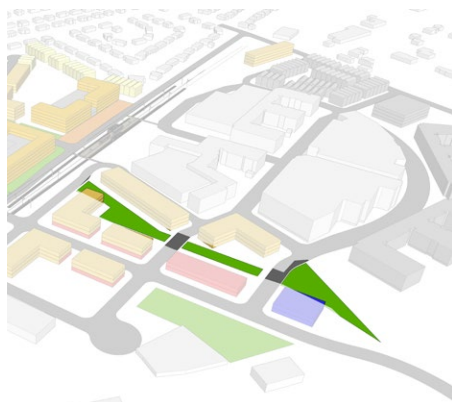
Figure 5: Proposed Land Uses and Development

BIG MOVES



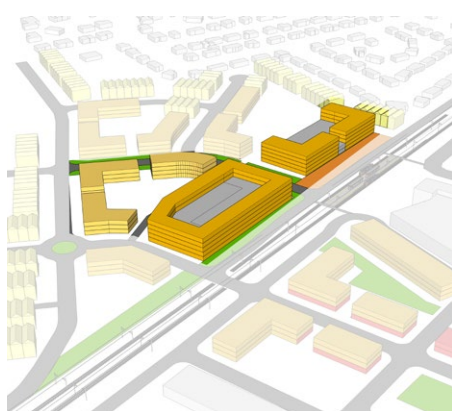
3400 W Commercial Spine

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.



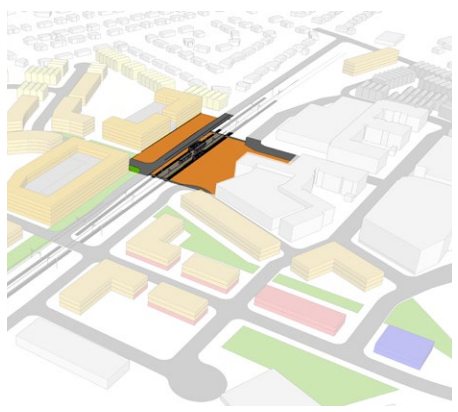
Interconnected Green Network

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.



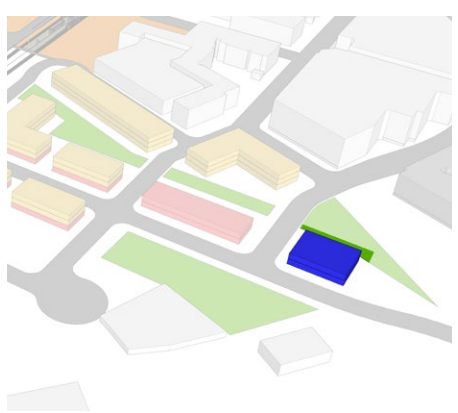
Linear Park

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



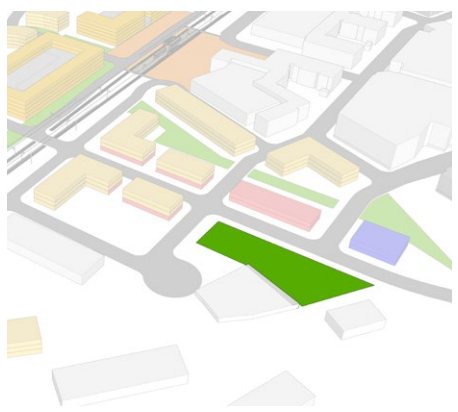
Contextual Density Transition

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.

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.

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.

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:

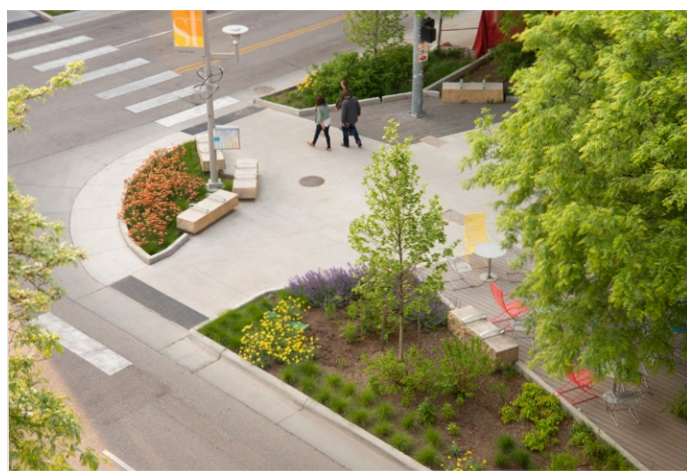
- Wide pedestrian clear zone
- Furnishing/flex zone instead of mandatory park strip
- Street trees in grates or planters
- Space for café seating, transit shelters, lighting, bike parking

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

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:

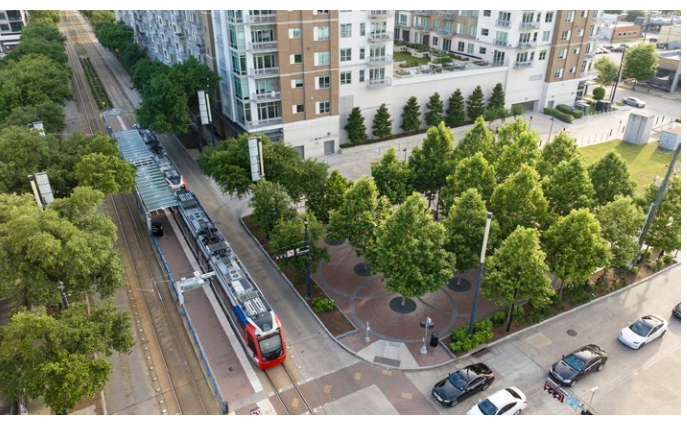
- Maximum block lengths
- Required midblock pedestrian connections on large sites
- Required connections to trails, parks, and transit platforms
- Frontage and entry requirements on streets facing station approaches
- Direct pedestrian access from buildings to sidewalks, not through parking lots
- Pedestrian-scale 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

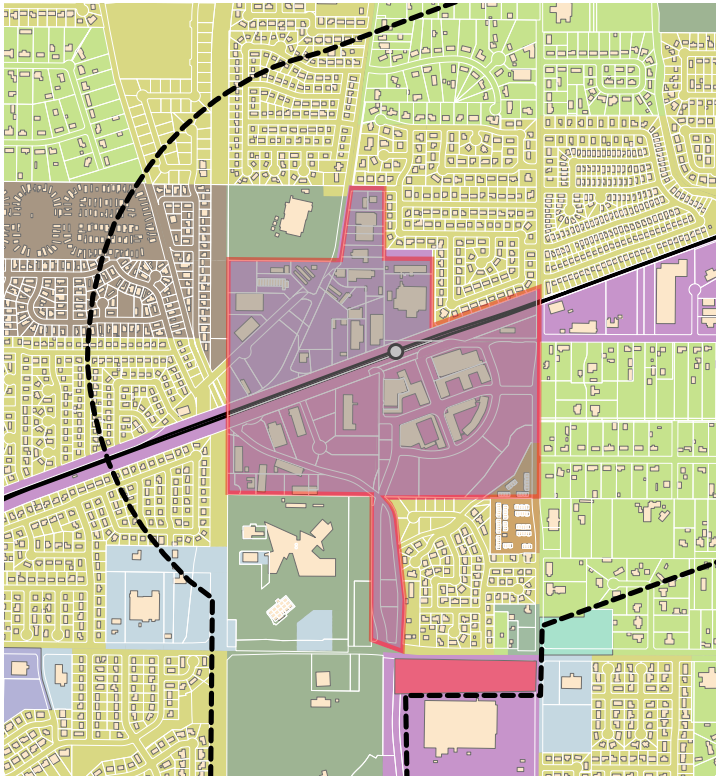


Figure 6: Proposed Zoning for Jordan Valley TRAX Station

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.

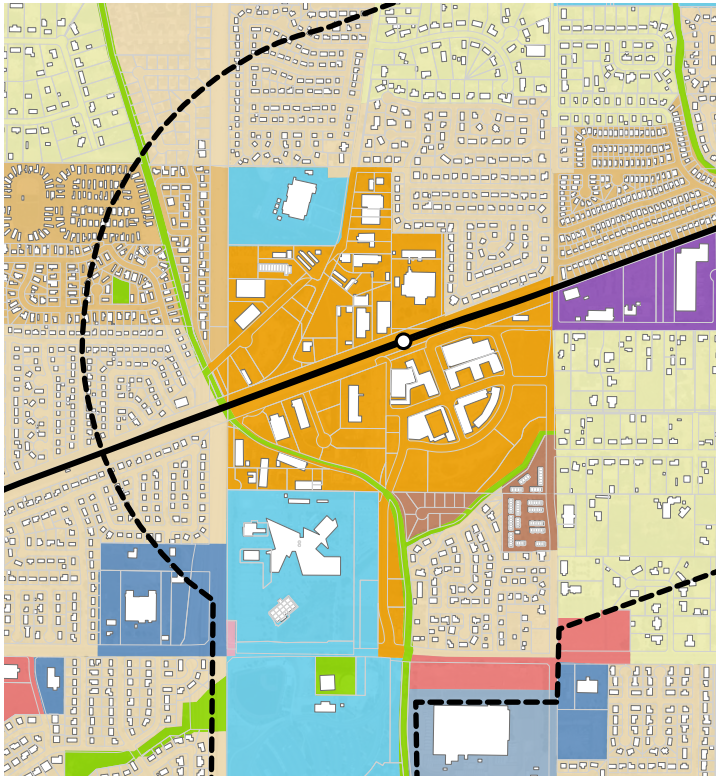


Figure 8: Proposed Land Use for Jordan Valley TRAX Station

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.

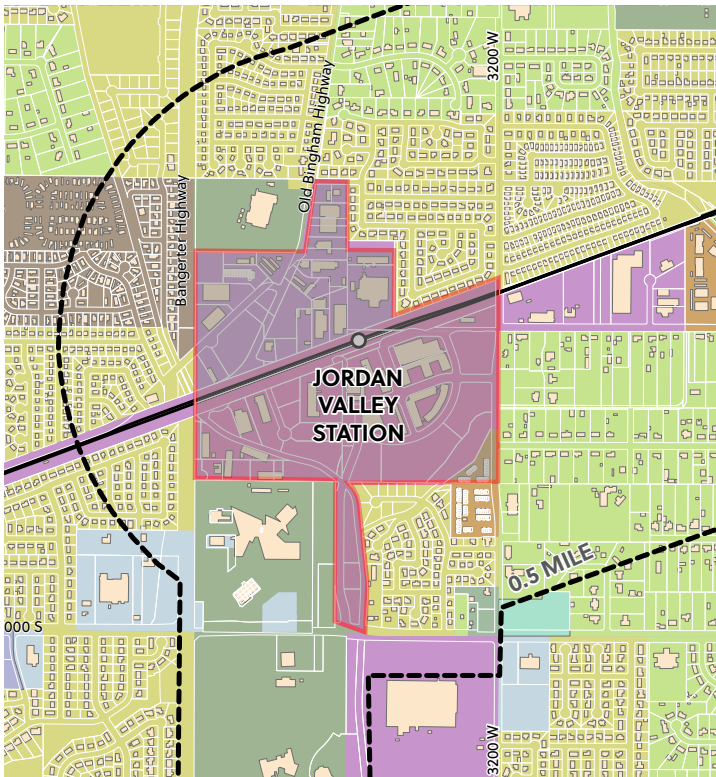


Figure 7: Existing Zoning for Jordan Valley TRAX Station

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

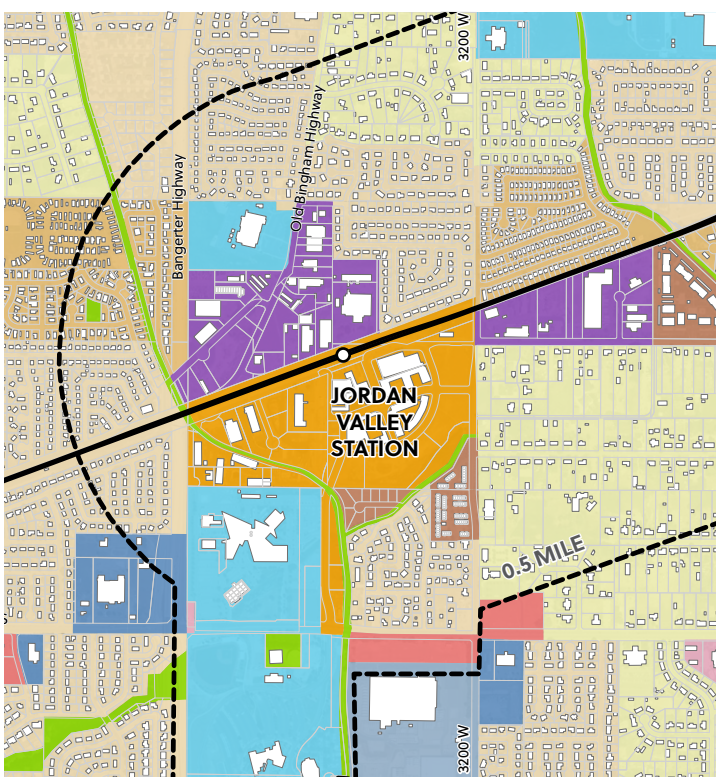


Figure 9: Existing Land Use for Jordan Valley TRAX Station

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

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.

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.

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.

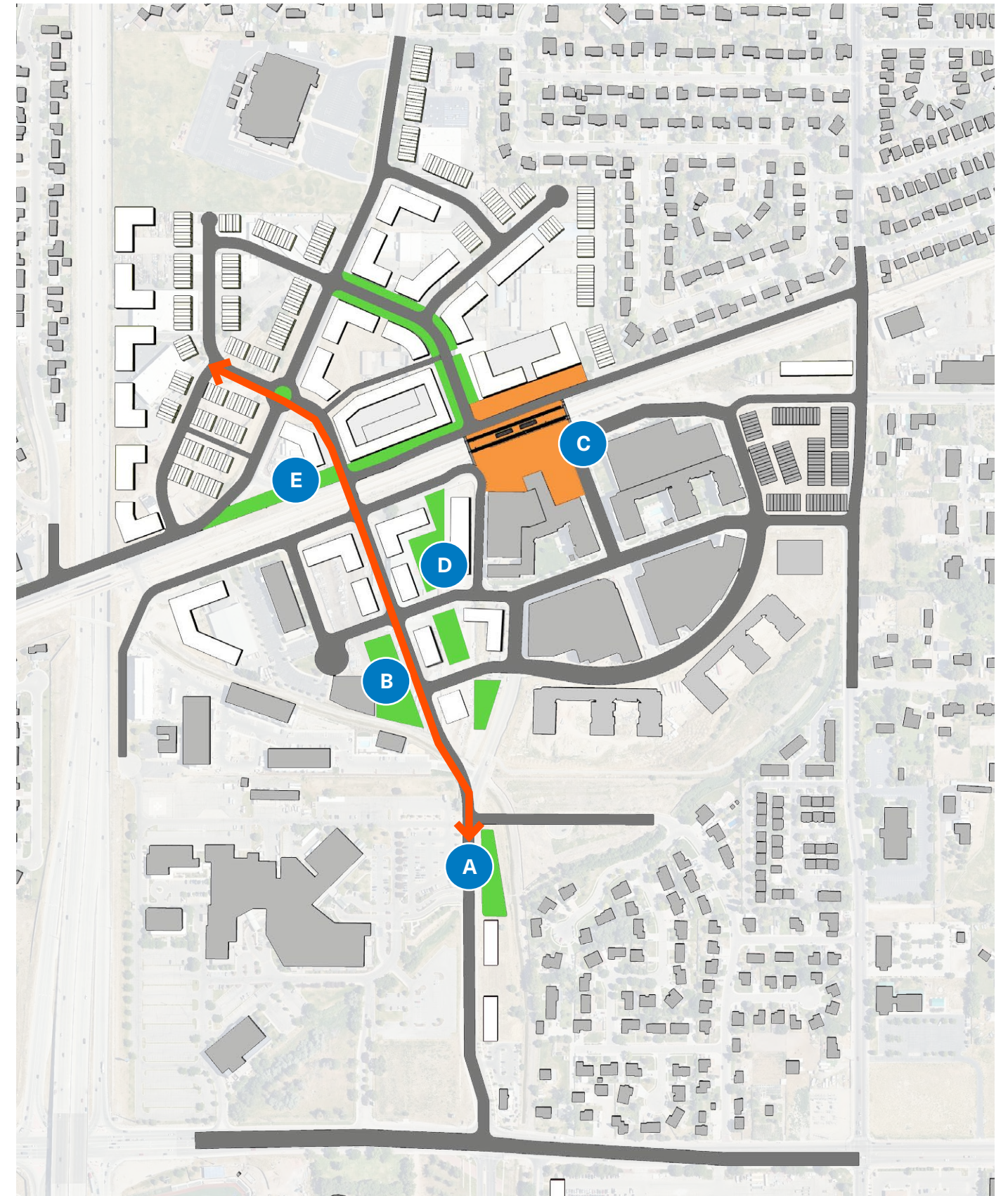


Figure 10: Public Realm and Open Space Framework

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.

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

3400 W as a Multi-Modal Corridor



Reference Imagery, Source: Design Workshop

Neighborhood Park



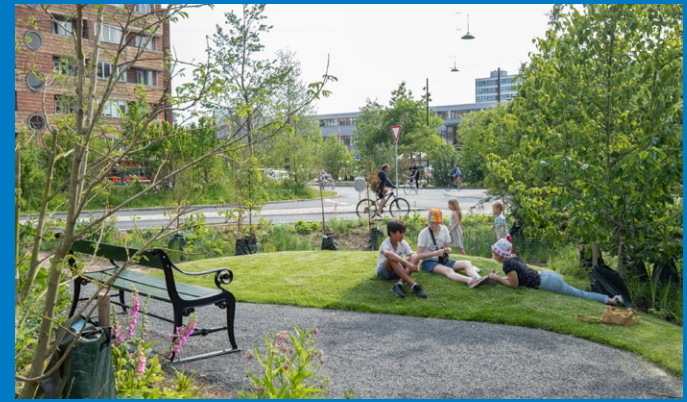
Reference Imagery, Source: Design Workshop

Transit Plaza



Reference Imagery, Source: Design Workshop

Interconnected Green Network



Reference Imagery, Source: Design Workshop

Linear Park



Reference Imagery, Source: Design Workshop

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.

5 mins walking distance 15 mins walking distance
10 mins walking distance 20 mins walking distance

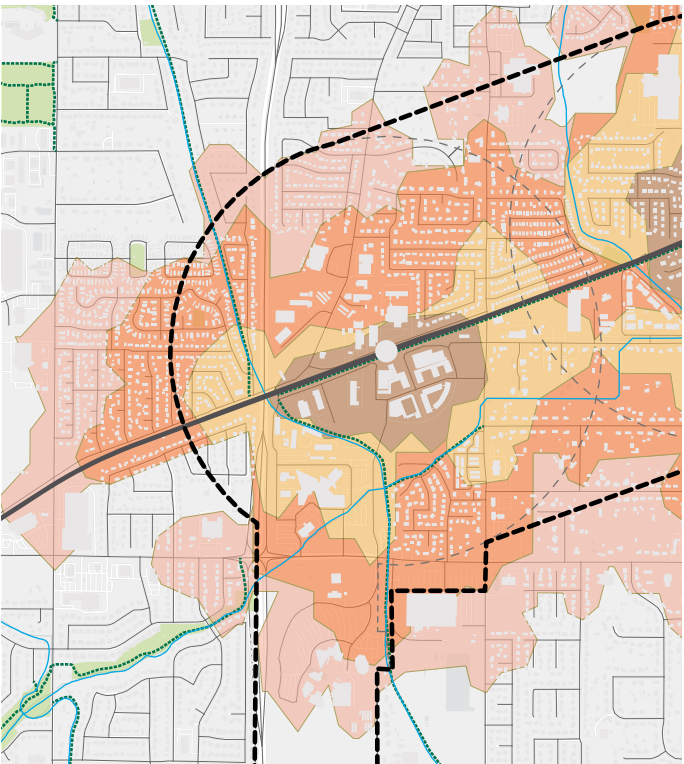


Figure 11: Walkshed for Existing Condition

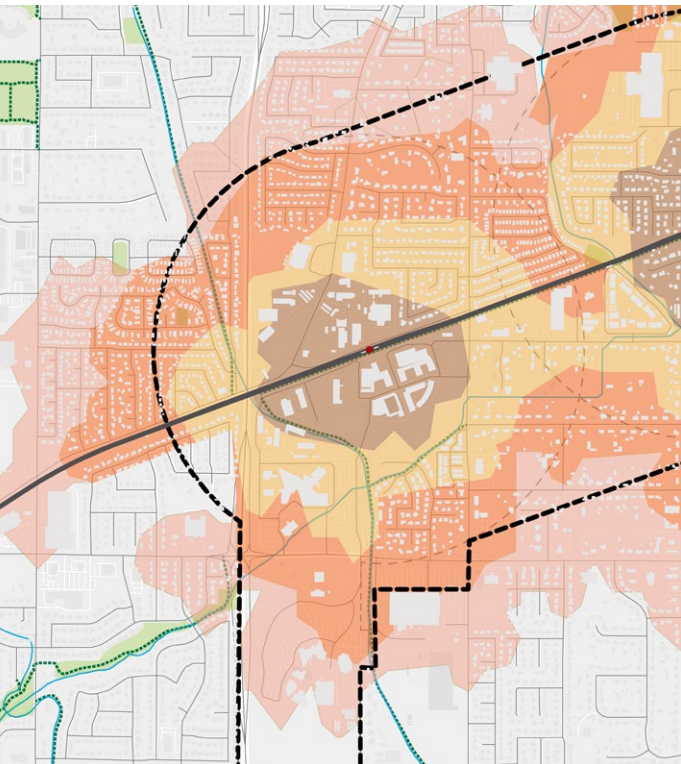


Figure 12: Walkshed for Preferred Concept

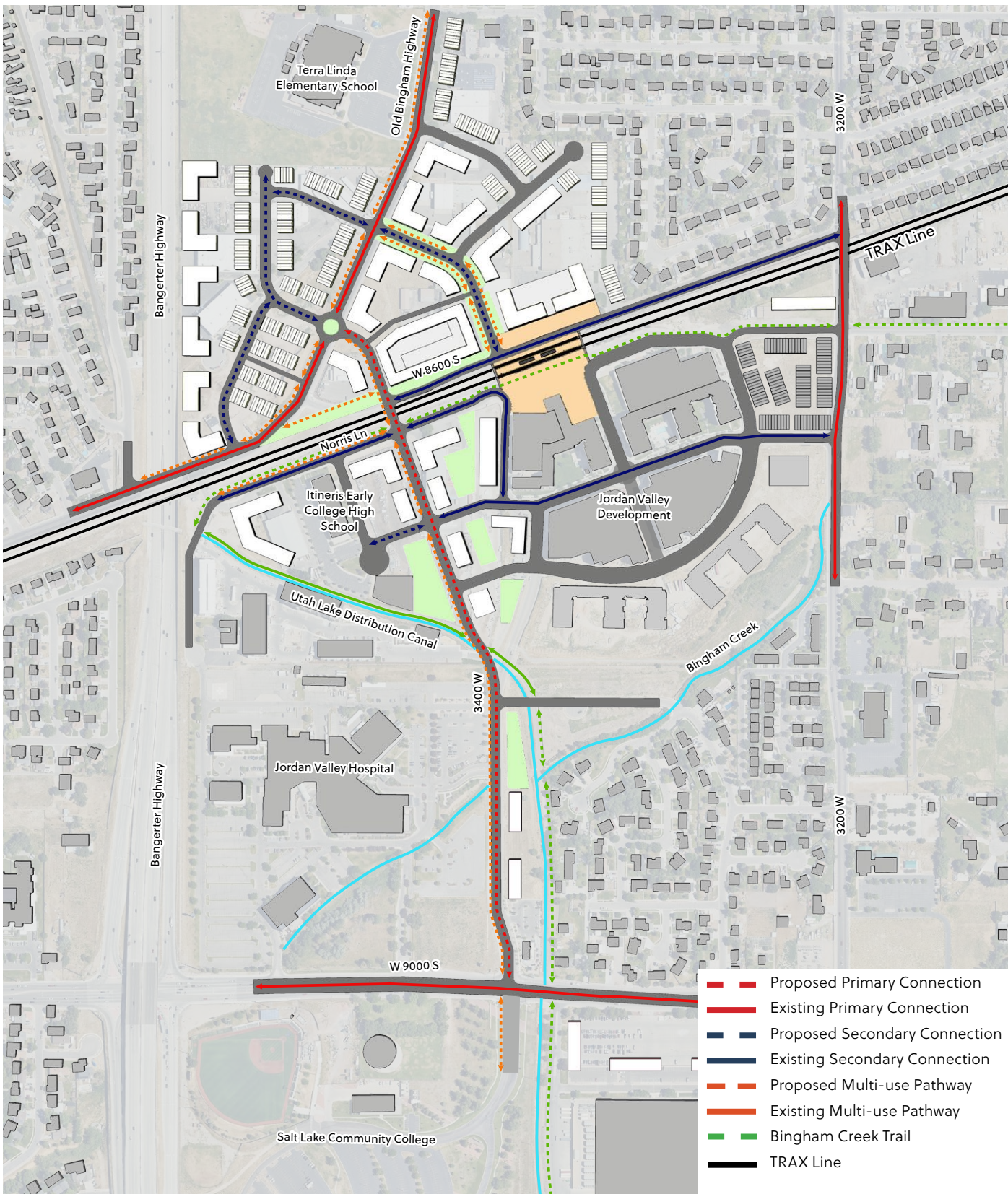


Figure 13: Connectivity Framework



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

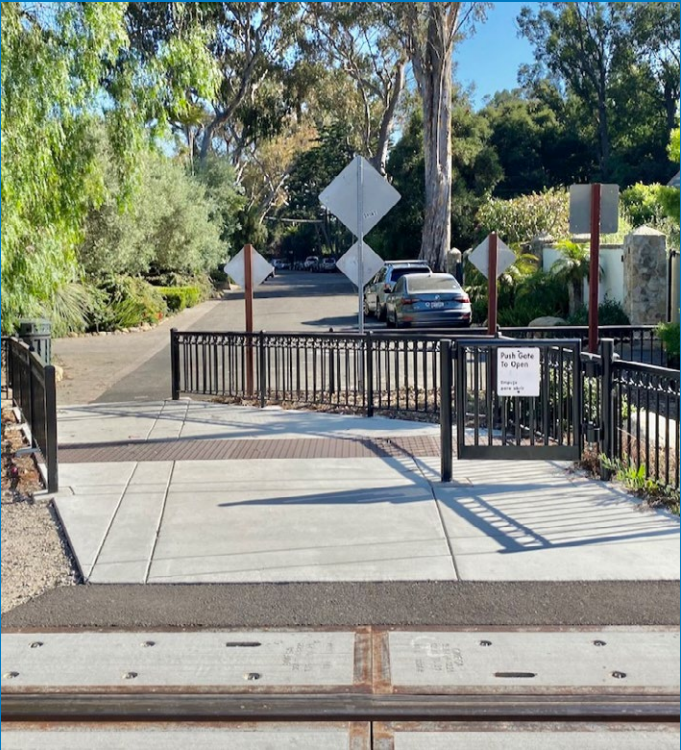
DEVELOP BINGHAM CREEK TRAIL

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.

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.

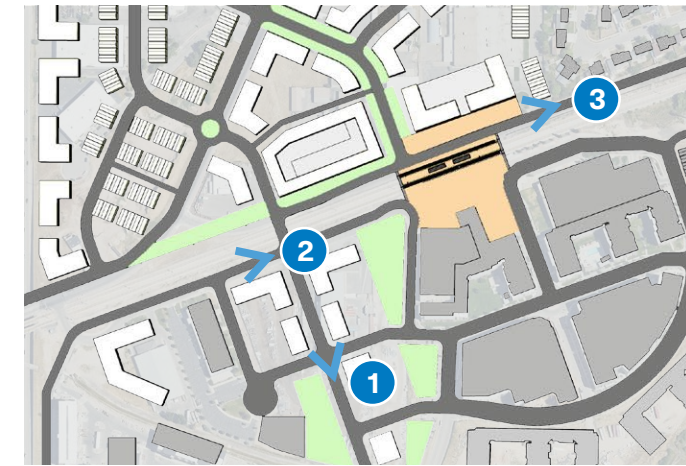


Figure 15: Key Map for Proposed Sections

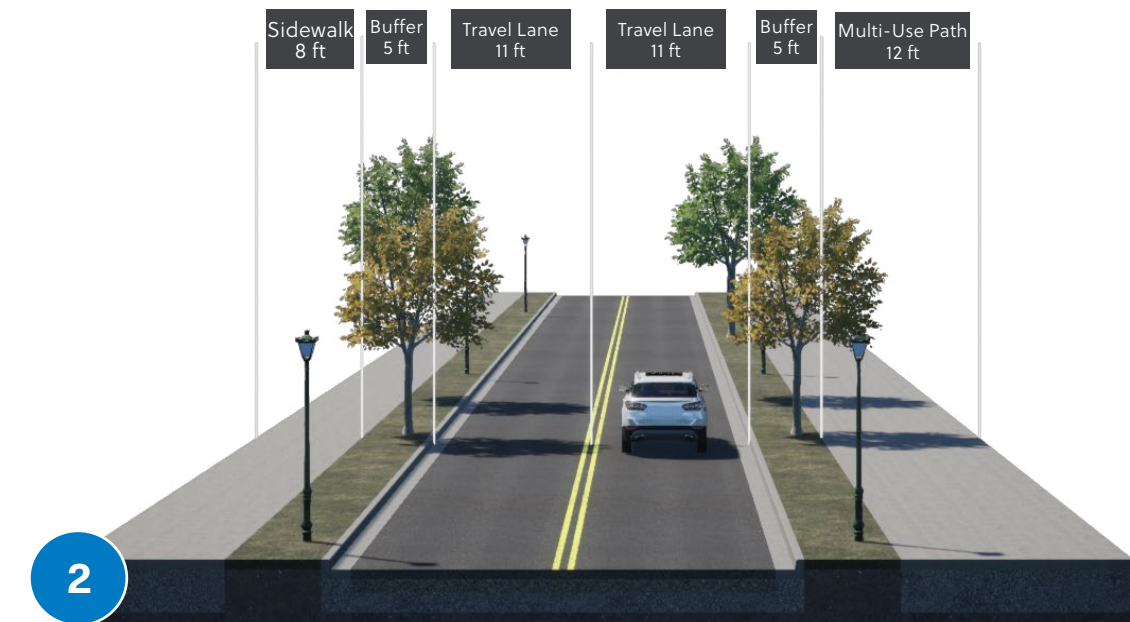


Figure 16: Proposed Section for Norris View Lane

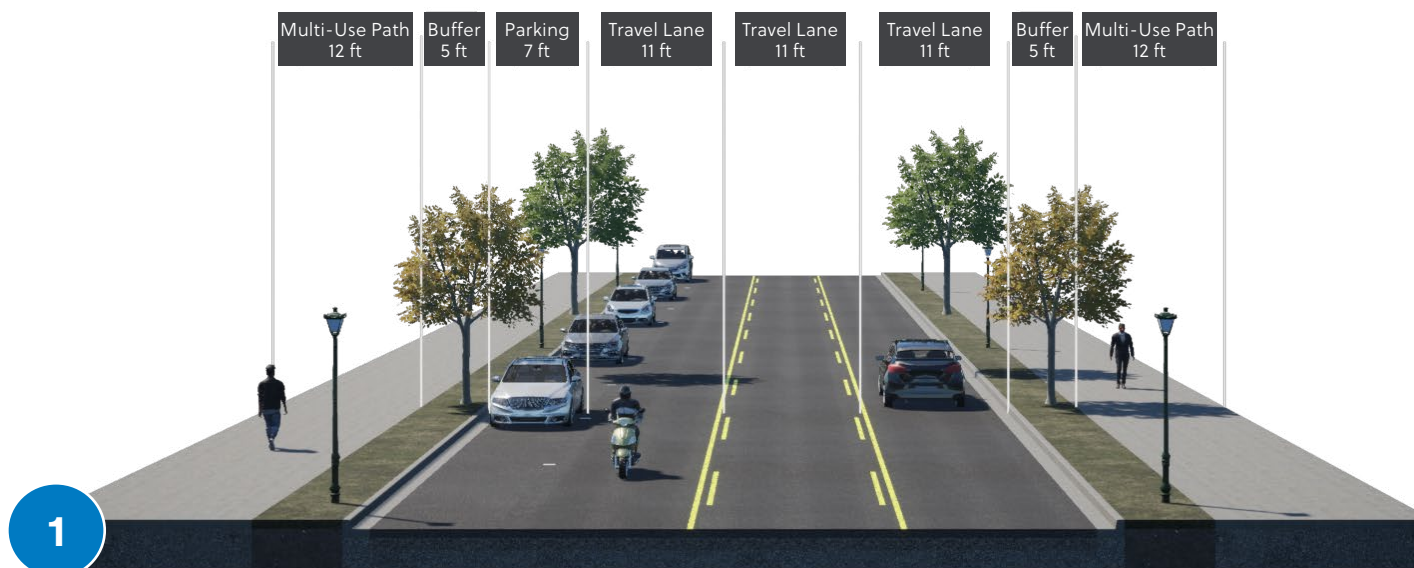


Figure 14: Proposed Section for 3400 W

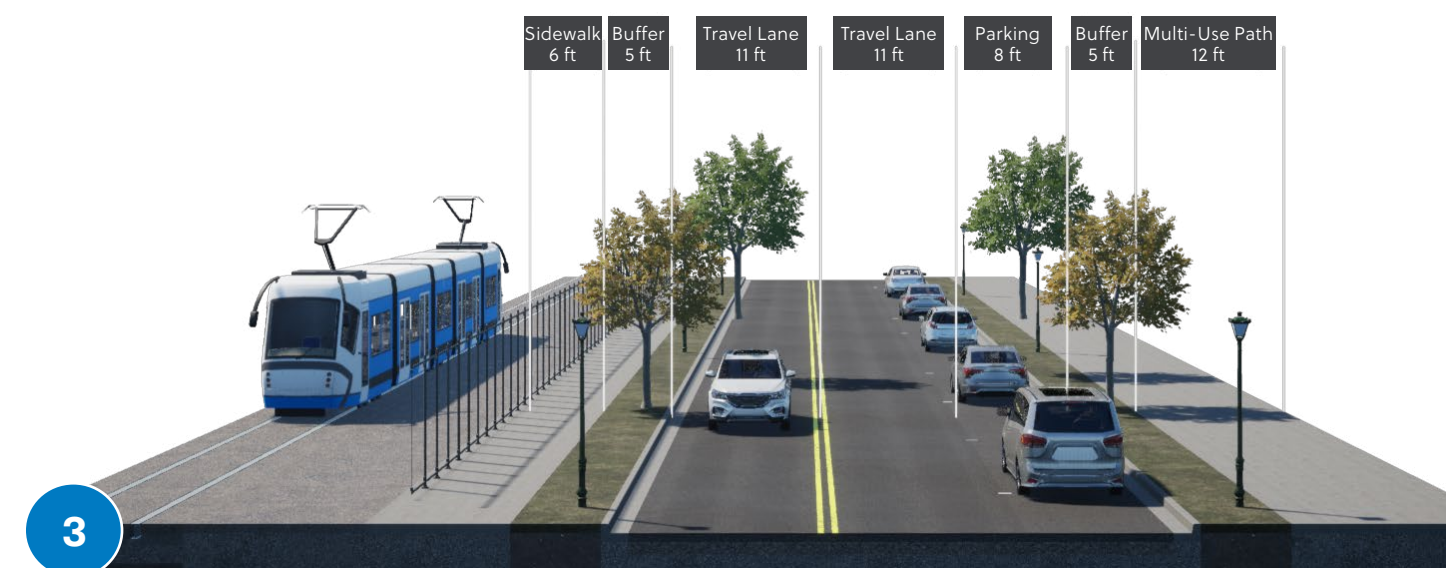


Figure 17: Proposed Section for 8600 S

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 ridesharing 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.



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.

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:

- 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 the 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 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**

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.

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 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

Guiding Principles



Unlock underutilized land near the station for transit-supportive housing



Introduce new development in the UTA parking lot area



Expand the Bingham Creek Trail to improve east-west connectivity



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. 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.

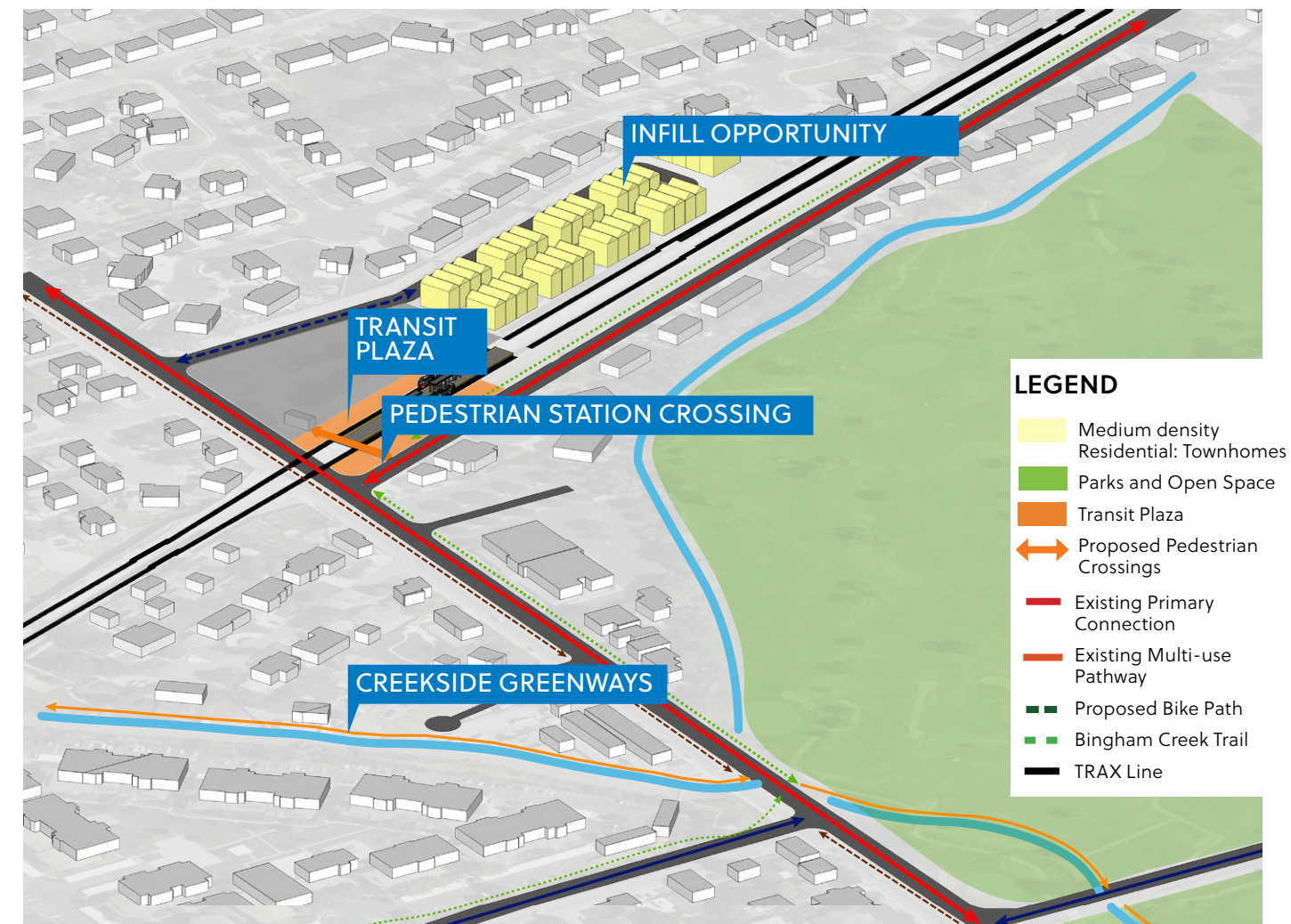


Figure 18: Preferred Alternative for Sugar Factory Rd Station

PREFERRED CONCEPT

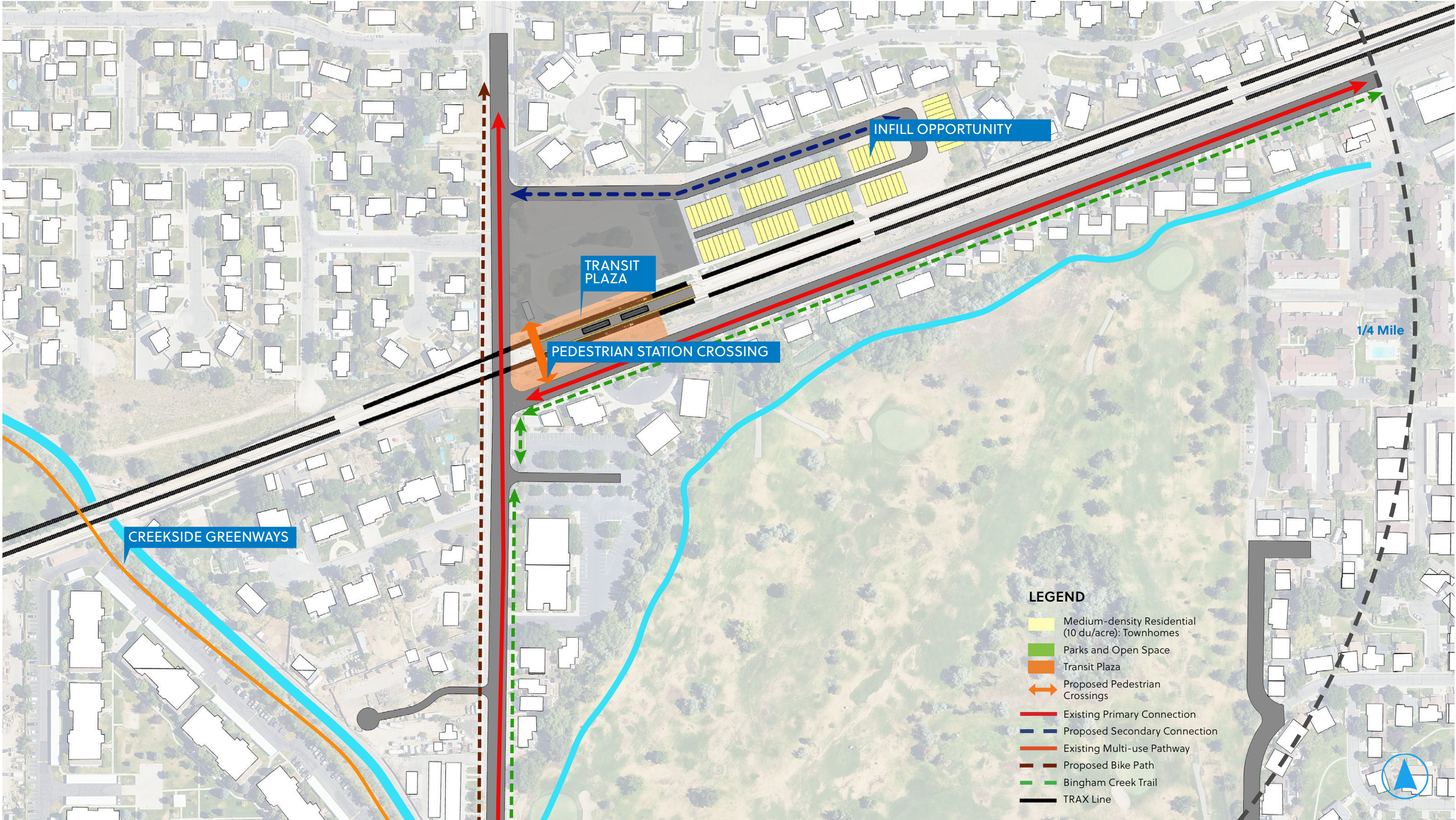


Figure 19: Proposed Land Uses and Development Intensities

BIG MOVES



Neighborhood Compatible Infill

A context-sensitive pattern of infill development is proposed on the UTA parking lot, where the 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 a small scale civic gateway to the station, directly linking transit infrastructure with residents. The plaza functions as a welcoming public space that gives the station visibility and enhances safety in the area.



