Exhibit 1



DRAFT

2023 Sandy Hills General Plan

A Vision for Salt Lake County's Sandy Hills Unincorporated Area



ACKNOWLEDGMENTS

Salt Lake County Mayor
Jenny Wilson

Salt Lake County Council
Laurie Stringham (Chair), Suzanne Harrison, Jim Bradley, Arlyn Bradshaw, David Alvord, Aimee Winder Newton, Ann Granato, Sheldon Stewart, and Dea Theodore.

Salt Lake County Planning Commission
Christopher Collard (Chair), Sara Hiatt (Vice Chair), Neil Cohen, Ronald Vance, Mark Elieson, Jeff Watkins, and Ofa Matagi.

Salt Hills Community Council
Ron Faerber (Chair), Kurt Guseman (Treasurer), Phil Gibson (Secretary), Kevin Newman, John Tanner, Dave Arnold, and Tim Morris.

Sandy Hills General Plan Steering Committee (GPSC)
Ron Faerber, Phil Gibson, John Tanner, Dave Arnold, and Tim Morris.

Salt Lake County Staff
Lisa Hartman (Associate Deputy Mayor), Dina Blaes (Director of the Office of Regional Development), Helen Peters (Regional Planning & Transportation Director), and Zach Shaw (Legal Counsel), Public Works Engineering, and Salt Lake County Emergency Management.

Greater Salt Lake Municipal Services District Staff / Project Team
Trent Sorenson (Director of Planning and Development Services), Brian Tucker (Planning Manager), Kayla Mauldin (Senior Long Range Planner – Project Lead), Erin O'Kelley (Long Range Planner), Matt Starley (Long Range Planner), Lilian Taft (Long Range Planning Intern - former), and Wendy Gurr (Planning Coordinator).

And a huge thank you to the residents of Sandy Hills, by whom and for whom this Plan was created!







GREATER SALT LAKE
Municipal Services District

TABLE OF CONTENTS

Executive Summary 4

Chapter 1: Introduction
Section 1.1: General Plan Overview 8
Section 1.2: How to Use This Document 11
Section 1.3: Data Collection 12
Section 1.4: Who Are We? 18
Section 1.5: The Future We Choose 24

Chapter 2: Land Use
Section 2.1: What Does the Sandy Hills Land Use Chapter Contain? 28
Section 2.2: Existing Land Use Conditions 30
Section 2.3: Community Feedback on Land Use 34
Section 2.4: Sandy Hills' Land Use Vision 38
Section 2.5: Land Use Work Program 68

Chapter 3: Transportation
Section 3.1: What does the Sandy Hills Transportation Chapter Contain? 76
Section 3.2: Existing Transportation Conditions 78
Section 3.3: Community Feedback on Transportation 94
Section 3.4: Sandy Hills' Transportation Vision 108
Section 3.5: Transportation Work Program 112

Chapter 4: Resilience and Infrastructure
Section 4.1: Introducing the Community Resilience and Infrastructure Framework 120
Section 4.2: What does the Sandy Hills Resilience + Infrastructure Chapter Contain? 123
Section 4.3: Existing Conditions 124
Section 4.4: Community Feedback on Resilience and Infrastructure 164
Section 4.5: Sandy Hills' Resilience + Infrastructure Vision 168
Section 4.6: Resilience + Infrastructure Work Program 174

Appendix Materials
References
Glossary
Sandy Hills Technical Assessment
Important Links and Resources

DRAFT

EXECUTIVE SUMMARY

Planning Context

This Salt Lake County General Plan covers the Unincorporated Area known as Sandy Hills. Sandy Hills is composed of three unincorporated islands surrounded on all sides by Sandy City. In addition to the Salt Lake County Planning Commission and Council, the community is represented by the Sandy Hills Community Council. The Community Council is a volunteer group of residents that works to share information related to planning and decision-making processes, advocate for resident needs, and build relationships within the community.

The Sandy Hills General Plan includes the State-required land use and transportation elements. It also includes a supplementary element, covering Resilience and Infrastructure. For Salt Lake County's Moderate Income Housing Plan, Resource Management Plan, and other General Plans, please visit this website.

Demographics and Conditions

In 2022, Sandy Hills was home to 2,046 residents. The total land area of the Unincorporated community is 0.35 square miles, making for a population density of approximately 5,846 people per square mile. The median age of residents is 37.9, almost five years older than the median age of Salt Lake County as a whole. Despite the high median age, the community houses plenty of youth. In 2022, there were 522 children residing in Sandy Hills.

There were 713 housing units in the community in 2022, only 13 of which were vacant. Sandy Hills was developed as a series of subdivisions, most of which were built prior to 1975. Homeownership is high in the community, with 85% of residents owning their homes. Although single-family detached units are the most common style of housing, some duplexes and multi-family buildings exist in the community.

Because most neighborhoods were built in 1975 or earlier, many of Sandy Hills' infrastructure systems are outdated. Several areas were initially built without sidewalks, and the County has had to work retroactively to install sidewalk and ensure adequate infrastructure for people walking. Street lighting and traffic signage are also limited in the community, with an abundance of unmarked intersections.

Despite these limitations, residents generally love their community. They take advantage of Sandy Hills location adjacent to the mountains but within close proximity to commercial and employment centers. The community also takes advantage of nearby recreational amenities such as Flat Iron Mesa Park, Crestwood Regional Park, the Sandy Amphitheater, the Sandy Library and Senior Center, and local schools and churches.

The Planning Process

The planning process for this project kicked-off in January 2021 with a presentation to the Sandy Hills Community Council. Shortly after, a steering committee was formed to create a scope of work and aid planning staff in drafting a plan for the community. The steering committee did not decide to pursue a General Plan until May 2021. Staff and the steering committee felt strongly that public engagement needed to be a pillar of this Plan. In total, the planning process included:

- 11 steering committee meetings;
- 5 workshops;
- 4 online surveys;
- 3 presentations to the Community Council;
- 4 Salt Lake County Planning Commission and Council discussions; and
- 2 public hearings.

Staff worked closely with the steering committee to review public engagement results and draft plan content, including goals, objectives, and recommended actions.

Community Vision

This General Plan outlines a vision for the future of the Sandy Hills Unincorporated Area and should serve as an advisory document to decision-makers. During the planning process, the community established the following vision statement:

> Sandy Hills strives to be a community where all residents have a voice in decision-making and an opportunity to improve local quality of life.

The steering committee, with input from community members, identified six priorities which inform the goals, objectives, and content of the General Plan:

1. High Quality Physical Infrastructure.
2. Regional Communication, Collaboration, and Planning.
3. Land Use and Building Codes that Reflect the Community Vision.
4. Resident Engagement in Decision-Making.
5. Addition / Preservation of Community Gathering Places.
6. Fiscal Responsibility and Transparency.

In total, Sandy Hills developed 19 goals, which are shared throughout the General Plan:

- LU1: Improve property maintenance and upkeep of community spaces.
- LU2: Advocate for preservation and enhancement of regional parks, open spaces, and community centers
- LU3: Enhance built-environment design to protect natural systems and amenities.
- LU4: Expand resident access to housing economic opportunities without diminishing the character of Sandy Hills' residential neighborhoods.
- T1 :Promote a safe and convenient transportation system for users of all ages and abilities.
- T2: Improve access to local and regional destinations.
- T3: Seek innovation in transportation solutions.
- T4: Engage in regional transportation planning and advocacy efforts.
- RI1: Work to strengthen partnerships with local and regional organizations to bolster infrastructure and resilience initiatives.
- RI2: Help residents find resources related to social services and programs.
- RI3: Help residents feel welcome and included in the Sandy Hills community.
- RI4: Make efforts to innovatively employ emerging technologies to address infrastructure and resilience needs.
- RI5: Make efforts to bolster Sandy Hills' digital infrastructure network.
- RI6: Empower residents to address household infrastructure threats.
- RI7: Promote fiscally-responsible and community-engaged infrastructure planning.
- RI8: Work with partners to attain level of service desired by residents.
- RI9: Help the community prepare for and adequately respond to emergency scenarios and future conditions.
- RI10: Engage and plan for community members who will be most severely impacted by decisions and emergency events.
- RI11: Work to foster a resilient and resourceful citizenry.

DRAFT

CHAPTER 1: INTRODUCTION

CONTENTS

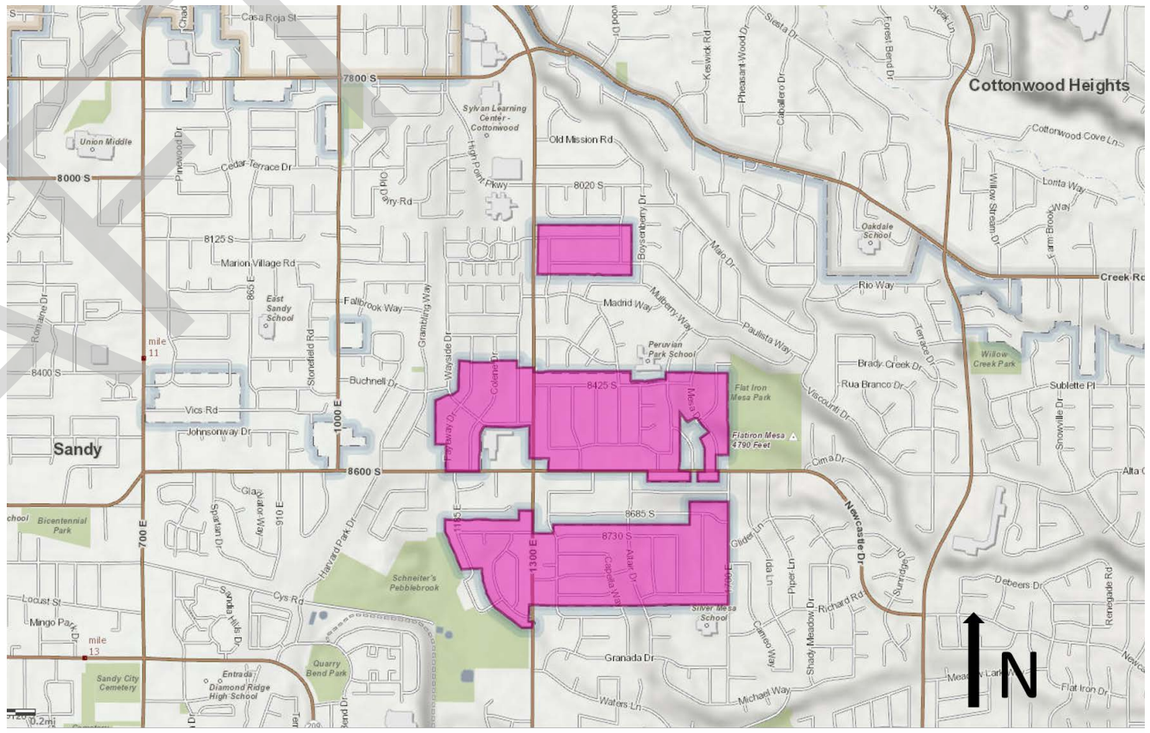
Section 1.1: General Plan Overview. (pg.8)

Section 1.2: How to Use This Document. (pg.11)

Section 1.3: Data Collection. (pg.12)

Section 1.4: Who Are We? (pg.18)

Section 1.5: The Future We Choose. (pg.24)



Credit: MSD Long Range Planning (2021) - Sandy Hills' Boundaries.

DRAFT

SECTION 1.1: GENERAL PLAN OVERVIEW

What is a General Plan?

A General Plan is an advisory document that guides future decision-making in a place. Through the planning process, existing conditions are examined, desired future conditions are established, and a path is laid out to bring a community from its present state to its envisioned future. Decision-makers, residents, and other stakeholders can and should use the General Plan to coordinate and implement decisions about land use, transportation, infrastructure, recreation, open space, services, housing, and other resources. To ensure consistency with the community's desires, a General Plan should be considered a living, fluid document can be regularly reviewed and updated as conditions change.

Why Make a General Plan?

Communities plan for many reasons. The main purpose of a General Plan is to aid a community in defining and achieving its desired future. More specifically, communities make General Plans because:

- **General Plans strengthen community autonomy:** by establishing a community vision, priorities, and goals, communities help direct their future rather than passively allowing things to "happen" to them.
- **General Plans enhance decision-making:** by synthesizing data, local knowledge, and on-the-ground conditions, the General Plan helps to enable informed decision-making.
- **General Plans Address Challenges and Capitalize on Assets:** by examining existing conditions and intentionally preparing a strategy for reaching a desired end-state, communities learn to bolster strengths, achieve goals, minimize and resolve problems, and prevent threats.
- **General Plans Promote Community Consensus and Sharing of Ideas:** by exploring alternative visions, empowering residents to find common goals, and envisioning the role that stakeholders will have in plan implementation, the planning process helps bind community members of various backgrounds, perspectives, and skillsets.

"Cities have the capability of providing something for everybody , only because, and only when, they are created by everybody."

- Jane Jacobs (The Death and Life of Great American Cities, 1961)

Planning Authority

Sandy Hills is an unincorporated area of Salt Lake County. The community is governed by the County's elected Mayor and legislative council. Salt Lake County has all the powers allocated by the County Land Use, Development, and Management Act (Utah State Code 17-27a). The County Council has the authority to enact laws and ordinances to carry out its responsibilities, including land use and development regulations (zoning), as long as these laws and ordinances are consistent with the Salt Lake County Code and state statutes.

Unincorporated areas of the County are also members of the Greater Salt Lake Municipal Services District ("MSD"). The MSD provides Unincorporated Salt Lake County, including Sandy Hills, with planning and development services as part of its membership agreement. The County Mayor appoints a Planning Commission (with the advice and consent of Council) which works with the MSD on several planning and development projects. A Community Council is also active in the area. The Sandy Hills Community Council ("Sandy Hills CC") does not have land use authority but is consulted by Salt Lake County on planning and development projects that impact the area. County Code also requires the County to provide a 'Community Council Liaison' to serve as a contact point between the community councils, the County Administration, and the MSD.

In 2021, the Sandy Hills CC created a volunteer General Plan Steering Committee ("GPSC") to work with District Long Range Planners on the development of Sandy Hills' General Plan. The Sandy Hills GPSC is not considered a public body, although all GPSC events were open for the public to attend. The General Plan Steering Committee makes recommendations to the Planning Commission, who will then make recommendations to the Council regarding the adoption and amendment of the General Plan. The Council may adopt, reject, or revise a recommended General Plan.

DRAFT

SECTION 1.2: HOW TO USE THIS DOCUMENT

What are the State Code Requirements Regarding General Plans?

Utah State Code Section 17-27a-Part 4 requires every County to have a long-range general plan for growth and development of all or any part of the land within unincorporated areas. Section 17-27a-403 of the code outlines the components that can be included in a general plan. Land use and transportation elements are required for all County General Plans. The County is also required to prepare a Resource Management and Moderate Income Housing plans, both of which have been prepared and adopted by Salt Lake County.

Land Use: "designates the long-term goals and the proposed extent, general distribution, and location of land for housing for residents of various income levels, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate; and may include a statement of the projections for and standards of population density and building intensity recommended for the various land use categories covered by the plan." (17-27a-403)

Transportation: "provides the general location and extent of existing and proposed freeways, arterial and collector streets, public transit, active transportation facilities, and other modes of transportation that the planning commission considers appropriate; addresses the county's plan for residential and commercial development around major transit investment corridors to maintain and improve the connections between housing, employment, education, recreation, and commerce; and correlates with the population projections, the employment projections, and the proposed land use element of the general plan." (17-27a-403)

Overview

This plan is divided into four chapters that express the vision and plan for Sandy Hills. Together, these chapters build a foundation from which the community and its County representatives can adopt programs and policies to improve the quality of life for Sandy Hills residents.

Each Chapter of the Plan includes an analysis of existing conditions related to that topic, a description of the community's feedback regarding the topic (look for speech bubble icons), an explanation of underlying planning concepts (look for call-out panels), and the community's vision and goals related to that topic. Although subjects are divided into distinct chapters in this General Plan, they remain tightly interwoven, and common themes emerge across the Land Use, Transportation, and Resilience and Infrastructure Chapters. At the end of each Chapter, a Work Program is included that provides a detailed outline of how the community and its partners may work to achieve their envisioned future.

Chapter 1 - Introduction: this chapter provides the "when, why, and how?" of the General Plan. It explores the purpose of the General Plan, State Code Requirements governing Plan content, and the methodology used to prepare the Sandy Hills General Plan.

