

APPENDIX

STATION AREA PLANNING

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STATION AREA PLANNING EXECUTIVE SUMMARY

Introduction & Background

In 2022, the Utah State Legislature passed House Bill 462 (HB462) Housing Affordability Amendments to address housing availability and affordability issues. This legislation mandates that cities with fixed-guideway public transit stations (FrontRunner, TRAX, and/or bus rapid transit) develop Station Area Plans (SAPs). The aim of these SAPs is to manage Utah’s population growth effectively, maximize economic advantages, and minimize adverse effects on communities. According to HB462, a well-executed SAP lays the foundation to:

- Increase the availability and affordability of housing, including moderate-income housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

While the Station Area Planning Process looks at the ½ mile radius around a rail (FrontRunner, TRAX) station, the project area becomes

more refined based off existing conditions. The project area is different for each station area and is described in each separate Station Area Plan.

During the course of the General Plan Planning Process, the City and consultant team moved forward with creating a separate Station Area Plan for the four TRAX stations and one FrontRunner Station that crosses over into Sandy (The FrontRunner Station platform is in South Jordan, but a significant portion of the ½ mile Station Area is in Sandy City).

Existing Conditions

Sandy City is served by several TRAX light rail stations on the west side of the city, providing access to public transportation for residents and visitors alike.

STATION PLATFORM

A Station Platform refers to the designated area where passengers board and disembark from TRAX light rail trains. These typically consist of one or more platforms, which are raised sections of the station’s tracks where passengers wait for trains. These platforms are designed to align with the doors of the light rail vehicles, allowing for safe and efficient boarding and alighting.

STATION AREA

Station Area refers to the ½ mile radius from the station platform itself. This includes the housing, offices, traffic infrastructure, parks, and other elements of the city that are located within that ½ mile radius of the platform.

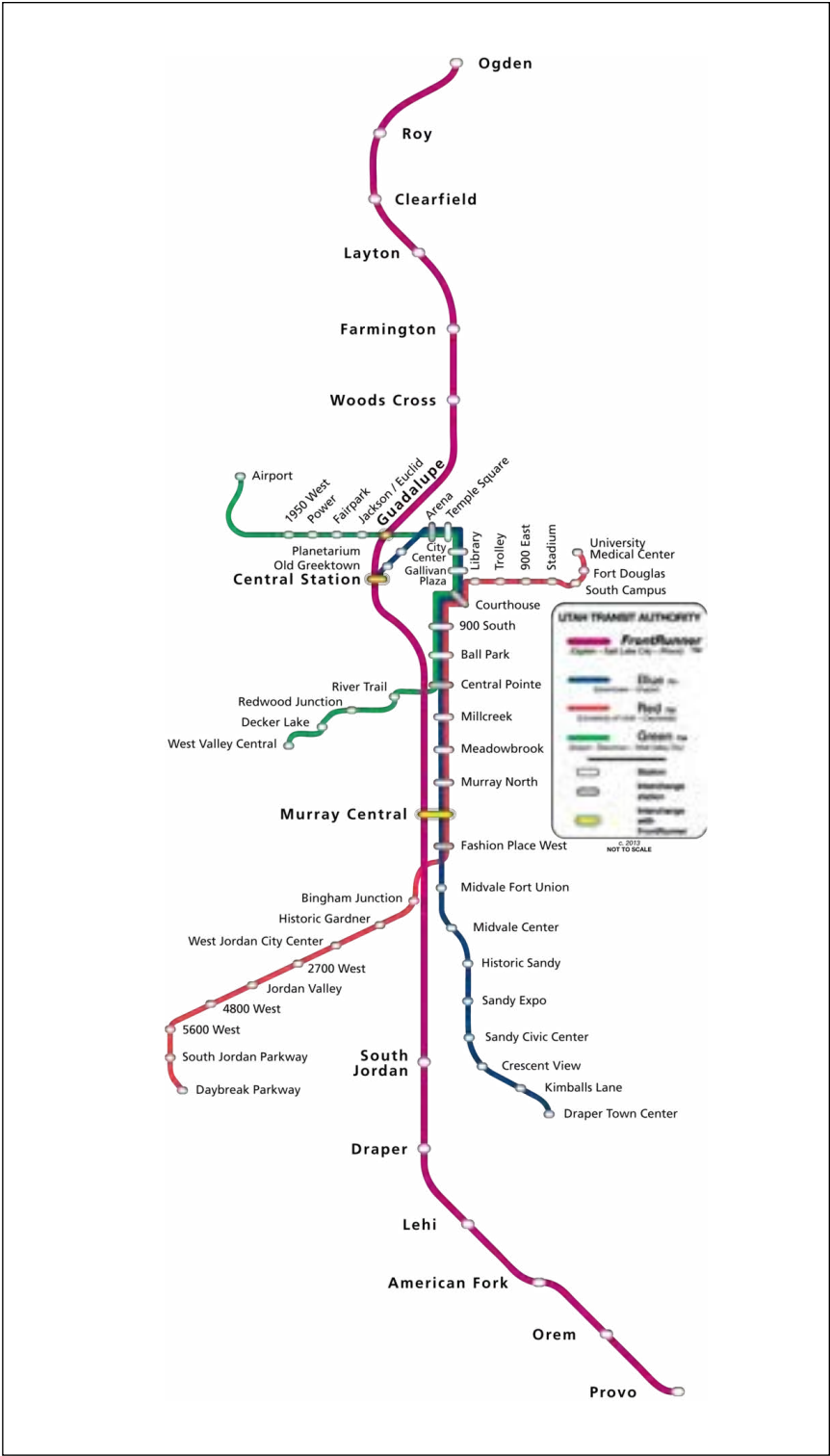


FIGURE 1: UTA TRANSIT NETWORK Source: Utah Transit Authority

Sandy is home to four station area platforms and portions of seven station areas. This section covers five of the seven station areas, as the Kimballs Lane Station and Draper Town Center Stations (platforms located within Draper) only have a small portion of the Station Area that touches Sandy residents. These portions are also stable neighborhoods with very minimal opportunities to change to more transit-oriented development.

The stations within Sandy are serviced by the Blue Line. The Blue Line is one of the three primary lines of the TRAX light rail system. The line operates between Draper Town Center and Salt Lake Central Station and connects portions of Draper, Sandy, Midvale, Murray, South Salt Lake, and Salt Lake City together on one line.

The South Jordan FrontRunner Station is serviced by the FrontRunner. This is a commuter rail service that runs on a north-south route, connecting major urban centers such as Ogden, Salt Lake City, and Provo, and various suburban communities along the way. The service provides a convenient transportation option for commuters traveling between these cities for work, school, or other purposes.

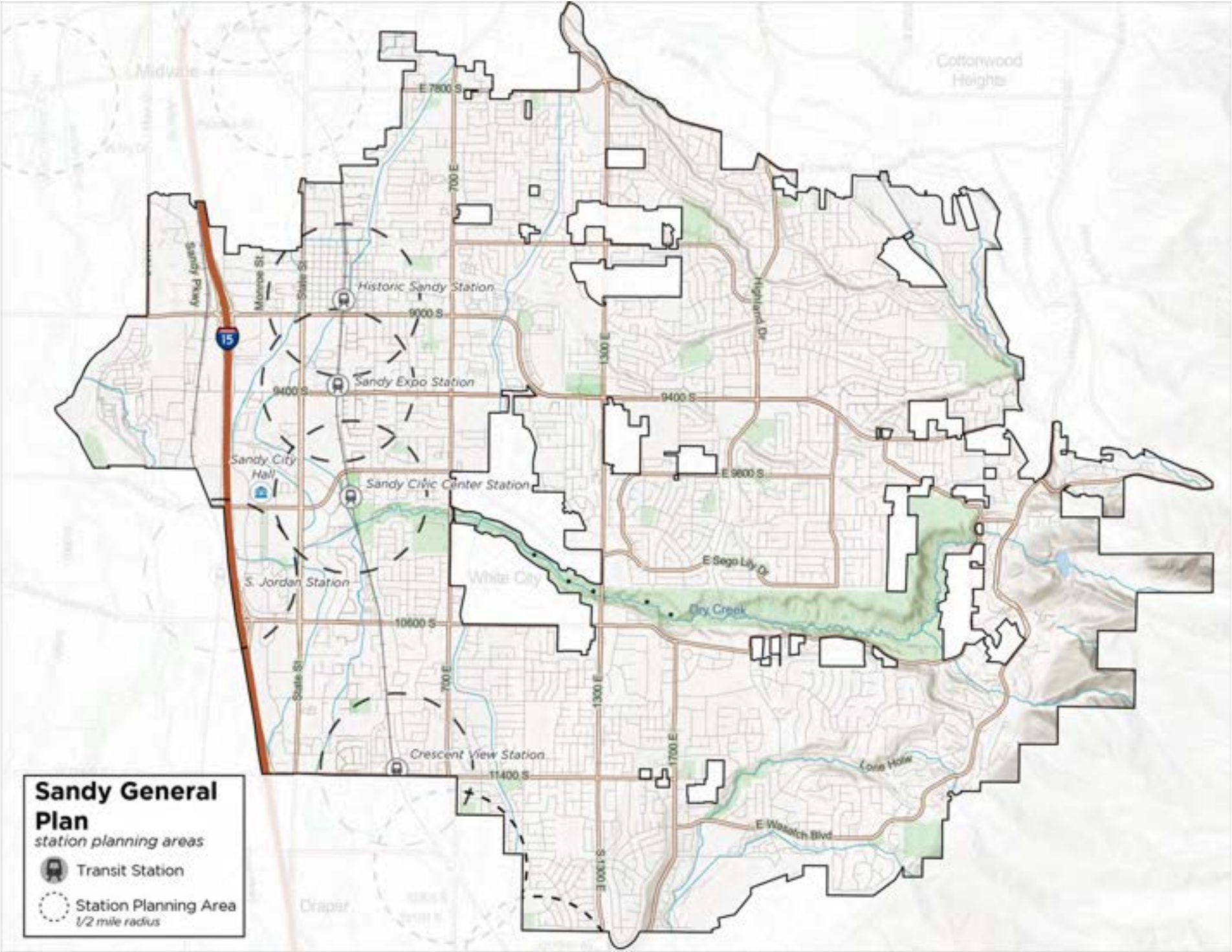


FIGURE 2: SANDY STATION PLANNING AREAS

Elements of Transit-Supportive Communities

- PROXIMITY TO TRANSIT** - Transit supportive communities are located within walking distance of transit (bus, TRAX, and/or FrontRunner)
- HOUSING UNITS, PREFERABLY HIGHER DENSITY** - Transit supportive communities have a higher population density that supports the viability of public transportation by ensuring a sufficient customer base
- GOODS AND SERVICES** - Transit supportive communities have a mix of uses that allows residents to live, work, shop, and play within a close proximity.
- EMPLOYMENT GENERATOR** - Transit supportive communities have employment options that bring workers into the station area to sustain the goods and services in the area
- RECREATIONAL SPACES** - Transit supportive communities have green spaces and parks to enhance the quality of life for residents and mitigate the urban heat island effect. These areas provide opportunities for recreation, relaxation, and community gatherings
- PEDESTRIAN FRIENDLY DESIGN** - Transit supportive communities prioritize pedestrian safety and comfort with features such as wide sidewalks, crosswalks, pedestrian plazas, and well-lit pathways
- SOCIOECONOMIC DIVERSITY** - Transit supportive communities allow people of various income levels to benefit from access to public transportation and other amenities
- SUSTAINABLE DEVELOPMENT AND EFFICIENT LAND USE** - Transit supportive communities help reduce sprawl, conserve resources, and minimize environmental impact
- MULTI-MODAL TRANSPORTATION** - Transit supportive communities are designed to support public transportation by having bike-sharing stations, bike lanes, large sidewalks for walking, and adequate parking facilities for transit users

Key Strategies

The aim of the Station Area Planning Process is to build upon the development and work done previously and develop recommendations for the three neighborhood types adjacent to the Station Area. The types include Neighborhoods Experiencing Change, Neighborhoods in Stasis, and New Neighborhoods (see Livability Section, page 9 for more information and breakdown of these three neighborhood types). Each station area includes a mix of the three neighborhood types and are addressed through each Station Area Plan and contribute to the Pace of Progress Key Strategies.

Increase Range of Housing Opportunities

One of the pillars of Station Area Planning is to “increase the availability and affordability of housing, including moderate-income housing”. Developing housing that offers residents the convenience of easy access to transit, amenities, and services, while also supporting environmental sustainability and reducing traffic congestion is just as important. Without supportive services, housing cannot transform a station area into a vibrant neighborhood.

While Sandy’s existing housing stock is mainly single-family housing, including a range of housing options to accommodate residents with different housing needs – including seniors, young professionals, and new families – is important for the continued vibrancy of Sandy.

Missing middle housing can be used to transition existing neighborhoods to the core of the station areas while preserving neighborhood character. In The Cairns, transitions to higher-density housing are preferred. This area can often benefit from higher density housing for several reasons. Higher density housing allows for the efficient use of limited land and brings more residents into downtown areas, creating a larger customer base for local businesses such as restaurants, shops, and services, thereby supporting economic vitality and contributing to the vibrancy of The Cairns. This additional housing allows more people to be within convenient proximity to transit, allowing those who cannot afford or choose not to own a car to live in these areas. This includes elderly residents, people with disabilities, and those who prefer a car-free lifestyle, enhancing demographic diversity.



Strengthen Neighborhoods

While the Station Area boundary has a radius of ½ mile, in some cases, there may be large areas that fall within Neighborhoods in Stasis. The goal is for these areas to sustain their viability and preserve the essential qualities of livability that have contributed to the desirability of Sandy neighborhoods. This means adding elements that uphold the fundamental aspects of livability to enhance these areas.



Enhance Livability & Quality of Life

Sandy’s built environment improves overall satisfaction by offering amenities and services, ensuring accessibility to cultural, sporting, and community activities for everyone, and fostering social interaction that promotes a sense of belonging and connection.

As the Sandy Civic Center, Expo Center, South Jordan FrontRunner, and portions of the Historic Sandy Station boundaries overlap with The Cairns, it is important that world-class amenities are being built into plans that bring vitality not only to these Station Areas, but to The Cairns as a whole.

Building community and identity outside The Cairns is important as well, particularly in the Historic Sandy and Crescent View Station Areas. Opportunities to strengthen livability in these areas include adding additional services and fostering a sense of identity around the station.

WHAT IS MISSING MIDDLE HOUSING?



Townhomes with a Shared Yard



Live-Work Units



Townhomes



Small-Lot Single Family



Duplexes and Tri-Plexes



Senior Housing Opportunities

Missing middle housing refers to a range of multi-unit or clustered housing types that are compatible in scale with single-family homes and provide diverse housing options in walkable neighborhoods. The term “missing middle” is used because these housing types have been largely absent from many cities and suburbs in recent decades, including Sandy City, resulting in a gap between single-family homes and large apartment complexes.

FIGURE 3: WHAT IS MISSING MIDDLE HOUSING?



Conserve Open Space and Natural Resources

Although increasing housing opportunities and economic opportunity is a large driving force of the Station Area Planning process, conserving open space and natural resources is also a priority. Station Area Plans play a key role in conserving open space and natural resources by promoting sustainable development practices and incorporating green infrastructure strategies.

1. Compact Development: Station Area Plans often prioritize compact, mixed-use development around transit stations, which minimizes urban sprawl and preserves natural areas in the station areas, including Dimple Dell Regional Park and the various canals that flow through the station areas. By concentrating growth within existing urban areas, Station Area Plans help protect open space from encroachment and development.
2. Green Infrastructure: Station Area Plans incorporate green infrastructure elements, such as parks, canal trails, and stormwater management systems, to mitigate the impacts of development on natural resources. Park and open spaces within station areas provide recreational opportunities for residents, enhance biodiversity, and improve air and water quality, contributing to the overall ecological health of the community.
3. Natural Resource Protection: Station Area Plans incorporate policies and strategies to protect critical natural resources, such as undeveloped open space, waterways, and wildlife habitats, from the impacts of development. Through careful site planning, land use regulations, and environmental assessments, these Station Area Plans aim to minimize disturbances to sensitive ecosystems and ensure the long-term sustainability of natural resources.

By balancing growth with environmental conservation, Station Area Plans contribute to the creation of livable, resilient, and environmentally sustainable communities.

MARKET ANALYSIS SUMMARY				
CATEGORY	OFFICE	RETAIL	SINGLE FAMILY	MULTI FAMILY
DEMAND	Moderate	Moderate	Low	High
OPPORTUNITIES	<ul style="list-style-type: none">CorporateLocal/niche office space in catalyst areas	<ul style="list-style-type: none">GroceryRestaurantsDestination/entertainment	<ul style="list-style-type: none">Infill developmentNeighborhood revitalizationTransition product to mixed-use	<ul style="list-style-type: none">Infill developmentContext-sensitive neighborhood revitalizationIntegrated with mixed-use
CHALLENGES	<ul style="list-style-type: none">Labor MarketOccupancy costs	<ul style="list-style-type: none">Competition from nearby retail nodesAnchor closures	<ul style="list-style-type: none">Limited areas for development	<ul style="list-style-type: none">Context sensitive issues (“NIMBY”)Quality of product
TARGET	<ul style="list-style-type: none">Financial technologyHealthcareInsurance	<ul style="list-style-type: none">Neighborhood servicesDestinationGroceryRestaurantMixed-use	<ul style="list-style-type: none">Program for neighborhood revitalization“Missing middle” developers	<ul style="list-style-type: none">Vertical mixed-useInfill urban residential as a catalyst to redevelopment
DEMAND	<ul style="list-style-type: none">105,000 SF per year	<ul style="list-style-type: none">351,000 SF per year	<ul style="list-style-type: none">150 units per year	<ul style="list-style-type: none">992+ units per year

FIGURE 4: MARKET ANALYSIS SUMMARY



Support Diverse Local Economy

“Enhance access to opportunities” is the third pillar of Station Area Planning. Many factors attribute to enhancing access to opportunities, including access to recreation opportunities, and access to goods and services. Station Areas can support the economic vitality of Sandy City in two ways: supporting existing businesses and giving opportunities for new businesses to flourish.

Transit-oriented development can bring support to existing businesses. Transit-oriented development and communities typically enhance the accessibility of existing businesses by having more customers living

near businesses and attracting more customers who can easily reach their locations via public transit.

Transit-oriented developments and communities frequently incorporate mixed-use developments that include commercial spaces alongside residential units. This mixed-use approach diversifies the local economy by introducing a variety of businesses, such as retail stores, restaurants, cafes, and offices, within close proximity to transit hubs. These businesses can benefit from the synergies created by co-locating with residential and transportation amenities, attracting a broader customer base and fostering a vibrant urban environment.



Increase Sustainable Mobility & Connectivity

Increasing transportation choices and connections is the fourth pillar of Station Area Planning. Public transportation significantly enhances mobility and connectivity by offering accessible, reliable, and extensive transportation options to individuals across diverse communities. Through its broad coverage and frequent service, public transit connects neighborhoods, employment centers, schools, and recreational facilities, expanding access to essential services and opportunities for residents. Intermodal transportation hubs seamlessly integrate different modes of transit, facilitating smooth transfers between buses, trains, and other transportation services. Last-mile connectivity solutions, such as shuttle buses and bike-sharing programs, bridge the gap between transit stops and passengers’ final destinations, making public transportation more convenient and accessible. By reducing reliance on private vehicles and promoting sustainable modes of travel, public transit alleviates traffic congestion, conserves urban space, and fosters social interaction among passengers.

Public transportation will not be the only form of transportation in these Station Areas. It is still understood that most people will have a car. However, there are opportunities to create Station Areas with a “park once” mentality. In a park once system, emphasis is placed on designing Station Areas that are pedestrian-friendly and easily navigable. This may involve creating compact, mixed-use developments where residential, commercial, and recreational destinations are clustered together, allowing people to walk or bike between them rather than drive. Additionally, efficient public transit networks are essential components of park once strategies, as they provide convenient alternatives to driving for longer trips or when walking or biking is not feasible.

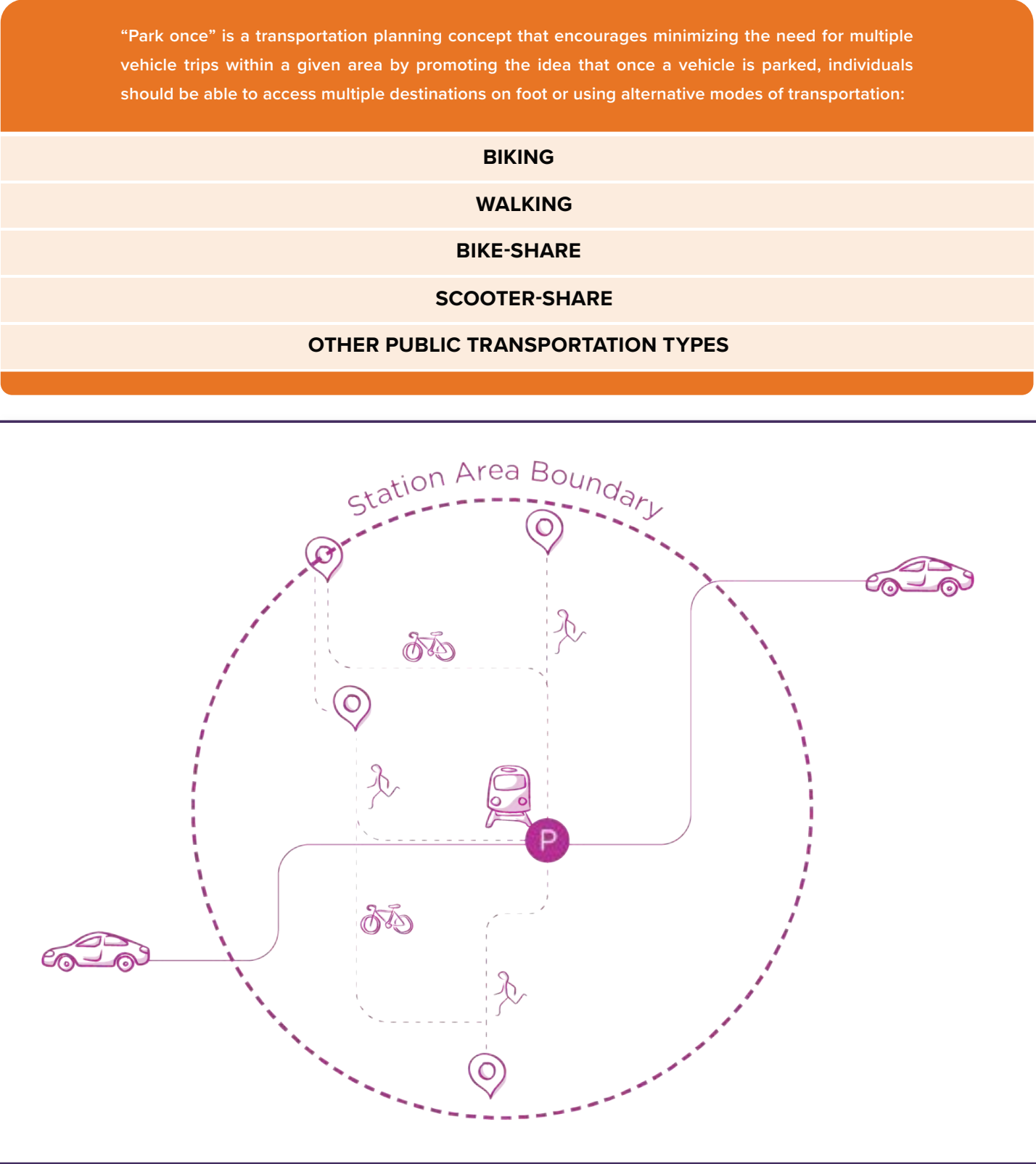


FIGURE 5: PARK ONCE DIAGRAM



Engage Responsibly with Regional Partners

Public transportation in Sandy is unique because it is connected by FrontRunner, TRAX, and bus. Sandy City plans to be a partner with Utah Transit Authority (UTA) and Utah Department of Transportation (UDOT) in order to achieve the visions set forth in the Station Area Plans.

Implementation

The Station Area Plans are created within a 5- and 20-year time frame. The final chapter of each Station Area contains an implementation matrix of goals, strategies, and actions to achieve the Station Area Plan vision, as well as possible funding sources, potential partners, and notes.

Funding for Station Area Plan Upgrades

HTRZ FUNDING

The Housing and Transit Reinvestment Zone Act (HTRZ Act) in Utah is a legislative measure aimed at promoting development and investment through funding mechanisms in designated areas near public transit. An HTRZ is applicable for a ¼ mile radius of a light rail station (TRAX) or bus rapid transit station, and 1/3-mile radius of a commuter rail station (FrontRunner). Each Station Area was evaluated to see if it qualified to be an HTRZ. Based on the objectives below and character-defining elements of the station areas, only the Expo Center and the South Jordan FrontRunner Station can qualify.

The objectives of an HTRZ, as defined by Utah code, are to (as of 5/1/2024):

1. Better utilize public transit and increase ridership

2. Increase the availability of housing, including affordable housing, and fulfillment of moderate-income housing plans
 - a. Must have 12% affordable, and requires that up to 9% must be affordable at less than or equal to 80% AMI, and at least 3% must be affordable at less than or equal to 60% AMI. This would be included as part of a housing affordability plan to ensure that affordability is maintained throughout the entire HTRZ term
 - b. At least 51% of the developable area must have residential uses with an average of at least 50 Dwelling units per acre
3. Promote and encourage development of owner-occupied housing
4. Improve efficiencies in parking and transportation, including walkability of communities near public transit facilities
5. Overcome development impediments and market conditions that render a development cost prohibitive absent the proposal and incentives



Pervious Surfaces Like These Pavers Are An Example Of Green Infrastructure



Dimple Dell Regional Park is in the Civic Center Station Area

- 6. Conserve water resources through efficient land use
- 7. Improve air quality by reducing fuel consumption and motor vehicle trips
- 8. Encourage transformative mixed-use development and investment in transportation and public transit infrastructure in strategic areas
- 9. Strategic land use and municipal planning in major transit investment corridors as described in the housing element of the General Plan
- 10. Increase access to employment and educational opportunities
- 11. Increase access to childcare

There is a limit of eight HTRZs in Salt Lake County.

GRANT FUNDING

Grant funding refers to financial support provided by an entity (usually a government, foundation, or corporation) to Sandy City without the requirement of repayment. Grants are typically awarded based on a competitive application process and are intended to support specific activities, projects, or goals that align with the grantor’s objectives. A list of grant opportunities has been provided based on the specific goals, objectives, and vision of each individual Station Area Plan.

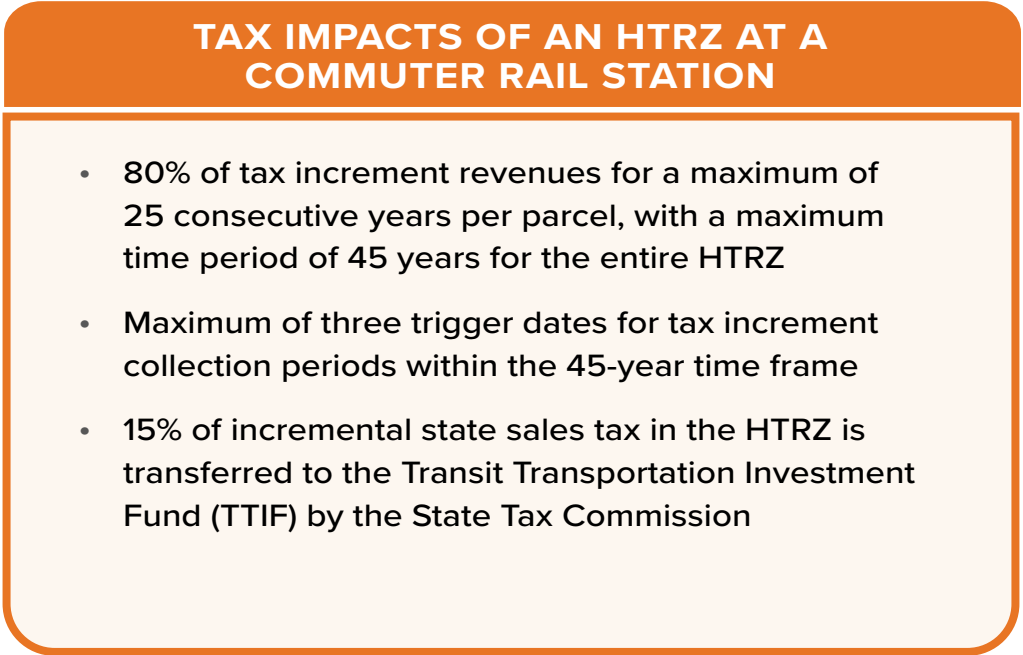
PRIVATE/DEVELOPER/PARTNER FUNDING

Many projects in the Station Area Plans will be completed by private investment or by a partner organization like UDOT or UTA. Public incentives and supportive infrastructure provided by Sandy City may be appropriate to complete a project, however the entirety of the project is not expected to be funded by Sandy City.

Future Land Use of the Station Areas

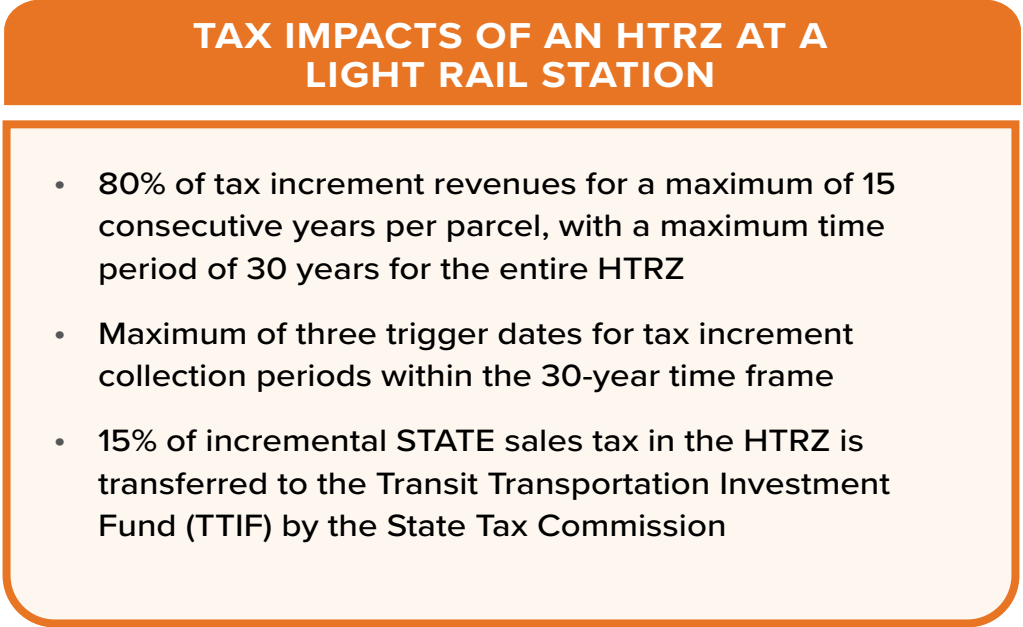
Implementation of the Station Areas is based off the preferred scenario and future land use of the ½ mile area. The next five pages show the future land use of the five station areas within Sandy City.

FIGURE 6: TAX IMPACTS OF A COMMUTER RAIL STATION



Provided by Zions Public Finance White Paper on Housing and Transit Reinvestment Zone Act

FIGURE 7: TAX IMPACTS OF A LIGHT RAIL STATION



Provided by Zions Public Finance White Paper on Housing and Transit Reinvestment Zone Act

FIGURE 8: STATION AREA PLANNING VISIONS

STATION AREA PLAN VISIONS

HISTORIC SANDY STATION

Historic Sandy is the community’s first neighborhood. The tree lined streets with original homes were within easy walking distance of the area’s Main Street that provided goods and services for Sandy’s first residents. The Station Area vision is to celebrate the past and energize the neighborhood’s future.

CIVIC CENTER STATION

The Sandy Civic Center station builds upon the transit-oriented development that has been completed next to the station and expands into the broader station area. The Sandy Civic Center is a part of The Cairns and is known for its accessibility to some of the most unique mix of park and open spaces in the TRAX system.

EXPO CENTER STATION

The Sandy Expo Center Station is a primary gateway to the community. The Expo Center Station is the hub for premier entertainment in Sandy City.

SOUTH JORDAN FRONTRUNNER STATION

The Sandy City portion of the South Jordan FrontRunner Station is envisioned as the southern anchor of The Cairns to support Sandy’s economic growth and enhance quality of life for new and current residents and visitors.

CRESCENT VIEW STATION

Crescent View Station will remain a residential feeder station with improved connections to parks and services.



Rendering of Sandy Expo Center

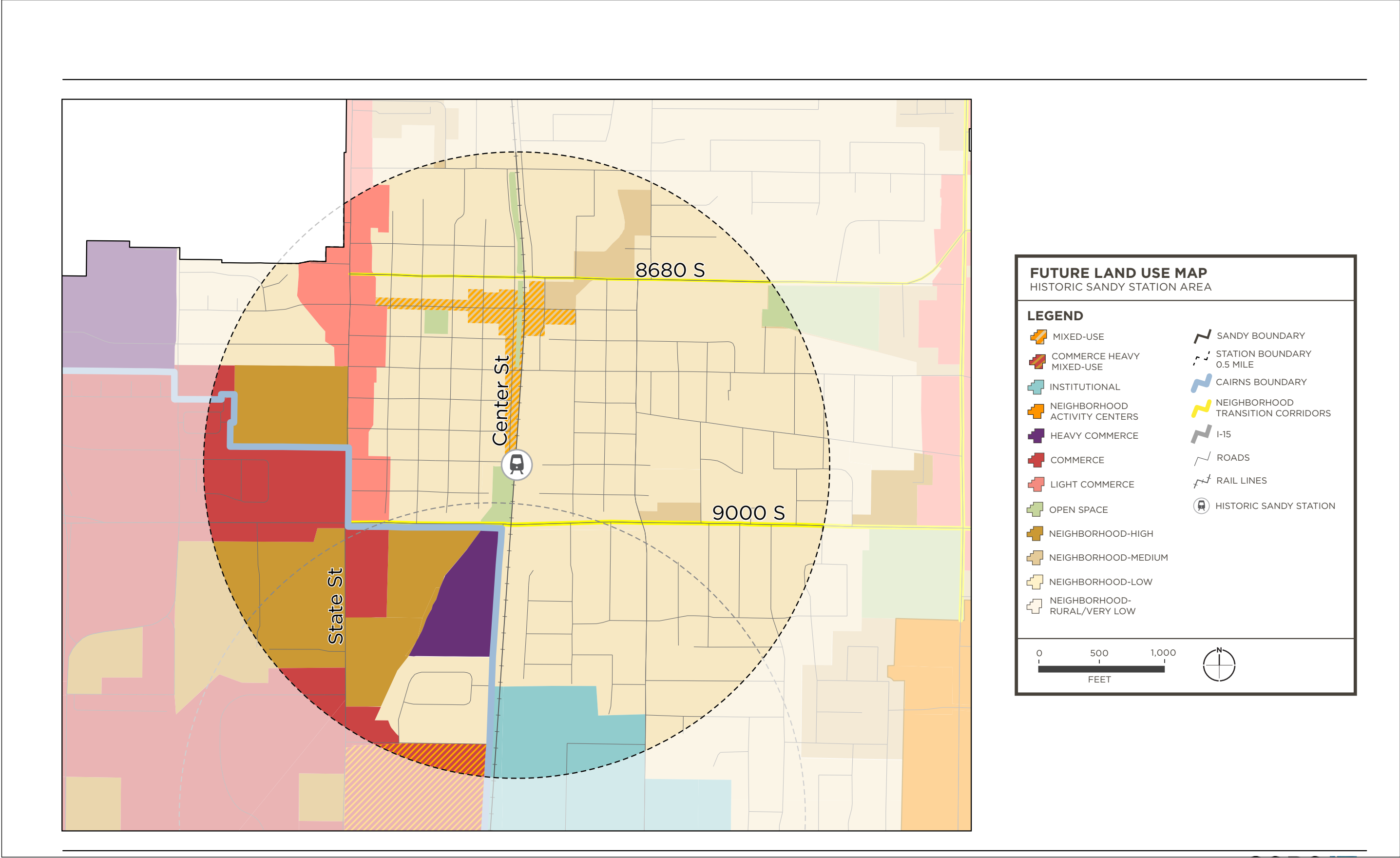
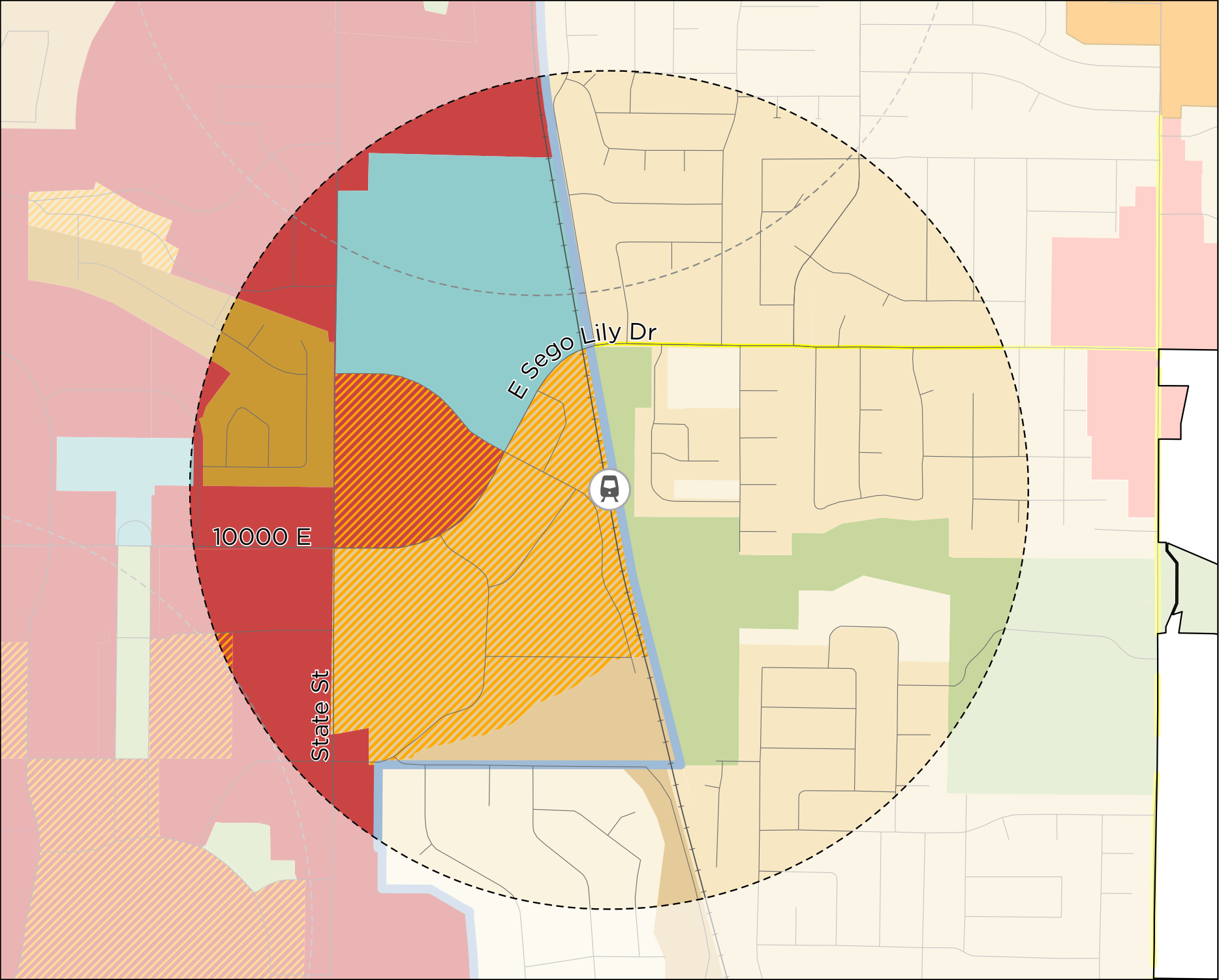


FIGURE 9: HISTORIC SANDY STATION AREA FUTURE LAND USE



FUTURE LAND USE MAP
CIVIC CENTER STATION AREA

LEGEND

MIXED-USE

COMMERCE HEAVY MIXED-USE

INSTITUTIONAL

NEIGHBORHOOD ACTIVITY CENTERS

HEAVY COMMERCE

COMMERCE

LIGHT COMMERCE

OPEN SPACE

NEIGHBORHOOD-HIGH

NEIGHBORHOOD-MEDIUM

NEIGHBORHOOD-LOW

NEIGHBORHOOD-RURAL/VERY LOW

SANDY BOUNDARY

STATION BOUNDARY 0.5 MILE

CAIRNS BOUNDARY

NEIGHBORHOOD TRANSITION CORRIDORS

I-15

ROADS

RAIL LINES

CIVIC CENTER STATION

05001,000

FEET

FIGURE 10: SANDY CIVIC CENTER STATION AREA FUTURE LAND USE

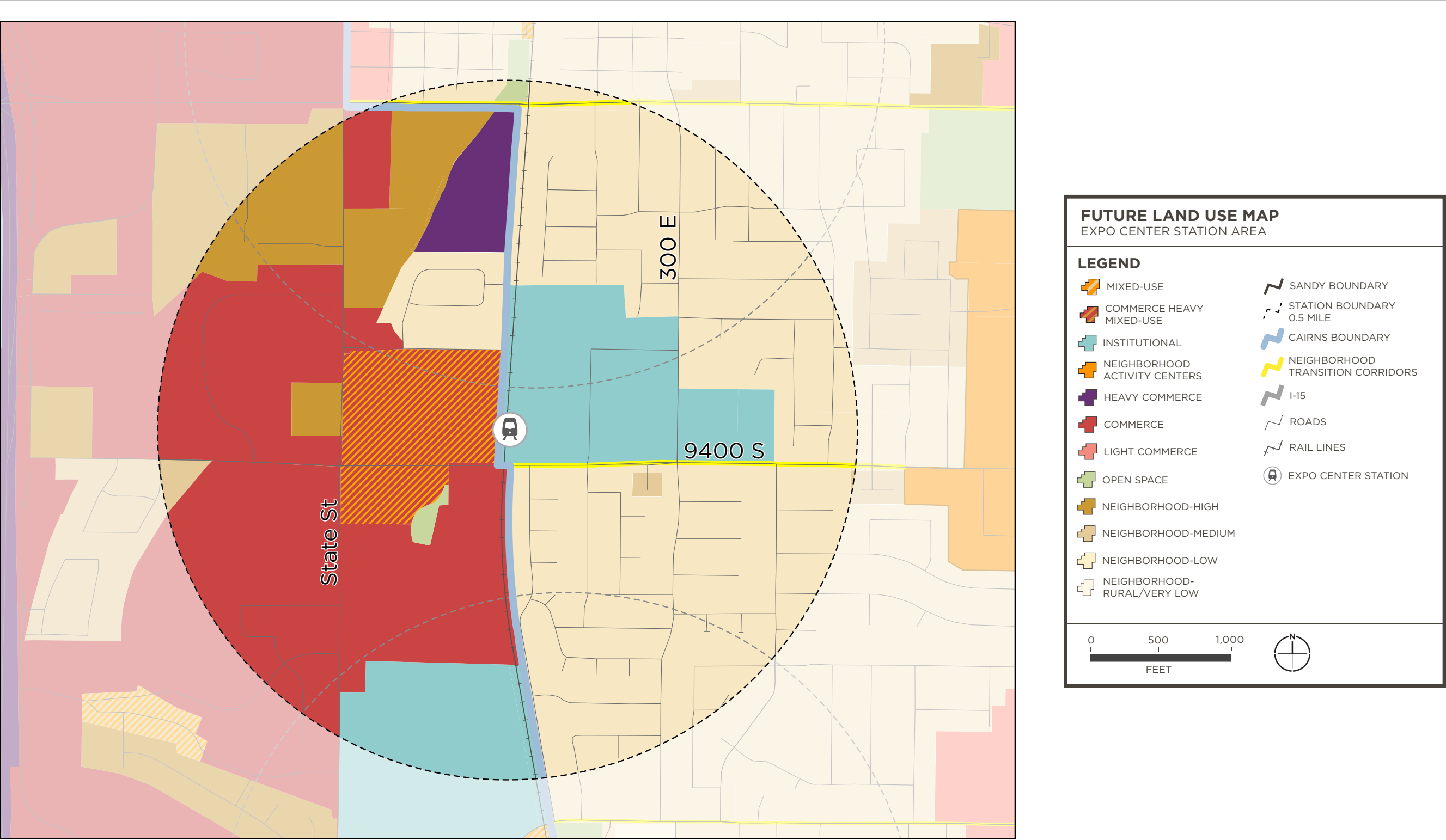
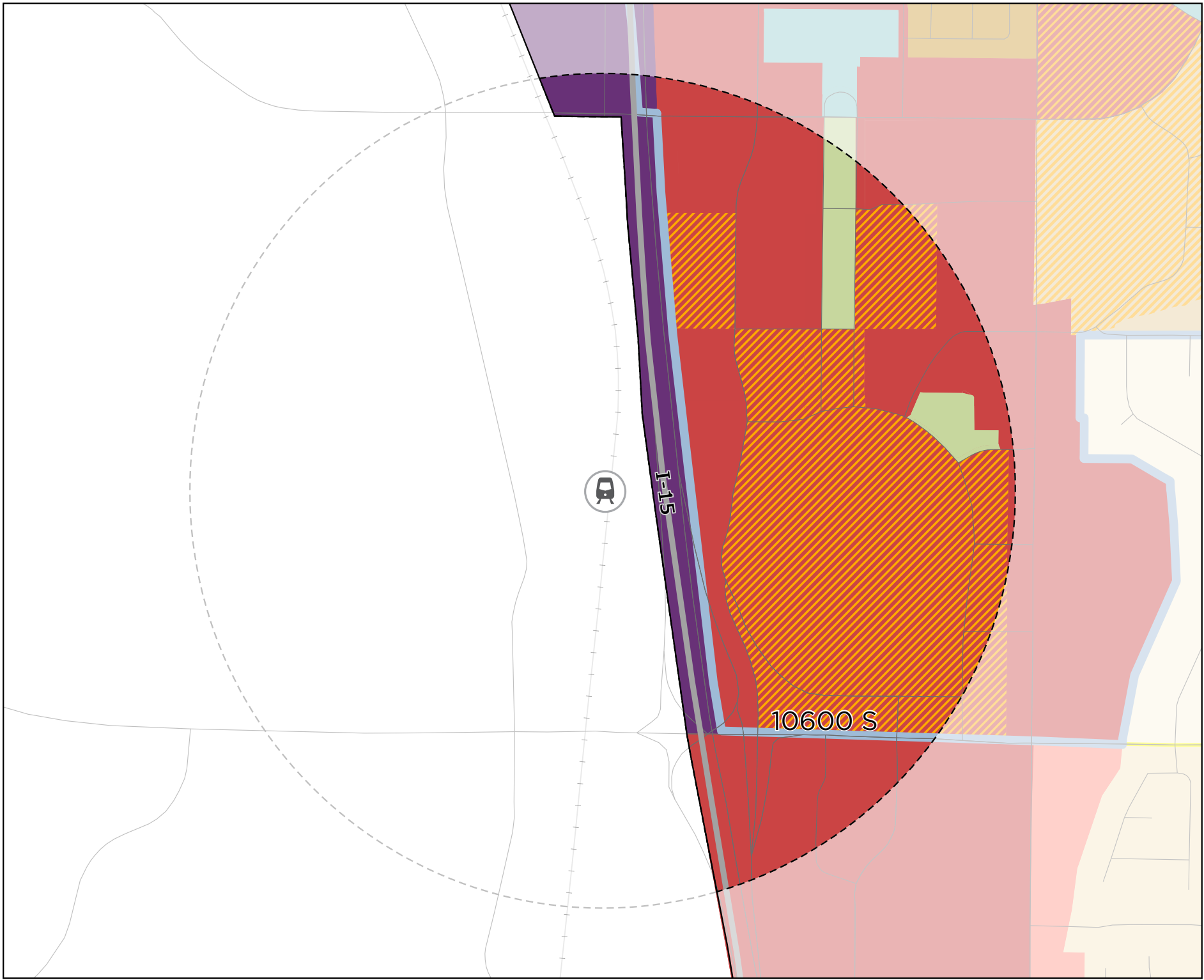


FIGURE 11: SANDY EXPO CENTER STATION AREA FUTURE LAND USE



FUTURE LAND USE MAP
SOUTH JORDAN FRONTRUNNER STATION AREA

LEGEND

MIXED-USE

COMMERCE HEAVY MIXED-USE

INSTITUTIONAL

NEIGHBORHOOD ACTIVITY CENTERS

HEAVY COMMERCE

COMMERCE

LIGHT COMMERCE

OPEN SPACE

NEIGHBORHOOD-HIGH

NEIGHBORHOOD-MEDIUM

NEIGHBORHOOD-LOW

NEIGHBORHOOD-RURAL/VERY LOW

SANDY BOUNDARY

STATION BOUNDARY 0.5 MILE

CAIRNS BOUNDARY

NEIGHBORHOOD TRANSITION CORRIDORS

I-15

ROADS

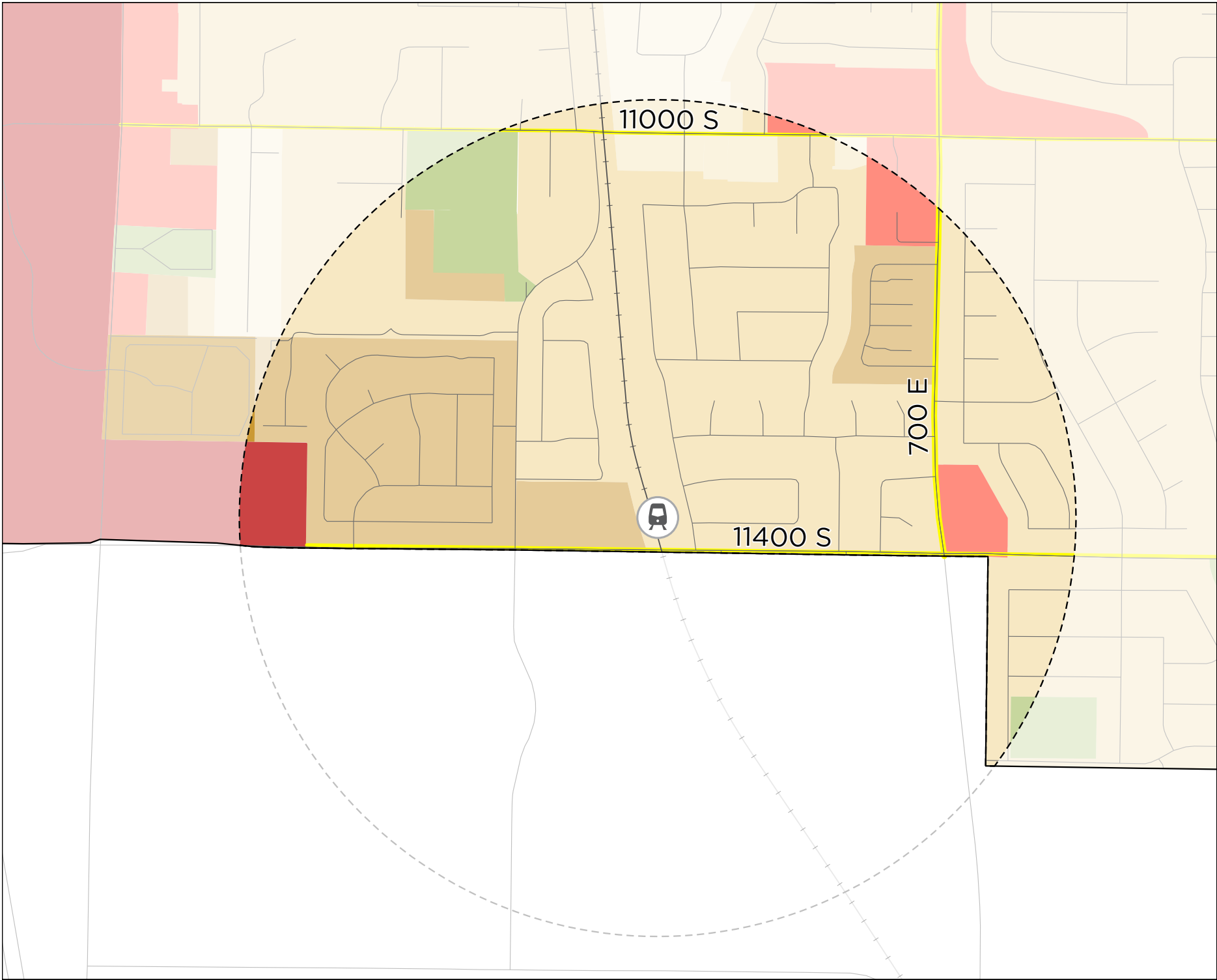
RAIL LINES

SOUTH JORDAN STATION

05001,000

FEET

FIGURE 12: SOUTH JORDAN FRONTRUNNER STATION AREA FUTURE LAND USE



FUTURE LAND USE MAP
CRESCENT VIEW STATION AREA

LEGEND

- | | |
|-------------------------------|-----------------------------------|
| MIXED-USE | SANDY BOUNDARY |
| COMMERCE HEAVY MIXED-USE | STATION BOUNDARY 0.5 MILE |
| INSTITUTIONAL | CAIRNS BOUNDARY |
| NEIGHBORHOOD ACTIVITY CENTERS | NEIGHBORHOOD TRANSITION CORRIDORS |
| HEAVY COMMERCE | I-15 |
| COMMERCE | ROADS |
| LIGHT COMMERCE | RAIL LINES |
| OPEN SPACE | CRESCENT VIEW STATION |
| NEIGHBORHOOD-HIGH | |
| NEIGHBORHOOD-MEDIUM | |
| NEIGHBORHOOD-LOW | |
| NEIGHBORHOOD-RURAL/VERY LOW | |



FIGURE T3: CRESCENT VIEW STATION AREA FUTURE LAND USE

Goals, Objectives, Policies, & Actions

GOAL

Sandy’s station areas are transit supportive neighborhoods

OBJECTIVE

Station areas include a mix of housing, employment, services, and civic spaces

Policies

- Higher density and mixed-use development is located at station areas to take advantage of regional investment in the system
- Station areas include multi-modal connections within the neighborhood and to the surrounding area
- Commercial development in station areas includes a mix of employment types and retail opportunities to create a complete community

OBJECTIVE

Station areas provide an opportunity for attainable housing

Policies

- HTRZ, tax increment, and other tools are available to encourage investment in housing affordable to low-to-moderate-income households
- Station areas include goods and services to support households to minimize the need for private vehicles



Micromobility options in Sandy City

STATION AREA PLANNING

7.1a

Historic Sandy

APPENDIX

Introduction

The Historic Sandy Station is the furthest north station in Sandy. The original grid plan for the street network provides significant connectivity within the station area.

The grid plan is disrupted by several major transportation corridors. The station is located adjacent to 9000 South (SR 209), a major east west arterial that connects Little Cottonwood Canyon (as 9400 South) on the east to the I-15 and the South Valley Regional Airport on the west. The station is also located approximately .3 miles east of State Street (US 89), a major north south corridor along the Wasatch Front.

The station—named for the Historic Sandy neighborhood that is primarily west and north of the station—was originally a farming village that grew significantly after the construction of the railroad line that is now the TRAX transit line.

The station area is not only a part of the Historic Sandy neighborhood, but is part of the Sandy Historic District, a historic district that is listed on the National Register of Historic Places (NRHP) as of 2007. The district comprises 51 properties previously listed in the National Register, along with 266 additional contributing buildings and 223 non-contributing buildings. Preservation of existing buildings and designing new buildings that do not overshadow the historic ones is a priority for the community.

Historic Sandy has a Historic Preservation Committee, a citizen committee established by ordinance to recommend to the City and aid property owners in maintaining and enhancing the worthwhile historical resources of Sandy City. The mission statement of the group is: “We are committed to the encouragement and retention of the visual and historic integrity of the historic district and other historic resources and areas in Sandy City”.



In addition to the Historic Sandy neighborhood, the area within a ½ mile radius of the station platform includes commercial uses along State Street, as well as single family neighborhoods to the east and southeast. There are also several institutional uses including Sandy Elementary School, and the Parks and Public Utilities Departments of Sandy City.

The Porter Rockwell Trail, which extends through Sandy to Draper, is adjacent to the light rail line and is a critical amenity in Sandy’s trail system. Additionally, the East Jordan Canal extends through the station area connecting the area to the northeast through the station and across 9000 South continuing to the southwest.

There are currently 4,156 people living within ½ mile radius of the station. Housing types in the station area include smaller lot single family, mobile homes, garden apartments and larger apartment complexes.

FIGURE 1: HISTORIC SANDY STATION AREA BOUNDARY

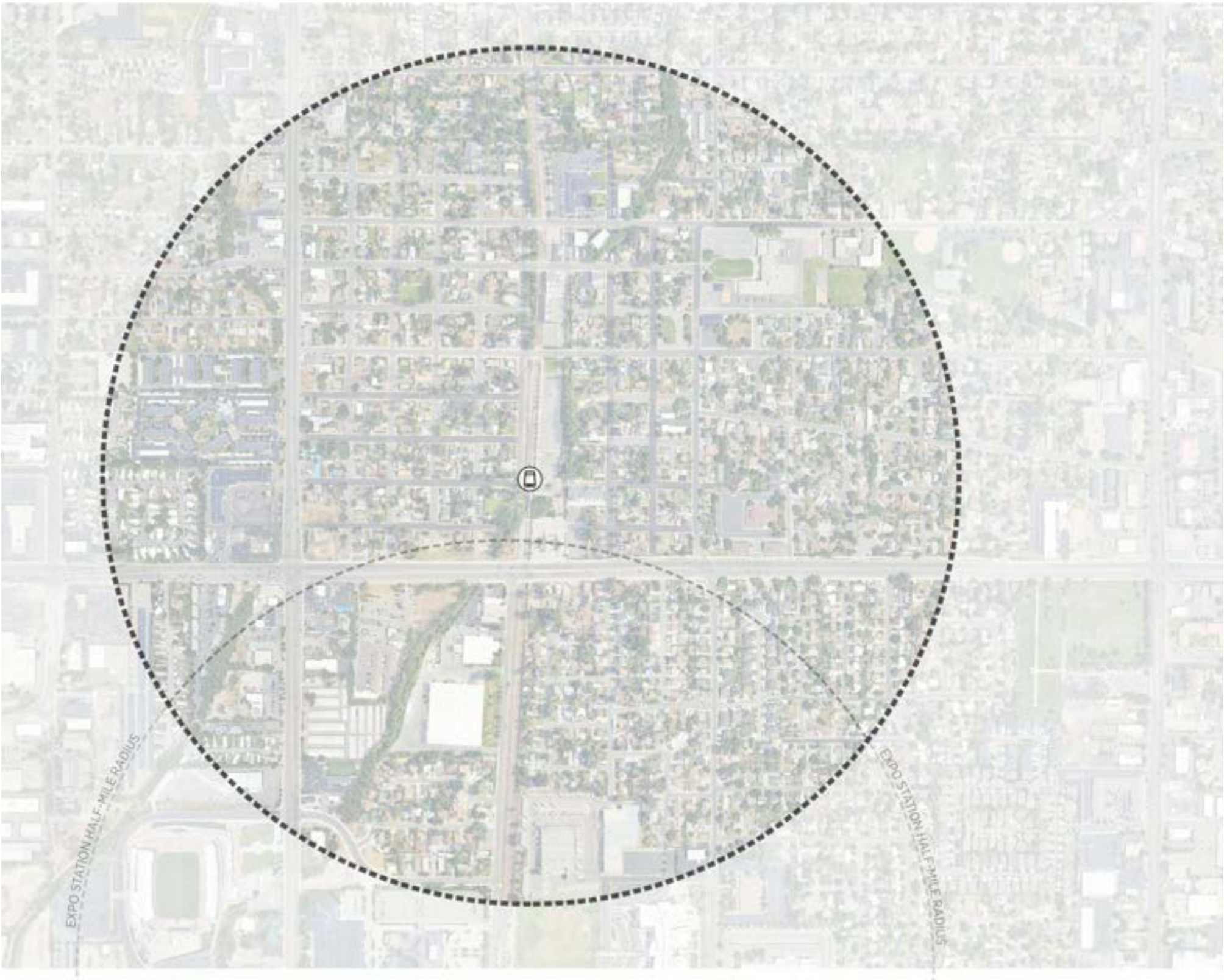


FIGURE 2: HISTORIC SANDY STATION NETWORK LOCATION

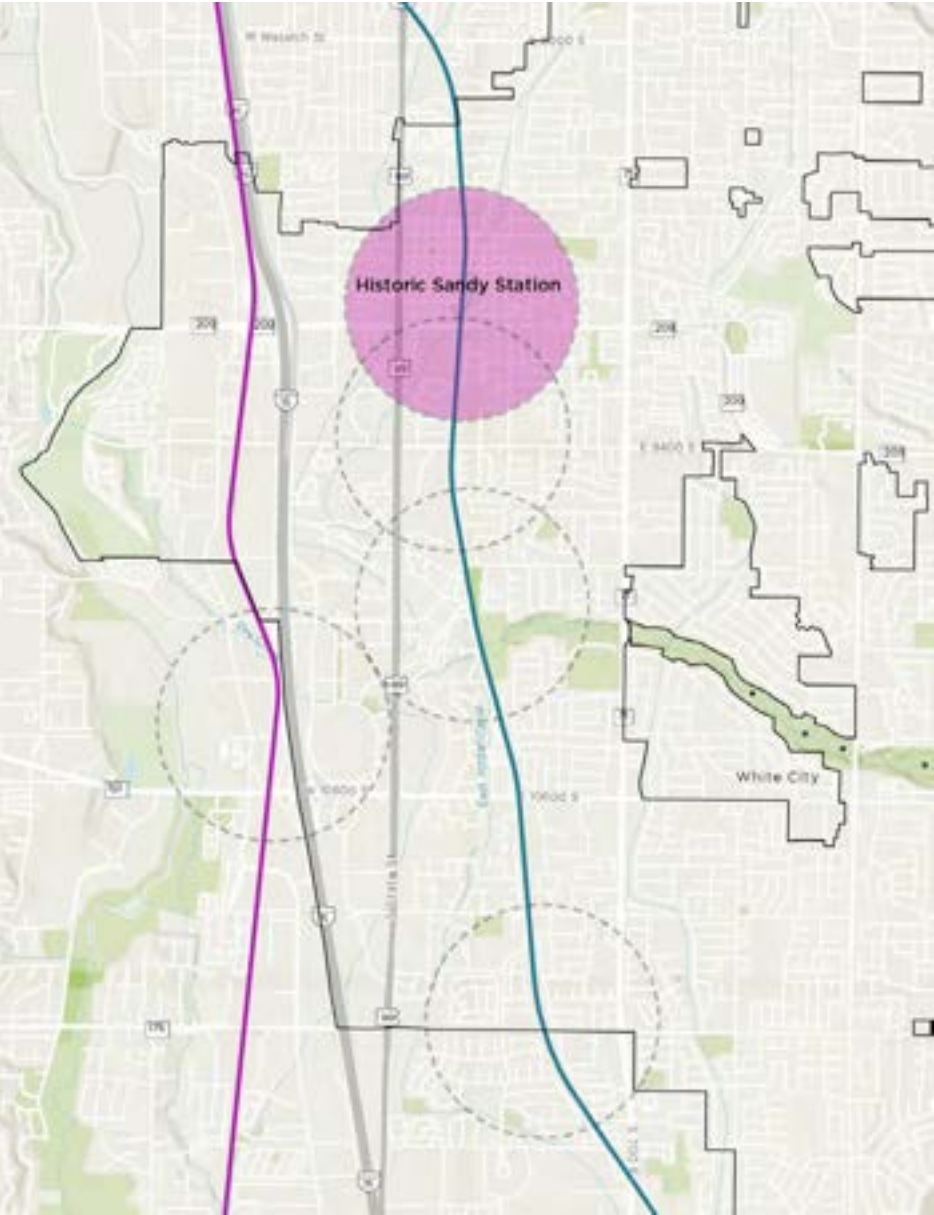
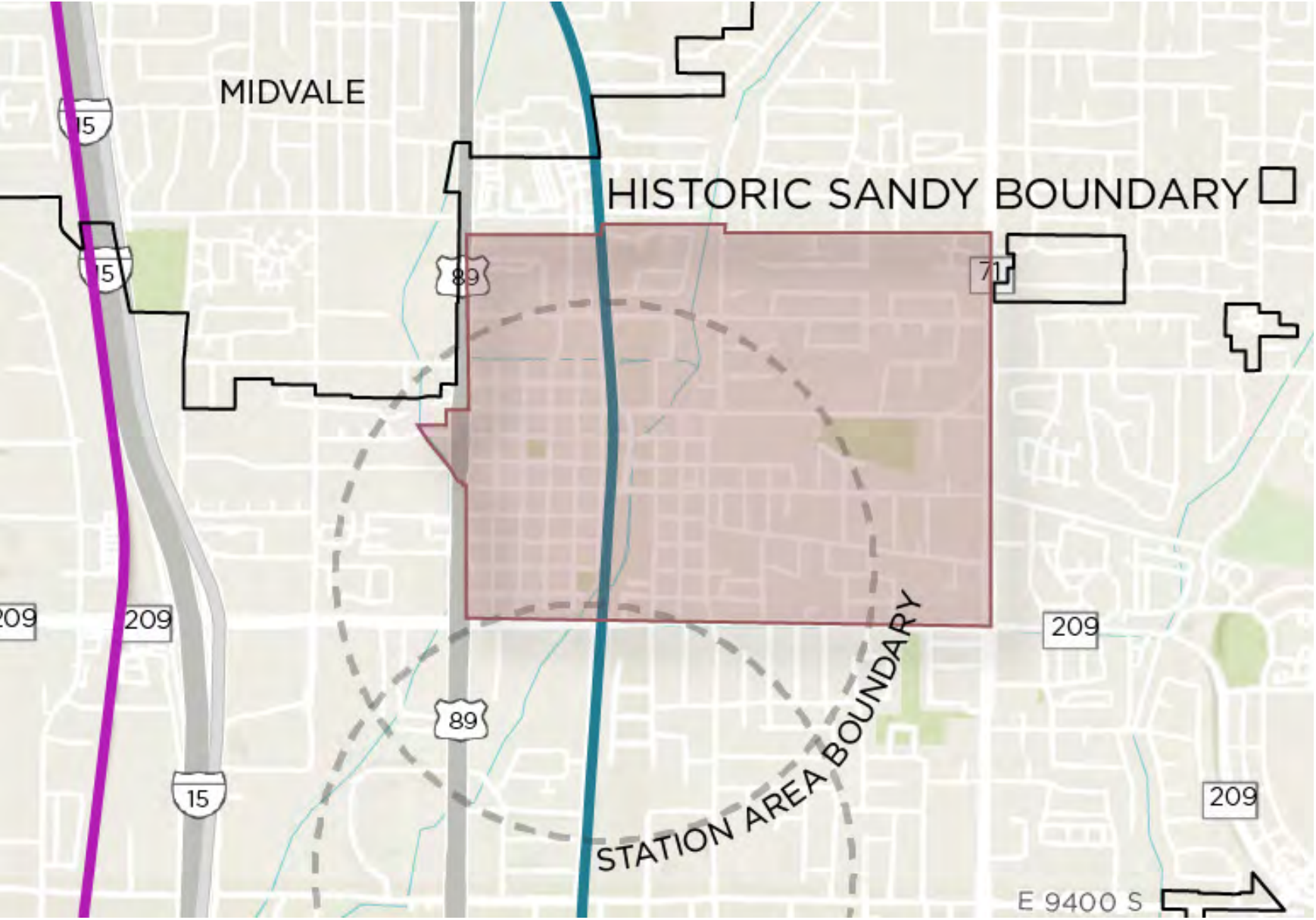


FIGURE 3: HISTORIC SANDY NEIGHBORHOOD BOUNDARY



The Station Area consists of just a portion of Historic Sandy. The boundaries of the neighborhood extend from State Street to 700 East and from 8400 South to 9000 South. Opportunity areas will be concentrated to the Station Area Plan boundaries, yet policies and goals look beyond the Station Area boundaries to the neighborhood as a whole.

For the purposes of the Station Area Plan, the planning process will concentrate on the areas north of 9000 South, with the Expo Center concentrating on those areas south of 9000 South that fall within the boundary of both stations.

Current Station Area Role

The station area currently serves as a source of ridership from the surrounding residential development. Area employment is limited and is concentrated along the State Street corridor and to the south of 9000 South.

Existing Conditions

Demographics Snapshot

Due to the affordability of the neighborhood, there are more families within Historic Sandy as compared to city-wide. The station area also has a higher number of renters, blue collar workers, and service workers than the city average.