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 the west station edge 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.

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 crossing, 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.

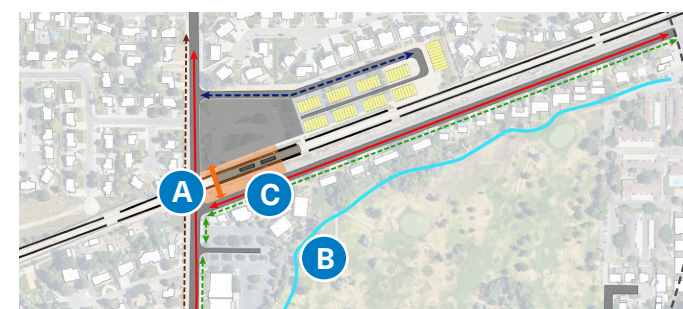


Figure 20: Key Plan

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 infill, 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 the area corresponding to the UTA parking lot. 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.

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 medium-density residential development and single family homes 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.

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 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 TSOD 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.

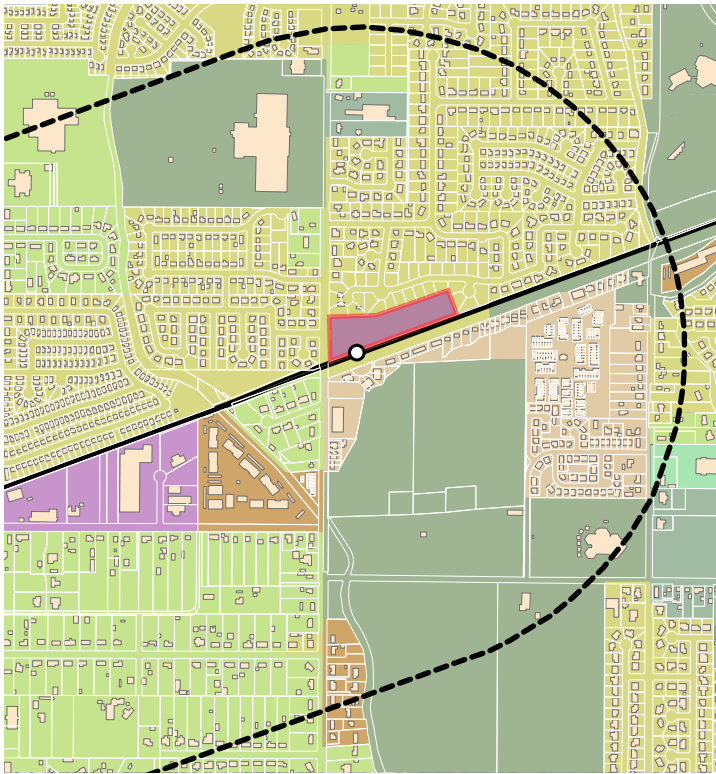


Figure 21: Proposed Zoning for Sugar Factory Rd. Station

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.

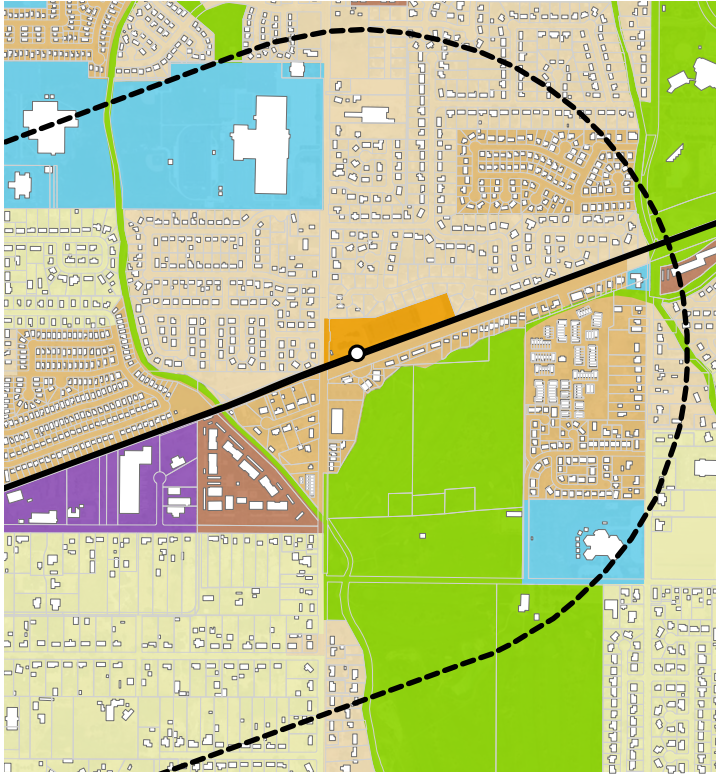


Figure 23: Proposed Land Use for Sugar Factory Rd Station

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.

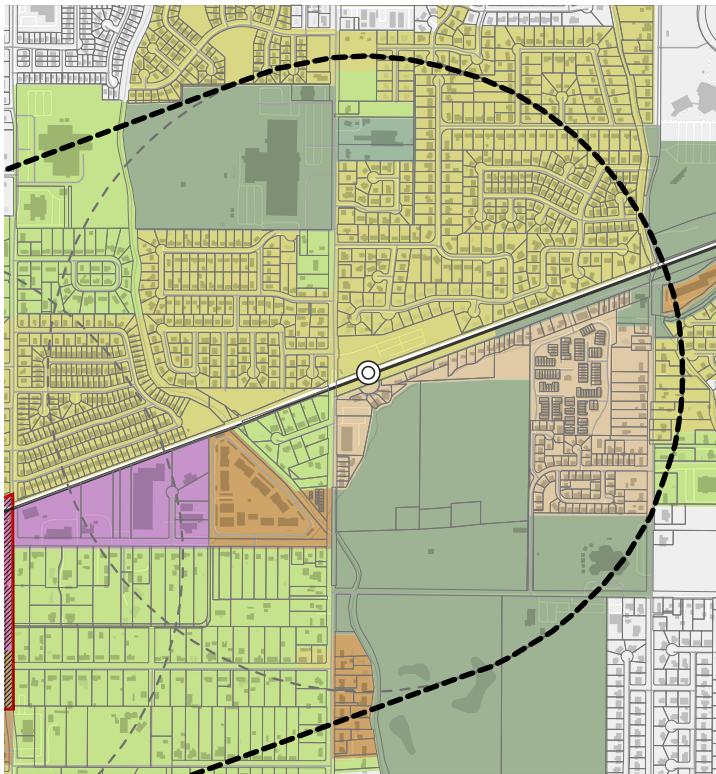


Figure 22: Existing Zoning for Sugar Factory Rd. Station

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

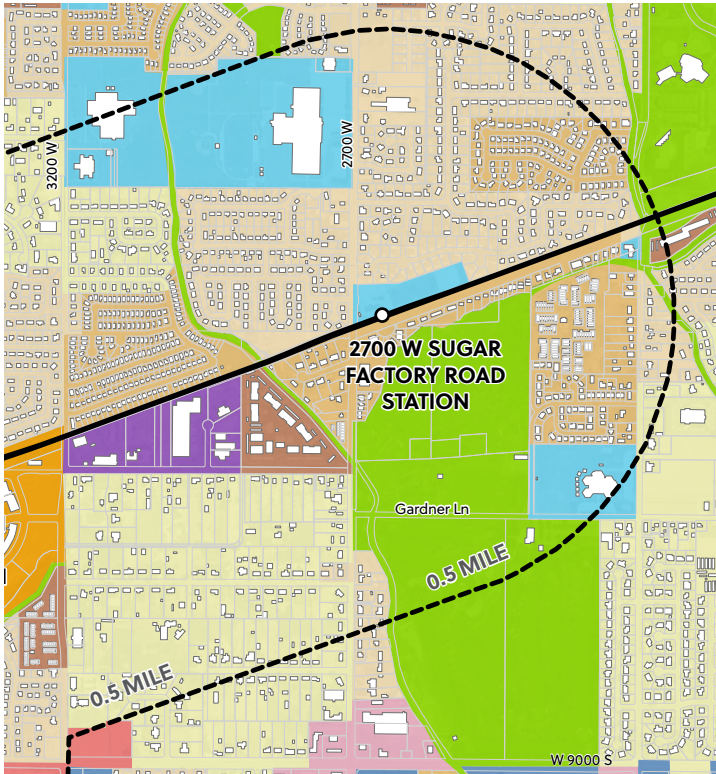


Figure 24: Existing Land Use for Sugar Factory Rd Station

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

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.

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

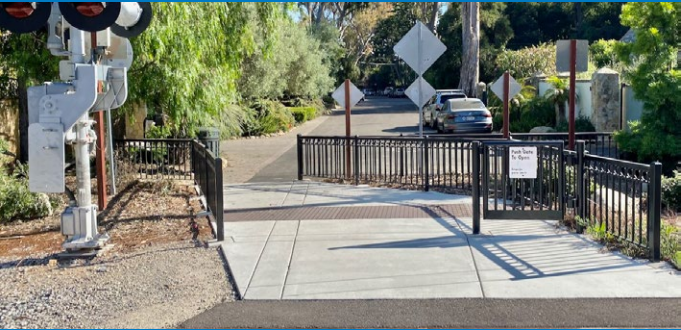
These improvements would provide more direct and convenient access to the station and enhance overall walkability along Sugar Factory Road.

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.

Pedestrian Station Crossing



Reference Imagery
Source: Design Workshop, Siteline

Multi-Use Trails



Reference Imagery
Source: Design Workshop

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.

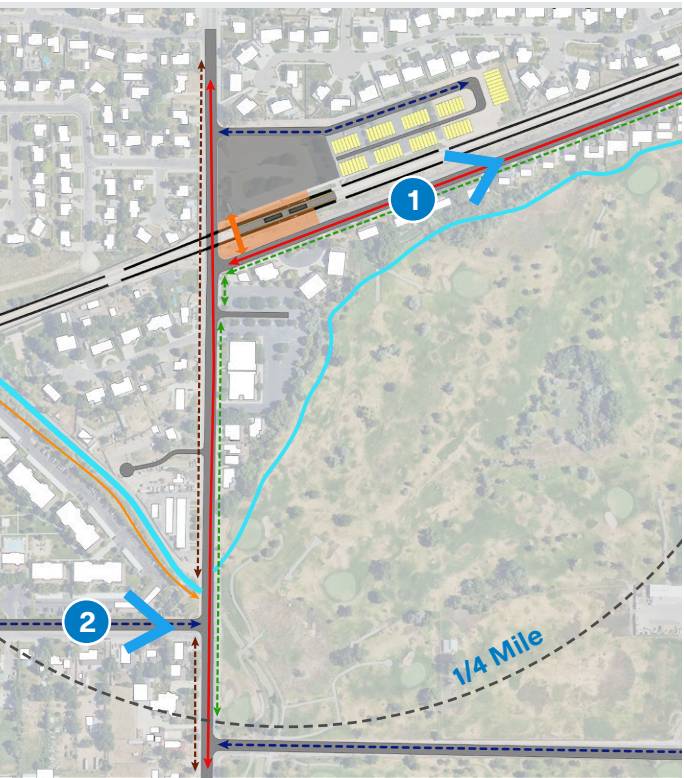


Figure 25: Key Map for Proposed Sections

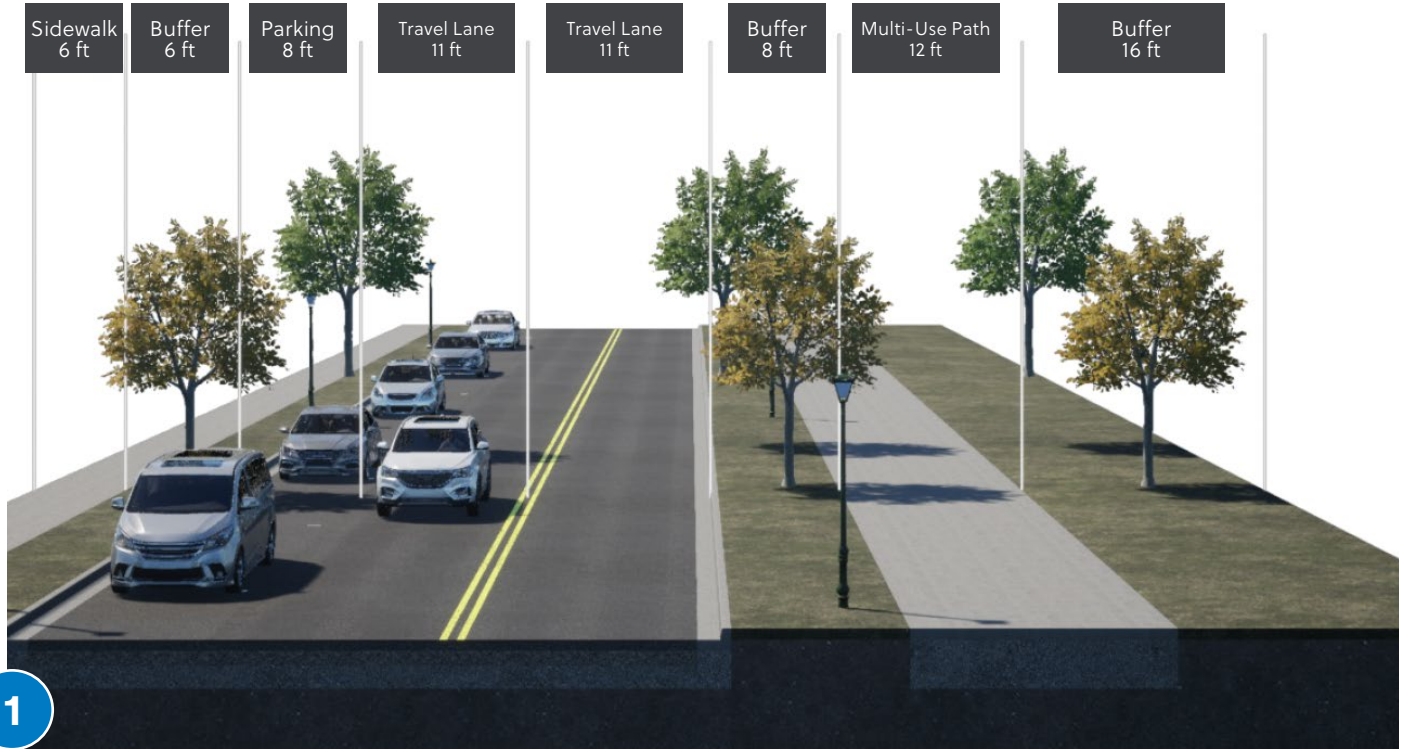


Figure 26: Proposed Section for Sugar Factory Road

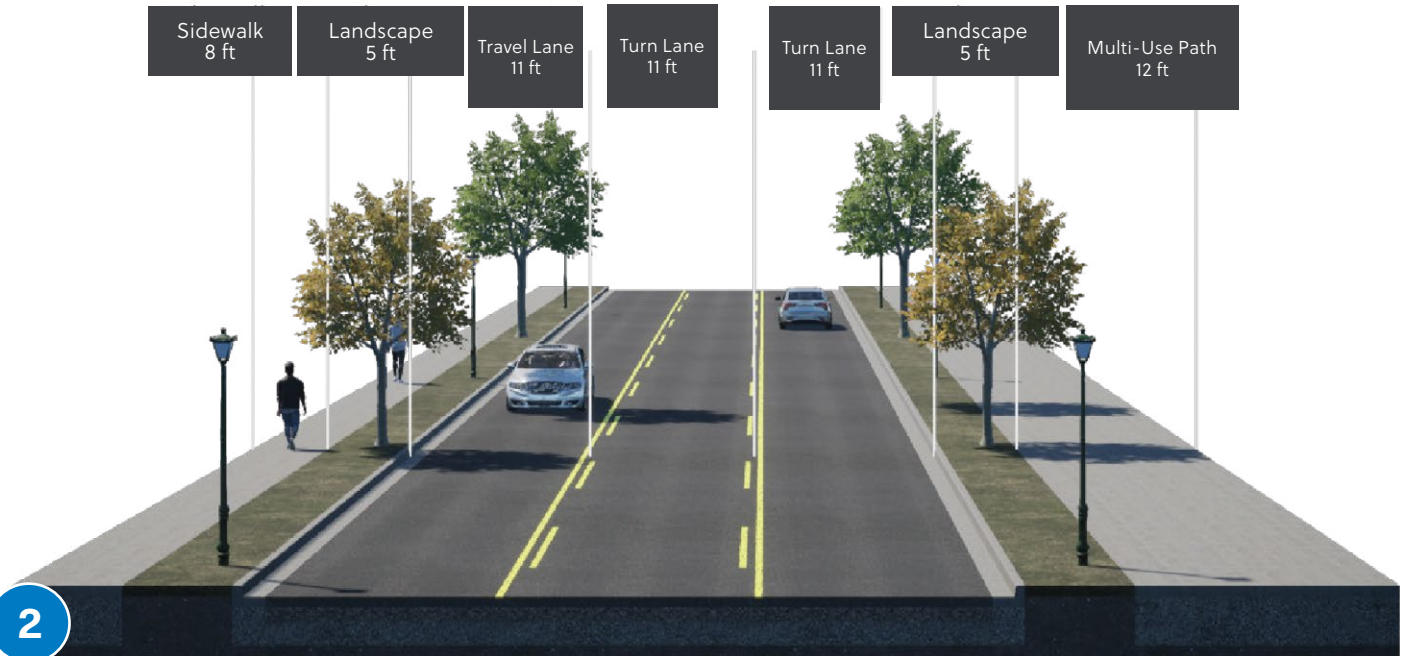


Figure 27: Proposed Section for Haun Drive

4

SCENARIO MODELING & METRICS

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

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

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.

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.

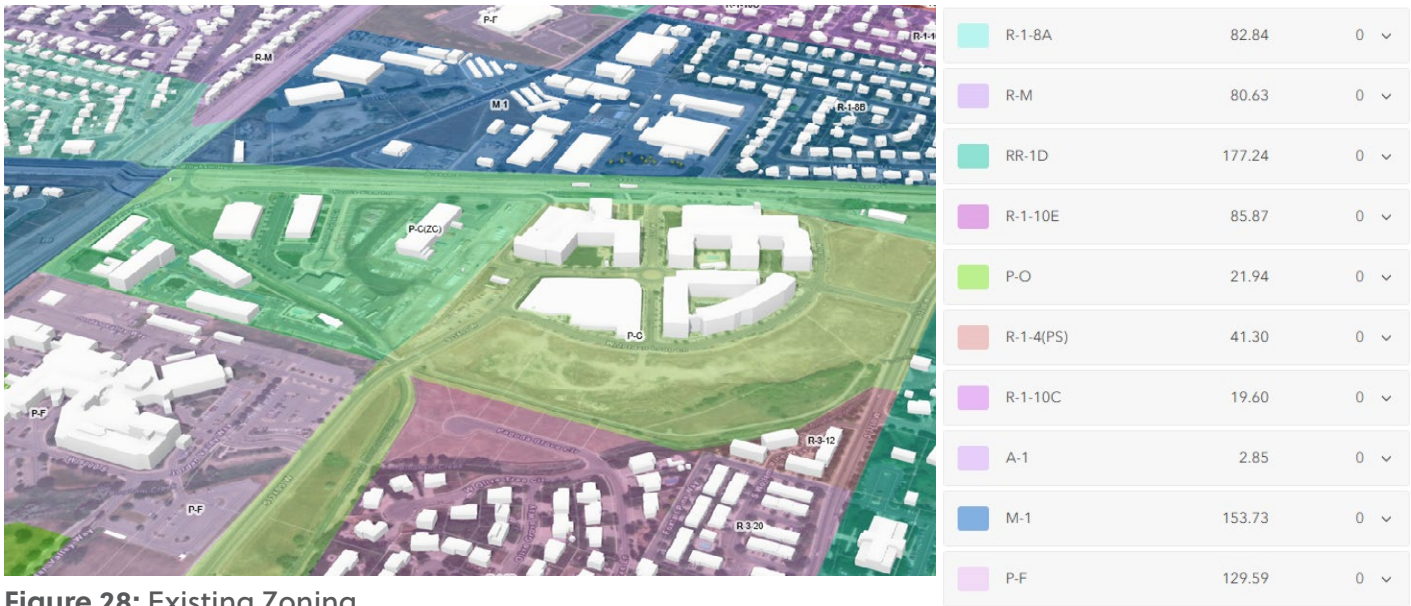


Figure 28: Existing Zoning

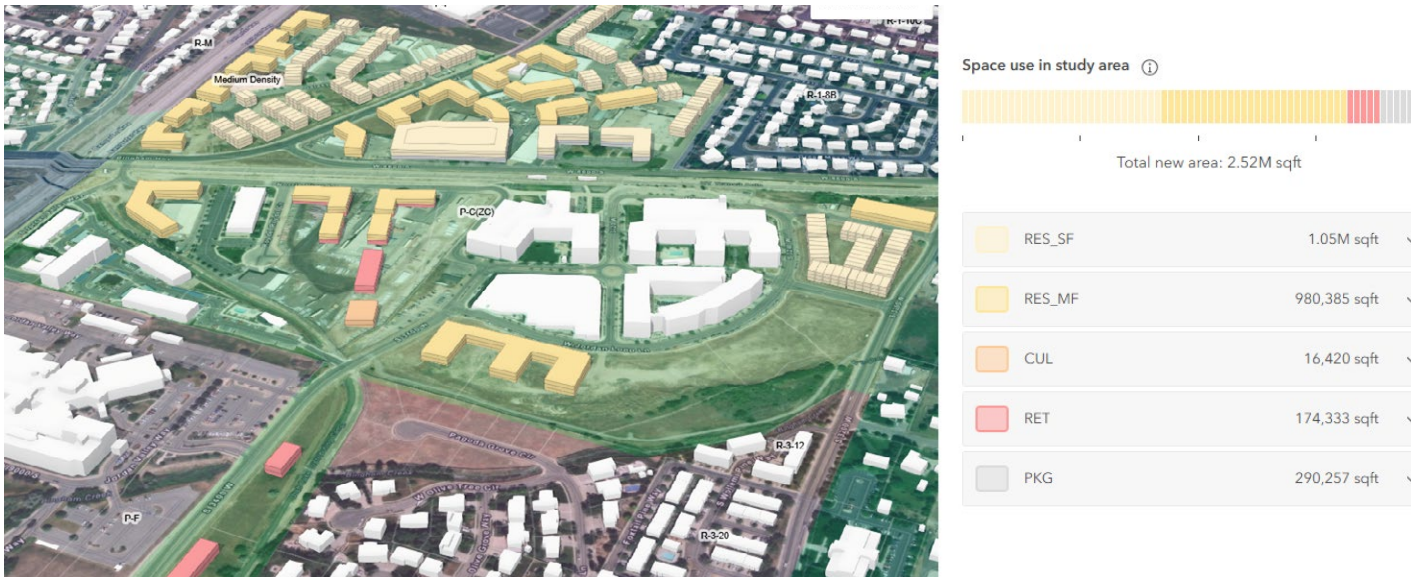
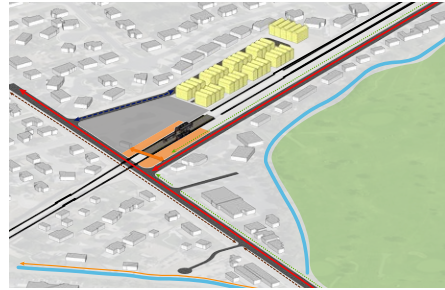


Figure 29: Scenario Zoning

CONCEPT METRICS

METRIC	EXISTING CONDITION	PREFERRED CONCEPT
		
LAND-USE		
Residential Units (number of units)	270	1173
Affordable Residential Units (no)	0	235 (20%)
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

METRIC	EXISTING CONDITION	PREFERRED CONCEPT
		
LAND-USE		
Residential Units (number of units)	21	72
Affordable Residential Units (no)	0	15 (20%)
Parks and Open Space (acres)	0	1.25
TRANSPORTATION		
Connectivity Index	1.06	1.19
Trails and Multi-use Pathways (miles)	<i>Planned Bingham Trail</i>	0.6
Intersections per sq mile	64	93
Average Trips	138	500
INFRASTRUCTURE IMPACT		
Waste Water (lb/d)	3616.29	8835.26
Energy Use (kwh/d)	4614.75	8845.63
Solid Waste (lb/d)	204.48	499.39
CO2 Emissions (lb/d)	3083.72	2759.61

- 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.

5

IMPLEMENTATION STRATEGY

- Phasing
- Implementation Matrix
- Catalyst Sites & Projects

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.

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.

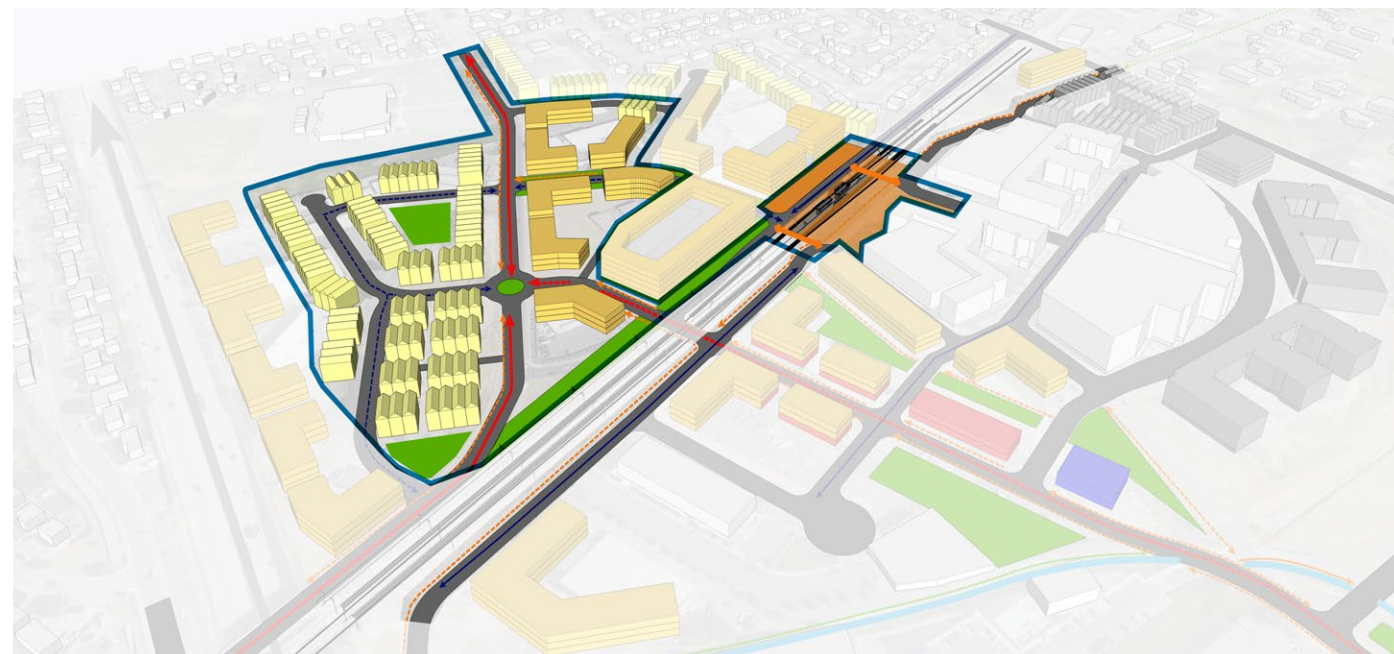


Figure 30: Phase 1

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.

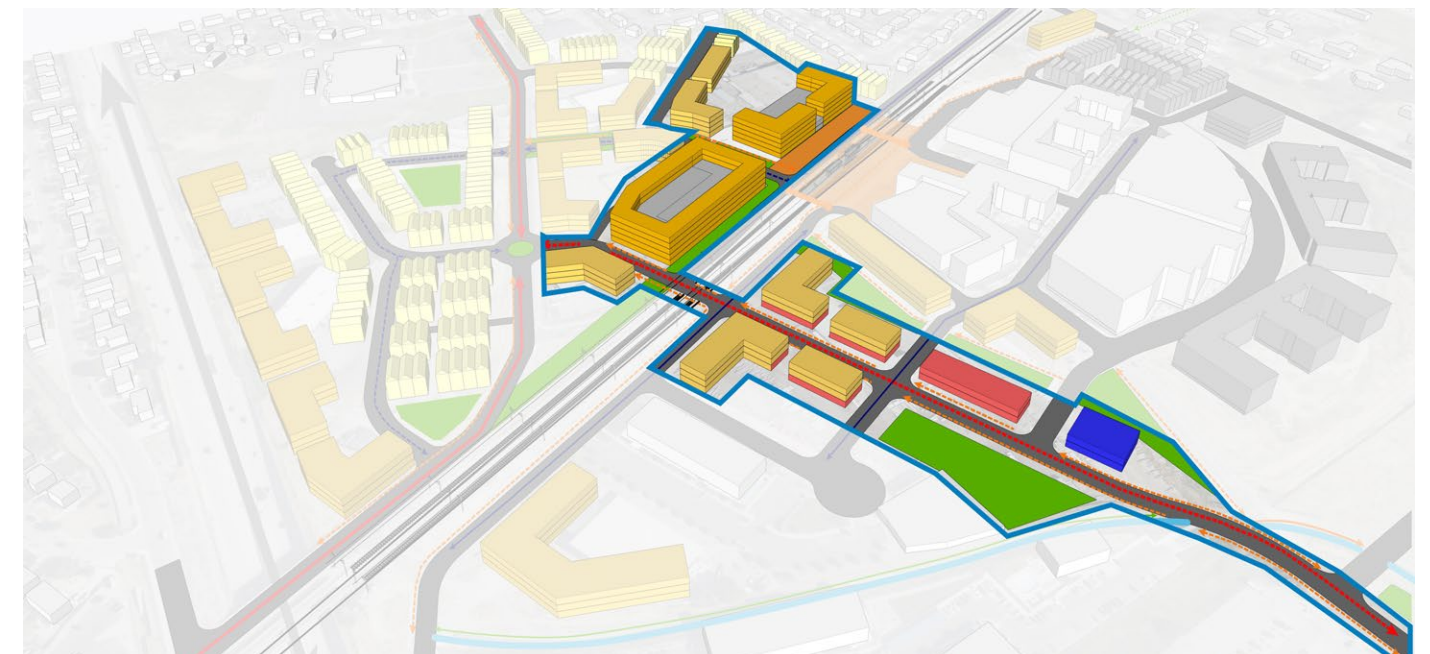


Figure 31: Phase 2

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.

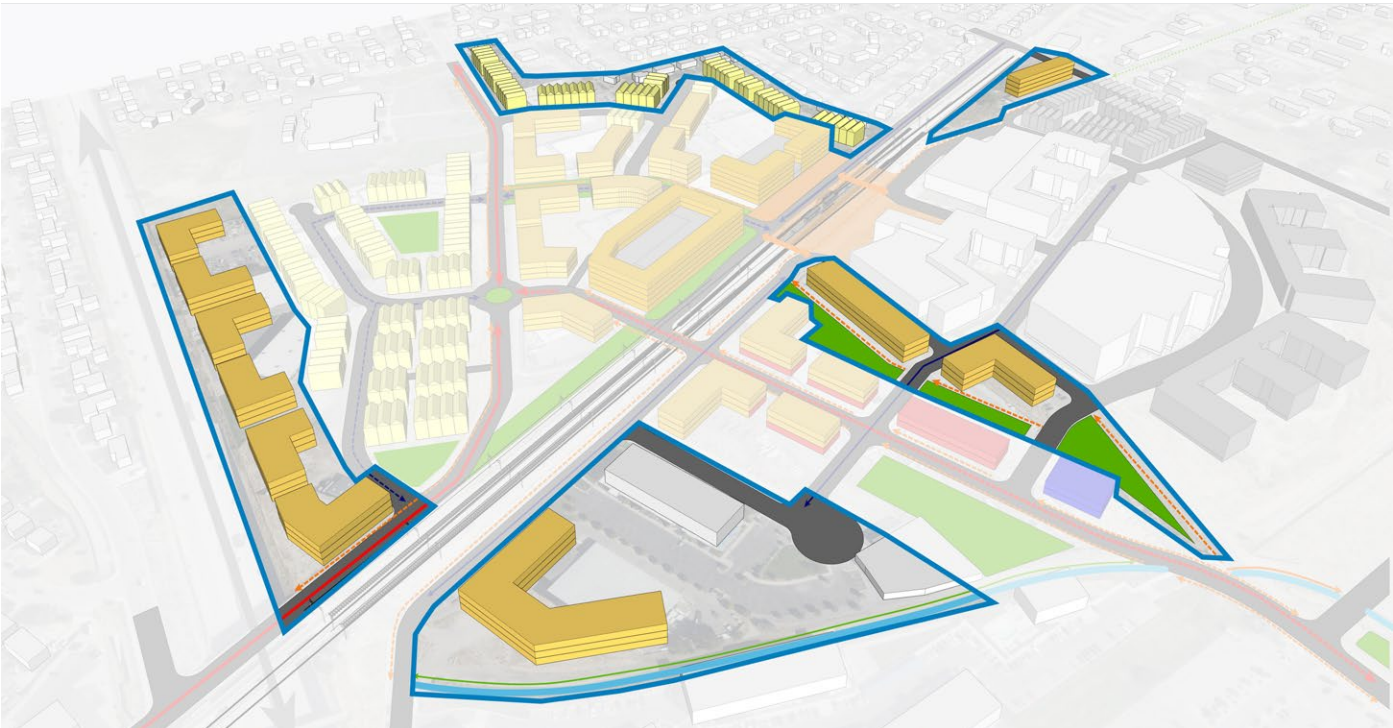


Figure 32: Phase 3

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.

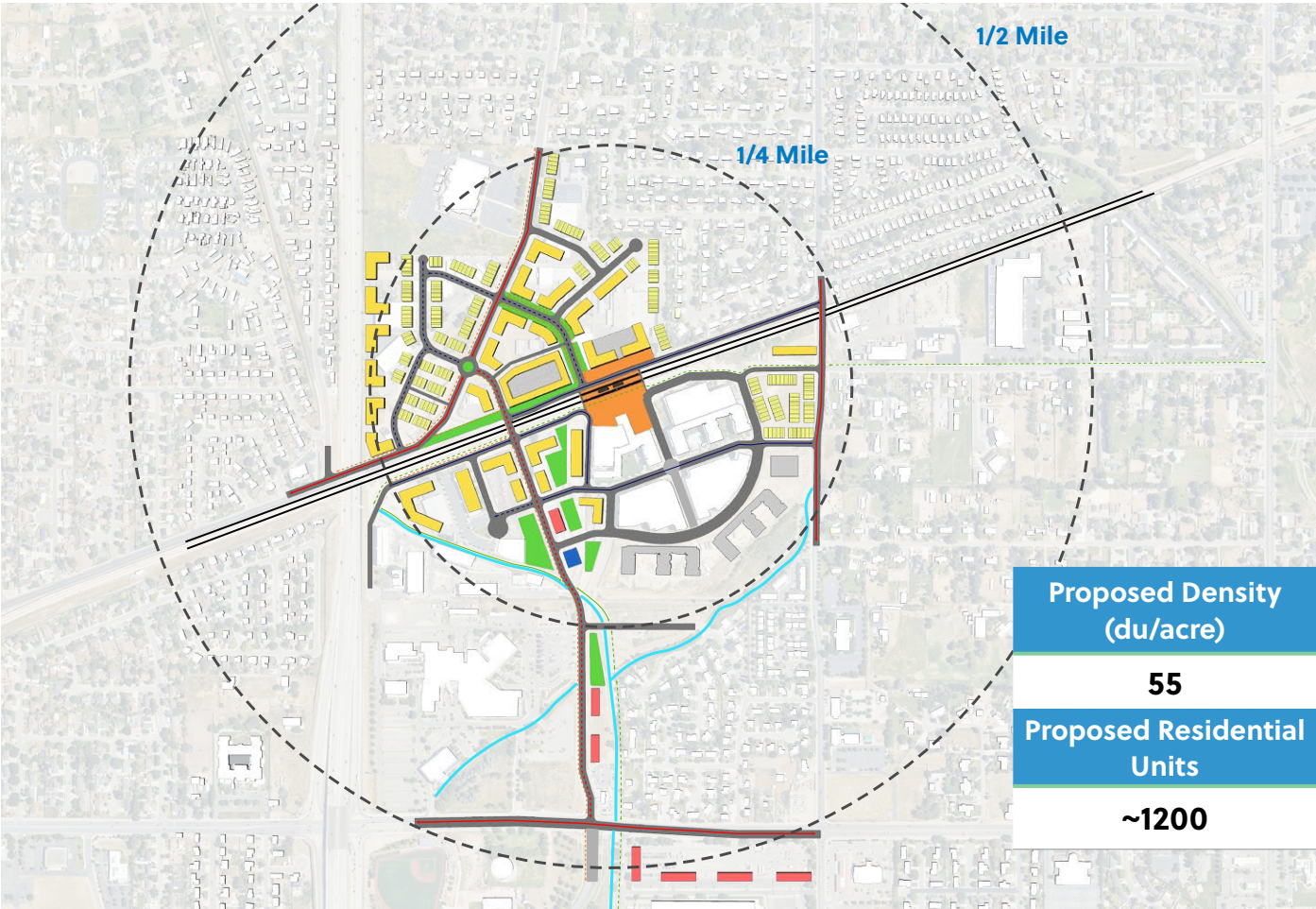


Figure 33: 1/4 Mile Radius

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

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

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 a new pedestrian rail crossing that will connect residents on both sides of the rail and improve overall access to transit. Together, these investments establish the foundation for a more connected, walkable, and transit-oriented station district.



Figure 34: Phase 1

Phase 2 (5 to 10 years) : Expanding Trail Connections

The second phase focuses on expanding 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.

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
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
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

6

EXISTING CONDITIONS

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

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.

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.

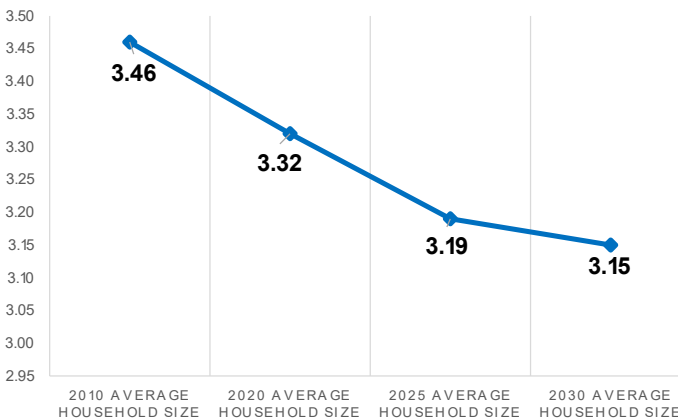
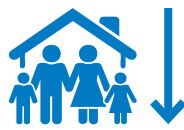


Figure 35: Household Size

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%**



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.

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
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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.

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.

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.

