

An aerial photograph of the West Jordan City Center Station Area, overlaid with a semi-transparent blue grid. The map shows a mix of residential, commercial, and industrial areas, with a prominent road network and a large, irregularly shaped area in the center-left that appears to be a park or undeveloped land. The text "WEST JORDAN CITY CENTER" is written in large, bold, white capital letters, and "STATION AREA PLAN" is written in smaller, bold, white capital letters below it. The date "MARCH 2019" is written in even smaller, white capital letters at the bottom right of the text block.

WEST JORDAN CITY CENTER

STATION AREA PLAN

MARCH 2019

ACKNOWLEDGEMENTS

Jordan School District

Scott Thomas
Paul Bergera
Traci Mariano

Dave's Auto Body Shop

Karen Ware
Alex Ware

Utah Transit Authority

Paul Drake
Kevin Leo
Eric Callison
Levi Roberts

Utah Department of Transportation

Brad Palmer
Peter Tang
Grant Farnsworth
Jordan Backman

Wasatch Front Regional Council

Alex Roy

City of West Jordan

Mayor Jim Riding
Korban Lee
Chris McConnehey
Chad Lamb
Paul Coates
Kent Anderson
David Pack
Nate Nelson
Scott Langford
Larry Gardner
David Naylor
Jeremy Olson
Bill Baranowski

TABLE OF CONTENTS

Project Process 1

Station Area Analysis 7

Long-Term Redevelopment | 30-Year Buildout 21

Short-Term Redevelopment | Phase 1: 10-Year Buildout 25

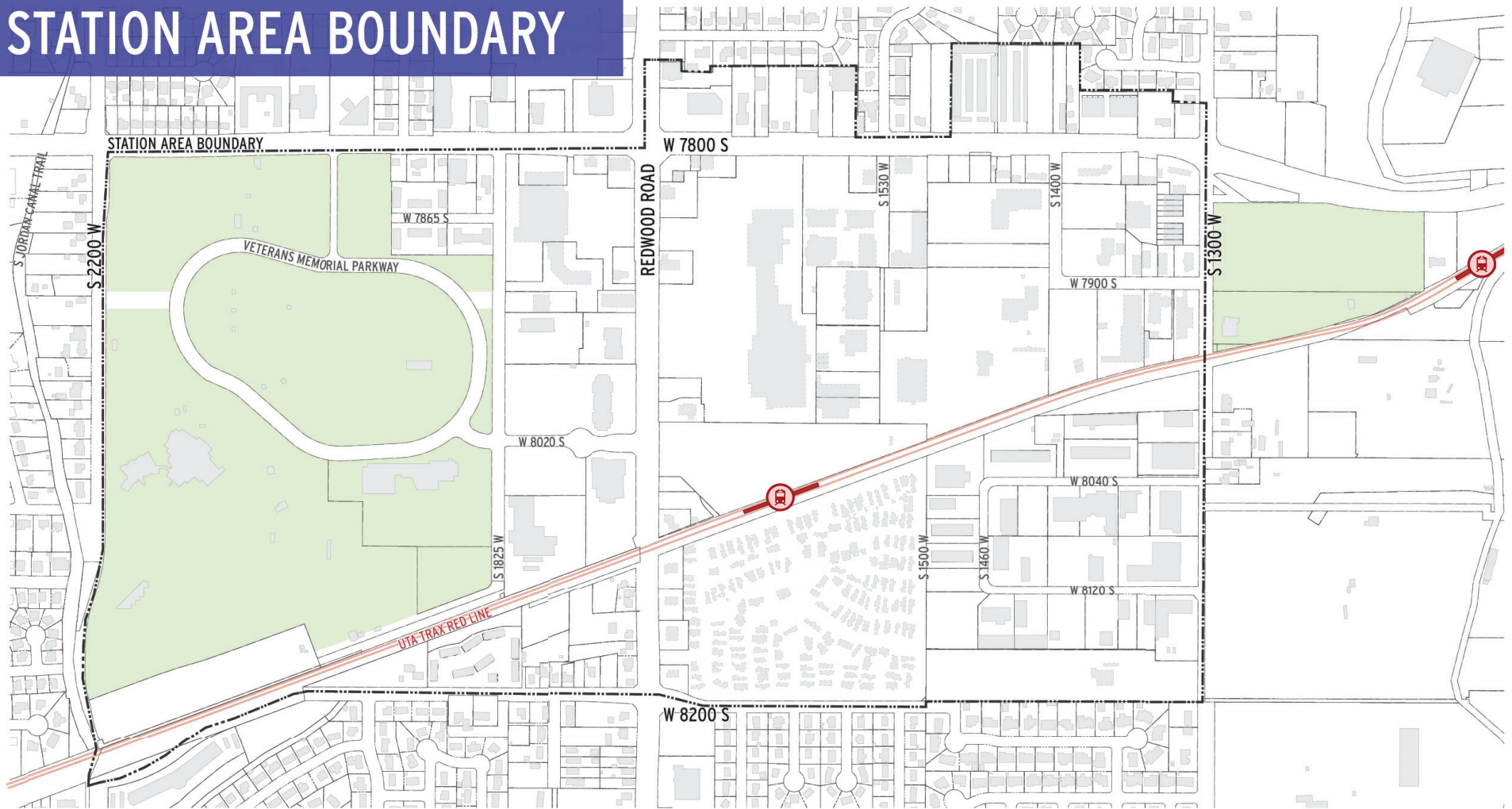
Short-Term Redevelopment | Initial Phase 1a: 5-Year Buildout 29

Business Case 37

Transportation Recommendations 47

PROJECT PROCESS

STATION AREA BOUNDARY



PROJECT PURPOSE

The West Jordan City Center Station Area Plan was created to establish a unified and cohesive vision for the area surrounding the West Jordan City Center Station. The vision reflected in this Station Area Plan is based on an assessment of all relevant current plans, analysis of the plan area existing conditions, and community engagement. A set of strategic recommendations accompany the vision, outlining and describing specific actions that may be taken by the city, as well as other public and private stakeholders.

PROJECT SCHEDULE

	2018				2019			
	October	November	December		January	February	March	
PROJECT MANAGEMENT								
Kick-off & Coordination Meetings		●	●	●	●	●	●	●
Project Team Meetings		1	2		3		4	
TASK 1. EXISTING CONDITIONS ASSESSMENT								
Field Visit		●						
Planning Context								
Station Area Conditions								
Deliverable: Existing Conditions Assessment								
TASK 2. CONSTRAINTS & OPPORTUNITIES MAP								
Station Area Base Map								
Deliverable: Constraints And Opportunities Map								
TASK 3. REDEVELOPMENT ANALYSIS								
Key Redevelopment Sites								
Redevelopment Options			DRAFT		FINALIZE			
Conceptual Costs & Financing			DRAFT		FINALIZE			
Deliverable: Written Redevelopment Analysis								
TASK 4. STAKEHOLDER ENGAGEMENT & PREFERRED VISION								
Stakeholder Engagement Sessions		●				●		
Deliverable: Preferred Vision								
TASK 5. STRATEGIC RECOMMENDATIONS								
Deliverable: Station Area Alternatives Analysis Report								
Deliverable: Implementation Plan								
Deliverable: Zoning & Development Standards Recommendations								
TASK 6. ADOPTION								
City Council Meeting(s)								●

STAKEHOLDER ENGAGEMENT SESSIONS

The West Jordan Station Area Planning Team facilitated two full day engagement sessions to gather input from station area stakeholders and property owners. The initial session, held on November 8, 2018, introduced the project and solicited issues, concerns, and desires for the station area. The Station Area Planning team conducted meetings with the following stakeholders:

- Jordan School District Staff (Scott Thomas, Paul Bergera, Traci Mariano)
- David Pack, Planning Commission Chair, City of West Jordan
- Utah Transit Authority Staff (Eric Callison, Kevin Leo, Levi Roberts)
- Dave's Auto Body Shop (Karen Ware & Alex Ware)
- City of West Jordan Staff (Nate Nelson, Scott Langford, Larry Gardner, David Naylor, Jeremy Olson)
- City of West Jordan Elected Officials (Mayor Jim Riding, Chris McConnehey, Chad Lamb)
- Utah Department of Transportation (Jordan Backman, Grant Farnsworth, Brad Palmer)
- Bruce Bingham, Hamilton Partners
- Adam Langford, Wasatch Residential Group
- Mark Murdock, Gardner Company
- John Gust, Arbor Utah/Gardner

During the second session, held on February 7, 2019 the Station Area Planning team reviewed the draft vision and conceptual redevelopment options. The Station Area Planning team received feedback from meetings the following stakeholders:

- Jordan School District Staff (Scott Thomas, Paul Bergera, Traci Mariano)
- Utah Transit Authority Staff (Paul Drake, Kevin Leo)
- City of West Jordan Elected Officials (Mayor Jim Riding, Corbin Lee, Chad Lamb)
- Utah Department of Transportation (Alex Roy, Jordan Backman, Grant Farnsworth, Peter Tang)
- City of West Jordan Staff (Nate Nelson, Bill Baranowski, Scott Langford, Larry Gardner, David Naylor, Jeremy Olson)
- City of West Jordan Elected Officials (Chris McConnehey)

CITY COUNCIL MEETING

After reviewing feedback and integrating comments into the plan, on March 6, 2019 Don Arambula presented the preferred West Jordan Station Area Plan to West Jordan City Council during a City Council Session, answering questions or concerns, and discussed potential next steps.