FIGURE 4: DEMOGRAPHIC SNAPSHOT

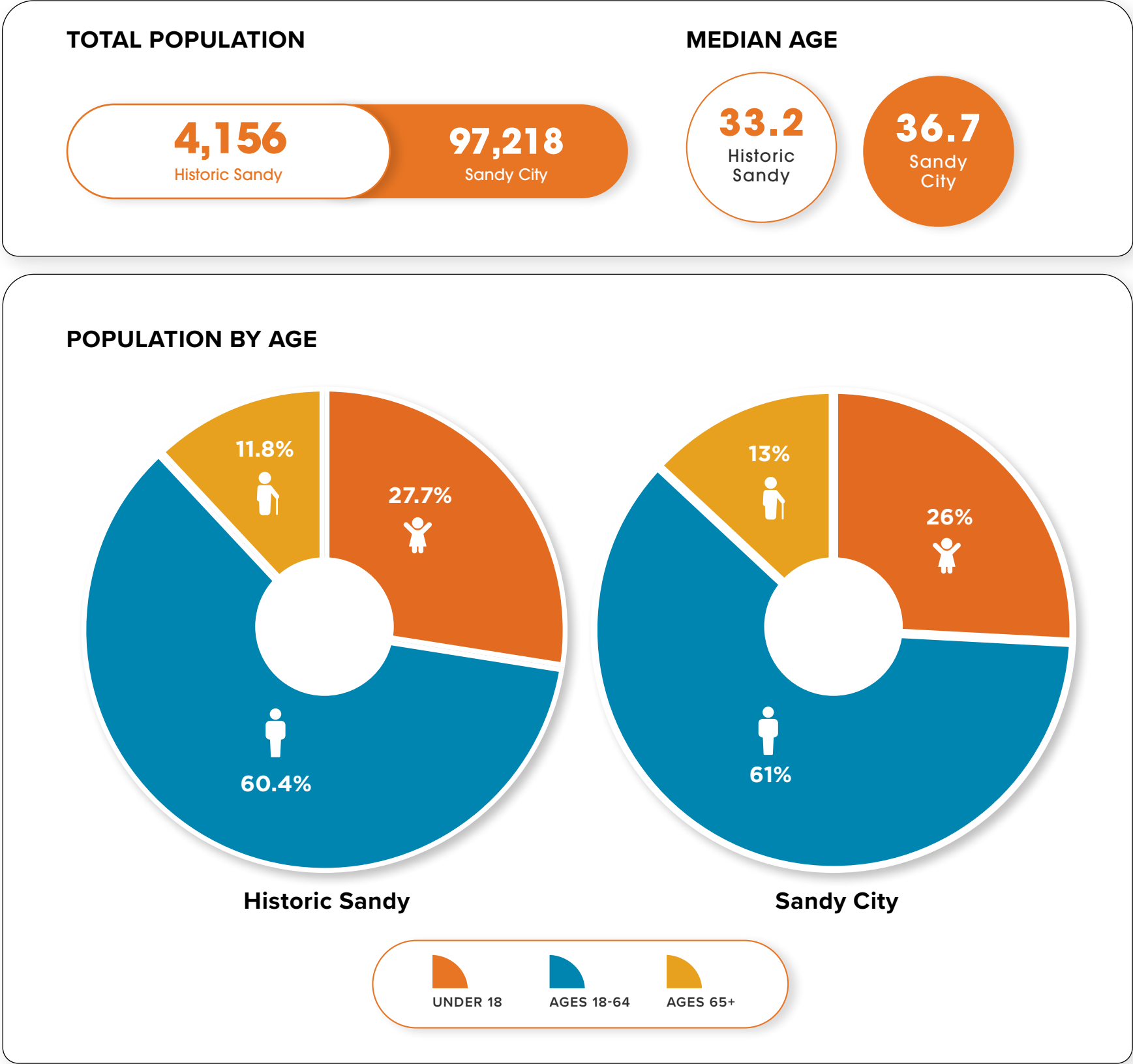


FIGURE 5: DEMOGRAPHIC SNAPSHOT

EDUCATION

Historic Sandy



32.6%

BACHELOR'S/GRAD/
PROF DEGREE



30.4%

SOME COLLEGE/
ASSOCIATES DEGREE



26.0%

HIGH SCHOOL GRADUATE

11.0%

NO HIGH
SCHOOL
DIPLOMA

Sandy City



46.8%

BACHELOR'S/GRAD/
PROF DEGREE



30.7%

SOME COLLEGE/
ASSOCIATES DEGREE



18.2%

HIGH SCHOOL GRADUATE

4.3%

NO HIGH
SCHOOL
DIPLOMA

EMPLOYMENT

Historic Sandy



57.6%

WHITE COLLAR



25.1%

BLUE COLLAR



21.4%

SERVICES

4.2%

UNEMPLOYMENT

Sandy City



74.6%

WHITE COLLAR



15.3%

BLUE COLLAR



11.9%

SERVICES

2%

UNEMPLOYMENT

MEDIAN HOUSEHOLD INCOME

\$50,579

HISTORIC SANDY

\$101,232

SANDY CITY

PER CAPITA INCOME

\$27,671

HISTORIC SANDY

\$47,002

SANDY CITY

MEDIAN NET WORTH

\$50,172

HISTORIC SANDY

\$313,528

SANDY CITY

Housing Snapshot

Historic Sandy is home to Sandy’s more affordable housing options. Historic Sandy also encapsulates some older versions of missing middle housing, leading to more affordable housing for different family types in the area. The Historic District encompasses residential structures that originated from two main construction periods as outlined in the Sandy City multiple property submissions: the “Mining, Smelting, and Small Farm Era (circa 1871-1910)” and the “Agriculture, Small Business, and Community Development (1906-1946) eras.”

During the early twentieth century, bungalows emerged as the predominant residential style in Utah, a trend mirrored in Historic Sandy, where fifty-five bungalows stand within the district. These bungalows typically feature a distinctive rectangular layout and exhibit elements of the vernacular Prairie School style, including low-pitched hipped roofs, broad eaves, and full-width front porches integrated beneath the primary roofline. During the 1940s and 1950s, Sandy witnessed the construction of WWII-era cottages and early ranch houses, totaling one hundred twenty residences within the historic district. These homes typically exhibit the Minimal Traditional style prevalent in WWII cottages, which draws loosely from earlier period revival forms, featuring front-facing cross gables and simplified design elements. This style remained popular in Utah from the late 1930s to the 1950s and represents the primary architectural aesthetic within the historic district. Although there are noncontributing buildings in the district, the majority of buildings retain their historic integrity and contribute to the historic association and feeling of the area.

FIGURE 6: HOUSING SNAPSHOT

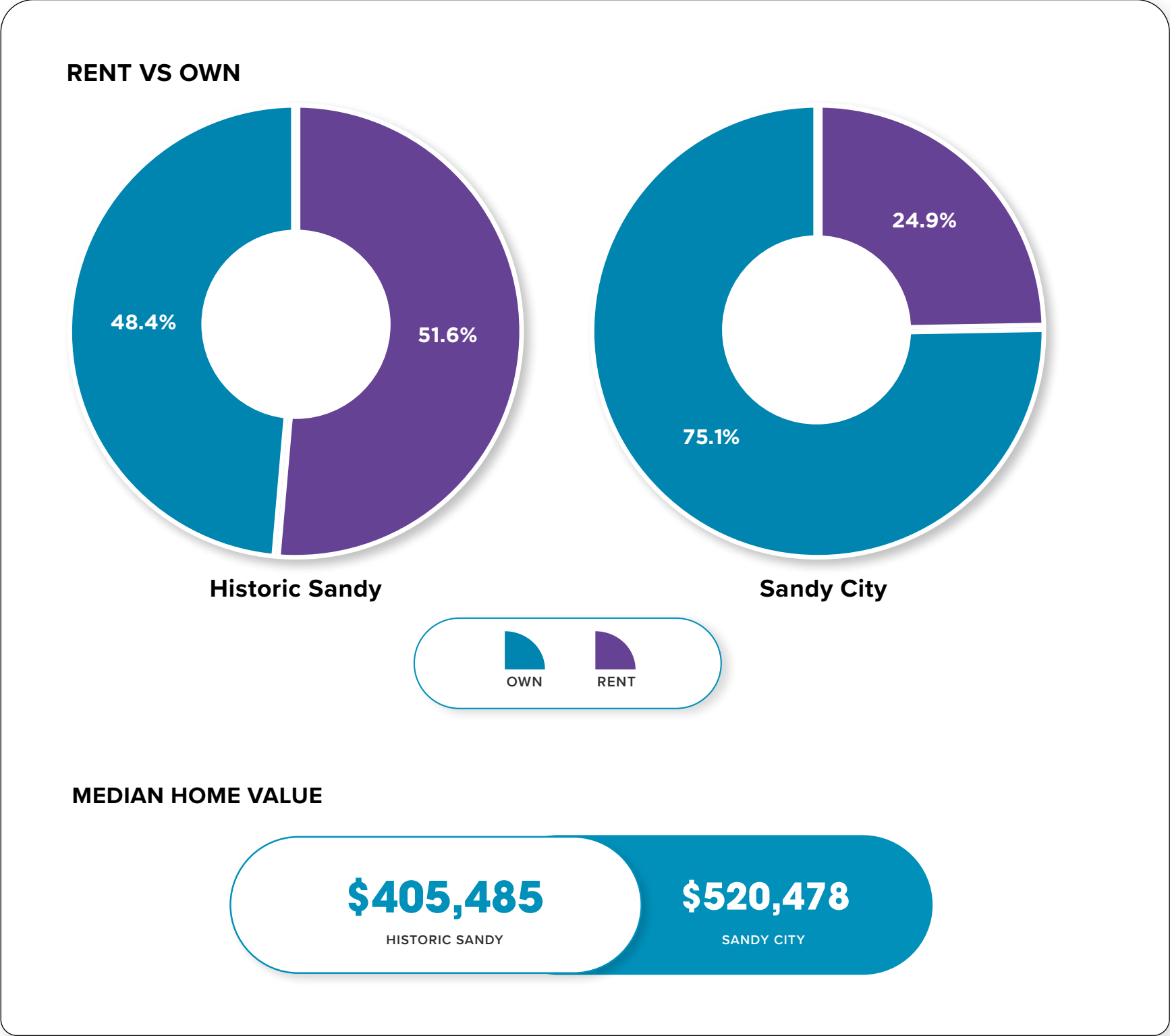


FIGURE 7: ECONOMIC SNAPSHOT

Economic Snapshot

HISTORIC SANDY STATION			
	Intersection	Long	Lat
	9000 S. & 165 E.	-111.8883069	40.5892756
Total GLA	293,000 SF		
Rental Rate	\$23.12/SF		
Vacancy	0%		
Occupancy	100.00%		
Age (year built)	1999		
	1/2 Mile	2 Miles	3 Miles
Population	4,767	63,217	135,000
Daytime Population	4,283	72,399	155,972
Median Household Income	\$50,579	\$78,649	\$83,246

Transportation Snapshot

TRANSIT NETWORK OVERVIEW

Historic Sandy Station is situated at 9000 South 165 East. As shown in Figure 5 and Figure 6 the station is served by TRAX Blue Line, Route 994 Bus Service, and two Flex lines.

FIGURE 8: AVERAGE WEEKDAY BOARDINGS

AVERAGE STOP-LEVEL WEEKDAY BOARDINGS AT HISTORIC SANDY STATION				
RTE	ROUTE NAME	FREQ	ROUTE TYPE	STATION BOARDINGS
701	Blue Line	15 Min	Light Rail	339
994	9000 S. TRAX / Snowbird / Alta	30 Min	Ski Bus	215
F590	9000 S. Flex	30 Min	Flex	≤ 1
F94	Sandy Flex	30 Min	Flex	≤ 1

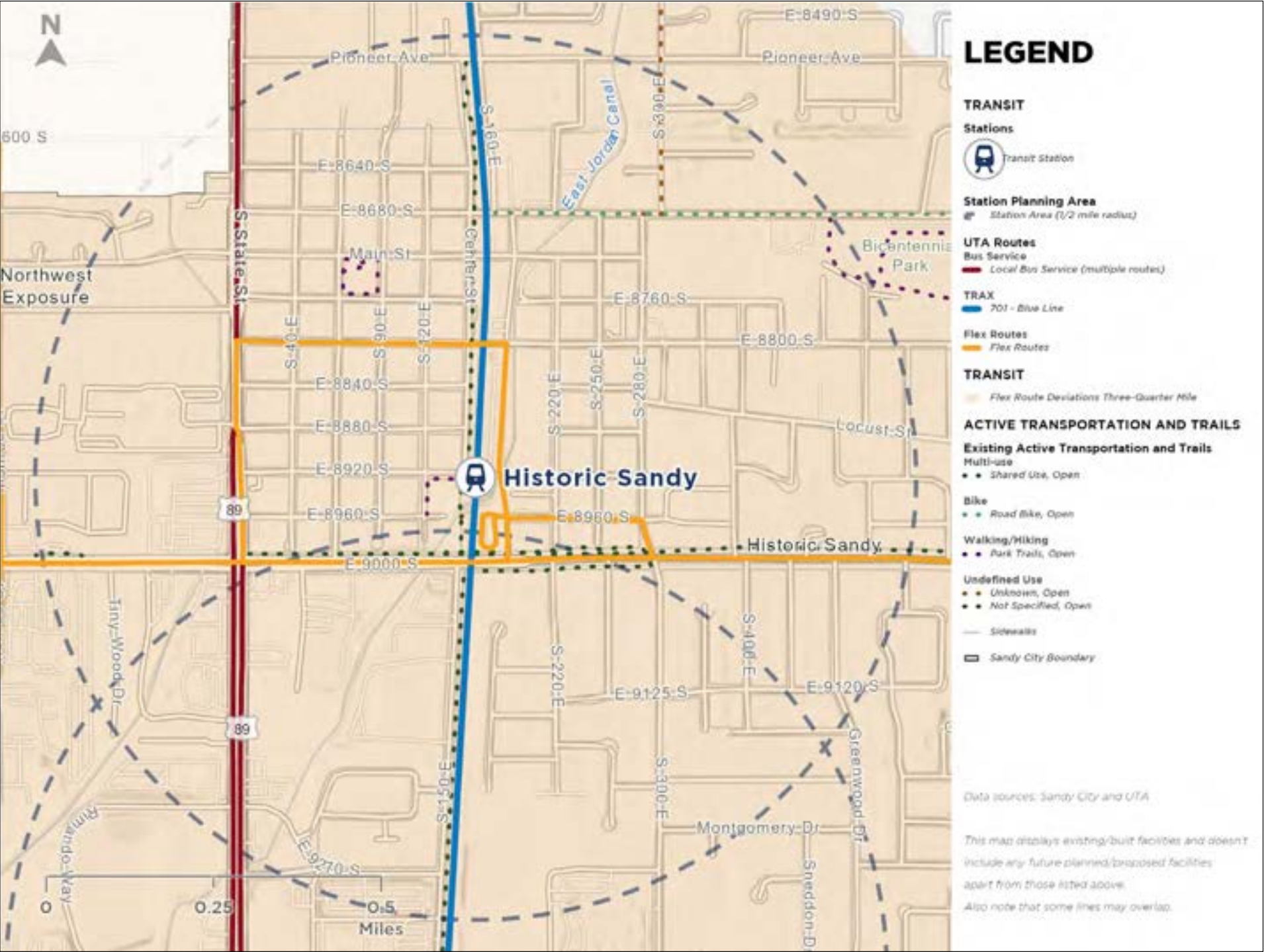


FIGURE 9: TRANSPORTATION SNAPSHOT

CHALLENGES AND LIMITATIONS

At the Historic Sandy Station, challenges include personal safety concerns, notably at Scott Cowdell Park, which could deter potential transit users. The station's connectivity is constrained by UDOT's access management on 9000 South. Currently several streets (40 East, 90 East, and 120 East) extend nearly to 9000 South and could provide more connectivity to the area, but UDOT's access management standards for 9000 South require street spacing no more frequently than 660 feet, which eliminates the possibility of improved street connectivity to 9000 South. A similar constraint affects the properties in the station area along State Street. On both routes, UDOT standards will elevate vehicle mobility over access and connectivity on these routes.

STRENGTHS

The Historic Sandy Station's strengths lie in its walkable street network north of 9000 South and its close distance to regional retail outlets. Additionally, the bus route encourages people to use available parking on weekends during winter months, which brings activity to the area during what would otherwise be a quiet time.



Source: John Dornoff

Cultural & Social Snapshot

PARKS AND OPEN SPACE

The Station Area is served by multiple parks including Main Street Park, Scott Cowdell Park, Sandy Station Park, a portion of Bicentennial Park, and also contains a vacant parcel at 8800 South, which is owned by the Parks and Recreation Department and is slated to become a future park. The Porter Rockwell Trail is also prominent in this area, as it runs along the TRAX line.



















































Historic Sandy also houses a Wasatch Community Garden Plot, located just outside of the Station Area Planning boundary. The garden offers 23 plots for rent. Previously, the Historic Sandy Community Garden included a pumpkin patch where gardeners cultivated heirloom pumpkins in anticipation of the garden’s annual Pumpkinfest celebration during harvest season. However, that space has since been repurposed to accommodate individuals interested in cultivating crops on a larger “microfarm” scale.

COMMUNITY AMENITIES

The Station Area houses Sandy Elementary School, which offers Parent Literacy classes, Pre-school services, and afterschool programs. The offices of the Parks and Recreation Department are located just east of the elementary school, as well as The Sandy Club, a safe space for area youth.

The Sandy Museum is located in this area at 8744 S 150 E and includes two floors of displays in a historic building, a gift shop, and an outdoor exhibition shed. The museum gives a deep dive into the history of Sandy.

The Station Area is home to community events including the Heritage Festival at Main Street Park, and the Historic Sandy BBQ, an event for neighbor mingling at Main Street Park. As Main Street Park is a hub for Historic Sandy events, tying the park to the Station Area is an opportunity to take advantage of existing community events.

MAIN STREET PARK AMENITIES & SUPPORT FACILITIES		
	Outdoor Pavilion	9 Tables
	Restroom	✓
	BBQ Pit	✓
	Playground	✓
	Electrical	✓
	Water	✓
	Swings	✓
	Trash Bins	5
	Dog-I-Pot Station	1
	Benches	5
	Drinking Fountain	1
	Active Park	✓
SANDY STATION PARK AMENITIES & SUPPORT FACILITIES		
	Outdoor Pavilion	1
	Trash Bin	2
	Dog-I-Pot Station	1
	Benches	5
	Drinking Fountain	1
	Corridor	✓
BICENTENNIAL PARK AMENITIES & SUPPORT FACILITIES		
	Indoor Pavilion	✓
	Outdoor Pavilion	9 Tables
	Restroom	✓
	Parking Stalls	82
	BBQ Pits	3
	Playground	✓
	Jogging Path	0.38
	Basketball	1
	Softball	2
	Softball Lighting	✓
	Tennis	3
	Tennis Lighting	✓
	Volleyball	1
	Electrical	✓
	Water	✓
	Trash Bins	12
	Dog-I-Pot Station	2
	Picnic Table	1
	Drinking Fountain	2
	Active Park	✓
SCOTT COWDELL PARK AMENITIES & SUPPORT FACILITIES		
	Outdoor Pavilion	✓
	Restroom	✓
	Parking Stalls	6
	BBQ Pit	✓
	Playground	✓
	Electrical	✓
	Water	✓
	Trash Bins	2
	Dog-I-Pot	1
	Drinking Fountain	1
	Bike Rack	2
	Active Park	✓

Land Use & Zoning Snapshot

Historic Sandy has unique zoning that is different from the rest of the city. R-1-7 (HS) residential, neighborhood commercial, and special development district zones are all Historic Sandy centered. The primary objectives of these zones is to cultivate a high-quality residential setting that fosters neighborly interaction, offers well-designed housing suitable for families at different life stages, deters crime through thoughtful urban design for natural surveillance, decreases reliance on cars, and enhances air quality. The overlay zone pairs pedestrian-friendly features with heightened land usage and housing density.

The zoning ordinance also creates an overlay zone, called the Historic Sandy Development Overlay Zone, where applicants can invoke additional historical reviews while receiving relief from various requirements such as lot size and setback. This review is done by the Historic Committee and then approved by the Planning Commission.



Main Street Park

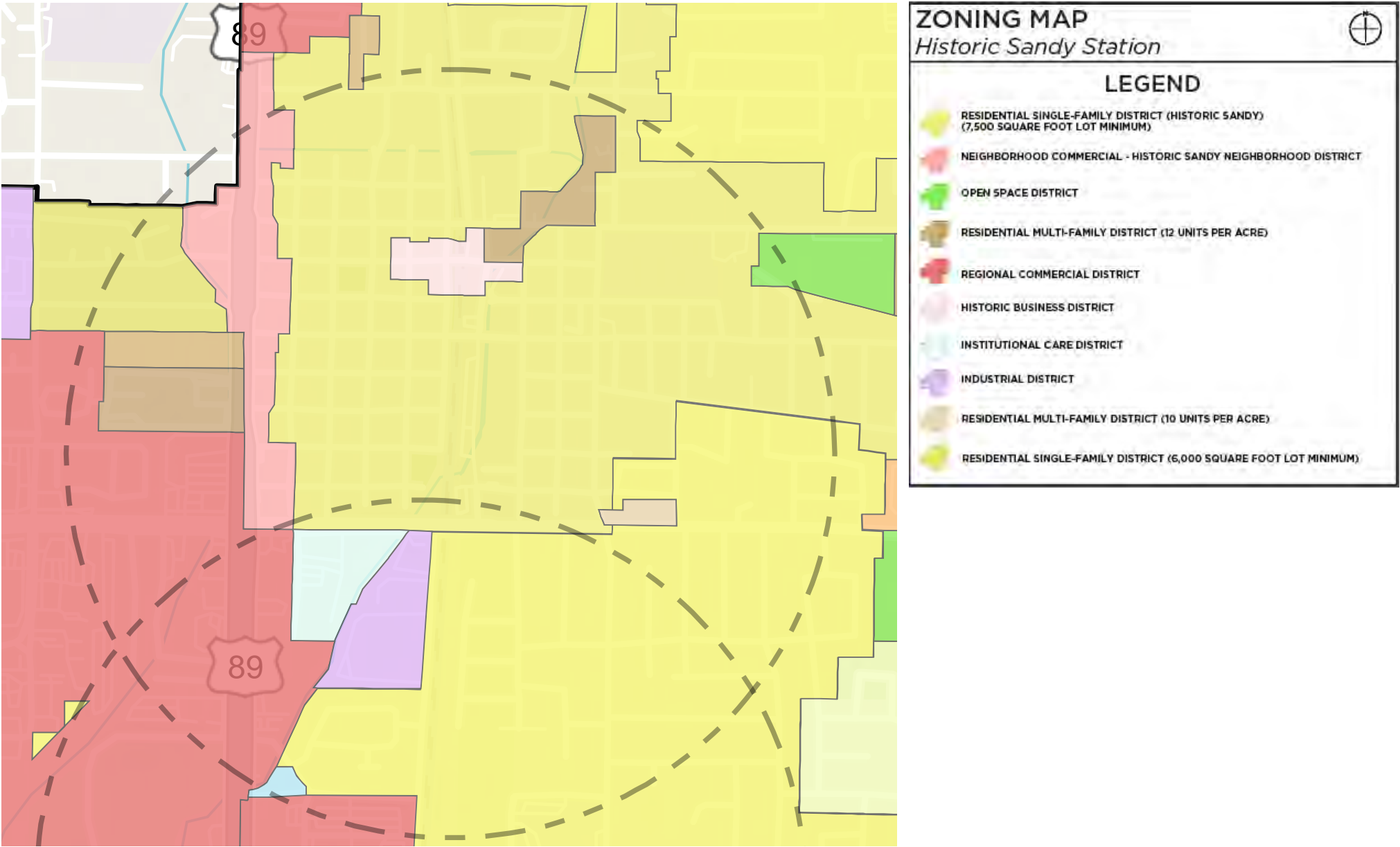


FIGURE 10: CURRENT ZONING

Utilities Snapshot

Sandy City Public Utilities is the drinking water, storm water, and street lighting provider in the Station Area. There are a few planned projects in the pipeline for Public Utilities. These include increasing the pipe size from 6- to 8-inch along 8800 S, increasing the pipe size from 4- to 8-inch along 60 E, increasing the pipe size from 4- to 8-inch along 8960 S, and increasing the pipe size from 4- to 8-inch along 8920 S. Power is mostly provided by Rocky Mountain Power.

REDUCING WATER DEMAND FOR FUTURE DEVELOPMENT

Sandy City’s landscaping requirements have been revised to mandate more water-wise designs for newly constructed or renovated landscaping. Based on existing water use patterns in Sandy City, water conservation potential is highest in the category of residential outdoor irrigation.



Historic Home

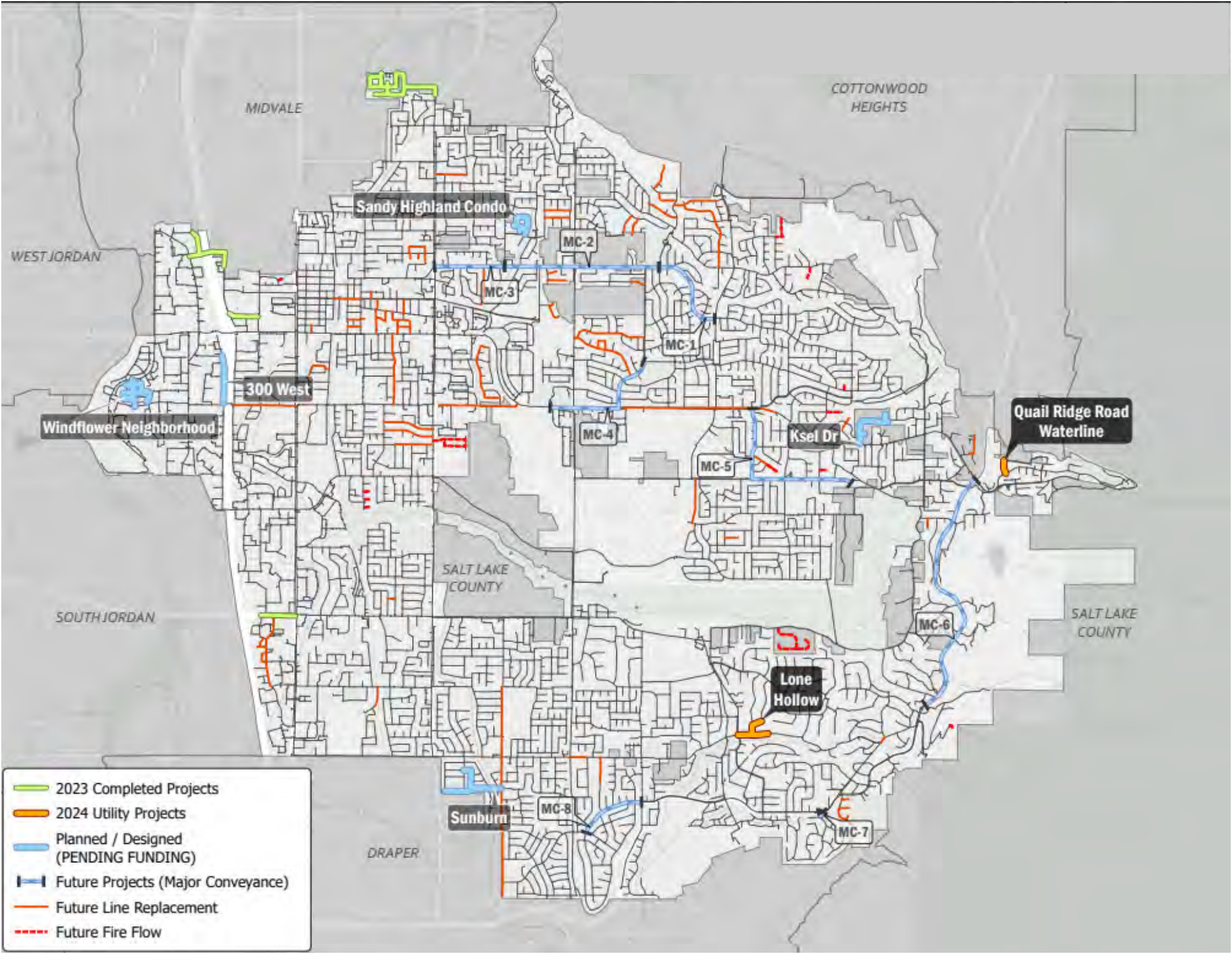


FIGURE 11: PLANNED UTILITY PROJECTS

FIGURE 12: PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS

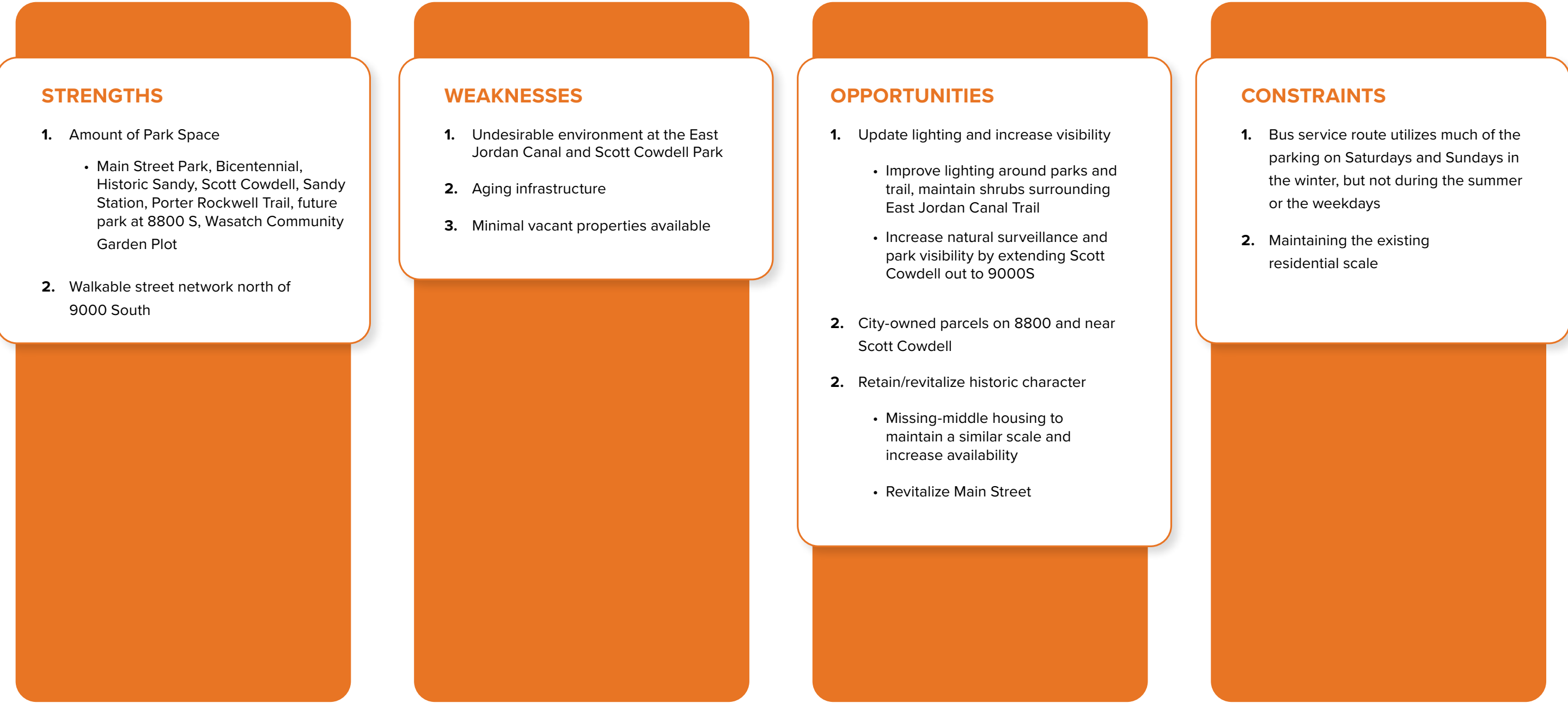
PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS					
YEAR	Projected Production Requirements Based on Year 2000 Demands (acre-ft)	Projected Production Requirements at Proposed Conversation Goal (acre-ft)	Estimated Annual Savings Through Conservation (acre-ft)	Existing Reliable Supply (acre-ft)	Estimated New Supply Development Which can be Delayed Through Conservation (acre-ft)
2000	31,517	31,517	0	29,640	0
2005	31,353	29,420	1,934	30,500	0
2010	28,032	24,574	3,458	32,500	0
2015	29,616	24,136	5,480	32,500	0
2020	30,844	24,515	6,628	32,500	0
2025	31,955	24,133	7,822	32,500	0
2030	33,394	24,222	9,172	32,500	894
2035	34,833	24,698	10,135	32,500	2,333
2045	37,716	25,881	11,835	32,500	5,216
2060	40,702	27,134	13,568	32,500	8,202

Source: 2021 Water Conservation Plan

SWOC Analysis

A strengths, weaknesses, opportunities, and constraints assessment was conducted on the station area, based off of an existing conditions analysis and public engagement.

FIGURE 13: SWOC ANALYSIS



Elements of Transit-Supportive Communities

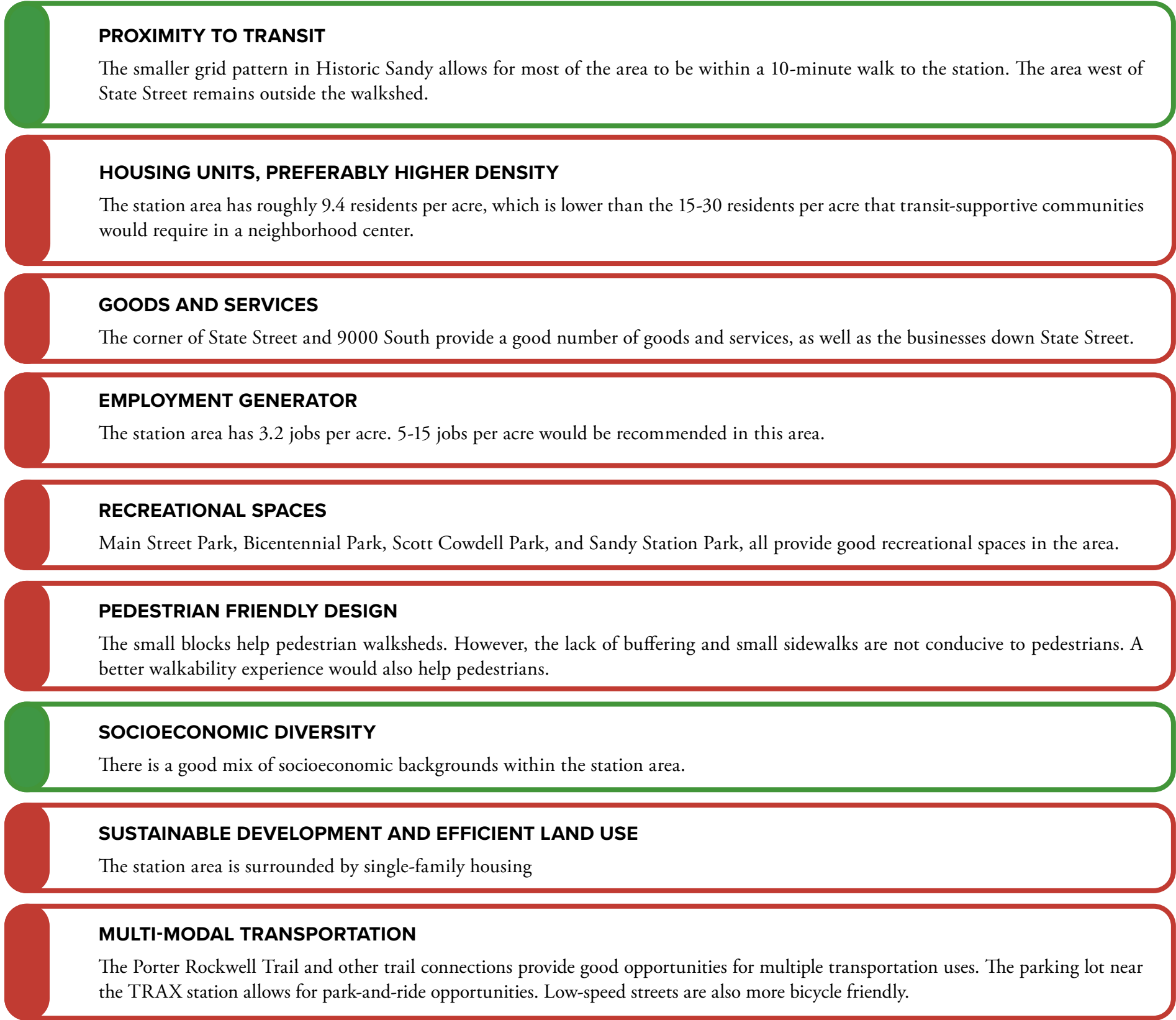
An analysis was undertaken to identify if the Historic Sandy Station met the needs of a transit-supportive community. Of the nine elements, two are supportive of transit in the area. Master Planned portions of the station plan on bringing in more goods, services, and housing into the area.



TRAX Blue line

Source: Jeffery D Allred

FIGURE 14: MEETING ELEMENTS OF TRANSIT-SUPPORTIVE COMMUNITIES



Public Engagement Summary

The planning process kicked off with the Sandy Pace of Progress General Plan engagement process. Collaboration, suggestions, and involvement from a wide range of community members and project stakeholders were all part of community engagement. To maximize public and stakeholder involvement and to clarify the vision for the station area’s future, the plan included in-person and online engagement activities.

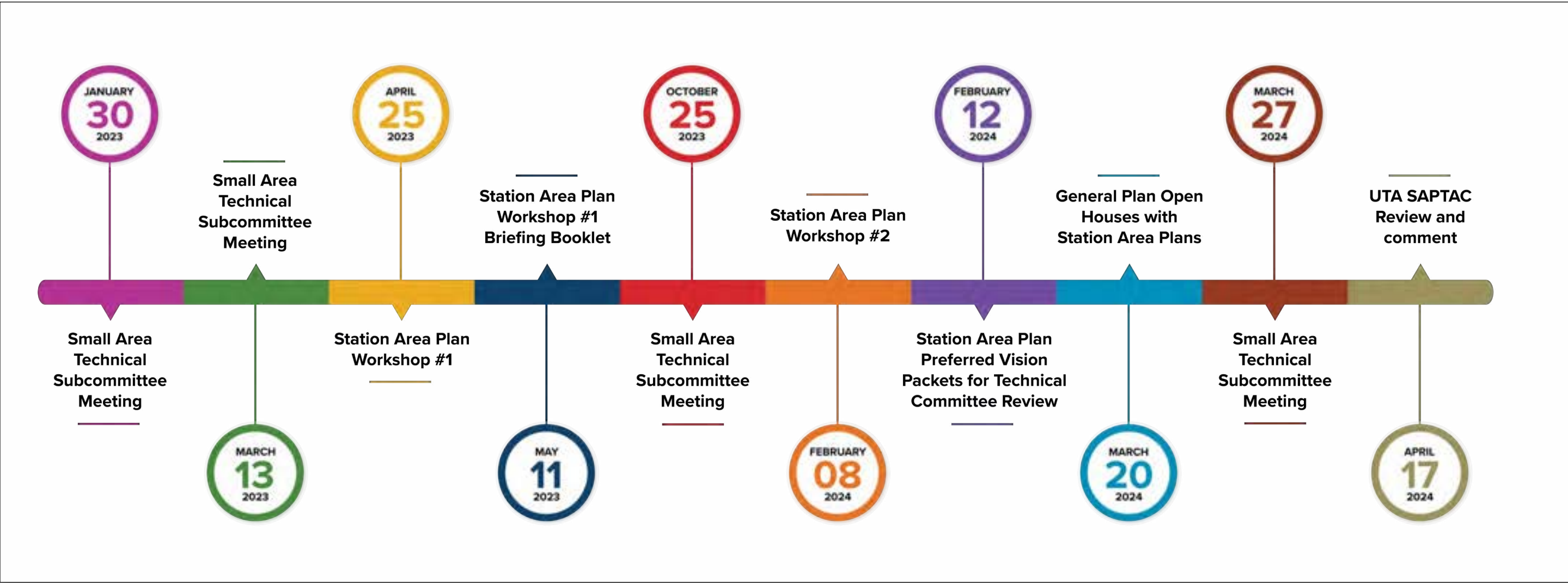


FIGURE 15: COMMUNITY ENGAGEMENT TIMELINE

Key Messages

Area residents are concerned about safety in their neighborhood. This includes personal safety related to unwanted uses and activities around the East Jordan Canal and Scott Cowdell Park as well as traffic-related concerns.

Suggestions to discourage inappropriate uses included:

- Increase/update lighting around the parks and trail systems
- Reconfigure the area around Scott Cowdell Park to encourage more active and passive recreational use and increase visibility of the park.

Area residents are concerned that any new development in the area, including infill or adjacent to the historic area should be in scale with the

existing neighborhood and reflect the historic design considerations.

Area residents identified several opportunities to improve the aesthetics of the station and Porter Rockwell trail.

Future Station Area Role

The area to the northeast and northwest of the station will continue to provide ridership from existing and infill residential development. There are opportunities to increase the availability of small-scale retail and services along historic Main Street to the north of the station and through strategic location of small-scale coffee or ice cream services on or adjacent to the station.

Redevelopment of the State Street corridor provides a more significant opportunity in the area. There are several vacant or underutilized parcels along this corridor that can be redeveloped for a more significant impact in the area.

Tie to General Plan Vision and Values

Going beyond the objectives of HB 462 to tie into the General Plan Vision and Values was central to concept generation and deciding on a preferred scenario. In an effort to see how the station area was on its way to meeting the general plan goals based off of existing conditions and public perception, the following Gantt chart was created:

FIGURE 16: TIE TO GENERAL PLAN VISION AND VALUES

Historic Sandy Station	Community - recognition of the fundamental importance of nurturing a strong, inclusive, and connected social fabric within the City		Premium Location - An emphasis on efficient, safe, and comfortable mobility to facilitate access to goods, services, recreation, open space, and employment through walking, biking, and vehicles		Opportunity - An effort to improve the potential for positive change, growth, and development of individuals, families/households, neighborhoods, commercial endeavors, and the City itself		Stewardship - Responsible management of the City's resources and a consideration for potential impacts in an effort to ensure adequate capacity, foster a healthy resiliency, and pursue a sustainable balance of economic, environmental, and social outcomes		Well-Being - A focus on creating environments and systems that support the safety, happiness, and physical, mental, and social health of individuals in Sandy City	
	Y	Historic Sandy is one of the best-known neighborhoods within Sandy. It has a unique character and events. Opportunities include enhancing the attractiveness of the community including adding enhancements along the Porter Rockwell Trail South of 9000 S. beautifying the commercial corridors, and adding Historic Sandy specific wayfinding in key areas. Opportunity to emphasize the importance of residential property upkeep.	Y	9000 S. is a significant N/S barrier with low pedestrian comfort at the crosswalk to the station; Existing small block network and Porter Rockwell Trail represent core components of a walkable area which can be enhanced to provide safer pedestrian access and mobility throughout the station area. Opportunity to incorporate east/west TRAX connections.	Y	Employment opportunities in the area are primarily limited to the State Street corridor. Opportunity to increase transit ridership from Historic Sandy to employment centers near Sandy Expo and Sandy Civic stations to the south. Opportunity to develop better commercial within the district.	Y	Access to two parks and Porter Rockwell Trail within walking distance. Grid pattern roadways are easily navigable. TRAX station has ample parking spaces for those that don't live nearby. Historic Sandy's charm garners community stewardship and has the ability to attract visitors - opportunity to further promote, embrace, and maintain area.	N	Uninviting and unappealing enviro9000 S. is a large-scale roadway that allows for car use, but not other modes of transportation - problematic for public health and access opportunities. Single family housing limits the number of those that can live and utilize the area other than by car - could be better used for commercial and residential access. Opportunity to update nearby parks and trails, greenway of Porter Rockwell Trail, and sidewalks Install restroom at Trax station for patron usage and comfort.

Note that YES does not mean that the station area completely meets the General Plan Value but has the basic building blocks that are important to meeting the Value.

Opportunity Areas

The Station Area Plan concepts focused on the development or redevelopment of certain parcels throughout the station area. As much of Sandy is built out, redevelopment will be necessary to better connect the station area to the trip generators.

Currently Vacant Properties

Near term Opportunity Areas include:

- Two parcels are located on the corner of 9000 South and State Street. These parcels are owned by the same private entity and are used for temporary commercial (pumpkin patches, Christmas trees) throughout the year.
- Three vacant parcels owned by Sandy City off of 90 East and one parcel off 120 East owned by the Redevelopment Agency of Sandy. These parcels total 1.29 acres. Although these parcels are highly visible from 9000 South, their access is from neighborhood streets to the north.
- The vacant lot at 8780 South 250 East was the location of the old senior center. It is now a 1.05-acre parcel owned by the City.

Potential Redevelopment Sites

- The Historic Sandy neighborhood fronts State Street. This street currently houses small automotive commercial, dentist offices, computer repair stores, and other small-scale commercial. As the gateway into Historic Sandy, this street frontage has the opportunity to slowly develop over time to remain neighborhood commercial oriented but bring in some additional street presence and smaller mixed-use opportunities.
- UTA owns a 0.43-acre overflow parking lot north of 8800 South. This parking lot rarely needs to be utilized.
- Scott Cowdell Park is a 0.88-acre pocket park located a few feet south of the station platform. There are options to increase visibility and invite more use the park through additional development and reconfiguration of the park.

Non-Opportunity Areas

The existing residential neighborhoods are areas of stability and are not considered for redevelopment. These parcels were chosen as non-opportunity areas because of their lack of available infill land, their current land use, and current market conditions. Connections across 9000 South will be addressed in the Historic Sandy Station Area Plan, but in-depth analysis of the areas south of 9000 South will be addressed by the Expo Center Station Area Plan due to station character and context.



Scott Cowdell Park

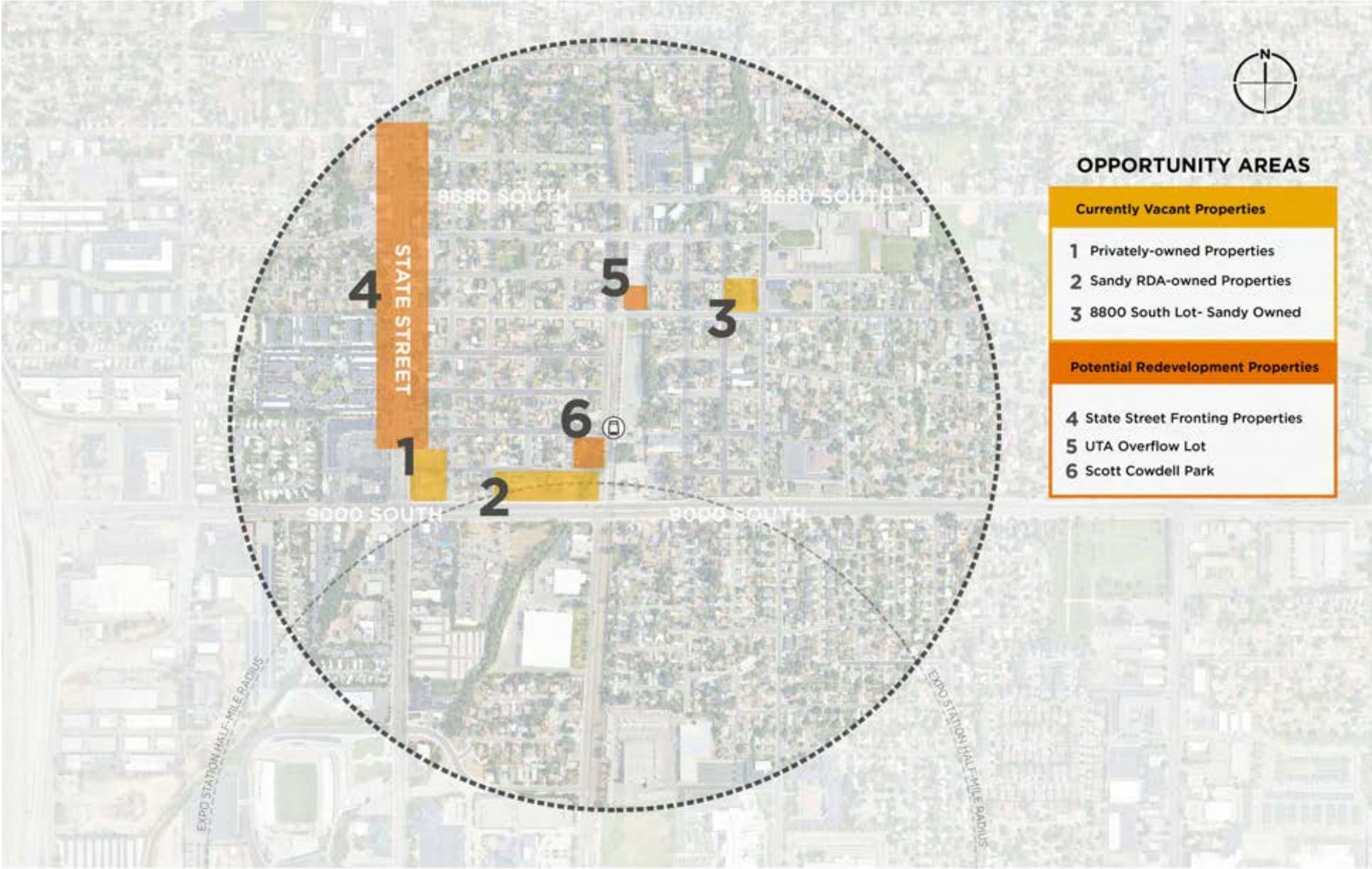


Historic Homes



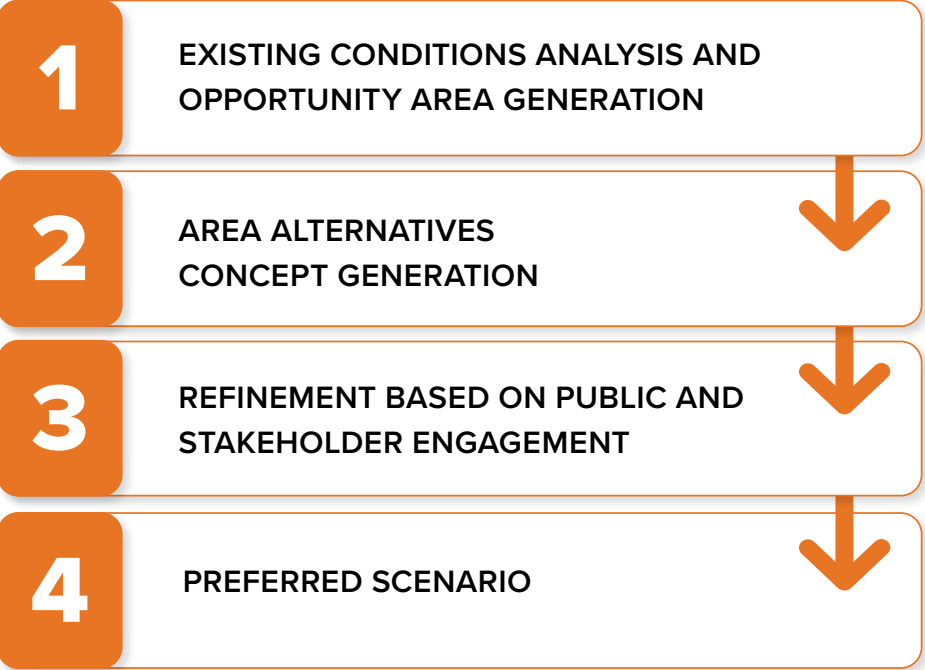
Bicentennial Park

FIGURE 17: OPPORTUNITY AREAS



Preferred Scenario Process

Finalizing the components of the Station Area Plan concept was a process that was undertaken with multiple instances of public, stakeholder input, technical committee input, and a small area technical committee meeting. These scenarios focused on land use planning and how development types could be added into the area. The process worked closely with existing and planned transportation and other infrastructure improvements.



Area Alternatives

Area Alternatives were created to focus on those parcels that are opportunity areas. Stakeholders were given “Constants,” which focused on what will be carried out throughout each concept, and “Big Move” areas, which are areas where change could take different forms. These “Big Move” areas are shown below.

CONSTANTS

- 1. Neighborhood and Storefront Beautification
- 2. Addressing Sidewalk Gaps
- 3. Addition for new park amenities to Bicentennial Park

“BIG MOVE” AREAS

- 1. Downtown Historic Sandy Area
- 2. 9000 South
- 3. Sandy City-owned vacant lot
- 4. Scott Cowdell Park
- 5. UTA Park and Ride



ALTERNATIVE CONCEPT 1

Alternative Concept 1 concentrates commercial beautification along four prominent streets in Historic Sandy to create a sense of place. Housing is added to currently vacant parcels and Scott Cowdell Park is reorganized to become a more linear park, with eyes on the street from new housing developments and an anchor point along 9000 South.

9000 South is reimagined in this concept to become a main active transportation route that connects Historic Sandy to the rest of the city. This concept would bring around 20-35 more people into the station area.



FIGURE 18: CONCEPT 1 MAP

ALTERNATIVE CONCEPT 2

Alternative Concept 2 looks to connect the Sandy Museum down to State Street. State Street would remain commercial and would transition to neighborhood-centered mixed use and finally to the existing single family neighborhood. The Park and Ride would also be repurposed to housing with a parking garage to replace all the existing surface parking. Scott Cowdell Park would also stretch over the canal and the TRAX line to the east side of the TRAX to begin to make a connection from west to east. This concept would bring around 130 more people into the station area.

This concept also focuses on active transportation routes to connect the east side of the station area to the west. These active transportation routes would connect through the station area and continue to the rest of the city as well.



FIGURE 19: CONCEPT 2 MAP

ALTERNATIVE CONCEPT 3

Alternative Concept 3 builds upon the concept created in the 2006 Historic Sandy Master Plan. The goal of the Master Plan is to add mixed use along the TRAX line and Main Street, and transitioning the mixed use to the existing single family neighborhood through townhomes. This concept focuses on infill development rather than redevelopment of areas.

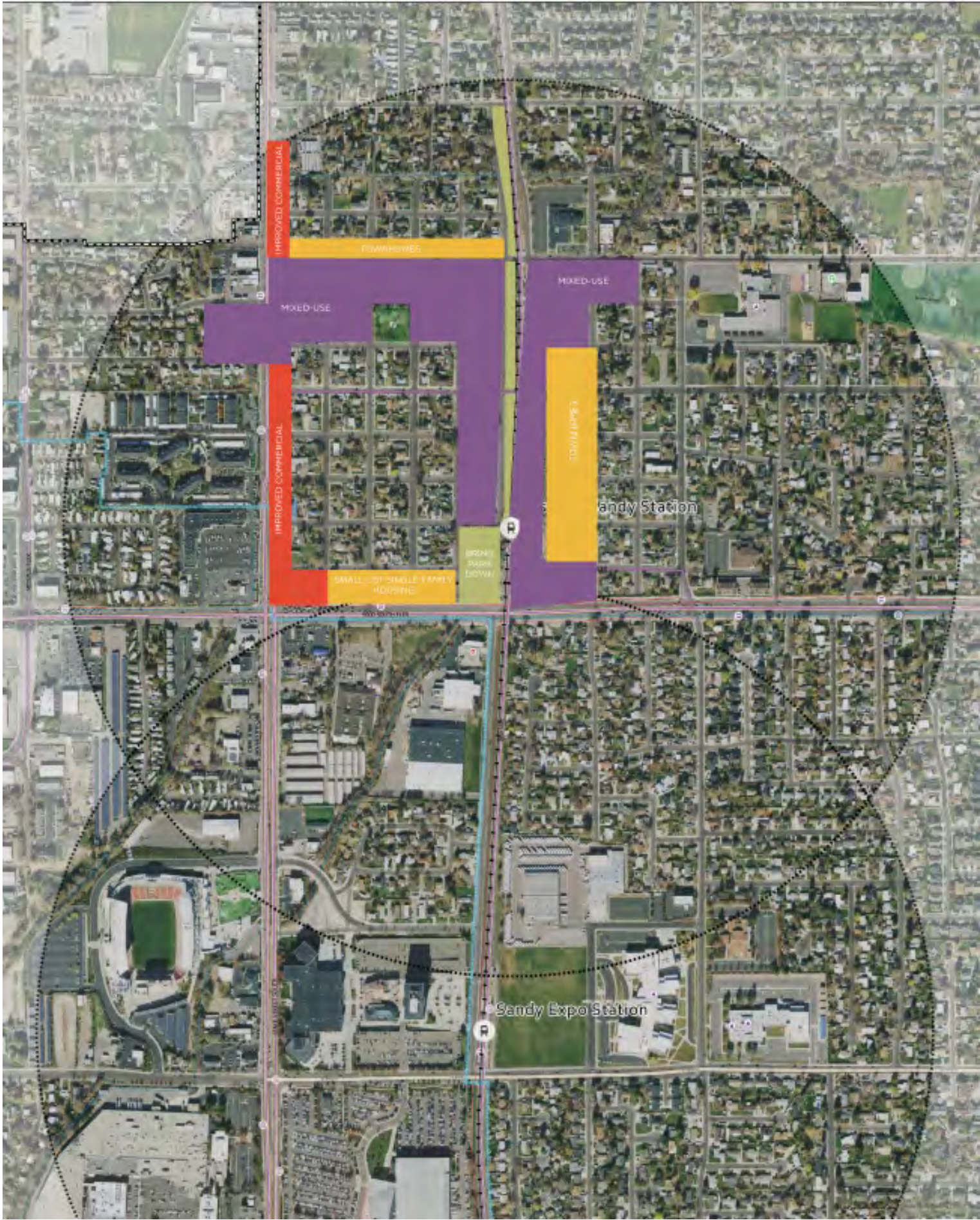


FIGURE 20: CONCEPT 3 MAP

Public Input on the Alternative Concepts

Reactions to the concepts showed:

1. Housing is preferred along 9000 South. There is a lot of momentum to remove the park entirely, but keep the pedestrian path across the TRAX line.
2. Investing in the State Street small businesses was seen as a priority.
3. Bike paths and multi-modal active transportation routes were seen as being better within the neighborhood, and not concentrated on the neighborhood boundary streets.

Refinement

Based on public comment, the largest changes were to shift focus from the active transportation route along 9000 South and instead move the route down to 9400 South to create a multi-modal transit corridor. While this idea takes the transit corridor out of Historic Sandy, it is still connected to the Expo Center Station.

Preferred Scenario

The preferred scenario is a culmination of Alternative Concept 1, Alternative Concept 2, Alternative Concept 3, and additional factors that were implemented after the outcome of Community Workshop #2. The following map shows the intended changes of the opportunity areas within the station area.

FIGURE 21: PREFERRED SCENARIO VISION

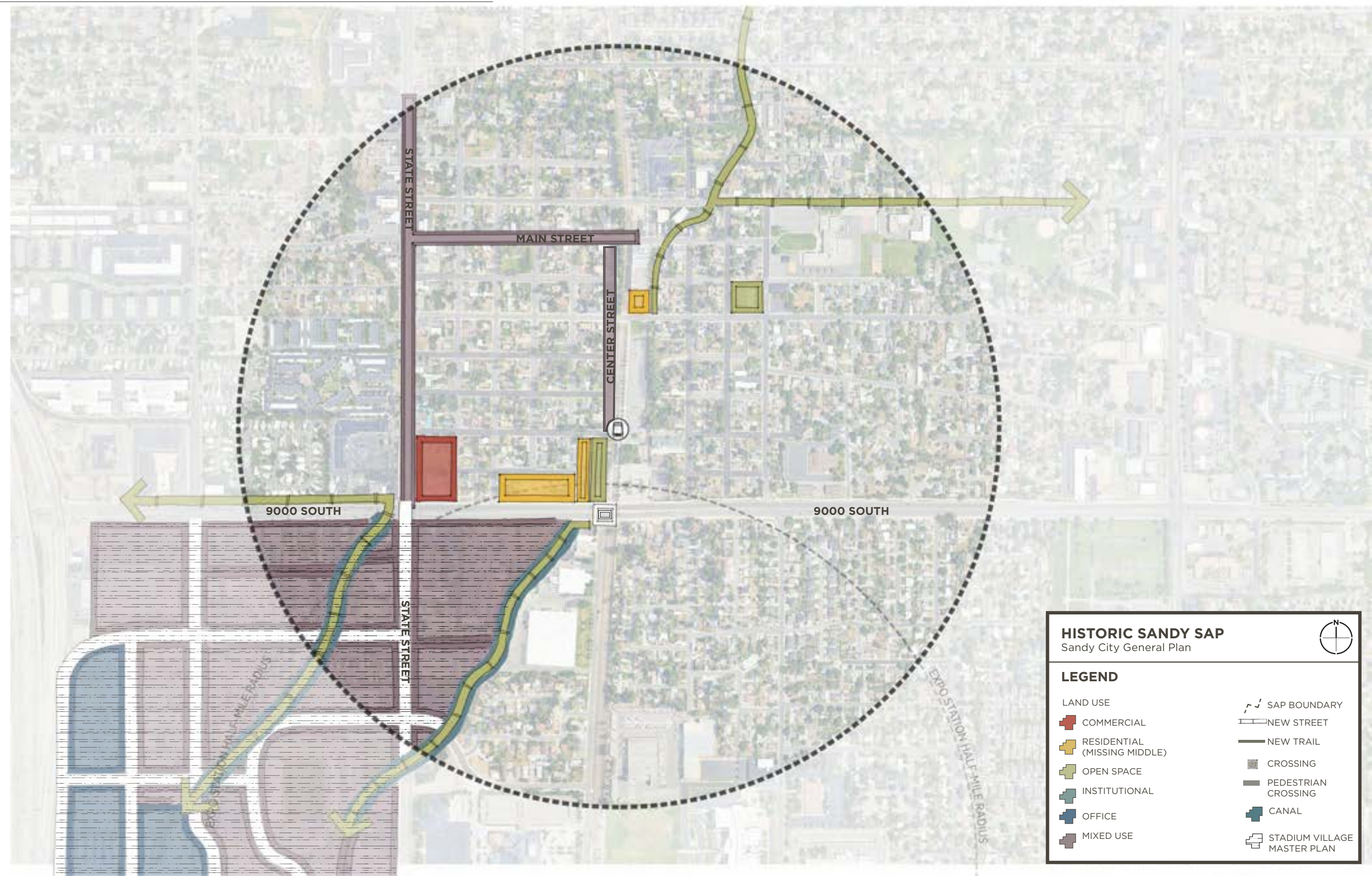


STATION AREA PLAN VISION

Historic Sandy is the community's first neighborhood. The tree lined streets with original homes were within easy walking distance of the area's Main Street that provided goods and services for Sandy's first residents.

The Station Area Vision is to celebrate the past and energize the neighborhood's future.

FIGURE 22: PREFERRED SCENARIO MAP



Land Use Typologies

HOUSING

Two types of housing products are envisioned in the housing areas. Townhome development, similar to the product on 400 East and 9000 South are envisioned in the Sandy-owned properties along 9000 South. It is also envisioned that a parcel reconfiguration be made with Scott Cowdell Park, where Scott Cowdell Park is extended to 9000 South for added visibility, while housing would develop on the western half of the existing park space. This results in additional acreage added to the park space, as well as additional developable acreage added for housing development.

The UTA overflow lot is also envisioned to be redeveloped into missing middle housing.

OWNER	UNITS PER ACRE	UNITS RANGE LOW	UNITS RANGE HIGH
Sandy City	10	18	25
UTA	10	4	6

SCOTT COWDELL PARK	CURRENT ACREAGE	PROPOSED ACERAGE	ADDED ACREAGE
Owner: Sandy City	0.99 acres	1.45 acres	0.46 acres

MIXED-USE CORRIDORS

Improving State Street as a thriving and mixed-use corridor is a long-term process to invest in the small businesses in the area and encourage investment from property owners. Mixed use on this corridor is expected to be commercial heavy and focused on horizontal mixed use over vertical.

Horizontal mixed use is similar to vertical mixed use, where the integration of different land uses are housed within a single development. However, this type of mixed use is spread out horizontally across a site, rather than stacked vertically in multi-story buildings.

The mixed-use corridor extends from State Street to Main Street and into the

FIGURE 23: SCOTT COWDELL PARK REDISTRIBUTION



The station area has a section along State Street that is part of Midvale City. In an agreement with Midvale, this area is expected to blend with the Sandy portion of this station area and continue on as a mixed use corridor.

COMMERCIAL

The corner of State and 9000 South is envisioned to have more intense commercial development, as this is a gateway from Historic Sandy as State Street transitions into the Cairns.

TYPE	RANGE LOW	RANGE HIGH
Neighborhood Commercial	46,646 SQ FT	107,292 SQ FT

Overall Development at Buildout

This preferred scenario achieves the 4 foundational elements of station area planning.

1. Increase the availability and affordability of housing, including moderate-income housing
 - o Adding additional housing (between 22 and 31), directly adjacent to the station platform
2. Promote sustainable environmental conditions
 - o The additional dwellings per acre minimize outdoor water usage. The addition of two parks in the area also contributes to enhancing the tree canopy of the area and decreases the amount of impervious surface in the station area
3. Enhance access to opportunities
 - o The transition on Main Street and Center Street to allow for neighborhood-scale mixed use brings in additional opportunities for residents and visitors to access goods and services
 - o Additional commercial square footage on State Street allows for more goods and services to be available to the Historic Sandy Neighborhood
4. Increase transportation choices and connections
 - o Transportation choices are increased primarily for bikers and pedestrians through additional connections to and through the neighborhood. These include enhanced connections to Union Park and Bicentennial Park, as well as enhanced connections along the East Jordan Canal Trail to additional areas within the Expo Center Station
 - o The walkability/bikeability experience is targeted in Historic Sandy, with AT enhancements to 9000 South



FIGURE 24: VIEW OF MAIN STREET AND 120 EAST

LANDSCAPING
(OUTDOOR SEATING)
ENHANCEMENTS
WHERE POSSIBLE

FIGURE 25: HISTORIC SANDY STATION FUTURE LAND USE MAP

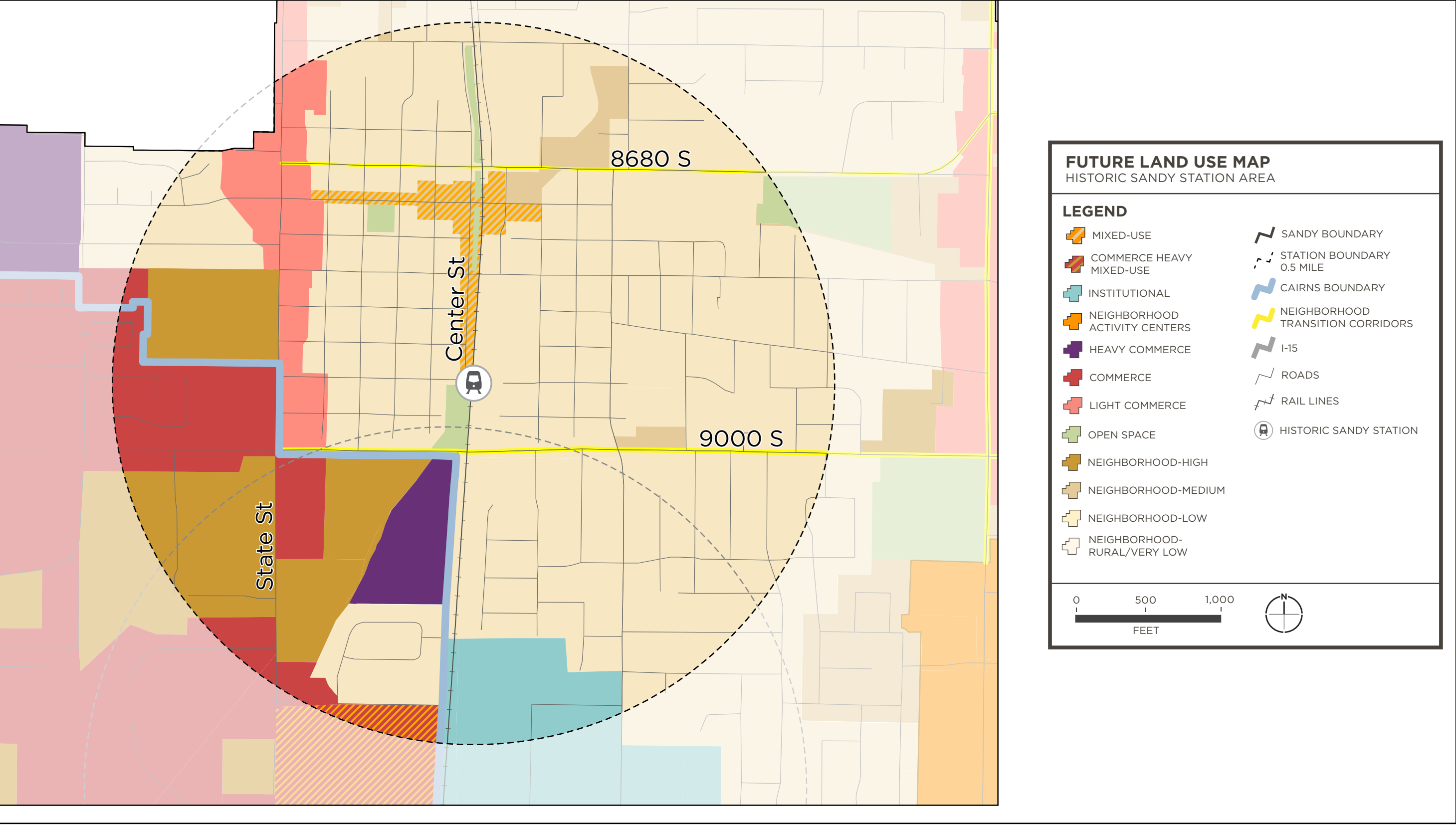


FIGURE 26: FUTURE LAND USE DASHBOARD

HISTORIC SANDY (HS)

The Historic Sandy (HS) Station Area Plan designation refers to the 1/2 mile radius around the Historic Sandy TRAX Station Platform which is planned to become a vibrant community space to honor the historic past and the rich identity of the present.

The vision for Historic Sandy is to honor the rich history of the area by highlighting the architecture and encouraging engagement with historical significance. The vibrant community will focus on providing connectivity to the area via multi-modal transportation for universal access to the amenities. Varied housing types will provide opportunity for young families, and beautification/arts and culture efforts will provide events and community interaction.

Transit Oriented Development -- The Historic Sandy Station is served by the TRAX Blue Line, Route 994, and two bus Flex lines. As riders exit the station, it is crucial for there to be opportunities for interaction with the station area. Prioritization of bus access, bike path and multi-modal route improvement, and revitalization of existing infrastructure will encourage usage by pedestrian and cyclists.

Residential -- Residential development within Historic Sandy will strive to utilize redevelopment and infill opportunities when making changes to housing availability. The character of new development will maintain the vision of Historic Sandy. Housing additions will consist of townhome development on the western side of Scott Cowdell Park and mixed-use development along State Street. Due to the historic nature of the area, the mixed-use projects cannot overshadow the older existing homes and need to work within the architectural context of the neighborhood.

Commercial -- the creation of an arts and culture district would provide a small-scale hub to celebrate creativity, diversity, and community engagement through various artistic expressions. The district would be comprised of galleries, theaters, studios, cafes, and artisan shops. This district would encourage visitors from all over the region and greatly stimulate the economy of those that live there.

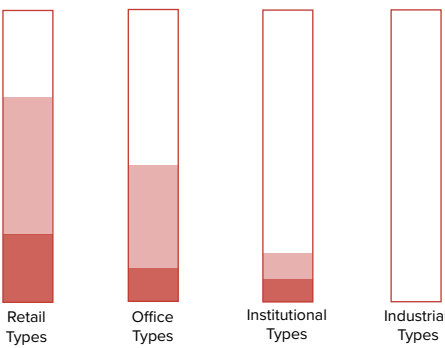
HS PRIORITIES

1. Take advantage of redevelopment and infill opportunities that are consistent with the historic character of the area
2. Utilize CPTED design principles to increase comfortability

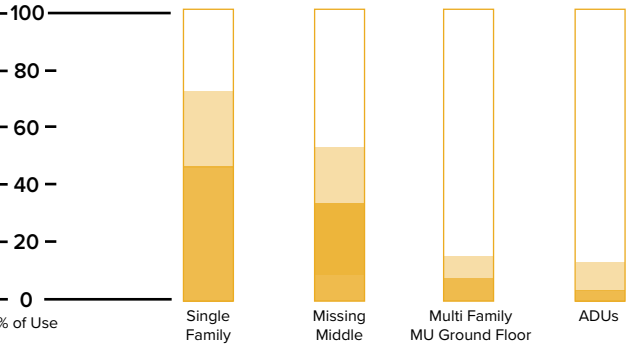
LAND USE MIX (ACRES)



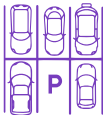







COMMERCE MIX (ACRES)



HOUSING MIX (DWELLING UNITS)



CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 3 stories outside Cairns 8+ stories inside Cairns	Up to 16 DUA outside Cairns Up to 50+ DUA inside Cairns	High-intensity: Low-rise Moderate-intensity: Low-rise High-intensity: High-rise	Private and Public
PARKING ORIENTATION		BLOCK PATTERN AND STREETSCAPE	
<div></div> <div>On-street Structured Surface</div>		<div></div> <div>Small grid Residential streetscape</div>	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
<div></div> <div>MEDIUM Park once opportunities</div>	<div></div> <div>HIGH Transit-oriented development</div>	<div></div> <div>HIGH Connected to trails and bike routes</div>	<div></div> <div>HIGH Integrated into development</div>

Transportation Recommendations

To address the identified challenges and leverage Historic Sandy Station’s strengths, the following recommendations are proposed:

Active Transportation Network Expansion

Enhance the district’s bike paths and multi-modal routes, with a focus on improving landscaping along pathways and creating connectivity opportunities. For example, 9000 South near the Historic Sandy TRAX station has wide sidewalks and pedestrian-oriented lighting already; the pedestrian environment could be enhanced further with street trees and parkstrips to provide a buffer between people and traffic, especially within a half-mile walking distance of the station. Also, optimize first/last mile accessibility to foster demand for high-capacity transit solutions. This includes implementing active transportation infrastructure such as the Jordan and Salt Lake Canal Trail Shared Use Path (9000 South to 9400 South), and the East Jordan Canal Trail Shared Use Path (9000 South to 9270 South), as outlined in the Sandy City Active Transportation Plan.