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

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

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

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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

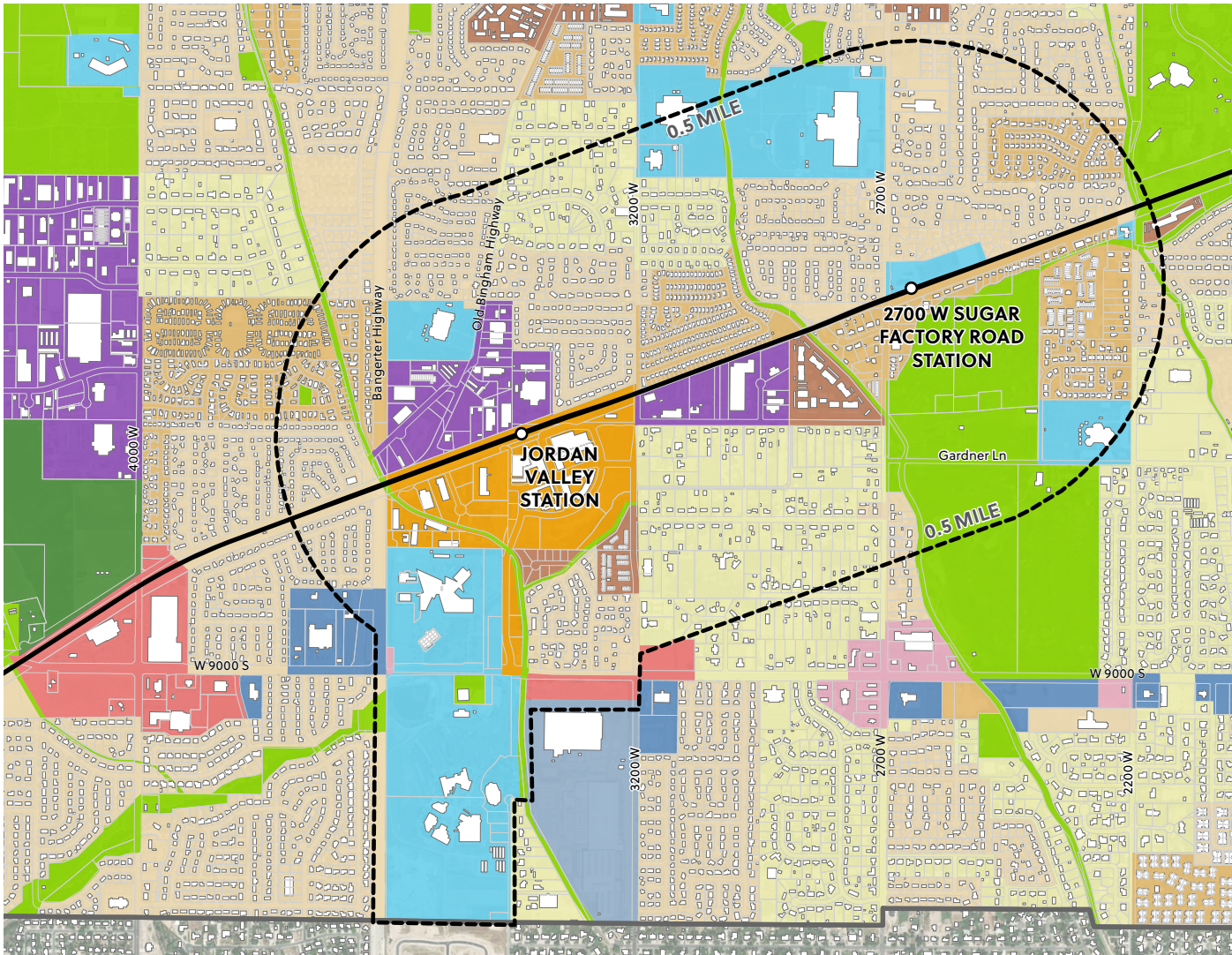


Figure 36: Land Use

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

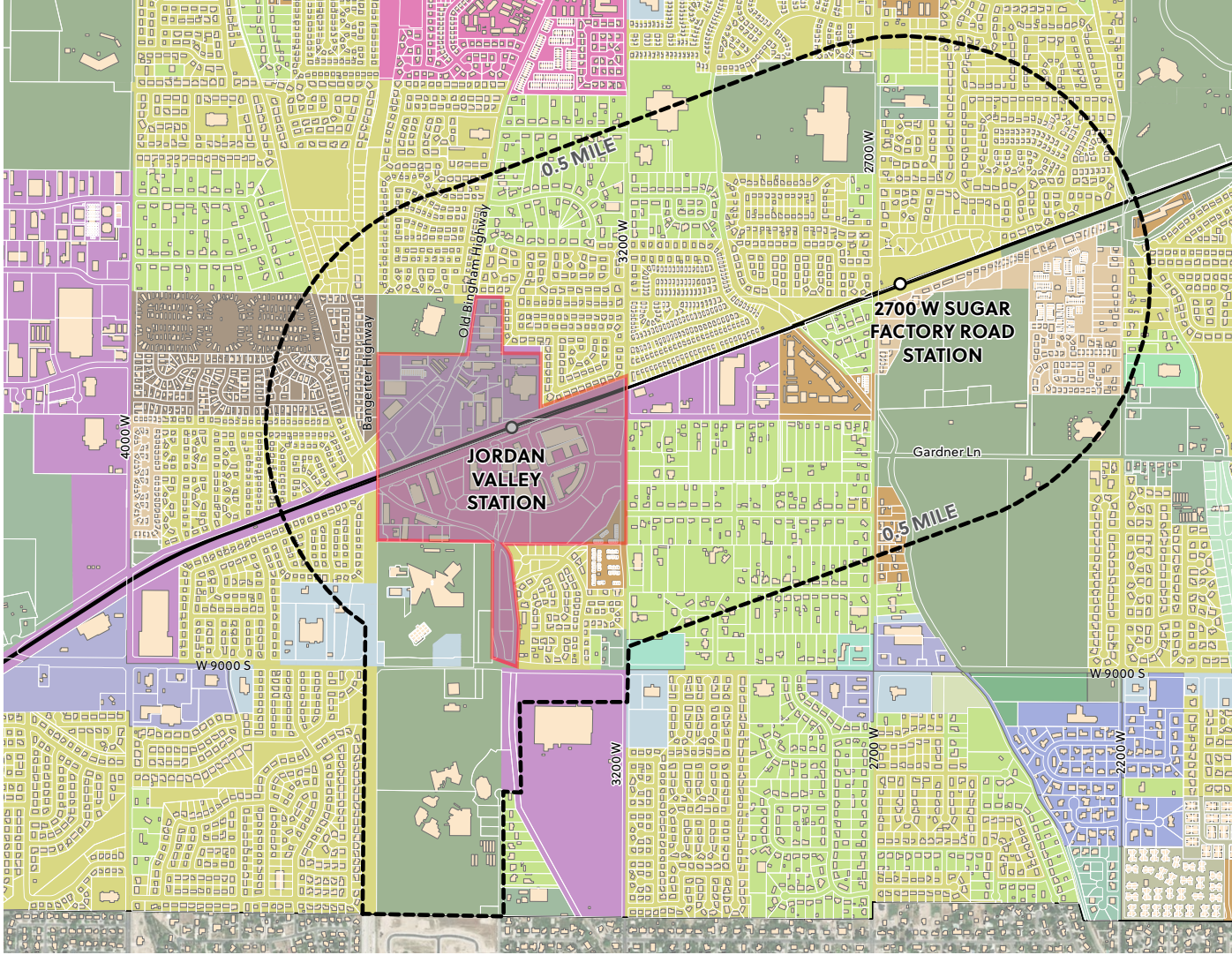


Figure 37: Zoning

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

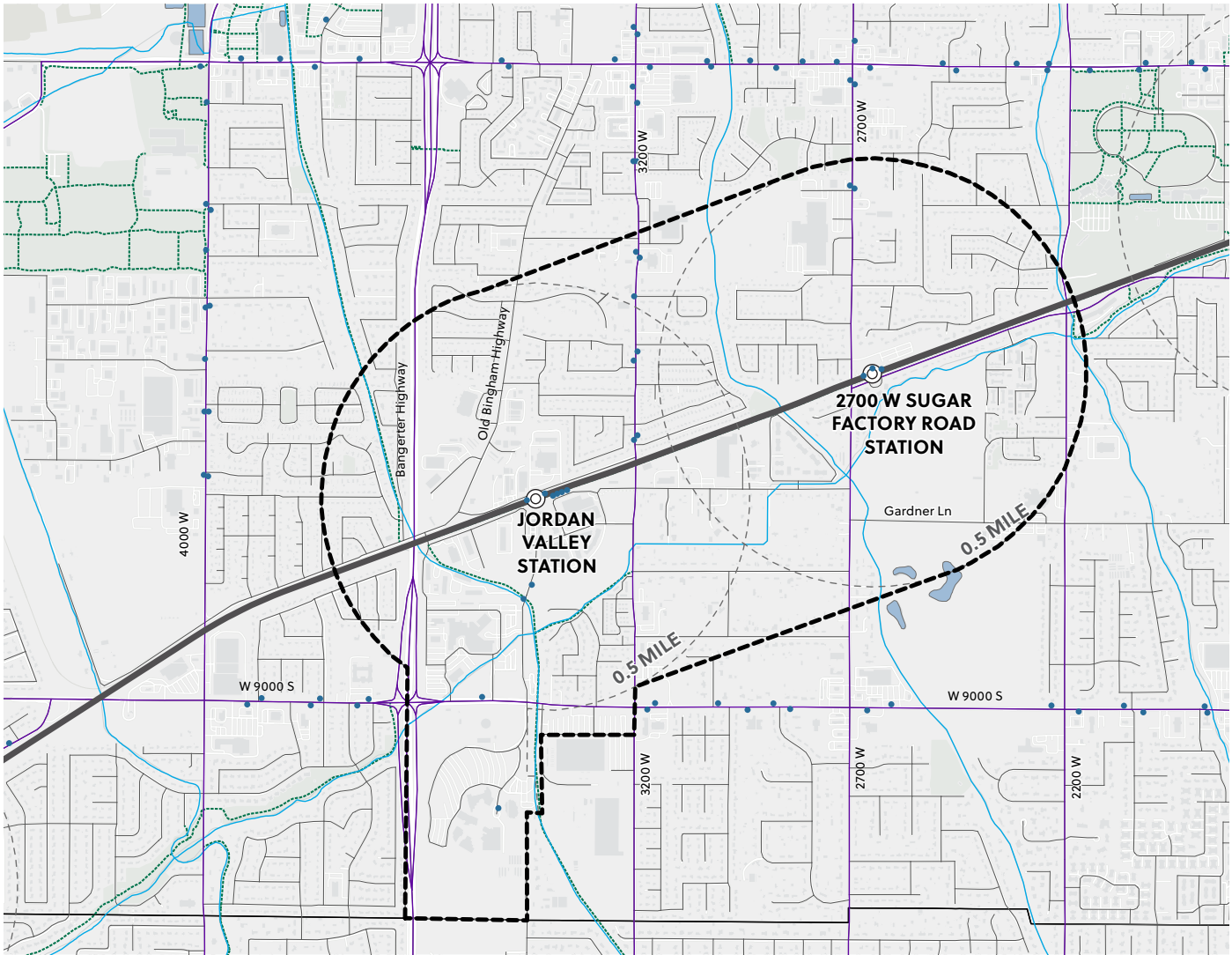


Figure 38: Connectivity Analysis

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.

LEGEND

- ⊙

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

 City Boundary
- Trails
- Water Bodies
- Parks

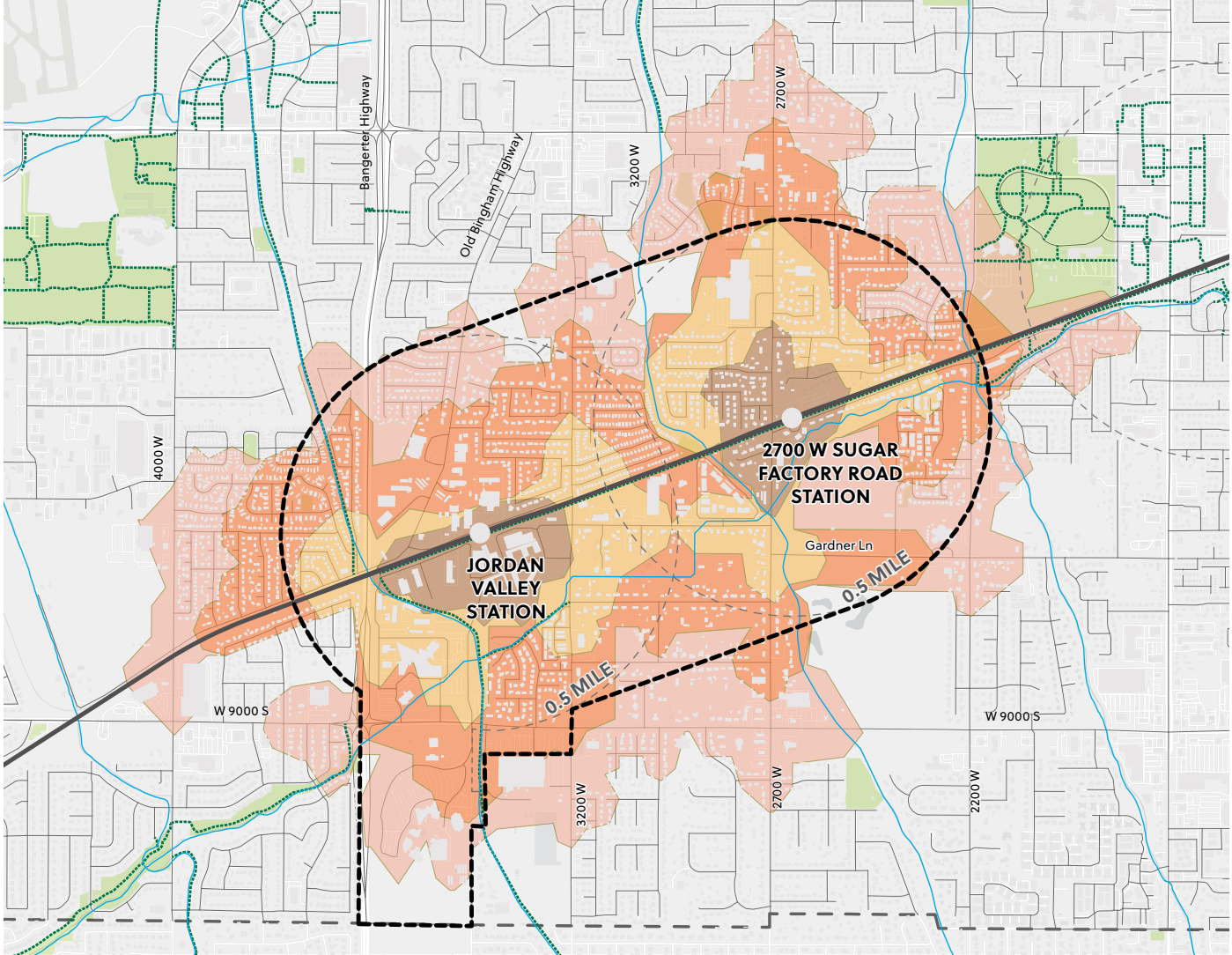


Figure 39: Walkshed Analysis

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.

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).

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.

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

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

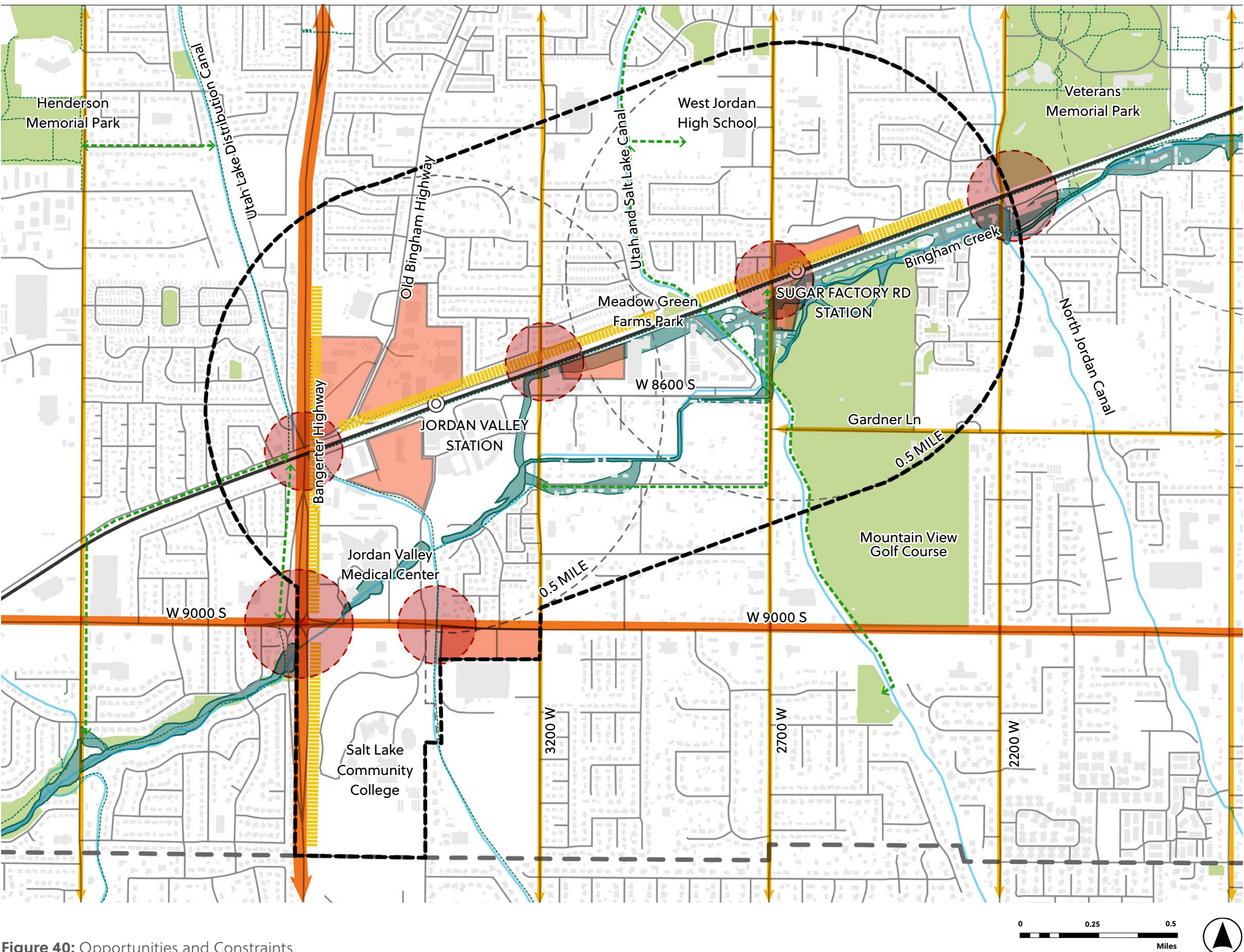


Figure 40: Opportunities and Constraints

7

APPENDIX A

- Appendix A: Stakeholder Outreach

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.

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.

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.

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.

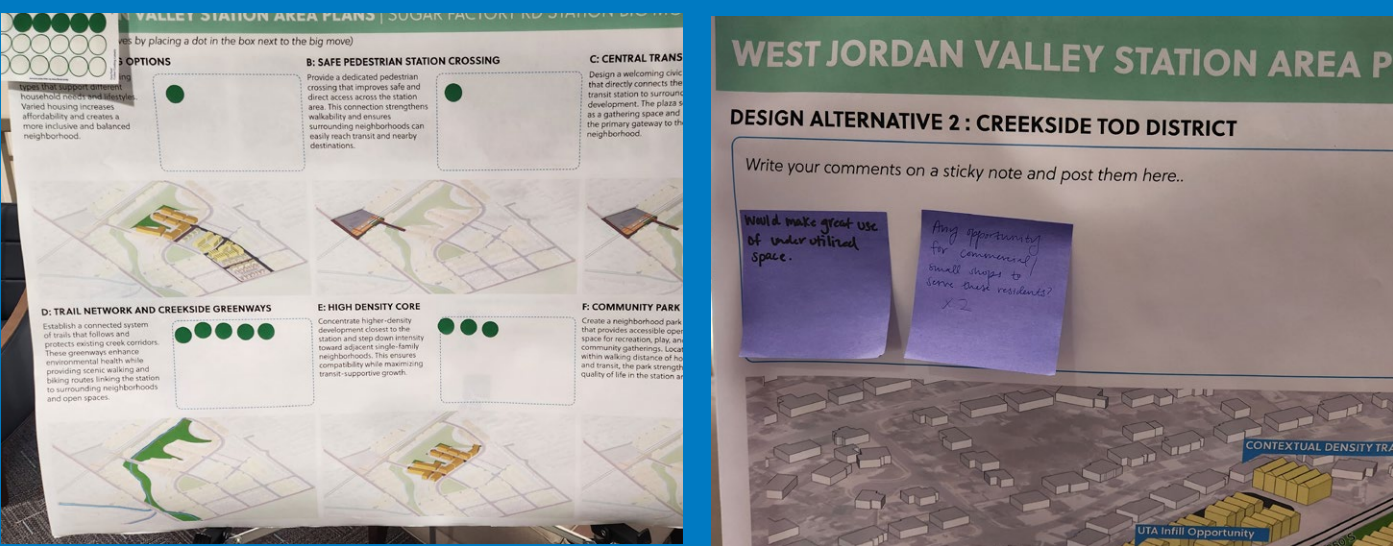


Photos from Workshop 1- Discussion, brainstorming, and presenting alternatives to stakeholders

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.

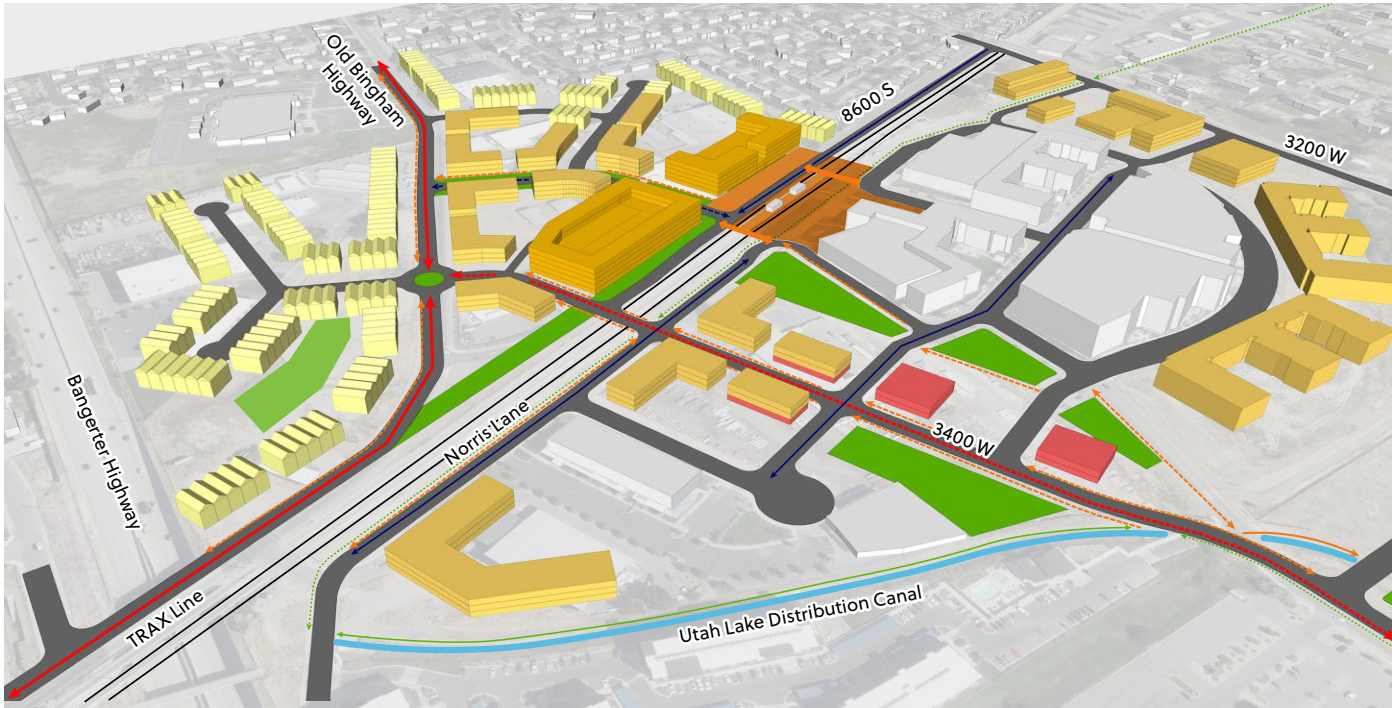


Figure 42: Design Alternative 1

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-envision 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.

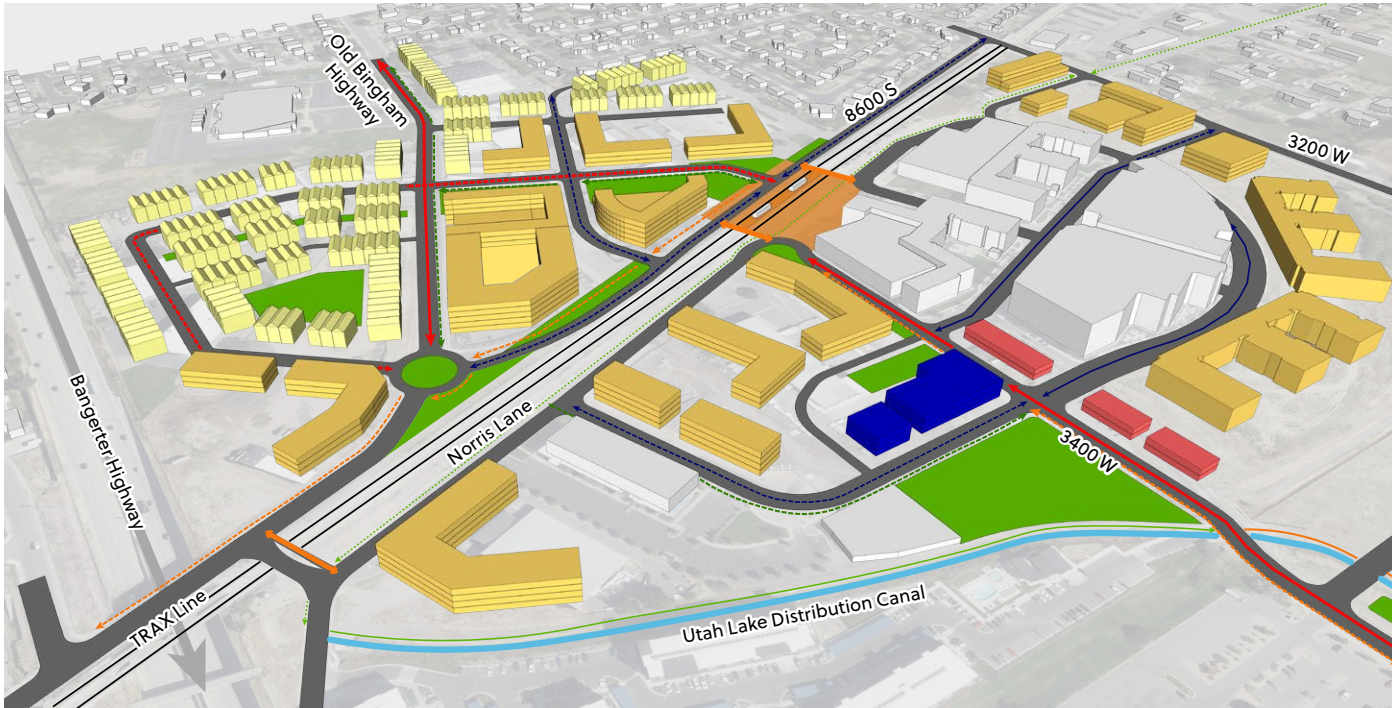


Figure 43: Design Alternative 2

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 44: 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 45: 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

- 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**

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

- 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.

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%)**.

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

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%

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%

Demographic Analysis Memo

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

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.

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%

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

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.

Demographic Analysis Memo

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

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

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.

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.

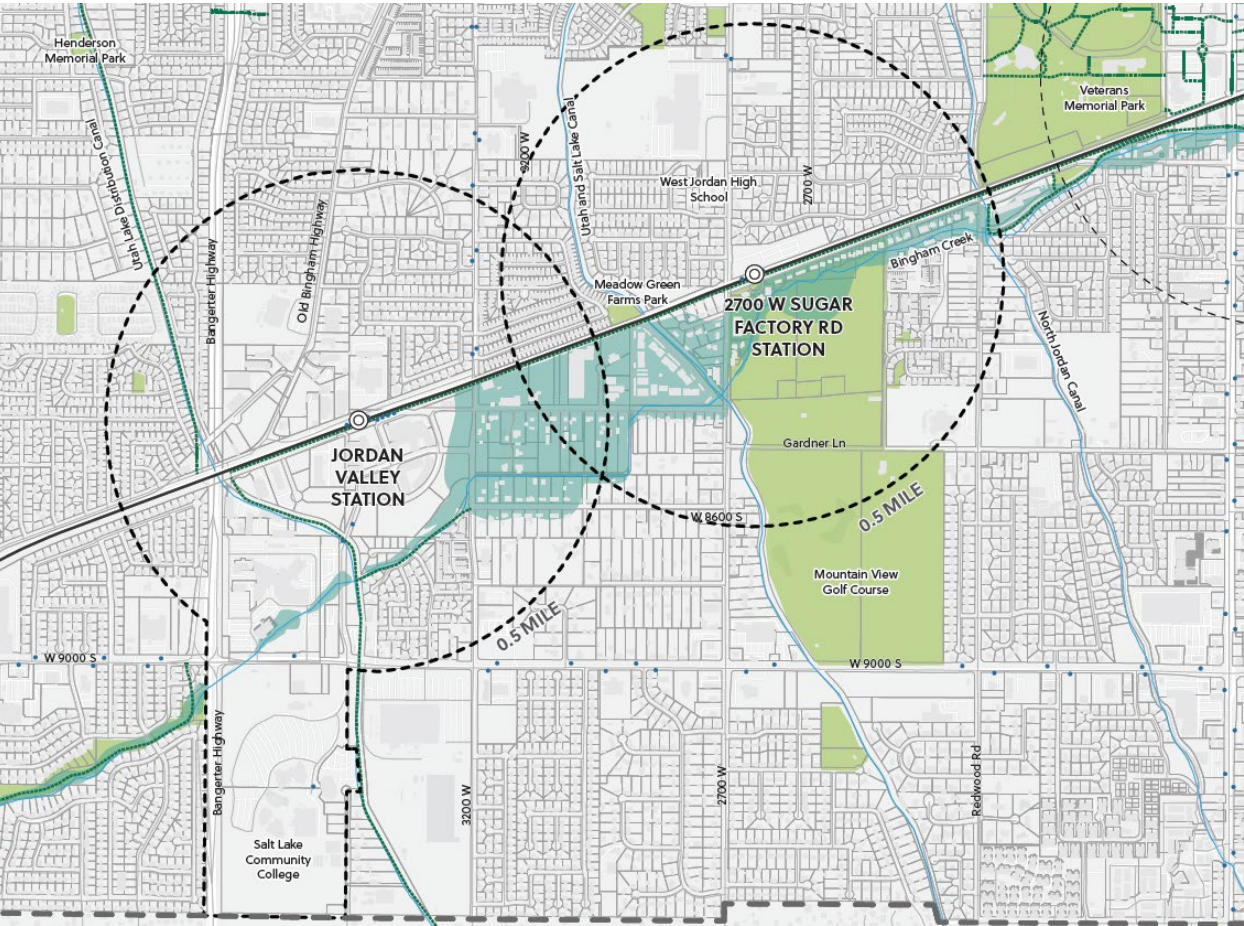


Figure 1: Project Area Boundaries

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.

Market and Economic Trends

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.

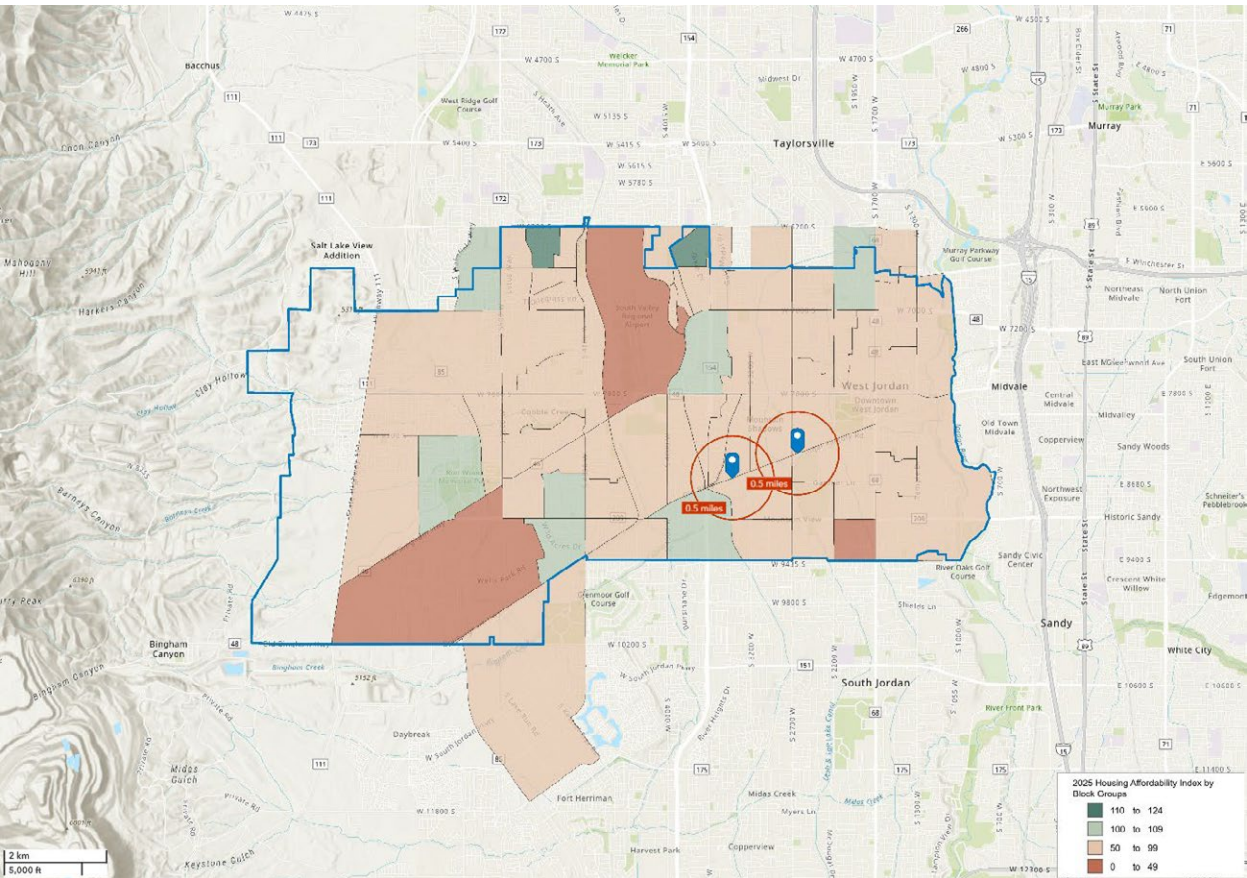


Figure 2: West Jordan Housing Affordability, Source; ESRI

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.

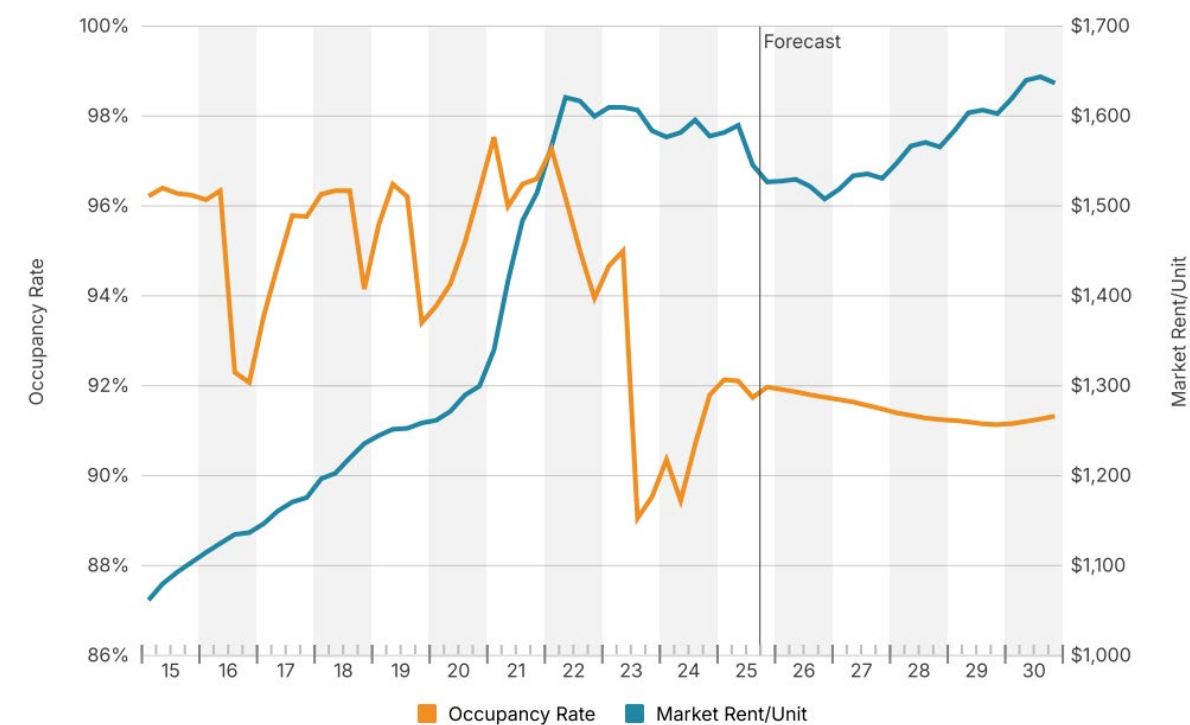


Figure 3: Multi-Family Market Rental Rate and Occupancy Trends, Source: CoStar

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.

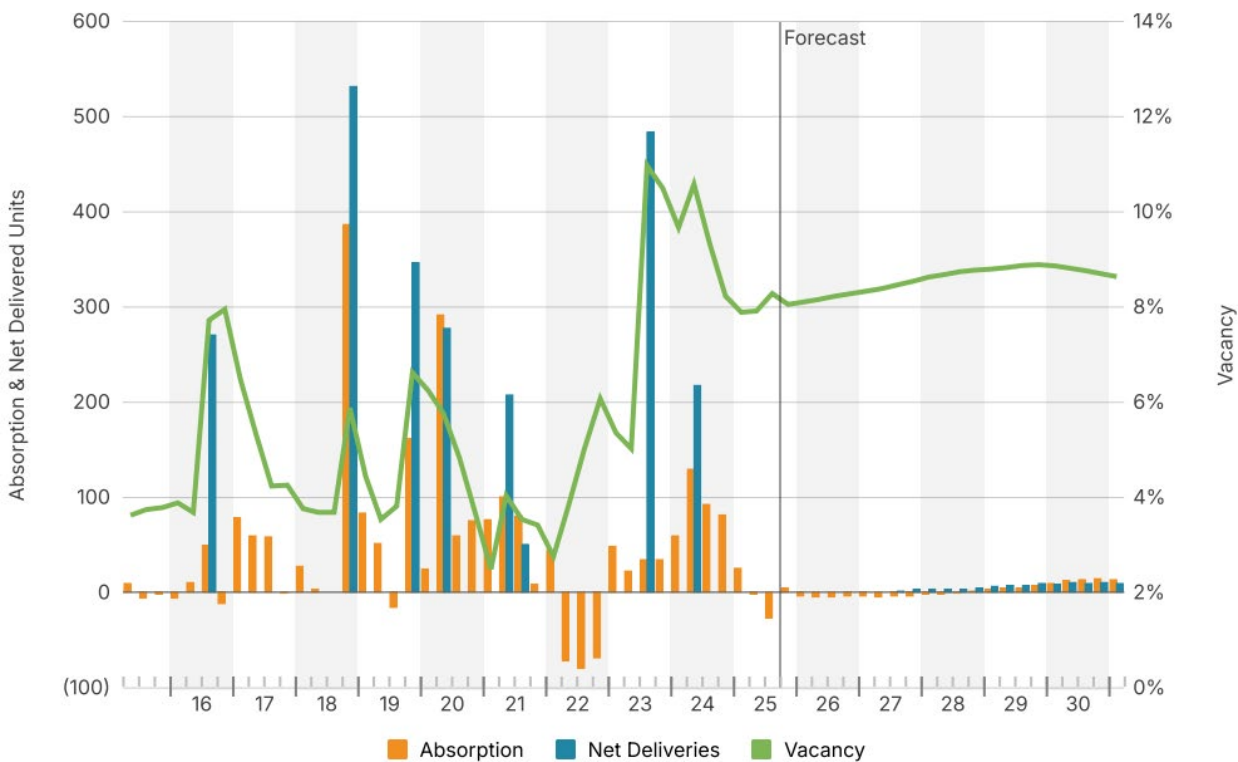


Figure 4: Multi-Family Market Delivery, Absorption, and Vacancy Trends, Source: CoStar

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.

Demographic Analysis Memo

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.

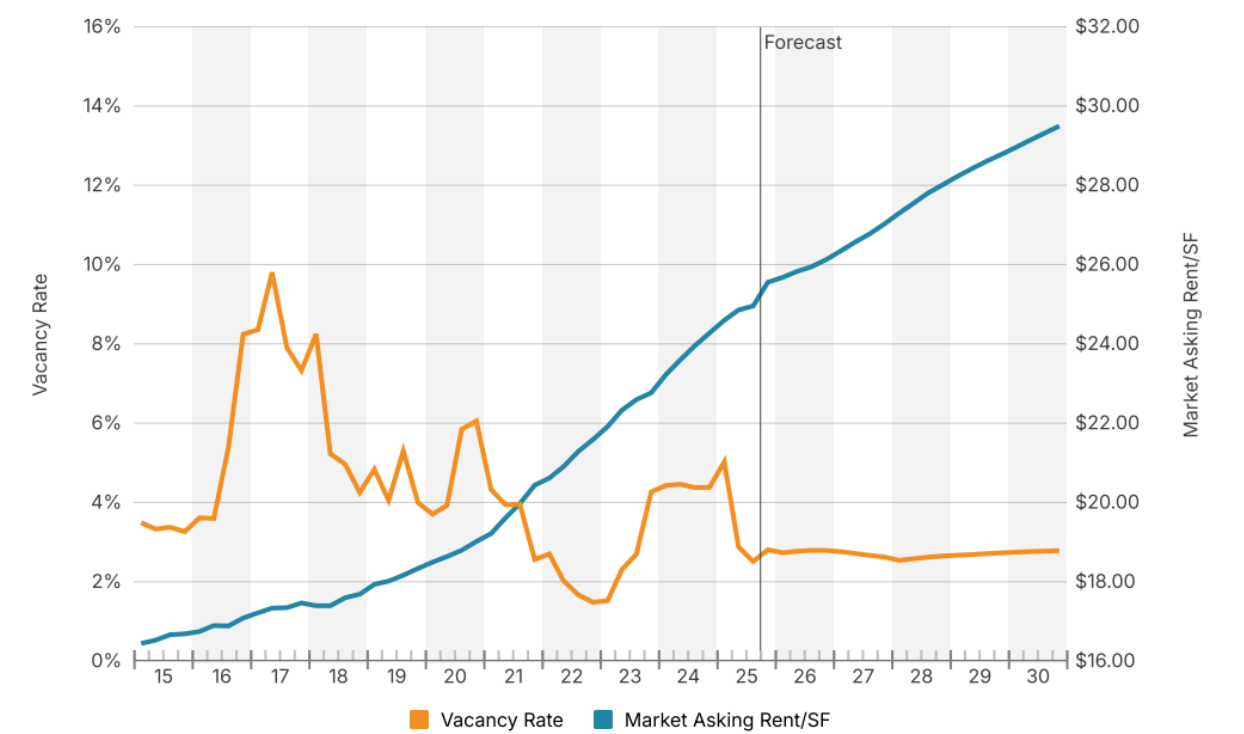


Figure 5: Retail Market Rental Rate and Occupancy Trends, Source: CoStar

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.

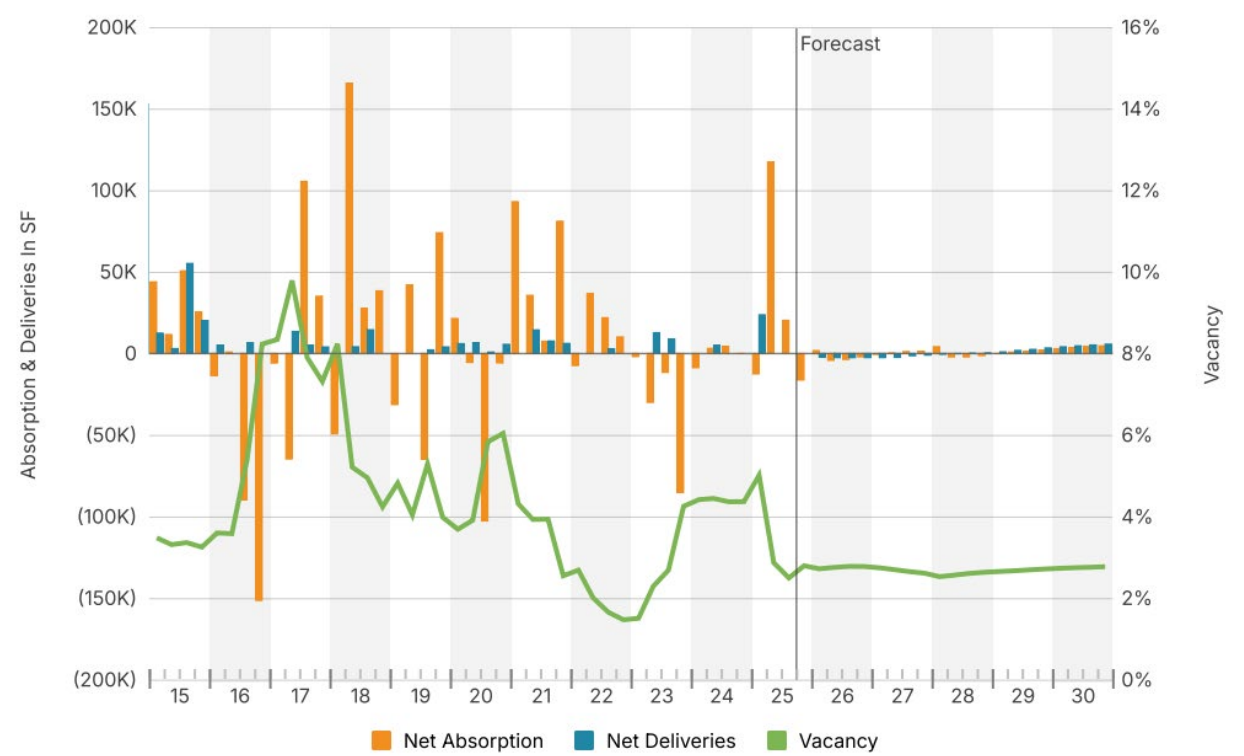


Figure 6: Retail Market Delivery, Absorption, and Vacancy Trends, Source: CoStar

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.

