



SANDY CITY COMMUNITY DEVELOPMENT

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Staff Report Memorandum September 4, 2025

To: Planning Commission
From: Community Development Department
Subject: Alta Canyon Sports Center - Preliminary Modified
Site Plan Review
9565 S. Highland Dr.
(Community # 20, Little Cottonwood)

SPR06302025-006990

Open Space (OS)
Approx. 3.5 acres
disturbed site area,
Bldg 34,000 Sq. Ft

Public Meeting Notice: This item has been noticed to property owners within 500 feet of the subject area, on public websites, at public locations, and a notice sign posted on site.

Request

The applicant, Dan Medina, Sandy City Parks and Recreation Director, on behalf of Sandy City Corporation (property owner), is requesting preliminary modified site plan review for the proposed reconstruction of the existing Alta Canyon Recreation Building located at 9565 S. Highland Dr. The project involves demolition of the existing recreation building, the removal of the existing tennis courts, and the construction in its place of a new 34,000 square foot multi-purpose recreation building. The Planning Commission will be reviewing the building mass, height, architectural design, materials and colors of the proposed building; the reconfiguration of a portion of the existing parking lot; and the determination of the required amount of off-street parking for the facility. (Please see the attached Exhibit A for details on the application materials.)

Background

The existing recreation building is approximately forty years old. The Sandy City Administration and the Sandy City Council have previously approved the building reconstruction project and authorized its design development, construction funding and construction time frame, and those actions are not a part of this consideration by the Planning Commission.



Alta Canyon Sports Center
SPR06302025-006990
9565 S. Highland Dr

Sandy City, UT
Community Development Department

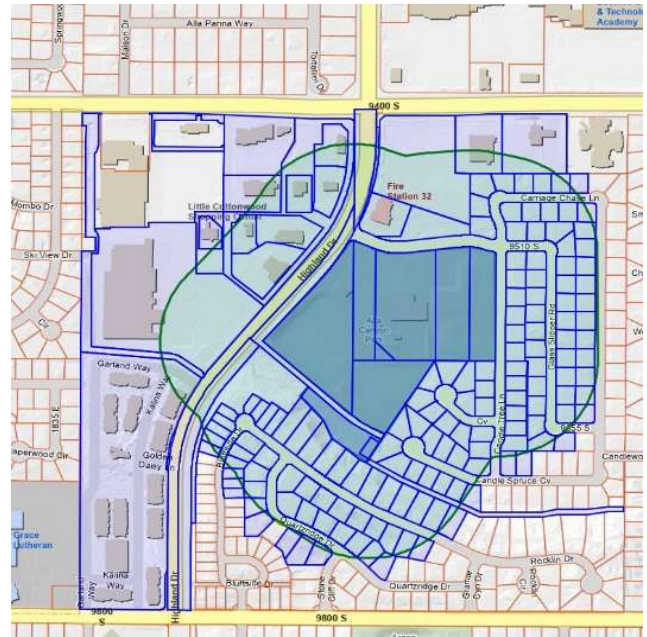
Property Case History	
Case Number	Case Summary
CUP 83-21	Original Recreation Center and City Park land use approval. Approved in 1983.
SPR 83-21	Original Site Plan review approval for city park, recreation center and parking lot. Approved in 1983.
CUP 85-5	Conditional use approval to add food services and video games to the building. Approved in 1985.
SPR 85-5	Revised site plan review for snack bar addition to building. Approved 1985.

This project area is surrounded by Open Space (OS) zoning. To the north of the recreation center, across 9510 S. is the fire station and a large UTA bus loading area and a surface parking lot, which is a park and ride lot, used mainly for the snow skiing season. To the east and southeast are single family R-1-10 subdivisions. To the west, across Highland Dr. is a commercial shopping center.

