

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE
UTAH TRANSIT AUTHORITY ADOPTING THE
WEST JORDAN & MIDVALE CITIES STATION AREA PLAN**

R2024-06-03

June 12, 2024

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act (the “Act”); and

WHEREAS, the Authority’s Board of Trustees (the “Board”) has adopted Board of Trustees Policy 5.1 – Transit-Oriented Development (the “Policy”); and

WHEREAS, the Policy requires the Authority to establish Station Area Plans in collaboration with applicable municipalities; and

WHEREAS, a Station Area Plan was completed for West Jordan & Midvale, Utah, which includes specific plans for three adjacent TRAX stations: West Jordan City Center, Historic Gardner, and Bingham Junction City (“Station Area Plan”); and

WHEREAS, on May 22, 2024, the Local Advisory Council reviewed and approved for recommendation to the Board the Station Area Plan; and

WHEREAS, the Board finds it is in the best interest of the Authority and the applicable municipalities to adopt the Station Area Plan for West Jordan & Midvale.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Station Area Plan is hereby adopted for West Jordan & Midvale, Utah, which includes specific plans for three adjacent TRAX stations: West Jordan City Center, Historic Gardner, and Midvale City, attached as Exhibit A.

Approved and adopted on this June 12, 2024.

DocuSigned by:
Carlton Christensen
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Carlton Christensen, Chair
Board of Trustees

ATTEST:

DocuSigned by:
Annette Royle
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Annette Royle
Secretary to the Board of Trustees



Approved As To Form:

DocuSigned by:
David Wilkins
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Legal Counsel

Exhibit A

Station Area Plan for West Jordan and Midvale, Utah

STATION AREA PLAN WEST JORDAN & MIDVALE

Prepared for Wasatch Front Regional Council
November 2023



WEST JORDAN & MIDVALE STATION AREA PLAN

PREPARED FOR

Wasatch Front Regional Council

WASATCH FRONT REGIONAL COUNCIL

Byron Head, Community Planner

UTAH TRANSIT AUTHORITY

Paul Drake
Nick Duerksen
Kayla Kinhead

MIDVALE CITY

Adam Olsen
Wendelin Knobloch
Cody Hill
Laura Magness

WEST JORDAN CITY

Tayler Jensen
Mark Forsythe
Megan Jensen
Tauni Barker
Marie Magers

PREPARED BY

DESIGN WORKSHOP

Chris Geddes, Principal-in-Charge
Marianne Stuck, Project Manager
Eric Krohngold, Strategic Services Specialist
Emily Burrowes, Strategic Services Specialist
Carolyn Levine, Planner
Samata Gyawali, Planner

FEHR & PEERS

Dan Cawley
Jon Nepstad

DAVID EVANS & ASSOCIATES

Leah Jaramillo
Sam Winkler



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INTRODUCTION

INTRODUCTION

The City of West Jordan and Midvale City, in partnership with Wasatch Front Regional Council (WFRC) and Utah Transit Authority (UTA) worked together to develop station area plans for three adjacent stations: City Center, Historic Gardner, and Bingham Junction. Because of the station areas' proximity, coordination was paramount to the long-term success of future development to support regional transit.

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

STATION AREA PLANS

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

PROJECT AREA

As required by HB462, the overall project area includes a ½ mile radius from each TRAX station. The three TRAX stations this study focuses on are: Bingham Junction in Midvale City, Historic Gardner in West Jordan City and City Center in West Jordan City. Each station is served by the TRAX Red Line, and connect directly to Downtown Salt Lake City, the University of Utah, and Daybreak Community. The three stations have strong functional, physical, and economic relationships, and although each has a unique character and needs, they overlap and work as a larger system.

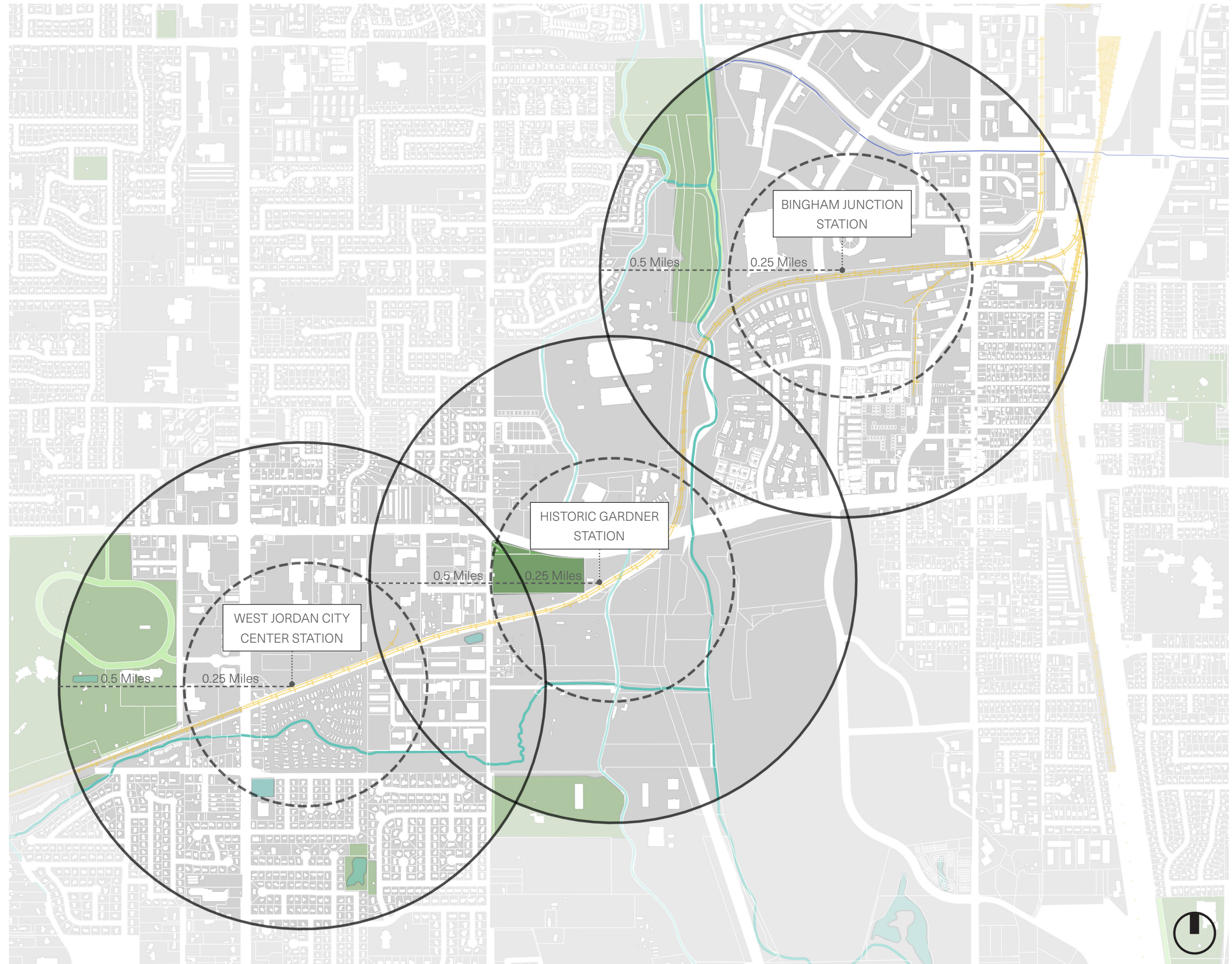


Figure 1: Context Map, Source: ESRI, 2022

BINGHAM JUNCTION STATION

Bingham Junction Station is located in Midvale at 7387 Bingham Junction Boulevard, directly south of the Overstock Coliseum. The station contains a 2.7-acre park and ride lot, as well as large office and commercial spaces to the north. Multifamily residential development is south of the station. Major roads in the area include 7200 S to the north, Bingham Junction Boulevard to the west, South Main Street to the east, and Tuscany View Road to the south.

OPPORTUNITIES AND CONSTRAINTS

With a distinctive corporate character, Bingham Junction presents various challenges related to connectivity and multi-modal mobility in the area. The lack of a clear connection to Main Street Midvale separates that area from the TRAX station and presents a barrier to connecting both destinations. Similarly, lack of pedestrian amenities make it difficult to connect the residential neighborhoods to the south with the commercial areas to the north. With a large right-of-way, Bingham Junction Boulevard presents an opportunity to establish safer and more walkable routes that could encourage pedestrian movement in the area. At the same time, the opportunity exists to explore new connections to the Jordan River Parkway from the station.

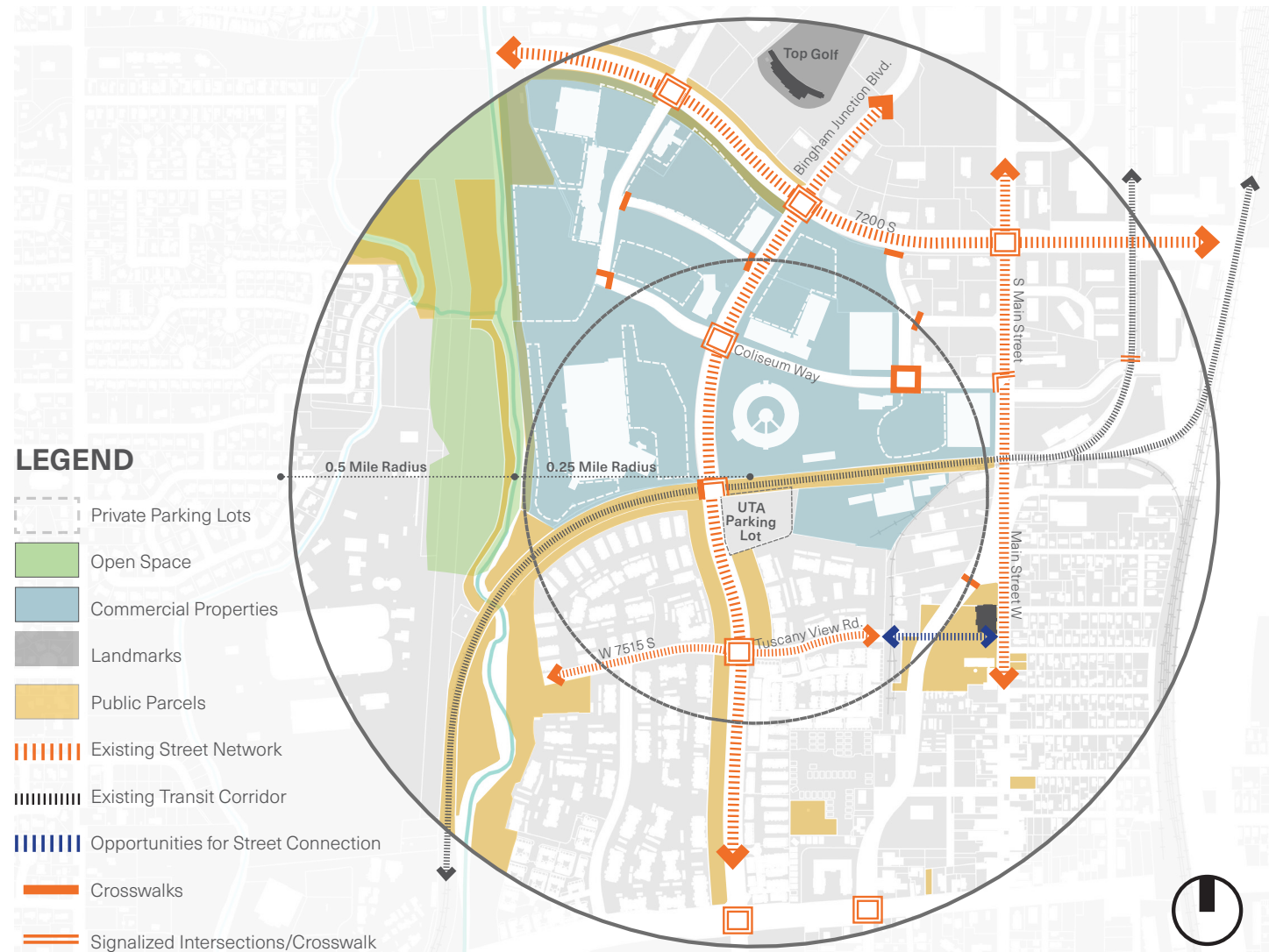


Figure 2: Opportunity and Constraints Map | Bingham Junction Station, Source: ESRI, 2022

HISTORIC GARDNER STATION

Historic Gardner station is located at 1127 West 7800 S in West Jordan. The station is situated west of the Jordan River and north of Bingham Creek and adjacent to the North Jordan Canal. The station hosts a 2.17-acre UTA park and ride lot that is directly south of the Historic Gardner Village. Other adjacencies include the West Jordan City Cemetery, Historic Pioneer Hall, and Jordan River Parkway trail. The northern portion of the station area has several new multi-family residential areas and a South Valley Water Reclamation Facility. Uses south of the station are predominately industrial.

OPPORTUNITIES AND CONSTRAINTS

The proximity of the station to Gardner Village and the Jordan River Parkway presents an opportunity for developing a pedestrian/bike-oriented environment that increases the accessibility to these amenities while becoming a regional access point to the Parkway. The historic and agricultural character of the area should be preserved and celebrated, while offering safer pedestrian connections to Gardner Village from the station area. The intersection of 7800 S and the Jordan River Parkway presents a challenge for connectivity in the area but also an opportunity to redefine accessibility to key assets both in West Jordan and Midvale City.

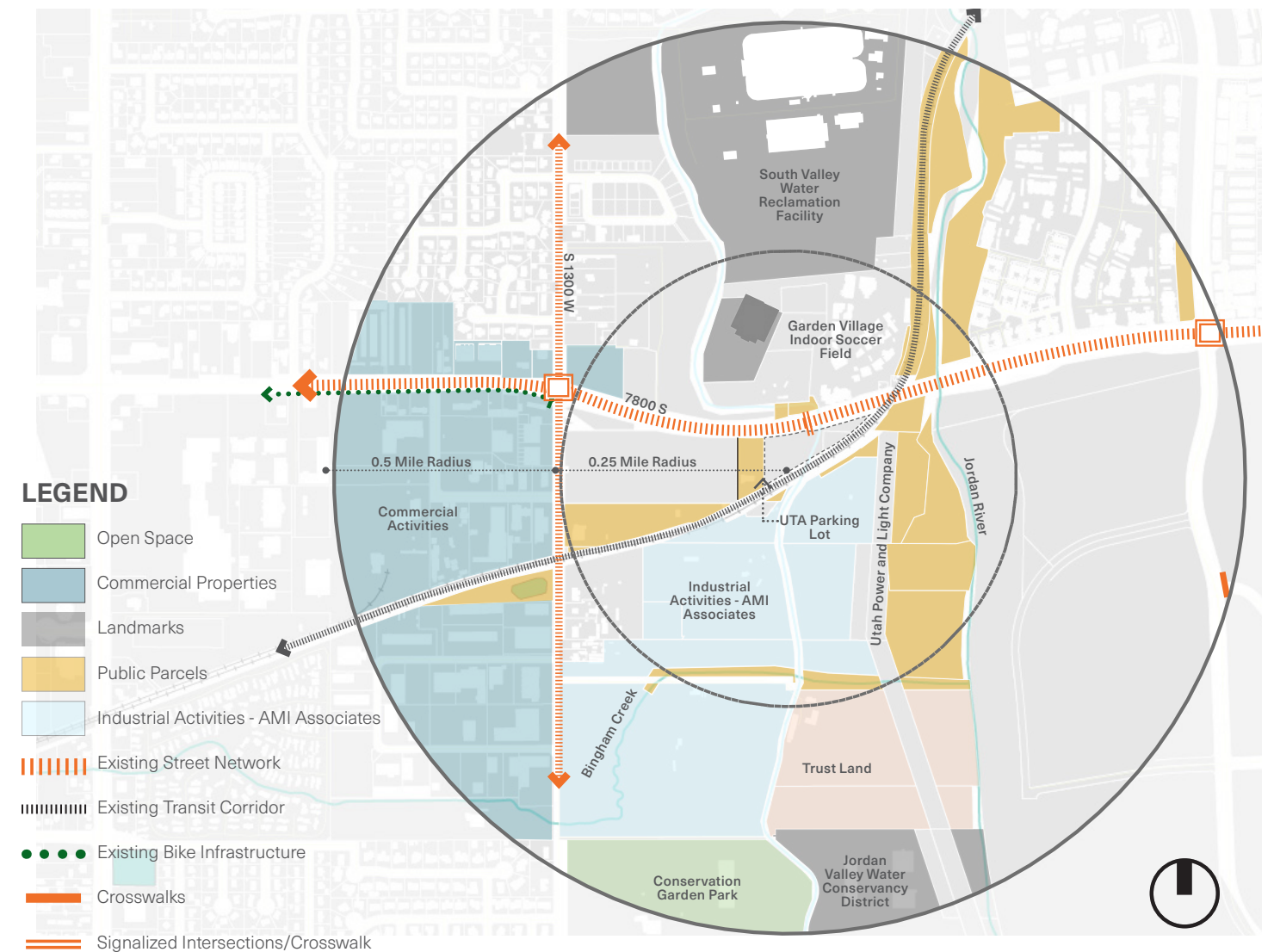


Figure 3: Opportunity and Constraints Map | Historic Gardner Station, Source: ESRI, 2022

WEST JORDAN CITY CENTER STATION

The West Jordan City Center station is located at 8021 South Redwood Road and contains an 8-acre park and ride lot. Major roads around the station include 7800 S to the north, S 1300 W to the east, and Redwood Road running through the station area, north to south. The station is surrounded by a variety of civic buildings, including City Hall, West Jordan Library, West Jordan Police Department, West Jordan Fire Station 52, the courthouse building, the Jordan School District administration building, and the 77-acre Veterans Memorial Park. Large-scale commercial uses lie to the north of the station while areas to the south are predominately residential. In addition to Veterans Memorial Park, Plum Creek Park is located within a 0.5 mile radius from the station. Bingham Creek runs east west and is located to the south of the station.

OPPORTUNITIES AND CONSTRAINTS

With key institutional uses, a large park, and surrounding residential areas, the West Jordan City Center station has potential for future redevelopment and becoming a new destination in the area. If supported by small scale retail, office, mixed-use development, a unique and attractive anchor, and a walkable pedestrian environment, this area could become an active and livable center for the city. Bingham Creek located at the south of the station opens an opportunity to develop trails along it that can serve the surrounding neighborhoods and establish bike and pedestrian connectivity with the adjacent TRAX stations. The existing bike route on 7800 S to the north can also be connected to this new trail system and increase multimodal accessibility to the area.

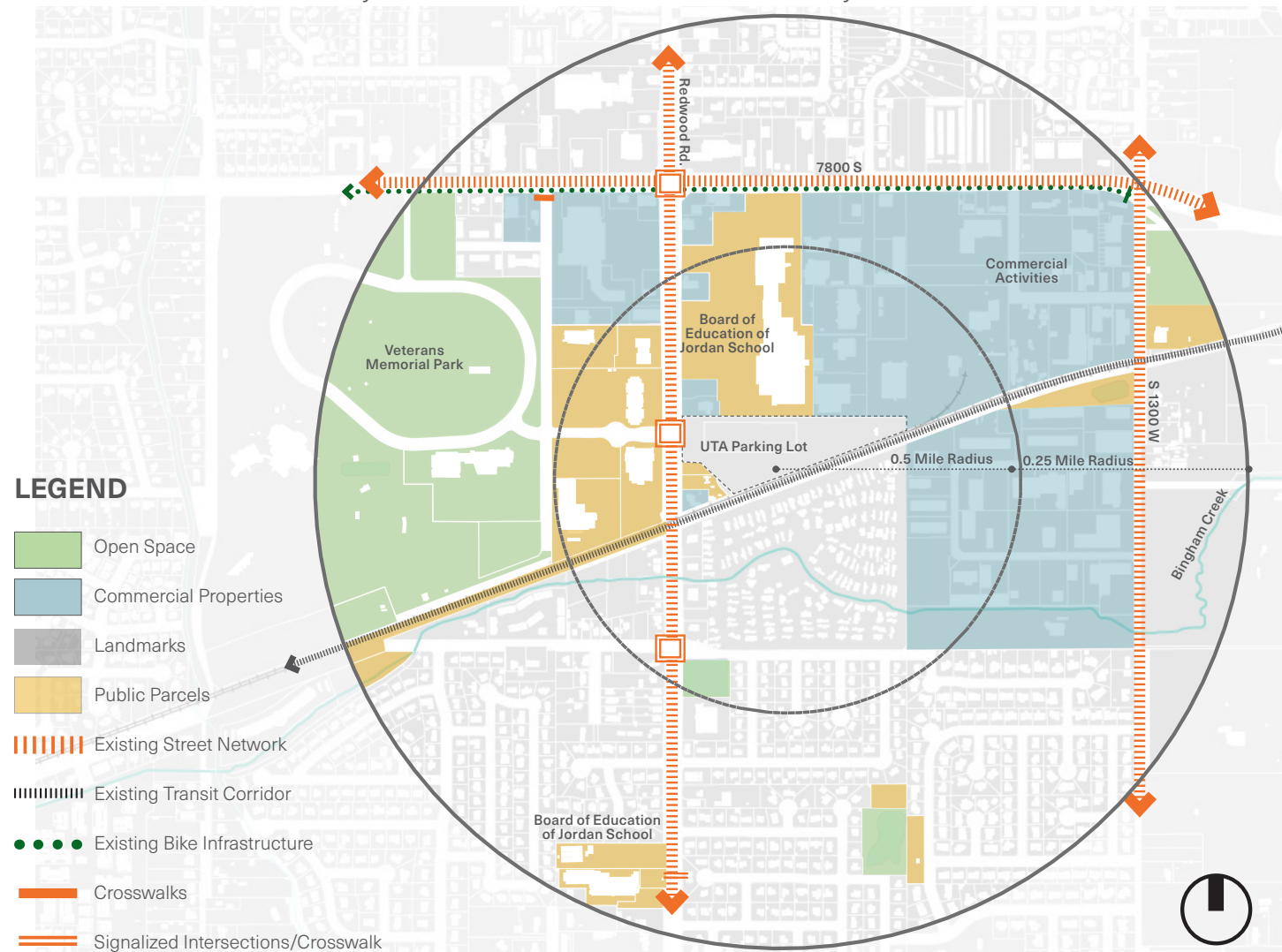


Figure 4: Opportunity and Constraints Map | West Jordan City Center Station, Source: ESRI, 2022

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PROJECT PROCESS

PROJECT STATEMENT

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

This station area plan establishes a vision and an implementation plan that are both optimal and appropriate for areas occurring approximately ½ mile from the West Jordan City Center, Historic Gardner, and Bingham Junction stations. The vision is predicated upon existing conditions analysis, market needs, and identifies infrastructural modifications necessary to facilitate optimal growth within the station areas.

PROBLEM STATEMENT

The West Jordan and Midvale stations are situated at particularly beneficial locations, where they are far enough from downtown Salt Lake City to be distinct from the capital, yet close enough to be convenient regional destinations. The three stations are also each individually unique in their surrounding land uses that they have a built-in identity to work from. These Station Area Plans provide an opportunity to build community support for Transit Oriented Communities that appeals to existing commuters while also heralding a vibrant future to new commuters. In addition to the benefits that Transit Oriented Communities can bring (by encouraging diverse modality choices, removing cars from the highways, providing diversity in housing choice, and getting people closer to jobs) these plans can also build vibrancy, sense of community, and civic identity.

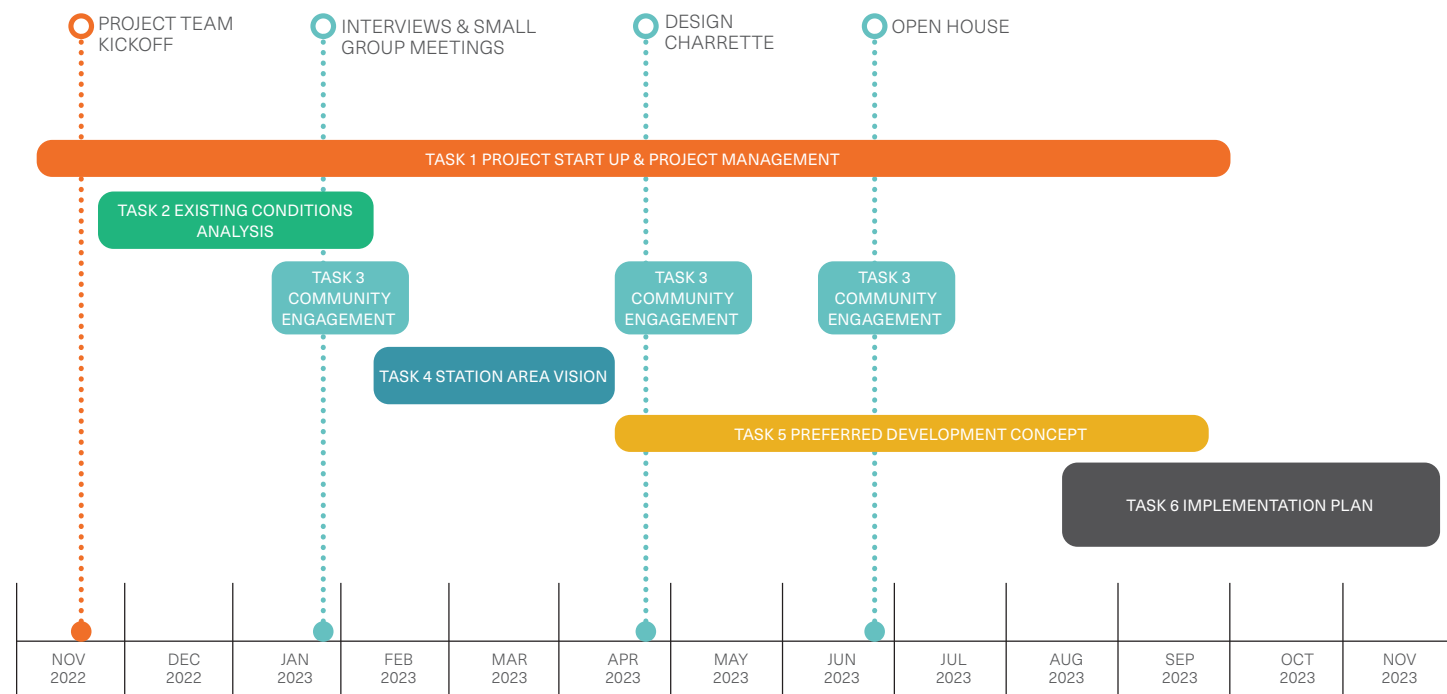


Figure 5: Project Timeline

WHAT IS THE WEST JORDAN & MIDVALE STATION AREA PLAN?

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

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

The cities of West Jordan and Midvale worked together to complete station area plans for the Bingham Junction, Historic Gardner, and West Jordan City Center stations. These three station area plans are planned as one due to their shared proximity and the way in which they complement one another. It is envisioned by the two cities and UTA that these stations will grow into regional centers offering a variety of uses and amenities for the Wasatch Front.

PROJECT GOALS

Seven key project goals were established at the beginning of the process to give direction and address key issues around the three station areas:



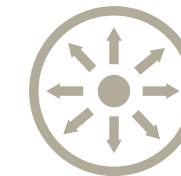
1 Encourage redevelopment around the stations considering a variety of housing types and densities



2 Propose land uses that will create true mixed-use areas



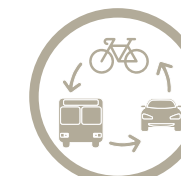
3 Incorporate affordable housing opportunities and define specific goals



4 Establish connections to surrounding neighborhoods and amenities



5 Help create an identity for each one of the stations

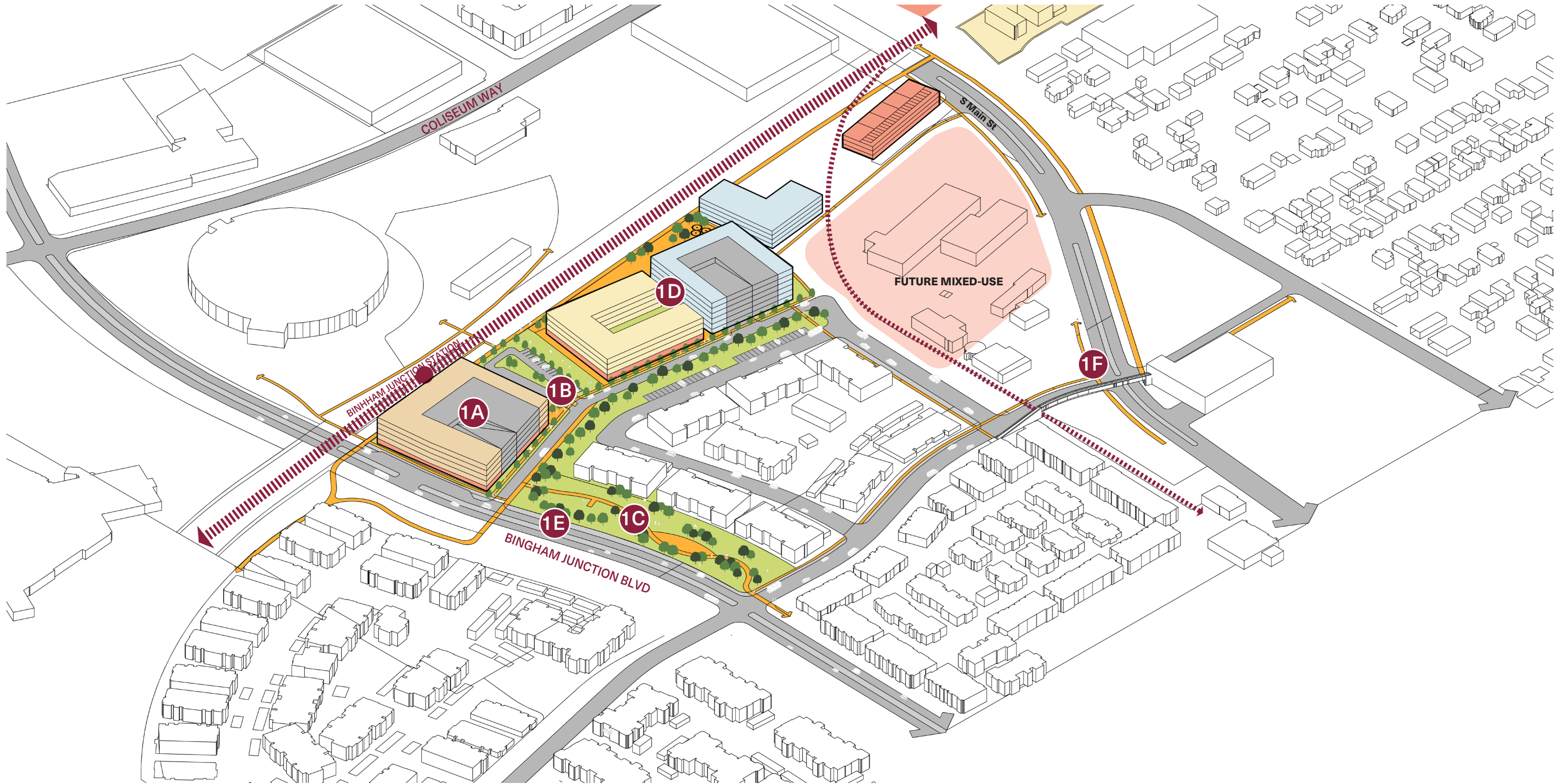


6 Promote various types of mobility options



7 Study how UTA can optimize their properties to catalyze development around the stations

PREFERRED CONCEPT: BINGHAM JUNCTION STATION

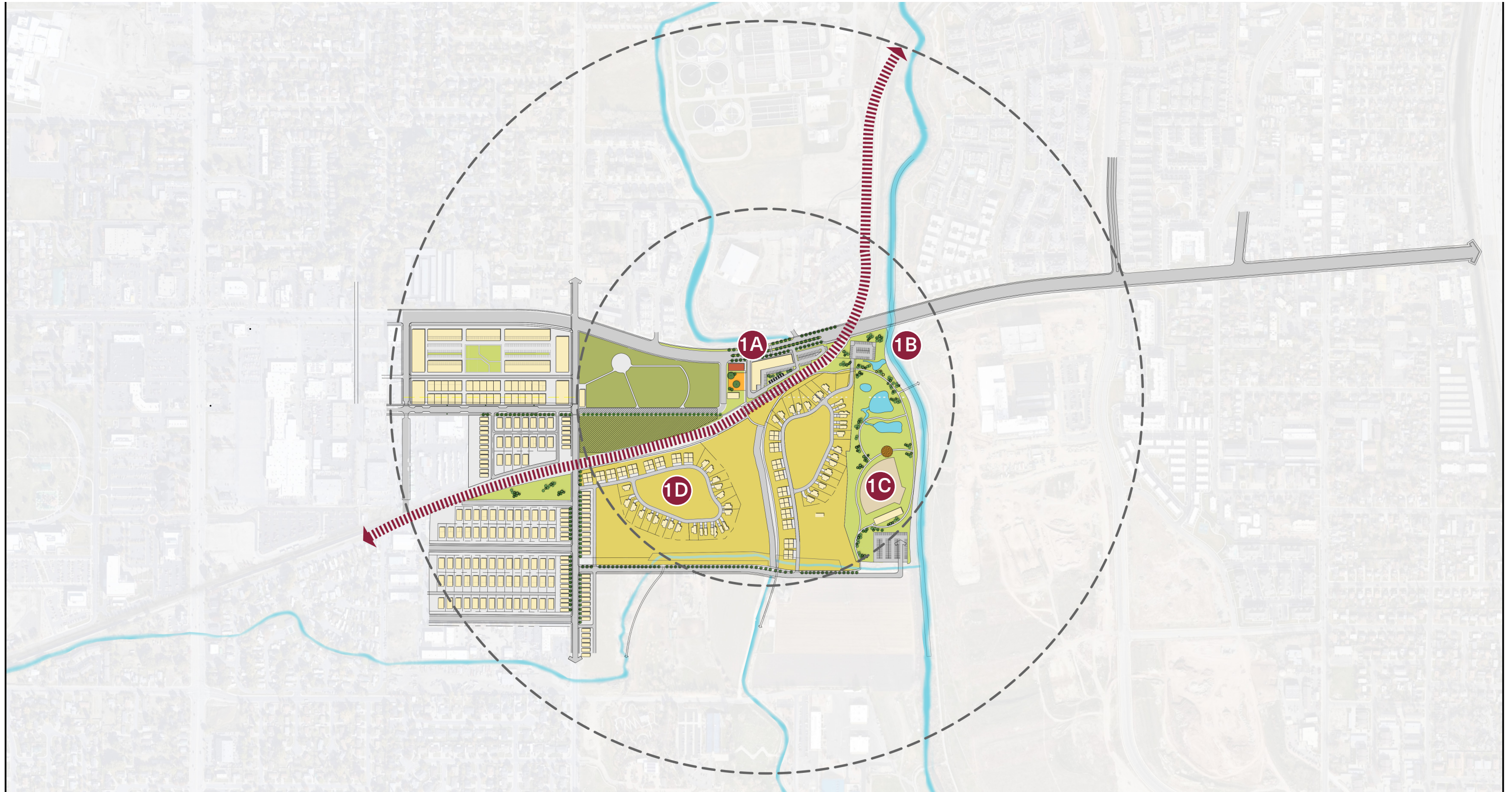


LEGEND

- | | | | |
|-------------------|---------------------------------|------------------------------------|---|
| RETAIL | PLAZA | 1A FLEXIBLE OFFICE/RESIDENTIAL USE | 1D COMMERCIAL OFFICE SPACE |
| COMMERCIAL/OFFICE | GREEN SPACE | 1B BLUFF PLAZA | 1E IMPROVEMENTS TO BINGHAM JUNCTION BOULEVARD |
| RESIDENTIAL | FLEXIBLE OFFICE/RESIDENTIAL USE | 1C LINEAR PARK | 1F PEDESTRIAN BRIDGE |

Figure 6: Preferred Concept | Bingham Junction Station

PREFERRED CONCEPT: HISTORIC GARDNER STATION

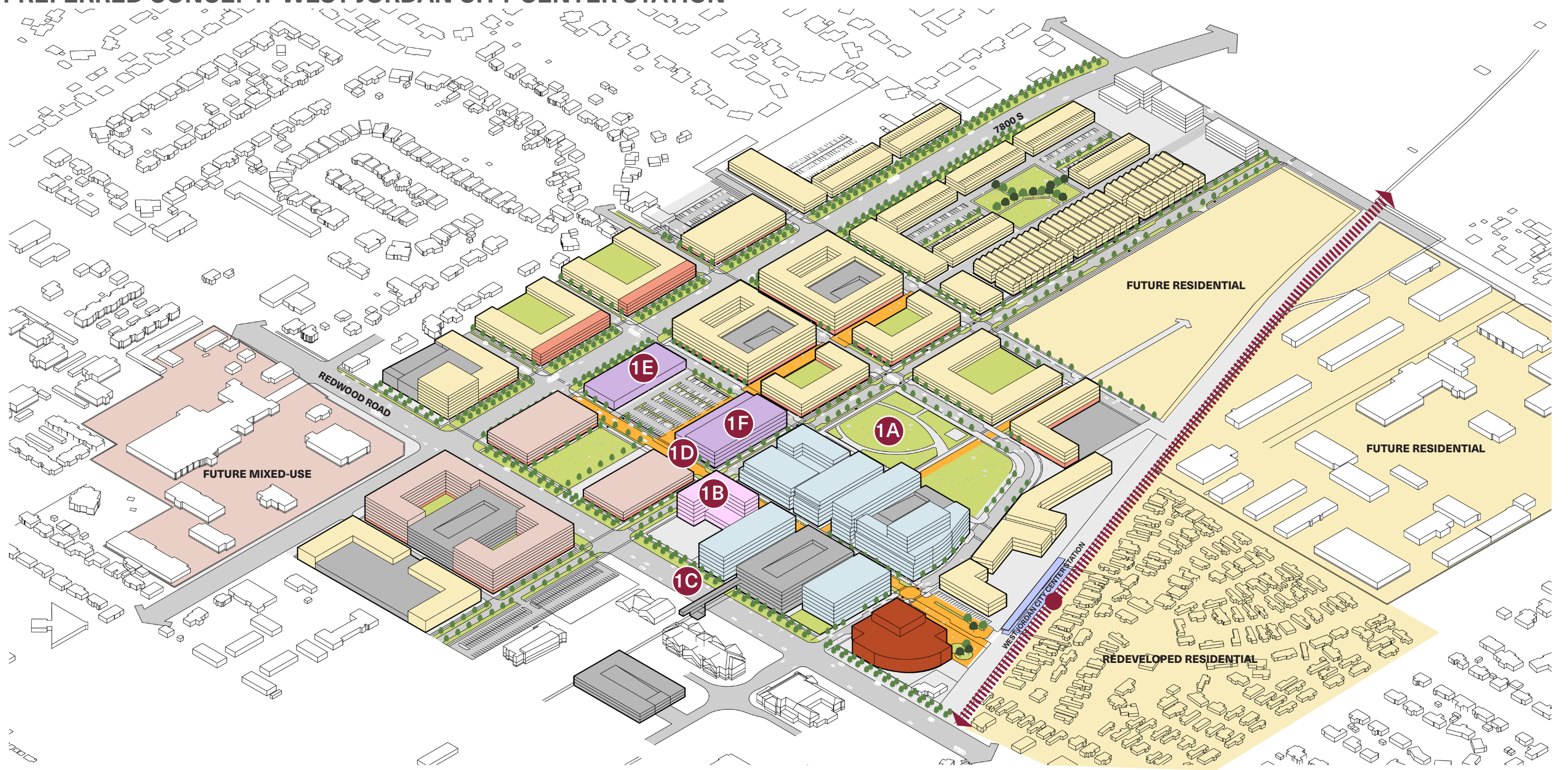


LEGEND

- | | | | | |
|---|---|---|---|--|
|  EVENTS |  GREEN SPACE |  AGRICULTURE BASED RESIDENTIAL |  1A PIONEER HALL PLAZA |  1C REGIONAL PARK & ACTIVE USES |
|  PLAZA |  RESIDENTIAL | |  1B ACCESS TO JORDAN RIVER PARKWAY |  1D AGRICULTURE BASED RESIDENTIAL |

Figure 7: Preferred Concept | Historic Gardner Station

PREFERRED CONCEPT: WEST JORDAN CITY CENTER STATION



LEGEND

















- | | | | |
|---|--|--|---|
|  EVENTS |  PLAZA |  1A FESTIVAL PARK |  1D RESTAURANT ROW |
|  MIXED-USE |  GREEN SPACE |  1B HOTEL |  1E MARKET HALL |
|  RETAIL |  TRANSIT HUB |  1C PEDESTRIAN BRIDGE |  1F INCUBATOR |
|  COMMERCIAL/OFFICE |  HOTEL | | |
|  RESIDENTIAL |  MARKET/INCUBATOR | | |

Figure 8: Preferred Concept | West Jordan City Center Station



EXISTING CONDITIONS & SITE ANALYSIS

EXISTING CONDITIONS

As part of the existing conditions analysis, a review of the existing zoning and current land uses was conducted for Midvale City and West Jordan City. This review lends a better understanding of current policy requirements and dimensional standards for the station areas.

ZONING CODE REVIEW

The following section provides an overview of the existing zoning code requirements for the three station areas. This includes the cities of Midvale and West Jordan.

MIDVALE CITY

The Bingham Junction station in Midvale is part of the Bingham Junction zone, which encourages a dynamic mix of uses including residential, urban (retail/office flex), and mixed-use with higher densities than other areas of Midvale. Per the city code, the entire Bingham Junction zone property will be planned as a large-scale master planned development prior to any new development on the property. Approval of a small-scale master planned development will also be a condition precedent to any new development within the Bingham Junction zone. A minimum of 20% of the “real property to be improved later as open space and linked trails” at no cost to the city.

The Bingham Junction zone (as amended) does not include detailed provisions regarding certain standards and guidelines. Instead, it adopts a series of goals and intent statements as set forth in Section 17-7-9.4 (common intent statements). The zoning plan includes proposed detailed standards and guidelines (in ordinance format) governing the development that implements the goals of the large-scale master plan and the applicable intent statements. The proposed standards and guidelines shall address the following issues:

- a. Land use standards establishing land use types, occupancy, location, density, buffering, and any other element envisioned by the large scale master plan;
- b. Lot standards establishing requirements for minimum lot area, depth, coverage, and dimensions;

- c. Building setback standards for front, side, and rear yards;
 - d. Design standards addressing building orientation and mass, common and private open space, natural resource protection, architectural design including colors and materials, and any other provisions proposed to be included in the zone;
 - e. Landscaping and buffering standards; and
 - f. Parking lot design standards (including lighting).
- g. Development Plan: The small-scale master plan shall include a schematic development plan showing the following:
- Location of proposed uses, including dwelling unit density and occupancy;
 - Height, location, bulk, and preliminary elevations of buildings;
 - Location, arrangement and configuration of open space, landscaping, and building setbacks;
 - Location, access points, and design of off-street parking areas;
 - Number, size, and location of signs;
 - Street layout, and traffic and pedestrian circulation patterns, including proposed access to the property to adjoining and nearby properties and uses.

JUNCTION AT MIDVALE OVERLAY

The purpose of the Junction at Midvale overlay zone is to:

- a. Encourage the creation of high quality development including residential, retail, office, and other commercial and public uses in coordinated, visually exciting and durable projects. This zoning plan encourages a coordinated mix of uses and buildings that complement each other and the overall Midvale community;
- b. Address minimum standards supplemented by the Junction at Midvale site development guidelines which are created and administered by the applicable property owners association(s);
- c. Create a transit-oriented residential community, office park, and business district that take advantage of the transit opportunities presented

by the light rail stop and associated transit routes. This zoning plan encourages residential and office densities that facilitate maximum utilization of the light rail line and related infrastructure;

- d. Encourage high quality, distinctive development to create a sense of place and identity for the Junction at Midvale;
- e. Encourage a mix of high quality office, commercial, retail, open space, entertainment, recreation, residential, public, and institutional land uses;
- f. Encourage ground level retail uses that open directly onto sidewalks adjacent to streets, with upper floor office and residential uses;
- g. Provide a variety of housing opportunities and choices that include a range of household types and architecture, family sizes, and, incomes;
- h. Revitalize a former Superfund Site;
- i. Enhance urban design in the area while respecting the surrounding urban fabric;
- j. Coordinate urban design, streetscape, and open space elements in order to create a distinctive visual quality for the area;
- k. Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility, and quality urban design;
- l. Discourage surface parking by encouraging and creating incentives for alternate parking methods including but not limited to structured parking, on-street parking, shared parking, and reduced parking;
- m. Provide variation in architectural design and housing types and affordability;
- n. Create neighborhoods which are integrated with and have direct access to open space and park lands; and
- o. Provide pedestrian connections within and among adjacent neighborhoods.

This zoning plan encourages uses that are built at a pedestrian scale and encourage pedestrian movement.

WEST JORDAN CITY

Two of the three station areas (Historic Gardner Village and West Jordan City Center) are in West Jordan. Both are surrounded by a variety of land uses and under the Transit Station Overlay District (TSOD) zoning.

TSOD ZONE

The TSOD is established to promote Transit Oriented Communities in areas that are generally located within an approximate quarter (1/4) mile of light rail transit stations or cross-town satellite hubs for bus/trolley rapid transit. The TSOD regulations and standards supersede the regulations and standards of the underlying zoning district.

CITY CENTER/TSOD ZONE

The purpose of the City Center zone is to develop a traditional downtown area by redeveloping and restoring pedestrian scale buildings in the core (city center) of the city. The City Center zone is intended to set apart that portion of the city which forms the center of commercial, professional, residential, office, municipal, and cultural uses by encouraging a balanced, though concentrated, mix of these uses. The City Center zone should provide a safe, attractive, pedestrian-friendly environment that serves as a destination area and that attracts people for a unique shopping, cultural, recreational, professional service, and living experience. The City Center will be referred to as not only a zone, but also as a defining district of that area designated as “town center” on the adopted West Jordan future land use plan and map. A master plan (or master plans) for the City Center shall be prepared in joint cooperation with the city and property owners.

The West Jordan City Center station community, when developed, will contain a mix of compact, compatible uses. The multiple uses in this station community consist primarily of multi-family residential, commercial, retail, office, municipal, entertainment, and mixed-uses. Residential density should be at a minimum of 30 units per acre and maximum of 75 units per acre. The highest development densities shall be allowed within this station community and all land uses are to be pedestrian oriented and well connected to open spaces, parks, plazas, and social gathering areas. A

large multi-transit station hub is envisioned for this station community.

HISTORIC GARDNER VILLAGE TSOD

A portion of the Gardner Village TRAX station area is within a TSOD; however, additional density allowances are not provided within the Gardner Village TSOD. For standards not mentioned in the TSOD overlay, the requirements of the three zoning districts should be followed.

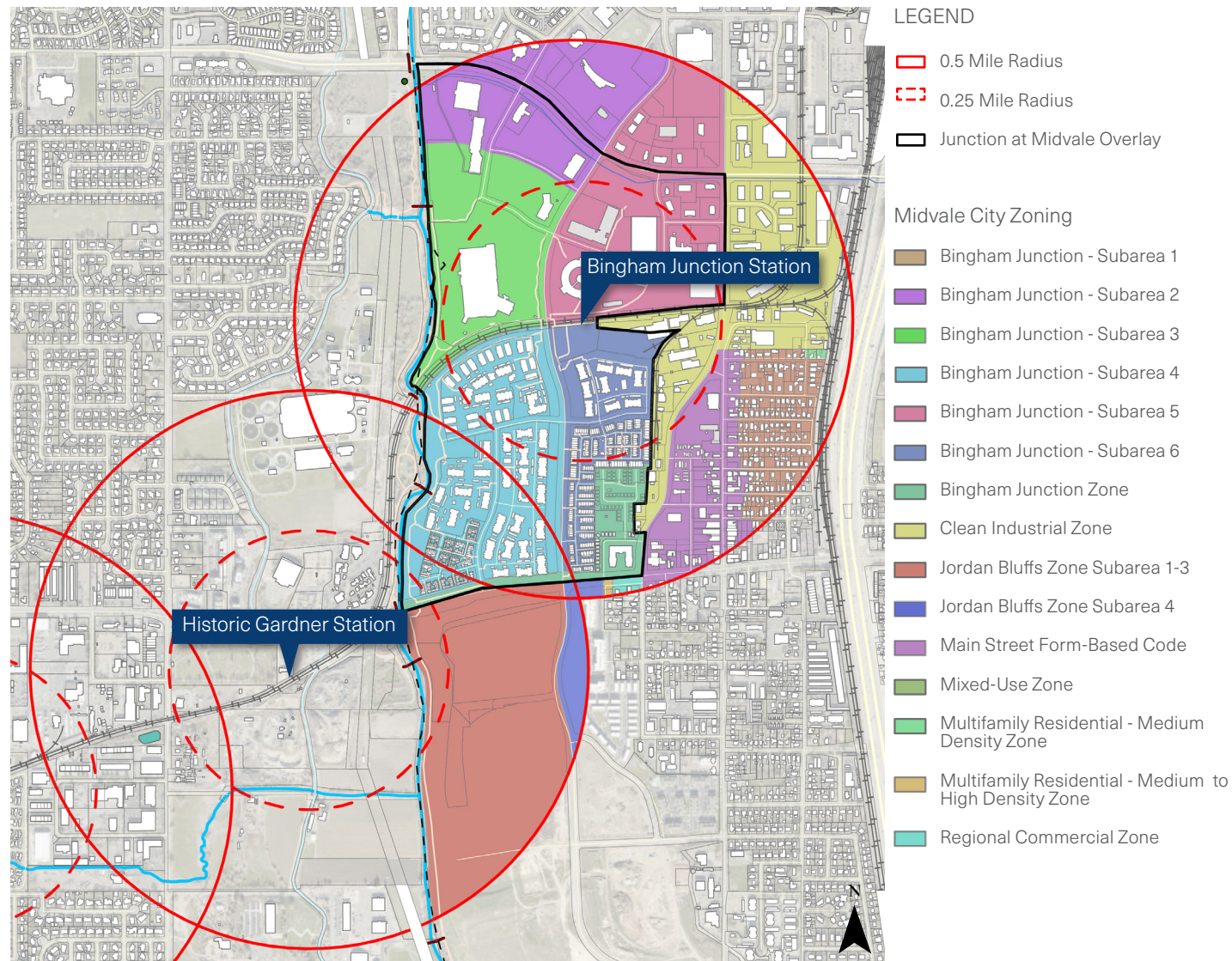


Figure 9: Midvale City Zoning for Bingham Junction. Source: ESRI

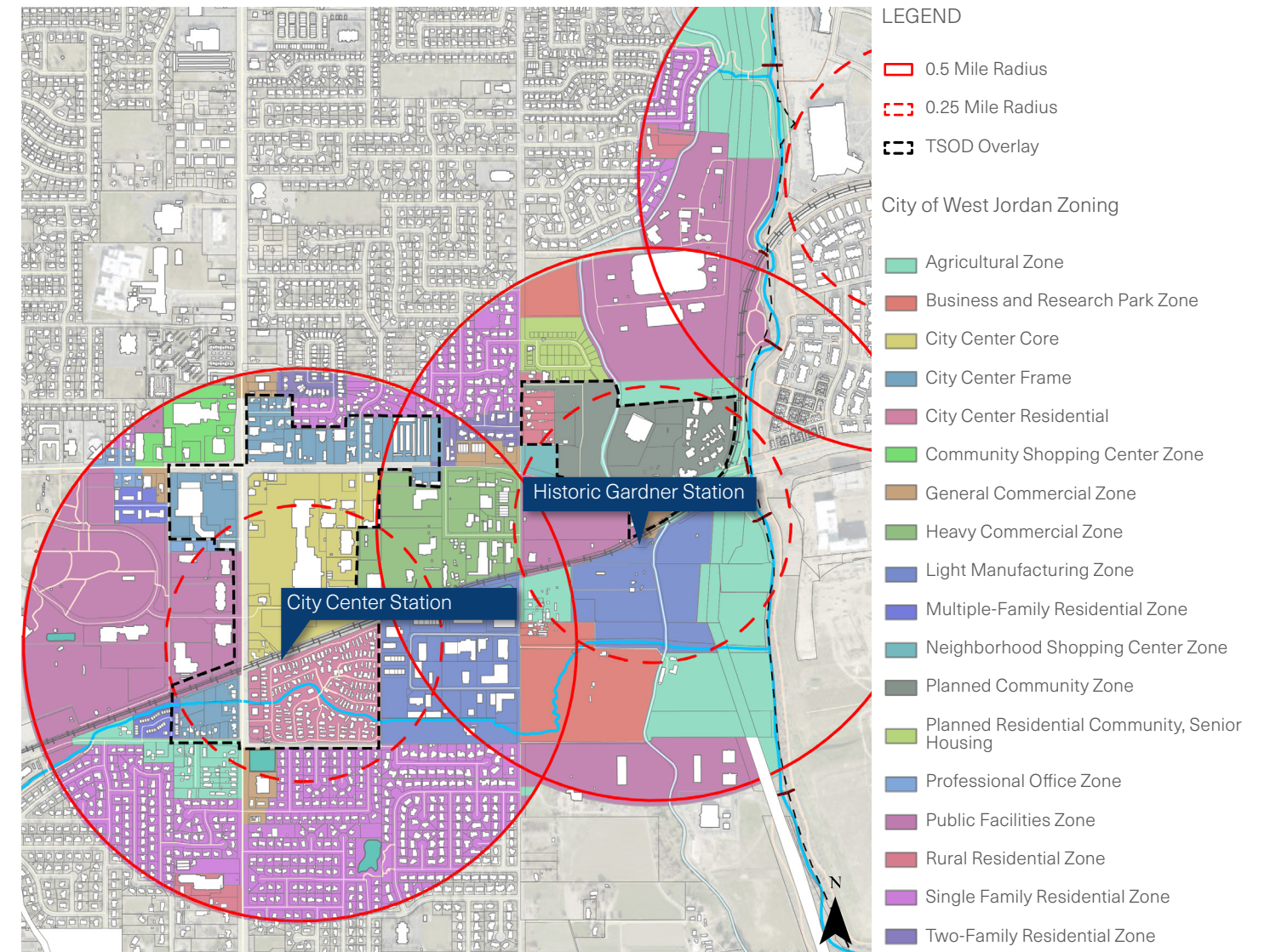


Figure 10: West Jordan Zoning for Historic Gardner Village and City Center. Source: City of West Jordan

WEST JORDAN TSOD PARKING REQUIREMENTS

The minimum number of parking spaces in the TSOD is intentionally reduced to encourage the use of public transit systems. The use of shared parking areas and multilevel parking structures is strongly encouraged, while surface parking should be minimized and located behind and/or to the side of main building structures.