Chapter 2 - Land Use: the chapter answers questions such as: how is our land currently used? How are land uses changing locally or regionally? How should land be used in the future to meet our needs and desires? This chapter is required by State Code and includes the Sandy Hills Future Land Use / Character Area Map.

Chapter 3 - Transportation: the chapter answers questions such as: can residents effectively access their daily needs using the transportation system? How are our transportation patterns changing? And how will we respond? This Chapter is required by State Code and includes information and strategies regarding street classifications, regional transportation plans and projects, and Major Transit Investment Corridors.

Chapter 4 - Resilience and Infrastructure: the chapter answers questions such as: what is the condition of our physical infrastructure? What social networks exist among residents and how do these support community wellbeing? How are digital infrastructure systems used for communications and economic activities? What assets can be leveraged to improve community resiliency to hazards and change? This Chapter is NOT required by State Code but is deemed crucial for holistically preparing the community for future opportunities and challenges.

Appendix: the Appendix includes supporting materials such as references, a glossary, data and community engagement reports, and the 2021 Technical Assessment.

Important Terms Used in this Plan

- **Vision Statement:** a vision statement reflects the ultimate purpose of a community or organization. A vision statement should be unique, aspirational, and achievable. It is used to guide the community or organization's strategy and decision-making.
- **Priorities:** priorities are those items of greatest importance and highest value to the community. In this Plan, all goals relate back to the priorities identified by the community, to ensure that the plan strategy accomplishes those items which the community has deemed most crucial.
- **Goals:** goals are long-term, overarching desired outcomes that contribute to a vision but are not easily measurable.
- **Objectives:** objectives are specific, measurable outcomes that typically have a short- to medium-term timeframe. Objectives are used to break broader goals into a series of achievable steps or components.
- **Actions:** actions are the defined steps that the community or identified partner could take to reach their objectives, and eventually their goals. Actions in this Plan relate to policies, programs, or projects. Identified actions will always include an estimated funding source, a priority level for implementation, and metrics for measuring success.
- **Metrics:** a metric, as used in this Plan, is clear indicator for measuring progress toward completing actions identified in the work programs. See the work program tables at the end of Chapters 2, 3, and 4.

A glossary is also included in the Appendix of this document to provide readers with definitions of key terms used in the General Plan.

Community Engagement Call-Outs

Throughout the General Plan, look to the yellow boxes to understand how Sandy Hills community input informed plan content. The call-outs may reference quotes, survey results, workshop comments, or other information from engagement events.

DRAFT

SECTION 1.3: DATA COLLECTION



Moving from Planning to Implementation

Plan goals are important because they guide us to the shared community vision. However, goals on their own are not enough: while they indicate where a community aims to be, they do not explain how a community can get there. This plan is meant to be useful for elected and appointed officials, property owners, developers, and other community members. As such, it needs to be implementable. Actions are the method through which community goals can be realized. Actions lay out the path from today's reality to tomorrow's vision.

In this General Plan, the Community Work Programs list actions that should be taken in order for Sandy Hills to reach its goals. Types of actions range from forming partnerships, to applying for specific grants, to implementing site-specific projects, to conducting public outreach and much more. The Work Programs also outline recommendations for who should carry out the action, what priority level the action is, and how the action may be funded. Such details help ensure that the Work Programs are clear, measurable, and holistic. After the General Plan is adopted, the community and its partners will look to the Work Programs for an understanding of next steps.

Overview

The MSD is committed to empowering its member-communities to make data-driven decisions. This General Plan utilizes data from several sources.

Technical Assessment: An integral component of the General Plan is the Technical Assessment. This assessment describes the current state of Sandy Hills and the trends that may shape its future. The purpose of the assessment is to present a factual foundation upon which the rest of the General Plan is built. Preparation of the assessment is largely a staff function of collecting and analyzing data and information and presenting the results in a concise, easily understood format for consideration by decision-makers and the public. The 2021 Sandy Hills Technical Assessment can be found in the Appendix of this General Plan. Data came from a variety of sources as identified in the text of the Assessment, most notably the U.S. Census Bureau's American Community Survey 5-Year Estimates and Esri's Community Analyst Reports.

Land Use Chapter Methods: ArcGIS was used extensively for analyses in the Land Use Chapter, including the land use inventory and character area analysis. The GIS work relied heavily on Wasatch Front Regional Council's (WFRC) shapefile layer: Salt Lake County Land Use Parcels 2018. Although the data is three years old, it was the most robust and accurate available at the time of the drafting of this General Plan. The data provided information such as parcel size, total market value, land use, and square footage of structures. Major discrepancies are identified with asterisks and occur most often when land has been developed in the three years since WFRC published their data.

Esri Community Analyst was also used to provide some of the data found in this chapter, particularly data found in the 'Access to Daily Needs' section. Community Analyst allowed for a facility search by type in Sandy Hills. For the Access to Daily Needs analysis, 'grocery and convenience stores' and 'park facilities' were identified using the software. Community Analyst was then used to draw five- and ten-minute drive rings around these facilities, producing maps of the community that showed resident access to amenities.

Transportation Chapter Methods: The Transportation Chapter relies primarily on data collection and analysis in ArcGIS Pro. Staff used a variety of sources, including Google Maps, the Utah Automated Geographic Reference Center (UGRC), Utah Department of Transportation (UDOT), and more – as referenced in the Chapter text. The Chapter also draws on Esri Community Analyst reports, particularly pertaining to commuting preferences and vehicle ownership.

Resilience and Infrastructure Chapter Methods: Data in the Resilience and Infrastructure Chapter comes from a variety of sources. These are named throughout the Chapter's text and in the credits under each figure or table. The Chapter references several previous plans, including the *Salt Lake County Hazard Mitigation Plan*, the *MSD Digital Infrastructure Assessment and Action Plan*, and the *Utah Roadmap: Positive Solutions on Climate and Air Quality*.

DRAFT

Sandy Hills Community Engagement Timeline

During the General Plan process, residents had the opportunity to provide input at public meetings, public hearing, at workshops, and through online surveys. A full timeline of engagement and other public events is provided in Figure 1.1. In total, staff facilitated:

- 11 meetings with the Sandy Hills General Plan Steering Committee (GPSC).
- 5 community workshops, accompanied by 4 online surveys.
- 3 meetings with the Sandy Hills Community Council (SHCC).
- 2 discussions at Planning Commission (PC) Meetings.
- 2 discussions at Council Meetings.
- 2 public hearings.

Community and Stakeholder Input

Community and stakeholder input is a vital part of the general planning process and key to a successful project. Input from community groups, residents, a steering committee, the Salt Lake County Planning Commission, and the Salt Lake County Council, as well as various technical experts throughout the process, is needed to create the best possible long-range plan for Sandy Hills. In addition, input from these groups as well as collaboration and support from various elected officials throughout the region helps maintain transparency and generate the holistic, cross-boundary approaches needed for effective decision-making. Engagement to thoroughly understand the universe of alternatives on a case-by-case basis is critical to successful governance.

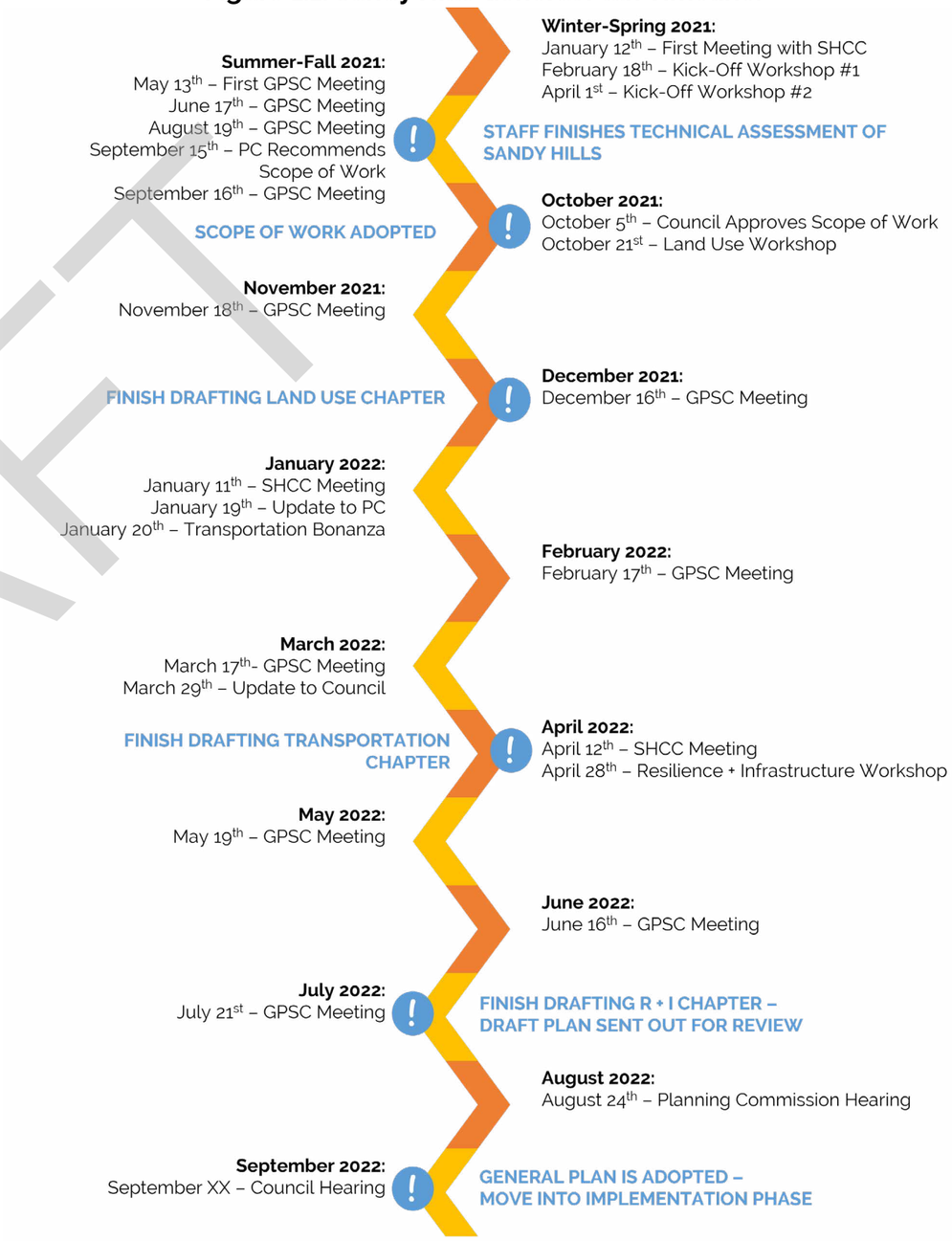
Methods of Engagement

Kick-Off Community Workshops: Kick-Off Community Workshops took place on February 18th and April 1st of 2021. At this time, the COVID-19 pandemic was a high-threat, and access to vaccines was sparse. Thus, the workshops took place virtually using the Zoom platform. In addition to an introduction to the planning process, the workshops included facilitated discussions of both a "Strengths, Weaknesses, Opportunities, and Threats (SWOT)" analysis and an "Achieve, Preserve, Avoid, and Eliminate (APAE)" exercise. The SWOT analysis is a strategic planning technique that helped identify the needs and opportunities for Sandy Hills, while the APAE exercise, an integral component to problem solving known as the Goals Grid, helped identify potential problems and contemplate possible solutions to design a future direction for the community. In total, twelve (12) residents engaged in these workshops. Feedback from the workshops helps inform content throughout this Plan, and the full Kick-Off Community Workshops Report can be found in the Appendix.

Land Use Workshop and Survey: the Sandy Hills Land Use Workshop took place on October 21st, 2021. This event was held in-person at the Eastmont Middle School Auditorium in Sandy, UT. Six (6) community members and one regional partner attended. Staff gave a presentation of technical assessment results and plan progress to-date. Then, the participants were encouraged to walk around the auditorium at their own pace to participate in three land-use activities.

Continued on next spread . . .

Figure 1.1: Sandy Hills General Plan Timeline.



Credit: MSD Long Range Planning, 2022.

DRAFT

The Vision Statement and Priorities Station asked participants to vote on a series of vision statements that had been drafted by the Sandy Hills General Plan Steering Committee. It also allowed participants to provide feedback and ideas regarding the community's six priorities. The Character Area Station allowed participants to draw on a map of Sandy Hills' districts and provide input on the characteristics of each district. This feedback was used to guide the Future Land Use / Character Area Map on page 39. The final station included the MSD's *MapIt!* exercise, which allows community members to identify what they consider to be 'positive', 'negative', and 'future-oriented' places and ideas on a community map. These activities are described in greater detail in the Land Use Workshop and Survey Report included in the Appendix of this General Plan.

Residents unable to attend the in-person workshop were offered the same activities through an online survey. The survey was open from October 20th to November 19th, 2021. Seven (7) people submitted responses.

Transportation Workshop and Survey: The Transportation Workshop, nicknamed the 'Transportation Bonanza!', took place over Zoom on January 20th, 2022. The event pulled together several partners involved in transportation planning and decision-making in Sandy Hills. Representatives attended from the Utah Transit Authority (UTA), Wasatch Front Regional Council (WFRC), Utah Department of Transportation's Travelwise Program (UDOT Travelwise), Salt Lake County Parks and Recreation (SLCo Parks & Rec), and Salt Lake County Public Works – Engineering (SLCo Engineering). Five (5) members of the public attended this event.

The Workshop included three different activities. First, partners were invited to give presentations on their agencies and available resources / programs. This was intended to raise resident awareness of various transportation agencies and their roles in Sandy Hills. In the next activity, staff facilitated a discussion using Google Earth. Participants were invited to identify transportation assets and barriers on the map. This activity assisted staff in preparing the Transportation Chapter's 'Existing Transportation Conditions' section. The final activity was hosted in Conceptboard and gave participants the opportunity to begin brainstorming Transportation Goals and Objectives.

Residents unable to attend the January 20th event were offered similar activities through an online survey. The survey was open from January 19th to February 11th, 2022. Twelve (12) people submitted responses.

Resilience and Infrastructure Workshop and Survey: The Resilience and Infrastructure Workshop took place over Zoom on April 28th, 2022. Six (6) members of the public attended. The workshop included a presentation by staff updating attendees on plan progress and introducing the framework used to understand and analyze 'Resilience and Infrastructure'. This framework is discussed more in Chapter 4. After the presentation, staff facilitated a series of discussions related to social, digital, and brick-and-mortar infrastructure opportunities and challenges. Three Zoom polls were also used to understand participants' concerns, preferences, and experiences with resilience and infrastructure. The last activity conducted at this workshop asked participants to answer the question, "what is one action that you are excited for Sandy Hills to take in order to improve its resilience to small or large stressors?". Responses to this question helped staff build out the work program for Chapter 4.

Residents unable to attend the April 28th event were given the opportunity to participate in an online survey. However, only two (2) responses were received. Because of the low participation, survey results were not used to inform Chapter 4.

General Plan Steering Committee Meetings: throughout the General Plan process, the Sandy Hills General Plan Steering Committee met monthly. Steering Committee discussions began in May of 2021 and continued through July of 2022 (total of 11 meetings). All discussions were open to the public and took place virtually, using the Zoom platform. Recordings and presentations from these discussions are available on the Sandy Hills Long Range Planning Website (https://bit.ly/lrp-sandyhills). Steering Committee members helped guide the direction of the Plan and considered data and community engagement in the drafting of Plan content.



Understanding the Importance of Community Engagement

By now, you have probably noticed that this General Plan places great emphasis upon community-engaged decision making. Figure 1.2 highlights just a few of the benefits of engaging citizens in government decisions.

Figure 1.2: Community Engagement Advantages.

Table 1 Advantages of Citizen Participation in Government Decision Making

	Advantages to citizen participants	Advantages to government
Decision process	Education (learn from and inform government representatives) Persuade and enlighten government Gain skills for activist citizenship	Education (learn from and inform citizens) Persuade citizens; build trust and allay anxiety or hostility Build strategic alliances Gain legitimacy of decisions
Outcomes	Break gridlock; achieve outcomes Gain some control over policy process Better policy and implementation decisions	Break gridlock; achieve outcomes Avoid litigation costs Better policy and implementation decisions

Credit: *Irvin and Stansbury, 2004.*

Involving the public in the planning process allows residents to share their unique community knowledge with local leaders and elected officials. As leaders learn from their constituents, decisions are made that better reflect residents' values and lived experiences. Robust community engagement also gives the public ownership over projects and decisions. When the community feels that their voice was represented in a decision, they are more likely to become active advocates for and participants in decision outcomes.