Public Notice and Outreach

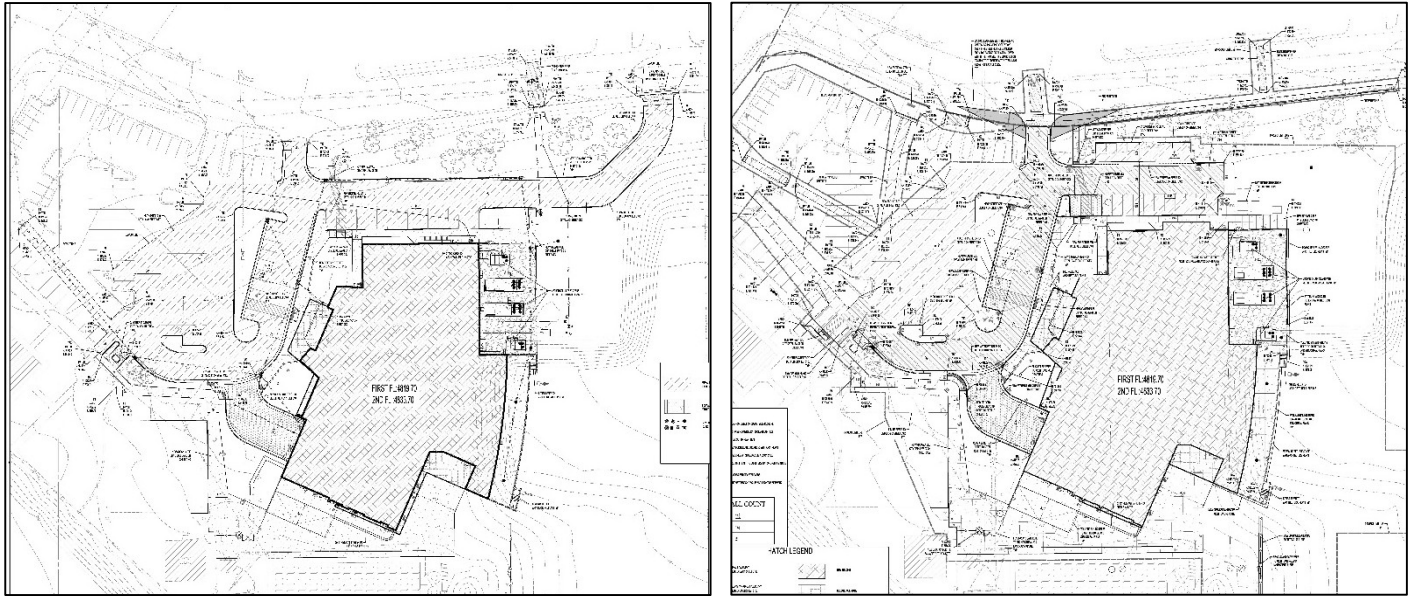
A neighborhood meeting was held for this project on July 30, 2025. Mailed notices were sent to property owners located within 500 feet of the subject property for both the neighborhood meeting and for this Planning Commission meeting. The notices and the agenda for the Planning Commission meeting were posted in required public places and on various public notice websites. Also, a public meeting notice sign was posted on the property for this Planning Commission meeting. (Please see the notes from the neighborhood meeting and the attendance list, attached as Exhibit B.)

The neighborhood meeting was well attended by the neighbors located mainly to the east of the recreation center and park. Approximately 25 people spoke or participated during the meeting. The meeting lasted approximately 90 minutes. The summary of concerns and comments received from the neighborhood meeting will be discussed below:



The comments from the neighborhood meeting are summarized by staff as follows:

1. Existing vehicle traffic circulation issues in the area, focusing on the existing 9510 So. St. and its intersection with Highland Dr.
2. On-street parking on 9510 S. St. and extending into the neighborhood by patrons during the swim season and especially during special events such as swim meets or triathlons.
3. Concerns about not providing adequate additional off-street vehicle parking while expanding the size of the new building.
4. Opposition to the proposed location of the new driveway entrance, for the new parking lot extending further east on 9510 S. St., closer to the residential homes.
5. Questions about future plans for the use of the vacant land east of the current building and park, with frontage on Candle Tree Dr.