Pedestrian Comfort Enhancements

Introduce street trees to provide shade and shelter, improving the aesthetic appeal and encouraging foot traffic. Consider enhancing the pedestrian portion of the Porter Rockwell Trail/TRAX crossing on 9000 South as well, through means such as an extended landscaped pedestrian median refuge, high-visibility crosswalk striping, advance warning signage, and curb ramp improvements to align curb widths with trail and crosswalk widths. Recommendations regarding the trail/TRAX crossing are also discussed in the Key Strategies section of this General Plan and apply to all major east-west roadways within Sandy where that crossing occurs.

Transit Efficiency Enhancements

Consider prioritizing bus access out of the park-and-ride at the 9000 South/280 East intersection, using queue jumps and transit signal priority to expedite the turn eastward onto 9000 South. If additional transit

prioritization is desired, consider allowing shoulder-running buses on 9000 South, with transit signal priority at major intersections to expedite bus movements east and west. A pilot project might be desired to institute this concept on winter weekends when bus service is carrying skier traffic, when typical weekday commuters would not be impacted by prioritizing transit.

These recommendations for Historic Sandy Station build upon the recent plans completed for Sandy, including the City’s Transportation Master Plan and Active Transportation Plan.

Urban Design Recommendations

State Street Beautification

Beautifying commercial corridors, such as State Street, involves a multifaceted approach to enhance their appeal and functionality, fostering vibrant and welcoming streetscapes. This includes:

- Implementing streetscape enhancements such as widened sidewalks, tree plantings, and decorative street furniture to create a pedestrian-friendly environment.
- Facade improvement programs incentivize businesses to upgrade their storefronts, contributing to a unified visual identity and enhanced curb appeal. Introducing public art installations, murals, and sculptures along the corridor adds visual interest and reflects the community’s unique character.
- Nice landscaping and potential pocket parks provide opportunities for relaxation and social interaction while improving air quality and aesthetics.
- Clear wayfinding signage aids pedestrian navigation, complemented by public amenities like restrooms, bike-sharing stations, and potentially free public Wi-Fi.
- Seasonal decorations, events, and cultural celebrations activate the space, attracting visitors and supporting local businesses.

Through these coordinated efforts, State Street can become a hub that promotes economic vitality, Sandy community pride, and a high quality of life.

Neighborhood Mixed Use

Neighborhood or small-scale mixed-use developments blend a variety of functions such as residential, commercial, and recreational within a compact area, fostering a vibrant and walkable environment. These areas often feature a mix of housing options, from single-family homes to apartments, alongside shops, restaurants, cafes, and offices. By integrating different land uses, they promote accessibility and reduce reliance on cars, encouraging sustainable modes of transportation like walking and cycling. This mixed-use approach enhances social interaction and community cohesion, as residents can easily access amenities and services within their neighborhood, fostering a sense of belonging and connection. This can be achieved through a blend of vertical and horizontal mixed use. These include:

- Adaptive reuse of homes to create ground-floor businesses or small offices along Main, Center, and State
- Using infill to add different uses along Main, Center, and State
- Creating “main street” elements along streets where buildings house a mix of retail shops, cafes, offices, and apartments.

In order for this mixed-use type to work in Historic Sandy, the new mixed-use projects cannot overshadow the older existing homes and need to work within the architectural context of the neighborhood.

NEIGHBORHOOD MIXED USE EXAMPLES



Arts and Culture District

While The Cairns is becoming the cultural hub of the city, there are other areas of Sandy where arts and culture can be brought into the forefront, but on a different scale. Small-scale arts and culture districts are vibrant hubs that celebrate creativity, diversity, and community engagement through various artistic expressions. These districts typically feature a mix of galleries, studios, theaters, small-scale performance spaces, cafes, and artisan shops, creating a dynamic ecosystem where artists and cultural entrepreneurs can thrive. Adding more arts and cultural areas from State Street to the Sandy Museum can attract residents and visitors alike with a unique offering and distinctive atmosphere.

The addition of public art and interesting signage draws people to a place. Public art typologies that fit within the context of Historic Sandy include:

- **Sculpture:** Sculptures are three-dimensional artworks typically created by carving, modeling, or assembling materials such as stone, metal, wood, or clay. They can vary in size and scale, from small statues to monumental installations, and are often placed in public spaces to serve as focal points or landmarks.
- **Murals:** Murals are large-scale paintings or artworks applied directly to walls or surfaces in public spaces. They can convey cultural messages, beautify urban environments, and engage communities through their visual storytelling.
- **Installations:** Installations are temporary or permanent artworks created specifically for a particular site or space. They can include a wide range of media and techniques, such as light, sound, video, and interactive elements, and are often designed to evoke a sensory or immersive experience for viewers.
- **Street Art:** Street art encompasses a diverse range of artistic expressions created in public spaces such as streets, alleys, and buildings. Street art can be a form of social commentary, cultural expression, or urban beautification, and often challenges traditional notions of art and public space.
- **Monuments and Memorials:** Monuments and memorials are permanent structures or sculptures erected to commemorate historical events, individuals, or significant cultural themes. They serve as symbolic markers in public spaces, fostering collective memory and identity within communities.
- **Beautification of street elements:** Street elements include benches, street lighting, trashcans, utility boxes, and street signs that can be branded to Historic Sandy or be enhanced in this particular area.

Implementation Plan

YEAR 1	NOTES
Begin to secure funding for Year 2-5 opportunities to maximize grants	Responsibility: Planning Division Project Partners: Public Works, Parks and Recreation Department Funding Sources: General Funds
Create schedule for updating and meeting with stakeholders to move the project pieces forward	Responsibility: Planning Division Project Partners: UTA, Salt Lake County, Developers, UDOT, Historic Sandy Committee Funding Sources: General Funds
Engage with property owners of undeveloped or underdeveloped parcels along 9000 South	Responsibility: Economic Development Project Partners: Planning Division, Sandy RDA Funding Sources: General Funds
Begin to draft zoning ordinance overhaul to include a neighborhood-centered commerce opportunities in mixed-use areas called out in the Preferred Scenario	Responsibility: Planning Division Project Partners: none Funding Sources: Grant sources, General Funds
Work with UTA to explore feasibility of operating weekend shoulder running buses on 9000 South	Responsibility: UTA/ Public Works Project Partners: none Funding Sources: TBD by UTA and Sandy City

YEAR 2-4	NOTES
Update the small-area plan for the Historic Sandy Neighborhood	Responsibility: Planning Division Project Partners: TBD, Historic Sandy Committee Funding Sources: General Funds
Work with Public Works and micromobility providers including existing providers such as Bird and Lime to create a micromobility expansion plan to expand drop off zones out of right-of-way. Look into expanding providers such as GreenBike, Spin, and Lime Bikes	Responsibility: Planning Division Project Partners: Public Works, Micromobility Providers Funding Sources: Grant sources, General Funds
Plan and roll-out neighborhood beautification program	Responsibility: Economic Development Project Partners: Planning Division, Sandy RDA, UDOT Funding Sources: General Funds, Grant Sources, UDOT (potential)
Vet housing on UTA property with a concept plan, cost estimates, and funding sources	Responsibility: UTA Project Partners: TBD Funding Sources: TBD
Develop a site design and feasibility study of 9000 South to enhance the active transportation network with potential street trees and park strips	Responsibility: Public Works Project Partners: Planning Division, Parks and Recreation, UDOT Funding Sources: General Funds, UDOT Funding, Grant Funding
Develop a site design and feasibility study of 9000 South crossing at Porter Rockwell Trail to consider extended landscaped pedestrian median refuge, high-visibility crosswalk striping, advance warning signage, and/or curb ramp improvements	Responsibility: Public Works Project Partners: Planning Division, Parks and Recreation, UDOT Funding Sources: General Funds, UDOT Funding, Grant Funding
Pursue grant funding to implement public art throughout the station area and "arts and culture" district	Responsibility: Community Arts Project Partners: Planning Division, Parks and Recreation, Funding Sources: General Funds, Funding, Grant Funding
Design trail connections from State Street to I-15	Responsibility: Public Works Project Partners: Planning Division, Parks and Recreation, UDOT Funding Sources: TBD by City of Sandy
Secure funding for State Street Beautification and begin to roll-out	Responsibility: Economic Development Project Partners: Planning Division, Parks and Recreation, UDOT Funding Sources: TBD by City of Sandy, grant funding

YEAR 5	NOTES
Redesign Scott Cowdell Park to bring park out to 9000 South	Responsibility: Parks and Recreation Project Partners: Planning Division, Public Works, Economic Development Funding Sources: Grant sources, General Funds
Develop a site design for housing project on Sandy City and RDA Property	Responsibility: Economic Development Project Partners: TBD, Planning Division, Parks and Recreation, Public Works, Public Utilities Funding Sources: TBD by Sandy City
Develop site design and feasibility study for 8800 South lot	Responsibility: Parks and Recreation Project Partners: Planning Division Funding Sources: TBD by City of Sandy
Design and secure funding for trail connections from Park and Ride to Union Park	Responsibility: Parks and Recreation Project Partners: Planning Division, Public Works Funding Sources: TBD by City of Sandy
Design and secure funding for trail connections on 8680 South	Responsibility: Parks and Recreation Project Partners: Planning Division, Public Works Funding Sources: TBD by City of Sandy
Develop a site design for housing project on UTA property	Responsibility: UTA Project Partners: TBD Funding Sources: TBD

Ongoing/Opportunity Arises	NOTES
Continue to secure funding for year 1-5 opportunities to utilize as much grant funding as possible	Responsibility: Planning Division Project Partners: As needed Funding Sources: General Funds, Grants
Acquire properties as opportunities arise along in the mixed-use corridor	Responsibility: Economic Development Department Project Partners: As needed Funding Sources: Sandy TBD

STATION AREA PLANNING

7.1a Sandy Expo

APPENDIX

Introduction

The Sandy Expo Center Station is one of a few stations within the system without associated parking and without bus service. The station is located within walking distance of several trip generators:

- Jordan Commons – Adjacent to stop. Movie theaters, restaurants, shops, offices, health clinic
- Mountain America Exposition Center – Adjacent to stop. County-operated expo center with regularly scheduled shows and meetings
- Mount Jordan Middle School – Grades 6-8. Adjacent to stop. Playing fields and open area closest to the platform
- Canyon's School District Offices – ½ mile from stop. Offices, meeting and training space
- America First Field – ½ mile from stop. Home stadium of Real Salt Lake and Utah Royals. Seats 20,213
- BD Medical – ½ mile from stop. Employment center for international corporation.

In addition to employment and entertainment-based traffic generators, there is a single-family residential neighborhood to the southeast of the platform and a mixed density (single family, duplex, 4-plex) neighborhood approximately 1/3 of a mile from the platform and directly north of Jordan Commons which offers a good mix of housing diversity in the area.

The Porter Rockwell Trail, extending through Sandy to Draper, is adjacent to the light rail line and is a critical amenity in Sandy's trail system. Additionally, the East Jordan Canal extends through the northwestern portion of the station area, connecting the Historic Sandy Station to America First Field. The Salt Lake Jordan Canal is on the western edge of the station area connecting 9000 South and State Street to America First Field and the frontage road.

Current Station Area Role

The station area currently serves as a trip generator, particularly on Real Salt Lake game days and when there is a large show at the Expo Center. There is ridership from the surrounding residential development. Area employment is concentrated at Jordan Commons and in the area south west of the 9400 South State Street intersection.

FIGURE 1: EXPO CENTER STATION AREA BOUNDARY

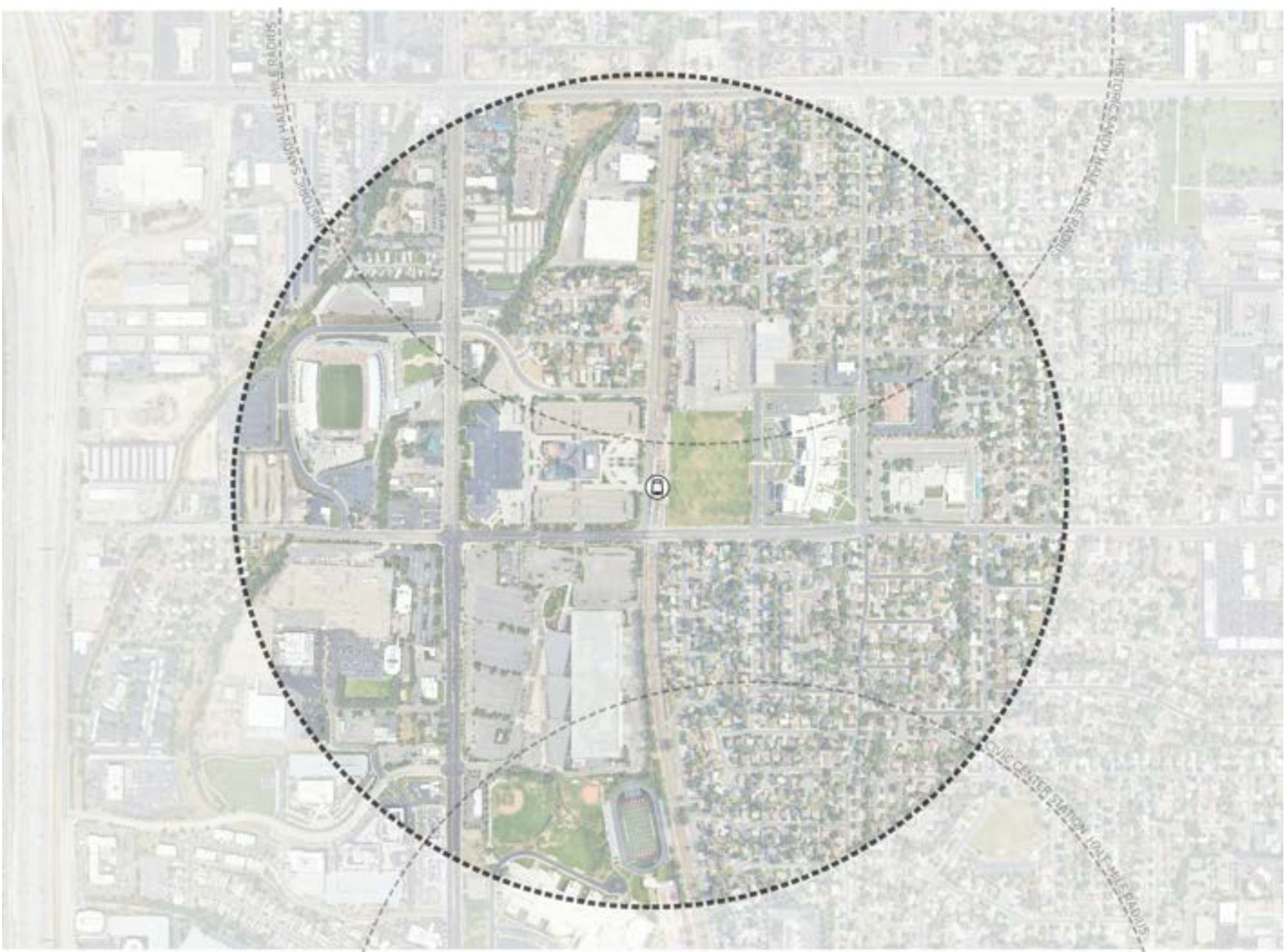
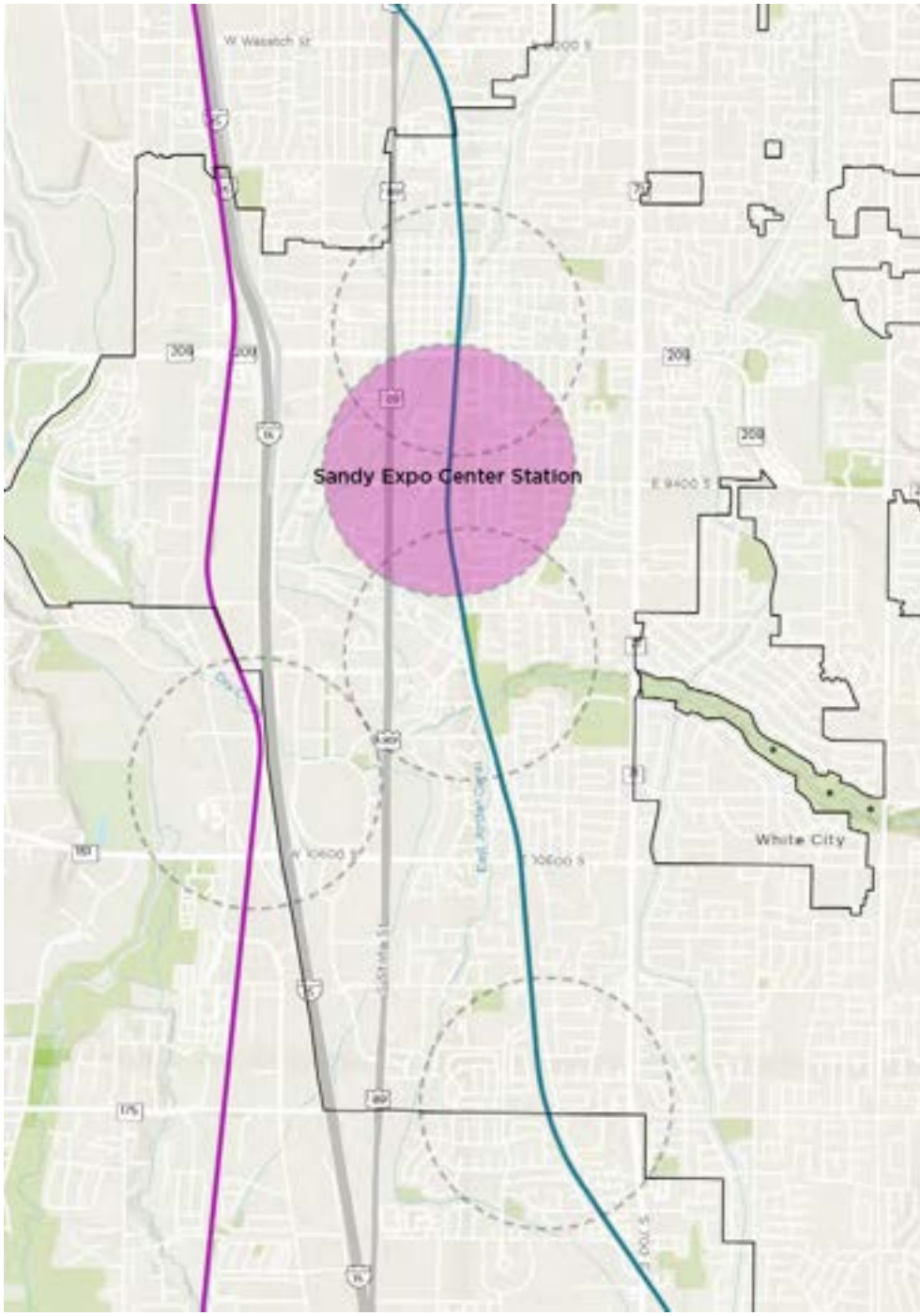


FIGURE 2: EXPO CENTER STATION NETWORK LOCATION



Existing Conditions

Demographics Snapshot

There are currently 2,395 people living within ½ mile radius of the station. Housing types in the station area include smaller-lot single family, duplexes, 4-plexes, and garden apartments. While The Cairns is more synonymous with young professionals, the Expo Center Station has a large number of people over the age of 65 living in the station area. A higher senior population may lead to increased demand for services tailored to older adults, such as healthcare, home care, transportation services, senior centers, and recreational activities geared towards seniors.



FIGURE 3: DEMOGRAPHIC SNAPSHOT

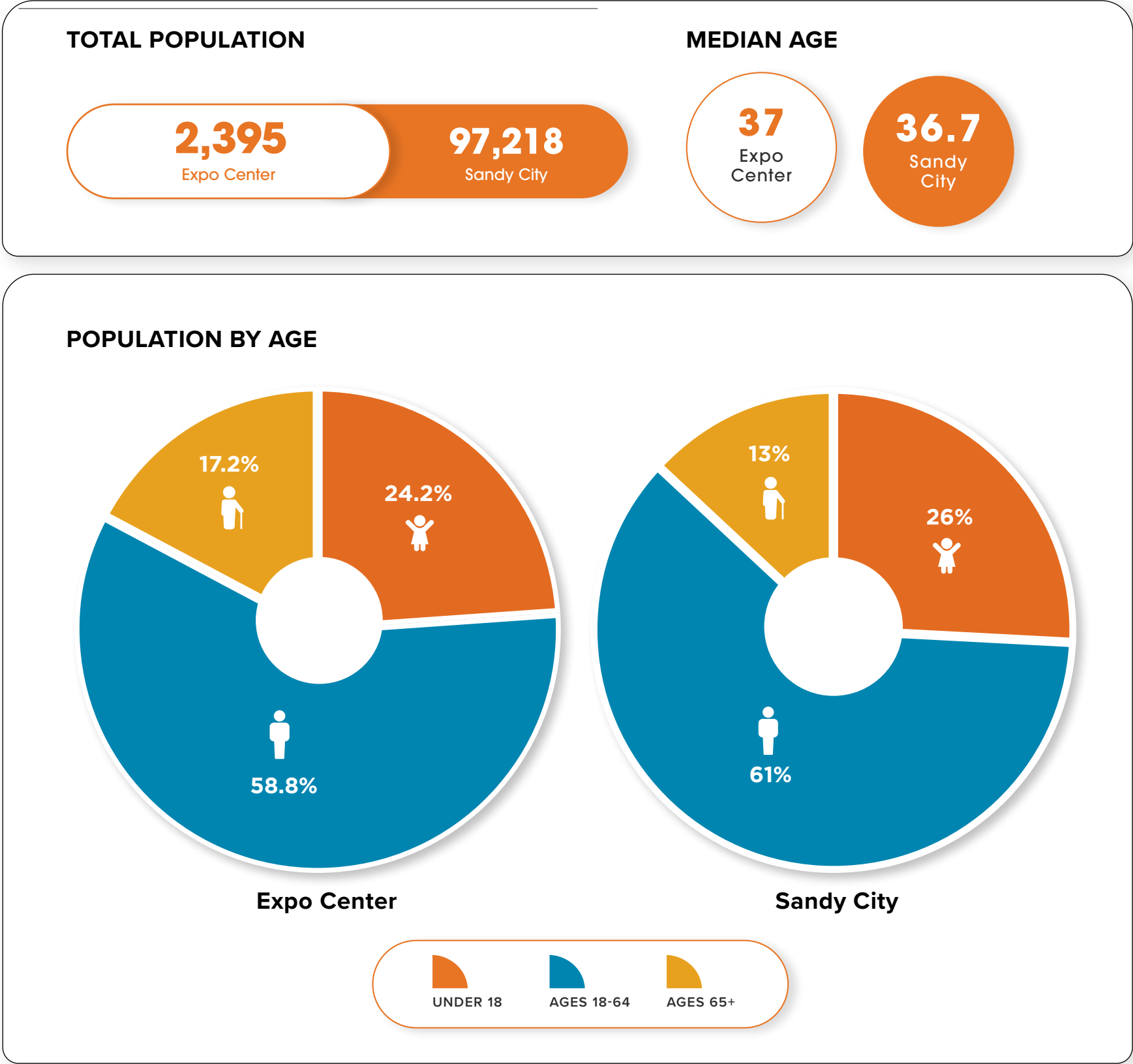
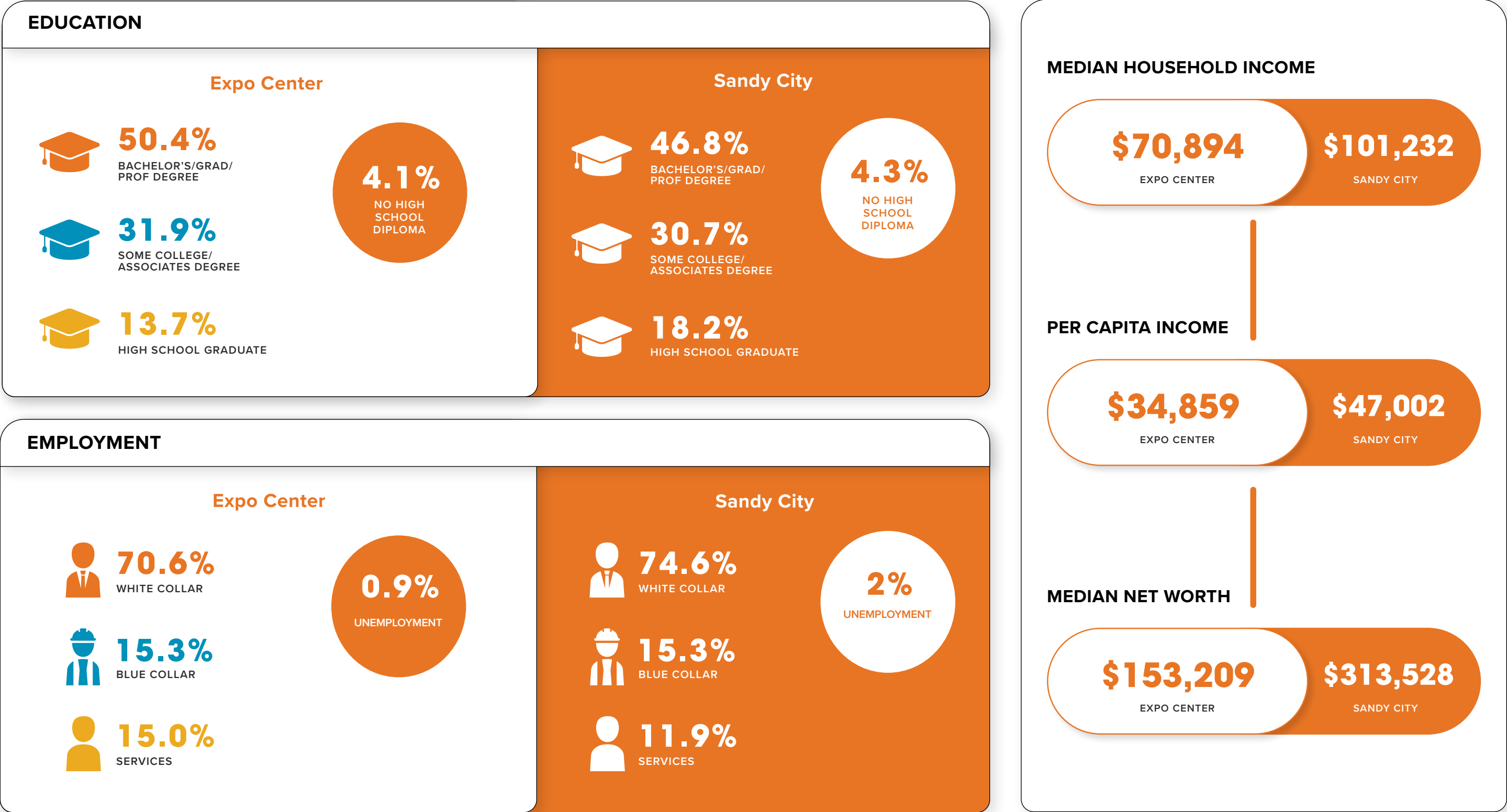


FIGURE 4: DEMOGRAPHIC SNAPSHOT



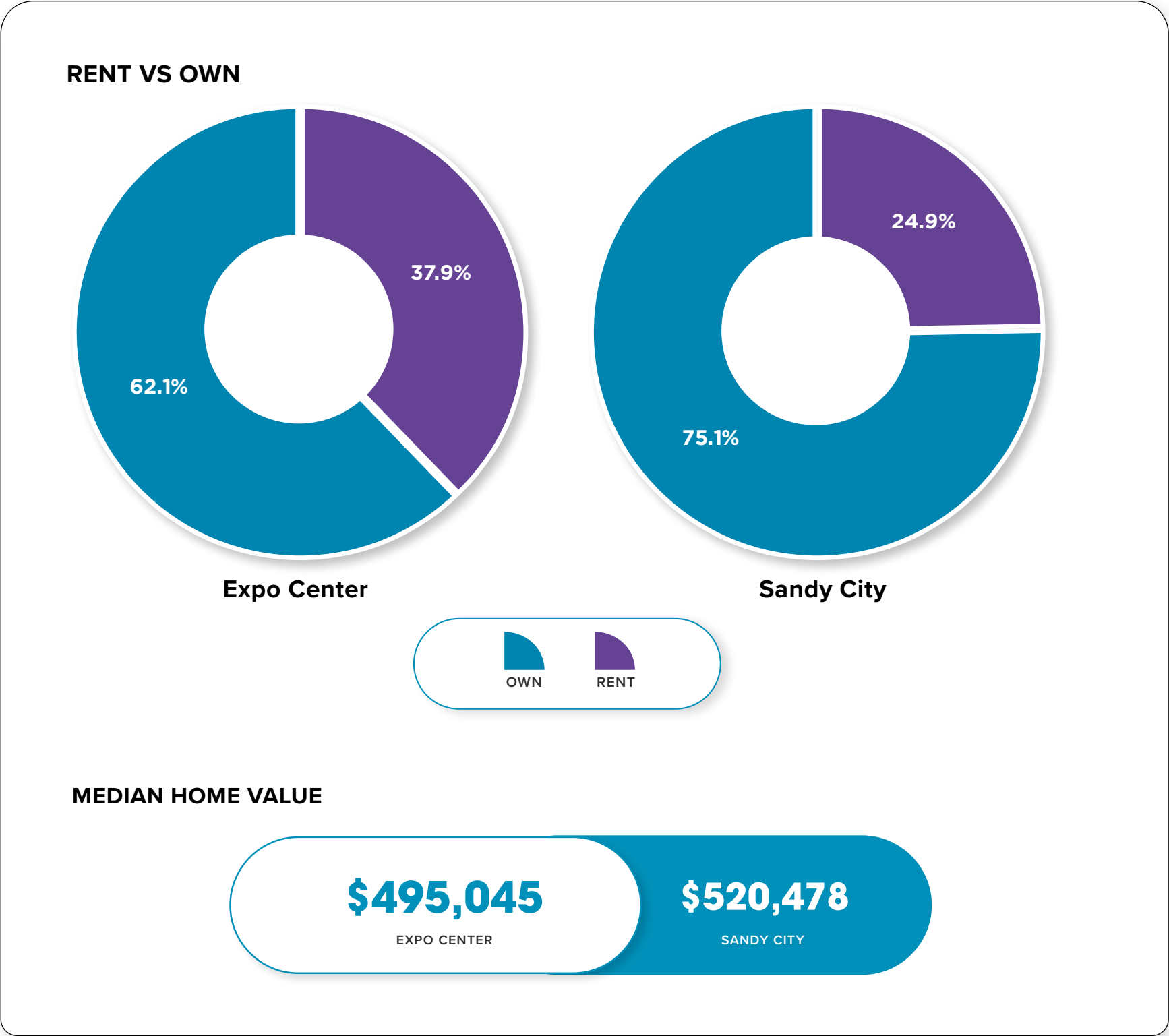
Housing Snapshot

46.1% of all housing in the station area was built between 1970 and 1979. There was also a good amount of housing (13% of all housing in the area) that was built between 2010 and 2019. Housing on the west side is extremely limited, concentrated in around 12 acres north of Jordan Commons. Housing on the east side is mostly single family and is characterized by cul-de-sacs, which can hurt connectivity to the station area.



Source: Stadium Village Master Plan

FIGURE 5: HOUSING SNAPSHOT



Economic Snapshot

FIGURE 6: ECONOMIC SNAPSHOT

SANDY EXPO STATION			
	Intersection	Long	Lat
	9375 S & 150 E.	-111.8885084	40.5816909
Total GLA	332,000 SF		
Rental Rate	\$25.93/SF		
Vacancy	2.20%		
Occupancy	97.80%		
Age (year built)	2006		
	1/2 Mile	2 Miles	3 Miles
Population	2,395	55,337	132,649
Daytime Population	5,359	68,377	146,115
Median Household Income	\$70,894	\$81,177	\$87,097

Transportation Snapshot

TRANSIT NETWORK OVERVIEW

Opened on August 28, 2006, the Sandy Expo TRAX Station is located at 9375 South 150 East, and is served by UTA’s Blue Line, as shown in Figure 4 and Figure 5. This station is near the Mountain America Exposition Center, Jordan Commons, and America First Field.

FIGURE 7: AVERAGE WEEKDAY BOARDINGS

AVERAGE STOP-LEVEL WEEKDAY BOARDINGS AT SANDY EXPO CENTER STATION				
RTE	ROUTE NAME	FREQ	ROUTE TYPE	STATION BOARDINGS
701	Blue Line	15 Min	Light Rail	152

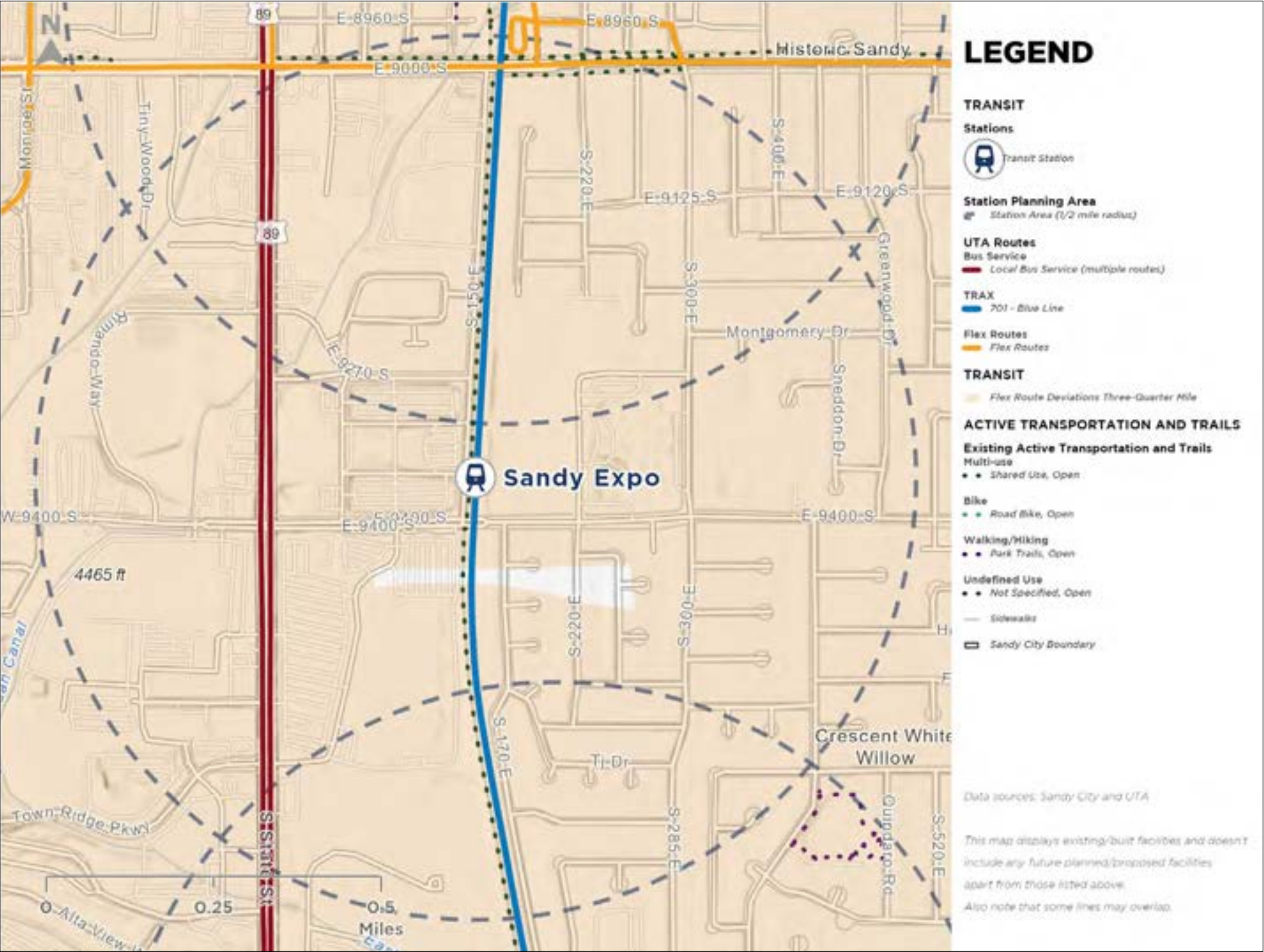


FIGURE 8: TRANSPORTATION SNAPSHOT

CHALLENGES AND LIMITATIONS

The Sandy Expo Station has several issues that hinder its effectiveness and accessibility. While beneficial for vehicle storage, the extensive amount of parking fields contributes to limited surveillance or “eyes on the street,” reducing the sense of safety for people at the TRAX station. The pedestrian infrastructure on the north side of 9400 South is insufficient to support the influx of Real Salt Lake (“RSL”) fans during game days, exacerbating congestion and accessibility concerns. Additionally, large developments physically segregate residential areas from the station, while traffic along State Street poses further challenges to station access and user experience.

STRENGTHS

The Sandy Expo Center Station is a hub for major trip generators, including RSL games, Jordan Commons, and the Expo Center, making it a focal point for activity. Redevelopment opportunities at Jordan Commons could significantly improve the permeability between private space and the TRAX station, if thoughtfully implemented.



Cultural & Social Snapshot

PARKS AND OPEN SPACE

The Expo Center Station has little parks and open space, and a portion of the area is within a parks gap according to the Parks, Recreation, and Trails Master Plan. There are two school fields within the station area—Mount Jordan Middle School’s field and Jordan High School’s fields. These fields are able to be used outside of school hours.

The Stadium Village Master Plan proposes an open space network with trails alongside the existing canals. There are no active recreation facilities with programming planned.

THE CAIRNS

The western portion of the station area falls within The Cairns. The Cairns is envisioned to be Sandy’s downtown. The concept for The Cairns is to create a place of growth for residents, tourists, and businesses ultimately resulting in a major international destination. The Station Area Plan encompasses multiple subdistricts of The Cairns, including:

- Stadium Village Area
- North East Study Area
- School District Study Area
- Expo Center Study Area
- R and D Study Area

FIGURE 9: PARK SYSTEM SERVICE GAPS

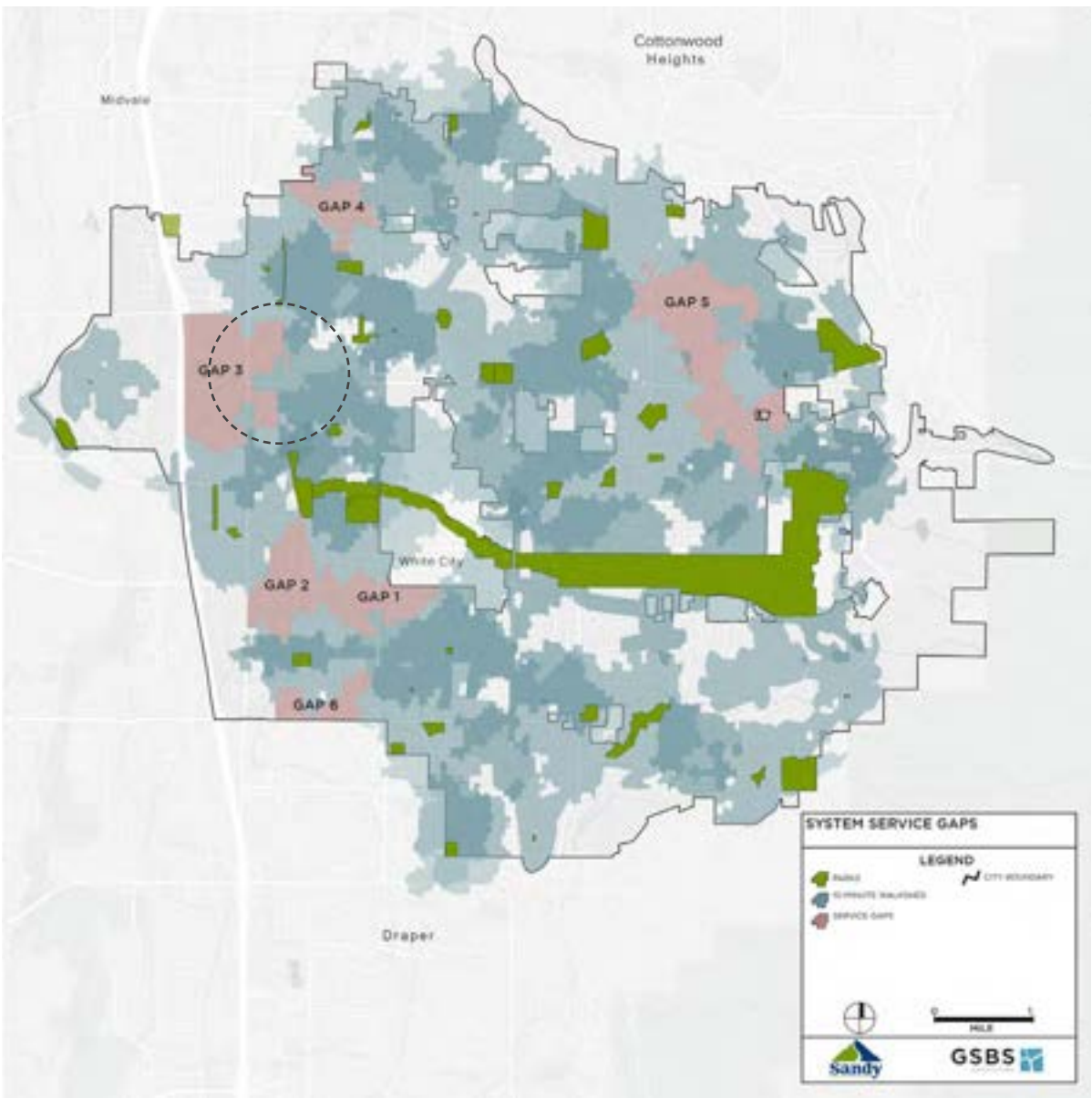


FIGURE 10: THE CAIRNS BOUNDARIES



Source: The Cairns Master Plan

STADIUM VILLAGE MASTER PLAN

The Stadium Village Master Plan was adopted in 2019 and looked at development of the Stadium Study Area in The Cairns. The Master Plan focuses on increasing vitality of the area around the America First Field by adding in additional housing, retail, office, and entertainment uses.

The preferred scenario includes almost 5,600,000 square feet of new construction. More than half of these new buildings (59%) will include new multi-family housing, followed by 26% of the buildings being new offices. Retail and restaurant uses will take up 7% of the new buildings. The development scenario also includes a new hotel, storage, and 44 townhomes to be used as a buffer. At buildout, the Stadium Master Plan proposes 3,197 new units.



Stadium Village Rendering

Source: Stadium Village Master Plan

FIGURE 11: STADIUM VILLAGE PREFERRED SCENARIO



Land Use & Zoning Snapshot

The Expo Center Station encompasses multiple zoning districts including Regional Commercial District, Central Business District, two Special Development Districts, and R-1-8 Residential Single Family district.

The designation of Special Development District (SD) Zone is intended to facilitate the most economical and innovative development of properties with distinctive or uncommon features. When it can be demonstrated that no other zone classification would be suitable or adequate for acceptable growth, the SD District is meant to be used for development. Jordan Commons is characterized as a Special Development District, as is the BD Medical Property.

Most of the Stadium Village Master Plan site is under Regional Commercial District Zoning. The Regional Commercial District zoning designation refers to areas designated for a wide range of commercial activities, and allows for various types of commercial development, including retail stores, restaurants, entertainment venues, office buildings, hotels, and similar uses. The Stadium Village Master Plan calls for rezoning in a form-based code structure to achieve what is proposed.

Height requirements in the Cairn’s area are capped at 145 feet, due to the higher water table in the area. This height cap is much higher than the surrounding existing buildings and it is recommended that this height requirement stand.

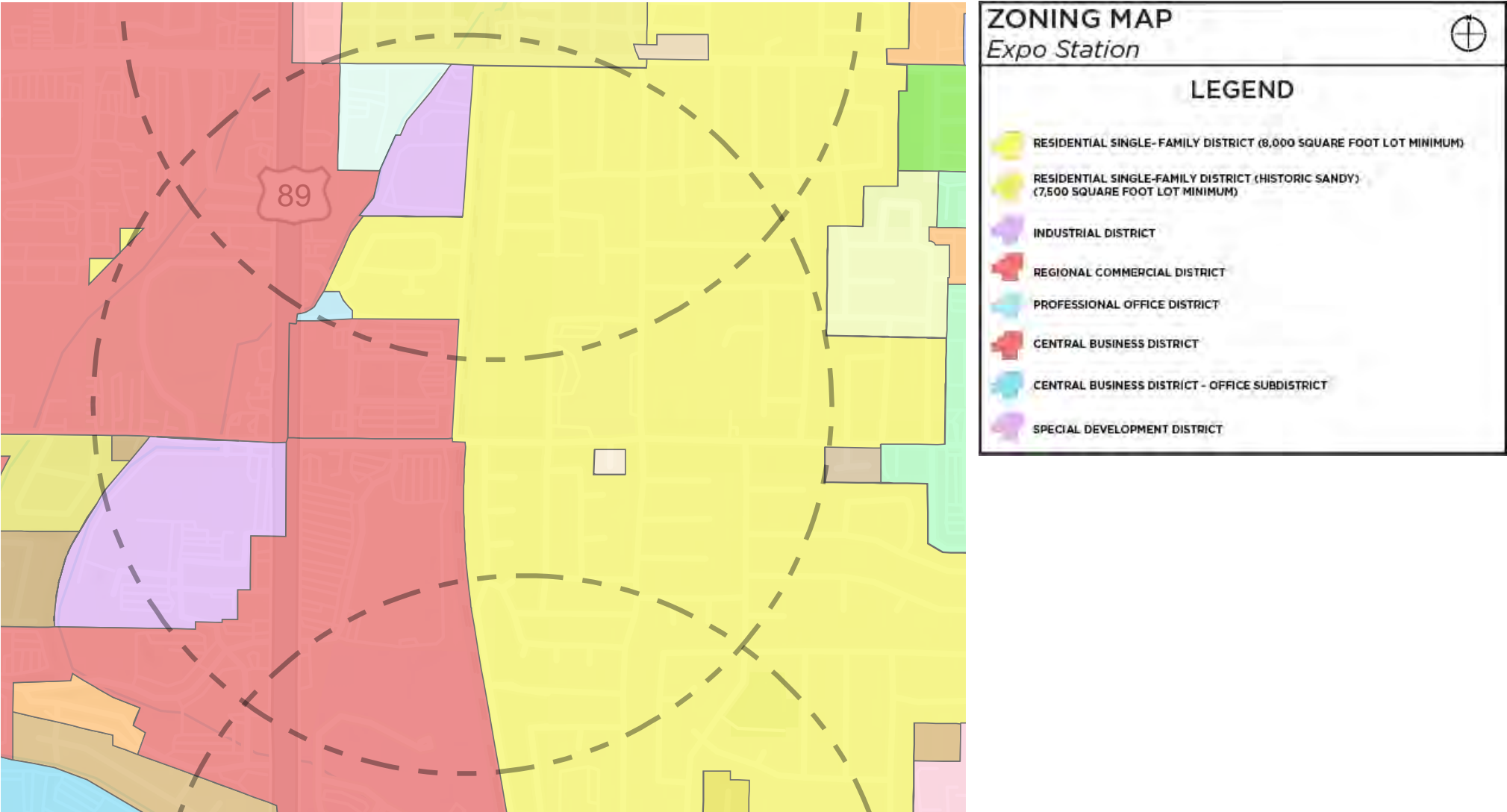


FIGURE 12: CURRENT ZONING MAP

Utilities Snapshot

Sandy City Public Utilities is the drinking water, storm water, and street lighting provider in the station area. There is a line replacement planned for 9400 South between State Street and Monroe. Cost as of 2024 is expected to be \$ 999,438. Power is mostly provided by Rocky Mountain Power.

REDUCING WATER DEMAND FOR FUTURE DEVELOPMENT

Sandy City’s landscaping requirements have been revised to mandate more water-wise designs for newly constructed or renovated landscaping. Based on existing water use patterns in Sandy City, water conservation potential is highest in the category of residential outdoor irrigation.

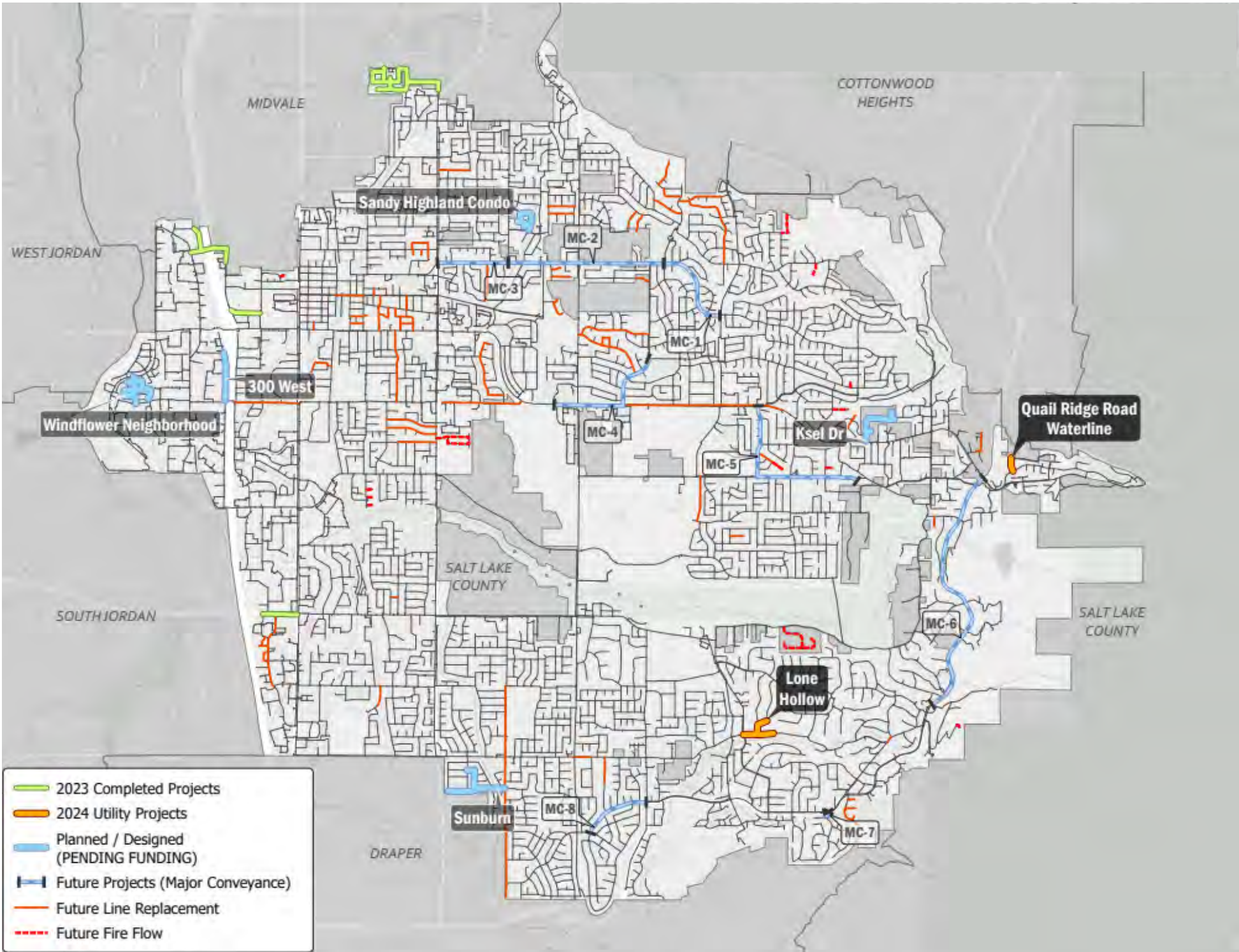


FIGURE 13: PLANNED UTILITY PROJECTS

FIGURE 14: PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS

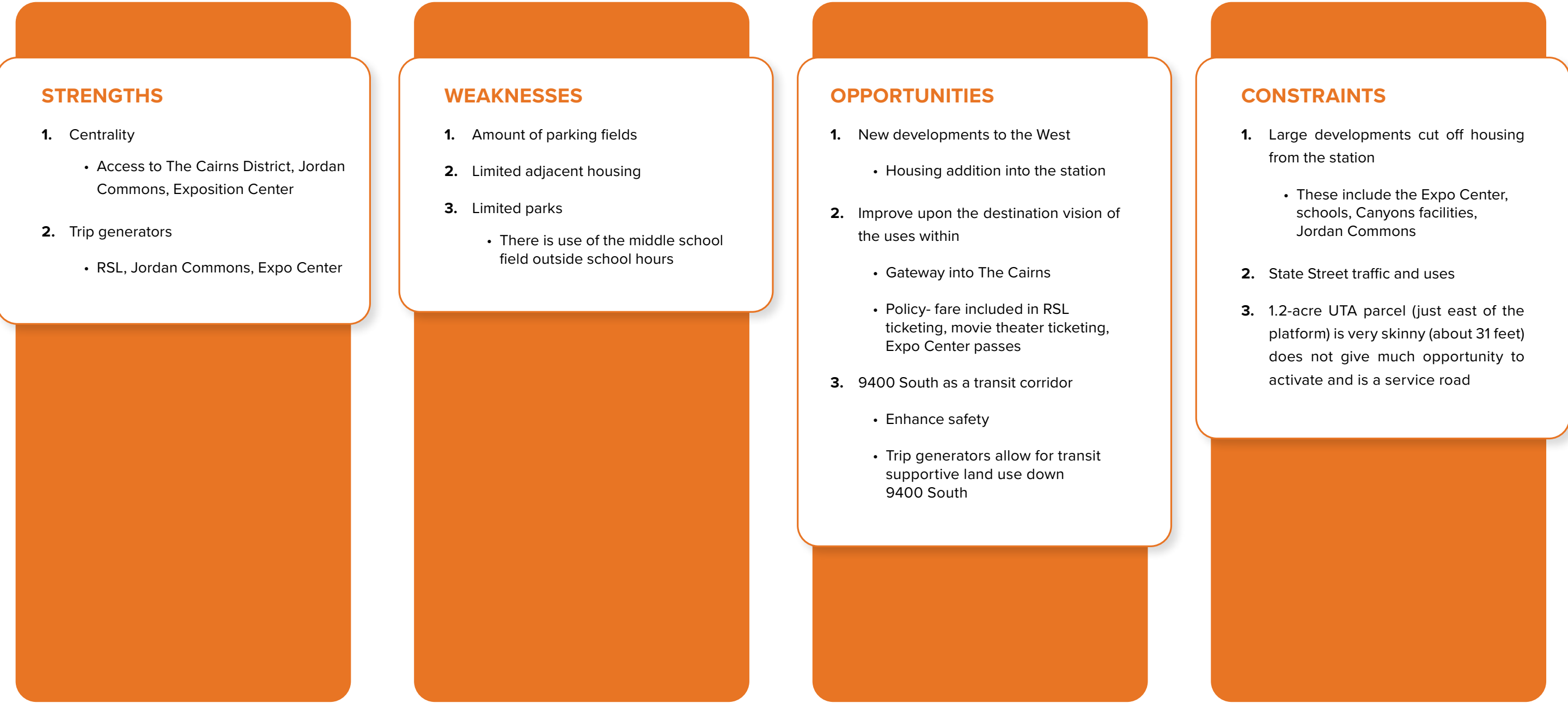
PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS					
YEAR	Projected Production Requirements Based on Year 2000 Demands (acre-ft)	Projected Production Requirements at Proposed Conversation Goal (acre-ft)	Estimated Annual Savings Through Conservation (acre-ft)	Existing Reliable Supply (acre-ft)	Estimated New Supply Development Which can be Delayed Through Conservation (acre-ft)
2000	31,517	31,517	0	29,640	0
2005	31,353	29,420	1,934	30,500	0
2010	28,032	24,574	3,458	32,500	0
2015	29,616	24,136	5,480	32,500	0
2020	30,844	24,515	6,628	32,500	0
2025	31,955	24,133	7,822	32,500	0
2030	33,394	24,222	9,172	32,500	894
2035	34,833	24,698	10,135	32,500	2,333
2045	37,716	25,881	11,835	32,500	5,216
2060	40,702	27,134	13,568	32,500	8,202

Source: 2021 Water Conservation Plan

SWOC Analysis

A strengths, weaknesses, opportunities, and constraints assessment was conducted on the station area, based off of an existing conditions analysis and public engagement.

FIGURE 15: SWOC ANALYSIS



Elements of Transit-Supportive Communities

An analysis was undertaken to identify if the Expo Center Station met the needs of a transit-supportive community. Of the nine elements, two are supportive of transit in the area. Master Planned portions of the station plan on bringing in more goods, services, and housing into the area.



Station Platform
Source: John Dornoff

FIGURE 16: MEETING ELEMENTS OF TRANSIT-SUPPORTIVE COMMUNITIES

PROXIMITY TO TRANSIT

The station has a relatively good walkshed to the surrounding communities. The northeastern most area is outside a 10 minute walkshed, but is within the historic Sandy 10-minute walkshed.

HOUSING UNITS, PREFERABLY HIGHER DENSITY

The station area has roughly 4.8 residents per acre, which is lower than the 30-45 residents per acre that transit-supportive communities would require in a neighborhood center.

GOODS AND SERVICES

The area has many tourism draws with the Expo Center and the America First Field but less resident and community centered services.

EMPLOYMENT GENERATOR

The station area has 5.13 jobs per acre. 15-45 jobs per acre would be recommended in this area. BD Medical is a large employment generator in the area.

RECREATIONAL SPACES

There are limited existing parks and trail connections in the area

PEDESTRIAN FRIENDLY DESIGN

The land uses surrounding the station area have large pieces of land with limited internal road networks. Pedestrians need to walk on heavily trafficked roads with limited buffering.

SOCIOECONOMIC DIVERSITY

There is a good mix of socioeconomic backgrounds within the station area.

SUSTAINABLE DEVELOPMENT AND EFFICIENT LAND USE

The west side in particular has many industrial land uses.

MULTI-MODAL TRANSPORTATION

The Porter Rockwell provides good opportunities for multiple transportation uses. More opportunities for bicycle and other modes should be added into the area, including a better walkability experience on 9400 South.

Public Engagement Summary

The planning process kicked off with the Sandy Pace of Progress General Plan engagement process. Collaboration, suggestions, and involvement from a wide range of community members and project stakeholders were all part of community engagement. To maximize public and stakeholder involvement and to clarify the vision for the station area’s future, the plan included in-person and online engagement activities.

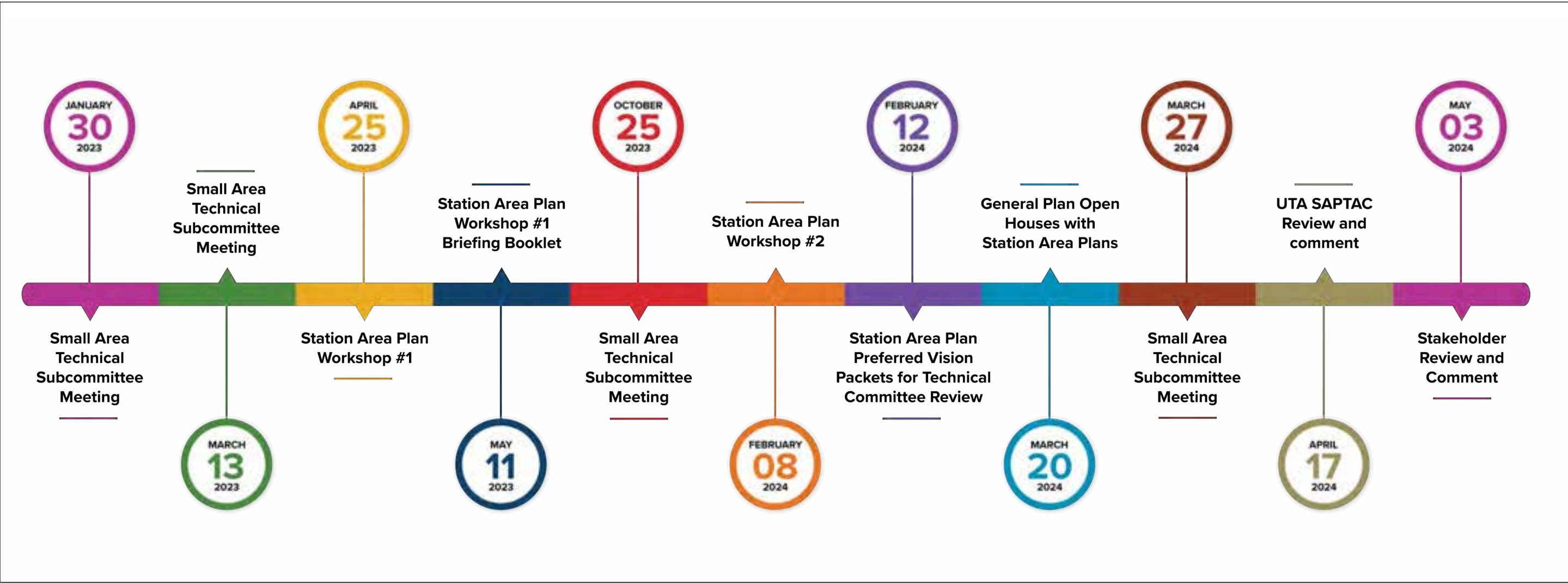


FIGURE 17: COMMUNITY ENGAGEMENT TIMELINE

Key Messages

Key takeaways from public engagement include building off of station area strengths. Expanding or reconfiguring the area to connect with the station more efficiently with trip generators was mentioned in workshops.

Residents and stakeholders saw limited visibility and access to the station as a great challenge. Opportunities to include transit fares as part of ticketing for Real Games, at the Jordan Commons movie theaters or for Expo events were called out by stakeholders as a tactic that may increase ridership and reduce reliance on vehicles.

Future Station Area Role

In community workshops, stakeholders defined the future of the station area as a place that continues to generate trips related to America First Field, the Expo Center and, increasingly, Jordan Commons. Jordan Commons ownership is planning to reconfigure the development to create a connection between the platform and State Street as well as a more pleasant walk from the platform to America First Field. The operators of America First Field are also considering adding restaurants and shops to the area immediately surrounding the field to increase activity in the area.

This increase in residents and offerings can bring even more people into the area.

Tie to General Plan Vision and Values

Going beyond the objectives of HB 462 to tie into the General Plan Vision and Values was central to concept generation and deciding on a preferred scenario. In an effort to see how the station area was on its way to meeting to general values based off of existing conditions and public perception, the following Gantt chart was created:

FIGURE 18: TIE TO GENERAL PLAN VISION AND VALUES

Sandy Expo Center	Community - recognition of the fundamental importance of nurturing a strong, inclusive, and connected social fabric within the City		Premium Location - An emphasis on efficient, safe, and comfortable mobility to facilitate access to goods, services, recreation, open space, and employment through walking, biking, and vehicles		Opportunity - An effort to improve the potential for positive change, growth, and development of individuals, families/households, neighborhoods, commercial endeavors, and the City itself		Stewardship - Responsible management of the City's resources and a consideration for potential impacts in an effort to ensure adequate capacity, foster a healthy resiliency, and pursue a sustainable balance of economic, environmental, and social outcomes		Well-Being - A focus on creating environments and systems that support the safety, happiness, and physical, mental, and social health of individuals in Sandy City	
	N	The Expo Station has a lack of active public spaces. While the expo-center was built in the mountain meets urban theme of The Cairns, no other surrounding areas has developed similarly. Seas of parking fields also take away from the vibrancy of the space. Opportunities include additional branding for the destination and The Cairns and working with sites to redevelop to create a neighborhood and destination place.	N	9400 S. is a significant N/S barrier, although not as negatively impactful as 9000 S.; Middle school and district building impede immediate station access from residences to the North; To the west, State Street is a significant E/W barrier to reaching Real Salt Lake Stadium and adjacent businesses. Opportunity for a direct pedestrian/cyclist route from station to stadium and an enhanced connection to the expo center . Rimando Way is a recent connection update - opportunity to further promote its existence to increase usage.	Y	Entertainment-based services and employment provider, LHM office tower, Jordan Commons, Real Salt Lake Stadium, and BD Medical. Opportunity to guide housing development with the RSL plan.	Y	Area promotes trip generation via the activities in close proximity to station (Real Salt Lake, Sandy Expo events, Jordan Commons) - opportunity exists for further promotion of Trax use for these locations/events. Close to Jordan High School, opportunity for access for students without cars.	Y	Porter Rockwell Trail adjacency and landscape buffered sidewalks offer multi-mode connection. Trax location offers opportunity for employment at nearby commercial spaces (ranging income level options - Jordan Commons, office spaces, etc.).

Note that YES does not mean that the station area completely meets the General Plan Value but has the basic building blocks that are important to meeting the Value.

Opportunity Areas

The Station Area Plan concepts focused on the development or redevelopment of certain parcels throughout the station area. As much of Sandy is built out, redevelopment will be necessary to better connect the station area to the trip generators.

Transit Supportive Land Use

Along with expanding the impact of the existing TRAX line, 9400 South has been identified in the Sandy General Plan as a future multi-modal corridor, connecting The Cairns to Little Cottonwood Canyon. In order to achieve a transit line down 9400 South, transit-supportive nodes will need to line the corridor. Potential nodes include:

- Stadium Village (west of State Street)
- Expo Center and Jordan Commons (Area between State Street and the TRAX line)
- Canyons School District Offices (East of State Street)
- Sandy Village Center
- Quarry Bend
- Sandy Amphitheater/Alta View Hospital
- Alta Canyon Center

A potential future transit line is dependent on many factors. These factors include density along route, route alignment, geographic distribution of transit services, economic trends, and route performance. While a city priority is to create transit supportive land use along 9400 South, a number of factors may delay a line.

A fixed transit line, with permanent stops:

- Instills confidence in riders that the service will continue to be available in the long term, encouraging them to rely on it for their transportation needs
- Is visible and serves as a constant reminder of the transit options available to residents and visitors, potentially attracting new ridership
- Can stimulate economic development along routes
- Can lessen traffic on high traffic volume days (RSL games, etc)
- Can help to brand The Cairns and City

This potential transit line is currently not in UTA’s 5-year service plan or long term vision and will need to be added. This is a large-scale capital and operational investment and will need to be vetted by UTA’s Service Planning Team and will need to include feasibility studies.

Transit Supportive Land Use Metrics

A 9400 South transit corridor will need to achieve certain metrics with residents per acre and jobs per acre to assure that development is transit supportive. Sandy is looking at two metrics:

- City Center/ Neighborhood Center: potential transit frequency of 15-30 minutes
 - 10-15 jobs per acre and 15-30 residents per acre
- Urban Center: potential transit frequency of 10-15 minutes
 - 15-25 jobs per acre and 30-45 residents per acre

This station area plan will focus on three sections of the station area to plan out transit supportive land use in this area:

- Stadium Village (west of State Street)
- Area between State Street and the TRAX line
- Canyons School District Offices (East of State Street)

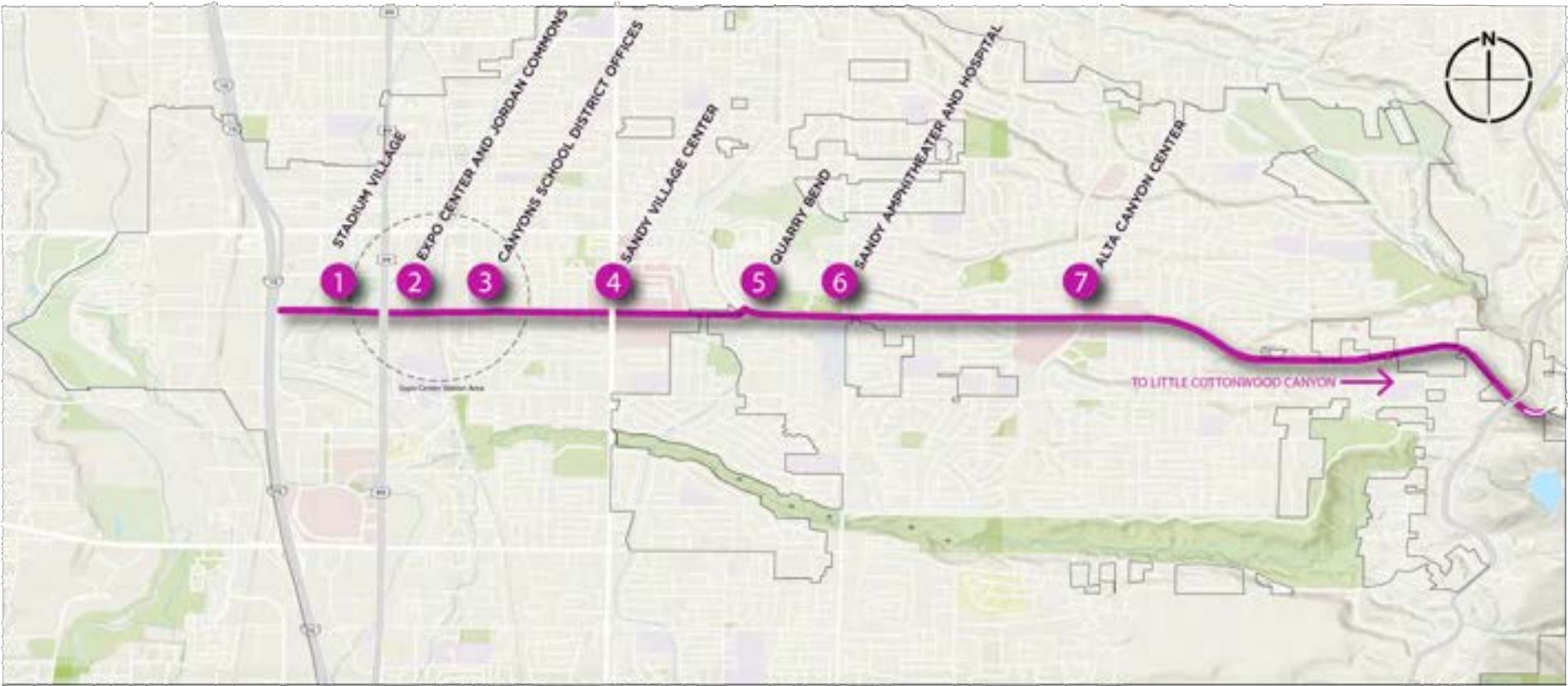
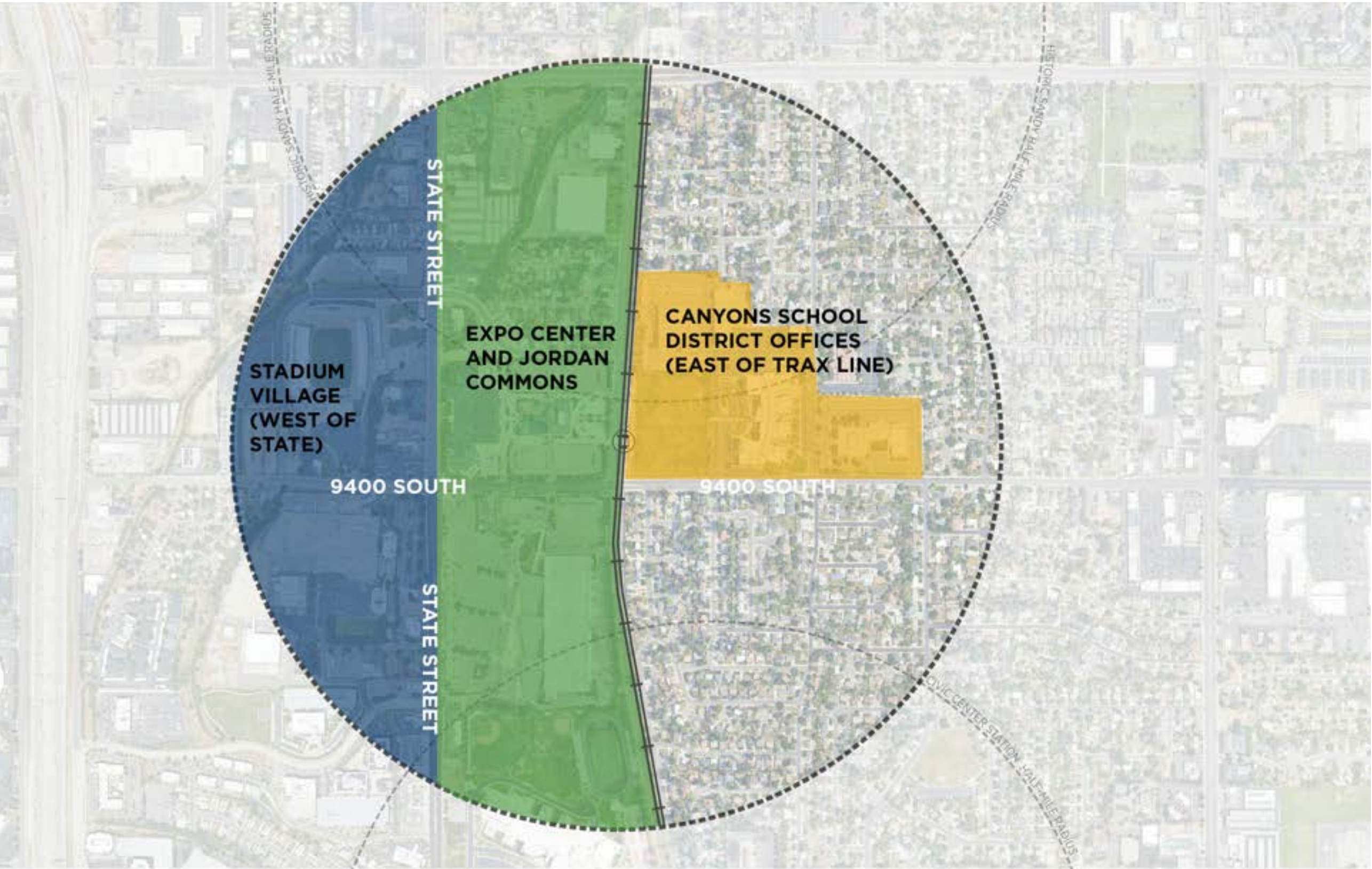


FIGURE 19: NODES ON 9400 SOUTH

FIGURE 20: STATION AREA SUBDISTRICTS



STADIUM VILLAGE (WEST OF STATE STREET)

EXISTING CONDITIONS
Acreage: 230.4 acres
Job: 13.25 per acre
Residents: 3.91 per acre
WHAT IS NEEDED TO BECOME TRANSIT SUPPORTIVE:
Population between 3,456 to 6,912 needed here (2,555 to 6,011 more needed)
Jobs at 3,456 needed here (402 more needed)

The Stadium Village Master Plan looks to add 2,853 units and a number of jobs in this area. At build-out this plan will achieve the number of population and jobs needed to achieve transit-supportive land use.