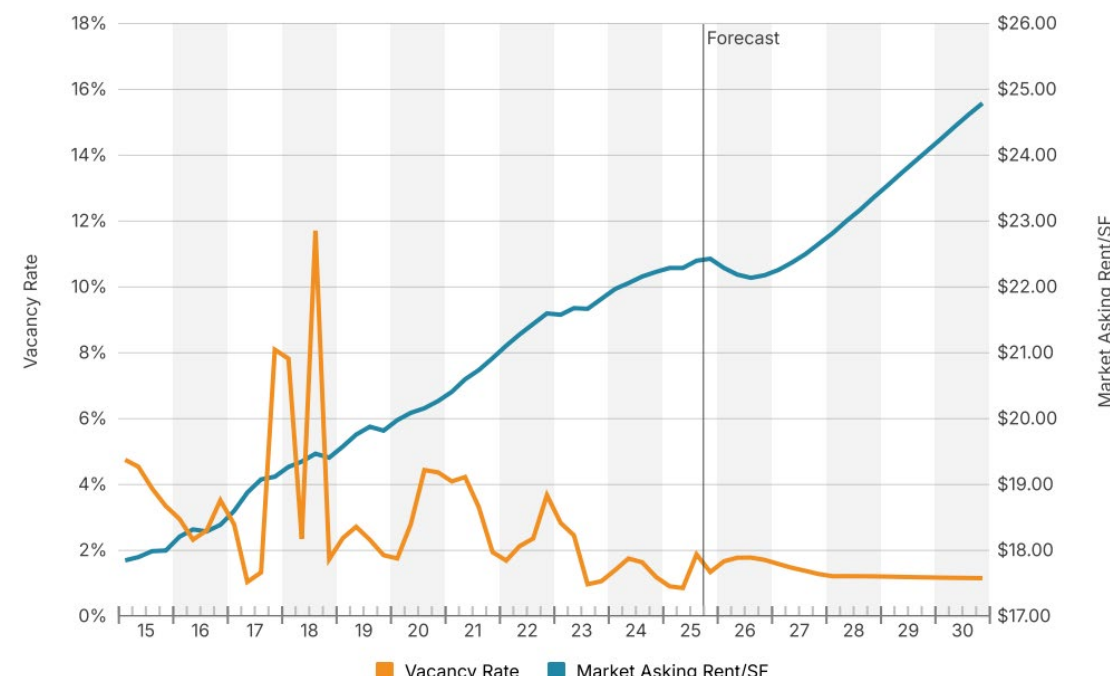


Figure 7: Office Market Rental Rate and Occupancy Trends, Source: CoStar

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.

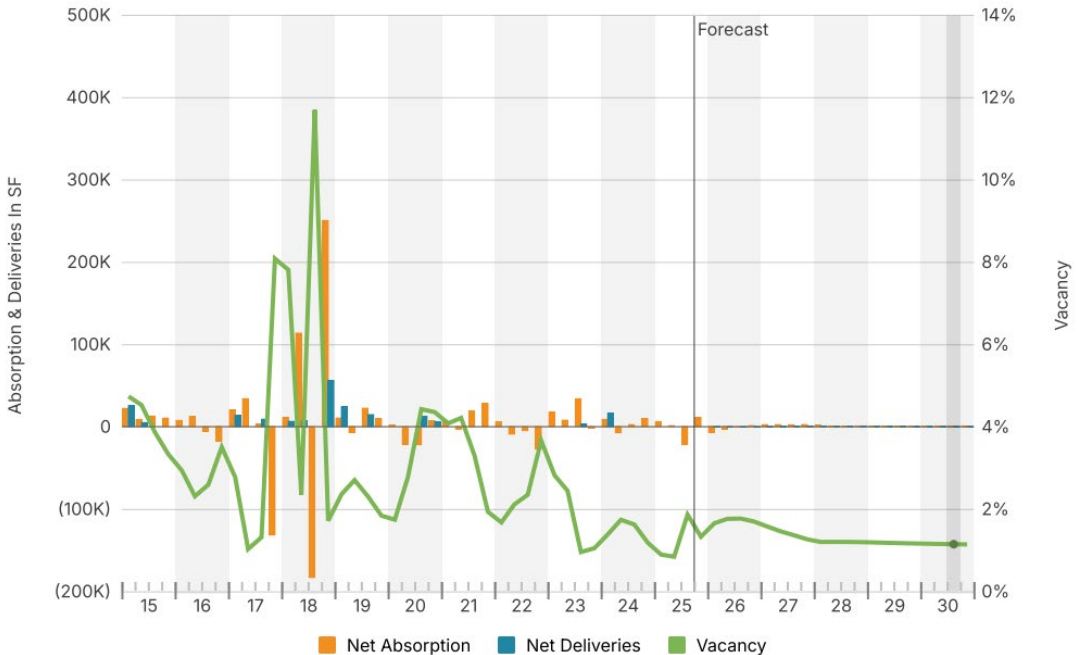


Figure 8: Office Market Delivery, Absorption, and Vacancy Trends, Source: CoStar

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.

LAND USE AND ZONING ANALYSIS

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MEMORANDUM

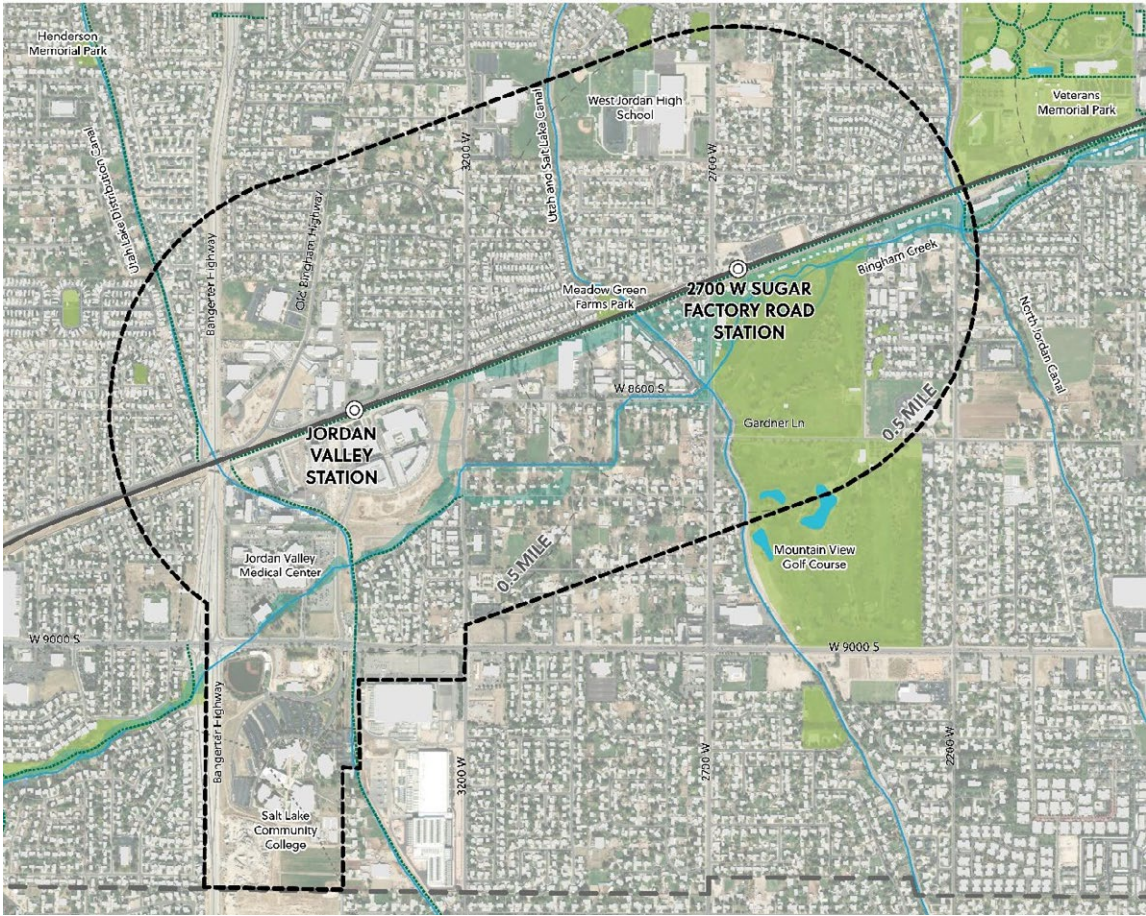
To: City of West Jordan
From: Design Workshop
Date: November 24 , 2025
Project Name: West Jordan Valley Station Area Plan
Project #: 8864
Subject: Land Use and Zoning Analysis

Introduction

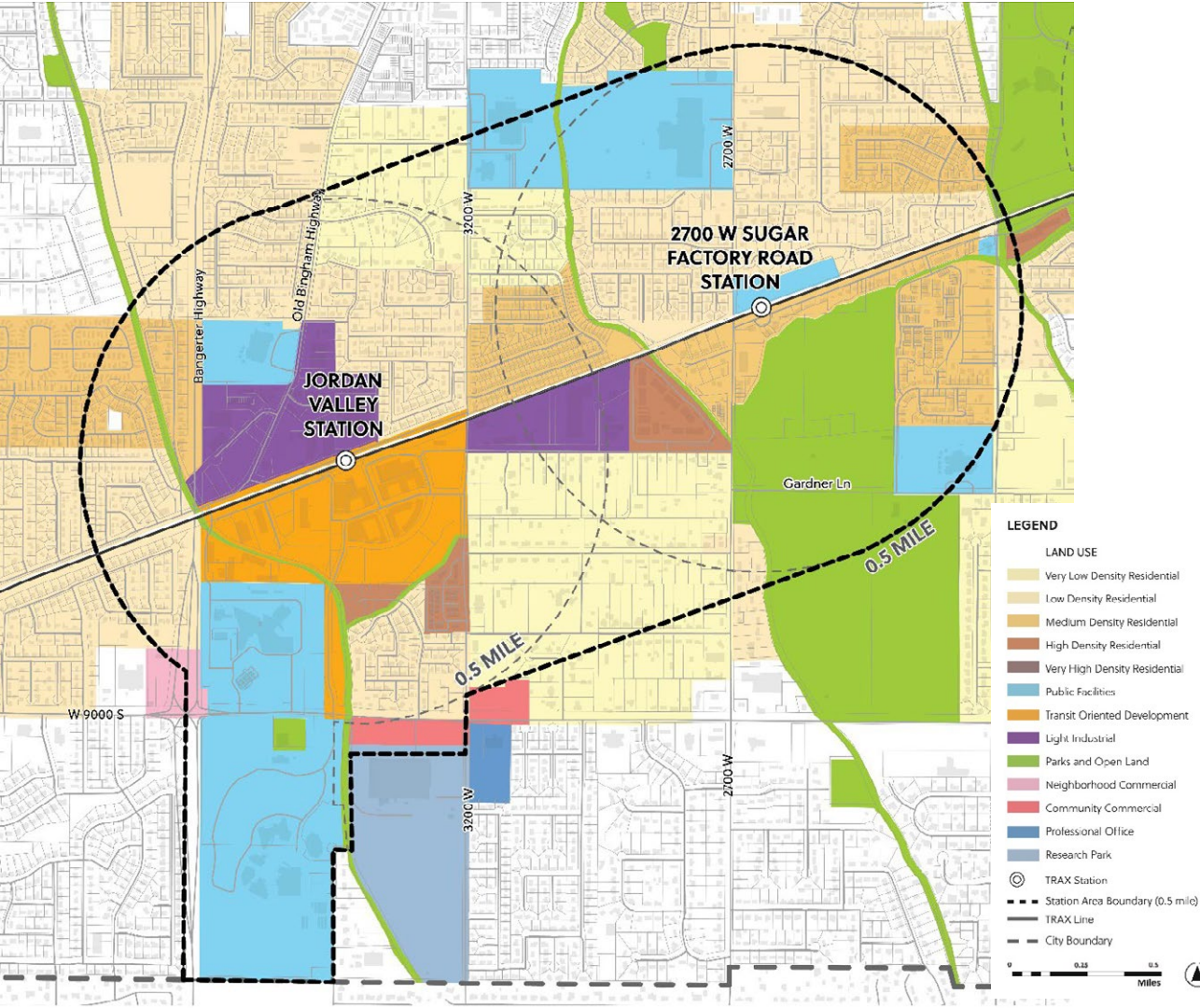
The following memorandum provides an analysis of existing land uses and zoning regulations present in the Jordan Valley Station Area and Sugar Factory Road Station Area.

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.

Land Use and Zoning Analysis

- 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.

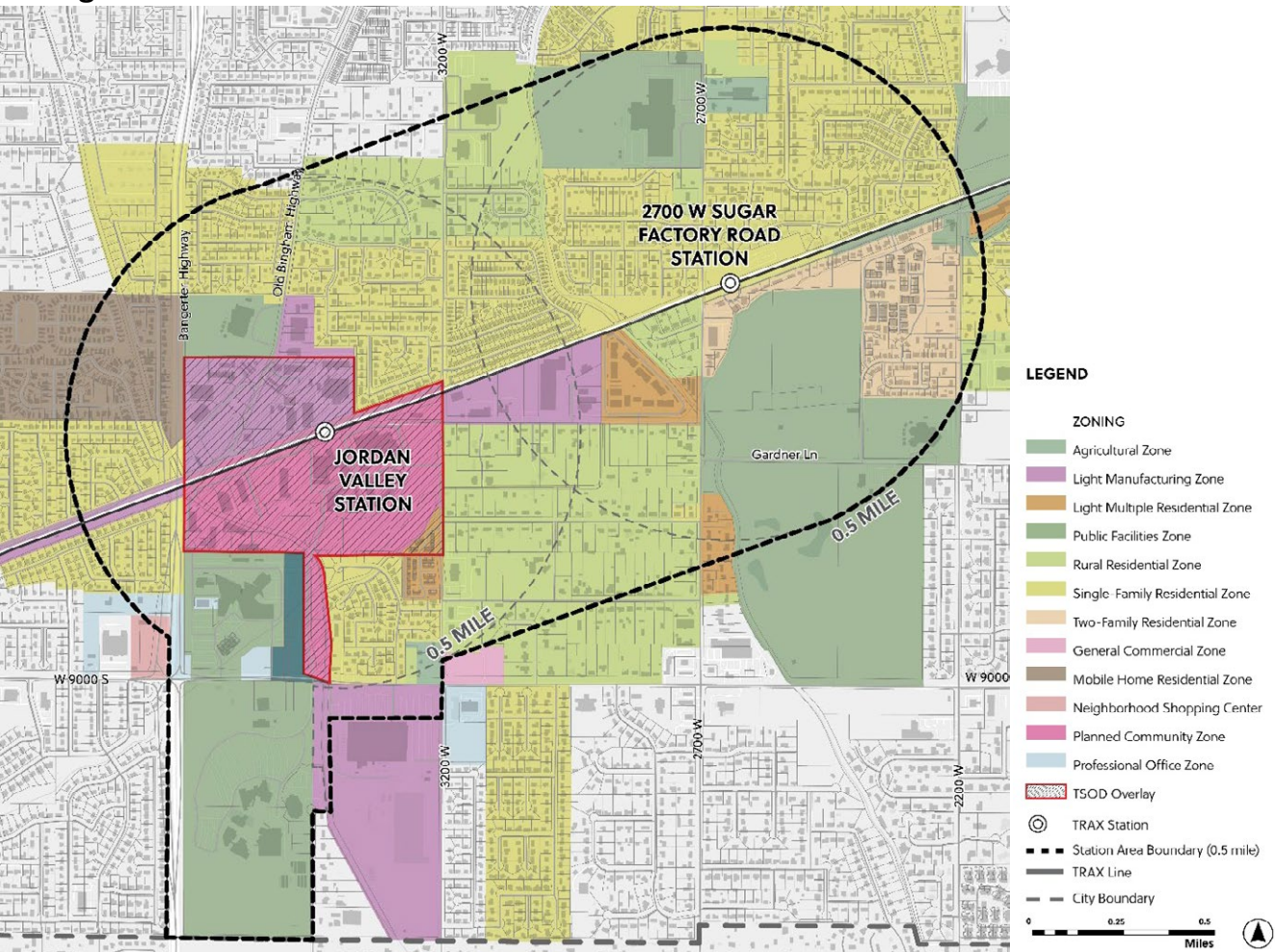
2700 W Sugar Factory Road Station

- 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

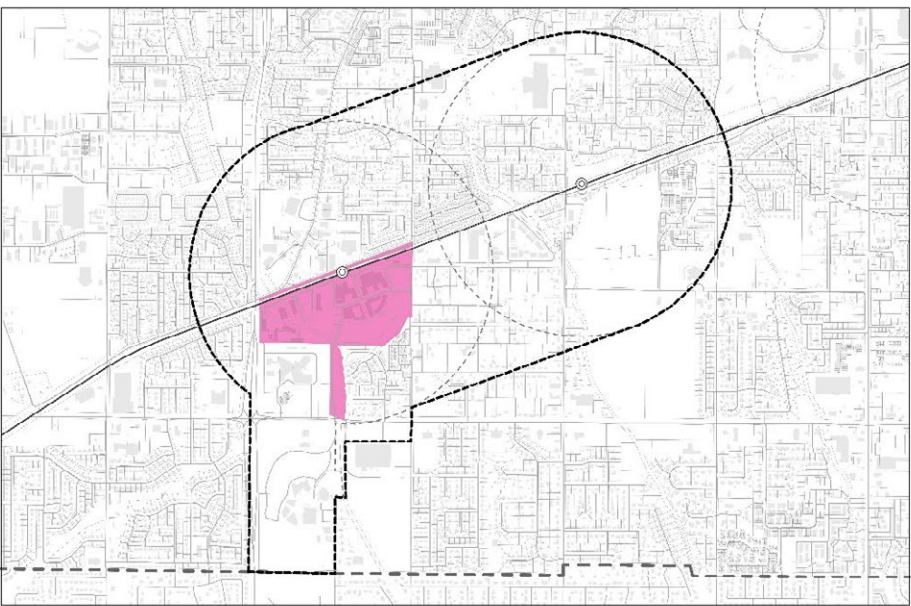
- Station core is zoned Planned Community (P-C) and fully covered by the TSOD Overlay, allowing higher densities and mixed-use development.
- Light Manufacturing (M-1) to the north introduces employment uses but creates a transition edge.
- Significant Public Facilities (P-F) zoning to the south accommodates 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.

Zoning



Zone Districts

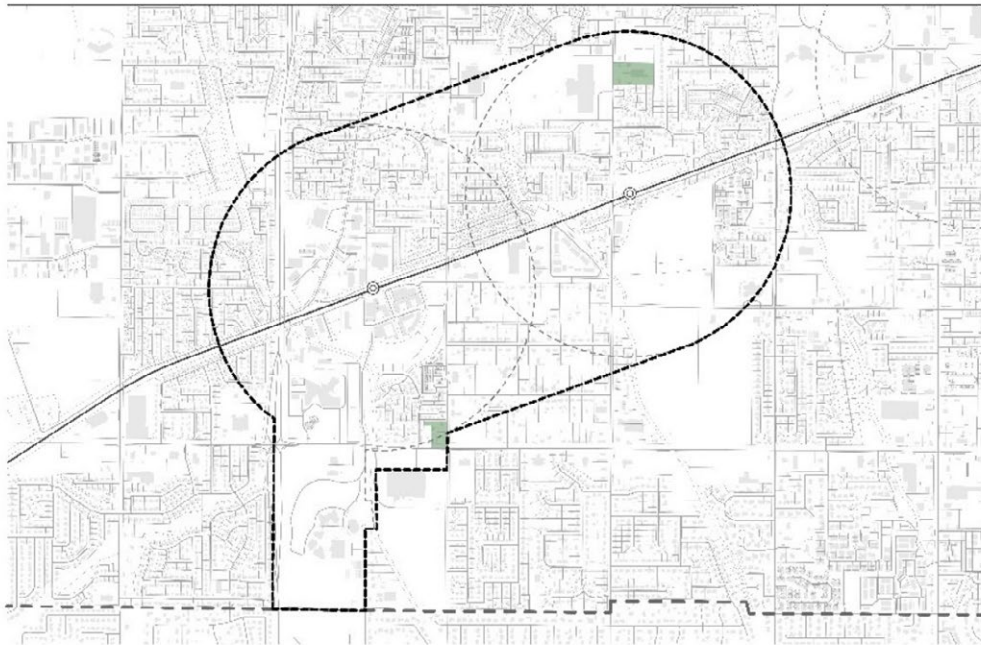
Planned Community Zone (P-C)



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

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.

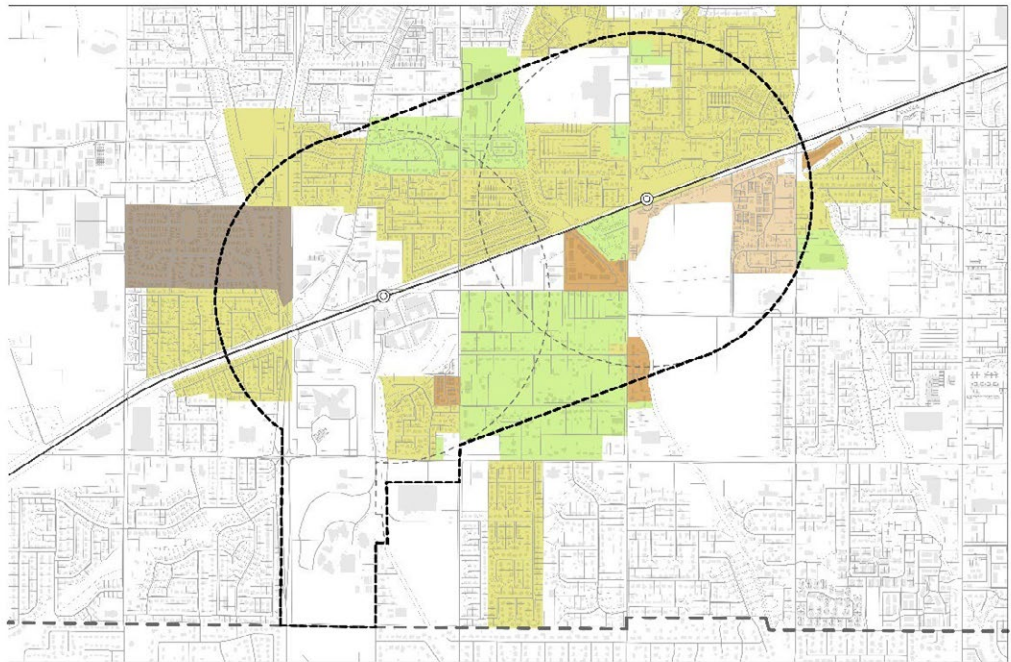
Agricultural Zone (A-1)



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

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.

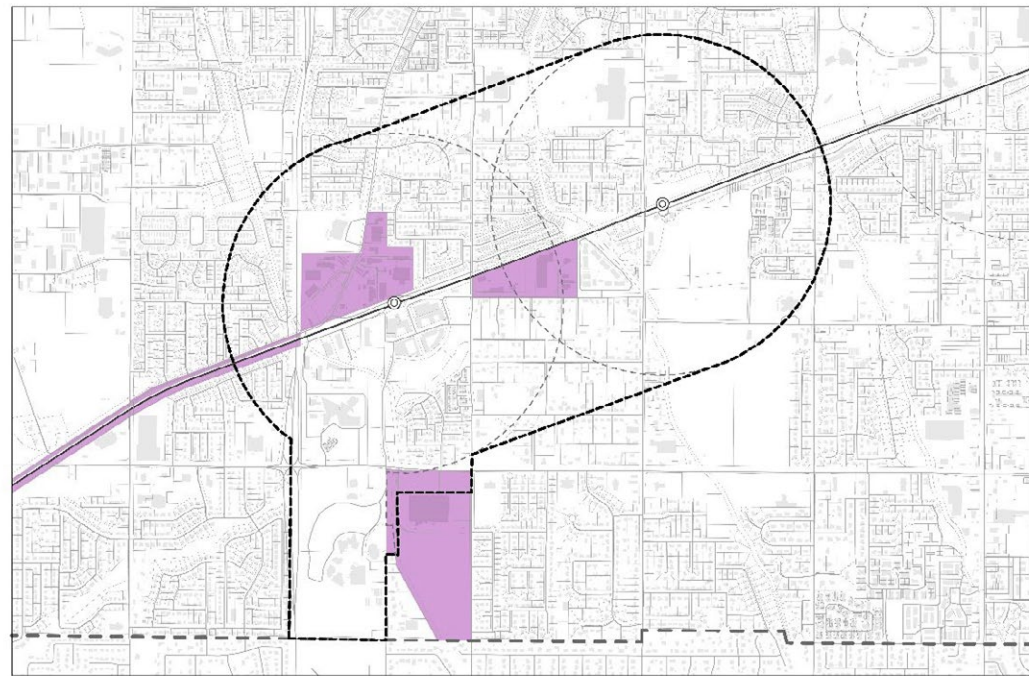
Two-family Residential: The two-family residential (R-2) zone is established to provide a residential environment within the city that is characterized by attractively landscaped single-family and two-family residential lots and structures and associated uses as defined in this article.

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.

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)

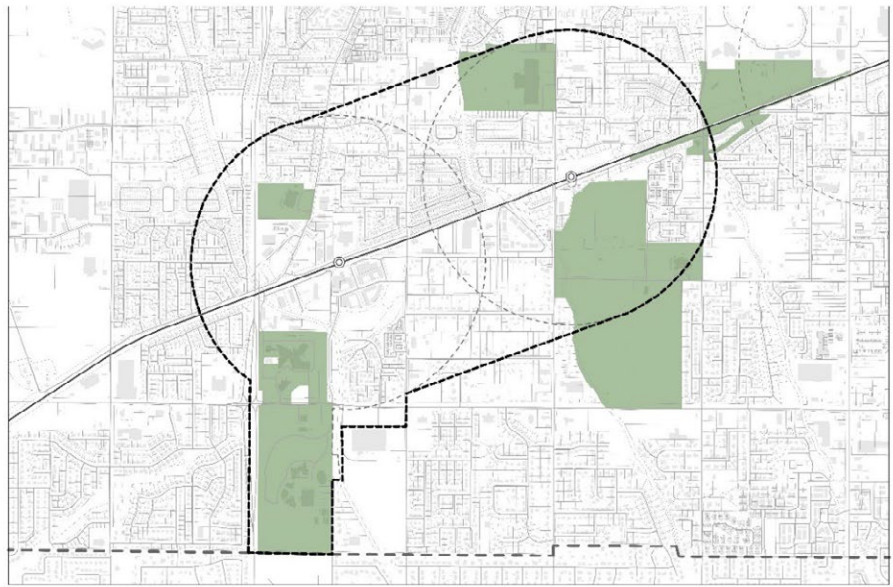


The Light Manufacturing (M-1) Zone is established to provide areas suited to general manufacturing, assembly, repair, and storage. The M-1 Zone is considered to be the most intensive zone that will provide industrial regions of the City that are free from extreme nuisances and dangerous conditions. **M-1 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 International	1/2 acre/2,000 sq. ft.	100'

		residential zone, then 60'	manufacturing zone 30' on a side adjoining a nonresidential or nonmanufacturing zone 60' on a side adjoining a residential zone			at Building Code		
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Public Facilities Zone (P-F)

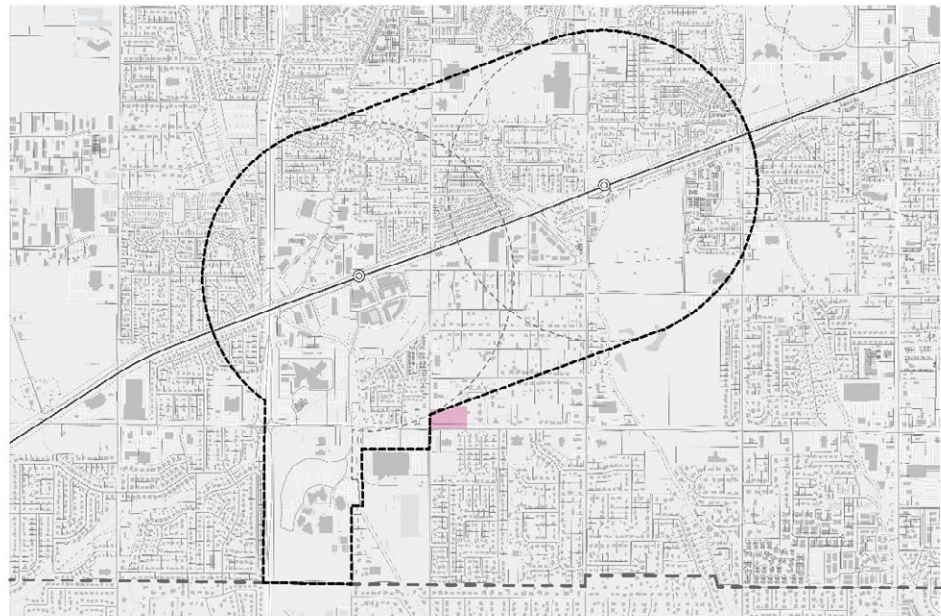


The public facilities (P-F) zone is “established to provide areas for the location and establishment of facilities that are maintained for public or quasi-public uses. (2001 Code § 89-3-801).” There are dozens of permitted and conditional uses for P-F and the standards for the zone are listed below.

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. 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'

to setbacks, access, parking and landscaping		for vehicle parking	which shall be landscaped and not used for vehicle parking.					
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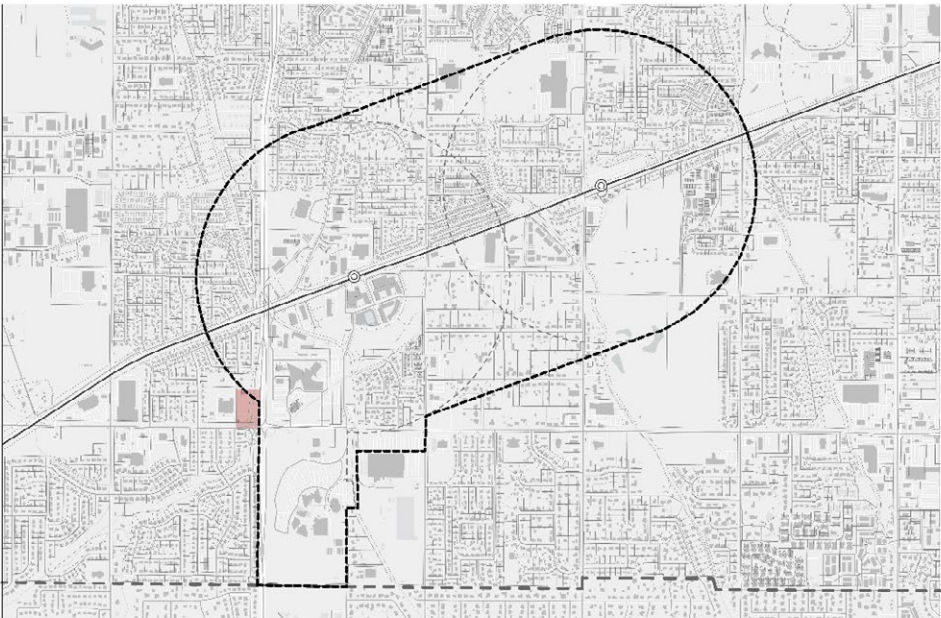
General Commercial Zone (C-G)



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'

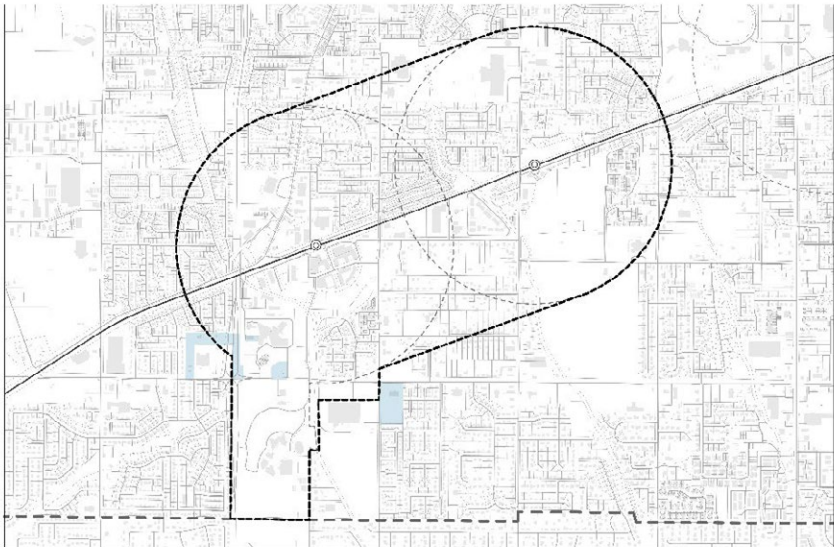
Neighborhood Shopping Center Zone (SC-1)



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'

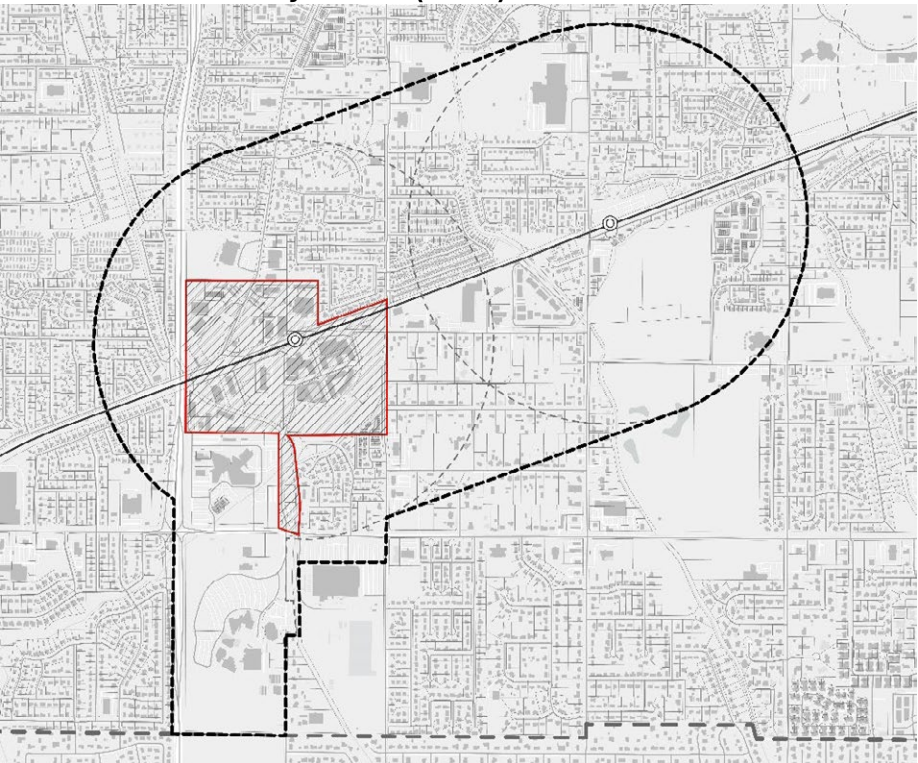
Professional Office Zone (P-O)



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'

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

- 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 ($\frac{1}{4}$) 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

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. - 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

PREVIOUS PLAN REVIEW

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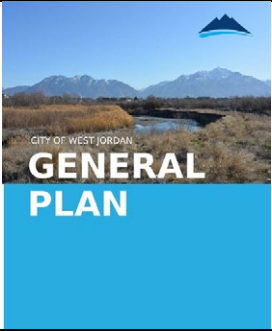
MEMORANDUM

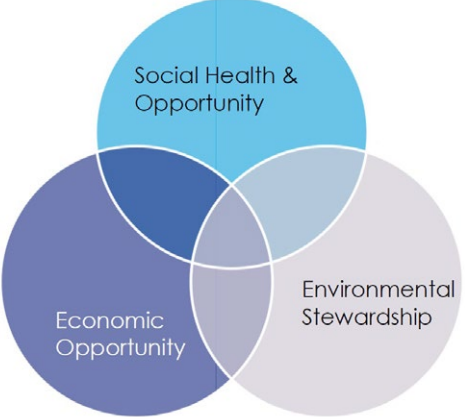
To: City of West Jordan
From: Design Workshop
Date: November 20 , 2025
Project Name: West Jordan Valley Station Area Plan
Project #: 8864
Subject: Existing Plans Review

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

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General Plan.....2
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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. 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	 • 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. • Sustainability has been incorporated throughout this General Plan. • 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. • 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. • 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.

- Implementation of these practices conserves energy, reduces the need for public infrastructure, and, in general, uses the land more efficiently, with reduced environmental impact.

Land Use Guidelines: Transit-Oriented Development

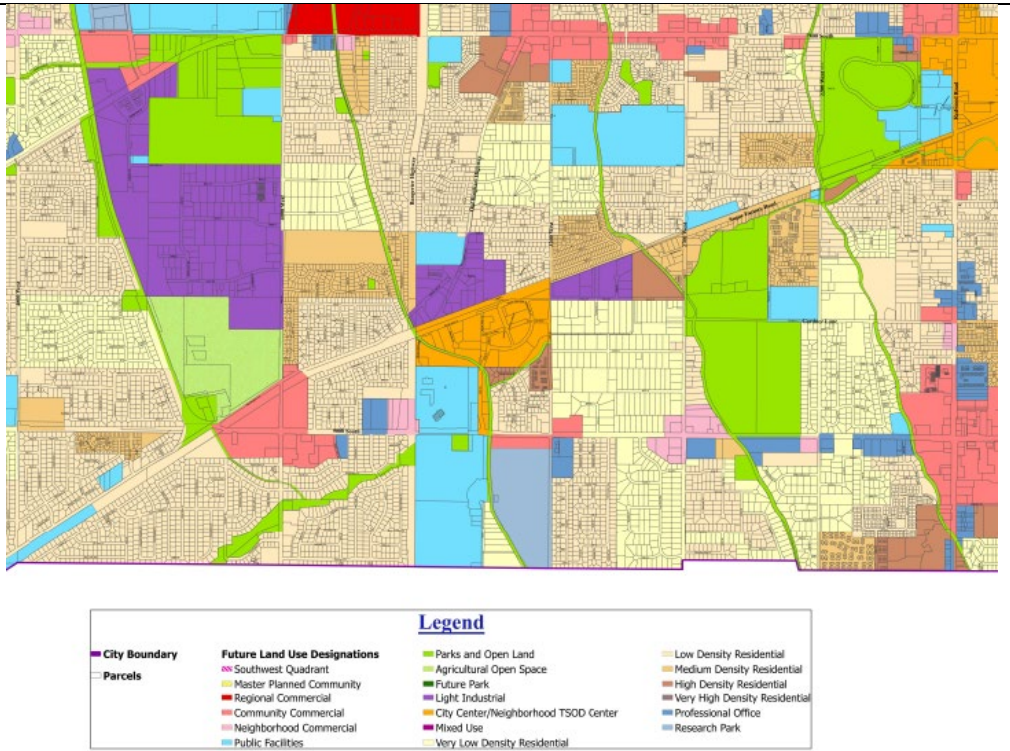
1. Compact development built at greater densities than exclusively auto-oriented development.
2. A diversity and mix of uses, with daily conveniences and transit at the center.
3. Pedestrian-friendly design that encourages and facilitates walking and bicycling and reduces auto dependency.

Urban Design Guiding Principles: Transit-Oriented Development

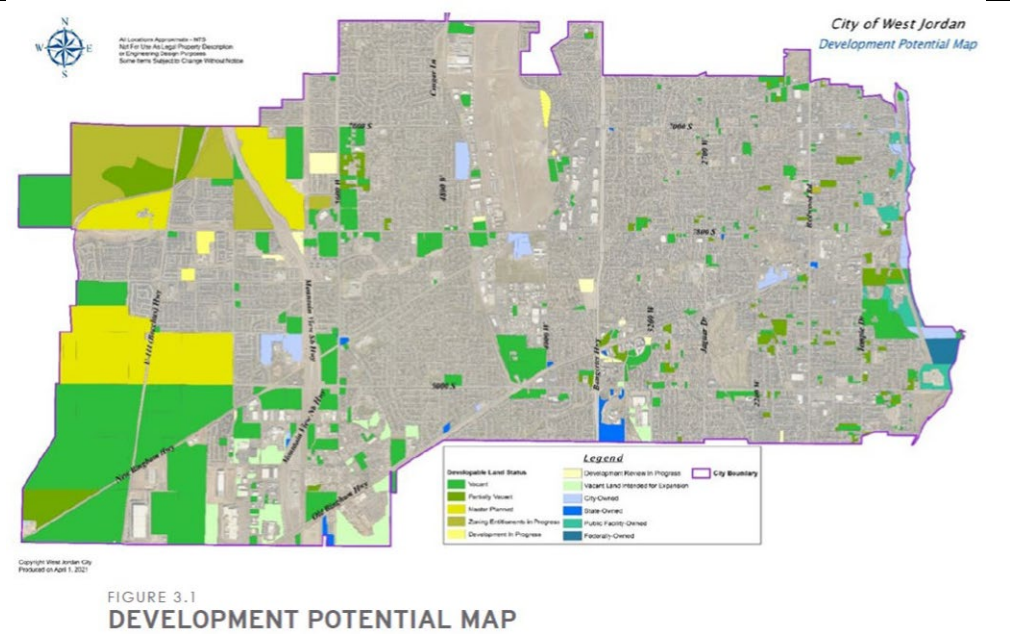
- These principles include creating compact development that includes a diversity and mix of uses and pedestrian-friendly design.
- Design elements that should be incorporated into a transit-oriented development include a complete network of bike and pedestrian paths that enhance accessibility, comfort, convenience and visual interest.
- 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.
- Main entrances to buildings should be placed as closely as possible to these paths for convenient access.
- Sufficient lighting along pathways and at street intersections should also be provided to enhance safety and security for nighttime use.