STATION AREA ANALYSIS

CONSTRAINTS



TRANSIT

The UTA park-and-ride lot is currently underutilized and pedestrian unfriendly. The rail line and adjacent sound wall bisect walking and biking access across the tracks. There are no 18-hour active uses adjacent to the station, creating potentially unsafe conditions for transit riders.

REDWOOD ROAD

Redwood Road is a barrier between the existing civic center and the future city center area due to its auto-oriented character, including infrequent signals, high traffic volumes, and long pedestrian crossing distances.

STREET GRID

The existing street grid is incomplete, limiting the amount of traffic distributed across the site. Due to large industrial parcels and disconnected streets, east–west and north–south connectivity is limited to arterial roadways.

PEDESTRIAN AND BICYCLE NETWORK

The existing incomplete street grid limits pedestrian and bicycle routes to high-speed roadways. These routes are neither comfortable or safe for pedestrians and cyclists.

EXISTING PRIVATE SECTOR LAND USE

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

EXISTING PUBLIC USES

The existing civic center and Veterans Memorial Park are located across Redwood Road and are oriented away from the UTA TRAX station, reducing walking and biking access to these destinations.

REAL ESTATE MARKET

There are few comparable examples of high-density mix-use TOD city centers in the region.

PHASING AND FINANCING

Due to the size of the Jordan School District site within the city center RDA, limited tax increment is available for public projects.

OPPORTUNITIES

7800 SOUTH

REDWOOD ROAD
Regional Access & High
Drive-By Visibility

**CIVIC CAMPUS
ADJACENCY**
Heart of the community

**GOOD
TOD
POTENTIAL**

**WEST JORDAN
CITY CENTER**

RIPE PARCELS
Old buildings at end of life-cycle;
majority of sites are parking lots

OWNERSHIP
Willing partners; few
large parcels

1300 WEST

**GARDNER
VILLAGE**

8200 SOUTH

CITY OF WEST JORDAN GENERAL PLAN

The 2012 General Plan outlines goals and policies for the City Center and Neighborhood TSOD Land Use designation. This designation applies to two areas within the project area boundary, one of which is the original West Jordan downtown core.

This designation encourages the creation a traditional main street or downtown by focusing on two goals:

- 1 Evaluate and update sections of the zoning ordinance and zoning map relating to City Center and Neighborhood TSOD Center development.
- 2 Provide well designed, aesthetically pleasing, and efficient city center and neighborhood center areas.

UTA TRANSIT-ORIENTED DEVELOPMENT GUIDELINES

The UTA Transit-Oriented Development Guidelines provide a supportive framework for planning a successful station area. The following guidelines are particularly relevant to the City Center Station Area Plan.

Short to Medium Block Lengths

- 1.1 Blocks lengths shall not be longer than 350 feet in length in any direction and a pedestrian corridor shall be provided no less than every 250 feet.

Grid-Like Street Networks

- 1.2 Street networks shall be designed to create a grid-like street network.

Park-and-Ride

- 4.2 Site designs shall preserve or contemplate full replacement of park-and-ride stalls, unless otherwise directed by UTA staff.
- 4.3 Parking structures are highly encouraged and shall be used whenever feasible.
- 4.4 The location of park-and-ride stalls shall not exceed 1000 feet walking distance from the center of the platform to the closest stall.

REDEVELOPMENT SUPPORT

Meetings with City staff, elected officials, the Jordan School District, and other key stakeholders confirmed strong support for the development of the City Center Station Area Plan. There is also developer interest in the West Jordan city center area.

SHORT-TERM REDEVELOPMENT SITES

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

REDWOOD ROAD

Redwood Road provides significant drive-by exposure for the city center area, averaging over 40,000 average daily trips. Studies such as the Redwood Road Corridor Master Plan include recommendations and strategies for improving street conditions through planned beautification and multi-modal improvements.

PEDESTRIAN AND BICYCLE NETWORK

The Jordan River Trail is a regional recreational walking and biking amenity. The 1300 South bike lane and the Rail Trails are planned future recreational amenities.

PREMIUM TRANSIT

The existing TRAX Red Line and bus service in the city center area provide transit options for commuters. The potential Redwood Corridor BRT may further expand transit options available within the city center.

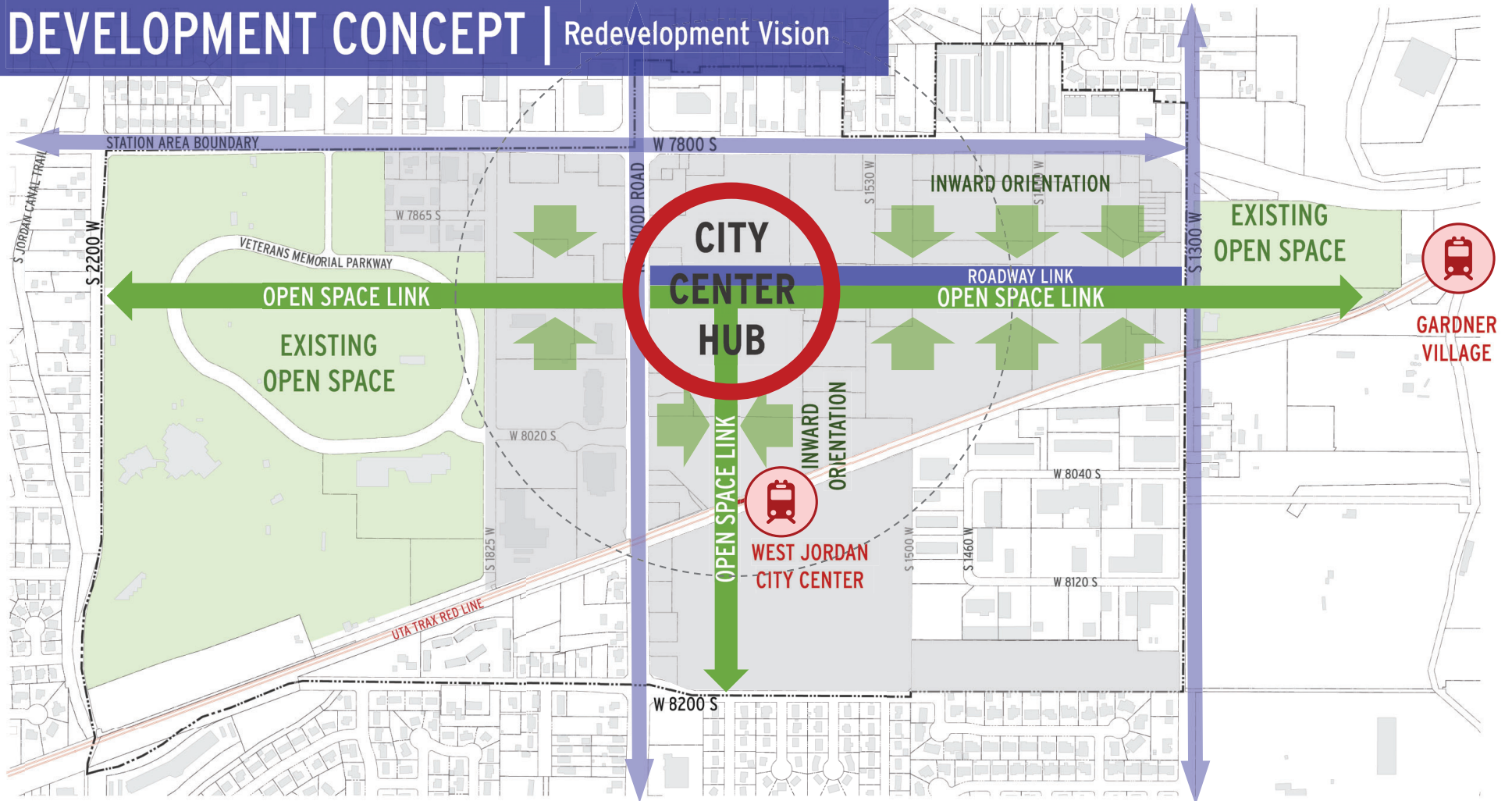
EXISTING PRIVATE SECTOR LAND USE

Multiple large parcels with underutilized parking lots and a worn character make the area ripe for redevelopment.

