

# SHARKEY AMENDMENT CHANGES TO CHAPTER 7.1

## 1. Eliminate RLN designation within the residential category of the Future Land Use Dashboards (assumes change will apply to FLUM as well)

SANDY CITY GENERAL PLAN | TARGETED GROWTH PLAN | LAND USE T10

### Natural Resources

Sandy residents appreciate and value their local parks, trails, and the regional open space on their doorstep. The plan includes strategies to preserve and upgrade the existing parks, trails and open space system as well as add to that system to accommodate the needs of new residents. In addition, by concentrating new development in areas with existing infrastructure the plan reduces the need to develop on "green field" areas.

### Enhance Livability & Quality of Life

The Map identifies areas for Neighborhood Activity Centers that include a requirement for new community space as part of their development approval. These areas are intended as community gathering spaces for both new and existing residents of the area.

In addition, the General Plan has identified several strategies to ensure that the livability and quality of life valued by current Sandy residents will continue to be enjoyed by future residents. These strategies include a continued focus on the natural beauty of the area and preservation of natural resources as well as strategies to ensure ongoing reinvestment in Sandy's neighborhoods to keep them thriving and active.

### Improve Sustainable Mobility & Connectivity

A Key Strategy reflected on the Map is the creation of a series of nodes along major transportation corridors such as 9400 South. As these nodes develop, the stability of transit along the corridor increases. A new transit corridor from I-15 to the mouth of Little Cottonwood Canyon would reduce overall traffic on this key east west road.

### Strengthen Neighborhoods

The Map identifies the types of neighborhoods contemplated by the Plan. Neighborhoods experiencing change are identified along several of the city's major transportation corridors with a thicker line.

### Increase Range of Housing Opportunities

The Map identifies areas for additional housing types within existing neighborhoods, along major arterials, at station areas, and in redevelopment areas. The range of housing types includes new missing-middle housing types such as small lot single family, town homes, row homes, and apartments and condominiums.

### Conserve Open Space & Natural Resources

The targeted growth strategy that is the foundation of the Plan will allow the city to capture regional growth-related opportunities while directing that new development to areas with existing infrastructure. This will reduce growth-related pressures from Sandy's foothills and other undeveloped areas.

### Support Diverse Local Economy

The Plan identifies strategies to encourage reinvestment in aging commercial areas as well as opportunities for significant new investment in The Cairns. These strategies will ensure that Sandy's economic base remains diverse and healthy.

### Engage Responsibly with Regional Partners

The Plan and Map were developed within the regional context taking into account long-range transportation plans, regional priorities and strategies for housing, water resources, and air quality, as well as showing leadership in how to accommodate regional growth pressures while maintaining Sandy's identity.

### Bolster Commercial Centers

Reinvestment in existing commercial centers is critical to their ongoing viability within the regional market. The Plan identifies opportunities for new investment in these areas to ensure that they continue to provide the goods and services enjoyed by Sandy residents.

### The Future Land Use Map

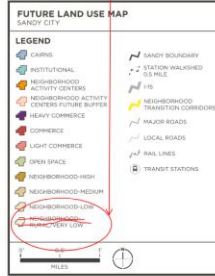
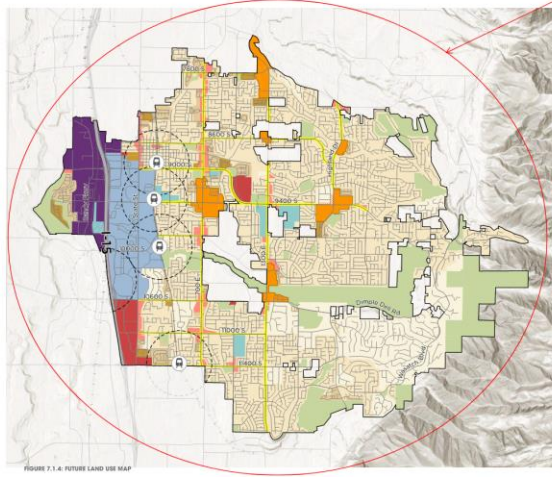
The Map summarizes the various land use categories within the city and provides additional guidance through "Dashboards" that identify the key considerations and parameters for the land use category in various situations found throughout the city.

Insert revised Future Land Use percentage of area by type table

Category	Acres	% of Total
Neighborhood Low	7,696	57%
Neighborhood Medium	511	4%
Neighborhood High	167	1%
Light Commerce	275	2%
Commerce	242	2%
Heavy Commerce	510	4%
Neighborhood Activity Centers	340	3%
Cairns District	813	6%
Open Space	2,637	20%
Institutional	219	2%

SANDY CITY FUTURE LAND USE MAP

Eliminate all Neighborhood Rural/Very Low from Map and replace with Neighborhood Low



Primarily residential areas in Sandy City are referred to as Neighborhoods in the Future Land Use Map. While these neighborhoods are mostly residential, they include some non-residential elements that are required for residential to prosper. These include smaller parks, schools, public utilities and works facilities, and churches.

**RURAL-LOW DENSITY NEIGHBORHOOD (RLN)**

Rural-low density neighborhoods (RLN) primarily comprise of single-family homes dispersed on larger lots that may have rights for farm animals. Maintaining a density of less than three units per acre ensures that the agricultural and animal-raising capabilities of RLN areas continue to thrive. Workable farmland sustains a high quality of life by preserving the city's historic rural character and providing locally sourced goods to residents and local businesses. Additionally, large lots are ideal for areas with geographic challenges, such as steep slopes, where much of the land is undevelopable.

**Residential Areas** – Single-family residences remain the primary use within RLN areas. The intention is to preserve and enhance these uses while regulating the design of new residential infill projects. New projects should reflect existing infrastructure and have the ability to tolerate agricultural production.

