STATION AREA PLAN
5600 WEST

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

Prepared by: **Design Workshop**

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

5600 WEST STATION AREA PLAN

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CONTENTS


5651 W. Old Bingham Hwy

INTRODUCTION

INTRODUCTION

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

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

STATION AREA PLAN

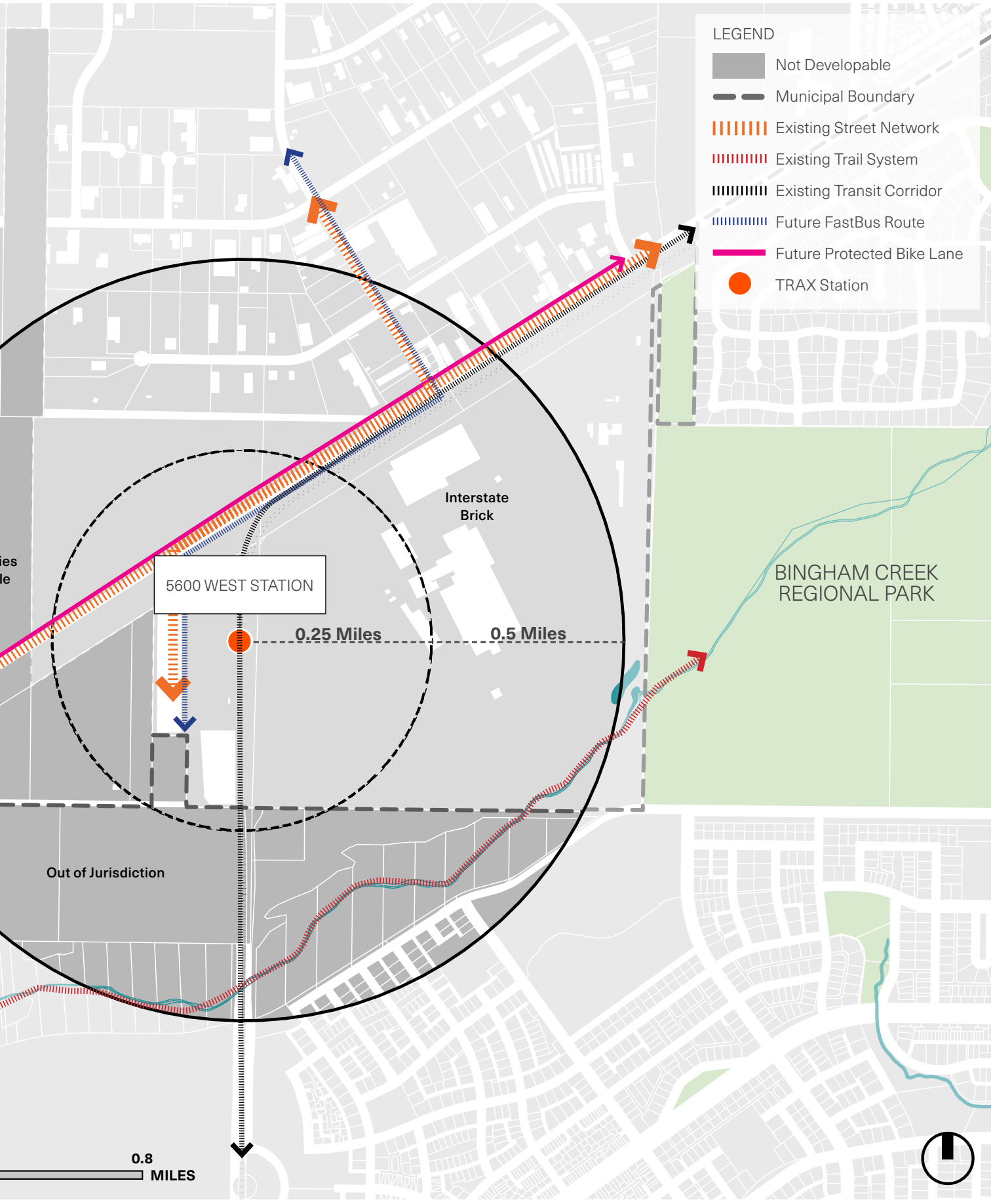
A Station Area Plan (SAP) is intended to advance shared goals by maximizing development potential around transit stations through a collaborative planning approach. Per Utah House Bill 462 (HB462), cities with fixed-guideway public transit stations, such as FrontRunner, TRAX, or FastBus, are required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