Analysis

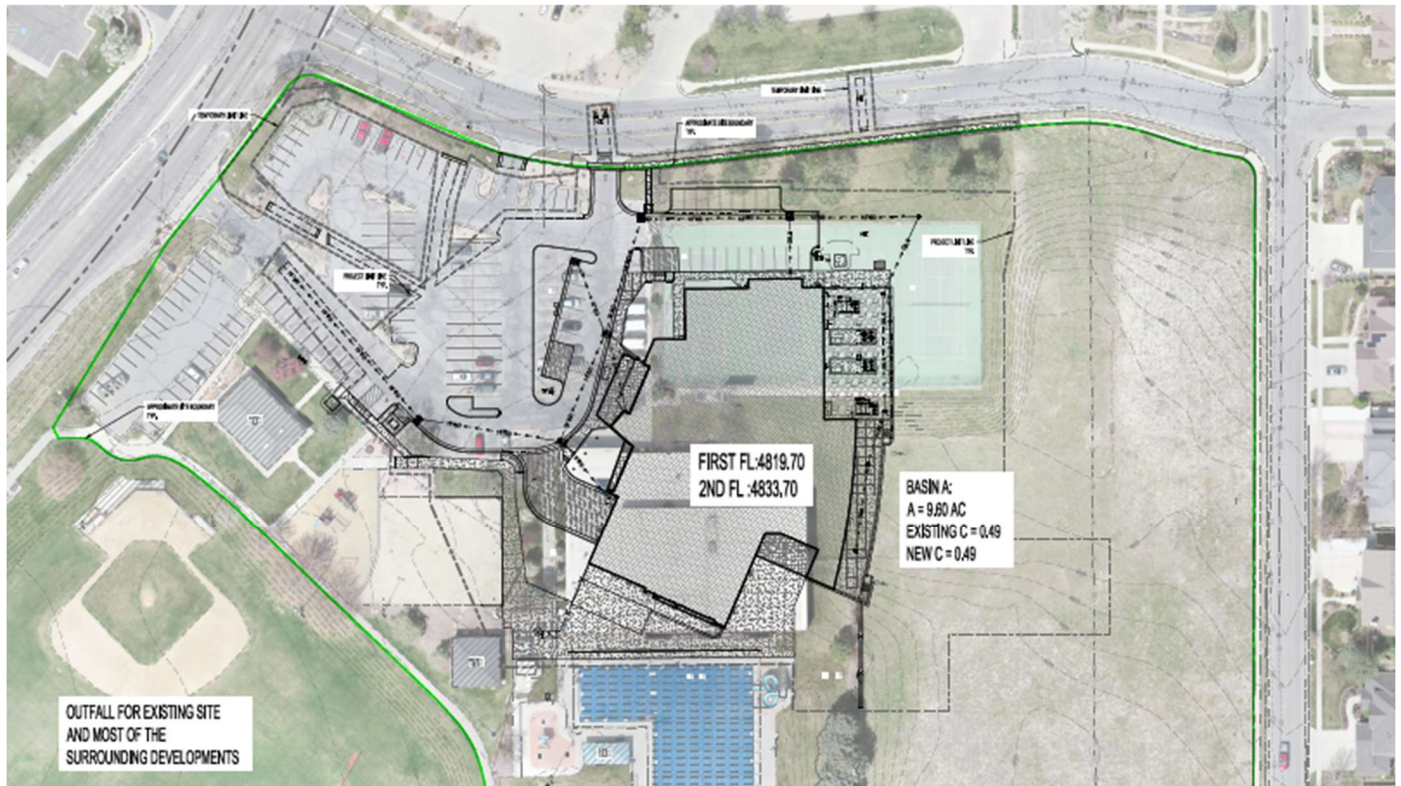
The Sandy City Development Code, City Code Section 21-10-01(B), requires that all development in the Open Space (OS) zoning district must receive site plan review by the Planning Commission. Section 21-10-02(B) lists a "Recreation Center" as a conditional use in the OS district. The Conditional Use Permit (CUP) for the Alta Canyon Recreation Center was approved by the city Planning Commission for the original building and park development in 1983, and is not required to be approved again, since the land use is not changing. With this reconstruction project, the existing outdoor swimming pool is not being modified or replaced and remains in its current location on the site.