**Non-Residential Areas** – Low-impact institutional uses such as schools, churches, and public parks, and home occupations are considered secondary uses and may be located within RLN areas. Non-residential types that are not allowed would include stand-alone retail or office as a primary use.

**Residential Adjacency Standards** – Adequate transitions in building setbacks and height must be provided when development is proposed near established neighborhoods to ensure a seamless integration with the existing rural landscape.

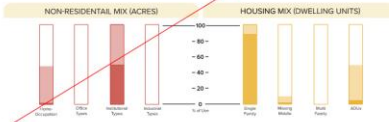


Photo source: James Estlin. Drawing from the south of the Capital

**RLN PRIORITIES**

1. Preserving neighborhood character and quality of life
2. Upkeep of existing housing stock
3. Requiring adjacent commercial land uses to provide adequate transitions
4. Oppportunities for in-fill housing at an appropriate scale
5. Address sensitive areas with geographic constraints

**LAND USE MIX (ACRES)**



**CHARACTER DEFINING ELEMENTS**

<b>BUILDING HEIGHTS</b> 1 to 2 stories	<b>DENSITY</b> 0-3 DU/A	<b>INTENSITY &amp; SCALE</b> Low intensity, Low-rise	<b>OPEN SPACE</b> Private and Public
<b>PARKING ORIENTATION</b> Garages with driveway On-street	<b>BLOCK PATTERN AND STREETSCAPE</b> Non-grid linear Call-in-like Residential streetscape		
<b>MULTIMODAL ACCESS</b>			
<b>AUTOMOBILES</b> HIGH Integrated into the area	<b>TRANSIT</b> LOW Access to transit/stop	<b>MICROMOBILITY</b> MEDIUM Connected to trails and bike routes	<b>PEDESTRIANS</b> LOW Access to transit/stop

# SHARKEY AMENDMENT CHANGES TO CHAPTER 7.1, APPENDIX A, AND APPENDIX B

## 1. Eliminate the establishment of a minimum density in all land use designations.

SANDY CITY GENERAL PLAN | TARGETED GROWTH PLAN | LAND USE 119

### RURAL-LOW DENSITY NEIGHBORHOOD (RLN)

**Rural-low density neighborhoods (RLN)** primarily comprise of single-family homes dispersed on larger lots that may have rights for farm animals. Maintaining a density of lots less than three units per acre ensures that the agricultural and animal-keeping capabilities of RLN areas continue to thrive. Workable farmland sustains a high quality of life by preserving the city's historic rural character and providing locally sourced goods to residents and local businesses. Additionally, large lots are ideal for areas with geographical challenges, such as steep slopes, where much of the land is undevelopable.

**Residential Areas** – Single family residences remain the primary use within RLN areas. The intention is to preserve and enhance these uses while regulating the design of new residential infill projects. New projects should reflect existing infrastructure and have the ability to facilitate agricultural production.

**Non-Residential Areas** – Low-impact institutional uses such as schools, churches, and public parks, and home occupations are considered secondary uses and may be located within RLN areas. Non-residential types that are not allowed would include stand-alone retail or office as a primary use.

**Residential Adjacency Standards** – Adequate transitions in building setbacks and height must be provided when development is proposed near established neighborhoods to ensure a seamless integration with the existing rural landscape.




Photo courtesy: James Eddell Planning near the mouth of the Cañon

#### RLN PRIORITIES

1. Preserving neighborhood character and quality of life
2. Upkeep of existing housing stock
3. Requiring adjacent commercial land uses to provide adequate transitions
4. Opportunities for in-fill housing at an appropriate scale
5. Address sensitive areas with geographic constraints

### LAND USE MIX (ACRES)

NON-RESIDENTIAL (0-5%) HOUSING (95-100%)

FSL TWS

NON-RESIDENTIAL MIX (ACRES)

HOUSING MIX (DWELLING UNITS)

#### CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 2 stories	Up to 10' <del>12' SUA</del>	Low-intensity, Low-rise	Private and Public
PARKING ORIENTATION		BLOCK PATTERN AND STREETSCAPE	
Garages with driveways On-street		Non-grid linear Curved Residential streetscape	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
HIGH Integrated into the area	LOW Access to limited transit present	MEDIUM Connected to trails and bike routes	LOW Large tree canopy Wayfinding present

SANDY CITY GENERAL PLAN | TARGETED GROWTH PLAN | LAND USE 120

### LOW DENSITY NEIGHBORHOOD (LN)

**The Low Density Neighborhoods (LN) future land use category** consists primarily of single-family residential areas focused on sustaining a high quality of life through well-maintained infrastructure, housing, open space, schools, and limited non-commercial/institutional uses.

**Residential Areas** – Single-family residential remains the primary use within LN areas. It is the intention of preserve and enhance these uses and to regulate the design of new residential infill projects to be within the context of the surrounding environment.

**Non-Residential Areas** – Low-impact institutional uses such as schools, churches, and public parks, and home occupations are considered secondary uses and may be located within LN areas.

**Residential Adjacency Standards** – Adequate transitions in building setbacks and height must be provided when development is proposed near established neighborhoods.