PROJECT AREA

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

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

Figure 1: Context Map, Source: ESRI, 2023


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

PROJECT PROCESS

PROJECT STATEMENT

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

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

OPPORTUNITIES AND CONSTRAINTS

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

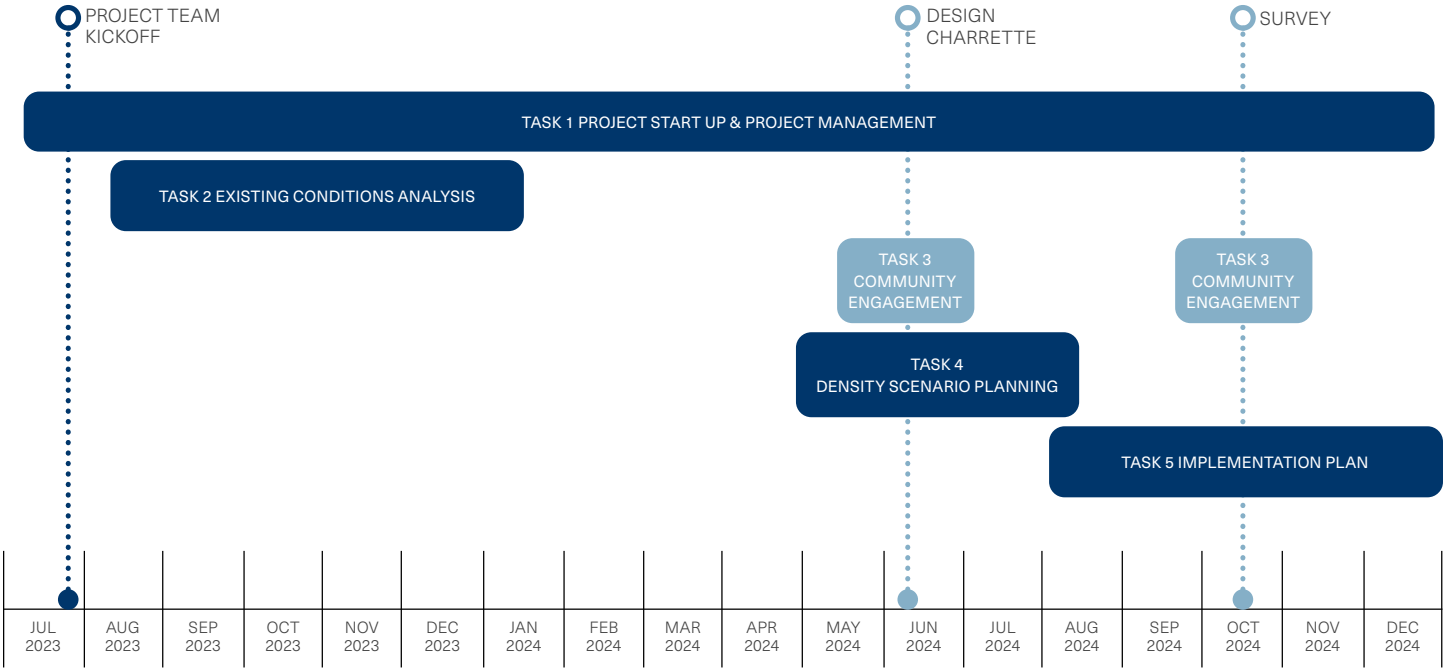


Figure 2: Project Timeline

WHAT IS 5600 WEST STATION AREA PLAN?