DRAFT

SECTION 1.4: WHO ARE WE?

Geography

Sandy Hills is an unincorporated community comprised of 224 acres, or 0.35 square miles, in the southeastern part of Salt Lake County, Utah (Community Analyst, 2020). The incorporated municipality Sandy City surrounds Sandy Hills and divides Sandy Hills into three separate areas (Figure 1.3). A minor arterial road, 1300 E, connects all three parts of Sandy Hills (UDOT Functional Class Map, 2020). The Wasatch Range rises to the east of Sandy Hills, and the community enjoys equidistant access (approximately five miles) to the Wasatch's Big and Little Cottonwood Canyons.

Sandy Hills does not have access to lakes, streams, or any other surface water within its boundaries. The northern portion of the community has been identified as an area with shallow groundwater, which may be at higher risk for contamination from runoff, land use, or actions by residents and visitors (Figure 1.3). Sandy Hills sits at an elevation of approximately 4,600 ft, a few hundred feet higher than downtown Salt Lake City. The community experiences the greatest topography change from east to west, with the eastern portions of the area being situated higher on the eastern bench along the Wasatch Range. Flat Iron Mesa Park, just to the east of Sandy Hills, overlooks the Sandy Hills area.

The Great Basin

The western half of Utah, including part of Salt Lake County and Sandy Hills, sits in the Great Basin Region. The Great Basin Region can be defined at varying scales with negotiable boundaries: by the water system and flow (The Hydrographic Great Basin), the pattern of mountains and valleys (The Basin and Range), and the temperate desert climate and ecosystem (The Great Basin Desert) (National Park Service, 2017). Sandy Hills is well-defined by the Hydrographic Great Basin and the Basin and Range.

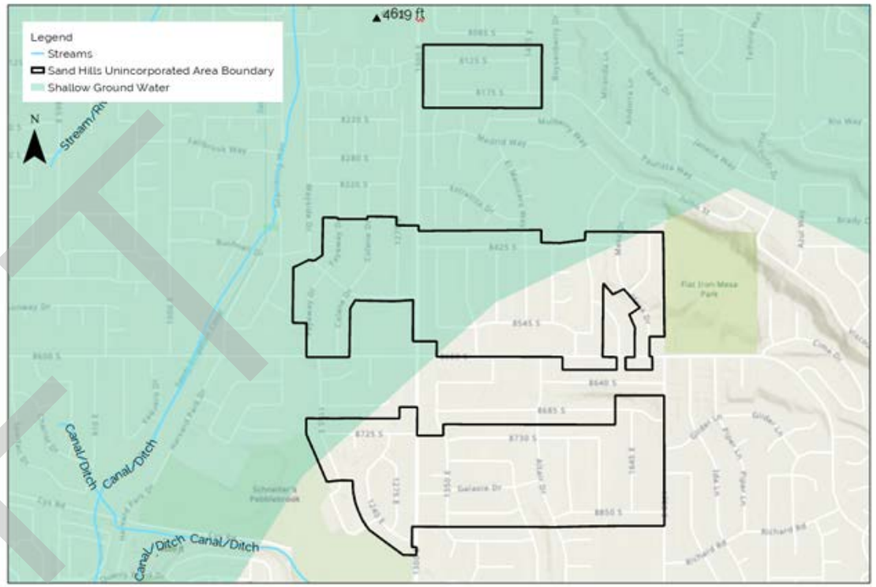
THE HYDROGRAPHIC GREAT BASIN occupies nearly 200,000 square miles in America's West, and all precipitation that lands in the region either sinks into the earth, flows into the Great Salt Lake (not any ocean), or evaporates (National Park Service, 2017). Most lakes in the region are saline, like the Great Salt Lake; the precipitation in and around Sandy Hills eventually flows into the Great Salt Lake via the Jordan River.

THE BASIN AND RANGE is the topographic pattern of north-to-south oriented mountain ranges adjacent to flat valleys (National Park Service, 2017). Sandy Hills sits along the eastern bench of the Wasatch Range and looks out across the Salt Lake Valley at the Oquirrh Mountains, both examples of north-to-south oriented ranges. The Basin and Range topography introduces unique and localized geologic features in the region. These geologic features have greatly contributed to the prominence of mining industries in the region, including in the Cottonwood Canyons near Sandy Hills.

Wildlife in Sandy Hills must adapt to largely built-out residential neighborhoods, where little natural habitat remains. However, common species in the Great Basin and Range include mule deer, sage grouse, cougars, jackrabbits, and cottontails (U.S. Forest Service, 2021). Native vegetations are sagebrush, wheatgrass, saltbush-greasewood, and juniper-pinyon woodlands (ibid).

Wildlife in Sandy Hills must adapt to largely built-out residential neighborhoods, where little natural habitat remains. However, common species in the Great Basin and Range include mule deer, sage grouse, cougars, jackrabbits, and cottontails (U.S. Forest Service, 2021). Native vegetations are sagebrush, wheatgrass, saltbush-greasewood, and juniper-pinyon woodlands (ibid).

Figure 1.3: Geography of Sandy Hills.



Credit: MSD Long Range Planning, 2021 - using data from UGRC.

Figure 1.4: Example of the Great Basin and Range.



Credit: Utah-Dave AA71Z on Flickr. Picture looking toward town of Gold Hill, UT.

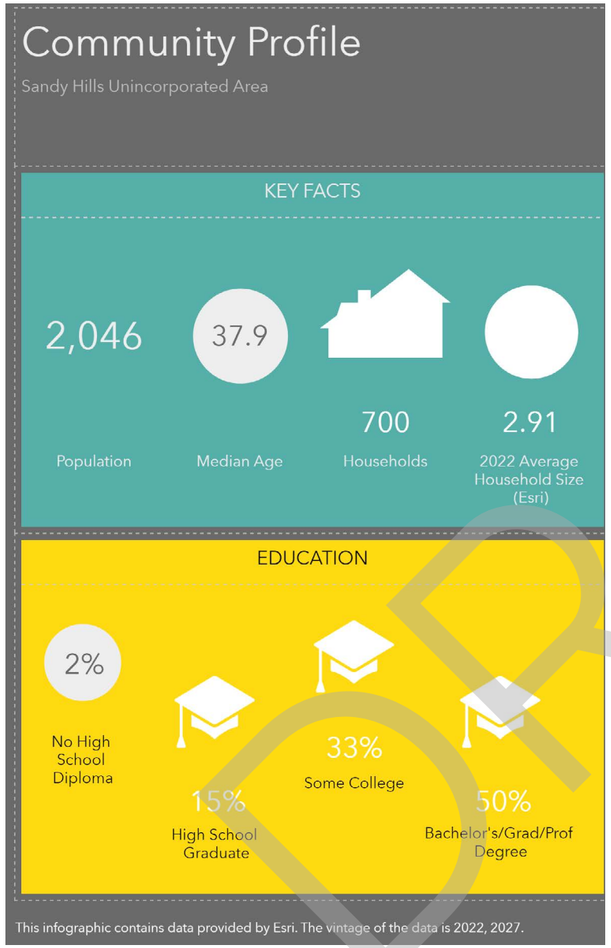
DRAFT

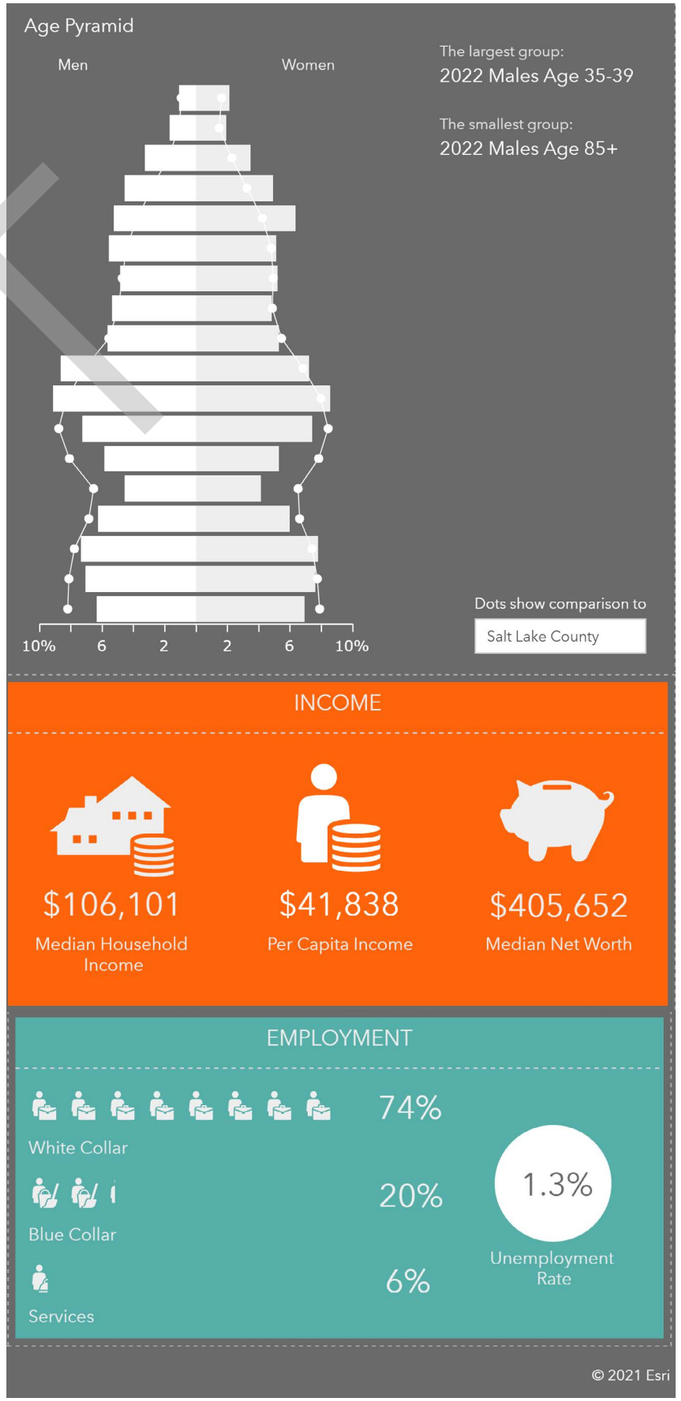
Population and Demographics

In 2022, Sandy Hills housed 2,046 people in 700 households. The unincorporated community included 713 housing units in total, only 13 of which were vacant. The gross density of Sandy Hills was approximately 5,846 people per square mile, or 3.18 dwelling units per acre. The population of Sandy Hills is not expected to increase significantly in coming years.

Sandy Hills' residents have aged in recent decades. In 2022, the median age was 37.9, almost 5 years older than the median age for Salt Lake County. Despite the ageing population, Sandy Hills is still home to a number of families. In total, there were an estimated 522 children residing in the community in 2022, and household size has held steady over the past couple of decades at just under 3 people.

Compared to Salt Lake County, Sandy Hills boasts a higher educational attainment and higher median household income. Over 70% of Sandy Hills' workforce is employed in white collar industries. Homeownership is high among Sandy Hills residents and has consistently hovered around 80%, jumping up to 85% in 2022. Despite the community's high educational attainment and income, many residents are still spending more than 30% of their income on housing (cost-burdened). In 2020, approximately twenty percent (20%) of owner households were cost-burdened, while forty percent (40%) of renter households were cost-burdened (see Sandy Hills Technical Assessment).





DRAFT

History

The Sandy Hills area has a rich history. The benches along the Wasatch Mountain Range were originally traversed by nomadic bands of Bannock, Paiute, and Shoshone Indians as they traveled between their winter (Utah Lake) and summer (Bear Lake) homes (Utah History Encyclopedia, 1994). In the mid- to late-1800s, permanent settlers moved into the areas surrounding Sandy Hills (Utah History Encyclopedia, 1994). These were primarily pioneers with the Latter-Day Saints (LDS), who tried to make a living raising crops, despite the area's "sandy" soils (ibid).

An area nearby to Sandy Hills was settled by such pioneers in 1849 and named "Union" (Imlay, 2021). The community, in disputes with a neighboring tribe of Native Americans and worried about attack, built a protective wall around 10 acres of their land (Imlay, 2021). The twelve-foot high and six-foot thick wall encompassed a school that also served as the church and amusement hall, as well as twenty-three homes (ibid). Attack never came, and the wall was never completely finished. Remnants of Fort Union remained until the 1990s, when the area was demolished for the Fort Union commercial area located just 2.5 miles from the heart of Sandy Hills (ibid).

Shortly after the first settlers moved in, mining took off in the mountains surrounding Sandy Hills. Silver and granite mining in Little Cottonwood Canyon were particularly lucrative, with the Canyon even supplying the granite that built the LDS Temple in Salt Lake City (Utah.com, 2021). Mining in the area largely failed starting in the 1890s, and the surrounding communities reverted to agricultural industries for a time (Utah.com, 2021). In the 1900s, the area surrounding Sandy Hills continued to grow. Sandy City's neighborhoods sprawled out in all directions, and the 1960s and 1970s saw several annexation and resource battles, that eventually left the unincorporated Sandy Hills area with three isolated islands consisting of just approximately 0.35 square miles (Utah History Encyclopedia, 1994).

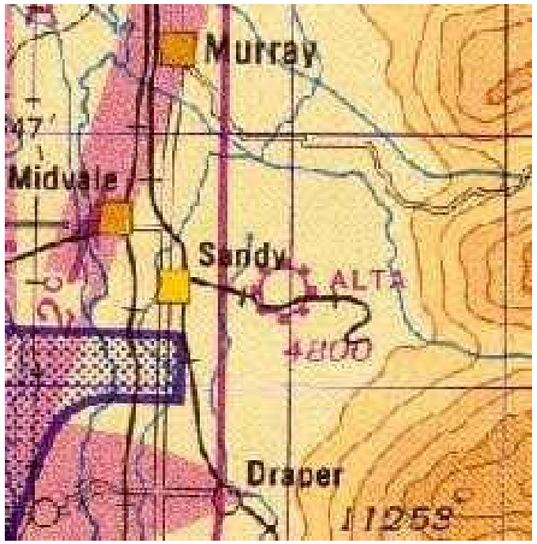
Perhaps the most interesting piece of history to Sandy Hills residents is that of the Alta Air Park, which occupied a location near the modern-day intersection of Richard Lane and Newcastle Drive (Sandy City) from the mid-1900s to the 1970s. The history of the Air Park is largely documented through resident narratives, although the site is shown on a few sectional maps from the 1900s (including the one depicted in Figure 1.5). The Air Park reportedly offered charter services and was a popular location for skydiving. One resident recalled her mother watching skydivers at Alta Air Park from their home,

> "She'd stand in the backyard with her camera and take picture after picture. We made fun of her because when the weather was good the sky was always filled with those parachutes. We couldn't imagine it could ever be otherwise. But I guess she was right, a few years later the air park was gone, and people today can't imagine what it was like back then." (Melody Greenlief, Sandy Hills Resident)

Figure 1.6 shows a hangar at the Air Park, which reportedly offered just a handful of hangars, a dirt runway, and vast expanses of sagebrush. Prior to Alta's closing, residential development began to encroach on the Air Park's boundaries, including houses along aptly named Cessna (an aviation company) Circle, Glider Lane, and Piper Lane (Sandy Hills Resident Narratives, 2000s). When the Air Park closed in the 1970s, the area was quickly turned over to suburban development, and it had been built over by the 1980s. With few records left of the Alta Air Park, residents now living in the neighborhoods built over the top of it may have no idea what rich history lies beneath.