EXISTING PUBLIC USES

Existing civic uses and recreational facilities at Veterans Memorial Park provide a strong hub to attract visitors and employees.

DEVELOPMENT CONCEPT | Redevelopment Vision



CITY CENTER

A city center hub is proposed approximately a quarter-mile north of the station in order to realize a full radius of potential future development.

OPEN SPACE LINKS

Open space links connect residents and visitors to regional destinations with safe, convenient, and direct pedestrian and bicycle routes.

- 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.

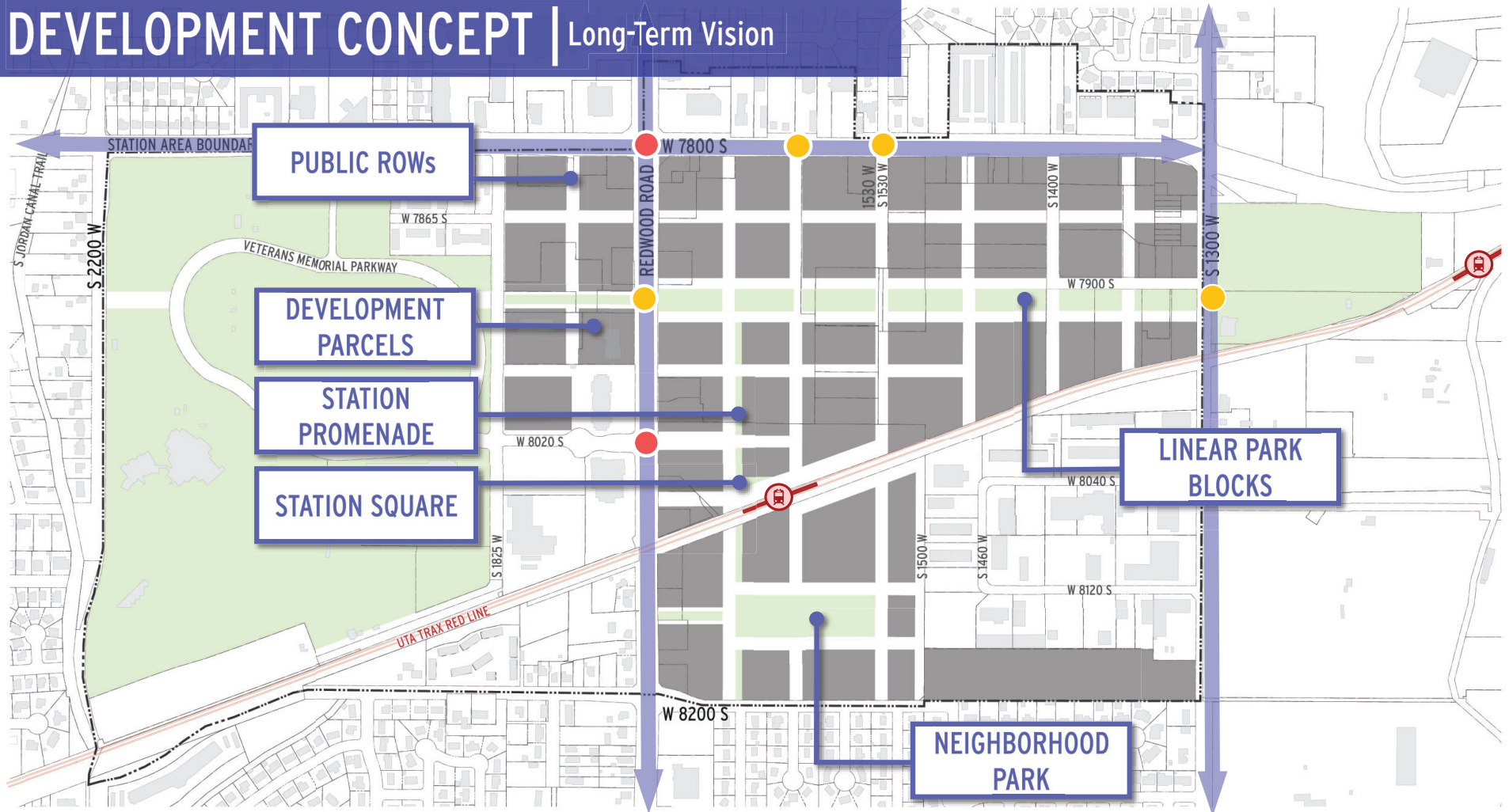
INWARD ORIENTATION

Development along the open space links should focus inwards, to support planned retail and to commercial development with strong pedestrian and bicycle facilities.

ROADWAY LINK

A proposed extension of 7900 South, connecting Redwood Road to 1300 West, will increase trips along this roadway, supporting planned retail and commercial uses while also alleviating congestion on parallel routes.

DEVELOPMENT CONCEPT | Long-Term Vision



PARK BLOCKS

Linear park blocks create a central east–west spine, or main street, connecting recreation uses. Park blocks orient residents and visitors to the city center area and establish a neighborhood character that is vibrant, welcoming, and easy to navigate.

Park blocks are approximately 130 feet wide with adjacent streets. Each direction of the proposed couplet includes:

- One 12-foot sidewalk adjacent to the building frontage.
- One 10-foot parking lane adjacent to the building frontage.
- One 14-foot travel lane.

DEVELOPMENT PARCELS

The redevelopment concept envisions a new fine-grained grid, based on UTA Transit-Oriented Development Guidelines, that creates a pattern of walkable blocks.

PUBLIC RIGHTS-OF-WAY

An interconnected network of streets ensures that trips to and from the station are short, direct, and easy for all modes to navigate. New public rights-of-way are 60-feet wide and includes:

- Two 12-foot sidewalks.
- Two 8-foot parking lanes.
- Two 10-foot travel lanes.

STATION PROMENADE

The station promenade strengthens the north–south pedestrian and bicycle connection between the park blocks and the West Jordan City Center Station and includes:

- One 12-foot sidewalk.
- One 20-foot promenade.
- Two 8-foot parking lanes.
- Two 10-foot travel lanes.