Photo courtesy: Beverly

#### LN PRIORITIES

1. Preserving neighborhood character and quality of life
2. Upkeep of existing housing stock
3. Ensure smooth transitions between adjacent commercial areas and neighborhoods
4. Opportunities for in-fill housing at an appropriate scale

### LAND USE MIX (ACRES)

NON-RESIDENTIAL (0-5%) HOUSING (95-100%)

FSL TWS

NON-RESIDENTIAL MIX (ACRES)

HOUSING MIX (DWELLING UNITS)

#### CHARACTER DEFINING ELEMENTS

BUILDING HEIGHTS	DENSITY	INTENSITY & SCALE	OPEN SPACE
1 to 2 stories	Up to 10' <del>12' SUA</del>	Low-intensity, Low-rise	Private and Public
PARKING ORIENTATION		BLOCK PATTERN AND STREETSCAPE	
Garages with driveways On-street		Non-grid linear Curved Residential streetscape	
MULTIMODAL ACCESS			
AUTOMOBILES	TRANSIT	MICROMOBILITY	PEDESTRIANS
HIGH Integrated into the area	LOW Access to limited transit present	HIGH Connected to trails and bike routes	MEDIUM Tree canopy Wayfinding present

### MEDIUM DENSITY NEIGHBORHOOD (MN)

Medium-density neighborhoods (MN) consist of multiple housing options, ranging from detached single-family homes to three-story multifamily units. This type of future land use aims to enhance the quality of life by providing "mixing middle" housing options that cater to the multi-generational qualities of Sandy population. Accessible housing options support stability for seniors and young families, foster community cohesion, and increase resident access to commercial and public amenities.

**Residential Areas** – Multiple housing options are available in MN areas ensuring community resiliency. Development and maintenance of housing stock should reflect the community's housing needs and provide a seamless transition between residential and commercial areas.

**Non-Residential Areas** – Various institutional and small-scale commercial uses such as schools, parks, libraries, gyms, restaurants, shops, and public plazas are considered secondary uses and may be located within MN areas.

**Residential Adjacency Standards** – Adequate changes in building setbacks and height must provide seamless transitions between commercial and residential land uses that border MN areas.



#### MN PRIORITIES

1. Preserving neighborhood character and quality of life
2. Increase housing availability and type
3. Upkeep of existing housing stock
4. Requiring adjacent commercial land uses to provide adequate transitions
5. Opportunities for in-fill housing at an appropriate scale

### LAND USE MIX (ACRES)



#### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> 1 to 3 stories	<b>DENSITY</b> Up to 15 DU/A	<b>INTENSITY &amp; SCALE</b> Moderate-intensity, Low-rise High-intensity, General Moderate-intensity, Low/Mid-rise	<b>OPEN SPACE</b> Private and Public
<b>PARKING ORIENTATION</b> Garages with driveways On-street	<b>BLOCK PATTERN AND STREETSCAPE</b> Non-grid street Small grid Residential streetscape		
<b>MULTIMODAL ACCESS</b>			
<b>AUTOMOBILES</b> HIGH Integrated into the area	<b>TRANSIT</b> MEDIUM Short walk may be required	<b>MICROMOBILITY</b> HIGH Connected to trails and bike routes	<b>PEDESTRIANS</b> HIGH Short walk to neighborhood amenities, presence of trees and sidewalks

### HIGH DENSITY NEIGHBORHOOD (HN)

High-density neighborhoods (HN) offer diverse housing options at a density exceeding 12 units per acre. These areas enhance the quality of life by providing various housing within walking distance of transit, shops, parks, plazas, and entertainment. HN takes advantage of federal and local housing subsidies to ensure responsible and accessible housing in centralized locations, facilitating easy access to daily needs and leisurely activities. Most HN areas are situated near or within The Cairns district, emphasizing the Cairns as the central hub of Sandy.

**Residential Areas** – High density housing options are the primary use within HN neighborhoods, providing residents with communal spaces that enhance social and economic interaction and contribute to the overall vibrancy of the neighborhood. In-fill housing developments focus on providing affordable housing near high quality amenities.

**Non-Residential Areas** – Various commercial, mixed use, and institutional uses such as schools, parks, libraries, gyms, restaurants, shops, entertainment facilities, transit hubs, and public plazas are considered secondary uses and may be located within HN areas.

**Residential Adjacency Standards** – Building setbacks and height regulations are designed to provide smooth transitions between different land uses, maintaining harmony between the various uses in HN neighborhoods.



#### HN PRIORITIES

1. Integrate into areas in a way that preserves neighborhood character and quality of life
2. Enhance viability of the Cairns and transit within Sandy
3. Increase and improve walkability and the walkability experience

### LAND USE MIX (ACRES)



#### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> 4 to 10 stories	<b>DENSITY</b> Up to 15 DU/A	<b>INTENSITY &amp; SCALE</b> High-intensity, High-rise High-intensity, Mid-rise Moderate-intensity, Mid-rise	<b>OPEN SPACE</b> Private and Public
<b>PARKING ORIENTATION</b> Garages with driveways On-street Structured	<b>BLOCK PATTERN AND STREETSCAPE</b> Non-grid street Small grid Mix of residential and commercial streetscapes emphasis on pedestrian space		
<b>MULTIMODAL ACCESS</b>			
<b>AUTOMOBILES</b> MEDIUM Park where opportunities	<b>TRANSIT</b> HIGH Integrated into development	<b>MICROMOBILITY</b> HIGH Connected to trails and bike routes	<b>PEDESTRIANS</b> HIGH Short walk to neighborhood amenities, presence of trees and sidewalks

## LIGHT COMMERCE (LC)

Light Commerce (LC) areas are the backbone of Sandy's local economy, offering small-scale retail and office spaces intended to serve the residents of surrounding neighborhoods. The type of land use enhances the quality of life by providing access to specialized goods, restaurants, and job centers. The proximity of amenities to residents fosters local ownership while conveniently meeting the community's commercial needs.

**Maintaining Healthy and Attractive Commerce** – Continued maintenance, renovation, and revitalization are strongly encouraged to sustain neighborhood vitality and economic performance. Site improvements and enhanced parking lot landscaping improve visual appeal while enhancing pedestrian comfort. Adequate building setbacks and height graduation ensure a smooth transition from commercial to residential areas, preserving character of surrounding neighborhoods.