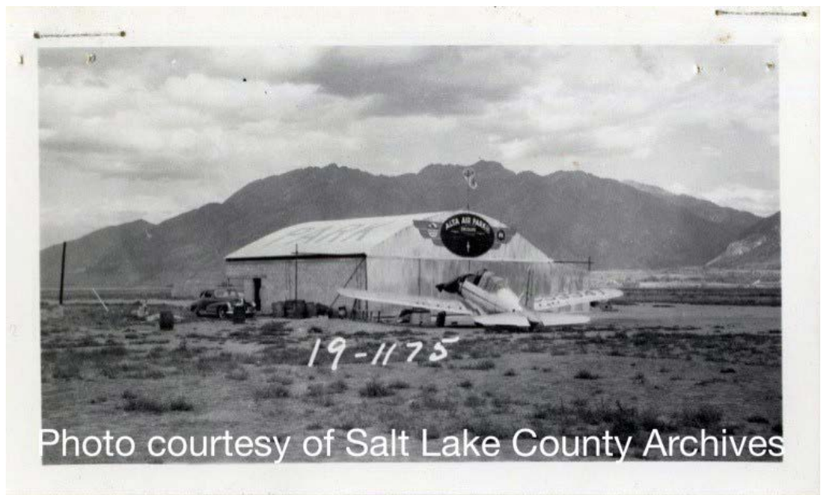
Today, Sandy Hills is almost entirely composed of residential development. Sandy Hills' neighborhoods enjoy close proximity to commercial, institutional, and recreational amenities offered in neighboring jurisdictions. The majority of Sandy Hills' services are provided by Salt Lake County and the Greater Salt Lake Municipal Services District (MSD), and although the community of Sandy Hills has existed for some time, it remains unincorporated. Residents find their voice in decision-making processes primarily through the Sandy Hills Community Council (SHCC). The Community Council is a non-profit organization, composed of elected volunteers living in Sandy Hills. SHCC keeps residents informed on local issues and events, gathers feedback and concerns from residents, and shares the community's vision and preferences with service providers, including the County and MSD. Sandy Hills is also served by a County-employed Community Council Liaison and an elected County Council member.

Figure 1.5: Alta Airpark Mapped.



Credit: Salt Lake Sectional Chart, 1948.

Figure 1.6: Hangar at Alta Airpark.



Credit: Salt Lake County Archives, Unknown Date.

DRAFT

SECTION 1.5: THE FUTURE WE CHOOSE

Sandy Hills Vision Statement

Sandy Hills strives to be a community where all residents have a voice in decision-making and an opportunity to improve local quality of life.

Sandy Hills' Priorities

At their May 2021 discussion, the Sandy Hills General Plan Steering Committee (GPSC) examined results from the technical assessment and Kick-Off Workshops and used these results to draft Sandy Hills top six priorities. The GPSC continued to collect feedback on these priorities through the Land Use Workshop and Survey. Overwhelmingly, the community supported these priorities as the top concerns and aspirations for Sandy Hills. The priorities continue to guide the content and goals of this Plan.

The priorities listed below will be re-visited throughout the General Plan, most notably in the work programs, where icons are used to show which priorities the recommended actions are addressing.

- High Quality Physical Infrastructure
- Regional Communication, Collaboration, and Planning
- Land Use and Building Codes that Reflect the Community Vision
- Resident Engagement in Decision-Making
- Addition / Preservation of Community Gathering Places
- Fiscal Responsibility and Transparency

How Our Shared Vision Guides the General Plan

The vision and priorities of Sandy Hills are reflected throughout this General Plan and guide the goals and actions included in the Community Work Programs. For example, 'High Quality Physical Infrastructure' works its way into the Transportation Chapter, with recommended actions to add sidewalk in key locations and improve neighborhood street lighting. 'Resident Engagement in Decision-Making' is a key component of all of the chapters, with recommendations to improve resilience through enhanced communications, to engage residents through creative placemaking exercises (land use), and to organize resident testimonies and input to make a case for transit on 1300 E. Tying our goals and recommended actions to the priorities established at the beginning of the General Plan process ensures that Sandy Hills' top concerns are clearly communicated and addressed upfront.

The Role of the Sandy Hills Community Council

The Sandy Hills Community Council is a non-profit organization composed of elected, volunteer representatives from five districts within the community. The current Community Council has been active since 2008. Its primary function is to gather resident comments and concerns and share them with decision-makers at Salt Lake County and the Greater Salt Lake Municipal Services District. Sandy Hills CC is approached annually by Salt Lake County Public Works to provide input on needed capital projects for the upcoming budget year. The Community Council also submits requests for projects as needed and as directed by residents.

Community members have come to rely on the Sandy Hills Community Council to be their voice in planning and decision-making processes. Residents also see the Community Council as the force that unites the area's isolated islands, whose residents may not otherwise realize that they belong to the Sandy Hills unincorporated community. During Sandy Hills' General Plan Kick-Off Workshop, participants identified the Sandy Hills Community Council as one of the top items they wanted to 'preserve' in their community. They understood the Community Council to be instrumental in communicating the voice and vision of residents.

DRAFT

CHAPTER 2: LAND USE

CONTENTS

Section 2.1: What Does the Sandy Hills Land Use Chapter Contain? (pg.28)

Section 2.2: Existing Land Use Conditions. (pg.30)

Section 2.3: Community Feedback on Land Use. (pg.34)

Section 2.4: Sandy Hills' Land Use Vision. (pg.38)

Section 2.5: Land Use Work Program. (pg.68)



Credit: User-submitted photo of Flat Iron Mesa Park, Google Maps (2021).

DRAFT

SECTION 2.1: WHAT DOES THE SANDY HILLS LAND USE CHAPTER CONTAIN?

What is Land Use Planning?

The Land Use Element establishes a vision for the future pattern of development in a community. It is the single most important element of the General Plan, bridging each of the plan's unique sections together. In reality, no use exists in isolation. Thoughtful land use ensures that households have access to transportation and recreational amenities, that schools are not located near sources of air pollution, that shopping centers receive the traffic they need to stay in business, and that municipal services and infrastructure can be provided efficiently. The pattern of land use in a community is a major determinant of area character and quality of life. The Land Use Chapter for Sandy Hills establishes land use goals and objectives for certain 'character areas' of the community as well as for the community at large.

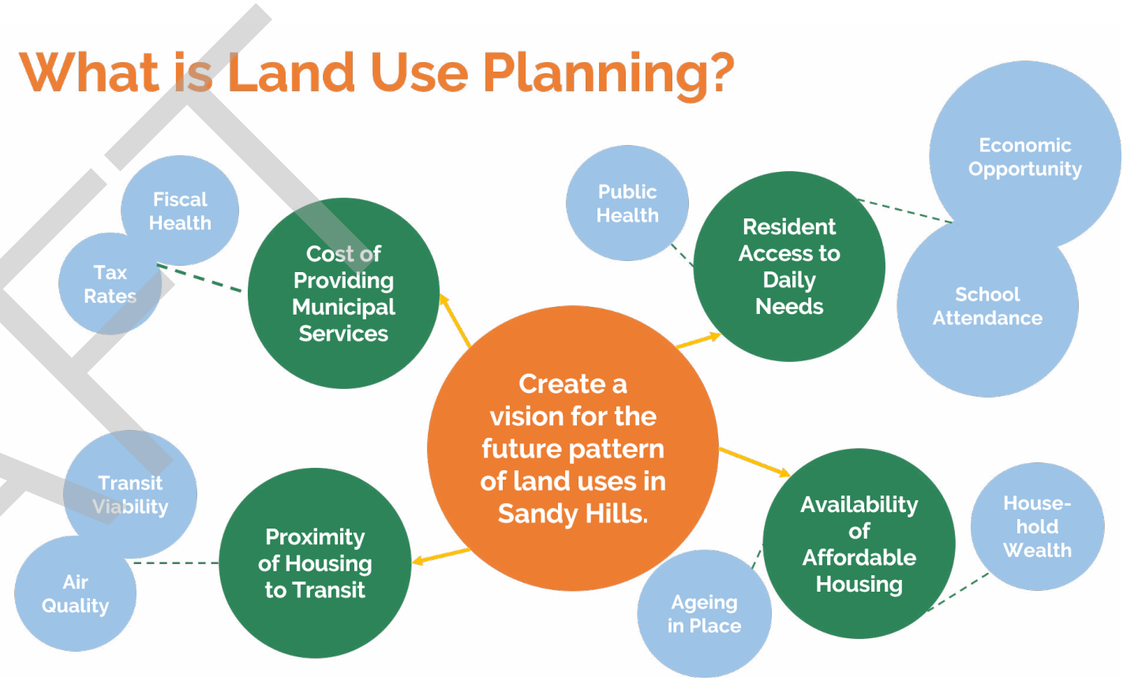
Overview

This Chapter meets the requirements of Utah State Code regarding the Land Use Element of the General Plan. The first section of this element summarizes existing land use conditions. The second explores community input related to land uses. The rest of the chapter is dedicated to future land uses, as shown in the Future Land Use and Character Area Map on pg.39. For each category of future land uses (character area), a vision statement is provided, along with key future zoning considerations. A work program at the end of the chapter provides guidance on actions needed to achieve the vision set forth in Chapter 2. The Land Use Chapter is instrumental in informing decision-making around zoning and other land use ordinances.

State Code Requirements

This chapter satisfies Utah State Code requirements for a Land Use Element in the General Plan. In keeping with state code, the chapter "designates the long-term goals and the proposed extent, general distribution, and location of land for housing for residents of various income levels, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate (§17-27a-403)."

Figure 2.1: The Reach of Land Use Planning.



Credit: MSD Long Range Planning, 2021.

DRAFT

SECTION 2.2: EXISTING LAND USE CONDITIONS

Unpacking Land Use and Zoning

Although zoning and land use may at first seem to describe the same thing, they are actually distinct characteristics. For example, given three different parcels in an area zoned for single-family residential use: one parcel may be vacant, the second parcel may host a single-family home, and the third parcel may include an elementary school. Although these parcels are zoned (or regulated) the same, they all feature a different land use. Sandy Hills' existing land use and zoning conditions are explored in the next sections of this chapter.

Key Definitions from "A Planner's Dictionary" (Davidson & Dolnick, 2004):

Land Use: "A description of how land is occupied or utilized." (Schaumburg, Ill.)

Zoning: "The classification of land by types of uses permitted and prohibited and by densities and intensities permitted and prohibited." (Prince George's County, Md.)

Sandy Hills Land Use Inventory

The unincorporated area of Sandy Hills is fully developed. Although it is surrounded in some places by commercial plazas, parks, and recreation spaces, the community itself is dominated by single-family residential land uses. Less than five (5) acres are dedicated to any other land use, including Multi-Family Residential, Commercial, and Government and Institutional.

Residents are sometimes surprised to learn that Sandy Hills holds multi-family residential properties. Although these constitute only three (3) acres, the structures provide twenty (20) essential housing units to the community. These tend to take the form of inconspicuous duplexes, as seen in Figure 2.2. While few and far between, Sandy Hills' commercial properties are also important to the community. These offer economic opportunities to residents and allow them to access some services within close proximity to home. Furthermore, the sales taxes generated by these commercial businesses feed into funding for Unincorporated Salt Lake County, which in return is used to provide services to unincorporated areas, including Sandy Hills.

Figure 2.2: Sandy Hills Duplex.



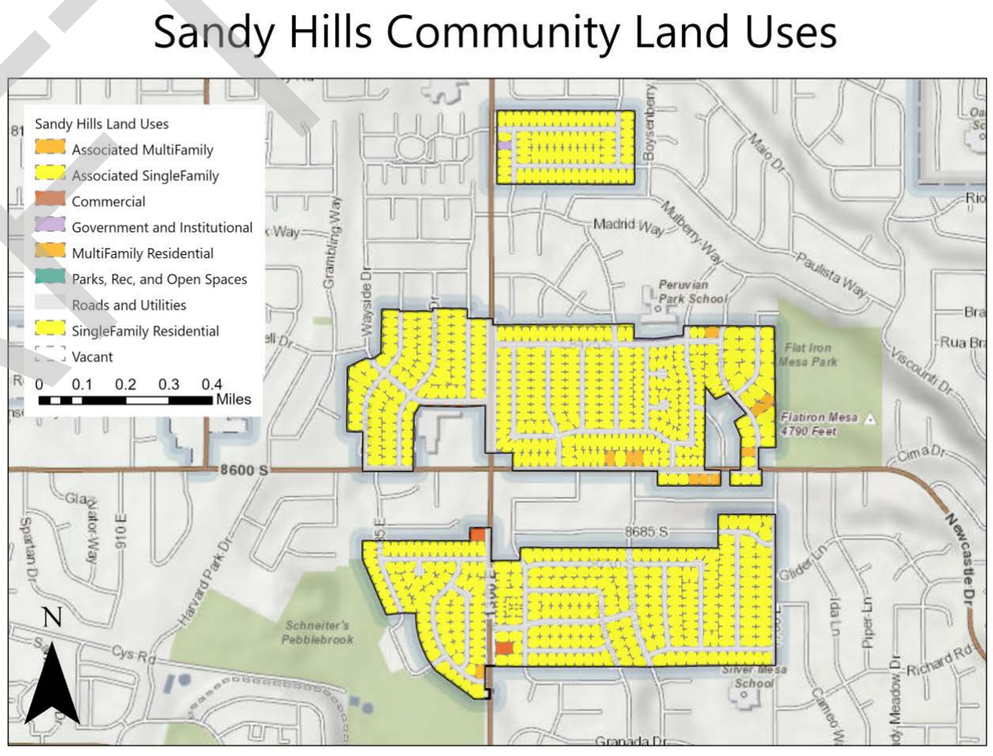
Credit: Google Maps Street View, 2021.

Figure 2.3: Sandy Hills Land Use Inventory, 2021.

Multi-Family + Associated: Sandy Hills has 12 parcels used for multi-family residential, occupying a total of 3 acres. These areas provide 20 multi-family units, most of which are duplexes.

Single-Family + Associated: There are 684 single-family residential parcels in Sandy Hills, occupying 166 acres. This is the largest land use category in the community. In total, 676 housing units occupy these parcels.

Commercial: Only 2 parcels in Sandy Hills are currently used for commercial activities. These parcels occupy less than 1 acre along 1300 E and offer 13,535 sq.ft. of commercial building space.



Government + Institutional: Sandy Hills has 2 parcels used for Government and Institutional purposes. The parcels occupy ¼ acre. The site includes utilities but no building facilities.

Vacant: Sandy Hills is almost entirely built-out, and only claims 2 vacant parcels. Both of these are located along Galaxie Drive, and neither is buildable. Other vacant housing units may be captured under the Single Family Residential or Multi-Family Residential categories.

Credit: MSD Long Range Planning, utilizing data from WFRC SLCo Land Use Parcels.

DRAFT

Structure Age

Structures in Sandy Hills were generally built prior to 1975, meaning that they are likely to have been constructed using unreinforced masonry which places them at higher risk for earthquake damage (see Figure 2.4). The oldest structure was constructed in 1923, while the newest was built in 2015 (MSD Parcel Data, 2022). Only 1.7% of Sandy Hills' parcels contain structures that were built after the year 2000 (MSD Parcel Data, 2022). Data shows that Sandy Hills' residential neighborhoods are well-established, and land use needs are more likely to involve property maintenance, infrastructure rehabilitation, and the transportation of residents to regional land use centers (which will be discussed in Chapter 3).

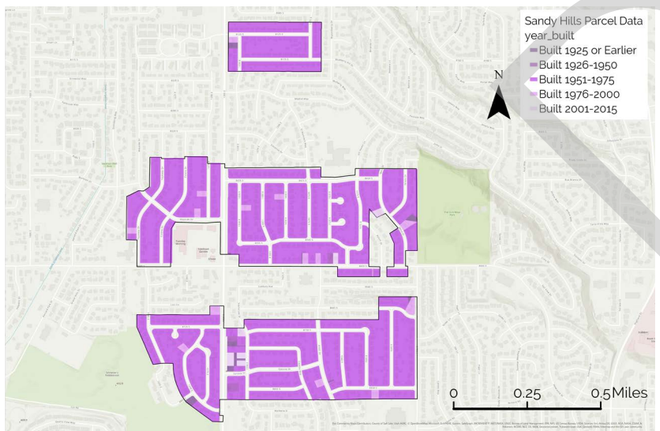
Sandy Hills Zoning

Figure 2.5 displays the zoning map for the Sandy Hills area. Sandy Hills is almost exclusively zoned Agricultural (A-1). This zoning district allows for agricultural and residential uses. It also allows some services, such as daycares and preschools. The density of single-family residential development in A-1 zones is not to exceed 4.0 dwelling units per acre.

Another section of Sandy Hills is zoned Single-Family Residential (R-1-6). This zone differs little from the A-1 Zone. Agricultural and residential uses, as well as some services, are still allowed. However, the residential density may be 6.0 dwelling units per acre, a slight increase from the A-1 Zone. Comparison with the land use map in the previous section shows that these zones are being used primarily for residential purposes.