On-street parking is permitted and encouraged and shall be included in the total development required parking calculations for a use or structure which fronts and is adjacent to the on street parking stall.

Ingress and egress for parking lots shall, where reasonably practical, be from side streets for commercial uses and from alleys for residential uses.

Parking Requirements

Multi-family

1 space per DU, plus 1/2 space per additional bedroom
Maximum 1.5 spaces per unit

Office

Maximum 3 spaces per 1,000 SF

Retail

Maximum 3.75 spaces per 1,000 SF

Other Uses

See parking table of the West Jordan City Code S13-12-3. Unless otherwise approved in the final development plan, these uses shall provide up to a 50% reduction of the parking requirement.

WEST JORDAN TSOD STREETScape REQUIREMENTS

Building line frontages contribute to the public streetscape, and therefore, are subject to more regulation than the rest of the lot. Buildings shall be oriented to the pedestrian and placed close to the street where possible, and they should be consistent with the overall design and function of the building.

Park strips are required on all streets, except alleys, within each station community right of way. In residential areas, park strips shall serve as buffers between pedestrian walkways and streets.

Street medians are encouraged in all station communities for all major collector rights of way. Medians serve to improve the aesthetic quality of the area and as a mid-block resting place for street crossings. Medians should be a minimum of 5 feet wide.

Alleys and interior block spaces shall be allowed and encouraged in all station communities. Alleys serve as alternate routes to garages and loading docks that are unseen by the public and therefore, contribute to a pedestrian friendly environment. The private, interior portions of the lots (toward the alley) allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private and semiprivate (for apartment and condominium buildings) gardens and courtyards. Alleys shall be the primary access to garages.

LAND USE

BINGHAM JUNCTION STATION - LAND USE

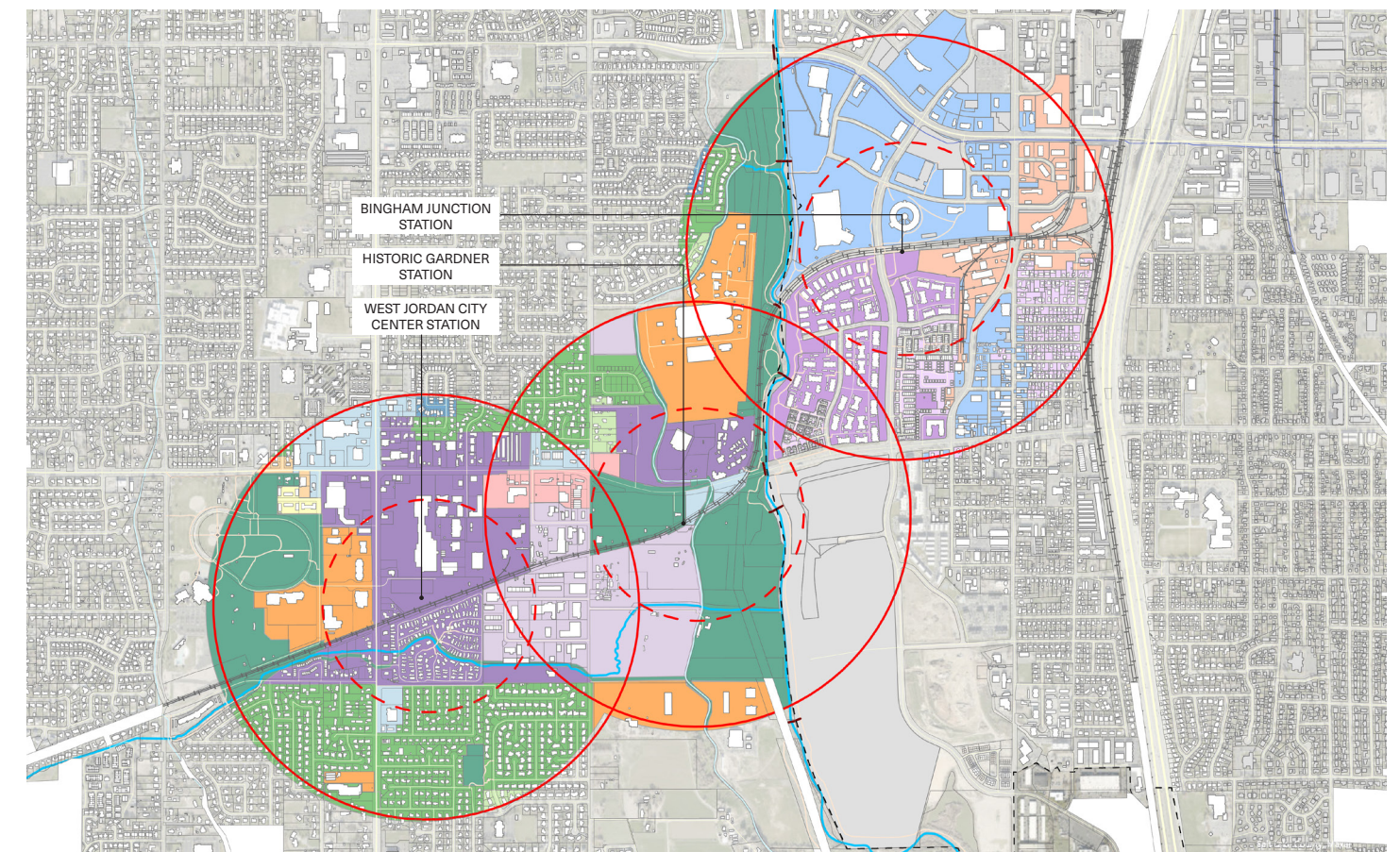
Existing land uses around the Bingham Junction station include mostly office and commercial uses. To the south of the station there are residential neighborhoods, and to the east some light industrial zones.

HISTORIC GARDNER STATION - LAND USE

Uses around Historic Gardner include some commercial uses in the Gardner Village area, residential neighborhood to the north-west, a large asphalt plant to the south, and several parks/ open space areas along the Jordan River.

WEST JORDAN CITY CENTER STATION - LAND USE

In the area around the City Center station, existing uses are mostly public facilities, residential uses to the south, and office and service areas around the station. Existent commercial is auto-oriented.



LEGEND

	Midvale		Unknown		Community Commercial		Public Facilities
	West Jordan		Commercial		Medium Density Residential		Research Park
	0.5 Mile Radius		Industrial		Very Low Density Residential		Transit Oriented Communities
	0.25 Mile Radius		Multi-Housing		Low Density Residential		High Density Residential
	Parcel Boundary		Residential		Neighborhood Commercial		Parks and Open Land
	Rail Roads				Professional Office		
	Canal						
	Stream						

Figure 11: Existing Land Uses, Source: ESRI, 2022

HTRZ FUNDING

HB462, the Housing and Transit Reinvestment Zone Act, and HTRZ funding are intended to help mitigate the housing affordability crisis along the Wasatch Front by creating a new development tool to facilitate mixed-use, multi-family, and affordable housing development within a 1/4 mile radius of TRAX stations, up to 125 acres. The tool enables a portion of incremental tax revenue growth to be captured over time (25 consecutive years) to support costs of development. It requires that development be mixed-use, at least 51% of developable area include residential uses, average 50 housing units/acre, and include at least 10% affordable housing (<= 80% AMI). This landmark legislation has the potential to create density and affordability currently lacking in communities across the state. It presents the opportunity for Midvale and West Jordan to be on the forefront of state and national planning policy and design. As their communities grow, the need for attainable housing, public transportation, and walkable neighborhoods will continue to grow.

HTRZ applications include a gap analysis and formation of a committee. If the HTRZ is approved, then tax increment funds are captured pursuant to the proposal (participation from local taxing entities is required), funds are administered by an agency created by the municipality where the HTRZ is located. Up to 80% of incremental local property tax revenue growth from cities, counties, school districts, etc., is to be captured over a period of time (maximum 25 consecutive years) as needed to support costs of developing the area, and 15% of incremental state sales tax revenue growth in the HTRZ is transferred to the state TIF.

If either city wants to pursue HTRZ funding, it is important to understand the criteria that needs to be met, especially regarding density and affordability. To meet affordability requirements, part of plan recommendations include what is feasible, including unit pricing and bedroom composition and recommendations for funding mechanisms, such as low-income housing tax credits (LIHTC), HTRZ, and other state and federal programs.

HTRZ REQUIREMENTS

- › 1/4 mile radius of station
- › Maximum 125 acres
- › 50 units/acre (average)
- › Mixed-use
- › 51% residential (minimum)
- › At least 10% affordable (<= 80% AMI)

FUNDING USES



















- › Income-targeted housing costs
- › Structured parking within the HTRZ
- › Enhanced development costs
- › Horizontal and vertical construction costs
- › Pay costs of bonds issued by municipality
- › Costs of municipality to administer HTRZ

ENVIRONMENTAL CONDITIONS

West Jordan and Midvale City are separated by the Jordan River that runs north-south and which is one of the most significant environmental resources in the region. Existing open spaces and trails along the Jordan River provide recreational opportunity for both cities. Key open spaces/parks in West Jordan are Veterans Memorial Park, Senior Housing Park, Plum Creek Park, Conservation Garden Park, and the West Jordan City Cemetery. The existing network of open spaces in both cities presents an opportunity to increase connectivity, walkability, and incorporate more mobility options around the stations.

Bingham Creek (wash), which runs east-west is another natural element in West Jordan, although it's dry most of the year and contains high levels of arsenic that is dangerous for potential visitors. If any work is planned on the banks of Bingham Creek, environmental remediation will be necessary.

LEGEND

- | | | | |
|---|------------------|---|---------------------------|
|  | 0.5 Mile Radius |  | Veterans Memorial Park |
|  | 0.25 Mile Radius |  | Senior Housing Park |
|  | Parcel Boundary |  | Plum Creek Park |
|  | Parks |  | Conservation Garden Park |
|  | Golf Course |  | West Jordan City Cemetery |
|  | Cemeteries |  | Midvale City Cemetery |
|  | Lake/Pond |  | Open Space |
|  | Canal | | |
|  | Stream | | |
|  | Bridge/Tunnel | | |
|  | Rail Roads | | |

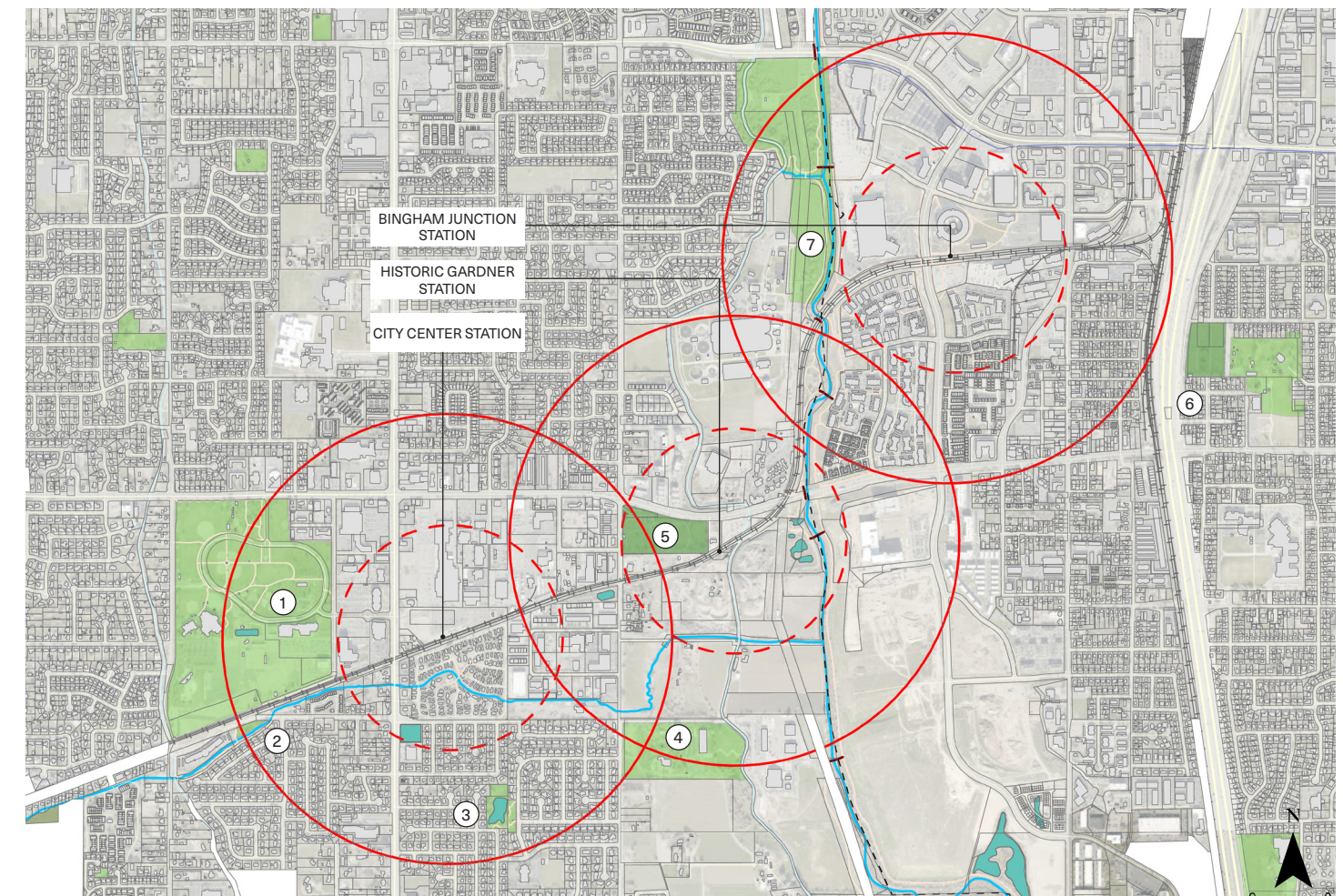


Figure 12: Environmental Conditions Analysis Map, Source: ESRI, 2022

FIGURE GROUND

A figure ground study allows us to analyze scale and intensity of development patterns around each station. For the area around Bingham Junction, we can see a more dense and smaller scale development pattern to the south with existing residential neighborhoods, and larger more disperse footprints to the north where office uses are predominant. Dispersed footprints create an environment that is less walkable and discourages pedestrian connectivity between residential areas and commercial areas.

In the area around Historic Gardner there are abundant open and agricultural spaces, with a very low density development pattern.

In the area around the City Center TRAX station, the built form is large in scale and relatively dispersed, creating an environment that is focused on cars and that is not pedestrian-friendly.

- LEGEND
- 0.5 Mile Radius
 - 0.25 Mile Radius
 - Parcel Boundary
 - Building Footprint
 - Canal
 - Stream
 - Rail Roads
 - Interstate Highways
 - State Highways

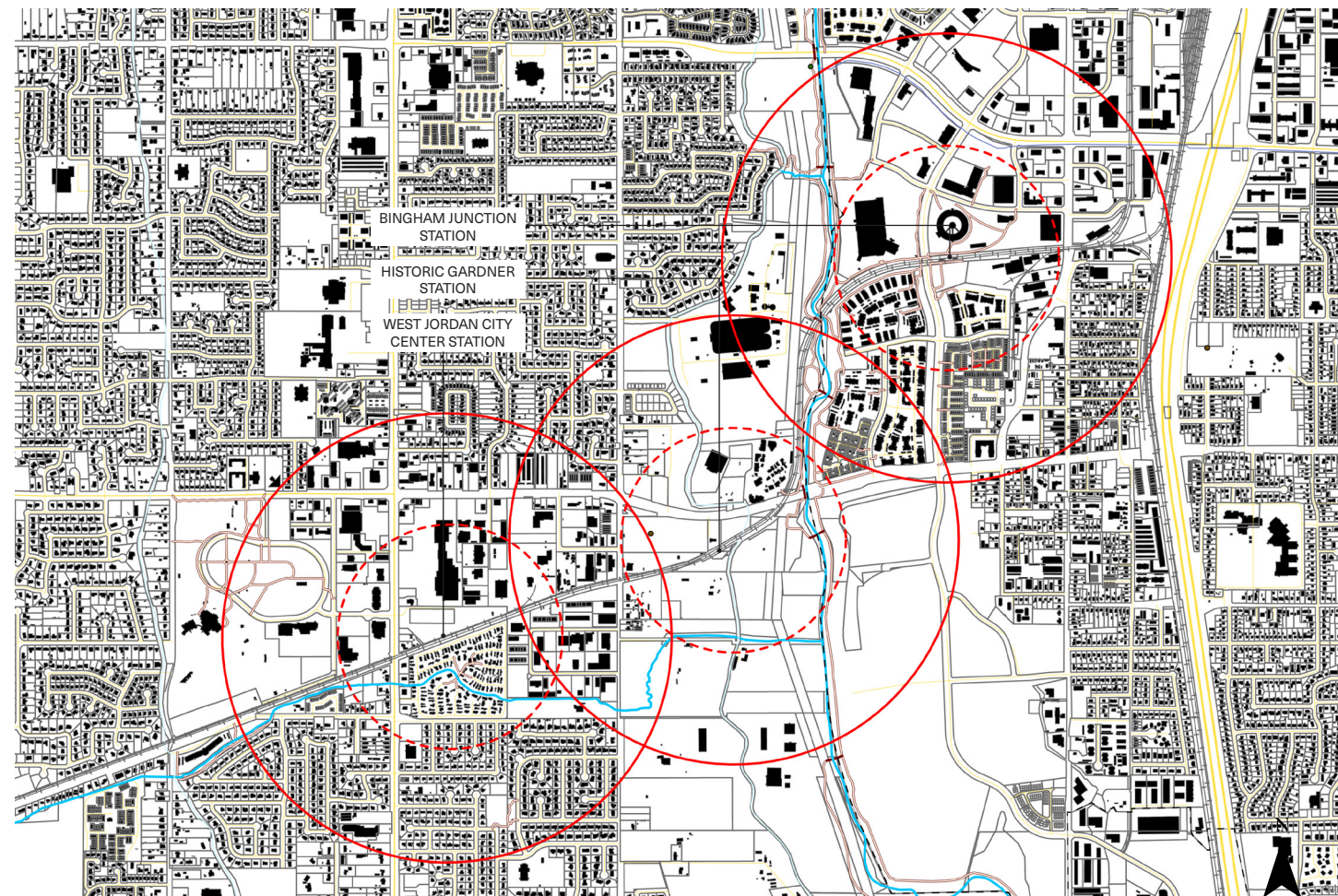


Figure 13: Figure Ground Analysis Map, Source: ESRI, 2022

PUBLIC PARCELS

The following map shows all existing publicly owned parcels in the areas around the three stations. In Midvale City, public parcels around Bingham Junction are mostly open spaces, parks, and trails.

In the area around Historic Gardner there are several vacant public parcels along the Jordan River that present an opportunity to creating a significant open space or park that could also serve as an improved access point to the Jordan River Parkway.

In City Center, there are several public parcels in use around the station, which include a large parcel owned by the Jordan School District that could present an opportunity for redevelopment and become a catalyst site for change in this area.

In all of the three stations, UTA owns parcels currently used for park and ride lots that could be re-imagined as mixed-use hubs considering the low utilization rates of these areas for parking.

- LEGEND
- 0.5 Mile Radius
 - 0.25 Mile Radius
 - Parcel Boundary
 - West Jordan Public Parcels
 - Midvale City Public Parcels
 - Interstate Highways
 - State Highways
 - Rail Roads
 - Canal
 - Stream
 - UTA Parking Lots

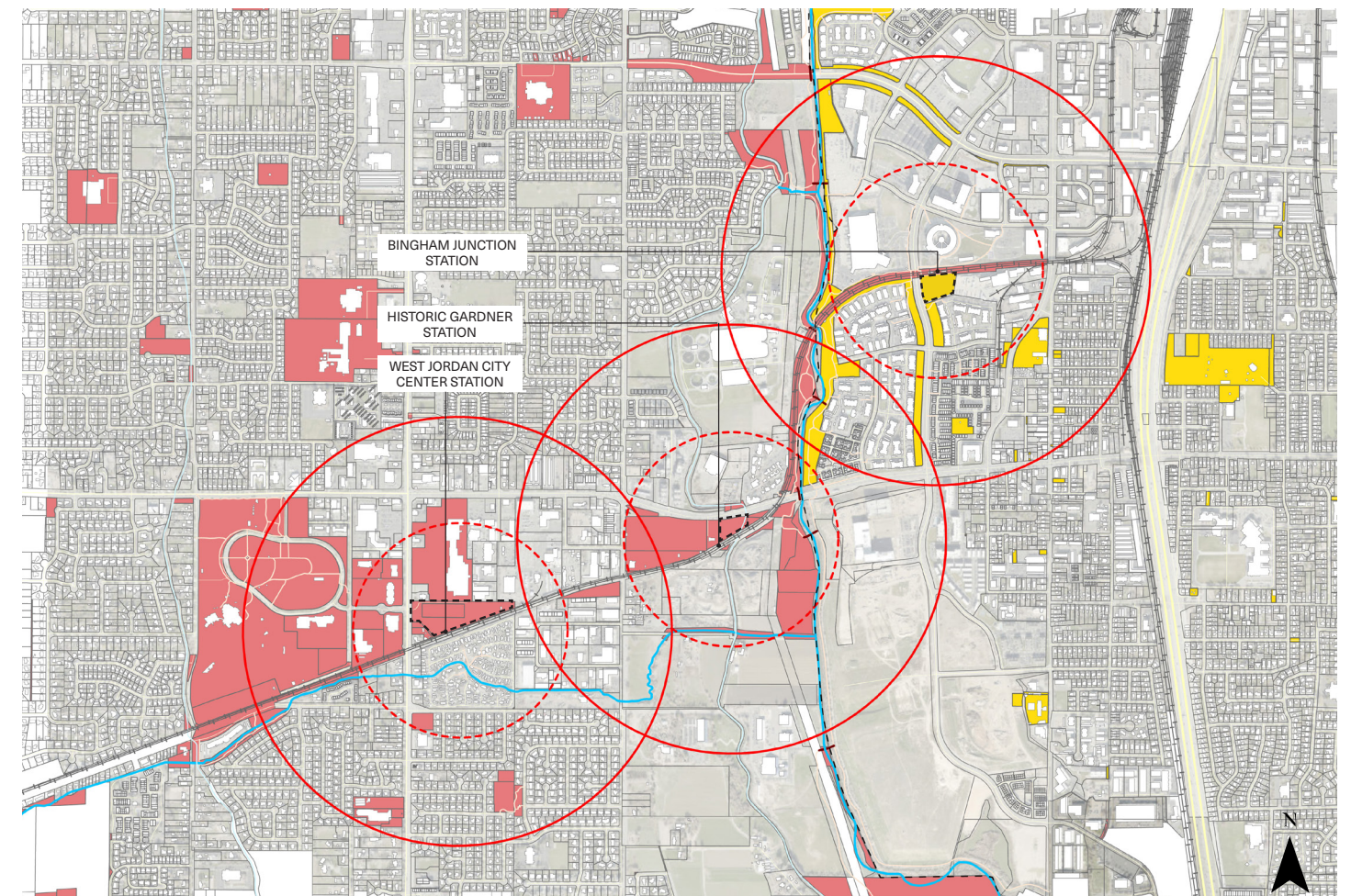


Figure 14: Public Parcels Analysis Map, Source: ESRI, 2022

PREVIOUS PLAN REVIEW

INTRODUCTION

As part of the analysis process, previous planning documents were reviewed. This helps us understand the community goals and create a framework for the Station Area Plans. Full previous plan review can be found in the Appendix.

MIDVALE CITY

MIDVALE CITY GENERAL PLAN 2016

The General Plan establishes a vision for the future of the city and serves as a policy document for decision making with development of Midvale in the next 8-10 years.

MIDVALE MAIN STREET SMALL AREA PLAN

The purpose of the Small Area Plan is to take advantage of existing opportunities to strengthen the City's economic base through the revitalization of the Main Street area. The goals of this planning document are built on City goals from the Midvale General Plan, the Redevelopment Agency, and the Economic Development Department.

MIDVALE REDEVELOPMENT AGENCY: MAIN STREET PROJECT AREA

Midvale City has a unique and historic Main Street. Because very few cities in Utah still have a historic Main Street corridor, Midvale City was seeking to improve and leverage this asset. One goal, as stated in the Midvale Main Street Small Area Plan, is to redevelop Main Street in such a way as to create a sense of place for the city. The Midvale Redevelopment Agency believes that it can support the city to develop a stronger and more defined sense of place through redeveloping the historic Main Street.

MIDVALE DOWNTOWN ARTS DISTRICT MARKET STUDY

This study determines that there was a market opportunity to create a new downtown arts district in and for the community.

WEST JORDAN CITY

WEST JORDAN CITY CENTER STATION AREA PLAN

The 2019 City Center Station Area Plan outlines a 30-year redevelopment plan for 2,200 dwelling units (30-60 gross DU/acre) and envisions the neighborhood as West Jordan's Main Street. The plan utilizes UTA's TOC principles, prioritizing walkability and bicycle access, connectivity, and mixed-use development with access to green/public spaces.

REDWOOD CORRIDOR MASTER PLAN

The 2017 Redwood Road Corridor Plan provides recommendations and strategies for improving the aesthetics, safety, and functionality of the street to attract businesses and residents and to set West Jordan City apart from other cities along the corridor. Redwood Road is a regionally significant state highway (SR-68), owned and maintained by UDOT. Due to varying land uses along the four-mile corridor, a single design concept is not appropriate along the entire corridor. The plan notes that as plans are developed for City Center TOC, it will be important to coordinate design themes with what is being planned for Redwood Road.

WEST JORDAN CITY GENERAL PLAN 2023

The General Plan update provides a long-term vision for the West Jordan City. Chapters focusing on City Center and TOC provide general guidelines for planning and design of the City Center TOC, which should exemplify a high level of urban design. Emphasis of the TSOD is on bike and pedestrian accessibility, comfort, convenience, and visual interest. Plans for this overlay should prioritize the public realm, including public art, gateways to emphasize arrival and departure, and mixed-use development.

BRIARWOOD REDEVELOPMENT PROJECT AREA PLAN

The Briarwood RDA Project Area Plan addresses an area ("Exhibit A") in transition from industrial and single-family residential, and under utilized commercial to and active commercial, office, high density residential

and mixed-use, central business district, and transit-oriented use area.

CITY CENTER PREVIOUS PLANS

Seven plans have been created for the City Center area over the last decades to explore potential redevelopment of this area. Most of these plans propose a new city core, with horizontal mixed-use including residential, commercial, and office. These previous planning efforts have not been adopted by the City.

TOD/TOC DESIGN GUIDELINES

UTA developed a policy to ensure that Transit Oriented Communities meets critical criteria. The policy outlines the 'why' and 'how' of what UTA calls Transit Oriented Communities, or TOC.

In an effort to alleviate traffic congestion, air pollution, and create safe neighborhoods for the growing population along the Wasatch Front, UTA is investing heavily in TOC. These developments are designed to prioritize active transportation, such as walking and biking versus the automobile. This is in direct contrast to the standard American suburban neighborhood, which is designed to accommodate cars with wide roads, driveways, and parking. UTA intends to build places for locals to live that are walkable. A variety of housing types and price points will accommodate people of all ages and stages of life, from young newlyweds to grandparents looking to downsize.

TOC near existing communities offers housing options for people who want to remain in their neighborhood but may want a different lifestyle.

"Existing auto-oriented light industrial uses don't support a walkable mixed-use city center area."

West Jordan City Center Station Area Plan

DEMOGRAPHIC, HOUSING & MARKET OBSERVATIONS AND RECOMMENDATIONS

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

DEMOGRAPHICS:

- Both West Jordan and Midvale's populations are projected to continue growing. Population growth is impacting both cities and there are opportunities at all stations to accommodate growth.
- The median age for both West Jordan and Midvale are in the early 30's between the ages of 30.5 and 33. Combining these ages with the growing household rates and household sizes (3.31 for West Jordan, 2.48 for Midvale), it can be interpreted that both areas are currently home to a significant population of households with children. Based on the future growth rates, and examining the growth rates around the station areas, options to expand housing in both West Jordan and Midvale should be considered.
- West Jordan has a significantly higher median household income (\$89,967) than Midvale (\$67,373). West Jordan also has a higher income when compared to Salt Lake County. West Jordan, Midvale, and all three station areas are forecasted for an increase in the median household income in the next five years.
- Both West Jordan and Midvale do not experience increases in daytime population, which may indicate residents commute outside of these cities for work. Station area plans should explore options to add retail and employment opportunities to increase the daytime population and people coming into these areas for work.

HOUSING:

- West Jordan's housing stock is predominantly single-family homes (81%) while Midvale is more balanced on single (49.2%) to multi-family housing stock (51.8%).
- 74.4% of West Jordan's housing units are owner occupied versus Midvale which is 41.9%. Midvale's housing is composed of 58.1% rentals while West Jordan only has 25.6%. Based on these observations, there is a need for more rental housing, especially in the West Jordan area. Rental housing options should consider adding studio, 1-bedroom, and 2-bedroom units.

MODERATE INCOME HOUSING:

- West Jordan's housing stock is predominantly single-family homes today, making it difficult for moderate income housing. West Jordan predicts a demand of 2,586 dwelling units to fulfill the moderate-income housing need. With the progress that has been made so far, there is still significant need for low-income households in the 50-80% AMI range.
- Midvale's housing stock is multi-family rental housing due to being a transition city, meaning people are generally only there for a period of time and leave due to larger income, family, etc. Because of this, home values are lower than the county, but there is still a need for affordable housing.

REAL ESTATE

- Retail performs well in both West Jordan and Midvale, with nearly all square footage currently under lease. It is highly advisable that future development on the station area plans include retail space, either as standalone or mixed with residential uses.
- Office performs better in West Jordan than Midvale based on vacancy and absorption rates. However, due to Council wanting to move towards mixed-use development at the station areas, Midvale will include office use to balance residential.





PROCESS AND COMMUNITY ENGAGEMENT

SUMMARY OF COMMUNITY ENGAGEMENT

Community input is a valuable tool that increases our understanding of issues and empowers the community to have a say over what the future of the three station areas will look like. The Community Engagement Plan for the Station Area Plan outlined a three-step process that engaged city leaders, staff, and key stakeholders to identify priorities and then gained public input on potential scenarios to inform the best plan for each station area.

The Design Workshop team developed a Community Engagement Plan that included detailed guidance on public outreach, engagement tools and methods, and the preparation of a stakeholder matrix. As part of this, the team worked with City staff to categorize the groups and individuals that would be identified as key stakeholders that should be engaged in the process. Per HB462 requirements, these groups, at a minimum, included UDOT, impacted landowners, business leaders, neighbors, and other interested parties. Discussion of these stakeholders began with the strategic kickoff meeting, which identified the optimum role for these groups within the project.

The final community engagement process included Stakeholder meetings, one-on-one City Council meetings, two Design Charrettes, two online surveys, a project StoryMap page, and two Open Houses that were held both in West Jordan and Midvale City.

Information about project progress, upcoming meetings, and survey links were shared through existing communications channels to reach constituents. This included municipal websites, social media feeds, newsletters, utility bills, school district emails, City Council/Planning Commission meetings, local publications, and media advisories to statewide media outlets.

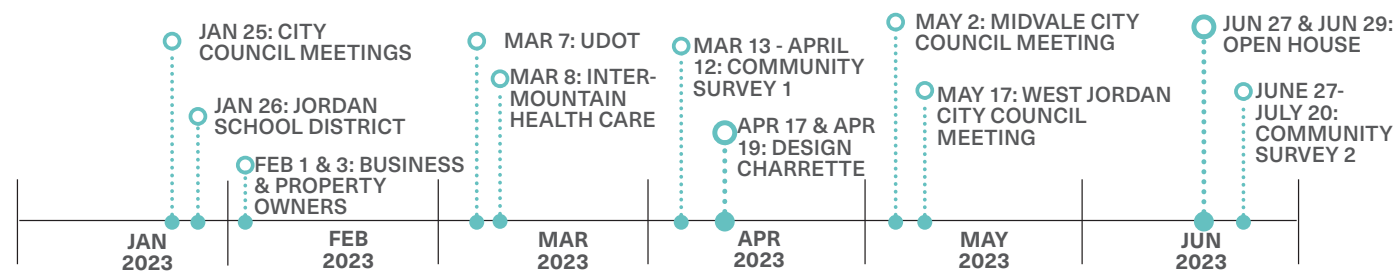


Figure 15: Community Engagement Timeline

STAKEHOLDER MEETINGS

KEY FINDINGS

Stakeholder meetings were held at the beginning of the project between January and March of 2023 and included key representatives for both West Jordan and Midvale City. Meetings were held in-person and online with representatives from the project team and facilitated by Design Workshop and David Evans & Associates. Each meeting included a project overview, review of goals, and critical success factors (CSFs).

Some of the key takeaways from these meetings included the opportunity to “brand” each station in a different way, creating recognizable identities, and celebrating their unique assets. At the same time, the need was

discussed to understand the three stations as a system, especially related to mobility and connections between the areas.

Key opportunities that were identified for Bingham Junction included small local businesses and a walkable mixed-use district so people have things to do near the existing neighborhoods.

Historic Gardner was seen as an opportunity to expand park space next to the Jordan River Parkway, improve regional access to this trail system, and improve connectivity and relationship with Gardner Village. The desire to preserve and celebrate the agricultural character of the area was also discussed.

City Center was envisioned as a cultural hub with shopping, dining, and entertainment options with safe bike and pedestrian connections to Veterans Memorial Park, reflecting the desire to move away from a bedroom community and become a vibrant and active place.

The potential relocation of some of the Jordan School District activities in the area was discussed as an opportunity to allow for a large redevelopment parcel in the core of City Center and right next to the TRAX station.

JANUARY 25, 2023: MEETING #1- WEST JORDAN CITY COUNCIL

- One Critical Success Factor that emerged early in the conversation was the need to engage City Council from the beginning of the process. Six station area plans have been created in recent years for City Center, and in order for this one to be approved, council needs the opportunity to have input at key milestones.
- There are ongoing infrastructure projects, including improving pedestrian access to Jordan River and along Redwood Road, that need to be considered during this process. Financial realities and funding mechanisms are an important factor in any recommendations. Emphasis was placed on public-private partnerships and that HTRZ funding would only cover a portion of what is needed.

- The vehicle bridge over the Jordan River at 7800 South is nearing the end of its life cycle and needs to be replaced soon.
- Council understands the importance of developing a truly mixed-use neighborhood and not just a train station. They envision West Jordan as more than a bedroom community, but a place that attracts people. Creating a sense of place and multiple destinations is vital to the success and to avoid a “cookie cutter” aesthetic and feel. The proposed plan should help the entire community. Potential resident concerns include not wanting high density residential, an increase in traffic, lack of east/west connections in the area, and wanting a downtown area that is high scale and a destination. Population growth and related impacts were also mentioned.
- Another important factor was the relocation of the school district administrative buildings. They cannot take a financial hit and must be able to move in as soon as construction is completed.

JANUARY 25, 2023: MEETING #2: MIDVALE CITY COUNCIL

- The morning meeting with Midvale City Council established two CSFs: connecting Midvale Civic complex to Bingham Junction station and including clear metrics around housing units, economic impacts, and connectivity. A key theme was lack of connectivity between stations and east/west across town. While the transit lines are effective at connecting Midvale with other cities, they are not very good at connecting Midvale itself. There is fear of traffic congestion with new development.
- Key opportunities include small local businesses and a walkable mixed-use district so people have things to do near where they live, especially in the evenings. There are potential opportunities for incentivizing transit use by Overstock and BHG employees, however they have not seen daytime populations back to where they were before the pandemic. There is opportunity to “brand” each station and create identities for each through art and new names, potentially creating art districts around the stations. Similar to West Jordan, there was a desire to avoid the cookie cutter aesthetic of many modern development projects by extending the character and style of Main Street to the TOC. The city is currently



Figure 16: Community Meetings

working with UTA to agree on a pass system for Midvale residents (50% off).

- Synergy between the Midvale Main Street Urban Design project that focuses on streetscape improvements to Main Street and the station area projects is key. It will be important that the public understands the connection between the two projects. Midvale is changing and growing and the City wants new residents to be a part of the evolution.

JANUARY 25, 2023: MEETING #3: MIDVALE CITY COUNCIL

- There was discussion around the notion that Midvale is not a walkable community and residents rely on cars to get around. This leads to parking issues with new development. A recent development (MODA) charges for parking, resulting in many people parking on the street to avoid paying. Snow removal is becoming an issue as well since the city lacks snow storage area. Requirements in the plan can prevent the parking issues from exacerbating.
- The City was interested in more for-sale properties to avoid the deferred maintenance and upkeep that is

common at rental properties. There was a “missing middle” housing problem to be addressed.

- There is a desire to have places for people to congregate; variety in public spaces, third places, etc. There is also an opportunity to connect people to and across the Jordan River.

JANUARY 26, 2023: JORDAN SCHOOL DISTRICT

- Potential redevelopment of the Jordan School District parcel was discussed as a potential catalyst for the City Center station area. The Jordan School District is an open and willing partner; they do not want to be an obstacle to the project’s success. However, they do not have funding to move and do not feel they can ask taxpayers to cover the costs of moving administrative offices. Any relocation cannot interfere with district operations. The district identified one major CSF: ensure that communications and messaging are coordinated. They suggested that communications should include an operations discussion as a design charrette, large employer survey to gain input on UTA ridership and barriers, and public information to staff and community. UTA

was identified as a critical partner and would like to include them in future meetings.

- The Jordan School District is not currently looking at alternative locations and is open to discussion. They have deferred maintenance on the existing building due to the potential relocation.

FEBRUARY 1 & 3, 2023: BUSINESS AND PROPERTY OWNER STAKEHOLDER MEETING

- A key theme from this meeting for Bingham Junction was creating bike and pedestrian connectivity, increasing opportunities for employment, and mixed-use development (specifically for-sale multi-family housing). There is a desire for more retail and dining options, but fear of traffic congestion. The suggestion was made to provide a shuttle service. Midvale has attracted a lot of employment opportunities in recent years, but they are disconnected from transit.
- Historic Gardner was seen as an opportunity to expand park space to the Jordan River Parkway and improve connectivity and relationship with Gardner Village. Most of the multi-family housing in the area is near the station, so there was a sense that more is not needed. The long-term vision is for regional access to the Jordan River Trail and a vibrant shopping and dining destination.
- City Center was envisioned as a cultural hub with shopping, dining, and entertainment options. Creating safe bike and pedestrian connections to Veterans Memorial Park was seen as a critical success factor and stakeholders want to see a “true downtown center.” Key concerns for the project include relocating the Jordan School District offices, a growing population of people experiencing homelessness, and lack of safety. There may be planning fatigue as this is the 7th plan for City Center. Previous plans showed new development on existing structures.

COMMUNITY SURVEY 1

The public survey, open from March 13 to April 12, 2023, was advertised by West Jordan, Midvale, WFRC, and UTA through existing channels. The survey was hosted by Design Workshop on Qualtrics and accessible through the project website.

The survey received over 400 responses and helped establish a baseline of data to support planning efforts for the 1/2-mile radius surrounding the City Center, Bingham Junction, and Historic Gardner TRAX stations. It was available in English and Spanish and all responses were voluntary and anonymous. This helped the planning team understand the needs and desires of residents and TRAX customers.

KEY FINDINGS

Some of the key findings from the online survey were:

BINGHAM JUNCTION

For the Bingham Junction station, most people either shopped or lived within the station area.

Respondents identified a lack of walkability and missing connections to Midvale Main Street as two of the largest challenges facing the station, while the potential for restaurants, cafes and retail, pedestrian and biking connections and green space were identified to be the greatest opportunities for the area. Safety, affordability, and accessibility appeared as some of the top concerns identified by the respondents, while transit, open space, trails, and additional retail were identified as the main hopes for the future of the station.

HISTORIC GARDNER

For the Historic Gardner station, most people said they visited the area for shopping, eating out, entertainment, or cultural activities.

Respondents identified the pedestrian crossing at 7800 S as the largest challenge in the station area. They also identified enhancing biking and pedestrian connections to Gardner Village and expanding park space along the Jordan River Trail to be the greatest opportunities for the area.

Safety and traffic appeared as some of the top concerns for the area, while accessibility, crosswalks, and creating a destination were some of the greatest hopes of respondents.

CITY CENTER

For the City Center station area most respondents said they either lived, commuted, or shopped in the area.

Respondents called attention to the difficulty of crossing Redwood Road and the lack of amenities and retail as the largest challenge facing the station. They also identified the greatest opportunities for the station area as adding restaurants, cafes and retail, and the addition of for-sale multi-family housing.

Safety, eyesore, and crime were some of the words describing the greatest challenges identified for the area while destination, community and retail were some of the greatest hopes of respondents.

Finally, respondents emphasized the need to create a sense of place as a key concept.

SURVEY RESULTS

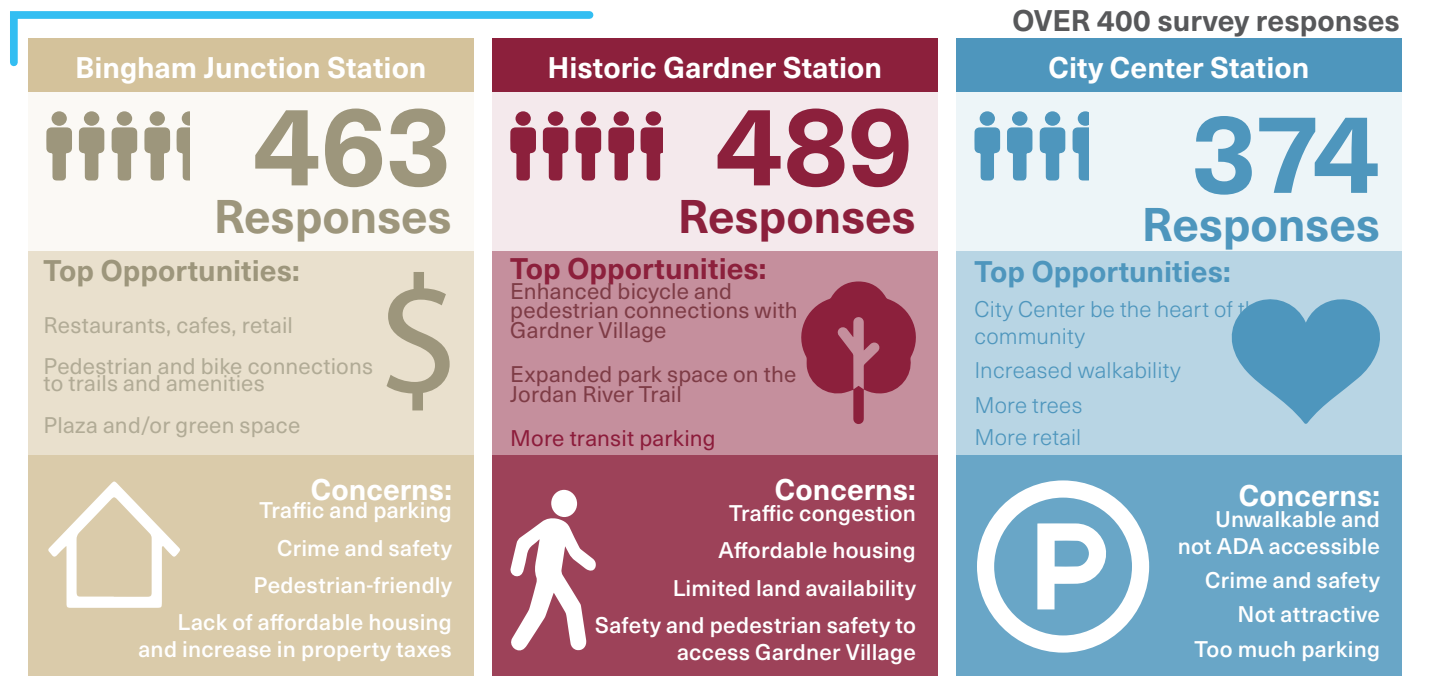


Figure 17: Survey Results Summary



Figure 18: Heat Map of Respondents

COMMUNITY SURVEY 2

The second public survey was open from June 27 to July 20, 2023, and received over 180 responses. The focus of the survey was to understand what where the preferred design strategies for each one of the three stations and get community feedback to prepare a final preferred alternative.

KEY FINDINGS

From the “Big Ideas” presented for each station area, people chose the following:

BINGHAM JUNCTION

- A new pedestrian bridge that connects to Midvale Main Street and helps cross the existing rail spur.
- Improved overall trail connections.
- Incorporate new mixed-use development with a higher density residential focus in the current UTA property next to the station.

HISTORIC GARDNER

- Improved access to the Jordan River Parkway.
- Create a new regional park and amphitheater by the river.
- Consider future agriculture focused residential development on the periphery south of the TRAX station.

CITY CENTER

- A restaurant row that connects the TRAX station with 7800 S.
- A pedestrian bridge over Redwood Road that can connect to City Hall and the Veteran's Memorial Park.
- A new festival park.
- An iconic family destination at the corner of Redwood Road and the TRAX line.

SURVEY RESULTS

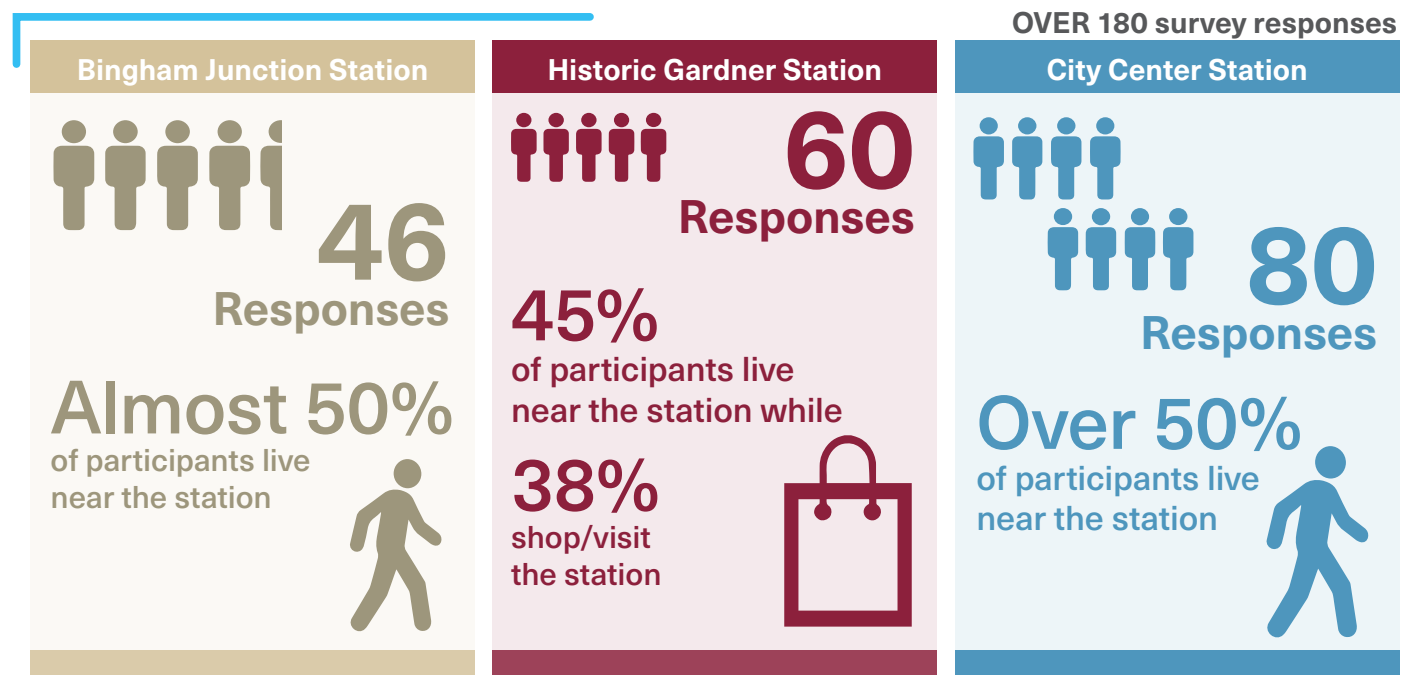


Figure 19: Survey Result Summary

DESIGN CHARRETTES

The project team hosted two days of charrettes for the West Jordan and Midvale Station Area Plan on April 17 (West Jordan) and April 19 (Midvale) to provide stakeholders an opportunity to work together, generate ideas and identify conflicts in the SAP areas.

Recruitment for meeting participation occurred through in-person canvassing, emails, and phone calls. The meetings coincided with the end of the public survey period closing. The West Jordan charrette was attended by nearly 30 people and 15 participants attended the charrette for Midvale. A summary of each meeting follows.

APRIL 17, 2023 - WEST JORDAN CITY

- The West Jordan charrette focused on the City Center and Historic Gardner Station and was held at the Pioneer Hall in West Jordan. Approximately 30 attendees were present between the morning and afternoon sessions.
- Design Workshop provided an overview presentation detailing the station area planning process and initial concepts were presented. Meeting attendees were then asked to break off into groups to collaborate, make modifications, express concerns, and otherwise provide input about the two station areas. One table was dedicated to the Historic Gardner station area and two tables focused on the City Center station area. At the end of the charrette, new concepts were created and presented in the afternoon session.
- During a working lunch, comments were implemented into new concepts. Those attending the afternoon session (approximately 15 including staff) were introduced to the concept again, shown results of an online survey, along with the comments from the earlier group. The new renderings were displayed to the group and no new comments were received.

APRIL 19, 2023 - MIDVALE CITY

- The project team, Midvale City, WFRC, UDOT, and UTA staff met with community members and business owners to go over maps of the area around the Bingham Junction station area to identify possible solutions and wishes for creating more integrated, walkable, and livable transportation hubs. After a brief overview participants split into three work groups and began to identify, map ideas, and generate designs that allow for shared community space, school student safety, bus/bike routes, and landscaping for the surrounding area sites. Major themes included business access, bus mobility, student/pedestrian safety, public gathering space, skybridge or protected crosswalks, rail spur removal review, bike paths, and connectivity to surrounding stations.
- Design Workshop provided an overview presentation detailing the station area planning process and initial concepts were presented.



Figure 20: Design Charrette



Figure 21: Ideation Sketch | Design Charrette, West Jordan City Center Station

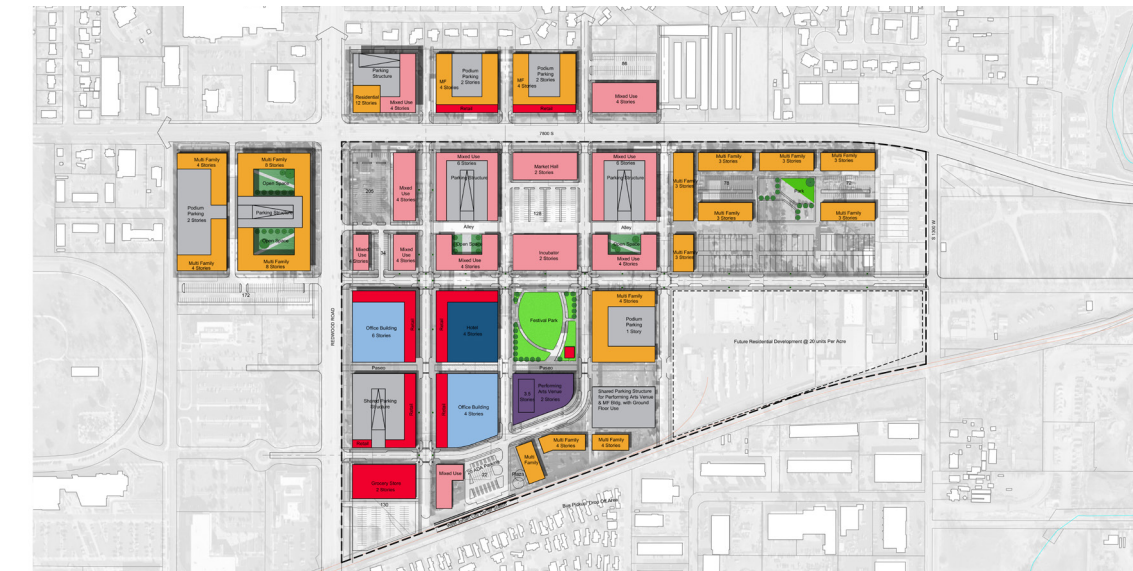


Figure 22: Conceptual Diagram | Design Charrette, West Jordan City Center Station

OPEN HOUSE

The project team hosted two days of open houses for the West Jordan and Midvale Station Area Plan on June 27 (Midvale) and June 29 (West Jordan) to inform the public on our design process and get initial reactions and feedback. Site plans and precedent imagery were shared to illustrate the concepts for each station area. Recruitment for meeting participation occurred through in-person canvassing, emails, and phone calls. The Midvale Open House had 14 attendees while the West Jordan open house had 23 attendees. A summary of each open house follows.