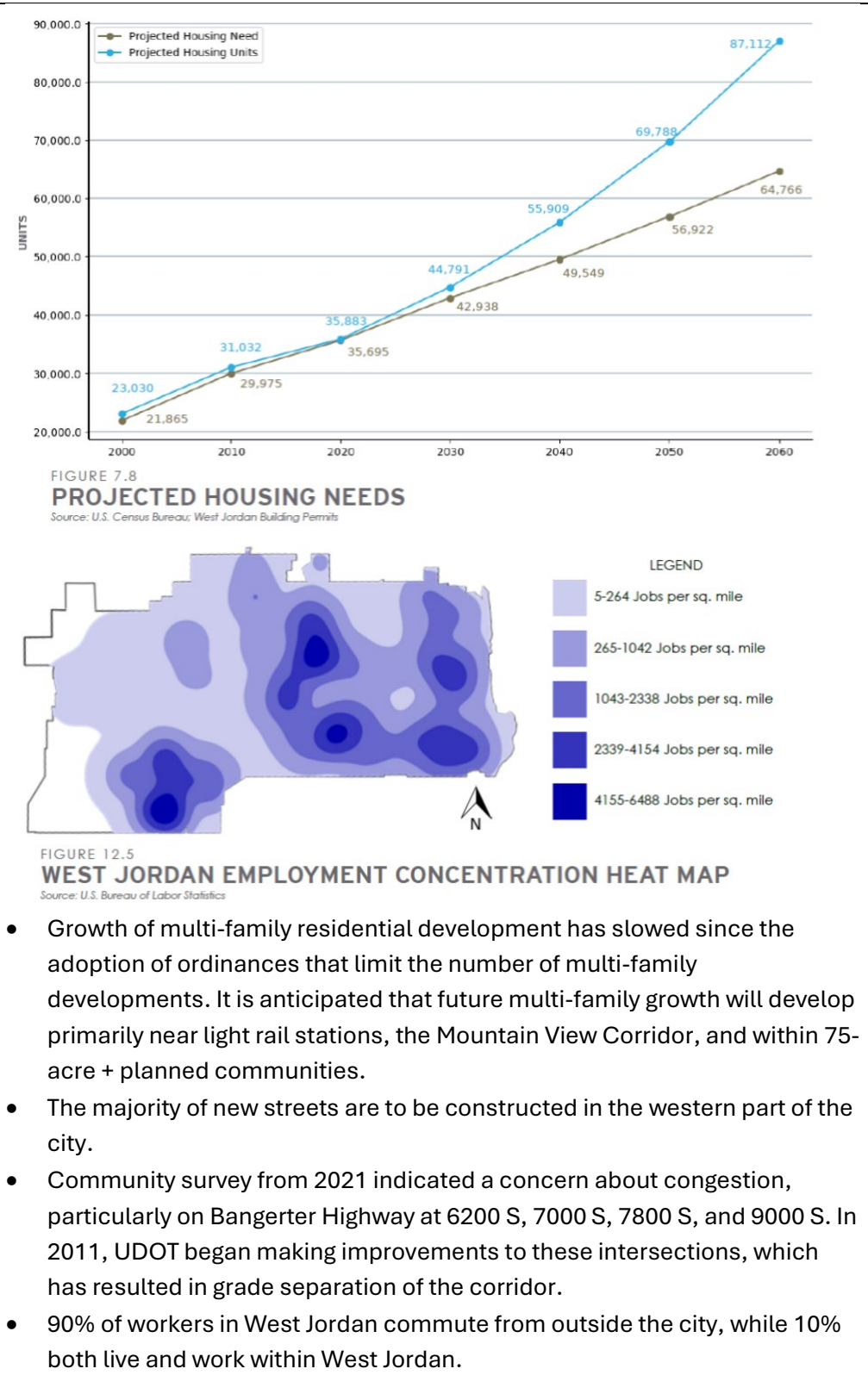
Neighborhood Urban Design Character Principles:

- Those areas of the City that already meet all expectations and stand out as great places within the community must be recognized and preserved.
- Those that do not meet expectations must be improved, revitalized, and/or redeveloped.
- 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.



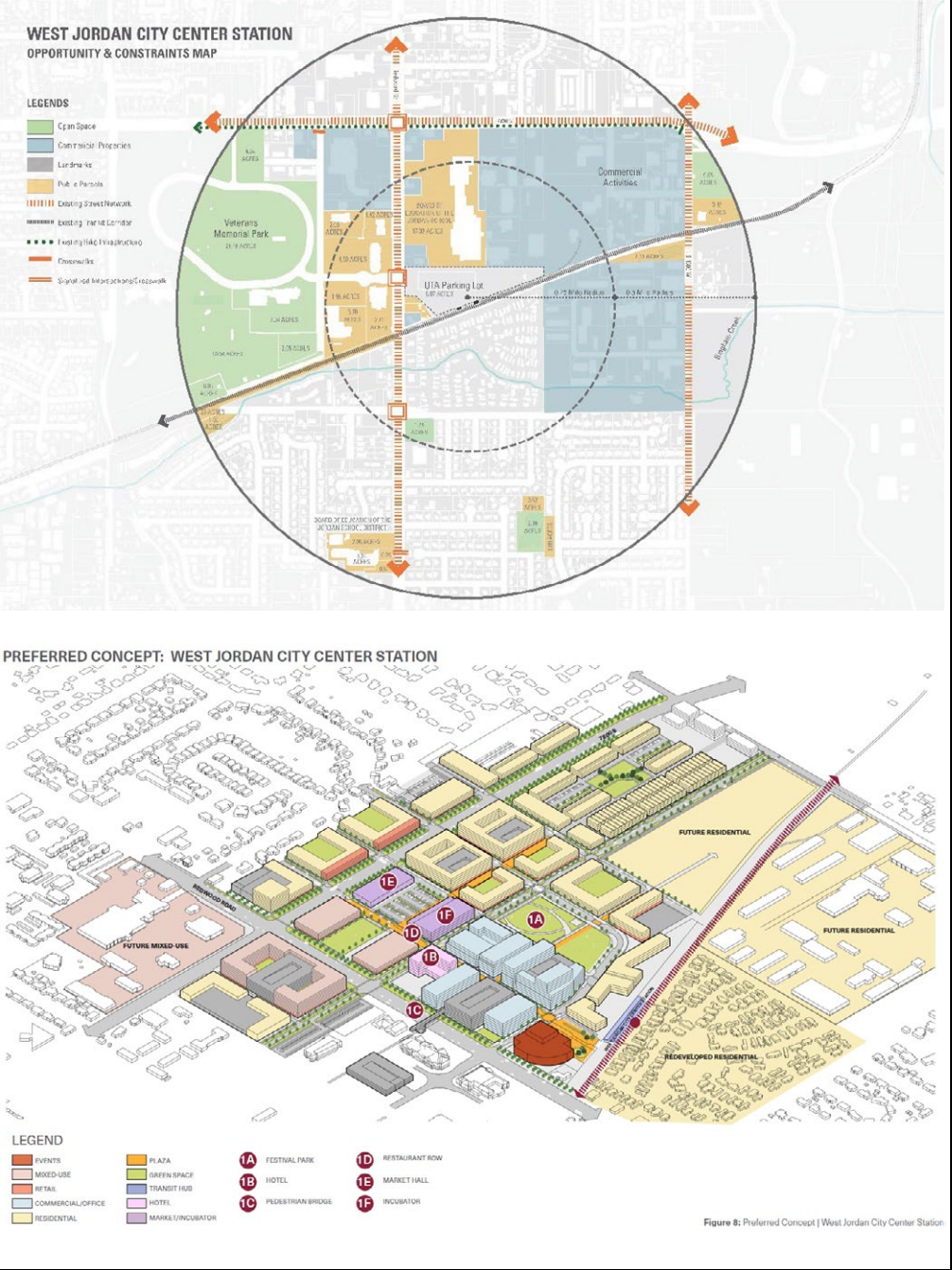
Key images





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. 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. • 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 • 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. • 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. • 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. • The plan highlights improving links from neighborhoods to stations through better sidewalks, infill paths, and bike lanes and cycling corridors. • The plan also considers opportunities to use TRAX ROW for multi-use trails.

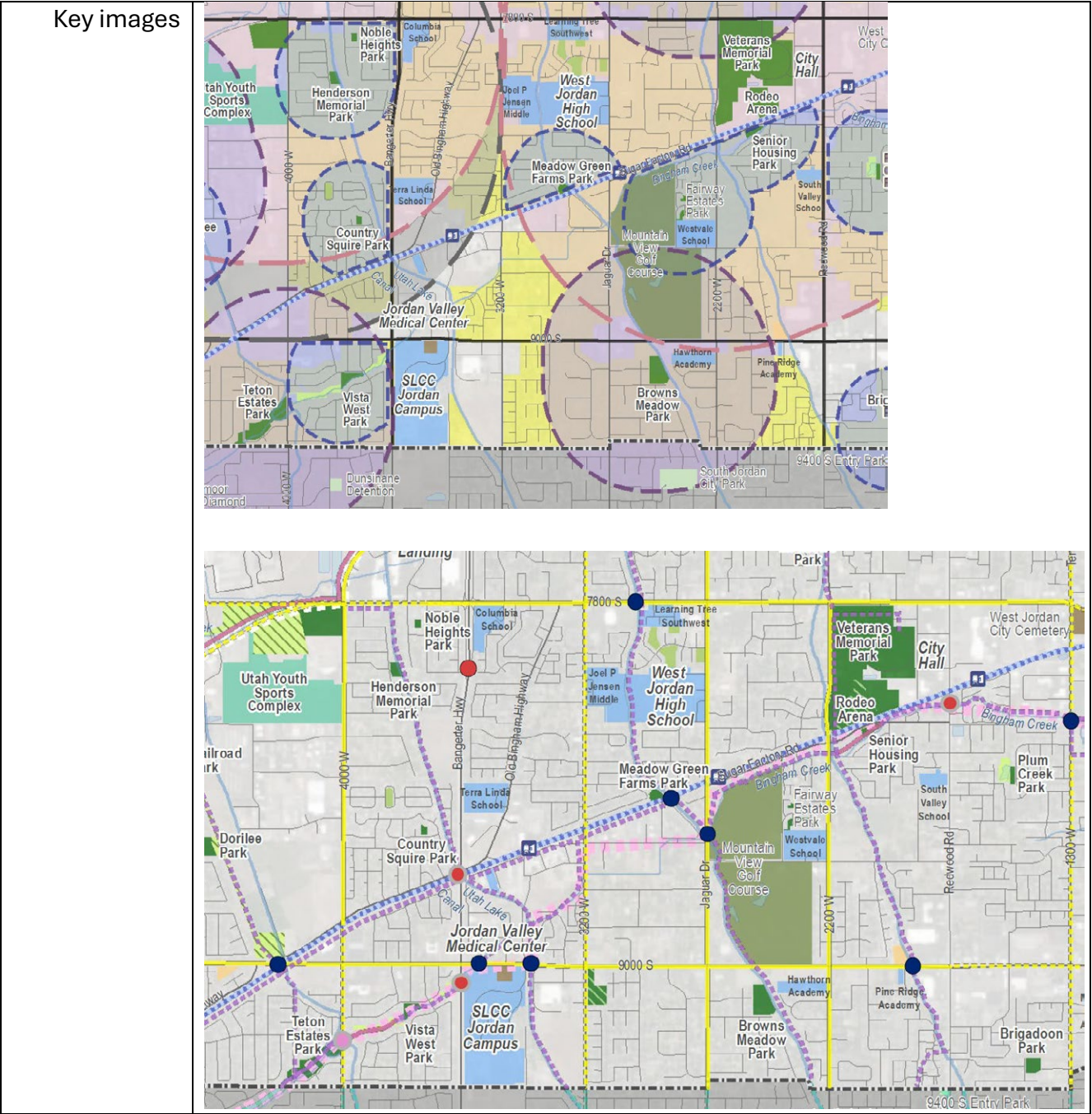
Key images



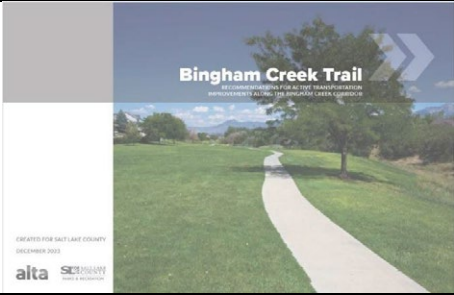
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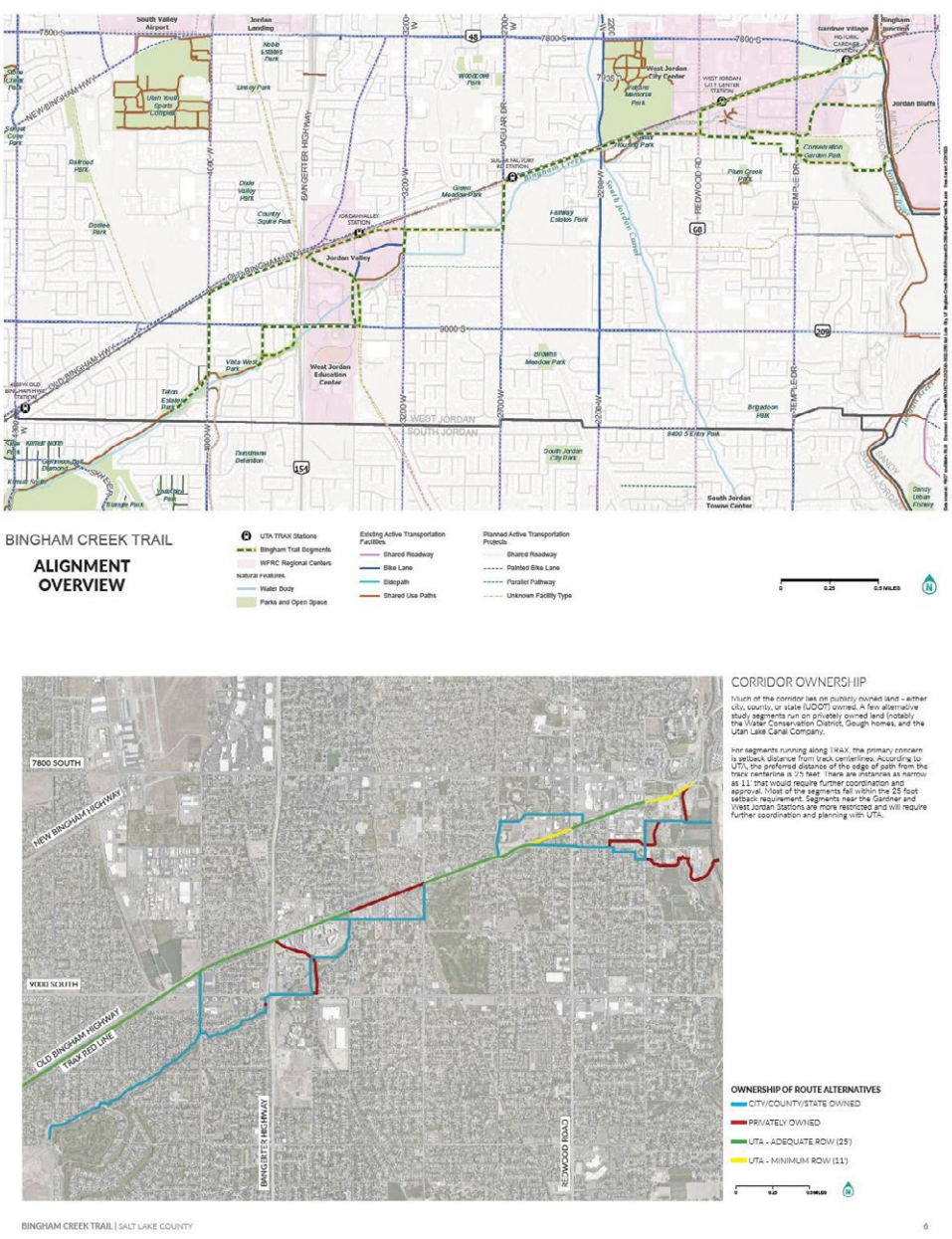
Document Name	West Jordan Parks, Recreation, Trails & Open Space Master Plan
Written By	City of West Jordan
Publication Year	2019
Summary (50 – 100 words)	The purpose of the West Jordan Parks, Recreation, Trails, and Open Space Master Plan (2018-2028) is to provide a comprehensive update to information 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. • Neighborhood Parks (24.3%) and Community Parks (24.0%) are the most desired park types. • More than half of residents use trails (51.9%). • 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. • 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. • Trail standards: - Multiuse trails: minimum 12’ wide asphalt trails that are typically separated from roadways - Urban trails: 8’ wide minimum concrete pathways that can either be separated from roadways or sited adjacent to roadways where conditions prohibit physical separation - Unpaved trails: single-track, off-road routes, primarily used by mountain bikers and hikers. New unpaved trails should be 30” wide at a minimum. • Recommendations - Proposed trails should be implemented as opportunities arise and funding becomes available, with a priority placed on filling gaps, especially along east-west routes. - Lighting and safety improvements are recommended, focused at trailheads and along key trail corridors. - A comprehensive wayfinding and signage system should be installed for the City’s trail network.



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. - Single-family residential has been the vision of the city as it has transformed from a rural farming community over the last 50 years. - Single-family residential comprises 39% of the residentially zoned property in West Jordan. - 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. - 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. (73%) of the housing stock in the City would be affordable to a household making a moderate income, if it were available. - 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. - 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. - 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.

	
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. • 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.

Key Images

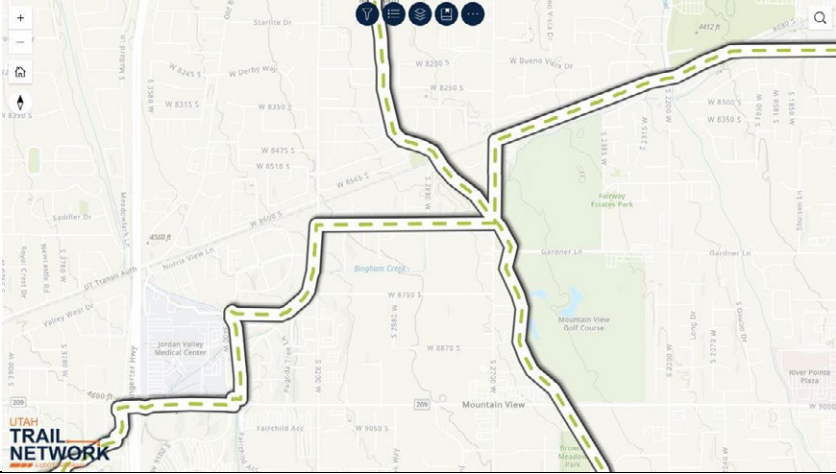


Document Name	Jordan Valley TOD
Written By	Bangerter Station LLC
Publication Year	2015
Summary (50 – 100 words)	Jordan Valley is a proposed mixed-use TOD. West Jordan's land use map identifies this area as a Town Center, all within ½ mile of the TRAX station.
Key takeaways	Throughout the residential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

Previous Plan Review

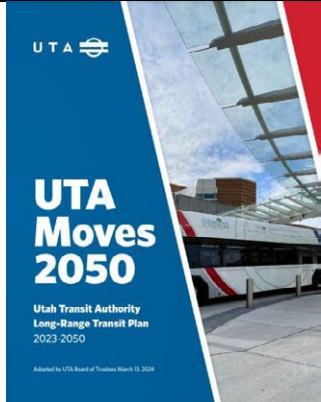
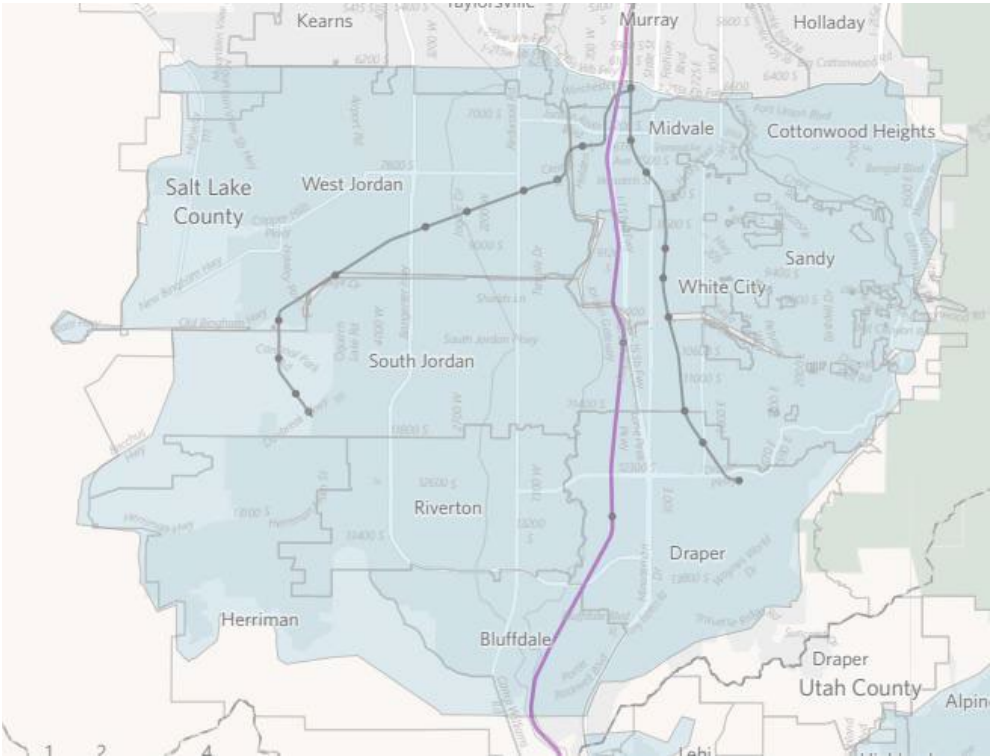
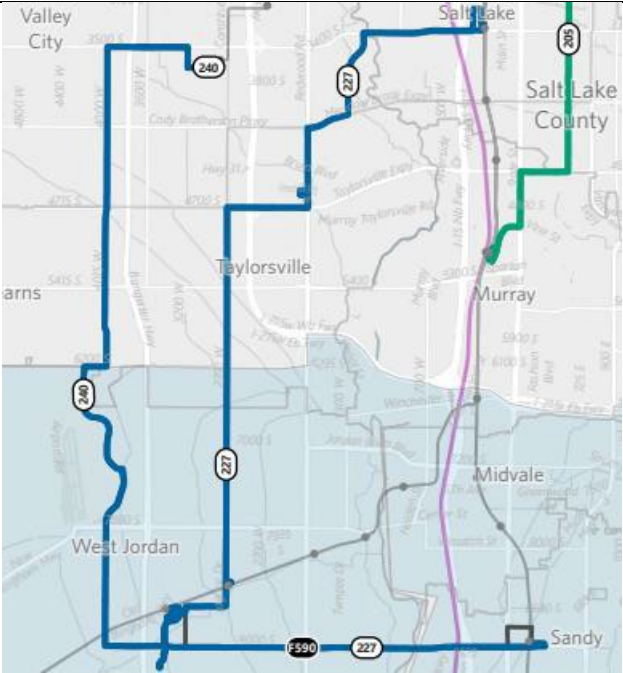
	
Document Name	Salt Lake Community College Jordan Campus 2021 Master Plan
Written By	Salt Lake Community College
Publication Year	2021
Summary (50 – 100 words)	The 2021 SLCC Jordan Master Plan provides a guideline for phased development of the site with a potential capacity of an additional 440,000 square 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. • Walkability and priority are part of the sustainability guidelines. • 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. • 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. • The plan includes bike racks as part of the site furnishing.
Key Images	



	
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. • 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. • 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	

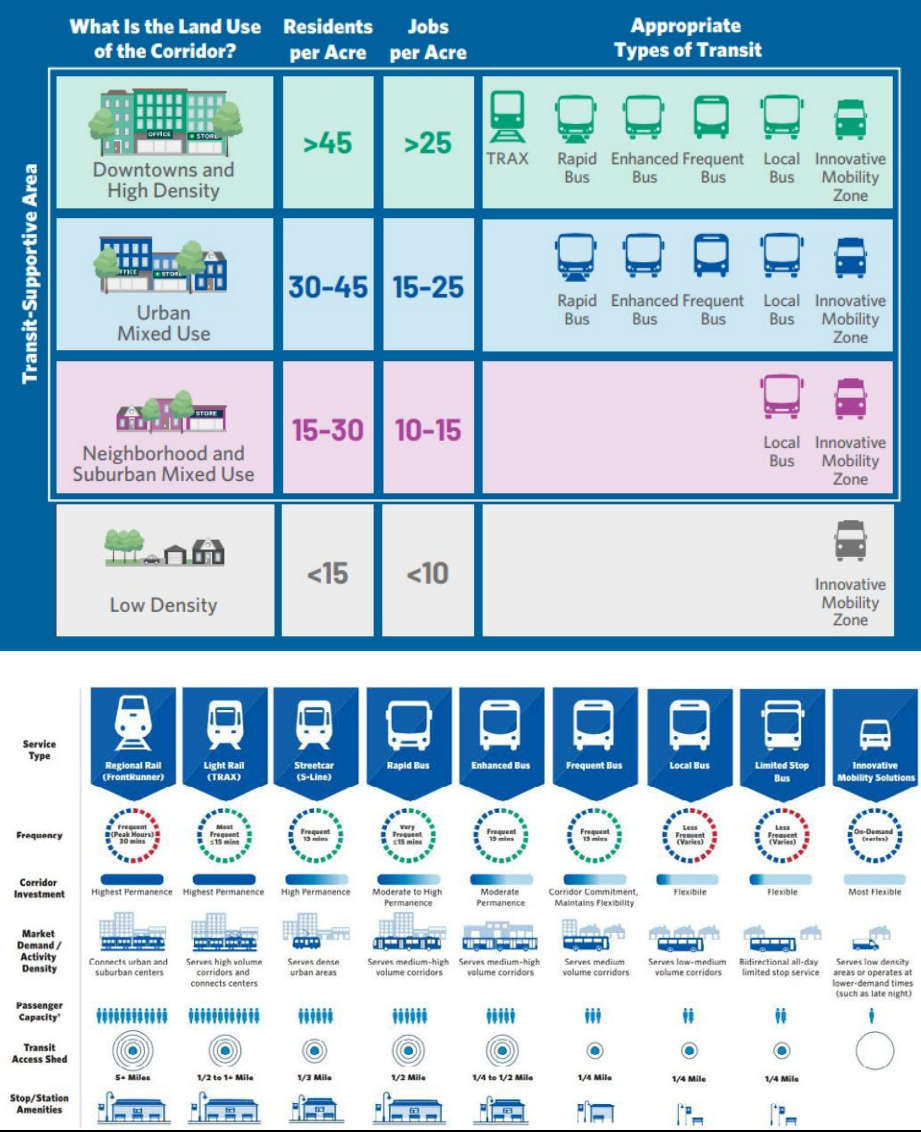
	
Document Name	UTA Five-Year Service Plan
Written By	Utah Transit Authority
Publication Year	2024
Summary (50 – 100 words)	The Utah Transit Authority (UTA) Five-Year Service Plan defines UTA's approach to addressing increasing transit demand driven by regional growth. Updated every two years, the plan 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. 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.
Key takeaways	Changes to Jordan Valley and Sugar Factory Road Station Area routes impacted by the Five-Year Service Plan are described below. Service changes include: • April 2027 - 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. - Route 240 (4000 West): Will reroute to Park Center Drive between 7200 South and 6200 South. It won't affect the station area. • April 2029 - 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.

Key Images



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. • Increasing bus frequencies and extending FrontRunner were the top two priorities among public outreach respondents. • 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). • The plan includes recommendations to increase frequency and improve amenities throughout UTA’s service area where available. • 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.

Key Images



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.

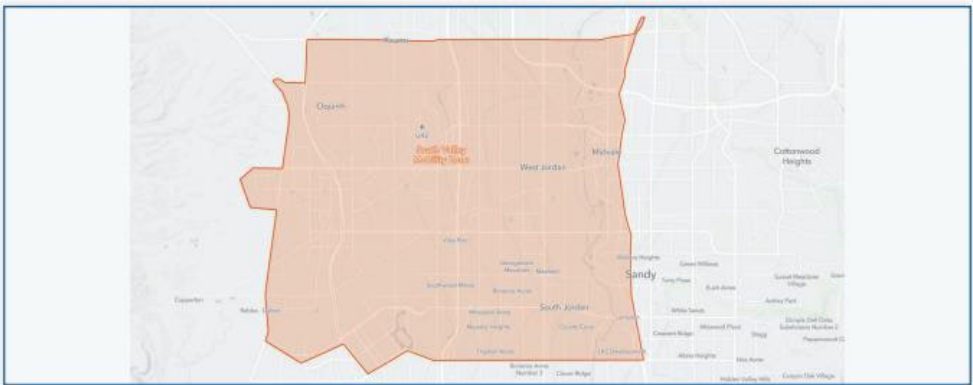
DIVERSITY OF LAND USES
A mix of pedestrian-friendly uses create active streets that invite people to walk and take transit for more trips, and enables people to do more without a car.

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.

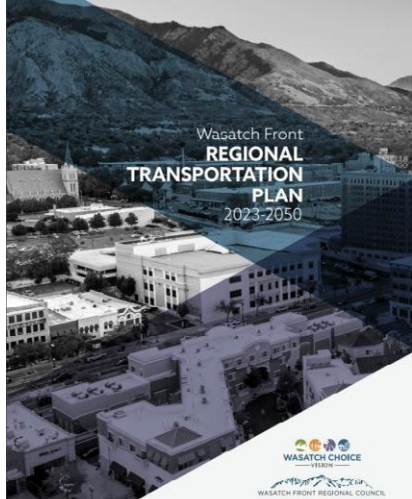
DEMAND MANAGEMENT
Attractive alternatives encourage people to use transit, walk, and bike for more trips.



	 Transit Parking Guidebook and Tool PREPARED FOR: Utah Transit Authority, in collaboration with: Utah Department of Transportation Mountainland Association of Governments Wasatch Front Regional Council PREPARED BY FEHR+PEERS DATE February 2025
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: - 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. - 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. - 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. - The document identifies the SLCC and the Jordan Valley Hospital as regional destinations near Jordan Valley Station. - 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

	demand and recommends a target supply of 114 stalls, indicating that the current supply significantly exceeds what is recommended. 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	Capacity: 716 Use Sized Capacity: 200 Capacity: 262 Use Sized Capacity: 245 Capacity: 218 Use Sized Capacity: 174 Capacity: 57 Use Sized Capacity: 114 West Jordan 2.8 1.7 6.1 South Salt Lake Suburban: Transfer Location TOD Suburban: Transfer Location Suburban: Creek

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	STOD			
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	Parking Supply Existing High Medium Low	
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	Parking Supply Existing High Medium Low	
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		

	
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. • 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. • RTP projects within the Jordan Valley and Sugar Factory Road station areas are the following: 1) Phase 1 (2023-2032): - Active Transportation: Bingham Creek Trail and TRAX Rail Trail Shared Use Path - Roadway: 9000 South Widening (7 lanes) 2) Phase 2 (2033-2042): - Active Transportation: Old Bingham Highway Buffered Bike Lane and Utah Distribution Canal Trail Shared Use Path 3) Phase 3 (2043-2050):

APPENDIX B 171

APPENDIX B 171

APPENDIX B 171

APPENDIX B 171

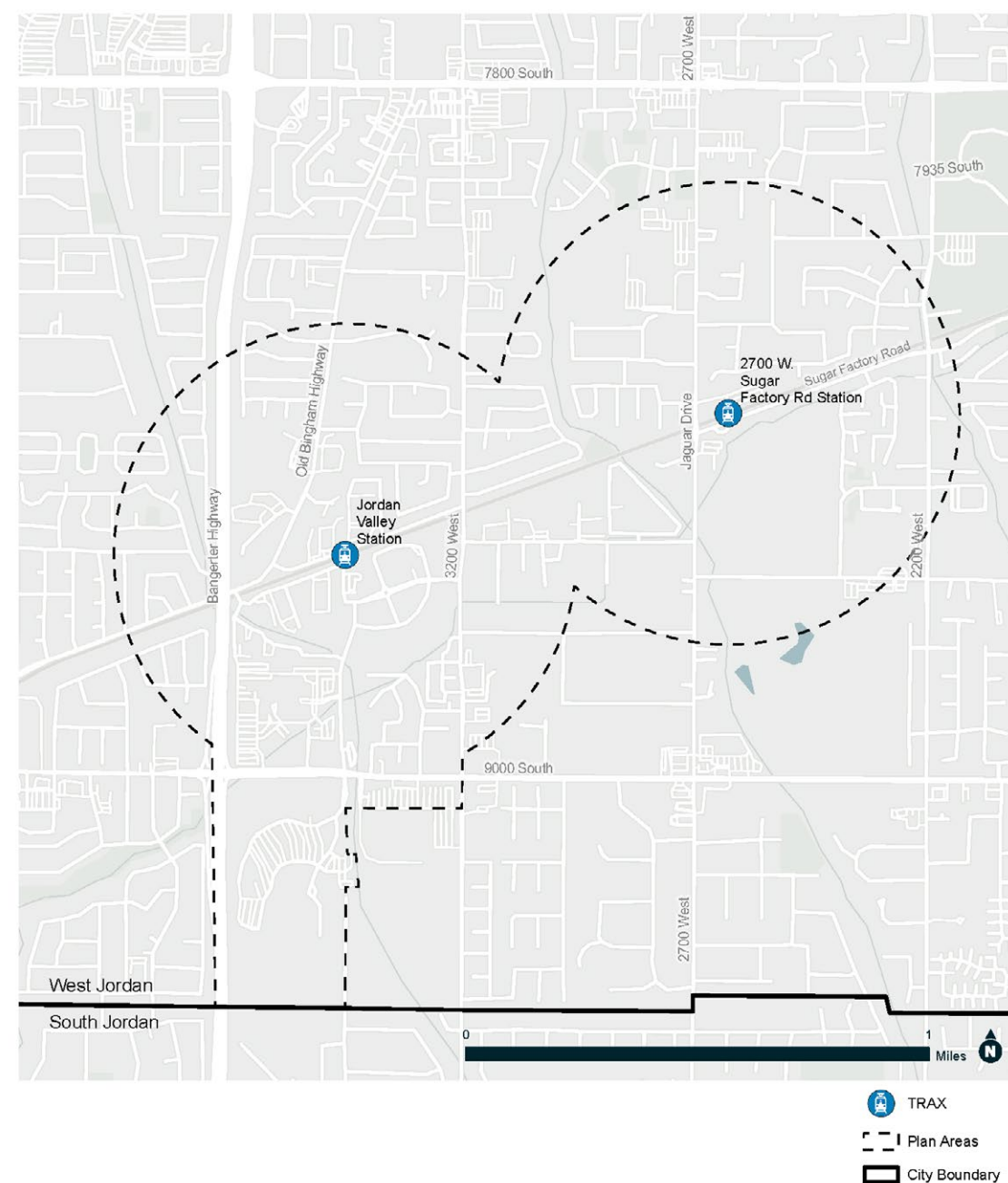
APPENDIX B 171

- APPENDIX B 171

APPENDIX B 171

APPENDIX B 171

APPENDIX B 171



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, WFR 2022 Level of Traffic Stress (LTS), UDOT 2019–2023 Crash Data, and WFR 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 WFR 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. WFR 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.

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

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.

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.

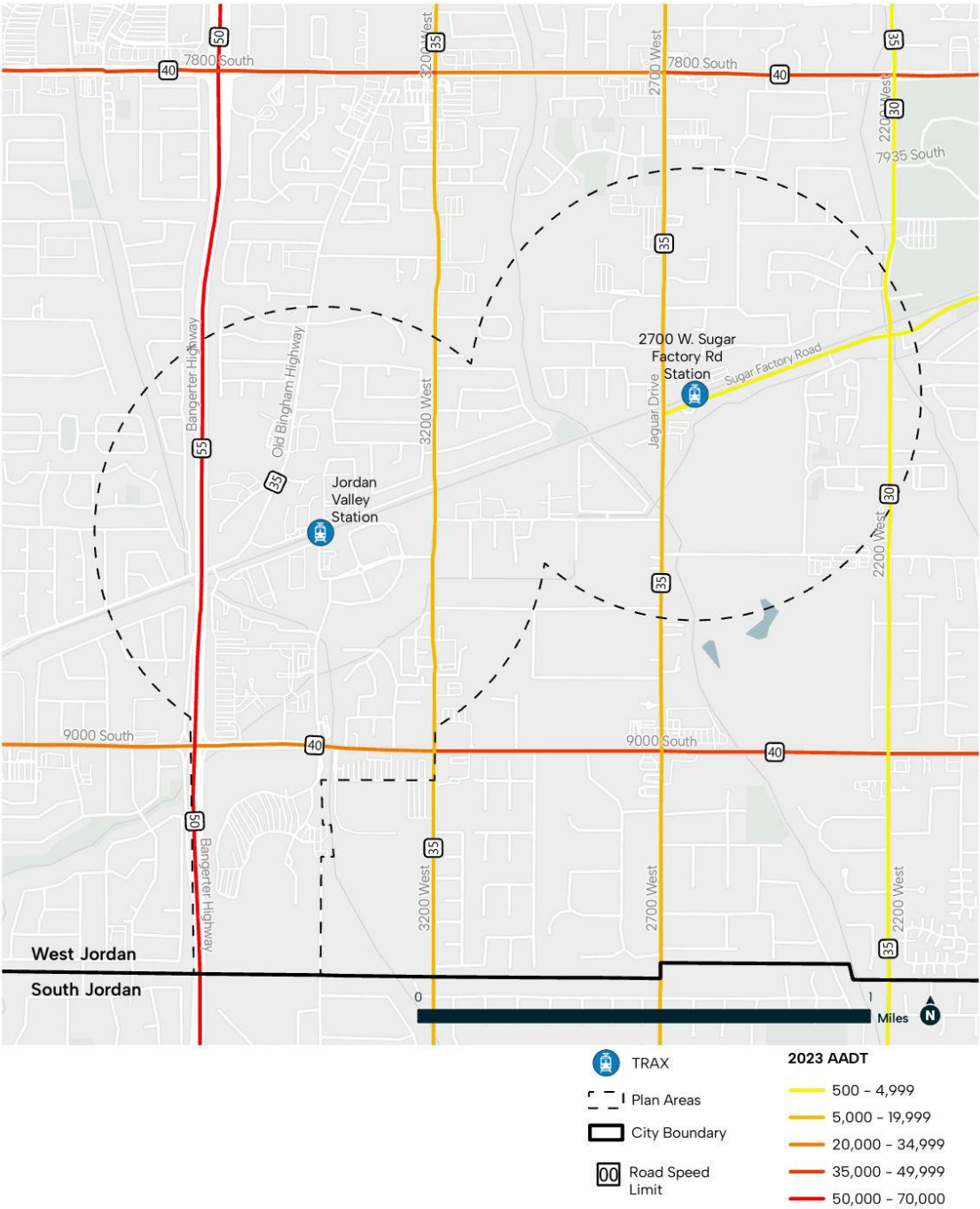
TRANSIT

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.

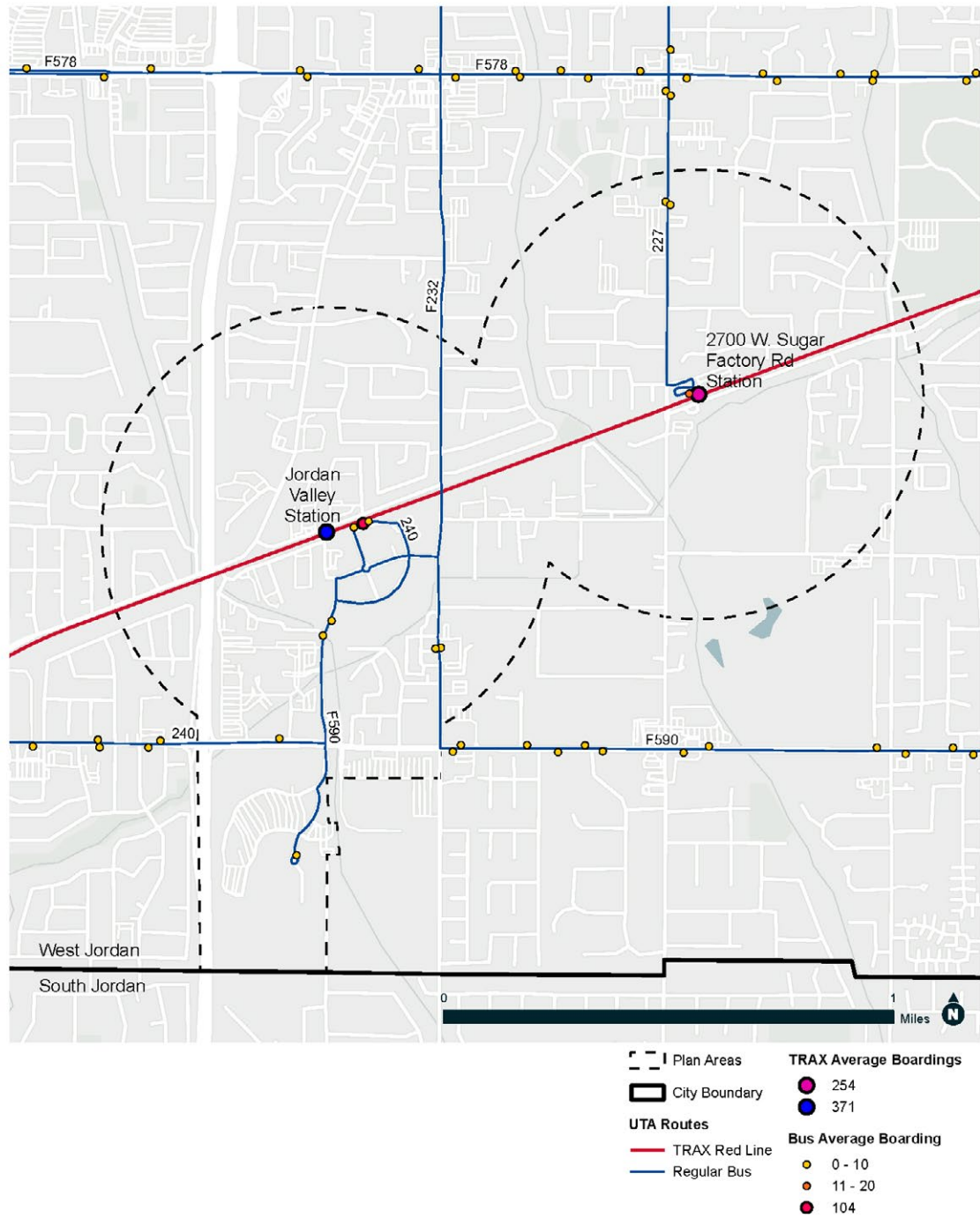
Future projects, identified in the 2023 Regional Transportation Plan and the West Jordan Active Transportation Plan, include buffered bike lanes along 2700 West and Old Bingham Highway, an extension of the Bingham Creek Trail, and a shared–use path along the railroad corridor, as illustrated in **Figure 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.