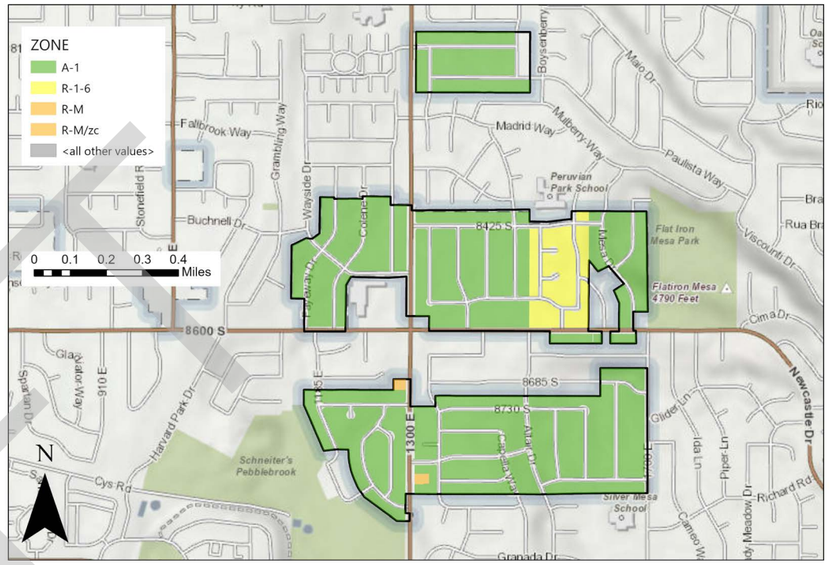
In addition to the A-1 and R-1-6 Zones, Sandy Hills offers just a few parcels zoned for Residential (RM). This zone is intended to allow both single-family residential housing and some duplexes. The allotted density in this zone is higher than in other Sandy Hills' zones. Limited services are allowable, similar to the A-1 and R-1-6 Zones. Surprisingly, parcels zoned R-M are currently being used for commercial purposes. These uses may be justifiable by code, although they are not the sole purpose of the RM Zone. More details on Sandy Hills' Zoning Districts can be found in Table 2A.

Figure 2.4: Sandy Hills Structures, Year Built.



Credit: MSD Long Range Planning, using MSD Parcel data 2022.

Figure 2.5: Sandy Hills Zoning Map, 2022.



Credit: MSD Long Range Planning, 2022.

Table 2A: Sandy Hills Zoning Analysis Table.

Zone	Total Acreage	Permitted Uses	Prohibited Uses	Max Residential Density
Agricultural (A-1)	265.0	Agriculture (commercial or household), Single Family Residential, Home Daycare / Preschool	Industrial Uses, Multi-Family Residential (with limited exception)	**Single Family:** 4.0 du per acre **Two-Family Dwellings:** 8.0 du per acre
Single Family Residential (R-1-6)	23.6	Agriculture, Home Business, Home Daycare / Preschool, Single Family Residential	Commercial and Industrial Uses, Multi-Family Residential	6.0 du per acre
Residential (RM)	1.4	Agriculture, Home Business, Home Daycare / Preschool, Single Family Residential, Duplexes	Industrial Uses	**Single Family:** 7.0 du per acre **Two Family:** 12.0 du per acre **Three Family:** 15.0 du per acre **Four Family:** 18.0 du per acre **Multi Family:** 25.0 du per acre **Rail Transit Mixed Use:** No Max

Credit: MSD Long Range Planning, 2022.

DRAFT

SECTION 2.3: COMMUNITY FEEDBACK ON LAND USE



How are Land Use and Water Related?

During several community engagement events for this Plan, Sandy Hills' residents expressed the importance of considering water in planning and decision-making. Land use and water are inextricably linked. *How do we use our available land in a way that efficiently absorbs population growth while protecting water supply? How do we design our built environment to maintain and even enhance local water quality?* Many planners and community leaders, especially in the arid west, are asking these questions. To find effective solutions, we must understand how land use impacts water quality and quantity. Consider the following:

Communities where residents must drive to access daily needs contribute extensive greenhouse gases, which warm the atmosphere. Rising temperatures lead to decreased snowpack and greater evaporation of surface water. The result is long-term diminished water supply.

Large yards, and especially those that feature grass and other vegetation that requires irrigation, lead to higher residential water use. Communities in the western United States have some of the highest per-capita water use (Land Use Law Center, 2018).

The amount of open space and green infrastructure within a community can influence water quality. Too much impervious surface, such as roofs and pavement, can lead to higher runoff (Frankenberger, n.d.). This runoff may include debris, chemicals (such as from an at-home car wash), fertilizers (from a residential lawn), or other substances that harm water quality. Local stormwater, including runoff captured by stormwater drains, is dumped directly into the Jordan River without being treated. Reducing runoff through better land uses helps protect our water bodies for future generations.

This Land Use Chapter is guided by community feedback received through diverse activities including workshops, surveys, and general plan steering committee meetings. A summary of land use input received is provided in the sections below.

SWOT and APAE Analyses

The SWOT and APAE analyses were part of the Community Kick-Off Workshops held on February 18th and April 1st, 2021. In total, twelve (12) community members attended these virtual workshops. The full workshop results are available in the Appendix of this General Plan. Many of the challenges and opportunities that participants raised during the SWOT and APAE activities pertained to Sandy Hills' land uses. A few of the emerging themes included:

Strength: Sandy Hills' Location. The community is close to shopping, services, and employment centers, yet still provides unparalleled views of the Wasatch Front.

Strength: Autonomy. Residents appreciate flexible regulations regarding home businesses, raising of pets, and other private property rights. Large lot sizes offer residents privacy and the independence to escape into their own world when they want it.

Weakness: Nuisance Properties. Due to weak land use and building codes, enforcement of nuisance properties is difficult. Participants commented on abandoned and dilapidated buildings, unmaintained yards, and the conversion of single-family homes into multifamily rentals with absentee landlords.

Weakness: Lack of Gathering Places. Sandy Hills is primarily a residential community, with no civic buildings or other community centers. Some nearby businesses have gone under during COVID, and the community feels the impact of disappearing third places.

Opportunity: Enhance Existing Outdoor Spaces. The community saw opportunities to enhance existing parks and open spaces by adding family-friendly activities and introducing new amenities for pets. Participants also mentioned the opportunity to improve streetscapes and safety by maintaining existing street trees.

Threat: Development Pressure. Sandy Hills is largely built out, and participants felt that existing parks and open spaces may be threatened by development pressures. Simultaneously, nearby development is leading to increased traffic and other infrastructure impacts.

Item to Achieve: Representative Land Use and Enforcement Codes. The community desires an audit of existing codes and upgrades to fit the needs of today's residents. This includes nuisance codes that are more enforceable and landscaping / tree ordinances that promote aesthetics and community safety.

Item to Preserve: Existing Infrastructure and Regional Assets. Participants wanted to maintain and enhance existing community amenities, including existing infrastructure systems and parks, recreation, and open spaces – especially nearby Dimple Dell Park and Flat Iron Mesa Park. They also hoped to preserve Sandy Hills' history in the future through storytelling, interpretive signage, or some other measures.

Item to Eliminate: Abandoned, Dilapidated, or Unmaintained Properties. Participants emphasized the need to eliminate existing vacant, dilapidated, and unsafe properties. They cited illegally parked vehicles, absentee landlords, unkempt lawns, and dying street trees as issues in need of additional regulation and enforcement.

Land Use Workshop and Survey

In October 2021, Sandy Hills' stakeholders had the opportunity to engage in an in-person Land Use Workshop and virtual Land Use Survey. Six (6) people participated in the workshop, and seven (7) responded to the survey. A summary of the results of these events is available in Table 2B on the next spread. The full workshop and survey results are available in the Appendix.

Community engagement from the workshop and survey helped the steering committee to:

1. Decide on a community vision statement.
2. Address its top priorities through the General Plan.
3. Identify locations of desirable and undesirable land uses.
4. Gain additional information and set a vision for Sandy Hills' Character Areas.

DRAFT

Table 2B: Land Use Workshop and Survey, Summary Table.

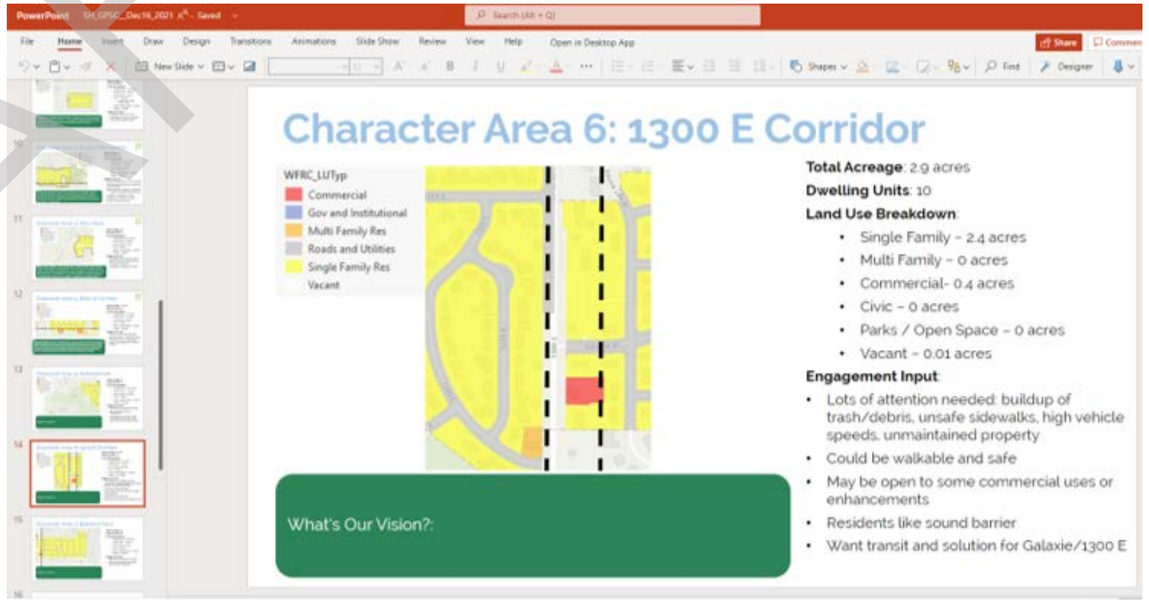
Land Use Workshop (October 21st): 6 Participants **Land Use Survey (October 20th - November 19th):** 7 Responses **Total Comments Received:** 116			
Activity	**Comments / Votes Received**	**Major Themes**	**Follow-Up Needed**
Vision Statement Vote	13	The vision statement with the most votes was, "Sandy Hills strives to be a community where all residents have a choice in decision-making and an opportunity to improve local quality of life."	Public selected vision statement on website and include in General Plan.
Top Priorities Importance Rating (Survey Only)	7	"Resident Engagement in Decision-Making" was identified as the most important priority. "Addition / Preservation of Community Gathering Places" was found to be less important to survey respondents.	Review results with steering committee and determine next steps.
Top Priorities Feedback	25	1. Address digital infrastructure access, public transit availability, and condition of roads, sewers, and gutters. 2. Use different means of engagement, such as Zoom or Facebook, to bring more community members into planning and decision-making processes. 3. Recognize that community gathering places are largely outside of Sandy Hills, requiring collaboration with other entities to ensure they are protected. 4. Acknowledge residents' fatigue with plans and studies that do not produce tangible projects. 5. Address blight and poor property maintenance through stronger land use and enforcement codes. 6. Understand that regional collaboration is necessary to achieve Sandy Hills' vision, as various agencies have authority in the area.	Review results with steering committee and determine next steps. General Plan goals will be aligned with top priorities.
Map It Exercise	61	**Positive**: nearby amenities such as schools and local parks; recent infrastructure projects that have enhanced neighborhood walkability. **Negative**: vacant and/or dilapidated properties; transportation safety issues such as limited visibility at intersections, vehicle speeding, and loss of 1300 E bus route. **Future**: add signage to unmarked intersections; improve safety at key pedestrian crossings; enhance property maintenance and repurpose vacant spaces; adapt to changing environmental conditions and water availability.	Review results with steering committee and address major themes through the General Plan Work Program. Identified items touch on land use, transportation, and resilience + infrastructure.
Character Area Exercise	10	Major themes differed for each of the seven character areas. Review pages 11-16 for more details. Overall participants were comfortable with the drafted borders. Only one change was prompted: altering the 1300 E Corridor to include only those properties which face out onto the street.	Review comments with the steering committee and lead them through additional visioning activities for the Character Areas.

Credit: MSD Long Range Planning, 2021

General Plan Steering Committee

In addition to the workshop and survey events previously described, community members had the opportunity to discuss land use planning at steering committee meetings. Three (3) meetings covered land use topics. Results from workshops, surveys, and staff data were reviewed to make decisions about goals, priorities, and plan content.

Figure 2.6: Example Slide from Sandy Hills General Plan Steering Committee November 2021 Meeting.



Credit: MSD Long Range Planning, 2022.

DRAFT

SECTION 2.4: SANDY HILLS' LAND USE VISION

What is a Character Area? How were Character Areas Designated?

Character Areas are places within a community that share similar characteristics. These areas may fit together because they celebrate unique assets, feature interesting design patterns, or require special attention or consideration. For each character area within Sandy Hills, the following section assesses existing conditions and provides a future vision. In total, Sandy Hills has identified seven (7) character areas which serve as the basis of future land uses (Figure 2.7).

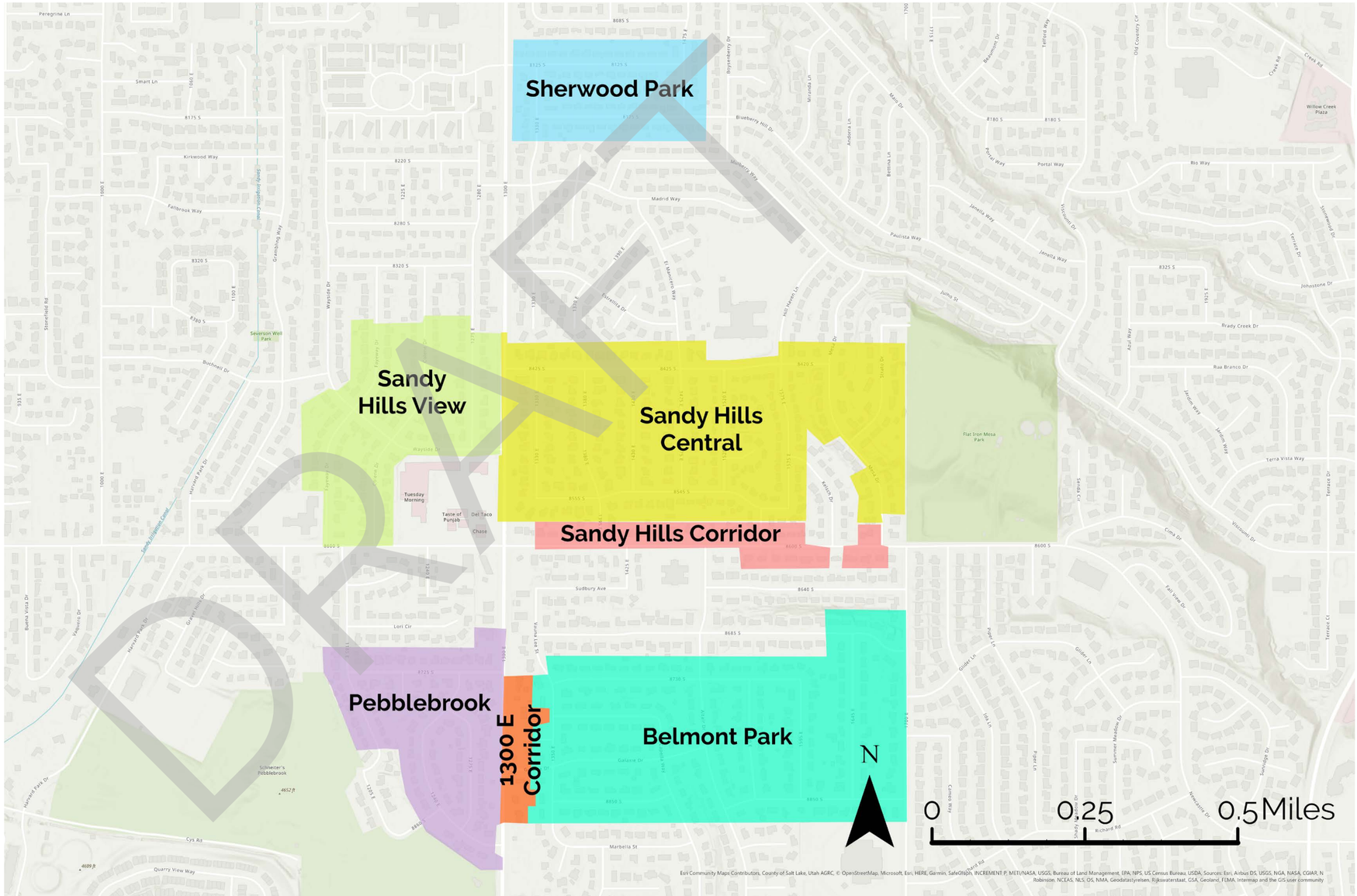
How were Character Areas Designated? Character area boundaries were first drafted based on input from the steering committee at their September 2021 meeting. Then, drafted character areas were vetted and given vision by the public at the October 2021 Land Use Workshop. The areas are based around a community amenity or established neighborhood, and their boundaries are set using geographic divides, such as busy roadways or physical isolation. Character area names are based on the names of underlying developments or on a unique quality of the area.