JUNE 27, 2023 – MIDVALE CITY

- The Midvale City Open House displayed all three station area plans, where 14 attendees were present. The Mayor and a City Council Member of Midvale were also present.
- On display were an overview of the presentation detailed existing conditions of each station area, the planning process, and initial concepts. Open House attendees were asked to give feedback through discussion with the project team (West Jordan, Midvale, UTA, UDOT, and WFRC) as well as circle their top choices for concepts on a handout with precedent imagery. At the end of the Open House, attendees were asked to give in the handouts and write any additional feedback or comments for the project team to review.
- Overall takeaways from the Midvale Open House included majority of attendees were from the neighborhoods west of the Bingham Junction station. Their main concerns they would like the station area plan to address include safe connections to Main Street from a traffic speed and parking perspective, rail line access, vagrants, and nuisance related issues (i.e., trash and graffiti).

JUNE 29, 2023 – CITY OF WEST JORDAN

- The entire project team of Design Workshop, West Jordan, WFRC, UDOT, Midvale, and UTA met with the public during the West Jordan Open House. The Mayor and members of City Council of West Jordan were also in attendance.
- Like the Midvale Open House, the West Jordan Open House displayed all three station area plans, as well as boards on the process and existing conditions. The 23 attendees were also able to give direct feedback via discussion with the project team as well as comments on the precedent imagery handouts.
- Overall takeaways from the West Jordan Open House were attendees had concerns with growth, development, high density, and traffic controls for all three station area plans. For Historic Gardner Station, there was concern about how the development will fit in with the character of Gardner Village. The Motorcycle Club, which operates lessons out of the City Center Station area, voiced their concern if the lots are developed, and the need for a future location to host motorcycle lessons.



Figure 24: Public Engagement | Open House



Figure 25: Public Engagement | Open House



Figure 26: Public Engagement | Open House



RECOMMENDATIONS

PROCESS DEVELOPMENT

INTRODUCTION

During the project development process, and after hearing from the community on overall vision and goals, our team prepared two conceptual alternatives for each station that showed different options for land uses, connectivity, density, and open spaces. These alternatives were shared with the public through the online survey, and with that feedback a preferred alternative for each station was developed.

PREFERRED SITE CONCEPT

The preferred concepts for each off the station areas include recommendations on land uses, massing, density, heights, open spaces, and circulation. Each of these concepts is shown in more detail in the following pages and are the framework to work on implementation strategies that will initiate change in the near future.

BINGHAM JUNCTION STATION - SITE CONCEPT

The preferred concept for the Bingham Junction station area focuses on incorporating new mixed-use development around the station and establishing connections to Midvale Main Street. It also explores the potential of incorporating a multi-use trail along the TRAX line on UTA right-of-way that would bridge over 700 W and connect with a proposed sidewalk north of City Hall. Tuscany View Road extends across 700 W to Main Street, creating a new vehicular and pedestrian connection to the station area and surrounding amenities. A new transit plaza is proposed south of the station, that could be framed by retail and restaurants in the first floor of the new mixed-use building creating a new accessible and active space in the area. The Bingham Junction station area also has the capacity to meet HRTZ affordable housing requirements.

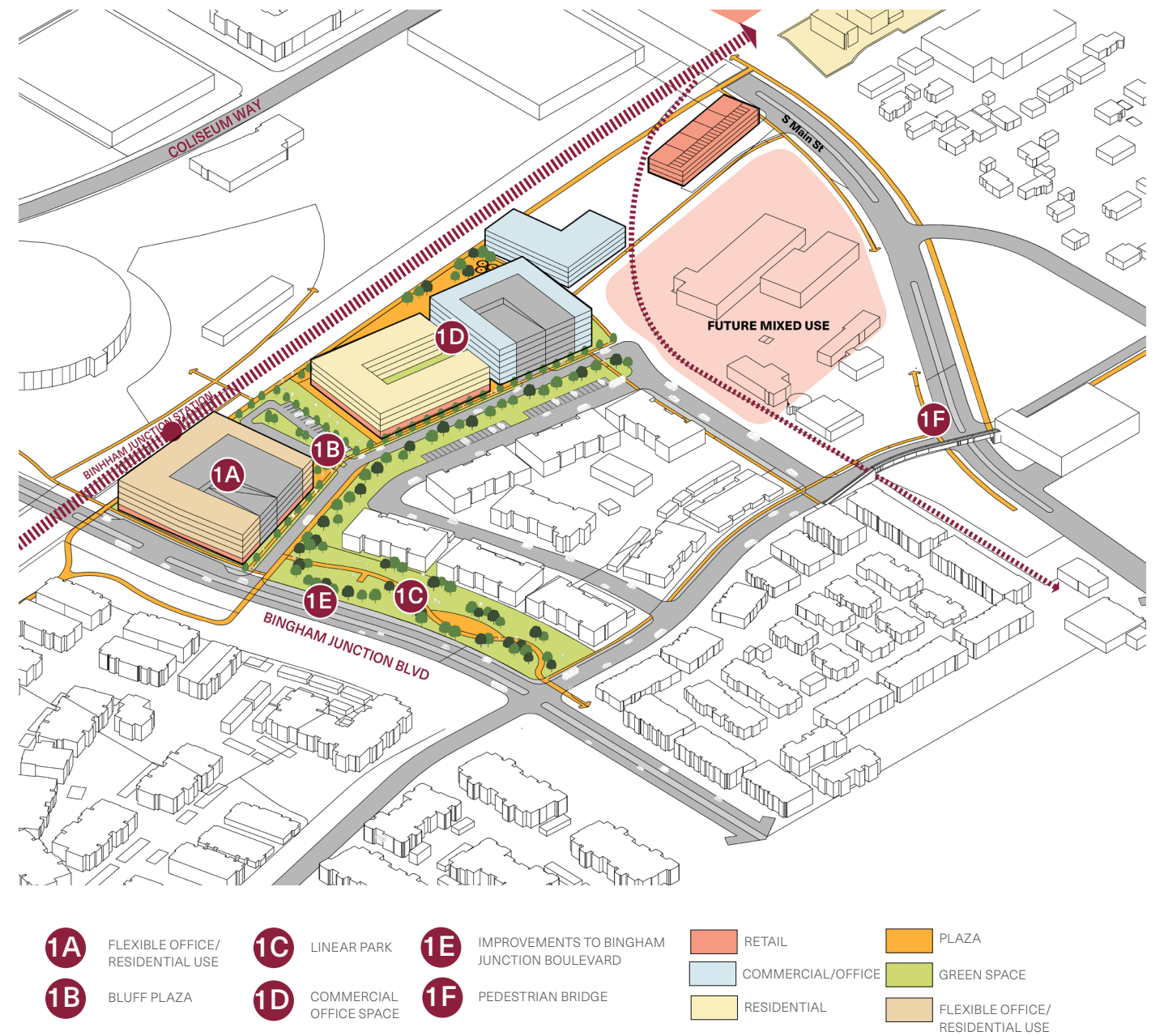


Figure 27: Preferred Concept | Bingham Junction Station

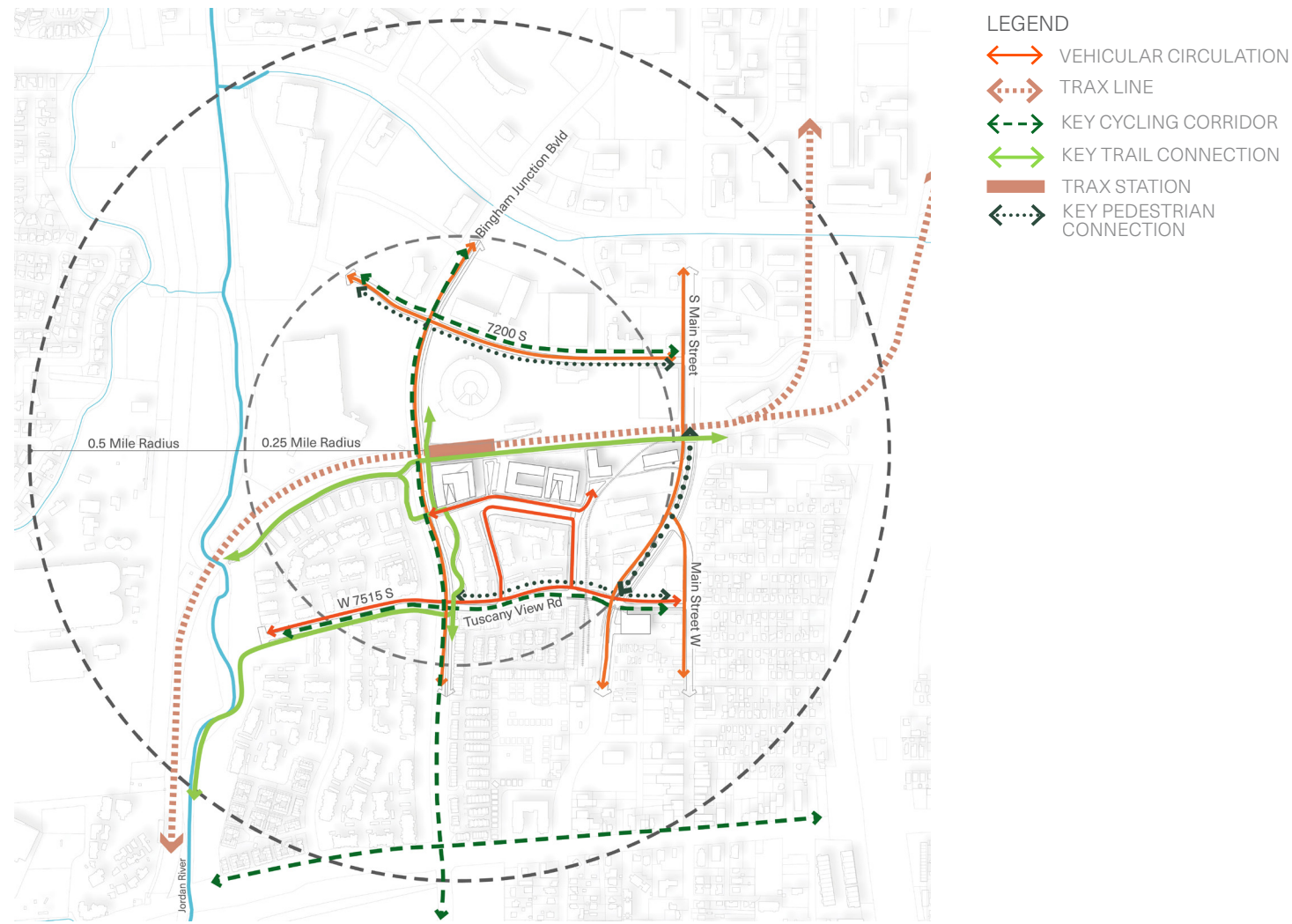


Figure 28: Circulation Diagram

CIRCULATION DIAGRAM

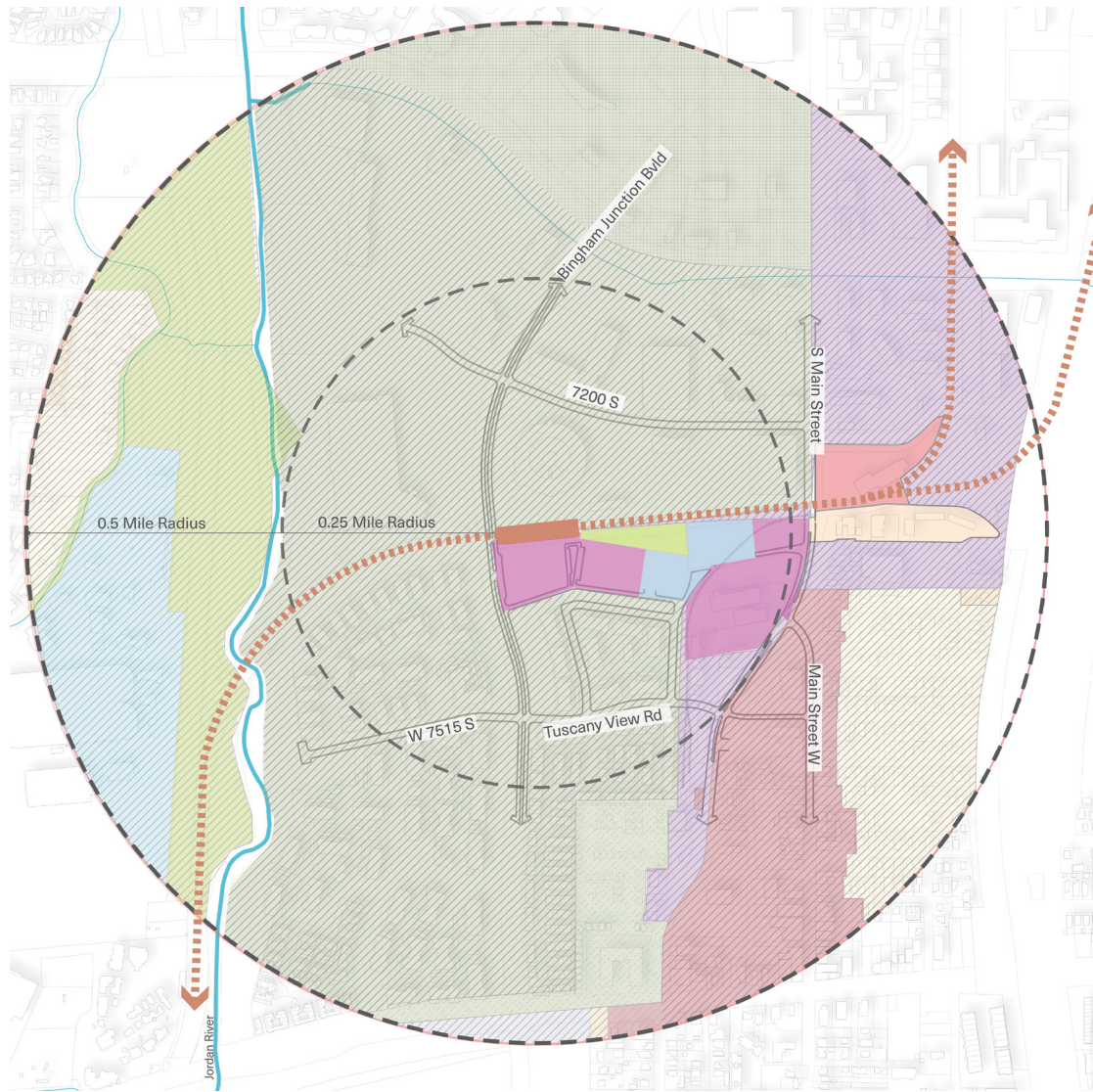
The preferred concept for the Bingham Junction station area focuses on establishing connections to Midvale Main Street, the Jordan River Parkway, and surrounding neighborhoods by providing designated bike lanes and new pedestrian connections. It explores the potential of incorporating a multi-use trail along the TRAX line on UTA right-of-way that would bridge over 700 W and connect with a proposed sidewalk north of City Hall. A proposed trail running north-south connects the Bingham Junction station to the existing Jordan River Parkway trail and also to the proposed linear park. Tuscany View Road is extended to 700 W and Main Street, creating a new vehicular and pedestrian connection to the station area and surrounding amenities. A key cycling corridor is proposed along Tuscany View Road and W 7515 S that connects Main Street to the Jordan River. A cycling corridor is also proposed along the Bingham Junction Boulevard.



Figure 29: Public Realm/Open Space Diagram

PUBLIC REALM/OPEN SPACE DIAGRAM

A connected system of open spaces around the Bingham Junction station is intended to create more green areas and spaces for the people to gather and connect. A bluff plaza is proposed south of the TRAX line connecting the employment center with the station. A station plaza is proposed next to the mixed-use infill development, creating a new public space by the station that can be activated by surrounding retail and dining. The green space south of the station is proposed to become an active park with amenities for residents and people working in the area.



LAND USE DIAGRAM

The proposed land uses at Bingham Junction focus on office and employment, some mixed-use on the UTA property, and a new multifamily residential area to the east. They also include future mixed-use along S 700 W.

Figure 30: Land Use Diagram

LEGEND

EXISTING ZONING

- WEST JORDAN - LOW DENSITY RESIDENTIAL
- WEST JORDAN - PARK AND OPEN LAND
- WEST JORDAN - PUBLIC FACILITIES
- MIDVALE - SINGLE FAMILY (SF-2)
- MIDVALE - RESIDENTIAL MULTI-FAMILY (RM-12)
- MIDVALE - CLEAN INDUSTRIAL (CI)
- MIDVALE - HISTORICAL COMMERCIAL (HC)
- MIDVALE - BINGHAM JUNCTION (BJ)
- MIDVALE - THE JUNCTION AT MIDVALE OVERLAY
- MIDVALE - RIVER WALK OVERLAY (RWO)
- MIDVALE - JORDAN BLUFFS (JB)

PROPOSED LAND USE

- MEDIUM DENSITY RESIDENTIAL
- MIXED-USE
- OFFICE
- COMMERCIAL
- PARK/OPEN SPACE



Figure 31: Bingham Junction Boulevard at the TRAX crossing, Looking North

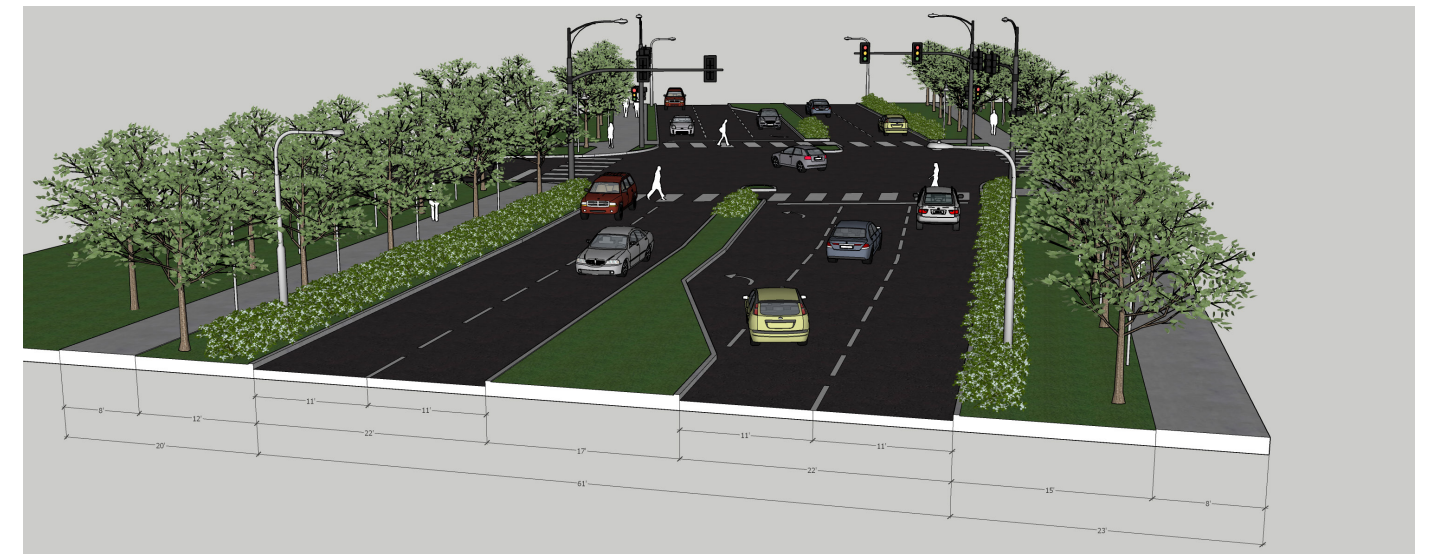


Figure 32: 700 West/Holden Street at Tuscany View, Looking South

ADDRESSING HB462 AFFORDABLE HOUSING GOALS

The best opportunity to ensure the provision of affordable housing at the Bingham Junction station lies in the UTA property. The size of a development project here should strive to meet a 20% affordable share while allowing for economic diversity. Although this residential density percentage will not qualify the City to apply for HTRZ funding, this is a good baseline that the City should consider as a requirement for affordable housing in any residential projects proposed within the study area.

Proposed Density (du/ ac)	Proposed Residential (%)
35	50

HISTORIC GARDNER STATION - SITE CONCEPT

The proposed concept for the Historic Gardner station area celebrates the smaller scale and agricultural character of surrounding properties and creates a new regional park and access point to the Jordan River Parkway. The concept shows a future extension of the cemetery, and a potential building addition north of Pioneer Hall creating a central plaza space that connects these two buildings and allows more direct access to the station area. The preferred concept shows potential clustered residential development on the southern side of the station with an agricultural focus and densities ranging from 2 to 5 du/ acre. A multifamily building is proposed on UTA property reducing the size of the existing park and ride parking lot. A new road is proposed in the south connecting 1300 W with the regional park and a proposed future outdoor events venue (amphitheater).



- | | | | | |
|--|---|----------------------|-------------|-------------------------------|
| 1A PIONEER HALL PLAZA | 1C REGIONAL PARK & ACTIVE USES | ----- WALKING RADIUS | GREEN SPACE | PLAZA |
| 1B ACCESS TO JORDAN RIVER PARKWAY | 1D AGRICULTURE BASED RESIDENTIAL | EVENTS | RESIDENTIAL | AGRICULTURE BASED RESIDENTIAL |

Figure 33: Preferred Concept | Historic Gardner Station

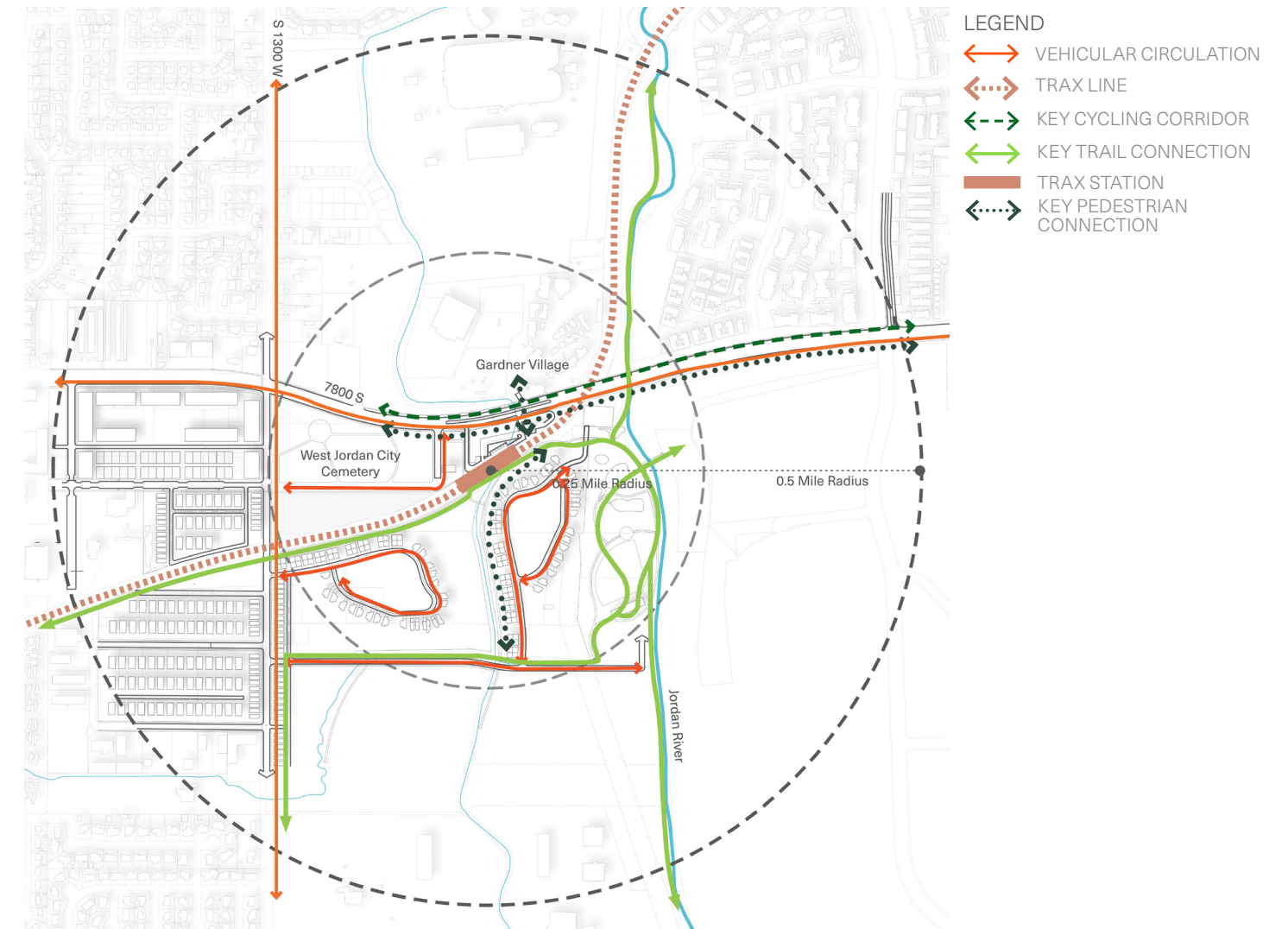


Figure 34: Circulation Diagram

CIRCULATION DIAGRAM

The proposed concept for the Historic Gardner station area celebrates the smaller scale and agricultural character of surrounding properties, focusing on creating a better pedestrian connection to Gardner Village to the north and new trail connections to the east and south. It also includes improved pedestrian connections along 7800 South between West Jordan and Midvale, especially crossing the Jordan River. A new road is also proposed in the south connecting 1300 W with the future regional park and outdoor events venue (amphitheater).

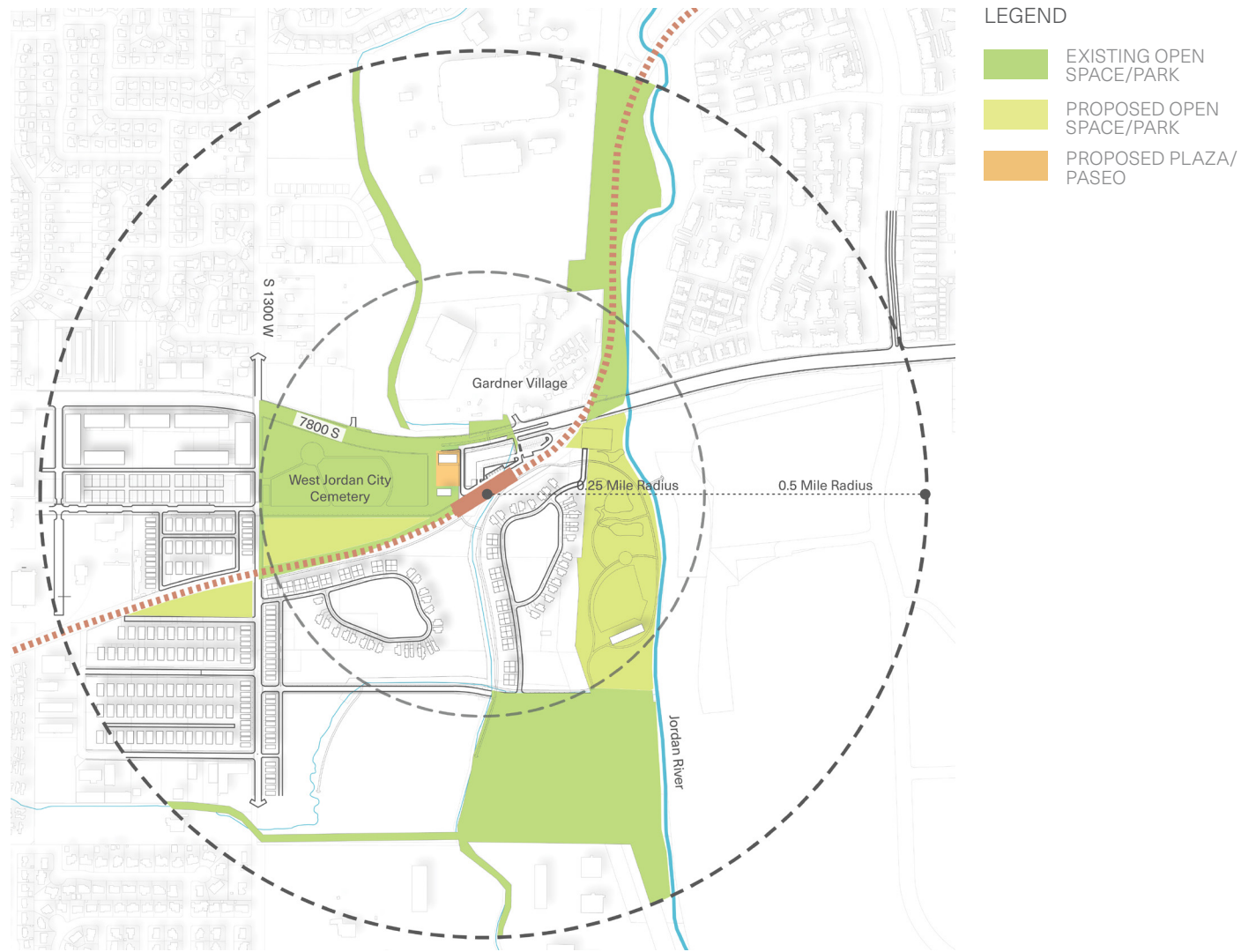


Figure 35: Public Realm/Open Space Diagram

PUBLIC REALM/OPEN SPACE DIAGRAM

The preferred concept focuses on taking advantage of publicly owned properties along the Jordan River and creating a large regional park with amenities that will become a destination for the area. A future extension of the cemetery is proposed to the south of the existing West Jordan City Center Cemetery and a central plaza space is proposed next to Pioneer Hall to celebrate this historic building and allow for better connections with the TRAX station.

The proposed regional park will include an outdoor events venue (amphitheater), trails and pathways, active use areas, storm water management elements, and access to Jordan River Parkway.

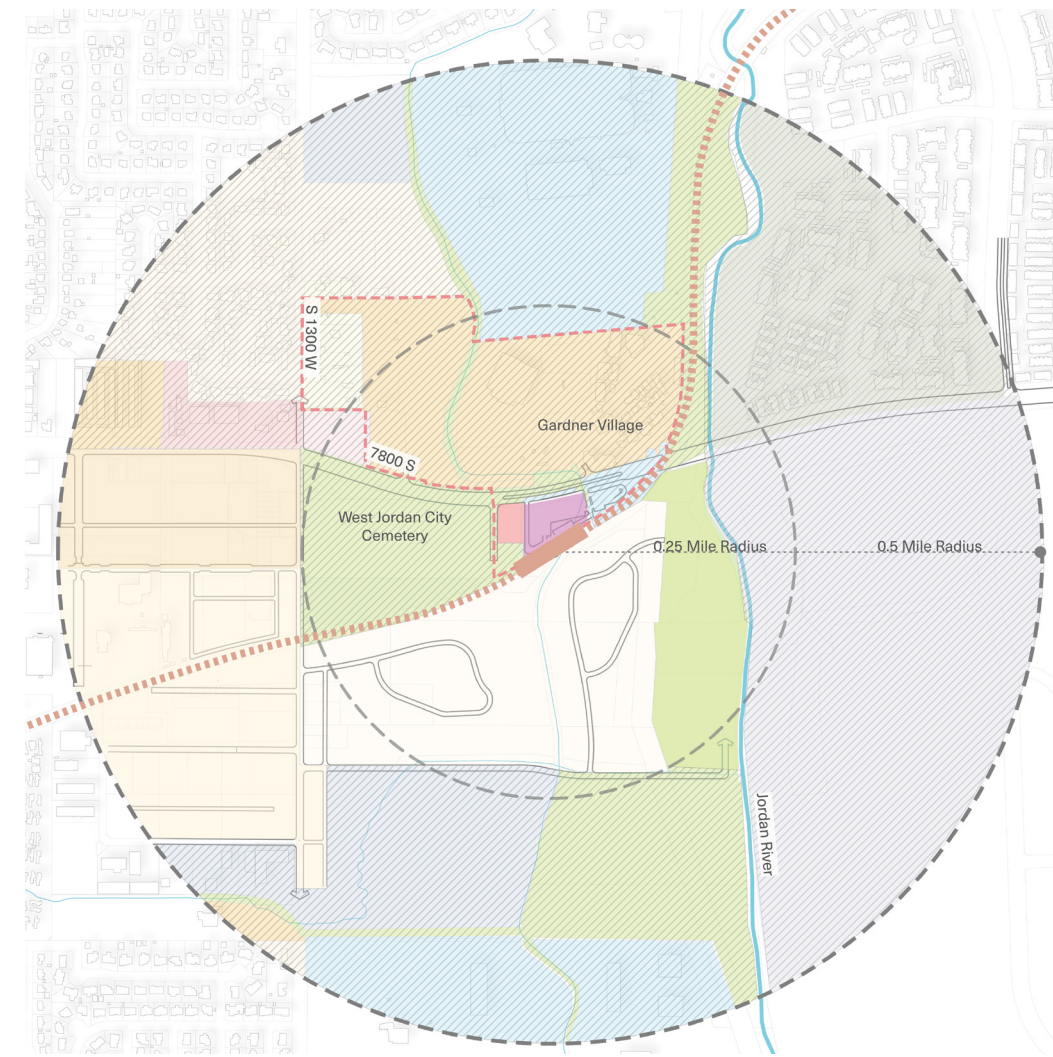


Figure 36: Land Use Diagram

LEGEND

- TSOD OVERLAY
- FUTURE LAND USE
 - VERY LOW DENSITY RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - CITY CENTER/NEIGHBORHOOD TSOD CENTER
 - PARK AND OPEN LAND
 - COMMUNITY COMMERCIAL
 - NEIGHBORHOOD COMMERCIAL
 - PUBLIC FACILITIES
 - RESEARCH PARK
 - MIDVALE - THE JUNCTION AT MIDVALE OVERLAY
 - MIDVALE - JORDAN BLUFFS (JB)
- PROPOSED LAND USE
 - LOW DENSITY RESIDENTIAL AGRICULTURAL
 - LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - MIXED-USE
 - CULTURAL/ENTERTAINMENT
 - PARK/OPEN SPACE

LAND USE DIAGRAM

The area adjacent to the Historic Gardner TRAX station, where the current park-and-ride is located, is proposed as mixed-use development with multi-family residential. The area south of the station is seen as low density residential agricultural, in the form of clustered development surrounded by productive agricultural uses. This will help bring more residents to the area while preserving and celebrating the agricultural character.

New green spaces are also proposed as future land uses for the area.



Figure 37: 7800 South at Historic Gardner Village, Looking West

ADDRESSING HB462 AFFORDABLE HOUSING GOALS

The UTA property at the Historic Gardner station provides an opportunity to reposition under-utilized parking spaces into affordable housing. Given the small size of the potential development area, housing on the site should strive to reach a minimum of 10% affordable. More affordable housing could be considered on the parcels west of 1300 W, although these totals combined would not allow this station area alone to qualify for HTRZ funding. As the Historic Gardner Station Area Plan overlaps to the west with the City Center Station Area Plan, both locations could be presented in a combined approach where minimum densities and affordable housing percentages are achieved in a holistic way.

Proposed Density (du/ ac)	Proposed Residential (%)
27	99.64

WEST JORDAN CITY CENTER STATION - SITE CONCEPT

The preferred concept focuses on creating a new destination around the City Center station area by incorporating a mix of retail, office, residential uses, pedestrian areas and, cultural amenities. Some of the key strategies incorporated in the preferred alternative include:

- Creating a destination next to the existing transit station by proposing a new transit plaza with cultural/entertainment use.
- A restaurant row that connects with 7800 S allowing for a vibrant spine in the area.
- A market hall and incubator.
- A festival park.
- Office use, mixed-use, and a new hotel that will bring more visitors and residents to the area.
- Multifamily development is proposed on the UTA parcel, while maintaining a bus loop near the station with drop off area and ADA parking.
- A parking district where shared structures could serve various user types and building needs, therefore helping reduce the required on-surface parking in the area.
- Building heights vary from 4 to 8 stories in key locations of the development, achieving residential densities of up to 60 du/acre.
- Densities towards the east are lower, ranging from 20 to 40 du/acre.
- A central open space is proposed on the north-east to serve all the new residential units.
- The station area also has the capacity to meet HTRZ affordable housing requirements.

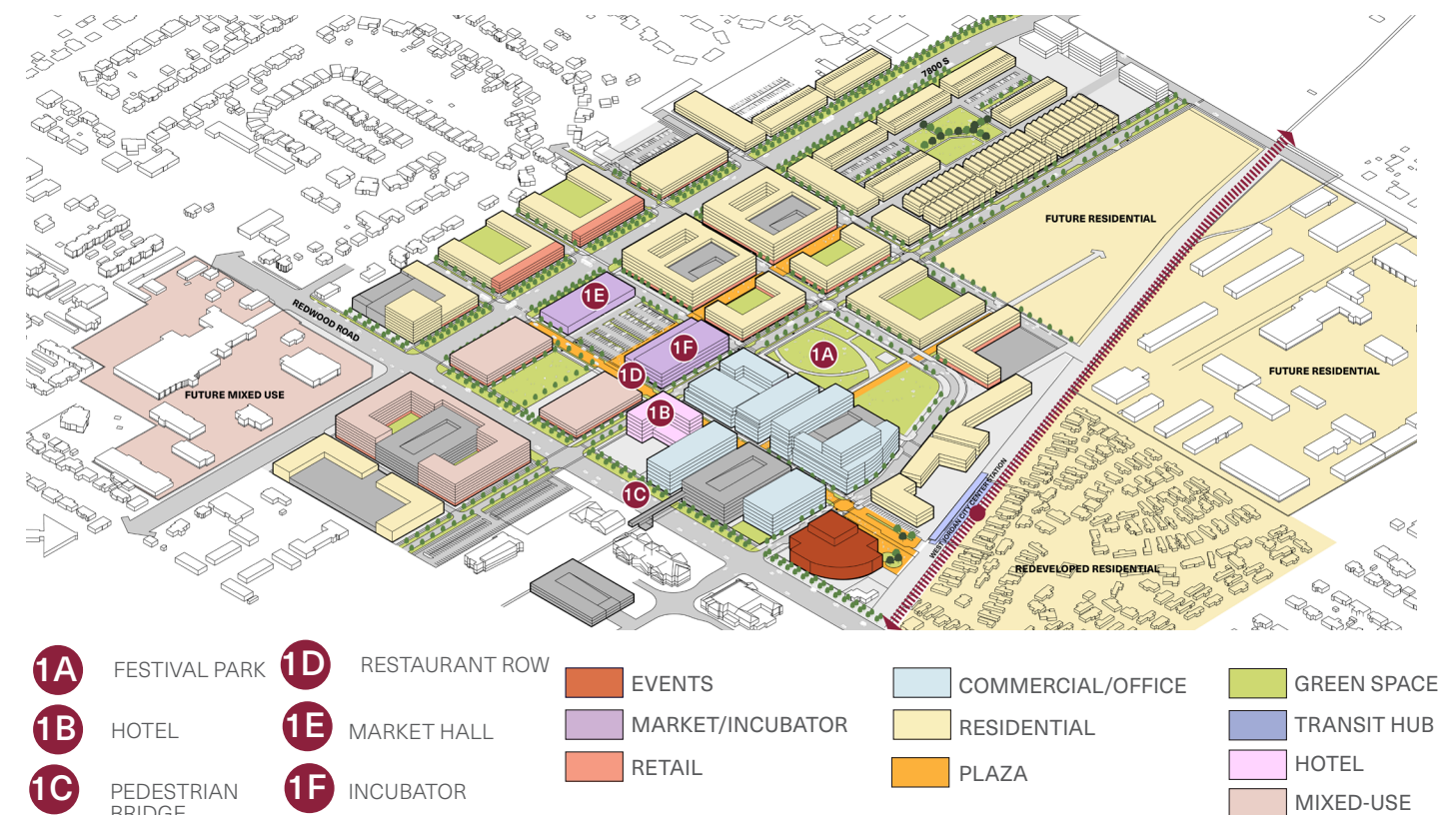


Figure 38: Preferred Concept | West Jordan City Center Station

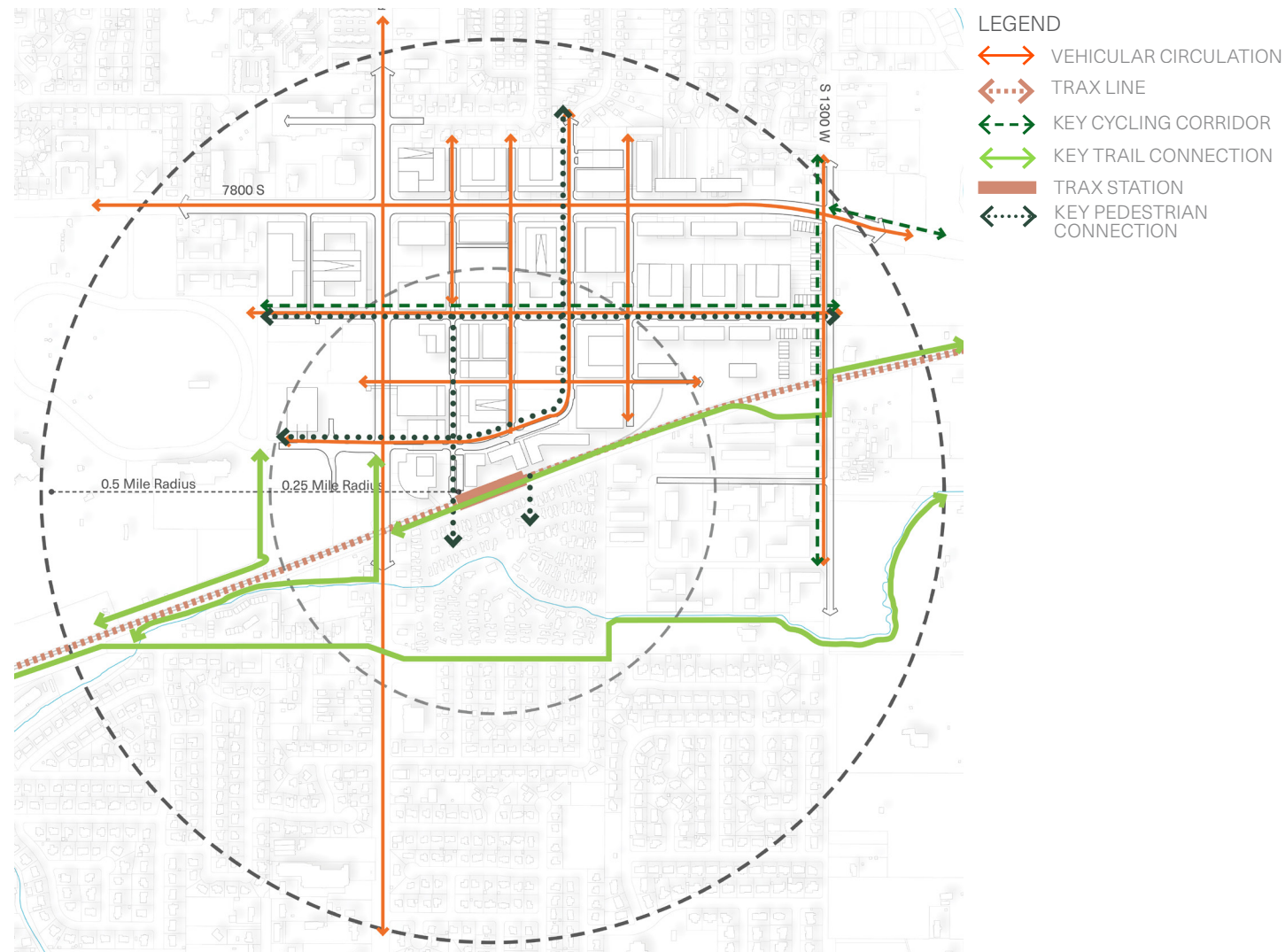


Figure 39: Circulation Diagram

CIRCULATION DIAGRAM

The preferred concept for the City Center station focuses on creating a destination hub that will bring residents and visitors to the area. Therefore, a series of new streets are proposed to create a smaller grid that makes this area accessible and walkable.

The major proposed streets running east-west and north-south are intended to be designed as bike and pedestrian corridors, and a new trail connection along the TRAX line is proposed to the east to connect with the Historic Gardner station.

Overall, the proposed circulation focuses on bringing people into the area and creating a vibrant space.



Figure 40: Public Realm/Open Space Diagram

PUBLIC REALM/OPEN SPACE DIAGRAM

A Festival Park is proposed at the center of the new core providing a recreational use and activation strategy. In addition to that, a green corridor is proposed along 7800 S and Redwood Road creating walkable streets and incorporating bike infrastructure. A public plaza next to the TRAX station will connect to the main east-west corridor through a pedestrian paseo and restaurant row, creating a continuous system of public and green spaces.

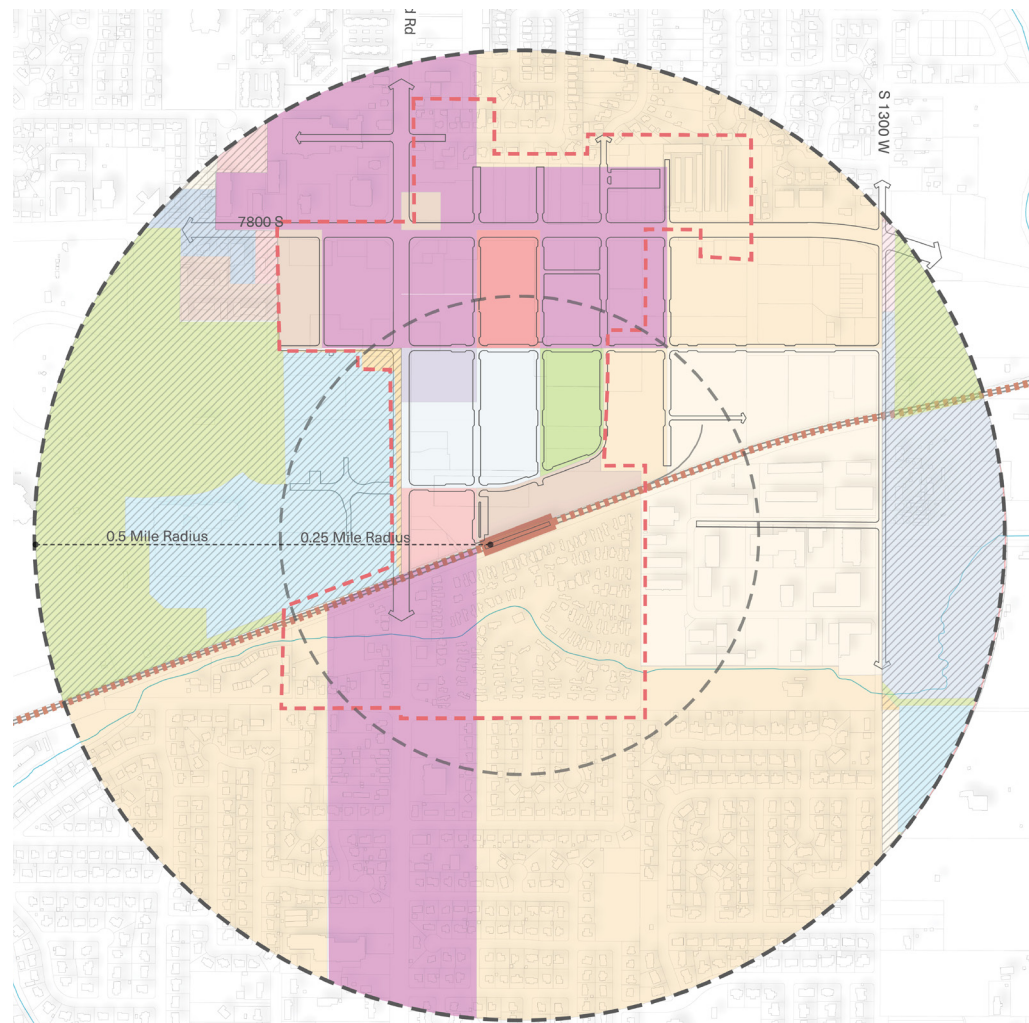


Figure 41: Land Use Diagram

LEGEND

TSOD OVERLAY

FUTURE LAND USE

- VERY LOW DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- CITY CENTER/NEIGHBORHOOD TSOD CENTER
- PARK AND OPEN LAND
- COMMUNITY COMMERCIAL
- NEIGHBORHOOD COMMERCIAL
- PUBLIC FACILITIES
- PROFESSIONAL OFFICE
- RESEARCH PARK

PROPOSED LAND USE

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- MIXED-USE
- MIXED-USE OFFICE
- COMMERCIAL
- HOTEL
- CULTURAL/ENTERTAINMENT
- PARK/OPEN SPACE

LAND USE DIAGRAM

The land uses proposed for the City Center station area are mostly mixed-use, high density residential and office, with the goal of creating an active and walkable core for West Jordan, and a new hub and destination for the area. Commercial uses, a hotel, park/ open space, and cultural/ entertainment are also part of proposed uses for the area north of the rail line.

To the south, medium density residential and some mixed-use along Redwood Road are proposed.

To the east of the higher density core, medium and low density residential uses are proposed creating a connection to the area around Historic Gardner.

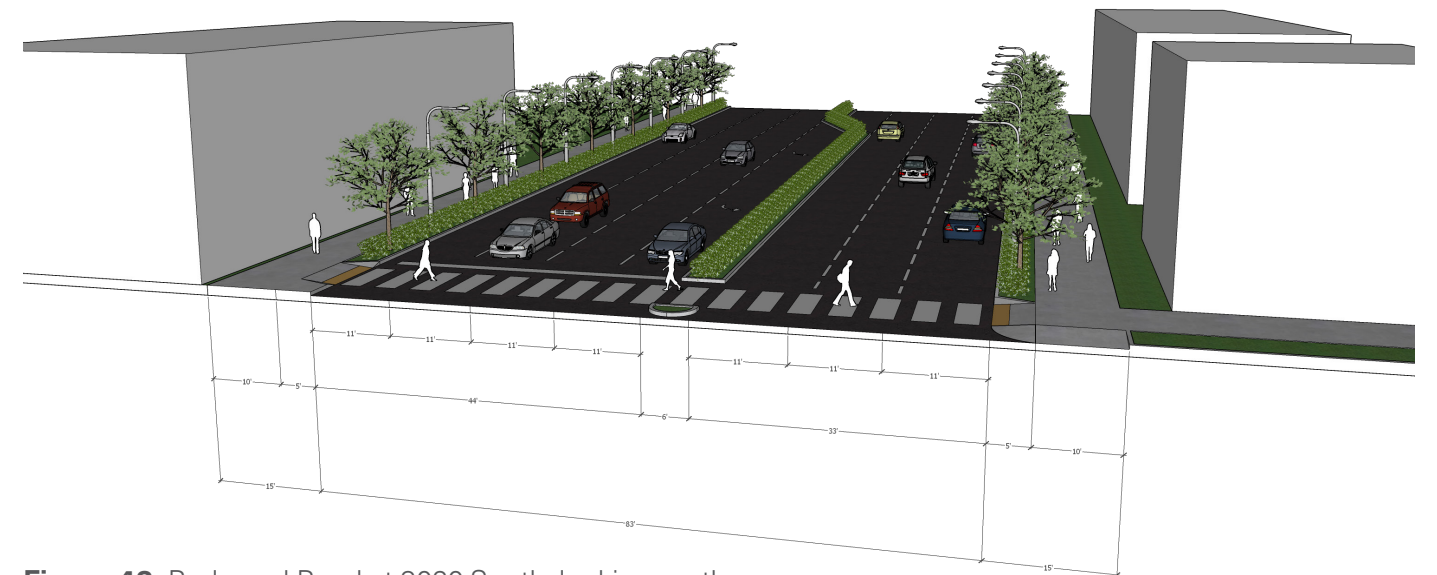


Figure 43: Redwood Road at 8020 South, looking north

ADDRESSING HB462 AFFORDABLE HOUSING GOALS

The City Center study area provides a framework to make a significant impact on the provision of affordable housing in West Jordan. The City should strive to maintain or exceed the HTRZ required share of 10% affordable housing product across development phases while also encouraging an economically diverse neighborhood. The City and project partners should develop an HTRZ request outlining specific affordable housing goals as a next step to this planning process.