EXPO CENTER AND JORDAN COMMONS

EXISTING CONDITIONS
Acreage: 108.8 acres
Job: 10.9 per acre
Residents: 2.47 per acre
WHAT IS NEEDED TO BECOME TRANSIT SUPPORTIVE:
Population between 1,632 to 3,264 needed here (1,363 to 2,995 more needed)
Jobs at 1,632 needed here (439 more needed)

The Stadium Village Master Plan (SVMP) partially extends into this area. The SVMP will add around 300 units into this area. This equals about 690 people. The SVMP also looks to add two offices and one retail building in this area. These retail and office uses will not reach the 439 jobs needed in this area, but can cut the number in half. *Therefore after Stadium Village buildout, 239 jobs will still be needed in the area, as well as 675-2,305 more residents to achieve transit-supportive land use.*

CANYONS SCHOOL DISTRICT OFFICES (E OF TRAX)

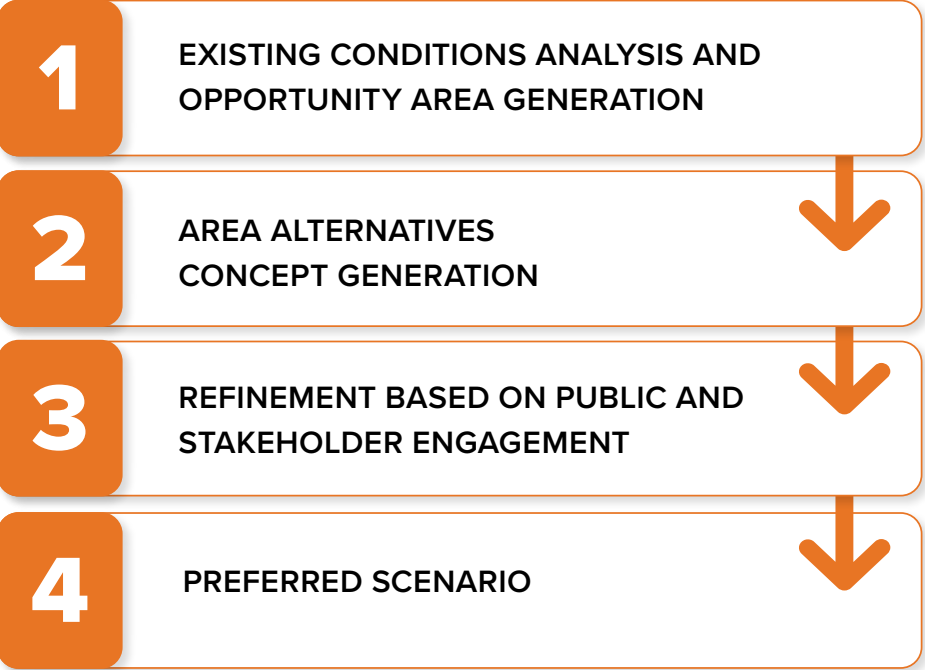
EXISTING CONDITIONS
Acreage: 32 acres
Job: 10.5 per acre
Residents: 8.6 per acre
WHAT IS NEEDED TO BECOME TRANSIT SUPPORTIVE:
Population between 480 to 960 needed here (205 to 685 more needed)
Jobs at 480 needed here (142 more needed)

The Canyons District Offices brings many employees into the area. There are no current plans to bring any more housing or job generators into the area.

FIGURE 17: TRANSIT SUPPORTIVE METRICS

Preferred Scenario Process

Finalizing the components of the station area plan concept was a process that was undertaken with multiple instances of public, stakeholder input, technical committee input, and a small area technical committee meeting. These scenarios focused on land use planning and how development types could be added into the area. The process worked closely with existing and planned transportation and other infrastructure improvements.



Area Alternatives

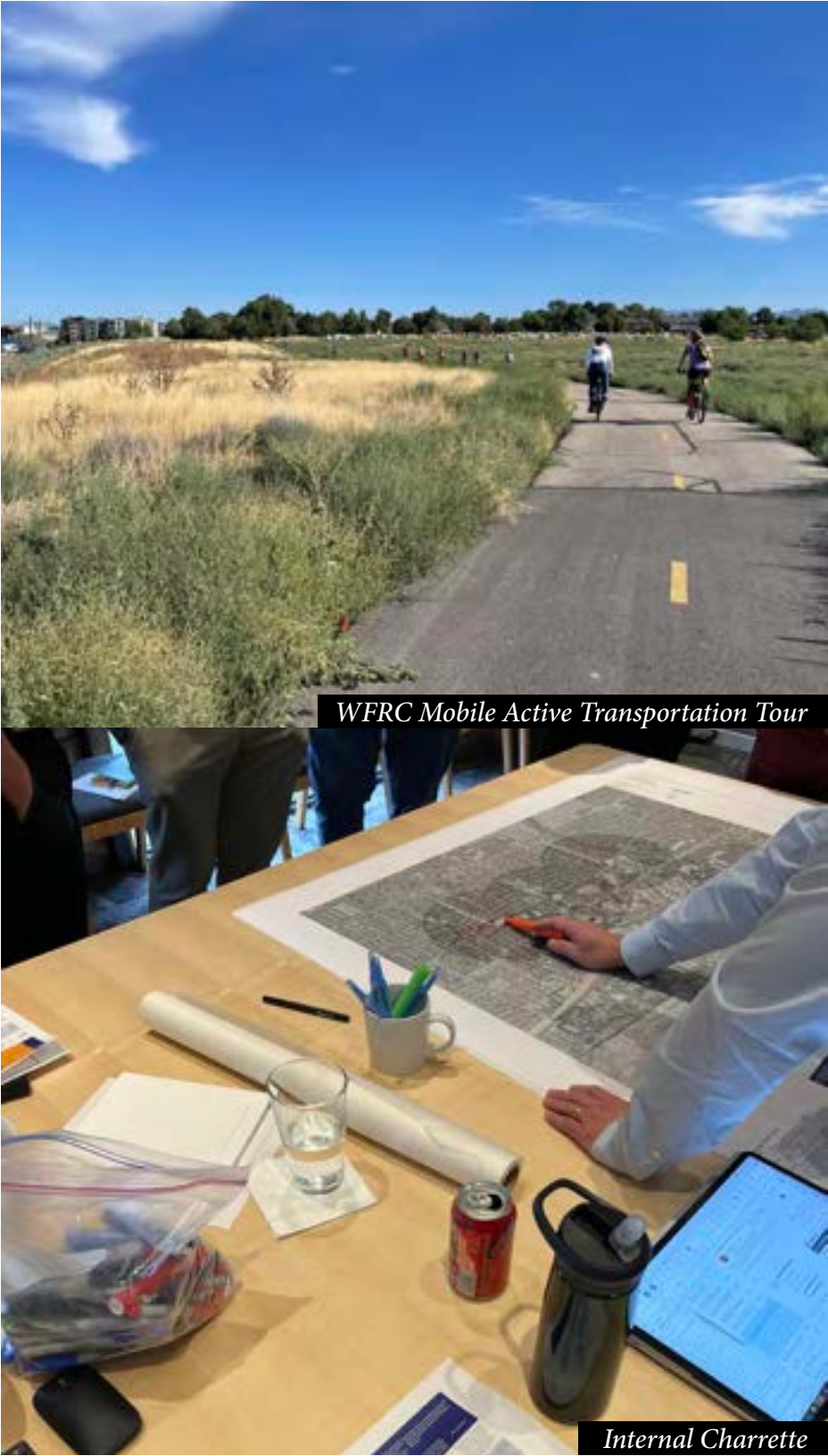
Area Alternatives were created to focus on those parcels that are opportunity areas. Stakeholders were given “Constants,” which focused on what will be carried out throughout each concept, and “Big Move” areas, which are areas where change could take different forms. These “Big Move” areas are shown below.

CONSTANTS

- 1. Stadium Village Master Plan implementation
- 2. All-purpose trails through the east of the station area
- 3. Retaining existing housing

“BIG MOVE” AREAS

- 1. Jordan Commons
- 2. Expo Center surface parking
- 3. Canyons School District Transportation Offices



ALTERNATIVE CONCEPT 1

Alternative Concept 1 builds off of the work done in the Stadium Village Master Plan and focuses development along State Street. In this concept, Jordan Commons is reconfigured to add commercial square footage along State Street with mixed-use at a vacant parcel to the north. There is also commercial built in the existing parking lot for the Expo Center. There is currently a grass patch outside of the expo center. In this concept, the patch is enhanced to become a pocket park with a few active recreation amenities for residents and visitors to use.

Depending on the building layout, market conditions, and developer vision, this concept could bring an additional 75-120 new housing units with approximately 69,785 sf of retail or office space, and 120-240 hotel rooms. Other than a parking structure built into the mixed-use development, there would be no additional parking needed because of the amount of existing parking available in the station area.



FIGURE 21: CONCEPT 1 MAP

ALTERNATIVE CONCEPT 2

Alternative Concept 2 activates the area adjacent to the station more. The parking structures at Jordan Commons are not replaced, but structurally fortified to allow for development on the surface level. Mixed use would line the surface parking to provide “eyes” on the station platform. The vacant triangle north of Jordan Commons would become a trailside park.

In this concept the transportation offices and center for Canyons School District is moved to less-transit oriented property and is replaced with the Canyons Tech Center and workforce housing for Canyons School District workers, including teachers, janitorial staff, nurses, and office workers.

Depending on the building layout, market conditions, and developer vision, this concept could bring an additional 100- 175 new housing units on the Jordan Commons site and 50-57 townhomes or cluster homes on the Canyons School District site with 57,000-70,000 sf of retail or office space.

With the additional housing and ground floor retail at Jordan Commons, a festival street can be created to take people through the Jordan Commons site and over to the festival streets at Stadium Village. This would provide for a safe and fun walkability experience from the TRAX station to the America First Field, especially on game days.

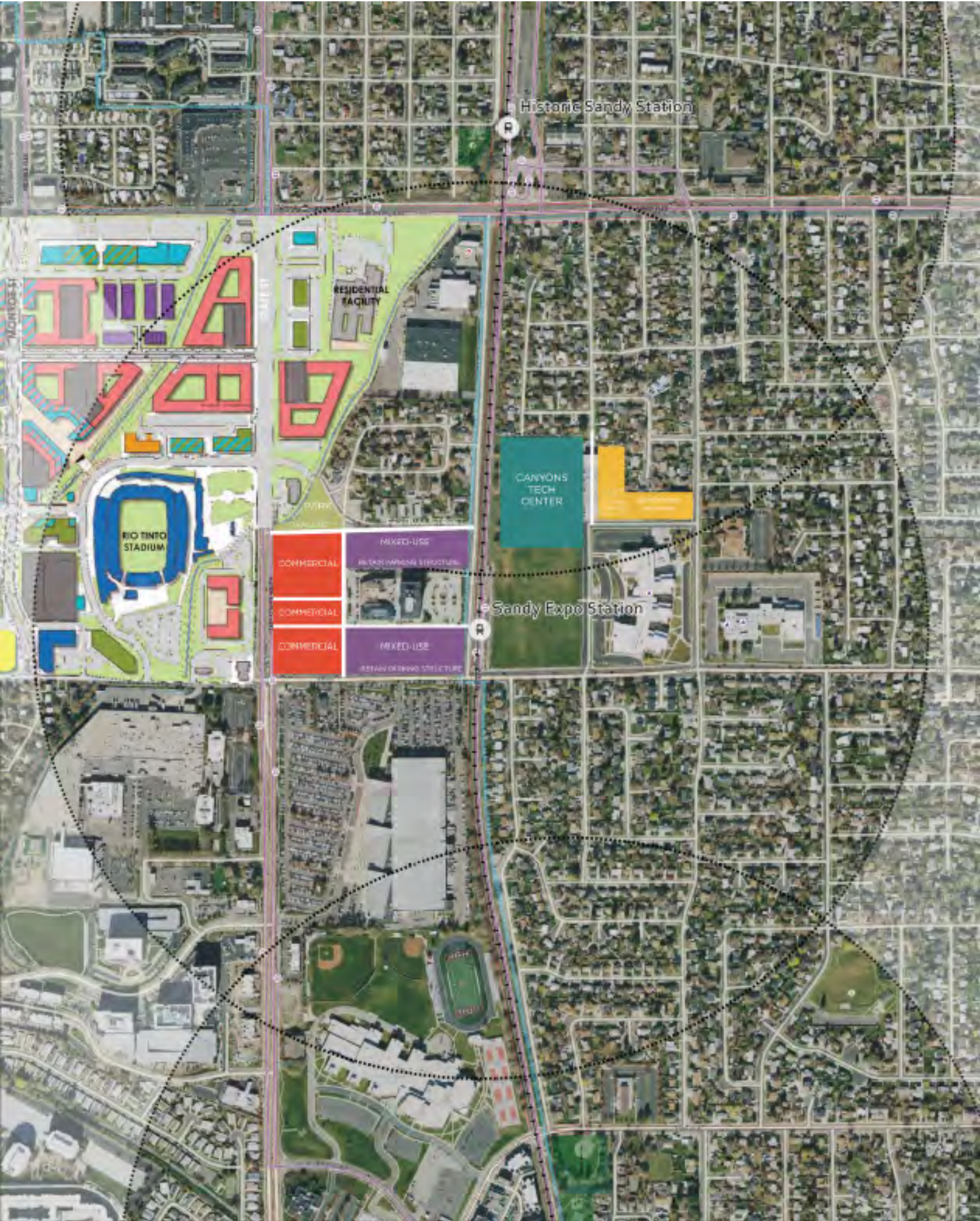


FIGURE 22: CONCEPT 2 MAP

Public Input on the Alternative Concepts

Reactions to the concepts showed:

- 1. Stakeholders were interested in seeing the tech center and the middle school field to be flipped to provide added safety to the children and showcase more useable space at 9400 South
- 2. Residents supported a transit corridor down 9400 South
- 3. Stakeholders were interested in seeing improved crossings across 9400 South

Refinement

The preferred scenario merged elements of both concepts together to produce a preferred scenario. The Alternatives also called for a transit-corridor down 9000 South to merge into 9400 South. This was amended to be 9400 South from the highway to Little Cottonwood Canyon, with potentials to extend 9400 South west of I-15.

Preferred Scenario

The preferred scenario is a culmination of Alternative Concept 1, Alternative Concept 2, and additional factors that were implemented after the outcome of Community Workshop #2. The following map shows the intended changes of the opportunity areas within the station area.

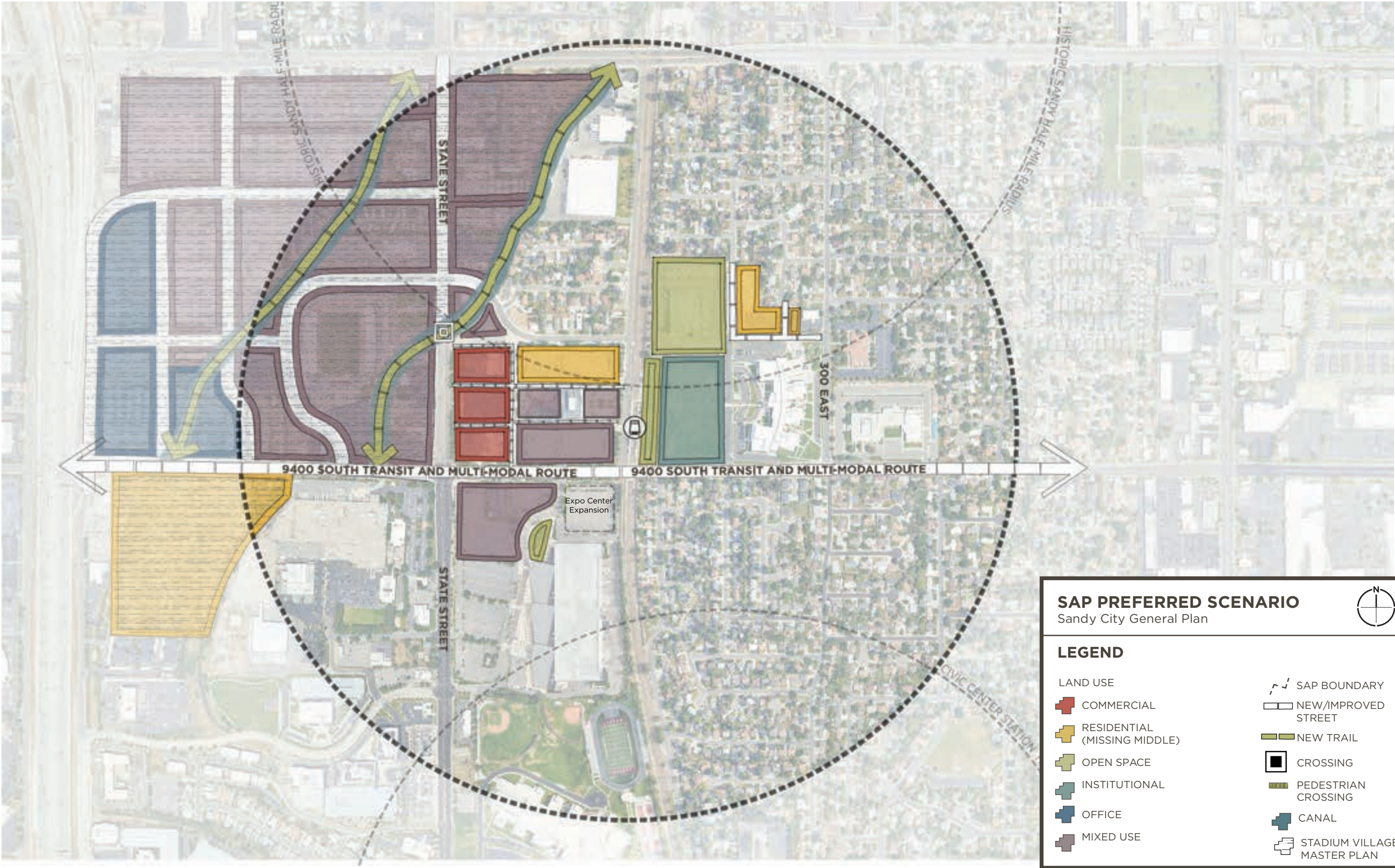
FIGURE 23: EXPO CENTER VISION



STATION AREA PLAN VISION

The Sandy Expo Center Station is a primary gateway to the community. The Expo Center Station is the hub for premier entertainment in the Sandy City.

FIGURE 24: PREFERRED SCENARIO MAP



Opportunity Area Typologies

STADIUM VILLAGE (WEST OF STATE STREET)

The area west of State Street looks to continue with the Stadium Village Master Plan proposed development scenario. This scenario consists of a large number of multi-family housing units with integrated parking, and entertainment supportive uses. The addition of more services and multi-family into this area is essential to the vibrancy of the area year-round. BD Medical is also expected to not redevelop, as the medical technology manufacturer brings many jobs into the area.

STADIUM VILLAGE (WEST OF STATE)		
LAND USE	UNIT COUNT	SQFT
Residential Multi-family	2,853	
Residential, Attached	44	
Office		1,496,900
Retail, Services, Entertainment		377,060
Hospitality	480	
Soccer Museum		56,000
Storage		100,000
PARKING		
Surface	3,400 stalls	
Structured	11,484 stalls	

EXPO CENTER AND JORDAN COMMONS

It is envisioned that the northwestern part of the parking lot of the Expo Center be redeveloped into a mixed-use development. Development on the Expo Center parking lot should be concentrated near 9400 South to allow for the Expo Center itself to still be clearly shown from State Street and allow for maximum walkability to the TRAX station and a potential 9400 South transit stop. This 6-acre lot should develop with wrapped structured parking for both the public and residents. The ground floor is envisioned to have commercial, retail, or office uses off State Street, 9400 South, and the eastern-facing side that fronts onto a park. Development is expected to be between five and eight stories.

The existing 0.62-acre greenspace in front of the expo center is envisioned to transition to the Sandy Parks Department to be programmed as a city park. An additional study will be required to best program the park. Optional programming includes:

- (2-4) Pickleball courts
- A playground
- Passive recreation elements

To the north of 9400 South, the Jordan Commons site is enhanced with additional housing options, a new road network, and broken up commercial areas to attract new visitors and create a more permeable site. The existing office tower is expected to stay. This area is expected to have heights between four and 10 stories.

EXPO CENTER AND JORDAN COMMONS				
LAND USE	UNIT COUNT LOW	UNIT COUNT HIGH	SQFT LOW	SQFT HIGH
Residential Multi-family	750	1,000		
Office			250,000	450,000
Commercial			350,900	840,680
Park				27,000

CANYONS SCHOOL DISTRICT OFFICES

It is envisioned that the School District transportation offices be relocated to a less transit-oriented area. In its replacement, the middle school’s field be moved to the existing transportation offices location. The existing school field site would house the new tech center for Canyons School District. The remaining area of the transportation offices would include a connecting road network that would be populated with missing middle housing options for workforce housing. It is envisioned that the height of this area would be between one and three stories.

EXPO CENTER AND JORDAN COMMONS				
LAND USE	UNIT COUNT LOW	UNIT COUNT HIGH	SQFT LOW	SQFT HIGH
Technical School			50,000	120,000
Missing Middle Housing	40	60		



Mount Jordan Middle School
Source: Architect Magazine

Overall Development at Buildout

This preferred scenario achieves the four foundational elements of station area planning.

1. Increase the availability and affordability of housing, including moderate-income housing
- o Adding additional housing (between 3,643 and 3,913 new housing units) within access of the station platform

o This will result in a station area population of 10,500 to 11,500 at buildout and create three distinct nodes along 9400 South
2. Promote sustainable environmental conditions
- o The additional dwellings per acre minimize outdoor water usage

o Transit route integration reduces vehicle miles traveled (VMT) both in Sandy City and in Little Cottonwood Canyon, especially with winter traffic for skiing

3. Enhance access to opportunities

- o Addition of a pocket park enhances access to recreation and greenspace for existing and future residents and visitors
- o Between 727,960 and 1,217,740 gross sqft of new commercial
- o Between 1,746,900 and 1,946,900 sqft of new office.

4. Increase transportation choices and connections

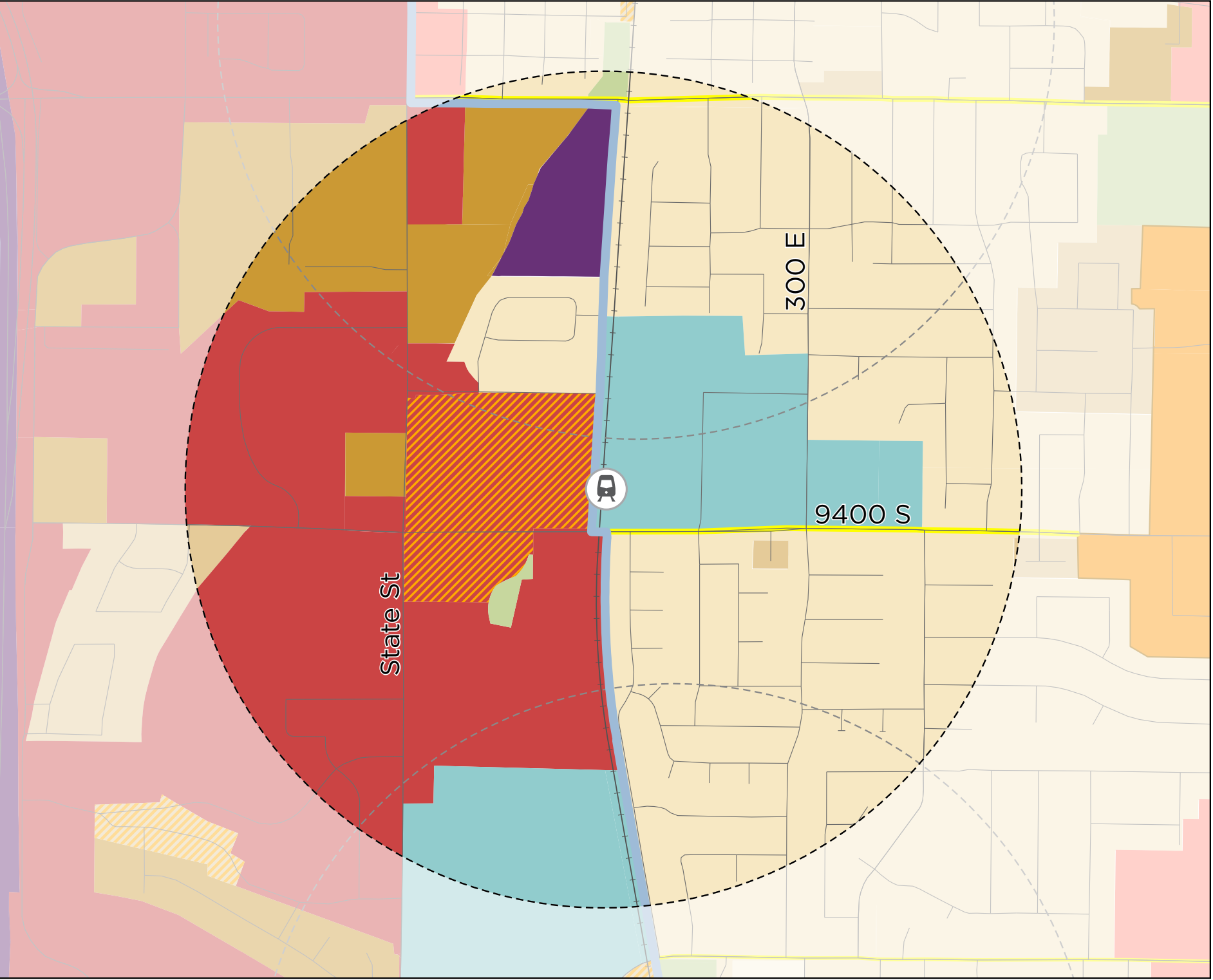
- o The 9400 South future TRAX or BRT line connects The Cairns to Little Cottonwood Canyon, reducing regional traffic throughout Sandy. This in turn connects more population along 9400 South with a direct transit route to the existing Blue Line. Feasibility of this line will need to be tested with UTA
- o The multimodal aspect of 9400 South also envisions protected bike lanes and multi-use paths, creating more east-west connections through Sandy with a good walkability/bikeability experience

- o Additional connections to America First Field through the Miller Campus reduces walk time to the field from the station platform and discourages jaywalking over State Street

Future Land Use Map

The current middle school property is zoned as R-1-40 A. This zone is a single-family district where there is one unit per 40,000 square feet and animal rights associated. As this is not a transit supportive land use, the school properties are listed as middle density neighborhoods on the future land use map, so that if the schools were to ever redevelop in the future, they would be within a transit supportive land use.

FIGURE 25: EXPO CENTER FUTURE LAND USE MAP



FUTURE LAND USE MAP
EXPO CENTER STATION AREA

LEGEND

MIXED-USE

COMMERCE HEAVY MIXED-USE

INSTITUTIONAL

NEIGHBORHOOD ACTIVITY CENTERS

HEAVY COMMERCE

COMMERCE

LIGHT COMMERCE

OPEN SPACE

NEIGHBORHOOD-HIGH

NEIGHBORHOOD-MEDIUM

NEIGHBORHOOD-LOW

NEIGHBORHOOD-RURAL/VERY LOW

SANDY BOUNDARY

STATION BOUNDARY 0.5 MILE

CAIRNS BOUNDARY

NEIGHBORHOOD TRANSITION CORRIDORS

I-15

ROADS

RAIL LINES

EXPO CENTER STATION

05001,000

FEET

FIGURE 26: FUTURE LAND USE DASHBOARD

SANDY EXPO (SE)

The Sandy Expo Center (EC) Station Area Plan designation refers to the 1/2 mile radius around the Sandy Expo Center Station Platform. This area is an opportunity for a multi-modal transportation where visitors can come to attend events while also interacting with local amenities.

The vision for the Sandy Expo Center is to provide a walkable route from the transit station to the America First Field. This station services large quantities of event attendees to the field and creating an enjoyable path where commercial and residential areas are stimulated is beneficial for the economic prosperity of the area.

Transit Oriented Development -- The creation of a multi-modal corridor along 9400 South will allow for visitors to comfortably access events at the America First Field. This station does not have connected transportation access so an emphasis on walkability and bikeability is crucial to encourage a successful station area. Alteration of pedestrian paths towards the field will ensure a pleasant experience as well as more interaction with commercial centers in the area.

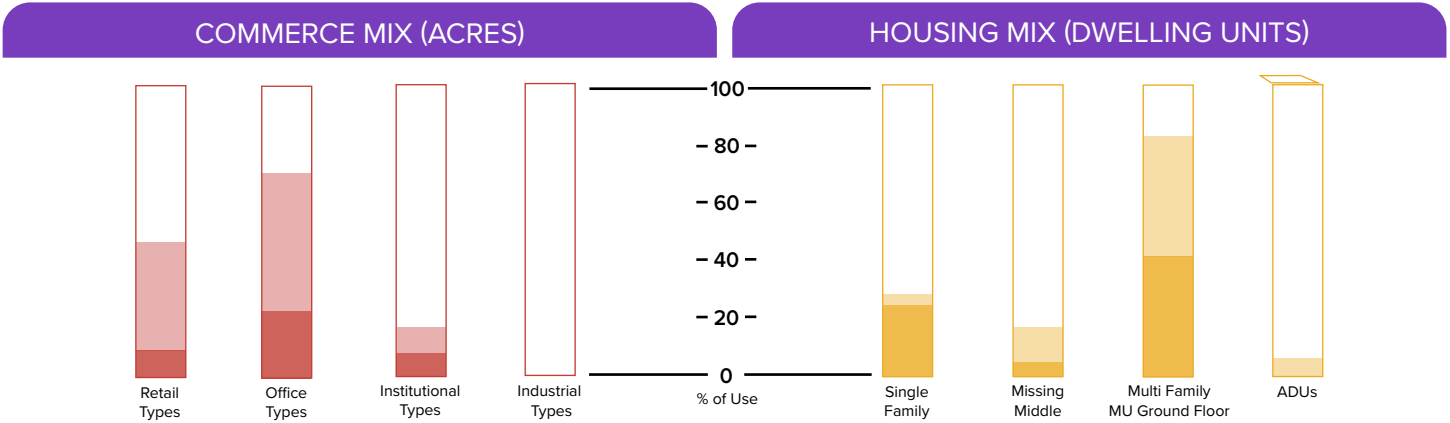
Residential -- The Expo Center will have various housing opportunities across the area that aim to provide housing that directly benefits residents. Multi-family units west of State Street, mixed-use developments along the Jordan Commons, and workforce housing around the Canyons School District are a few examples of the proposed options. The Housing and transit reinvestment zone (HTRZ) funding could benefit this station area. Coordination with property owners would need to occur to asses when an HTRZ may be applicable for this site. Addition of housing along 9400 South will provide housing that is accessible via the transit station.

EC PRIORITIES

1. Become a node for future 9400 South multi-modal corridor

2. Create comfortable and efficient walking corridors from the TRAX station to America First Field

LAND USE MIX (ACRES)



CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS

1 to 3 stories East of TRAX
8+ stories West of TRAX

DENSITY

Up to 16 DUA East of TRAX
Up to 50+ DUA West of TRAX

INTENSITY & SCALE

High-intensity: Mid-rise
High-intensity: High-rise

OPEN SPACE

Private and Public

PARKING ORIENTATION

Structured
On-street

BLOCK PATTERN AND STREETSCAPE

Non-grid linear
Small grid
Commercial streetscape
with equal balance of building,
pedestrian, and landscape space

MULTIMODAL ACCESS

AUTOMOBILES

MEDIUM
Park once opportunities

TRANSIT

HIGH
Transit-oriented development

MICROMOBILITY

HIGH
Connected to trails and bike routes

PEDESTRIANS

HIGH
Integrated into development

Transportation Recommendations

Given the station’s role as a major activity hub, recommendations include:

Pedestrian Infrastructure Overhaul on 9400 South

Address current inadequacies with a redesigned corridor featuring pedestrian-friendly amenities and safe crossings to accommodate event crowds. A reimagined corridor lined with bars, restaurants, and retail spaces that cater to the crowds heading to and from events could significantly enhance the public/private space interaction. Jordan Commons could also be transformed into a more pedestrian-friendly zone, guiding visitors through retail and dining areas on their way to the stadium. Sandy City could explore pedestrian-oriented transportation concepts such as woonerfs, which prioritize pedestrian and cyclist movement in retail and entertainment districts but could still accommodate limited vehicle access at extremely slow speeds.

Protected Bike Lane and Multi-use Paths

Establish a protected bike lane on 9400 South and plan for future multi-use paths, notably at 9270 South, to enhance accessibility and connectivity. Also, consider negotiating with UTA for station access to properties east of the station, which could shorten the walking distance for students at Mount Jordan Middle School as well as adjacent neighborhoods and any future redevelopment east of TRAX. Additionally, implement the improved trail/transit crossing for TRAX/Porter Rockwell Trail as described in the Historic Sandy TRAX section previously.

Transit Route Integration

Focus on connecting key transit destinations, including the Hale Centre Theatre, The Shops at South Town, America First Field, the SLCC Miller Campus, and the RiverPark Corporate Center in South Jordan to rail stations. Work with UTA to improve connections to these destinations in the context of UTA’s existing and future transit network. Investigate the possibility of independently implementing microtransit service connecting

stations and key destinations. The city’s preference for future transit service has been identified as an Innovative Mobility Zone. Sandy City will continue to work closely with UTA to establish geographic feasibility, programming, and future implementation timelines.

Transportation Integration around America First Field

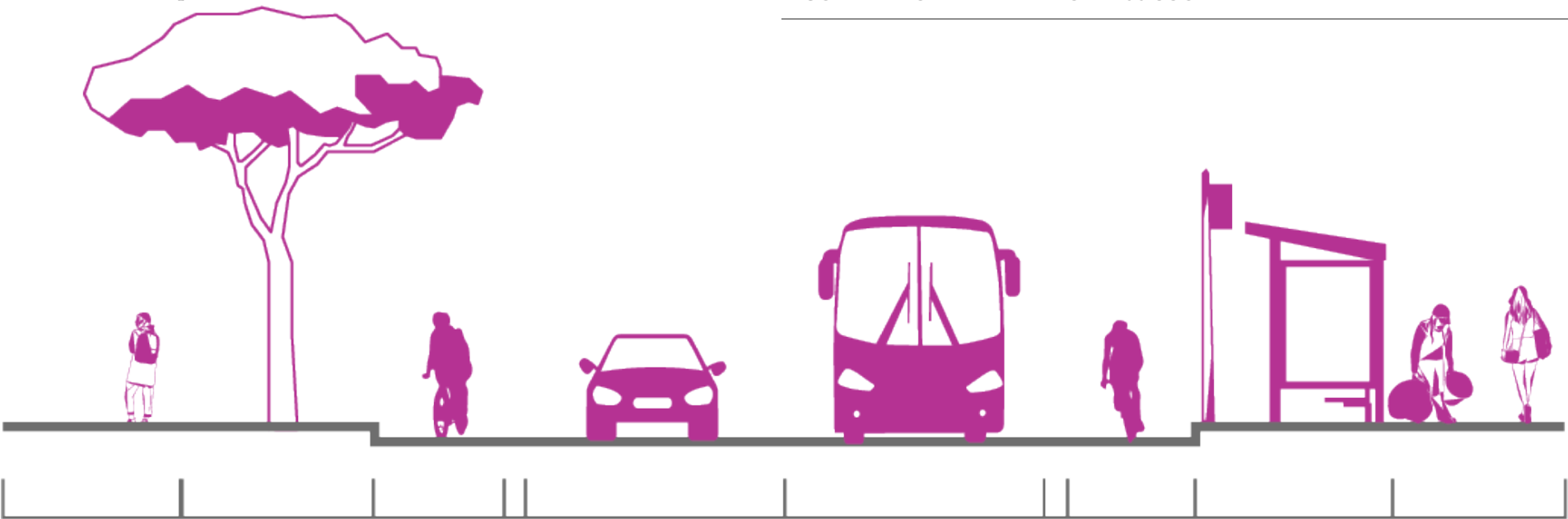
Implement thematic wayfinding through Jordan Commons to the America First Field, enhancing safety with dedicated drop-off zones and potentially amending the Stadium Master Plan to integrate State Street more seamlessly into the station’s design, encouraging shared parking and conducting safety studies. Also consider establishing a small-scale bikeshare program within The Cairns District, where users could travel between shared bike stations at major destinations such as TRAX, FrontRunner, America First Field, the Hale Center Theatre, The Shops at South Town, and other locations. This could be in partnership with GREENbike, which could expand beyond its current service agreements in Salt Lake City and Ogden.

These recommendations complement and extend the recommendations from the City’s plans, including Sandy City’s Transportation Master Plan and Active Transportation Plan.



Mountain America Expo Center

FIGURE 27: POTENTIAL VIEW OF 9400 SOUTH



A further study will need to be completed on the design options and opportunities for a multi-modal corridor with UDOT and UTA as project partners.

Urban Design Recommendations

Branding the Walkability Experience

The experience getting off the TRAX stop is just as important as the elements that transit connects one to. Cultivating a particular experience in this area will need to consider ease and comfort of walking, typically measured by factors such as pedestrian infrastructure, sidewalk quality, street design, access to amenities, and safety for pedestrians.

Using “branding” as an experience creates a holistic and immersive encounter with a brand that goes beyond traditional marketing tactics. It encompasses every touchpoint and interaction a customer has with the brand, aiming to evoke specific emotions, perceptions, and associations. Rather than viewing branding solely as a static logo or slogan, branding as an experience focuses on crafting memorable and meaningful engagements that resonate with consumers on a deeper level.

As Jordan Commons is directly to the west of the platform, the Jordans Commons branding needs to face the platform. With the America First Field, this is slightly more difficult because the field is not directly next to the station platform. America First Field could partner with Jordan Commons to brand the pop-up festival street that connects the platform through Jordan Commons to the stadium.

Looking at the pedestrian experience from the platform over to America First Field, the flow of traffic stays on 9400 South or Rimando Way before needing to cross over State Street. The Stadium Village Master Plan calls

for a festival street on the west side of State Street to help the pedestrian experience. Connecting this festival street past Jordan Commons to the platform can greatly improve the pedestrian experience and spur activity throughout the multiple commercial centers in the station area.

The UTA service corridor directly east of the platform can also utilize wayfinding techniques to bring a better experience to the station. Use of color, signage, and art can help to bring identity to the station area in coordination and compliance with UTA’s Customer Experience signage policies.

Branding should also be existent on Jordan Commons, Expo Center, America First Field, and Canyons School District Property that points visitors in the direction of the TRAX platform to call attention to transit and micro-transit opportunities within the station. The current branding guidelines for The Cairns in terms of wayfinding and signage for vehicular, pedestrian, interpretive, & trail signage call for:

- Pedestrian wayfinding signage should be at least eight feet tall
- Vehicular wayfinding signage should be at least 10 feet tall
- Print shall be easily visible on all wayfinding signage
- All wayfinding signage shall be constructed with high quality materials such as granite, bronze, and stainless steel
- All wayfinding signage shall be branded with The Cairns logo

An additional requirement should be added to add transit location/ direction to all wayfinding signage.

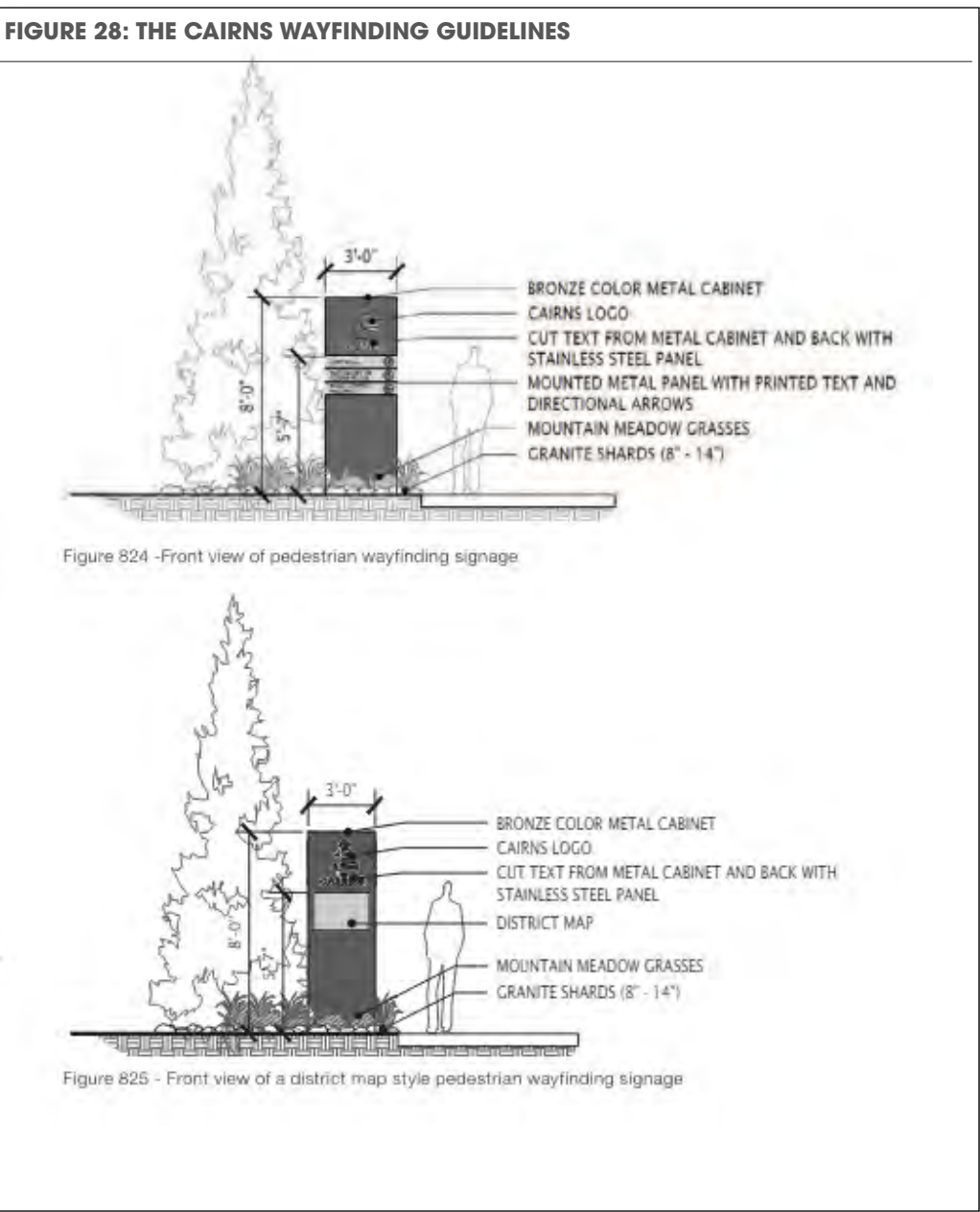
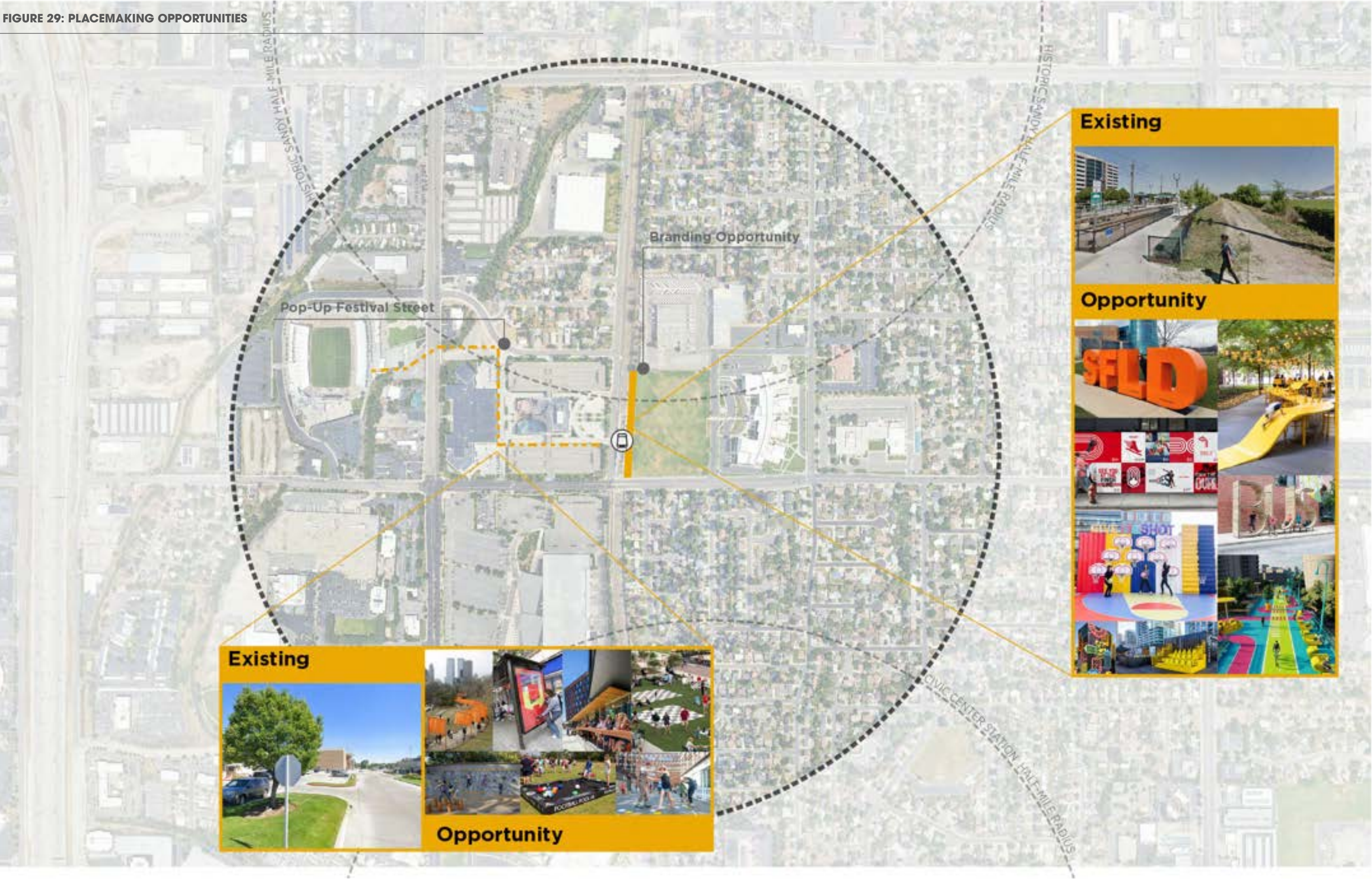


FIGURE 29: PLACEMAKING OPPORTUNITIES



Funding Recommendations

Housing and Transit Reinvestment Zone (HTRZ) Funding

The station could benefit from an HTRZ. An HTRZ for a TRAX station must be at least 10 acres but not exceed 100 acres.

According to State Statute, the HTRZ will not be able to exceed a 1/4-mile radius of the light rail station. This would include the entire Jordan Commons Property, most of the Canyons School District Property, and the northern part of the Mountain America Expo Center where a mixed use building is envisioned.

Careful coordination will need to happen with the property owners to assess when an HTRZ may be applicable in the site.

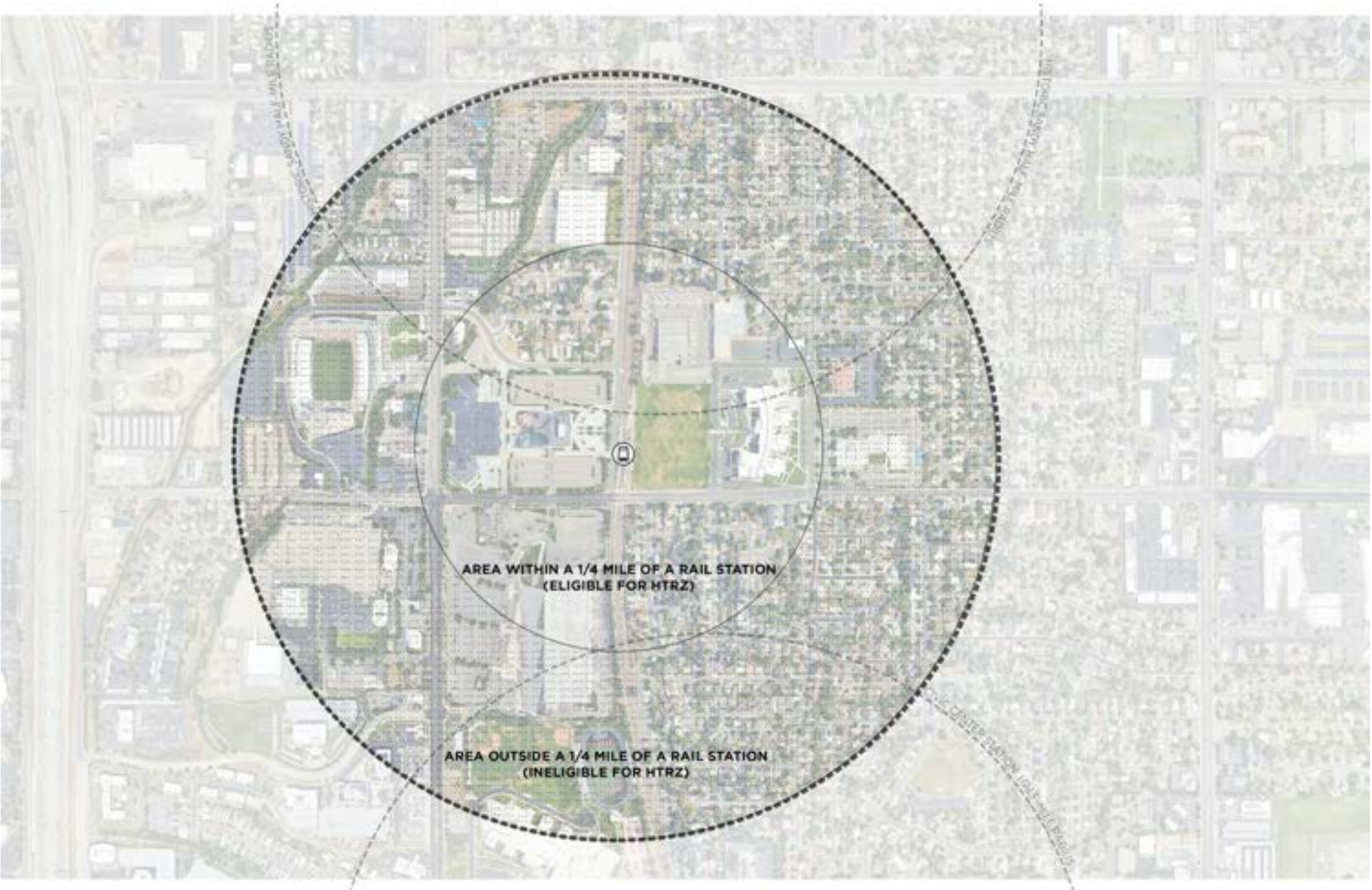


FIGURE 30: HTRZ ELIGIBILITY AREAS

Implementation Plan

YEAR 1	NOTES	YEAR 2-4	NOTES	YEAR 5	NOTES	Ongoing/Opportunity Arises	NOTES
Begin to draft zoning ordinance overhaul	Responsibility: Planning Division Project Partners: none Funding Sources: Grant sources,general Funds	Adopt zoning ordinance changes for transit-supportive zoning at nodes along 9400 South	Responsibility: Planning Division Project Partners: none Funding Sources: Grant sources, General Funds	Begin to procure funding and grants for 9400 multi-modal street conversion design	Responsibility: Public Works Project Partners: Planning Division, Parks and Recreation Department, UDOT, UTA Funding Sources: Grant sources, General Funds, UDOT, WFRC Funding	Work with developers on Salt Lake County Site to potentially implement design or funding for adjacent park space	Responsibility: Parks and Recreation Project Partners: Planning Division, Salt Lake County Funding Sources: Grant sources, General Funds, Salt Lake County
Create schedule for updating and meeting with stakeholders to move the project pieces forward	Responsibility: Planning Division Project Partners: UTA, America First Stadium, Canyons School District, Miller Group, Other Property Owners and Developers Funding Sources: General Funds	Work with Public Works and micromobility providers including existing providers such as Bird and Lime to create a micromobility expansion plan to expand drop off zones out of right-of-way. Look into expanding providers such as GreenBike, Spin, and Lime Bikes	Responsibility: Planning Division Project Partners: Public Works, Micromobility Providers Funding Sources: Grant sources, General Funds	Begin planning process to determine amenities and design of newly acquired park space	Responsibility: Parks and Recreation Project Partners: Planning Division Funding Sources: Grant sources, General Funds, Park Impact Fees	Implement wayfinding and directional signage	Responsibility: Planning Division Project Partners: Communications, Community Arts Funding Sources: Grant sources, General Funds
Conduct a parking analysis to determine the appropriate amount of parking needed at the EXPO Center	Responsibility: Planning Division Project Partners: Salt Lake County, Mountain America Exposition Center, Public Works Funding Sources: General Funds, Grant Sources	Build sections of Jordan and Salt Lake City Canal and East Jordan Canal trails	Responsibility: Planning Division Project Partners: Public Works, Canal Companies Funding Sources: Grant sources, General Funds	Update and continue Station Area Plan, evaluating opportunities based on new market conditions and work done in years 1-4	Responsibility: Planning Division Project Partners: TBD Funding Sources: Grant sources, General Funds, WFRC Funding	Continue to secure funding for year 1-5 opportunities to utilize as much grant funding as possible	Responsibility: Planning Division Project Partners: As needed Funding Sources: General Funds
Begin to secure funding for Year 2-5 opportunities to maximize grants	Responsibility: Planning Division Project Partners: Public Works, Parks and Recreation Department Funding Sources: General Funds	Secure funding and create a Parking District Plan for The Cairns greater area	Responsibility: Planning Division Project Partners: Public Works, Developers Funding Sources: Grant sources, General Funds			Identify dedicated drop-off zones as the Stadium Master Plan is implemented	Responsibility: Public Works Project Partners: Planning Division, Developers Funding Sources: Private Funds, General Funds
Update The Cairns Master Plan to adhere to changes made in the EXPO Center Station Area Plan, including the Stadium Village Master Plan additions	Responsibility: Planning Division Project Partners: none Funding Sources: General Funds	Begin placement and approval for public art along TRAX platform on UTA property	Responsibility: Planning Division Project Partners: UTA, Larry H Miller Group, Community Arts Department, Communications Department Funding Sources: Grant sources, General Funds, Private Funds			Look for relocation site of the CSD Transportation Center	Responsibility: CSD Project Partners: Planning Division, Economic Development Funding Sources: CSD
Update The Cairns Master Plan wayfinding and signage sections to include directional wayfinding for Public Transit	Responsibility: Planning Division Project Partners: none Funding Sources: General Funds	Have Sandy Parks and Recreation Department acquire parkspace in front of EXPO Center	Responsibility: Parks and Recreation Department Project Partners: Planning Division, Salt Lake County, Mountain America Expo Center, Funding Sources: Grant sources, General Funds, Private Funds				
		Conduct feasibility study for State Street underpass/ pedestrian tunnel at the East Jordan Canal	Responsibility: Public Works Project Partners: Planning Division, UDOT, Parks and Recreation Department, Public Works, Public Utilities Funding Sources: Grant sources, General Funds, UDOT Funding				
		"Incorporate 9400 South Multi-Modal Corridor into the following Transportation Master Plans: -Sandy City Transportation Master Plan -UTA Moves 2050 - Wasatch Choice 2050"	Responsibility: Public Works, UTA, WFRC Project Partners: UDOT, Planning Division, Parks and Recreation Funding Sources: General Funds, Grant Sources, WFRC Funds				
		Design and implement landscaping along Porter Rockwell Trail nearest to the station area	Responsibility: Parks and Recreation Department Project Partners: TBD Funding Sources: Grant sources, General Funds, Private Funds				
		Assess feasibility and timing of an HTRZ	Responsibility: Economic Development Project Partners: UTA, Larry H Miller Group, Canyons School District, Salt Lake County, Planning Division Funding Sources: Grant sources, General Funds, Private Funds				

STATION AREA PLANNING

7.1a

Sandy Civic Center

APPENDIX

Introduction

The Sandy Civic Center Station is located near the intersection of Sego Lily Drive and Beetdigger Boulevard. The catchment area covered by the half-mile radius serves a portion of The Cairns District and shares a significant portion of its catchment area with the Sandy Expo Station to the north.

This area was the first transit-oriented development within Sandy City and is known as East Village.

In addition to the established residential neighborhoods that reside primarily to the east of the TRAX line within the ½ mile radius of the station platform, land uses include the commercial lining State Street, Jordan High School, and significant access to open space through proximity and connectivity to Dewey Bluth Park, Sandy City Dog Park, Lone Peak Park, and connections to Dimple Dell Regional Park.

Current Station Area Role

The station area currently serves as a source of ridership from the surrounding residential development, as well as a destination for office employees. Area employment is driven primarily by proximity to Sandy City Hall, Jordan High School, and corporate employment located along the I-15 corridor.

FIGURE 1: CIVIC CENTER STATION AREA BOUNDARY

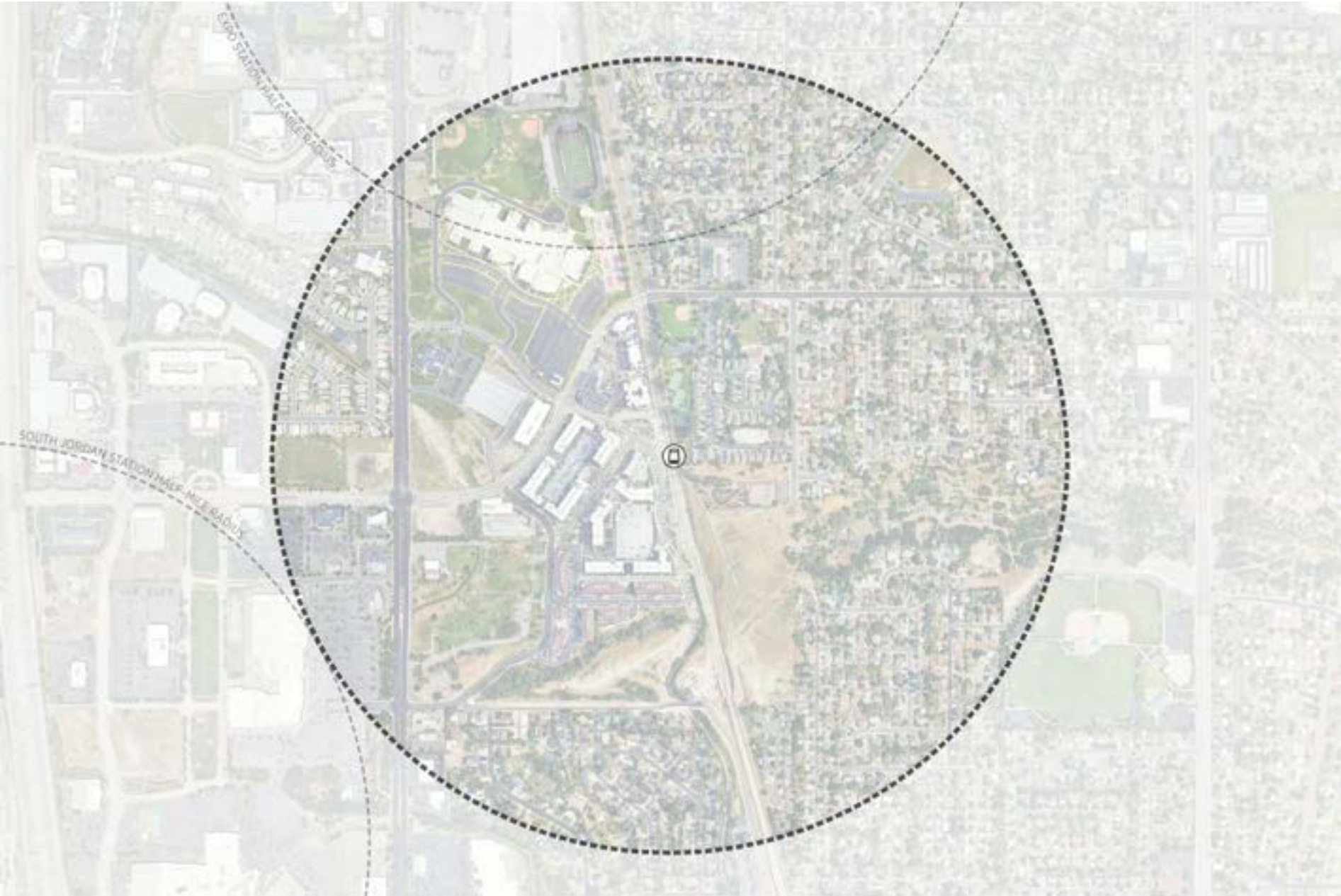
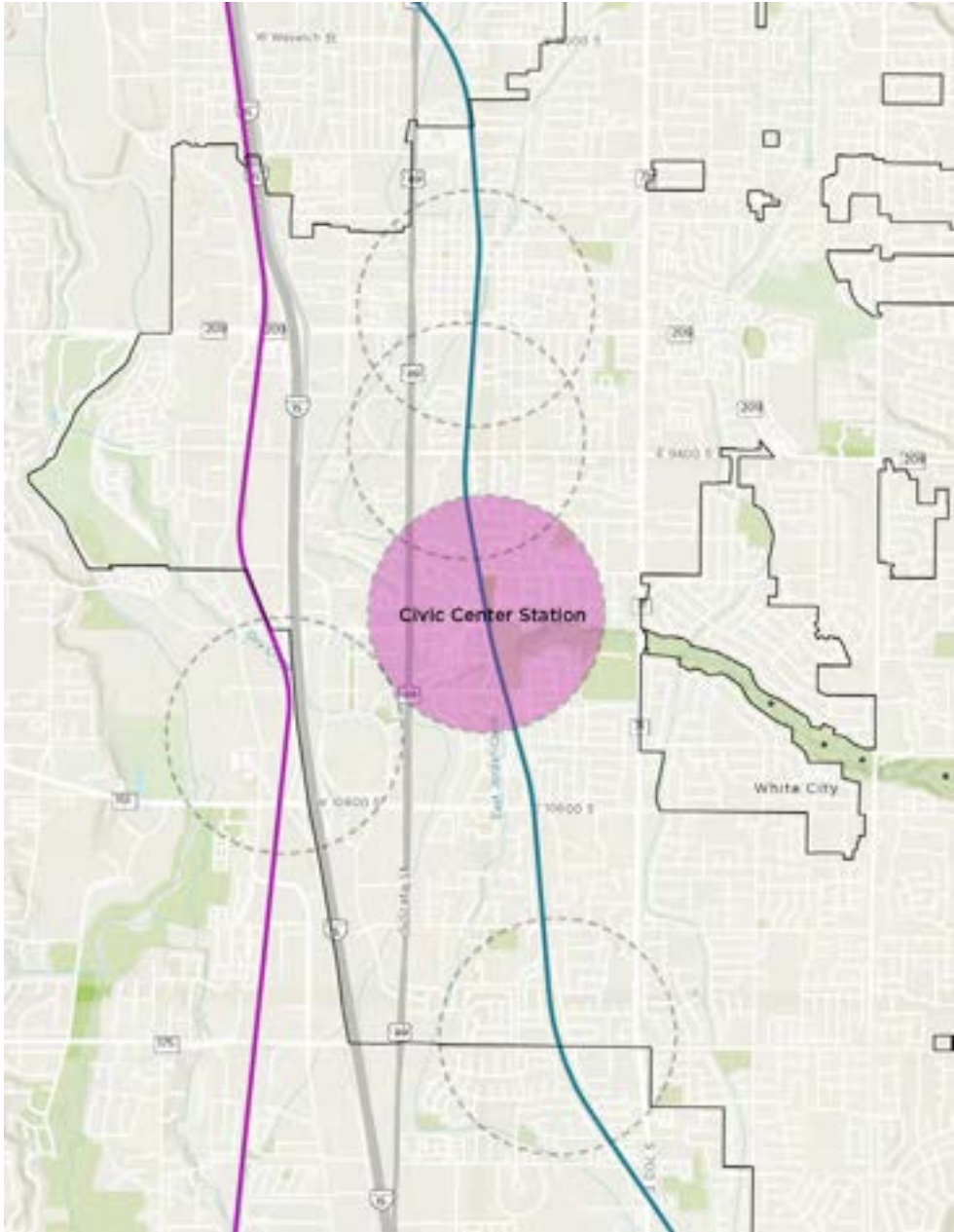


FIGURE 2: CIVIC CENTER STATION NETWORK LOCATION



Existing Conditions

Demographics Snapshot

The Civic Center Station Area has a population of 4,155 living in 1,759 households. The unemployment rate, median age, and age makeup is similar to that of Sandy. Employment is also relatively similar between the station area and the city, with around 75% of all of those employed working white-collar jobs with a relatively low unemployment rate. The station area differs from the city-wide statistics in median household income and education attainment. The city-wide statistics are higher for both these key facts. The largest inconsistency between the two areas is the number of renters versus owners.