Other Methodology: population estimates for each character area were calculated using the following formula. The total of the estimated character area populations may not necessarily equal the total 2020 population for the Sandy Hills area.

[# Dwelling Units x (1 – Residential Vacancy Rate)] x Average Sandy Hills Household Size

- # Dwelling Units derived from WFRC Salt Lake County Land Use Parcel Data
- Residential Vacancy Rate from 2020 Esri Housing Profile = 0.014 (or 1.4%)
- Average Household Size from 2020 Esri Community Profile = 2.96

Figure 2.7: Sandy Hills Character Areas.



Credit: MSD Long Range Planning, 2022.

Sherwood Park Character Area EXISTING

Location: Sherwood Park Character Area covers the northern most section of Sandy Hills. This is an isolated block of unincorporated area sharing its western boundary with 1300 E. Sherwood Park is just southeast of High Point Center.

Existing Conditions, Challenges, and Opportunities:

Isolation – this character area is the most geographically isolated from the rest of Sandy Hills. Residents may not even fully realize that they belong the Sandy Hills Community Council Area. Sandy City surrounds Sherwood Park on all sides, with only this block of 67 homes remaining as part of Salt Lake County.

Emergency Water Well – Sherwood Park plays a critical role in the region as the host of the Jordan Valley Well-Pump House. This facility serves as an emergency well that maintains pressure and is immune to earthquake damage. During an earthquake, this well would still be capable of servicing the Sandy City Fire Station, located just across the street.

Character Area Snapshot

Total Acreage: 15.7

- Single-Family Residential – 15.5 acres
- Multi-Family Residential – 0.0 acres
- Commercial – 0.0 acres
- Civic (Government and Institutional)– 0.2 acres
- Parks, Open Space, and Recreational Facilities – 0.0 acres
- Vacant – 0.0 acres

Number of Dwelling Units: 67

Estimated Population: 196

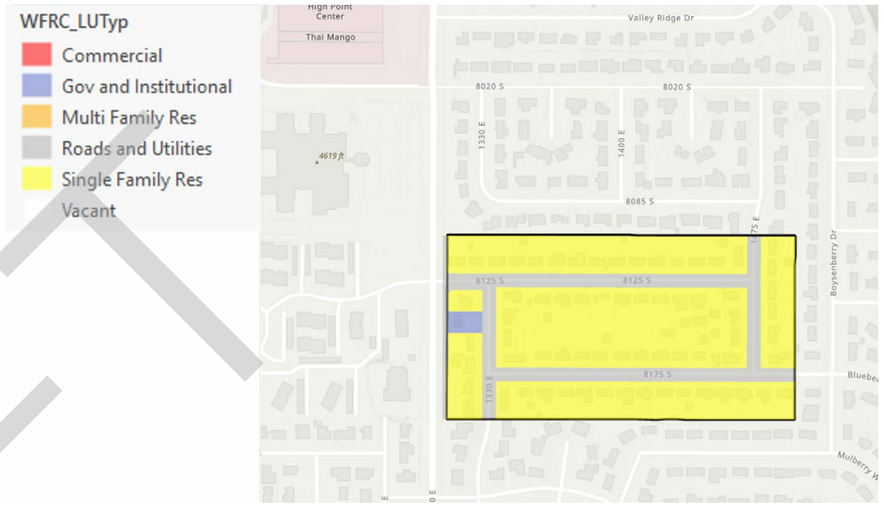
Net Density: 4.3 du/acre

Average Market Value per Parcel: $226,723 (*2018 value)

Average Parcel Size: 0.22 acres

Average Building Square Footage: 1,766 sq ft

Figure 2.8: Sherwood Park Character Area - Existing Land Use.



Credit: MSD Long Range Planning, using WFRC Salt Lake County Land Use Parcel Data.

Figure 2.9: Looking East from Sherwood Park.



Credit: Google Maps Street View, 2019.

DRAFT

Sherwood Park Character Area FUTURE

Future Vision:

Sherwood Park should provide a quiet, walkable neighborhood setting, with the added significance of protecting a wellhead with emergency water pressure in the event of an earthquake or other natural disaster.

Sherwood Park Utilities

A unique feature of this character area is that multiple engagement participants were interested in burying overhead power lines (Land Use Workshop and Survey). Surprisingly, this issue was not raised for any other character area. Utilities and infrastructure will be discussed more in the fourth Chapter (*Resilience + Infrastructure*) of this General Plan.

Future Zoning Considerations:

Target Floor Area Ratio: NA

Target Building Heights: 1-2 stories

Target Maximum Density: 4-5 dwelling units per acre

Primary Uses: single-family residential, parks and open space, government and institutional

Prohibited Uses: industrial, commercial (with the exception of small-scale, integrated services)

Parking and Unloading: on-site off-street and on-street

Design Considerations:

- Encourage beautification of the streetscape and reduction in traffic noise through infrastructure improvements and park strip landscaping
- Seek to connect residents to major community destinations through non-motorized pathways
- Promote water-wise landscaping, and minimize stormwater runoff

Example Zoning Category:

Logan's Suburban Neighborhood Residential (NR-4) Zone: This zone predominantly allows for single-family homes ranging from 1-2 stories, on larger lots. Internal accessory dwelling units are also allowed in this zone, where owner-occupancy and off-street parking requirements are met.

Figure 2.10: Preferred Streetscapes in Logan's Neighborhood Residential Zones.



Credit: City of Logan Land Development Code (pg.9-1).

DRAFT

Sandy Hills Central Character Area EXISTING

Location: Sandy Hills Central is located in the middle of the community's three islands. It includes sections east of 1300 E and north of 8600 S. The character area is also adjacent to Flat Iron Mesa Park, with which it shares its eastern border. Sandy Hills Central does not quite form a solid rectangle, as one section of the neighborhood (between Mesa Drive and Kelsch Drive) has been annexed into Sandy City. This is the most populous area of Sandy Hills.

Existing Conditions, Challenges, and Opportunities:

Infrastructure – During public engagement events, residents frequently cited poor infrastructure maintenance in the Sandy Hills Central area. However, recent County-funded projects have been targeted to improve sidewalks, street lighting, and other facilities in this neighborhood. For example, in 2021, sidewalk was installed along 8425 S. New street lights have also been placed near the intersection of 1575 E and Kelsch Drive, and residents have requested that these be upgraded in other parts of the community.

Access to Schools and Parks – Sandy Hills Central enjoys proximity to several of residents' favorite destinations, including Peruvian Park Elementary School, Flat Iron Mesa Park (Figure 2.13), and the LDS Church Branch on 8600 S. Residents can access the school and park directly from their neighborhood. However, getting to the church requires crossing busy 8600 S. There is currently a crosswalk and sign warning of pedestrians crossing. Residents have requested that flags be placed at this location for walkers to use in signaling to vehicular traffic.

Property Maintenance – Residents listed property maintenance as a concern in the Sandy Hills Central Character Area. Among owner-occupied homes, common challenges are weeds, illegally parked vehicles, and failure to maintain home facades (as reported by neighbors). There are also a few rental properties within this neighborhood (typically side-by-side duplexes). Overall, residents are okay with the existence of some rental properties, so long as the properties are maintained and noise / parking ordinances enforced.

Resident Longevity – Public engagement participants noted that resident longevity is a unique benefit of living in this area. Many neighbors seem to know each other, and in some cases are related – as evidenced by one Sandy Hills General Plan Steering Committee Member who lives just around the corner from his son (steering committee meeting anecdotal data, 2021).

Figure 2.13: View from Flat Iron Mesa Park.



Credit: User-submitted photo - Google Maps, 2021.

Character Area Snapshot

Total Acreage: 50.2

- Single-Family Residential – 49.0 acres
- Multi-Family Residential – 1.2 acres
- Commercial – 0.0 acres
- Civic (Government and Institutional)– 0.0 acres
- Parks, Open Space, and Recreational Facilities – 0.0 acres
- Vacant – 0.0 acres

Number of Dwelling Units: 220

Estimated Population: 642

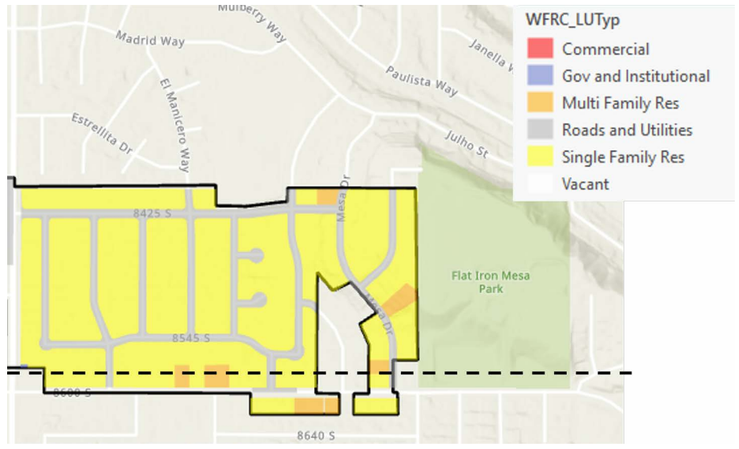
Net Density: 4.4 du/acre

Average Market Value per Parcel: $242,966 (*2018 value)

Average Parcel Size: 0.23 acres

Average Building Square Footage: 1,869 sq ft

Figure 2.11: Sandy Hills Central Character Area - Existing Land Use.



Credit: MSD Long Range Planning, using WFRC Salt Lake County Land Use Parcel Data.

DRAFT

Sandy Hills Central Character Area FUTURE

Future Vision:

The Sandy Hills Central Character Area should continue to be the heartbeat of the Sandy Hills Community, with the largest assortment of housing choices and premier access to Flat Iron Mesa Park and nearby elementary schools.

Sandy Hills Central Neighborhood

"My home is in this neighborhood. I keep the exterior maintained to be pleasing to others as they walk by. Flowers and greenery and trees and shrubs." ~ Land Use Survey Response, 2021.

Future Zoning Considerations:

Target Floor Area Ratio: NA

Target Building Heights: 1-2 stories

Target Maximum Density: 4.0-5.5 dwelling units per acre

Primary Uses: single family residential, duplexes on corner lots, parks and open space, government and institutional

Prohibited Uses: industrial, large-scale commercial, most multi-family residential

Parking and Unloading: on-site off-street and on-street; duplexes on corner lots shall provide ample off-street parking

Design Considerations:

- Retain the scale and aesthetic character of single-family homes, even for multi-family uses, such as duplexes
- Implement a uniform lighting program
- Encourage beautification of the streetscape and reduction in traffic noise through infrastructure improvements and park strip landscaping
- Seek to connect residents to major community destinations, such as Flat Iron Mesa Park and nearby elementary schools, through non-motorized pathways
- Promote water-wise landscaping and minimize stormwater runoff

Example Zoning Category:

Portland's Residential 10,000 (R10) Zone: This Portland Zoning District emphasizes single-family homes but allows duplexes on corner-lots. Lot sizes are relatively large, and building heights are limited to 30 feet. Parks and institutional uses are allowed in this zone when certain conditions are met.

Figure 2.14: Summary of Portland's Residential 10,000 Zone.



Credit: City of Portland, 2022.

DRAFT

Sandy Hills View Character Area EXISTING

Location: Sandy Hills View is located on the eastern edge of the community's middle island. 1300 E serves as its eastern border, and 8600 S its southern border. The character area wraps around the Country Square Shopping Center, which is located in Sandy City.

Existing Conditions, Challenges, and Opportunities:

Infrastructure – Like other residential neighborhoods within Sandy Hills, the Sandy Hills View Character Area has infrastructure in need of maintenance or replacement. Public engagement comments included complaints of intersections missing 'yield' or 'stop' signage, insufficient street lighting, and missing or broken sidewalks.

Access to Commercial Amenities – Residents in the Sandy Hills View Character Area enjoy immediate access to Sandy's Country Square Commercial Plaza. Commercial opportunities in this plaza have diminished in the past decade. At one time, Country Square hosted a grocery store. Now, several storefronts are empty or utilized for offices. Residents seem to frequent the restaurants but desire additional retail and service offerings. Although the commercial plaza is in Sandy, its health has an impact on Sandy Hills. Residents in the Sandy Hills View Character Area can walk across a landscaping strip into Country Square from Wayside Drive. Accessing the plaza via a vehicle requires driving onto 8600 S or 1300 E.

Viewshed – This neighborhood is known for having one of the best views in Sandy Hills. Survey participants commented on the viewshed and google map imagery shows picturesque scenes looking over the valley to the Oquirrh Mountains.

Traditional Suburban Development – The Sandy Hills View Character Area exhibits many of the characteristics of traditional suburban development, including front-facing garages, quarter-acre lots, and ranch-style homes.

Character Area Snapshot

Total Acreage: 23.4

- Single-Family Residential – 23.4 acres
- Multi-Family Residential – 0.0 acres
- Commercial – 0.0 acres
- Civic (Government and Institutional)– 0.0 acres
- Parks, Open Space, and Recreational Facilities – 0.0 acres
- Vacant – 0.0 acres

Number of Dwelling Units: 87

Estimated Population: 254

Net Density: 3.7 du/acre

Average Market Value per Parcel: $272,756 (*2018 value)

Average Parcel Size: 0.24 acres

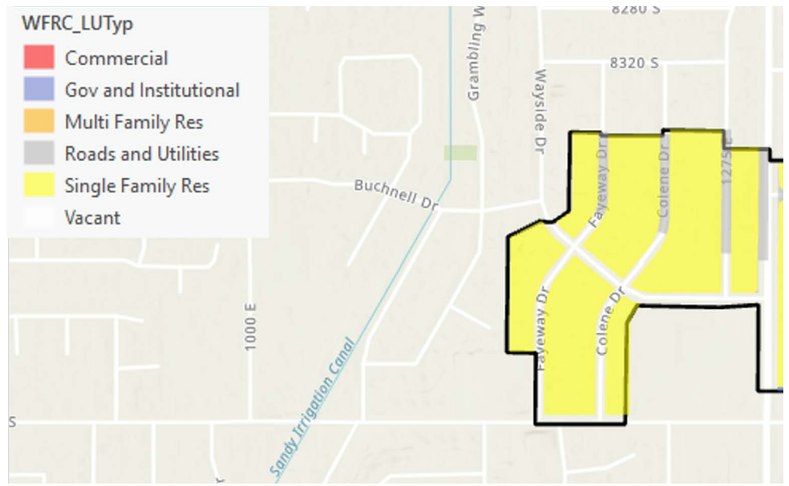
Average Building Square Footage: 2,234 sq ft

Figure 2.16: Looking East from Wayside Drive, North of Country Square.



Credit: Google Maps Street View, 2019.

Figure 2.15: Sandy Hills View Character Area - Existing Land Use.



Credit: MSD Long Range Planning, using WFRC Salt Lake County Land Use Parcel Data.

DRAFT

Sandy Hills Central Character Area FUTURE

Future Vision:

The Sandy Hills View Character Area should continue to provide quiet, neighborhood living, while expanding non-motorized access to nearby commercial amenities.

Sandy Hills View - Resident Perceptions

"This area does have a nice view out over the valley. It could use more street lights. It's odd that Sandy City claims Country Square plaza. 1275 E, Colene Dr, and Fayway Dr are cut in the middle of the block between the county and the city."

~ Land Use Survey Response, 2021.