Roadway Annual Average Daily Traffic and Speed Limit

Fehr&Peers

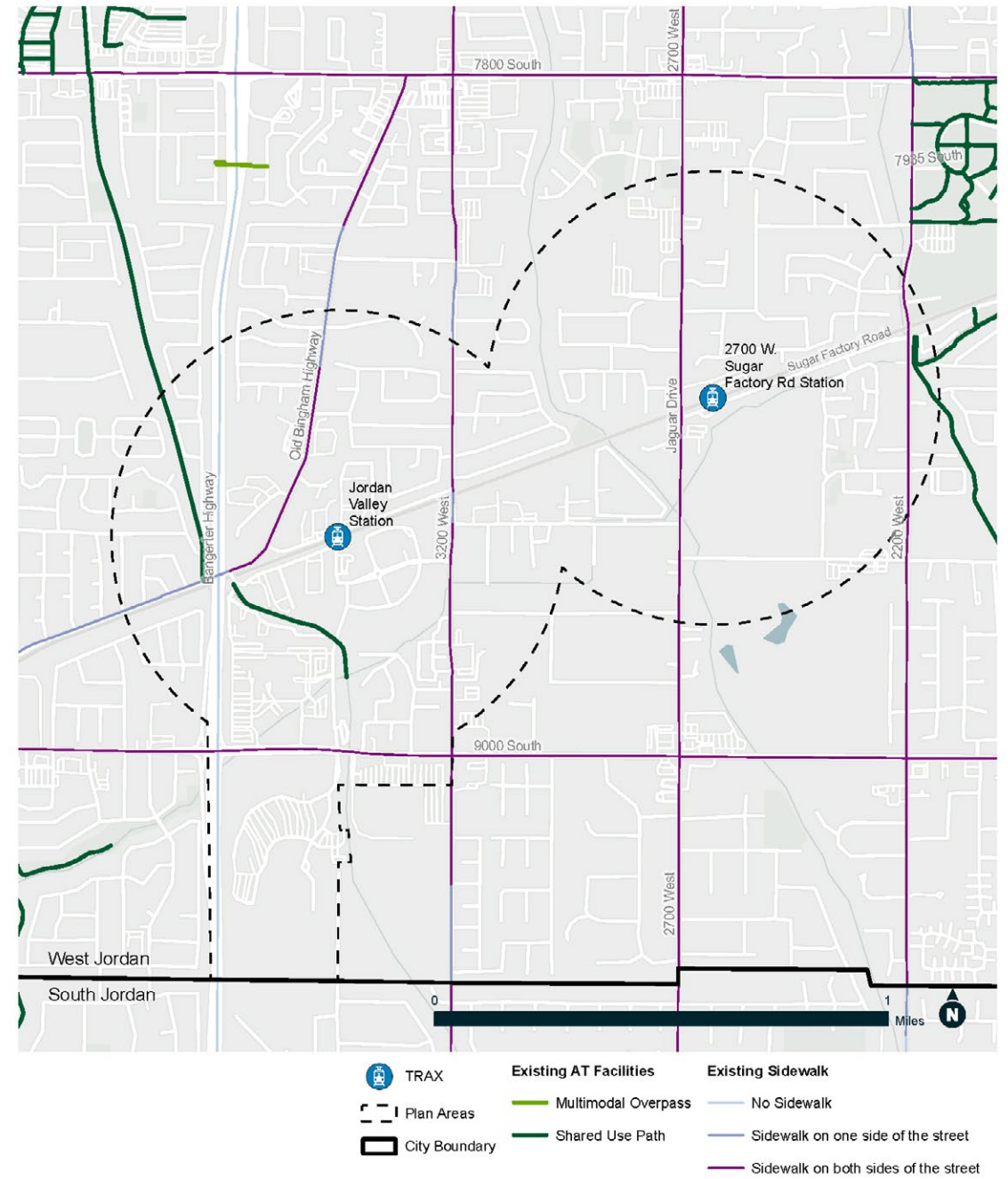
Figure 2. 2023 Traffic Volumes in Jordan Valley and Sugar Factory Road Station Areas



Existing Transit and Average Boarding

Fehr&Peers

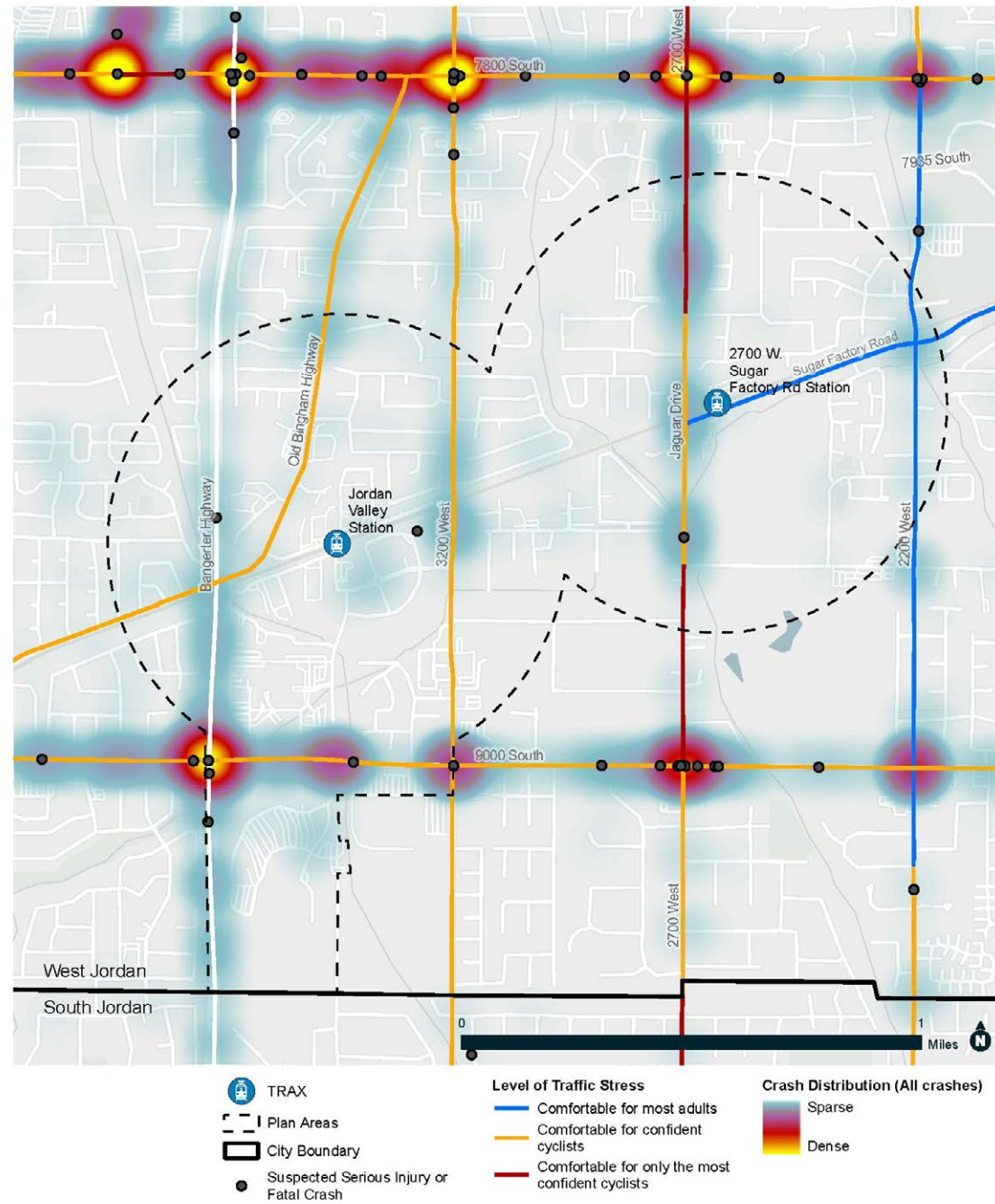
Figure 3. Transit and Average Boardings in the Jordan Valley and Sugar Factory Road Station Areas



Existing Active Transportation Facilities

Fehr&Peers

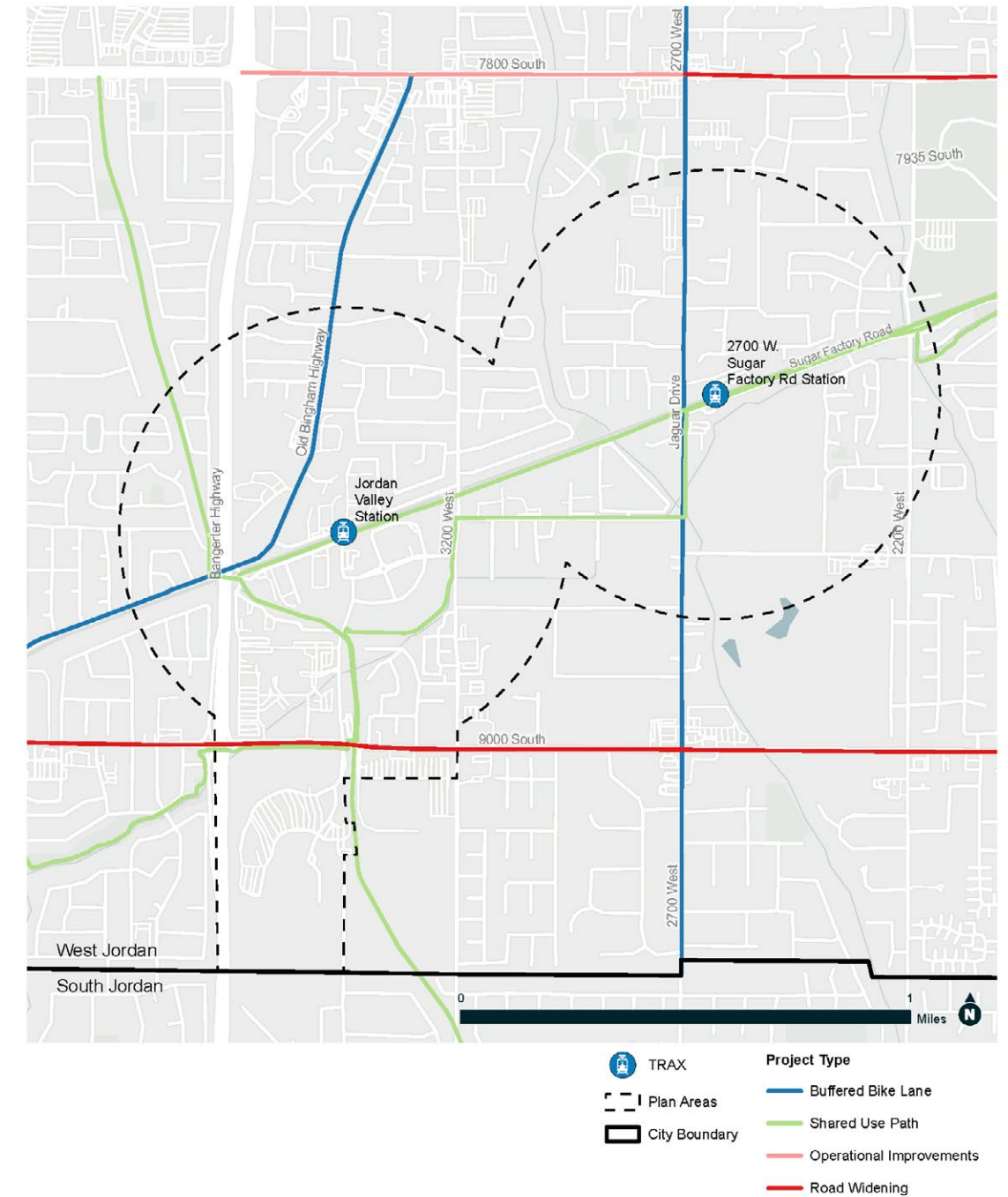
Figure 4. Existing Active Transportation Facilities in the Jordan Valley and Sugar Factory Road Station Areas



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

Fehr&Peers

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

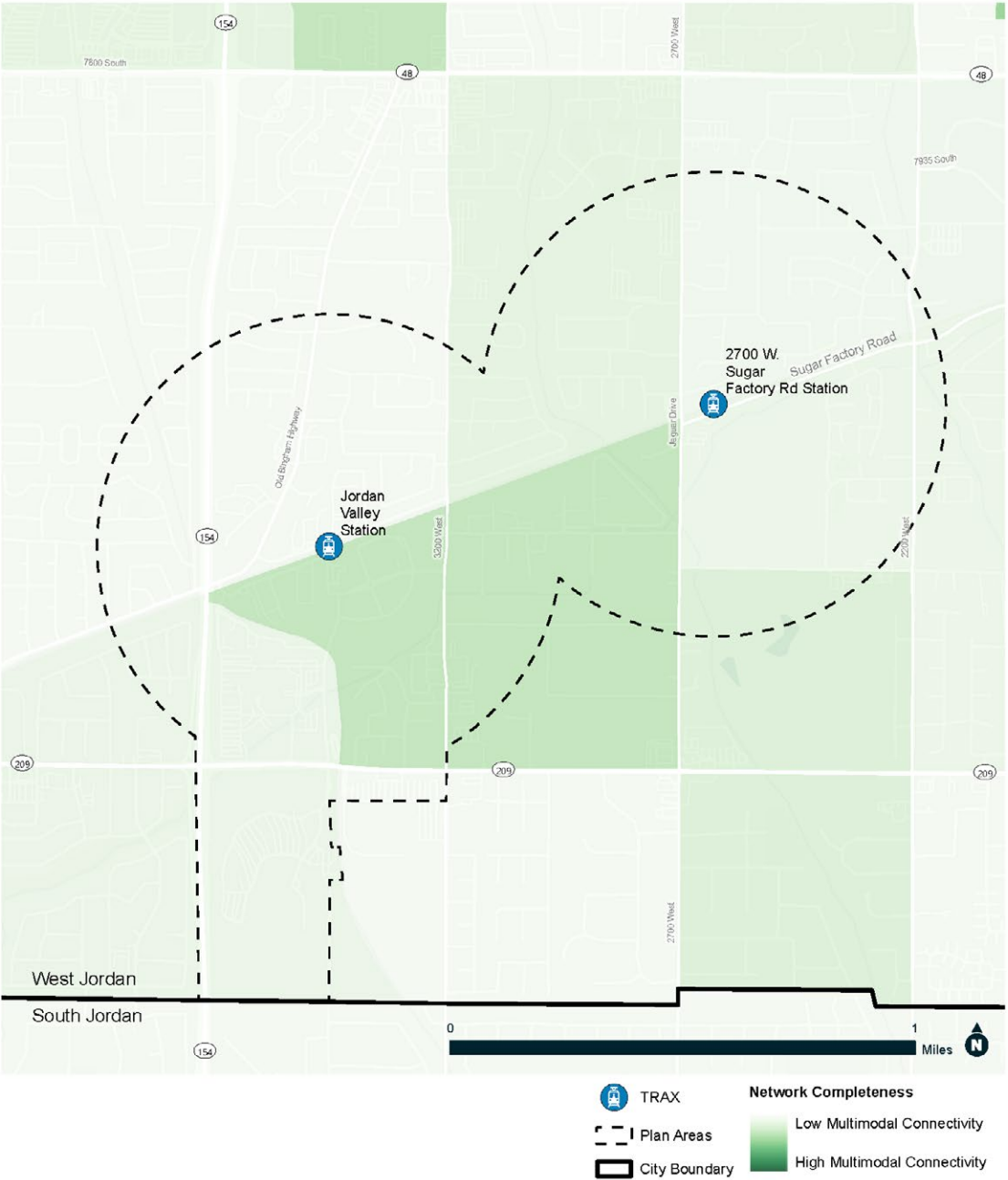
Connectivity Analysis

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.



Network Completeness

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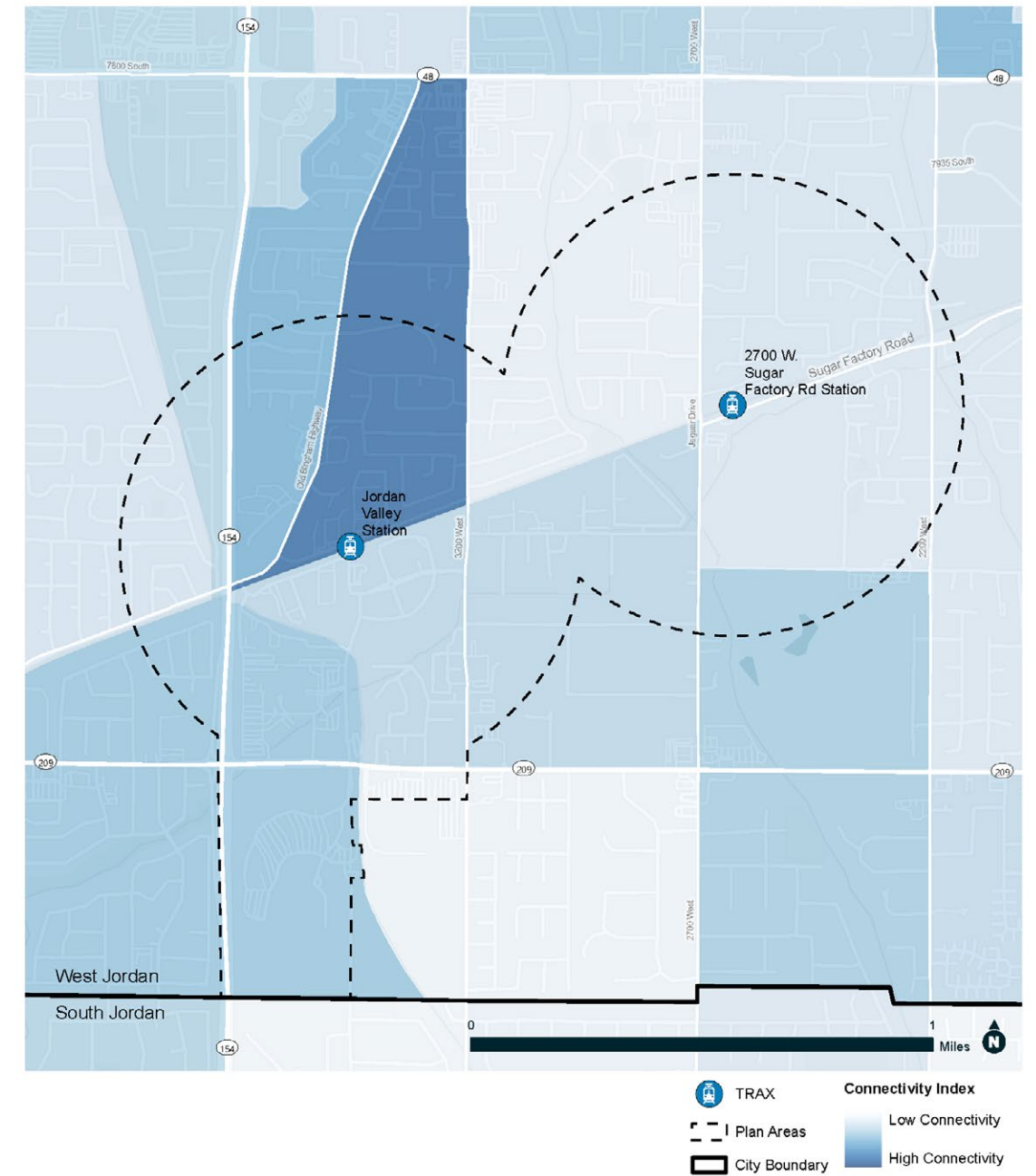
Figure 7. Jordan Valley and Sugar Factory Road Stations Network Completeness



Access to Opportunities

Fehr&Peers

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



Connectivity Index

Fehr&Peers

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

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.

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. • Presence of a sound wall and fence restricts pedestrian access between Sugar Factory Road and the station. • 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. • 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. • 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. • Existing parking lot with low utilization offers opportunities for new uses. • The planned Bingham Creek Trail has the potential to improve AT connections between transit and other destinations. • South Jordan Canal and Utah and Salt Lake Canal trails provide opportunities for recreational trail network improvements.

Jordan Valley	• Missing segments of sidewalks along Old Bingham Highway, 8600 South (north side of TRAX), and 3400 West. • 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 • North side land use is mostly Light Industrial, which likely generates very low ridership. • Route to and through Jordan Valley Hospital and SLCC lacks clear guidance and direct connections. • 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. • Presence of the Utah Lake Distribution Canal Trail as a north-south trail facility should be improved for better AT connections. • Parking structures with oversupply offer opportunities for new uses. • 9000 South is planned to be widened to seven lanes and offers opportunities for congestion relief while incorporating improved pedestrian and bicycle facilities.
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Source: UTA, Fehr & Peers, 2025.

TRANSPORTATION DEMAND MANAGEMENT

Fehr & Peers

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

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.

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

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.

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:** Ridersharing 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 ridersharing vehicles and designating adequate passenger loading and unloading and waiting areas for ridersharing 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.

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 requires¹ 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 unit², 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**:

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 development⁴.

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).

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

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

Ogden¹²

Minimum number of spaces for downtown zones:
Residential: 0.8–1.0 per dwelling unit
All other uses: No minimum requirements
Maximum number of spaces for downtown zones:
Residential: 1.4–2 per dwelling unit
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.

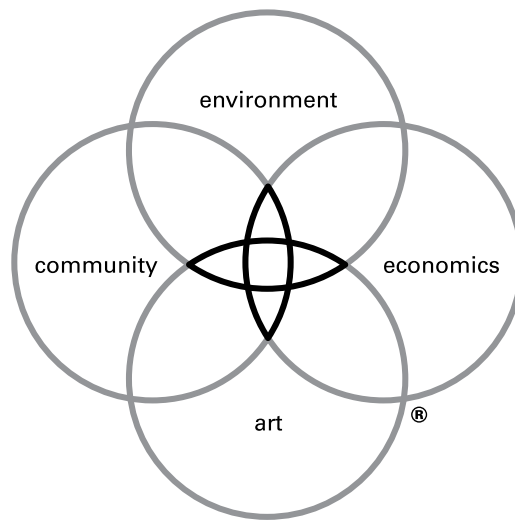
¹² 15-12-3: NUMBER OF PARKING SPACES REQUIRED:

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.



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.



Office of the City Council

8000 South Redwood Road
West Jordan, Utah 84088
(801) 569-5017

City of West Jordan Notice of Public Hearing

A public hearing will be held before the West Jordan City Council on **Tuesday, September 22, 2026, at 7:00 pm** (*or as soon thereafter as possible*) at **West Jordan City Hall, 8000 S. Redwood Rd, 3rd Floor, West Jordan, UT 84088**.

The purpose of the hearing is to receive public comments regarding the following:

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

If you are interested in participating in the public hearing, please visit the City of West Jordan website at <https://westjordan.primegov/public/portal> approximately four (4) days prior to the meeting for packet materials and Zoom login information.

Alternatively, you may share your comments with the Council prior to the meeting by calling the 24-Hour Public Comment line at (801) 569-5052 or by emailing councilcomments@westjordan.utah.gov. Please contact the Council Office at (801) 569-5017 for further information.

In accordance with the Americans with Disabilities Act, the City of West Jordan will make reasonable accommodations for participation in the meeting. Requests for assistance can be made by contacting the Council Office at (801) 569-5017 at least three working days' advance notice of the meeting.

Posted September 10, 2026

/s/ Cindy Quick

Council Office Clerk



Minutes of the City of West Jordan
Committee of the Whole
Tuesday, September 08, 2026 – 4:00 pm
Waiting Formal Approval
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

1. Call to Order

Council: Chair Jessica Wignall, Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kayleen Whitelock
Absent: Vice Chair Kent Shelton
Staff: Council Office Director Alan Anderson, Senior Assistant City Attorney Patrick Boice, City Attorney Josh Chandler, Utilities Manager Greg Davenport, Senior Planner Tayler Jensen, Community Development Director Scott Langford, Assistant City Administrator Paul Jerome, Assistant City Attorney Duncan Murray, Council Office Clerk Cindy Quick, Attendee Jim Grover

Chair Wignall called the meeting to order at 4:01 pm, and noted that Council Member Shelton was excused.

2. Discussion Topics

a. Continued Discussion of a Proposed Rezone for Barber Estates (5490 West) and Roadway Improvement Requirements

Tayler Jensen, AICP Senior Planner, reported that the Barber Estates item was a continuation of a Council discussion held July 28, 2026. He said the applicant was asking if the Council would support a half-width road on 5490 West with any of the following options: installation of a median curb; installation of a painted yellow line; or installation of an emergency access gate and signage. The applicant provided a new R-1-12 concept plan for Council consideration, with 19 lots exceeding 12,000 square feet. Mr. Jensen said it was the opinion of staff that the R-1-12 layout looked good and met R-1-12 standards, but staff did not support the proposed half-width road. He said if the Council chose to support a half-width road, staff recommended choosing the painted yellow line option. Mr. Jensen said it was his understanding that neighboring property owners had indicated they may be willing to sell their half-width to allow full width buildout.

Council Member Whitelock reported that at a meeting with the neighboring HOA, Shane and Kristen Bowler had indicated willingness to sell their half of the private road with addition of an eight-foot wall on the Bowler side. Council Member Whitelock said they had indicated a preference for the driveways to not align, and the Jones family requested a stub road. She said the neighbors did not want the new units to be rentals. Council Member Whitelock said she would not support a half-width road because she believed it would cause problems long-term, and suggested the City work with the developer to accomplish a full road and an eight-

foot fence on the Bowler side. Council Member Bedore commented that a six-foot fence or wall was the City standard, and asked if the Bowlers would be willing to pay for the additional one or two feet of the requested eight-feet. Council Member Whitelock said she believed the Bowlers wanted an eight-foot wall to provide more safety and more of a boundary between their farm and the residential.

Council Member Jacob said he had thought the half-width road question had already been answered, and expressed the opinion there was no way to make a half-width road work. He stated a full-width road was needed. Council Member Jacob said he thought the R-1-12 Zone was appropriate. Council Member Harris asked if the neighbors were satisfied with the R-1-12 Zone, and Council Member Whitelock responded they were. Council Member Lamb said he agreed that a full-width road was needed. He expressed concern that a part of the road for which the City had collected money eight years ago had not been completed.

A majority of the Council indicated support for the proposed R-1-12 Zone, and support for requiring a full-width road. Assistant City Attorney Duncan Murray said some of the issues mentioned were land owner issues that really did not involve the City. He advised that a development agreement was not required by the zone, and unless specific issues were identified that were not resolved by City Code, there should not be a development agreement. Mr. Murray said the Council could require a full-width road, but getting to that point should be up to the property owners.

Council Member Jacob commented that a lot of the details brought up by the HOA would normally figure into the subdivision discussion and would be discussed by the Planning Commission, as opposed to the zoning discussion. He asked if the Council could require the details to come back to the Council for approval. Mr. Murray responded that the Land Use Development Management Act (LUDMA) and the City's form of government prevented the Council from being the appeal authority. Council Member Jacob mentioned that members of the Council had been involved in some of the back-and-forth between land owners and the developer, and he felt it was good to point out that the Council should really only be concerned with the zoning and whether a half-width road should be allowed. Mr. Murray agreed that wall height, street alignments, stub streets, and placement of lots were outside the Council's purview at that time, although he said it was important for the Council to have the information to be able to make informed decisions. Council Member Whitelock believed it was the Council's job to speak for the residents and bring issues of concern to staff. Chair Wignall said she appreciated being aware of the details.

b. Discussion of a Proposed Rezone for Senna Hills (7800 S), Adding the Interchange Overlay Zone (IOZ)

Taylor Jensen, AICP Senior Planner, informed Council that the applicant had asked the Council to consider a request to add the Interchange Overlay Zone (IOZ) to approximately 86.14 acres for Senna Hills. The applicant submitted a residential layout for the northern portion (approximately 42 acres) of the property that would include 399 units (49 single-family dwellings, 240 townhomes, 100 condos). Since the project was last reviewed by the Council, the proposed number of units had reduced from 439 to 399 with a density reduction

from 10.4 units per acre to 9.44 units per acre. Most of the roads in the new layout were public, with only a few private roads.

Mr. Jensen said staff believed the layout was improved by introducing public roads though the bulk of the property. He said some block lengths remained long, possibly necessitated by topography and geographic conditions. He said the proposed park would still be isolated from the south, and staff suggested removing one or two lots to open access and visibility to the park. Mr. Jensen explained engineering concerns about the practicability of the northern cul-de-sac.

Responding to a question from Council Member Whitelock, Mr. Jensen said the subject location was designated Location B on the IOZ Map. He said the remainder of the parcel was anticipated for hospital and commercial development. Utilities Manager Greg Davenport said 152 ERCs were set aside for the property. Council Member Whitelock expressed great concern about water. Mr. Jensen believed the developer was working with Jordan Valley Water Conservancy District. Council Member Whitelock was pleased to see the proposed number of condos, as long as the units would be for purchase. Staff said the units would not be for rent. Council Member Whitelock commented that kids grew out of "tot lots" quickly, and suggested one of the proposed play areas should be a larger playground.

Council Member Jacob suggested ERCs needed to be redefined in the City Code, with different ERC factors for different zones. Council Member Jacob compared the proposed project to the existing Terrace Hills development, and said he preferred the previous concept plan with more front-facing, alley-loaded units. Council Member Whitelock expressed concern for guest parking with the new concept plan. Council Member Jacob commented that more street parking would be available with the previous concept plan.

Council Member Whitelock did not like the placement of the proposed park space, she would rather see a house in the proposed park location, even if the yard had a strange shape. She would prefer the park be moved. Mr. Jensen felt the applicant had done a good job of placing higher density closer to the hospital and transitioning to single family next to existing single-family neighborhoods. He said the park acreage was tricky. Council Member Jacob suggested another row of single-family units for another row of buffer between existing neighborhoods and density.

Responding to comments about the proposed park space, Brandon Watson with Edge Homes said one concept under consideration included condos and a large open space hillside, which would bring connectivity. He spoke of challenges with placement of a sewer line. Answering a question from Council Member Whitelock, Mr. Watson said it would be possible to move the clubhouse to the triangle currently designated for park space, although central clubhouse placement was considered more desirable. Council Member Harris said she did not mind the proposed layout. Council Member Lamb said he agreed the clubhouse should be in the middle. Mr. Watson said the proposed placement of the units had a lot to do with the topography of the property, with an emphasis on walk-out units and usable space.

Mr. Watson stated all units in the project would be for sale, and the neighborhood would not be sold to a corporation to be used as rentals. He said all the townhomes would have two-car garages and 22-foot-long driveways, and the condos would have single-car garages with 22-foot-long driveways.

A majority of the Council indicated they were comfortable with the proposed density and development layout. Council Member Bedore liked the idea of removing the two lots next to the proposed park space. Mr. Jensen asked if the Council would be comfortable if the applicant extended the cul-de-sac to be a little longer, and a majority indicated support. Council Member Whitelock was not supportive of stretching the cul-de-sac to be longer.

c. Continued Discussion of Station Area Plan for Jordan Valley Station and Sugar Factory Road

Taylor Jensen, AICP Senior Planner, said staff was seeking Council feedback concerning the proposed Station Area Plans (SAPs) for Jordan Valley Station and Sugar Factory Road Station. In order to meet the State mandated approval timeline, the SAPs needed to be adopted at the September 22, 2026 Council meeting. Mr. Jensen presented the following changes made since the Council last reviewed the SAPs:

- 3D rendered concept images removed;
- 2D maps with current built environment added;
- No new housing shown south of the Trax line at Sugar Factory Road Station;
- New housing at Sugar Factory Road Station shown on UTA parking lot property.

The Council and staff discussed proposed pedestrian crossings. Referring to the Sugar Factory Road SAP, Council Member Lamb said he felt the situation was difficult because the area was already developed. Council Member Jacob said he agreed the area was already developed, and added that the Council did not have a problem with what was already in place. He expressed the opinion that redevelopment would not make the area better. Mr. Jensen said staff were happy with the proposed SAP and the potential to develop the currently unused UTA parking lot.

All members of the Council indicated support for moving forward with the plans.

d. Continued Discussion and Staff-Led Planning Efforts for the Southwest Quadrant (SWQ) Regarding Land Use Ratio

Community Development Director Scott Langford reviewed current City policies and Code with the Council, and stated the purpose and intent of the Southwest Quadrant Mixed Use (SWQ-MU) Zone was to provide a location for high technology industrial and secondary commercial, office, and mixed density buffer residential uses. He read aloud the following language from the General Plan: "...development of the Southwest Quadrant as a major employment center balanced with retail opportunities and affordable housing."

Mr. Langford said West Jordan had a lot of diversity in land use, and shared 2023 land use and workforce statistics (89.8% of West Jordan residents worked outside of West Jordan).

Economic Development Director Jim Grover suggested the following as the next steps moving forward: establish general placement and density of residential land uses (not an overall maximum); refine existing SWQ-MU Zone as needed (i.e., define “hi-tech”, etc.); adopt Southwest Quadrant Area Plan; rezoning requests from the development community considered in concert with the SWQ Area Plan.

Mr. Langford asked the Council to provide feedback concerning the desired ratio of non-residential to residential development. Assistant City Administrator Paul Jerome said staff interviewed each of the Council Members individually and averaged the responses, with a result of 77.5% for economic development and 22.5% residential. Council Member Harris said she believed the ratio should be 80% non-residential and 20% residential. Council Member Whitelock said the SWQ was set aside for a much-needed job center, and suggested a ratio of 90/10, but said she could support 80/20. Chair Wignall suggested 85/15. Council Member Bedore said he agreed with 80/20. Council Member Lamb said he thought 77.5/22.5 was better, but said he could support 80/20. Council Member Jacob said he was more concerned with doing development right than with a specific ratio, and would prefer to consider each piece individually. A majority of the Council indicated support for a guiding ratio of 80/20.

Chair Wignall welcomed comment from Chris Gamvroulas with Ivory Development. Mr. Gamvroulas acknowledged it was difficult for the Council to project and plan for the future. He encouraged the Council to not forget about 190 acres not located in the SWQ when considering high-tech manufacturing. Mr. Gamvroulas commented that the current exercise needed to be finished before potential future industrial partners could be brought in and encouraged the Council to finish the process. He said West Jordan had done more to entitle property in the last six years than any other city in Salt Lake County, and thanked the Council and staff.

Ross Dinsdale with Ivory Homes stated that Ivory and Gardner would have separate development agreements with the City and the current direction of his project had a ratio of around 70/30. He agreed a starting point was needed. Council Member Bedore believed the starting point should be in the City’s favor, with the applicant able to present a request for an adjustment.

Council Member Jacob would not want to rezone a property without the property owner having a say. Mr. Langford said no property would be rezoned without property owner involvement. Council Member Whitelock compared the situation to the IOZ Map, which designated areas where the IOZ could be applied with a petition from the property owner.

3. Administrative Items

Chair Wignall noted that the annual Utah League of Cities and Towns (ULCT) Convention was scheduled for October 27, 2026. The Council discussed options for the Council meetings scheduled for October 27, and unanimously decided to hold the Committee of the Whole meeting after the regular Council meeting that evening.

4. Adjourn

Chair Wignall adjourned the meeting at 6:07 pm.

I certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on September 8, 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

DRAFT



Minutes of the City of West Jordan
City Council Meeting
Tuesday, September 08, 2026 – 7:00 pm
Waiting Formal Approval
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

1. Call to Order

Council: Chair Jessica Wignall, Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kayleen Whitelock
Absent: Vice Chair Kent Shelton
Staff: Council Office Director Alan Anderson, Senior Assistant City Attorney Patrick Boice, Mayor Dirk Burton, City Attorney Josh Chandler, Public Utilities Director Greg Davenport, Assistant City Administrator Paul Jerome, City Administrator Korban Lee, Fire Chief Derek Maxfield, Council Office Clerk Cindy Quick, Police Chief Jeremy Robertson

Chair Wignall called the meeting to order at 7:00 pm, and noted that Council Member Shelton was excused.

2. Pledge of Allegiance

George Gutzmer led participants in the Pledge of Allegiance.

3. Special Recognition

a. Badge Pinning for West Jordan Fire Department

Fire Chief Derek Maxfield recognized Captain Zachary Sumner for receiving the Managing Fire Officer Designation from the Utah Fire and Rescue Academy. Chief Maxfield introduced new Firefighters Ben Hales, Andrew Florene, Tui Langi, Hans Williamson, and Jace Hays, and recognized the promotions of Blaire Marshall to Battalion Chief, and Kia Jepson, Josh Molivy, Gavin Pate, and Dillon Ricks to Paramedic. Chief Maxfield supervised the badge pinning, and the Council took the opportunity for a photograph.

b. Recognizing Beto Conejo Artist of the Water Tank Mural at 9000 South

City Administrator Korban Lee introduced Beto Conejo, the artist responsible for the new water tank mural in West Jordan. Mr. Lee commended the artist for turning the water tank into a vibrant piece of the community. Beto Conejo expressed appreciation for the opportunity to share his skill set, and spoke of the importance of protecting water. Chair Wignall presented him with a certificate of recognition, and the Council took the opportunity for photographs.

4. Council & Mayor Reports

a. City Council Reports

None

b. Mayor's Report

Mayor Burton reported on recent events, the opening of World Market at Jordan Landing, and encouraged participation in upcoming events including Food Truck Roundup, Farmers Market, Splash Pawty, CPR Class, Mountain Bike Race, and Crafts & Cravings.

c. City Administrator's Report

City Administrator Korban Lee showed a photograph of new sod at Ron Wood Park. He reported that West Jordan used 19% less water during the 2026 season than in 2025. Mr. Lee spoke of the West Jordan High School remodel project and expected impact on street parking, and thanked residents for their patience.

Police Chief Roberston presented a Community Service Officer (CSO) Productivity Report. He said parking enforcement had risen sharply with the introduction of two dedicated part-time parking enforcement CSOs, and reported 94% of 2026 cases were resolved with no further action required, reflecting fast, effective case closure. An online parking or traffic enforcement request option was added in April of 2026 in cooperation with the Mayor's Office, Communications Office, and IT. Mr. Lee said he was proud of the officers, who tried hard to resolve problems without writing tickets.

5. Public Comment

Chair Wignall opened Public Comment at 7:35 pm.

Comments:

Jess Burcher thanked the Council and staff for their time and dedication. He said he was running for House District 34, and said he had enjoyed a lot of great conversations with West Jordan residents while canvassing. Mr. Burcher said the two topics on which he heard the most concern were affordability and growth/infrastructure.

George Gutzmer, representing American Disabled Veterans Chapter 8, expressed a goal for the annual veteran's appreciation picnic on Saturday, September 26, to be larger than it had been in the past, and invited members of the Police and Fire Departments.

Chair Wignall closed Public Comment at 7:40 pm.

6. Public Hearings

a. Resolution No. 26-041 Authorizing the Mayor to Sign the Edward Byrne Justice Assistance Grant Program Certifications and Assurances

Chief Robertson commented that traffic enforcement and safety was an important priority in the City. He spoke of Urban SDK, a geospatial AI software platform that provided cities, transportation agencies, and public safety departments with traffic data, analytics, and

automation tools for mobility, safety, and infrastructure decision-making. Chief Robertson said the City was approved for a grant to use for Urban SDK, and asked the Council to authorize the Mayor to sign acceptance of the grant.

Council Member Whitelock said she watched a video about Urban SDK earlier that day, and said it seemed like something with which she would be comfortable. Chief Robertson confirmed the software did not collect any personal data.

Chair Wignall opened a public hearing at 7:45 pm.

Comments:

None

Chair Wignall closed the public hearing at 7:45 pm.

Motion: Chair Wignall moved to APPROVE Resolution No. 26-041 Authorizing the Mayor to Sign the Edward Byrne Justice Assistance Grant Program Certifications and Assurances.

Council Member Jacob seconded the motion.

The vote was recorded as follows:

Yes: Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kayleen Whitelock, Jessica Wignall

No:

Absent: Kent Shelton

The motion passed 6-0.

7. Business Items

a. Ordinance No. 26-45 Amending Title 7, Chapter 3, Section 6 Prohibited Parking

Senior Assistant City Attorney Patrick Boice presented language previously removed from City Code that staff proposed adding back to Title 7, Chapter 3, Section 6 concerning prohibited parking. He said staff had found that State Code did not adequately address the issues, and additional language was needed.

Council Member Whitelock said the Council received a letter from a resident advocating for a 48-hour limit for street parking. She asked why the current limit in West Jordan was 72 hours. Lieutenant Keith Jenkins said the 72-hour limit was in line with State Code to prevent confusion. Council Member Jacob expressed support.

Motion: Council Member Whitelock moved to APPROVE Ordinance No. 26-45 Amending Title 7, Chapter 3, Section 6 Prohibited Parking.

Council Member Harris seconded the motion.

The vote was recorded as follows:

Yes: Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kayleen Whitelock, Jessica Wignall

No:

Absent: Kent Shelton

The motion passed 6-0.

b. Ordinance No. 26-24 Enacting Title 7, Chapter 6 Electric Bicycles

Senior Assistant City Attorney Patrick Boice said proposed Ordinance No. 26-24 had been reviewed by the Committee of the Whole several times. The State allowed cities to regulate electric bicycles on city paths and sidewalks. The proposed ordinance would require that anyone under the age of 14 operating an electric bicycle must be accompanied by a parent or guardian. Mr. Boice said he expected that State Code concerning electric bicycles would continue to change.

Council Member Whitelock asked how the City would educate residents about the regulations. Mayor Burton said information would be included in newsletters and other information sharing methods.

Motion: Council Member Lamb moved to APPROVE Ordinance No. 26-24 Enacting Title 7, Chapter 6 Electric Bicycles.

Council Member Bedore seconded the motion.

The vote was recorded as follows:

Yes: Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kayleen Whitelock, Jessica Wignall

No:

Absent: Kent Shelton

The motion passed 6-0.

c. Ordinance No. 26-46 Enacting Title 7, Chapter 2, Section 3 Negligently Colliding

Senior Assistant City Attorney Patrick Boice said language in proposed Ordinance No. 26-46 had been removed from City Code because law enforcement had indicated it was not used. Mr. Boice said it was later realized that the City's criminal prosecutors found the language very useful in charging documents and plea negotiations. He apologized for having not consulted the criminal prosecutors prior to removal, and recommended the Council approve the proposed ordinance to enact Title 7, Chapter 2, Section 3 concerning negligently colliding.

Responding to a question from Council Member Jacob, Mr. Boice said there was some overlap between City Code and State Code. He said he believed the proposed language sounded less harsh than some of the State language concerning careless driving. Council Member Jacob questioned why the City would need to add its own language for the one topic. Mr. Boice said the specific language had been a tool for the criminal prosecutors for a long time, and said the language was unique to the particular provision. Council Member Jacob said he was not a fan

of the proposal.

Motion: Chair Wignall moved to APPROVE Ordinance No. 26-46 Enacting Title 7, Chapter 2, Section 3 Negligently Colliding.

Council Member Whitelock seconded the motion.

The vote was recorded as follows:

Yes: Bob Bedore, Annette Harris, Chad Lamb, Kayleen Whitelock, Jessica Wignall

No: Zach Jacob

Absent: Kent Shelton

The motion passed 5-1.

8. Council Office Report

Council Office Director Alan Anderson reported on a successful first meeting of the 2026-2027 Youth Council, and thanked the Council for their support of the Youth Council program.

9. Consent Items

a. Approve Meeting Minutes

- August 25, 2026 – Committee of the Whole Meeting
- August 25, 2026 – Regular City Council Meeting

Motion: Council Member Whitelock moved to APPROVE consent items as listed.

Council Member Harris seconded the motion.

The vote was recorded as follows:

Yes: Jessica Wignall, Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kayleen Whitelock

No:

Absent: Kent Shelton

The motion passed 6-0.

10. Adjourn

Chair Wignall adjourned the meeting at 8:10 pm.

I hereby certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on September 8, 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

Request For Council Action

Action: Need Council to Take Action

Meeting Date Requested : 09/22/2026

Presenter: Todd Johnson / Duncan Murray

Deadline of item :

Applicant:

Department Sponsor: Public Works Admin

Agenda Type: Consent Items

Presentation Time: 5 Minutes

(Council may elect to provide more or less time)

1. Agenda Subject

Resolution No. 26-042 Authorizing the Mayor to Execute Direct Award Grants Fund Agreements with UDOT and Gardner-Plum, L.C., to Pass Through Funds for 6700 / 6800 West Road Improvements

2. Executive Summary

The City Council is being asked to authorize the Mayor to sign agreements with UDOT and Gardner-Plum, L.C., to “pass through” funds from the State of Utah to Gardner-Plum, L.C., which will pay for street improvements.

3. Time Sensitivity / Urgency

Within the next 30 days or so, the Council needs to authorize the Mayor to sign the agreements with UDOT and Gardner-Plum, L.C., in order to stay on schedule to comply with state law requirements.

4. Fiscal Note

There is no net expenditure of funds by the City; this is a “pass through” transaction, using state funds. There has been some use of time by City Staff. Additional City Staff time will be necessary to submit reports to the State of Utah.

5. Staff Analysis

The Utah State Legislature allocated a “Direct Award Grant” to the City, consisting of a one-time total of \$2,000,000.00 in “Funds”, for the purpose of completing “Street Improvements” to Jones Ranch Drive (6700 / 6800 West) between approximately 9000 South and 9200 South, including associated utilities, streetlights, and drainage facilities.