Some of the existing parking stalls on site are being reconfigured, and some are being removed on the west side of the site, and some new stalls are being created on the north side of the new building. As per Sandy City Code Section 21-24-8(b) Parking Space Requirements, states that for parks and recreation centers, the Planning Commission will determine the number of off-street parking stalls required, on a case-by-case basis during site plan review.

Site Plan Review. The site plan has been reviewed by the various city departments and divisions, and all recommend that the Planning Commission approve the site plan as revised and as presented in this report.

Parking Lot. Since the new building is expanding both to the north, into the area of the existing tennis court (which courts are being removed from the park site) and slightly to the west, into the existing parking lot and access driveway, the existing parking lot is being modified. Also, a new parking lot is being constructed in place of the tennis courts on the north side of the expanded building. The original site plan shown at the neighborhood meeting has been changed to eliminate the new driveway connection toward the east end of 9510 S. St. and the length of the new parking lot has been shortened, east to west. These changes address one of the neighborhood concerns expressed at that meeting. (Parking stall numbers will be addressed later in this report.)

Driveway Access to the Facility. The revised site plan does not add any additional driveway access to the site. Currently there is one access driveway approach located on Highland Dr. There are currently two one-way access driveway approaches located on 9510 S. St. These access points have existed for over 40 years and have generally served the facility adequately.



Utility Connections. Two utility connections will be required to access existing water mains located in 9510 S. St. as part of this project. Traffic control will be required to perform this work and to maintain functioning vehicle access on the street. Storm water facilities will remain as they exist. The park baseball fields also serve as a detention pond for this site and for much of the surrounding area. All other necessary utilities are present at the site and have adequate capacity for the new building.

Building Architectural Design, Materials and Colors. The proposed building architectural design is modern. This design is functional to the activities included inside the building with much of the building being two stories in height, in order to host the new basketball and other play courts with high ceilings. An indoor running track will circle above the play courts at the second level. Also, a new exercise equipment area is located on the second-floor level, which has a large expanse of glass windows facing the mountains for a spectacular view. Building materials consist of architectural concrete, tinted clear glass glazing, brick veneer, and architectural metal panels. No stucco/EIFS is proposed on the building. The building colors are earth tones in subdued red, pale green, and multiple shades of gray. These provisions will fully meet the *Sandy City Architectural Design Standards*. Staff recommends that the Planning Commission approve the building mass, height, architectural design, colors, and materials as proposed. (Please see the building elevations and floor plan in the attached exhibit materials Exhibit A.)

Addressing the General Neighborhood Concerns from the Neighborhood Meeting. City staff have met several times and discussed the issues raised by the community. As mentioned above, the proposed site plan was revised since the neighborhood meeting in an attempt to address the issues raised by the community, and will be addressed below:

1. Existing vehicle traffic circulation issues in the area, focusing on the existing 9510 So. St. and its intersection with Highland Dr. The issue of left turn from 9510 S. St. onto Highland Dr. and the possibility of placing a traffic signal at this “T” intersection was discussed. This issue is beyond the scope of the recreation center building

reconstruction project. The Sandy City Public Works Department did reaffirm that a new signal at this location would not be possible as it would be too close to the existing traffic signals at 9400 S. St and at the main entrance from Highland Dr. to the shopping center. A signal here would never meet accepted warrant standards. (Please see the attached Exhibit C, The Sandy City Transportation Engineer's Memo for confirmation of this conclusion.)