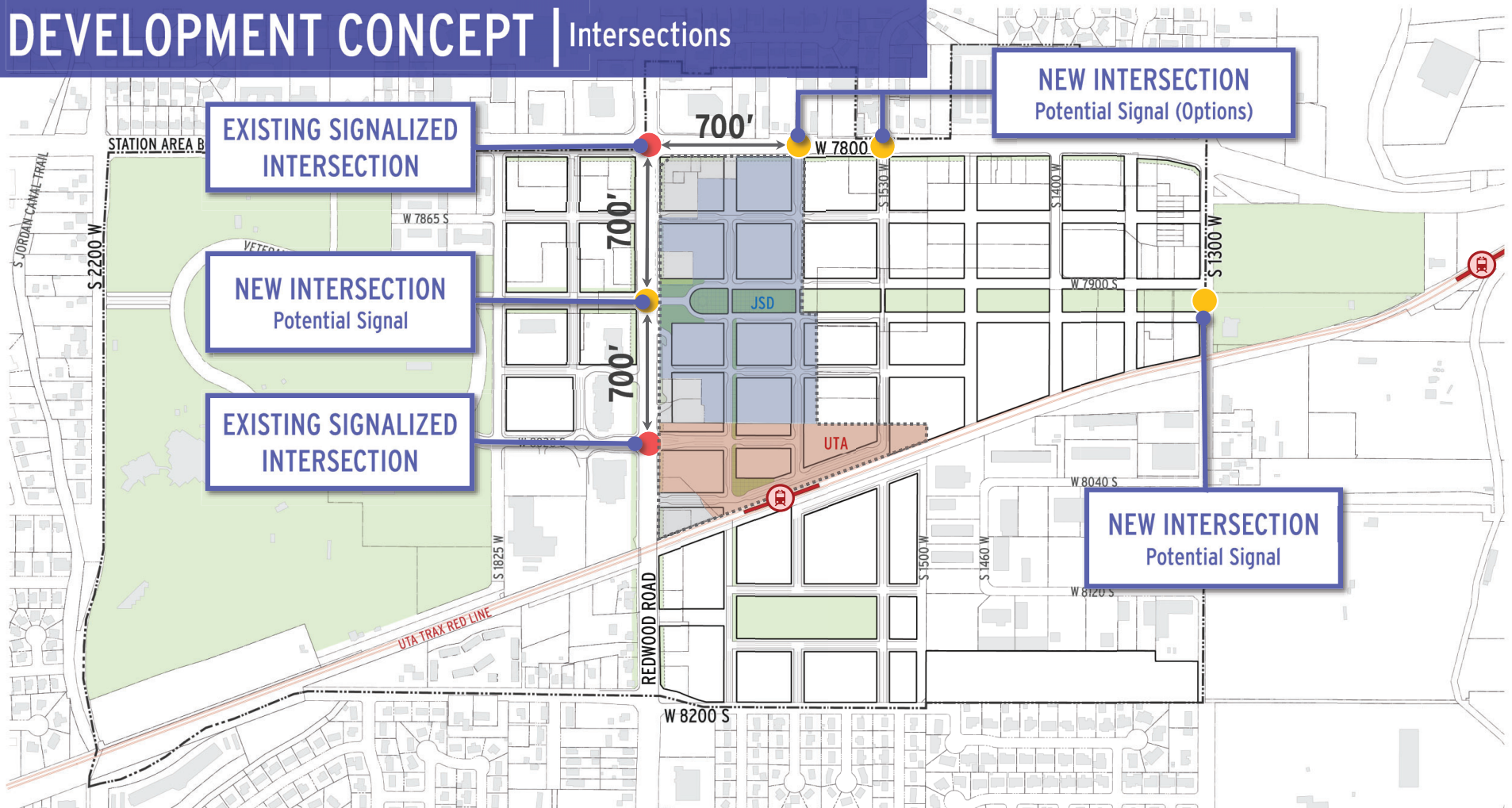
STATION SQUARE

The station square adjacent to the West Jordan City Center Station establishes a sense of place and creates a sense of arrival for commuters, visitors, and residents. This square may accommodate a bike sharing station, bus and transit operator facilities, and other transit-supportive uses that promote a safe, active, and comfortable station area.

NEIGHBORHOOD PARK

The neighborhood park located south of the transit station creates a focal point and sense of place for neighborhood residents. The neighborhood park is connected to the station platform by the station promenade.

DEVELOPMENT CONCEPT | Intersections



EXISTING SIGNALIZED INTERSECTIONS

Existing signals are located at the intersections of:

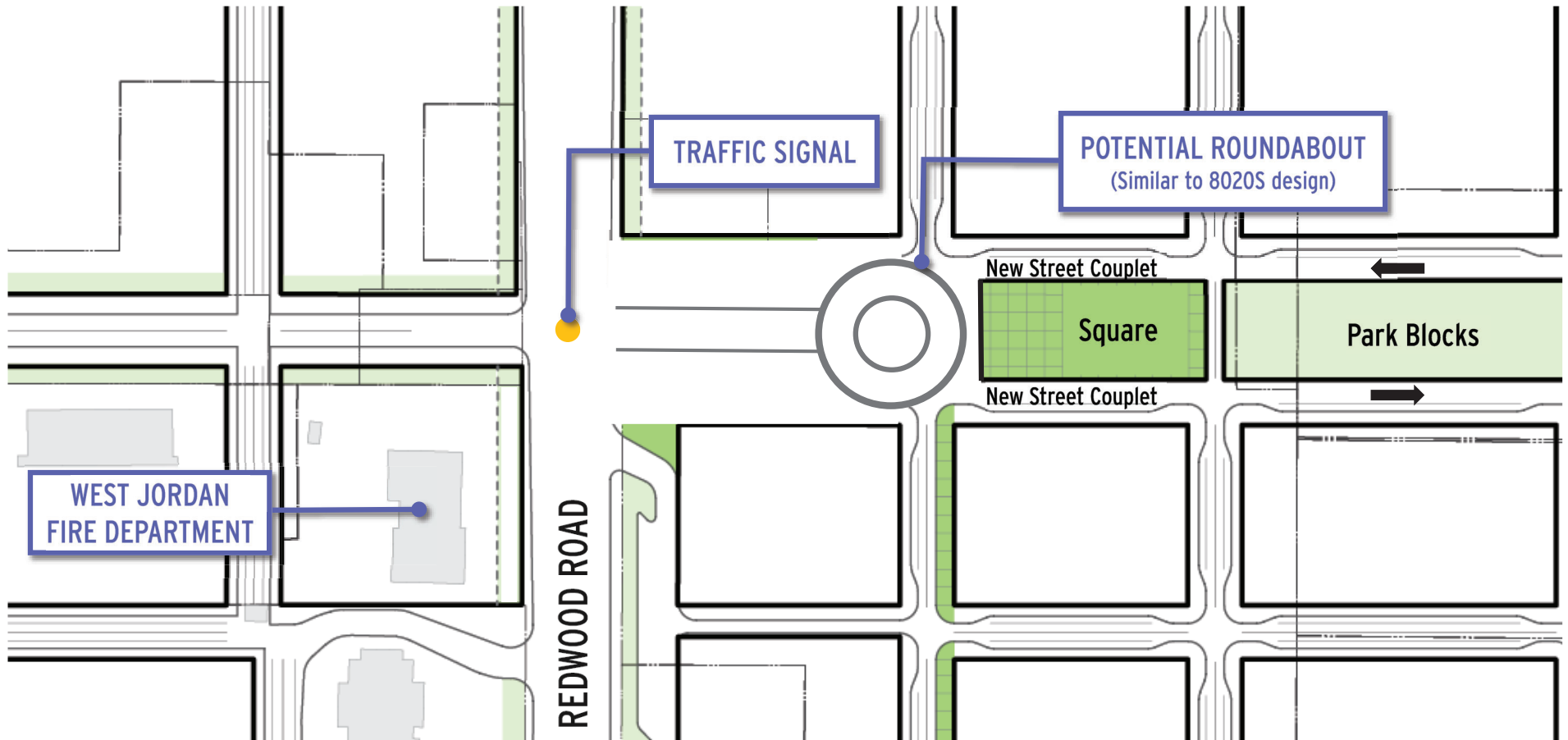
- Redwood Road and 7800 South
- Redwood Road and 8020 South

NEW INTERSECTIONS

Both 3/4 access and signalized intersection concepts should be explored for the intersections of:

- Redwood Road and 7900 South roadway link
- 7800 South and New Street (west of 1530 West)
- 7800 South and 1530 West
- 1300 West and 7900 South

DEVELOPMENT CONCEPT | Intersections



LONG-TERM TRAFFIC SIGNAL

A traffic signal at the intersection of Redwood Road and the proposed 7900 South roadway link is crucial to successful future development. Providing pedestrian, bicycle, and auto traffic access to West Jordan's main street will support thriving retail and commercial uses along the corridor.

This traffic signal would also alleviate growing congestion on 7800 South, a parallel route to the north, and would improve access to the West Jordan Fire Department.