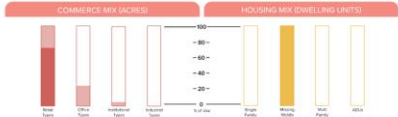
**Residential Use** – Small-scale commercial use is the primary focus within LC areas. While LC areas should prioritize commerce, residential uses may be introduced in limited situations. Horizontal mixed-use development should provide housing behind commercial lots that complement the scale, density, and character of the surrounding neighborhood, while vertical mixed-use places housing above ground-level retail to activate streets and walkable corridors that focus on increasing "missing middle" housing.



Highland Valley Business

- ### LC PRIORITIES
1. Support Local Business
  2. Increase economic performance
  3. Decrease excessive parking
  4. Expand retail convenience

## LAND USE MIX (ACRES)



### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> 1 to 3 stories Up to 30' height	<b>DENSITY</b> Up to 20 units/acre Moderate intensity	<b>INTENSITY &amp; SCALE</b> Moderate intensity, Low-Mid-rise High intensity, Low-rise Moderate intensity, Low-Mid-rise	<b>OPEN SPACE</b> Shared and Public
<b>PARKING ORIENTATION</b> Surface Lots On-street	<b>BLOCK PATTERN AND STREETSCAPE</b> High-quality street Street grid Commercial streetscape with regular setbacks of buildings, pedestrian-scale signage, and street art space		
<b>MULTIMODAL ACCESS</b>			
<b>AUTOMOBILES</b> HGH4 Integrated into the area	<b>TRANSIT</b> HGH4 Stop within 1/4 mile of transit lines	<b>MICROMOBILITY</b> HGH4 Connected to trails and bike routes	<b>PEDESTRIANS</b> HGH4 Street and sidewalk improvements, signage, and street art space

## TRANSITION CORRIDORS (TC)

The Transition Corridors (TC) future land use category applies to development along major streets in Sandy. The purpose of these transition corridors is to buffer stable neighborhoods from commercial and high-volume traffic to protect neighborhood character. Development along these corridors currently contains commercial uses, but also have single-family housing. Development in these corridors is expected to remain the existing commercial, but to also bring in some missing middle housing types and reducing the amount of driveways along these routes for improved traffic circulation. Commerce is not expected to be added along these streets, unless it is part of a node, like a Neighborhood Activity Center.

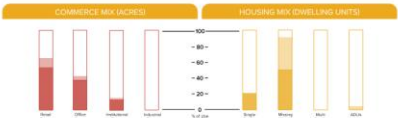
Corridors in this category include: 1900 East, 700 East, 9400 South, 9000 South, and Highland Drive.  
 Corridor Redevelopment: Redevelopment of these corridors should use landscaping to buffer existing neighborhoods and should include off-road sidewalks, trail, and bikeway improvements because of the high-speeds of these corridors and optimal traffic flow.



Highland Valley Business

- ### TC PRIORITIES
1. Enhance multimodal connections
  2. Transition high-traffic corridors to existing neighborhoods
  3. Utilize infill and redevelopment opportunities to increase housing diversity and supply

## LAND USE MIX (ACRES)



### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> 1-3 stories Up to 30' height	<b>DENSITY</b> Up to 20 units/acre Moderate intensity	<b>INTENSITY &amp; SCALE</b> Moderate intensity, Low-Mid-rise	<b>OPEN SPACE</b> Private and Public
<b>PARKING ORIENTATION</b> On-street Structured Surface	<b>BLOCK PATTERN AND STREETSCAPE</b> High-quality street Street grid Commercial streetscape with regular setbacks of buildings, pedestrian-scale signage, and street art space		
<b>MULTIMODAL ACCESS</b>			
<b>AUTOMOBILES</b> HGH4 Integrated city development	<b>TRANSIT</b> HGH4 Located along transportation transit corridors	<b>MICROMOBILITY</b> HGH4 Connected to trails and bike routes	<b>PEDESTRIANS</b> MEDIUM Emphasize on comfort from traffic

### TRANSITION CORRIDORS-LIGHT (TC-L)

The Transition Corridor Light (TC-L) future land use category is similar to the transition corridor, or TC, category but at a smaller scale. These corridors hold less traffic than the TC category, but are still major connecting streets throughout the city. Residential development is expected to be missing middle housing types, including townhomes, duplexes, and triplexes. Larger missing middle housing types are not expected along these corridors. Commerce is not expected to be added along these streets, unless it is part of a node, like a Neighborhood Activity Center.

Corridors in this category include: 7800 South, 8600 South, 8680 South, 10600 South, 10000 South, and 11400 South.

**Corridor Redevelopment:** Redevelopment of these corridors should use landscaping to buffer existing neighborhoods and should improve sidewalks, bike lanes, and trails because of their heightened connectivity to areas around Sandy City.

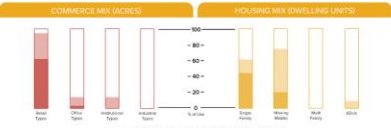


Mixing middle housing examples at the Richard Dawkins

#### TC-L PRIORITIES

1. Enhance bicycle and pedestrian connections
2. Opportunities for in-fill housing at an appropriate scale

#### LAND USE MIX (ACRES)



#### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> 1-2 stories	<b>DENSITY</b> Up to <del>300</del> DUA	<b>INTENSITY &amp; SCALE</b> Moderate intensity, Low-Mid rise	<b>OPEN SPACE</b> Private and Public
<b>PARKING ORIENTATION</b> On-street Structured Surface	<b>BLOCK PATTERN AND STREETSCAPE</b> New grid layout Small grid Residential streetscape		
<b>MULTIMODAL ACCESS</b>			
<b>AUTOMOBILES</b> HIGH Integrated into development	<b>TRANSIT</b> MEDIUM Short walk may be required	<b>MICROMOBILITY</b> HIGH Connected to trails and bike routes	<b>PEDESTRIANS</b> HIGH Emphasis on comfort from traffic

### CAIRNS CENTER (CC)

The Cairns Center serves as Sandy City's downtown. The vision for The Cairns is to create a vibrant city center that provides a unique experience, different from any other city. Sandy's close proximity to the mountains will give The Cairns a "resort-city" feel, with retail, transit, and housing to match.