2. On-street parking on 9510 S. St. and extending into the neighborhood by patrons during the swim season and especially during special events such as swim meets or triathlons. Sandy City regulates public street parking, ranging from "unrestricted" to "no parking any time." Currently and in the past, all the public streets in the area, including 9510 S. and Candle Tree Ln. are unrestricted as to on-street parking. The City can monitor the on-street parking by the park and recreation center patrons and implement street parking restrictions as they may become appropriate. Attached as Exhibit D is the proposed event parking management plan which has been developed by the parks and recreation department. This operational plan proposes implementing advertising and promoting and directing event patrons to the available off-site shared parking lot location. This plan also includes recreation center staff actively directing patrons during the special events, to the overflow parking at the UTA park and ride lot, located to the north of the center's parking lot. Temporary signage will also be placed at the existing driveway entrances and at the eastern portion of 9510 So. St., stating "no event parking" east of the street signs.
3. Concerns about not providing adequate additional off-street vehicle parking when expanding the size of the new building. This issue became the central problem for the neighborhood, and its solution is within the scope of the reconstruction project to address. The Public Works staff did some parking counts during the summer peak parking load, while the swimming pool was open (please see attached Exhibit D). This information, together with observations by the staff of the recreation center experienced during the past years of recreation center operation, is that during the non-swimming months of the year, there is adequate off-street parking for the day-to-day operations of the facility. During the three months of pool operations, the parking at the facility is near maximum capacity, mainly from 1:00 P.M. to 4:00 P.M. On Saturdays, the parking load may exceed the proposed parking capacity. During the special events, like swim meets, the on-site parking may be inadequate, resulting in patrons parking their vehicles on the abutting local streets and spilling into the residential neighborhood. Sandy City does not want event generated parking to spill into residential neighborhoods. (Please see the attached Exhibit C, for more discussion on the parking issues.)

The parking stall count for the current site is 160 stalls, (excluding the approximate 30 stalls at the remote location to the south side of the park, which were built for the pickle ball courts). The square footage of the current recreation building is 26,513 square feet. This equates to a parking stall ratio of approximately 6.0 parking stalls per 1,000 square feet of recreation building space. The first site plan shown at the neighborhood meeting reduced this number by 19 stalls to 141 stalls. After the neighborhood meeting input, the new parking lot being added was reconfigured to double loading, resulting in a new total of 148 stalls, a 7-stall gain over the first layout. But the on-site parking count to be provided near the recreation facility will still result in a net loss of 12 parking stalls. Increasing the size of the new recreation building to 34,000 square feet and providing only 148 total parking stalls results in a parking ratio of approximately 4.3 parking stalls per 1,000 square feet of building space.

Staff spent some time surveying six other similar local government owned recreation building facilities in Utah and found that the parking stall numbers provided ranged from a low of 2 stalls per 1,000 square feet of building area to a high of 4.6 stalls per 1,000 Square feet of building. This tends to support the conclusion that Sandy's facility, (the proposed 4.3 stall per 1,000 square feet of building ratio) lands among the highest ratios currently being provided elsewhere in Utah, although lower than the current ratio at this location.

Staff acknowledges the concerns expressed by the neighborhood experienced stemming from the special event activities. A potential solution to this problem is to utilize the previously informally available UTA park and ride lot, located just hundreds of feet from the site to the north, across 9510 S. St. Staff is pursuing to formalize the use of this lot as an overflow parking option (see the attached Exhibit C). Staff also urged the recreation center management to promote the overflow parking location with all special event activities and to monitor the parking lot with staff to assist in directing patrons use that parking lot during special events. All these ideas have been incorporated into the “Special Event Parking Management Plan,” which is proposed to be included in the conditions of approval for this project SPR.

4. Opposition to the proposed location of the new driveway entrance, for the new parking lot extending further east on 9510 S. St. Based upon the opposition expressed to the new driveway connection to 9510 S., the new parking lot has been redesigned, and this new driveway has been eliminated from the revised site plan.
5. Questions about future plans for the use of the vacant land east of the current building and park, with frontage on Candel Tree Dr. Future plans for the undeveloped portion of the property located to the east of the proposed new building are unknown at this point. This area will be considered by City Administration and the Sandy City Council prior to any future land use or park development decisions or approval processes. It is beyond the scope of this reconstruction project.