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

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

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

PROJECT GOALS

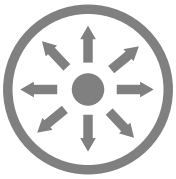
Five key project goals were established at the beginning of the process to give direction and address key issues around the station area:

1

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

2

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



3

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

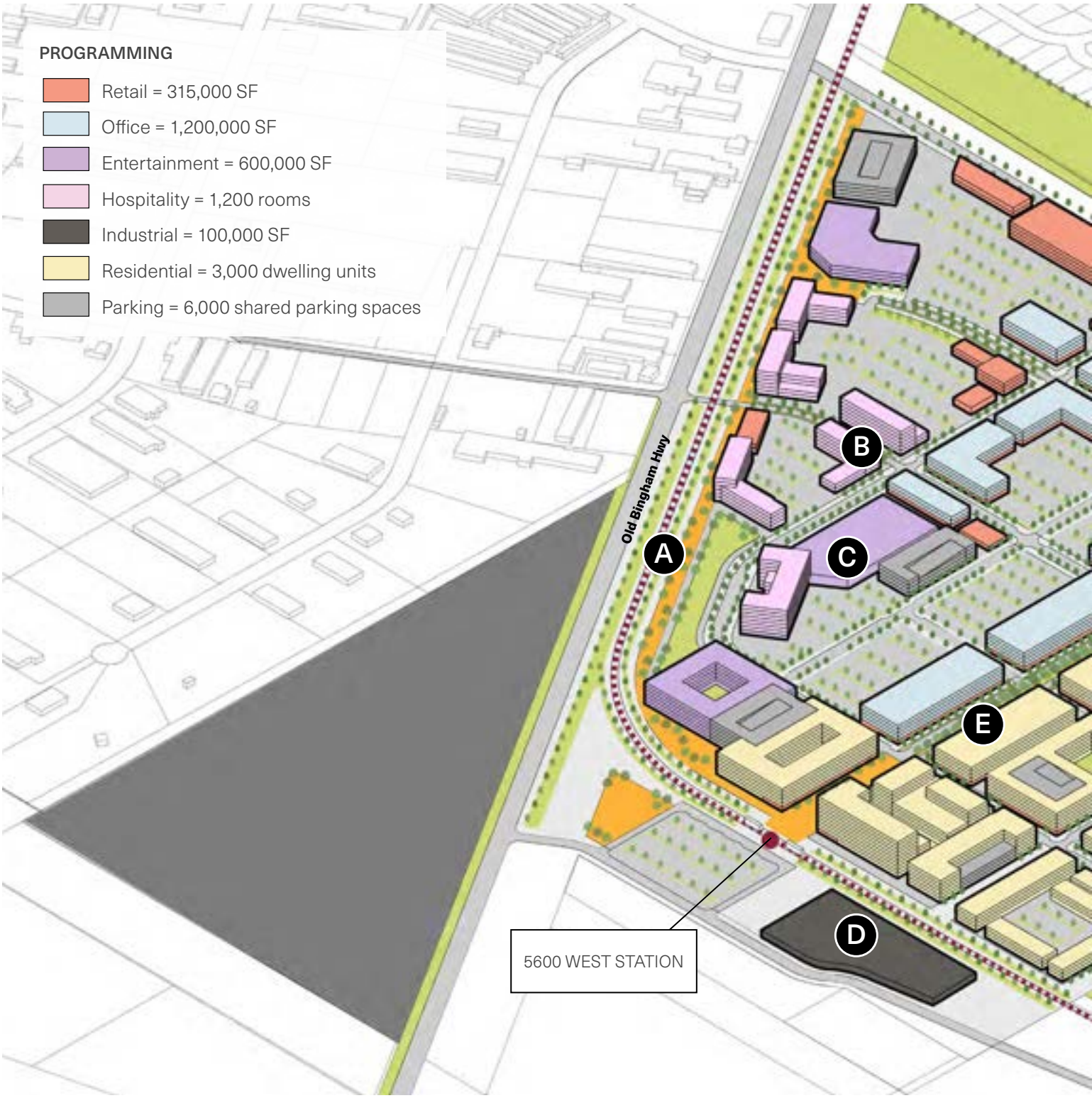
4

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

5

Establish connections to surrounding neighborhoods and amenities

PREFERRED CONCEPT

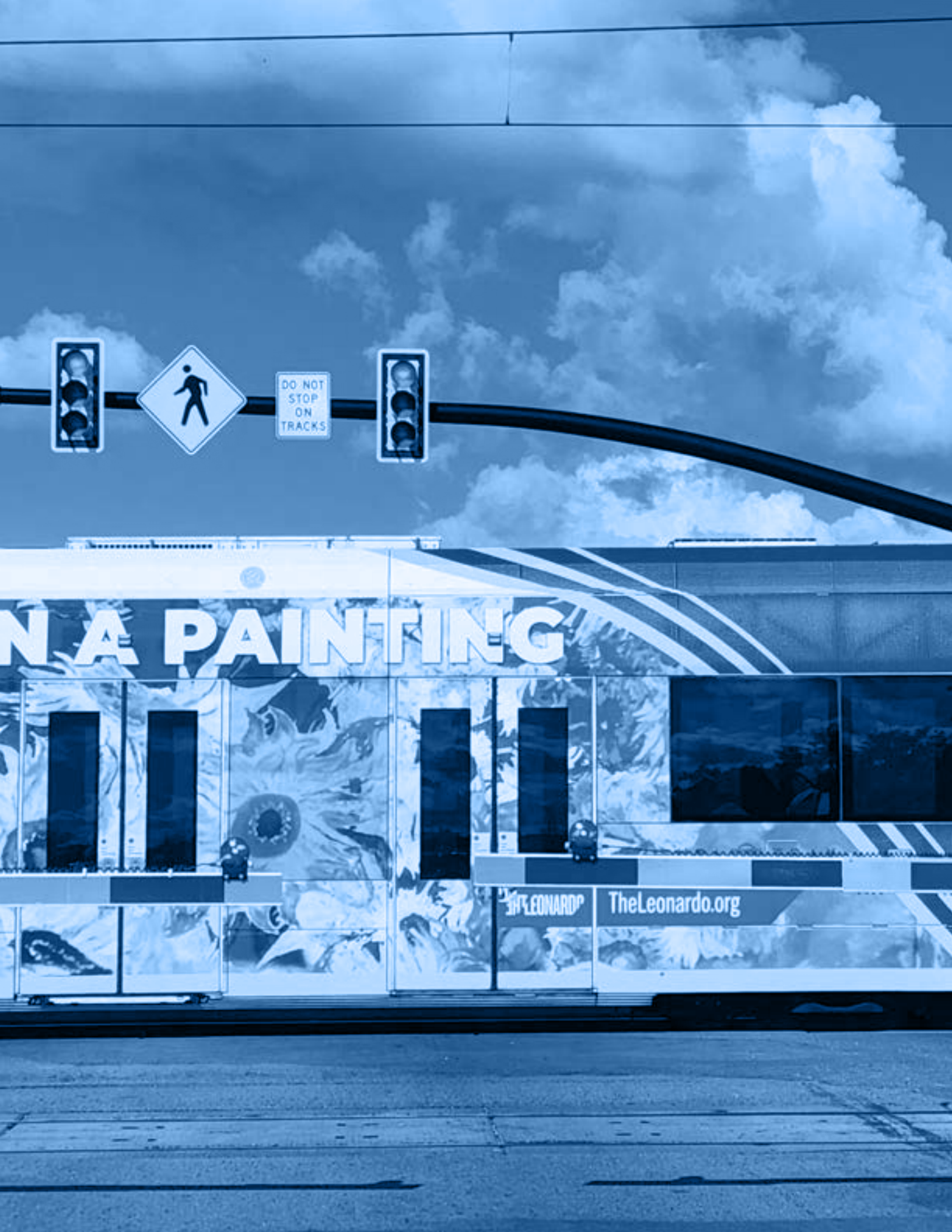


LEGEND

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

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

Figure 3: Site Concept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EXISTING CONDITIONS & SITE ANALYSIS