POTENTIAL ROUNDABOUT

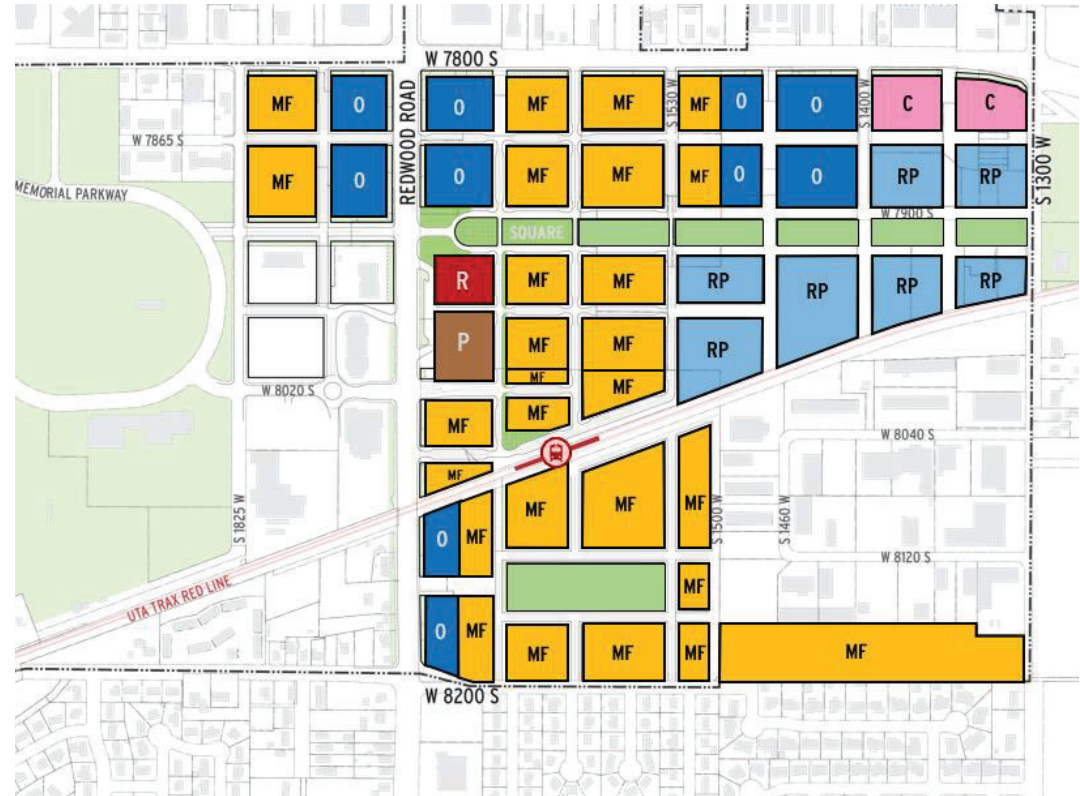
A roundabout at the proposed 7900 South roadway link and the promenade street, similar to the 8020 South roundabout design in the West Jordan civic center, should be further investigated and could be beneficial to the proposed signalized intersection. A roundabout design that prioritizes pedestrian and bicycle facilities is recommended in order to better connect with the station promenade to the south. The design of the roundabout should not impact the function of the square, or degrade walking and biking access.

LONG-TERM REDEVELOPMENT

30-Year Buildout

LONG-TERM REDEVELOPMENT | 30-Year Buildout

LAND USE	DENSITY (DU/AC)	DWELLING UNITS	FLOOR AREA (SF)
MULTI-FAMILY	30-60 GROSS	2,200	-
RETAIL	-	-	110,000
COMMERCIAL	-	-	65,000
OFFICE	-	-	310,000
RESEARCH OFFICE	-	-	300,000
TOTAL	30-60 GROSS	2,200	785,000



30-YEAR BUILDOUT

The long-term redevelopment concept illustrates a thirty-year city center area vision and includes a range of uses.

MULTI-FAMILY HOUSING

Housing uses are located around the TRAX station area, in the center of the long-term redevelopment area and on blocks west of Redwood Road and north of 8200 South. A variety of housing typologies such as higher-density affordable and market-rate apartments, senior housing, condominium, and townhome development are all encouraged within the initial phase to ensure that a diverse population of residents is served.

OFFICE

Office uses are located near the corner of Redwood Road and 7800 South to capture optimal visibility and drive-by traffic.

RESEARCH OFFICE PARK

Research office park uses are located north and south of the park blocks, near the intersection of 7900 South and 1300 West, to capture visibility and drive-by traffic.

RETAIL

Locating the retail anchor and potential street-oriented shops off Redwood Road provides high drive-by visibility and convenient access to encourage the development of a retail main street. Future retail uses, such as shops and restaurants, should be located within the ground floors of buildings off the proposed 7900 South roadway link.

The retail anchor should be visible and accessible from Redwood Road. The main entrances should be located directly across from the parking structure to encourage easy access for customers. Retail buildings should have transparent windows, canopies, and include entrances off the proposed 7900 South roadway link.

COMMERCIAL

Commercial uses should be located along the promenade street within the ground floor of multi-family buildings and the parking structure. Ground floor commercial buildings should have transparent windows, canopies, and include entrances off the promenade street.

Commercial uses should also be located near the intersection of 7800 South and 1300 West to capture visibility and drive-by traffic.

PARKING STRUCTURE

Locating a parking structure at the intersection of Redwood Road and 8020 South provides quick and convenient auto access and ample parking for commuters and customers alike.

Parking garage buildings should conceal their parking use by replicating building elements along the façade such as windows, columns, and vertical circulation and use materials similar to existing and proposed development. Parking garages should not have sloped floors articulated in the facade.

SHORT-TERM REDEVELOPMENT

Phase 1: 10-Year Buildout

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



PHASE 1: 10-YEAR BUILDOUT

The phase 1 redevelopment concept illustrates a five- to ten-year city center area vision and includes a range of uses.

The following property owners will be impacted in the short-term:

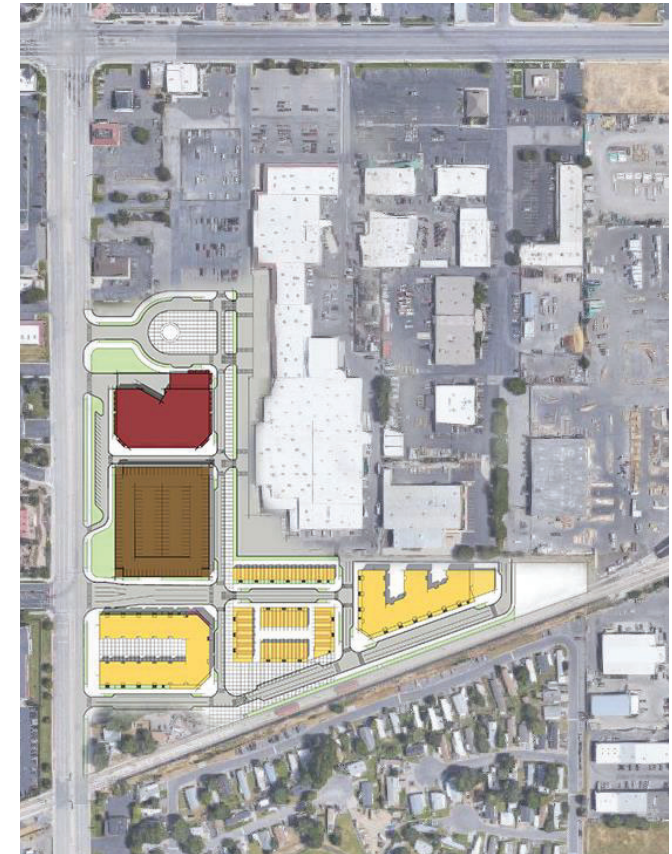
- Jordan School District
- Sundborn LLC
- Utah Transit Authority
- First Security Bank of Utah
- Betos Mexican Food LLC
- Lube Development LC
- Go Go Ventures LLC
- Plaza America at 78th

SHORT-TERM REDEVELOPMENT

Initial Phase 1a: 5-Year Buildout

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



INITIAL PHASE 1A 5-YEAR BUILDOUT

The Initial Phase 1a redevelopment concept includes the following projects:

- **City Center Square:** The first park block immediately east of Redwood Road.
- **Station Promenade:** Between the city center square and the City Center Station.
- **Station Square:** Located adjacent to the City Center Station.
- **Multi-Family Housing:** Located on the UTA property immediately adjacent to the City Center Station.
- **Parking Garage and Ground Floor Commercial:** Located on the Sundborn property.
- **Retail Anchor and Shops:** Located on the Jordan School District property, adjacent to the city center square.

PROPERTY IMPACTS

The following properties will be impacted in the Initial Phase 1a:

- Jordan School District
- Sundborn LLC
- Utah Transit Authority

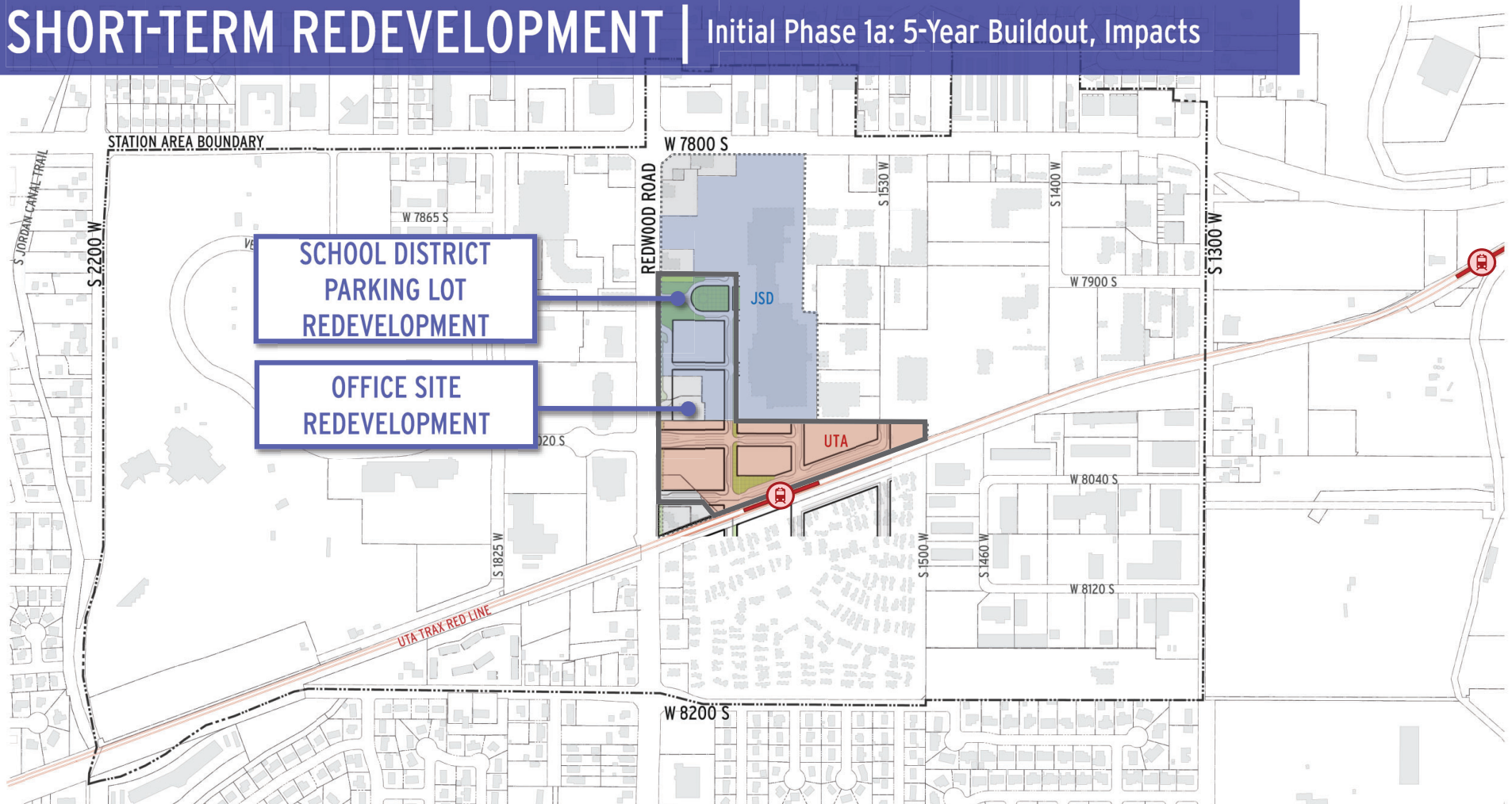
Jordan School District

The Jordan School District Auxiliary Services Building and adjacent access routes to the building will not be impacted during the initial phase.

Jordan School District's parking uses along Redwood Road will be impacted. Further discussion between the City and the Jordan School District are necessary.