Determination of Required Off-Street Vehicle Parking Stalls for the Proposed Reconstruction Facility. The number of stalls provided for this use is in line with what parking ratios of similar facilities. Staff recommends that the Planning Commission set the required parking stalls count at 148 stalls, and approve and require the use of the shared, off-site parking available at the UTA park and ride lot, to address the potential overflow parking needs of the facility during special events.

Staff Concern

Staff's only concern about this project is the signage illustrated on the building rendering. Site Plan review by the Planning Commission never includes building signage. Signage is a separate application, review, and approval process. However, what is illustrated does not appear to meet current signing code requirements. The applicant and their architect will need to explore other options allowed within the sign code.

Recommendation

Staff recommends that the Planning Commission determine that preliminary modified site plan review is complete for the proposed Alta Canyon Sports Center building, located at 9565 S. Highland Dr.; and approve the building height, mass, architectural design, materials and colors as proposed; and set the required on-site parking stall requirement at 148 stalls for this new facility, based on the following findings and subject to the following conditions:

Findings:

1. That the proposed project will meet all the applicable requirements of the Sandy City Development Code and the Sandy City Architectural Design Standards as to building architectural design, materials and colors.
2. That the existing facility is 40 years old, in need of repair, and no longer meets the functional needs of the recreation center program.
3. That the proposed amount of on-site parking stall will be sufficient to meet the normal operating needs of the facility.
4. That sufficient off-site overflow parking is available at the UTA park and ride lot to handle any overflow parking needs.

5. That the proposed “Special Event Parking Management Plan” will eliminate or greatly reduce the overflow parking on city streets.

Conditions:

1. That the shared off-site overflow parking agreement with UTA be formalized and recorded with the County Recorder’s Office to address the facilities’ overflow parking needs.
2. That the proposed “Special Event Parking Management Plan” be formalized and adopted by the Alta Canyon Sport Center managers for all special events and overflow parking needs.
3. That the applicant proceed through the final modified site plan review process with staff prior to the start of any construction, besides demolition work on the existing building. The final site plan shall comply with all Development Code requirements and those modifications required or allowed by the Planning Commission.
4. That the development complies with all Building & Safety, Fire and Life Safety Codes applicable to this type of use.
5. All utility boxes (i.e. transformers, switchgear, telephone, cable TV, etc.) shall be shown on the site plan and shall be placed underground or moved behind the front setback of the buildings and screened from view. Each box shall be shown in its exact location and shall be noted with its exact height, width and length. Building utility meters shall be mounted to the side or rear elevation or screened.
6. That the developer be responsible for the placement of a temporary 6-foot-high chain link fence around the perimeter of the project during the construction phase of the project for security. Said fence shall also be required to include fabric to prohibit blowing dust problems, if it becomes necessary or if it is required by the Community Development Department during final site plan review.
7. That the applicant complies with all department requirements as noted in all preliminary review letters or communications prior to submittal for final site plan review with staff.

Planner:



Douglas L. Wheelwright
Development Services Manager

File Name: S:\USERS\PLN\STAFFRPT\2025\SPR06302025-006990 - ALTA CANYON SPORTS CENTER\ALTA CANYON SPORTS CENTER P.C. STAFF REPORT 8-28-2025.DOCX

Exhibit "A"
(See attached application materials)

Exhibit "B"
(See attached neighborhood meeting comments)