FIGURE 3: DEMOGRAPHIC SNAPSHOT

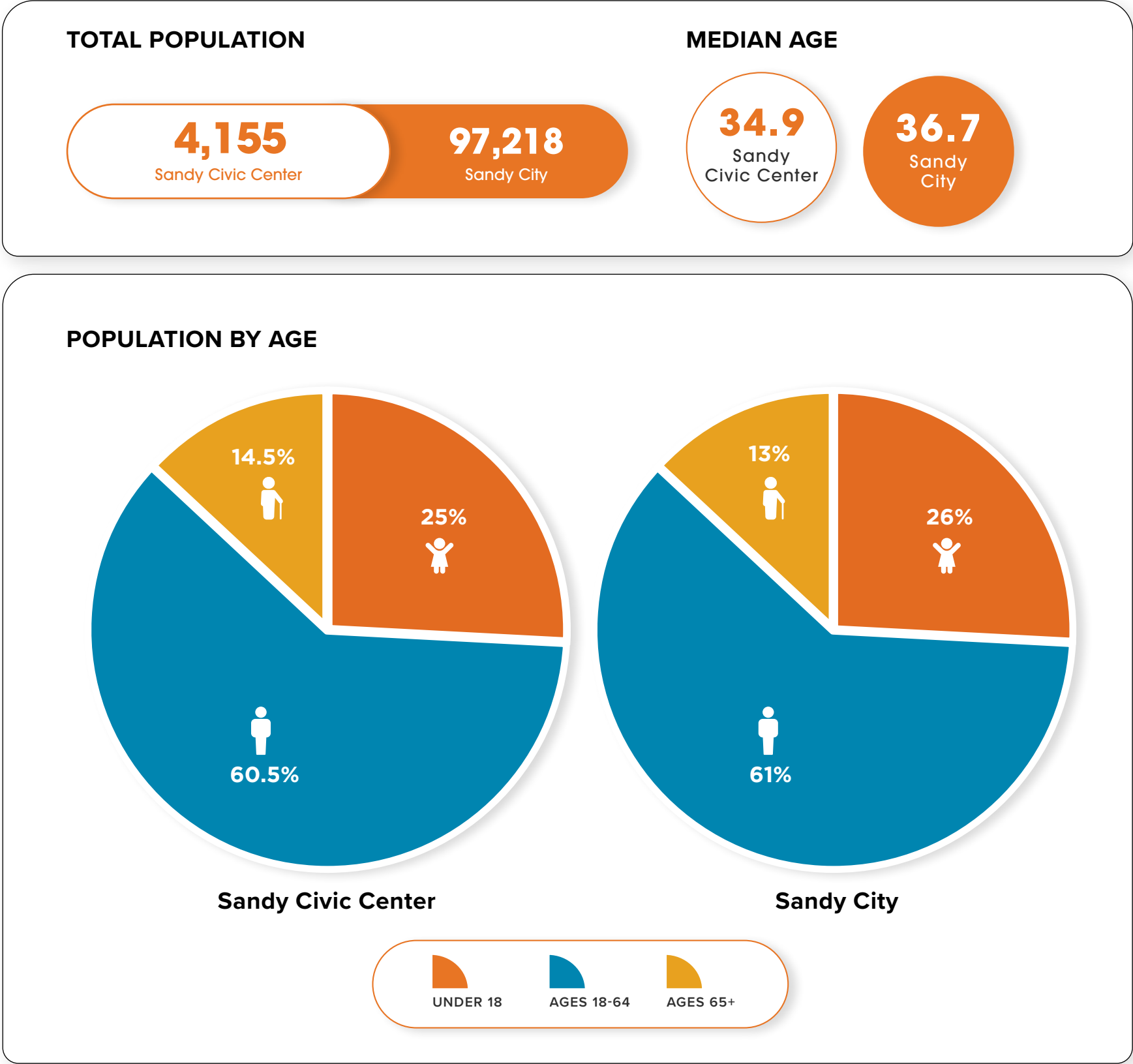


FIGURE 4: DEMOGRAPHIC SNAPSHOT

EDUCATION

Sandy Civic Center



40.5%

BACHELOR'S/GRAD/
PROF DEGREE



30.9%

SOME COLLEGE/
ASSOCIATES DEGREE



19.5%

HIGH SCHOOL GRADUATE

9.1%

NO HIGH
SCHOOL
DIPLOMA

Sandy City



46.8%

BACHELOR'S/GRAD/
PROF DEGREE



30.7%

SOME COLLEGE/
ASSOCIATES DEGREE



18.2%

HIGH SCHOOL GRADUATE

4.3%

NO HIGH
SCHOOL
DIPLOMA

EMPLOYMENT

Sandy Civic Center



73.5%

WHITE COLLAR



16.5%

BLUE COLLAR



13.0%

SERVICES

1.9%

UNEMPLOYMENT

Sandy City



74.6%

WHITE COLLAR



15.3%

BLUE COLLAR



11.9%

SERVICES

2%

UNEMPLOYMENT

MEDIAN HOUSEHOLD INCOME

\$74,808

SANDY CIVIC CENTER

\$101,232

SANDY CITY

PER CAPITA INCOME

\$39,916

SANDY CIVIC CENTER

\$47,002

SANDY CITY

MEDIAN NET WORTH

\$148,640

SANDY CIVIC CENTER

\$313,528

SANDY CITY

Housing Snapshot

The Civic Center Station Area has many more renters in the area than the rest of Sandy. This is due to the density of housing being built in the station area, The Cairns Vision, and Utah legislative laws surrounding development of condos. Home ownership options in the station area include single family housing to the east of the TRAX line and south of 10200 South. There is a small, senior-restricted, mobile-home development west of State Street, which is partially located in the station area boundary.

Home values in the station area are also more diverse than city-wide. 32.5% of all homes in the station area are in the \$400,000 to \$500,000 range, compared to only 15.3% city-wide. 14.8% of all homes in the station area are also appraised below \$400,000, compared to only 4.7% city-wide.

Existing single-family housing was built prior to the addition of the TRAX line, with a good amount of housing being built in the area over the last ten years. The newest development, Seven Skies Apartments, was built in 2021 and is located directly west of the station platform.

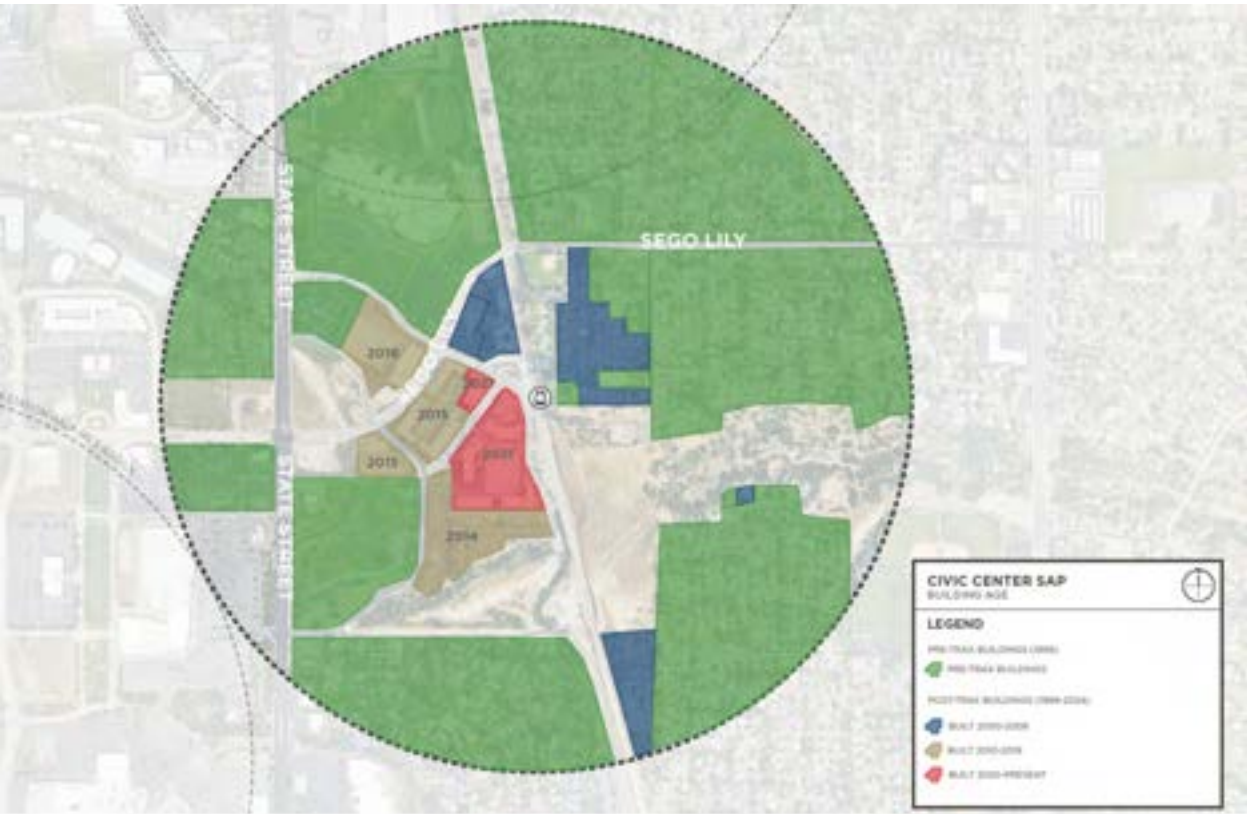
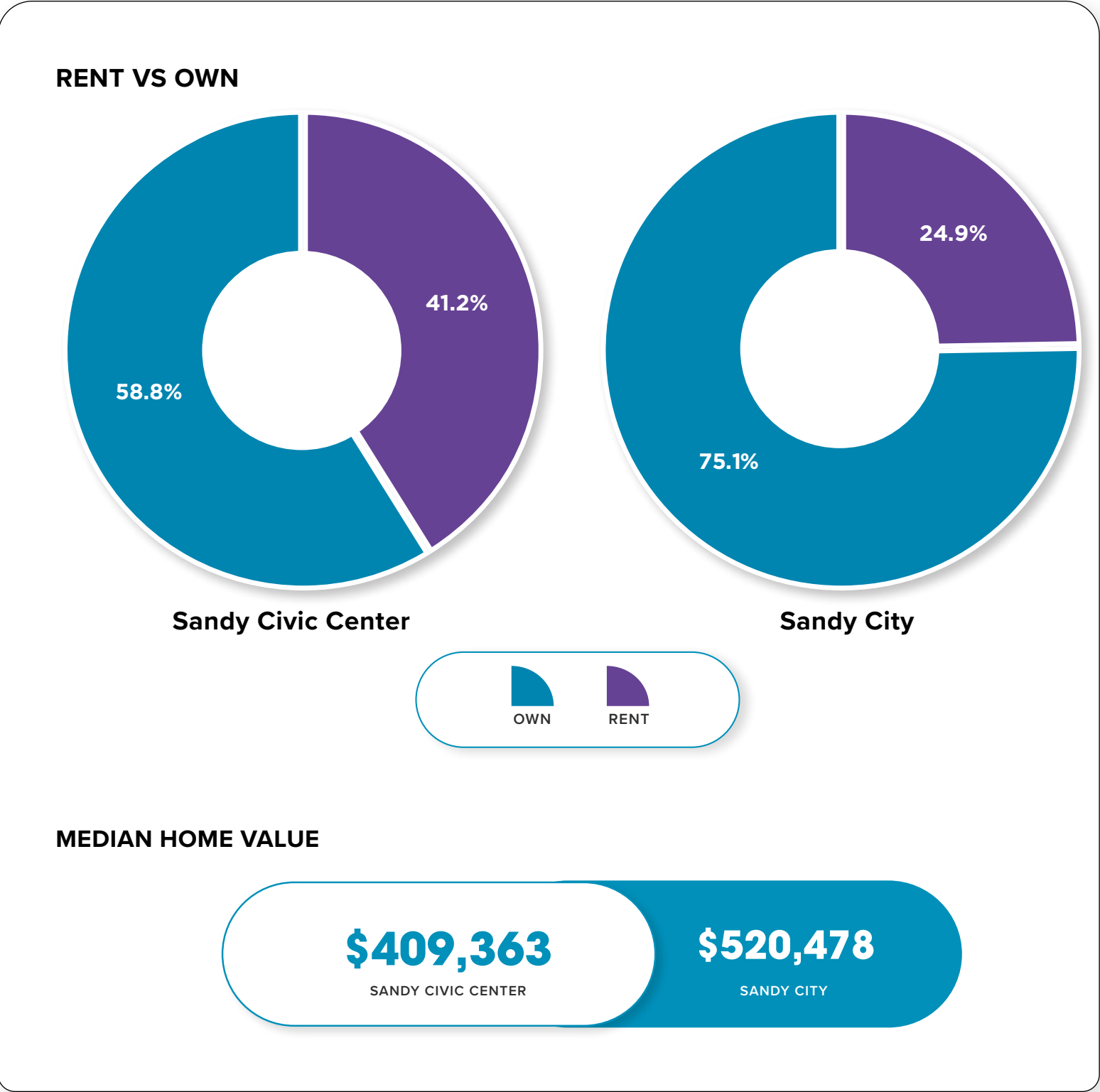


FIGURE 5: HOUSING AGE

FIGURE 6: HOUSING SNAPSHOT



Economic Snapshot

The Civic Center Station has the highest rental rate out of the five station areas within Sandy. It does, however, have an extremely high vacancy rate of 18.5%. This is due to the age of the new construction, the location of the station being tucked away from State Street, and indicative of rents too high for the current market conditions.

A southwestern portion of the station area is located within a RDA/CDA area which focuses on TOD Community Development Areas as of 2022.

Transportation Snapshot

TRANSIT NETWORK OVERVIEW

Located at 115 East Sego Lily Drive, Sandy Civic Center Station is positioned near destinations such as Jordan High School and The Shops at South Town, making it a strategic transit point in Sandy City. As shown in Figure 5 and Figure 6, the station is served by TRAX Blue Line, Route 201 State Street South and two Flex routes.



The Hills at Sandy Station

Source: Weidner Apartments

FIGURE 7: ECONOMIC OUTLOOK

SANDY CIVIC CENTER STATION			
	Intersection	Long	Lat
	Sego Lily Drive & Beetdigger Blvd	-111.8868448	40.5709654
Total GLA	66,600 SF		
Rental Rate	\$30.23/SF		
Vacancy	18.50%		
Occupancy	81.50%		
Age (year built)	1999		
	1/2 Mile	2 Miles	3 Miles
Population	4,155	51,476	125,484
Daytime Population	6,416	70,861	141,671
Median Household Income	\$74,808	\$85,219	\$92,774

FIGURE 8: AVERAGE WEEKLY BOARDINGS

AVERAGE STOP-LEVEL WEEKDAY BOARDINGS AT SANDY CIVIC CENTER STATION				
RTE	ROUTE NAME	FREQ	ROUTE TYPE	STATION BOARDINGS
201	State Street South	30 Min	Local	6
701	Blue Line	15 Min	Light Rail	273
F202	Bingham Junction Flex	30 Min	Flex	≤ 1
F514	Jordan Gateway Flex	30 Min	Flex	≤ 1

Source: UTA

FIGURE 9: TRANSPORTATION SNAPSHOT



CHALLENGES AND LIMITATIONS

Challenges near the Sandy Civic Center Station affect both the pedestrian and cyclist experience, particularly west of State Street, where wide streets and heavy automobile traffic dominate. The proximity to State Street and the parking fields associated with The Shops at South Town further intensify the difficulties pedestrians and cyclists face, acting as significant barriers to accessing the Promenade and amenities in The Cairns District. This creates an environment that prioritizes vehicles over more sustainable modes of transportation.

STRENGTHS

With its bus connections, the Sandy Civic Center Station stands out for its transit integration. The wide streets in the area provide right-of-way opportunities to accommodate more modes of transportation and in better ways. The transit-oriented development that is already in place provides a good foundation, and the existing street network could be modified to prioritize pedestrian, bicycle, and transit movements as appropriate to a transit-centric location.



Source: Sandy Journal

Cultural & Social Snapshot

PARKS AND OPEN SPACE

The Sandy Civic Center Station houses many park spaces, including Dewey Bluth Park, the Sandy Dog Park, a portion of Dimple Dell Regional Park, as well as the Memorial Lake Hills Cemetery and David Street Park. David Street Park is not a public park as it is owned by the Church of Latter Day Saints, however the park can be used with a reservation.

The Porter Rockwell Trail runs parallel to the light rail line and represents a critical amenity in Sandy’s trail system, including connections to the Sandy Civic Center Station. Additionally, the East Jordan Canal extends through the station area connecting the area to the west of the TRAX line through the station and to the southwest. Additional trails through Dewey Bluth Park connect to both Lone Peak Park and Dimple Dell Regional Park.

FIGURE 10: PARK NETWORK



Sandy Civic Center Parks and Open Space Amenities & Support Facilities

	Picnic Areas	3
	Restroom	✓
	Parking Stalls	47
	BBQ Pit	✓
	Playground	✓
	Jogging Path	0.1
	Softball	1
	Softball Lighting	✓
	Tennis	2
	Tennis Lighting	✓
	Electrical	✓
	Sanitizer Station	2
	Trash Bin	6
	Pickleball Court	4
	Picnic Table w/Freestanding Shade	1
	Bench	1
	Drinking Fountain	1
	Baseball Bleachers	2
	Dumpster	1
	Active Park	✓

AREA PARK NEEDS

This area is well served by parks and is in the 10-minute walkshed of the Sandy Promenade and Dewey Bluth Park. Redevelopment of the vacant parcel south of the Dog Park to a bike park could add additional walkshed to an area just south of the station area, also known as Gap 2 in the Sandy Parks, Recreation, and Trails Master Plan. Keeping the Porter Rockwell Trail safe for novice trail users will be crucial in connecting the Gap 2 areas to the park spaces within the station area.

The Park -acre level of service for publicly owned parks in the Sandy Civic Center Station Area is 6.88 (28.75 all acres/ 4,155 x1,000= 6.92), which is higher than the city average.

OTHER COMPONENTS OF THE STATION AREA

The station area also houses Jordan High School, one of four high schools in Sandy City to the north of the station platform. The Jordan High School campus encompasses around 47 acres of the station area.

Sandy City Hall is located just outside of the station area boundary of 10000 S (this street turns into Sego Lily Drive east of State Street). As The Sandy Civic Center Station gets its name from its proximity to City Hall—tying the station platform to City Hall is a key opportunity.

THE CAIRNS

The western portion of the station area falls within The Cairns. The Cairns is envisioned to be Sandy’s downtown. The concept for The Cairns is to create a place of growth for residents, tourists, and businesses to create a major international destination. The Station Area Plan will build upon The Cairns Master Plan and give more definition to development in what is called out in The Cairns Master Plan as the “East Village.”

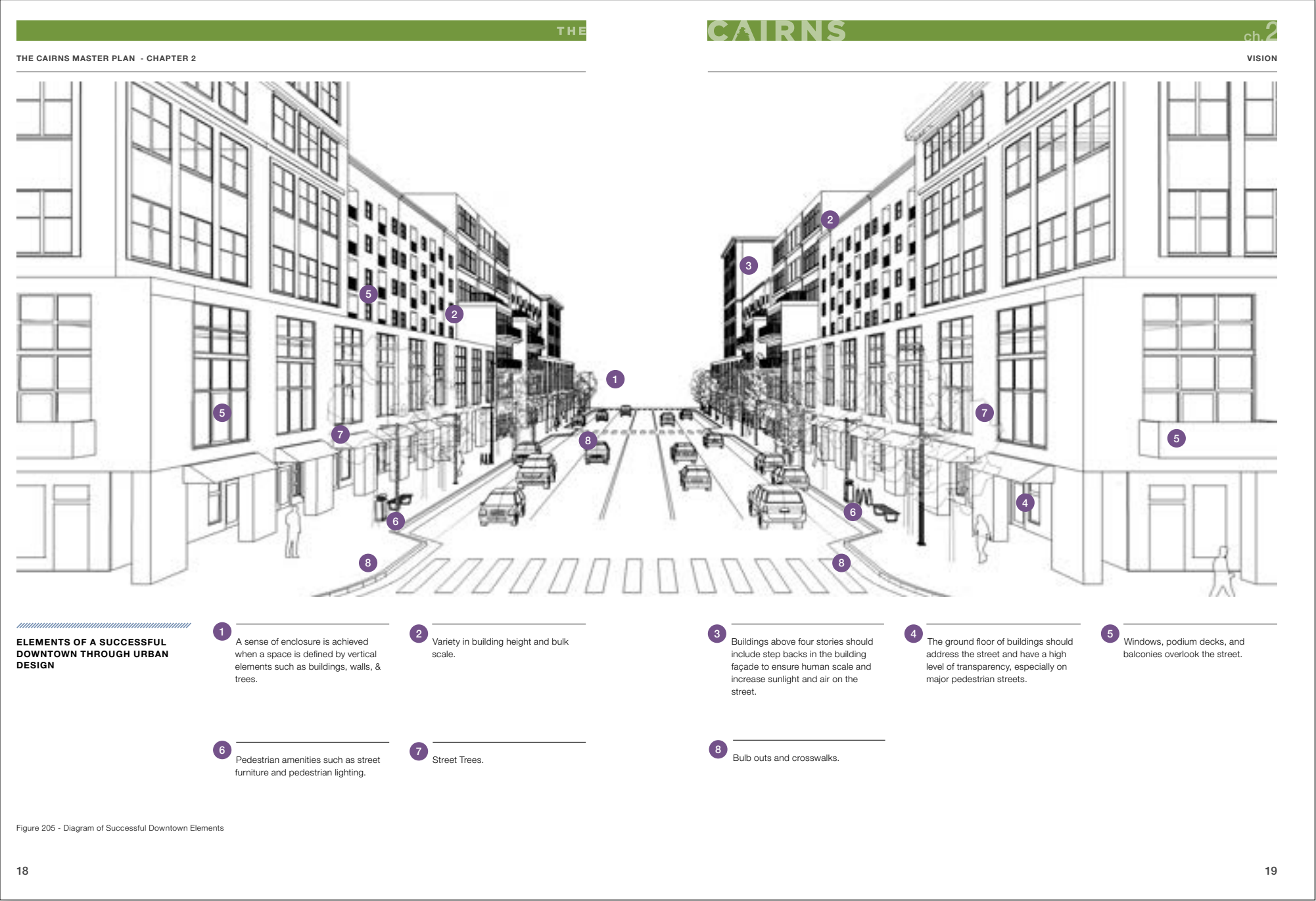


FIGURE 11: THE CAIRNS DESIGN GUIDELINES

Land Use & Zoning Snapshot

The Sandy Civic Center Station encompasses multiple zoning districts including Mixed Use and Central Business District to the west, and Open Space, Residential Single Family (R-1-8) and Planned Unit Development (5.5 units per acre) to the east. There is also Mobile Home zoning in the area, which contributes significantly to Sandy City’s affordability.

The Central Business District was created to promote economic growth by offering a distinctive planning environment for major regional office, retail, housing, and mixed-use projects. This district supports innovative site planning and development for office and regional commercial applications within proposed commercial hubs that will service the south valley region.

The Mixed-Use District purpose is to provide a zone that can be used in close proximity to city transit corridors, allowing a combination of particular land uses that are normally found separately in zoning districts.

The goal of this zone is to develop self-sufficient, walkable neighborhoods where people can go on foot to get to employment, shops, parks, and public transportation. A variety of housing options for different family sizes and income levels are expected to be offered in these areas. Mandating a variety of uses, compact building design, preservation of open space, pedestrian-friendly streets and streetscape, parking concealment, and architectural design standards, contributes to the creation of a true neighborhood and transit-oriented communities rather than a development.

Height requirements in The Cairn’s area cap at 145 feet, due to the higher water table in the area. This height cap is much higher than the surrounding existing buildings and it is recommended that this height requirement stand.

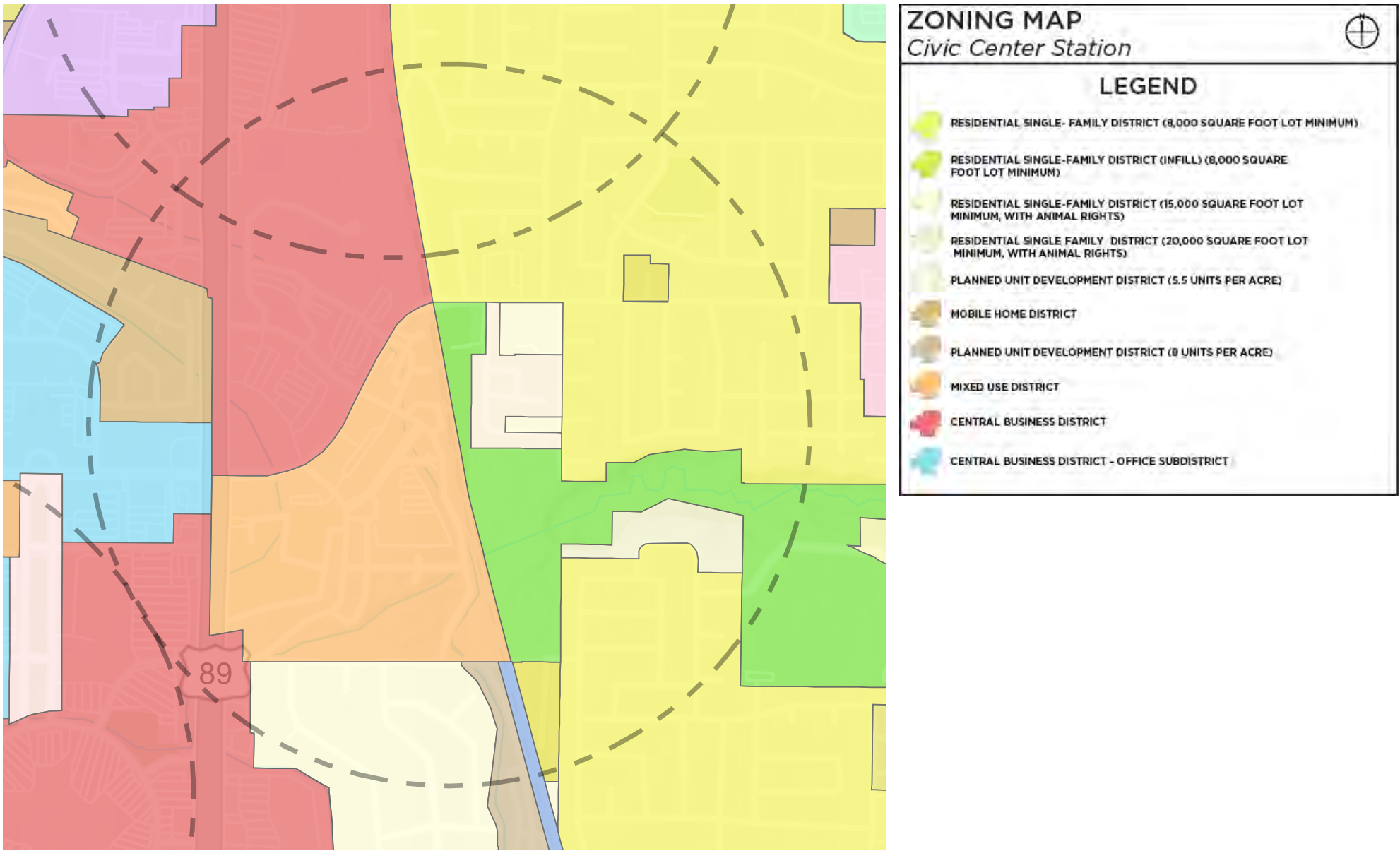


FIGURE 12: ZONING MAP

Utilities Snapshot

Sandy City Public Utilities is the drinking water, storm water, and street lighting provider in the Station Area. The only planned project in the station area is a future fire flow along 300 East, east of the TRAX line. Power is mostly provided by Rocky Mountain Power.

REDUCING WATER DEMAND FOR FUTURE DEVELOPMENT

Sandy City’s landscaping requirements (City Code Sec. 21-25-1) have been revised to mandate more water-wise designs for newly constructed or renovated landscaping. Based on existing water use patterns in Sandy City, water conservation potential is highest in the category of residential outdoor irrigation.

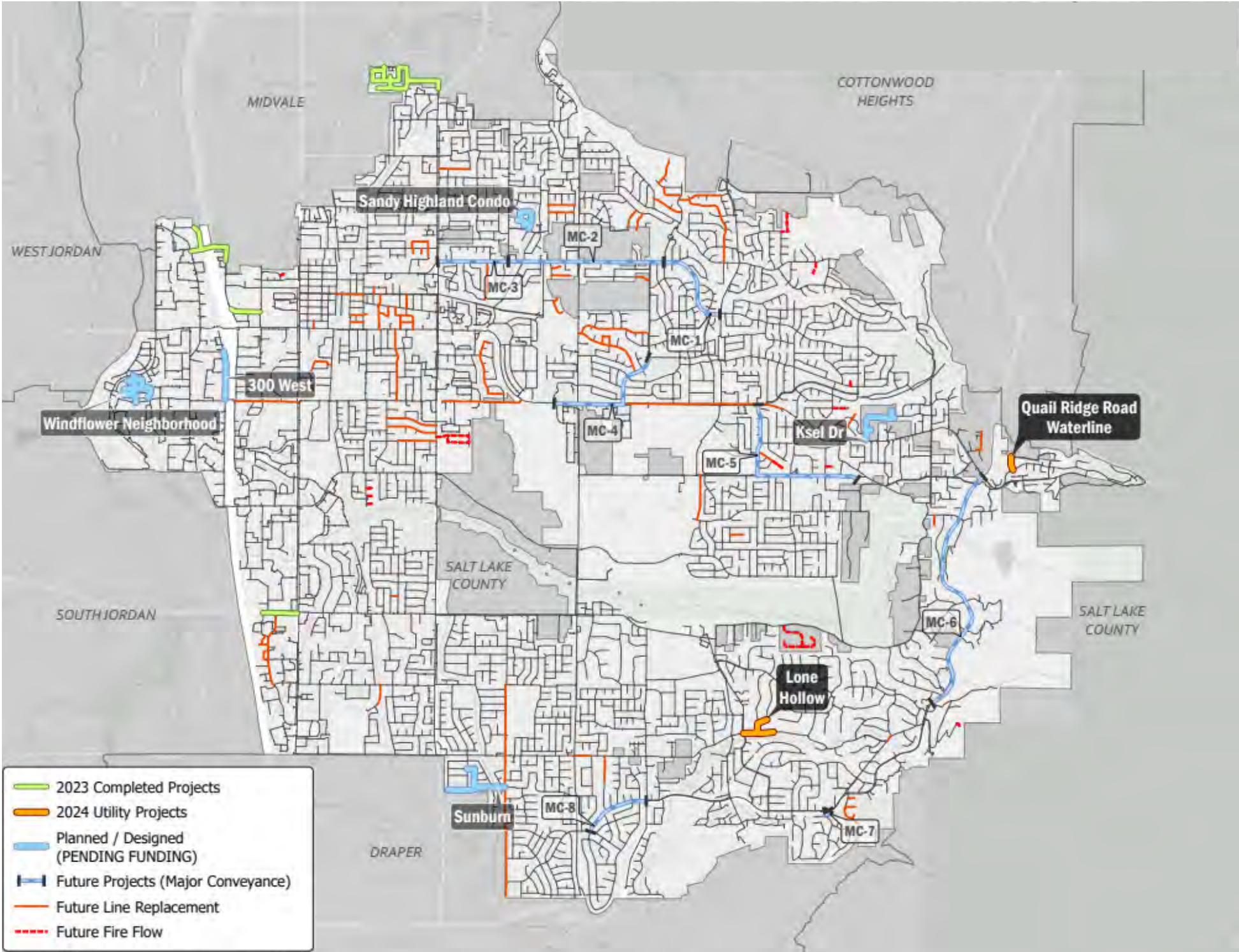


FIGURE 13: PLANNED UTILITY PROJECTS

FIGURE 14: PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS

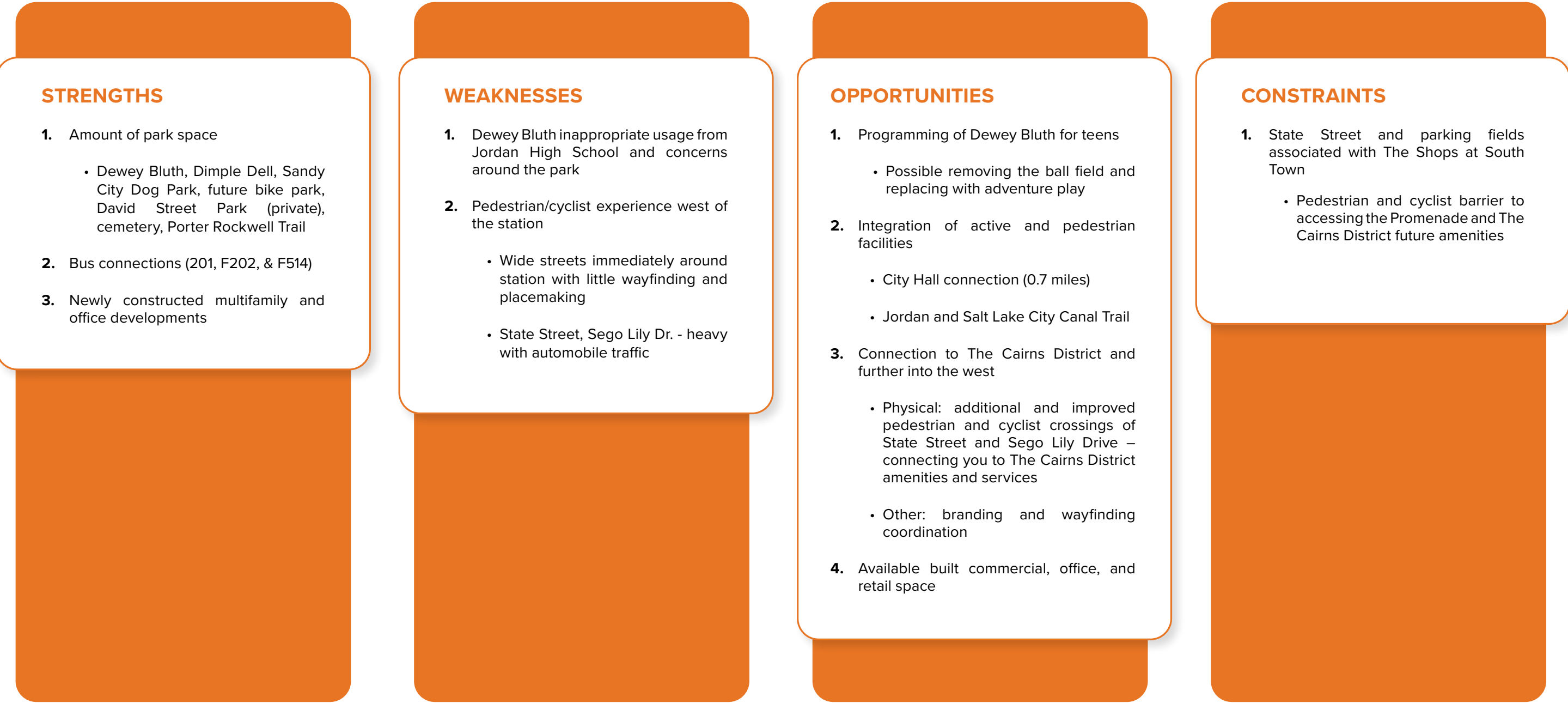
PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS					
YEAR	Projected Production Requirements Based on Year 2000 Demands (acre-ft)	Projected Production Requirements at Proposed Conversation Goal (acre-ft)	Estimated Annual Savings Through Conservation (acre-ft)	Existing Reliable Supply (acre-ft)	Estimated New Supply Development Which can be Delayed Through Conservation (acre-ft)
2000	31,517	31,517	0	29,640	0
2005	31,353	29,420	1,934	30,500	0
2010	28,032	24,574	3,458	32,500	0
2015	29,616	24,136	5,480	32,500	0
2020	30,844	24,515	6,628	32,500	0
2025	31,955	24,133	7,822	32,500	0
2030	33,394	24,222	9,172	32,500	894
2035	34,833	24,698	10,135	32,500	2,333
2045	37,716	25,881	11,835	32,500	5,216
2060	40,702	27,134	13,568	32,500	8,202

Source: 2021 Water Conservation Plan

SWOC Analysis

A strengths, weaknesses, opportunities, and constraints assessment was conducted on the station area, based off of an existing conditions analysis and public engagement.

FIGURE 15: SWOC ANALYSIS



Elements of Transit-Supportive Communities

An analysis was undertaken to identify if the Sandy Civic Center Station met the needs of a transit-supportive community. Of the nine elements, only three are not supportive of transit in the area. There are good housing projects that have brought more population into the area. The abundance of natural open space and parks hurts the housing and employment opportunities, however, as open spaces and parks are so important to the Sandy community, these should be protected and not developed upon. Opportunity to add more housing, services, and employment opportunities exists off of State Street and 10200 South.



The Station Platform

FIGURE 16: MEETING ELEMENTS OF TRANSIT-SUPPORTIVE COMMUNITIES

PROXIMITY TO TRANSIT

The easternmost and southernmost areas are cut off from the station area because of Dimple Dell Regional Park and a lack of through streets. The Porter Rockwell Trail offers good connectivity on biking and walking north-south.

HOUSING UNITS, PREFERABLY HIGHER DENSITY

The station area has roughly nine residents per acre, which is lower than the 30-45 residents per acre that transit-supportive communities would require in a neighborhood center. This is in part due to the education and office properties north of Sego Lily Drive. When subtracting these office and educational uses, the TOD next to the station is roughly 50-60 dwelling units per acre, which equates to roughly 121 residents per acre.

GOODS AND SERVICES

The area has a high school which is a large ridership provider. Ground level commercial areas exist but are mostly vacant. As of 2024, a grocery store is planned for the area and will occupy one of the vacant ground level spaces.

EMPLOYMENT GENERATOR

The station area has 4.3 jobs per acre. 15-30 jobs per acre would be recommended in this area.

RECREATIONAL SPACES

Dimple Dell Regional Park, Sandy Dog Park, Dewey Bluth Park, and the trails in this area provide many recreational opportunities.

PEDESTRIAN FRIENDLY DESIGN

Beetdigger Blvd and Midvillage Blvd provide a nice environment for pedestrians. More street furniture in this area could be useful.

SOCIOECONOMIC DIVERSITY

There is a good mix of socioeconomic backgrounds within the station area.

SUSTAINABLE DEVELOPMENT AND EFFICIENT LAND USE

The west side of the station area has many transit-supportive apartment buildings that do not have highly-watered yards.

MULTI-MODAL TRANSPORTATION

The Porter Rockwell Trail and other trail connections provides good opportunities for multiple transportation uses. The parking lot near the TRAX station allows for park-and-ride opportunities. More opportunities for bicycle and other modes should be added into the area.

Public Engagement Summary

The planning process kicked off with the Sandy Pace of Progress General Plan engagement process. Collaboration, suggestions, and involvement from a wide range of community members and project stakeholders were all part of community engagement. To maximize public and stakeholder involvement and to clarify the vision for the station area’s future, the plan included in-person and online engagement activities.

Key Messages

Key takeaways from public engagement include branding this area as part of The Cairns and taking advantage of the proximity to the major employment hub along I-15. Taking advantage of regional employment along the I-15 corridor includes strengthening the connections from the platform west towards I-15 through additional pedestrian facilities, wayfinding, and additional service-oriented retail goods and services along the way. Preferably these connections should focus on active transportation

and public transport to alleviate vehicular pressures on the existing transportation system.

Access to parks and open space represent an asset to this area that does not exist within every station area. Greater integration of active and pedestrian facilities to the area will enhance the experience for commuters and destination users who enjoy access to parks and open space.

Residents were also very keen to retain the stable elements of the neighborhoods east of the TRAX line.

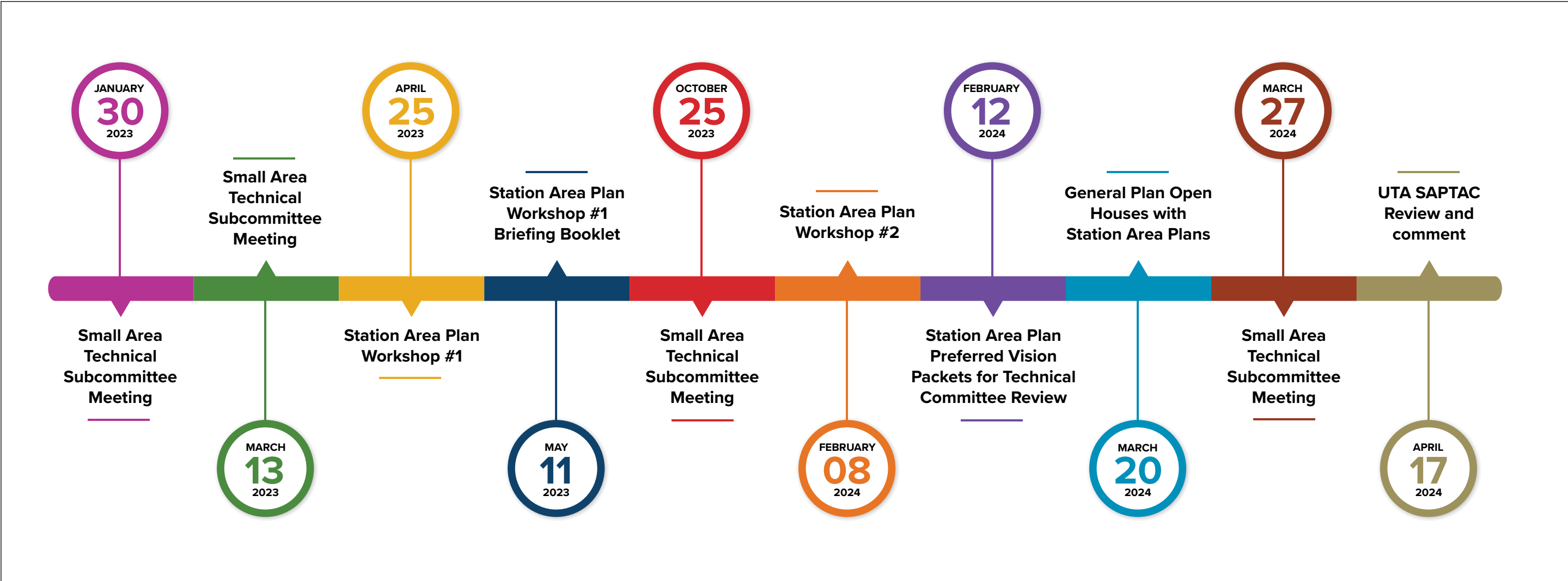


FIGURE 17: COMMUNITY ENGAGEMENT TIMELINE

Future Station Area Role

In Community Workshop #1, stakeholders defined the future of the station area as continuing to provide ridership from existing and residential development and developing underutilized parcels in a fashion that was similar to existing housing options in the area. After seeing the concepts in Community Workshop #2, stakeholders changed their tune to become more so in line with The Cairns vision of Sandy’s Downtown.

Tie to General Plan Vision and Values

Going beyond the objectives of HB 462 to tie into the General Plan Vision and Values was central to concept generation and deciding on a preferred scenario. In an effort to see how the station area was on its way to meeting the general plan values based off of existing conditions and public perception, the following Gantt chart was created:

FIGURE 18: TIE TO GENERAL PLAN VISION AND VALUES

Sandy Civic Center	Community - recognition of the fundamental importance of nurturing a strong, inclusive, and connected social fabric within the City		Premium Location - An emphasis on efficient, safe, and comfortable mobility to facilitate access to goods, services, recreation, open space, and employment through walking, biking, and vehicles		Opportunity - An effort to improve the potential for positive charge, growth, and development of individuals, families/households, neighborhoods, commercial endeavors, and the City itself		Stewardship - Responsible management of the City’s resources and a consideration for potential impacts in an effort to ensure adequate capacity, foster a healthy resiliency, and pursue a sustainable balance of economic, environmental, and social outcomes		Well-Being - A focus on creating environments and systems that support the safety, happiness, and physical, mental, and social health of individuals in Sandy City	
	Y	The Civic Center has a good number of Parks and canalways that offer unique amenities. Opportunities include connecting to the Sandy City Hall, redevelopment of the northern portion of Dewey Bluth, and creating an environment to be more desirable to neighborhood centered businesses in mixed-use areas.	Y	Office and multi-family developments are proximate to the station. Opportunity to enhance pedestrian amenities around these developments and leading to the station to enhance the transit-oriented nature of the area. Distanced from nearby commercial offerings.	Y	Area’s concentration of multifamily housing development provides a variety of housing options. Educational opportunities with Jordan high. Opportunity to add more services.	Y	Accessible for adjacent neighborhoods and offices. Not easily seen from the main State Street roadway. Difficulty walking or biking to retail and restaurants that are State Street adjacent. Opportunity to align branding with The Cairns District to create a communal sense of place.	Y	Office and multi-family living are available nearby. Porter Rockwell Trail and dog park adjacent. On-street bike lanes can be unsafe. With a buffer, more bike lanes can be made available. Opportunity to create more bike lane usage via east and west connectivity. Lacking bus connections

Note that YES does not mean that the station area completely meets the General Plan Value but has the basic building blocks that are important to meeting the Value.

Opportunity Areas

The Station Area Plan concepts focused on the development or redevelopment of certain parcels throughout the station area. As much of Sandy is built out, redevelopment will be necessary to build upon the transit-oriented development near the TRAX station.

Currently Vacant Properties

Near term Opportunity Areas include:

- The vacant parcels on the east corners of Sego Lily and State Street are owned by UTA. These parcels total 7.07 acres, with 2.17 acres concentrated south of Sego Lily and 4.90 acres concentrated to the north.

- o Near the UTA site is a Hamilton Partner’s owned property. The 0.53 acre site is part of the built development on Sego Lily.
 - o Directly north of the UTA owned properties is 0.7 of undeveloped land owned by Farm Bureau Mutual Insurance. This entity owns the adjacent office building.
- The vacant parcel directly to the south of the dog park is 15.02 acres of Salt Lake County land. This is envisioned to be a bike park, which was carried through the Station Area Planning process.
- The vacant parcel owned by Desert Memorial Inc. is 11.19 acres of undeveloped land off of 10200 South. This is master planned to be townhomes and small-lot single family.
- America First Credit Union owns five parcels totaling six acres west of State Street. The State Street frontage parcels are vacant, totaling 2.34 acres.

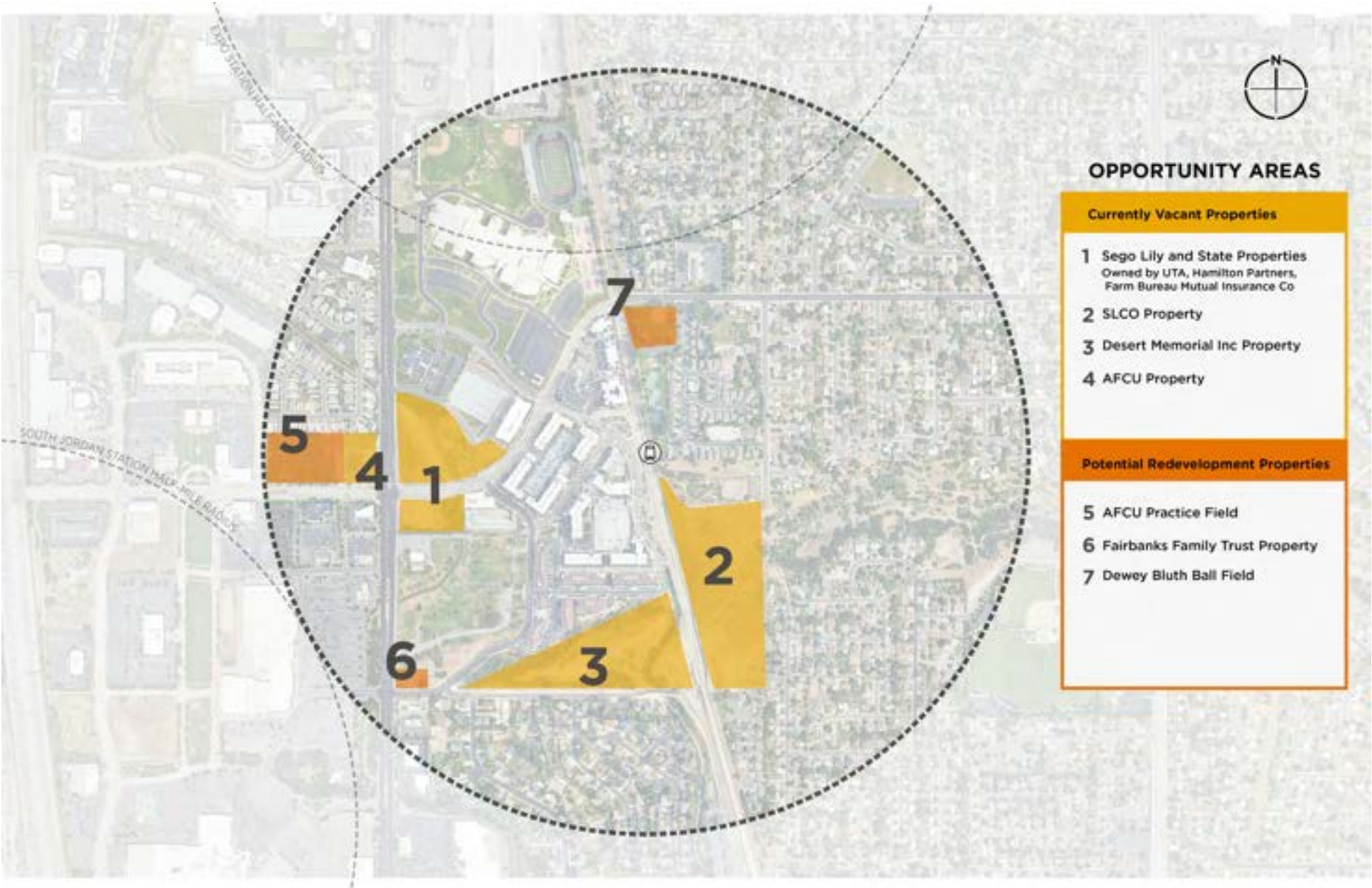
Potential Redevelopment Properties

- The remaining 3.66 acres of the America First Credit Union parcels is currently being used as the women’s soccer practice field. As AFCU is moving more of their women’s soccer infrastructure out to Herriman, it was determined that this parcel is an opportunity for redevelopment.
- The 0.67-acre parcel along State and 10200 South consists of a 1-story building. As this parcel is along major transportation corridors, it is envisioned that this area will redevelop into a more intense use.
- The northern edge of Dewey Bluth Park is currently a ball field. This street presence leaves something to be desired and does not showcase this otherwise beautiful gem in the Sandy Parks system. The park was one of the first parks in Sandy to get pickleball courts, but otherwise offers few amenities to the surrounding neighborhood demographics, especially considering that Jordan High school, a school of 1,900 students, is right across the street. Reprogramming the north edge to give a better street presence and provide amenities geared towards a young adult population is a key strategy to activating the park and providing more useful amenities to the nearby population.

Non-Opportunity Areas

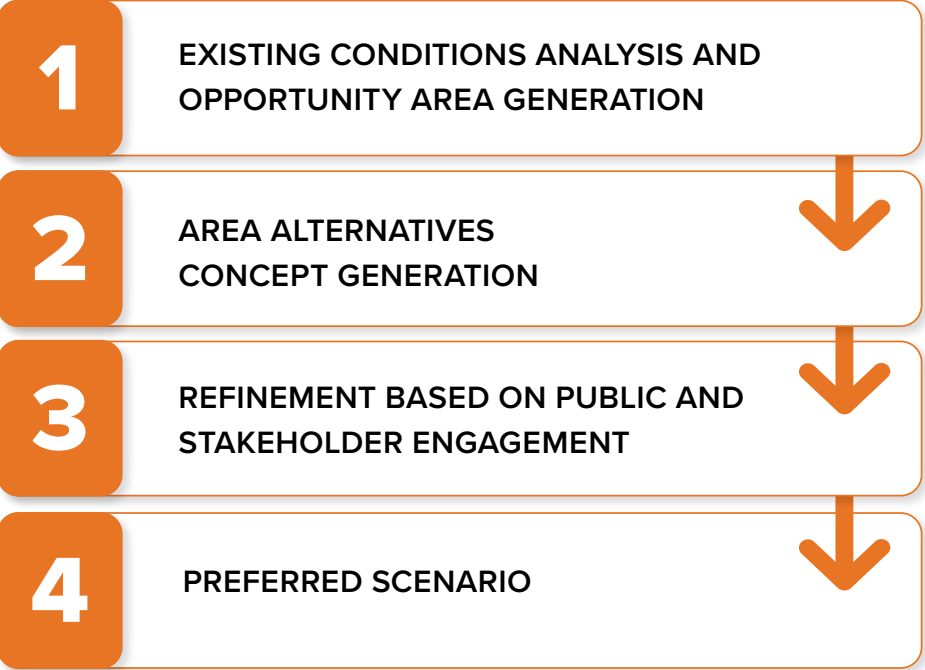
The existing residential neighborhoods are areas of stability and are not considered for redevelopment. These parcels were chosen as non-opportunity areas because of their lack of available infill land, their current land use, and current market conditions.

FIGURE 19: OPPORTUNITY AREAS



Preferred Scenario Process

Finalizing the components of the station area plan concept was a process that was undertaken with multiple instances of public, stakeholder input, technical committee input, and a small area technical committee meeting. These scenarios focused on land use planning and how development types could be added into the area. The process worked closely with existing and planned transportation and other infrastructure improvements.



Area Alternatives

Area Alternatives were created to focus on those parcels that are opportunity areas. Stakeholders were given “Constants,” which focused on what will be carried out throughout each concept, and “Big Move” areas, which are areas where change could take different forms. These “Big Move” areas are shown below.

CONSTANTS

- 1. Trail along Jordan and Salt Lake City Canal
- 2. Addition of Bike Park south of the Dog Park
- 3. Addition of wayfinding to guide visitors to the public parking
- 4. Addition of housing onto the vacant lot on 10200 South

“BIG MOVE” AREAS

- 1. AFCU soccer field and vacant lot parcels
- 2. UTA-owned vacant parcels
- 3. Connection to Sandy City Hall from platform



Internal City Charrette



WFRC Mobile Active Transportation Tour

ALTERNATIVE CONCEPT 1

Alternative Concept 1 focuses on building upon the existing transit-oriented development and branching it out towards State Street. Similar massing and urban design would be carried out to State, with missing middle housing buffering the existing housing areas. This concept focuses off-street trail connections on busier streets like Sego Lily and State Street as placemaking and wayfinding elements to drive people to the UTA public parking structure. This concept keeps the existing pedestrian routes as planned, due to the land uses across State Street not needed to interact with one another.

Depending on the building layout, market conditions, and developer vision, this concept could bring an additional 300-350 new housing units with 5,500-9,750 sf of retail or office space. Parking would be envisioned to be structured and hidden within the development.

FIGURE 20: CONCEPT 1



ALTERNATIVE CONCEPT 2

Alternative Concept 2 focuses on building around retaining the practice field west of State Street with increased housing and commercial development tying the east portion and west portion of State Street together. This concept also attempts to route active transportation connections down less busy roads for optimal walkability/ bikeability experience and safety. The UTA parcel is broken up with a trail connection along the canal, thereby rerouting a portion of a planned trail off the vehicular-oriented State Street. A pedestrian tunnel underneath State Street could tie together the east and west side of State Street to allow for compatible land uses.

Depending on the building layout, market conditions, and developer vision, this concept could bring an additional 100- 175 new housing units with 7,700-15,500 sf of retail or office space.

FIGURE 21: CONCEPT 2



Public Input on the Alternative Concepts

Reactions to the concepts showed:

- 1. Residents would have liked to see an increase in services offered. Community members felt the area was too saturated in housing.
- 2. Residents were interested in seeing the ball field at Dewey Bluth be replaced with something else.
- 3. Stakeholders wanted to see mixed-use infill or more density around the east side of the TRAX station along Sego Lily as the street is planned to house more traffic in the future.
- 4. The Sandy planning staff called out the intersection of Sego Lily and State Street as a great opportunity to create a gateway into the area and add some height to The Cairns District.

Refinement

The preferred scenario was refined to retain more office and commercial use within the station area based on economic development goals and changes in resident attitudes.

Preferred Scenario

The preferred scenario is a culmination of Alternative Concept 1, Alternative Concept 2, and additional factors that were implemented after the outcome of Community Workshop #2. The following map shows the intended changes of the opportunity areas within the station area.

STATION AREA PLAN VISION

The Sandy Civic Center SAP builds upon the transit-oriented development that has been completed next to the station and expands into the broader station area. The Sandy Civic Center is a part of The Cairns District and is known for its accessibility to some of the most unique mix of park and open spaces in the TRAX system.

FIGURE 22: PREFERRED SCENARIO VISION

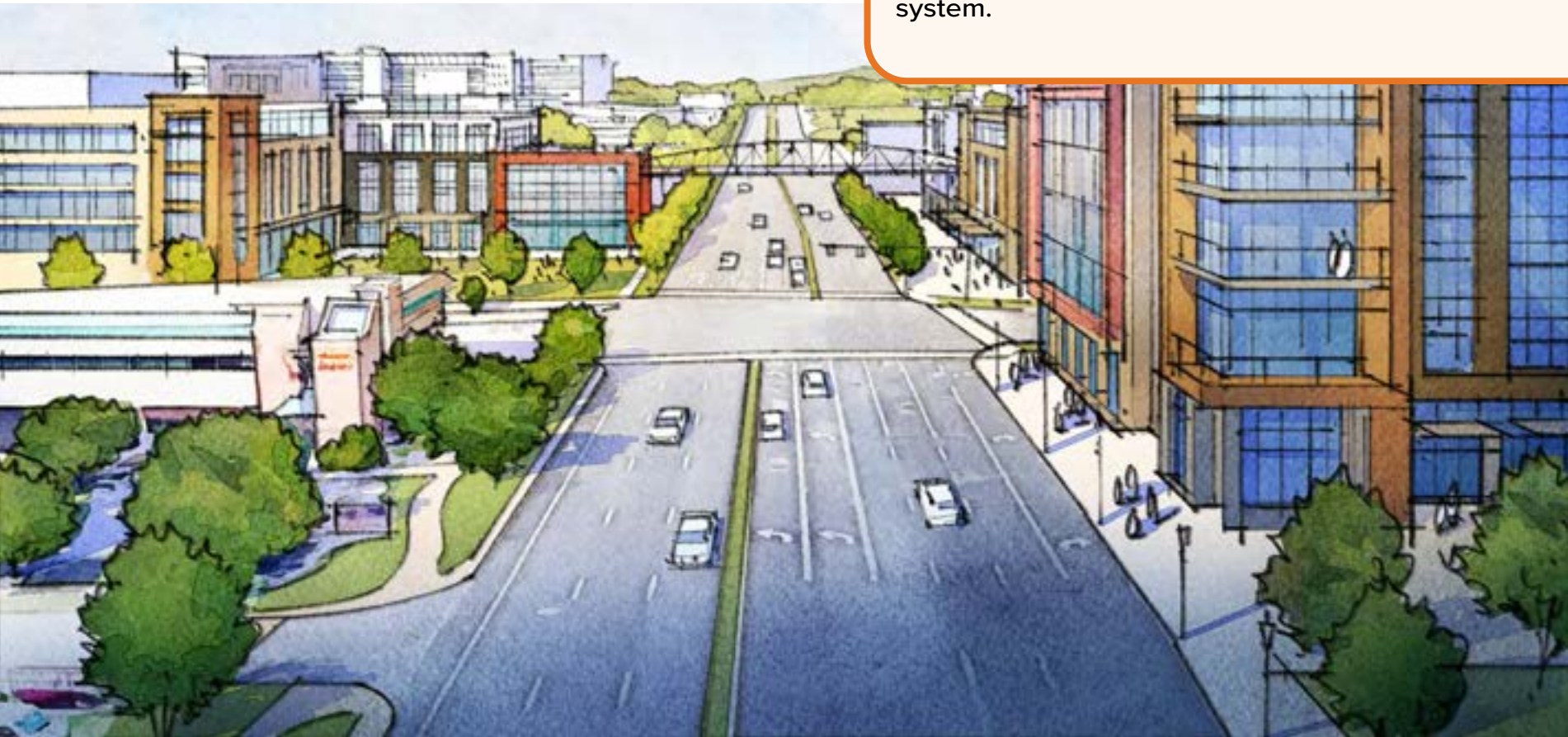
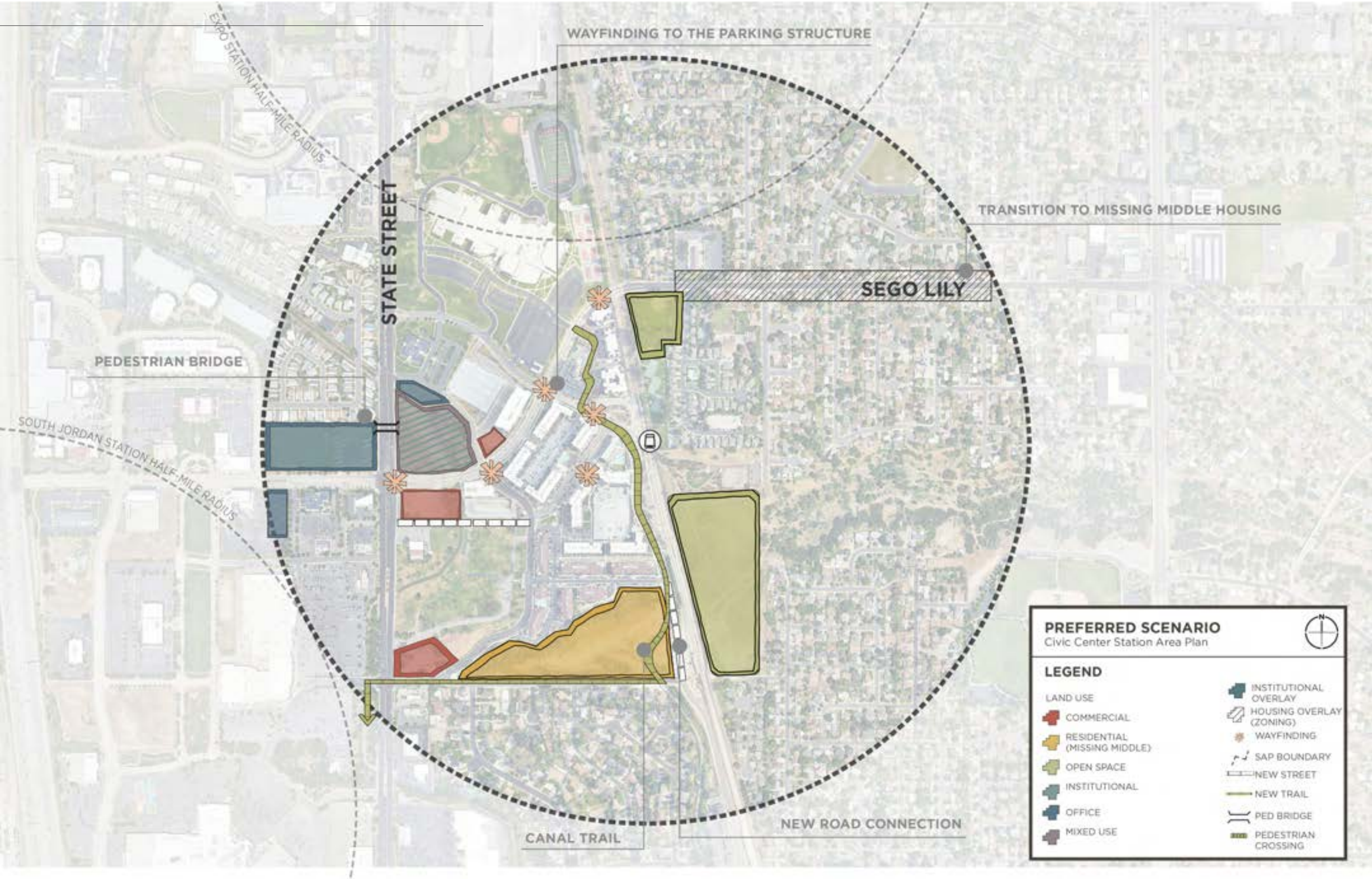


FIGURE 23: PREFERRED SCENARIO MAP



Land Use Typologies

OFFICE/ MIXED USE WITH INSTITUTIONAL OVERLAY

A satellite campus is envisioned on both sides of State Street. If a satellite campus is unable to be fulfilled, office or mixed use is envisioned. Assuming 500 square feet per employee for educational services, a satellite campus could bring between 1,500 and 2,500 jobs to the station area.

SATELLITE CAMPUS/ OFFICE	
	SQFT
Gross Square Foot per Floor	300,720
Gross Square Foot assuming 3 floor development	902,160
Gross Square Foot assuming 4 floor development	1,202,880

MIXED USE

Between the envisioned satellite campus and the existing housing in the area is envisioned to be mixed use that can attract more students and young professionals into the area. The development is expected to be between four and eight stories.

MIXED USE HOUSING		
TYPE	AVERAGE UNIT MAKEUP	AVERAGE SQFT PER UNIT
Studio	16%	450
1 Bed	48%	750
2 Bed	23%	1,000
3 Bed	8%	1,150
4 Bed	5%	1,500

MIXED USE HOUSING		
USE TYPE	RANGE LOW	RANGE HIGH
Housing	60 units	130 units
Retail	4,520 sqft	10,500 sqft

TOWNHOME

Townhomes are envisioned to fill the vacant parcel along 10200 South. The two to three story product is assumed to be 60 units in total.



COMMERCIAL

Commercial development is expected to infill along State Street. A hotel is envisioned at the south intersection of State Street and Sego Lily with additional commercial spaces planned at the intersection of State and 10200 South.

The height of the UTA-owned property on Sego Lily and State Street is expected to be between four and eight stories with additional height allowed. This would allow for between 150 and 350 hotel rooms with a potential 3,500-7,500 sqft of leasable ground floor space to be used by both hotel patrons and the greater community.

Total new commercial square footage in the station area could range between 113,700 and 220,700 gross sqft at buildout.

PARKS AND OPEN SPACE

The station area has a high level of service to parks and open space. An addition of a bike park within the station area could bring an additional 452,000 sqft, or 10.4 additional acres to the area. It is also recommended that the current ballfield at Dewey Bluth Park be removed and replaced with adventure play geared towards those aged 14 +, with the existing playground to be replaced with a playground aimed at younger children.



Adventure Play Case Study: Franklin Park



Adventure Play Case Study: Sycamore Park



To account for commuter and pedestrian safety along the Porter Rockwell Trail, a bike park should be limited to the eastern portion of the area, with a different use or planting along the west side. A bike park at both sides of the trail can create high speeds and cross cutting over the trail.



FIGURE 24: BIKE PARK SPATIAL DISTRIBUTION

Overall Development at Buildout

This will result in a station area population between 4,500 and 5,500 people. Although the population is not expected to significantly increase, this station area plays a larger role in the Sandy TRAX network by acting as more of an employment, amenity, and service station.

This preferred scenario achieves the four foundational elements of station area planning.

- 1. Increase the availability and affordability of housing, including moderate-income housing
 - o The Station Area can expect to have between 120 and 190 new units
 - o The missing middle overlay east of the station platform allows

- for redevelopment of housing along Sego Lily to redevelop into missing middle housing
- 2. Promote sustainable environmental conditions
 - o Protection of around 11 acres of natural open space
 - o Enhanced recreation options and protection of permeable surface of over 35 acres
- 3. Enhance access to opportunities
 - o The Station Area can expect to have between 113,700 and 220,700 gross sqft of new commercial
 - o The bike park enhances recreation opportunities for the station area residents and visitors, and enhances equitable access to outdoor recreation throughout the region
 - o Access to Dimple Dell provides equitable recreation opportunities for the entire region

- 4. Increase transportation choices and connections
 - o Connection of Beetdigger Blvd connects the south of the station to the station platform
 - o Increased wayfinding to the existing parking structure increases parking utilization in the area
 - o Addition of canal trails brings additional off-road all-purpose trails and connects the station area past the station area boundaries
 - o Addition of micromobility programs allow for additional multi-modal options to connect the station area to the other areas of The Cairns
 - o Addition of the pedestrian bridge just north of Sego Lily allows for safe crossing over State Street to the Promenade, FrontRunner Station Area, and the Sandy City Hall



FIGURE 25: CIVIC CENTER STATION AREA RENDERING

Future Land Use Map and Zoning

The Future Land Use Map follows the land use changes proposed in the Land Use Typologies section of the document. The MU, CBD, and CBD-O zoning is not expected to need any changes for the plan to conform.

Along Sego Lily Drive east of the TRAX line, the zoning along the street is mainly R-1-8. Along Sego Lily is expected to have a Missing Middle Housing Overlay, which will state that if there is any infill or redevelopment along the Sego Lily Corridor, that the homes may conform to the missing middle category, therefore having a lot size that is smaller than 8,000 square feet.

FIGURE 26: CIVIC CENTER FUTURE LAND USE MAP

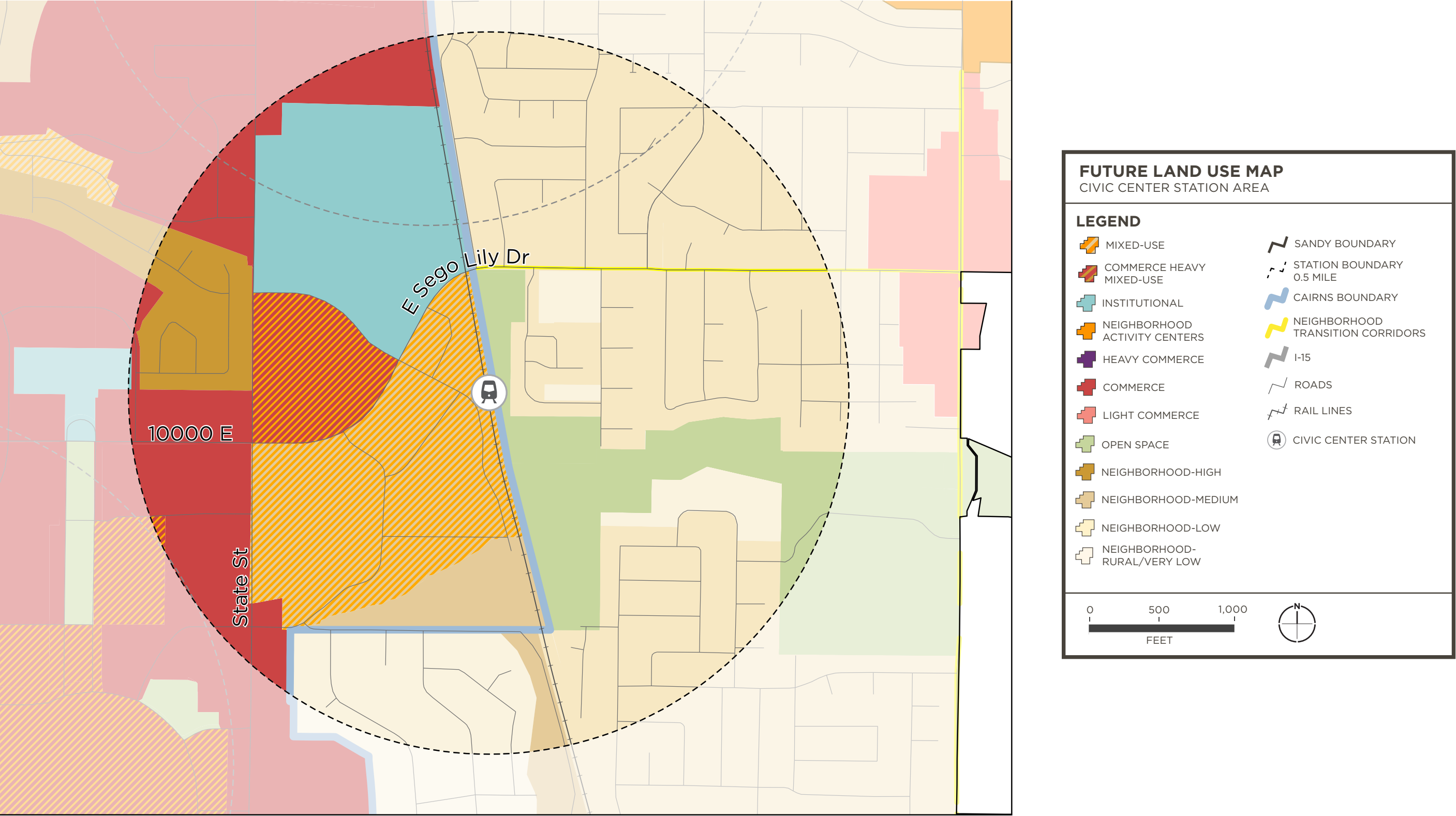


FIGURE 27: FUTURE LAND USE MAP DASHBOARD

SANDY CIVIC CENTER (SC)

Sandy Civic Center Station Area Plan (SC) is a designation that refers to the 1/2 mile radius around the Sandy Civic Center Station. This Station serves as a source of ridership for surrounding residential development and for office employees.

The vision for the Sandy Civic Center Station is to implement comfortable and efficient pedestrian and cycling connectivity from the station to the main commercial and residential areas. Mixed-use development will play a major role in creating a neighborhood character, unique to the Civic Center area.

Transit Oriented Development -- Active transportation opportunities to and from the station are necessary for accessibility. Walking trails, wayfinding systems, micro-mobility programs, bike-share initiatives, and other active transit improvements enhance station to destination connections. Improving pedestrian and cyclist facilities is essential for connecting key areas such as City Hall and enhancing access to the South Jordan FrontRunner and Salt Lake Canal Trail.