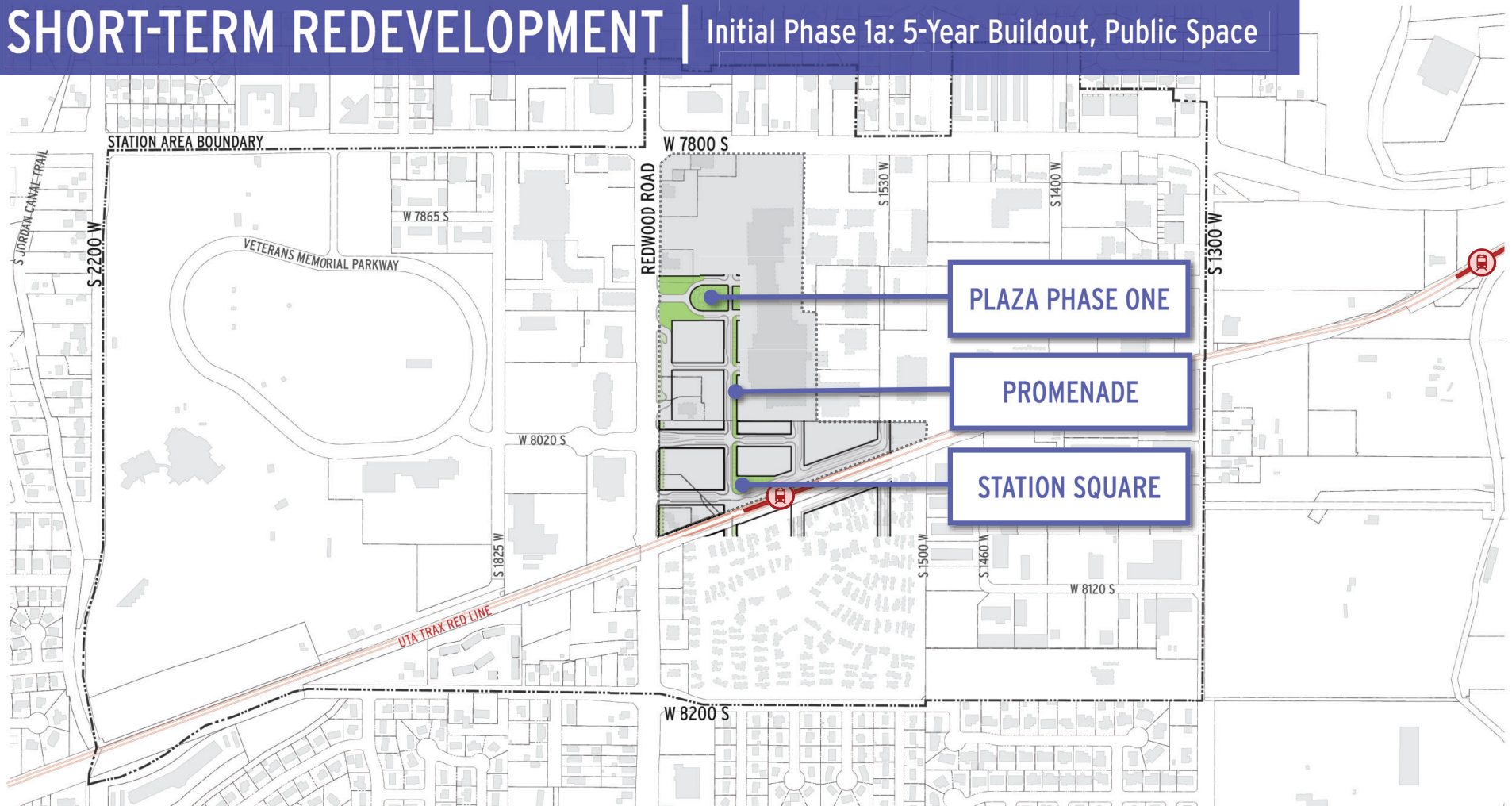
SHORT-TERM REDEVELOPMENT

Initial Phase 1a: 5-Year Buildout, Impacts



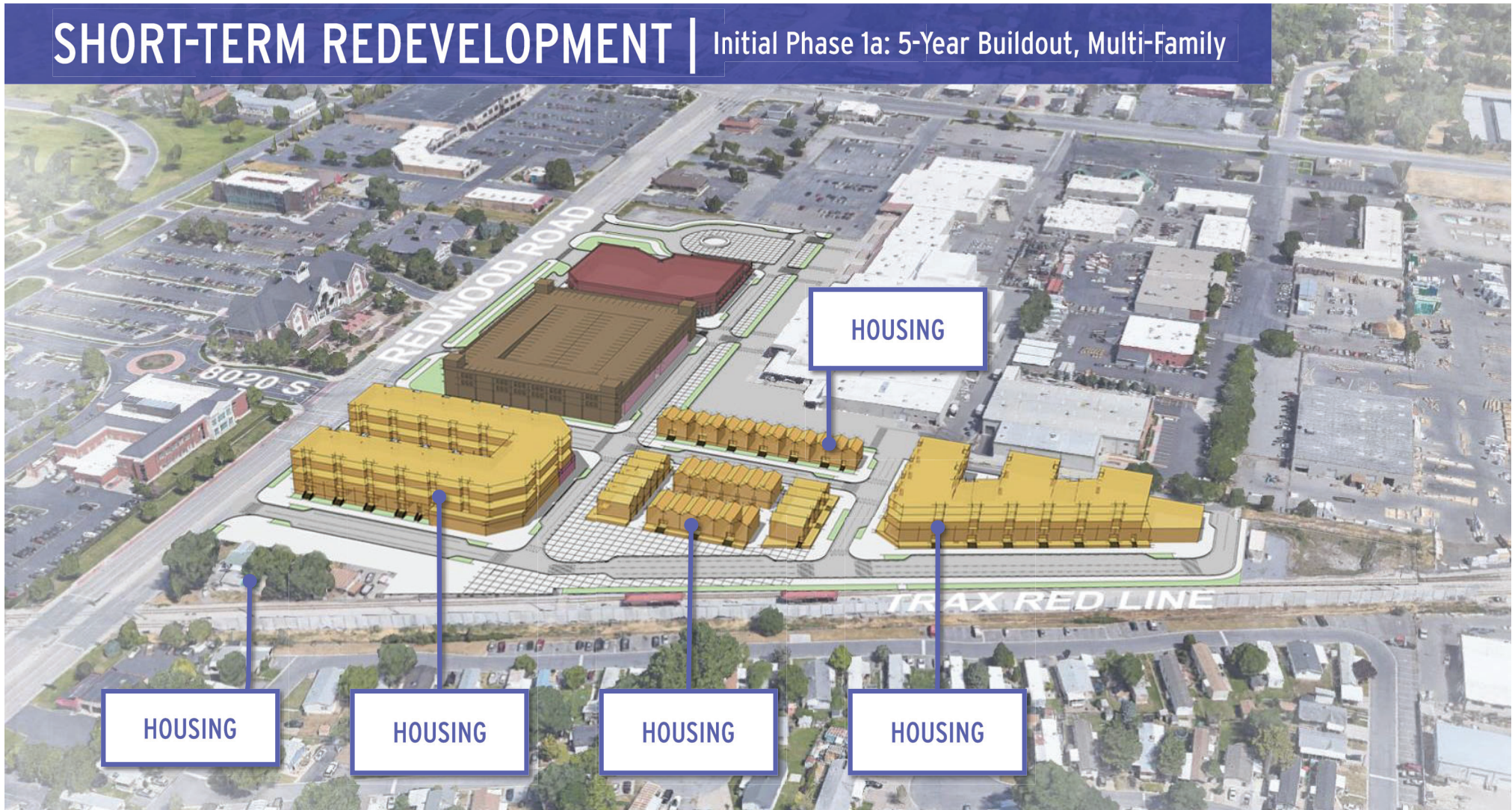
SHORT-TERM REDEVELOPMENT

Initial Phase 1a: 5-Year Buildout, Public Space



SHORT-TERM REDEVELOPMENT

Initial Phase 1a: 5-Year Buildout, Multi-Family



HOUSING

HOUSING

HOUSING

HOUSING

HOUSING

SHORT-TERM REDEVELOPMENT

Initial Phase 1a: 5-Year Buildout, Parking + Retail

PARKING GARAGE
530 SPACES

PARK-AND-RIDE
(LEVEL 2/3)
360 SPACES

RETAIL PARKING
(LEVEL 1+)
170 SPACES

RETAIL ANCHOR -
25,000 SF
RETAIL SHOPS -
13,000 SF

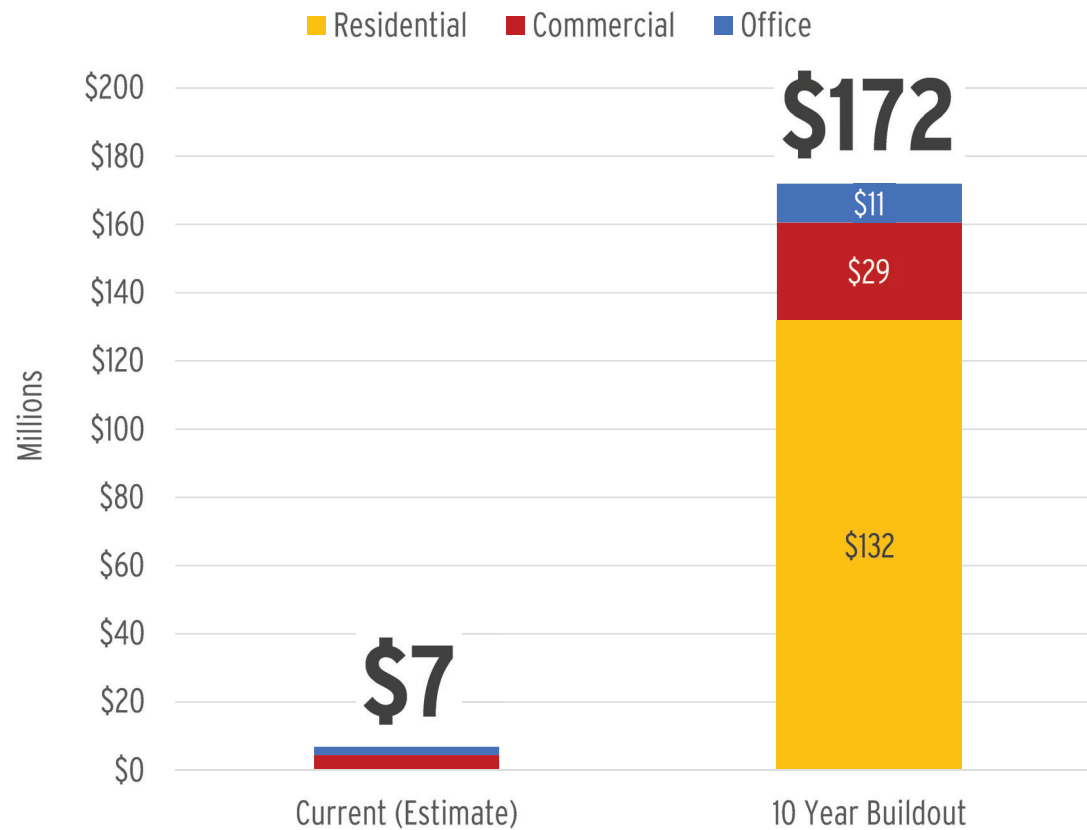
BUSINESS CASE

ASSESSED VALUE

Development Program					Assessed Value			
Block	Dwelling Units	Density (du/ac)	Retail or Commercial SF	Office	Residential	Commercial	Office	Total
5 Year								
Plaza						\$0		\$0
Retail			38,000			\$12,350,000		\$12,350,000
ROW						\$0		\$0
Parking Str.						\$0		\$0
Parking Str.			10,000			\$3,250,000		\$3,250,000
PS Easement						\$0		\$0
ROW						\$0		\$0
MF 1	245	182			\$26,950,000	\$0		\$26,950,000
MF 2 A	12	35			\$1,320,000	\$0		\$1,320,000
MF 2 B	22	27			\$2,420,000	\$0		\$2,420,000
MF 3	205	176			\$22,550,000	\$0		\$22,550,000
ROW						\$0		\$0
Other						\$0		\$0
Subtotal	484		48,000	0	\$53,240,000	\$15,600,000	\$0	\$68,840,000
10 Year								
Multifamily	716	93	40,000		\$78,760,000	\$13,000,000	\$0	\$91,760,000
ROW								
Park								
Office				35,000				
Office				35,000		\$0	\$11,375,000	\$11,375,000
Subtotal	716		40,000	70,000	\$78,760,000	\$13,000,000	\$11,375,000	\$103,135,000
Total	1,200		88,000	70,000	\$132,000,000	\$28,600,000	\$11,375,000	\$171,975,000



ASSESSED PROPERTY VALUE



Current (2019) assessed values shown.
Values not inflated to year of construction.

LAND TRANSACTIONS

There are a number of property owners in the City Center area, and two primary buyers: mixed-use developers, and the City, which will purchase right of way.

These transactions will be complex and will need to be closely managed by the City.