Proposed Density (du/ ac)	Proposed Residential (%)
Between 25-60 (see map below)	71.48

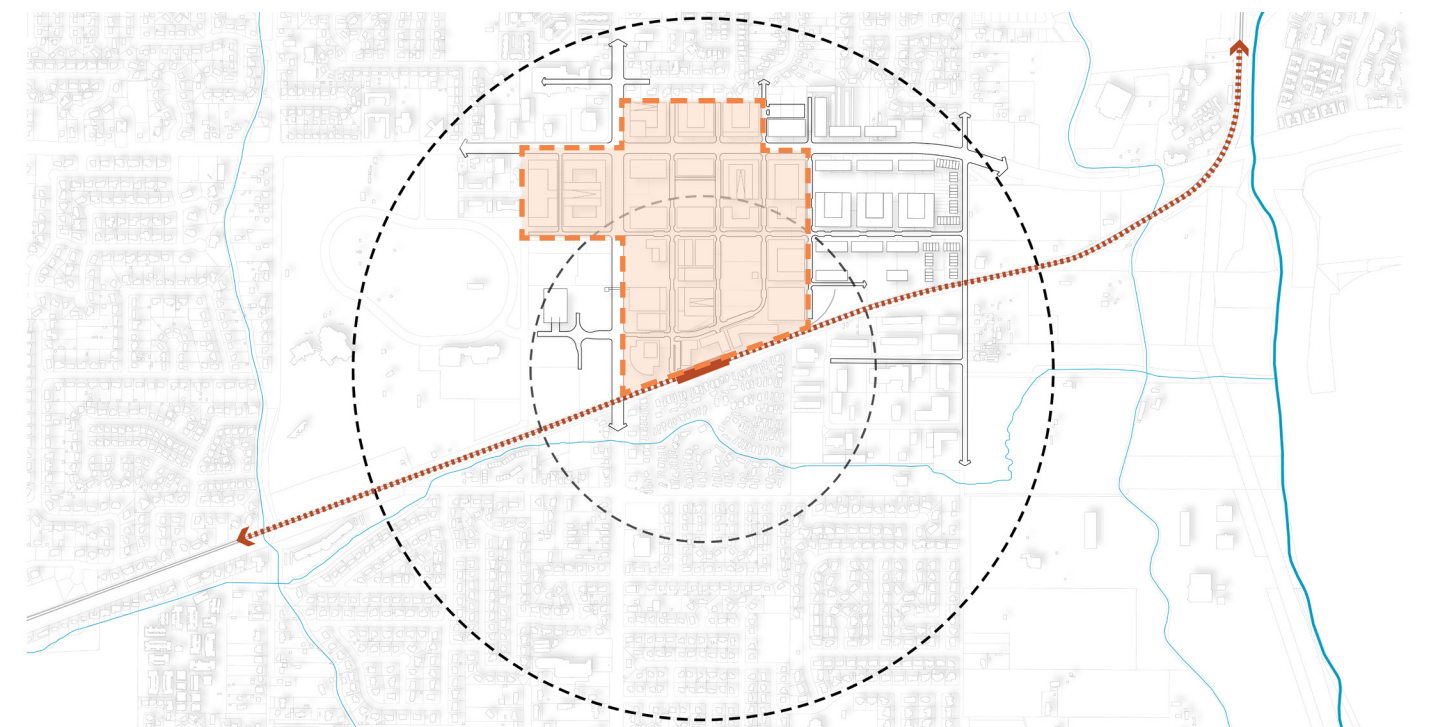


Figure 42: HTRZ Area Boundary

TRANSPORTATION DEMAND MANAGEMENT

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

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

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

Category	Measure	Description	Potentially Responsible Parties	Applicable Sites		
				City Center	Historic Gardner Village	Bingham Junction
Land Use Measures	Locate project near urban center	Locate the project near a jobs center, such as a central business district. Location efficiency, or distance to areas with high concentrations of jobs and other destinations, reduces vehicle trip length and therefore tends to have lower VMT levels than a similar project located further from a CBD.	Municipalities, developers	X		X
	Integrate affordable and below-market-rate housing	Incorporate affordable housing into the development program. Generally, affordable housing can be defined as housing affordable to households earning less than 80 percent of the area median income. Affordable or below-market-rate housing can comprise anywhere from a small percentage to 100 percent of total residential units in a project. Generally, because lower income households tend to generate less VMT per person, this may lead to a reduction in vehicle trips.	Developers, municipalities	X	X	X
	Locate project near bike path/ bike lane or other non-auto corridor	Locate project on a roadway that has existing high-quality bicycle and pedestrian infrastructure, such as bike lanes (class I, II, or IV), designation as a bicycle boulevard, traffic calming, or a high level of bicycle activity combined with low roadway speeds. Project may also be oriented toward a dedicated bus facility (such as BRT) or a light rail line; in this instance, orientation means that the site's primary and easiest form of access should be from the transit corridor, and that the transit corridor should not have competing automotive traffic.	Developers, municipalities, public agencies	X	X	X
	Senior housing	Incorporate housing restricted to residents age 55 and older (or, ideally, age 65 and older). Because many older residents do not work, they tend to generate fewer daily vehicle trips than families or younger residents.	Developers, municipalities	X	X	X
	Provide delivery-supportive amenities	Designate a central package room or package area where deliveries can be safely kept until picked up by a resident or employee. This both helps to reduce excessive driving by delivery vehicles at larger suburban sites, and also encourages online ordering rather than driving to and from local shops.	Developers, municipalities	X		
	Provide family-supportive amenities	Provide amenities that allow families to live a car-free or car-lite lifestyle, such as provision of loaner carseats for use in carshare vehicles, maintaining cargo bikes as part of an overall bicycle fleet, or providing storage for infrequently used accessories such as carseats near a carshare station.	Developers, employers	X		X
	Provide on-site daycare	Provide childcare on-site, reducing the need for parents to make additional detours to drop children off or pick children up.	Employers	X		X

Category	Measure	Description	Potentially Responsible Parties	Applicable Sites		
				City Center	Historic Gardner Village	Bingham Junction
Parking Measures	Price parking to discourage peak hour travel	Provide lower “early bird” or “off-peak” prices for parking, to encourage drivers to travel outside of peak hours.	Developers, municipalities, public agencies	X		X
	Provide pay-as-you-go Parking	Rather than providing a monthly pass for parking, require all parking users to pay each time they park. For instance, rather than purchasing a monthly parking pass, employees would pay a daily rate each day they park. This helps encourage people not to drive by increasing the marginal cost of driving each additional day, and makes the costs of driving more apparent.	Developers	X		X
	Limit parking supply	Reduce the proposed supply of parking at the development relative to other sites in the project vicinity.	Municipalities, developers, public agencies	X	X	X
	Unbundle parking costs	For residential developments, require that parking spaces be paid for separately from the primary mortgage/HOA dues/rent. This effectively reduces housing costs for households with no cars / fewer cars	Developers, municipalities	X		
	Implement off-street parking pricing	Price parking at all off-street facilities associated with the project. Pricing should be at a level equal to or higher than typical prices in the project area. Typically referred to as “unbundling” parking pricing for residential projects.	Developers, municipalities, public agencies	X		X
	Implement on-street parking pricing	Price parking in all on-street locations associated with the project. Pricing should be at a level that encourages regular turnover and discourages, if not prohibits, longer-term parking.	Public agencies	X		
	Introduce parking permit program	Allow use of parking only by individuals with a necessary parking permit. The most common application of this is through a residential parking permit program, where residents of a neighborhood have the ability to park in that neighborhood for free, while all others must either abide by time limits or pay for parking. This measure is supplemental to other parking management measures and largely addresses community concerns regarding overflow of parking into neighborhoods in instances where meters are introduced or supply is reduced.	Municipalities, developers	X	X	X
	Implement parking “cash-out”	If free parking is provided as an employee benefit, individuals opting not to receive a parking pass may instead receive the equivalent cash value to a monthly parking permit.	Employers, office developers	X		X

Category	Measure	Description	Potentially Responsible Parties	Applicable Sites		
				City Center	Historic Gardner Village	Bingham Junction
Ridesharing Measures	Implement a school pool program	Create a ridesharing program specifically marketed towards school children and families, designed to help match families to form carpools as part of an individual school community.	Municipalities	X	X	X
	Provide employer-sponsored vanpools	Provide subsidies or company-provided vehicles for vanpooling, and assist with vanpool formation by means of helping individuals identify others with similar commute patterns. This measure may also apply to point-to-point shuttles sponsored by an employer (i.e., “tech buses”)	Employers	X		X
	Provide ride-sharing match program	Maintain a database of individuals interested in carpooling/ridesharing along with their commute characteristics. Allow individuals to search database and contact others to form carpools. At large employers, some one-on-one support may also be provided.	Employers	X		X

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

PARKING SUPPLY

A recommended parking supply at each station is presented below. The recommended parking supply at each station was determined by applying code-required parking ratios to proposed land use programs. Reductions through shared arrangements defined by city code or other allowed reductions have been applied. These resulting recommended parking supplies are initial targets and will need to be revised as each station area begins to redevelop and parking demand is better understood. Several assumptions were made in developing the recommended parking supplies for each station:

- The units at each multifamily residential developments are approximately 40% one-bedroom, 40% two-bedroom, and 20% three-bedroom units
- General commercial space is 50% retail and 50% food and beverage/restaurant uses
- All single-family dwelling units at City Center and Historic Gardner Village would self-park

The quantities of "expected available parking" were taken from planning-level density calculations prepared during this process, and the "expected parking shortfall" quantities are simply the difference between the two.

BINGHAM JUNCTION STATION

Spread across six blocks, the proposed land use program is comprised of 73 dwelling units, 77,000 square feet of commercial uses, and 336,000 square feet of office uses. The proposed parking supply, expected available parking, and expected parking shortfall are presented in the table below.

Bingham Junction Station Area – Build Conditions Parking Assessment	
Recommended Parking Supply	973 Stalls
Expected Available Parking	792 Stalls
Expected Parking Shortfall	181 Stalls

Strategies to reduce a potential shortfall in parking supply include:

- Implementation of an effective and accessible TDM program
- Reduce the amount of food and beverage/restaurant uses on the site
- Decrease minimum parking ratio for office uses (3 stalls/1,000 square feet) within the station area given proximity to transit
- Alter housing unit mix to reduce demand from residential uses

HISTORIC GARDNER VILLAGE

Spread across three blocks, the proposed land use program is comprised of 778 multi-family dwelling units, 139 single-family dwelling units, and 5,000 square feet of institutional uses. The proposed parking supply, expected available parking, and expected parking shortfall are presented in the table below.

Historic Gardner Village Station Area – Build Conditions Parking Assessment	
Recommended Parking Supply	1,317 Stalls
Expected Available Parking	1,618 Stalls
Expected Parking Shortfall	n/a

As no shortfall is expected to occur at Historic Gardner Village, recommendations to ensure parking supply does not substantially outpace demand include:

- Apply similarly low parking ratios found in the TSOD zoning code for Historic Gardner Village
- Allow for sharing of structured/remote parking between single- and multi-family development

WEST JORDAN CITY CENTER

Spread across 17 blocks, the proposed land use program is comprised of 2,300 dwelling units, 566,000 square feet of commercial uses, 2.1 million square feet of office uses, a 150-room hotel, 116,000 square feet of entertainment uses, and park areas. The proposed parking supply, expected available parking, and expected parking shortfall are presented in the table below.

West Jordan City Center Station Area – Build Conditions Parking Assessment	
Recommended Parking Supply	7,749 Stalls
Expected Available Parking	4,841 Stalls
Expected Parking Shortfall	2,908 Stalls

The proposed development program for City Center is ambitious, and the maximum parking ratios for many uses in the City Center TSOD Zoning code allows for great flexibility in determining parking supplies within the station area. However, the magnitude of proposed development will likely require some combination of the following options to ensure viability of the proposed development:

- Reduction of overall office uses at the site; despite calculating the parking supply required for office uses at 1.0 stalls/1,000 square feet, the magnitude of office still necessitates more than 2,000 parking stalls
- More flexibility of shared parking arrangements to enable greater reductions in total parking supply based on time-of-day utilization profiles
- A better understanding of how office utilization when this project breaks ground; current office utilization rates are low as hybrid work proliferates, and an agreement from tenants that demand for parking peak days may outpace supply

Noting that the parking requirements at City Center allow for ambitiously low parking ratios (lower than is likely achievable from a mode split perspective), the following strategies may help reduce the parking shortfall at City Center:

- Implementation of an effective and accessible TDM program
- Reduce the amount of food and beverage/restaurant uses on the site
- Reduce the amount of office uses on the site and increase residential uses

By the time development commences at City Center, both City staff and development partners will have an improved understanding of how office uses are operating regarding percentage of employees typically on-site. With that knowledge, still lower parking ratios may be achievable from an operational and market perspective.

AREA MOBILITY RECOMMENDATIONS:

While the three station areas described in this Plan are distinct, many recommendations for improved access and connectivity apply to each. With that in mind, each station comes higher-priority mobility improvements to better connect area residents, employees, and visitors to transit and other community assets. This plan seeks to better utilize existing transit infrastructure to incentivize mode shift, increasing reliance on transit as a means for local and regional trips, and enabling car-free travel through improved first- and last-mile connections to make transit more appealing and more accessible.

BINGHAM JUNCTION STATION

- Better utilize the existing right-of-way on Bingham Junction Boulevard to provide improved pedestrian and cyclist facilities, connecting those traveling by all modes to UTA light rail
- Establish new connections to Midvale’s Main Street and historic downtown to support businesses therein and increase visitation to a community treasure, ideally by connecting Tuscany View to Holden Street/700 West
- Explore opportunities to construct a multiuse path along the existing rail right-of-way to facilitate active transportation connections to Main Street
- Establish wayfinding to improve connections to and utilization of the Jordan River Trail

HISTORIC GARDNER VILLAGE

- Improve connections across 7800 South, connecting the Gardner Village shopping center to UTA light rail
- Improve signage and wayfinding to better connect the Historic Gardner Village station to the Jordan River Trail
- Construct a new multiuse path on the north side of 7800 South to improve east-west connectivity across the Jordan River, facilitating active transportation travel between Historic Gardner Village and Bingham Junction Boulevard
- Construct a new pedestrian and cyclist undercrossing at 7800 South along the Jordan River Trail to incentivize north-south active transportation traffic along the Jordan River

WEST JORDAN CITY CENTER

- Redesign Redwood Road with medians, widened sidewalks, and normalized lane widths to maximize space for non-automobile modes while maintaining vehicular capacity, making Redwood Road a more comfortable place to be with more options for safe pedestrian crossings
- Explore opportunity to implement multiuse path within existing UTA light rail right-of-way, connecting to Historic Gardner Village to the east and the Jordan River Trail
- Improve existing crossings along Redwood Road to better connect transit to the civic core
- Consider additional programmatic options, including the establishment of Transportation Management Association or TDM performance measures, to better address traffic and parking demand, providing direct pedestrian connection from TRAX platform to neighborhood located to the south of the Trax Line.



IMPLEMENTATION

PHASING & IMPLEMENTATION

The following phasing plans identify key steps to spark meaningful and sustainable growth and redevelopment in the area around the three stations. Coupled with targeted incentives, phasing can initiate change and showcase early success in key locations. Careful consideration has been given to publicly owned parcels, UTA parcels, and other potential partners that each City could work with to establish catalyst projects around the stations. Public realm investments can also serve as a catalyst for redevelopment, as a well-designed and walkable public space can attract interest and bring vibrancy to a place or area.

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

BINGHAM JUNCTION STATION

PHASE 1

The catalyst project at Bingham Junction includes the redevelopment of the UTA parcel to incorporate a multifamily residential with potential ground-floor retail or other high-density use per market conditions. This will require the City to amend their existing Junction at Midvale overlay, and coordination with UTA regarding station area logistics, bus drop-off area, and parking. Parking will be provided for both residents and TRAX users in a shared parking structure and a new public space is proposed east of the building to connect with the station and potential future development to the east.

PHASE 2

In a second phase, a new employment center and mixed-use residential building could bring more activity to the area while supporting existing uses in and around Bingham Junction. A new plaza space north of the employment center will create a vibrant hub that might include restaurants, cafes, and other retail. A proposed multiuse path along the rail line within UTA property will provide connections to Midvale Main Street and the Jordan River Trail.

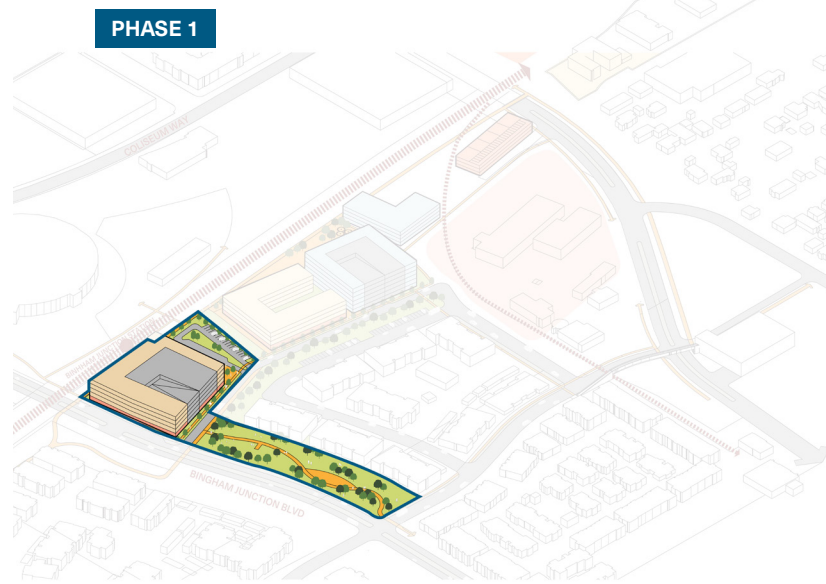


Figure 44: Bingham Junction Station | Phase 1 Diagram

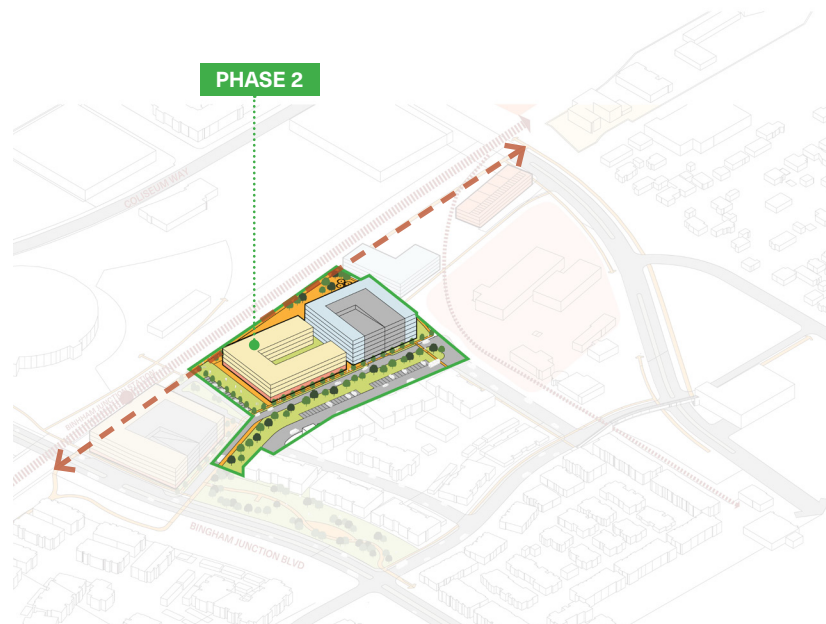


Figure 45: Bingham Junction Station | Phase 2 Diagram

PHASE 3

Phase 3 will include commercial redevelopment along 700 W, as well as the extension of Tuscany View Road and a bridge over the rail spur that will connect to a future parking garage that will serve downtown Midvale uses like City Hall, the Senior Citizen Center, and future development along Main Street.

PHASE 4

Depending on the future removal of the rail spur, this phase will include more employment/office use next to the TRAX line, connecting the new employment center with 700 W.

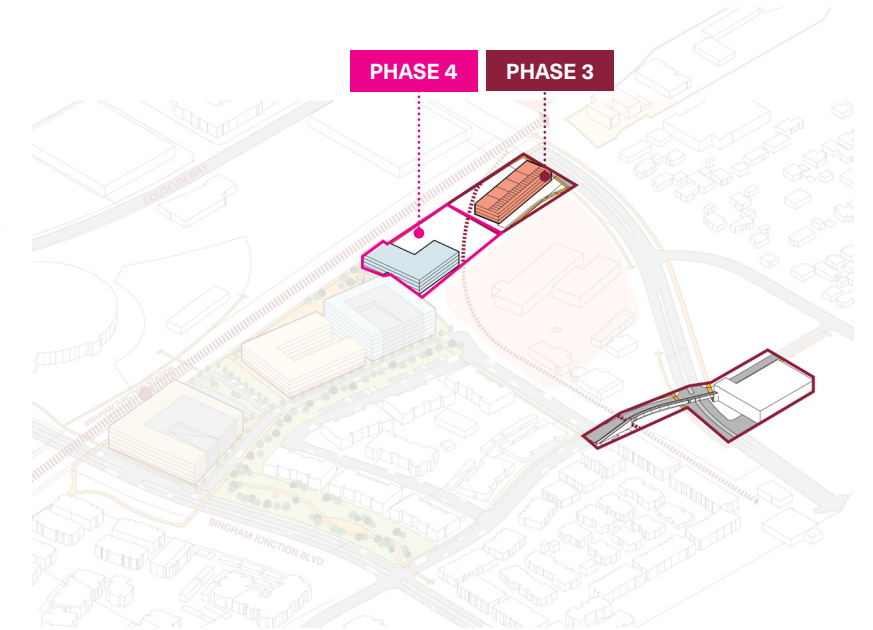


Figure 46: Bingham Junction Station | Phase 3 & Phase 4 Diagram

HISTORIC GARDNER STATION

PHASE 1

The initial implementation phase of the Station Area Plan around Historic Gardner includes a mixed-use/residential project in UTA property, and a reconfiguration of the existing park and ride lot.

It also includes an improved pedestrian crossing across 7800 S, and a new regional park along the Jordan River. This park should include amenities like an amphitheater and will become a regional destination in the Salt Lake area while providing access to the Jordan River Parkway.

PHASE 2

Phase 2 may include redevelopment of the existing lands to the south of the station to include a unique low-density development typology with clustered single-family houses around productive agricultural lands. This will help bring more residents to the area while preserving and celebrating the agricultural character that makes this area unique.

PHASE 3

The final phase includes improvements to S 1300 W. and potential medium-density development in the form of townhouses along this north-south connector. S 1300 W. is envisioned to become a key connecting corridor between the Historic Gardner and City Center station areas.

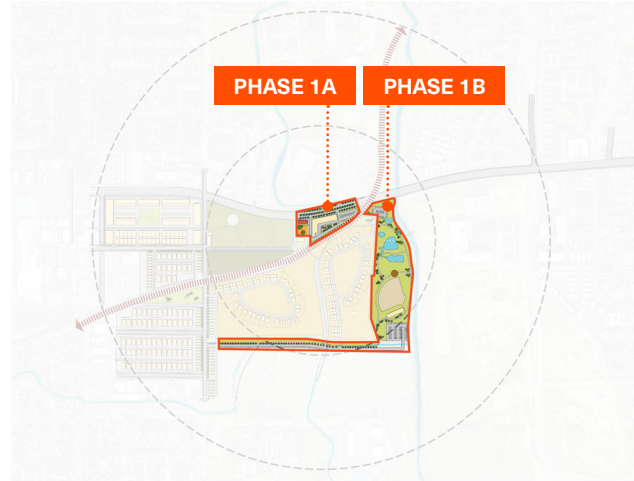


Figure 47: Historic Gardner Station | Phase 1 Diagram

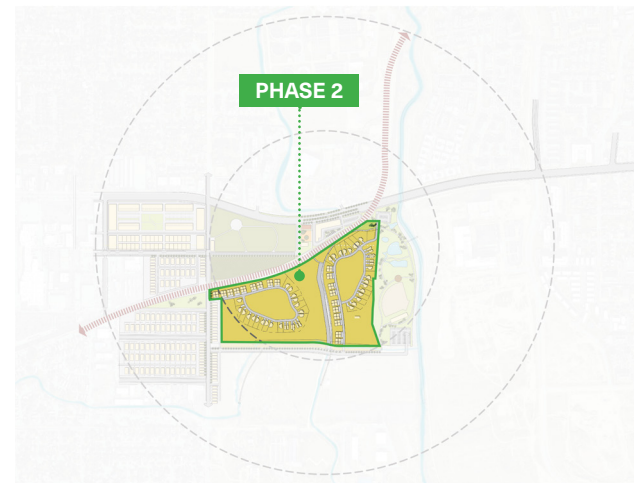


Figure 48: Historic Gardner Station | Phase 2 Diagram

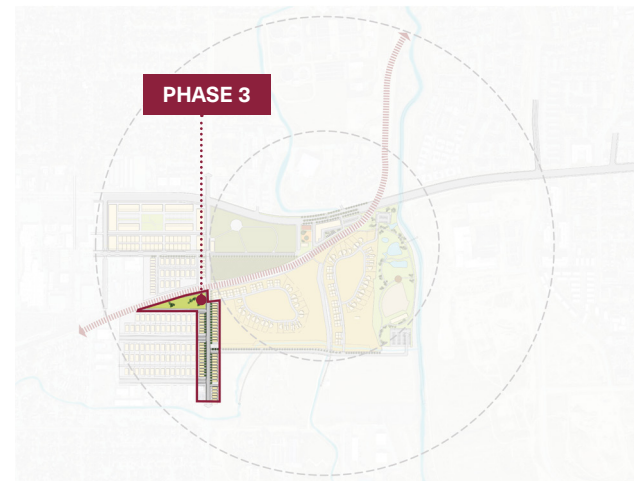


Figure 49: Historic Gardner Station | Phase 3 Diagram

CITY CENTER STATION

PHASE 1

At over 17 acres, the parcel owned by the Jordan School District offers a key short-term redevelopment opportunity and can become the first catalyst project to trigger change in the City Center station area. This will allow for new office uses while maintaining administrative school district uses on site. A land swap with UTA and HTRZ funding may provide an opportunity for the School District capture value to construct a new administration Class A office building and to relocate the existing facilities. A shared parking garage will serve new users as well as park and ride needs, opening up valuable space in the UTA parcel and allowing for mixed-use redevelopment next to the station. The UTA property next to the TRAX station would also be part of Phase 1 and would include residential multi-family uses.

PHASE 2

Continuing with the School District parcel redevelopment, more mixed-use buildings, a market hall, and incubator will create a new central core for the area. This will be connected to the station by a restaurant row that will include retail uses on both sides and be designed as a walkable and pedestrian friendly spine. A boutique hotel is also considered as part of Phase 2.

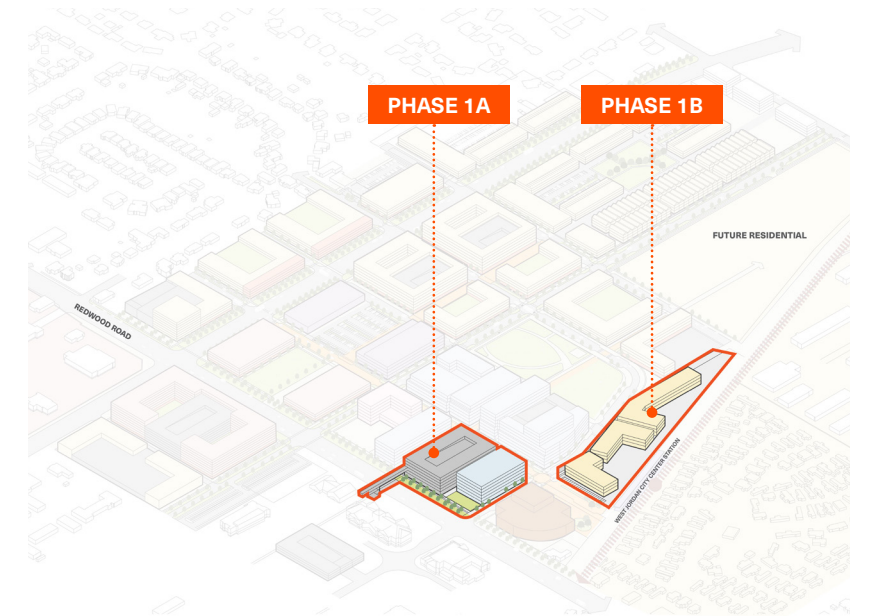


Figure 50: City Center Station | Phase 1 Diagram

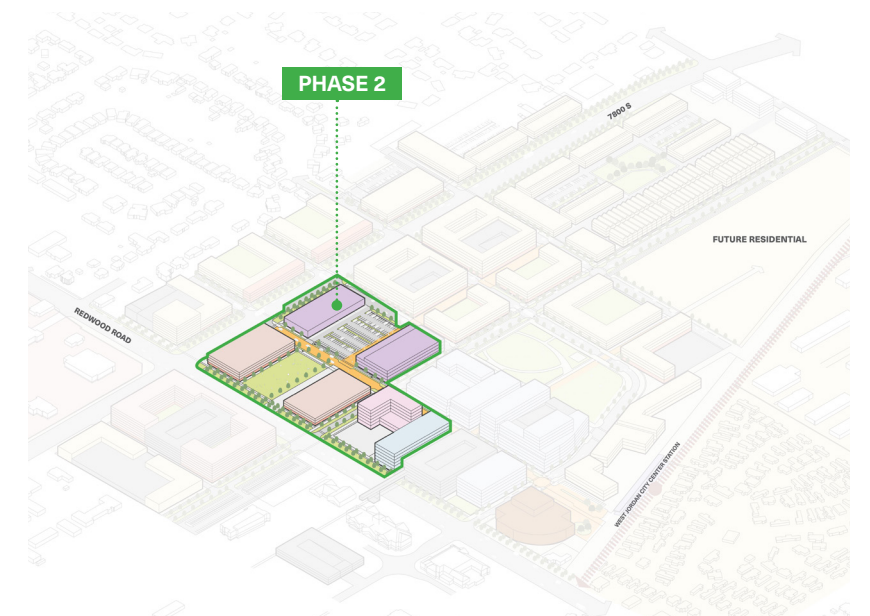


Figure 51: City Center Station | Phase 2 Diagram

PHASE 3

A central festival park will consolidate this area as the new downtown for City Center, bringing active and passive uses that will support new residential, mixed-use, and office development. The park will become a central civic and gathering space and will be framed by mixed-use and office buildings, connecting with the TOC development on the UTA parcel. The corner property by the rail line and Redwood Road will become a regional cultural hub and family destination, consolidating the area as a new center in south Salt Lake Valley.

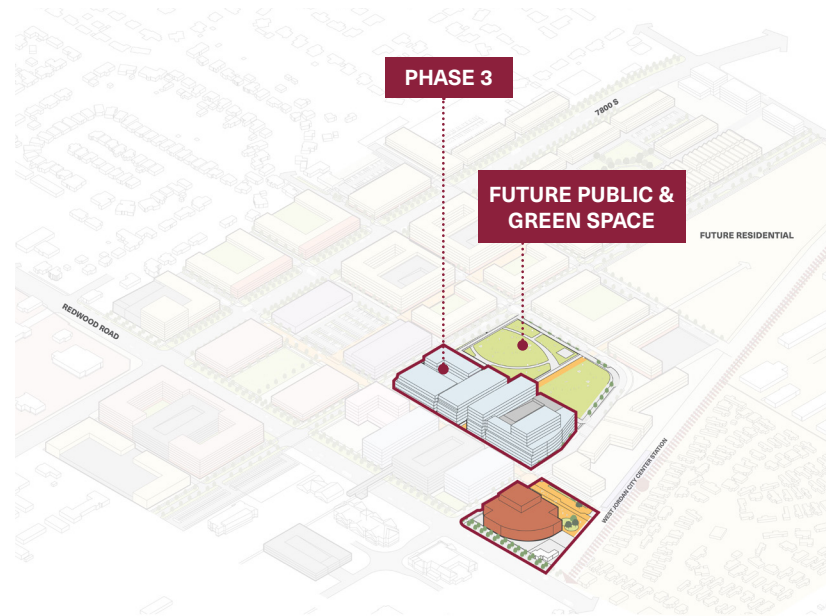


Figure 52: City Center Station | Phase 3 Diagram

PHASE 4

The final phase of redevelopment around City Center will include several mixed-use buildings with medium to high-density residential use, and street connection between these blocks.

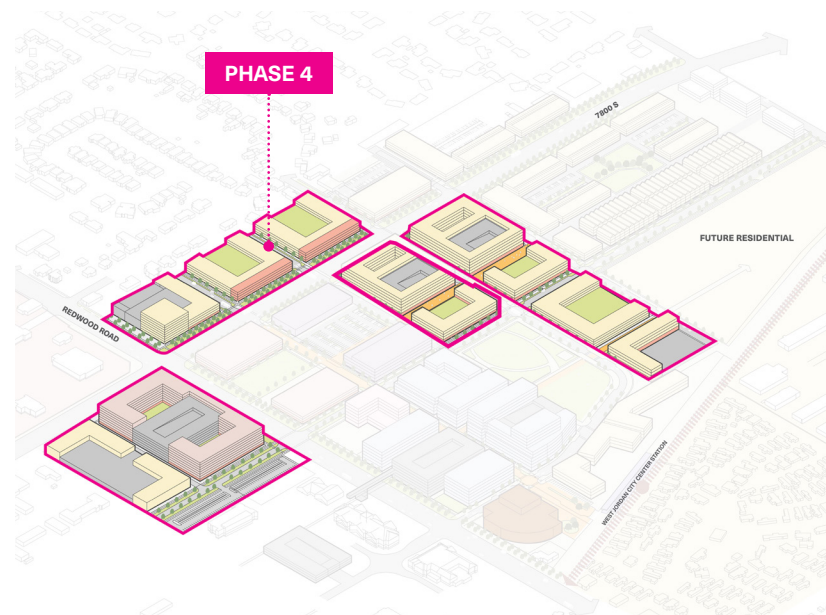


Figure 53: City Center Station | Phase 4 Diagram

IMPLEMENTATION PRIORITIES

Before the West Jordan and Midvale Station Area Plans can be implemented, a number of steps must be taken to define a path for sustainable growth and development. The following priorities identify generally linear steps and interactions between UTA, West Jordan City, Midvale City, and other private partners that are necessary to allow for redevelopment to occur.

MIDVALE CITY

PHASE	ACTION ITEM	RESPONSIBLE PARTY			FUNDING/ FINANCING
		MIDVALE	UTA	OTHER	
1	Update Junction at Midvale overlay to allow for more density on UTA property and mixed-use redevelopment.	X			
	Conduct conversations with BMC regarding potential redevelopment.	X		X	
	Prepare a developer RFQ for the flexible mixed-use redevelopment that could include, residential, office, and retail at Bingham Junction on UTA property.	X	X		
	Create a TIF district for station area overlay.	X			
	Prepare park-and-ride demand estimates, parking structure cost estimates, and identify funding sources for relocation of park-and-ride parking.	X	X		TIF, State Funds
2	Conduct a feasibility study for potential multi-use path along TRAX line to connect the Bingham Junction Station to Midvale Main Street	X	X	Salt Lake County	State and Federal Funds
	Study overall trail improvements to/and from station.				Utah Trail Network (UDOT)
3	Initiate extension of Tuscany View Road.	X		X	TIF, Community Improvement District (CID)

WEST JORDAN CITY

PHASE	ACTION ITEM	RESPONSIBLE PARTY			FUNDING/ FINANCING
		WEST JORDAN	UTA	OTHER	
1	Draft a Memorandum of Understanding describing the partnership between West Jordan, UTA, and the Jordan School District. The Memorandum should include overall intent, expectations of each party, a project timeline, and phasing strategy to assure that the District's operations are not impacted with relocation.	X	X	X	Bond TIF, Community Improvement District (CID)
	Identify a new site for the School District building relocation; prepare cost estimates; and identify funding sources for a land swap.	X	X	X	HTRZ, State Funds
	Pursue HTRZ application in partnership with UTA and School District.	X	X	School District	HTRZ funding
	Update Future Land Use Map to incorporate proposed land uses from the Station Area Plan in both City Center and Historic Gardner.	X			
	Prepare project cost estimates for constructing a new administration building for the Jordan School District and identify potential funding sources.	X		X	Bond TIF, HTRZ funding
2	Prepare a code update to incorporate changes to existing zoning districts and new zoning recommendations.	X			
	Define park-and-ride demand estimates, parking structure cost estimates, and funding sources for future parking garage to allow for redevelopment of UTA site at City Center.	X	X	X	HTRZ funding
	Prepare a developer RFQ for City Center phase one project(s) on UTA property (reference MOU for school district participation).	X	X	X	

PHASE	ACTION ITEM	RESPONSIBLE PARTY			FUNDING/ FINANCING
		WEST JORDAN	UTA	OTHER	
2	Pursue HTRZ funding for the City Center Station Area Plan.	X	X	Developer	HTRZ, Developers
	Conduct a feasibility study for potential multi-use path along TRAX line in City Center area.	X	X	Salt Lake County	State and Federal Funds
	Study overall trail improvements to and from the City Center station.				Utah Trail Network (UDOT)
	Create TIF district (such as a CRA) for Historic Gardner Station area.				
3	Prepare park-and-ride demand estimates to allow for redesign of the existing park-and-ride at Historic Gardner and flexible mixed-use redevelopment on site.	X	X		TIF (CRA)
	Prepare a developer RFQ for the mixed-use development at Historic Gardner on UTA property.	X	X		
	Provide funding estimate for new pedestrian crossing at 7800 S.	X			TIF, Community Improvement District (CID)
	Design pedestrian improvements to 7800 S.				
	Secure funding and entitlements for a new park and cultural hub within the City Center station area.	X		X	HTRZ, CID, Bond, State Funds
4	Secure funding for new regional park by Jordan River Parkway and start design process.	X		X	Community Improvement District (CID), Bond, Grants
	Study improvements to Redwood Road. Coordinate with UDOT.	X		X	UDOT
5	Study relocation of asphalt plant by Historic Gardner Station and potential site remediation.	X		X	Brown field Remediation Program
	West Jordan City to acquire property along S1300 W for proposed medium-density development.	X		X	General Fund or Obligation Bond

POLICY RECOMMENDATIONS

The following chapter outlines high-level policy recommendations to be incorporated as part of the implementation plan for the Bingham Junction, Historic Gardner, and City Center Station Area Plan.

WEST JORDAN CITY

Current zoning and policy for West Jordan is highly complex, with a Future Land Use Map that is part of the General Plan and functions as the overall vision for the city’s future development, and several zoning districts that are part of the City Code but do not necessarily align with the vision for the Station Area Plan. There is also an existing Transit Station overlay in some areas around both Historic Gardner and City Center.

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

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

1. Create a new Form-Based Code district north of the TRAX line in City Center that incorporates the Future Land Use from the General Plan and the SAP Proposed Uses.
2. Parking requirements and updated parking ratios can be incorporated as part of the new Form-Based Code zoning district. A TDM study could support a parking reduction and management strategy.
3. For areas to the south and east of the new Form-Based Code district, we recommend updating existing zoning districts.
4. A new mixed-use zone should be created along Redwood Road (Redwood Corridor Zone) to allow for commercial uses and more height and density along the Corridor.

As part of the new Form-Based Code district, we recommend incorporating the following standards:

Building Placement and Street Frontage:

- Horizontal Setbacks (Front, Rear, Side)
- Parking Lot Locations & Access

Building Frontage

- Front Lot Lines
- Building Entrances

Building Massing and Form

- Minimum Height/ Maximum Height/ Vertical Step-backs/ Height Transition Standards
- Horizontal Building Articulation

Building Materials and Fenestrations

Public Realm Guidelines

Streetscape Guidelines (sidewalk zones and minimum widths)

Table 1: City Center - SAP Proposed Land Uses & Future Land Use Comparison

SAP Proposed Land Uses	West Jordan Future Land Uses (from General Plan)	Corresponding Zoning District	Comments
Mixed-Use Commercial	City Center/ TSOD, Mixed-Use	CC-C/ CC-F/ CC-R/ P-C 60' max/ 2 stories min. Min. 14 du/acre Max. 25-50 du/acre	Min. height: 3 stories or 45' Maximum height: 8 stories or 100' Density to min. 30 du/ acre and maximum 60-65 du/ acre No front setback (build-to-line) Surface parking lots in back of building
Mixed-Use Office	City Center/ TSOD, Mixed-Use	CC-C/ CC-F/ CC-R/ P-C	Min. height: 4 stories (60') Maximum height: 8 stories (100') No front setback (build-to-line) Surface parking lots in back of building
Commercial	City Center/TSOD, Mixed-Use, Community Commercial, Neighborhood Commercial, Regional Commercial	CC-C, CC-F, CC-R, CG, SC-1, SC-2, SC-3, P-C, P-O	More geared towards strip mall development. Maximum height: 4 stories or 75' No front setback (build-to-line),
Hotel	City Center/TSOD, Mixed-Use, Community Commercial, Neighborhood Commercial, Regional Commercial, Professional Office	CC-C, CC-F, CC-R, CG, SC-2, SC-3, P-C, P-O, BR-P	Maximum height: 6 stories or 100' Maximum front setback: 20'
Cultural/ Entertainment	City Center/TSOD, Mixed-Use, Community Commercial, Neighborhood Commercial, Regional Commercial, Professional Office	CC-C, CC-F, CC-R, CG, SC-2, SC-3, P-C, P-F	Maximum height: 4 stories or 60'
Low Density Residential	High Density Residential Medium Density Residential	R-3, CC-R, P-C, PRD Density: 5.6 to 10 units/acre Very high density: 10.1 to 24 units/acre Building heights: 35'	Proposed density would vary from 15-25 du/acre Maximum height: 35' Maximum front setback: 25'
Medium Density Residential	High Density Residential	R-3, CC-R, P-C, PRD	Proposed density would vary from 25-40 du/acre Maximum height: 50' Maximum setback: 20'

High Density Residential	High Density Residential	R-3, CC-R, P-C, PRD	Proposed density would vary from 30-80 du/acre/ Maximum height 8 stories or 100' No front setback (build-to-line) Surface parking lots in back of building
Park & Open Space	Parks and Open Land	PRO	

Table 2: Historic Gardner - SAP Proposed Land Uses & Future Land Use Comparison

SAP Proposed Land Uses	West Jordan Future Land Uses (from General Plan)	Corresponding Zoning District	Comments
Mixed-Use Commercial	City Center/ TSOD, Mixed Use	CC-R, CC-F, P-C 60' max/ 2 stories min. Min. 14 du/acre Max. 25-50 du/acre	Keep TSOD heights. Proposed density would vary from 20-50 du/acre Maximum height: 6 stories or 80' Maximum front setback: 15'
Cultural/ Entertainment	City Center/TSOD, Mixed-Use, Community Commercial, Neighborhood Commercial, Regional Commercial, Professional Office	CC-C, CC-F, CC-R, CG, SC-2, SC-3, P-C, P-F	
Low Density Residential	High Density Residential, Medium Density Residential	R-3, R2, R-1-5, R-1-6, CC-R, P-C, PRD, IH Density: 5.6 to 10 units/acre Very high density: 10.1 to 24 units/acre Building heights: 35'	Proposed density would vary from 5-30 du/acre Maximum height: 3 stories or 45' Maximum front setback: 25'
Medium Density Residential	High Density Residential	CC-R, P-C, PRD, R-3	Proposed density would vary from 25-55 du/acre Maximum height: 4 stories or 55' Maximum front setback: 15'
Agricultural Residential	Very Low Density Residential, Low Density Residential	RR, RE, R-1-9, R-1-10, R-1-12, R-1-14, R-1-8, R-1-9, R-1-10, PC, PRD, IH	Proposed density would vary from 2-5 du/acre Maximum height: 2 stories or 35' Clustered development
Park & Open Space	Parks and Open Land, Future Park	PRO, P-F	

MIDVALE CITY POLICY ANALYSIS AND RECOMMENDATIONS

BINGHAM JUNCTION

The proposed changes to current zoning in the Bingham Junction Station Area include a small area around the station and therefore we recommend amending the current Junction at Midvale overlay (JM) and creating one or two new subareas within the existing overlay to accommodate the new mixed-use and office land uses. As part of the proposed office land use east of the TRAX station lies outside of the existing overlay, we recommend amending the JMO overlay boundary to include the new proposed office land use.

For the new mixed-use area proposed between the new office use and 7000 S, a new overlay could be created to avoid amending existing zoning districts. This area is currently zoned as Clean Industrial (CI) and Main Street Form-Based Code (MS-FBC).

Table 3: Bingham Junction – Proposed Land Use and Current Zoning Comparison

SAP Proposed Land Uses	Corresponding Zoning District	Comments
Mixed-Use Commercial	Mixed-use	Proposed density would vary from 50-65 du/acre Maximum height: 8 stories or 100' Maximum front setback: 15'
Medium Density Residential	Residential Multifamily 30du/ acre maximum density	Proposed density would vary from 30 to 50 du/acre Maximum height: 4 stories or 55' Maximum front setback: 25'
Office		Maximum height: 4 stories or 55' Maximum front setback: 25'

CATALYST SITES & PROJECTS

BINGHAM JUNCTION

A 2.7 acre parcel owned by UTA can become a catalyst project in the Bingham Junction station area. Given the low numbers of park-and-ride parking requirements, the site can be redeveloped into flexible mixed-use development, accommodating the bus drop off and ADA parking to the east of the parcel and park-and-ride parking in a new shared parking garage.

HISTORIC GARDNER

Similarly, a 2.1 acre site owned by UTA currently used as park-and-ride can be redesigned to accommodate needed parking for the TRAX station users and a small mixed-use residential building.

A series of parcels owned by West Jordan City along the Jordan River have the potential to become a regional park with outdoor amenities and new access to the Jordan River Parkway.

CITY CENTER

In the City Center station area, a large parcel owned by the Jordan School District has the potential to become a key catalyst project. With 17.3 acres this parcel can accommodate some of the existing School District uses, new office space, a shared parking garage, and some retail to create a node in the new downtown area.

The 8 acre UTA parcel can also incorporate new retail and residential uses by the station, triggering activation and future redevelopment of the area.

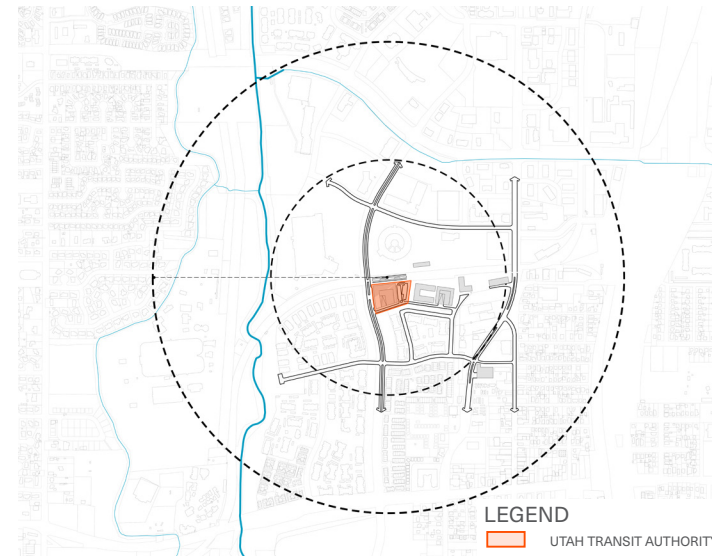


Figure 54: Catalyst Diagram | Bingham Junction Station

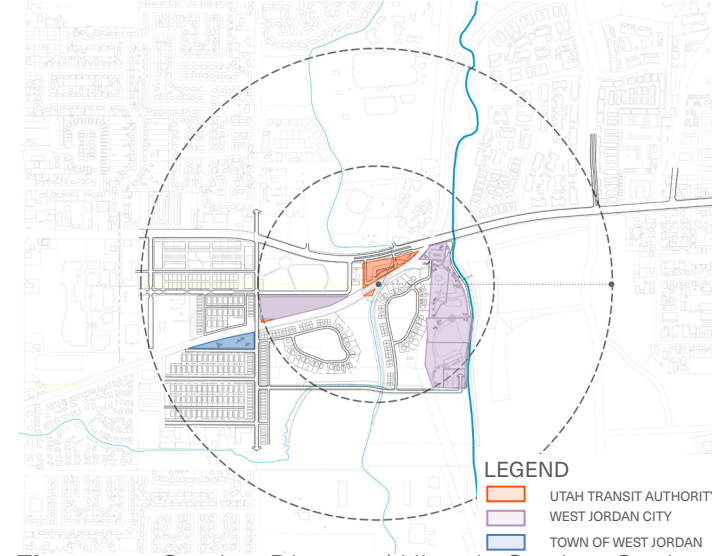


Figure 55: Catalyst Diagram | Historic Gardner Station

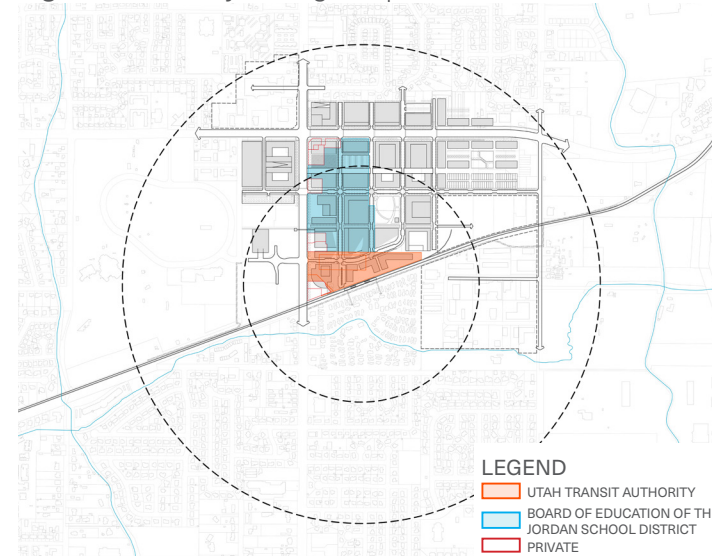


Figure 56: Catalyst Diagram | City Center Station

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APPENDIX A

EXISTING ECONOMIC CONDITIONS ANALYSIS

INTRODUCTION

This memorandum provides a baseline assessment of demographic, economic, and real estate market conditions of West Jordan City, Midvale City, Salt Lake County, and the half-mile radius around the Bingham Junction, West Jordan City Center and Historic Gardner TRAX stations. It also examines the moderate incoming housing needs of West Jordan and Midvale.

SOCIOECONOMIC EXISTING CONDITIONS

POPULATION & GROWTH PROJECTIONS

Table 5 illustrates population and population growth projections for Salt Lake County, West Jordan, Midvale, and all three station areas. According to data retrieved from ESRI, West Jordan and Midvale population has increased and will continue to increase. Midvale has experienced twice the annual growth rate (3.14%) when compared to West Jordan (1.49%) and the county (1.58%) and will also continue to grow faster in the next five years.

For the station areas, large growths have occurred around the Bingham Junction (432.30%) and Historic Gardner (207.58%) stations. These station areas will continue to grow, although at a small rate, in the next five years. For the West Jordan City Center station, the least amount of growth occurred between 2010-2022 and will decrease in population slightly in the next five years.

HOUSEHOLD & GROWTH PROJECTIONS

Between 2010 and 2022, Midvale had the largest increase of households with a 3.47% annual growth rate. Like population growth, Midvale also had a higher annual growth rate from 2010 to 2022 when compared to West Jordan (1.93%) and the county (1.89%). Household growth for both Midvale (2.35%) and West Jordan (0.85%) are forecasted to grow at a positive rate annually over the next five years. Family households account for 81.94% of all households in West Jordan with an average family size of 3.31 persons. For Midvale, family households account for 58.38% of all households with an average family size of 2.48 persons.

When examining the station areas, Bingham Junction experienced the largest spike in number of households

(29.92%) and has the highest annual growth rate for the next five years (3.60%). While West Jordan City Center appears to experience negative growth in the next five years (-0.05%), it presents the biggest opportunity to develop for future growth.

AGE

Midvale's median age is 33, which is the same median age as the county (33) and slightly higher than West Jordan (30.5). The largest age groups in Midvale are 0 to 9-year-old (18.71%), 30 to 39-year-old (17.92%), and 20 to 29-year-old (16.83%). Based on this analysis, the composition of age demographics in both Midvale City and West Jordan City are most likely residents with multiple young children.

In the half-mile radius of Bingham Junction TRAX station, nearly one-quarter of residents are 20 to 29-year-old (24.07%), while residents aged 30 to 39-years-old make up 19.74% of the population. The area has a higher percentage of children ages 0 to 9 (12.52%) than 10-19 (9.90%). This follows a similar pattern in the half-mile radius of both City Center and Historic Gardner.

Table 4: Population Growth Projections. Source: ESRI.

Community	2010 Population	2022 Population	2010-2022 Annual Growth Rate %	2027 Population	2022-2027 Annual Growth Rate %
Salt Lake County	1,029,629	1,225,168	1.58%	1,269,661	0.73%
West Jordan City	103,055	121,465	1.49%	126,867	0.89%
Midvale City	27,904	38,425	3.14%	42,663	2.21%
TRAX-Bingham Junction (0.5 miles)	907	4,828	36.03%	5,677	3.52%
TRAX-West Jordan City (0.5 miles)	2,502	2,507	0.02%	2,493	-0.11%
TRAX-Historic Gardner (0.5 miles)	871	2,679	17.30%	3,040	2.70%

Table 5: Household Historic and Future Growth. Source: ESRI.

Community	2010 Households	2022 Households	2022 Total Family Households	2010-2022 Annual Growth Rate %	2027 Households	2022-2027 Annual Growth Rate %	2022 Average Household Size
Salt Lake County	342,613	420,281	69.58%	1.89%	437,683	0.83%	2.87
West Jordan City	29,616	36,483	81.94%	1.93%	38,037	0.85%	3.31
Midvale City	10,826	15,338	58.38%	3.47%	17,142	2.35%	2.48
TRAX-Bingham Junction (0.5 miles)	495	2,272	50.04%	29.92%	2,681	3.60%	2.03
TRAX-West Jordan City (0.5 miles)	758	789	80.99%	0.34%	787	-0.05%	3.17
TRAX-Historic Gardner (0.5 miles)	355	1,237	55.62%	20.70%	1,414	2.86%	2.12

Table 6: Median Age and 2022 Age Distribution (% of Population). Source: ESRI.

Age (%)	Salt Lake County, UT	West Jordan City, UT	Midvale City, UT	TRAX-Bingham Junction (0.5 miles)	TRAX-West Jordan City Center (0.5 miles)	TRAX-Historic Gardner (0.5 miles)
2022 Median Age	33.0	30.5	33.0	31.6	31.8	31.5
2027 Median Age	33.6	30.9	32.3	30.5	31.7	30.8
Age 0-4 (%)	8.05%	9.47%	7.82%	6.84%	8.97%	7.54%
Age 5-9 (%)	7.93%	9.24%	7.15%	5.68%	8.86%	6.68%
Age 10-14 (%)	7.59%	8.64%	6.62%	4.54%	8.30%	5.67%
Age 15-19 (%)	6.73%	7.18%	6.04%	5.36%	6.58%	5.79%
Age 20-24 (%)	6.53%	6.33%	7.85%	10.65%	5.82%	9.29%
Age 25-29 (%)	7.96%	8.19%	8.98%	13.42%	8.14%	11.94%
Age 30-34 (%)	8.60%	8.94%	9.13%	10.96%	9.29%	10.12%
Age 35-39 (%)	8.12%	8.49%	8.79%	8.78%	7.82%	8.06%
Age 40-44 (%)	6.98%	7.21%	7.34%	6.46%	7.22%	6.64%
Age 45-49 (%)	5.52%	5.52%	5.40%	5.20%	5.42%	5.34%
Age 50-54 (%)	4.92%	4.64%	4.58%	4.62%	4.79%	4.93%
Age 70-74 (%)	3.02%	2.19%	2.78%	2.24%	2.27%	2.54%
Age 65-69 (%)	4.00%	3.20%	3.63%	2.88%	3.87%	3.21%
Age 60-64 (%)	4.62%	3.97%	4.00%	3.73%	4.91%	3.88%
Age 55-59 (%)	4.82%	4.26%	4.55%	4.12%	4.83%	4.22%
Age 75-79 (%)	2.05%	1.26%	2.37%	1.70%	1.48%	1.72%
Age 80-84 (%)	1.27%	0.66%	1.54%	1.24%	0.84%	1.12%
Age 85+ (%)	1.29%	0.60%	1.42%	1.59%	0.60%	1.34%

INCOME

West Jordan's median household income is \$89,967, which is higher than Salt Lake County (\$85,944) and significantly higher than Midvale City (\$67,373). At all levels, the median household income will continue to increase, growing by 3.60% annually for the county, 3.16% for West Jordan, and 3.25% for Midvale. By 2027,

West Jordan (\$105,105) will still have the highest income compared to the county (\$102,572) and Midvale (\$79,044). When examining the median household incomes around the station areas, West Jordan City Center has the highest income at \$81,125 and Bingham Junction has the lowest at \$74,908. All three station areas will continue to see increases in median household income in the next five years.