Residential -- The encouragement of new and diverse housing availability within the Civic Center station area will encourage a range of new residents to increase the vibrancy and dynamic nature of the urban environment. Examples of varied housing include several mixed-use types. Diverse housing options provide housing choices for both new and existing residents at different stages of life. Townhomes can fill vacant parcels along 10200 South, while new units developed within existing buildings increase the supply of moderate-income housing in the area. A portion of this station area is within The Cairns and follows the Master Plan. Acknowledgement of the unique character of The Civic Center station area will be of highest priority in development outside The Cairns.

Commercial -- New commercial development will consist of a hotel and additional square footage for commercial spaces around the station area.

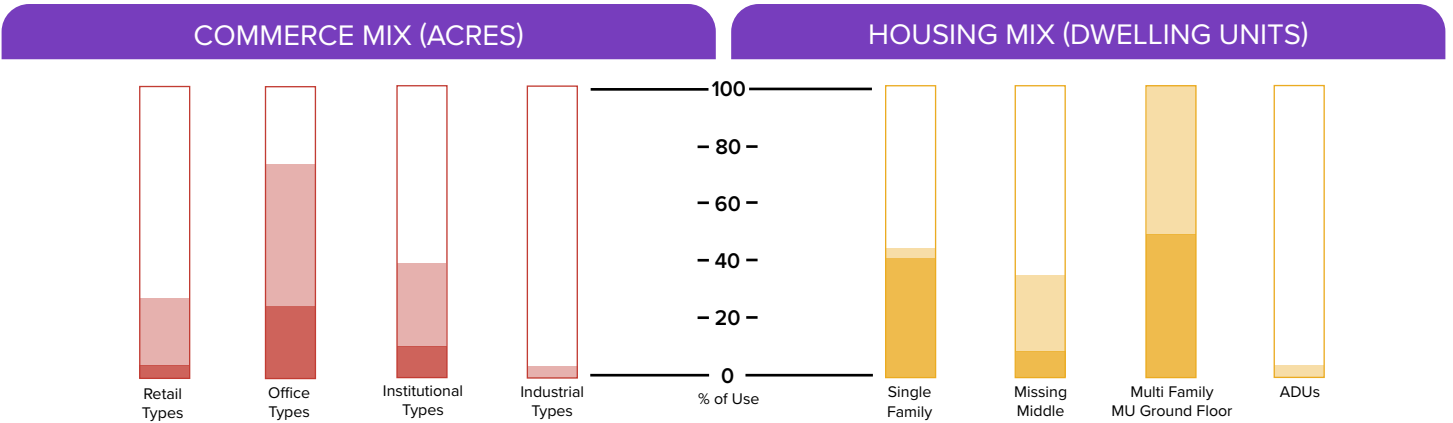
SC PRIORITIES

1. Implement an efficient and comfortable cyclist/pedestrian connection to the South Jordan FrontRunner Station to connect TRAX to FrontRunner

2. Encourage developments that combine residential, commercial, and office spaces to create a dynamic urban environment.

3. Encourage additional civic and institutional uses in the area

LAND USE MIX (ACRES)



CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS

1 to 3 stories outside of Cairns
8+ stories inside of Cairns

DENSITY

Up to 16 DUA outside of Cairns
Up to 50+ DUA inside of Cairns

INTENSITY & SCALE

High-intensity: Mid-rise
High-intensity: High-rise

OPEN SPACE

Private and Public

PARKING ORIENTATION

Structured
On-street

BLOCK PATTERN AND STREETSCAPE

Non-grid linear
Small grid
Commercial streetscape
with equal balance of building,
pedestrian, and landscape space

MULTIMODAL ACCESS

AUTOMOBILES

MEDIUM
Park once opportunities

TRANSIT

HIGH
Transit-oriented development

MICROMOBILITY

HIGH
Connected to trails and bike routes

PEDESTRIANS

HIGH
Integrated into development

Transportation Recommendations

To improve accessibility and promote a pedestrian-friendly environment, the following strategies are recommended:

Active and Pedestrian Facility Enhancement

Improve pedestrian and cyclist facilities, connecting key areas like City Hall, and enhancing access to the Jordan and Salt Lake City Canal Trail. The area’s wide streets offer on-street opportunities for prioritizing bike and pedestrian pathways, potentially leading to the development of new street cross-sections to better accommodate non-vehicle modes and reclaim street space for public use. This, along with recommendations outlined in the City’s existing plans such as the Sego Lily bike lanes, and the canal trail shared use paths will also provide better connections and accessibility to the Sandy Civic Center station from established neighborhoods and future residential areas.

Moreover, there is potential to connect more effectively to The Cairns District and westward expansion through improved pedestrian and cyclist crossings of State Street and Sego Lily Drive. Consider a grade-separated crossing for people at this intersection moving east/west to alleviate that barrier and improve flow for people walking and biking between these locations. Establish crossings at Beetdigger Drive/State Street for school safety (possibly a HAWK beacon or other pedestrian signal) and at Porter Rockwell Trail/Sego Lily Drive, similar to the trail/transit crossing template discussed for the Historic Sandy TRAX station.

Micromobility Program Introduction

Launch a micromobility solution, such as GREENbike bike-share program as discussed for the Sandy Expo Center station, within a geofenced area to enhance suburban transit-oriented development.

Safety and Wayfinding Enhancements

Implement safety improvements and wayfinding enhancements to address the perceived lack of parking and improve access to the station. Pedestrian safety and comfort around the station area could be enhanced through traffic calming techniques such as tighter curb radii, protected intersections, raised intersections or crosswalks, and curb extensions.

Southern Connectivity

Complete Beetdigger Blvd from its termination at 10200 South and Midvillage Blvd to offer a north-south connection other than State Street. This street should have sidewalks on either side of the street to allow for pedestrian connectivity.

Pedestrian Bridge

Explore the feasibility of a pedestrian bridge over State Street at Sego Lily to connect the station platform west of State. This should be done in coordination with AFCU and UTA, as they are the property owners of the landing spots. A pedestrian bridge is most feasible if the uses of the AFCU and UTA parcels are the same, such as a satellite campus. If the uses are different, a pedestrian bridge may be less feasible. The City, in conjunction with UTA and AFCU may wish to pursue funding from UDOT or WFRM to analyze bridge concepts and feasibility, to better inform decisions and budgeting needs moving forward.

Urban Design Recommendations

Wayfinding and Signage

Wayfinding refers to the process of navigating and orienting oneself within a physical environment, such as a city, building, campus, or transportation system. It encompasses the various methods and tools used to help people understand their surroundings, determine their location, and find their desired destination. Wayfinding systems typically include elements such

as signage, maps, landmarks, and visual cues to provide clear and intuitive guidance to users.

In the context of the Sandy Civic Center Station Area, wayfinding is needed to call attention to the UTA Parking Garage, the direction to/from the FrontRunner connection, and the greater Cairn’s amenities.

Wayfinding is critical to the parking garage for several reasons:

- 1. REDUCED FRUSTRATION AND IMPROVED TRAFFIC FLOW:** Effective wayfinding signage reduces frustration for drivers by providing clear directions to parking areas. This prevents unnecessary circling and congestion in the vicinity of the parking lot or garage. Placing wayfinding and signage elements along Sego Lily and State Street and guiding cars through Beetdigger Blvd, Creek Run Way, and Midvillage Blvd to the parking garage is key.
- 2. ENHANCED SAFETY:** Clear signage not only directs drivers to available parking but also enhances pedestrian safety by indicating designated walkways and crossing points.
- 3. THE CAIRNS BRAND IMAGE:** Clear, well-designed signage contributes to a positive brand image for The Cairns.

Improved wayfinding is also important to the tunnel that extends below the TRAX line at 10200 S. Wayfinding through enhanced planting and signage can call attention to the tunnel crossing and provide enhanced pedestrian safety and user experience. Planting will most likely need to happen after the connection of Beetdigger Blvd. A map of the station area can also be helpful in this area to show visitors what is accessible along the Porter Rockwell Trail.

Building Massing

Building heights should be highest along State Street to create landmarks at key entry points distinguishing The Cairns. The intersection of Sego Lily and State Street is called out as a particular gateway where buildings should be given a more prominent treatment.



FIGURE 28: WAYFINDING PLACEMENT

Implementation Plan

YEAR 1	NOTES	YEAR 2-4	NOTES	YEAR 5	NOTES	Ongoing/Opportunity Arises	NOTES
Begin to secure funding for Year 2-5 opportunities to maximize grants	Responsibility: Planning Division Project Partners: Public Works, Parks and Recreation Department Funding Sources: General Funds	Secure funding and create a Parking District Plan for The Cairns greater area	Responsibility: Planning Division Project Partners: Public Works, Developers Funding Sources: Grant sources, General Funds	Update and continue Station Area Plan, evaluating opportunities based on new market conditions and work done in years 1-4	Responsibility: Planning Division Project Partners: TBD Funding Sources: Grant sources, General Funds, WFRC Funding	Continue to secure funding for year 1-5 opportunities to utilize as much grant funding as possible	Responsibility: Planning Division Project Partners: As needed Funding Sources: General Funds
Update The Cairns Master Plan to adhere to changes made in the EXPO Center Station Area Plan, including the Stadium Village Master Plan additions.	Responsibility: Planning Division Project Partners: none Funding Sources: General Funds	Work with Public Works and micromobility providers including existing providers such as Bird and Lime to create a micromobility expansion plan to expand drop off zones out of right-of-way. Look into expanding providers such as GreenBike, Spin, and Lime Bikes	Responsibility: Planning Division Project Partners: Public Works, Micromobility Providers Funding Sources: Grant sources, General Funds	Design and implement trails along East Jordan Canal	Responsibility: Parks and Recreation Project Partners: Private Developers, Public Works Funding Sources: Private Partners, Grant sources, Park Impact Fees	Market area with project partners to potential higher-education institutions	Responsibility: Planning Division Project Partners: Economic Development, UTA, AFCU, Funding Sources: TBD by Sandy City
Update The Cairns Master Plan wayfinding and signage sections to include directional wayfinding for Public Transit	Responsibility: Planning Division Project Partners: none Funding Sources: General Funds	Develop a site design for the Bike Park, design with connections to Porter Rockwell Trail in mind	Responsibility: Salt Lake County Project Partners: Sandy Parks and Recreation, Planning Division Funding Sources: General Funds, TBD, grant sources	Design and implement Beetdigger Blvd connection	Responsibility: Public Works Project Partners: Private Developers Funding Sources: Private Partners, General Funds		
Create schedule for updating and meeting with stakeholders to move to project pieces forward	Responsibility: Planning Division Project Partners: UTA, Salt Lake County, Developers, UDOT Funding Sources: General Funds	Implement wayfinding and directional signage to the UTA parking structure	Responsibility: UTA, Planning Division Project Partners: Communications, Community Arts Funding Sources: General Funds, Grant Sources, Private Funds, TBD				
Begin to draft zoning ordinance overhaul to include a missing middle corridor overlay at Sego Lily from the TRAX Station to 700 East	Responsibility: Planning Division Project Partners: none Funding Sources: Grant sources, General Funds	Begin design and feasibility study for pedestrian bridge over State Street at Sego Lily	Responsibility: Planning Division Project Partners: UDOT, AFCU, UTA, Public Works Funding Sources: General Funds, Grant Sources, UDOT Funds, WFRC Funds				
		Incorporate pedestrian bridge over State at Sego Lily into the following Transportation Master Plans: -Sandy City Transportation Master Plan -UTA Moves 2050 -Wasatch Choice 2050	Responsibility: Public Works, UTA, WFRC Project Partners: UDOT, Planning Division, Parks and Recreation Funding Sources: General Funds, Grant Sources, WFRC Funds				
		Design and implement Midvillage extension to State Street as UTA property is built	Responsibility: Public Works Project Partners: Private Developers, UTA Funding Sources: Private Partners, General Funds				

STATION AREA PLANNING

7.1a

South Jordan FrontRunner Station Area (Sandy portion)

APPENDIX

Introduction

The FrontRunner runs from Ogden to Provo along the I-15 highway, stopping at 16 different areas, including South Jordan. This station, although located in South Jordan, is located adjacent to the border of Sandy, and the half-mile radius encompasses a large portion of The Cairns District of Sandy, including The Shops at South Town and the South Town Promenade.

The main services include regional commercial and general commercial. Along with these services, there is a high number of parking fields to service surrounding commercial.

Currently, there is no pedestrian access to the FrontRunner Station because of Highway I-15. There is a shuttle to take FrontRunner users to Sandy City Hall. There are proposed development projects in this station area, including multifamily housing units and hotels.

Current Station Area Role

The current land use does not offer housing, and although The Shops at South Town is a regional attraction, the current barrier of I-15 does not allow pedestrian access to take advantage of the services within The Shops at South Town.

FIGURE 1: SOUTH JORDAN FRONTRUNNER STATION AREA BOUNDARY

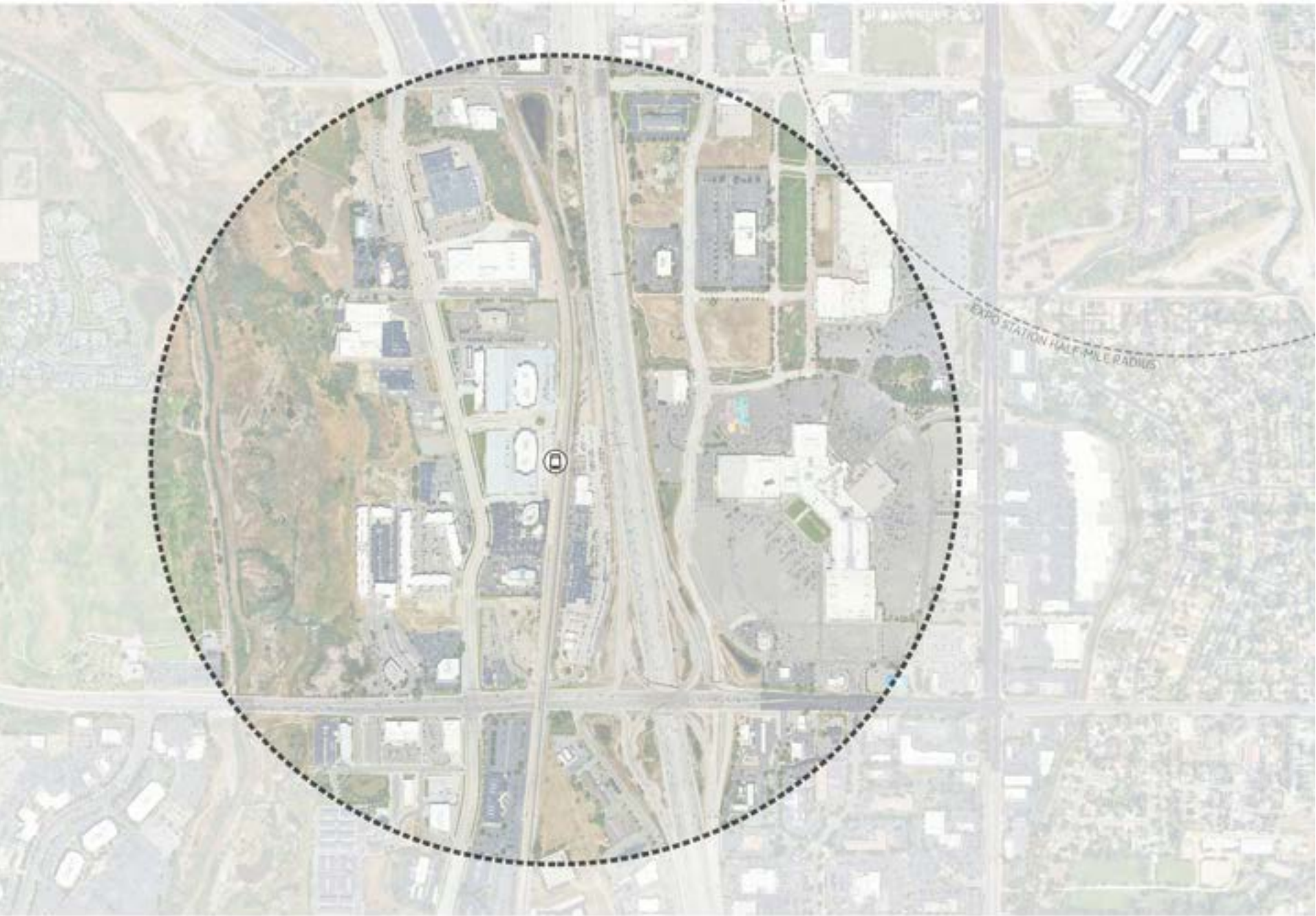
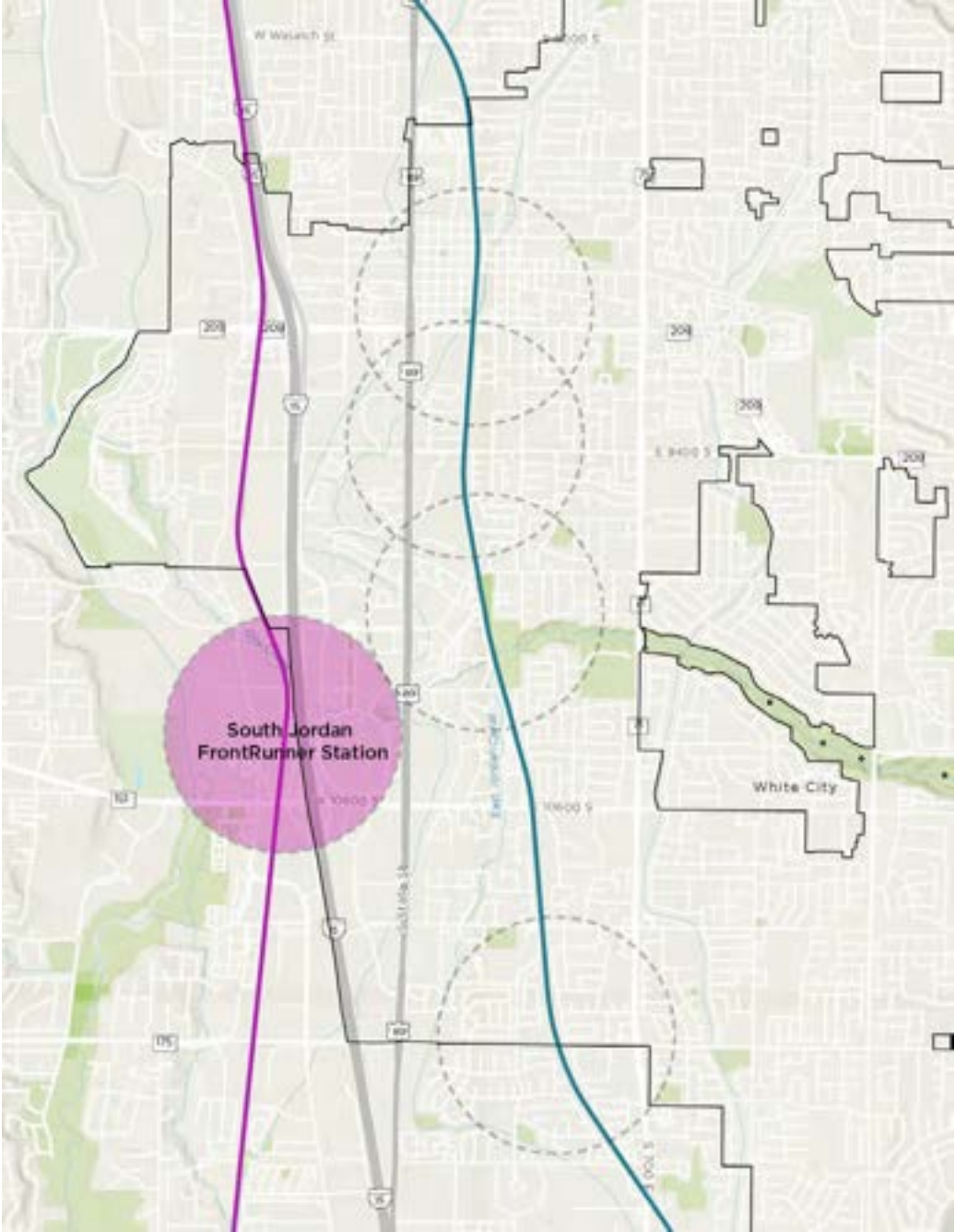


FIGURE 2: SOUTH JORDAN FRONTRUNNER STATION NETWORK LOCATION



Existing Conditions

Demographics Snapshot

The South Jordan FrontRunner Station is characterized by regional commercial. The population is quite small at around 845 people. With the three planned projects coming into the area, the population is expected to double to around 1,600 people within the next few years. The current residential population of the Station Area is concentrated in South Jordan, as there are some hotels within the Sandy boundaries but no housing as of yet.



FIGURE 3: DEMOGRAPHIC SNAPSHOT

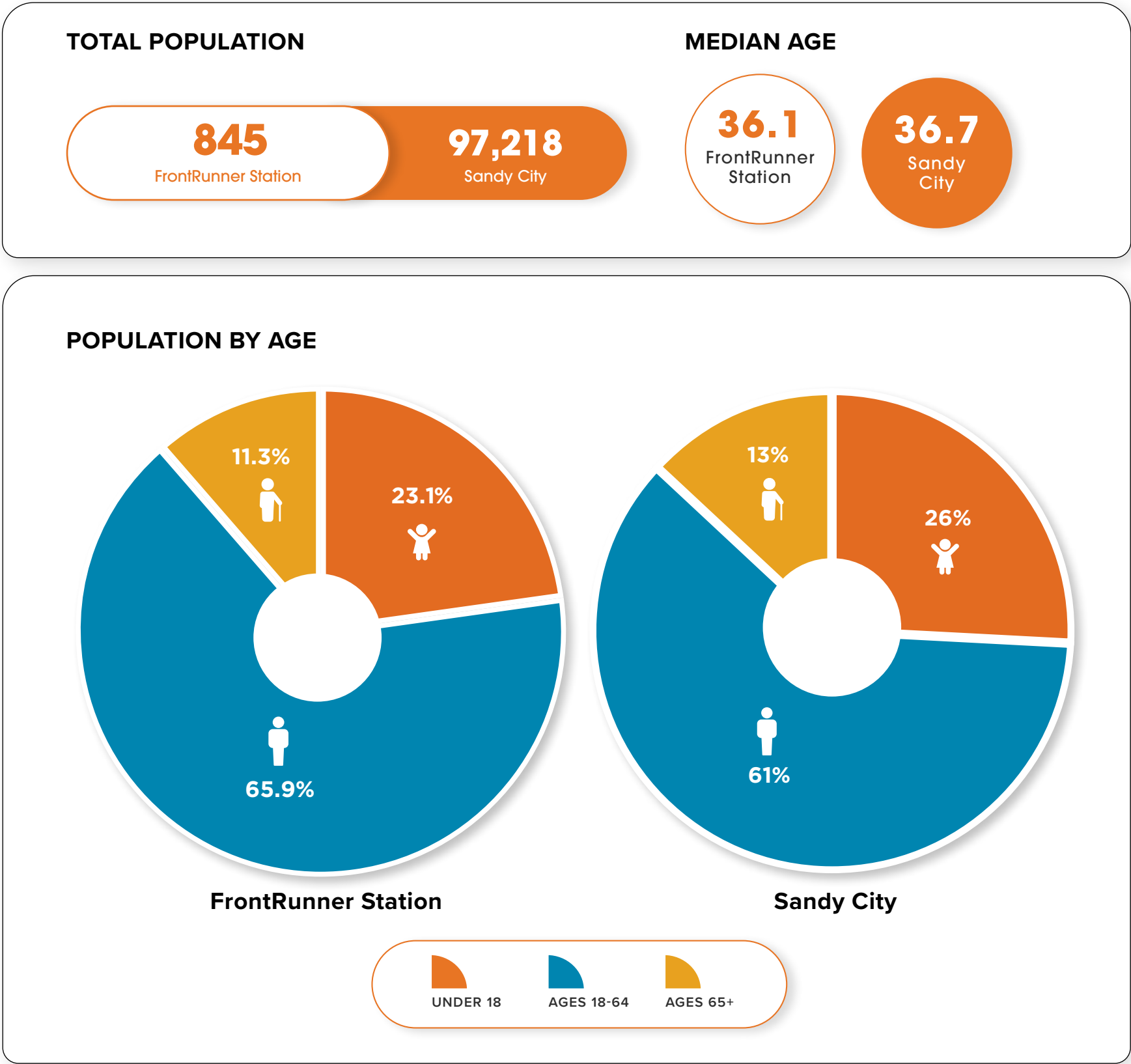


FIGURE 4: DEMOGRAPHIC SNAPSHOT

EDUCATION

FrontRunner Station



46.4%

BACHELOR'S/GRAD/
PROF DEGREE



40.6%

SOME COLLEGE/
ASSOCIATES DEGREE



13.0%

HIGH SCHOOL GRADUATE

11.0%

NO HIGH
SCHOOL
DIPLOMA

Sandy City



46.8%

BACHELOR'S/GRAD/
PROF DEGREE



30.7%

SOME COLLEGE/
ASSOCIATES DEGREE



18.2%

HIGH SCHOOL GRADUATE

4.3%

NO HIGH
SCHOOL
DIPLOMA

EMPLOYMENT

FrontRunner Station



84.4%

WHITE COLLAR



4.5%

BLUE COLLAR



18.3%

SERVICES

0.2%

UNEMPLOYMENT

Sandy City



74.6%

WHITE COLLAR



15.3%

BLUE COLLAR



11.9%

SERVICES

2%

UNEMPLOYMENT

MEDIAN HOUSEHOLD INCOME

\$66,805

FRONTRUNNER STATION

\$101,232

SANDY CITY

PER CAPITA INCOME

\$44,699

FRONTRUNNER STATION

\$47,002

SANDY CITY

MEDIAN NET WORTH

\$46,275

FRONTRUNNER STATION

\$313,528

SANDY CITY

Housing Snapshot

Of the limited housing in the area, 99% are renters. The decision between renting and owning a home depends on various factors such as financial situation, lifestyle preferences, long-term plans, and market conditions. The additional projects coming into the Station Area are also planned to be rental units. An opportunity to provide for-purchase options, like condos, should be explored in this area where the opportunity arises.



Housing on the South Jordan side of the station

Source: Costar

FIGURE 5: HOUSING SNAPSHOT

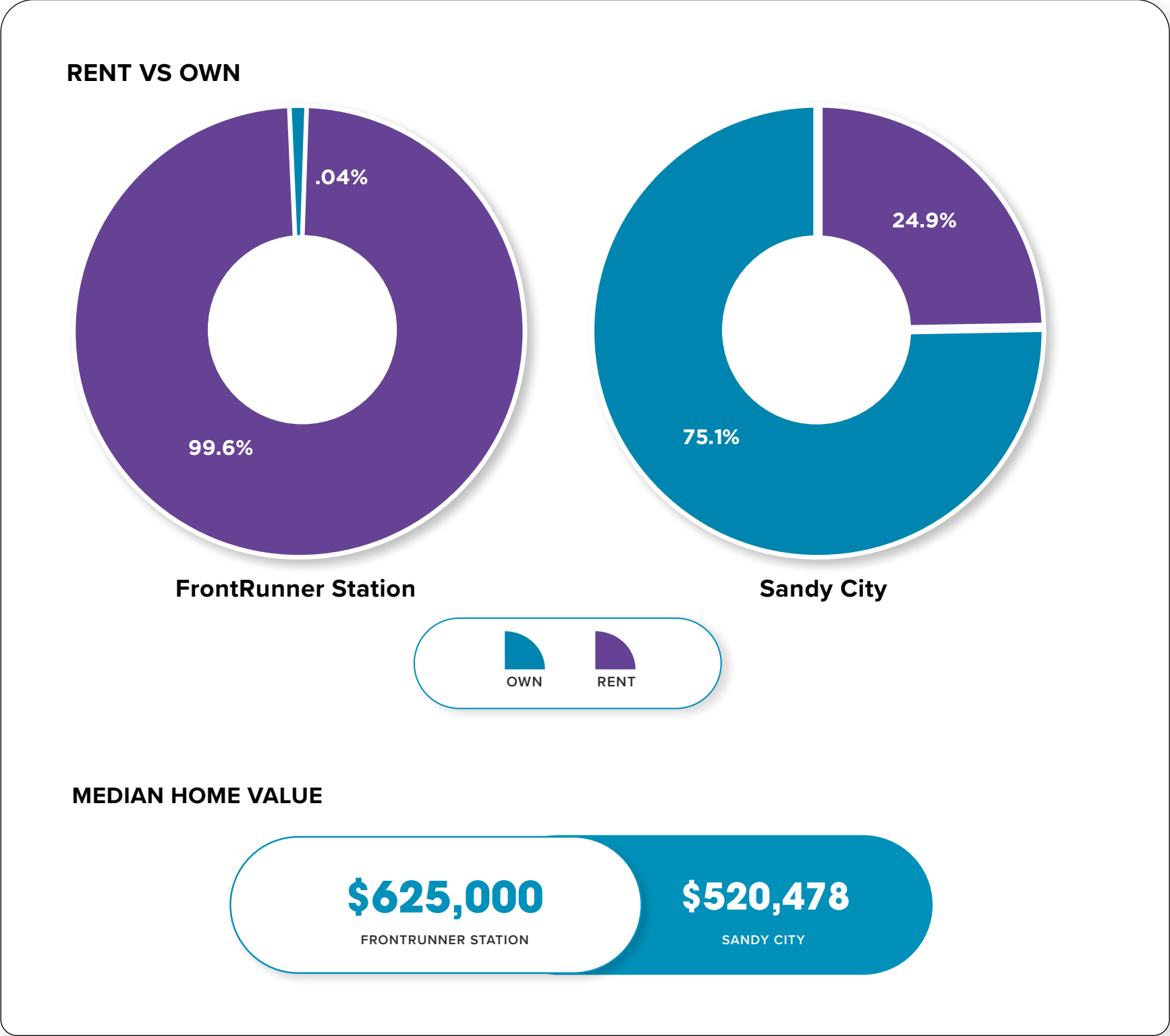


FIGURE 6: ECONOMIC SNAPSHOT

Economic Snapshot

SOUTH JORDAN FRONTRUNNER STATION			
	Intersection	Long	Lat
	Jordan Gateway & 10351 S.	-111.9038686	40.5631696
Total GLA	1,500,000 SF		
Rental Rate	\$26.53/SF		
Vacancy	1.6%		
Occupancy	98.4%		
Age (year built)	2012		
	1/2 Mile	2 Miles	3 Miles
Population	845	44,165	111,208
Daytime Population	6,343	67,398	133,877
Median Household Income	\$66,805	\$95,381	\$93,874

FIGURE 7: AVERAGE WEEKDAY BOARDINGS

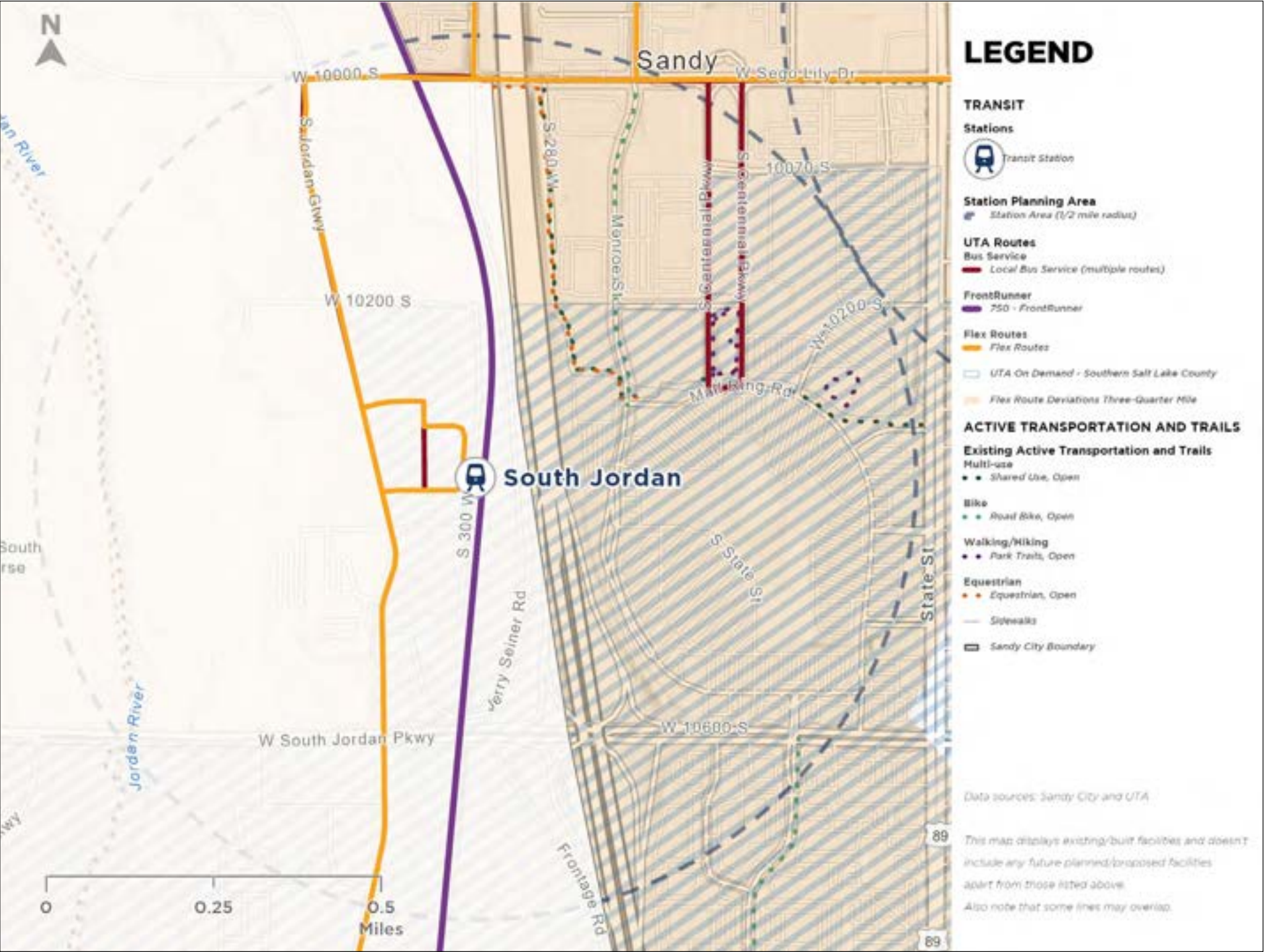
Transportation Snapshot

TRANSIT NETWORK OVERVIEW

Part of the UTA’s FrontRunner system, the South Jordan FrontRunner Station was opened on December 10, 2012, at 10351 South Jordan Gateway, just west of I-15. It serves as a transit hub for the area, facilitating access to key locations, including The Shops at South Town in Sandy across I-15 and the Salt Lake Community College’s Larry H. Miller Campus. As shown in Figure 4 and Figure 5, the station serves multiple bus and Flex routes in addition to FrontRunner commuter rail.

AVERAGE STOP-LEVEL WEEKDAY BOARDINGS AT SOUTH JORDAN FRONTRUNNER STATION				
RTE	ROUTE NAME	FREQ	ROUTE TYPE	STATION BOARDINGS
201	State Street South	30 Min	Local	48
218	1300 E. / 1100 E.	30 Min	Local	53
750	FrontRunner	30 Min	Commuter Rail	510
F514	Jordan Gateway Flex	30 Min	Flex	2
F525	Midvale Flex	30 Min	Flex	2

Source: UTA



CHALLENGES AND LIMITATIONS

The South Jordan FrontRunner station area faces challenges related to its heavily auto-oriented surroundings, including I-15, The Shops at South Town parking, and State Street. The lack of immediate east-west connections across I-15 further complicates access to the station from Sandy, underscoring the need for a comprehensive approach to planning that promotes multi-modal transportation options. Additionally, some residents have indicated that bus connections between South Jordan’s FrontRunner Station and the Blue Line stations take too long and should have shorter travel times.

STRENGTHS

The South Jordan Station’s strengths include development immediately adjacent to the station area, the nearby canal trails, a downtown circulator bus, and proximity to the Sandy Promenade, enhancing its connectivity and accessibility.



FIGURE 8: TRANSPORTATION SNAPSHOT

Cultural & Social Snapshot

PARKS AND OPEN SPACE

The Station Area is serviced by two parks-The Promenade and Neff’s Grove. The Promenade is Sandy’s event space, where multiple events throughout the year are centered around the greenspace. Neff’s Grove is one of two areas of undeveloped open space within the urban neighborhoods of Sandy.

All the green spaces within the station area are passive recreation opportunities. Passive and active recreation parks serve different purposes and cater to varying preferences and activities. Passive recreation parks are designed for activities that involve relaxation, contemplation, and leisurely pursuits. They typically consist of plazas or places of minimal infrastructure and amenities to preserve the natural beauty of the surroundings. In contrast, active recreation parks are designed for activities that involve physical exercise, sports, and social interaction. These parks often include facilities and amenities such as sports fields, courts, playgrounds, fitness equipment, and walking or biking trails. They cater to a wide range of active pursuits, including team sports, individual workouts, jogging, cycling, and organized events.

Both types of parks play important roles in enhancing quality of life, promoting community well-being, and providing access to outdoor spaces for recreation and leisure. Ultimately, a mix of both types of parks within a community provides residents with diverse options for enjoying outdoor recreation and connecting with nature and each other.

The existing parks are also concentrated near one another. While this provides for a pleasant experience near the City Hall, it also concentrates park accessibility to one place. As the southern portion of the Station Area gets redeveloped opportunities to add active park amenities and gathering spaces should be looked at to allow new residents and residents of “Gap 2” in the parks priority gap areas to have access to recreational amenities.

THE CAIRNS

The Station Area is contemplated in The Cairns Master Plan, however, according to the plan the mall site is kept as is, as are the big box stores surrounding the mall. The area is called South Village in the Cairn’s Master Plan, that looks at Hale Center Theater and City Hall to 10600 South. The plan recommends that streets within the district should incorporate elements and amenities reminiscent of a resort, aiming to establish the quintessential Base Camp experience. The objective is to transform this area into a densely populated transit-oriented village, complete with multiple parking structures and transit system collector stations. These facilities would improve connectivity throughout The Cairns District and provide access to FrontRunner and TRAX.

EVENTS AT THE PROMENADE

4th of July Celebration

Light Up The Cairns

Sandy Healing Field

Trunk or Treat

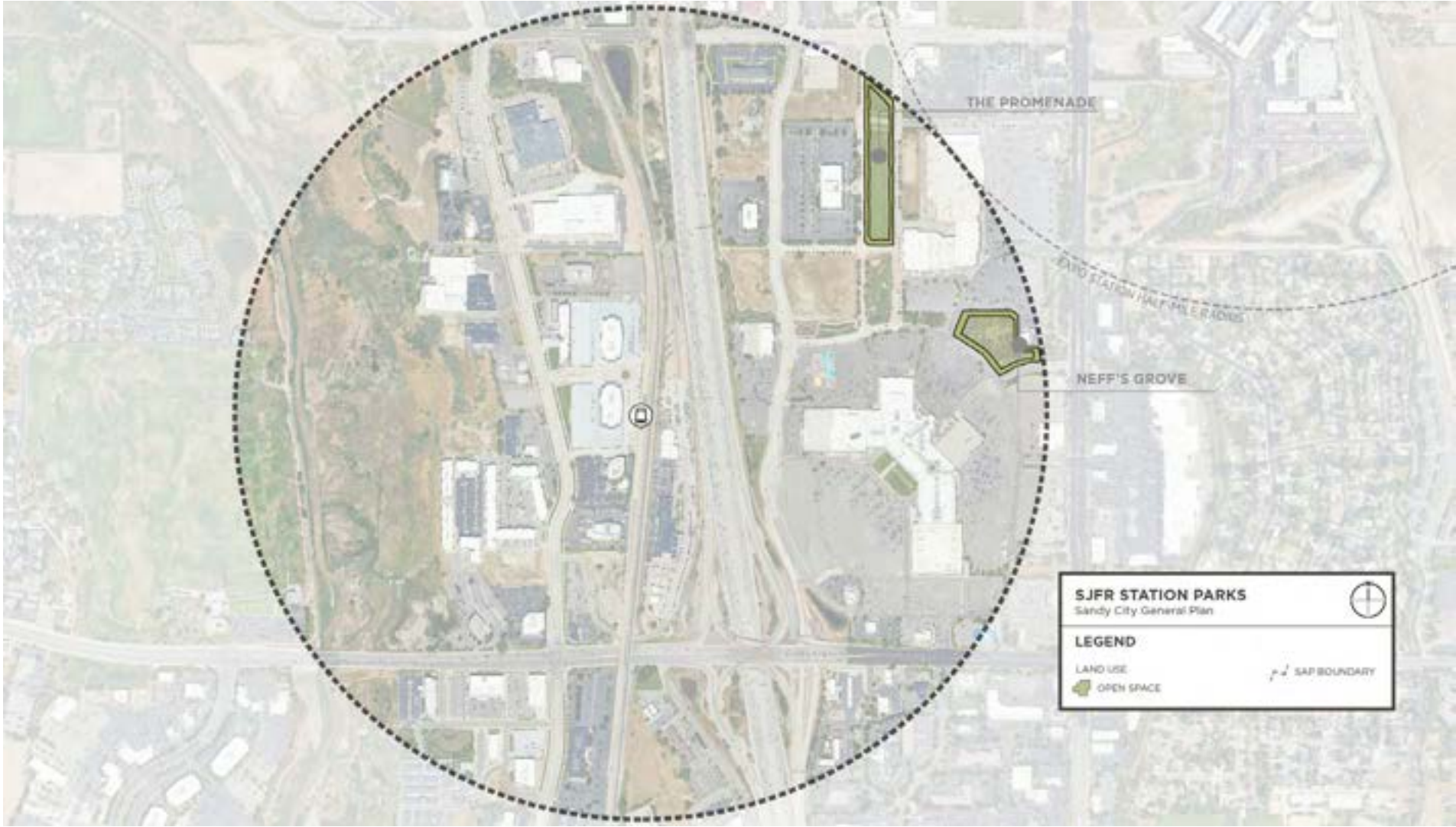


FIGURE 9: PARKS WITHIN THE STATION AREA

Land Use & Zoning Snapshot

Zoning in the Station Area is made up of different subsets of Central Business District Zoning. The Mall site and surrounding commercial areas make up the Central Business District Zone, with the northern portions of the station area being made up of the CBD Arts and Culture Subdistrict, as well as CBD Office Subdistrict.

South of 10600 South is the Automall District, where Sandy’s hotel and car dealerships are concentrated. As traffic is significant on this street due to the highway on/off ramps and the limited opportunities to redevelop this area in the foreseeable future, the area south of 10600 South will not be included in the current Station Area Planning Process.

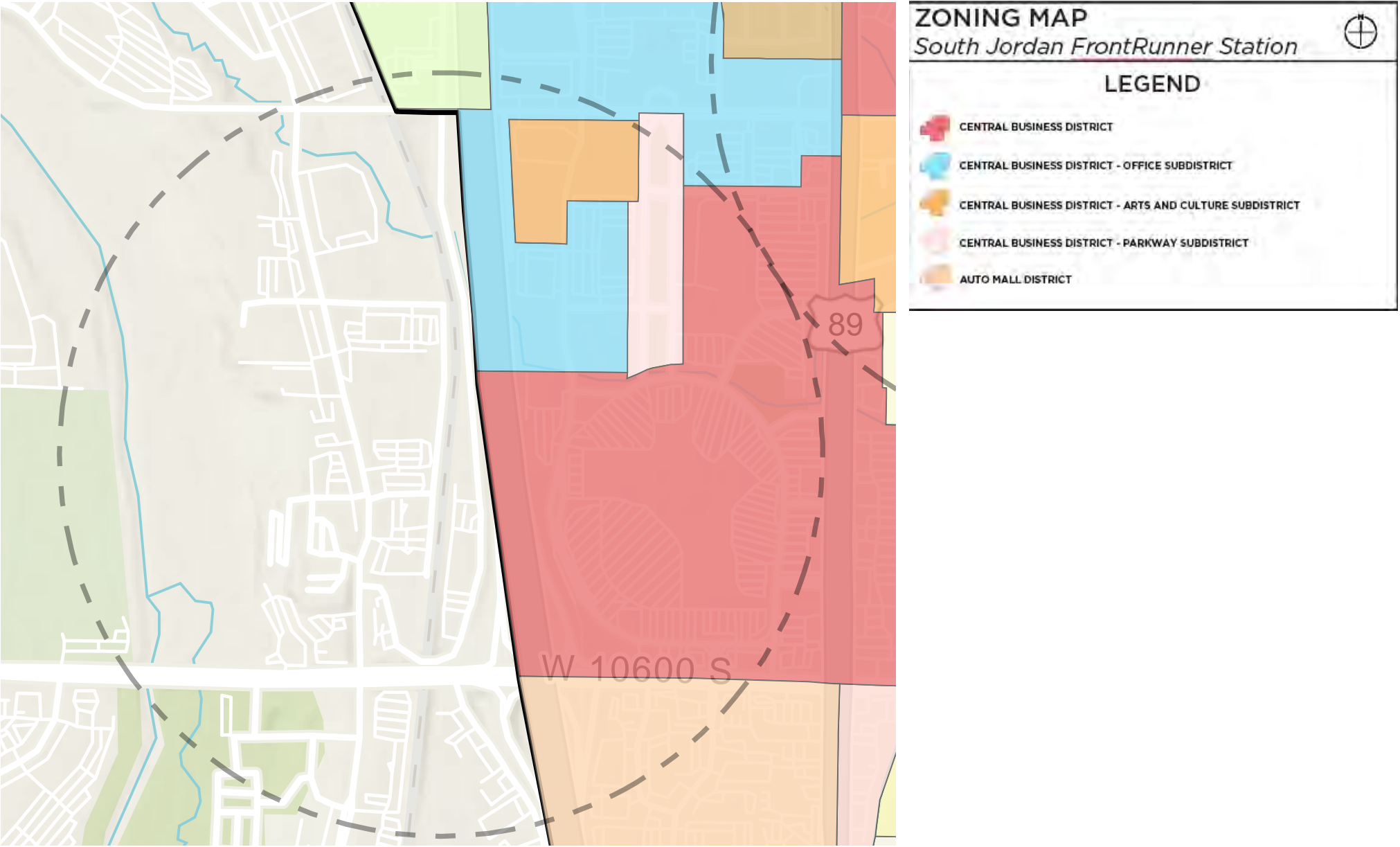


FIGURE 10: CURRENT ZONING

Utilities Snapshot

Sandy City Public Utilities is the drinking water, storm water, and street lighting provider in the station area. A line replacement was completed in 2023 on 10600 South. There is currently a line replacement planned for Automall Drive going south from the station area. Power is mostly provided by Rocky Mountain Power.

REDUCING WATER DEMAND FOR FUTURE DEVELOPMENT

Sandy City’s landscaping requirements have been revised to mandate more water-wise designs for newly constructed or renovated landscaping. Based on existing water use patterns in Sandy City, water conservation potential is highest in the category of residential outdoor irrigation.

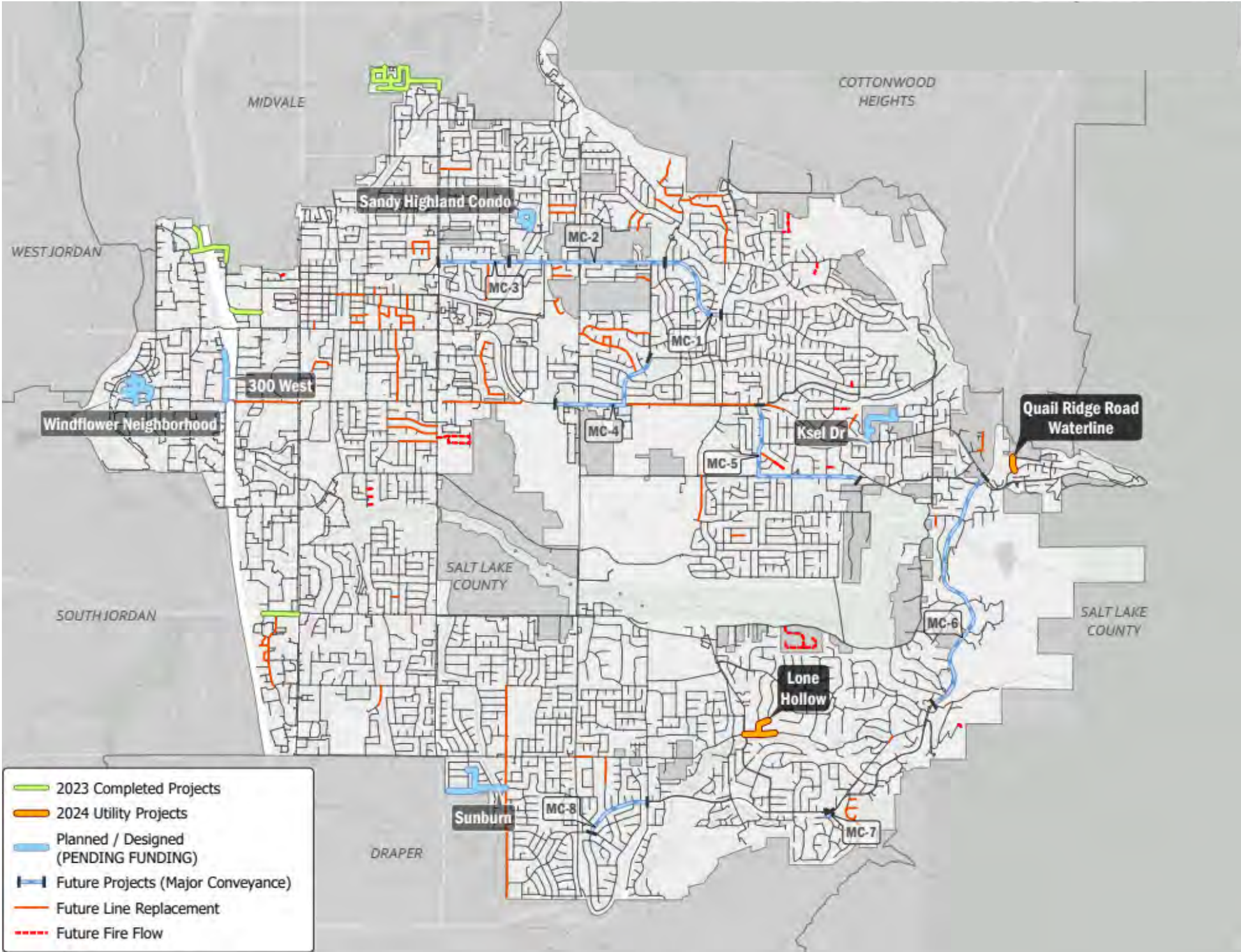


FIGURE 11: PLANNED UTILITY PROJECTS

FIGURE 12: PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS

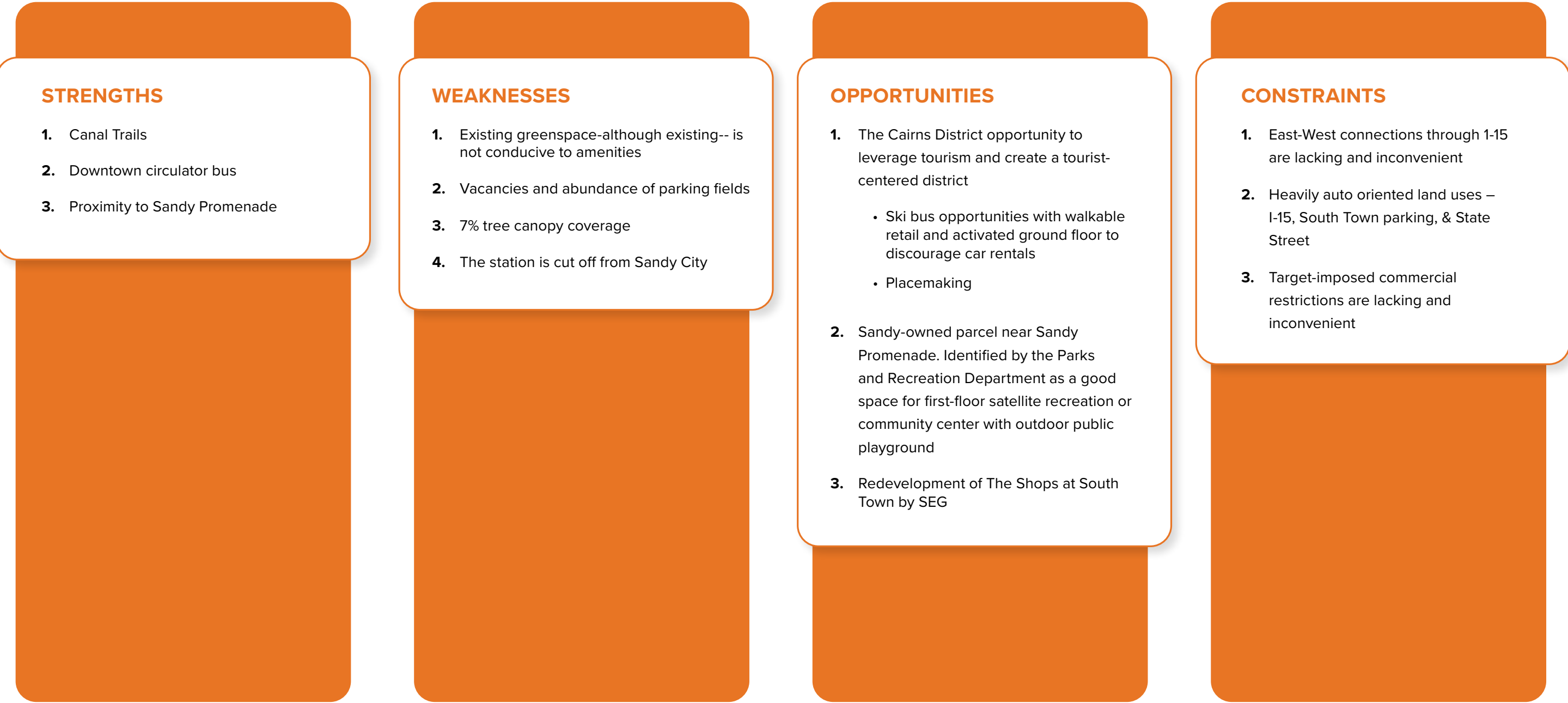
PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS					
YEAR	Projected Production Requirements Based on Year 2000 Demands (acre-ft)	Projected Production Requirements at Proposed Conversation Goal (acre-ft)	Estimated Annual Savings Through Conservation (acre-ft)	Existing Reliable Supply (acre-ft)	Estimated New Supply Development Which can be Delayed Through Conservation (acre-ft)
2000	31,517	31,517	0	29,640	0
2005	31,353	29,420	1,934	30,500	0
2010	28,032	24,574	3,458	32,500	0
2015	29,616	24,136	5,480	32,500	0
2020	30,844	24,515	6,628	32,500	0
2025	31,955	24,133	7,822	32,500	0
2030	33,394	24,222	9,172	32,500	894
2035	34,833	24,698	10,135	32,500	2,333
2045	37,716	25,881	11,835	32,500	5,216
2060	40,702	27,134	13,568	32,500	8,202

Source: 2021 Water Conservation Plan

SWOC Analysis

A strengths, weaknesses, opportunities, and constraints assessment was conducted on the station area, based off of an existing conditions analysis and public engagement.

FIGURE 13: SWOC ANALYSIS

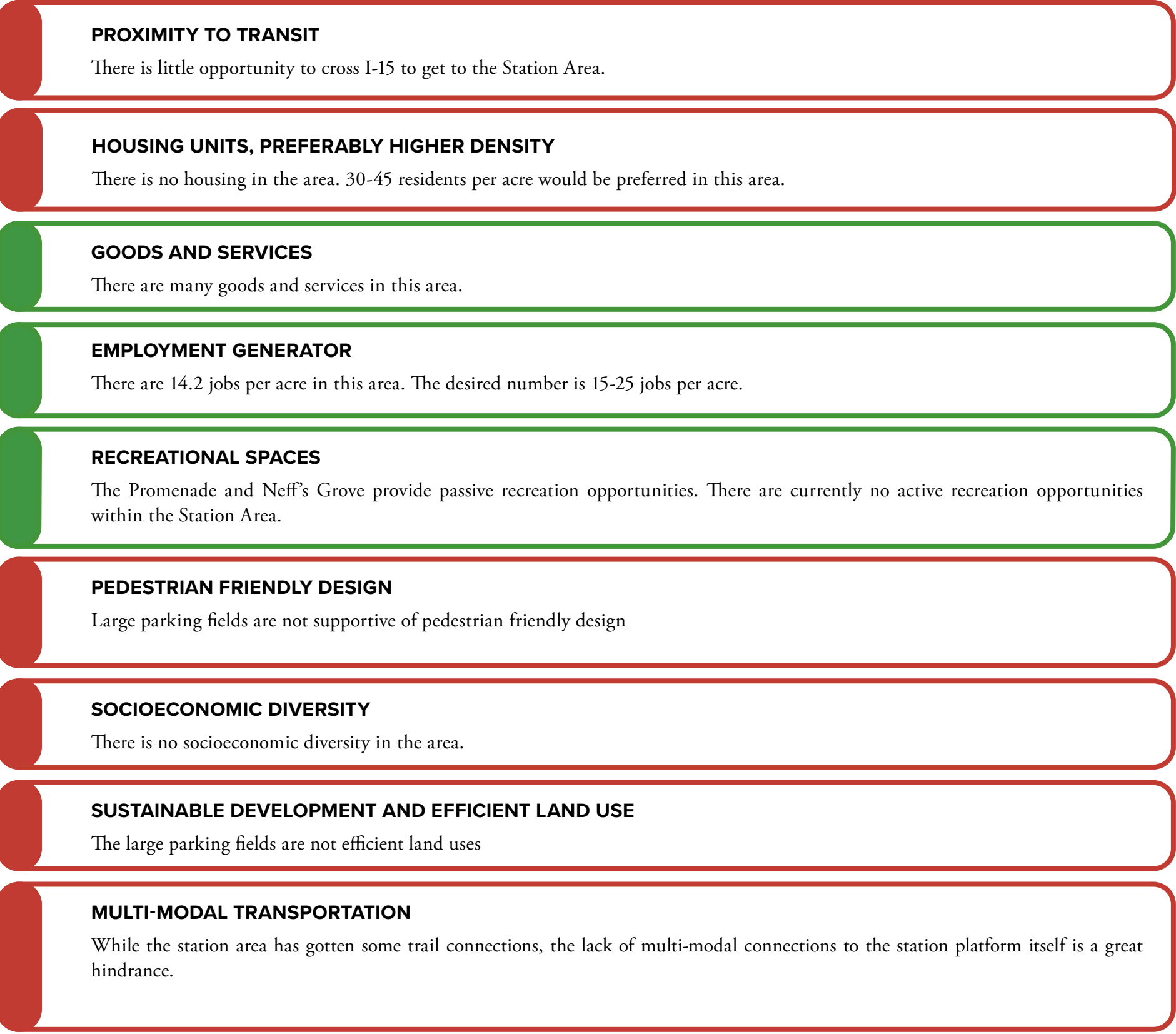


Elements of Transit-Supportive Communities

An analysis was undertaken to identify if the South Jordan FrontRunner Station met the needs of a transit-supportive community. Of the nine elements, three are supportive of transit in the area. The Shops at South Town provides employment and goods and services, but the large amount of parking fields and lack of access to the station platform itself ultimately do not support the transit.



FIGURE 14: MEETING ELEMENTS OF TRANSIT-SUPPORTIVE COMMUNITIES



Public Engagement Summary

The planning process kicked off with the Sandy Pace of Progress General Plan engagement process. Collaboration, suggestions, and involvement from a wide range of community members and project stakeholders were all part of community engagement. To maximize public and stakeholder involvement and to clarify the vision for the station area’s future, the plan included in-person and online engagement activities.

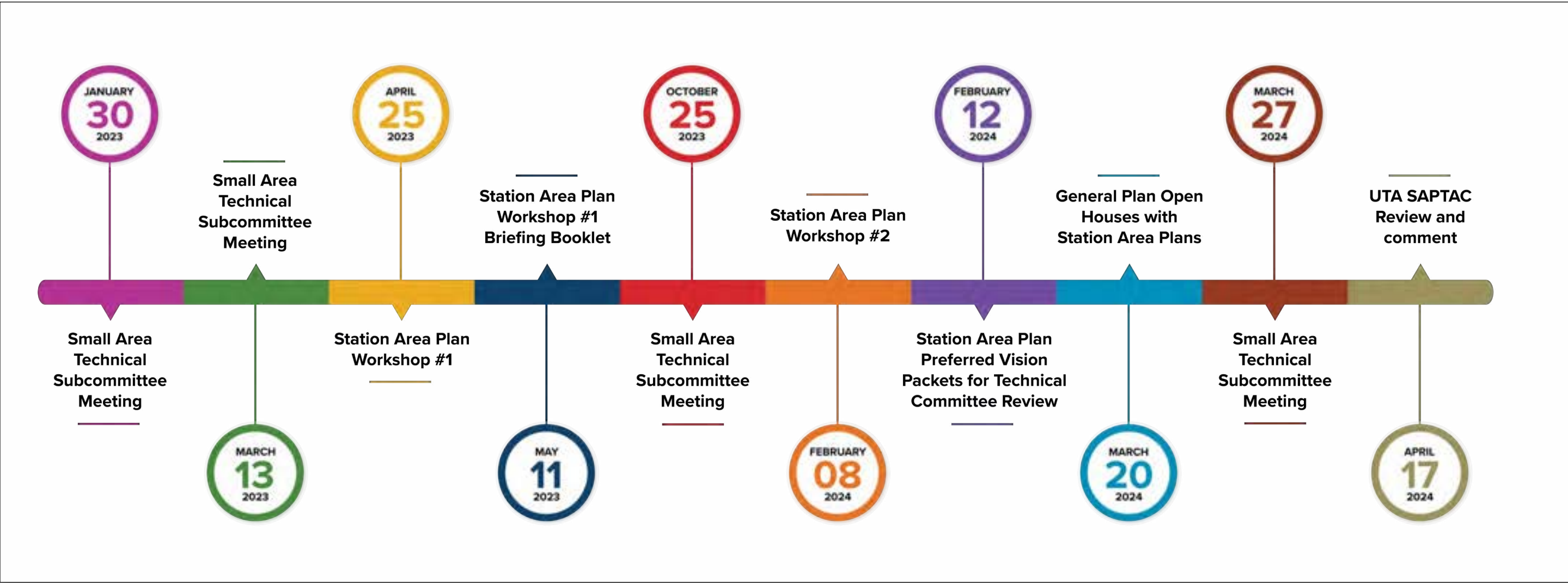


FIGURE 15: COMMUNITY ENGAGEMENT TIMELINE

Key Messages

Key takeaways include branding this area as part of The Cairns District and taking advantage of the recreation enthusiasts who flock to Sandy. Taking advantage of tourism includes connecting the South Town area to the FrontRunner station and to the recreation opportunities in the foothills. Preferably these connections should focus on active transportation and public transport to alleviate vehicular pressures on the existing transportation system. For this area to truly be a destination, more of an entertainment draw is needed from The Shops at South Town.

Activation is an important element within this area. With the incoming housing and large parking fields, a comfortable walkability experience and placemaking are needed to create a destination rather than having an area with many different services, but no cohesion.

The Promenade is an asset to this area as the only programmable greenspace within the area (not to be confused with Neff’s Grove which is native vegetation space). Programming the Promenade with temporary and movable furniture and lawn games for users is an opportunity to enhance the space.

Future Station Area Role

The future of this area hopes to capitalize on new housing and tourism-particularly tourism in Little Cottonwood Canyon. Access from the FrontRunner to this area as well as access to Little Cottonwood Canyon is particularly important for the success of this area.

Tie to General Plan Vision and Values

Going beyond the objectives of HB 462 to tie into the General Plan Vision and Values was central to concept generation and deciding on a preferred scenario. In an effort to see how the station area was on its way to meeting the general plan values based off of existing conditions and public perception, the following gantt chart was created:

FIGURE 16: TIE TO GENERAL PLAN VISION AND VALUES

South Jordan FrontRunner Station	Community - recognition of the fundamental importance of nurturing a strong, inclusive, and connected social fabric within the City		Premium Location - An emphasis on efficient, safe, and comfortable mobility to facilitate access to goods, services, recreation, open space, and employment through walking, biking, and vehicles		Opportunity - An effort to improve the potential for positive charge, growth, and development of individuals, families/households, neighborhoods, commercial endeavors, and the City itself		Stewardship - Responsible management of the City’s resources and a consideration for potential impacts in an effort to ensure adequate capacity, foster a healthy resiliency, and pursue a sustainable balance of economic, environmental, and social outcomes		Well-Being - A focus on creating environments and systems that support the safety, happiness, and physical, mental, and social health of individuals in Sandy City	
	N	While this area includes iconic Sandy amenities such as the Promenade and The Shops at South Town, the amount of parking fields and lack of character does not meet this general plan goal. Opportunities include branding and building amenities that make this area into a tourism destination where the residents and tourists can mix and spend time in.	N	Proximate to office and hotel developments. Since I-15 acts as a significant E-W barrier, opportunity exists for enhanced solutions similar to the downtown bus circulator/shuttle system. Opportunity for pedestrian and bike bridge.	Y	New office developments, big box stores and The Shops at South Town. Limited current housing, but there are more than 1,000 units entitled. Opportunity for significant increase in residential and office spaces.	N	Open parcels allow for future development of housing options. I-15 barrier causes disconnection (physical and mental, station is out of the way of other stations and main activity of the city). Opportunity to make station transit hub for canyon access.	Y	Hotel and multi-family offerings are nearby. Access to adjacent commercial and residential blocked by I-15. Jordan River Parkway Trail is in close proximity, but connections to trail are limited - opportunity to better connect trails and promote as a recreation stop. Air quality concerns near I-15.

Note that YES does not mean that the station area completely meets the General Plan Value but has the basic building blocks that are important to meeting the Value.

Opportunity Areas

The Station Area Plan concepts focused on the development or redevelopment of certain parcels throughout the station area. As much of Sandy is built out, redevelopment will be necessary to better connect the station area to the trip generators.

Properties that have Preliminary Site Plan Approval

Some Properties in the station area already have preliminary site plan approval. In total, this brings around 706 units to the station area. These plans have been on hold since interest rates have increased.

DEVELOPMENT PROJECT	UNITS
Red Sky	162
Summit	323
Shulsen	221

Currently Vacant Properties

There currently are not any vacant government-owned parcels within the FrontRunner Station Area.

Potential Redevelopment Sites

Potential Redevelopment Sites include:

- The Shulsen Property is a 4.3-acre property that is currently for sale.
- The Shops at South Town owns most of the redevelopable land in the area. Their land holdings have been divided up based on location and land use opportunity.
 - The South Town 10200 site is compromised of 133,530 sqft of regional commercial space.
 - The indoor mall site and the abundance of parking around it presents another opportunity for redevelopment
 - The periphery of the mall, along State Street and Mall Ring Road, has auto-oriented commercial with parking fields

behind.

- There is a 4.4-acre area next to the Promenade that currently includes a parking garage, post office, and pharmaceutical company. Being located next to the Promenade and near the City Hall provides an opportunity to redevelop the area to a higher and better use.

Non-Opportunity Areas

Sandy City has not been in the process of planning the South Jordan side of the FrontRunner Station. Although there are opportunity areas in this area, it is not a part of the Sandy planning process.



Shops at South Town



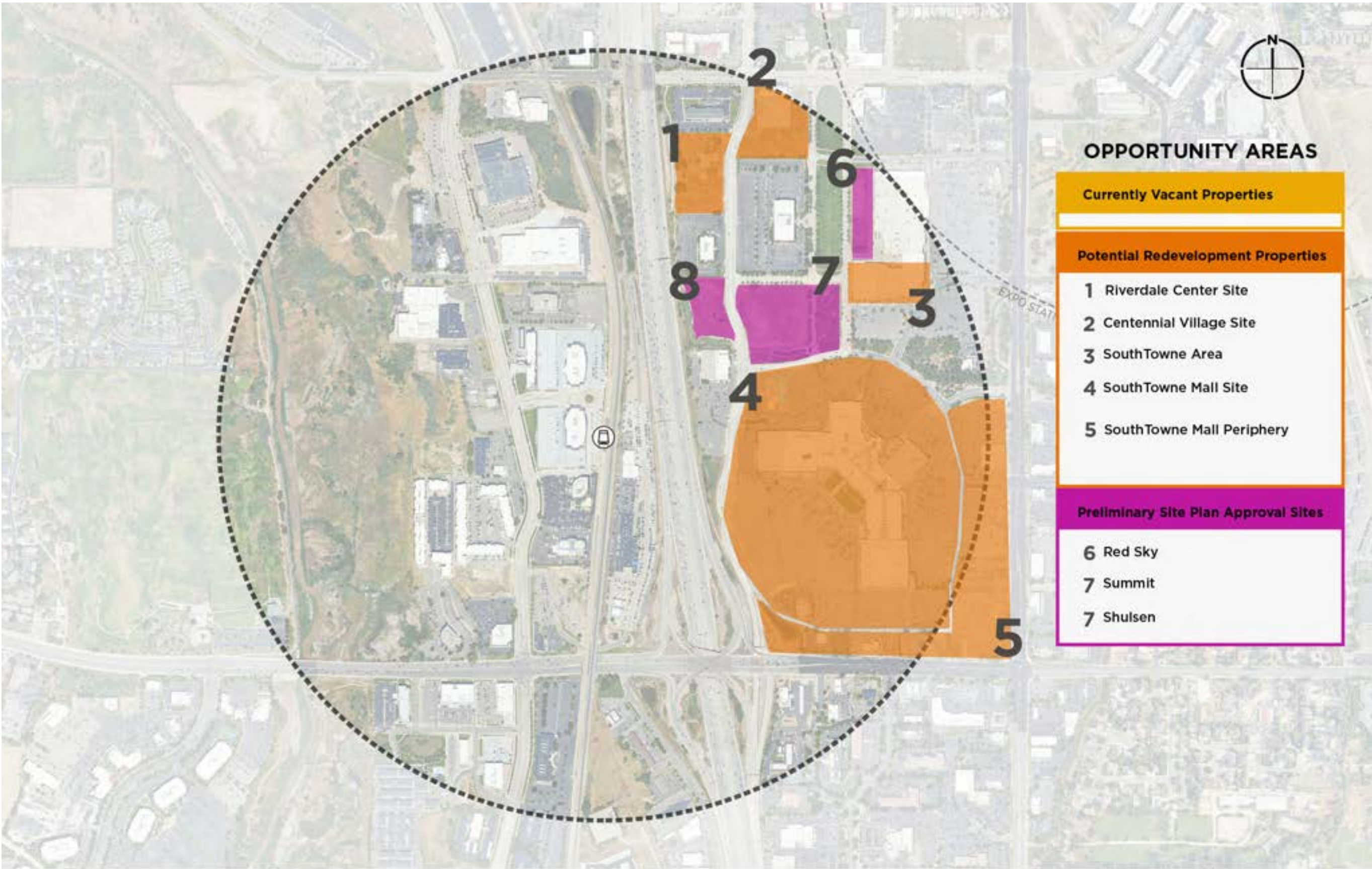
Shops at South Town



Momentum Climbing Gym

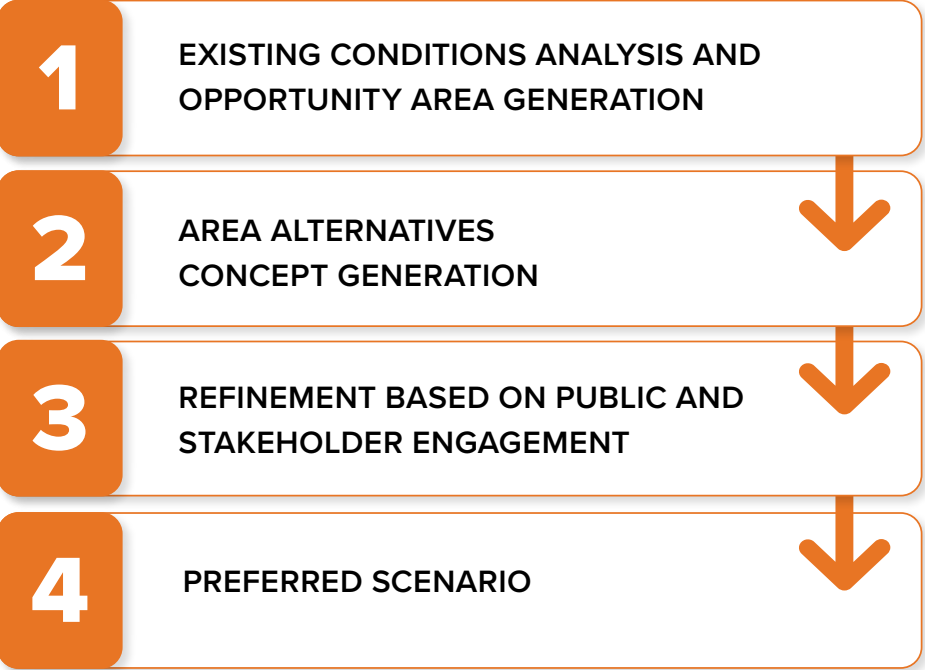
Source: Momentum Climbing

FIGURE 17: OPPORTUNITY AREAS



Preferred Scenario Process

Finalizing the components of the Station Area Plan concept was a process that was undertaken with multiple instances of public, stakeholder input, technical committee input, and a small area technical committee meeting. These scenarios focused on land use planning and how development types could be added into the area. The process worked closely with existing and planned transportation and other infrastructure improvements.