EXISTING CONDITIONS

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

LAND USE

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

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

ENVIRONMENTAL CONDITIONS

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

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

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

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

PREVIOUS PLAN REVIEW

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

THE PLANS

2015 SALT LAKE COUNTY INTEGRATED WATERSHED PLAN (2015)

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

2015 TRANSPORTATION MASTER PLAN (2015)

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

2019 ACTIVE TRANSPORTATION PLAN (2019)

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

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

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

2020-2024 CONSOLIDATED PLAN (2020)

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

MOUNTAIN VIEW CORRIDOR REVISED RECORD OF DECISION (2020)

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

GENERAL PLAN (2023)

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

2023-2050 REGIONAL TRANSPORTATION PLAN (2023)

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

SOUTH JORDAN GENERAL PLAN (2020)

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

SOUTH JORDAN ACTIVE TRANSPORTATION PLAN (2019)

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

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

2019 Active Transportation Plan

DEMOGRAPHIC, HOUSING & MARKET OBSERVATIONS AND RECOMMENDATIONS

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

DEMOGRAPHICS:

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

HOUSING:

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

REAL ESTATE

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

RECOMMENDATIONS

SITE CONCEPT

LAND USE

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

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

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

Figure 6: Site Concept

A MULTI-MODAL
OLD BINGHAM HIGHWAY

B POTENTIAL LOCATION OF
JORDAN SCHOOL DISTRICT
WAREHOUSE

C THE BRICKLINE

PROGRAMMING

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

RETAIL: 315,000 SF

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

OFFICE: 1,300,000 SF

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

ENTERTAINMENT: 600,000 SF

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

HOSPITALITY: 1,200 ROOMS

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

INDUSTRIAL: 100,000 SF

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

RESIDENTIAL: 3,000 DWELLING UNITS

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

PARKING: 10,000 SPACES (APPROXIMATE)