Utah Code Section 63G-6b-201(4) (adopted by 2024 H.B. 335) mandates that UDOT may not disburse grant funds to the City unless an agreement is executed.

The City desires to “pass through” the Funds to be received from the Direct Award Grant to Gardner-Plum, L.C., which has completed the Street Improvements.

6. Mayor Recommendation

7. Council Staff Analysis

The City received a one-time \$2 million Direct Award Grant from the State of Utah for street improvements to Jones Ranch Drive (6700/6800 West) between approximately 9000 South and

9200 South. The proposed agreements with Utah Department of Transportation (UDOT) and Gardner-Plum, L.C., would allow the City to receive the grant funds from UDOT and pass those funds through to Gardner-Plum, L.C., for the completed street improvements.

State law requires an agreement to be executed before UDOT may disburse the grant funds to the City.

8. Possible Council Action

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

1. Approve the Resolution as written and proposed OR with stated amendments;
2. Not Approve the Resolution;
3. Continue the item to a future specified date;

9. Attachments

Resolution No. 26-042

Attachment A - Direct Award Grants Fund Agreement with UDOT (Road Improvements to 6700 W.)

Attachment B - Grants Fund Agreement with Gardner-Plum, L.C.

Attachment B1 - Cost Certification and Backup Documentation

RESOLUTION NO. 26-042

**A RESOLUTION AUTHORIZING THE MAYOR TO SIGN THE DIRECT AWARD GRANTS FUND
AGREEMENT WITH UDOT REGARDING ROAD IMPROVEMENTS TO 6700 WEST AND
AUTHORIZING THE MAYOR TO SIGN A GRANTS FUND AGREEMENT WITH GARDNER-PLUM, L.C.**

WHEREAS, the Utah State Legislature allocated a “**Direct Award Grant**”, as defined in Utah Code Section 63G-6b-101(3), to the City of West Jordan (“**City**”) consisting of a one-time total of two million dollars (\$2,000,000.00) (the “**Funds**”), for the purpose of completing street improvements to Jones Ranch Drive (6700 / 6800 West) between approximately 9000 South and 9200 South, including associated utilities, streetlights, and drainage facilities (the “**Improvements**”); and

WHEREAS, Utah Code Section 63G-6b-201(4) (adopted by 2024 H.B. 335) mandates that the Utah Department of Transportation (“**UDOT**”) may not disburse grant funds to the City unless an agreement is executed; and

WHEREAS, the City desires to “pass through” the Funds to be received from the Direct Award Grant to Gardner-Plum, L.C., which has completed the Improvements; and

WHEREAS, the City Council of the City finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to comply with Utah law and to authorize the Mayor: (1) to sign the Direct Award Grants Fund Agreement with UDOT Regarding Road Improvements to 6700 West (Attachment A); and (2) to sign a Grants Fund Agreement with Gardner-Plum, L.C. (Attachment B).

Now, therefore, be it resolved by the City Council of the City of West Jordan, Utah, that:

Section 1. Mayor Authorized to Sign Agreements. The Mayor is authorized to sign the two attached agreements (Attachments A and B), with any minor modifications as needed, on behalf of the City.

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

Section 3. Immediate Effect. This Resolution shall take effect immediately upon adoption.

Adopted 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

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Voting by the City Council

- 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

"Yes"	"No"
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Attachments A and B

RESOLUTION NO. 26-042

**A RESOLUTION AUTHORIZING THE MAYOR TO SIGN THE DIRECT AWARD GRANTS FUND
AGREEMENT WITH UDOT REGARDING ROAD IMPROVEMENTS TO 6700 WEST AND
AUTHORIZING THE MAYOR TO SIGN A GRANTS FUND AGREEMENT WITH GARDNER-PLUM, L.C.**

Attachment A - Direct Award Grants Fund Agreement with UDOT
Regarding Road Improvements to 6700 West

Attachment B - Grants Fund Agreement with Gardner-Plum, L.C.

(Attachments on the following pages)

DIRECT AWARD GRANT FUNDS AGREEMENT

THIS DIRECT AWARD GRANT FUNDS AGREEMENT (“Agreement”) is entered into as of September____, 2026 between the Utah Department of Transportation, an agency of the State of Utah (“**UDOT**”), and City of West Jordan, a Utah Municipal Corporation (“**Local Government**”).

RECITALS

WHEREAS, under Utah Code § 72-2-302(4)(b) (the “**Funding Item**”) the Utah State Legislature allocated to the Local Government (for UDOT’s disbursement) a one-time total of two million dollars (\$2,000,000.00) (the “**Funds**”), subject to availability from the County of the First Class Infrastructure Bank Fund intending that the Local Government must use the Funds for the following purpose: improvements to 6700 West between 9000 South and New Bingham Highway.

WHEREAS, the Local Government desires to perform the work to fulfill the legislative intent for the Funds, and UDOT is willing to administer a direct award grant of the Funds to the Local Government for that purpose (as the term “direct award grant” is defined in Utah Code 63G-6b-101(3)); and

WHEREAS, Utah Code Section 63G-6b-201(4) (adopted by 2024 H.B. 335) mandates that UDOT may not disburse grant funds to the Local Government unless an agreement is executed. In addition, such agreement must include a disbursement schedule for the grant funds; the deliverables, reporting, and performance metrics the Local Government will produce and use to demonstrate that the Local Government used the grant funds to fulfill the grant’s purpose; and annual deliverables and performance metrics the Local Government will produce and use to demonstrate sufficient progress towards fulfilling the grant’s purpose; and

WHEREAS, Utah Code Section 63J-1-903 and 904 require UDOT to administer certain performance measures, and this Agreement addresses performance measures in connection with the Funds.

AGREEMENT

THEREFORE, in consideration of the foregoing recitals (which by this reference are incorporated herein) and the mutual promises set forth herein, the parties hereto agree as follows:

1. Compliance with Grant and Law. Local Government agrees to comply with all laws and other requirements that apply to the Funds.

2. Objective and Payment Schedule. The Local Government agrees to use the transferred Funds for the purposes stated in the Funding Item. UDOT will transfer the Funds to the Local Government in the following manner: UDOT will pay the Funds to the Local Government in one installment within thirty (30) days of the signed agreement. The total amount of all Funds will be two million dollars (\$2,000,000.00).

3. Key Activities. The Local Government will use the Funds as described in this Agreement to meet the following performance measures:

- a. The Local Government will spend 100% of the Funds by no later than November 1, 2026.
- b. The scope of work that the Funds will construct includes Jones Ranch Drive (6700 / 6800 West) between approximately 9000 South and 9200 South, including associated utilities, streetlights, and drainage facilities.
- c. The following project objectives are also performance measures for the use of the Funds: This roadway extension will provide better traffic flow and access and will ultimately allow the connection of Jones Ranch Drive between 9000 South and New Bingham Highway, in compliance with the West Jordan Transportation Master Plan. Additional improvements and right-of-way (by others) are needed to fully make this connection.
- d. The Local Government will provide UDOT a written report of the status of the project named in the Funding Item by no later than December 1, 2026, and will provide other reports as stated in this Agreement.

4. Budget and Deliverables. The Local Government will maintain documents that show all projected and actual spending for the activities described herein, including all funding sources and itemized project costs. The Local Government agrees that from time to time, the Local Government (and UDOT) may be responsible for submitting reports or responding to inquiries for the Utah State Legislature and the Utah Governor's Office, and to comply with other reporting rules or audit requirements in connection with the Funds. The Local Government will promptly respond to UDOT's reasonable requests for information concerning the Funds. Upon spending all of the Funds, the Local Government will provide UDOT with a final written itemized report detailing where the Funds have been spent and showing all funding sources and total project costs. For all Funds that are not spent during the Fiscal Year, the Local Government will provide a written description and an itemized report at least annually detailing the expenditure of the Funds, or the intended expenditure of any Funds that have not been spent and will provide the final written itemized report described above upon exhausting the Funds. Reporting requirements are further described in Exhibit A attached hereto and made a part hereof.

5. Limitation.

- a. The Local Government agrees that it will only spend the Funds for the purposes and activities that are expressly described this Agreement, and that no additional monies will be provided by UDOT. If the Local Government misapplies any Funds, it shall promptly notify UDOT and remove such expenditure from the budget, so such expenditure is not paid by the Funds. If the Local Government fails to correct any misapplication of the Funds within thirty (30) days of discovering such misapplication, the Local Government

agrees that it shall no longer have the right to possess the Funds and that all unspent and misapplied Funds shall at that time be immediately due and payable to UDOT so UDOT can direct them in a manner authorized by law.

- b. The Local Government acknowledges that disbursement of grant funds is subject to legislative appropriation.

Per Utah Code Section 63G-6b-201(4)(e), the Local Government consents to a follow-up audit and claw back of the grant funds if an audit shows that the grant funds were inappropriately used.

6. UDOT's Role. The Local Government agrees that UDOT is a grant administrator only for the Funds and that UDOT does not have any role in the use of the Funds. The Local Government agrees that UDOT shall not be liable for any claim or cost, of any kind whatsoever, in connection with the Funds, and the Local Government hereby releases UDOT from all the same (including, but not limited to, matters involving negligence), regardless of when the same may arise. The Local Government further agrees to indemnify, hold harmless, and defend UDOT from any claim or cost, of any kind whatsoever (including, but not limited to, matters involving negligence), in connection with the Funds, except when caused by UDOT's sole negligence or malfeasance. This indemnity obligation shall not be construed to violate Utah's Governmental Immunity Act to the extent that such Act is applicable to a claim or cost. UDOT has all remedies available by law in addition to those stated in this Agreement, and UDOT's remedies are not limited by the terms of this Agreement.

7. Further Assurances. Each party to this Agreement agrees to undertake and perform all further acts that are reasonably necessary to carry out the intent and purposes of this Agreement and to provide for a party's compliance with the laws or federal obligations that apply to it if an obligation under this Agreement makes such compliance impossible. Either party may notify the other party of a need for such further acts.

8. Modifications. The failure of either party to insist upon strict compliance with any of the terms and conditions of this Agreement, or failure or delay by either party to exercise any rights or remedies provided in this Agreement or by law, will not release either party from any obligations arising under this Agreement. This Agreement may not be modified except by a written document signed by an authorized individual representing each of the respective parties.

9. Miscellaneous. This Agreement is binding upon and inures to the benefit of the parties, and it does not inure to the benefit of any third party. No party shall assign or transfer any rights, or delegate any duties hereunder, without the other party's prior written consent, and any such attempted assignment, transfer or delegation is void. The parties agree to work cooperatively and in good faith. Before taking any legal action in connection with this Agreement, each party agrees to first advise the other of a dispute and to meet in good faith to resolve it. If any notice is required in connection with this Agreement, each party shall send a written notice to the other party's chief financial officer using a manner that can reasonably assure a timely and accurate delivery. This Agreement does not create any partnership, joint venture, agency, or other relationship.

10. Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes any prior understandings, agreements, or representations, verbal or written.

11. Signatures. Each party represents that it has the authority to enter into this Agreement and has signed below by an authorized representative. This Agreement may be signed electronically and in counterparts.

12. Captions. The paragraph headings or captions appearing in this Agreement are for convenience only and are not to be considered in interpreting this Agreement.

13. Notice. Any notice, demand, or report required by this Agreement will be deemed properly given if such notice or demand is: (a) hand-delivered to the other party, (b) mailed, postage prepaid and addressed to the other party's principal office. The designations of the name and the addresses to which any such notice or demand, as provided below, may be changed from time to time by any party by giving written notice as provided herein:

If it were to the Local Government:

ATTN: City Engineer
City of West Jordan
8000 S. Redwood Road
West Jordan, UT 84088

With a copy to:

ATTN: City Attorney
City of West Jordan
8000 S. Redwood Road
West Jordan, UT 84088

If it were the Utah Department of Transportation:

UDOT
4501 South 2700 West
Box 141510
Salt Lake Local Government, UT 84114
Attention: Comptroller

With a copy to:

Assistant Attorney General (UDOT)
4501 South 2700 West
Box 148455
Salt Lake Local Government, UT 84114

[execution on the following page]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

City of West Jordan, a Utah Municipal Corporation.

By: _____

Title: _____

Date: _____

Legal approved as to form:

City Recorder (with seal):

UTAH DEPARTMENT OF TRANSPORTATION

By: _____

Title: _____

Date: _____

GRANT FUNDS AGREEMENT

THIS GRANT FUNDS AGREEMENT (“**Agreement**”) is entered into as of September ____, 2026 between the City of West Jordan, a Utah Municipal Corporation (“**City**”) and Gardner-Plum, L.C., a Utah limited liability company (“**Developer**”).

RECITALS

WHEREAS, under Utah Code § 72-2-302(4)(b)(vi) (the “**Funding Item**”) the Utah State Legislature granted the City a one-time total of two million dollars (\$2,000,000.00) (the “**Funds**”), intending that the City use the Funds for the following purpose: improvements to 6700 West between 9000 South and New Bingham Highway (the “**Work**”);

WHEREAS, the Utah Department of Transportation (“**UDOT**”) administered a direct award grant of the Funds to the City to perform the Work to fulfill the legislative intent for the Funds (as the term “direct award grant” is defined in Utah Code 63G-6b-101(3));

WHEREAS, Developer has funded, performed, and dedicated the Work to the City, as set forth in the “Cost Certification and Backup Documentation” attached as Exhibit 1; and

WHEREAS, the City desires to reimburse the Developer for a portion of Developer’s costs in performing the Work in the amount of the Funds.

AGREEMENT

THEREFORE, in consideration of the foregoing recitals (which by this reference are incorporated herein) and the mutual promises set forth herein, the parties hereto agree as follows:

1. Compliance. The City represents and warrants that it has the right and authority, and has received all required approvals, to enter into this Agreement and transfer the Funds to Developer, and that the Funds are a grant and not a loan. The City acknowledges and agrees that it has had the opportunity to (a) inspect the completed Work and (b) Developer’s documentation regarding costs for such Work. The City agrees that the Work complies with all laws and requirements applicable to (y) the Funds and (z) the City.

2. Payment. The City shall pay the Funds to Developer in one installment within twenty (20) days of full execution of this Agreement. Once paid to Developer, the funds are non-refundable and the City may not seek return of the Funds from Developer. Developer agrees to not request additional funding or compensation from the City, from impact fees, general funds, or otherwise, for the scope of the Work.

3. Further Assurances. Each party to this Agreement agrees to undertake and perform all further acts that are reasonably necessary to carry out the intent and purposes of this Agreement. Either party may notify the other party of a need for such further acts.

4. Modifications. The failure of either party to insist upon strict compliance with any of the terms and conditions of this Agreement, or failure or delay by either party to exercise any rights or remedies provided in this Agreement or by law, will not release either party from any obligations arising under this Agreement. This Agreement may not be modified except by a written document signed by an authorized individual representing each of the respective parties.

5. Miscellaneous. This Agreement is binding upon and inures to the benefit of the parties, and it does not inure to the benefit of any third party. No party shall assign or transfer any rights, or delegate any duties hereunder, without the other party's prior written consent, and any such attempted assignment, transfer or delegation is void. The parties agree to work cooperatively and in good faith. Before taking any legal action in connection with this Agreement, each party agrees to first advise the other of a dispute and to meet in good faith to resolve it. If any notice is required in connection with this Agreement, each party shall send a written notice to the other party using a manner that can reasonably assure a timely and accurate delivery. This Agreement does not create any partnership, joint venture, agency, or other relationship.

6. Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes any prior understandings, agreements, or representations, verbal or written.

7. Signatures. Each party represents that it has the authority to enter into this Agreement and has signed below by an authorized representative. This Agreement may be signed electronically and in counterparts.

8. Captions. The paragraph headings or captions appearing in this Agreement are for convenience only and are not to be considered in interpreting this Agreement.

9. Notice. Any notice, demand, or report required by this Agreement will be deemed properly given if such notice or demand is: (a) hand-delivered to the other party, (b) mailed, postage prepaid and addressed to the other party's principal office. The designations of the name and the addresses to which any such notice or demand, as provided below, may be changed from time to time by any party by giving written notice as provided herein:

If to the City:
ATTN: City Engineer
City of West Jordan
8000 S. Redwood Road
West Jordan, UT 84088

With a copy to:
ATTN: City Attorney
City of West Jordan
8000 S. Redwood Road
West Jordan, UT 84088

If to the Developer:
Gardner-Plumb, L.C.
201 S Main Street, Suite 2000
Salt Lake City, UT 84088

[execution on the following page]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

City of West Jordan, a Utah Municipal Corporation.

By: _____

Title: _____

Date: _____

Legal approved as to form:

City Recorder (with seal):

Gardner-Plumb, L.C., a Utah limited liability company

By: _____

Title: _____

Date: _____

EXHIBIT 1

Cost Certification and Backup Documentation

[See the attached pages.]

GARDNER COMPANY

Site Development & Construction

August 7, 2026

West Jordan City
Engineering Division
8000 South Redwood Road
West Jordan, UT 84088

Re: Cost Certification and Backup Documentation – 6700 West Roadway Improvements (SLC121 – Wasatch Electric Offsite Improvements, 6700 West 9000 South, West Jordan, UT 84081)

To Whom It May Concern:

Gardner Company submits the enclosed documentation to certify the actual construction costs incurred for the 6700 West roadway improvements built in connection with the Wasatch Electric Offsite Improvements project (SLC121), located at 6700 West 9000 South, West Jordan, UT 84081.

The site work and excavation for 6700 West was performed by SIRI Contracting, LLC under contract to ARCO DB Companies, Inc. (Design/Build Contractor) for Jones Landing Industrial 1, L.C. (Owner). Per SIRI Contracting's itemized bid proposal, the total site development cost attributable specifically to the 6700 West roadway – comprising general conditions, SWPPP, earthwork, utilities (including the off-site storm drain and detention basin serving 6700 West), hardscape (curb, gutter, sidewalk, and asphalt paving), and roadway electrical/lighting – totals:

SIRI Excavation Total for 6700 West: \$2,247,367.15 - (see items in yellow below)

This figure is further supported by the Contractor's signed Application and Certificate for Payment (Pay Application No. 15) and its accompanying Continuation Sheet, which documents the total contract costs allocated to the "6700 W Improvements," and by the Utah Conditional Waiver and Release Upon Final Payment executed by ARCO DB Companies, Inc.

A table of contents identifying the location of each supporting document within the enclosed backup package is provided on the following page for the City's convenience.

Please let us know if any additional information or documentation is needed to complete the City's review.

Sincerely,

Mark Murdock
Gardner Company
mark.murdock@gardnergroupp.com

Enclosures:

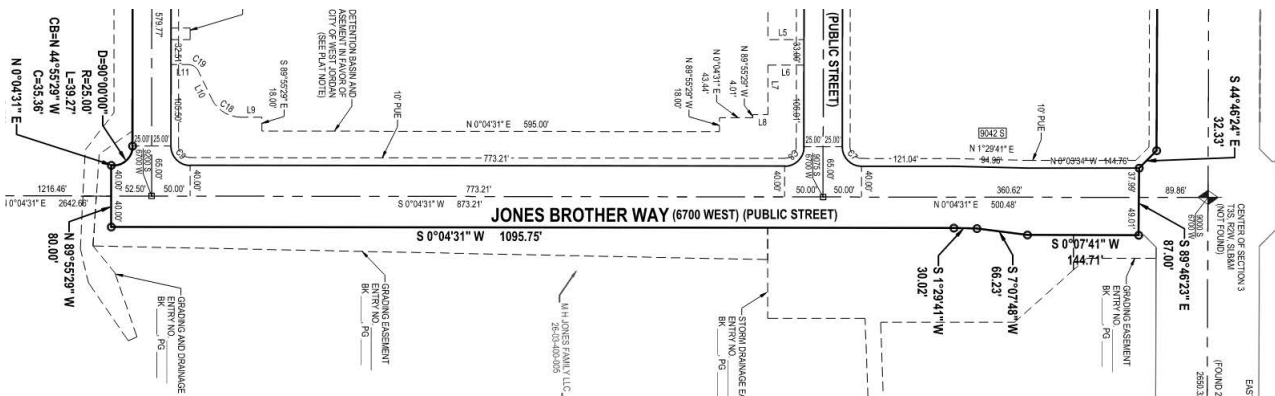
Table of Contents
6700 W Improvement Costs – Backup Documentation (9 pages)

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6700 West Improvement Costs – Backup Documentation

1. Application and Certificate for Payment (Pay Application No. 15)	Page 1
2. Continuation Sheet – Billing Breakdown (SLC121 Project)	Page 2
3. Utah Conditional Waiver and Release Upon Final Payment.....	Page 3
4. SIRI Contracting, LLC – Bid Proposal, Wasatch Electric Off-Site (dated January 9, 2025). Pages 4–9	
General Conditions and SWPPP Scope of Work	Page 4
Earthwork Scope of Work (6700 West and other project areas)	Pages 4–5
Utilities Scope of Work (6700 West and other project areas, incl. off-site storm drain)	Pages 5–8
Hardscape Scope of Work (curb, gutter, sidewalk, asphalt paving, striping)	Page 8
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SIRI Excavation Total for 6700 West – \$2,247,367.15	Page 9

Note: Page numbers above refer to the pages of the enclosed “6700 W Improvement Costs” backup PDF, in the order the documents are presented.



APPLICATION AND CERTIFICATE FOR PAYMENT

Invoice #: 1705

To Owner: Jones Landing Industrial 1, L.C.
201 S Main St. STE 2000
Salt Lake City, UT 84111

Project: SLC121- Wasatch Electric Offsite
Improvements

Application No.: 15

Period To: 6/30/2026

☒	Owner
☐	Architect
☒	Contractor
☐	
☐	

From Contractor: ARCO DB Companies, Inc. c/o ARCO Design/Build Salt Lake City
155 North 400 West, Suite 310
Salt Lake City, UT 84103

Project Nos:

Contract Date:

Contract For:

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract.
Continuation Sheet is attached.

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information, and belief, the work covered by this Application for Payment has been completed in accordance with the Contract Documents. That all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

1. Original Contract Sum	\$4,433,306.00
2. Net Change By Change Order	\$581,943.00
3. Contract Sum To Date	\$5,015,249.00
4. Total Completed and Stored To Date	\$5,015,249.00
5. Retainage :	
a. 0.00% of Completed Work	\$0.00
b. 0.00% of Stored Material	\$0.00
Total Retainage	\$0.00
6. Total Earned Less Retainage	\$5,015,249.00
7. Less Previous Certificates For Payments	\$4,988,699.00
8. Current Payment Due	\$26,550.00
Sales Tax (0.0000 % on 0.00)	0.00
Current Payment Due Plus Sales Tax	26,550.00
9. Balance To Finish, Plus Retainage	\$0.00

CONTRACTOR: ARCO DB Companies, Inc. c/o ARCO Design/Build Salt Lake City

By: Spencer Good Date: 06/29/2026

Printed Name & Title: Spencer Good, Design/Build Manager

OWNER: Jones Landing Industrial 1, L.C.

By: _____ Date: _____

Printed Name & Title: _____

State of: TEXAS

County of: Harris
day of June, 2026

Subscribed and sworn to before me this 29th

Notary Public: Melissa Rubio

My Commission expires: 11-14-29

CHANGE ORDER SUMMARY	Additions	Deductions
Total changes approved in previous months by Owner	\$581,943.00	\$0.00
Total Approved this Month	\$0.00	\$0.00
TOTALS	\$581,943.00	\$0.00
Net Changes By Change Order	\$581,943.00	

SG

CONTINUATION SHEET (BILLING BREAKDOWN)

Application and Certification for Payment, containing

Contractor's signed certification is attached.

In tabulations below, amounts are stated to the nearest dollar.

Use column 1 on Contracts where variable retainage for line items may apply.

Job # **SLC121 - Wasatch Electric Offsite Improvements - West Jordan, UT**

Pay App No.

15

Period:

June 2026

A Item No.	B Description of Work	C Scheduled Value	D From Previous Applications (D+E)	E This Period in Place	F Materials Presently Stored (Not in D or E)	G Total Complete and Stored to Date (D+E+F)	H % (G/C)	I Balance to Finish (C-G)	J Retainage (5%)	K 6700 W Improvements
										Comments
	BASE CONTRACT									
	Offsite Improvements									
	Traffic Control & Mobilization	\$ 70,700.00	\$ 70,700.00	\$ -		\$ 70,700.00	100.00%	\$ -	\$ -	\$94,100
	SWPPP	\$ 51,339.00	\$ 51,339.00	\$ -		\$ 51,339.00	100.00%	\$ -	\$ -	\$73,875
	Excavation & Embankment	\$ 739,284.00	\$ 739,284.00	\$ -		\$ 739,284.00	100.00%	\$ -	\$ -	\$682,996.95
	Utilities (Water, Sanitary Sewer, Storm Sewer)	\$ 1,962,299.00	\$ 1,962,549.00	\$ 9,750.00		\$ 1,962,299.00	100.00%	\$ -	\$ -	\$847,396.95
	Concrete Paving & Curbs	\$ 256,240.00	\$ 244,990.00	\$ 11,250.00		\$ 256,240.00	100.00%	\$ -	\$ -	\$538,998.25
	Asphalt Paving, Aggregate Base Course, Striping & Signage	\$ 663,192.00	\$ 659,442.00	\$ 3,750.00		\$ 663,192.00	100.00%	\$ -	\$ -	
	Landscape Restoration & Stabilization	\$ 283,655.00	\$ 283,655.00	\$ -		\$ 283,655.00	100.00%	\$ -	\$ -	
	Design & Engineering									
	Construction Survey	\$ 59,287.00	\$ 57,487.00	\$ 1,800.00		\$ 59,287.00	100.00%	\$ -	\$ -	
	Offsite Improvements									
	Builders Risk & General Liability Insurance	\$ 40,860.00	\$ 40,860.00	\$ -		\$ 40,860.00	100.00%	\$ -	\$ -	\$20,430
	Overhead	\$ 122,580.00	\$ 122,580.00	\$ -		\$ 122,580.00	100.00%	\$ -	\$ -	\$61,290
	Profit	\$ 183,870.00	\$ 183,870.00	\$ -		\$ 183,870.00	100.00%	\$ -	\$ -	\$91,935
	CHANGE ORDERS:									
	PCCO #1 - Topsoil	\$ 189,323.00	\$ 189,323.00	\$ -		\$ 189,323.00	100.00%	\$ -	\$ -	
	PCCO #2 - City Site Changes	\$ 364,906.00	\$ 364,906.00	\$ -		\$ 364,906.00	100.00%	\$ -	\$ -	
	PCCO #3 - Added Catch Basins	\$ 20,695.00	\$ 20,695.00	\$ -		\$ 20,695.00	100.00%	\$ -	\$ -	\$364,906
	PCCO #4 - Hydro-Excavate at Concealed Conduits	\$ 7,019.00	\$ 7,019.00	\$ -		\$ 7,019.00	100.00%	\$ -	\$ -	\$20,695
	Grand Totals	\$ 5,015,249.00	\$ 4,988,699.00	\$ 26,550.00	\$ -	\$ 5,015,249.00	100.00%	\$ -	\$ -	\$2,796,623.15

* Note: billing breakdowns shall be used for informational purposes only, the continuation sheet located over this document directly behind the application and certificate for payment take precedent*

Total in Place This Period: \$ 26,550.00

Total Retainage withheld: \$ -

Total Due this Draw: \$ 26,550.00

UTAH CONDITIONAL WAIVER AND RELEASE UPON FINAL PAYMENT

Property Name: **SLC121 – Wasatch Electric Offsite Improvements**

Property Location: **6800 West 9000 South, West Jordan, UT 84081**

Undersigned's Customer: **Jones Landing Industrial 1, L.C.**

Payment Amount Outstanding This Period: **\$26,550.00**

Through Month Ending: **June 30, 2026**

To the extent provided below, this document becomes effective to release and the undersigned is considered to waive any notice of lien or right under Utah Code Ann., Title 38, Chapter 1a, Mechanics' Liens, or any bond right under Utah Code Ann., Title 14, Contractors' Bonds, or Section 63G-6a-1103 related to payment rights the undersigned has on the above described Property once:

(1) the undersigned endorses a check in the above referenced Payment Amount payable to the undersigned; and

(2) the check is paid by the depository institution on which it is drawn.

This waiver and release applies to a final payment for the work, materials, equipment, or a combination of work, materials, and equipment furnished by the undersigned to the Property or to the Undersigned's Customer.

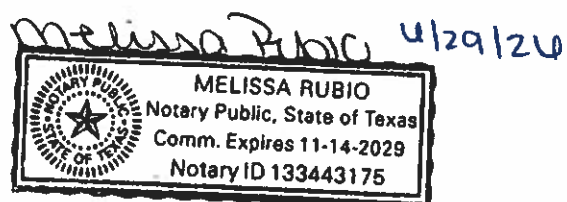
The undersigned warrants that the undersigned either has already paid or will use the money the undersigned receives from this final payment promptly to pay in full all the undersigned's laborers, subcontractors, materialmen, and suppliers for all work, materials, equipment, or combination of work, materials, and equipment that are the subject of this waiver and release.

Dated: 06/29/2026

Company Name: **ARCO DB Companies, Inc. c/o ARCO Design/Build Salt Lake City**

By: 

Its: **Design/Build Manager**





SIRI
CONTRACTING

SIRI CONTRACTING, LLC
142 N 1800 W SUITE 800
LINDON, UT 84042
801-386-3008

BID PROPOSAL

Project Name: Wasatch Electric Off-Site
Location: 6700 W 9000 S West Jordan, UT 84081
Submitted To: Ryan Bevan
Company: Gardner Company

Date: January 9, 2025
Estimator: Kyle Van Lindt

SCOPE OF WORK: SITE WORK

ITEM NO.	GENERAL CONDITIONS ITEM DESCRIPTION	BID QUANTITY	UNITS	UNIT PRICE	TOTAL AMOUNT
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SCOPE OF WORK:

1	General Conditions	1.00	LS	\$30,000.00	\$30,000.00
2	Survey	1.00	LS	\$50,000.00	\$50,000.00
3	Fencing	800.00	LF	\$15.00	\$12,000.00
4	Portable Toilet	6.00	Months	\$350.00	\$2,100.00
General Conditions Total:					\$94,100.00

ITEM NO.	SWPPP ITEM DESCRIPTION	BID QUANTITY	UNITS	UNIT PRICE	TOTAL AMOUNT
----------	---------------------------	-----------------	-------	---------------	-----------------

SCOPE OF WORK:

5	Install Construction Entrance	1,500.00	SF	\$3.00	\$4,500.00
6	Install Silt Fence	5,250.00	LF	\$4.50	\$23,625.00
7	Install Inlet Protection	25.00	EA	\$250.00	\$6,250.00
8	NOI	1.00	LS	\$3,500.00	\$3,500.00
9	Monthly Inspections	6.00	Months	\$1,000.00	\$6,000.00
10	Street Sweeping	100.00	HRS	\$300.00	\$30,000.00
SWPPP Total:					\$73,875.00

ITEM NO.	EARTHWORK ITEM DESCRIPTION	BID QUANTITY	UNITS	UNIT PRICE	TOTAL AMOUNT
----------	-------------------------------	-----------------	-------	---------------	-----------------

SCOPE OF WORK:

11	Mobilization	10.00	LDS	\$1,000.00	\$10,000.00
6700 West					
12	Clear/Grub and Stockpile On-Site	3,103.00	CY	\$7.00	\$21,721.00
13	Cuts/Fills	23.00	CY	\$8.00	\$184.00
14	Import and Place Structural Fill to Subgrade Elevations	24,642.00	TN	\$18.00	\$443,556.00
15	Curb and Gutter Grading	2,775.00	LF	\$4.50	\$12,487.50
16	Import and Place Subbase Under Curb and Gutter	855.00	TN	\$17.56	\$15,013.80
17	Import and Place Road Base Under Curb and Gutter	440.00	TN	\$40.00	\$17,600.00
18	Sidewalk Grading	8,085.00	SF	\$0.65	\$5,255.25
19	Import and Place Road Base Under Sidewalk	190.00	TN	\$42.00	\$7,980.00
20	Asphalt Paving Grading	69,665.00	SF	\$0.20	\$13,933.00
21	Mirifi 140N Under Asphalt Paving	16.00	Rolls	\$750.00	\$12,000.00
22	Import and Place Subbase Under Asphalt Paving	4,765.00	TN	\$17.56	\$83,673.40
23	Fine Grade Remaining Areas	40,025.00	SF	\$0.20	\$8,005.00

6700 West Earthwork Total: **\$641,408.95**

9200 South

24	Clear/Grub and Stockpile On-Site	2,358.00	CY	\$7.00	\$16,506.00
25	Cuts/Fills	2,428.00	CY	\$8.00	\$19,424.00
26	Excavate to Subgrade and Place On-Site	885.00	CY	\$7.00	\$6,195.00
27	Curb and Gutter Grading	1,170.00	LF	\$4.50	\$5,265.00
28	Import and Place Subbase Under Curb and Gutter	360.00	TN	\$17.56	\$6,321.60
29	Import and Place Road Base Under Curb and Gutter	185.00	TN	\$40.00	\$7,400.00

30	Concrete Paving Grading	1,565.00	SF	\$0.65	\$1,017.25
31	Import and Place Road Base Under Concrete Paving	55.00	TN	\$42.00	\$2,310.00
32	Asphalt Paving Grading	24,065.00	SF	\$0.20	\$4,813.00
33	Mirifi 140N Under Asphalt Paving	6.00	Rolls	\$750.00	\$4,500.00
34	Import and Place Subbase Under Asphalt Paving	1,650.00	TN	\$17.56	\$28,974.00
35	Maintenance Road Grading	30,040.00	SF	\$0.20	\$6,008.00
36	Import and Place Asphalt Millings for Maintenance Road	2,225.00	TN	\$37.50	\$83,437.50
37	Fine Grade Channel	17,395.00	SF	\$0.25	\$4,348.75
38	Mirifi 1100N Under Cobble	4.00	Rolls	\$1,000.00	\$4,000.00
39	Import and Place 3" Cobble in Channel	615.00	TN	\$55.50	\$34,132.50
40	Fine Grade Remaining Areas	23,810.00	SF	\$0.20	\$4,762.00
9200 South Earthwork Total:					\$239,414.60
6900 West					
41	Clear/Grub and Stockpile On-Site	1,550.00	CY	\$7.00	\$10,850.00
42	Cuts/Fills	1,019.00	CY	\$8.00	\$8,152.00
43	Excavate to Subgrade and Place On-Site	2,477.00	CY	\$7.00	\$17,339.00
44	Curb and Gutter Grading	875.00	LF	\$4.50	\$3,937.50
45	Import and Place Subbase Under Curb and Gutter	270.00	TN	\$17.56	\$4,741.20
46	Import and Place Road Base Under Curb and Gutter	140.00	TN	\$40.00	\$5,600.00
47	Concrete Paving Grading	575.00	SF	\$0.65	\$373.75
48	Import and Place Road Base Under Concrete Paving	20.00	TN	\$42.00	\$840.00
49	Asphalt Paving Grading	16,050.00	SF	\$0.20	\$3,210.00
50	Mirifi 140N Under Asphalt Paving	4.00	Rolls	\$750.00	\$3,000.00
51	Import and Place Subbase Under Asphalt Paving	1,100.00	TN	\$17.56	\$19,316.00
52	Maintenance Road Grading	16,475.00	SF	\$0.20	\$3,295.00
53	Import and Place Asphalt Millings for Maintenance Road	1,220.00	TN	\$37.50	\$45,750.00
54	Fine Grade Channel	12,950.00	SF	\$0.25	\$3,237.50
55	Mirifi 1100N Under Cobble	3.00	Rolls	\$1,000.00	\$3,000.00
56	Import and Place 3" Cobble in Channel	455.00	TN	\$55.50	\$25,252.50
57	Fine Grade Remaining Areas	36,480.00	SF	\$0.20	\$7,296.00
6900 West Earthwork Total:					\$165,190.45
9075 South					
58	Clear/Grub and Stockpile On-Site	615.00	CY	\$7.00	\$4,305.00
59	Cuts/Fills	886.00	CY	\$8.00	\$7,088.00
60	Import and Place Structural Fill to Subgrade Elevations	750.00	TN	\$18.00	\$13,500.00
61	Curb and Gutter Grading	1,225.00	LF	\$4.50	\$5,512.50
62	Import and Place Subbase Under Curb and Gutter	380.00	TN	\$17.56	\$6,672.80
63	Import and Place Road Base Under Curb and Gutter	195.00	TN	\$40.00	\$7,800.00
64	Sidewalk/Concrete Paving Grading	2,735.00	SF	\$0.65	\$1,777.75
65	Import and Place Road Base Under Sidewalk/ Concrete Paving	85.00	TN	\$42.00	\$3,570.00
66	Asphalt Paving Grading	18,995.00	SF	\$0.20	\$3,799.00
67	Mirifi 140N Under Asphalt Paving	5.00	Rolls	\$750.00	\$3,750.00
68	Import and Place Subbase Under Asphalt Paving	1,300.00	TN	\$17.56	\$22,828.00
69	Fine Grade Remaining Areas	11,490.00	SF	\$0.20	\$2,298.00
9075 South Earthwork Total:					\$82,901.05
Off-Site Detention Basin					
70	Clear/Grub and Stockpile On-Site	860.00	CY	\$7.00	\$6,020.00
71	Excavate to Subgrade and Place On-Site	4,446.00	CY	\$8.00	\$35,568.00
Off-Site Detention Basin Earthwork Total:					\$41,588.00
Earthwork Total:					\$1,180,503.05

ITEM NO.	UTILITIES ITEM DESCRIPTION	BID QUANTITY	UNITS	UNIT PRICE	TOTAL AMOUNT
SCOPE OF WORK:					
70	Mobilization	10.00	LDS	\$1,000.00	\$10,000.00
71	Testing	1.00	LS	\$7,500.00	\$7,500.00
72	Shoring	1.00	LS	\$10,000.00	\$10,000.00
73	Vac Truck	30.00	HRS	\$350.00	\$10,500.00
6700 West					
74	Sewer - Connect to Existing Manhole	1.00	EA	\$1,500.00	\$1,500.00
75	8" PVC SDR-35	475.00	LF	\$41.25	\$19,593.75
76	48" Manhole	2.00	EA	\$5,784.75	\$11,569.50
77	8" Stub and Mark	1.00	EA	\$500.00	\$500.00

78	Gravel Bedding	225.00	TN	\$28.70	\$6,457.50
79	Place Trench Spoils On-Site	140.00	CY	\$8.00	\$1,120.00
80	Storm Drain - Traffic Control	1.00	LS	\$5,000.00	\$5,000.00
81	Saw Cut Asphalt	100.00	LF	\$5.00	\$500.00
82	Asphalt Removal	450.00	SF	\$3.00	\$1,350.00
83	Asphalt Patch	450.00	SF	\$15.00	\$6,750.00
84	Connect to Existing Cleanout Box	1.00	EA	\$1,500.00	\$1,500.00
85	15" RCP	170.00	LF	\$66.75	\$11,347.50
86	24" RCP	915.00	LF	\$81.50	\$74,572.50
87	36" RCP	525.00	LF	\$130.75	\$68,643.75
88	Curb Inlet Box	2.00	EA	\$3,242.00	\$6,484.00
89	Double Curb Inlet Box	1.00	EA	\$5,004.00	\$5,004.00
90	Combo Box	6.00	EA	\$7,219.50	\$43,317.00
91	Cleanout Box	2.00	EA	\$4,714.25	\$9,428.50
92	15" Stub and Mark	1.00	EA	\$500.00	\$500.00
93	24" Stub and Mark	1.00	EA	\$500.00	\$500.00
94	Gravel Bedding	825.00	TN	\$28.70	\$23,677.50
95	Place Trench Spoils On-Site	515.00	CY	\$8.00	\$4,120.00
96	Water - Remove Existing 12x8 Tee	1.00	EA	\$1,000.00	\$1,000.00
97	Remove Existing 8" C-900	30.00	LF	\$35.00	\$1,050.00
98	Connect to Existing Line with 12x16 Tee	1.00	EA	\$9,088.25	\$9,088.25
99	16" C-900	1,380.00	LF	\$90.00	\$124,200.00
100	16" Stub and Mark	1.00	EA	\$500.00	\$500.00
101	Fire - 16x6 Tee	3.00	EA	\$2,863.00	\$8,589.00
102	6" C-900	20.00	LF	\$39.25	\$785.00
103	6" Gate Valve	3.00	EA	\$2,165.75	\$6,497.25
104	Fire Hydrant	3.00	EA	\$5,732.75	\$17,198.25
105	Sand Bedding	665.00	TN	\$20.00	\$13,300.00
106	Place Trench Spoils On-Site	415.00	CY	\$8.00	\$3,320.00

6700 West Utility Total:

\$488,963.25

9200 South

107	Sewer - Connect to Existing Line with 60" Manhole	1.00	EA	\$9,008.25	\$9,008.25
108	10" PVC SDR-35	725.00	LF	\$47.50	\$34,437.50
109	48" Manhole	2.00	EA	\$5,784.75	\$11,569.50
110	10" Stub and Mark	1.00	EA	\$500.00	\$500.00
111	Gravel Bedding	345.00	TN	\$28.70	\$9,901.50
112	Place Trench Spoils On-Site	215.00	CY	\$8.00	\$1,720.00
113	Storm Drain - 15" RCP	60.00	LF	\$66.75	\$4,005.00
114	18" RCP	755.00	LF	\$71.25	\$53,793.75
115	Curb Inlet Box	2.00	EA	\$3,242.00	\$6,484.00
116	Combo Box	3.00	EA	\$7,219.50	\$21,658.50
117	Cleanout Box	1.00	EA	\$4,714.25	\$4,714.25
118	18" Flared End Section	1.00	EA	\$1,500.00	\$1,500.00
119	Gravel Bedding	390.00	TN	\$28.70	\$11,193.00
120	Place Trench Spoils On-Site	245.00	CY	\$8.00	\$1,960.00
121	Water - Traffic Control	1.00	LS	\$5,000.00	\$5,000.00
122	Connect to Existing Line with 12x16 Tee	1.00	EA	\$6,638.00	\$6,638.00
123	12" C-900	2,040.00	LF	\$74.50	\$151,980.00
124	12" Gate Valve	10.00	EA	\$5,279.75	\$52,797.50
125	16" Butterfly Valve	2.00	EA	\$14,456.75	\$28,913.50
126	12x12 Tee	2.00	EA	\$2,661.50	\$5,323.00
127	12x10 Reducer	1.00	EA	\$929.75	\$929.75
128	10" Detector Check Valve	1.00	EA	\$30,100.00	\$30,100.00
129	Fire - 12x6 Tee	1.00	EA	\$1,103.00	\$1,103.00
130	6" C-900	20.00	LF	\$39.25	\$785.00
131	12x6 Reducer	1.00	EA	\$763.00	\$763.00
132	6" Gate Valve	2.00	EA	\$2,165.75	\$4,331.50
133	Fire Hydrant	2.00	EA	\$5,732.75	\$11,465.50
134	Sand Bedding	980.00	TN	\$20.00	\$19,600.00
135	Place Trench Spoils On-Site	610.00	CY	\$8.00	\$4,880.00
136	Boring - Excavate for Shoring and Stockpile On-Site	90.00	CY	\$15.00	\$1,350.00
137	Install Shoring	1.00	LS	\$5,000.00	\$5,000.00
138	Import and Place 6" of Gravel at Bottom of Hole	15.00	TN	\$25.00	\$375.00
139	Excavate for Receiving Pit and Stockpile On-Site	15.00	CY	\$15.00	\$225.00
140	Shore Receiving Pit	1.00	LS	\$2,500.00	\$2,500.00