Area Alternatives

Area Alternatives were created to focus on those parcels that are opportunity areas. Stakeholders were given “Constants,” which focused on what will be carried out throughout each concept, and “Big Move” areas, which are areas where change could take different forms. These “Big Move” areas are shown below.

CONSTANTS

- 1. Addition of new housing and hotel projects
- 2. Retaining of Sandy Promenade for large events
- 3. Trail Connections

“BIG MOVE” AREAS

- 1. Big Box Stores next to Target
- 2. The Shops at South Town



Station Area Workshop #1



Internal Charrette

ALTERNATIVE CONCEPT 1

Alternative Concept 1 looked at keeping as much of the existing mall as possible but adding mixed-use and housing opportunities in the parking fields surrounding the mall. In this concept, a phased transition to an outdoor mall is also proposed, where the orientation of the future mall allows for portions of the existing mall to stay open while a wing is being redeveloped.

In this concept an interior road network is proposed, however the connections to public transit are concentrated on the Civic Center TRAX station rather than connecting over to the FrontRunner Station directly. Use of a circulator would be advised to connect this area to the FrontRunner.



FIGURE 18: CONCEPT 1 MAP

ALTERNATIVE CONCEPT 2

Alternative Concept 2 looked at demolishing the existing mall and redeveloping it into a mixed-use lifestyle center with housing and office above typical mall stores. The aim of this concept was to retain the same type of retail in this area enjoyed by Sandy residents and others, but adding vitality to the area through an increase in housing units. This concept also creates an internal road network and extends the Promenade south through the new development. The southern promenade would feature more amenities and active recreation components.

This concept also includes a pedestrian bridge over I-15 to connect the mall to the FrontRunner, as well as continuing 10200 South through to State Street.

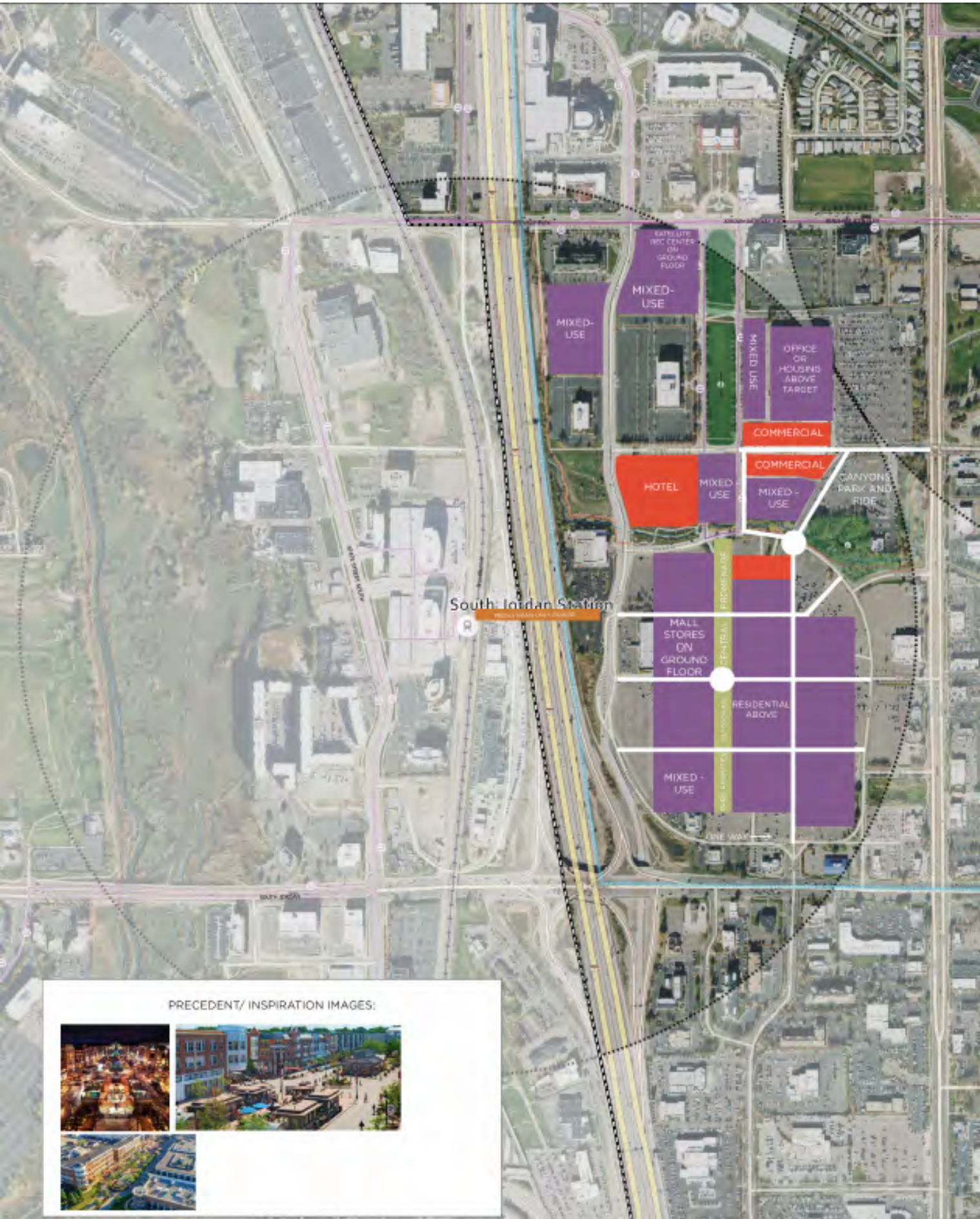


FIGURE 19: CONCEPT 2 MAP

Public Input on the Alternative Concepts

Reactions to the concepts showed:

- 1. Residents were concerned about the effects of loss of revenue if the mall was completely razed
- 2. The pedestrian bridge was well-liked
- 3. The implementation of 10200 South to State Street was well-liked
- 4. A walkable mall format was preferred, with green connections both N-S and E-W.

Preferred Scenario

The preferred scenario is Alternative Concept #2, with a few changes that were implemented after the outcome of Community Workshop #2. The following map shows the intended changes of the opportunity areas within the station area.

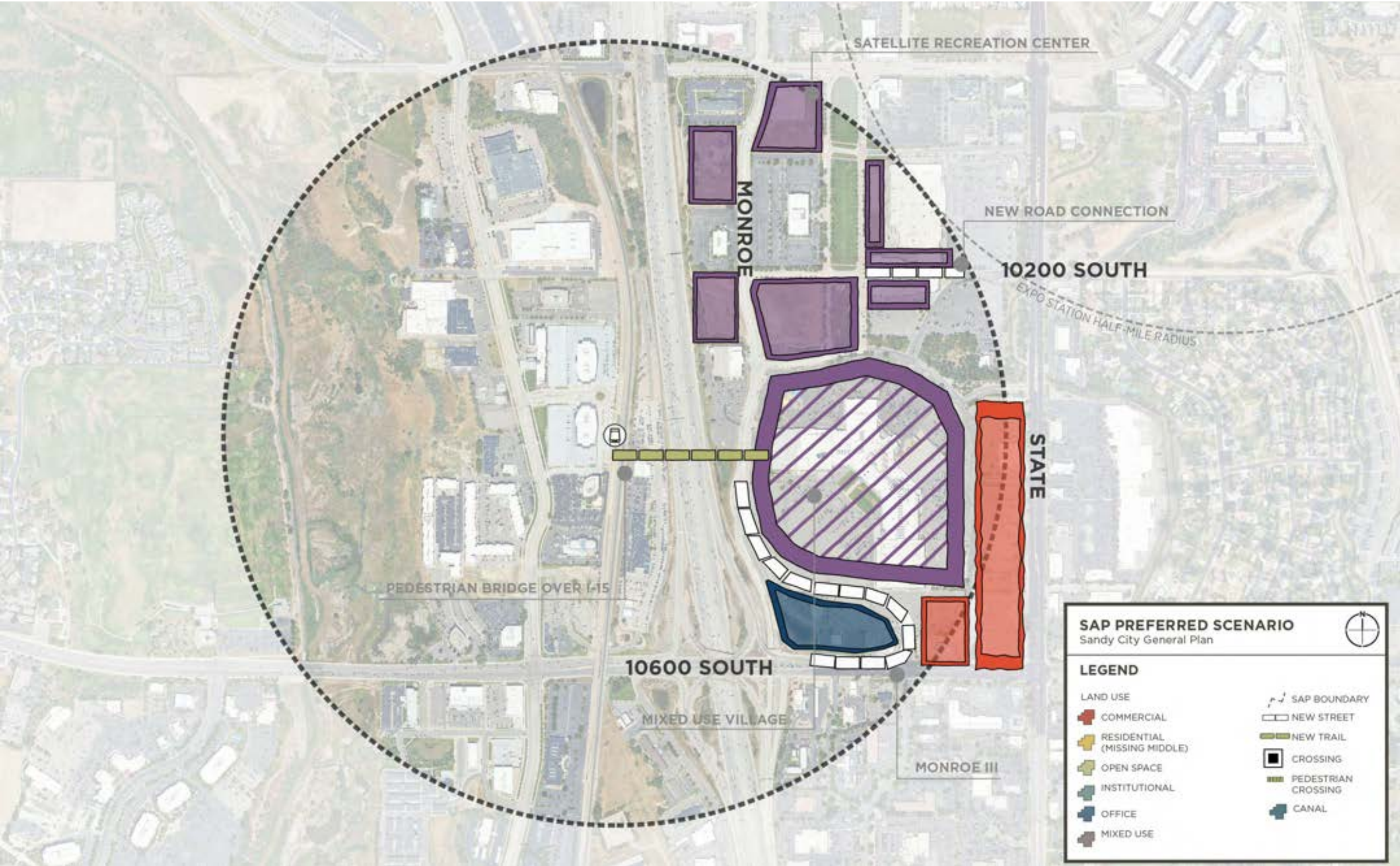
FIGURE 20: PREFERRED SCENARIO VISION



STATION AREA PLAN VISION

The Sandy City portion of the South Jordan FrontRunner Station is envisioned as the southern anchor of The Cairns to support Sandy’s economic growth and enhance quality of life for new and current residents and visitors.

FIGURE 21: PREFERRED SCENARIO MAP



Land Use Typologies

THE SHOPS AT SOUTH TOWN SITE

Originally opened in 1970, The Shops at South Town was a significant retail destination in the Salt Lake City metropolitan area. Over time, like many traditional malls, it experienced shifts in consumer behavior, competition from online shopping, and changes in the retail landscape. The regional shopping mall destination has shifted from The Shops at South Town in Sandy to Fashion Place in Murray.

As of May 2024, the The Shops at South Town property was bought by SEG group. These 111-acres are reported to house the Utah NHL team’s permanent practice and training facility. It is expected to be built before the 2025-2026 NHL season. This facility will feature at least two NHL-standard regulation ice rinks for the team and will also house the team’s official offices. In addition to serving the NHL franchise, the facility will be available for community use, including hosting community hockey programs and providing ice time for youth and amateur hockey and recreation. Community-accessible amenities will include a public entrance, an NHL team store, locker rooms, elevated seating around both rinks, and various multipurpose spaces for community events and programming.

As of June 2024, construction and layout plans have not been released.

Overarching ideas for the redevelopment of the mall is within the desires of Sandy City. The site is envisioned by the city to include an internal road network with emphasis on pedestrian connectivity, with public gathering spaces and spaces for community use, which are all encompassed in the plans for the site. Incorporation housing is also desired by the city, which would be necessary should the city acquire Housing and Transit Reinvestment Zone (HTRZ) funding for the station area.

MIXED-USE CORRIDORS

Mixed Use Corridors are envisioned around The Promenade. As the northeast portion of the station area (Centennial Village Area) redevelops in the future, it is recommended there be a process with the City to determine whether or not there is still desire to address ground-floor mixed-use with a satellite recreation center for south and west side residents.

It is envisioned that this area redevelop as planned, with more commercial and ground floor uses directly adjacent to The Promenade with a lowered commercial component for those buildings west of Monroe.

COMMERCIAL

There is existing commercial along State Street. It is envisioned that long-term redevelopment occurs in this area that parking be reduced as needed and redeveloped with additional commercial that plays into the development of South Town.

Overall Development at Buildout

This preferred scenario achieves the four foundational elements of station area planning.

1. Increase the availability and affordability of housing, including moderate-income housing
- o Adding additional housing (between 1,141 and 2,862) new housing units in the station area

o The affordability portions of the HTRZ will bring in between 53 and 187 affordable housing units

2. Promote sustainable environmental conditions

- o Reduction in the amount of impervious service will increase the quality of stormwater runoff

o Stormwater management plans are included as part of the PUD/Master Planning process

3. Enhance access to opportunities

- o Entertainment uses are accessed in the station area

o The community-accessible amenities as part of the SEG development accesses opportunities for community activities

o The addition of gathering space in the southern portion of the station area allows for more individuals to be within a 10-minute walk to a park

4. Increase transportation choices and connections

- o The pedestrian/cyclist bridge over I-15 and Monroe will be the premier pedestrian access to the FrontRunner Station from Sandy

o On-demand transit connects The Cairns area together

FIGURE 22: FRONTRUNNER STATION AREA FUTURE LAND USE MAP

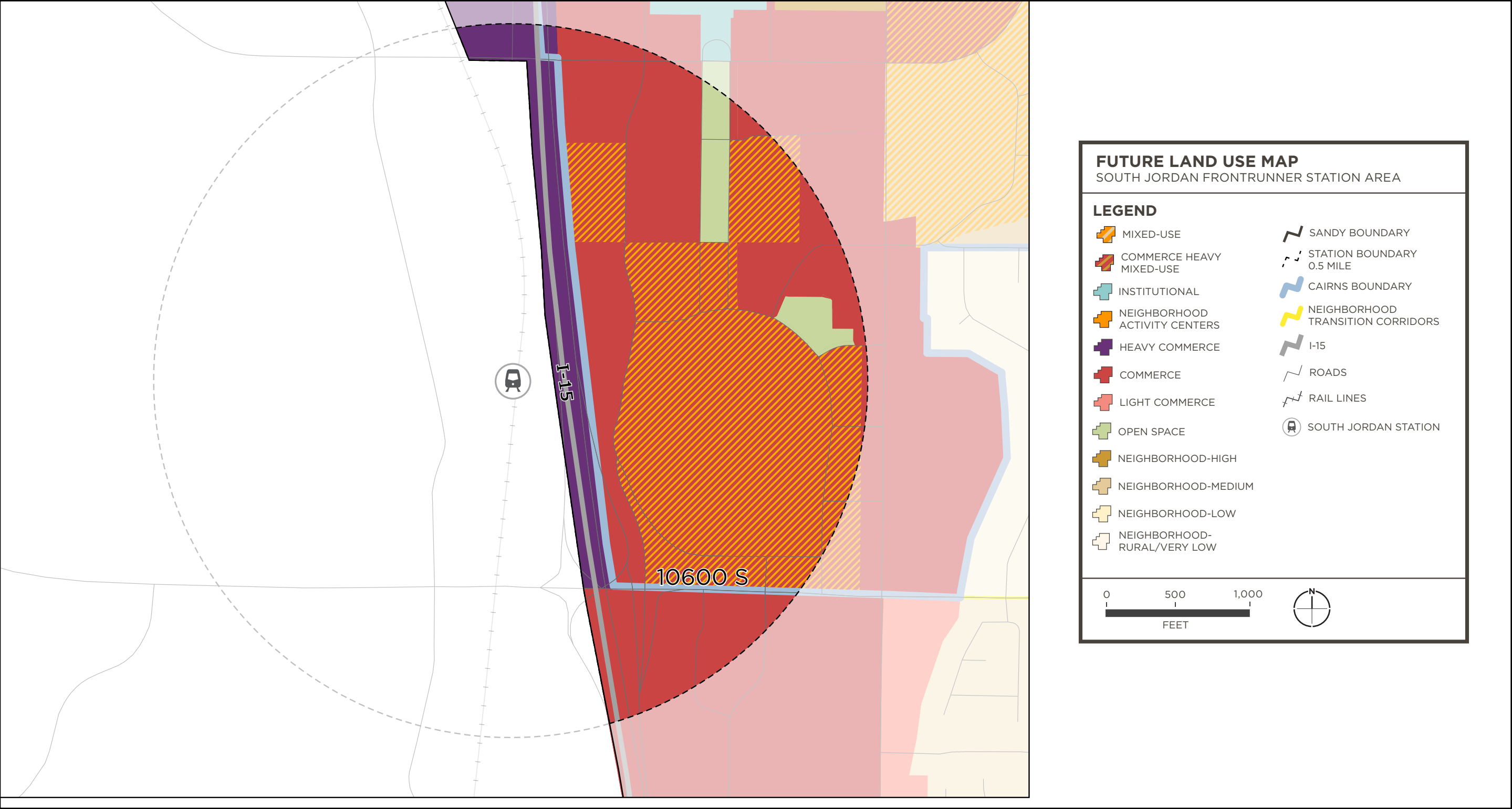


FIGURE 23: FUTURE LAND USE DASHBOARD

SOUTH JORDAN FRONTRUNNER (SJ)

The South Jordan FrontRunner Station Area Plan refers to the portion of the FrontRunner station that is within Sandy boundaries. The station area occupies the South Towne Mall Site, as well as the Sandy Promenade and surrounding areas. Currently, there is no pedestrian access to the Frontrunner Station because of Highway I-15.

The Sandy City portion of the South Jordan Frontrunner Station is envisioned as the southern anchor of the Cairns to support Sandy’s economic growth and enhance quality of life for new and current residents and visitors.

Due to this vision and emphasis of this area as part of the Cairns, development in the station area is expected to be of high intensity, with an emphasis on walkability to support a diverse array of entertainment, recreational, cultural, and dining establishments. Residential should be added into this area, but as a supportive land use, with a focus on ground-floor commerce types.

Along with walkability within the area is important, connections to the Civic Center TRAX Station and the FrontRunner station is of high priority. There is funding to put a pedestrian bridge over I-15 to connect to the FrontRunner, but connections to the TRAX station remain limited. Development should not cut off connections to these two transit areas.

SJ PRIORITIES

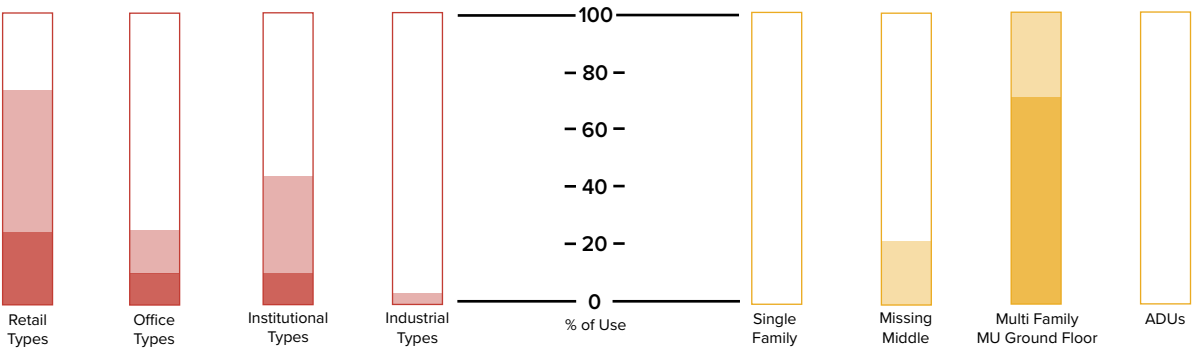
- 1. Implement an efficient and comfortable cyclist/pedestrian connection to the Civic Center Station to connect TRAX to FrontRunner
- 2. Increase housing availability and type
- 3. Create areas for people to gather, socialize, and engage in community activities.

LAND USE MIX (ACRES)


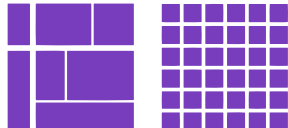






COMMERCE MIX (ACRES)

HOUSING MIX (DWELLING UNITS)



CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
4 to 8+ stories	Up to 50+ DUA	High-intensity: High-rise	Private and Public
PARKING ORIENTATION		BLOCK PATTERN AND STREETScape	
 Structured On-street		 Non-grid linear Small grid Commercial streetscape with equal balance of building, pedestrian, and landscape space	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
 MEDIUM Park once opportunities	 HIGH Transit-oriented development	 HIGH Connected to trails and bike routes	 HIGH Integrated into development

Transportation Recommendations

To address the challenges and capitalize on the strengths of the South Jordan FrontRunner Station, recommendations include:

Connectivity and Accessibility Enhancements

Establish connections between The Shops at South Town with State Street and 10600 South, introducing multimodal paths, bike lanes, and a boulevard/plaza leading south from City Hall through potential redevelopment of the Shops at South Town.

Pedestrian and Bicycle Bridge

Explore the feasibility and exact location of a pedestrian and bicycle bridge over I-15 and Monroe to connect South Jordan Station with the Shops at South Town. The City may wish to pursue funding from UDOT or WFRM to analyze bridge concepts and feasibility, to better inform decisions and budgeting needs moving forward.

Transit

Analyze feasibility of an on-demand transit system featuring locally branded stops and vehicles, serving destinations such as the Civic Center and Expo Center TRAX stations, Hale Center Theater, Salt Lake Community College Miller Campus, America First Field, and the Shops at South Town. In addition, explore providing ski bus park-and-ride facilities near the Shops at South Town, to connect more potential customers to walkable retail areas. Collaborate with UTA to streamline transit service between South Jordan Station and Civic Center station, to minimize delay for commuters traveling between these points.

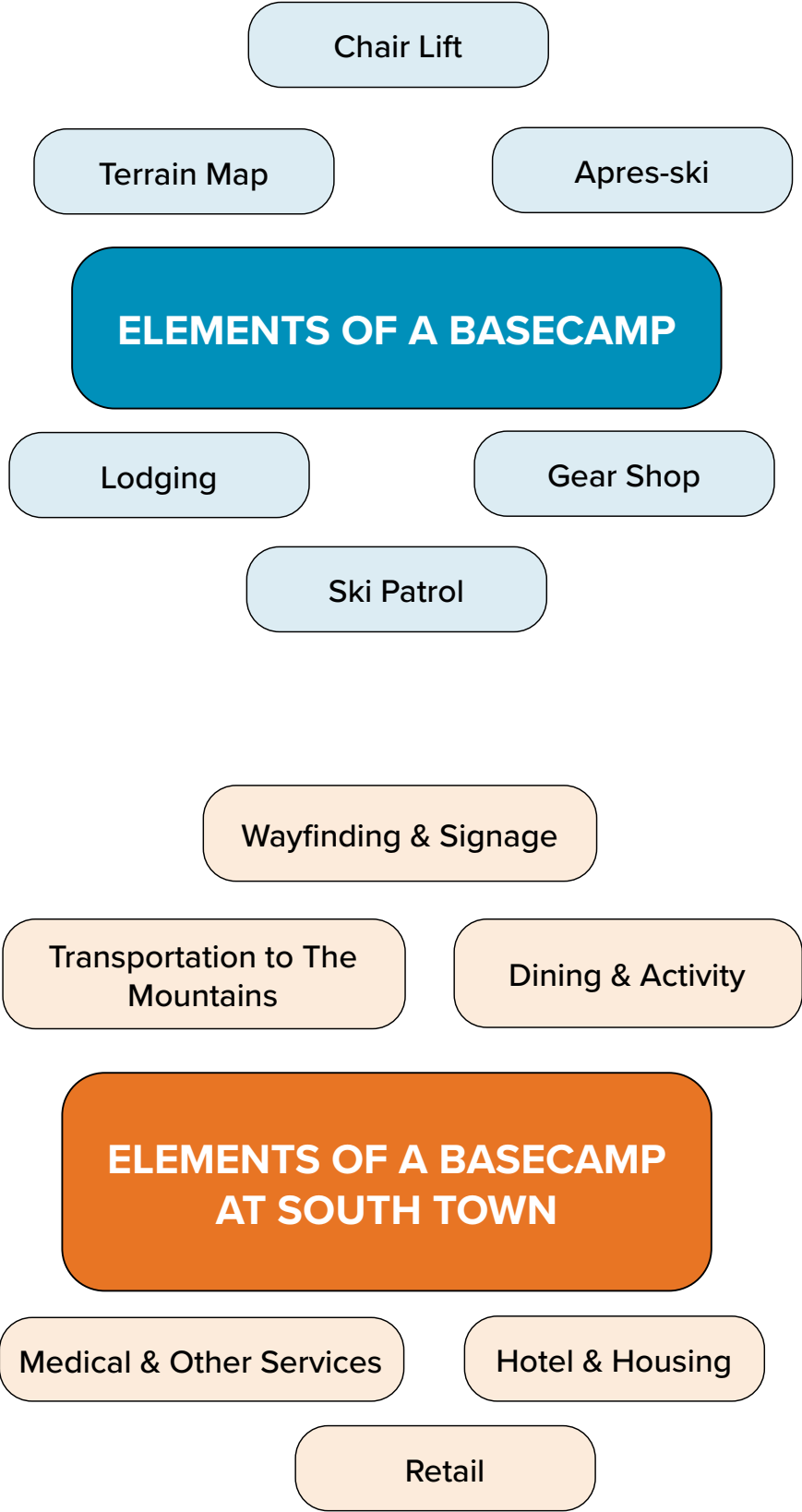
Urban Design Recommendations

Building Massing

Out of all the Station Areas, the South Jordan FrontRunner Station has the land to promote and position The Cairns as a global destination and recognized brand, bolstering Sandy City’s Ultimate Base Camp initiative, which highlights the city’s connection to mountain resorts. The district’s resort-inspired ambiance will lead to a substantial increase in hotel accommodations and significantly enhance the overall atmosphere and aesthetic.

The Cairns design guideline, “Where Mountain Meets Urban” describes a unique intersection where natural beauty and city living converge. This phrase encapsulates the juxtaposition of rugged, natural terrain with the built environment of a city. It signifies a location where residents and visitors can enjoy the amenities and conveniences of urban life while also having easy access to outdoor recreational opportunities, such as hiking, skiing, or mountain biking. This design concept should continue to be carried out throughout the station area to promote this area as part of The Cairns and signify the station’s prominence as a “base camp” for Little Cottonwood Canyon.

FIGURE 24: THE CAIRNS URBAN DESIGN RECOMMENDATIONS



New Parks and Gathering Spaces

In downtown areas, parks serve as vital green spaces that offer respite from the urban hustle and bustle. Including amenities that cater to a diverse range of needs and preferences can make downtown parks more attractive and enjoyable for residents, workers, and visitors alike. Since the station area already has some passive recreation parks, new parks and gathering spaces in the station area should focus on the addition of active play amenities as well as downtown park amenities. These include:

- 1. **SEATING AREAS:** Provide a variety of seating options such as benches, picnic tables, and movable chairs to accommodate individuals and groups looking to relax, socialize, or enjoy a meal outdoors.
- 2. **SHADE STRUCTURES:** Install shade structures such as pergolas, umbrellas, or shade sails to provide relief from the sun and create comfortable gathering spaces, especially during hot summer months.
- 3. **WI-FI AND CHARGING STATIONS:** Offer free Wi-Fi access and charging stations to allow visitors to stay connected and recharge their electronic devices while enjoying the park.
- 4. **FITNESS EQUIPMENT:** Install outdoor fitness equipment such as exercise stations, yoga platforms, or walking trails to encourage physical activity and promote health and wellness among park users.
- 5. **PLAYGROUNDS:** Create playgrounds or play areas equipped with age-appropriate equipment, swings, slides, and climbing structures to cater to families with children and encourage active play.
- 6. **PUBLIC ART AND SCULPTURES:** Integrate public art installations, sculptures, murals, or temporary exhibitions to enhance the park’s aesthetic appeal, stimulate creativity, and foster cultural engagement.

- 7. **OUTDOOR PERFORMANCE SPACES:** Designate areas for outdoor performances, concerts, theater productions, or community events to showcase local talent, entertain visitors, and promote cultural exchange.
- 8. **FOOD AND BEVERAGE OPTIONS:** Incorporate food kiosks, food trucks, or outdoor cafes offering a variety of refreshments, snacks, and dining options to programs spaces like The Promenade.
- 9. **BICYCLE AMENITIES:** Provide bike racks, repair stations, and bike-sharing stations to encourage cycling as a sustainable and healthy mode of transportation and recreation.
- 10. **TEMPORARY AMENITIES:** Provide temporary amenities or features that can be easily installed, removed, or repositioned within a park, allowing for flexibility in park design, programming, and usage. These include mobile playgrounds, human sized chess, pop-up seating areas, amongst others.
- 11. **UNIQUE AMENITIES:** The station area is a good opportunity to bring in unique elements that are not found in other parks in Sandy. This includes ping pong, artistic playgrounds, musical installations, outdoor game areas, and interactive water features.

Sustainability Enhancements

The FrontRunner Station Area is located half a mile from the Jordan River. The stormwater runoff of the area directly affects the Jordan River’s water quality. As the station area consists of over 47 acres of impervious surface parking lots, it is imperative that stormwater management practices are included in redevelopment. Development should include stormwater management practices from developers as part of the Planned Unit Development Plan or Master Plan of a site.

STRUCTURAL METHODS

- Incorporation of retention and detention ponds
 - Constructed Wetlands
 - Bioswales and Raingardens
 - Greenroofs
 - Permeable Pavements
 - Oil-Grit Separators
 - Sand and Media Filters

NON-STRUCTURAL METHODS

- Street-sweeping
- Public Education and Outreach
- Vegetation Planting

Funding Recommendations

Housing and Transit Reinvestment Zone (HTRZ) Funding

The station could benefit from an HTRZ over a portion of the Shops at South Town. An HTRZ for a FrontRunner Station must be at least 10 acres but not exceed 125 acres.

According to State Statute, the HTRZ will not be able to exceed a 1/3-mile radius of the rail station. The entire South Town site does not fall within this radius, but a good portion does. As 51% of the developable land must have residential use, the area outside of the 1/3-mile radius could hold more of the NHL uses while the west side of the site can include more residential uses.

However, since the parcel is bisected by a relevant radius limitation (1-15), the full parcel may be eligible for the entire HTRZ. When the HTRZ proposal is submitted to the Governor’s Office of Economic Opportunity, a case can be made to include the entire parcel in the HTRZ. Careful site planning and coordination with the Governor’s Office of Economic Opportunity to ensure compliance will be necessary as the project moves forward.

Should the area get an HTRZ, development is expected to include 51% of the acreage dedicated to housing and include affordable housing. However, the Economic Development Department should look at more parcels to consider as part of the HTRZ, even considering partnering with South Jordan, should Sandy move forward with acquiring an HTRZ.

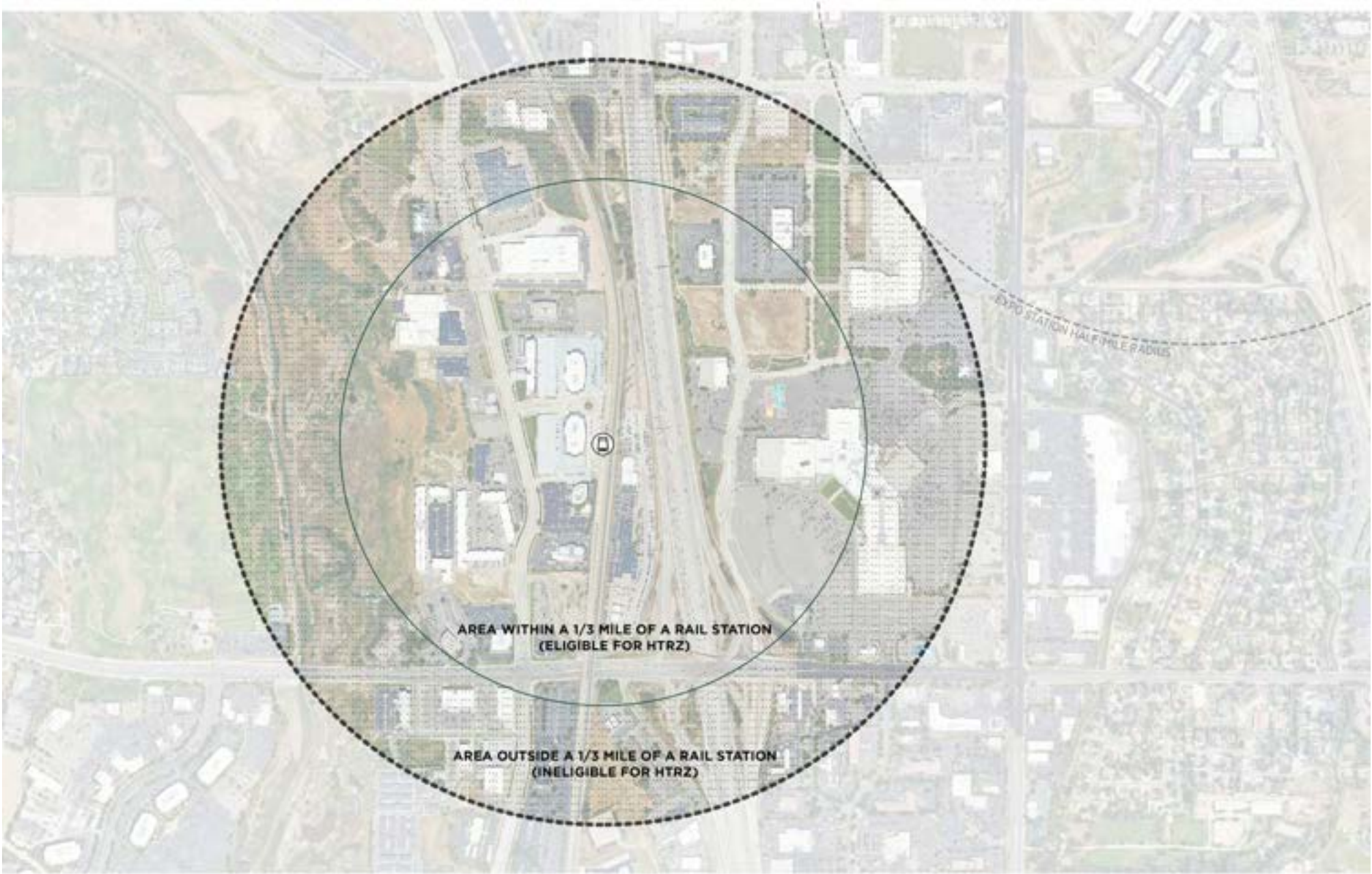


FIGURE 25: HTRZ ELIGIBILITY

Implementation Plan

YEAR 1	NOTES
Begin to draft zoning ordinance overhaul	Responsibility: Planning Division Project Partners: none Funding Sources: Grant sources, General Funds
Create schedule for updating and meeting with stakeholders to move to project pieces forward	Responsibility: Planning Division Project Partners: UTA, America First Stadium, Canyons School District, Miller Group, Other Property Owners and Developers Funding Sources: General Funds
Begin to secure funding for Year 2-5 opportunities to maximize grants	Responsibility: Planning Division Project Partners: Public Works, Parks and Recreation Department Funding Sources: General Funds
Update The Cairns Master Plan to adhere to changes made in the EXPO Center Station Area Plan, including the Stadium Village Master Plan additions	Responsibility: Planning Division Project Partners: none Funding Sources: General Funds
Update The Cairns Master Plan wayfinding and signage sections to include directional wayfinding for Public Transit	Responsibility: Planning Division Project Partners: none Funding Sources: General Funds

YEAR 2-4	NOTES
Work with Public Works and micromobility providers including existing providers such as Bird and Lime to create a micromobility expansion plan to expand drop off zones out of right-of-way. Look into expanding providers such as GreenBike, Spin, and Lime Bikes	Responsibility: Planning Division Project Partners: Public Works, Micromobility Providers Funding Sources: Grant sources, General Funds
Secure funding and create a Parking District Plan for The Cairns greater area	Responsibility: Planning Division Project Partners: Public Works, Developers Funding Sources: Grant sources, General Funds
Explore creation for an HTRZ and decide whether entire South Town parcel will apply to be a part of an HTRZ	Responsibility: Economic Development Project Partners: Public Works, Planning Division, Developers Funding Sources: Grant sources, General Funds
Design and rebuild Monroe near the I-15 interchange to incorporate planned elements. Consider off-road multimodal facilities in design	Responsibility: Public Works Project Partners: Parks and Recreation Department Funding Sources: Grant sources, General Funds
Include stormwater mitigation practices as part of the PUD process	Responsibility: Planning Division Project Partners: Public Works, Developers Funding Sources: Grant sources, General Funds
Determine the exact location of the pedestrian/cyclist bridge over I-15 and Monroe	Responsibility: Public Works Project Partners: Public Utilities, Developers, UDOT, Planning Division, WFRC Funding Sources: Grant sources, General Funds, UDOT Funds, WFRC Funds

YEAR 5	NOTES
Update and continue Station Area Plan, evaluating opportunities based on new market conditions and work done in years 1-4	Responsibility: Planning Division Project Partners: TBD Funding Sources: Grant sources, General Funds, WFRC Funding

Ongoing/Opportunity Arises	NOTES
Continue to secure funding for year 1-5 opportunities to utilize as much grant funding as possible	Responsibility: Planning Division Project Partners: As needed Funding Sources: General Funds, Grants

STATION AREA PLANNING

7.1a

Crescent View

Introduction

Utah Transit Authority (UTA) services the Salt Lake Valley with TRAX light rail and operates 50 stations distributed across three routes, the red, blue, and green lines. The Crescent View Station is situated along the Blue Line at 361 East 11400 South in Sandy, UT. This station directly borders the southern municipal boundary of Sandy and approximately half of the station’s 0.5 mile radius exists in Draper.

Crescent View station exists in a primarily residential area that includes single family homes, a townhome development, and a mobile home park. In addition to residential uses, commercial uses exist along the western boundary of the radius (Home Depot) and in Draper on 700 East (Harmons Grocery).

Current Station Area Role

Currently, the bulk of ridership at Crescent View Station consists of nearby residents commuting to work in various parts of the Salt Lake Valley. The station offers a park and ride lot and locked bicycle cages but no other facilities or restrooms. Pedestrian access is limited to one point on the south end of the platform.

FIGURE 1: CRESCENT VIEW STATION AREA BOUNDARY

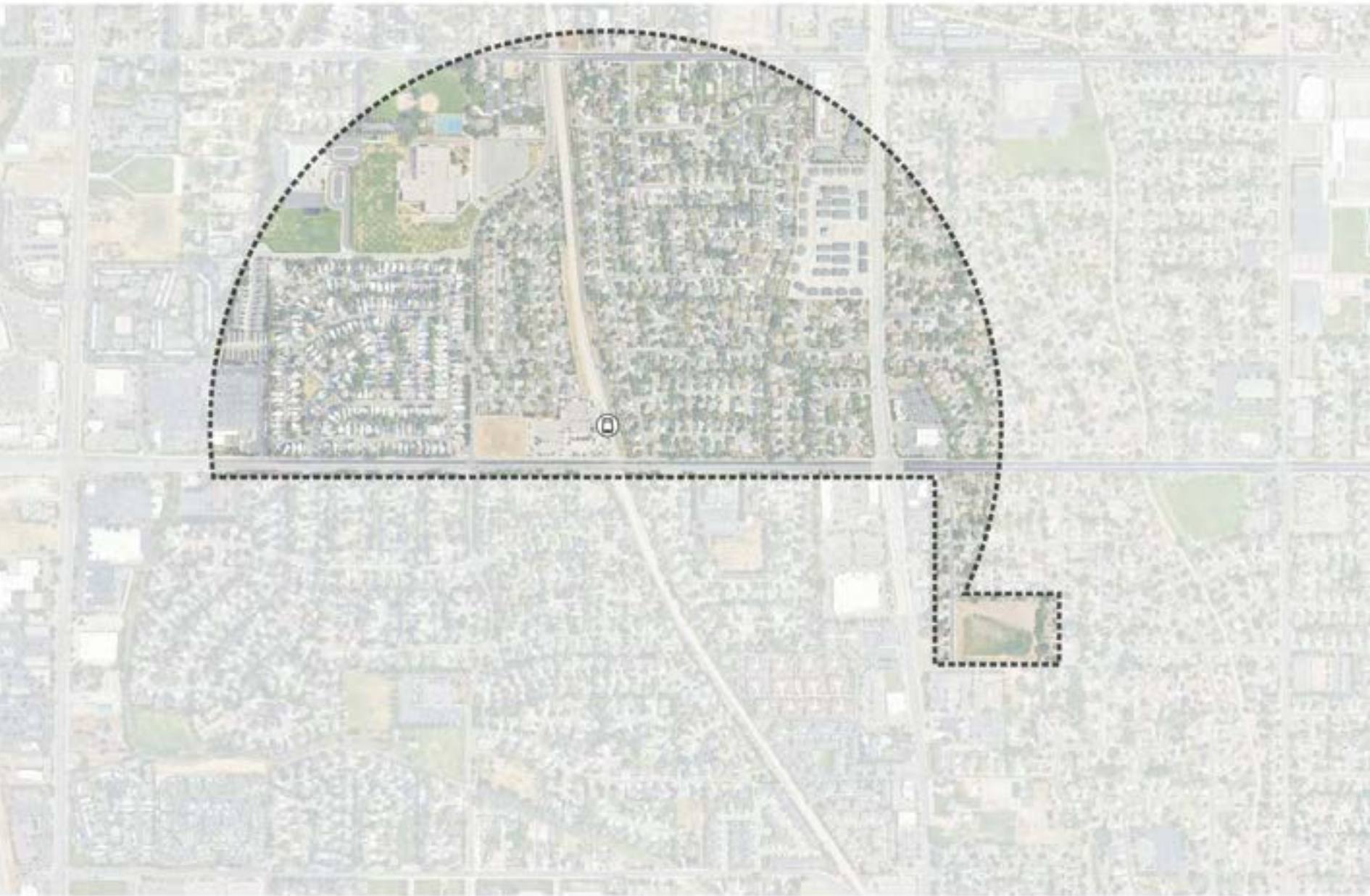
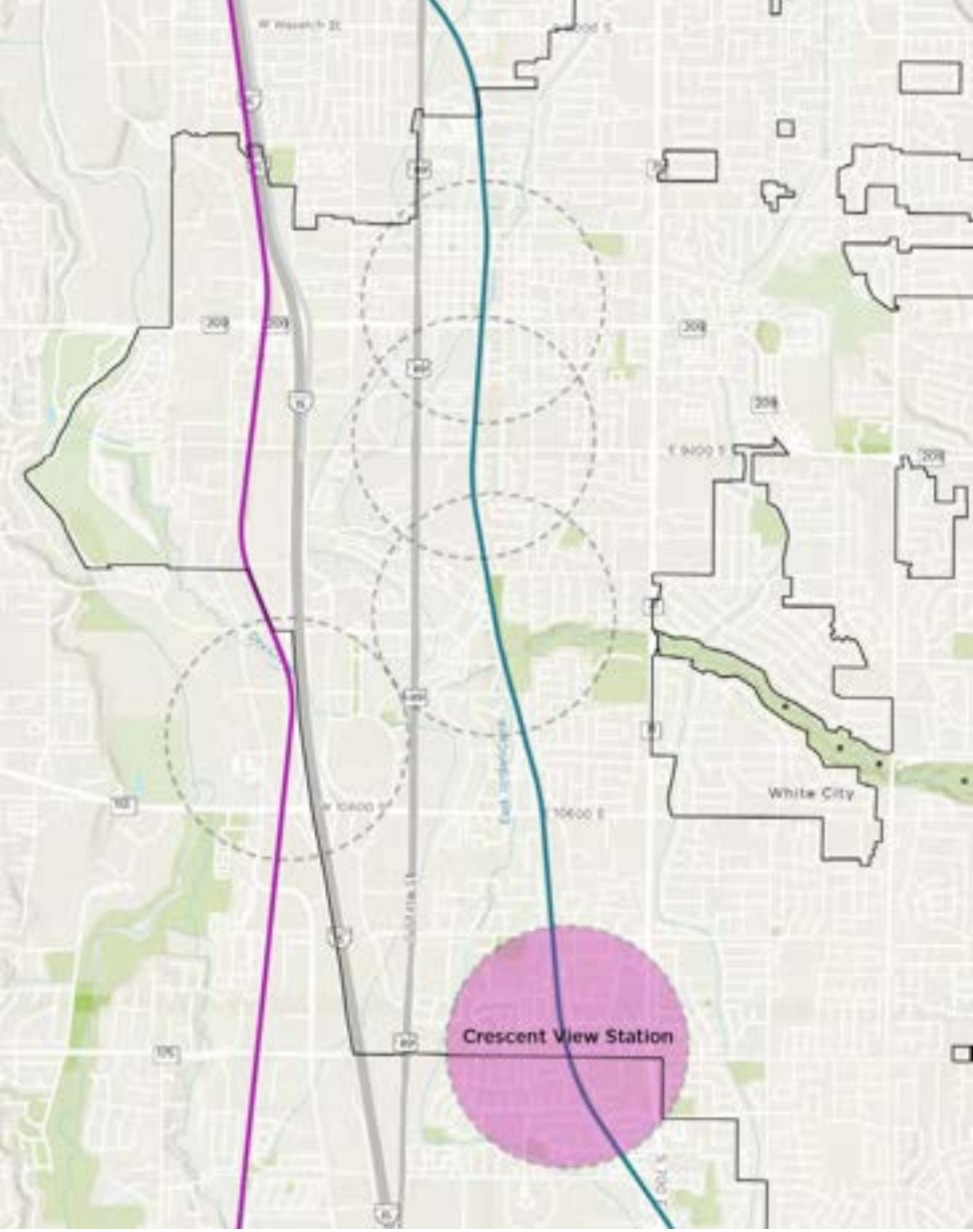


FIGURE 2: CRESCENT VIEW STATION NETWORK LOCATION



Existing Conditions

Demographics Snapshot

Crescent View Station has the most population in the half mile boundary surrounding the TRAX station out of all of the station boundaries within Sandy. This is due to the most prominent land use being residential in the boundary. The population of Crescent View is similar to that of Sandy City, where there is a large population of white-collar professionals and an above average disposable income. Residents within the boundaries of the station have a lower unemployment rate and a higher education level of attainment than Sandy.



Source: Meridian Senior Living

FIGURE 3: DEMOGRAPHIC SNAPSHOT

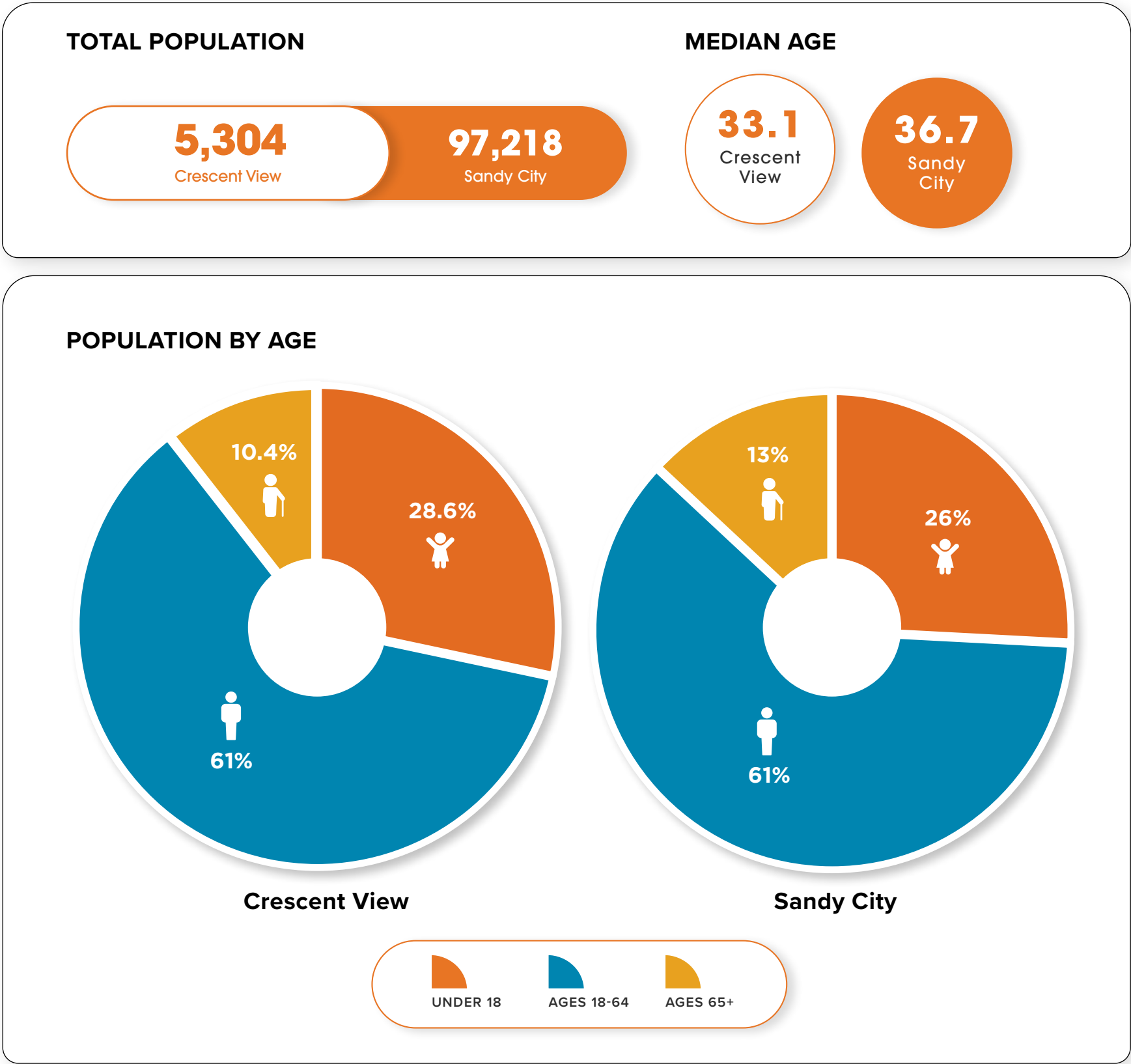
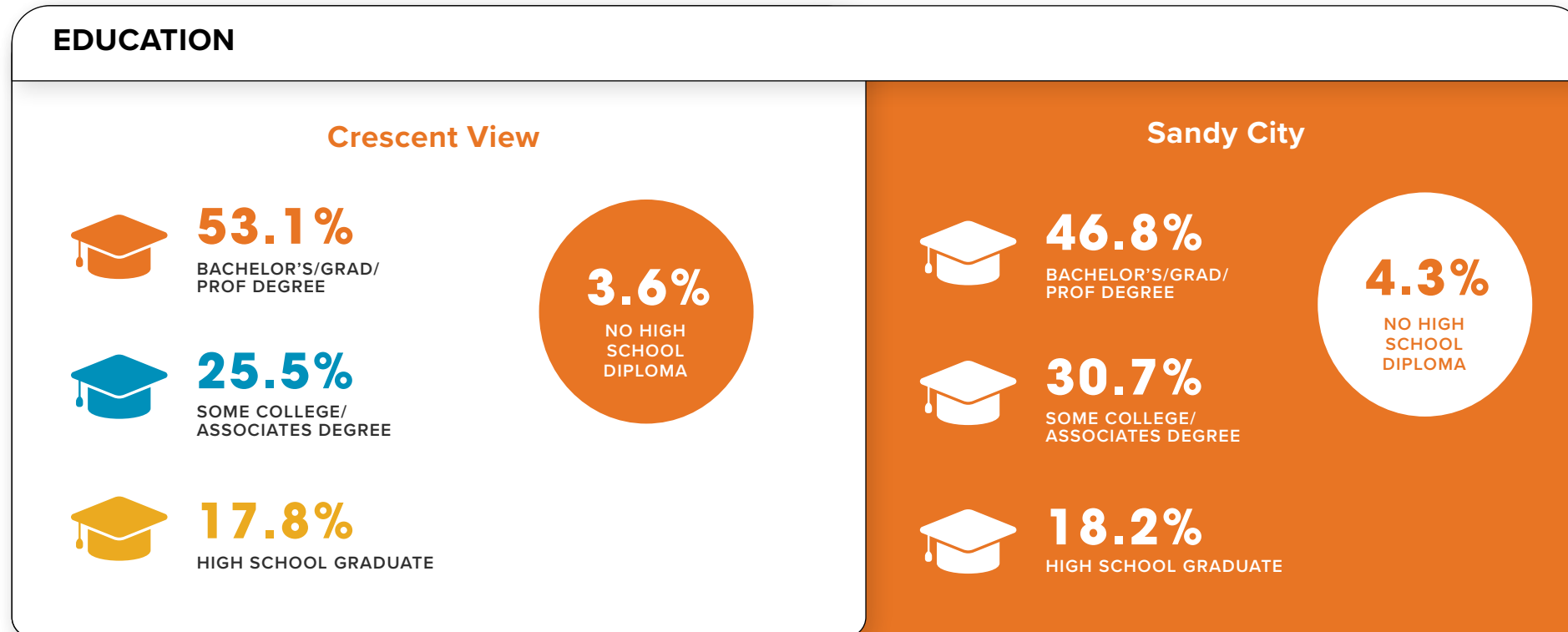


FIGURE 4: DEMOGRAPHIC SNAPSHOT

EDUCATION



Housing Snapshot

Crescent View’s real estate predominantly consists of single-family homes, ranging from spacious (four, five or more bedrooms) to medium-sized (three or four bedrooms), as well as townhomes being currently built. The neighborhood exhibits a blend of homeowners and renters, with around 73% of the units within the station belonging to a homeowner. Many of the residences in the station boundary are established but not old, having been built between 1970 and 1999. As a mostly built-out neighborhood, a few infill projects have taken place since the 2000s, contributing to a mix of established and newer housing options.



Source: Bayshore Home Sales

FIGURE 5: HOUSING SNAPSHOT

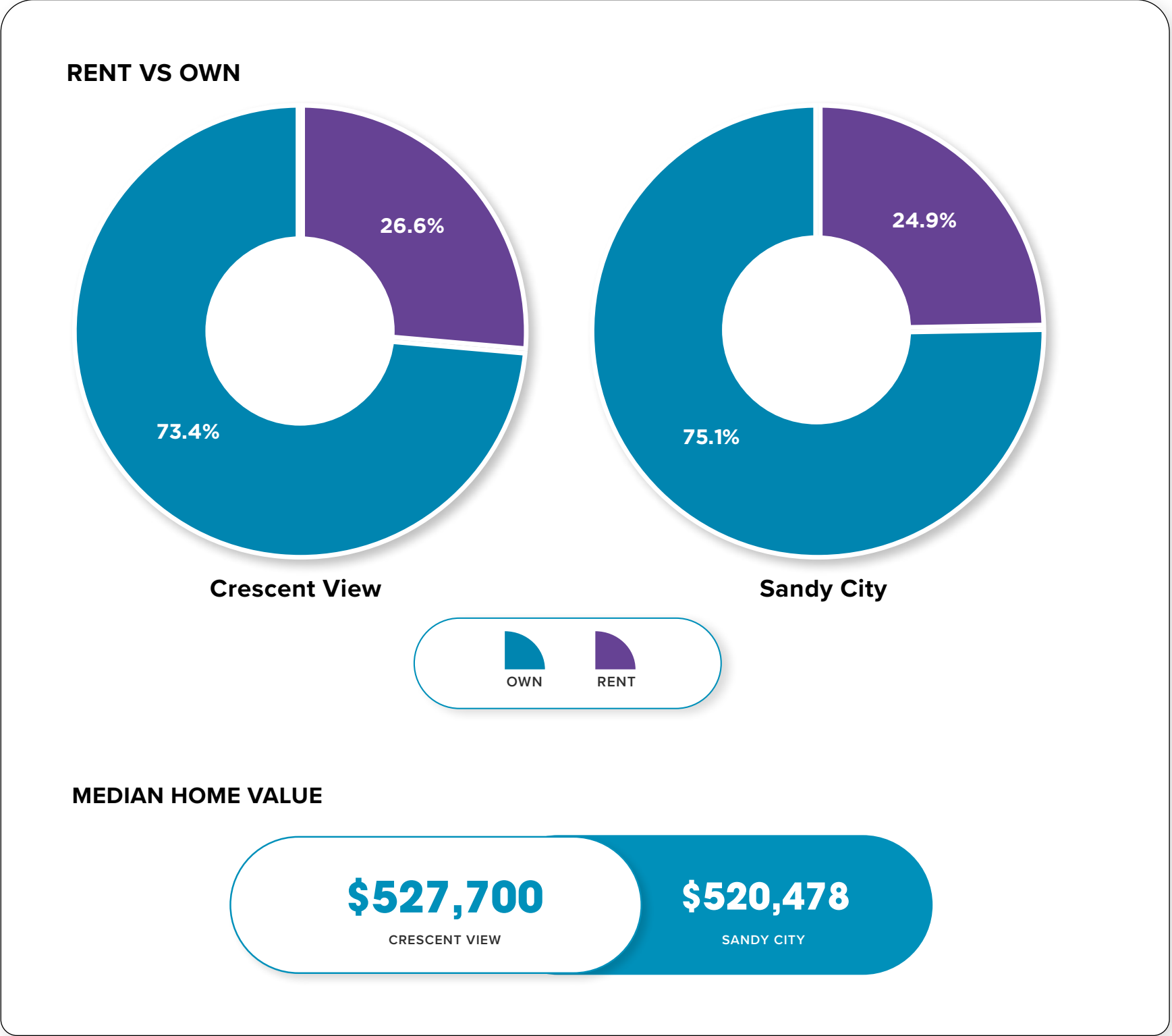


FIGURE 6: ECONOMIC SNAPSHOT

Economic Snapshot

CRESCENT VIEW STATION			
	Intersection	Long	Lat
	11400 S. & 358 E.	-111.8808885	40.5451789
Total GLA	212,000 SF		
Rental Rate	\$25.95		
Vacancy	0.00%		
Occupancy	100.00%		
Age (year built)	2013		
	1/2 Mile	2 Miles	3 Miles
Population	5,304	46,014	98,599
Daytime Population	4,471	59,979	119,866
Median Household Income	\$104,670	\$106,451	\$108,457

Transportation Snapshot

TRANSIT NETWORK OVERVIEW

Located at 358 East 11400 South, Crescent View Station serves as a TRAX station for UTA’s Blue Line, as shown in Figure 4 and Figure 5. This station is situated in a residential area of Sandy, lacking immediate commercial surroundings but providing access via the nearby Porter Rockwell Trail.

FIGURE 7: AVERAGE WEEKDAY BOARDINGS

AVERAGE STOP-LEVEL WEEKDAY BOARDINGS AT SANDY CRESCENT VIEW STATION				
RTE	ROUTE NAME	FREQ	ROUTE TYPE	STATION BOARDINGS
701	Blue Line	15 Min	Light Rail	197



FIGURE 8: TRANSPORTATION SNAPSHOT

CHALLENGES AND LIMITATIONS

The Crescent View Station’s challenges include connectivity with nearby residential areas. Uncomfortable options for pedestrians and cyclists along 11400 South and 700 East, combined with high automobile traffic volumes and speeds, deter station use and accessibility. Moreover, the intersection of 11400 South and 700 East, with heavy vehicle traffic, serves as a barrier for individuals attempting to access the station, emphasizing the need for improved crosswalks, signage, and other safety measures.

STRENGTHS

The Station’s strengths include its connection to the Porter Rockwell Trail and proximity to regional retail like Home Depot, Best Buy, Scheels, and Harmons Grocery Store. These factors help create a node for accessing services and recreation.



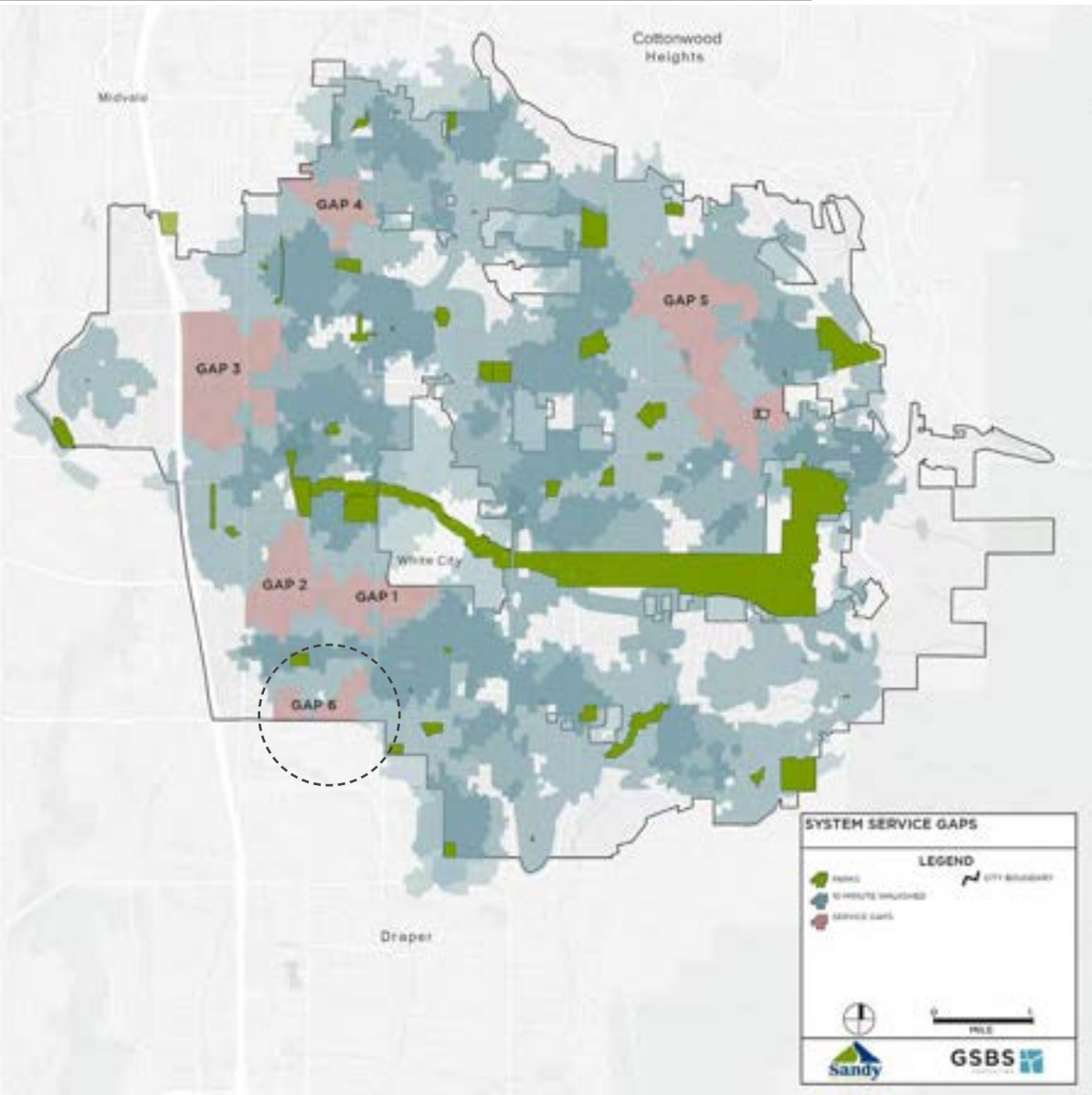
Informative Park and Ride Signage

Cultural & Social Snapshot

PARKS AND OPEN SPACE

According to the Parks, Recreation, and Trails Master Plan, Sandy City has six larger gaps where residents are not located within a 10-minute walk to a park. Although the station area consists of one existing park, Crescent View Park and one future park, Pond Park, there is still a large gap where the residents are not within a 10-minute walk to a park. This area has been called out as the highest priority need for parks or park connections.

FIGURE 9: PARK SYSTEM SERVICE GAPS



CRESCENT VIEW AMENITIES & SUPPORT FACILITIES

	Outdoor Pavilion	9 Tables		Electrical	✓
	Restroom	✓		Water	✓
	Parking Stalls	48		Sanitizer Station	1
	Playground	✓		Trash Bins	11
	Jogging Path	0.33		Pickleball Court	4
	Basketball	2		Picnic Table	2
	Softball	2		Bench	12
	Softball Lighting	✓		Drinking Fountain	2
	Soccer Lighting			Active Park	✓
	Tennis	2			
	Tennis Lighting	✓			



Crescent View Park



Equipment at Crescent View Park

Land Use & Zoning Snapshot

The Crescent View Station encompasses multiple zoning districts including a mix of residential zoning districts including R-1-40 (Animal Rights), R-1-20 (Animal Rights), R-1-10, R-1-8, R-1-6, and more dense residential zoning including PUD 16, PUD 10, and Mobile Home District Zoning.



New Townhomes in the Station Area

Source: Live at the Orchard

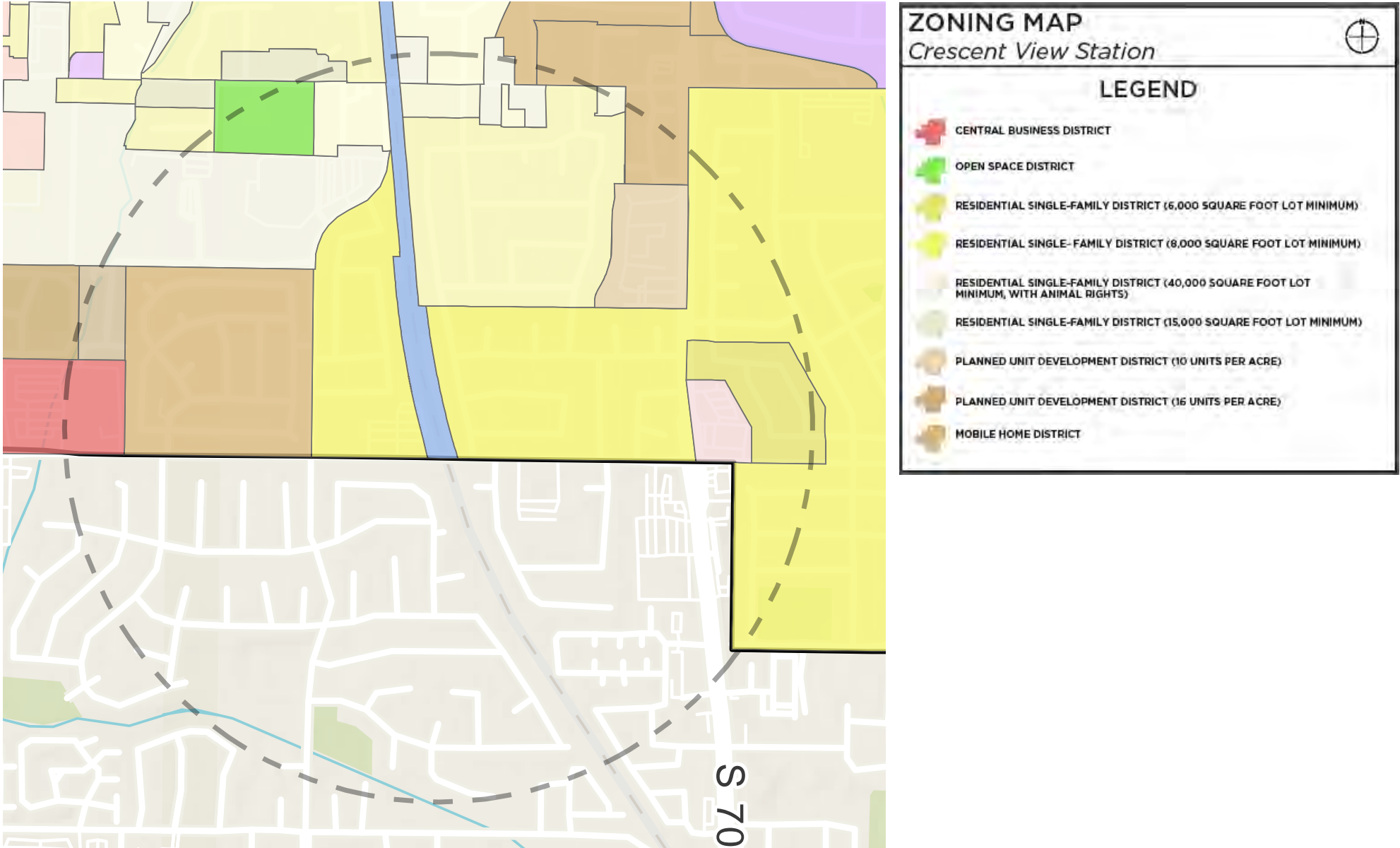


FIGURE 10: CURRENT ZONING MAP

Utilities Snapshot

Sandy City Public Utilities is the drinking water, storm water, and street lighting provider in the station area. The only planned project in the station area is a line replacement scheduled for a portion of Vista Way off of 11000 South, east of the TRAX line. Power is mostly provided by Rocky Mountain Power.

REDUCING WATER DEMAND FOR FUTURE DEVELOPMENT

Sandy City’s landscaping requirements have been revised to mandate more water-wise designs for newly constructed or renovated landscaping. Based on existing water use patterns in Sandy City, water conservation potential is highest in the category of residential outdoor irrigation.