Future Zoning Considerations:

Target Floor Area Ratio: NA

Target Building Heights: 1-2 stories

Target Maximum Density: 3.0-4.5 dwelling units per acre

Primary Uses: single-family residential, parks and open space, government and institutional

Prohibited Uses: industrial, large-scale commercial

Parking and Unloading: on-site off-street, and on-street; advocate for adaptive re-use of surface parking in underutilized parking areas; connect residents to commercial plaza via non-motorized pathways, but discourage the use of residential streets for commercial unloading and transport of goods

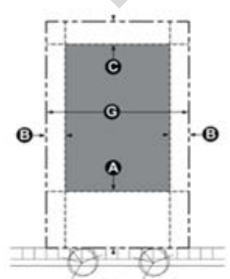
Design Considerations:

- Encourage beautification of the streetscape and reduction in traffic noise through infrastructure improvements and park strip landscaping
- Seek to connect residents to Country Square Commercial Plaza through non-motorized pathways
- Promote water-wise landscaping and minimize stormwater runoff
- Preserve viewshed from residential neighborhood west over the Salt Lake Valley

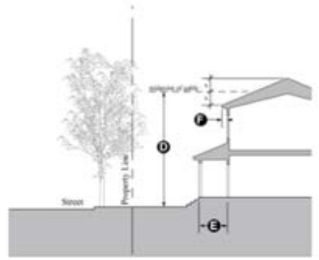
Example Zoning Category:

Logan's Suburban Neighborhood Residential (NR-4) Zone: This zone predominantly allows for single-family homes ranging from 1-2 stories, on larger lots. Internal accessory dwelling units are also allowed in this zone, where owner-occupancy and off-street parking requirements are met.

Figure 2.17: Logan's Suburban Neighborhood Residential Development Standards.



Site Plan Diagram



Site Plan Diagram

Residential Density	
Units/Acre (max)	4
Lot Size	
Min. Lot Size	10,000 sq ft²
Lot Width	
C Minimum Lot Width	90'
(Lot width average does not apply to flag lots and courtyard homes).	
Lot Coverage	
Max. Lot Coverage	50%
Primary Structure Setbacks	
A Front	25'
Corner	20'
B Side	8'
G Rear	10'
Canal (recognized top bank)	15'
(Canal setback may be waived with written permission from appropriate canal company).	
Building Height	
D Primary Building (Max)	35'
Accessory Building (Max)	15'
Building Form	
E Covered Front Stoop/Porch)	

Credit: City of Logan, Land Development Code (pg.7-2)

DRAFT

Sandy Hills Corridor Character Area EXISTING

Location: The Sandy Hills Corridor Character Area is located in the southernmost portion of Sandy Hills' middle island. It includes all parcels which face out on or are immediately adjacent to 8600 S. The character area stretches along 8600 S from 1300 E to Flat Iron Mesa Park, excluding some pockets which have annexed into Sandy City.

Existing Conditions, Challenges, and Opportunities:

Impacts of 8600 S – Houses facing out onto 8600 S were built when the road dead-ended at the Alta Air Park runway. Now, those homes see an average of 3,100 vehicles passing by per day (WFRC, 2019). Public comment for this area revealed concern about speeding, pedestrian safety, and traffic noise.

Housing Choices – The Sandy Hills Corridor Character Area has a more diverse mix of housing than any other Sandy Hills neighborhood. The 1.5 acres of multi-family residential use offers 12 housing units, most of which are available in side-by-side duplexes. These duplexes typically blend into the fabric of the neighborhood, with designs and building footprints that make them nearly indistinguishable from a single-family home.

Property Maintenance – Residents listed property maintenance as a concern in the Sandy Hills Corridor Character Area. The most common concern was that properties were 'unsightly', indicating that a clean-up or enforcement of codes may be needed.

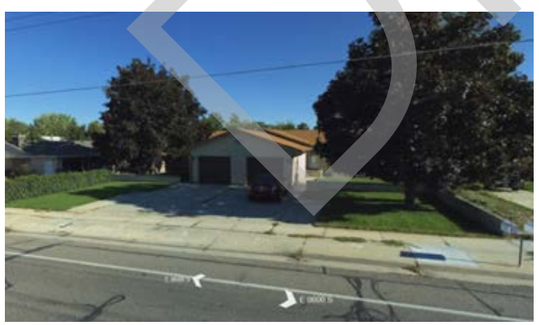
Proximity to Institutional Uses – Like Sandy Hills Central to the north, Sandy Hills Corridor is adjacent to desirable destinations such as Flat Iron Mesa Park, Silver Mesa Elementary School, and the LDS Church Branch on 8600 S. Some residents in this character area would need to cross 8600 S in order to access those destinations. Currently, there are crosswalks at 1300 E, Altair Drive, and Piper Lane. The distance between these crossings ranges from 0.23 to 0.36 miles.

Figure 2.19: Looking West on 8600 S (Sandy Hills Corridor Character Area).



Credit: Google Maps Street View, 2021.

Figure 2.20: Duplex Style in Sandy Hills Corridor Character Area.



Credit: Bing Maps Street View, 2022.

Character Area Snapshot

Total Acreage: 7.3

- Single-Family Residential – 5.8 acres
- Multi-Family Residential – 1.5 acres
- Commercial – 0.0 acres
- Civic (Government and Institutional)– 0.0 acres
- Parks, Open Space, and Recreational Facilities – 0.0 acres
- Vacant – 0.0 acres

Number of Dwelling Units: 37

Estimated Population: 108

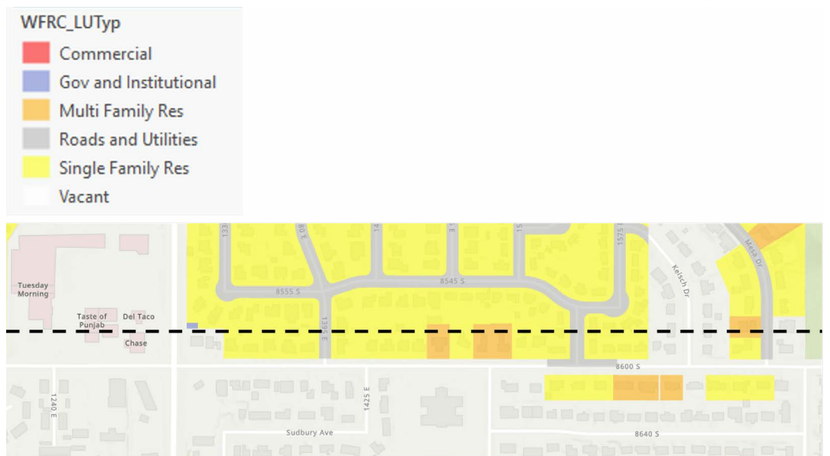
Net Density: 5.1 du/acre

Average Market Value per Parcel: $230,354 (*2018 value)

Average Parcel Size: 0.21 acres

Average Building Square Footage: 2,065 sq ft

Figure 2.18: Sandy Hills Corridor Character Area - Existing Land Use.



Credit: MSD Long Range Planning, using WFRC Salt Lake County Land Use Parcel Data.

DRAFT

Sandy Hills Corridor Character Area FUTURE

Future Vision:

The Sandy Hills Corridor Character Area should preserve its existing housing options, while working to enhance walkability to nearby amenities, minimize traffic noise and safety issues, and improve overall property maintenance.

Sandy Hills Corridor - Family Ties

During one General Plan Steering Committee Meeting, planning staff learned that the son of a committee member bought a house in this character area, just a few doors down from his father. This is a neighborhood that residents want to return to. It offers close proximity to Flat Iron Mesa Park, which families use for walking, sledding, and general recreation. The neighborhood is also situated between two elementary schools: Silver Mesa and Peruvian Park. Supporting property maintenance and infrastructure improvements will ensure that this neighborhood remains viable for generations to come.

Future Zoning Considerations:

Target Floor Area Ratio: NA

Target Building Heights: 1-2 stories

Target Maximum Density: 4.0-6.0 dwelling units per acre

Primary Uses: single family residential, duplexes, government and institutional

Prohibited Uses: commercial, industrial, multi-family residential

Parking and Unloading: on-site and off-street; ensure adequate parking for rental units

Design Considerations:

- Encourage beautification of the streetscape and reduction in traffic noise through infrastructure improvements and park strip landscaping
- Promote water-wise landscaping and minimize stormwater runoff
- Seek opportunities to connect built environment with character area's history: roadway to the Alta Air Park
- Use fencing and landscaping to screen undesirable uses

Example Zoning Category:

Salt Lake City's Single- and Two-Family Residential District (R-2): This zone allows for single family residential and duplex uses to exist within an established neighborhood but sets limits for the concentration of duplexes. This preserves housing choice without encouraging the conversion of existing single-family homes into duplexes. Heights, setbacks, and design standards are established to match the intensity and style of the City's traditional residential neighborhoods.

Example language: "In subdivisions approved after April 12, 1995, no more than 2 lots may be used for such dwellings [duplexes] located adjacent to one another and no more than 3 such dwellings may be located on the same block face." (21A.24.110)

Figure 2.21: Salt Lake City's Elizabeth Street, Zoned R-2.



Credit: Google Maps Street View, 2022.

DRAFT

Pebblebrook Character Area EXISTING

Location: The Pebblebrook Character Area is located between Schneiter's Pebblebrook Golf Course and 1300 E. It excludes a small pocket of homes along 1205 E that have annexed into Sandy City. The character area comprises the western portion of Sandy Hills' southernmost island.

Existing Conditions, Challenges, and Opportunities:

Commercial Opportunity – This character area currently hosts one of Sandy Hills' only two commercial properties. The property features an office space utilized by A New Direction: Recovery and Wellness. The business includes its own off-street parking and features minimal landscaping.

Pebblebrook Golf Course – The Pebblebrook Character Area abuts the east side of the Schneiter's Pebblebrook Golf Course. The golf course can be accessed off of 1300 E. The land is currently used only for golf and only in fair weather conditions. In the future, there may be opportunity to expand the uses of the golf course to provide additional recreational value to residents and to enhance profitability for the course owner. The owners of the golf course also own a vacant parcel, of approximately 0.45 acres, just outside of the Character Area boundaries (where 1205 E meets 8860 S).

Figure 2.23: Intersection of 1185 E and 8725 S.



Credit: Google Maps Street View, 2021.

Figure 2.24: Pebblebrook Golf Course.



Credit: Trip Advisor, 2015.

Character Area Snapshot

Total Acreage: 19

- Single-Family Residential – 18.4 acres
- Multi-Family Residential – 0.2 acres
- Commercial – 0.4 acres
- Civic (Government and Institutional)– 0.0 acres
- Parks, Open Space, and Recreational Facilities – 0.0 acres
- Vacant – 0.0 acres

Number of Dwelling Units: 78

Estimated Population: 228

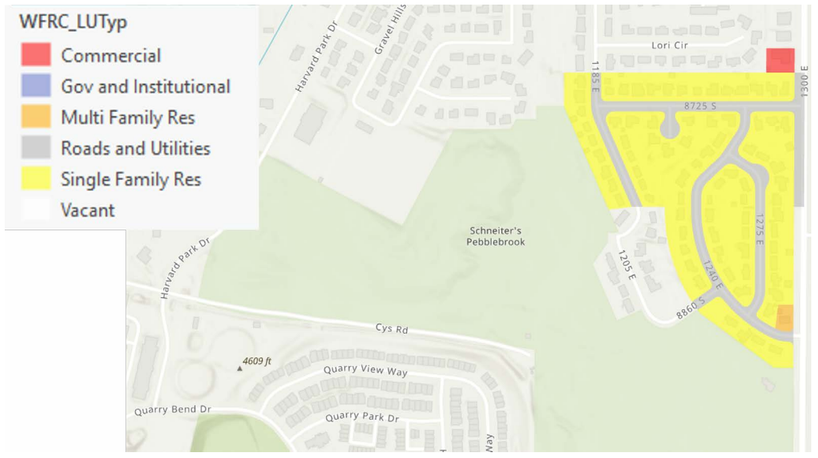
Net Density: 4.2 du/acre

Average Market Value per Parcel: $256,442 (*2018 value)

Average Parcel Size: 0.23 acres

Average Building Square Footage: 2,287 sq ft

Figure 2.22: Pebblebrook Character Area - Existing Land Use.



Credit: MSD Long Range Planning, using WFRC Salt Lake County Land Use Parcel Data.

DRAFT

Pebblebrook Character Area FUTURE

Future Vision:

Existing uses in the Pebblebrook Character Area should be preserved, while greater attention is given to infrastructure maintenance, traffic control, and beautification.

Character Area Opportunities

During the land use workshop, participants saw many opportunities in the Pebblebrook area. They liked the new Fratelli Restaurant and wanted to see similar commercial improvements. Additionally, they wondered about opportunities to expand upon golf course offerings. For example, could the golf course be used for something else during the off-seasons? And how would the golf course respond to changing conditions over time, such as Utah's severe drought? Although neither the golf course nor Fratelli's is formally included in Sandy Hills' boundaries, residents see these sites as integral to their community and daily lives.

Future Zoning Considerations:

Target Floor Area Ratio: NA

Target Building Heights: 1-2 stories

Target Maximum Density: 4.0-5.0 dwelling units per acre

Primary Uses: single-family residential, government and institutional, parks and open space

Prohibited Uses: large-scale commercial, industrial, multi-family residential

Parking and Unloading: on-site, off-street and on-street

Design Considerations:

- Encourage beautification of the streetscape and reduction in traffic noise through infrastructure improvements and park strip landscaping
- Promote water-wise landscaping and minimize stormwater runoff
- Preserve viewshed from residential neighborhood west to the golf course
- Continue to support existing sound barrier, which separates residential homes from traffic noise on 1300 E

Example Zoning Categories:

Portland's Residential 10,000 (R10) Zone: This Portland Zoning District emphasizes single-family homes but allows duplexes on corner-lots. Lot sizes are relatively large, and building heights are limited to 30 feet. Parks and institutional uses are allowed in this zone when certain conditions are met.

Portland's Open Space (OS) Zone: The OS Zone designates public and private open spaces, recreational areas, and parks for preservation or enhancement. Accessory uses and facilities may be approved as conditional uses.

Figure 2.25: Portland Open Space Zone Summary.



Credit: City of Portland, 2022.

DRAFT

1300 E Corridor Character Area EXISTING

Location: This character area is located on the eastern side of 1300 E along Sandy Hills' southernmost island. The area includes only those parcels on the east side of 1300 E since these are the parcels that face out on the busy street. Properties on the west side are turned with their backyards to 1300 E and are protected by a sound barrier. Galaxie Drive intersects 1300 E near the epicenter of this character area.

Existing Conditions, Challenges, and Opportunities:

Impacts of 1300 E – This is the only location within Sandy Hills where properties face out onto 1300 E. Only a handful of those properties benefit from the sound barrier as depicted in Figure 2.27. Community engagement participants noted a need to address traffic noise as well as speeding along 1300 E in this area. Additionally, residents noted that trash and debris build-up along sidewalks on this section of 1300 E (paired with adjacent high vehicle speeds) created an uncomfortable walking experience.

Commercial Opportunities – The 1300 E Corridor Area is the only place within Sandy Hills where residents envision a possible expansion of commercial uses. However, during public engagement events, many expressed concern that the landscaped medians on 1300 E would prevent any new business from being viable. The limited movement of vehicles may discourage the traffic that a suburban business would need to survive in this location.