141	Mobilization for Boring Contractor	1.00	LS	\$24,200.00	\$24,200.00
142	Install 24" Casing Under Bacchus Highway	85.00	LF	\$1,800.00	\$153,000.00
143	Backfill Excavated Pit	90.00	CY	\$20.00	\$1,800.00
144	Backfill Excavated Receiving Pit	15.00	CY	\$20.00	\$300.00
145	Remove Shoring	1.00	LS	\$1,500.00	\$1,500.00
				9200 South Utility Total:	\$687,305.00
6900 West					
146	Sewer - 8" PVC SDR-35	215.00	LF	\$41.25	\$8,868.75
147	48" Manhole	3.00	EA	\$5,784.75	\$17,354.25
148	8" Stub and Mark	1.00	EA	\$500.00	\$500.00
149	Gravel Bedding	105.00	TN	\$28.70	\$3,013.50
150	Place Trench Spoils On-Site	65.00	CY	\$8.00	\$520.00
151	Storm Drain - Connect to Existing Stub	1.00	EA	\$1,500.00	\$1,500.00
152	15" RCP	85.00	LF	\$66.75	\$5,673.75
153	18" RCP	150.00	LF	\$71.25	\$10,687.50
154	Curb Inlet Box	3.00	EA	\$3,242.00	\$9,726.00
155	Combo Box	3.00	EA	\$7,219.50	\$21,658.50
156	Cleanout Box	1.00	EA	\$4,714.25	\$4,714.25
157	18" Flared End Section	1.00	EA	\$1,500.00	\$1,500.00
158	Gravel Bedding	115.00	TN	\$28.70	\$3,300.50
159	Place Trench Spoils On-Site	70.00	CY	\$8.00	\$560.00
160	Water - Connect to Existing Stub	1.00	EA	\$1,500.00	\$1,500.00
161	12" C-900	1,295.00	LF	\$74.50	\$96,477.50
162	12" Gate Valve	4.00	EA	\$5,279.75	\$21,119.00
163	12x12 Tee	1.00	EA	\$2,661.50	\$2,661.50
164	Fire - 12x6 Tee	1.00	EA	\$1,103.00	\$1,103.00
165	6" C-900	40.00	LF	\$39.25	\$1,570.00
166	6" Gate Valve	1.00	EA	\$2,165.75	\$2,165.75
167	Fire Hydrant	1.00	EA	\$5,732.75	\$5,732.75
168	Sand Bedding	635.00	TN	\$20.00	\$12,700.00
169	Place Trench Spoils On-Site	395.00	CY	\$8.00	\$3,160.00
				6900 West Utility Total:	\$237,766.50
9075 South					
170	Sewer - 8" PVC SDR-35	695.00	LF	\$41.25	\$28,668.75
171	48" Manhole	1.00	EA	\$5,784.75	\$5,784.75
172	60" Manhole	1.00	EA	\$6,988.75	\$6,988.75
173	8" Stub and Mark	1.00	EA	\$500.00	\$500.00
174	Gravel Bedding	330.00	TN	\$28.70	\$9,471.00
175	Place Trench Spoils On-Site	205.00	CY	\$8.00	\$1,640.00
176	Storm Drain - 15" RCP	60.00	LF	\$66.75	\$4,005.00
177	18" RCP	660.00	LF	\$71.25	\$47,025.00
178	Curb Inlet Box	2.00	EA	\$3,242.00	\$6,484.00
179	Combo Box	2.00	EA	\$7,219.50	\$14,439.00
180	Gravel Bedding	345.00	TN	\$28.70	\$9,901.50
181	Place Trench Spoils On-Site	215.00	CY	\$8.00	\$1,720.00
182	Water - 2" Poly	60.00	LF	\$30.00	\$1,800.00
183	12" C-900	400.00	LF	\$74.50	\$29,800.00
184	12" Gate Valve	3.00	EA	\$5,279.75	\$15,839.25
185	12x2 Saddle	1.00	EA	\$1,725.00	\$1,725.00
186	12x12 Tee	1.00	EA	\$2,661.50	\$2,661.50
187	12x10 Reducer	1.00	EA	\$929.75	\$929.75
188	2" Water Meter Box	1.00	EA	\$3,685.50	\$3,685.50
189	10" Detector Check Valve	1.00	EA	\$30,100.00	\$30,100.00
190	Irrigation - 12x1.5 Saddle	1.00	EA	\$1,725.00	\$1,725.00
191	1.5" Poly	55.00	LF	\$30.00	\$1,650.00
192	1.5" Water Meter Box	1.00	EA	\$12,635.00	\$12,635.00
193	Fire - 12x6 Reducer	1.00	EA	\$763.00	\$763.00
194	6" C-900	10.00	LF	\$39.25	\$392.50
195	6" Gate Valve	1.00	EA	\$2,165.75	\$2,165.75
196	Fire Hydrant	1.00	EA	\$5,732.75	\$5,732.75
197	Sand Bedding	250.00	TN	\$20.00	\$5,000.00
198	Place Trench Spoils On-Site	155.00	CY	\$8.00	\$1,240.00
				9075 South Utility Total:	\$254,472.75
Off-Site Storm Drain					
199	Storm Drain - Connect to Existing Catch Basin	1.00	EA	\$1,500.00	\$1,500.00

200	36" RCP	1,125.00	LF	\$130.75	\$147,093.75
201	Cleanout Box	4.00	EA	\$4,772.50	\$19,090.00
202	Gravel Bedding	670.00	TN	\$28.70	\$19,229.00
203	Place Trench Spoils On-Site	420.00	CY	\$8.00	\$3,360.00
Off-Site Storm Drain Utility Total:					\$190,272.75

Utility Total: \$1,896,780.25

ITEM NO.	HARDSCAPE ITEM DESCRIPTION	BID QUANTITY	UNITS	UNIT PRICE	TOTAL AMOUNT
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SCOPE OF WORK:

6700 West

204	Site Concrete - 30" Curb and Gutter	2,775.00	LF	\$22.11	\$61,355.25
205	5.5" Thick Sidewalk	8,085.00	SF	\$6.10	\$49,318.50
206	Bike Ramp	3.00	EA	\$2,200.00	\$6,600.00
207	Asphalt Paving - Install 8" of Road Base and 6" of HMA	69,665.00	SF	\$5.30	\$369,224.50
208	Striping and Signage	1.00	LS	\$52,500.00	\$52,500.00
6700 West Hardscape Total:					\$538,998.25

9200 South

209	Site Concrete - 30" Curb and Gutter	1,170.00	LF	\$22.11	\$25,868.70
210	Concrete Approach	1,565.00	SF	\$9.80	\$15,337.00
211	Asphalt Paving - Install 8" of Road Base and 6" of HMA	24,065.00	SF	\$5.30	\$127,544.50
212	Striping and Signage	1.00	LS	\$2,500.00	\$2,500.00
9200 South Hardscape Total:					\$171,250.20

6900 West

213	Site Concrete - 30" Curb and Gutter	875.00	LF	\$22.11	\$19,346.25
214	Concrete Approach	575.00	SF	\$9.80	\$5,635.00
215	Asphalt Paving - Install 8" of Road Base and 6" of HMA	16,050.00	SF	\$5.30	\$85,065.00
6900 West Hardscape Total:					\$110,046.25

9075 South

216	Site Concrete - 30" Curb and Gutter	1,225.00	LF	\$22.11	\$27,084.75
217	5.5" Thick Sidewalk	1,260.00	SF	\$6.10	\$7,686.00
218	Bike Ramp	1.00	EA	\$2,200.00	\$2,200.00
219	Concrete Approach	1,475.00	SF	\$9.80	\$14,455.00
220	Asphalt Paving - Install 8" of Road Base and 6" of HMA	18,995.00	SF	\$5.30	\$100,673.50
221	Striping and Signage	1.00	LS	\$2,500.00	\$2,500.00
9075 South Hardscape Total:					\$154,599.25

Hardscape Total: \$974,893.95

ITEM NO.	ELECTRICAL ITEM DESCRIPTION	BID QUANTITY	UNITS	UNIT PRICE	TOTAL AMOUNT
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SCOPE OF WORK:

6700 West

222	Light Poles - Mobilization	1.00	LS	\$2,500.00	\$2,500.00
223	Excavate, Backfill and Install 6" Condit	1,970.00	LF	\$16.81	\$33,115.70
224	Sand Bedding	235.00	TN	\$10.55	\$2,479.25
225	Install Conductor	1,970.00	LF	\$7.50	\$14,775.00
226	Install Light Poles	9.00	EA	\$8,459.00	\$76,131.00
227	Place Trench Spoils On-Site	145.00	CY	\$8.00	\$1,160.00
6700 West Electrical Total:					\$130,160.95

9200 South

228	Light Poles - Excavate, Backfill and Install 6" Condit	990.00	LF	\$16.81	\$16,641.90
229	Sand Bedding	120.00	TN	\$10.55	\$1,266.00
230	Install Conductor	990.00	LF	\$7.50	\$7,425.00
231	Install Light Poles	4.00	EA	\$8,459.00	\$33,836.00
232	Place Trench Spoils On-Site	75.00	CY	\$8.00	\$600.00
9200 South Electrical Total:					\$59,768.90

6900 West

233	Light Poles - Excavate, Backfill and Install 6" Condit	705.00	LF	\$16.81	\$11,851.05
234	Sand Bedding	85.00	TN	\$10.55	\$896.75
235	Install Conductor	705.00	LF	\$7.50	\$5,287.50
236	Install Light Poles	3.00	EA	\$8,459.00	\$25,377.00

237	Place Trench Spoils On-Site	55.00	CY	\$8.00	\$440.00
9075 South					
6900 West Electrical Total:					\$43,852.30
238	Light Poles - Excavate, Backfill and Install 6" Condit	1,150.00	LF	\$16.81	\$19,331.50
239	Sand Bedding	140.00	TN	\$10.55	\$1,477.00
240	Install Conductor	1,150.00	LF	\$7.50	\$8,625.00
241	Install Light Poles	6.00	EA	\$8,459.00	\$50,754.00
242	Place Trench Spoils On-Site	85.00	CY	\$8.00	\$680.00
9075 South Electrical Total:					\$80,867.50
Electrical Total:					\$314,649.65

Total Project: \$4,534,801.90

ITEM NO.	OFF-SITE ALTERNATE ITEM DESCRIPTION	BID QUANTITY	UNITS	UNIT PRICE	TOTAL AMOUNT
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SCOPE OF WORK:

1	Credit, Use Fill Material from Barney's Wash in lieu of Pit Material. This does not include the Subbase Section	24,642.00	TN	-\$9.50	-\$234,099.00
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EXCLUSIONS:

- 1 Survey, layout, construction staking, grade verification, engineering
- 2 Testing, Dewatering
- 3 Building Permits and fees
- 4 Hazardous Material, Debris Handling and Disposal

SPECIAL PROVISIONS:

- 1 Water required for compaction and dust control will be available on-site at no charge.
- 2 All on-site excavated material is considered suitable for use as structural backfill.
- 3 Any insurance requirements over \$2 Million will be extra and are not included in the base price.
- 4 This bid proposal excludes winter conditions costs and snow / frost removal or replacement with dry structural fill.
- 5 Light poles, electrical trenches and bollards are by others.
- 6 This bid proposal is based on the acceptance of all items detailed above. This proposal is strictly limited to the scope of work outlined above, and defined by this proposal. If accepted, this proposal will be included in, and become part of any subcontract.
- 7 This bid is based on the cost of fuel and oil prices on bid day. Any increase in oil prices will be passed through to the owner.
- 8 Siri Contracting retains all salvage rights on the demolition at the condition during the bidding process.
- 9 This bid is based on a site visit and plans by
- 10 Earthwork quantities calculated from drawings listed above. No other survey or measurement were performed.
- 11 This bid is valid for 30 days from date of bid.
- 12 **ELECTRICAL CONDUIT DOES NOT INCLUDE RUNS TO TRANSFORMERS SINCE WE DO NOT KNOW THEY WILL BE LOCATED**
- 13
- 14
- 15

SIRI Excavation Total for 6700 W: 2,247,367.15

Request For Council Action

Action: Need Council to Take Action

Meeting Date Requested : 09/22/2026

Presenter: Tangee Sloan, City Recorder

Deadline of item :

Applicant:

Department Sponsor: Recorder - Elections

Agenda Type: Consent Items

Presentation Time: 10 Minutes

(Council may elect to provide more or less time)

1. Agenda Subject

Ordinance No. 26-48 Amendments to City Code Enacting a Definition for “Municipal Office Candidate” in Section 1-15-1 and Amending Section 1-15-4 Disclosure of Campaign Contributions and Expenditures

2. Executive Summary

During the August 25, 2026 City Council Work Session, the Council discussed changes resulting from the passage of Senate Bill 321 (2026 Legislative Session), which establishes an annual campaign financial disclosure requirement due January 10th. In City Code 1-15-4, there is a separate annual financial disclosure requirement with a due date of April 1st.

Following Council direction at the Work Session, staff is bringing forward an amendment to City Code enacting a definition for “Municipal Office Candidate” in Section 1-15-1 and amending Section 1-15-4 (Disclosure of Campaign Contributions and Expenditures).

3. Time Sensitivity / Urgency

None

4. Fiscal Note

No Fiscal Impact

5. Mayor Recommendation

6. Council Staff Analysis

Council is being asked to consider City Code changes to remove the requirement for sitting municipal elected officers to provide an annual campaign disclosure under City Code and to establish a definition for “Municipal Office Candidate”.

Council discussed the proposed code changes to campaign disclosure requirements in the [Committee of the Whole \(COTW\) on August 25, 2026](#). During the COTW meeting, Council was informed that [2026 SB321](#) establishes an annual campaign financial disclosure requirement due January 10 for candidates, including candidates who were not elected to office. Current City Code separately requires sitting elected officials to provide an annual campaign disclosure by April 1. Council indicated support for removing the City’s separate April 1 disclosure requirement so that sitting elected officials are only required to provide one disclosure rather than two.

During the discussion, Council also inquired about who is considered a municipal elected official for purposes of the City's campaign disclosure requirements. This prompted the proposed addition of definition for "Municipal Office Candidate" in Section 1-15-1.

The proposed definition identifies current or recent candidates for Mayor or City Council, as well as current or recent Mayor or City Council members, who have not yet filed a statement of account dissolution with the City Recorder. Section 1-15-4 then uses the defined term "Municipal Office Candidate" to identify who is subject to the City's campaign finance disclosure requirements and requires an annual updated campaign finance report by January 10, unless the individual files a statement of account dissolution or another applicable exception applies. Together, the proposed amendments clarify who is considered a "Municipal Office Candidate" and the campaign finance disclosure requirements that apply to those individuals.

7. 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. Refer the item back to a Committee of the Whole Meeting;
4. Refer the item back to Council Staff or Administrative Staff.

8. Attachments

Attachment A – Legislative Version

Attachment B – Clean Version

Attachment C – COTW Minutes – August 25, 2026

Ordinance No. 26-48

**An Ordinance Amending the 2009 West Jordan City Code;
Enacting a Definition for "Municipal Office Candidate" in Section 1-15-1 and Amending Section 1-15-4
(Disclosure of Campaign Contributions and Expenditures)**

Whereas, the City of West Jordan ("City") adopted West Jordan City Code ("City Code") in 2009; and the City Council of the City ("Council" or "City Council") desires to enact a new definition in City Code Section 1-15-1 and to amend Section 1-15-4 (Disclosure of Campaign Contributions and Expenditures), to be referred to as "**proposed City Code amendments**"; and

Whereas, the City Council held a Committee of the Whole work session on August 18, 2026 and a regular Council meeting on September 22, 2026, regarding the proposed City Code amendments, and finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to adopt the proposed City Code amendments.

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

Section 1. Approval of proposed City Code amendments. The proposed City Code amendments are approved, as shown in Attachments A (legislative version) and B (clean version) 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

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

"Yes"

☐☐☐☐☐☐☐

"No"

☐☐☐☐☐☐☐

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

45
46 Mayor's Action: _____ Approve _____ Veto

47
48
49 By: _____
50 Mayor Dirk Burton Date

51
52 Attest:

53
54 _____
55 Tangee Sloan, MMC, UCC
56 City Recorder

57
58
59 **Statement of Approval/Passage (check one)**

60
61 _____ The Mayor approved and signed Ordinance No. 26-48.

62
63
64 _____ The Mayor vetoed Ordinance No. 26-48 on _____.

65
66
67 _____ The City Council overrode the veto of the Mayor by a vote of _____ to _____.

68
69
70 _____ Ordinance No. 26-48 became effective by operation of law without the Mayor's approval
71 or disapproval.

72
73 _____
74 Tangee Sloan, MMC, UCC
75 City Recorder

76
77 **Certificate of Publication**

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

82
83 _____
84 Tangee Sloan, MMC, UCC
85 City Recorder

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88 ***(Continued on the next page)***

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Attachments A and B

Ordinance No. 26-48

**An Ordinance Amending the 2009 West Jordan City Code;
Enacting a Definition for “Municipal Office Candidate” in Section 1-15-1 and Amending Section 1-15-4
(Disclosure of Campaign Contributions and Expenditures)**

(Attachments on the following pages)

Attachment A – Legislative Version
Ordinance No. 26-48
City Code Text Amendment
Enacting a Definition for “Municipal Office Candidate” in Section 1-15-1 and
Amending Section 1-15-4
(Disclosure of Campaign Contributions and Expenditures)

1-15-1: DEFINITIONS:

[Adding the following definition to this section.]

MUNICIPAL OFFICE CANDIDATE: Any person who:

A. Is currently or was recently a candidate for mayor or a city council seat of the city, who complied with the applicable requirements and qualifications of this chapter to be a candidate, and who has not yet filed a statement of account dissolution with the city recorder; or

B. Is currently or was recently serving in the position of mayor or member of the city council of the city, who has not yet filed a statement of account dissolution with the city recorder.

1-15-4: DISCLOSURE OF CAMPAIGN CONTRIBUTIONS AND EXPENDITURES:

A. Disclosure Duty: Each ~~candidate-for-elected~~ municipal office candidate shall report financial contributions and expenditures in full compliance with this code, and Utah Code section 10-3-208, and title 20A, chapter 11, or ~~its~~ successor provisions. If the city adopts stricter disclosure requirements than Utah Code, the disclosure requirements of this chapter shall apply.

B. Report Filing: The filings required by this section shall be made with the city recorder. The statements so filed shall be public records.

C. Campaign Finance Reports:

1. Campaign finance reports shall detail accurately and completely the information required concerning contributions and expenditures.

2. Campaign finance reports shall identify the amount of each contribution, regardless of amount, and the name of the contributor, if known. The monetary value of in-kind contributions should be estimated.

3. Campaign finance reports shall identify each expenditure, regardless of amount, and the name of the recipient of the expenditure.

4. Campaign finance reports shall identify any anonymous donations. Campaign finance reports must include a statement of the date of transfer to state, county, city, or a non-profit

501(c)(3) organization and identify the organization funds were transferred to on any anonymous contributions greater than ~~fifty dollars (\$50.00)~~ as an expenditure.

D. ~~Current Elected Officials~~ Municipal Office Candidates and Annual Reports: ~~Current elected officials~~ Each municipal office candidate must submit an annual updated campaign finance report no later than ~~April 1~~ January 10 each year ~~in office to disclose campaign contributions and expenditures made or received since the immediately prior reporting period, unless the~~ municipal office candidate files a statement of account dissolution with the city recorder or as otherwise allowed, pursuant to Utah Code sections 10-3-209.1 and 10-3-209.3 or successor provisions.

E. Campaign finance reports shall include a statement certifying that all contributions and expenditures not previously reported have been reported.

F. City Recorder Notifications:

1. The city recorder shall notify each ~~candidate for~~ municipal office candidate upon declaration of candidacy and again ~~fourteen (14)~~ days before each municipal election, of the provisions of this section and Utah law that govern disclosure of contributions, expenditures, and the penalties for failing to file a campaign finance report, including the statutory provisions that require the removal of the municipal office candidate's name from the ballot for failure to file required campaign finance reports.

2. At least 14 days, but no more than 21 days, before each such report is due, the ~~The~~ city recorder shall notify ~~all elected officials of their~~ each municipal office candidate of the obligation to file an annual updated campaign finance report by ~~April 1~~ January 10 ~~as required by this section~~ and the penalties for failing to do so ~~at least fourteen (14) days but no more than twenty one (21) days before such campaign finance report is due.~~

G. Failure To File Campaign Finance Reports: A municipal office candidate who was more than ~~thirty~~ 30 calendar days late in filing an annual updated campaign finance report or any other campaign finance report or reports with the city recorder, since the filing period for the last municipal election, is not qualified to file any declaration of candidacy with the city recorder pursuant to section 1-15-2 during the filing periods for the next two municipal elections. (Ord. 20-44, 12-2-2020; amd. Ord. 23-13, 3-8-2023; Ord. 24-41, 9-25-2024; Ord. 24-52, 12-4-2024)

Attachment B – Clean Version
Ordinance 26-48
City Code Text Amendment
Enacting a Definition for “Municipal Office Candidate” in Section 1-15-1 and
Amending Section 1-15-4
(Disclosure of Campaign Contributions and Expenditures)

1-15-1: DEFINITIONS:

[Adding the following definition to this section.]

MUNICIPAL OFFICE CANDIDATE: Any person who:

A. Is currently or was recently a candidate for mayor or a city council seat of the city, who complied with the applicable requirements and qualifications of this chapter to be a candidate, and who has not yet filed a statement of account dissolution with the city recorder; or

B. Is currently or was recently serving in the position of mayor or member of the city council of the city, who has not yet filed a statement of account dissolution with the city recorder.

1-15-4: DISCLOSURE OF CAMPAIGN CONTRIBUTIONS AND EXPENDITURES:

A. Disclosure Duty: Each municipal office candidate shall report financial contributions and expenditures in full compliance with this code and Utah Code section 10-3-208 and title 20A, chapter 11, or successor provisions. If the city adopts stricter disclosure requirements than Utah Code, the disclosure requirements of this chapter shall apply.

B. Report Filing: The filings required by this section shall be made with the city recorder. The statements so filed shall be public records.

C. Campaign Finance Reports:

1. Campaign finance reports shall detail accurately and completely the information required concerning contributions and expenditures.

2. Campaign finance reports shall identify the amount of each contribution, regardless of amount, and the name of the contributor, if known. The monetary value of in-kind contributions should be estimated.

3. Campaign finance reports shall identify each expenditure, regardless of amount, and the name of the recipient of the expenditure.

4. Campaign finance reports shall identify any anonymous donations. Campaign finance reports must include a statement of the date of transfer to state, county, city, or a non-profit

501(c)(3) organization and identify the organization funds were transferred to on any anonymous contributions greater than \$50.00 as an expenditure.

D. Municipal Office Candidates and Annual Reports: Each municipal office candidate must submit an annual updated campaign finance report no later than January 10 each year, unless the municipal office candidate files a statement of account dissolution with the city recorder or as otherwise allowed, pursuant to Utah Code sections 10-3-209.1 and 10-3-209.3 or successor provisions.

E. Campaign finance reports shall include a statement certifying that all contributions and expenditures not previously reported have been reported.

F. City Recorder Notifications:

1. The city recorder shall notify each municipal office candidate upon declaration of candidacy and again 14 days before each municipal election, of the provisions of this section and Utah law that govern disclosure of contributions, expenditures, and the penalties for failing to file a campaign finance report, including the statutory provisions that require the removal of the municipal office candidate's name from the ballot for failure to file required campaign finance reports.

2. At least 14 days, but no more than 21 days, before each such report is due, the city recorder shall notify each municipal office candidate of the obligation to file an annual updated campaign finance report by January 10 and the penalties for failing to do so.

G. Failure To File Campaign Finance Reports: A municipal office candidate who was more than 30 calendar days late in filing an annual updated campaign finance report or any other campaign finance report or reports with the city recorder, since the filing period for the last municipal election, is not qualified to file any declaration of candidacy with the city recorder pursuant to section 1-15-2 during the filing periods for the next two municipal elections. (Ord. 20-44, 12-2-2020; amd. Ord. 23-13, 3-8-2023; Ord. 24-41, 9-25-2024; Ord. 24-52, 12-4-2024)



**Minutes of the City of West Jordan
Committee of the Whole
Tuesday, August 25, 2026 – 4:00 pm
Approved September 8, 2026
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088**

1. Call to Order

- Council:** Chair Jessica Wignall, Vice Chair Kent Shelton, Bob Bedore, Annette Harris, Zach Jacob, Chad Lamb, Kayleen Whitelock
- Staff:** Council Office Director Alan Anderson, Senior Assistant City Attorney Patrick Boice, Mayor Dirk Burton, Public Works Director Brian Clegg, Utilities Manager Greg Davenport, Assistant City Administrator Paul Jerome, Community Development Director Scott Langford, City Administrator Korban Lee, Public Information Manager Marie Magers, Senior Planner Ray McCandless, Assistant City Attorney Duncan Murray, Council Office Clerk Cindy Quick, City Recorder Tangee Sloan, Policy Analyst Walter Schmidt

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

2. Discussion Topics

a. Follow up Discussion of Revised Concept Plan, Land Use, and Zoning for Sundial Townhomes (West Ridge Academy)

Senior Planner Ray McCandless presented a revised concept plan for Sundial Townhomes on West Ridge Academy property. Community Development Director Scott Langford said he believed DAI Utah had done a great job of listening to the Council and revising their plan. Mr. Langford said some of the existing uses in the area were fairly heavy and intense, and said he received complaint calls from both residents and businesses about other businesses in the area. He said mitigating and resolving some of the impacts were difficult.

Council Member Harris joined at 4:05 pm.

Chase Andrizzi with DAI Utah said a lot of Council feedback and neighborhood feedback had been incorporated into the concept plan. He showed the revised concept plan compared to the previous plan, and emphasized that the proposed number of units had reduced from 345 to 299, with overall density reduced from 10.8 to 9.64 units per acre. Parking spaces per unit had increased from 3.75 to 4.36. All units along Bagley Park Road had been flipped to be inward facing, and an eight-foot wall on top of a two-foot berm was proposed.

Mr. Andrizzi said concerns were expressed by residents about a trail connection to

Wildflower Park, so alternatively, a sidewalk along Bagley Park Road that would connect to the existing neighborhood was proposed to provide safe pedestrian access. Council Member Lamb questioned whether it would be right to block access for the development to the City park.

Mr. Andrizzi said the previous plan included converting existing buildings for some type of affordable housing, but with further discussion, the applicant proposed to remove the existing buildings to put in more houses that would look like the rest of the neighborhood. One existing building would remain for a daycare. The previous plan included a number of three-story units, and the revised plan did not exceed two stories. The revised plan contained townhomes with a two-bedroom unit upstairs and a one-bedroom unit downstairs, as shown in the previous plan. Both units would have a garage and driveway space. Mr. Andrizzi encouraged members of the Council to visit the DAI Utah H2O development in West Valley City.

Mr. Andrizzi showed proposed amenities, including a clubhouse (converted existing building), tot lot, dog park, fire pit, and an outdoor ping pong/putting green/cornhole area. He proposed that the existing six-foot precast fence remain, with addition of an eight-foot precast fence added to areas without precast fencing to complete the perimeter.

Responding to a question from Council Member Whitelock, Mr. Andrizzi said the shortest proposed driveway length was 20 feet. He showed a proposed parking plan, and said the hope with providing off-street guest parking areas would be to take parking pressure off of Bagley Park Road. He showed public transportation access from the development, and showed an expected traffic flow map, emphasizing there were many accesses in and out of the development. Mr. Andrizzi emphasized that the applicant had tried to address all the feedback that had been received.

Council Member Whitelock asked how many of the units the applicant intended to rent versus sell. Mr. Andrizzi said they had talked about 2/3 for rent and 1/3 for sale to start. Council Member Whitelock asked if the applicant would sell a portion or all of the project to American Homes 4 Rent (AMH Homes). Brian Flam with DAI Utah said they had never before talked to AMH Homes about selling a project. Mr. Andrizzi said the applicant would be willing to commit to not selling the project to AMH Homes if necessary. He said DAI Utah had found it was easiest if they were the only group involved.

Council Member Whitelock felt the proposed unit count was still higher than the City had water and sewer for, and said she could not support the development unless the applicant could tell her how they would get water. She agreed that a trail to Wildflower Park was not necessary from the development, adding the belief that people in Utah just don't walk to TRAX stations. Council Member Whitelock stated that every driveway needed to be 22 feet long. She was interested to hear that residents and other business representatives at a recent neighborhood meeting said they would rather have more businesses or industrial on the property.

Council Member Whitelock was concerned about the practice of entitling development and giving direction to an applicant to find enough water before beginning construction. She suggested the Council not entitle properties for more development than the City already had water for without the applicant presenting where they would get the needed water. Council Member Jacob said he would not personally need that level of information. He said he had yet to see a house built in West Jordan without sewer or water.

Council Member Jacob did not like the idea of walling off the City park. Council Member Lamb suggested adding gate access to the park. Council Member Whitelock noted that current residents did not want the new development to have direct access to the park. Council Member Jacob expressed the opinion that City residents should not be walled off from access to a City park. Council Member Whitelock pointed out the property was already walled off from the park with the Boys Ranch, and Council Member Jacob responded the Boys Ranch use was entirely different from a residential neighborhood. Council Member Whitelock said existing residents bought homes in a single-family neighborhood for a reason, and the proposed development was much higher density. Mr. Andrizzi said the applicant would be fine with or without access to the park.

Chair Wignall said she had the same concerns with density as Council Member Whitelock. Vice Chair Shelton expressed the opinion that the density was too high. He said he did not think he would be in favor of residential use at the subject location even if the homes were on quarter-acre lots, because the use was wrong for the location. Vice Chair Shelton suggested the appropriate use was industrial. He pointed out there was no sidewalk on Old Bingham Highway for safe pedestrian access to the TRAX station. He commented that whatever was approved would be a blueprint for the Girls Ranch property in the future. Vice Chair Shelton said he was looking for some sort of light industrial and office warehouse. He congratulated the applicant on an impressive development plan, and said he had nothing against what was proposed except the location.

Council Member Jacob commented that every development was different, and said he tried to work off a set of principles and best practices that made sense to him. He said low-density residential next to industrial was not compatible, and something was needed in between. He said the existing Public Facility Zone would work, as well as really light industrial, possibly commercial, or a denser residential project. Council Member Jacob expressed the opinion that the proposed project would be compatible with both surrounding uses, as long as details were worked out.

Assistant City Administrator Paul Jerome said the applicant needed to know what use the Council would favor. Vice Chair Shelton said he would not be in favor of any residential, regardless of the density. He said he could not in good faith ask a resident to walk to the TRAX station with zero sidewalk. Council Member Jacob suggested that with trail access to the City park, residents would not have to walk to the station without sidewalk. Vice Chair Shelton said he could not ask residents to accept that scenario either.

Mr. Flam commented that industrial had been proposed for the property six years ago and

was denied. Council Members Whitelock and Lamb said the objection had been to the type of industrial proposed.

Council Member Harris liked the proposed design with the imperial units and wanted something like them in West Jordan. Council Member Harris felt she needed more time for consideration and wanted to better understand Vice Chair Shelton's opinion. Council Member Lamb said his biggest concerns were density, location, and traffic, and mentioned concerns about water as well.

Mayor Burton said staff needed to know what the Council wanted and how to best help the property owner. He asked for further direction. Mr. Flam suggested changing the outer-most layer to single-family for another layer of transition. Responding to the Mayor's comments, Mr. Langford said the issue boiled down to land use. He said there were other zones staff could suggest for the property if the Council did not believe residential was a good fit.

Chair Wignall said she wanted to better understand Vice Chair Shelton's opinion, and said she had concerns with density and utilities. She said she was interested in hearing other zones that staff would recommend for the location. Council Member Whitelock said she was not against residential, but the proposal was too dense. She said the General Plan specified that a rezone needed to work with existing uses, and suggested a mix with single-family adjacent to existing single-family, and businesses (incubator space) on Bagley.

Chair Wignall said she appreciated the work the applicant had done. She suggested Mr. Langford give a presentation to the Council concerning alternative land uses at a future meeting. At least three members of the Council expressed agreement. Mr. Andrizzi said continued discussion with staff about particular issues would be helpful. Council Member Lamb said he did not think the current proposal would pass with the current Council. Council Office Director Alan Anderson commented that the risk of expending funds on a direction the Council may not approve was on the applicant. Mr. Anderson said it was clear that at least four members of the Council would not approve the concept plan included in the agenda packet.

Council Member Whitelock suggested Mr. Langford share information about alternative land uses at the end of the meeting if there was time.

b. * ~~Discussion of Lewiston Place, a 176 Unit Townhome Development Involving a Preliminary Development Plan and an Amendment to The Highlands Master Development Plan~~

c. Discussion of Solid Waste Collection Contract Levels of Service

Assistant City Administrator Paul Jerome reported three responses were received to the RFP (request for proposals) for solid waste collection. The responses included a 10-year price guarantee, and an inflationary factor of no more than 5% per year, based on the CPI. Mr. Jerome shared the following current service numbers:

Total # of accounts:	26,644	
Basic service cans:	79,932	\$24.72 per month
2 nd garbage cans:	4,928	\$15.19 per month
2 nd recycling cans:	438	\$7.61 per month
2 nd seasonal cans:	496	\$9.51 per month

Responding to a question from Council Member Jacob, Mayor Burton said a majority of recycling collected in West Jordan was recycled. Staff reported 26% in 2026 had been contaminated and had gone to the landfill. Mayor Burton encouraged members of the Council to schedule a ride-along. He said he had watched reaction in cities that discontinued recycling service, and found that residents had not been happy with the decision to discontinue the service.

Mr. Jerome said collection represented between 47% and 57% of the total cost of solid waste services. Landfill costs, the dumpster program, and support services influenced future fee calculation. He emphasized that the new contract fees presented were estimates, and rates were not guaranteed. Mr. Jerome said the seasonal green can service had been a problem, and staff did not recommend continuing the seasonal can service between April and November each year.

The Council and staff discussed recycling utilization and contamination rates, and the possibility of switching from weekly recycling collection to bi-weekly collection. Mr. Jerome said staff had wondered if bi-weekly collection would decrease contamination because space would become more of a 'premium'. He presented two options for base level of service with bi-weekly recycling collection: Option A with a black can and bi-weekly blue recycling can at \$20.00 per month; or Option B with a black can, bi-weekly blue can, and a year-round green can that would no longer function as a seasonal can for \$22.50 per month. Mr. Jerome said staff recommended bi-weekly recycling collection, with the seasonal green can eliminated. Council Member Lamb said he thought most residents would be willing to pay the additional \$2.50 per month to have an additional year-round can.

Mr. Jerome presented two options for base service with weekly recycling collection: Option C with a black can and a blue can for \$21.50 per month; or Option D with weekly black, blue, and green cans (no longer seasonal) for \$24.75. Council Member Whitelock suggested the tipping fees paid by the City would increase with weekly collection of three cans per account. Council Member Lamb said he did not use his green can every week.

Administrative Services Director Danyce Steck said the questions for the Council to discuss were whether they wanted weekly or bi-weekly recycling collection, and whether they wanted two or three cans as the base service level. Vice Chair Shelton said he had an older neighbor who he suspected would only need one black can, and suggested a single black can base level with the ability to add more as needed. Mr. Jerome said the bids were based on an assumption of a certain amount of recycling collected.

Vice Chair Shelton said for his household he thought Option B would be the best deal, but

said he was not sure it would be the best deal for the City as a whole. Council Member Harris said based on census data, she did not think most residents would need three cans. Council Member Whitelock said she was in favor of bi-weekly recycling collection. Council Member Harris said she agreed. Chair Wignall said her recycling was already collected bi-weekly. Council Member Lamb said he was in favor of Option B. Council Member Jacob said his home was under private contract with only one black can.

Council Member Jacob asked if residents would get confused about which week it was with bi-weekly recycling collection. Mayor Burton said some confusion was possible, but people would get used to it.

Council Member Jacob said he preferred Option C, but for bi-weekly recycling collection he liked Option A. City Administrator Korban Lee commented that if the Council chose Option A as the base level of service, residents would still be able to choose to pay to have a third can. He said staff recommended Option A as the base level because every resident could buy up according to their needs. Ms. Steck explained that in the billing system, existing accounts with a green can would be automatically billed for the extra can (additional \$9 per month) unless the residents contacted the City to opt out of the third can. New accounts would default to Option A. Ms. Steck said the new billing would be implemented on July 1, 2027, so residents would have nine months to contact the City and have an unwanted green can picked up. Council Member Whitelock said she liked Option A for the base level.

Mr. Anderson commented that the current base level was a black can, a blue can, and a green can. Council Member Harris said she anticipated that taking the green can away would make residents mad. Chair Wignall said she agreed. Council Member Lamb said he did not think it made sense to remove the green can from the base level of service if the additional cost to provide a three-can base level was only \$2.50 per month. He said he wanted a third can, and would rather pay an extra \$2.50 than \$9.00 per month.

Public Information Manager Marie Magers said there had already been a lot of public comment online, and many residents had said they did not want the green can unless it was used for green waste (original intention). Staff emphasized that both Options B and D would have the green cans functioning as year-round regular waste cans. Council Member Lamb said he had heard from many residents that they wanted green waste collection in March and November, when it had not been available.

Mr. Jerome said when the Council had determined the desired service levels, the City's purchasing agent would reach out to all bid respondents to request a 'best and final' bid. Final technical scores would be combined with the score from 'best and final' bids to determine the winning bidder. The new contract would begin on July 1, 2027.

Council Member Jacob said he was told by a representative of Wasatch Front Waste & Recycling District (WFWRD) that WFWRD could provide green waste collection service as a separate contract.

Council Member Jacob said he would support Options A or C. Council Members Whitelock, Harris, Wignall, and Shelton said they would support Option A. Council Member Lamb said he supported Option B, and expressed frustration that he would need to pay more to keep the extra can. Vice Chair Shelton said he wanted to do what was best for the City as a whole, and said he understood Council Member Lamb's point. Council Member Lamb said he had needed the third seasonal can at his home. Council Member Whitelock said she was interested in learning more about the green waste collection option with WFWRD.

Council Member Bedore said he regularly filled up the blue recycling can weekly. With bi-weekly recycling, he said he would probably have to take cardboard somewhere else to recycle. He said he would prefer Option C, but would support the majority decision. Council Member Jacob said he agreed. Chair Wignall said she could support Options A or B.

Staff emphasized that the green can would function as a regular 'black' can going forward. Vice Chair Shelton said it seemed that Option B would provide a big benefit for only \$2.50 extra per month. Council Member Lamb said he saw the green cans on the street every week in his neighborhood. Council Members Lamb, Shelton, and Wignall indicated support for Option B. Council Members Whitelock, Harris, Jacob, and Bedore indicated support for Option A.

d. Discussion Regarding Proposed Amendments to City Code 1-15-4 (D) Disclosure of Campaign Contributions and Expenditures

City Recorder Tangee Sloan updated the Council on State requirements concerning year-end campaign financial reports (SB321). An annual candidate financial disclosure would be due January 10 following any general election. The requirement would apply to all candidates, including those who did not prevail, and annual reporting would continue while campaign funds remained or until a Campaign Account Dissolution Form was filed. Current City Code, adopted in December 2020, required an annual updated campaign finance report for sitting elected officials due April 1 of each year.

Ms. Sloan asked if the Council wanted to require both reports, one due January 10 for the State and one due April 1 for the City, or wanted to amend City Code to align with SB321. A majority of the Council indicated support for amending City Code to eliminate the City-required annual report due in April.

e. Follow up Discussion on Proposed Code for E-Bikes

Assistant City Attorney Patrick Boice presented proposed Code concerning e-bikes consistent with State Code. Proposed language would: adopt State definitions; require parent or guardian supervision for riders under 14 years old on a sidewalk or path when motor was engaged; prohibit operating in a negligent manner or in a way that created risk to pedestrians or traffic; prohibit electric motorcycles that were not properly equipped and licensed from paths, sidewalks, and public property; hold owners responsible for knowingly allowing an e-bike to be operated in violation of the Code; and allow violations to be handled as either an infraction or civil citation.

The Council and staff discussed what might constitute operating in a negligent manner. Responding to a question from Council Member Harris, Mr. Boice said State requirements continued to change every year. Mr. Boice said law enforcement had indicated that many of the issues were related to electric motorcycle use. Police Chief Jeremy Robertson said most of the enforcement would be focused on unlicensed electric motorcycles on the road. He said the proposed language would be helpful in enforcing operation in a negligent manner. All seven members of the Council indicated support for the proposed Code.

3. Administrative Items

Chair Wignall asked Mr. Langford to share additional information about land use options related to the DAI Utah (West Ridge Academy) project. Mr. Langford said the number one question for the Council to determine was whether residential was appropriate for the location. He emphasized that transition between land uses was an important consideration. Mr. Langford listed the following zoning options: Manufacturing Park (MP); General Commercial (CG); Heavy Commercial/Light Industrial (CM); Light Industrial (M-1); and Heavy Industrial (M-2). He said the M-1 Zone could get pretty intense, and said he did not recommend M-2 or CG for the location.

Council Member Whitelock spoke of The Other Side Academy, and asked if something similar would be possible under the Public Facilities (PF) Zone. Mr. Langford said he would need to look at the business model, but it sounded like it would fit within the existing PF Zone. He said DAI Utah had submitted applications to the City, but staff had not been able to fully accept the applications before discussion with the Council because of the Balanced Housing Ordinance. Council Member Jacob said he would be willing to get rid of the Balanced Housing Ordinance.

Mr. Langford asked if the Council was in favor of residential at the subject location. Vice Chair Shelton stated the roads in the area were built for industrial, with no sidewalk. Council Member Jacob said he did not think most people would consider walking to the TRAX station from the property. He said it was not a walkable community. Mr. Langford commented that the other zones he mentioned required a minimum 20-foot-wide landscape buffer to help with transitioning.

Vice Chair Shelton said the area had been industrial for 60+ years, and said he did not want the industrial users to feel they were being displaced or encroached on. He expressed confidence that if residential went in, there would be complaints about the industrial uses. Vice Chair Shelton said a business user would be more tolerant than a residential user in the area. Council Member Whitelock said she did not love having residential in the area, but said she did like having a buffer. Vice Chair Shelton said the buffer could be light industrial use. Mr. Langford commented that land use was a very important lever available to the Council. Mayor Burton said land use was one of the most important things on which the Council made decisions.

Council Member Jacob said he was in favor of residential at the location. Council Member Harris expressed the opinion there should be some residential next to existing residential that transitioned to some type of light industrial. Mayor Burton commented that the property could have multiple zones.

Council Member Bedore said he felt similar to Vice Chair Shelton. He suggested a transition from any residential to any light industrial would not really have a buffer. Council Member Bedore expressed concern that the area was not facilitated to be residential, concern about the noise of existing industrial, and concern that whatever the Council approved in the area would become a blueprint for the other campus. He said he liked the DAI Utah design, but said the City would need to make the roads in the area safer for residents.

Council Member Jacob said density did not belong in the middle of an area with no residential infrastructure. He said the other campus would have to fit into the transition. Council Member Whitelock said she agreed with Council Members Bedore and Shelton that the property should remain zoned PF. Council Member Lamb said he agreed. He said the location was not conducive to the proposed concept plan. Council Member Harris said she wanted to see what the options were for the property under the current zone. Vice Chair Shelton suggested lighter uses toward the back with heavier uses along Bagley.

4. Adjourn

The Committee of the Whole adjourned at 6:26 pm.

I certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on August 25, 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 8th day of September 2026