The elements of a successful downtown –

1. Signature Elements: Extensive landscaping, streetscapes, trails, gathering places, and plazas will create a resort-like atmosphere. Integrating local neighborhoods through the trails and gather place system will increase activity.
2. Internal Transit System: The signature element will connect to both the existing FrontRunner and TRAX systems and link several points of interest within the Cairns.
3. The Ultimate Respite: The Cairns is unique in that it is only minutes from numerous world-class ski areas and year-round outdoor recreation activities. The Cairns provides a place where any visitor would stay to be in the center of it all.
4. Unique Brand Identity: The creation of a brand identity that will distinguish Sandy as a unique place, will establish a memorable brand that is tied to the central theme. Wayfinding will be tied together to make a cohesive brand across all signage, transit system, retail, entertainment, etc.

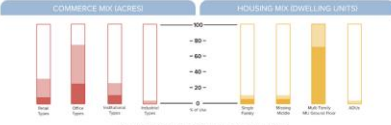


360 Cairns Plaza

#### CC PRIORITIES

1. Increase vibrancy as Sandy's downtown
2. Become a node for future 19400 South multi-modal corridor
3. Encourage developments that combine residential, commercial, and office spaces to create a dynamic urban environment
4. Thoughtfully planned uses and connectivity

#### LAND USE MIX (ACRES)



#### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> 4 to 8+ stories	<b>DENSITY</b> Up to <del>300</del> DUA	<b>INTENSITY &amp; SCALE</b> High intensity, High rise High intensity, Mid-rise	<b>OPEN SPACE</b> Shared and Public
<b>PARKING ORIENTATION</b> Structured On-street	<b>BLOCK PATTERN AND STREETSCAPE</b> New grid layout Small grid Commercial streetscape with high retention of existing, pedestrian, and landscape space		
<b>MULTIMODAL ACCESS</b>			
<b>AUTOMOBILES</b> MEDIUM Park once opportunities	<b>TRANSIT</b> HIGH Transit-oriented development	<b>MICROMOBILITY</b> HIGH Connected to trails and bike routes	<b>PEDESTRIANS</b> HIGH Integrated into development

## SANDY UNION PARK (SPC)

Sandy Union Park Neighborhood Activity Center (SPC) is a land use designation specific to the Neighborhood Activity Center at the border of Midvale, Sandy, and Cottonwood heights to revitalize existing amenities and spaces to create a robust and lively community center.

The vision for Sandy Union Park is to build on its existing assets of entertainment. As one of the main gateways to Sandy City, the area aims to become a pedestrian focused, mixed-use destination for community members and visitors to shop, play, and enjoy entertainment.

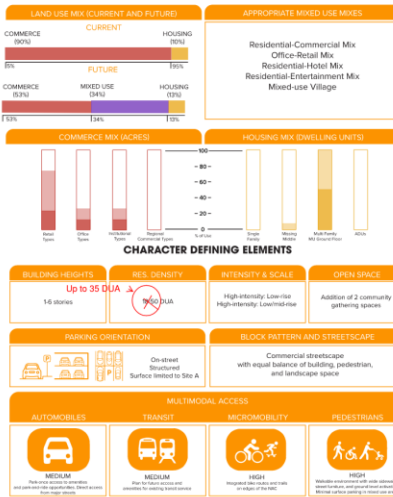
**Development Plan** – The layout of mixed use development is planned to enhance accessibility and connectivity. The creation of an internal road network will be critical for the center, especially in the southern portion. Due to the high traffic volume along 1300 East, an internal road will help reduce congestion so pedestrians can comfortably enjoy access to businesses while also increasing the visibility of businesses from 1300 East. In order to preserve the scale of the center, any new building should not exceed 80 feet of height and it should begin to taper as it encroaches upon existing single-family housing.

**Residential Transition** – This activity center is focused around a core of commercial and mixed-use spaces with denser development and maximum building heights. As development extends away from the core, both density and height decrease as single-family housing increases.

**Community Gathering Space** – The northern community space will provide a day-to-night, passive gathering area where community members can relax in the shade of the trees during the day or enjoy various entertainment experiences in the evening. This area will provide a diversity in offerings to appeal to all ages and peoples across the region. The southern community gathering space focuses on a mixed-use village where one can live, work, and visit. Addition of active recreation amenities and commercial spaces will enhance the sense of place as to enrich the lives of those that live there.

## SPC PRIORITIES

1. Increase economic performance and reduce vacancy
2. Connect Highpoint Parkway to 1300 East through an internal road network prioritizing pedestrians and cyclists
3. Build upon Sandy's entertainment uses in the area
4. Create a gateway into Sandy City from the north
5. Thoughtfully planned uses and connectivity



## FIESTA VILLAGE (FVC)

Fiesta Village Neighborhood Activity Center (FVC) is a land use designation specific to the Neighborhood Activity Center at the southeast corner of Highland Drive / S 2000 East and Viscount Drive/Elka Canyon Drive / 8600 South to create a vibrant community, easily accessible by both residents and visitors alike.

The vision for Fiesta Village Center is to provide a mixed-use development that is visible and accessible from Highland Drive. The Activity Center will provide strategic connectivity points such as a central promenade and additional connections to open space.