Alta Canyon Rec Center

Neighborhood Meeting - July 30, 2025, 7:00pm

1. How will construction logistics work for 9510 S.
2. Concerned about impact of ingress/egress of road that comes to a stop sign. On street parking huge concern with swim meets, general use, etc.
3. Left from 9510 S. onto Highland is impossible
4. Wants to understand why an entrance onto Highland is not being used.
5. You can't turn left at Highland which is why you have to turn on the local road
6. Adding the extra exit is more dangerous.
7. If extra entrance required, make it an emergency access only.
8. Proposed building is much larger but parking has not been increased. Local streets turn into parking lots. Empty lot should be parking. What are plans for the empty lot?
9. Others do not want a parking lot on the empty lot.
10. Empty lot is a nuisance with weeds and gophers, should be turned into a park
11. Need a buffer to keep neighborhood safe
12. Is it possible to restrict the access to the additional entrance with a gate or sign?
13. Wonders how the aesthetics will look. Wants to know if there is anything similar in the area that they could go look at.
14. Limiting a left hand turn will cause problems for 9510 S.
15. Will new tennis courts be put in since the old ones are being removed
16. Are there plans for signage that is advertising?
17. Worried about the traffic flowing to a single stop sign
18. Swim meet traffic is really bad and ends up all along Candle Tree
19. At the public hearing no one wanted this project, and it is wasting money.
20. Thanked the city for the work and is excited for the renovation.

Exhibit "C"
(See Full Report Attached)



SANDY CITY PUBLIC WORKS

MONICA ZOLTANSKI
MAYOR

SHANE E. PACE
CHIEF ADMINISTRATIVE OFFICER

RYAN KUMP, P.E.
PUBLIC WORKS DIRECTOR

To: Doug Wheelwright – Development Services Manager
From: Ivan Hooper, P.E. – Transportation Engineer
cc: Britney Ward, P.E. – Assistant Public Works Director/City Engineer
Date: August 27, 2025
Re: Alta Canyon Sports Center Traffic and Parking Analysis - **DRAFT**

Over the next year or so, the Alta Canyon Sports Center building will be torn down and reconstructed with a new building that will have about twice the square footage of the existing building. This has raised some concerns regarding the traffic to and from the recreation center and the associated parking demands. This memo summarizes a traffic and parking analysis performed for the new recreation center.

Traffic Analysis

Traffic counts were performed at the rec center driveways from 7:00 to 9:00 am on Wednesday, August 6, 2025 and from 4:00 to 6:00 pm on Tuesday, August 5, 2025. The AM peak hour was from 7:30 to 8:30 am, while the PM peak hour was from 5:00 to 6:00 pm. The table below shows the number of entering, exiting, and total vehicles for each peak hour.

Existing Vehicle Trip Generation

Time Period	Entering	Exiting	Total
AM Peak Hour	96	44	140
PM Peak Hour	64	56	120

Traffic observations performed during the count period showed minimal vehicle delay at the rec center driveways and minimal delay at the Highland Drive & 9510 South two-way stop-controlled intersection.

Future vehicle trip generation for the new rec center was estimated using fitted curve equation from the Recreational Community Center (Land Use Code 495) land use in the *ITE Trip Generation Manual, 11th Edition*. The pool area was included as part of the building square footage to better match the existing trip generation data obtained from the driveway counts.

Exhibit "D"

Memo

To: Doug Wheelwright, Development Services Manager
From:  Dan Medina, Parks & Recreation Director
cc: Martin Jensen, Deputy CAO
Lois Stillion, Alta Canyon Sports Center Division Manager
Date: August 22, 2025
Re: Alta Canyon Sports Center Event Parking Plan

This memo is to document our parking procedure for events such as swimming meets or triathlons. This is in response to the neighborhood meeting which was held on July 30, 2025, regarding the reconstruction of the recreation center.

In a typical year we will have four events which require overflow parking. During these events we will have in place an agreement with UTA to use their parking lot as we have had in the past for triathlons. Martin Jensen, Deputy CAO, has been in contact with UTA and they have indicated they are willing to continue this relationship for additional events.

Before an event which requires overflow parking we will perform the following tasks:

1. Secure an agreement with UTA to use their parking lot as an overflow parking lot for the day of the event.
2. Three days before the event we will place signs at the center entrances to let patrons know ahead of time there will be an event on X date and time. This will also include a map that shows where the overflow vehicle parking will be for the event.
3. One hour before the event we will place signs out directing patrons to the overflow vehicle parking lot. See attached example.
4. During the event we will use staff to assist in parking stall locations as necessary to the event.
5. Once event is completed, we will remove all notifications and signs of the event parking changes.

Exhibit "D" Continued