Table 7: Median Household Income and 2022 Household Income Distribution (% of Households). Source: ESRI.

Household Income	Salt Lake County, UT	West Jordan City, UT	Midvale City, UT	TRAX-Bingham Junction (0.5 miles)	TRAX-West Jordan City Center (0.5 miles)	TRAX-Historic Gardner (0.5 miles)
2022 Median Household Income	\$85,944	\$89,967	\$67,373	\$74,908	\$81,125	\$79,064
2027 Median Household Income	\$102,572	\$105,105	\$79,044	\$81,958	\$95,284	\$88,334
2022-2027 Annual Growth Rate (%)	3.60%	3.16%	3.25%	1.82%	3.27%	2.24%
< \$15,000 (%)	5.48%	2.88%	7.27%	5.11%	4.82%	4.28%
\$15,000-\$24,999	4.49%	2.69%	6.15%	6.51%	2.92%	5.66%
\$25,000-\$34,999	5.26%	4.82%	5.62%	4.36%	5.58%	4.37%
\$35,000-\$49,999	8.99%	8.19%	12.26%	6.82%	12.17%	7.68%
\$50,000-\$74,999	17.53%	18.57%	24.10%	27.24%	18.50%	24.49%
\$75,000-\$99,999	16.05%	19.08%	16.63%	15.85%	19.26%	16.57%
\$100,000-\$149,999	22.28%	26.40%	18.73%	18.27%	18.88%	20.53%
\$150,000-\$199,999	10.79%	11.85%	5.36%	8.58%	12.55%	10.02%
\$200,000 or greater	9.12%	5.53%	3.88%	7.22%	5.45%	6.39%

Table 8: 2022 Race and Ethnicity. Source: ESRI.

Race & Ethnicity	Salt Lake County, UT	West Jordan City, UT	Midvale City, UT	TRAX-Bingham Junction (0.5 miles)	TRAX-West Jordan City Center (0.5 miles)	TRAX-Historic Gardner (0.5 miles)
2022 White Population (%)	71.22%	70.68%	65.88%	61.64%	65.46%	64.50%
2022 Black/African American Population (%)	2.03%	1.33%	3.13%	4.97%	0.80%	4.03%
2022 Pacific Islander Population (%)	1.84%	2.10%	1.56%	1.84%	1.16%	1.94%
2022 American Indian/Alaska Native Population (%)	1.13%	1.03%	1.39%	1.39%	0.88%	0.97%
2022 Asian Population (%)	4.43%	3.50%	4.58%	8.10%	3.75%	8.17%
2022 Other Race Population (%)	9.35%	10.01%	11.36%	9.84%	16.51%	8.25%
2022 Population of Two or More Races (%)	10.02%	11.34%	12.09%	12.20%	11.45%	12.09%
2022 Hispanic Population (%)	19.51%	22.25%	23.72%	22.41%	30.04%	19.93%
2022 Non-Hispanic Population (%)	80.49%	77.75%	76.28%	77.59%	69.96%	80.07%
2022 Population by Race Base	1,225,168	121,466	38,426	4,827	2,507	2,678
2022 Diversity Index	63.7	65.7	70.3	73	72.7	69.6

Table 9: Employment Trends. Source: ESRI.

	Salt Lake County	West Jordan City	Midvale City	TRAX-Bingham Junction (0.5 miles)	TRAX-West Jordan City Center (0.5 miles)	TRAX-Historic Gardner (0.5 miles)
2022 Total Population	1,225,168	121,465	38,425	4,828	2,507	2,679
2022 Total Daytime Population	1,302,595	100,295	37,099	5,979	4,893	2,431
2022 Daytime Population: Workers	741,325	43,948	20,479	3,972	3,774	1,245
2022 Daytime Population: Residents	561,270	56,347	16,620	2,007	1,119	1,186
2022 Civilian Population Age 16+ in Labor Force	682,155	67,217	22,668	2,935	1,426	1,557
2022 Employed Civilian Population Age 16+	98.1%	98.2%	97.8%	97.7%	98.9%	97.5%
2022 Unemployment Rate	1.9%	1.8%	2.2%	2.3%	1.1%	2.5%

RACE & ETHNICITY

The ethnicity of West Jordan and Midvale are predominantly white at 70.68% and 65.88% respectively. This compares to Salt Lake County, which is 71.22% white. When compared to the county (19.51%), both West Jordan City (22.25%) and Midvale City (23.72%) have a higher percentage of Hispanic population.

“Other” races/ethnicity make up for 10.01% (West Jordan) and 11.36% (Midvale), which are both higher when compared to the county (9.35%). In West Jordan, 11.34% reported at “two or more races,” compared to 12.09% in Midvale City and 10.02% at the county level. Smaller percentages of the population reported as Pacific Islander, American Indian/Alaska Native, Asian, and Black/African American. The half-mile radius around Bingham Junction has the highest Diversity Index (73) compared to both station areas, cities, and the county.

EMPLOYMENT

Unlike Salt Lake County, daytime population for both West Jordan and Midvale decreases during work hours. The decrease in population indicates the area is not a net attractor for employees and residents commute outside of the area for work. West Jordan City Center is the only area that has more residents (56%) during the day than workers (44%). The unemployment rate for Salt Lake County, West Jordan, and Midvale are relatively low, with West Jordan at the lowest rate (1.8%).

Bingham Junction and West Jordan City Center station areas follow the same pattern as the county with an increase in population during the day. The Historic Gardner station, however, has a decrease in population during the day. At all three station areas, the number of employees is more than 50% of their daytime population. The unemployment rate for all three station areas is relatively low, with West Jordan City Center at the lowest (1.1%).

BUSINESS

Retail Trade Business is the largest sector of employment at both the city (West Jordan = 14.6%, Midvale = 16.0%) and county level (13.4%). When comparing West Jordan and Midvale, West Jordan's second largest sector of employment is in Health Care & Social Assistance (11.4%) while Midvale's is Other Services (11.8%). The third and fourth highest percentage of workers within West Jordan are in Construction Businesses (10.6%) and Other Services (9.6%). For Midvale, it's in Professional, Scientific & Tech Services (10.2%) and Accommodation & Food Services (9.1%). West Jordan has a significantly lower percentage of workers in the Professional, Scientific & Tech Services but higher in Construction Businesses when compared to county and Midvale. Midvale has a lower percentage of workers in Health Care & Social Assistance compared to the county and West Jordan.

When examining the station areas, Bingham Junction (17.8%) and Historic Gardner (20.8%) follow the same patterns as the cities and county with the largest percentage of employers in Retail Trade Businesses. While the West Jordan City Center station has the most employers in Other Services (14.0%), its second largest is in Retail Trade Businesses (11.7%). Bingham Junction has a large number of Professional, Scientific & Tech Services employees compared to the other stations. Construction businesses also have a decent presence in all three station areas.

EXISTING HOUSING CONDITIONS ANALYSIS

HOUSING STOCK

SINGLE VS. MULTI-FAMILY HOUSING

To determine what type of housing should be in the station areas, it is important to understand the housing conditions and needs of West Jordan and Midvale. Based on the 2022 ESRI data, West Jordan has a total of 37,805 housing units and Midvale has 16,382 housing units. Table 12 breaks down these units into three categories: single-family units, multi-family units and mobile homes.

Single family homes are defined by the U.S. census bureau as “fully detached, semi-detached, semi-attached, side-by-side, row houses, and townhouses.” For the purpose of this analysis, townhomes are considered a type of single-family home. At 81.0%, or approximately 30,622 units, nearly all of West Jordan housing stock is comprised of single-family homes. This is significantly higher than the county, in which single-family homes comprise about 70% of all housing. Midvale does not follow the same pattern though, where only 47.6%, or approximately 7,798 units, are classified as single-family homes.

Multi-family homes are defined by the U.S. census bureau as “residential buildings containing units built one on top of another and those built side-by-side which do not have a ground-to-roof wall and/or have common facilities (i.e., attic, basement, heating plant, plumbing, etc.)” At 16.7%, or 6,313 units, West Jordan has significantly fewer multifamily units as proportion of total housing than the county (27.7%). Midvale’s largest housing type is multi-family at 51.8%, or 8,486 units.

TOTAL OCCUPIED UNITS AND HOUSING TENURE

Out of West Jordan’s 37,805 housing units, 96.5%, or 36,482 units are occupied. 93.6%, or 15,334 units of Midvale’s housing are occupied. Both cities are consistent with the county’s occupancy rate of 94.4%. West Jordan and Midvale’s high occupancy rates can be interpreted to mean that housing units are being absorbed by the market as they become vacant or are built. Table 13 breaks down the housing tenure between the county, West Jordan, and Midvale.

West Jordan has a higher proportion of owner-occupied units than both the county and Midvale. Based on 2022 ESRI data, 74.4% of West Jordan’s housing units are owner occupied, higher than owner occupied units within the county (66.3%), and drastically higher than Midvale (41.9%). Inversely, West Jordan has a lower renter population (25.6%) than both the county (33.8%) and Midvale (58.1%), likely due to the limited number of multi-family units within the city. Midvale has a larger portion of rental occupied than owner occupied homes, although it overall has less than 50% of housing units compared to West Jordan.

HOUSING UNITS BY NUMBER OF BEDROOMS

The number of available bedrooms within an area’s housing stock is important to accommodate living situations, from single person to multi-generational households and larger families. At 79.7%, West Jordan has more three-, four- and five plus-bedroom units than both the county (66.7%) and Midvale (47.5%). West Jordan’s high number of three plus bedroom dwelling units is a result of the city’s high contention of single-family homes and large family size. While large dwelling units are common in West Jordan, one- and two-bedroom units are limited, with only 19.8% of housing units having one and two bedrooms. With too few one-and-two-bedroom units available, smaller households may be forced to look elsewhere to find size appropriate housing options. Midvale’s housing stock is more evenly balanced, with 49.5% of the housing stock’s are one- and two-bedroom units, 47.5% are three or more bedrooms, and 3% studio units.

Table 10: Business Profile. Source: ESRI.

	Salt Lake County	West Jordan City	Midvale City	TRAX-Bingham Junction (0.5 miles)	TRAX-West Jordan City Center (0.5 miles)	TRAX-Historic Gardner (0.5 miles)
Total Businesses	38,096	2,262	1,325	157	222	72
Agriculture, Forestry, Fishing & Hunting Businesses (%)	0.1%	0.2%	0.0%	0.0%	0.9%	0.0%
Mining Businesses (%)	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%
Utilities Businesses (%)	0.1%	0.2%	0.2%	0.6%	0.0%	1.4%
Construction Businesses (%)	6.7%	10.6%	7.5%	7.0%	9.9%	9.7%
Manufacturing Businesses (%)	4.1%	4.9%	3.4%	3.8%	8.1%	6.9%
Wholesale Trade Businesses (%)	3.6%	3.4%	3.4%	2.5%	3.2%	2.8%
Retail Trade Businesses (%)	13.4%	14.6%	16.0%	17.8%	11.7%	20.8%
Transportation & Warehousing Businesses (%)	1.6%	1.3%	1.0%	0.3%	1.8%	1.4%
Information Businesses (%)	2.5%	2.0%	2.7%	0.6%	2.7%	1.4%
Finance & Insurance Businesses (%)	6.3%	5.8%	5.7%	3.2%	6.3%	2.8%
Real Estate, Rental & Leasing Businesses (%)	5.4%	4.9%	6.4%	7.0%	3.6%	6.9%
Professional, Scientific & Tech Services (%)	10.7%	6.7%	10.2%	12.1%	5.0%	6.9%
Management of Companies & Enterprises (%)	0.2%	0.1%	0.3%	0.6%	0.0%	0.0%
Admin & Support & Waste Management & Remediation (%)	3.5%	3.6%	4.2%	6.4%	3.6%	6.9%
Educational Services (%)	2.8%	3.3%	1.4%	0.6%	0.9%	0.0%
Health Care & Social Assistance (%)	10.1%	11.4%	6.7%	3.8%	5.9%	4.2%
Arts, Entertainment & Recreation (%)	1.7%	1.3%	1.3%	1.9%	2.7%	1.4%
Accommodation & Food Services (%)	6.9%	7.3%	9.1%	12.7%	6.8%	8.3%
Other Services (%)	10.3%	9.6%	11.8%	7.0%	14.0%	11.1%
Public Administration (%)	2.1%	1.9%	2.0%	3.8%	9.9%	0.0%
Unclassified Establishments (%)	7.6%	6.7%	6.8%	7.6%	3.6%	5.6%

Table 11: Housing by Type. Source: ESRI.

Housing Type	Salt Lake County	West Jordan City	Midvale City
Total Single-family	70.4%	81.0%	47.6%
Detached	62.7%	71.7%	35.3%
Attached	7.7%	9.3%	12.3%
Multi-family Units	27.7%	16.7%	51.8%
Mobile Homes	1.8%	2.3%	0.6%

Table 12: Ownership Status. Source: ESRI.

Housing Tenure	Salt Lake County	West Jordan City	Midvale City
Total Housing Units	445,306	37,805	16,382
Owner Occupied	66.3%	74.4%	41.9%
Renter Occupied	33.8%	25.6%	58.1%
Vacant Housing	5.6%	3.5%	6.4%

Table 13: . Number of Bedrooms by Structure. Source: American Community Survey Five-year

Number of Bedrooms	Salt Lake County	West Jordan City	Midvale City
0 Bedrooms	2.0%	0.5%	2.9%
1 Bedroom	9.7%	5.6%	15.4%
2 Bedrooms	21.5%	14.2%	34.1%
3 Bedrooms	25.7%	29.3%	27.2%
4 Bedrooms	21.9%	24.8%	13.9%
5 or More Bedrooms	19.1%	25.6%	6.4%

MODERATE INCOME HOUSING ANALYSIS

INTRODUCTION

WHAT IS MODERATE INCOME HOUSING

Moderate income households are considered by the State of Utah to be those making less 80% of the area median income (AMI). AMI is determined by the county in which the city is located. Other targeted income groups are defined as those making less than 50% and 30% of AMI. According to U.S. Department of Housing and Urban Development (HUD), the affordable monthly housing payment for either mortgage or rent should be no more than 30% of gross monthly income (GMI) and should include utilities and housing costs such as mortgage, property taxes, and hazard insurance. To calculate affordability in relation to household size, HUD estimates median family income (MFI) annually for each metropolitan area and non-metropolitan county.

It is not clearly stated in the Utah Code whether those of moderate income must be able to purchase a home, so the allowance is applied to both rental rates and mortgages. Affordable housing is considered to be any housing option that accommodates the targeted income groups and meets the payment requirements.

AREA MEDIAN INCOME

The area median income (AMI) is the midpoint of a region's income distribution - half of the households in the region earn more and half earn less. AMI is important because each year HUD calculates the median income for every metropolitan region in the country and this statistic is used to determine whether families are eligible for certain affordable housing programs.

HUD focuses on the entire region, not just the city, because families searching for housing are likely to look beyond the city itself to find a place to live. AMI is typically distinguished between three types of households. Households earning less than 80% of the AMI are considered low-income households by HUD. Very low-income households earn less than 50% of the AMI and extremely low-income households earn less than 30% of the AMI. The AMI for Salt Lake City MSA, is \$102,400 per year. While this number is often used to determine eligibility for certain government sponsored housing assistance programs, it can also be used to

calculate a household's projected expenditures on rent and/or mortgage payments.

HUD AREA MEDIAN INCOME LIMITS

Table 15 illustrates the approximate distribution of households in Salt Lake City MSA by AMI threshold. Because AMI thresholds established by HUD do not exactly match the distribution of households by income bracket as recorded by the U.S. Census Bureau, the estimated number of households within each income level are matched as closely as possible with their corresponding income bracket. However, because it is not an exact match by census income bracket, the number of households within each AMI threshold should be considered an approximation.

The distribution of households within Table 15 show that approximately 55.4% of households falls below the 80% AMI threshold. This has implications for housing within Salt Lake City MSA and can be interpreted to mean there is a need for low- and moderate-income housing.

AFFORDABILITY MONTHLY ALLOWANCE FOR RENTAL AND FOR-SALE PRODUCTS

Using HUD's defined AMI for the Salt Lake City MSA, we can calculate an affordable monthly allowance for households making 30% to 120% of the AMI. This monthly allowance can be used to gauge affordable monthly rent and mortgage payment levels for households at different income levels. For example, a family of four living in the Salt Lake City MSA at the median income could afford \$2,560 per month for housing (Table 16).

To translate these affordability levels into home values, we assume mortgage rates of 5%, 6%, and 7% with a 30-year term, current property tax rates, insurance costs, a 10% down payment, and a monthly utility expenditure of \$275 per month. Table 17 list the range of home prices that are attainable at varying AMI thresholds and mortgage rates. For example, a family of four living in the Salt Lake City MSA at the median income would need to make an average of \$102,400/year to afford a home price of \$383,939 with a 5% mortgage.

To calculate affordability levels into price appropriate rental rates, it was assumed that households would pay rental costs no larger than 30% of their monthly income and that rent would be paid monthly. Table 16 illustrates rental price ranges that are attainable to households at the varying AMI thresholds.

Table 14: Distribution of Salt Lake City, UT MSA Households by AMI. Source: ESRI, HUD.

Income Level	Income Classification	AMI Threshold for a Family of Four	Estimated Households	Percentage
<30% of AMI	Extremely Low Income	\$30,700	2920	19.04%
30% to 50% of AMI	Low Income	\$30,700 - \$51,200	1880	12.26%
50% to 80% of AMI	Moderate Income	\$51,200 - \$81,900	3696	24.10%
80% to 100% of AMI	N/A	\$81,900 - \$102,400	2551	16.63%
100% to 120% of AMI	N/A	\$102,400 - \$122,880	2873	18.73%
>120% of AMI	N/A	>\$122,280	1417	9.24%

Table 15: Monthly Housing Allowance by Household Size. Source: HUD.

Income Category	Persons in Household							
	1	2	3	4	5	6	7	8
Extremely Low Income (30%)	\$538	\$615	\$691	\$768	\$830	\$891	\$953	\$1,014
Very Low Income (50%)	\$896	\$1,025	\$1,153	\$1,280	\$1,383	\$1,485	\$1,588	\$1,690
Low Income (80%)	\$1,434	\$1,639	\$1,844	\$2,048	\$2,213	\$2,376	\$2,540	\$2,028
Median Family Income (100%)	\$1,793	\$2,050	\$2,305	\$2,560	\$2,765	\$2,970	\$3,175	\$3,380
Above Median Income (120%)	\$2,151	\$2,460	\$2,766	\$3,072	\$3,318	\$3,564	\$3,810	\$4,056

Table 16: Home Affordability by AMI Threshold.

Household Income Range			Home Price Range for a Family of Four					
			5% Mortgage		6% Mortgage		7% Mortgage	
AMI Category	Income Range - Low	Income Range - High	Low	High	Low	High	Low	High
<30% of AMI	\$-	\$30,700	\$-	\$71,320	\$-	\$63,858	\$-	\$57,547
30% to 50% of AMI	\$30,700	\$51,200	\$71,320	\$158,569	\$63,858	\$141,979	\$57,547	\$127,947
50% to 80% of AMI	\$51,200	\$81,900	\$158,569	\$297,910	\$141,979	\$266,741	\$127,947	\$240,379
80% to 100% of AMI	\$81,900	\$102,400	\$297,910	\$383,939	\$266,741	\$343,769	\$240,379	\$309,794
100% to 120% of AMI	\$102,400	\$122,880	\$383,939	\$469,969	\$343,769	\$420,798	\$309,794	\$379,210

ESTIMATE OF EXISTING HOUSING SUPPLY: WEST JORDAN

In 2020 the West Jordan City completed their Moderate-Income Housing Assessment, a component of the City's General Plan. Assessment used data from the US Census Bureau and US Department of Housing and Urban Development (HUD) to quantify the city's existing and anticipated supply of moderate-income housing. Since 2012, 4,853 dwelling units have been constructed in West Jordan. Of these dwelling units, many are only affordable to household earning more than 100% of the area's median income. Demand for moderate income housing will continue to increase as population and households increase. According to HUD, 22% of households are expending more than 30% of their household income on housing costs. Table 19 displays the approximate housing cost burden ratio based on AMI level.

Within the past 50 years, West Jordan has transformed from its previous rural farming community to a now predominately low to medium density single family suburban community with a lack of multi-family available.

While the zoning for West Jordan does not prohibit the development of low to moderate income housing, the lot size and house size requirements for the zoning districts make it difficult to develop low to moderate income housing. West Jordan are making initiatives to plan more multi-family dwellings, particularly in areas with mass transit and building in density of at least 45 units per acre.

Table 17: Supportable Monthly Rent by AMI Threshold.

Household Income Range			Rental Price Range	
AMI Category	Income Range - Low	Income Range - High	Low	High
<30% of AMI	\$-	\$30,700	\$-	\$768
30% to 50% of AMI	\$30,700	\$51,200	\$768	\$1,280
50% to 80% of AMI	\$51,200	\$81,900	\$1,280	\$2,048
80% to 100% of AMI	\$74,900	\$102,400	\$1,873	\$2,560
100% to 120% of AMI	\$102,400	\$122,880	\$2,560	\$3,072

Table 18: Housing Cost Burden Ratio at HUD's 80%, 50%, and 30% Income Limits based Source: West Jordan 2020 Moderate Incoming Housing Report.

Table B25088 Table B19019	2009 American Community Survey	2017 American Community Survey	2025 Projection
Ratio of median rent in the municipality to 100% of the median income of a family of 4 in the county	15.5%	15.9%	16.2%
Ratio of median rent in the municipality to 80% of the median income of a family of 4 in the county	19.3%	19.9%	20.3%
Ratio of median rent in the municipality to 50% of the median income of a family of 4 in the county	30.9%	31.8%	32.4%
Ratio of median rent in the municipality to 30% of the median income of a family of 4 in the county	51.5%	52.9%	54.1%

ANTICIPATED NEED FOR MODERATE INCOME HOUSING: WEST JORDAN

West Jordan predicted that population growth will create a demand for 2,586 additional units by 2025 to fulfill the moderate-income housing need. 187 of the 2,586 units will be designed for extremely low-income (<30% AMI) households, 392 units for very-low income (30-50% AMI) households, and 375 new units for low-income (50%-80% AMI) households. From 2016 to 2018, West Jordan has made progress to fulfill these needs. West Jordan has provided 75 units for extremely low-

income (<30% AMI) households, 475 units for very-low income (30-50% AMI) households, and 150 new units for low-income (50-80% AMI) households. Tables 20 and 21 show this progression between 2016 and 2018 and Table 22 shows the current housing availability for each AMI. There is still a need for those in the low-income households, but there is a surplus for extremely low-income and very-low income households.

Table 19: 2016 Moderate Income Housing Supply. Source: West Jordan 2020 Moderate Incoming Housing Report.

2016 Shortage	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units - Renter Households	Available Units - Renter Households
≤ 80% HAMFI	4,575	6,775	4,610	2,200	35
≤ 50% HAMFI	2,665	1,395	775	-1,270	-1,890
≤ 30% HAMFI	1,435	530	175	-905	-1,260

Table 20: 2018 Moderate Income Housing Supply. Source: West Jordan 2020 Moderate Incoming Housing Report.

2018 Shortage	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units - Renter Households	Available Units - Renter Households
≤ 80% HAMFI	5,080	7,430	5,060	2,350	-20
≤ 50% HAMFI	2,730	1,935	1,075	-795	-1,655
≤ 30% HAMFI	1,375	545	170	-830	-1,205

Table 21: Progress of Supply and Moderate Income Housing Supply Need Remaining. Source: West Jordan 2020 Moderate Incoming Housing Report.

PROGRESS	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units - Renter Households	Available Units - Renter Households
≤ 80% HAMFI	505	655	450	150	-55
≤ 50% HAMFI	65	540	300	475	235
≤ 30% HAMFI	-60	15	-5	75	55

ESTIMATE OF EXISTING HOUSING SUPPLY AND HOUSING: MIDVALE

In 2019 Midvale City completed their Moderate-Income Housing Assessment, a component of the City’s Housing Plan. Midvale’s housing market today is driven by the short-term nature of its residents, where people move to Midvale as young adults and then will leave when their economic status grows, they start a family, etc. Currently, Midvale households live in their current home for less than five years and the median home value of Midvale is \$201,000, which is much lower than the county. Even though there is a lack of high-end housing in Midvale, there are still needs that need to be addressed for the low- and moderate-income residents. Currently, low- and moderate-income residents of Midvale live in homes that are too small, in poor condition, or have cost burdened rental rates. As

of 2019, 46% of households are expending more than 30% of their household income on rental housing. For homeowners, 22% fall into this cost-burdened category. 8% of homeowners are severely cost burdened, meaning 50% or more of a household’s income is being spent on housing. Figure 52 breaks down the wages and affordable rent/home targets per AMI.

The AMI for Midvale is \$73,800. At 80% AMI, this equates to \$59,050, with rent that should cost around \$1,476/month and home-ownership around \$265,000 (\$1,193/month for mortgage).

As of 2018, it was evident that Midvale had affordable housing stock available in the 80% AMI, but 50% or lower AMI needs were not being met. Midvale had a deficit of 15 units for households making 80% of the AMI, a deficit of 1,620 units available to those making

50% of the AMI, and a deficit of 1,435 units for those making 30% of the AMI. Table 23 depicts the gap between Midvale households at HUD defined income limits and available dwelling for rent.

Table 22: Residential Distribution in West Jordan. Source: West Jordan 2020 Moderate Incoming Housing Report.

Zone	Acres	Percent of Total Acres	Net Residential Density	Land Use Designation
RR-20 (Rural Residential-20,000 sq. ft.)	774.04	3.73%	1.75	Very Low, Low
RR-30 (Rural Residential-30,000 sq. ft.)	4.96	0.02%	1.16	Very Low, Low
RR-40 (Rural Residential-40,000 sq. ft.)	470.91	2.27%	0.87	Very Low, Low
RE-20 (Rural Estate-20,000 sq. ft.)	68.62	0.33%	1.75	Very Low, Low
RE-30 (Rural Estate-30,000 sq. ft.)	4.72	0.02%	1.16	Very Low, Low
RE-40 (Rural Estate-40,000 sq. ft.)	0	0.00%	0.87	Very Low, Low
*R-1-4 (Single Family 4000 sq. ft.)	137.82	0.66%	8.7	High * No longer available
R-1-5 (Single Family 5000 sq. ft.)	0	0.00%	6.9	High
R-1-6 (Single Family 6000 sq. ft.)	890.05	4.28%	5.8	High
R-1-8 (Single Family 8000 sq. ft.)	1617	7.78%	4.3	Medium
R-1-9 (Single Family 9000 sq. ft.)	11.4	0.05%	3.8	Medium
R-1-10 (Single Family 10,000 sq. ft.)	3405.65	16.41%	3.4	Medium
R-1-12 (Single Family 12,000 sq. ft.)	646.09	3.11%	2.9	Low
R-1-14 (Single Family 14,000 sq. ft.)	52.9	0.25%	2.4	Low

Zone	Acres	Percent of Total Acres	Net Residential Density	Land Use Designation
Multi-Family Zones				
RM (Mobile Home Residential)	132.85	0.64%	5.8	High Density
R-2 (Two-Family Residential)	171.31	0.83%	8.7	High Density
R-3 (Multiple-Family Residential) 7 Zones	359.42	1.73%	6 to 22	High, Very High



Figure 57: AMI Categories. Source: 2019 Midvale City Housing Plan.

ANTICIPATED NEED FOR MODERATE INCOME HOUSING: MIDVALE

Midvale will experience an increase of approximately 15,330 new residents by 2040, which will require an additional 5,334 new housing units of all types to support this growth. Midvale has limited undeveloped land, so in order for the city to meet this growth needs,

land use policies will need to be considered. Table 24 displays the projected growth by structure type for 2024 and compares with the current occupancy. While there has been progression of adding new units, there will still be a need to fulfill. This will be addressed with mixed-use development, which will include residential, office, and retail.

Table 23: Affordable Housing Demand. Source: 2019 Midvale City Housing Plan.

2018 Shortage	Renter Household	Affordable Rental Units	Available Rental Units	Affordable Units - Renter Households	Available Units - Renter Households
≤ 80% HAMFI	4,065	6,190	4,050	2,125	-15
≤ 50% HAMFI	2,480	1,835	860	-645	-1,620
≤ 30% HAMFI	1,595	370	160	-1,225	-1,435

Table 24: Supply Housing Units in Midvale by Structure. Source: 2019 Midvale City Housing Plan.

	2010 American Community Survey	2016 American Community Survey	Annual Growth in Units	2024 Projection	Difference between 2017 and 2024
TOTAL HOUSING UNITS (ACS Table B25001)	11,388	12,669	209	13,898	1,229
Total Occupied Units (ACS Table B25032)	10,581	11,910	218	13,234	1,324
Owner-Occupied Structures (ACS Table B25032)	4,944	5,040	24	5,285	245
1 unit, detached	3,732	3,432	-50	3,231	-201
1 unit, attached	704	922	38	1,111	189
2 units	104	113	1	129	16
3 or 4 units	65	109	7	147	38
5 to 9 units	135	140	3	181	41
10 to 19 units	56	258	40	542	284
20 to 49 units	0	7	1	8	1
50 or more units	13	8	-1	0	-8
Mobile Homes	135	51	-15	0	-51
Boat, RV, Van, etc.	0	0	0	0	0
Renter-Occupied Structures (ACS Table B25032)	5,637	6,870	194	7,950	1,080
1 unit, detached	658	649	-3	704	55
1 unit, attached	342	538	36	799	261
2 units	416	513	19	580	67
3 or 4 units	559	797	33	953	156
5 to 9 units	643	916	47	1,217	301
10 to 19 units	1,384	1,944	89	2,394	450
20 to 49 units	1,257	921	-56	531	-390
50 or more units	329	583	35	789	206
Mobile Homes	49	9	-7	0	-9
Boat, RV, Van, etc.	0	0	0	0	0

REAL ESTATE TRENDS & FORECASTS

Understanding the current conditions of the real estate market for both West Jordan and Midvale will help program what will be needed for each station area plan. The following sections analyze the real estate trends for West Jordan and Midvale.

RETAIL – WEST JORDAN CITY

INVENTORY & VACANCY

West Jordan has approximately 307 buildings and 5.5 million square feet of existing retail inventory. Occupancy within the market is extremely high, with 98.4% of all available retail space currently occupied. The majority of West Jordan's retail space is concentrated along Bangerter Highway, Redwood Road, 7800 S, W 9000 S. The majority of retail development within West Jordan is Neighborhood Center style development (e.g., mid-scale strip malls), General Retail development (e.g., standalone strip centers or pad site retail space), and Community Centers development (e.g., big box retailers and supermarkets). Figure 58 illustrates the distribution of retail throughout West Jordan.

Vacancy rates within the West Jordan market have historically ranged between 2.00% and 6.21%, indicating a strong retail market that can absorb new retail space as it is made available or introduced into the market. Vacancy rates have trended downward over the past year, dropping from 2.7% in 2022 to the current rate of 1.57%. Vacancy rates are projected to continue to remain low over the next five-year period, ranging between 1.6% and 2.4% between 2023 and 2027. Figure 59 illustrates historic and predicted future vacancy trends in West Jordan. Given historic and projected vacancy trends, it is predicted that vacancy within the West Jordan Market will continue to remain low, even as more retail products are introduced into the market.

RENTAL RATES AND PRICING

Current market rent per square foot in West Jordan is \$22.02. Rental rates within West Jordan have been climbing steadily for the past ten years, rising from \$16.16 in 2013 to their current high of \$22.02, and are forecasted to continue rising, growing to \$24.45 by 2027.

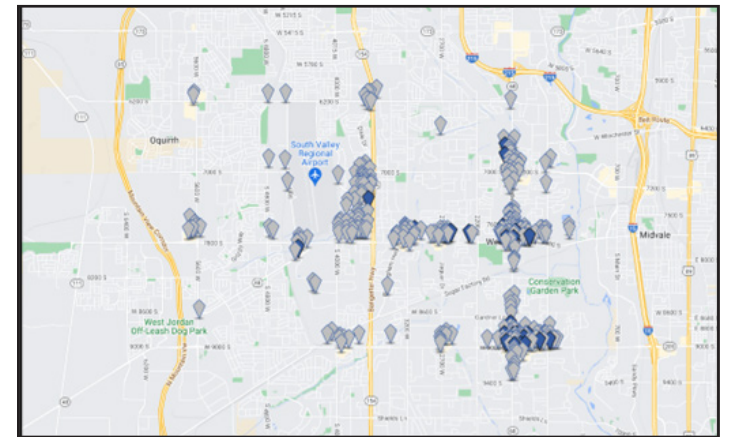


Figure 58: West Jordan Retail Locations. Source: CoStar.



Figure 59: West Jordan Retail Vacancy Trends. Source: CoStar.

Asking rent, or the rent paid after concessions are applied to rental rates, has remained steady with the market rent in West Jordan. Since 2021, there has been a spike and the current asking rent was greater than market rent. This positive within the market can be interpreted to mean that there is sufficient demand within the market to both lease space without offering incentives or lease to competing tenants who are offering rental rates greater than the market rate. Figure 55 illustrates historic and projected market and asking rent in West Jordan.

NEW DELIVERIES & ABSORPTION

West Jordan has experienced a significant amount of new retail development, with 313,000 square feet of new retail space delivered since 2013. Retail deliveries have since slowed, with only 46,500 square feet of new retail delivered in 2020 and 2023. Currently, there are five proposed and under construction retail projects in West Jordan totaling 55,090 square feet, none of which are adjacent to or nearby the UTA stations.

Absorption within the West Jordan market has varied, with approximately 77,000 square feet of retail space leased between 2022 and 2023. Historic trends indicated that as existing or new retail space is introduced, the market is quick to absorb it, with a 50% chance that space will be leased within 6.2 months. Figure 56 illustrates historic and predicted future absorption, deliveries, and vacancy in West Jordan.

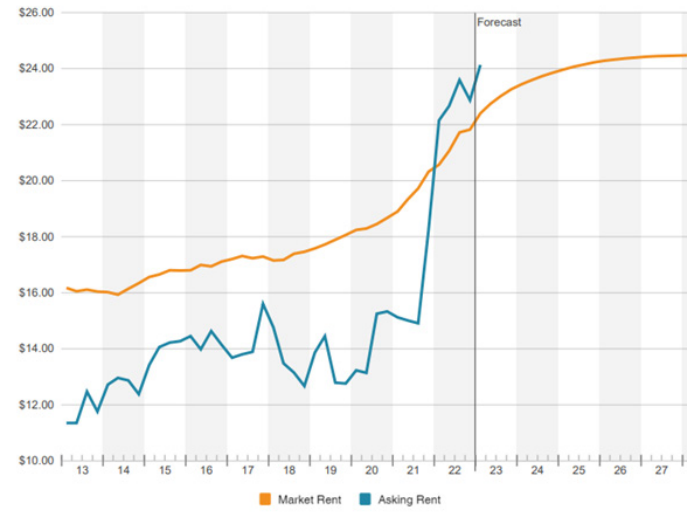


Figure 60: West Jordan Historic and Projected Rent. Source: CoStar.

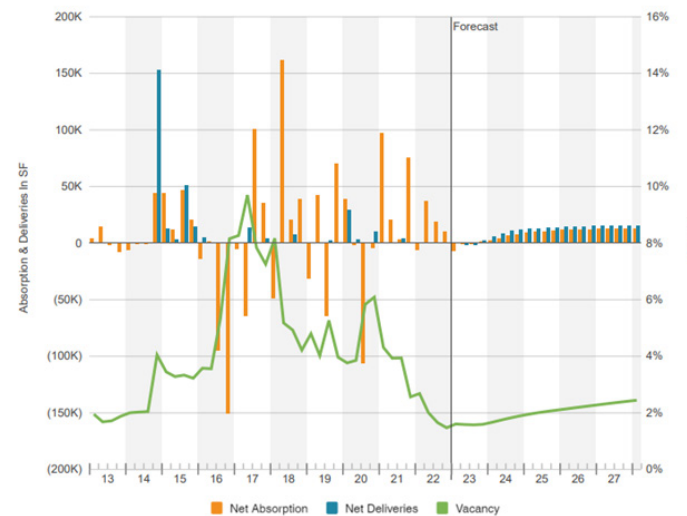


Figure 61: West Jordan Absorption, Deliveries, and Vacancy Trends. Source: CoStar.

OFFICE – WEST JORDAN

INVENTORY & VACANCY TRENDS

West Jordan has approximately 122 buildings and two million square feet of existing office inventory. Of the two million square feet of office inventory, 613,000 square feet are located within a 1.0-mile radius of the UTA station areas. Occupancy of office space is mostly strong, with approximately 98.1% of all available office space occupied. Approximately 86% of West Jordan’s office space is rated as Class B. Class B buildings are well maintained and overall functional, with adequate mechanical, electrical and safety and security systems, a mid-quality level of interior finish, and tend to compete for a wide range of tenants within a market area. The remaining office space within West Jordan consists of 14% Class C office space. Figure 57 illustrates the distribution of offices throughout West Jordan.

Vacancy rates within the West Jordan office market have historically ranged between 1.60% and 5.34%, indicating a mostly strong office market that generally maintains lower levels of vacancy and absorbs new square footage as it is introduced into the market. Office vacancy rates have trended downward over the past year for office space, with rates dropping slightly from 2.5% in 2021 to the current rate of 1.9%.

Figure 58 illustrates historic and current vacancy trends for office space in West Jordan. Given historic and projected vacancy trends, it is predicted that vacancy within the West Jordan market will continue to remain low, though the introduction of new office space may cause rates to increase.

RENTAL RATES AND PRICING

Current market rent per square foot for office space in West Jordan is \$21.01. Rental rates within West Jordan have been increasing steadily for the past ten years, with year-over-year increases typically fluctuating between 1.3% to 6.0%. Rental rates for office products are projected to continue increasing, reaching \$22.64 by 2027.

Asking rent, or the rent paid after concessions are applied to rental rates, has mostly tracked with market rental rates since 2014, with a small fluctuation between 2020 and 2021. Current asking rent in West

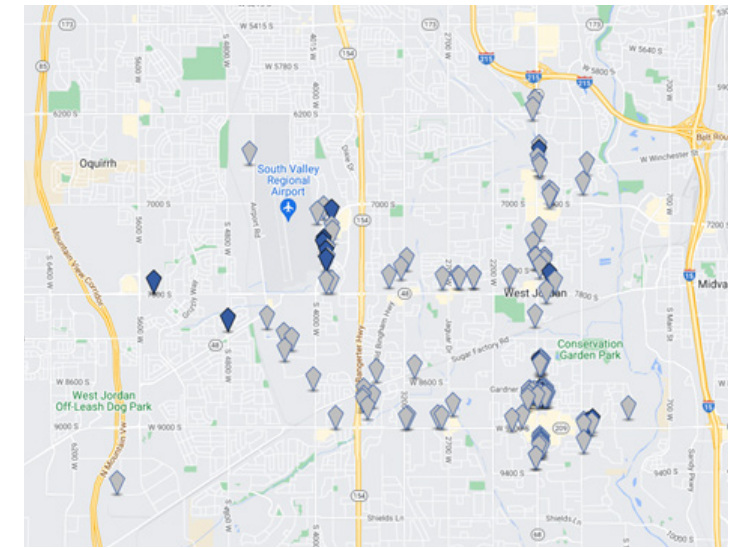


Figure 62: West Jordan Office Locations. Source: CoStar.

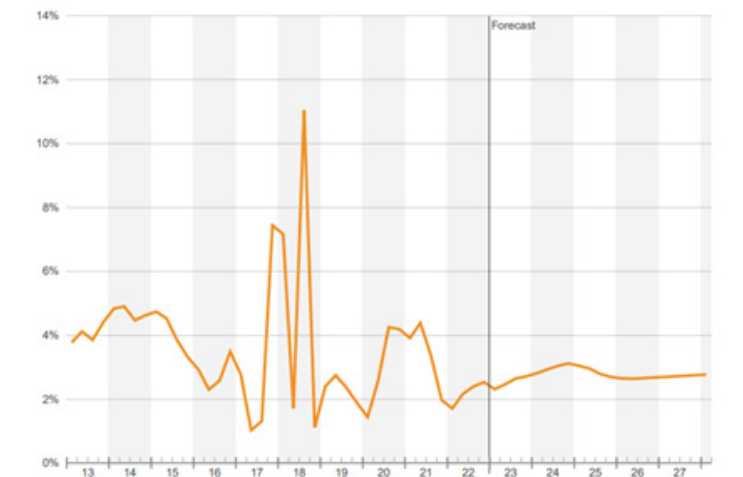


Figure 63: West Jordan Office Vacancy Trends. Source: CoStar

Jordan is \$19.04, only slightly below market rent. The lack of a gap between asking rent and market rent for both products can be interpreted to mean that a limited number of tenants are requiring rent concessions. Figure 59 illustrates historic and current market and asking rent in West Jordan.

NEW DELIVERIES & ABSORPTION

West Jordan has experienced significant new office construction, with 130,000 square feet of new office space delivered since 2013. The rate of new office construction has slowed down in recent years, with 27,000 square feet of new office space added starting in 2020. Only one new office development is planned in West Jordan, equaling a total of 15,900 new square feet. The new office development is not near any UTA station areas.

Absorption of office space within the West Jordan market has been steady. Historic trends indicate that as existing or new office space is introduced, the market will absorb it, though the rate at which space is leased tends to vary by year and market conditions. Office space is leased quickly in the West Jordan market, with a 50% probability that it will be leased within 4.7 months. Figure 60 illustrates historic and current absorption, deliveries, and vacancy in West Jordan.

MULTI-FAMILY RENTALS – WEST JORDAN CITY

INVENTORY & VACANCY TRENDS

West Jordan has 36 multi-family rental apartment developments (with 10 or more units) with 6,490 total dwelling units. A portion of multi-family inventory in West Jordan is available for both senior and low-income tenants, with one apartment development (797 units) currently designated affordable, and one apartment development (185 units) designated for senior housing. Most multi-family housing in West Jordan is older, with only five developments and 23% of all units built within the last 10 years. Figure 61 illustrates the distribution of multi-family rentals throughout West Jordan.

Occupancy rates within the West Jordan multi-family market have historically ranged between 94.39% and 96.82%, with a current occupancy rate of 93.96%. While occupancy rates have remained mostly stable, there have been periods of reduced occupancy over

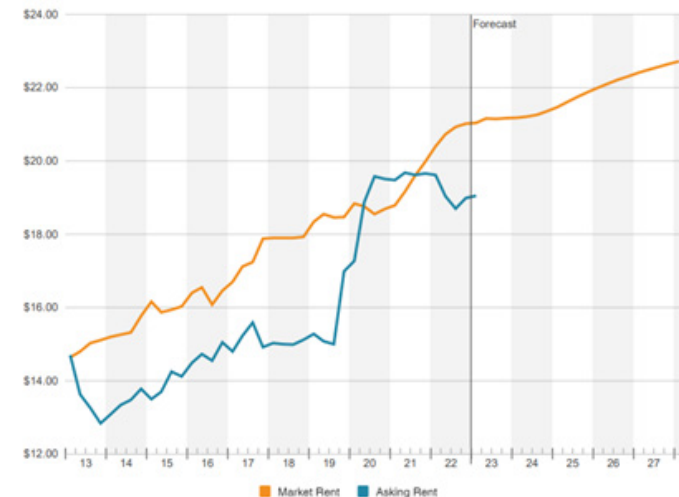


Figure 64: West Jordan Historic and Projected Rent. Source: CoStar.

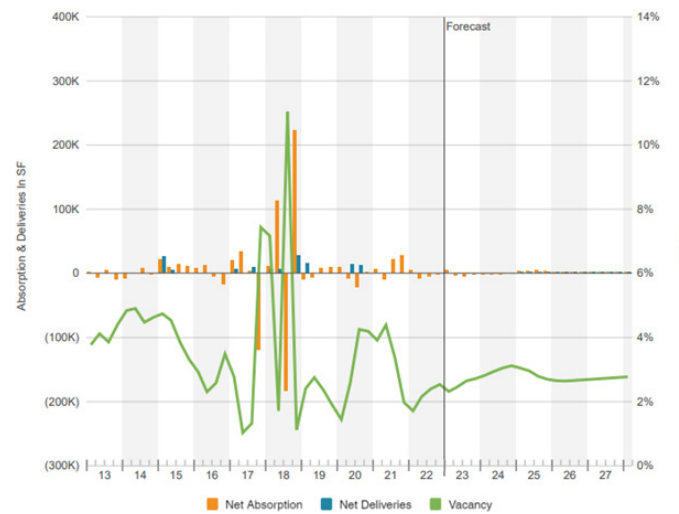


Figure 65: West Jordan Absorption, Deliveries, and Vacancy Trends. Source: CoStar.

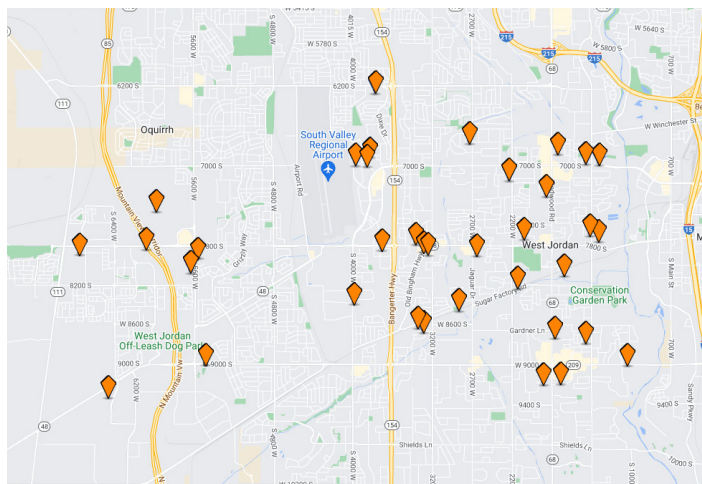


Figure 66: West Jordan Multi-Family Rental Locations. Source: CoStar.

the past ten years, typically induced by the delivery of a large number of units into the market during a short time frame. Figure 62 illustrates historic and current occupancy trends for rental multi-family units in West Jordan. Given historic and projected vacancy trends, it is predicted that occupancy within the West Jordan market will decline. This may be due demand balancing with the new housing availability from construction.

RENTAL RATES

The current median market rent per unit in West Jordan is \$1,517 per month. Multi-family rental rates have mostly increased over the past years, typically rising between 1.1% to 9.6% annually. Within the last year though, rental rates have risen significantly at 3.4%. This may be due to inflation, demand, etc.

Effective rent, or the monthly rental rate paid after concessions are applied, has historically been equal to asking rent. Forecasts predict that over the next five years rental rates will increase significantly, reaching a median of \$1,733 per month by 2027. Figure 68 illustrates historic and predicted rental rate increases and market and asking rent in West Jordan.

NEW DELIVERIES & ABSORPTION

The West Jordan market has experienced mostly both positive and negative absorption over the past 10-years. Since 2013, the market has experienced several large deliveries of new multi-family rental units, adding 1,472 units. Historic trends indicate that the market recently has not been absorbing new units as they are introduced, with vacancy rates increasing in the next five years. Figure 69 illustrates historic and current absorption, deliveries, and vacancies in West Jordan for multi-family rental units.

Currently, there is only one known proposed multi-family project. The project, named the Jordan Fields, is a 240-unit development located on Bangerter Highway. The development will be completed in July of 2023.

RETAIL – MIDVALE

INVENTORY & VACANCY

Midvale has approximately 318 buildings and 3.2 million square feet of existing retail inventory. Occupancy within the market is extremely high, with 97.8% of all

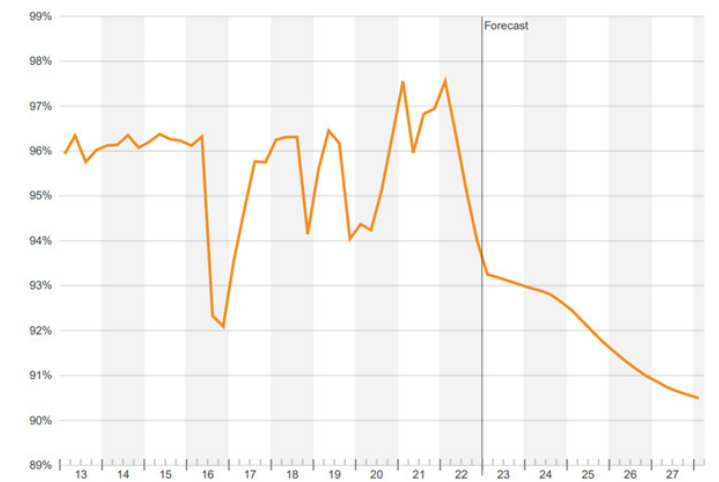


Figure 67: West Jordan Multi-Family Rentals Occupancy Trends. Source: CoStar

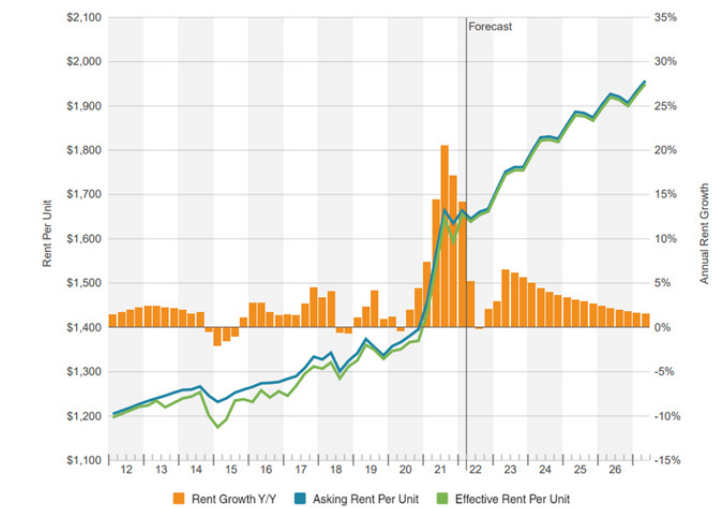


Figure 68: West Jordan Historic and Projected Rent. Source: CoStar.

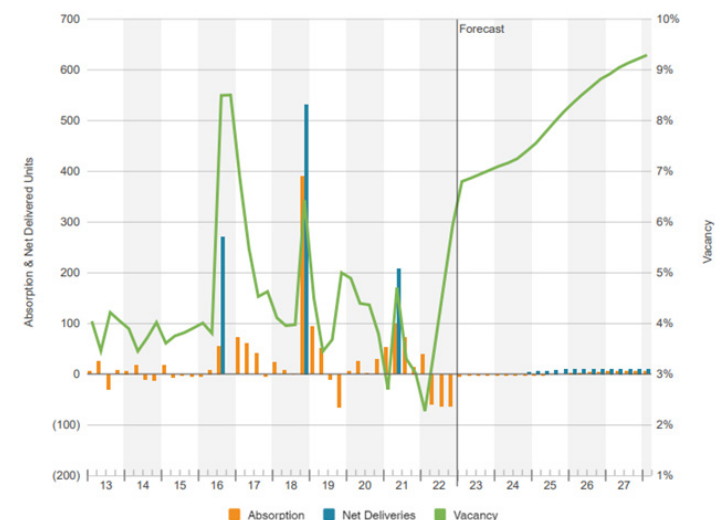


Figure 69: West Jordan Absorption, Deliveries, and Vacancy Trends. Source: CoStar.

available retail space currently occupied. The majority of Midvale's retail space is concentrated along State Street, 700 W, 900 E, 7200 S, and W Center Street. The majority of retail development within Midvale is Neighborhood Center style development (e.g., mid-scale strip malls), General Retail development (e.g., standalone strip centers or pad site retail space), and Community Centers development (e.g., big box retailers and supermarkets). Figure 65 illustrates the distribution of retail throughout Midvale.

Vacancy rates within the Midvale market have historically ranged between 2.81% and 6.34%, indicating a strong retail market that is capable of absorbing new retail space as it is made available or introduced into the market. Vacancy rates have remained steady within the past year at 2.18%. Vacancy rates are projected to continue to remain low over the next five-year period, ranging between 2.1% and 3.0% between 2023 and 2027. Figure 66 illustrates historic and predicted future vacancy trends in Midvale. Given historic and projected vacancy trends, it is predicted that vacancies within Midvale will continue to remain low, even as more retail products are introduced into the market.

RENTAL RATES AND PRICING

The current market rent per square foot in Midvale is \$21.80. Rental rates within Midvale have been climbing steadily for the past ten years, rising from \$16.00 in 2013 to their current high of \$21.80, and are forecasted to continue rising, growing to \$24.17 by 2027.