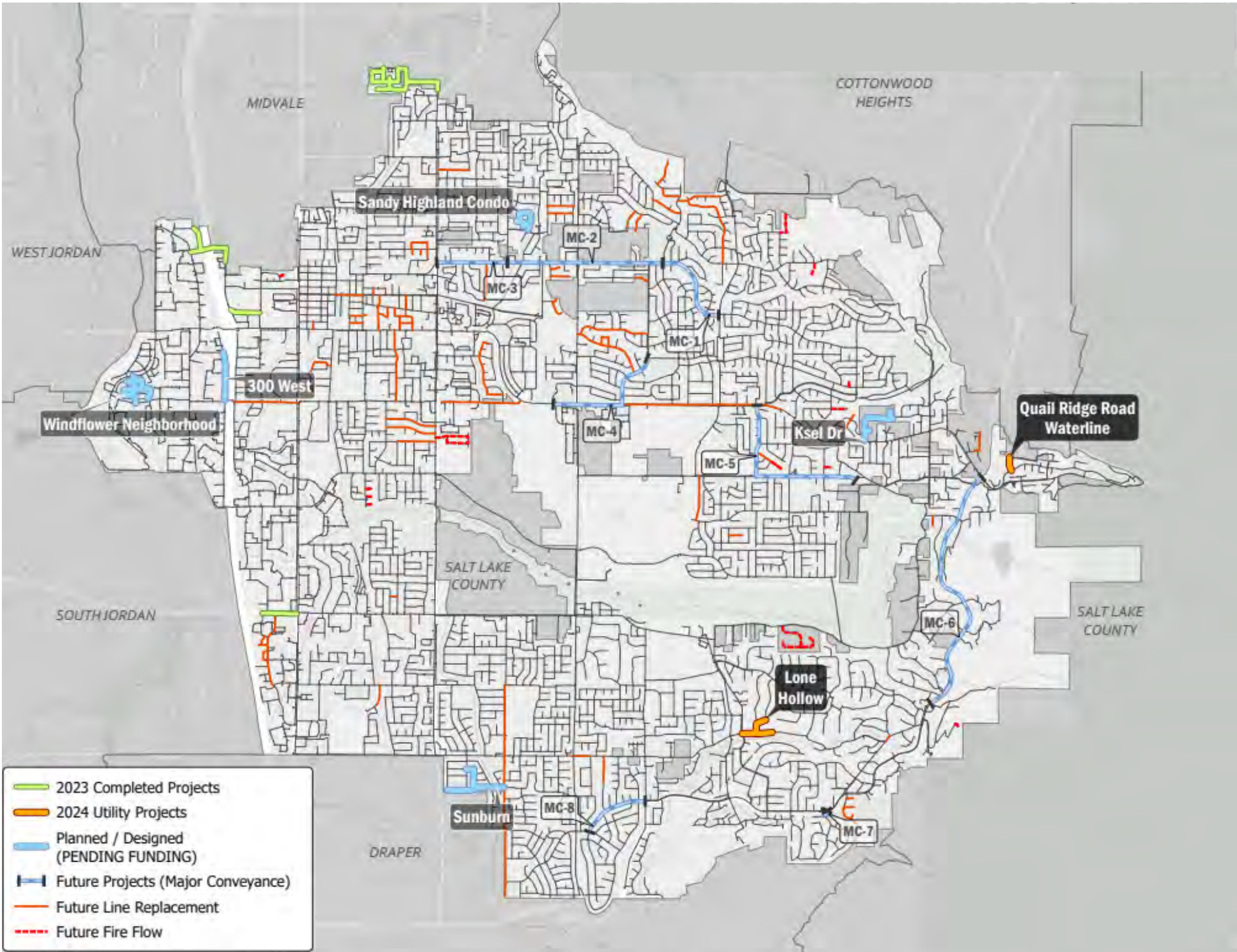


FIGURE 11: PLANNED UTILITY PROJECTS

FIGURE 12: PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS

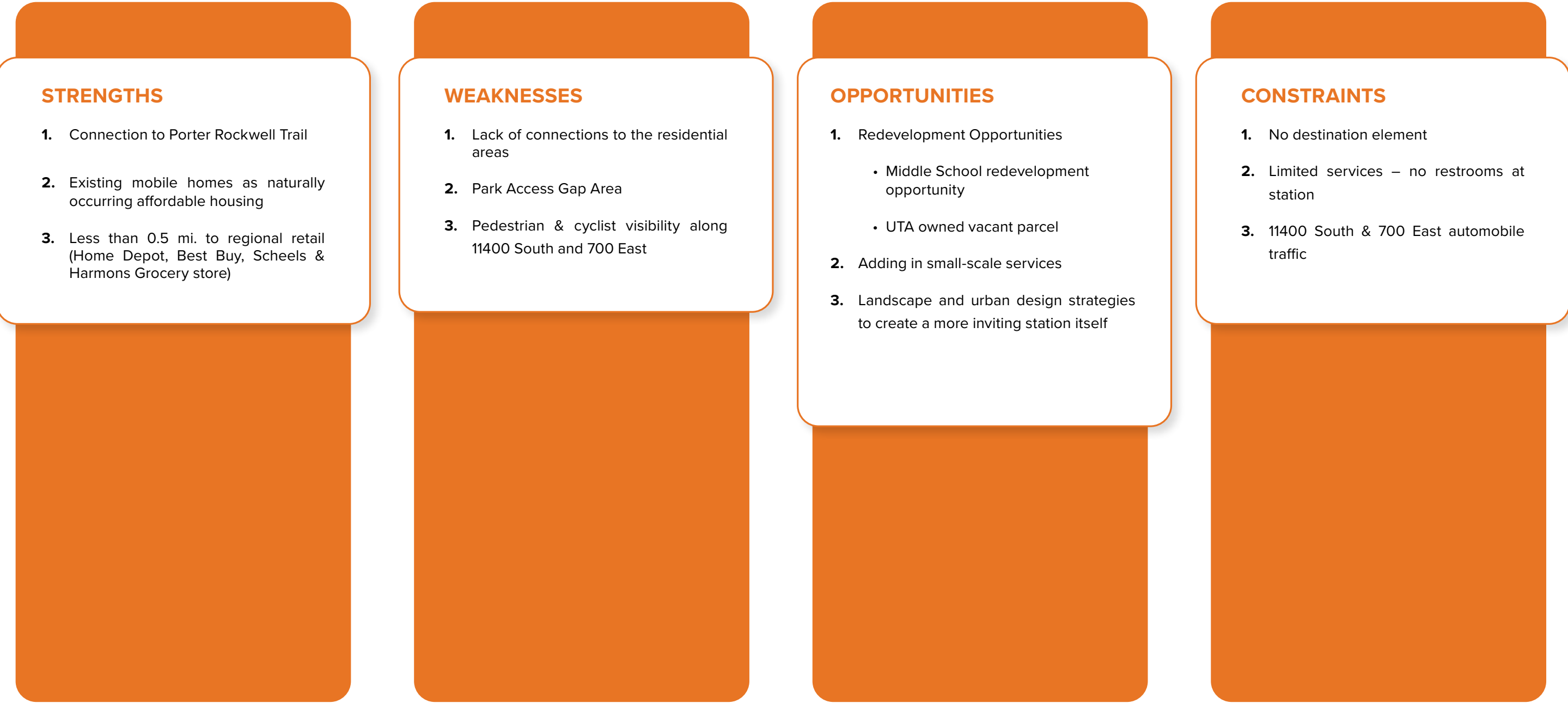
PROJECTED DRY YEAR WATER PRODUCTION REQUIREMENTS					
YEAR	Projected Production Requirements Based on Year 2000 Demands (acre-ft)	Projected Production Requirements at Proposed Conversation Goal (acre-ft)	Estimated Annual Savings Through Conservation (acre-ft)	Existing Reliable Supply (acre-ft)	Estimated New Supply Development Which can be Delayed Through Conservation (acre-ft)
2000	31,517	31,517	0	29,640	0
2005	31,353	29,420	1,934	30,500	0
2010	28,032	24,574	3,458	32,500	0
2015	29,616	24,136	5,480	32,500	0
2020	30,844	24,515	6,628	32,500	0
2025	31,955	24,133	7,822	32,500	0
2030	33,394	24,222	9,172	32,500	894
2035	34,833	24,698	10,135	32,500	2,333
2045	37,716	25,881	11,835	32,500	5,216
2060	40,702	27,134	13,568	32,500	8,202

Source: 2021 Water Conservation Plan

SWOC Analysis

A strengths, weaknesses, opportunities, and constraints assessment was conducted on the station area, based off of an existing conditions analysis and public engagement.

FIGURE 13: SWOC ANALYSIS

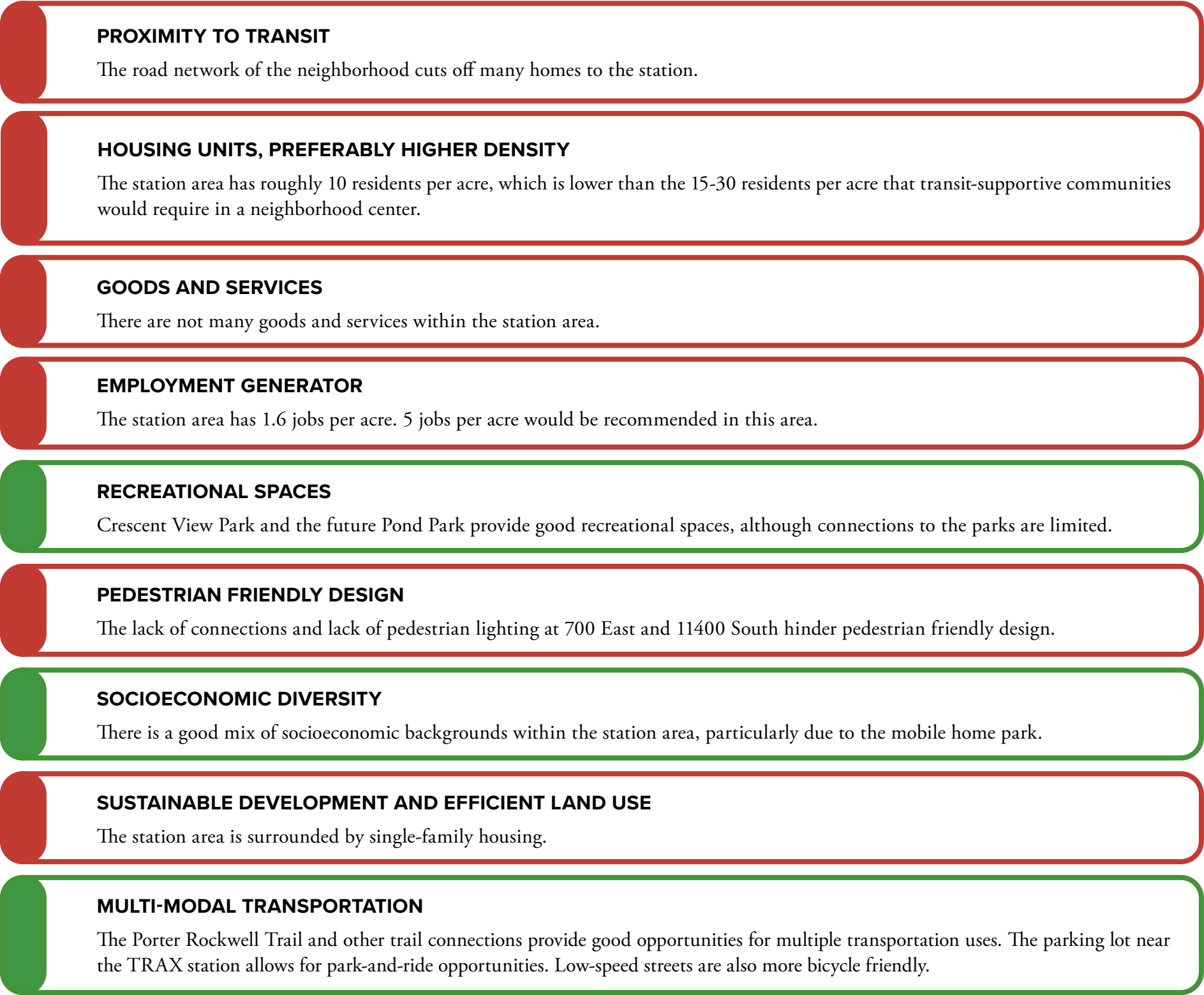


Elements of Transit-Supportive Communities

An analysis was undertaken to identify if the Crescent View Station met the needs of a transit-supportive community. Of the nine elements, only three are supportive of transit in the area.



FIGURE 14: MEETING ELEMENTS OF TRANSIT-SUPPORTIVE COMMUNITIES



Public Engagement Summary

The planning process kicked off with the Sandy Pace of Progress General Plan engagement process. Collaboration, suggestions, and involvement from a wide range of community members and project stakeholders were all part of community engagement. To maximize public and stakeholder involvement and to clarify the vision for the station area’s future, the plan included in-person and online engagement activities.

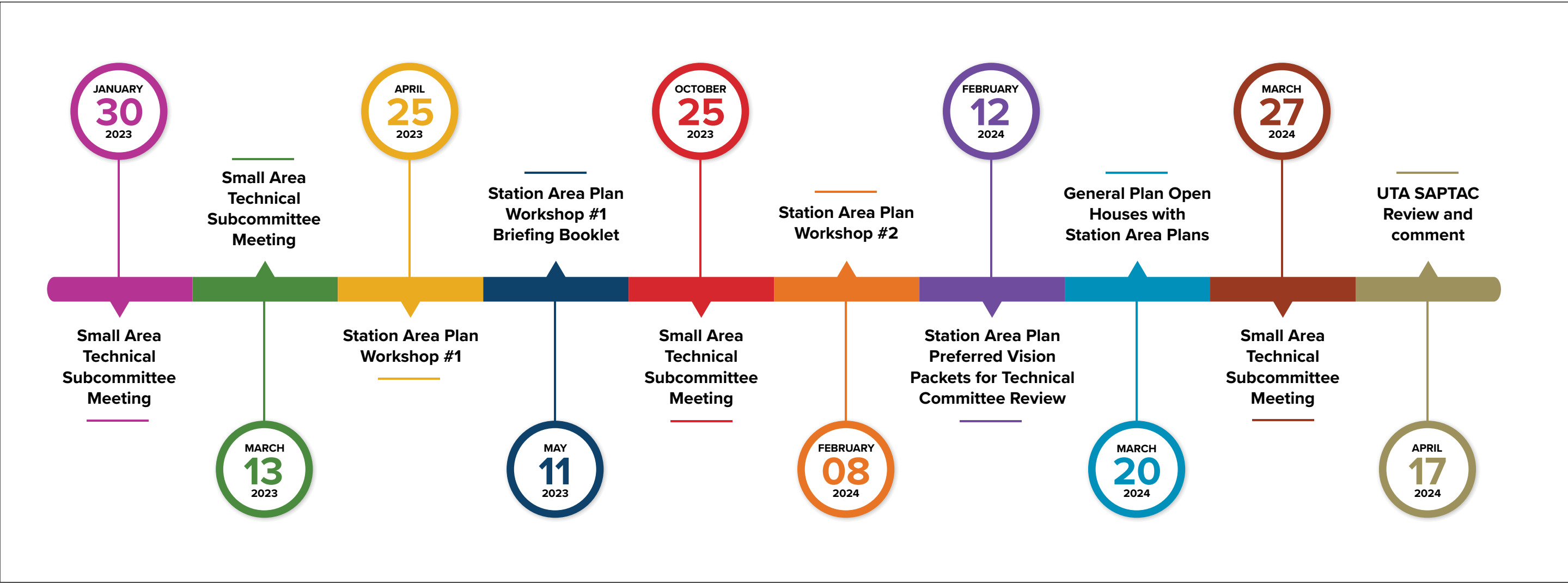


FIGURE 15: COMMUNITY ENGAGEMENT TIMELINE

Key Messages

Overall, Crescent View Station is regarded as an asset to nearby residents. The station may benefit from improvements, increasing pedestrian connectivity, and further integration into the broader city transportation fabric.

The primary concerns regarding safety are (1) poor pedestrian visibility at nearby intersections, (2) lack of comfortable riding space for bicyclists on 11400 South, and (3) personal safety concerns on the train, especially later at night. Ideally, the station area should aim to support safe and comfortable pedestrian access to the station platform and integrate with the surrounding residential neighborhoods.

Access to the station is predominantly auto-focused. The park and ride lot is bordered by a concrete wall that doesn’t allow for direct pedestrian access from the neighboring residences. An opportunity exists to increase

pedestrian connectivity through access points to the residential area directly next to the station.

Crescent View is relatively removed from the higher trafficked commercial areas in Sandy. The station can play a supportive role by coordinating with events such as Real Salt Lake games and providing offsite parking. This would help alleviate vehicle congestion at events.

Future Station Area Role

In Community Workshop #1, stakeholders defined the future of the station area as continuing to be a commuter station. The newly constructed Orchard Townhomes are an indicator of increasing density in the area which coincides with higher levels of transit ridership in the future.

Tie to General Plan Vision and Values

Going beyond the objectives of HB 462 to tie into the General Plan Vision and Values was central to concept generation and deciding on a preferred scenario. In an effort to see how the station area was on its way to meeting the general plan values based off of existing conditions and public perception, the following Gantt chart was created:

FIGURE 16: TIE TO GENERAL PLAN VISION AND VALUES

Note that YES does not mean that the station area completely meets the General Plan Value but has the basic building blocks that are important to meeting the Value.

Crescent View Station	Community - recognition of the fundamental importance of nurturing a strong, inclusive, and connected social fabric within the City		Premium Location - An emphasis on efficient, safe, and comfortable mobility to facilitate access to goods, services, recreation, open space, and employment through walking, biking, and vehicles		Opportunity - An effort to improve the potential for positive charge, growth, and development of individuals, families/households, neighborhoods, commercial endeavors, and the City itself		Stewardship - Responsible management of the City’s resources and a consideration for potential impacts in an effort to ensure adequate capacity, foster a healthy resiliency, and pursue a sustainable balance of economic, environmental, and social outcomes		Well-Being - A focus on creating environments and systems that support the safety, happiness, and physical, mental, and social health of individuals in Sandy City	
	Y	Opportunities to enhance include adding neighborhood serving services, better connections to open space, and improving the TRAX station itself with beautification.	N	Station itself is generally inaccessible to neighboring residents via sidewalks and the Porter Rockwell Trail. Opportunity for enhanced bicycle and pedestrian connections along 11400 S.	N	Lack of any commercial services. Services include Home Depot and CVS. Educational opportunities with nearby CSD schools. There are attainable housing options with the mobile home park, but mostly SF.	Y	Acts as a commuter station, typically auto-focused. Single-family housing nearby, but limited options otherwise. Unused school nearby, potential opportunity for adaptive reuse. Commercial uses are relatively close. Opportunity to better utilize parking lot for Real Salt Lake games and community events.	Y	Porter Rockwell Trail adjacent, but limited access to parks. Available parking spaces, but visitor parking is problematic. 11400 S. crossing feels safe for pedestrians, bikers, etc. Concrete walls at 700 E. and 11400 S. obstruct view. Opportunity to add bike storage and restrooms for patron comfort.

Opportunity Areas

The bulk of the opportunities at this station area include infrastructure enhancements to create a more inviting and accessible pedestrian experience to the station platform.

Currently Vacant Properties

There are few vacancies in the station area.

- The closest vacant parcel to the station platform is a 2.06 parcel owned by UTA. Directly adjacent to this vacant lot is the parking lot for the station area. Of the 249 total parking spaces, 128 spaces in the overflow parking lot could be used for development. The overflow parking and vacant lot combined offer 3.15 acres of land to add additional housing and services into the area.
- “Pond Park” is a detention basin operated by Sandy Public Utilities. Currently, only 1.40 acres of the 5.61-acre detention basin are needed for detention pond. After road dedication, approximately 4.85 acres could be left for development.



FIGURE 17: UTA PROPERTY WITHIN THE STATION AREA

Potential Redevelopment Properties

The old Crescent Middle School is located 0.34 miles away from the station platform. Crescent Middle School was an operating middle school in the Canyons School District until the school was moved to Draper in 2013. The school currently houses rotating students when other CSD schools are being rebuilt, as well as housing other technical and adult learning classes. Gearing towards a young adult population is a key strategy to activating the park and providing more useful amenities to the nearby population.

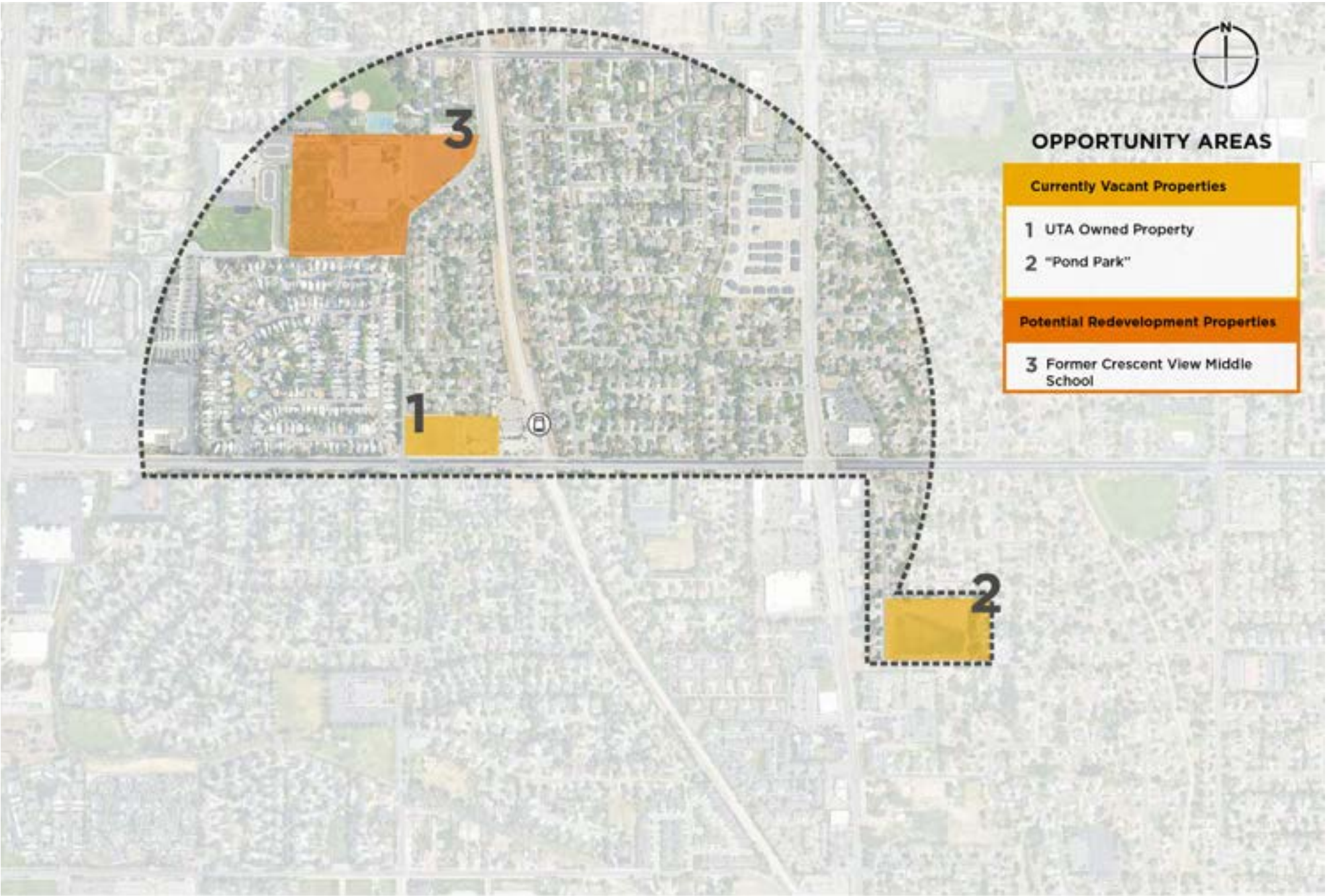
Connection Opportunities

Enhancing connections to the station area using the built environment is the largest opportunity in the area. Connecting residents to the platform, services, and amenities in the area can significantly impact the station area.

Non-Opportunity Area

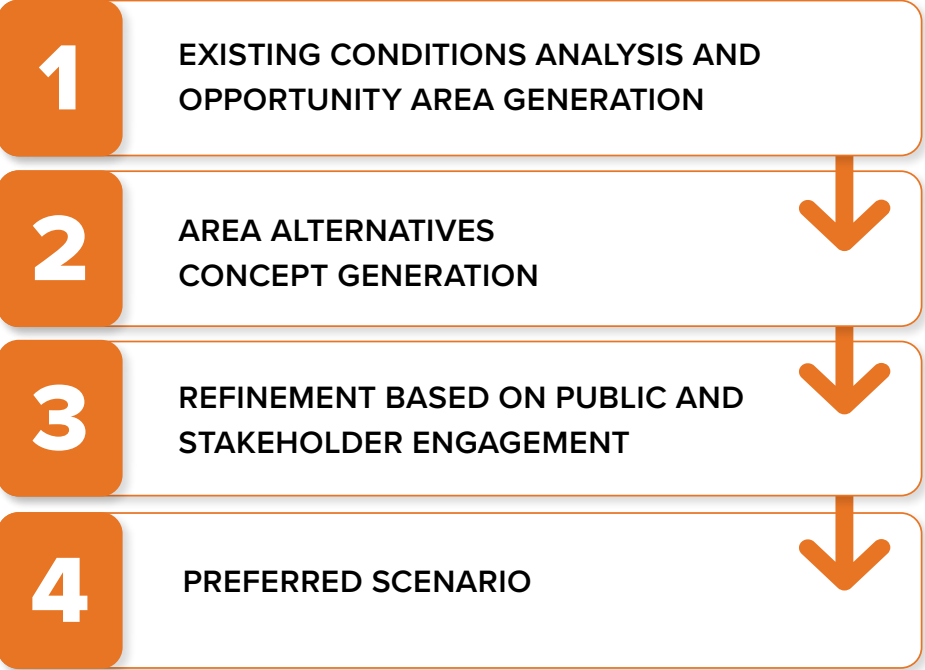
The existing residential neighborhoods are areas of stability and are not considered for redevelopment. These parcels were chosen as non-opportunity areas because of their lack of available infill land, their current land use, and current market conditions.

FIGURE 18: OPPORTUNITY AREAS



Preferred Scenario Process

Finalizing the components of the station area plan concept was a process that was undertaken with multiple instances of public, stakeholder input, technical committee input, and a small area technical committee meeting. These scenarios focused on land use planning and how development types could be added into the area. The process worked closely with existing and planned transportation and other infrastructure improvements.



Area Alternatives

Area Alternatives were created to focus on those parcels that are opportunity areas. Stakeholders were given “Constants,” which focused on what will be carried out throughout each concept, and “Big Move” areas, which are areas where change could take different forms. These “Big Move” areas are shown below.

CONSTANTS

- 1. Improving the look and feel of the station itself
- 2. Retaining the mobile homes
- 3. Addressing pedestrian crossing at 11400 South and 700 East

“BIG MOVE” AREAS

- 1. Crescent View Middle School property
- 2. UTA-owned vacant lot and adjacent parking
- 3. Sandy-owned “Pond Park” vacant lot



ALTERNATIVE CONCEPT 1

Alternative Concept 1 focuses on adding additional housing and park space into the station area. In this concept, the Crescent View Middle School property becomes additional park space and creates a regional park at Crescent Park.

In this concept, the entire parking is retained at the station and the vacant lot is replaced with missing middle housing. Pond Park is developed as missing middle housing.

In this scenario, housing would be between 7-10 units per acre. The station area could end up absorbing between 31 and 45 new housing units.

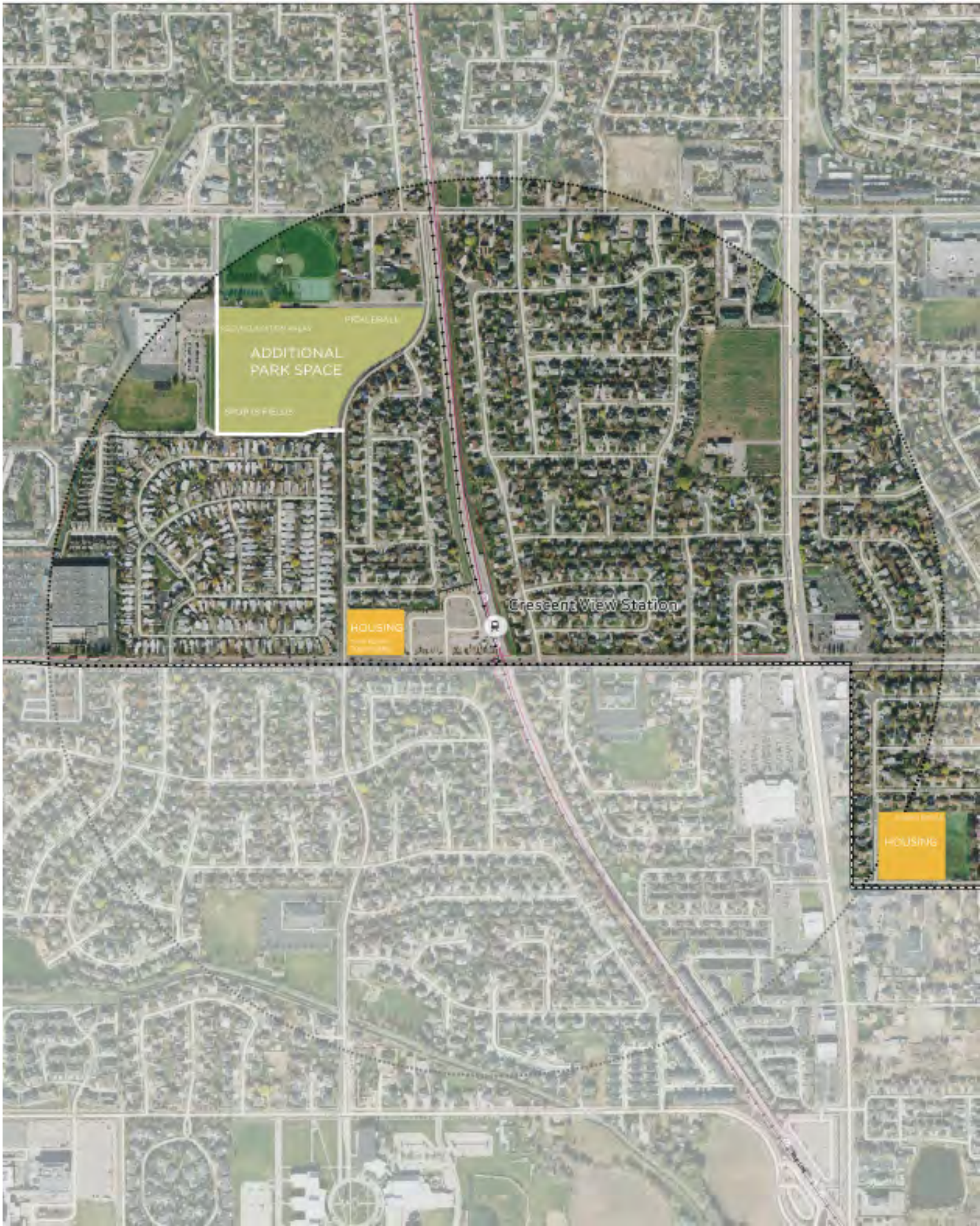


FIGURE 19: CON-
CEPT 1

ALTERNATIVE CONCEPT 2

Alternative Concept 2 adds more housing into the station area, primarily at the Crescent Middle School site. The school building is retained and refurbished into housing. The current parking lot would be converted into missing middle housing. The remainder of the site would bring Crescent Park down to Vista Way.

Additional services are added into the area through mixed use components to the development at the UTA site. These additional services would require development on the 1-acre overflow lot.

In this scenario, there could be approximately 21,600 sqft of commercial absorbed into the station area, as well as approximately 150-190 new units because of the school’s conversion into multifamily units.

In this scenario, Pond Park gets developed as an active park with no housing at all.

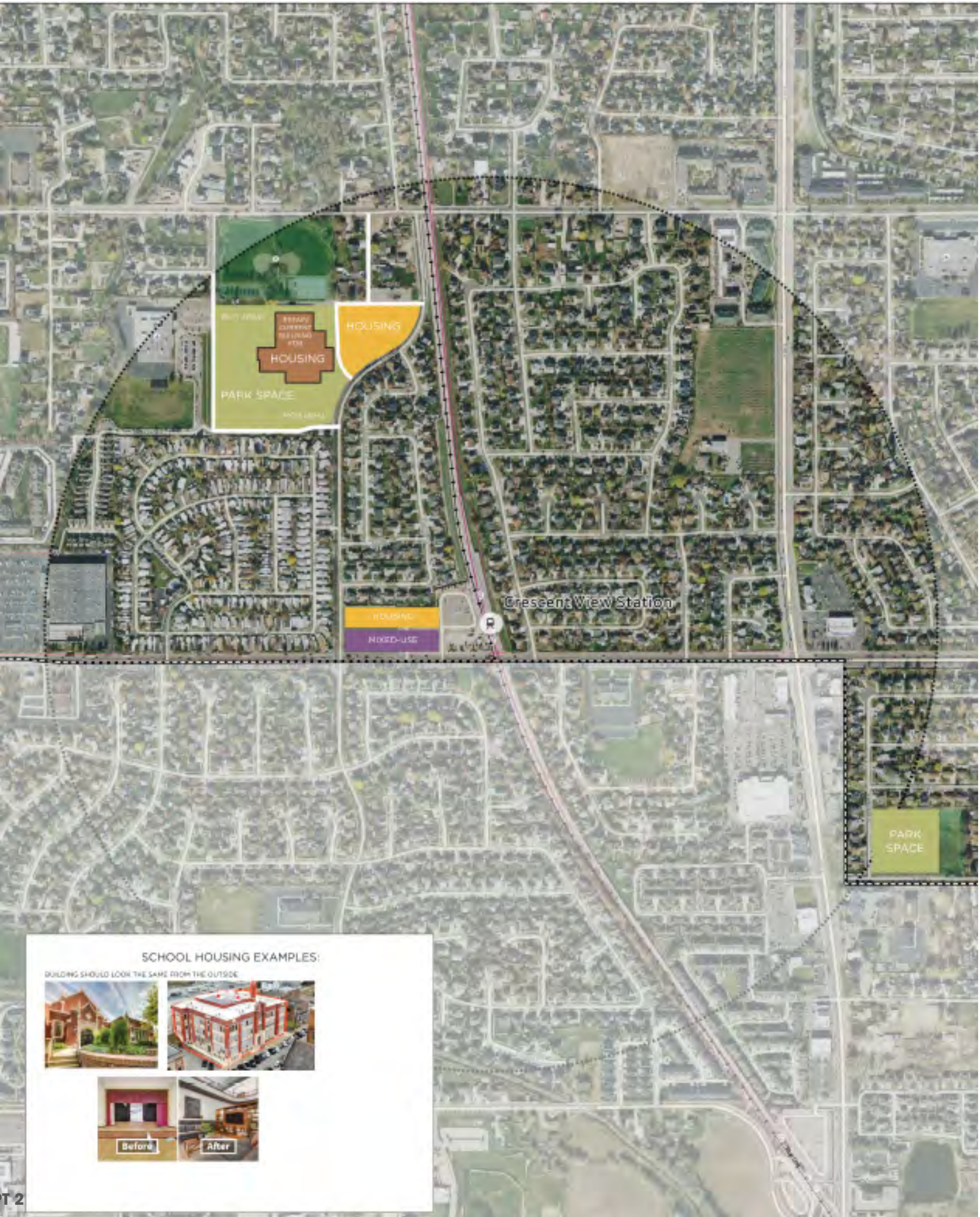


FIGURE 20: CONCEPT 2

ALTERNATIVE CONCEPT 3

Alternative Concept 3 keeps the same treatment to Pond Park and the UTA properties as Concept 2, but envisions the demolishing of Crescent View Middle School to add additional missing middle housing into the area. Additional park space would connect Crescent Park to Vista Way.

In this scenario, there could be approximately 21,600 sqft of commercial absorbed into the station area, as well as approximately 50-80 new units.

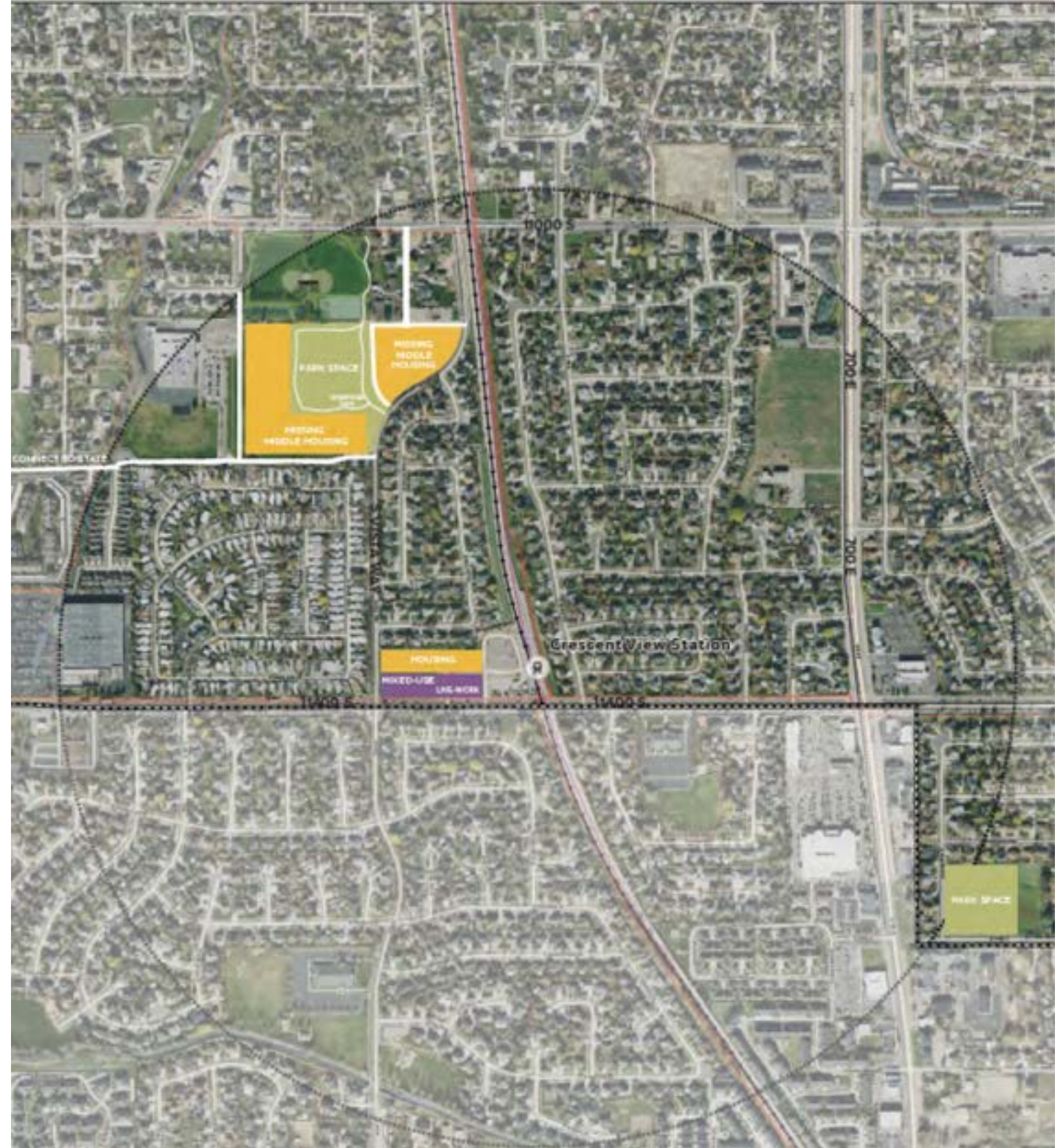


FIGURE 21: CONCEPT 3

Public Input on the Alternative Concepts

Reactions to the concepts showed:

- 1. Housing or open space was preferred around the transit station
- 2. Residents were split on option 3 and keeping the Crescent View Middle School as is
- 3. Most residents were not aware that Crescent View Middle School was not an operating middle school
- 4. Residents were interested in seeing more mixed-use low density developments rather than regional commercial development

Refinement

The preferred scenario was refined to incorporate elements from Option 1 and Option 3.

Preferred Scenario

The preferred scenario is a culmination of Alternative Concept 1, Alternative Concept 3, and additional factors that were implemented after the outcome of Community Workshop #2. The following map shows the intended changes of the opportunity areas within the station area.

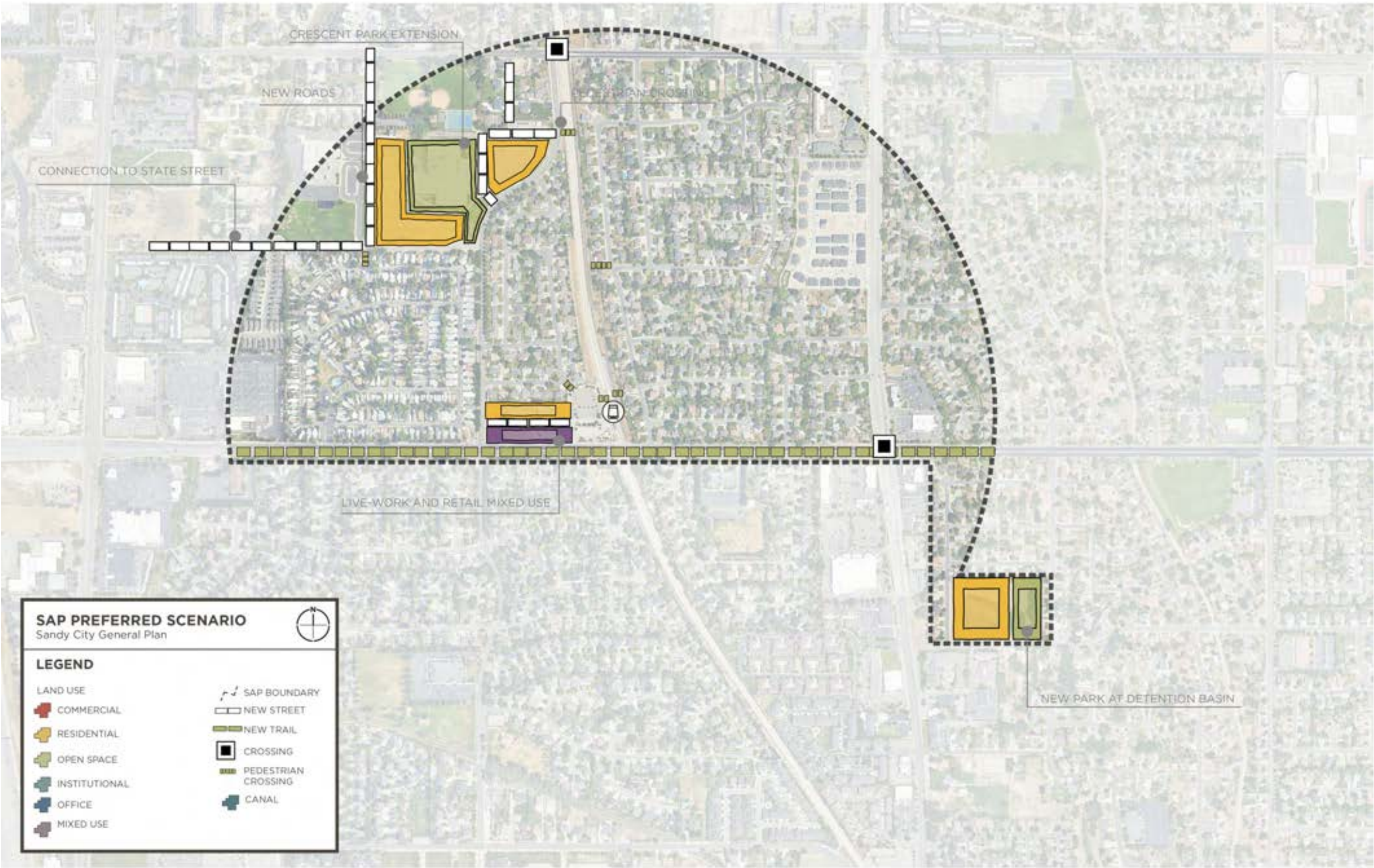
FIGURE 22: PREFERRED SCENARIO VISION



STATION AREA PLAN VISION

Crescent View Station will remain a residential feeder station with improved connections to parks and services.

FIGURE 23: PREFERRED SCENARIO MAP



Land Use Typologies

MIXED USE

This typology envisions a three-story, garden style apartment with live, work, and retail units facing 11400 South. This product allows for 16 units per acre. The commercial element of this product is relatively small, which allows for neighborhood centered uses and live-work opportunities. Resident housing is expected to be housed within the structures with commercial parking being shared with the adjacent UTA lot. Commercial units are not expected to completely line 11400 South, but allow for front doors and porches for the housing element.

As development moves away from 11400 South and towards existing residential, density and height should drop to 10 units per acre and 2-3 stories.

11400 SOUTH FRONTAGE		
Type	Units Per Acre	Average Sqft per acre
Housing	16	1,700
Type	Units Per Acre	Average Sqft per acre
Live-Work	2-4	560
Retail	1-2	560



MISSING MIDDLE HOUSING

Missing middle housing is expected to be located on the Pond Park site, as well as the Crescent Middle School site. Missing middle housing is on a scale between large lot single family housing and mid-rise apartment units. For the Crescent View context, missing middle housing will focus on the less dense options, including small lot single family, duplexes, tri-plexes, four-plexes, and courtyard apartments, and cottage court housing. In order to build in flexibility, one missing middle type will not be prescribed and is subject to change based on market outlooks.

With the limited land at the Pond Park site and surrounding R-1-8 housing, missing middle housing is expected to take shape with lower density. Public Utilities still needs approximately 1.4 acres for the detention pond, leaving approximately 4.5 acres after road dedication. This leaves 3.45 acres for development. This housing type should had limited height at two stories.

Type	Units Per Acre	Units
Housing	4	13

The Crescent View Middle School site is surrounded by a higher density housing type than the Pond Park site. Units per acre here can expect to be around ten units per acre. Even with the increased density, heights should remain limited to two stories.

Type	Units Per Acre	Units Range Low	Units Range High
Housing	10	45	60



PARKS AND OPEN SPACE

The concept looks to add two additional park spaces into this area:

- 1.4-2 acres at Pond Park
- 5-6 acres as an expansion of Crescent View Park

Expanding Crescent View Park and connecting it through the middle school site to Vista Way would open up the 10-minute walkshed to the park. With no additional connections added, bringing a park connection to Vista Way could allow for 578 Sandy residents to be within a 10-minute walk to a park who previously were not. The additional acres would also move Crescent Park from a Neighborhood Park to a Community Park, which would allow for a greater variety of park amenities on Sandy’s west side.

Community Parks are established to meet the needs of the larger community by providing diverse attractions. These parks offer amenities like ample parking for visitors who live farther away, restrooms, ball fields, pickleball courts, pavilions, walking trails, as well as distinctive features such as water elements and amphitheaters.

Transportation Recommendations

Pedestrian Pathway Development

One of the biggest challenges in the station area are the connections to the station area. There is little porosity in this section of the Porter Rockwell Trail (PRT), which is great for biking, but hurts accessibility.

Porosity to the PRT can be increased by:

- Adding a pedestrian crossing to connect Vista Way to the trail
 - This crossing would be approximately 500 feet south of 11000 South, but would cut more than five minutes out of someone’s commute to the station platform. It would also directly connect 100-150 new residents to the PRT and the station platform.
 - This connection would require having an at-grade pedestrian crossing over the TRAX line.
- Enhancing the existing pedestrian connection on Wilde Cherry Way.
 - The existing connection does not have any signage detailing where the connection goes, nor does it stand out. Enhancing signage and wayfinding in this area can be very beneficial to getting residents east of the TRAX line to the platform.

Another connectivity challenge in the area is encouraging pedestrian and bike travel on higher-speed roads.

- Adding a multi-use path to the northern portion of 11400 South as planned by the 2019 Trails Master Plan would increase travel enjoyment on the 40 MPH road for bikers and pedestrians.



- Adding pedestrian lighting to the intersection of 700 East and 11400 South could bring more people to the station from the east side of 700 East.

Adding more road and trail connections throughout the station area can open up more connectivity in the area. This could also include strategic right-of-way acquisitions in neighborhoods adjacent to the Crescent View TRAX station, to provide cut-through paths which would significantly reduce the walking distance for neighborhood residents attempting to access the station. This is added through:

- Connecting 230 East through to Crescent Oak Way
- Connecting Crescent Oak Way through to State Street
- A pedestrian connection added to the station from the corner of East La Vera Lane and Glen Croft Ln

By connecting these streets, dead ends are removed, and connections can be made to increase traffic flow and connectivity in the station area.

Placemaking and Access Improvements

Utilize UTA-owned vacant parcels for community benefits, including placemaking improvements and enhanced station access for pedestrians and cyclists. Consider redeveloping the western portion of park-and-ride areas with transit-oriented development, as parking demand at this station may have decreased substantially post-COVID (and may not have required all the spaces prior to the pandemic).

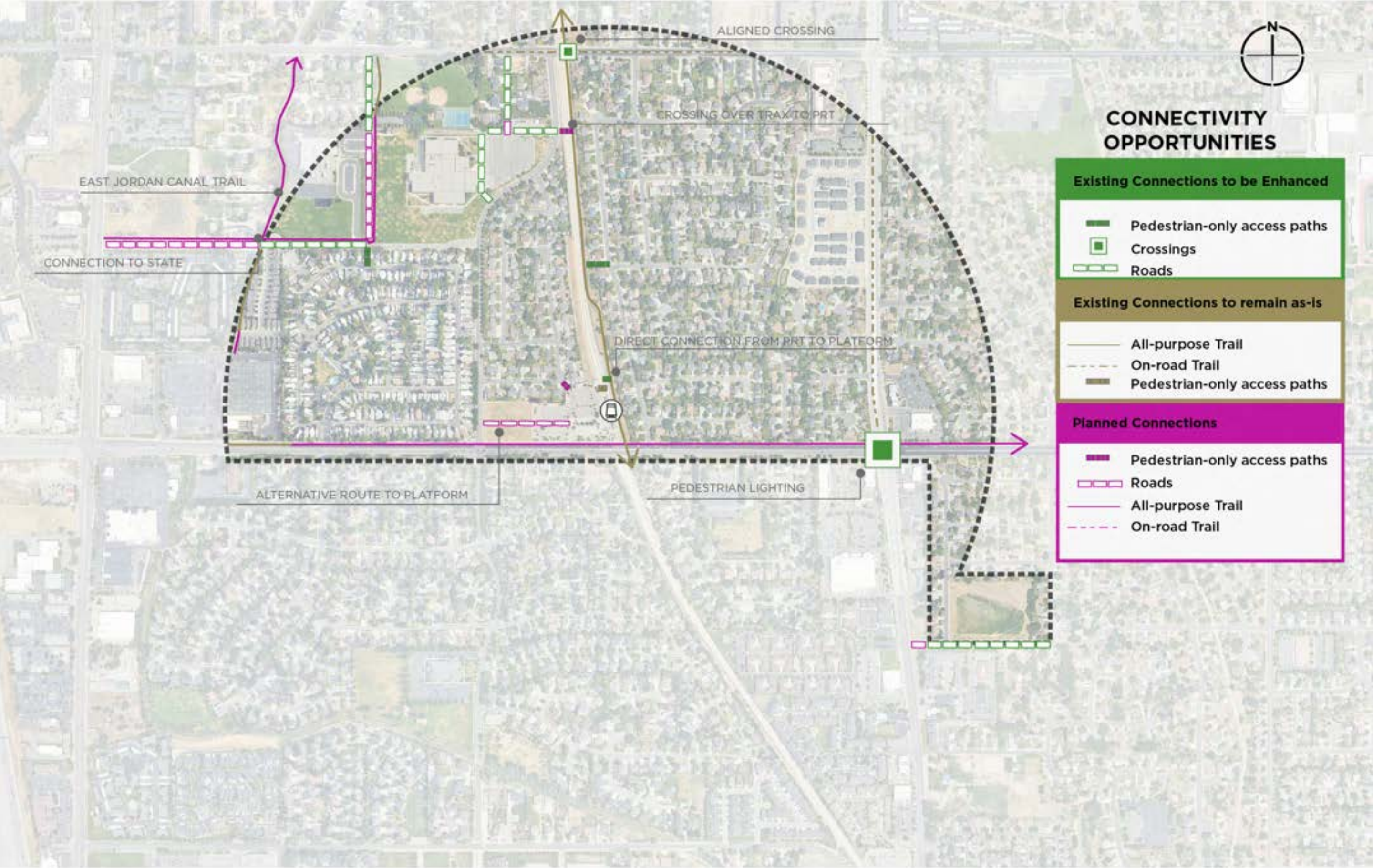
Transit/Trail Gateway

Implement the same trail/transit crossing improvements on 11400 South as have been discussed for the Historic Sandy TRAX station, to improve trail user visibility and comfort and send a message to drivers that pedestrians should be expected in this area.

These recommendations support and build on the City’s existing plans, including the City’s Transportation Master Plan and Active Transportation Plan.



FIGURE 24: CONNECTIVITY OPPORTUNITIES



Overall Development at Buildout

This preferred scenario achieves the four foundational elements of station area planning.

- 1. Increase the availability and affordability of housing, including moderate-income housing
 - o Adding additional housing (between 55 and 90) new housing units within the station area
- 2. Promote sustainable environmental conditions
 - o The additional dwellings per acre minimize outdoor water usage at 7-10 units per acre from the current R-1-40 A.
 - o Additional park space will utilize water-wise landscaping along

park strips and will adhere to Sandy City’s water conserving practices

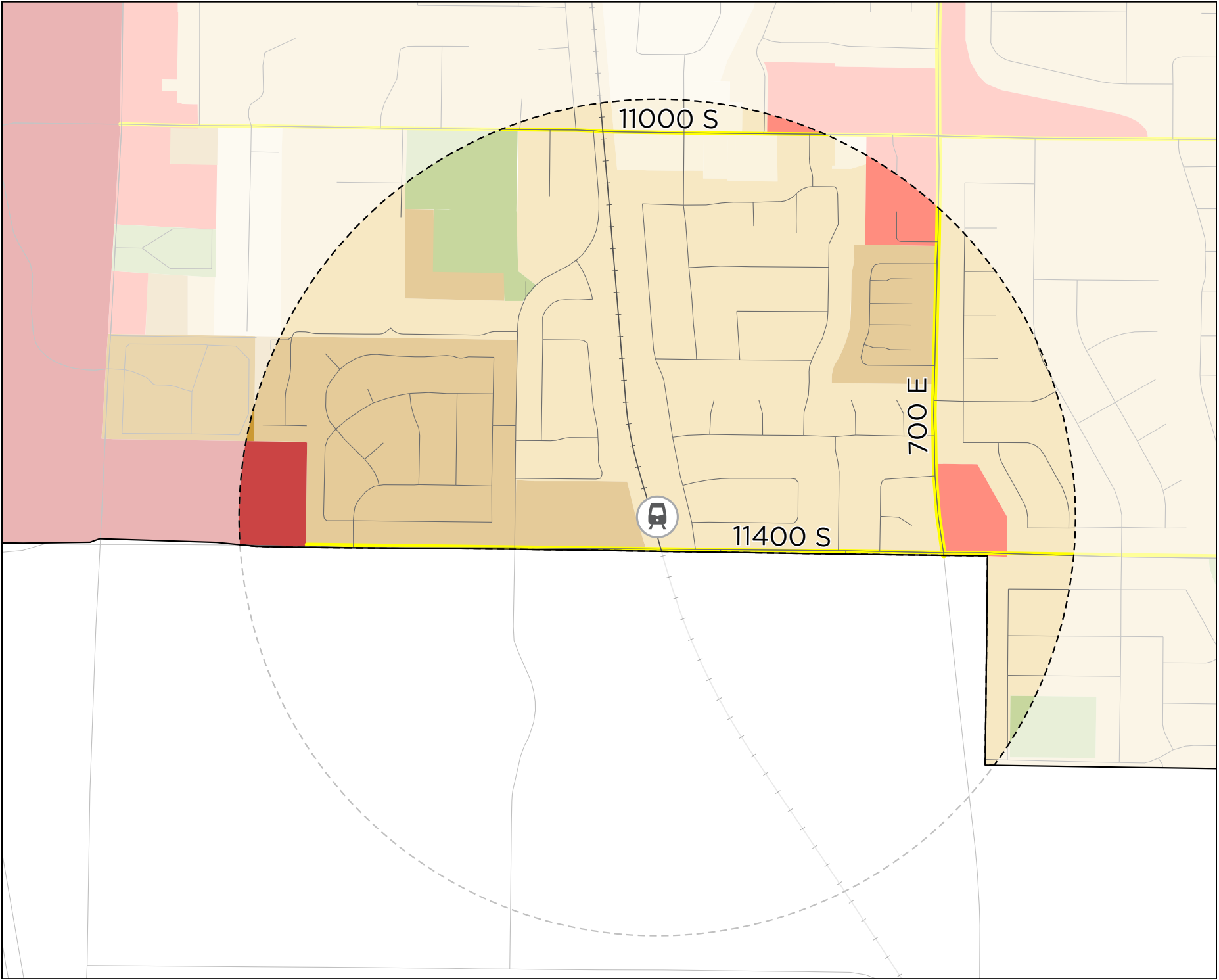
- 3. Enhance access to opportunities
 - o Addition of services into the area--1,680 and 3,360 gross sqft of new commercial.
 - o Addition of live/work units opens up opportunities for newer businessowners
- 4. Increase transportation choices and connections
 - o Increasing connections is the main focus of the Station Area Plan. This includes increasing connections to the TRAX station itself, to the Porter Rockwell Trail, and through the Station Area to the rest of the city.

Future Land Use Map

The current middle school and elementary school property is zoned as R-1-40 A. This zone is a single-family district where there is one unit per 40,000 square feet and animal rights associated. As this is not a transit supportive land use, the school properties are listed as middle density neighborhoods on the future land use map, so that if the schools were to ever redevelop in the future, they would be within a transit supportive land use.



FIGURE 25: CRESCENT VIEW FUTURE LAND USE MAP



FUTURE LAND USE MAP
CRESCENT VIEW STATION AREA

LEGEND

MIXED-USE

COMMERCE HEAVY MIXED-USE

INSTITUTIONAL

NEIGHBORHOOD ACTIVITY CENTERS

HEAVY COMMERCE

COMMERCE

LIGHT COMMERCE

OPEN SPACE

NEIGHBORHOOD-HIGH

NEIGHBORHOOD-MEDIUM

NEIGHBORHOOD-LOW

NEIGHBORHOOD-RURAL/VERY LOW

SANDY BOUNDARY

STATION BOUNDARY 0.5 MILE

CAIRNS BOUNDARY

NEIGHBORHOOD TRANSITION CORRIDORS

I-15

ROADS

RAIL LINES

CRESCENT VIEW STATION

05001,000

FEET

FIGURE 26: FUTURE LAND USE MAP DASHBOARD

CRESCENT VIEW (CV)

Crescent View Station Area Plan (CV) is a designation that refers to the 1/2 mile radius around the Crescent View Station. This station exists half the southern municipal boundary of Sandy and half within Draper. This is primarily within a residential area but the goal is to increase multi-modal connectivity to create a vibrant community that can interact with commercial and open spaces.

The vision for the Crescent View Station is to improve the overall accessibility for pedestrians so that they feel comfortable. Increasing the connectivity opportunity will benefit the economy by encouraging people to stop and shop while also making the area a pleasant place for community members to spend time.

Transit Oriented Development -- Connectivity is the main goal for this station area plan. This includes connections to the TRAX Station, Porter Rockwell Trail, and through the Station Area to the rest of the City. The major recommendations to carry out improved connection is to develop accessible and comfortable pedestrian walkways and trails to and from the station. Prioritizing active transportation is necessary in order for the community to feel comfortable and willing to walk or bike.

Residential -- The overall residential goal for Crescent view is to develop additional housing availability throughout the station area. The variety of housing types will include mixed-use development consisting of a dense, three-story development closer to the station and missing middle housing, which will focus on the lesser-dense options like single-family, duplex, and tri-plex options.

Commercial -- Addition of space available for mixed-use and commercial uses will lend towards economic prosperity for the local community. A significant number of new spaces will be comprised of infill opportunities along 11400 South.

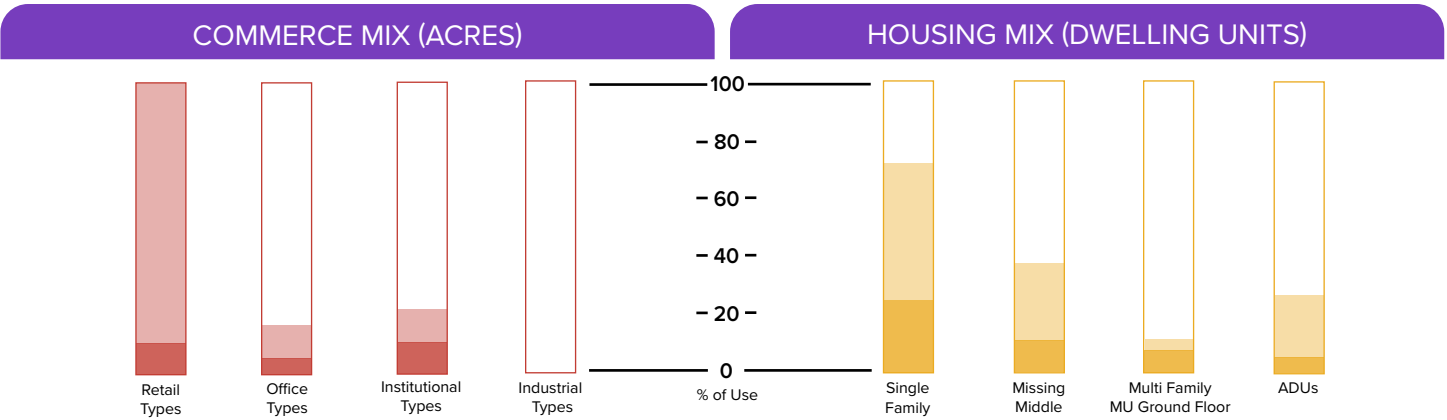
CV PRIORITIES

1. Increase multimodal connections through the neighborhood to the station platform

2. Opportunities for in-fill housing at an appropriate scale

3. Increase access to services with infill opportunities on 11400 South

LAND USE MIX (ACRES)



CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS

1-3 stories

DENSITY

Up to 16 DUA

INTENSITY & SCALE

Moderate-intensity: Low-rise

OPEN SPACE

Private and Public

PARKING ORIENTATION

Garages

On-street

BLOCK PATTERN AND STREETSCAPE

Non-grid linear

Small grid

Residential streetscape

MULTIMODAL ACCESS

AUTOMOBILES

MEDIUM

Park once opportunities

TRANSIT

HIGH

Transit-oriented development

MICROMOBILITY

HIGH

Connected to trails and bike routes

PEDESTRIANS

HIGH

Integrated into development

Urban Design Recommendations

UTA Owned Property

The preferred scenario for the UTA property is to have street-facing mixed use, a road connection from Vista Way to the station and housing in between the road and the existing housing. The 275 foot-depth of the property allows for this. Some key considerations to ensure the live-work and retail units contribute positively to the urban fabric, support economic activity, and enhance the quality of life for residents include:

1.

STREET-LEVEL ACTIVATION: Design ground-floor live-work units with active frontages, large windows, and pedestrian-friendly entrances to create a lively and inviting streetscape. Encourage street-level businesses and commercial activities that engage with the public realm and contribute to the vibrancy of the neighborhood.
2.

VARIETY OF UNIT SIZES AND LAYOUTS: Provide a range of unit sizes, layouts, and configurations to accommodate different types of businesses, creative industries, startups, and home-based entrepreneurs. Design units with flexible floor plans that can adapt to evolving business needs over time.
3.

BUILDING PERFORMANCE AND SUSTAINABILITY: Promote energy efficiency, sustainability, and green building practices in the design and construction of live-work units, including energy-efficient heating and cooling systems, passive design strategies, and green roofs or rooftop gardens.
4.

ACCESSIBILITY AND UNIVERSAL DESIGN: Ensure that live-work and retail units are accessible to people of all ages, abilities, and mobility levels. Design buildings and units with universal design principles in mind, incorporating features such as barrier-free entrances, wide doorways, and accessible amenities.

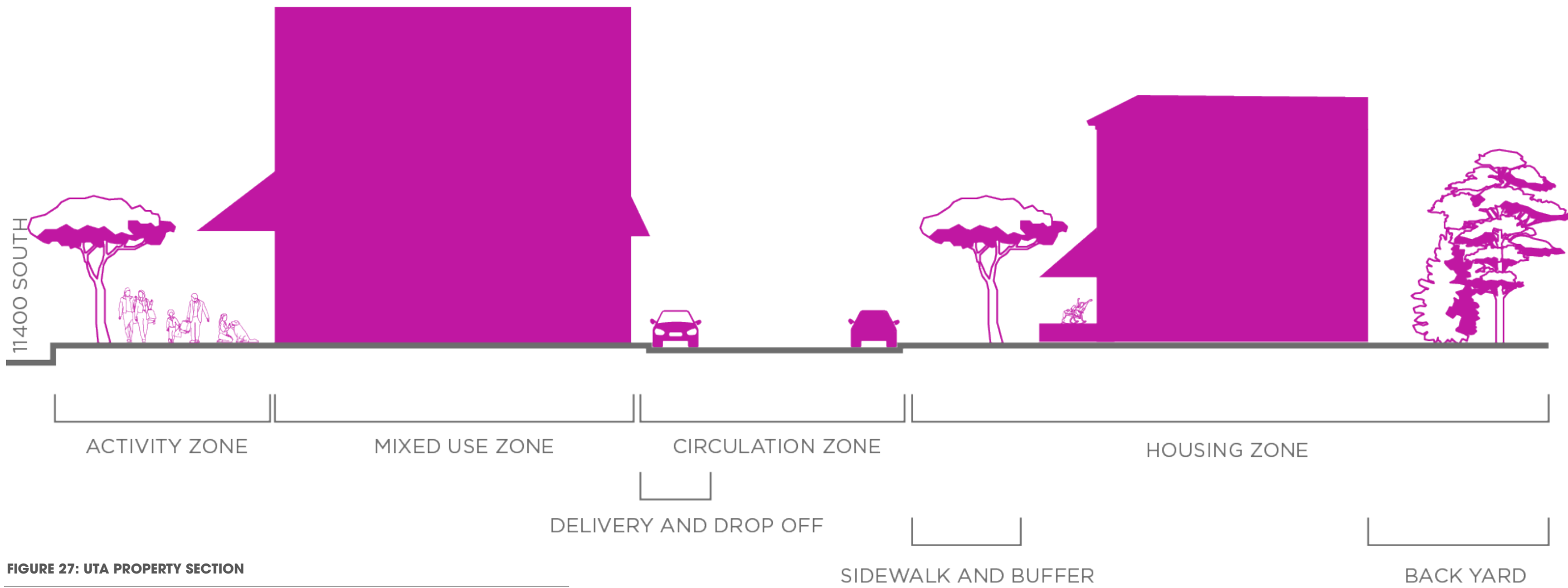


FIGURE 27: UTA PROPERTY SECTION

Implementation Plan

YEAR 1	NOTES
Begin to secure funding for Year 2-5 opportunities to maximize grants	Responsibility: Planning Division Project Partners: Public Works, Parks and Recreation Department Funding Sources: General Funds
Create schedule for updating and meeting with stakeholders to move to project pieces forward	Responsibility: Planning Division Project Partners: UTA, Canyons School District Developers, UDOT, Draper Funding Sources: General Funds
Begin to draft zoning ordinance overhaul to allow for commercial uses on UTA site	Responsibility: Planning Division Project Partners: none Funding Sources: Grant sources, General Funds

YEAR 2-4	NOTES
Conduct a parking analysis to determine the appropriate amount of parking needed at the Crescent View Station and the redevelopment opportunities	Responsibility: UTA Project Partners: TBD Funding Sources: TBD by Sandy City
Work with Public Works and micromobility providers including existing providers such as Bird and Lime to create a micromobility expansion plan to expand drop off zones out of right-of-way. Look into expanding providers such as GreenBike, Spin, and Lime Bikes	Responsibility: Planning Division Project Partners: Public Works, Micromobility Providers Funding Sources: Grant sources, General Funds
Vet housing and live-work concept on UTA property with a concept plan, cost estimates, low-denisty feasibility, and funding sources	Responsibility: UTA Project Partners: TBD, Planning Division, Parks and Recreation, Public Works, Public Utilities Funding Sources: TBD
Enhance pedestrian route to Porter Rockwell Trail at Wilde Cherry Way through fence improvements, signage, and art	Responsibility: Parks and Recreation Project Partners: Planning Division, Parks and Recreation, Public Works, Community Arts Funding Sources: grants, general funds
Develop a design and feasibility for vehicular street connection along Crescent Oak Way to State Street	Responsibility: Public Works Project Partners: UDOT, Planning Division, Parks and Recreation, , Public Utilities Funding Sources: TBD by Sandy City
Develop a design and feasibility for trail and vehicular street from Crescent Oak Way to 230 East	Responsibility: Public Works Project Partners: CSD, Planning Division, Parks and Recreation, , Public Utilities Funding Sources: TBD by Sandy City
Create feasibility study and design for increased pedestrian access from at 700 East and 11400 South	Responsibility: Public Works Project Partners: Planning Division, Parks and Recreation, , Public Utilities Funding Sources: grants, general funds
Develop a design and feasibility to connect the Porter Rockwell Trail across the TRAX line to the platform	Responsibility: Public Works Project Partners: CSD, Planning Division, Parks and Recreation, Public Utilities Funding Sources: TBD by Sandy City
Align PRT Crossing at 11000 South	Responsibility: Public Works Project Partners: Planning Division, Parks and Recreation, Funding Sources: TBD by Sandy City

YEAR 5	NOTES
Develop site design and feasibility study for Pond Park and housing	Responsibility: Parks and Recreation Project Partners: Planning Division, Economic Development, Public Works, Public Utilities Funding Sources: TBD by City of Sandy
Pursue grant funding to implement public art along the Porter Rockwell Trail	Responsibility: Community Arts Project Partners: Planning Division, Parks and Recreation, Funding Sources: General Funds, Funding, Grant Funding
Develop a site design for UTA Property	Responsibility: UTA Project Partners: TBD, Planning Division, Parks and Recreation, Public Works, Public Utilities Funding Sources: TBD\

Ongoing/Opportunity Arises	NOTES
Continue to secure funding for year 1-5 opportunities to utilize as much grant funding as possible	Responsibility: Planning Division Project Partners: As needed Funding Sources: General Funds, Grants
Consider acquiring Crescent Middle School site should first right of refusal happen	Responsibility: Economic Development Project Partners: TBD, Planning Division, Parks and Recreation, Public Works, Public Utilities, CSD Funding Sources: TBD by Sandy City
Develop site design and feasibility study for Crescent Middle School Site including connections to PRT	Responsibility: Planning Division Project Partners: Economic Development, Public Works, Public Utilities, TBD Funding Sources: TBD by City of Sandy
Implement PUD for Crescent Middle School Site should Sandy City not acquire	Responsibility: Planning Division Project Partners: TBD Funding Sources: none