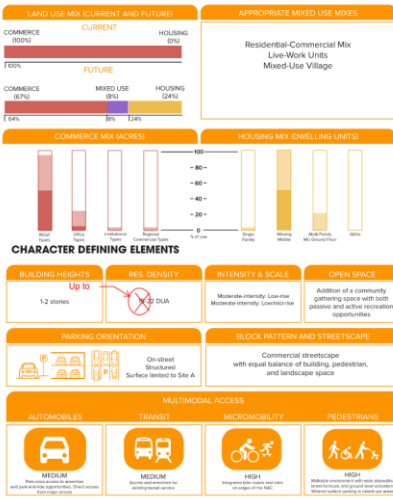
**Development Plan** – the creation of a central promenade will increase access to commercial and open spaces for residents and visitors alike. Development will focus on creating a welcoming atmosphere that is visible from Highland Drive. This will include investment in public art, street furniture, and preserved views of the Wasatch Mountains. The promenade will also promote exercise and recreation through wide, paved pathways and attract businesses, cafes, and vendors to enhance the local economy.

**Residential Transition** – Addition of missing middle and multi-family housing will increase availability of residential opportunities to attract new families and older populations.

**Community Gathering Space** – Fiesta Village is located within a park gap. This occurs when residents of a community are outside of a 10-minute walk from a park. The addition of a park with active amenities such as pickleball courts and playgrounds as well as trails and more passive infrastructure will stimulate interaction and use of the area.

## FVC PRIORITIES

1. Increase housing availability and type
2. Thoughtfully planned uses and connectivity



## COUNTRY SQUARE (CSC)

Country Square Neighborhood Activity Center (CSC) is a land use designation specific to the Neighborhood Activity Center located at the intersection of 1300 East and 9000 South. Despite the modest size of this center, there is significant opportunity to create a vibrant, mixed-use space where the community can access commercial, residential, and open spaces via walkable connections.

The vision for Country Square is to create a concentrated mixed-use center accessible to those in surrounding neighborhoods by active transportation such as wide sidewalks and bike lanes. Addition of housing opportunities are envisioned to stimulate growth and decrease vacancy.

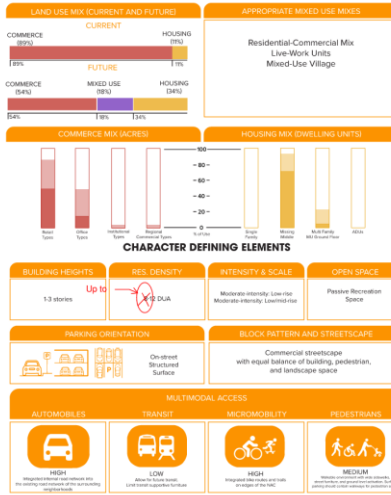
**Development Plan** – Although the center has limited space, there is a large opportunity to encourage community engagement and interaction. A new street from 8600 South to Hillside Drive is proposed to foster connectivity and mobility for residents to increase ease of access to community spaces.

**Residential Transition** – Rearrangement and modest reduction of retail space will be replaced with additional housing units on the north side of the development. The additional housing will be comprised of missing middle and multi-family housing within mixed-use spaces.

**Community Gathering Space** – The available open space within the center is limited but there is potential for it to have a significant impact for the community. The nearest gathering space, Severson Well Park, is comprised of a small playground and park bench. Addition of another public space for residents would greatly benefit the neighborhood, especially if it offers a different product than Severson Well Park.

## CSC PRIORITIES

1. Increase economic performance and reduce vacancy
2. Increase housing availability and type
3. Thoughtfully planned uses and connectivity



## BELL CANYON (BCC)

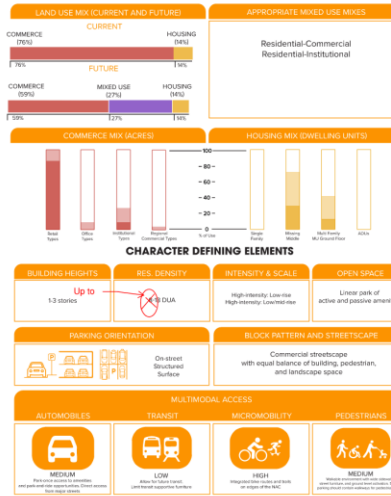
Bell Canyon Neighborhood Activity Center (BCC) is a land use designation specific to the Neighborhood Activity Center located at the intersections of Seggs Lily Drive and 1300 East and 9000 South and 1300 East. Bell Canyon is a linear corridor designed to create a multi-modal, accessible space for residents and visitors alike to shop, work, live, and explore the beautiful nature the area has to offer.

The vision for Bell Canyon Center is to provide an accessible and interconnected community space anchored by the Sandy Library to the north and Dimple Dell park in the middle. The commercial center will focus on industrial and business space with extensions of mixed-use developments on the periphery.

**Development Plan** – The layout of mixed-use and commercial development is planned to address current vacant space. Internal street networks will improve pedestrian-access through integrated bike routes, trails, and wide-sidewalks. The development pattern encourages active streets.

## BCC PRIORITIES

1. Accent Dimple Dell Regional Park in development and priorities views into the park
2. Connect the Library to commercial development
3. Increase access and availability of availability of goods and services, particularly to those in the southern portion of the city
4. Thoughtfully planned uses and connectivity





### ALTA CANYON (ACC)

Alta Canyon Neighborhood Activity Center (ACC) is a land use designation specific to the Neighborhood Activity Center at Highland and 9400 South to create a vibrant, walkable community where people can live, work, shop, and engage in leisure activities in close proximity.

The vision for Alta Canyon Neighborhood Activity Center is to become a thriving mixed-use center focusing on office and retail uses with some supportive housing. Based on its proximity to Little Cottonwood Canyon and location along the future 9400 South multi-modal corridor, this activity center also embodies principles of transit-supportive land use.