Asking rent, or the rent paid after concessions are applied to rental rates, has remained steady with the market rent in Midvale over the past 10 years. The current asking rent being less than the market rent is something to keep an eye out for, as it can be interpreted that there is not enough demand within the market, despite the high occupancy rates. Figure 67 illustrates historic and projected market and asking rent in Midvale.

NEW DELIVERIES & ABSORPTION

Midvale has experienced a significant amount of new retail development, with 122,000 square feet of new retail space delivered since 2013. Retail deliveries have since slowed, with only 40,700 square feet of new

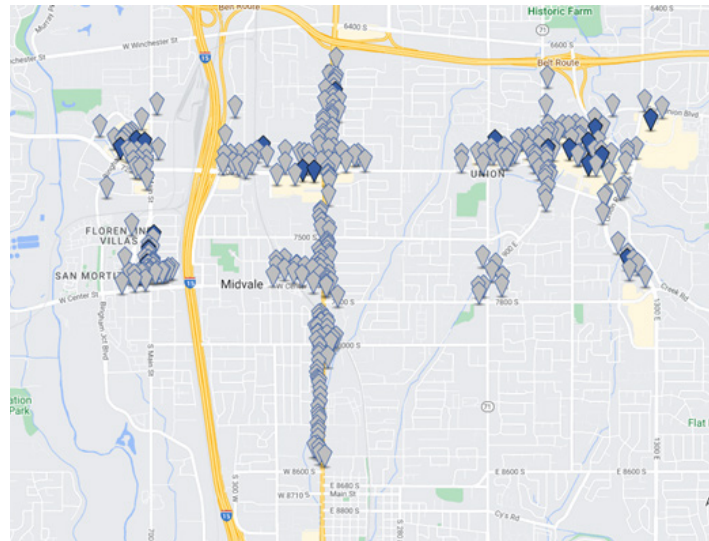


Figure 70: Midvale Retail Locations. Source: CoStar.

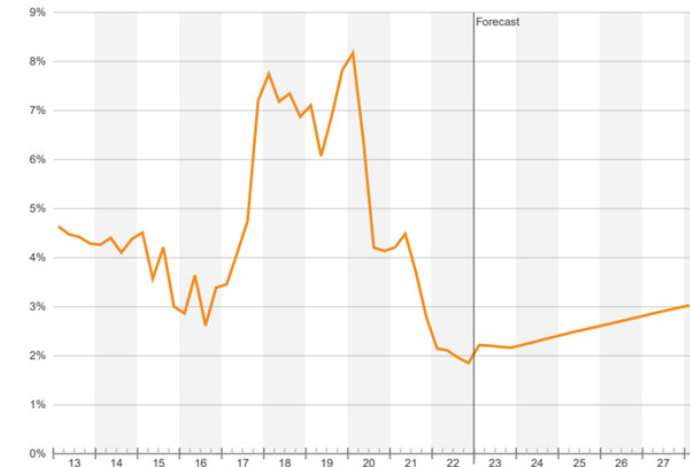


Figure 71: Midvale Retail Vacancy Trends. Source: CoStar.

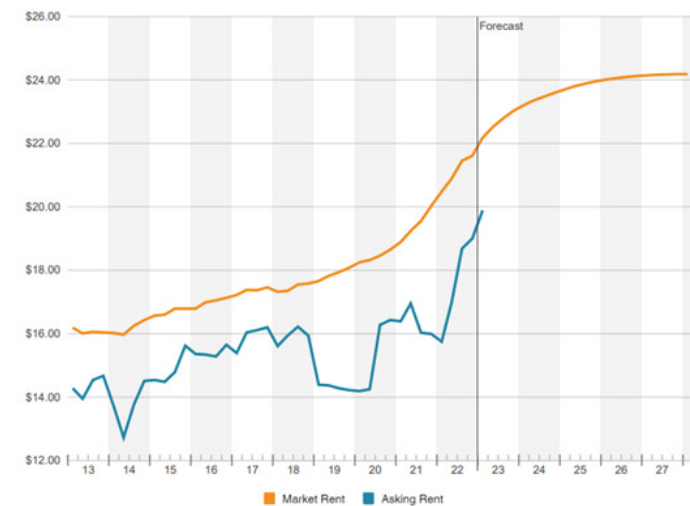


Figure 72: Midvale Historic and Projected Rent. Source: CoStar.

retail delivered in 2020 and 2023. Currently, there are no proposed and under construction retail projects in Midvale.

Absorption within the Midvale market has varied, with approximately 26,000 square feet of retail space leased between 2022 and 2023. Historic trends indicate that as existing or new retail space is introduced, the market is steady to absorb it, with a 50% chance that space will be leased within 8.4 months. Figure 68 illustrates historic and predicted future absorption, deliveries, and vacancy in Midvale.

OFFICE – MIDVALE CITY

INVENTORY & VACANCY TRENDS

Midvale has approximately 122 buildings and 4 million square feet of existing office inventory. Of the 4 million square feet of office inventory, 2.6 million square feet (66%) are located within a 1.0-mile radius of the UTA station areas. Occupancy of office space is strong, with approximately 94.2% of all available office space occupied. Approximately 57% of Midvale's office space is rated as Class B. Class B buildings are generally well maintained and overall functional, with adequate mechanical, electrical and safety and security systems, a mid-quality level of interior finish, and tend to compete for a wide range of tenants within a market area. The remaining office space within Midvale consists of 36% Class A office space and 7% Class C office space. Figure 69 illustrates the distribution of offices throughout Midvale.

Vacancy rates within the Midvale office market have historically ranged between 3.39% and 5.77%, with its current vacancy rate higher at 5.78%. This pattern indicates the office market that generally maintains mid-levels of vacancy and is slower to absorb new square footage as it is introduced into the market. Office vacancy rates have trended upward over the past year for office space, with rates increasing from 5.0% in 2022 to the current rate of 5.78%.

Figure 70 illustrates historic and current vacancy trends for office space in Midvale. Given historic and projected vacancy trends, it is predicted that vacancy within the Midvale market will continue to raise and remain around 6.8%.

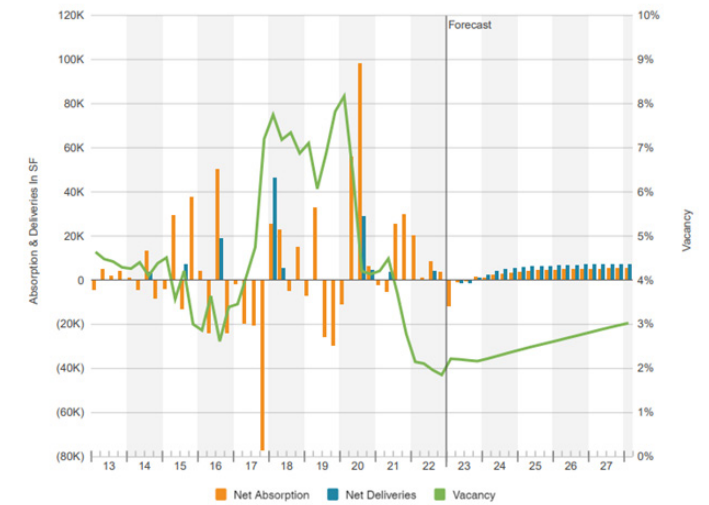


Figure 73: Midvale Absorption, Deliveries, and Vacancy Trends. Source: CoStar.

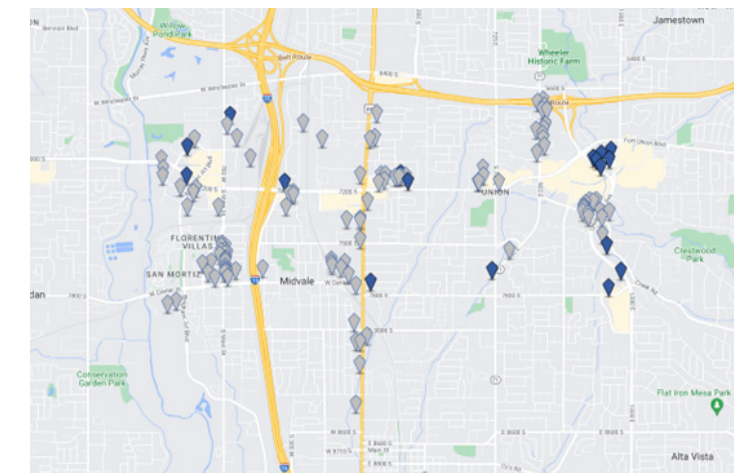


Figure 74: Midvale Office Locations. Source: CoStar.

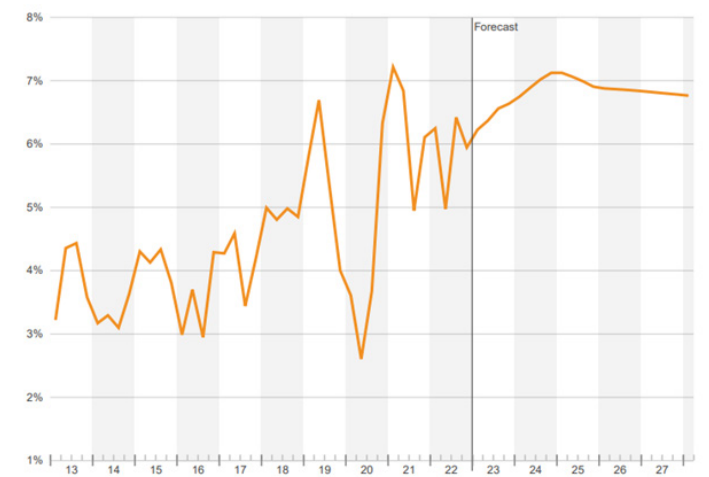


Figure 75: Midvale Office Vacancy Trends. Source: CoStar.

RENTAL RATES AND PRICING

The current market rent per square foot for office space in Midvale is \$25.08. Rental rates within Midvale have been increasing steadily for the past ten years, with year-over-year increases typically fluctuating between 1.8% to 4.5%. Rental rates for office products are projected to continue increasing, reaching \$27.08 by 2027.

Asking rent, or the rent paid after concessions are applied to rental rates, has followed the same pattern market rental rates since 2015 at a lower rate. Starting in 2021, the asking rate is above the market rate at \$25.15. The lack of a gap between asking rent and market rent for both products can be interpreted to mean that a limited number of tenants are requiring rent concessions. Figure 71 illustrates the historic and current market and asking rent in Midvale.

NEW DELIVERIES & ABSORPTION

Midvale has experienced significant new office construction, with 1.5 million square feet of new office space delivered since 2013. The rate of new office construction has remained steady in recent years, with 584,000 square feet of new office space added from 2020. Only one new office development is planned in Midvale, equaling a total of 75,000 new square feet. The new office development is within a mile of all UTA station areas.

Absorption of office space within the Midvale market has been somewhat steady but recent trends show the market is slowing down on absorption of existing and new office space. Office space is leased quickly in the Midvale market, with a 50% probability that it will be leased within 7.4 months. Figure 72 illustrates historic and current absorption, deliveries, and vacancy in Midvale.

MULTI-FAMILY RENTALS – MIDVALE CITY

INVENTORY & VACANCY TRENDS

Midvale has 66 multi-family rental apartment developments (with 10 or more units) with 7,060 total dwelling units. A portion of multi-family inventory in Midvale is available for both senior and low-income tenants, with one apartment development (878 units) currently designated affordable, and one apartment

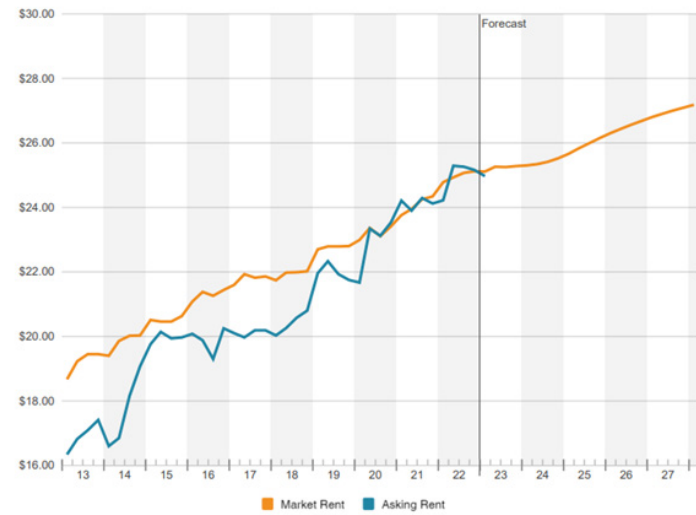


Figure 76: Midvale Historic and Projected Rent. Source: CoStar.

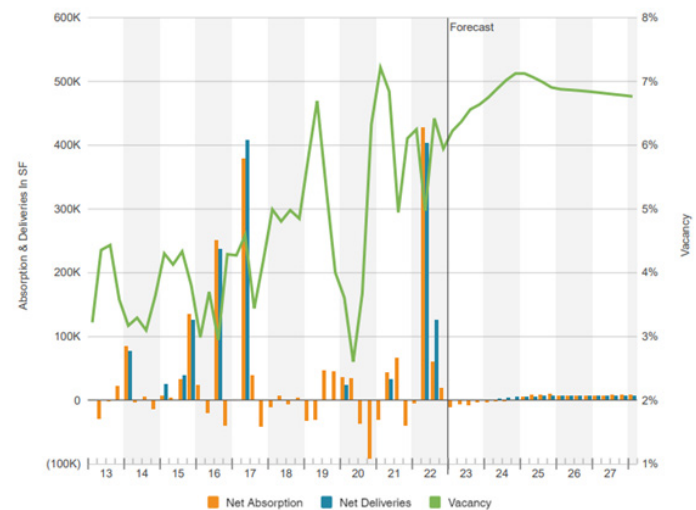
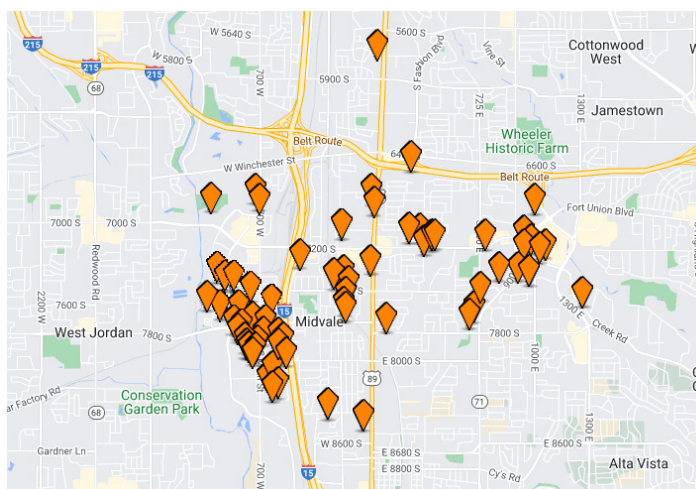


Figure 77: Midvale Absorption, Deliveries, and Vacancy Trends. Source: CoStar.





APPENDIX B

Memorandum

Date: February 14, 20223

To: West Jordan City, Midvale City
Design Workshop, Inc.

From: Fehr & Peers

Subject: Midvale and West Jordan Station Area Plans – Existing Transportation Conditions

UT23-2411

This memorandum documents existing transportation conditions around three Utah Transit Authority (UTA) light rail stations, part of a broader system known as TRAX. The three stations in question are:

- Bingham Junction Station, Midvale
- Historic Gardner Station, West Jordan
- West Jordan City Center, West Jordan

The purpose of evaluating the existing transportation conditions around these three stations is to inform Station Area Plans for each station, intended to enable land use changes adjacent to each station and improve multimodal access to each station through targeted infrastructure improvements. These changes should lead to an increase in transit ridership by making transit more convenient through improved access and travel time competitiveness.

This memorandum usually treats the three stations independently, however, some portions of this document (such as the review of existing plans) does not.

Study Areas

Given their proximity to each other along the UTA Red Line, the three station areas are immediately adjacent to one another (if not explicitly overlapping), with some key roadways and multimodal paths serving two of the three stations.



Bingham Junction Station

Bingham Junction Station, which is served by the UTA Red Line and F570 and F202 bus lines, is immediately accessed via Bingham Junction Boulevard, and is situated between 7200 South to the north, I-15 to the east, Center Street to the south, and the Jordan River to the west. Adjacent land uses include new residential development to the south and west, and there are a handful of large commercial office buildings to the north, including Overstock.com's headquarters. Downtown Midvale is less than one-half mile from Bingham Junction Station, however transportation connections are convoluted due to the nature of recent residential developments to the south and topography.

Historic Gardner Station

Historic Gardner Station is served by the UTA Red Line and the F578 bus. Historic Gardner Station is accessed by 7800 South (the continuation of Center Street in West Jordan), and is immediately south of Gardner Village, a popular shopping and dining destination. Immediately to the west of the station is Pioneer Hall, an historic structure initially used as a meeting house of early pioneers of the Latter Day Saints community and is now available to rent for events. Land south of the station is divided into larger parcels that are primarily used for agricultural and commercial uses, with the parcel immediately south of the station home to an asphalt recycling plant and general landscaping supplies. These larger parcels to the south are largely impermeable from a transportation perspective, limiting connectivity to the station. The Jordan River lies less than one thousand feet to the east of the station, which also constitutes the West Jordan-Midvale municipal border. The Jordan River Trail, a regional, multimodal connection, runs parallel to the Jordan River and is easily accessible from the station.

West Jordan City Center

The West Jordan City Center station is served by the UTA Red Line and the 217 and 218 bus lines. The station is accessed via W. 8020 South, a small spur connecting the station and its dedicated parking to Redwood Road, a critical north-south connection that functions as West Jordan's Main Street. In the immediate vicinity of the station, the TRAX line acts as a barrier between primarily residential uses to the south and commercial and institutional uses to the north and west. North of the TRAX line, the area is dominated by surface parking surrounding municipal buildings and some commercial uses along Redwood Road and 7800 South. South of the TRAX line, single-family homes are the predominant land use.

Existing Transportation Networks

A handful of key roads and multimodal connections are shared among the three station areas and will appear throughout this section as a result.



Bingham Junction Station

Key roadways in the station area include:

Bingham Junction Boulevard

Running north-south, Bingham Junction Boulevard is the only route for vehicular access to the station. Bingham Junction Boulevard is a four-lane road with a center turn lane and a posted speed limit of 35 mph. Sidewalks are provided on both sides of the street. Bingham Junction Boulevard primarily provides a vehicular connection to 7200 South to the north of the station and to 9000 South to the south of the station, both of which provide access to I-15.

7200 South

Running east-west, 7200 South is a six-lane roadway with two left-turn lanes and dedicated right-turn lanes at signalized intersections. Sidewalks are provided along both sides of the street, and a narrow, concrete median separating directions of travel. Pedestrian crossing distances are long and there are no on-street bicycle facilities or parking in the study area. The posted speed limit in the study area is 40 mph.

Center Street

Running east-west, Center Street is a four-lane roadway with a center turn lane that functions as a left-turn lane at signalized intersections. Right-turn pockets are provided at some signalized intersections. In the study area, a striped parking lane is provided and is wide enough in some areas to function as a bicycle lane, however it often stops short of intersections. Center Street does not provide access to I-15. The posted speed limit is 35 mph.

Main Street / Holden Street / 700 West

Going by three different names in the study area, the roadway running roughly north-south parallel to Bingham Junction Boulevard and I-15 is a four-lane roadway with left- and right-turn pockets at most intersections. There is a striped shoulder, acting as a de-facto bicycle lane throughout the study area, and inconsistent sidewalks are provided along both curbs. Along some portions of the road a raised, concrete median is provided. The posted speed limit in the study area is 35 mph.

Active Transportation Connections

Active transportation infrastructure in the station area includes consistent sidewalks along most area roads, striped shoulders along major roads that act as de-facto bicycle lanes, and the Jordan River Trail (JRT), a regional cycling and walking connection. The connection between Bingham Junction Station and the JRT is somewhat circuitous, owing to development patterns and bridge connections to the west side of the Jordan River, where the primary north-south connection is located.



Historic Gardner Station

Key Roadways in the station area include:

7800 South

Running east-west as a continuation of Center Street to the east, 7800 South is a four-lane roadway with a center turn lane. West of Historic Gardner Station, on-street bike lanes are provided in both directions of travel, with on-street parking provided along both curbs. Sidewalks are provided along both sides of the street. The posted speed limit is 40 mph.

1300 West

Running north-south, 1300 West is a two-lane roadway with a center turn lane in the study area. Sidewalks are inconsistently provided on each side of the street, with striped shoulders acting as de-facto bicycle lanes. The posted speed limit is 35 mph.

Active Transportation Connections

Active transportation infrastructure in the study area include recently improved connections to the JRT, on-street bicycle lanes along portions of 7800 South, and sidewalks on most area roadways. The station area, owing to its proximity to the JRT and the want for connections to the trail, is home to several walking and bicycling bridges, an undercrossing at 7800 South, and several spurs and connectors to local destinations including the Zions Bank Technology Center.

West Jordan City Center

Key Roadways in the station area include:

Redwood Road

Running north-south, Redwood Road is a six-lane roadway that extends as far north as North Salt Lake and as far south as the Point of the Mountain. Redwood Road is a Utah Department of Transportation (UDOT) facility, and acts as West Jordan's Main Street. In the study area, there are sidewalks provided on both sides of the street, though pedestrians are mostly traveling immediately adjacent to vehicular traffic with frequent driveways interrupting both sidewalks. There is on-street parking provided in the area, and there are no on-street or parallel bicycle facilities. The posted speed limit is 45 mph.

7800 South

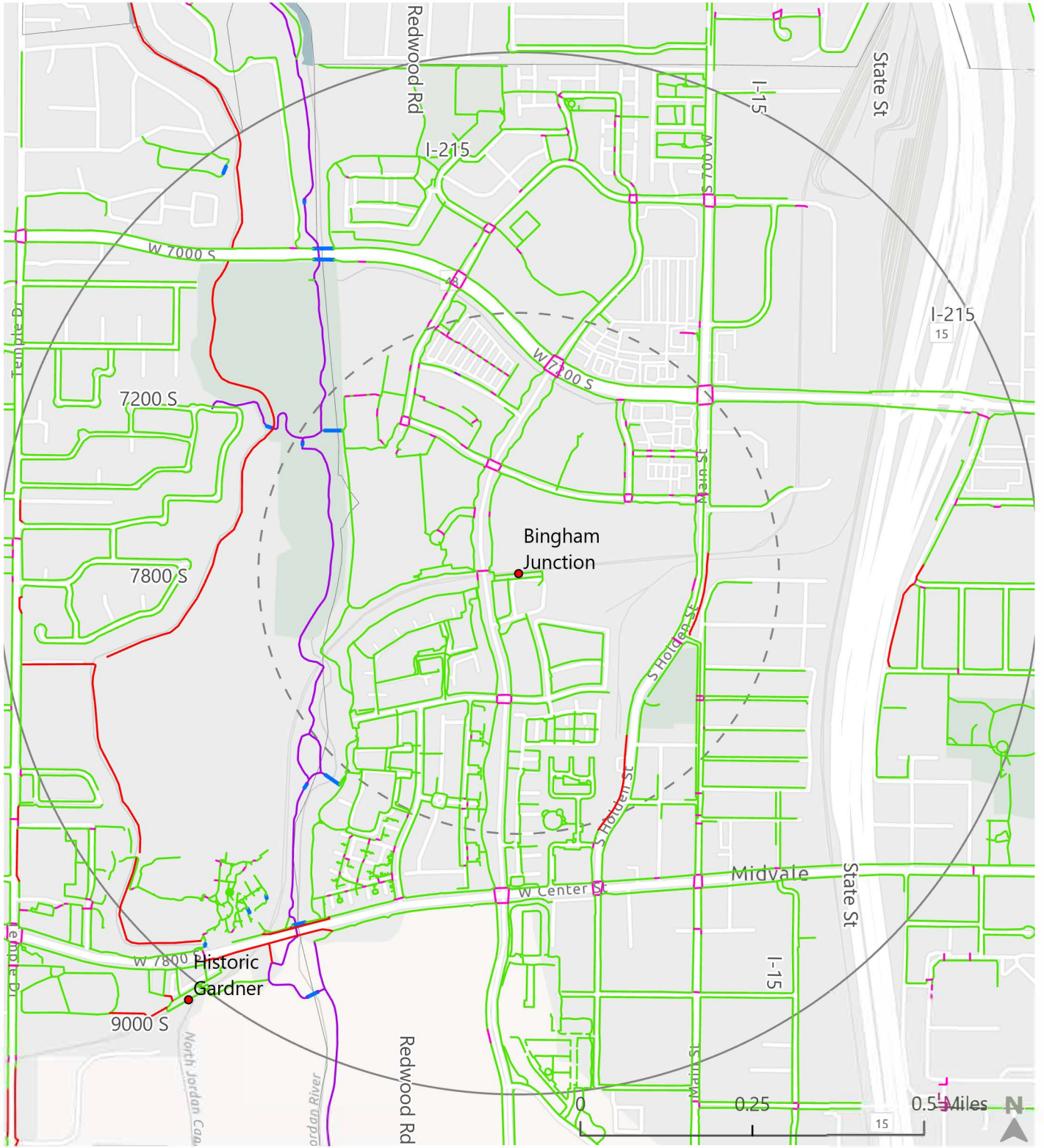
Running east-west, 7800 South is a four-lane roadway with a center turn lane which converts to dedicated left-turn lanes at signalized intersections. Sidewalks are provided on both sides of the street with frequent driveways or other curb cuts between 1300 West and Redwood Road. Standard, painted bicycle lanes are provided along 7800 South in the study area, as well as curbside parking lanes. The posted speed limit is 40 mph.



Active Transportation Infrastructure

Active transportation connections include on-street bicycle lanes along 7800 South and 2200 West at the western edge of the study area. Within Veterans Memorial Park, various off-street paths are provided for recreational uses, though none explicitly designed for cyclists.

Existing transportation networks, as well as UDOT-calculated Annual Average Daily Traffic (AADT) in the station areas are presented in **Figures 1-7**.



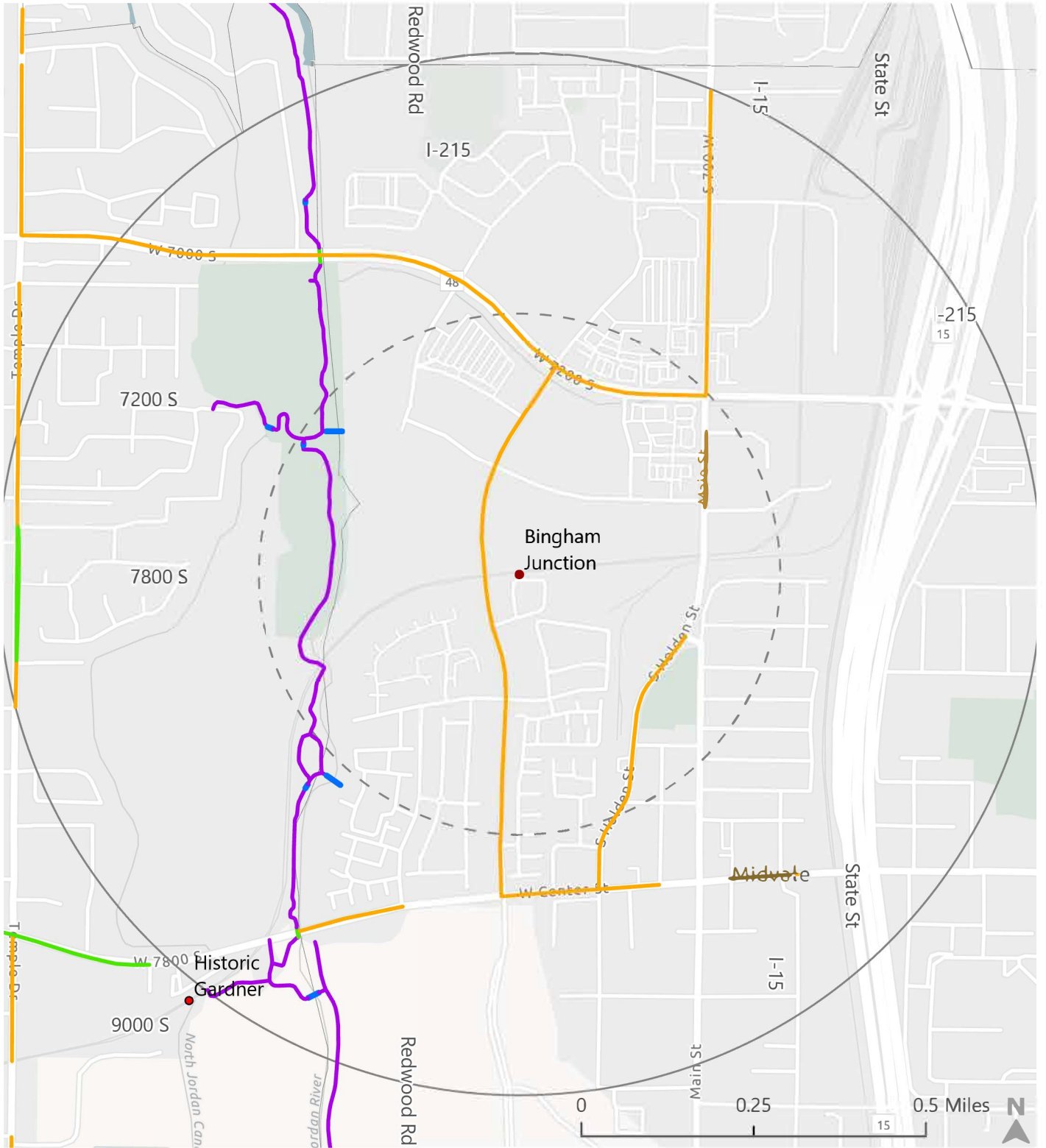
Category

- Bridge
- Crossing
- Footway
- Gap
- Jordan River Trail

Figure 1

**Bingham Junction Station Area
Pedestrian Infrastructure**





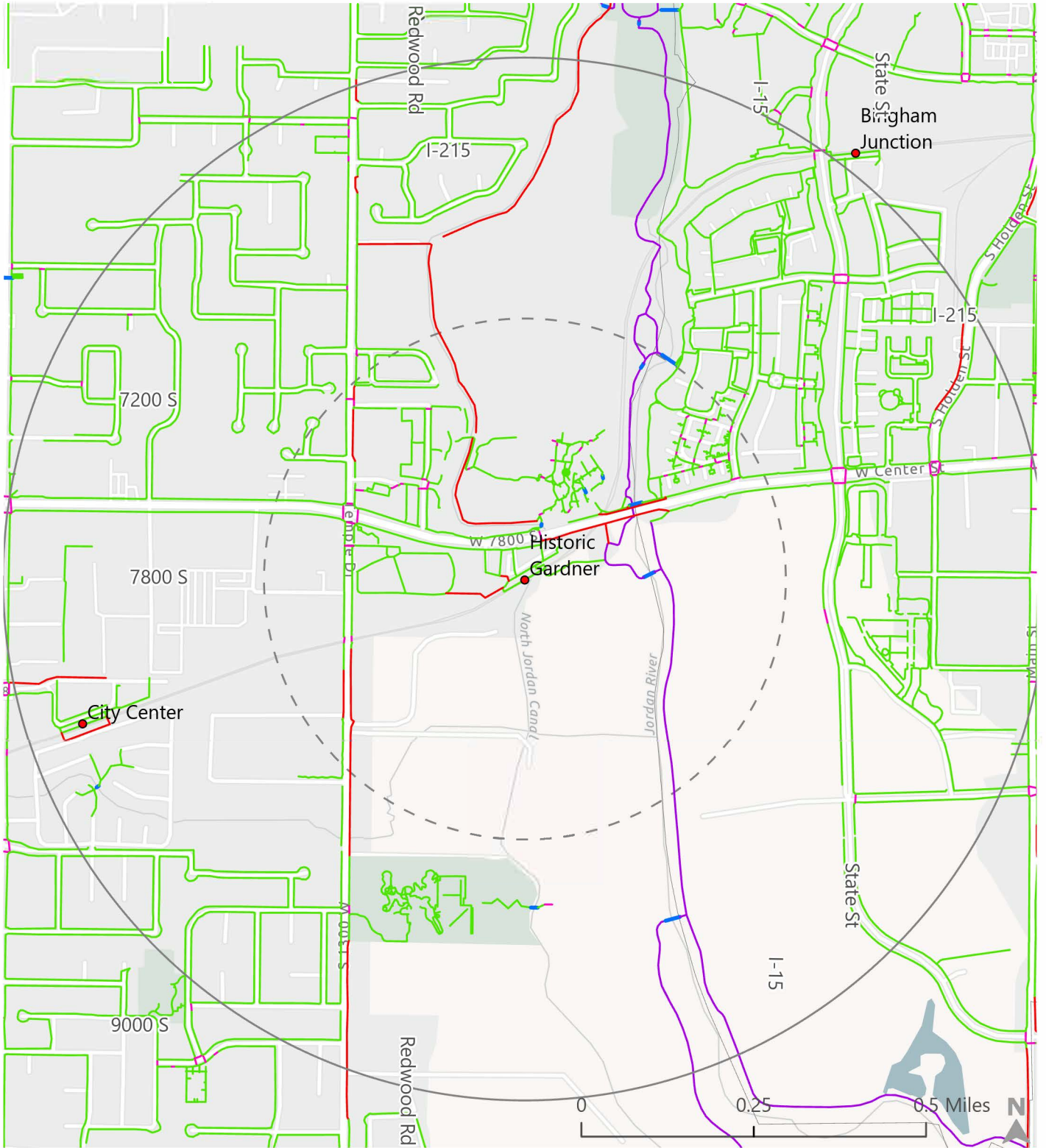
Category

- Bridge
- Jordan River Trail
- Painted Bike Lane
- Shoulder Bike Lane

Figure 2

**Bingham Junction Station Area
Bicycling Infrastructure**





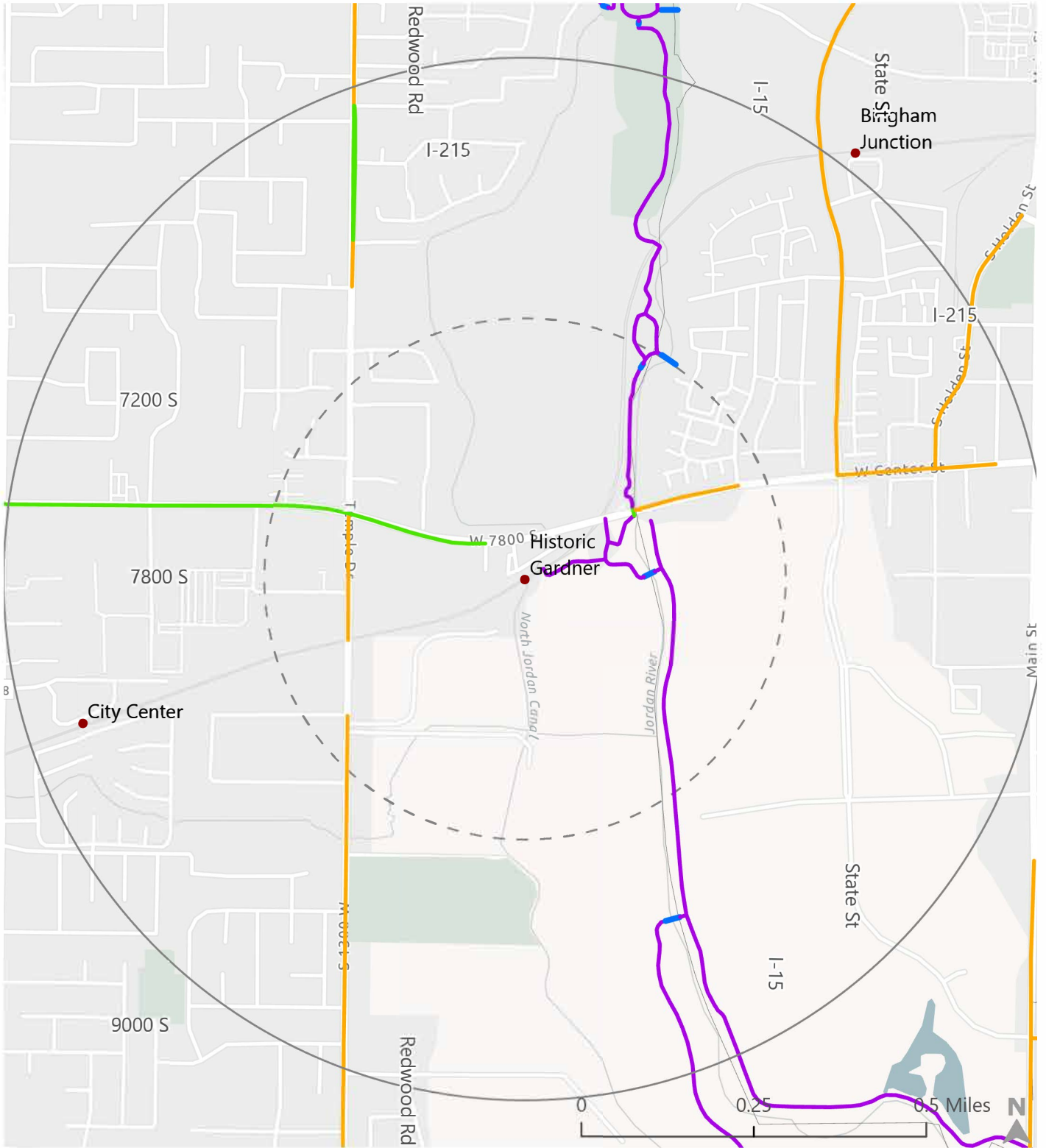
Category

- Bridge
- Crossing
- Footway
- Gap
- Jordan River Trail

Figure 3

**Historic Gardner Station Area
Pedestrian Infrastructure**





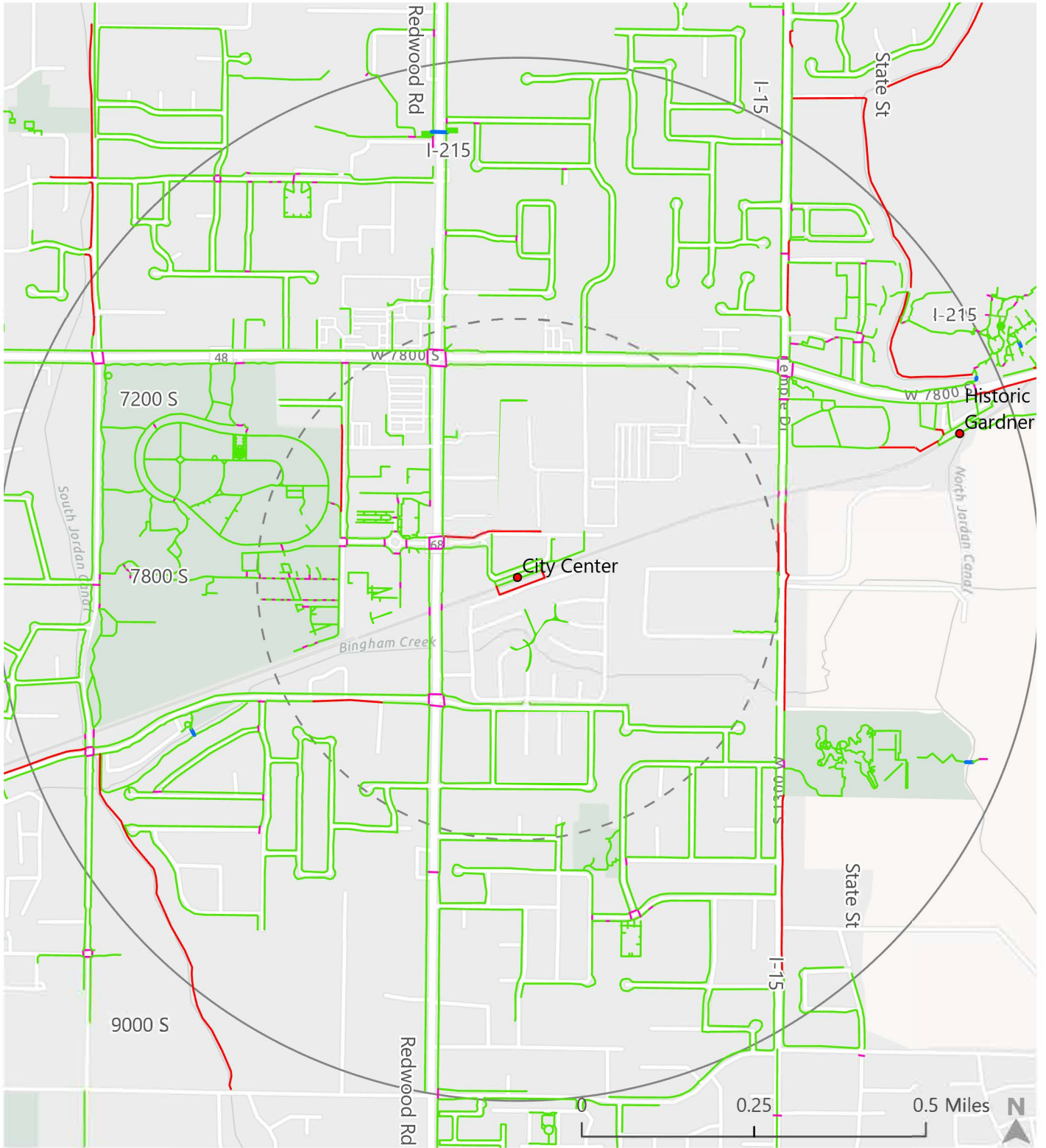
Category

- Bridge
- Jordan River Trail
- Painted Bike Lane
- Shoulder Bike Lane

Figure 4

**Historic Gardner Station Area
Bicycling Infrastructure**



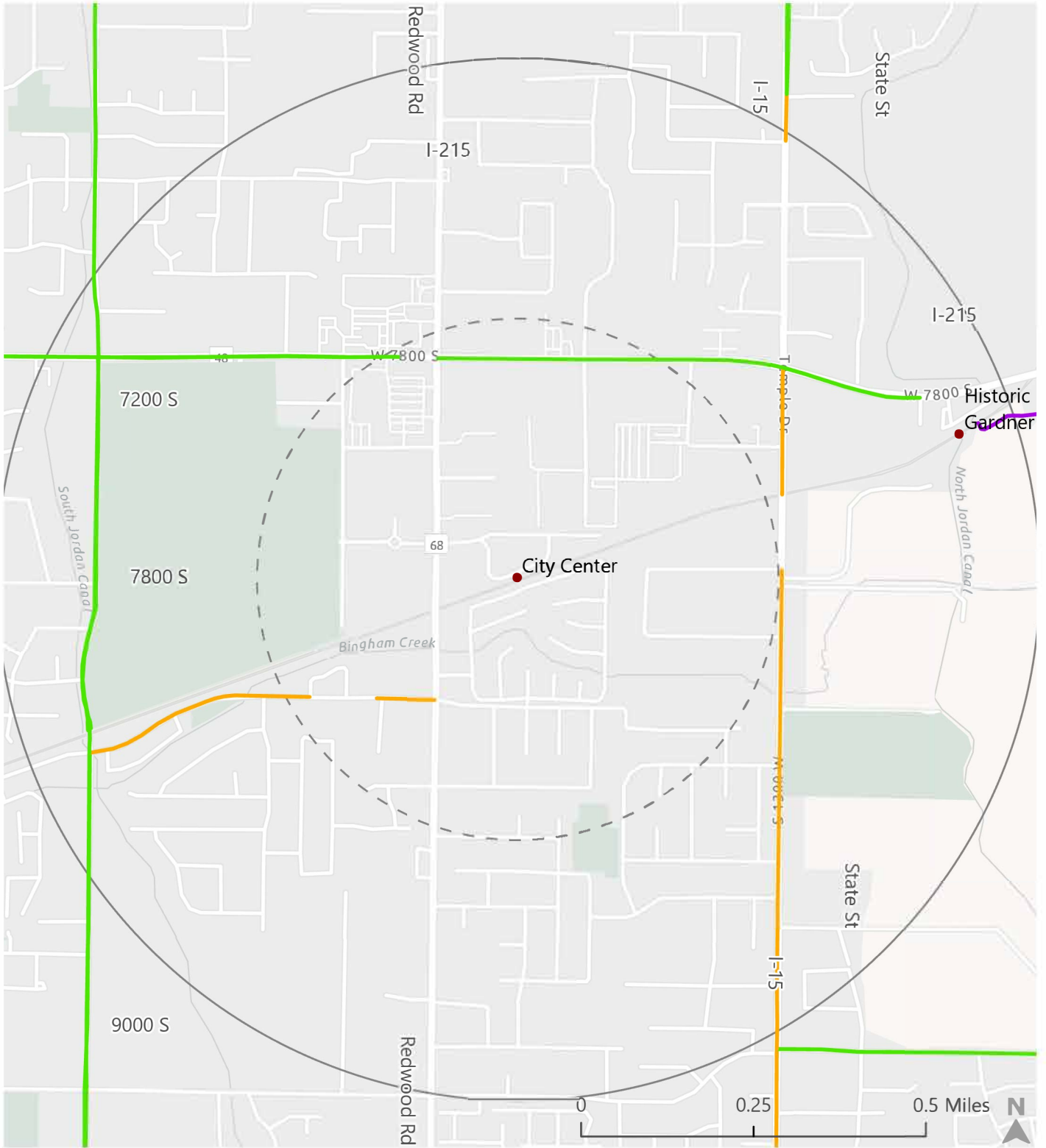


Category

- Bridge
- Crossing
- Footway
- Gap
- Jordan River Trail

Figure 5

**West Jordan City Center Station Area
Pedestrian Infrastructure**

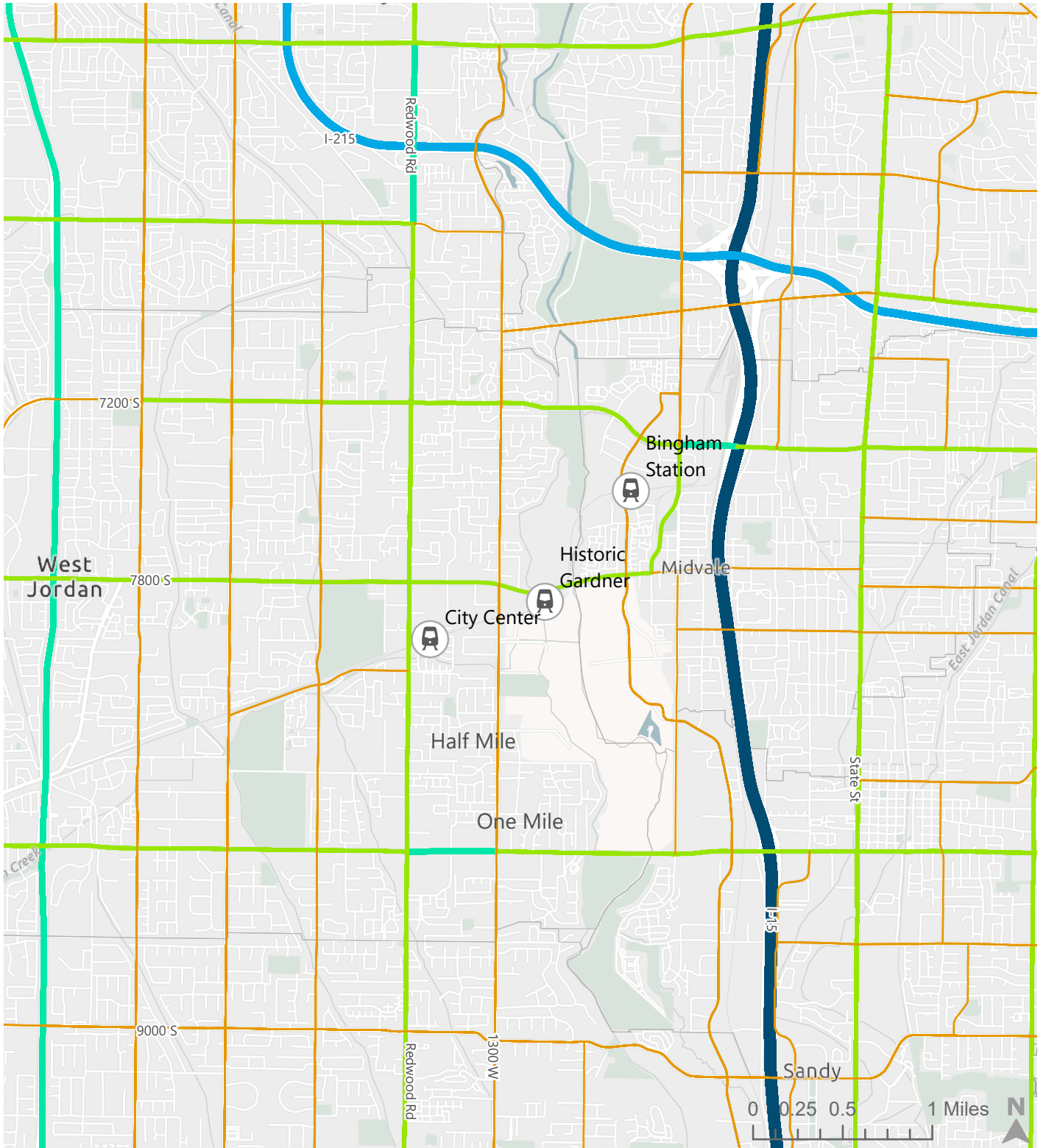


Category

- Bridge
- Jordan River Trail
- Painted Bike Lane
- Shoulder Bike Lane

Figure 6

**West Jordan City Center Station Area
Bicycling Infrastructure**









-  Stations
-  500 - 20000
-  20001 - 46000
-  46001 - 77000
-  77001 - 125000
-  125001 - 275000

Figure 7

Station Area Annual Average Daily Traffic



Existing Plans

Several existing plans were reviewed as part of this existing conditions assessment. Only one of these plans, the UTA Five-Year Service Plan, covers all three station areas.

Midvale General Plan (2016)

The Midvale General Plan was adopted in 2016 and includes ambitions for Midvale in the realms of land use planning, open space development, and transportation. While many transportation-focused elements of the plan focus on portions of Midvale outside of the Bingham Junction Station Area, the Transportation and Mobility Vision Statement resonates with the goals of this station area planning effort:

"MIDVALE FACILITATES A LIVABLE COMMUNITY BY ENSURING A SAFE, INTER-CONNECTED, MULTIMODAL INTERNAL TRANSPORTATION SYSTEM, AND BY FACILITATING MULTIMODAL CONNECTIONS TO NEIGHBORING COMMUNITIES AND THE REGION."

Other relevant elements of the Transportation and Mobility section of the 2016 General Plan include improving multimodal access to all TRAX stations in Midvale, thereby increasing the utility of and accessibility to transit. This includes establishing a connection between Bingham Junction Station and Main Street. The General Plan supports the implementation of structured parking in the area of Bingham Junction Station to reduce the prevalence of surface parking lots.

Mid-Valley Active Transportation Plan (2021)

The Mid-Valley Active Transportation Plan was developed to address multimodal connectivity challenges in Salt Lake County at a regional level. The cities of Taylorsville, Murray, Millcreek, Holladay, Cottonwood Heights, and Midvale worked together to develop "recommendations for a backbone network that will enhance bicycle and pedestrian connectivity within the region."

In the study area surrounding Bingham Junction Station, the Plan recommends implementing standard, on-street bicycle lanes along Bingham Junction Boulevard, 700 West / Holden Street, and Center Street. The plan also includes recommendations for similar facilities on Main Street between Center Street and 700 West / Holden Street, though that recommendation appears untenable due to geometric constraints. Lastly, the Plan recommends converting Tuscany View Road into a neighborhood byway (similar to the concept of a Bicycle Boulevard) west of Bingham Junction Boulevard, providing another connection the Jordan River Trail.

West Jordan General Plan (2012)

Adopted in 2012, the West Jordan General Plan includes a host of goals for affecting the transportation and mobility landscape in West Jordan, including substantial streetscape



improvements to critical roadways including Redwood Road and 7800 South. At the time of adoption, TRAX service at both West Jordan stations was very new (having commenced in August 2011), and there is relatively little emphasis on elevating transit use in West Jordan, instead focusing on Citywide opportunities and needs.

West Jordan Transportation Master Plan (Undated)

The West Jordan Transportation Master Plan, possibly produced in 2015, focuses exclusively on transportation and traffic in West Jordan. In considering both regional and local needs, this Plan identifies recommended improvements on area roadways with an eye towards increasing vehicular capacity on area roads and at key intersections. This Plan suggests that West Jordan will pursue widening the portion of 7800 South east of Redwood Road to seven lanes, and widening 1300 West to an unknown number of lanes.

The West Jordan Transportation Master Plan includes recommended trail alignments and crossings within West Jordan, including an east-west trail just south of City Center Station and a north-south trail roughly aligned with the North Jordan Canal. The Plan also indicates the need for an elevated trail crossing at Redwood Road at Bingham Creek if the potential east-west trail is constructed.

West Jordan Active Transportation Plan (2019)

Adopted in 2019, the West Jordan Active Transportation Plan includes a list of prioritized active transportation improvements in West Jordan. Separated into three tiers, only one project in the station areas rising to the level of Tier 1, that being implementing buffered or separated bicycle lanes on 1300 West within City limits.

The Plan suggests that an off-street, multimodal path along Redwood Road as a Tier 3 improvement. Such an improvement (or other streetscape improvements) along Redwood Road are included in various plans for West Jordan.

UTA Five Year Service Plan (2023)

While the latest draft of the UTA Five Year Service Plan does not include changes to fixed route transit service in the study area, it does include the expansion of on-demand service throughout West Jordan and Midvale. UTA On Demand is a service similar to Uber or Lyft (transportation network companies) that has proven popular in areas served by its initial rollout in Draper, Riverton, Herriman, Bluffdale, and South Jordan.

Station Area Parking

Existing surface parking lots at the three Stations being evaluated as part of this plan represent opportunities for space reallocation. To identify potential opportunities based on parking



utilization, multiple data sources were reviewed as no central repository of TRAX park-and-ride utilization is currently maintained. A summary of parking supplies at each station is presented below in **Table 1**.