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

CIRCULATION

Figure 7: Circulation Diagram

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

AREAS OF FOCUS

1. The Brickline

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

2. The Station

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

3. Old Bingham Highway

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

1 THE BRICKLINE

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

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

Figure 8: Circulation Diagram - The Brickline

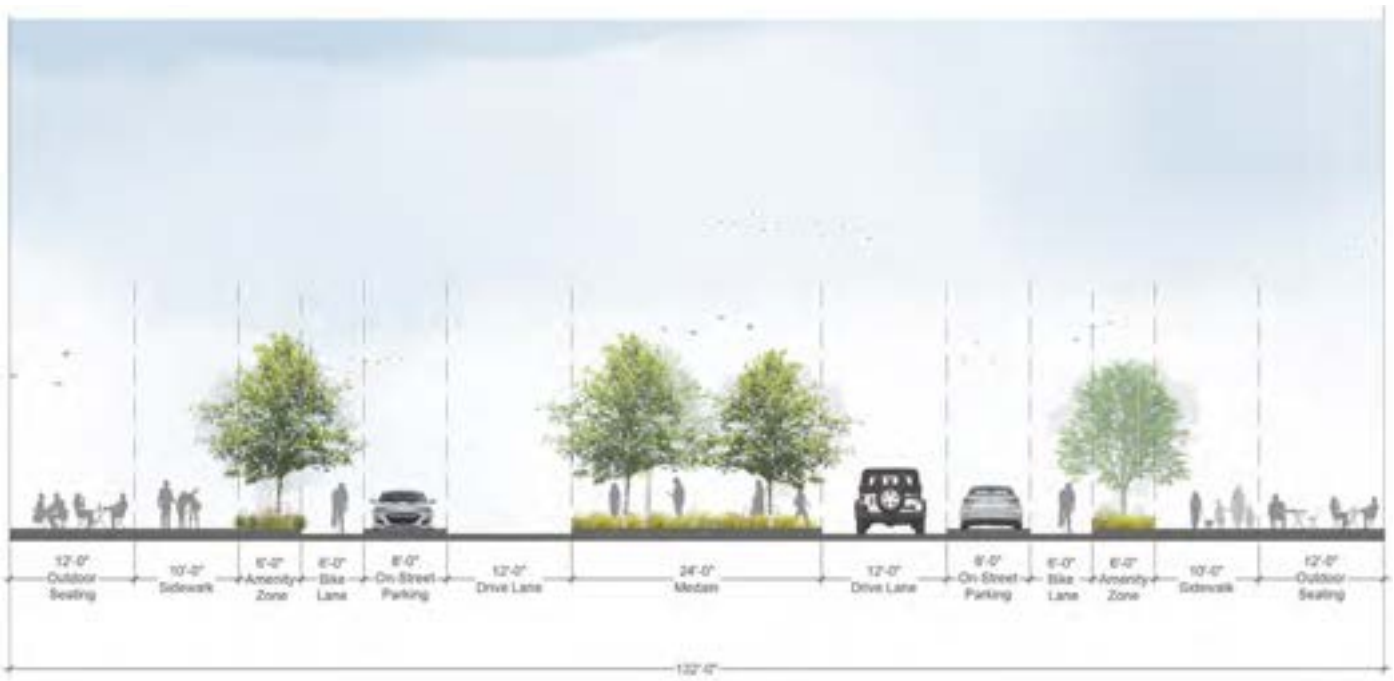


Figure 9: Street Section - The Brickline

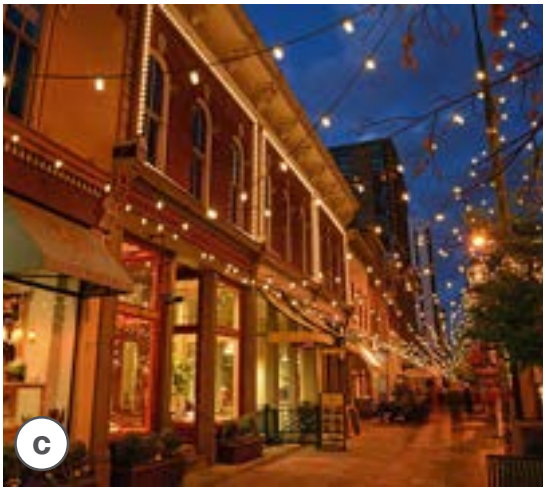
PRECEDENT IMAGERY

a. Park paseo
Commonwealth Ave
Boston, MA

b. Night market activation
Clayton Lane
Denver, CO

c. Restaurant row
Larimer Square
Denver, CO

d. Mixed-use paseo
Crocker Park
Westlake, OH



2 THE STATION

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

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

Figure 10: Circulation Diagram - Station Area

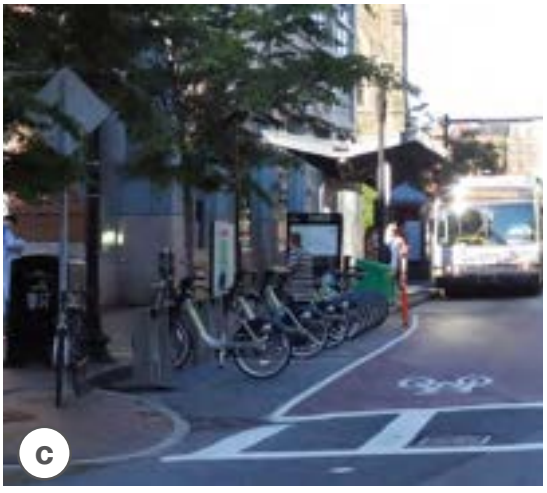
Figure 11: Street Section - Station Area