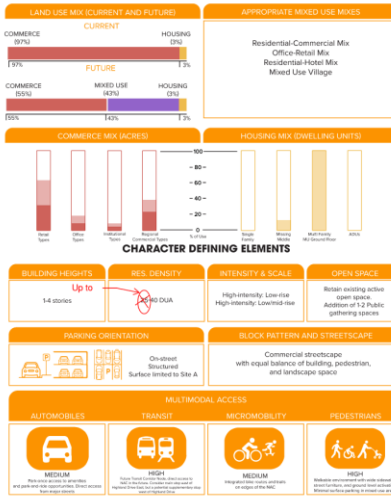
**Development Pattern**—The layout of mixed-use developments is carefully planned to enhance accessibility and connectivity. Internal street networks are designed to be pedestrian-friendly, with wide sidewalks, bike lanes, and convenient access to public transit options along 9400 South. Architectural styles and building heights are varied to create visual interest and accommodate different types of uses. The development pattern encourages active street fronts with storefronts that engage pedestrians.

**Residential Transition**—Since this center is adjacent to established neighborhoods, the development in this area will ensure a harmonious transition in building height, scale, and intensity. Height is concentrated along 9400 South and transitions to be more in scale with surrounding housing as development moves away from 9400 South.

**Community Gathering Space**—As Alta Canyon Park is adjacent to the center, connections should prioritize pedestrian and cyclist connections to the park. The northern portion of the MAC should also include a smaller community gathering space that is open to the public.

### ACC PRIORITIES

1. Become a node for future 9400 South multi-modal corridor
2. Retain or expand current commercial square footage
3. Take advantage on tourism opportunities
4. Thoughtfully planned uses and connectivity



### SANDY VILLAGE (SVC)

Sandy Village Neighborhood Activity Center (SVC) is a land use designation specific to the Neighborhood Activity Center located at the intersection of 9400 South and South 700 East to create a vibrant, walkable community where people can live, work, shop, and engage in leisure activities in a close proximity.

The vision for Sandy Village is to improve connectivity throughout the center to decrease overall vacancy, increase walkability and access, and stimulate economy and local-serving businesses.

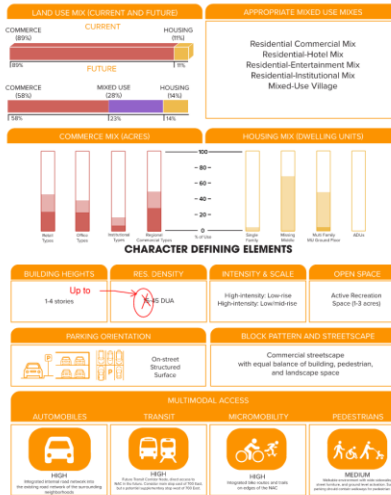
**Development Plan**—The layout will stimulate existing commercial spaces by replacing existing space with concentrated mixed-use development and residential units. An internal road network serving multi-modal transit is integral to provide local access and signal heavy traffic flows.

**Residential Transition**—Increased residential availability and type will increase residential capacity and interaction of community with commercial and recreational spaces.

**Community Gathering Space**—The size of Sandy Village Center calls for additional recreation spaces. Strategically planned amenities will incorporate organized usage of the space while leaving areas for passive recreation.

### SVC PRIORITIES

1. Become a node for future 9400 South multi-modal corridor
2. Retain or expand current commercial square footage
3. Take advantage on tourism opportunities
4. Thoughtfully planned uses and connectivity



## HISTORIC SANDY (HS)

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

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

**Transit Oriented Development** – The Historic Sandy Station is served by the TRAX (Blue Line, Route 99A, and two bus flex lines. As riders exit the station, it is crucial for there to be opportunities for interaction with the station area. Prioritization of bus access, bike path and multi-modal route improvement, and revitalization of existing infrastructure will encourage usage by pedestrian and cyclists.

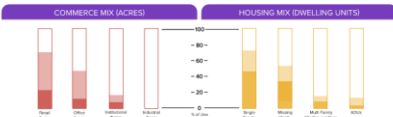
**Residential** – Residential development within Historic Sandy will strive to utilize redevelopment and infill opportunities when making changes to housing availability. The character of new development will maintain the vision of Historic Sandy. Housing additions will consist of low-rise development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

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

### HS PRIORITIES

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

### LAND USE MIX (ACRES)



#### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> Up to 3 stories inside Cairns 8+ stories inside Cairns	<b>DENSITY</b> 10-15 DUA outside Cairns 30+ DUA inside Cairns	<b>INTENSITY &amp; SCALE</b> High-intensity, Low-rise Moderate-intensity, Low-rise High-intensity, High-rise	<b>OPEN SPACE</b> Private and Public
<b>PARKING ORIENTATION</b> On-street Structured Surface	<b>BLOCK PATTERN AND STREETSCAPE</b> Small grid Residential streetscape		
<b>MULTIMODAL ACCESS</b>			
<b>AUTOMOBILES</b> MEDIUM Park once opportunities	<b>TRANSIT</b> HIGH Transit-oriented development	<b>MICROMOBILITY</b> HIGH Connected to train and bike routes	<b>PEDESTRIANS</b> HIGH Integrated into development

## SANDY CIVIC CENTER (SC)

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

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

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

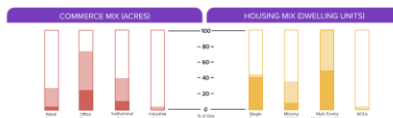
**Residential** – The encouragement of new and diverse housing availability within the Civic Center station area will encourage a range of new residents to increase the vibrancy and dynamic nature of the urban environment. Examples of varied housing include several mixed-use types. Diverse housing options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

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

### SC PRIORITIES

1. Implement an efficient and comfortable cyclist/pedestrian connection to the South Jordan FrontRunner Station to connect TRAX to FrontRunner
2. Encourage developments that combine residential, commercial, and office spaces to create a dynamic urban environment.
3. Encourage additional civic and institutional uses in the area