Table 1: Parking Supply by Station

Station	Standard Parking Stalls	ADA Parking Stalls	Total Parking Supply
Bingham Junction Station	193	6	199
Historic Gardner Station	125	5	130
West Jordan City Center	325	11	336

Source: Fehr & Peers, 2023.

Aerial Imagery

One source for parking utilization is aerial imagery from Google Earth. Google Earth does not provide detail on day of week or time of day at which aerial images are captured, instead only providing month and year for each capture. Average parking occupancy, as well as maximum parking occupancy as determined by Google Earth-provided aerial images from July 2019 through June 2022 (seven total captures) is presented below in **Table 2**.

Table 2: Parking Utilization by Station Measured by Satellite Imagery

Station	Average Parking Utilization		Maximum Parking Utilization	
Bingham Junction Station	18	9%	38 ¹	19%
Historic Gardner Station	11	8%	24 ²	18%
West Jordan City Center	18	5%	61 ¹	18%

Notes:

- 1.) Captured July 2019.
- 2.) Captured October 2021.

Source: Fehr & Peers, Google Earth; 2023.

Direct Ridership Model (2017)

In 2017, Fehr & Peers worked with UTA to develop a regression-based model to estimate parking demand at UTA TRAX and Frontrunner stations. Underpinning this model development was a data collection effort at all UTA-maintained park-and-ride facilities in their service area. This effort included evaluating parking demand during different periods throughout the day. The average and maximum utilization at each station is presented below in **Table 3**.



Table 3: Parking Utilization by Station Measured by Manual Counts

Station	Average Parking Utilization		Maximum Parking Utilization	
Bingham Junction Station	70	36%	101 ¹	51%
Historic Gardner Station	40	32%	54	43%
West Jordan City Center	123	38%	152	47%

Notes:

1.) Recorded during the hour of 11:00 AM – 12:00 PM

Source: Fehr & Peers, UTA; 2017.

Park-and-Ride Master Plan (2014)

UTA developed a Park-and-Ride Master Plan in 2014 to identify park-and-ride locations at which additional parking capacity was warranted and where excess capacity existed. Additionally, UTA used this mater plan to develop recommendations on which locations should be pursued for future transit-oriented development and which should be prioritized for parking. None of the lots at stations evaluated as part of this study were identified as being priorities for either new development or additional parking supply. Average parking demand at each station as of 2014 is presented below in **Table 4**.

Table 4: Parking Demand by Station According to UTA Park-and-Ride Master Plan

Station	Average Parking Utilization	
Bingham Junction Station	35	21%
Historic Gardner Station	51	39%
West Jordan City Center	104	31%

Source: UTA, 2014.

While there is no clear consensus among these three sources on parking demand at these three stations, all available information suggests that there is excess parking supply based on recent and historical demand.

Multimodal Access

Understanding walking and bicycling access to the three stations in question is essential to identifying potential infrastructure improvements that might increase the convenience of transit.

Accounting for typical travel time of each mode, accessibility analyses reveal that a 15-minute bicycle ride on existing roads extends well beyond one mile measured in a straight line from each station. Given the general level of roadway connectivity in each station area, and the speed at which a typical casual cyclist can travel, access within a reasonable travel time is uniform.

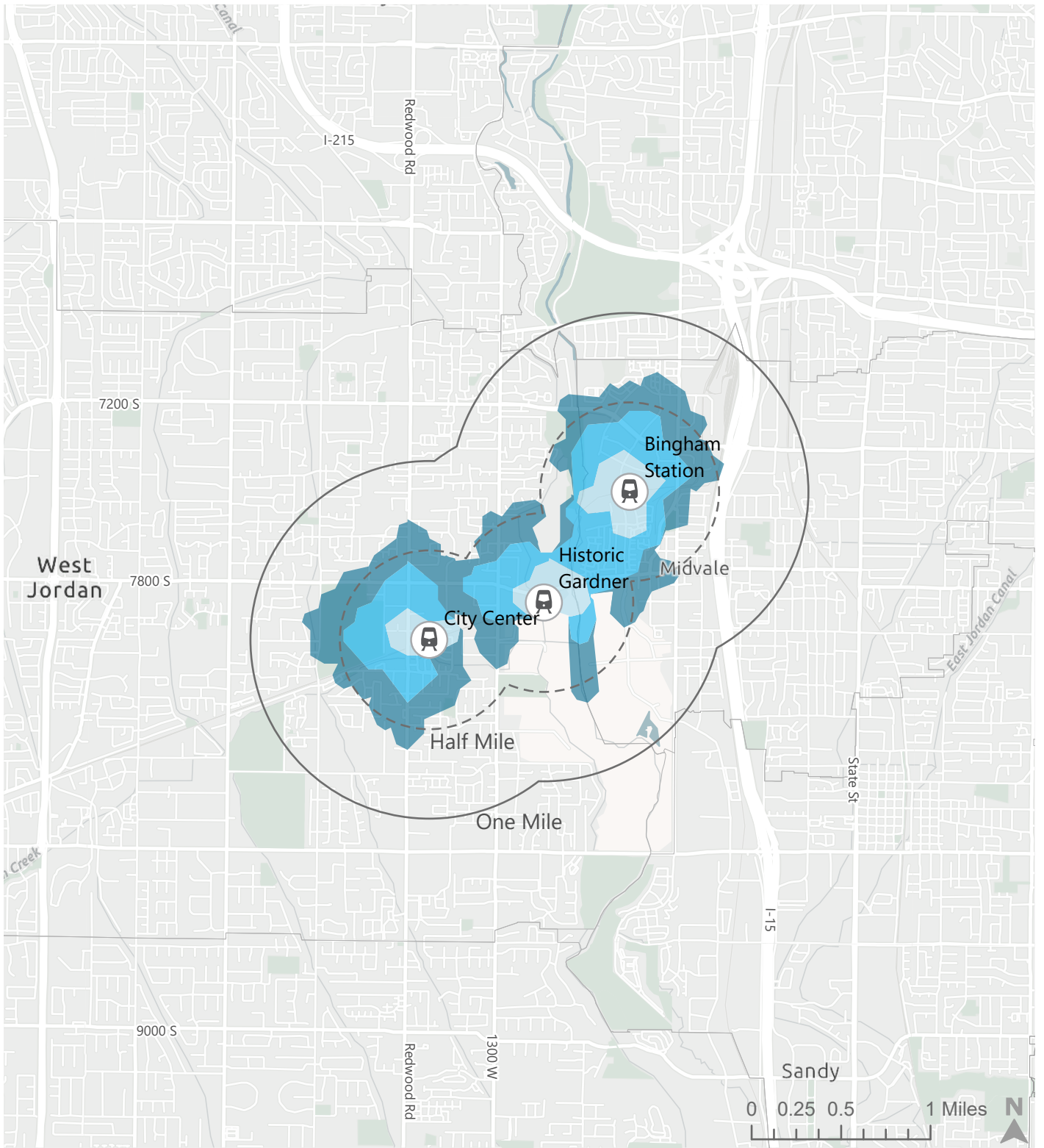


However, a lack of safe and comfortable cycling infrastructure likely acts as a deterrent to accessing each station by bicycle.

Conducting a similar analysis for accessibility analysis for a 15-minute walk at typical speeds reveals several key barriers in each station area:

- The lack of straightforward connection to the southeast of Bingham Junction Station towards Maini Street means that most of downtown Midvale is more than a 15-minute walk from the station
- The asphalt recycling plant south of Historic Gardner Station and lack of north-south crossings means that points south of the station are largely inaccessible within a 15-minute walk
- The lack of north-south crossing over the TRAX line adjacent to the City Center station limits access to areas south of the station

Results of these accessibility analyses and their associate walksheds and bikesheds are presented in **Figures 8 and 9**.



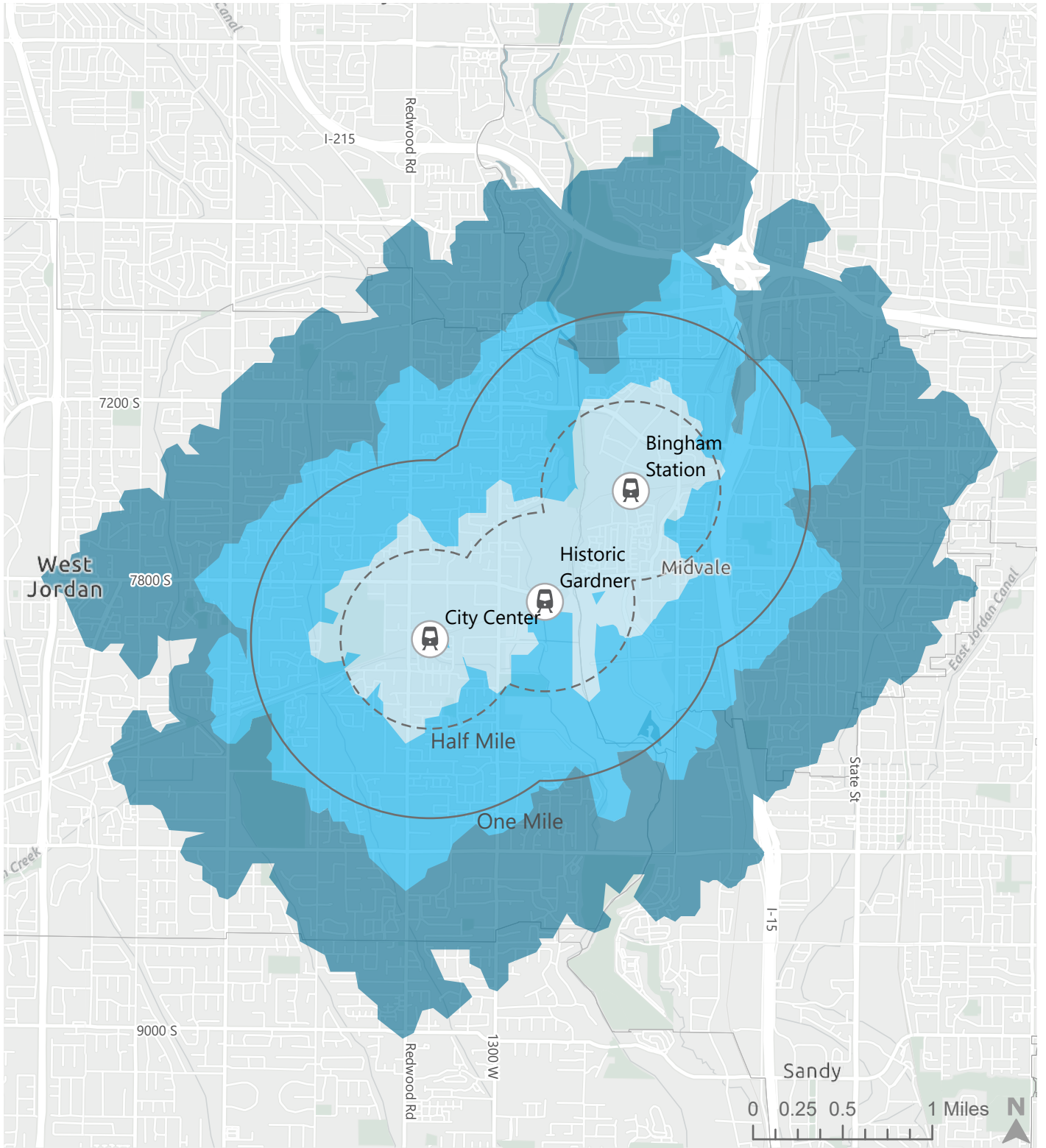
Cutoff

- 15 Minutes
- 10 Minutes
- 5 Minutes

Stations

Figure 8

Station Area Pedestrian Accessibility



Cutoff

- 15 Minutes
- 10 Minutes
- 5 Minutes

Stations

Figure 9

Station Area Cyclist Accessibility





Safety

UDOT maintains a database of recorded traffic crashes on all roadways in Utah. To assess traffic safety conditions in the station areas examined as part of this study, traffic crashes recorded from January 1, 2018 to December 31, 2022 were analyzed within a one-mile radius of each station area. Given that these one-mile radii overlap, crashes summarized below are attached to their nearest station based on crash locations as recorded by UDOT.

Within the station areas, two the five reported fatal crashes in the past five years involved a pedestrian (one fatal crash) or a cyclist (one fatal crash). Given that they represent a small portion of the total number of crashes, improving conditions for those walking or bicycling to each station should be a high priority for both Midvale and West Jordan.

Bingham Junction

Within the study period there were 600 injury crashes reported on area roadways in the vicinity of Bingham Junction Station. Of those 600 crashes, two were fatal crashes and an additional 23 were serious injury crashes. Of those 25 fatal or severe injury crashes, two involved cyclists and four involved pedestrians, with one of the cyclist-involved crashes being a fatal crash.

Of the reported fatal or severe injury crashes in the station area, four were reported as occurring in dark, unlighted conditions and neither of the fatal crashes occurred in dark, unlighted conditions. The intersection of 7200 South / Main Street is a location that experiences a significant number of crashes for all modes.

Historic Gardner Station

Given the overlap between station areas and the lack of roadway network to the north and south of the station, a comparatively low number of crashes has been reported in the Historic Gardner Station area. Of the 121 reported injury crashes in the station area, zero were fatal crashes and 11 were serious injury crashes. Of those 11 serious injury crashes, three involved pedestrians, and zero involved cyclists.

While other locations along 7800 South are the site of automobile crashes, the crossing between Historic Gardner Station and Gardner Village is the site of a higher number of pedestrian- or cyclist-involved crashes when compared to other station areas examined in this safety review.

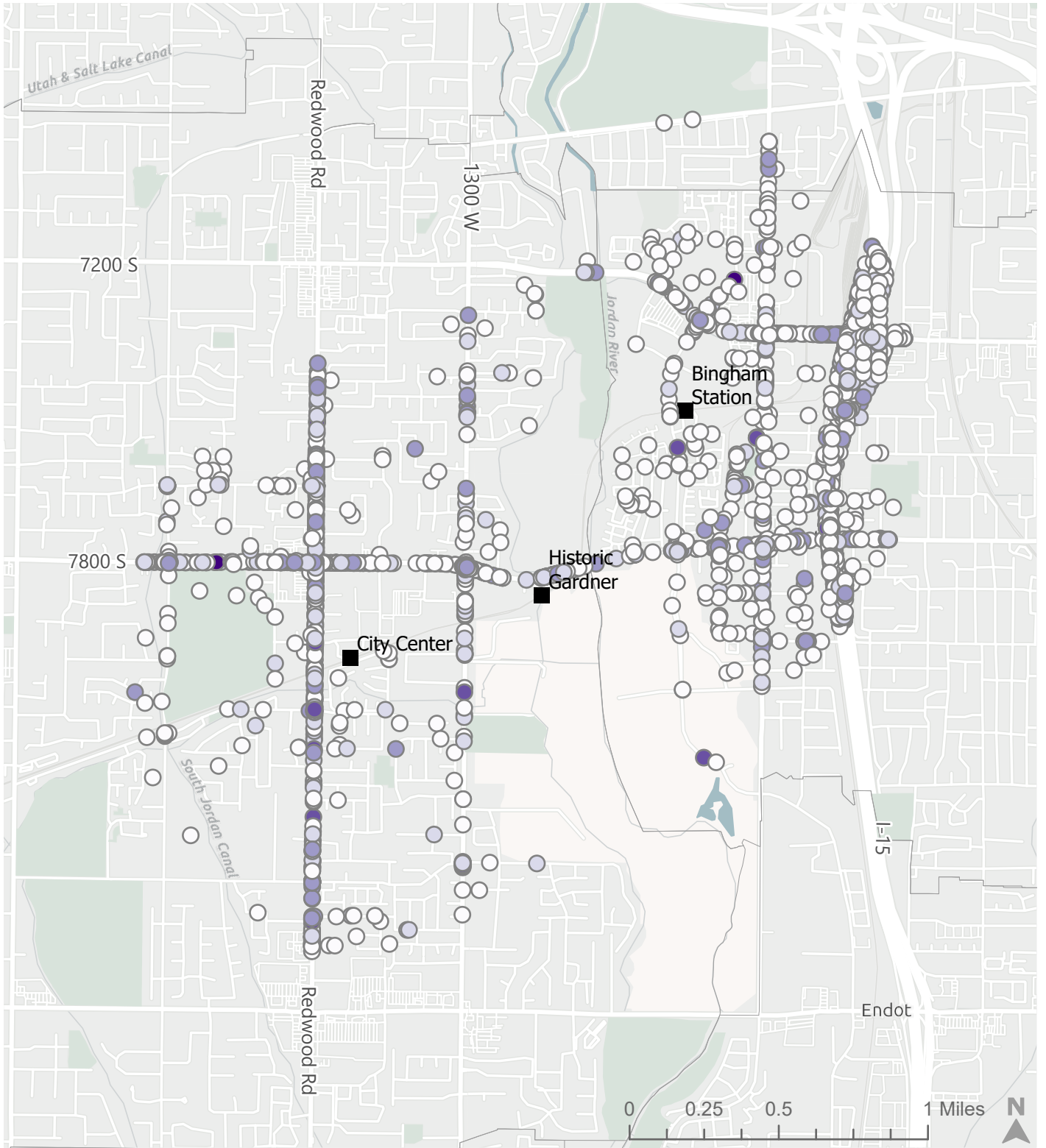
West Jordan City Center

Within the study period, there have been 366 injury crashes report in the area surrounding West Jordan City Center station. Of those, three have been fatal crashes and an additional 34 have been serious injury crashes. Of those 37 fatal or serious injury crashes, none involved cyclist and three involved pedestrians, with one of the pedestrian-involved crashes being a fatal crash.



The intersection of Redwood Road / 7800 South sees a substantial number of crashes for all modes when compared to other locations in the station areas, with Redwood Road being the site of many crashes throughout the station area.

Automobile crashes in the station areas are presented in **Figures 10 and 11**. Crashes involving pedestrians and cyclists are presented in **Figures 12 and 13**.



- Stations
- Crash Severity**
- No injury/PDO
- Possible injury
- Suspected Minor Injury
- Suspected Serious Injury
- Fatal

Figure 11

Station Area Automobile Crashes by Severity



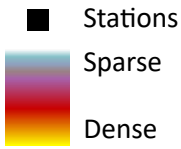
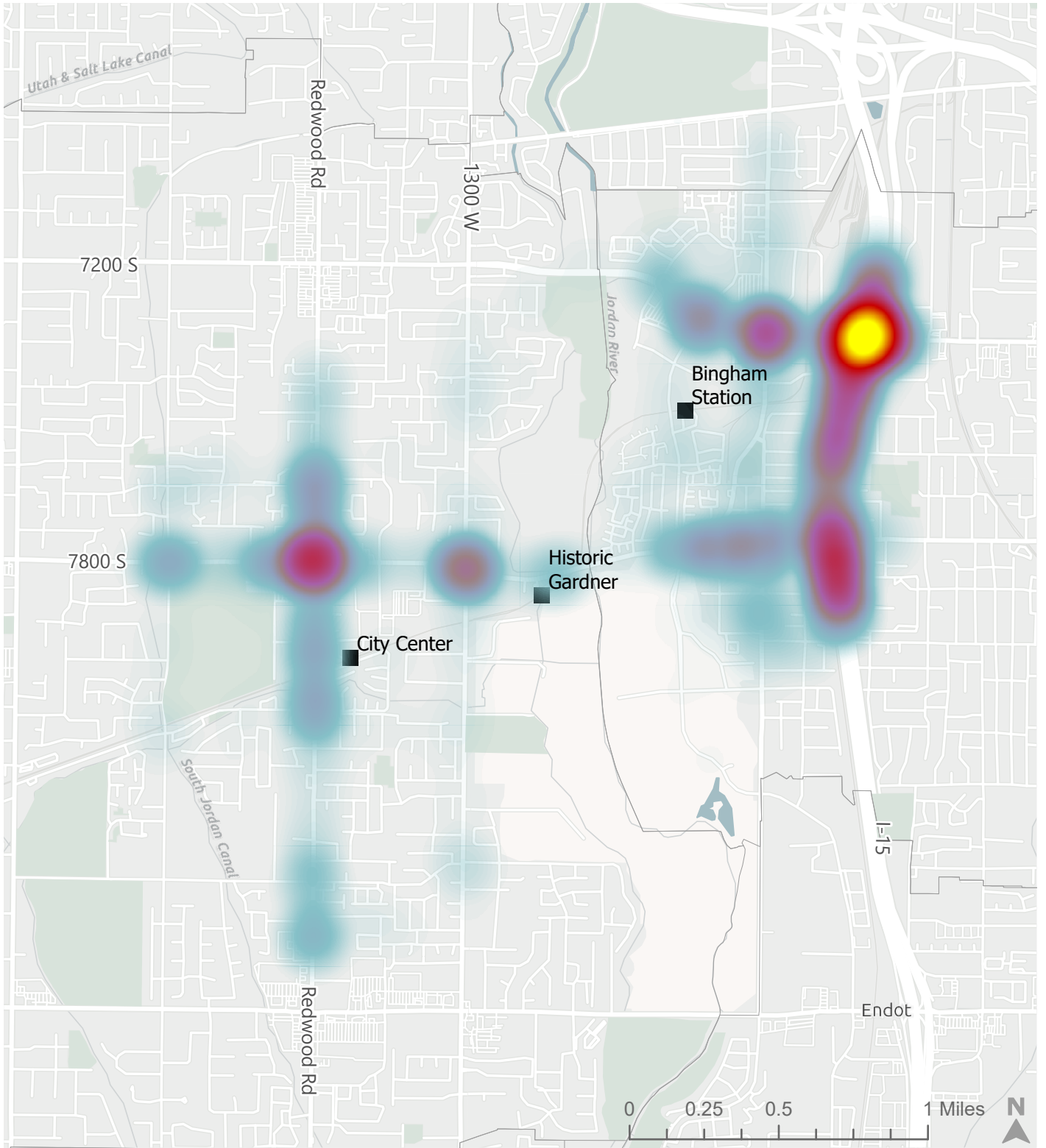
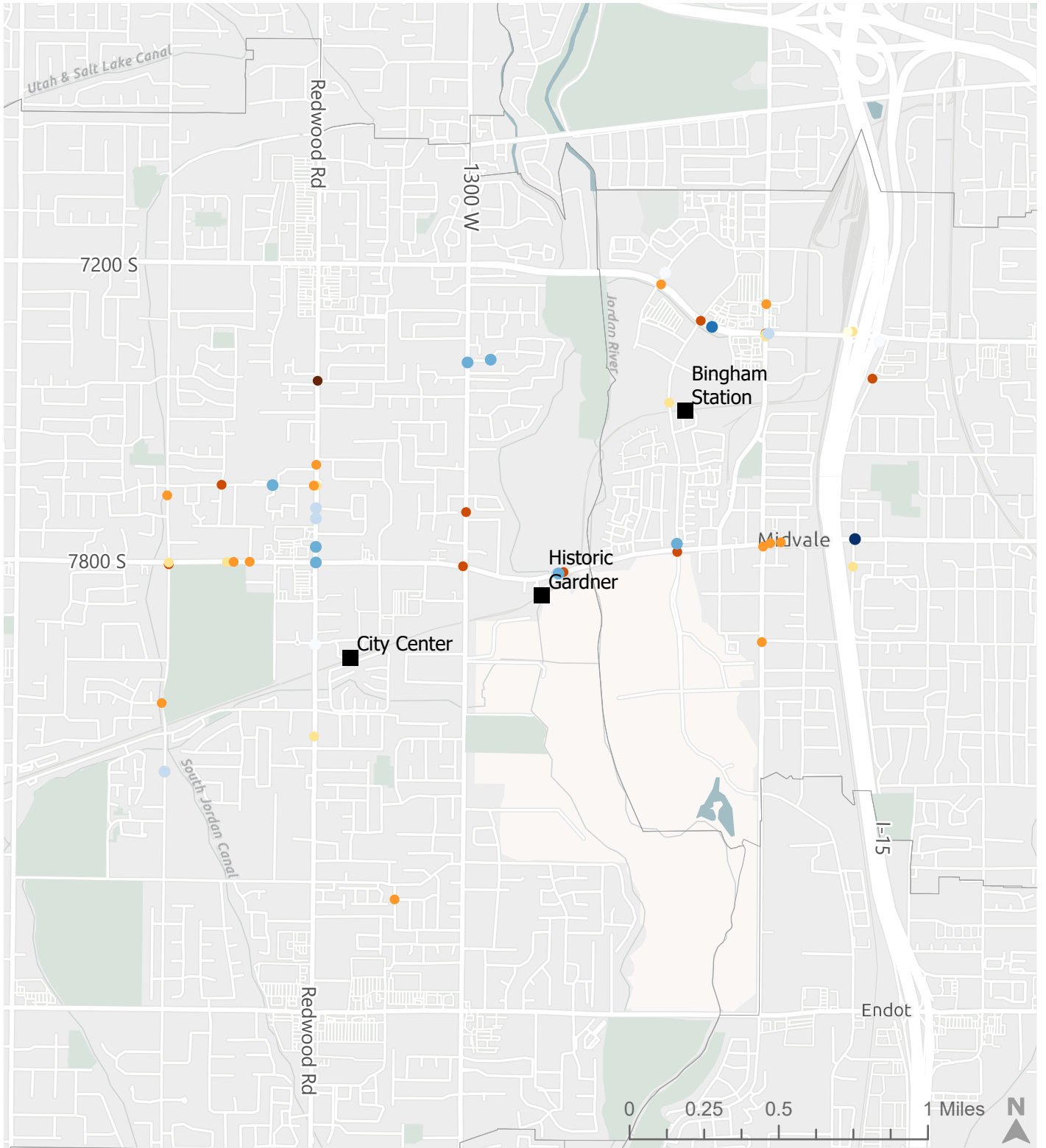


Figure 10

Station Area Automobile
Crash Density





Pedestrian Crashes

Crash Severity

- No injury/PDO
- Possible injury
- Suspected Minor Injury
- Suspected Serious Injury
- Fatal

Bike Crashes

Crash Severity

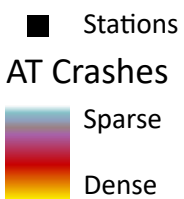
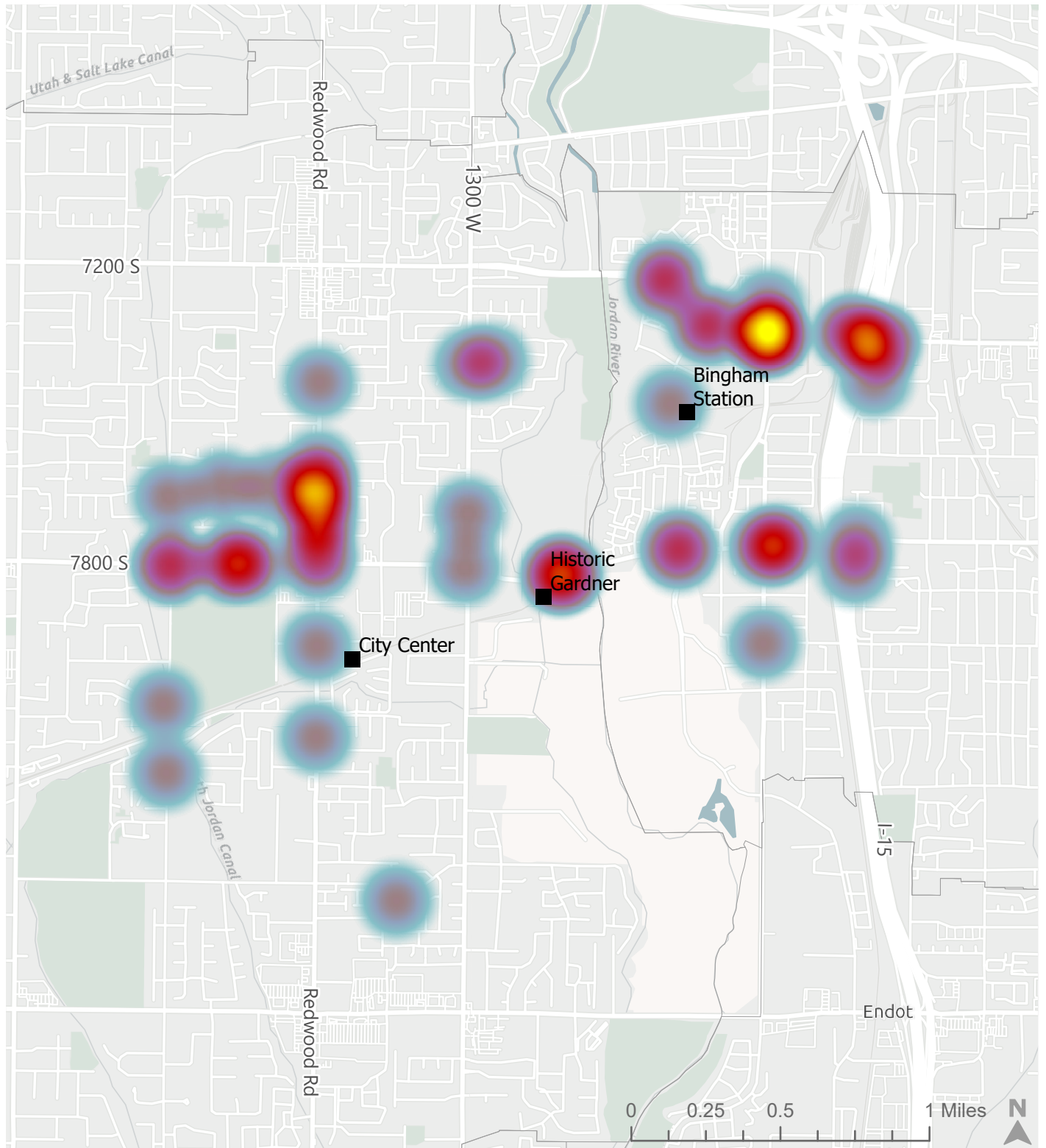
- No injury/PDO
- Possible injury
- Suspected Minor Injury
- Suspected Serious Injury
- Fatal
- Stations

Figure 12

Station Area Pedestrian and Cyclist Crashes by Severity



R2024-06-03



R2024-06-03

Figure 13

Station Area Pedestrian and Cyclist Crash Density



Station-Area Constraints

Challenges to be overcome in the transportation networks surrounding each station are not insignificant, and each station presents unique variables to consider. However, with a concerted effort and longer-term planning, none are insurmountable.

Bingham Junction

Adjacent development patterns come with limited permeability for travel by all modes, negatively affecting access to the station for anyone not arriving by car, particularly limiting east-west connectivity in the station area.

Historic Gardner Station

The agricultural (and agricultural-adjacent) uses to the south of the station are an impermeable barrier to accessing the station, with 7800 South presenting a substantial barrier to multimodal access immediately to the north. While Gardner Village is extremely close to the station, multimodal access is limited by challenging changes in grade and a long crossing of 7800 South.

West Jordan City Center

Redwood Road, which is controlled by UDOT, functions both as West Jordan's Main Street and a critical north-south transportation connection. Given UDOT's control of this crucial corridor, substantive changes will require sustained, focused planning efforts in collaboration with UDOT to pursue positive changes along the Redwood Road as West Jordan aims to strengthen its downtown.

Station-Area Opportunities

Opportunities for improvements in the transportation settings in each station area are numerous, though more straightforward opportunities for obvious improvements are summarized below. Based on available parking utilization data, all three stations have excess parking supply, and the area devoted to that underused parking should be repurposed for other, more productive uses.

Many area roadways could support improved cycling and walking facilities, as rights of way and existing lane widths suggest that space is available. However, given the size of area roads and resulting intersections, specific attention should be devoted to how those intersections are treated.

Bingham Junction

Improving or simplifying multimodal connections to Downtown Midvale and the Jordan River Trail from Bingham Junction Station will both support regional travel to and from key destinations in the station area, and promote transit as a more viable option in Midvale.



Historic Gardner Station

Improving connections between the station and Gardner Village, either via surface streets or the Jordan River Trail, will increase visitation to a popular destination and ensure that transit is an increasingly viable means by which to access Gardner Village.

West Jordan City Center

The significant amount of potential redevelopment immediately north of City Center station suggests that a genuinely walkable neighborhood could be developed within the boundaries of 7800 South, Redwood Road, and the TRAX alignment. Such an environment will be supportive of both transit use and increase the livability of West Jordan at large.



APPENDIX C

DESIGNWORKSHOP

Landscape Architecture
Planning
Urban Design
Strategic Services

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

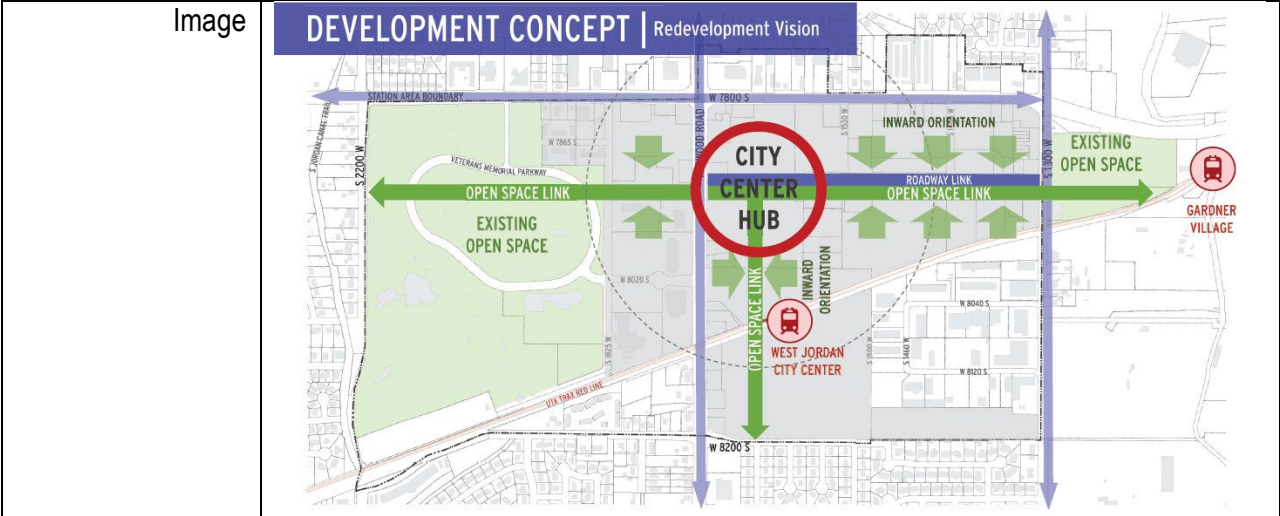
MEMORANDUM

To: Byron Head, WFRC; Tayler Jensen,
West Jordan; Adam Olsen, Midvale
City
From: Design Workshop
Date: February 14, 2023
Project Name: West Jordan & Midvale Station Area
Plan
Project #: 7024
Subject: Existing Plan Review

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

Contents

West Jordan City Center Station Area Plan..... 2
Previous City Center Plans 6
Redwood Road Corridor Master Plan Report 9
General Plan DRAFT 13
Briarwood Redevelopment Project Area Plan..... 17
Midvale City General Plan 2016 19
Midvale Main Street Small Area Plan 20
Midvale Redevelopment Agency: Main Street Project Area (Budget and Impact Report)..... 22
Midvale Downtown Arts District – Market Study 24



Document Name **West Jordan City Center Station Area Plan**

Written By Unknown Consultant

Publication Year 2019

Summary (50 – 100 words) The 2019 City Center Station Area Plan outlines a 30-year redevelopment plan for 2,200 dwelling units (30-60 gross DU/acre) and envisions the neighborhood as West Jordan’s main street. The plan utilizes UTA’s TOD principles, prioritizing walkability and bicycle access, connectivity, and mixed-use development with access to green/public spaces.

Pull Quote *“Existing auto-oriented light industrial uses don’t support a walkable mixed-use city center area.”*

“Properties owned by the Jordan School District and UTA have strong potential for redevelopment and these agencies are willing partners in the process.”

Key takeaways **Overall Concept**

- The overall concept includes a center city hub a quarter-mile north of the TRAX platform with open space links (bike and ped trails) connecting to regional destinations. The east-west open space link connects the Veterans Memorial Park and West Jordan Parks and Recreation, Gardner Village TRAX station and the Jordan River Trail. The north-south open space link connects the city center hub to the station and the neighborhood south of the TRAX line.
- Development along the open space links should be oriented inward to support planned retail and commercial development with strong ped and bike facilities.
- Parcels would be redeveloped on a fine-grained grid (based on UTA’s TOD guidelines), that creates a pattern of walkable blocks.

Transportation

- Redwood Road provides significant drive-by exposure for the city center area (40k ADT) and is a potential future BRT route. The Jordan River Trail is a regional recreational walking and biking amenity. Planned future recreational amenities include the 1300 South bike lane and Rail Trails.

page 27). It includes additional Multi-family Housing north of the Phase 1 housing and Office at the corner of Redwood and 7800.

SHORT-TERM REDEVELOPMENT | Phase 1: 10-Year Buildout

LAND USE	DENSITY (DU/AC)	DWELLING UNITS	FLOOR AREA (SF)	AREA (GROSS)	PARKING SPACES (REQ.)*	PARKING SPACES (PROV.)
MULTI-FAMILY	40 (GROSS)	1,200	-	-	1,490	990
RETAIL	-	-	70,000	-	260	-
COMMERCIAL	-	-	18,000	-	55	-
OFFICE	-	-	70,000	-	210	210
PARKING STRUCTURE	-	-	-	-	-	530
ROADS	-	-	-	7,300 LF	-	-
PARKS, PLAZAS PROMENADES	-	-	-	95,000 SF	-	-
TOTAL	40 (GROSS)	1,200	158,000	-	2,015	1,730



Short-term Redevelopment (Phase 1a: 5-year buildout)

- Phase 1a prioritizes the following projects: Center City Square, Station Promenade, Station Square, Multi-family housing (located on the UTA property immediately adjacent to the station), Parking Garage and Ground Floor Commercial (located on Sundborn property), Retail Anchor and Shops (located on school district property, adjacent to City Center Square).

SHORT-TERM REDEVELOPMENT | Initial Phase 1a: 5-Year Buildout

LAND USE	DENSITY (DU/AC)	DWELLING UNITS	FLOOR AREA (SF)	AREA (GROSS)	PARKING SPACES (REQ.)*	PARKING SPACES (PROV.)
MULTI-FAMILY	60 (GROSS)	485	-	-	600	190
RETAIL	-	-	38,000	-	145	-
COMMERCIAL	-	-	14,000	-	40	-
PARKING STRUCTURE	-	-	-	-	-	530
ROADS	-	-	-	4,000 LF	-	-
PARKS, PLAZAS PROMENADES	-	-	-	55,000 SF	-	-
TOTAL	-	485	52,000	-	785	720


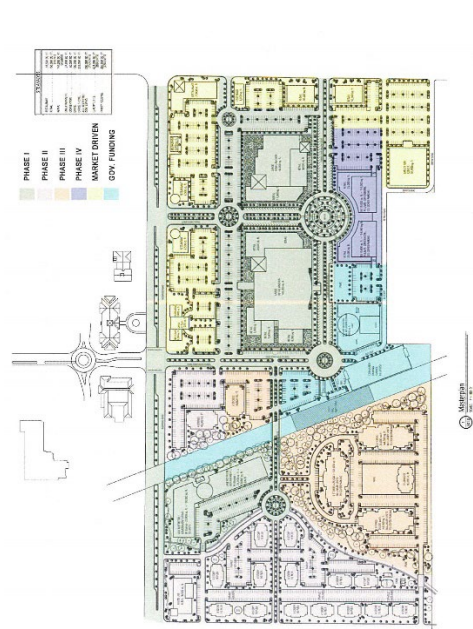




Key images

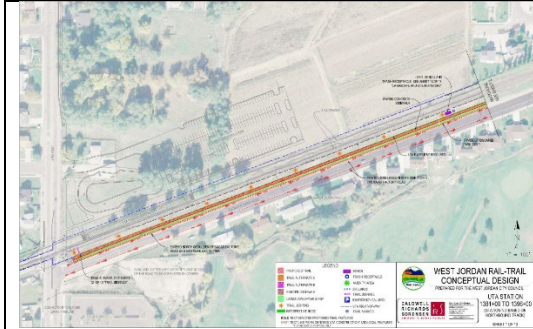
	<p>SHORT-TERM REDEVELOPMENT Initial Phase 1a: 5-Year Buildout, Multi-Family</p> 
<p>Other Plans Referenced & Data Sources</p>	<p>Redwood Road Corridor Master Plan UTA TOD Guidelines</p> <ul style="list-style-type: none"> ●

Previous City Center Plans

Several plans have been created for City Center over the decades. They are summarized below.

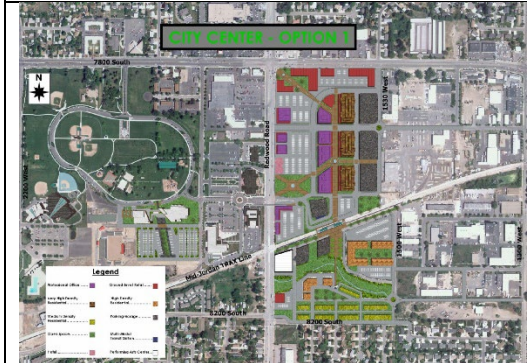
	<p>BABCOCK – City Center Concept, 2014</p> <p>Pros: skybridge creates a sense of place, not sure how feasible it is; some believe a bridge will be necessary to cross Redwood</p> <p>Cons: UDOT is not interested in traffic calming at the expense of efficiency; separation of uses, horizontal, heavy retail</p> <p>Summary:</p> <ul style="list-style-type: none"> • Horizontal mixed-use (it was more about construction economics at the time the plans were developed than anything else; city council is in favor of height) • Strip mall type retail • Large box retail • Focuses on redevelopment of School District parcel and UTA parking lot • Inward focused: green spine from TRAX station to new core • Proposed phasing: large retail first, then housing
	<p>BEECHER – The Jordan Town Center, Year Unknown</p> <p>Pros: phasing, differentiates what's market-driven vs. gov't funded;</p> <p>Cons: not walkable, big box stores</p> <p>Summary:</p> <ul style="list-style-type: none"> • Redevelopment on both sides of TRAX lines • Horizontal mixed-use • Inward focused • Large box retail as anchors • Series of central spaces/ nodes connected through boulevard style streets • No clear connection to existing civic uses or Veterans Park, 4 phases

	<ul style="list-style-type: none"> • Perspective shows large amounts of surface parking lots/ not walkable or pedestrian friendly/ car-oriented development
	<p>J STATION – Master Plan, Year Unknown</p> <p>Pros: N/A</p> <p>Cons: giant parking lots, not walkable</p> <p>Summary:</p> <ul style="list-style-type: none"> • 24 units x acre • Horizontal mixed-use • Focuses on redevelopment of School District parcel and UTA parking lot • Large box retail ad strip mall type commercial • Large amounts of surface parking lots/ not walkable or pedestrian friendly (north side design is a huge parking lot with some retail around it) • Car oriented development • Lack of community or gathering spaces • Lack of connections across Redwood Road or other areas • Residential redevelopment focuses on south side of TRAX lines
	<p>LMN – West Jordan Downtown Revitalization Plan</p> <p>Pros: land use element and urban use element document</p> <p>Cons: internal focused, don't connect beyond the site</p> <p>Summary:</p> <ul style="list-style-type: none"> • Mostly horizontal mixed-use, some vertical mixed-use • Establishes some connections to west side of Redwood Rd. proposes defined pedestrian crossings at two points • Incorporates Bigham Creek • Importance of green areas and central spaces (Town square, green space/ core, linear green area along creek) • Recycle some ideas



RAIL TRAIL – West Jordan Rail Trail Conceptual Design, 2009

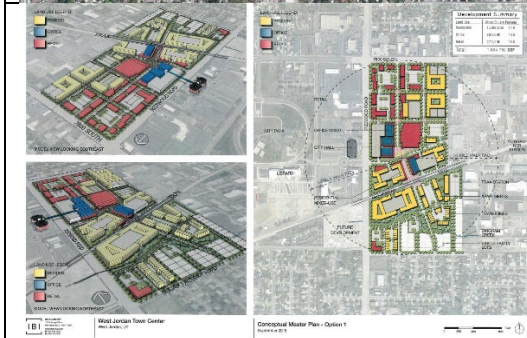
Summary: Creates connectivity between stations and Jordan River Trail, Incorporate into SAP concepts (bring into Cad)



UNKNOWN – Similar to LMN layout

Pros: pedestrian connectivity north-south and east-west off main corridors


Cons: frontages, lots of parking



IBI –

Pros: office and residential-wrapped parking structures

Cons: not tall enough (9-13 stories could get support)

<p>Cover Page</p>	
<p>Document Name</p>	<p>Redwood Road Corridor Master Plan Report</p>
<p>Department Issuing</p>	<p>West Jordan City (written by MGB+A and Fehr & Peers)</p>
<p>Publication Year</p>	<p>2017</p>
<p>Summary (50 – 100 words)</p>	<p>The Redwood Road Corridor Plan provides recommendations and strategies for improving the aesthetics, safety, and functionality of the street to attract businesses and residents and to set the West Jordan City apart from other cities along the corridor. Redwood Road is a regionally significant state highway (SR-68), owned and maintained by UDOT. Due to varying land uses along the 4-mile corridor, a single design concept is not appropriate along the entire corridor. The plan notes that as plans are developed for City Center TOD, it will be important to coordinate design themes with what is being planned for Redwood Road.</p>
<p>Pull Quote</p>	<p><i>“The design amenity guidelines use principles of urban design to improve the aesthetics and walkability of the corridor with the overarching goal of creating a sense of place and arrival when traveling to West Jordan City or within the city to visit one of the many commercial centers.”</i></p> <p><i>“Pedestrian accessibility at West Jordan City Center Station ranks 45th out of 50 TRAX stations.”</i></p>
<p>Key takeaways</p>	<p>Summary</p> <ul style="list-style-type: none"> - The plan includes two key features: intersection treatments to enhance ped crosswalks and general aesthetics; maintains 3 travel lanes in each direction. The addition of medians adds beautification and slows traffic. - Ped enhancements are concentrated in commercial centers and bike routes are encouraged in residential neighborhoods adjacent to the corridor for safety and comfort of cyclists

- The plan includes design guidelines to improve the overall aesthetics and walkability of the corridor with the goal of creating a sense of place and arrival. Recommendations include wider sidewalks with accent paving, wider planting strips, planted medians, artistic elements at key intersections, and coordinated site furnishings
- Pedestrian accessibility in the study area is emphasized, as well as connection across the corridor from the public buildings to the future TOD. Specific recommendations or guidelines are not provided.
- Note: The market and economic analysis was completed before Covid-19.

Key Metrics

- Walkability index = 30%
- Ranked 45th out of 50 TRAX stations in walkability
- Approximately 217 driveway access points (average spacing of 54 feet)
- Average 245 collisions/year (2013-2017)

Right-of-Way

- The current ROW is 106' including park strips and sidewalks. Curb-to-curb paving is about 86'.
- Per the proposed concepts, for 3 travel lanes in each direction and a turn lane, the curb-to-curb paving requires roughly 100'. With additional space for sidewalk and park strip features, the minimum ROW is 120-130'. The plan suggests full property takes to acquire the land as opposed to acquiring small parcels close to the roadway.

Crash Data

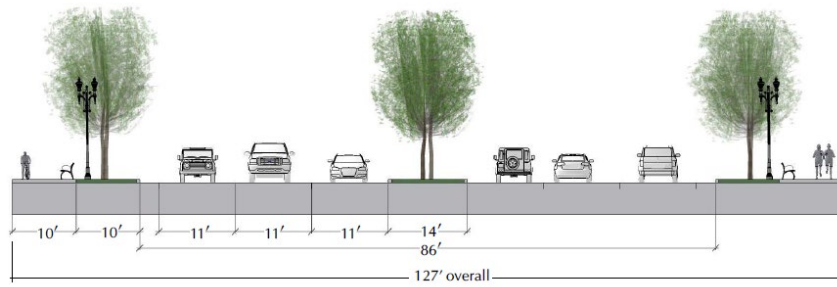
- Safety concerns along the corridor are attribute to several factors including but not limited to; vehicle speed, multiple driveway access points, relatively high vehicular volume, inadequate bike/ped facilities/crossings.
- Over a period of 2 years (January 2012 – December 2013), there were 735 collisions, for an average 245 per year. Most collisions reported were due to failure to yield right-of-way (34%), following too closely (26%), and improper turning (11%).
- 14% of collisions were associated with commercial or residential driveways, 20% were associated with T-intersections (which are not signalized), 22% were reported to occur at 4-leg intersections (signalized), while 41% were not associated with a roadway junction or feature

Proposed Concept

- The proposed concept for the study area section of the corridor includes:

- Streetscape enhancements: special paving, lighting, bus shelters, gateway elements to create a sense of place and arrival
- Intermediate center medians create opportunities for landscaping and visually reduce the corridor's expansiveness
- Minimal impediment to traffic flow or turning movements
- Reduction of driveway curb cuts where feasible, especially near intersections
- Emphasis on improvements of ped/bike facilities (shared multi-use path, separate from roadway) with wide landscaped buffer between path and road
- Signalized mid-block crossings
- Improved transit pullouts and circulation

DESIGN TREATMENT SCENARIO #1



Proposed treatment for Redwood Road corridor between 7800 and 8200, which includes the station area.

Key images

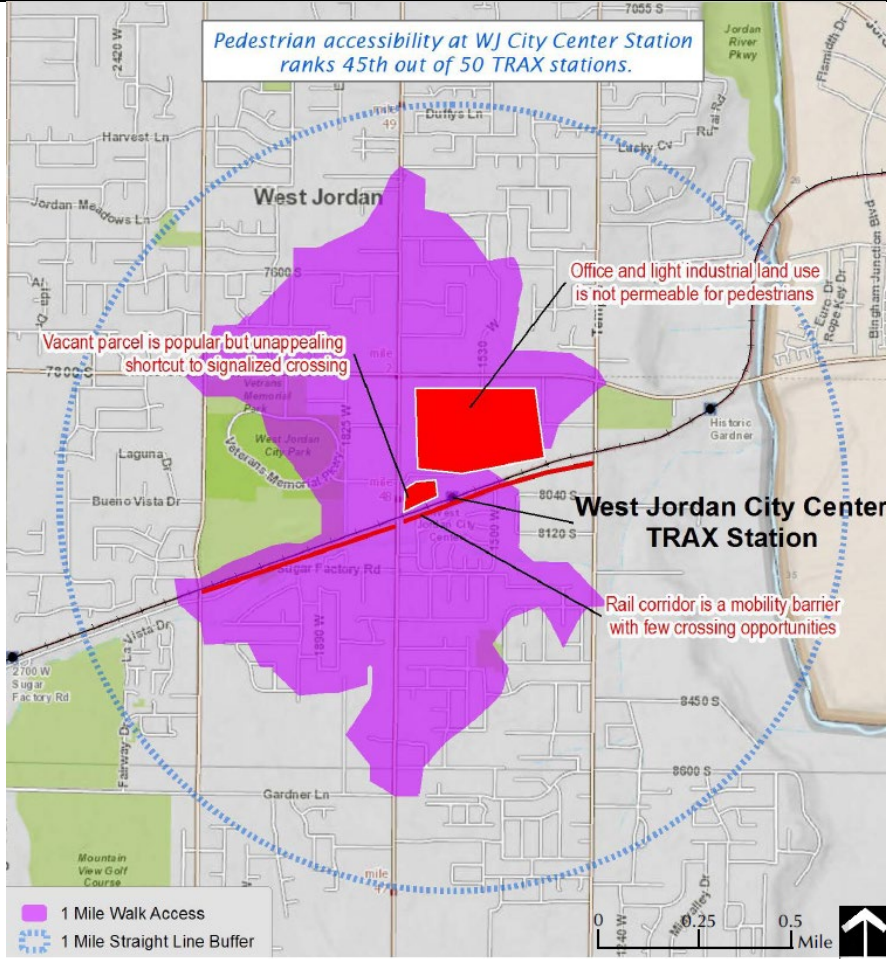
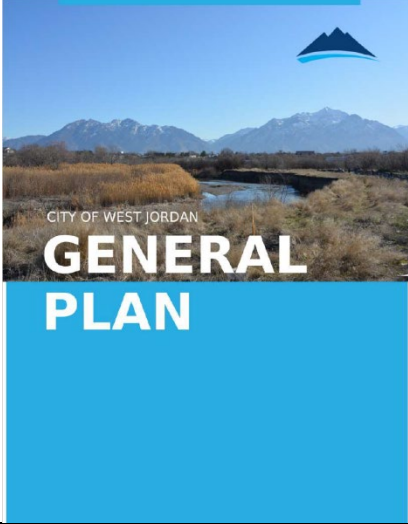


Image 9. Pedestrian mobility around West Jordan City Center TRAX Station. Image credit: Fehr + Peers.

Other Plans Referenced & Data Sources

N/A

Cover Page	
Document Name	General Plan DRAFT
Department Issuing	Planning Department
Publication Year	2022
Summary (50 – 100 words)	The General Plan update provides a long-term vision for the West Jordan City. Chapters focusing on City Center and TOD provide general guidelines for planning and design of the City Center TOD, which should exemplify a high level of urban design. Emphasis in the TSOD overlay is on bike and pedestrian accessibility, comfort, convenience, and visual interest. Plans for this overlay should prioritize the public realm, including public art, gateways to emphasize arrival and departure, and mixed use development.
Pull Quote	<i>“Provide facilities for people, i.e., public restrooms, places to relax, and protection from the elements.”</i>
Key takeaways	<p>Social Health and Opportunity statement: Social health and opportunity means that residents have equal access to jobs, transportation, education, housing, government, and recreation. [It] also means protection from nuisances and hazards. Investing in social health and opportunity supports the other sustainability components of environmental protection and economic vitality. Strategies relevant to this plan include locating high-density residential and mixed-use development near public transit facilities, encouraging the development of senior and affordable housing, and equally distributing recreational amenities throughout the City.</p> <p>Growth Management: The current population is around 117,000 people and available land is about 75% developed. A growth management challenge is planning infrastructure for expansion west while providing capacity for infill and redevelopment on the eastern half of the city. Some key takeaways: (1) Future sales tax generation will require providing retail opportunities close to residential and employment areas; (2) reducing commute times, congestion, and air pollution are major concerns that can be addressed by encouraging employment closer to residential growth areas and employment centers that offer work-from-home options; (3) quantity, character, and mix of housing have a significant impact on the location of future employment centers. Housing must meet the needs of workers. The City recognizes that it needs</p>

to accommodate increasing demand for a wide range of housing choices. TOD is one of the 11 growth management strategies outlined in the General Plan.