Revenue to (Seller)	Cost to (Buyer)		Total
	City	Developer	
Jordan SD	\$4,992,696	\$7,818,300	\$12,810,996
Private Owners	\$0	\$4,440,000	\$4,440,000
Sundborn	\$2,435,600	\$0	\$2,435,600
City	\$0	\$939,250	\$939,250
UTA	\$0	\$2,708,083	\$2,708,083
Total	\$7,428,296	\$15,905,633	\$23,333,929

Converted to Equity

CITY COSTS AND REVENUES

City Costs (Uses of Funds)

Land Acquisitions and Options		
Jordan School District		\$4,992,696
Private Property Owners		\$2,435,600
GSA Relocation		\$0
Contingency	20%	\$1,485,659
Subtotal		\$8,913,955
Hard Costs of Construction		
Grading and Site Prep		\$0
Roads		\$7,300,000
Parks and Plazas		\$3,850,000
Parking Structure		\$9,540,000
Off Site Infrastructure (e.g., Redwood Rd.)		\$0
Signage		\$0
Off Site Paths, Trails		\$0
Soft Costs	25%	\$5,172,500
Contingency	20%	\$4,138,000
Subtotal		\$30,000,500
Transfer to Jordan SD for New Buildings		\$21,111,830
Total		\$60,026,285

City Revenues (Sources of Funds)

Land Sales		\$0
Reimbursements for Parking Structure		
UTA: Hard Costs		\$6,480,000
UTA: Soft Costs and Contingency	45%	\$2,916,000
Retail Developers		\$939,250
Subtotal		\$10,335,250
Tax Increment Financing (TIF)		
Available for Projects		\$21,128,315
Admin and Housing Set Aside		\$2,031,898
Subtotal		\$23,160,213
Impact Fees		
Parks		\$2,997,600
Roads (Assume all are vested w/site)		\$0
Utilities, Other		\$2,628,103
Subtotal		\$5,625,703
Retail Sales Tax		\$3,962,971
Other		
Grants		\$250,000
Chamber of Commerce		\$100,000
Philanthropic		\$100,000
Crowd Funding		\$50,000
Other		\$0
Subtotal		\$500,000
City General Fund or Other		\$16,442,148
Total		\$60,026,285

JORDAN SCHOOL DISTRICT

Revenues

Property Taxes	\$6,877,174
Land Sales (to Developers and City)	\$12,810,996
Total Revenue	\$19,688,170

Costs

New Auxiliary Services Office Space	\$21,000,000
Warehouse Acquisition and Renovation	\$18,900,000
Moving Cost	\$900,000
Total	\$40,800,000

Gap - Covered by City or Other	\$21,111,830
---------------------------------------	---------------------

JORDAN SCHOOL DISTRICT

Relocation of Auxiliary Services Offices and Warehouse

Auxiliary Services: Office Space

	PSF	Total
Land (Owned by Jordan SD)		\$0
Site Prep and Parking Area (Existing)		\$0
Administrative & Classroom Area (SF)		60,000
Core and Shell: Hard Cost	\$214	\$12,814,909
Tenant Improvements	\$40	\$2,400,000
Base Cost		\$15,214,909
Soft Costs	25%	\$3,203,727
Contingency	20%	\$2,562,982
Total		\$20,981,618

\$350

Warehouse

	PSF	Total
Warehouse Building Area		120,000
Building Acquisition	\$100	\$12,000,000
Building Improvements	\$20	\$2,400,000
Base Cost		\$14,400,000
Soft Costs	15%	\$1,922,236
Contingency	20%	\$2,562,982
Total		\$18,885,218

Moving Cost

	PSF	Total
Total Area (SF)		180,000
Moving Cost and Miscellaneous	\$5	\$900,000

UTA

1,200 new housing units at the City Center could introduce 2,000 or more new residents—all potential new transit riders.

UTA Summary

Costs: Parking Structure

UTA: Hard Costs	\$6,480,000
UTA: Soft Costs and Contingency	\$2,916,000
Total	\$9,396,000

Revenues

Sales Tax Receipts	\$1,426,670
Joint Venture Equity (NPV)	\$3,907,791
Additional Riders and Transit Fares	Not calculated
Total	\$5,334,460

STRATEGIC RECOMMENDATIONS

ADOPT PLAN

- City Council
- Jordan SD
- UTA (TOD Program Board - March 20th)

STAKEHOLDER BUY-IN

- Sundborn and other private property owners (work with brokers, possibly secure option)
- Retail (Interviews with Harmon's, Target, Sprouts, others)

CONTINUE TO FULLY STAFF ECONOMIC DEVELOPMENT DEPARTMENT FINANCE

- Extend TIF District
- Potential to bond/dedicate Impact Fees, Retail Sales
- Set aside anticipated General Fund dollars, including for 2020 work with developer

PRE-DEVELOPMENT

- Zoning modifications
- Development standards (design guidelines, open space guidelines)

DEVELOPMENT OFFERING

- Prepare and issue RFQ (Q3/Q4 2019)
- Short list, Request for Proposals
- Select preferred developer
- Negotiate deal

TRANSPORTATION RECOMMENDATIONS

PROPOSED SIGNAL LOCATIONS

The map illustrates the proposed signal locations and street grid for the station area. Key features include:

- STATION AREA BOUNDARY:** Indicated by a thick blue line.
- NEW INTERSECTION Potential Signal (Options):** Three locations marked with yellow dots at the intersections of W 7800 S, 1530 W, and S 1300 W.
- NEW INTERSECTION Potential Signal:** One location marked with a blue dot at the intersection of S 1300 W and W 7800 S.
- EXISTING SIGNALIZED INTERSECTIONS:** Two locations marked with red dots at the intersections of W 7800 S and W 8200 S.
- NEW STREET GRID PER TOD GUIDELINES:** A grid of streets including W 7800 S, W 8020 S, W 8200 S, 1530 W, 7900 S, JSD, MCDERMOTT, BMC WEST, UTA, and S 1300 W.
- Other Features:** Veterans Memorial Parkway, S Jordan Canal Trail, and the UTA Trax Red Line.

Through this planning process the project team has made recommendations to increase the grid network and overall connectivity within the study area in order to enhance accessibility, enhance commercial retail store frontage and provide adequate access to the proposed developments. As part of this plan, the project team has also recommended installing new signals on Redwood Road at 7900 South, and either 7800 South and 1530 West or 7800 South and approximately 1590 West to tie the proposed grid network back to the existing roadways. According to UDOT standards, Redwood Road is an Access Category 5 roadway with a minimal signal spacing of 2,640 feet, and a minimum Right-In-Right-Out driveway spacing of 660 feet. The proposed signal is roughly 700 feet from the existing signal at 8020 South and 7800 South.

On February 7th, 2019 the project team met with UDOT representatives to discuss the proposed signals and they expressed concern with the signal on Redwood specifically, stating that because it did not meet their required spacing minimums it would need to be examined in greater depth outside of this study.

The 2005 Corridor Agreement for Redwood Road from 6720 South to 9400 South was also evaluated and confirmed that the 7900 South location was not identified as a location for a future signal.

The aforementioned information indicates that a full signal at 7900 South is not possible at this time based on explicit UDOT standards and direction. However, there are long and short term recommendations outlined in the following pages that are intended to provide guidance around this topic moving forward.

2005 REDWOOD ROAD CORRIDOR AGREEMENT EXCERPT

SR-68 at 9400 South	Future Signal
SR-68 at 9200 South (Fox Park Drive)	Future Signal
SR-68 at 9000 South (SR-209)	Existing Signal
SR-68 at 8600 South (Gardner Lane)	Future Signal
SR-68 at 8200 South (Sugar Factory Road)	Future Signal
SR-68 at 8020 South (City Center)	Future Signal
SR-68 at 7800 South (SR-48 to the west)	Existing Signal
SR-68 at 7000 South (SR-48 to the east)	Existing Signal
SR-68 at 6720 South	Future Signal

SHORT-TERM RECOMMENDATIONS

A proposed 3/4 unsignalized intersection (allowing for all movements aside from anything on the proposed eastern leg of the intersection) at 7900 South is a short-term recommendation. This type of intersection was called out in the February 7th UDOT meeting as acceptable by UDOT staff in the immediate term. This type of intersection is also acceptable by the project team.

LONG-TERM RECOMMENDATIONS

In the long term, it is recommended that West Jordan City work with UDOT to evaluate a potential full signal at 7900 South – as a new signal without replacing or exchanging any other signal. The City may determine that a full signal is necessary to accommodate the flow of traffic into and out of the development, and to help pedestrian access and connectivity into the area. This type of evaluation could be a separate study, or it could potentially be an evaluation and update to the 2005 Corridor Agreement for this area – due to the substantial proposed development. It should be noted that none of UDOT’s current Access Management Category descriptions allow for signal spacing of less than 1,320 feet. Future study may not recommend placement of a signal at this location.

Evaluation of other alternatives at this intersection that do not involve a signal but could have a desired effect is recommended. For example, potentially there is an opportunity for a pedestrian overpass at this location because of the development being proposed in the area and because such a facility may create connections to existing and proposed green space in the area. Additionally, this could create a comfortable facility for active transportation users while connecting other paths and green space while not disrupting vehicular travel along Redwood Road. Another facility that could be considered is a Pedestrian Hybrid Beacon (PHB) at this intersection. Again, this would help with pedestrian connectivity in the area and may be more feasible than a full signal or a pedestrian bridge.