PRECEDENT IMAGERY

a. Bus and Train Station
Raleigh, NC

b. Bus and Train Station
Union Station
Denver, CO

c. Multi-Modal Connections
Boston, MA



3 OLD BINGHAM HIGHWAY

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

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

Figure 12: Circulation Diagram - Old Bingham Highway

Figure 13: Street Section - Old Bingham Highway

PRECEDENT IMAGERY

a. Multi-Modal
Charlotte, NC

b. Multi-Modal
Denver, CO

c. Bus Lanes and Crosswalks
Uptown District
Houston, TX

d. Wide Pedestrian Sidewalks
Uptown District
Houston, TX

MARKET OBSERVATIONS AND VALUATION ASSUMPTIONS

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

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

MARKET OBSERVATIONS: MULTI-FAMILY DEVELOPMENTS

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

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

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

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

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

COMMERCIAL PROPERTY VALUATION

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

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

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

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

INDUSTRIAL SECTION CONSIDERATION

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

DISCLAMIER

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

TRANSPORTATION DEMAND MANAGEMENT

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

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

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

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

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

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

PARKING ANALYSIS

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

DEVELOPMENT PROGRAM

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

Entertainment: 600,000 sf

Hospitality: 1,200 rooms

Office: 1,300,000 sf

Retail: 315,000 sf

Residential: 3,000 dwelling units

Industrial: 100,000 sf

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

ENTERTAINMENT

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

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

HOTEL

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

OFFICE

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

RETAIL

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

RESIDENTIAL

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

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

INDUSTRIAL

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

SHARED PARKING ANALYSIS

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

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

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

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

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

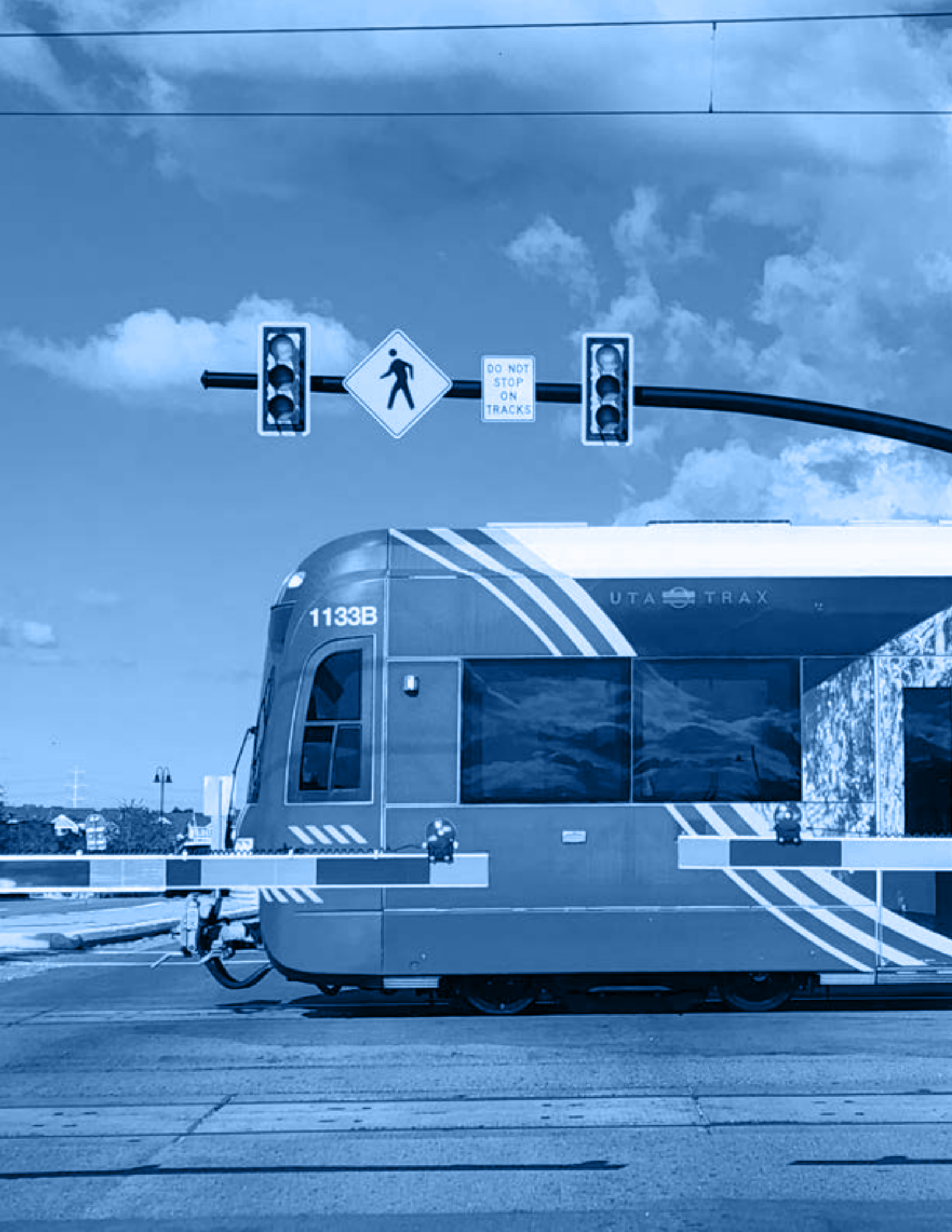
The shared parking assumptions are summarized below:

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

PARKING ANALYSIS RESULTS AND RECOMMENDATIONS

The results of this analysis indicate as follows:

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

PHASING & IMPLEMENTATION

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

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

PHASE 1

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

Figure 14: Phase 1 Diagram

PHASE 2

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

Figure 15: Phase 2 Diagram

PHASE 3

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

Figure 16: Phase 3 Diagram

PHASE 4

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

Figure 17: Phase 4 Diagram

IMPLEMENTATION PRIORITIES

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

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

POLICY RECOMMENDATIONS

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

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

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

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

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

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

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

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


BIKE
PARKING

APPENDIX A

APPENDIX B

APPENDIX C


BIKE
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APPENDIX D

PROCESS AND COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

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

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

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

DESIGN CHARRETTE

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

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

Figure 18: Photos from design charrette

DESIGN CHARRETTE RESULTS: GROUP 1

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

Figure 19: Group 1 results

DESIGN CHARRETTE RESULTS: GROUP 2

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

Figure 20: Group 2 results

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

COMMUNITY SURVEY

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

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

KEY FINDINGS

PREFERRED IDEAS

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

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

COMMUNITY CONNECTION

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

CONCERNS RAISED

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

Figure 21: Key takeaways from survey

Figure 22: Entertainment use ideas

CITY COUNCIL FEEDBACK

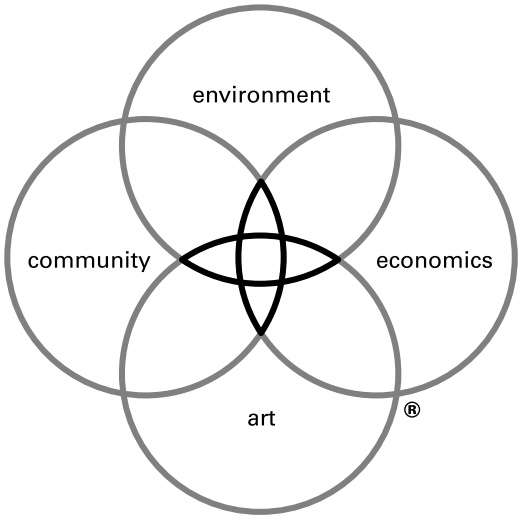
WEST JORDAN COMMITTEE OF THE WHOLE

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

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

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

APPENDIX E



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