Urban Design: High quality urban design is important to maintain the quality of development and character of neighborhoods in West Jordan. Gateways are of particular importance and the study area includes 3 listed gateways zones: 7800 South, Redwood Road, TRAX Stations. Creating a sense of place and arrival will be important factors in the final concept plan. The General Plan also highlights Crime Prevention through Environmental Design (CPTED) principles, including natural surveillance (“eyes on the street”), natural access control, territoriality, maintenance, activity support, and order maintenance - all of which are naturally aligned with TOD design guidelines. City Center is a top priority and should exemplify a high level of urban design through appropriately scaled buildings, visual coherence, and a sense of place.

Land Use: TOD is highlighted as a land use typology with significant benefit to the community, including incentivizing public transit, increasing affordable housing, providing opportunity for mixed use, and increasing tax base for property and sales tax. Cons of TOD include the necessity of willing property owners, and that they place burden on existing water and sewer facilities (if a zoning change with higher density is implemented without careful planning).

City Center and Neighborhood Transit Station Overlay District (TSOD) Center

Land Use: The purpose of this designation is to create pedestrian-oriented areas with a densely integrated and synergetic mix of residential, commercial, professional office and civic development in a **traditional main street or downtown character**.

Relevant goals in this section include:

1. Provide well-designed, aesthetically pleasing, and efficient City Center and Neighborhood Center areas.
2. Provide well-designed, aesthetically pleasing, and efficient commercial areas within the city of West Jordan.
3. Evaluate and update sections of the zoning ordinance and zoning map to incorporate more mixed-use development in the City.
4. Encourage the location and redevelopment of public facilities and associated services to best serve the needs of the community.
5. Encourage the imaginative, creative, and efficient use of land in master planned communities.

Transportation: Relevant to this plan are the existing standards for street typologies listed on page 86 of the General Plan. The transportation goals outline in the plan that are relevant to this site are:

1. Establish a multi-modal transportation system
2. Provide safe and efficient movement of traffic within the City
3. Develop a transportation management program
4. Ensure the use of bicycle and pedestrian transportation systems

- 5. Support residential traffic calming
- 6. Improve the aesthetic quality of the City's streets

Housing: Like many communities along the Wasatch Front, West Jordan is negatively affected by a shortage of available housing. More units are required to accommodate growth. Housing guiding principles and goals include:

- 1. Preserve the identity of West Jordan as a family-oriented community through providing a range of housing types, styles, and sizes to fit the various needs of the family lifecycle.
- 2. Provide housing that serves residents who require specialized facilities or locations (i.e. seniors/group homes)

Environment, Water: Relevant goals include: (1) Support all economically justifiable options for environmental sustainability; (2) Support the development of neighborhood gardens; (3) Implement and encourage principles of sustainable water use and water-conserving landscaping for new development.

Parks and Recreation: Relevant goals include

- 1. Maintain Parkland service levels
- 2. Provide a diversity of parklands and associate activities
- 3. Provide and maintain recreation facilities that meet the needs of residents and that are financially stable
- 4. Support implementation and extension of the citywide trails network
- 5. Promote use of trails as an alternative transportation mode

Key images

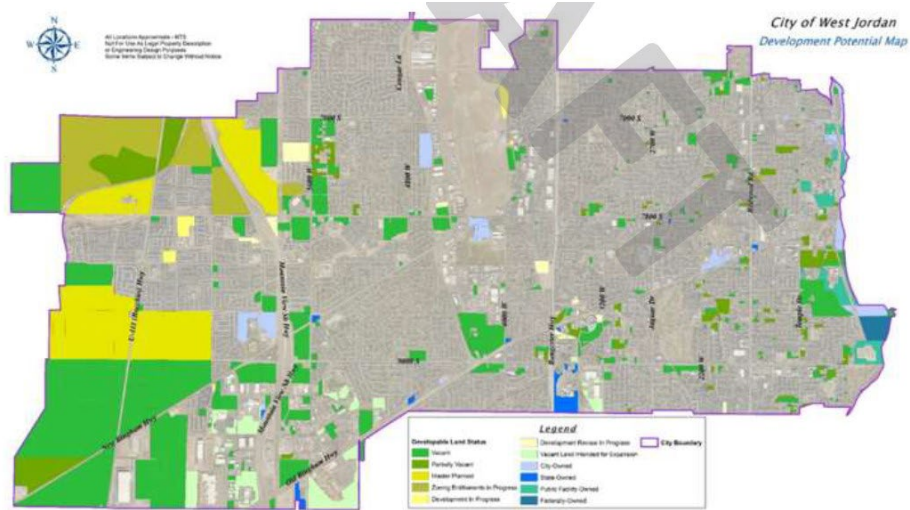
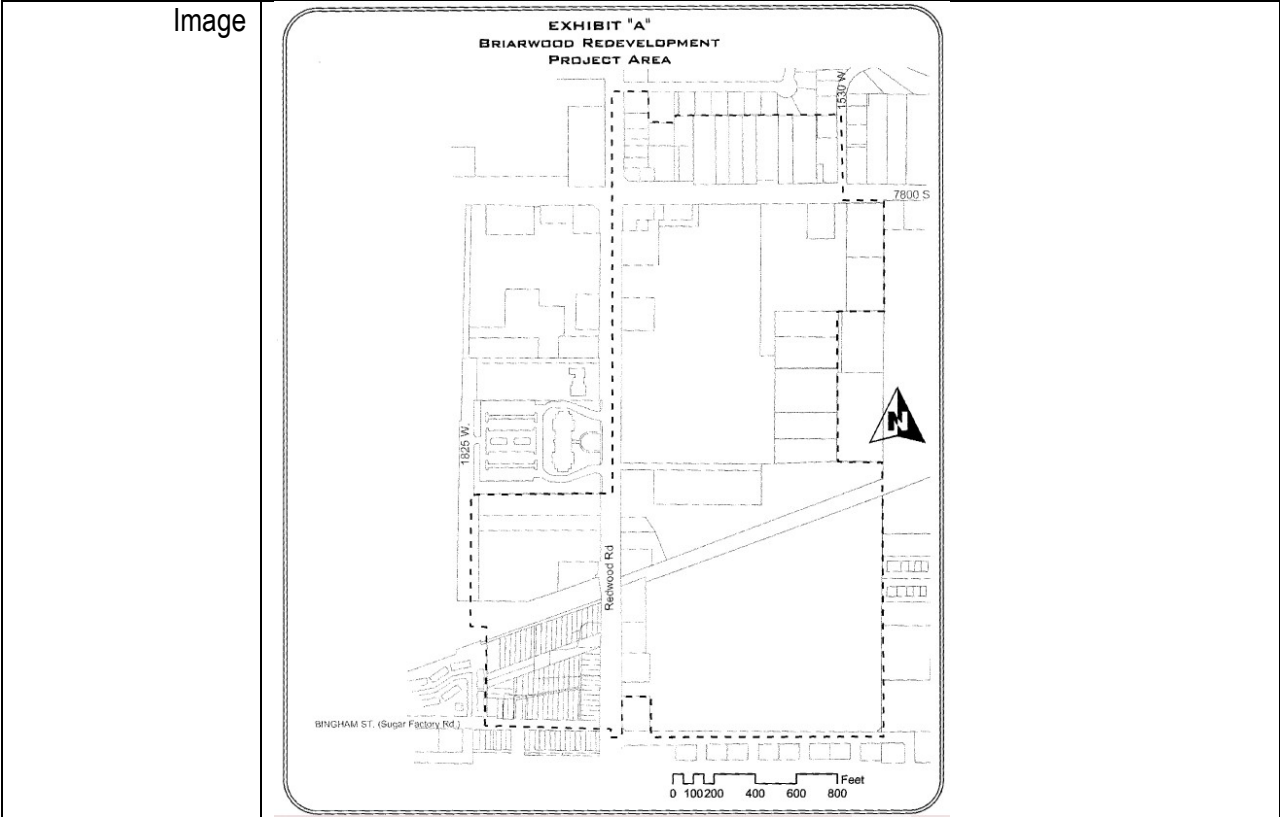


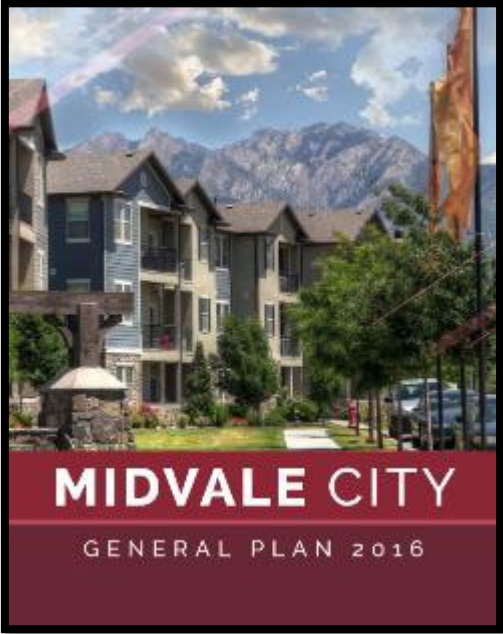
FIGURE 3.1
DEVELOPMENT POTENTIAL MAP

Other Plans Referenced & Data Sources	•
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Document Name	Briarwood Redevelopment Project Area Plan
Department Issuing	Redevelopment Agency of West Jordan City
Publication Year	2003
Summary (50 – 100 words)	The Briarwood RDA Project Area Plan addresses an area (“Exhibit A”) in transition from industrial and single-family residential and underutilized commercial to and active commercial, office, high density residential and mixed use, central business district and transit-oriented use area.
Pull Quote	
Key takeaways	<p>Overall Redevelopment Objectives</p> <ol style="list-style-type: none"> 1. Remove structurally substandard buildings and replace them with new construction, rehabilitation of appropriate buildings, eliminate deficiencies such as irregular lot subdivision, improper drainage and weeds 2. High level of architecture, landscape, and urban design principles 3. Strengthen tax base and economic health of the region 4. Support improvement of public transportation systems and multi-modal users 5. Improve pedestrian infrastructure and public spaces including plazas 6. Eliminate blighting factors and influences 7. Promote the implementation of community-developed goals and <p>General Design Objectives Developers are expected to obtain the highest quality design and development and each proposal will be considered subject to approvals by various City departments and agencies. The overall redevelopment will:</p>

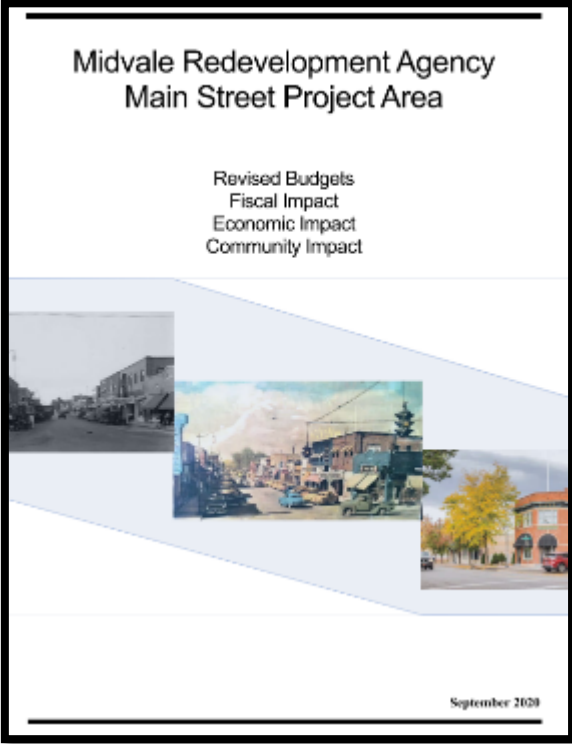
	<ol style="list-style-type: none"> 1. Provide an attractive urban environment 2. Blend harmoniously with surrounding areas 3. Provide for well-landscaped areas in relation to new buildings 4. Provide parking areas appropriately screened and/or landscaped to blend harmoniously with the area 5. Provide open space and pedestrian areas which are oriented to maximum use and optimum separation and protection from vehicular traffic 6. Maintain off-street parking to the maximum degree 7. Enhance the built environment and sense of place of West Jordan downtown area 8. Establish a higher density and mixed-use center and central business district <p>Plan Limitations</p> <ol style="list-style-type: none"> 1. A time limit of no more than 5 years after the effective date of this plan for the Agency to commence acquisition of land through eminent domain 2. A time limit of no more than 25 years after adoption of this plan for tax increment from the RDA to be paid to the Agency unless the taxing entity committee consents to a longer period <p>The plan states, "The increase in property values will help transition land from its current residential use to commercial, office, and high-density residential uses." The 2023 DW plan should include recommendations to prevent or avoid displacement.</p>
Key images	
Other Plans Referenced & Data Sources	The plan is consistent with and conforms to the city's General Plan, Downtown Action Plan (DAT), Downtown Overlay Zone, and Brownfield Economic Redevelopment Plan

Cover Page	
Document Name	Midvale City General Plan 2016
Department Issuing	City of Midvale
Publication Year	2016
Summary (50 – 100 words)	The General Plan establishes a vision for the future of the city and serves as a policy document for decision making for the development of Midvale over the next 8-10 years.
Key takeaways	<ul style="list-style-type: none"> - There are opportunities for better east-west connectivity by ensuring that new developments have good connections to existing developed areas. <ul style="list-style-type: none"> o As space for transportation is limited, planning must not only identify opportunities for merging compatible transportation modes, but also ensure complementary uses of different streets and transportation routes. (Vehicular Network maps pg. 27-28) - The City of Midvale has the potential to be a much more walkable city. The area's TRAX stations provide an important non-vehicular access route to the region. The area of Midvale east of I-15 contains many pedestrian destinations barricaded by high-volume, fast-moving traffic. Redevelopment of these areas will provide opportunities to improve walkability, especially near TRAX stations. A more direct connection could be made from the Main Street area to the Bingham Junction TRAX station. (Existing and Planned Pedestrian Network map pg. 37) - Creating attractions that can be developed at Bingham Junction can increase the amount of tourism in Midvale - Number of opportunities within Midvale for improved connectivity including the extension of Bingham Junction Blvd. through Jordan Bluffs - There are opportunity areas surrounding Bingham to broaden transportation networks by incorporating pedestrian, bicycling and transit alternatives - Opportunity to develop art through the Bingham Junction public art program

	<ul style="list-style-type: none"> - Goals: <ul style="list-style-type: none"> o Improve roadway connectivity to the east and west in Bingham Junction o Improve pedestrian and bicycle path connectivity to the Main Street and Jordan Bluffs areas o Support redevelopment of the adjacent area to the east to blend and enhance any redevelopment if the Jordan Bluffs Area - Maximize the walk shed around the three TRAX stations. Only 53% of the Fort Union and 35% of the Bingham Junction half mile walk sheds are achieved
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Cover Page	
Document Name	Midvale Main Street Small Area Plan
Department Issuing	VODA Landscape + Planning
Publication Year	2018
Summary (50 – 100 words)	The purpose of the Small Area Plan is to take advantage of existing opportunities to strengthen the City’s economic base through the revitalization of the Main Street area. The goals of this planning document are built on City goals from the Midvale General Plan, the Redevelopment Agency, and the Economic Development Department.
Key takeaways	<p>Area Recommendations</p> <ul style="list-style-type: none"> - Transportation and multi-modal connectivity issues are largely due to the surrounding infrastructure that encloses the neighborhood. Need to address pedestrian and bicycle network gaps - Historic preservation and facade improvement - Current urban design and public realm diminish the quality and experience of Main Street - improve the experience by creating a sense of place and improving neighborhood experience

	<ul style="list-style-type: none"> - Growing interest in more walkable, urban residential development <p>Transportation and Connectivity</p> <ul style="list-style-type: none"> - Transportation assets include close proximity to a TRAX rail station, arterial roadways, and nearby access to I-15. A central location in the valley is also a significant asset that should be amplified for business expansion. - Main Street needs to improve connection to TRAX station and Jordan River Parkway - Existing pathways connecting Main Street and parking areas are subpar <p>Street Improvements</p> <ul style="list-style-type: none"> - With narrower car lanes and other features introduced, neighborhood streets of Midvale could become more friendly to pedestrian and bicycle use <p>Urban Design & the Public Realm</p> <ul style="list-style-type: none"> - New projects should design more active and public facing uses for key frontages along public streets in the area. - The streetscape elements along Main Street should be consistently implemented along the corridor. The south end of Main Street has the highest concentration of complete street elements. - Future streetscape improvements include: Street trees, planters, paving, striping, bump outs (new ones should match existing bump outs), street furniture, lighting, signage. - Most existing parking lots in the commercial area would benefit from an upgrade. Trees and landscape improvements in the parking areas will further communicate support of a high-quality urban environment. - There is a lack of public space in the Main Street area. The only existing public space is a paved area for basketball and tennis. Providing additional public space will meet the needs of local businesses, residents, and consumers. It will also be useful for increasing visitor numbers and visit time. - Midblock connections are an effective way to increase pedestrian connectivity within a neighborhood. There is currently one midblock connection on Main Street located halfway between Center Street and 1st Avenue. Increasing visibility will help pedestrians locate the connection. It can be made more pedestrian friendly with new amenities such as upgraded landscaping and benches.
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<p>Cover Page</p>	
<p>Document Name</p>	<p>Midvale Redevelopment Agency: Main Street Project Area (Budget and Impact Report)</p>
<p>Department Issuing</p>	<p>Redevelopment Agency of Midvale City</p>
<p>Publication Year</p>	<p>2020</p>
<p>Summary (50 – 100 words)</p>	<p>Midvale City has a unique and historic Main Street. Because very few cities in Utah still have a historic Main Street corridor, Midvale City is seeking to improve and leverage this asset. One goal, as stated in the Midvale Main Street Small Area Plan, is to redevelop Main Street in such a way as to create a sense of place for the City. The Midvale Redevelopment Agency believes that it can support the City to develop a stronger and more defined sense of place through redeveloping the historic Main Street.</p>
<p>Key takeaways</p>	<p>Section I: Executive Summary: The Agency will actively pursue and promote initiatives that will support increasing the density within the Midvale Area. <u>Based on historic growth rates, it is safe to assume that the Main Street CDA is unlikely to redevelop in any significant way without some intervention.</u></p> <p>The Agency’s primary motivation for redeveloping the Main Street Area is to support placemaking efforts within the City. This means preserving, enhancing, and celebrating the historic nature of Midvale’s Main Street. It means creating an environment that attracts people to gather, recreate, shop, dine, and build lasting memories. To create a more vibrant, attractive, and welcoming environment along Main Street, the Agency will actively support the development and enhancement of local artists and art.</p> <p>Actions/Initiatives:</p>

- Supporting parking garages adjacent to Main Street, between the 4th Depot Street and Center Street. The Agency anticipates a 25 percent increase in commercial space within the Area.
- Increase density and add additional business space in the Area involves the Agency actively supporting businesses' efforts to renovate their buildings and add additional square footage.
- Repurpose the Midvale Museum site to serve as an arts center.
- Promote and support façade improvements
- Sponsor and support events and improve connectivity to and throughout the Area

Benefits of supporting the redevelopment of the Main Street Area:

- Tax: Net fiscal benefit to the taxing entities, including the School District, County, and City.
- Jobs: The Project Area budgeting model projects an additional 25 percent commercial space created through redevelopment. Jobs are anticipated to be in the commercial retail sales and service sectors, including food and beverage sales and services, clothing and other consumer goods sales, and providers of personal services. The additional commercial space is further projected to induce the creation of an additional 203 jobs.
- Affordable Housing: The Agency has and will continue to generate significant tax increment revenues earmarked for affordable housing. The Agency plans to use housing funds from the Main Street CDA and the other two redevelopment areas to directly incentivize the development of mixed-use space along Main Street.


Section II: Introduction: The Agency and City believe that with the support of the local taxing entities, the Main Street area can be redeveloped to increase the assessed value of the area, provide more spaces for businesses, create more jobs, increase the stock of affordable housing, and enhance the arts.

Section III: Main Street Community Development Area Revised Budget: The Agency will budget 77% of the tax increment revenues it receives toward redevelopment activities. Assuming 20 years of participation, the Agency will collect \$15,242,750 and allocate \$11,736,917 toward redevelopment activities.

Section VI: Community Impact Study:

- Supporting and enhancing the arts is a key and critical component to the Agency's strategy for redeveloping the Area and establishing a sense of place.
- Nearly \$1.9 million will be allocated to public art. The agency will look for and seize opportunities to promote and preserve public art within the area: covering utility boxes with artistic coverings and commission murals within the area.
- Successfully developing a sense of place will be the Agency's crowning achievement in the area.

	<p>Exhibit B: Main Street Redevelopment Case Studies (pg.30-37)</p> <ul style="list-style-type: none"> ○ Park City, Utah ○ Provo, Utah ○ Casper, Wyoming ○ Campbell, CA
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Cover Page	
Document Name	Midvale Downtown Arts District – Market Study
Department Issuing	Webb Mgmt
Publication Year	2021
Summary (50 – 100 words)	Study done by Webb Mgmt, a management consulting practice for the development and operation of cultural affairs. This study determines whether there is a market opportunity to create a new downtown arts district in and for the community.
Key takeaways	<p>The City of Midvale can and should consider the development of the Arts District along the southern portion of Main Street in downtown Midvale, for the following reasons:</p> <ul style="list-style-type: none"> - Arts districts represent a proven model for the redevelopment of Main Street areas towards the pursuit of goals that have been established by the City of Midvale. - There is a dearth of arts facilities in the city and thus the opportunity to recruit programs and facilities to the community within the context of district development. - Midvale residents are active arts participants likely to respond positively to programs and events offered in their downtown area.

	<ul style="list-style-type: none"> - There are already a number of arts facilities and programs at the south end of Main Street, and these groups and facilities are enthusiastic about the possibility of being included within a more active area that is branded as a district. - The experience of other communities that have developed arts districts confirms that the city of Midvale could achieve significant returns on only moderate investments in preparing Main Street for the district concept. - Market area was defined as a local (36,000 people in 2025) and 15-mile radii regional (1.4 million 2025). Market segments are described as younger and diverse in income (though relatively low) and ethnicity (Hispanic). - In this market area, people are more likely to be active arts participants rather than passive ones. That is to say, they are more likely to take a class or go out for karaoke as opposed to attending a classical music concert or a theatre production. - Midvale is home to a half-dozen tattoo studios, with a concentration on Main Street. They are the most prevalent type of arts business in the downtown and showcase artists in a multitude of ways. Dance Studios are the second most prevalent. - Arts facilities can and should work within existing historic buildings given the importance of that character and authentic feel for creative activities. Galleries, studios, and other types of arts facilities do not overly burden historic structures with heavy loads and traffic. - Comparable Arts Districts: Casper-Wyoming, Tieton- Washington, Boise-Idaho, Culver City- California, Rino and Santa Fe Districts Denver- Colorado, Santa Fe- New Mexico, <p>Recommendations</p> <ul style="list-style-type: none"> - Examples: Some cities have been successful by being very intentional about the development of an arts district, while other districts have been developed in a much more organic fashion, with limited investments and influence on the part of public sector planners. - The question for City of Midvale leadership is how and to what degree should they drive the development of an arts district along Main Street.
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APPENDIX D

DESIGNWORKSHOP

Landscape Architecture

Planning

Urban Design

Strategic Services

120 East Main Street

Aspen, Colorado 81611

MEMORANDUM

To: Project Team

From: Design Workshop

Date: May 3, 2023

Project Name: West Jordan Station Area Plan

Project #: 7024

Subject: Survey Results

This memorandum provides an overview of the results from both the English and Spanish surveys administered for the Bingham Junction, Historic Gardner, and City Center Station area plans.

Demographics

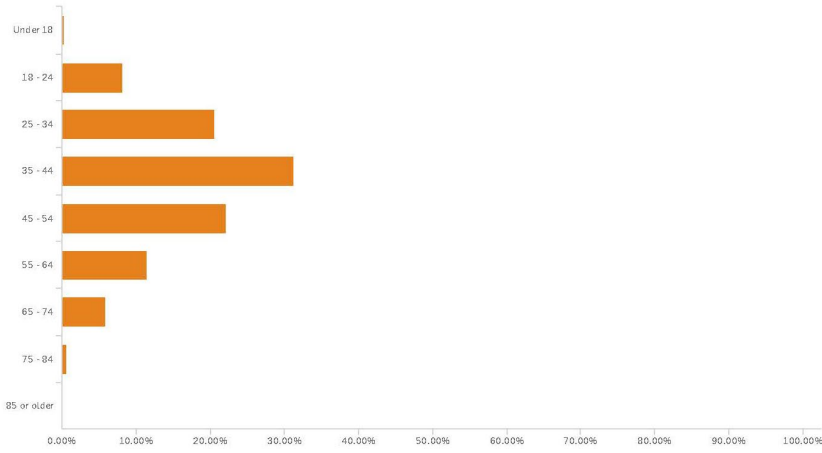
- Majority of respondents were in the 35-44 age group (31.6% of respondents)
- Majority of respondents were female (56.1% of respondents)
- Majority of respondents were white (80.1% of respondents)
- Majority of respondents lived within the Bingham Junction Station and West Jordan City Center Station areas
- Five (5) people participated in the Spanish survey
- The total combined number of Hispanic/Latinos and Spanish respondents was 32

SURVEY RESULTS

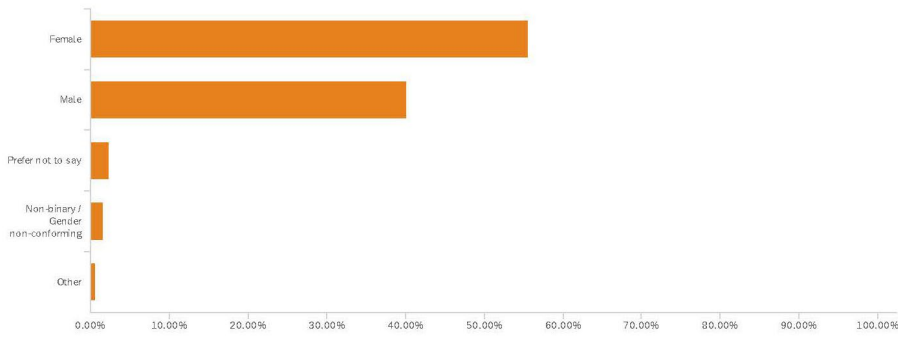
OVER 400 SURVEY RESPONSES



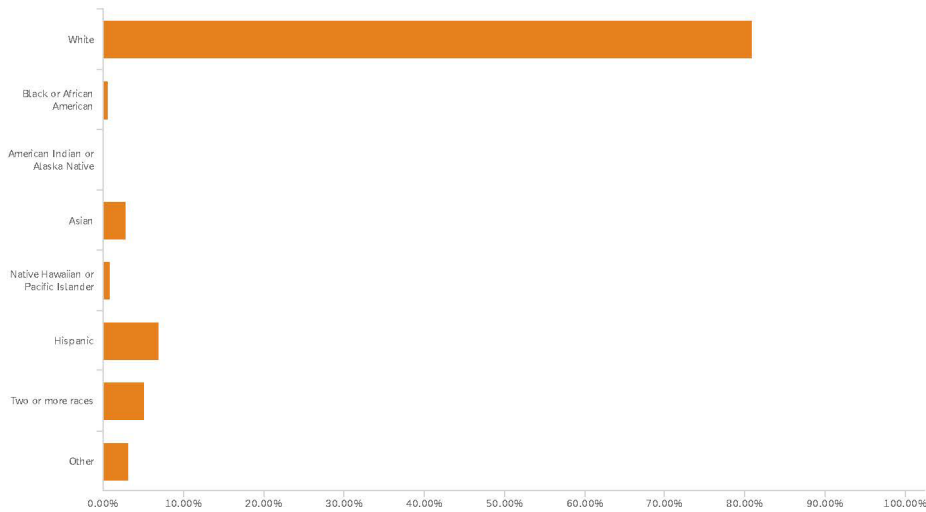
1. What is your age?



2. What is your gender?



3. What is your race/ethnicity?



4. Click on the map where you live

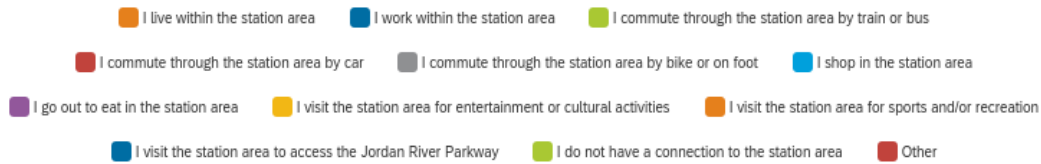
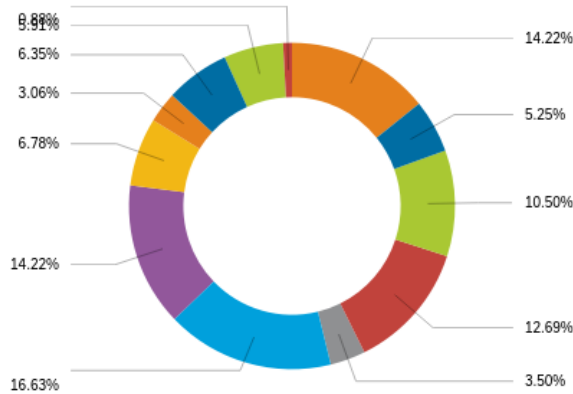


Bingham Junction Station

- Q1 Which statements best represent your connection to the Bingham Junction station area?

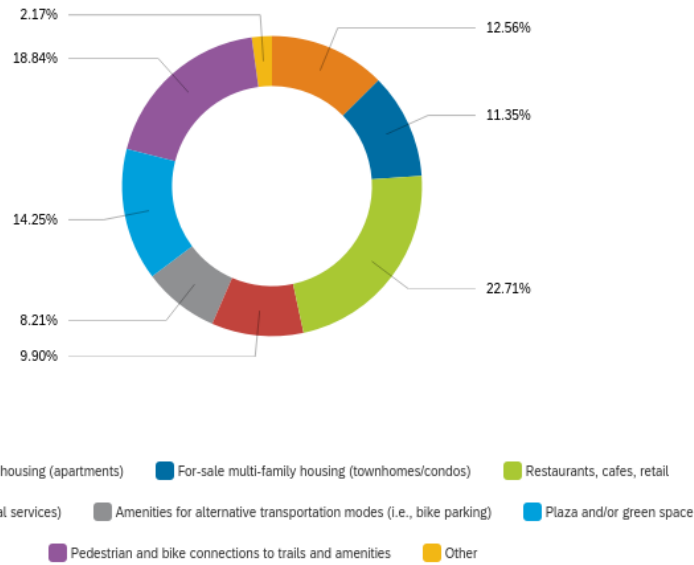
Top responses:

- I live within the station area (14.3%)
- I shop in the station area (16.4%)
- I go out to eat in the station area (14.0%)



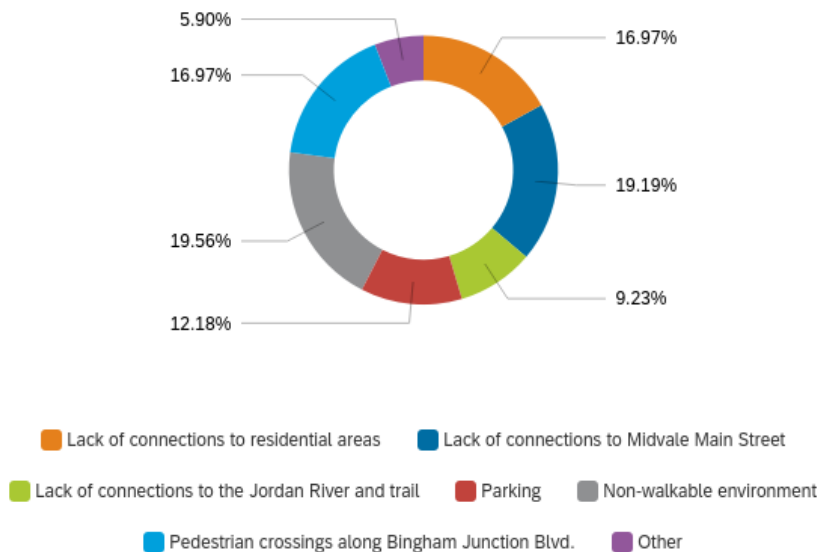
- Q2 Which of these are the greatest opportunities in the Bingham Junction station area? (Select up to 3)

- Restaurants, cafes, retail (22.7%)
- Pedestrian and bike connections to trails and amenities (18.8%)
- Plaza and/or green space (14.3%)



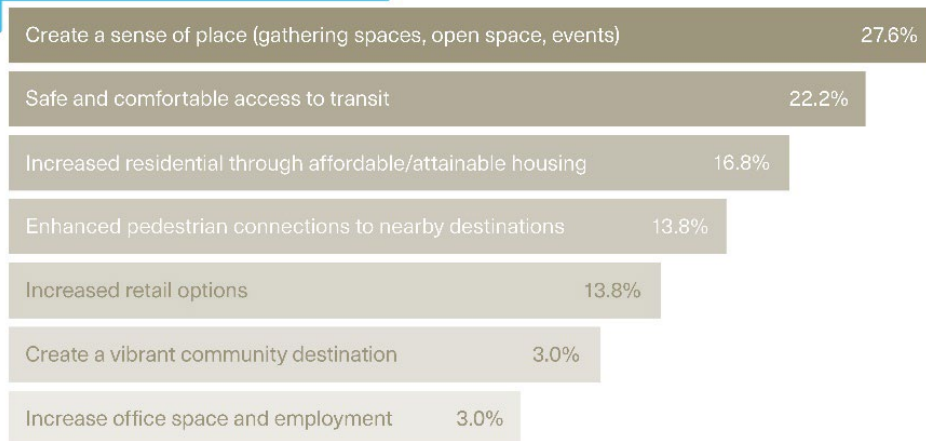
• Q3 Which of these are the greatest challenges in the Bingham Junction station area? (Select up to 3)

- Non-walkable environment (19.56%)
- Lack of connections to Midvale Main Street (19.19%)
- Lack of connections to residential areas (16.97%)
- Pedestrian crossings along Bingham Junction Blvd (16.97%)
- Parking (12.18%)
- Lack of connections to the Jordan River and trail (9.23%)
- Other (5.90%)



- Q4 How important are the following concepts for future planning for the Bingham Junction station area? Click and drag your selection in order of priority. (1 being extremely important and 7 being not important)
 - Create a sense of place
 - Safe and comfortable access to transit

PREFERRED CONCEPTS: BINGHAM JUNCTION



- Q5 What concerns do you have for future planning at the Bingham Junction station area? Major concerns for the station area included: traffic, parking (producing too little/too much), safety, pedestrian-friendly, affordable housing, increase in property taxes, increased crime from transients.

CONCERNS FOR BINGHAM JUNCTION



- Q6 What are your hopes for future planning at the Bingham Junction station area? Major hopes for future planning for the station area:
 - Connections to surrounding places and historic Midvale

- Retail and open space/trail opportunities
- Dog parks
- Safety measurements like more lighting at night, security, cameras, etc.
- Better accessibility/ADA
- Accessible bathrooms (multiple comments on this)
- Increased transit on the weekends
- Making it a true gathering space

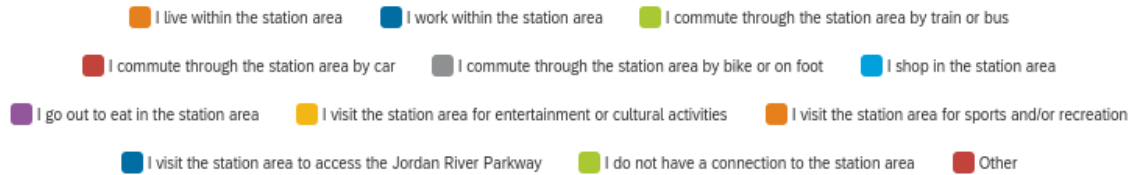
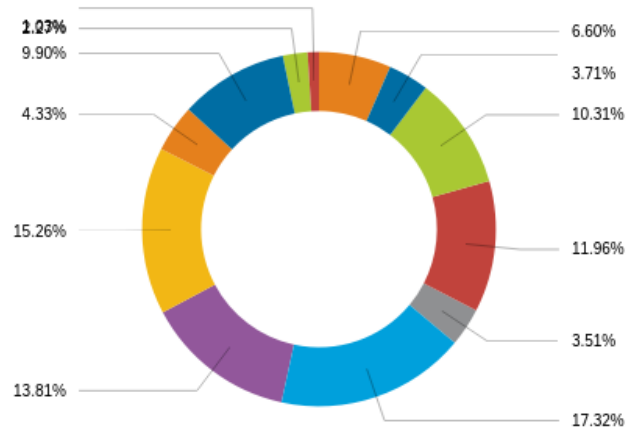
HOPES FOR BINGHAM JUNCTION



Historic Gardner Station

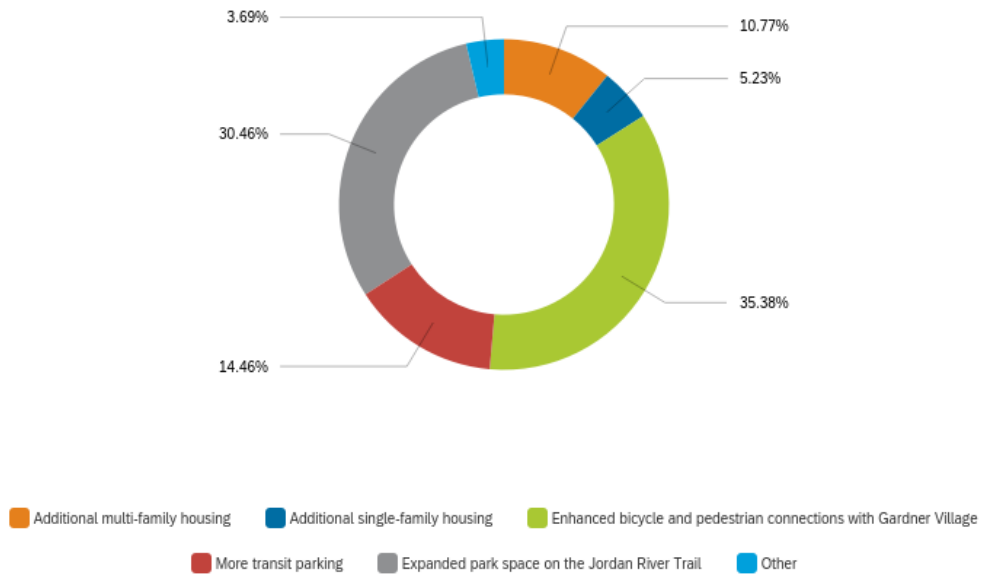
1. Q1 Which statements best represent your connection to the Historic Gardner station area? (Select all that apply)

- I shop in the station area (17.2%)
- I visit the station area for entertainment or cultural activities (15.1%)
- I go out to eat in the station area (13.9%)

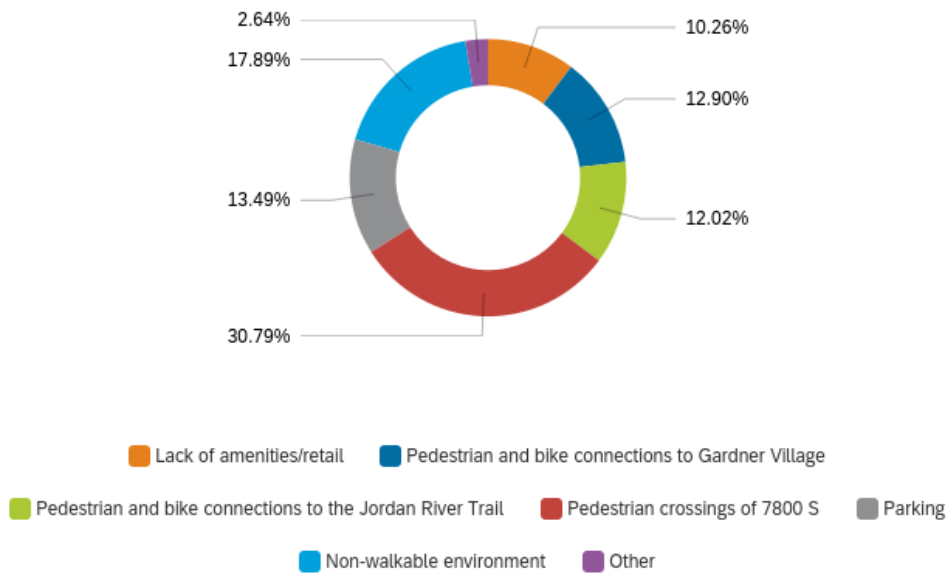


• Q2 Which of these are the greatest opportunities in the Historic Gardner station area? (Select up to 3):

- Enhanced bicycle and pedestrian connections with Gardner Village (34.8%)
- Expanded Park space on the Jordan River Trail (30.6%)
- More transit parking (14.2%)



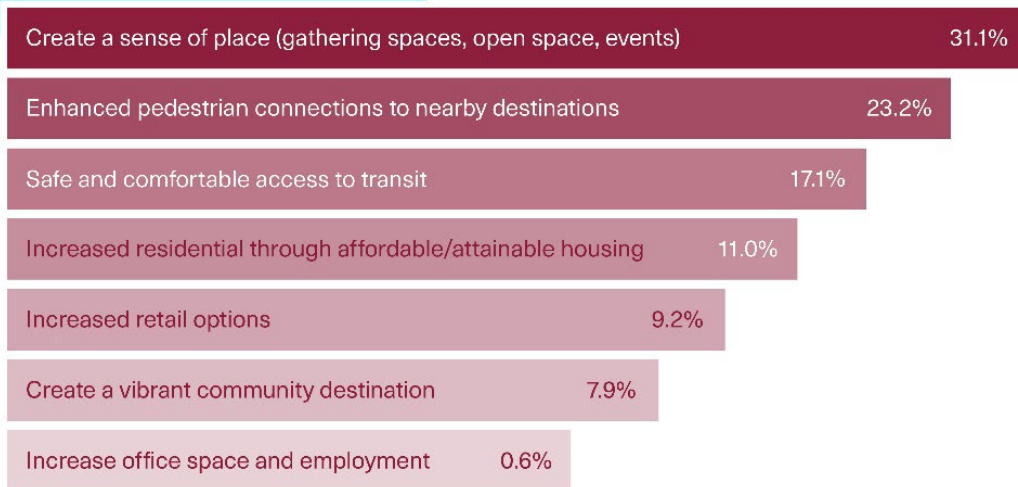
- Q3 Which of these are the greatest challenges in the Historic Gardner station area? (Select up to 3)
 - Pedestrian crossings of 7800 S (30.79%)
 - Non-walkable environment (17.89%)
 - Parking (13.49%)
 - Pedestrian and bike connections to Gardner Village (12.90%)
 - Pedestrian and bike connections to the Jordan River Trail (12.02%)
 - Lack of amenities/retail (10.26%)
 - Other (2.64%)



Q4 How important are the following concepts for future planning for the Historic Gardner station area? Click and drag your selection in order of priority. (1 being extremely important and 7 being not important)

- Top concepts for future planning for the station area:
 - Create a sense of place
 - Enhanced pedestrian connections to nearby destinations

PREFERRED CONCEPTS: HISTORIC GARDNER



- Q5 What concerns do you have for future planning at the Historic Gardner station area
Major concerns for the station area included: traffic congestion, affordable housing, limited land availability and being able to beautify the area, ADA, safety and pedestrian safety to access Gardner Village

CONCERNS FOR HISTORIC GARDNER



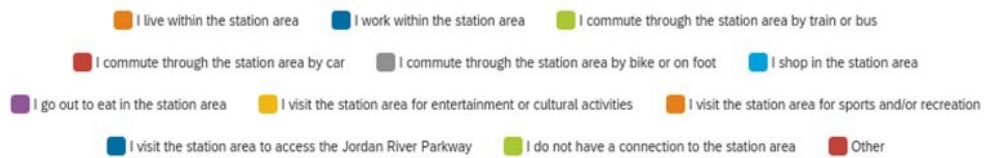
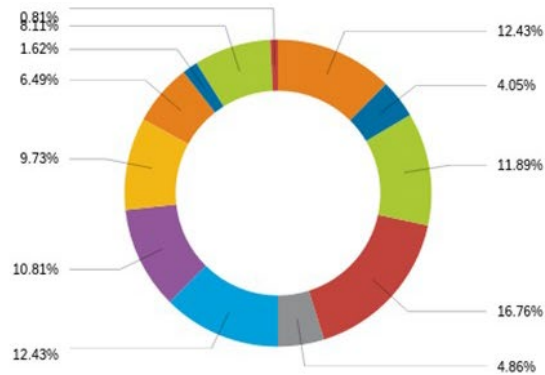
- Q6 What are your hopes for future planning at the Historic Gardner station area?
Major hopes for future planning for the station area:
 - Better parking and parking access
 - Better accessibility for pedestrians
 - Crosswalks and pedestrian walkways needed across 7800 to go over to Gardner Village
 - More TOD
 - Affordable housing
 - Trail access and dog parks
 - Make it a destination

HOPES FOR HISTORIC GARDNER

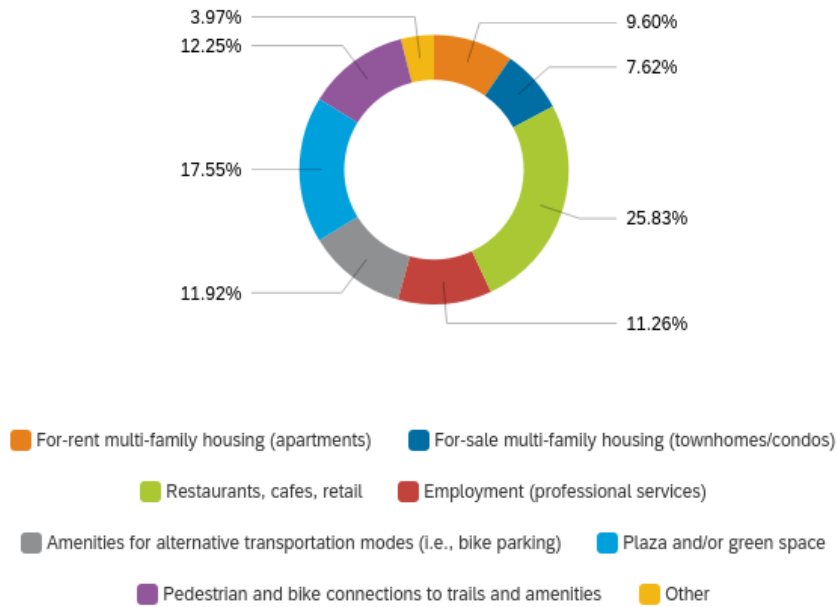


City Center Station

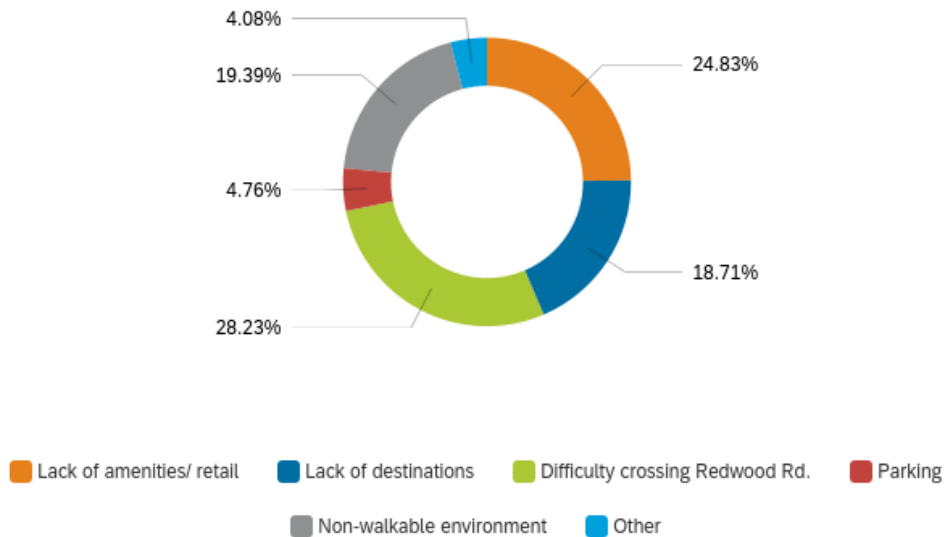
- Q1 Which statements best represent your connection to the City Center station area? (Select all that apply)
 - I commute through the station area by car (16.6%)
 - I live within the station area (12.6%)
 - I shop in the station area (12.6%)



- Q2 Which of these are the greatest opportunities in the City Center station area? (Select up to 3)
 - Restaurants, cafes, retail (25.8%)
 - Plaza and/or green space (17.6%)
 - Pedestrian and bike connections to trails and amenities (12.3%)



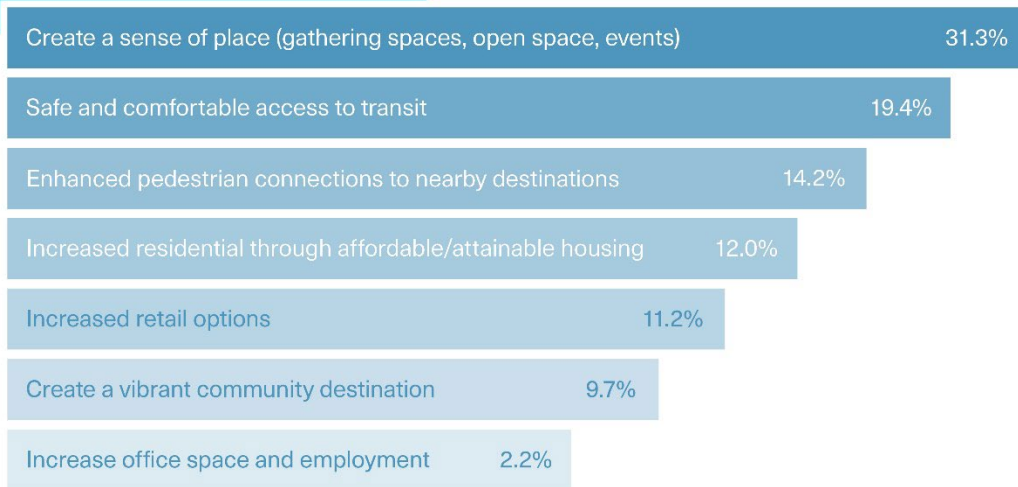
- Q3 Which of these are the greatest challenges in the City Center station area? (Select up to 3)
 - Difficulty crossing Redwood Rd (28.23%)
 - Lack of amenities/retail (24.83%)
 - Non-walkable environment (19.39%)
 - Lack of destinations (18.71%)
 - Parking (4.76%)
 - Other (4.08%)



Q4 How important are the following concepts for future planning for the City Center station area? Click and drag your selection in order of priority. (1 being extremely important and 7 being not important)

- Create a sense of place
- Safe and comfortable access to transit

PREFERRED CONCEPTS: CITY CENTER



- Q5 What concerns do you have for future planning at the City Center station area
Major concerns for the station area included: unwalkable, safety, ADA, not attractive, too much parking, affordable housing

CONCERNS FOR CITY CENTER



- Q6 What are your hopes for future planning at the City Center station area?

Major hopes for future planning for the station area:

- City Center be the heart of the community
- Increased walkability
- More trees
- More retail
- Community involvement in planning process

HOPES FOR CITY CENTER

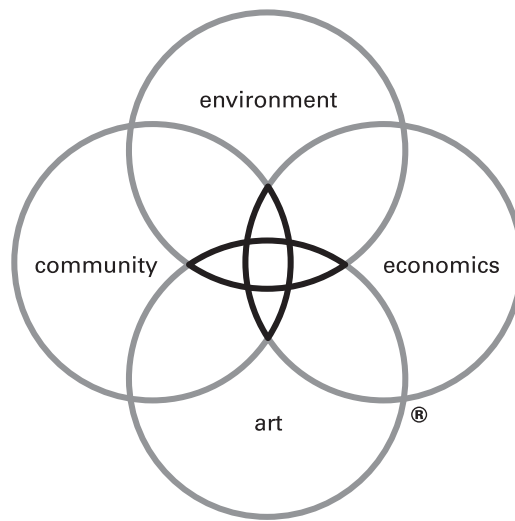


Spanish Respondents

From the five respondents that participated in the Spanish survey, there were no significant differences on most responses. Some unique aspects that came up with this demographic group are listed below:

- Bingham Junction Station Area
 - Most Spanish respondents said their main connection to the station areas was to access the Jordan River Parkway, while a smaller group either lived close to the station or passed by. They did not list visiting for dining, shopping or entertainment as an option.
 - The most important planning concepts to incorporate in the future of the Bingham Junction station area where better pedestrian connections and to incorporate more housing options.
- Historic Gardner
 - Most people either work in the station area or visit for recreation or accessing the Jordan River Parkway. Eating out was also listed as a preferred option.
 - Key opportunities for the Historic Gardner area where more multifamily housing and more green spaces along the Jordan River, which differs from the top responses in the English survey.

- The biggest concerns for all stations were related to wait times and time needed to get to their destinations.
- The major hopes listed were better connections to other stations and less wait times.
- City Center
 - o Most respondents either live, pass by or shop in the area. From the heat map we can see that many respondents live in the neighborhood south of the station area.



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