### LAND USE MIX (ACRES)



#### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> Up to 3 stories outside of Cairns 8+ stories inside of Cairns	<b>DENSITY</b> 10-15 DUA outside of Cairns 30+ DUA inside of Cairns	<b>INTENSITY &amp; SCALE</b> High-intensity, Mid-rise High-intensity, High-rise	<b>OPEN SPACE</b> Private and Public
<b>PARKING ORIENTATION</b> Structured On-street	<b>BLOCK PATTERN AND STREETSCAPE</b> Non-grid street Street grid Commercial streetscape with equal balance of building, pedestrian, and landscape space		
<b>MULTIMODAL ACCESS</b>			
<b>AUTOMOBILES</b> MEDIUM Park once opportunities	<b>TRANSIT</b> HIGH Transit-oriented development	<b>MICROMOBILITY</b> HIGH Connected to train and bike routes	<b>PEDESTRIANS</b> HIGH Integrated into development

### SANDY EXPO CENTER (EC)

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

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

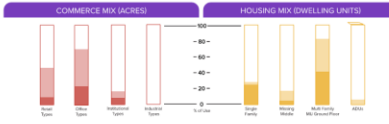
**Transit Oriented Development** – The creation of a multi-modal corridor along 9400 South will allow for visitors to comfortably access events at the America First Field. This station does not have connected transportation access so an emphasis on walkability and bicyclability is crucial to encourage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

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

### EC PRIORITIES

1. Become a node for future 9400 South multi-modal corridor
2. Create comfortable and efficient walking corridors from the TRAX station to America First Field

### LAND USE MIX (ACRES)



### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> Up to 1 to 3 stories East of TRAX 8 to stories West of TRAX	<b>DENSITY</b> 80+ DUA West of TRAX 50+ DUA East of TRAX	<b>INTENSITY &amp; SCALE</b> High intensity, Mid-rise High intensity, High-rise	<b>OPEN SPACE</b> Private and Public
<b>PARKING ORIENTATION</b> Decentralized On-street	<b>BLOCK PATTERN AND STREETSCAPE</b> Non-grid linear Street grid Commercial streetscape with mixed location of building, pedestrian, and transit use space	<b>MULTIMODAL ACCESS</b>	
<b>AUTOMOBILES</b> MEDIUM Park once opportunities	<b>TRANSIT</b> HIGH Transit-oriented development	<b>MICROMOBILITY</b> HIGH Connected to trails and bike routes	<b>PEDESTRIANS</b> HIGH Integrated into development

### SOUTH JORDAN FRONTRUNNER (SJ)

The South Jordan FrontRunner Station Area Plan refers to the portion of the FrontRunner station that is within Sandy boundaries. The station area occupies the South Towne Mall Site, as well as the Sandy Promenade and surrounding areas. Currently, there is no pedestrian access to the FrontRunner Station because of Highway 175.

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

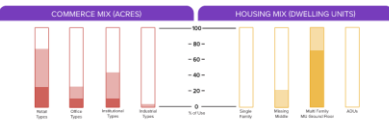
Due to this vision and emphasis of this area as part of the Cairns, development in the station area is expected to be of high intensity, with an emphasis on walkability to support a diverse array of entertainment, recreational, cultural, and dining establishments. Residential should be added into this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

Along with walkability within the area is important, connections to the Civic Center TRAX Station and the FrontRunner station is of high priority. There is a future to put a pedestrian bridge over 175 to connect to the FrontRunner, but connections to the TRAX station remain limited. Development should not cut off connections to these two transit areas.

### SJ PRIORITIES

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

### LAND USE MIX (ACRES)



### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> 4 to 8+ stories Up to 8+ stories	<b>DENSITY</b> 80+ DUA	<b>INTENSITY &amp; SCALE</b> High intensity, High-rise	<b>OPEN SPACE</b> Private and Public
<b>PARKING ORIENTATION</b> Structured On-street	<b>BLOCK PATTERN AND STREETSCAPE</b> Non-grid linear Street grid Commercial streetscape with mixed location of building, pedestrian, and transit use space	<b>MULTIMODAL ACCESS</b>	
<b>AUTOMOBILES</b> MEDIUM Park once opportunities	<b>TRANSIT</b> HIGH Transit-oriented development	<b>MICROMOBILITY</b> HIGH Connected to trails and bike routes	<b>PEDESTRIANS</b> HIGH Integrated into development

### CRESCENT VIEW STATION AREA PLAN (CV)

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

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

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

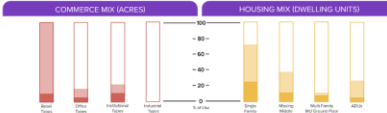
**Residential** - The overall residential goal for Crescent view is to develop additional housing availability throughout the station area. The variety of housing types will include mixed-use development consisting of a dense, three-story development close to the station and missing middle housing, which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

**Commercial** - Addition of space available for mixed-use and commercial uses will tend towards economic prosperity for the local community. A significant number of new spaces will be comprised of retail opportunities along 1400 South.

### CV PRIORITIES

1. Increase multimodal connections through the neighborhood to the station platform
2. Opportunities for in-fill housing at an appropriate scale
3. Increase access to services with retail opportunities on 1400 South

### LAND USE MIX (ACRES)



### CHARACTER DEFINING ELEMENTS

<b>BUILDING HEIGHTS</b> Up to 5-3 stories	<b>DENSITY</b> No SUD	<b>INTENSITY &amp; SCALE</b> Moderate-intensity: Low-rise	<b>OPEN SPACE</b> Private and Public
<b>PARKING ORIENTATION</b> Garages On-street	<b>BLOCK PATTERN AND STREETSCAPE</b> Non-grid linear Street grid Residential streetscape		
<b>MULTIMODAL ACCESS</b>			
<b>AUTOMOBILES</b> MEDIUM Park once opportunities	<b>TRANSIT</b> HIGH Transit-oriented development	<b>MICROMOBILITY</b> HIGH Connected to trails and bike routes	<b>PEDESTRIANS</b> HIGH Integrated into development