Character Area Snapshot

Total Acreage: 2.9

- Single-Family Residential – 2.4 acres
- Multi-Family Residential – 0.0 acres
- Commercial – 0.4 acres
- Civic (Government and Institutional)– 0.0 acres
- Parks, Open Space, and Recreational Facilities – 0.0 acres
- Vacant – 0.0* acres (data shows a vacant parcel in this character area, but it is smaller than 1/10th acre)

Number of Dwelling Units: 10

Estimated Population: 29

Net Density: 4.2 du/acre

Average Market Value per Parcel: $247,614 (*2018 value)

Average Parcel Size: 0.20 acres

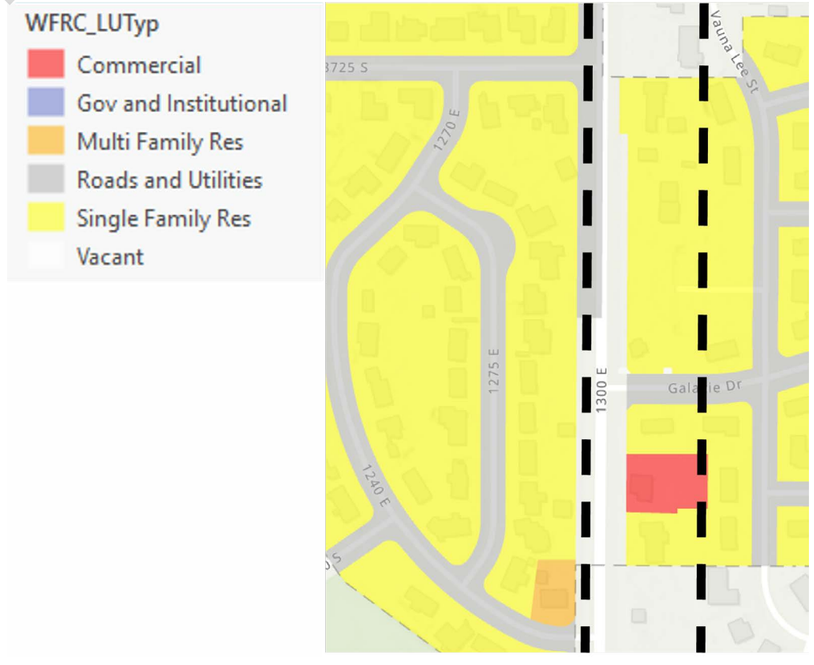
Average Building Square Footage: 2,046 sq ft

Figure 2.27: Looking South at the Intersection of 1300 E and Galaxie Dr.



Credit: Google Maps Street View, 2021.

Figure 2.26: 1300 E Corridor Character Area - Existing Land Use.



Credit: MSD Long Range Planning, using WFRC Salt Lake County Land Use Parcel Data.

DRAFT

1300 E Corridor Character Area FUTURE

Future Vision:

The 1300 E Corridor Character Area should continue to mix residential living with limited economic opportunities. Properties should be allowed to slowly transition to small-scale commercial uses as certain conditions are met, and at the desire of property owners.

1300 E Corridor Character Area - Conditions

"This area is basically a business area. Its needs would be more diversified than that of a complete residential area. However, attention to building codes and building maintenance would be important to assure the area does not become dilapidated."

– Land Use Survey Response, 2021.

Future Zoning Considerations:

Target Floor Area Ratio: 1:1

Target Building Heights: 1-2 stories

Target Maximum Density: 3.5-5.0 dwelling units per acre

Primary Uses: single-family residential, home businesses, commercial hosted in retrofitted homes, pocket parks and open space

Prohibited Uses: industrial, multi-family residential, high-impact commercial

Parking and Unloading: on-site, off-street; no on-street parking allowed; properties transitioning to commercial development must be able to demonstrate sufficient parking

Design Considerations:

- Encourage beautification of the streetscape through infrastructure improvements, trash and debris pick-up, park strip landscaping, and general property maintenance
- Promote water-wise landscaping and minimize stormwater runoff
- Follow design character of single-family homes, even for commercial uses (i.e. prioritize retrofits or new development with similar scale and façade as surrounding homes)

Example Zoning Categories:

Portland Commercial Residential (CR) Zone: this zone allows for small-scale commercial uses engrained in residential neighborhoods, so long as those uses serve the neighborhood and are of a similar character and intensity. Uses may include small offices (< 5,000 sq ft), community service organizations, and daycare facilities. Parks and open space areas are also allowed in this zone.

Figure 2.28: Example of Small-Scale Commercial Development in Portland's CR Zone.



Credit: Google Maps Street View, 2017.

DRAFT

Belmont Park Character Area EXISTING

Location: The Belmont Park Character Area stretches from 1350 E to 1700 E in Sandy Hills' southernmost island. The area is directly north of Silver Mesa Elementary School and is located just west of the former location of the Alta Airpark, an important piece of the history of the Sandy Hills area.

Existing Conditions, Challenges, and Opportunities:

Proximity to Silver Mesa Elementary School – The Belmont Park Character Area enjoys access to Silver Mesa Elementary School. The school offers a Spanish Dual Immersion curriculum with regional popularity. Local students often travel through the Belmont Park area to access the school. Crossings across 1300 E are available at 8600 S or Waters Ln. Crossings across 8600 S are available at 1300 E, Altair Drive, or 1700 E.

Traditional Suburban Development – This neighborhood exhibits all the characteristics of traditional post-war suburban development. Lots are all roughly a quarter acre in size, and homes are approximately 2,200 sq ft. The neighborhood was developed in the 1960s-1970s with a semi-gridded street pattern and front-facing garages. This is the only character area that exhibits just a single land use: single-family residential.

History – The Belmont Park Character Area is also steeped in history. Homes in the neighborhood abut what used to be the Alta Air Park. 1700 E, which runs north/south on the eastern edge of the character area used to serve as the primary runway for the Air Park (described in greater detail in Chapter 1).

Character Area Snapshot

Total Acreage: 49.5

- Single-Family Residential – 49.5 acres
- Multi-Family Residential – 0.0 acres
- Commercial – 0.0 acres
- Civic (Government and Institutional)– 0.0 acres
- Parks, Open Space, and Recreational Facilities – 0.0 acres
- Vacant – 0.0 acres

Number of Dwelling Units: 188

Estimated Population: 549

Net Density: 3.8 du/acre

Average Market Value per Parcel: $274,934 (*2018 value)

Average Parcel Size: 0.25 acres

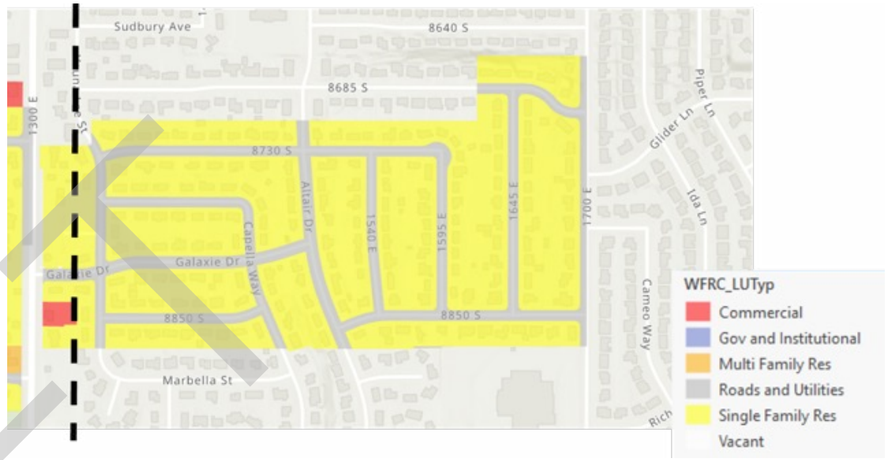
Average Building Square Footage: 2,223 sq ft

Figure 2.30: Looking South from the Intersection of Galaxie and Altair Drive



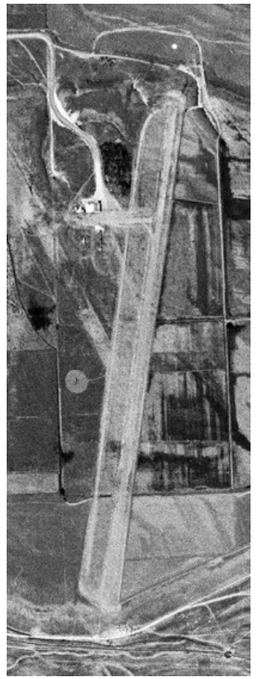
Credit: Google Maps Street View, 2019.

Figure 2.29: Belmont Park Character Area - Existing Land Use.



Credit: MSD Long Range Planning, using WFRC Salt Lake County Land Use Parcel Data.

Figure 2.31: Aerial View of Alta Air Park Runway.



Credit: Abandoned & Little-Known Airfields (Paul Freeman), 2021.

DRAFT

Belmont Park Character Area FUTURE

Future Vision:

The historic Belmont Park neighborhood should continue to offer low-density residential development in a walkable neighborhood with recognition of the area's ties to former Alta Air Park. Infrastructure improvements will be needed to ensure the comfort and safety of residents' walking and biking to school, church, and area parks..

Belmont Park Character Area - Conditions

One land use survey participant referred to the Belmont Park Character Area as, "A nice residential area that should be preserved as is (2021)". Most community engagement participants agree with this sentiment. Additionally, residents cling to the rich history of the Alta Air Park that once existed in this area. In recent years, residents prepared a narrative history of the Alta Air Park. A resident's story goes,

"'One time a fellow plummeted way beyond the point where his chute should have opened. I thought he was done for, but then, at the last moment, his chute released and he came down hard, but he survived. And you know what? He gathered himself right up, grabbed another parachute, and jumped on the very next flight.'

'Yes, things like that are hard to forget,' Dale says, 'but you know what I remember most? I remember the sound of the skydiver's suits snapping and popping in the wind. You could hear that sound before you could actually see them falling from the sky. That would be your signal to look up.'"

Future Zoning Considerations:

Target Floor Area Ratio: N/A

Target Building Heights: 1-2 stories

Target Maximum Density: 3.5-4.5 dwelling units per acre

Primary Uses: single-family residential, parks and open space

Prohibited Uses: commercial, industrial, multi-family residential

Parking and Unloading: on-site off-street, and on-street

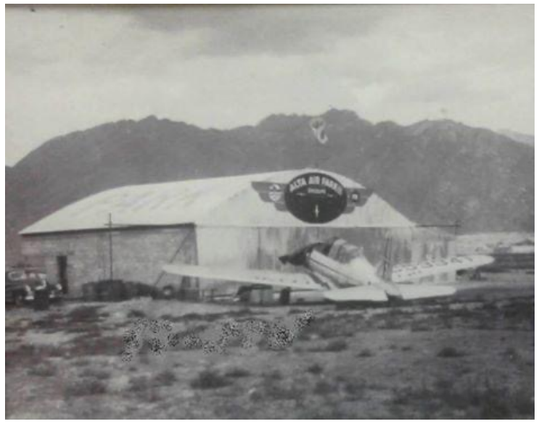
Design Considerations:

- Encourage beautification of the streetscape and reduction in traffic noise through infrastructure improvements and park strip landscaping
- Promote water-wise landscaping and minimize stormwater runoff
- Continue to support infrastructure improvements that enhance walkability, utility efficiency, and ADA compliance

Example Zoning Categories:

Logan's Suburban Neighborhood Residential (NR-4) Zone: this zone predominantly allows for single-family homes ranging from 1-2 stories, on larger lots (0.25 to 0.40 acres). Internal accessory dwelling units are also allowed in this zone, where owner-occupancy and off-street parking requirements are met..

Figure 2.32: Alta Air Park.



Credit: Salt Lake County Archives.

Figure 2.33: Street Signs Paying Tribute to Neighborhood's History.



Credit: David Giacalone, 2020.

Street signs are just one way that the history of Alta Airpark could be integrated in the Belmont Park neighborhood.

DRAFT

SECTION 2.5: LAND USE WORK PROGRAM

Stronger Together

You will notice that this land use work program relies on multiple organizations and government bodies for its implementation. That is because planning is a collaborative effort that requires diverse agencies to work toward a collective vision. Sandy Hills cannot address all its challenges on its own, nor can Salt Lake County single-handedly perform all the actions recommended in this Plan. For example, the Salt Lake County Council may update land use ordinances in accordance with the vision of this Plan, but the Greater Salt Lake Municipal Services District will be responsible for enforcing the updated ordinances. Community members may show support for Sandy City's maintenance and enhancement of Flat Iron Mesa Park, but it will be the responsibility of Sandy City Parks and Recreation to approve new playground equipment or landscaping changes. The successful implementation of this work program will require building strong partnerships and generating regional support for Sandy Hills' vision.

Sand Hills' Land Use Goals

Sandy Hills has established four (4) land use goals:

1. **Improve property maintenance and upkeep of community spaces.**
2. **Advocate for preservation and enhancement of regional parks, open spaces, and community centers**
3. **Enhance built-environment design to protect natural systems and amenities.**
4. **Expand resident access to housing economic opportunities without diminishing the character of Sandy Hills' residential neighborhoods.**

Overview

The following work program establishes goals, objectives, and recommended actions to achieve Sandy Hills' land use vision. Proposed actions are accompanied by details including parties that may be involved, priority level and funding sources for implementation, metrics for measuring success, resources to utilize, and community priorities addressed by the action. These actions are recommendations only and may be carried out at the direction of the Salt Lake County Council or Mayor (as applicable).

Priority Levels range from 1-5, with 1 being the highest priority. These items are of the greatest significance to Sandy Hills. At the direction of the Council or Mayor (as applicable), MSD Long Range Planning Staff will be available to help measure progress on work program implementation and report out findings to the Sandy Hills Community.

Community Land Use Work Program

Implementation of recommended items in the work program tables is dependent on funding availability, staff capacity, resident support, and political will.

- High Quality Physical Infrastructure
- Regional Communication, Collaboration, and Planning
- Land Use and Building Codes that Reflect the Community Vision
- Resident Engagement in Decision-Making
- Addition / Preservation of Community Gathering Places
- Fiscal Responsibility and Transparency

Land Use Goal 1: Improve property maintenance and upkeep of community spaces.						
Objective 1.1: Consider updating land use ordinances to reflect the community's vision.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider re-zoning 1300 E Character Area to permit a wider range of small-scale commercial uses. Create a permitted use for existing single-family residential homes to prevent non-conformities.	MSD PDS; SLCo PC; SLCo Council	1	Staff Time	1300 E Character Area is rezoned to a district allowing expanded commercial opportunities. .	Portland CR Zone	
Review and consider updating corner lot yard and setback requirements, as applicable, to reduce burden on property owners pursuing accessory buildings.	MSD PDS; SLCo PC; SLCo Council	2	Staff Time	Development standards for corner lots audited and updated, as necessary.	NA	
Consider updating development standards to ensure that new commercial development within Sandy Hills matches the scale and design style of surrounding residential homes.	MSD PDS; SLCo PC; SLCo Council	1	Staff Time	Development standards related to design of commercial properties are updated.	See converted homes along 1100 E in Sugar House.	
Objective 1.2: Make efforts to increase enforcement actions on nuisance properties.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Work with MSD Code Enforcement to identity common code violations and educate residents on enforcement policies and procedures.	MSD PDS; MSD Communication; Sandy Hills Community Council	1	Staff Time; Sandy Hills Mailer Budget	Educational materials compiled and distributed to residents.	See example: Kearns Winter Parking Enforcement Guide	
Review and consider updating land use codes, as needed, related to residential landscaping, storage, and stored vehicles.	MSD PDS; SLCo PC; SLCo Council	1	Staff Time	Land use codes audited and updated, as necessary.	Salt Lake County Zoning Code	

DRAFT

Objective 1.3: Make efforts to enhance community spaces and streetscapes by screening undesirable uses, removing litter and debris, and upkeeping park strips.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Work with SLCo Public Works Operations on a plan for sidewalk and park strip maintenance.	MSD PDS; SLCo Public Works Operations	2	MSD Contractual Budget	Sidewalks and park strips are regularly monitored for maintenance needs.	NA	
Encourage resident use of the MSD Citizen Problem Reporter.	MSD Communication; MSD PDS	2	Staff Time	Residents are aware of the Citizen Problem Reporter and can use it with ease.	MSD Citizen Problem Reporter Tool	

Objective 1.4: Make efforts to provide support to property owners to ensure housing and yard maintenance.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Educate residents about funding opportunities available for home repair through Community Development Corporation of Utah and Assist Community Design Center.	MSD Communication; CDCU; Assist; SLCo Housing & Community Development	3	Staff Time; possible printing costs	Residents receive information about home repair and funding programs through at least 2 sources.	Community Development Corp of Utah; Assist Community Design Center	
Work with the community on a proactive (rather than complaint-based) enforcement process – focused on specific areas of highest community concern.	MSD PDS (Code Enforcement); Sandy Hills Community Council	4	Staff Time; (This action currently constrain-ed by low staffing.)	Code enforcement meets with Sandy Hills to discuss community-based enforcement process.	Proactive vs Reactive Code Enforcement	

Land Use Goal 2: Advocate for preservation and enhancement of regional parks, open spaces, and community centers.						
Objective 2.1: Work to increase resident participation in regional parks planning and decision-making.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Invite SLCo Parks & Rec to present to Sandy Hills Community Council on upcoming Master Plan Update.	Sandy Hills Community Council; SLCo Parks & Rec	2	Volunteer Time	SLCo Parks & Rec attends CC meeting and provides ways for residents to get involved. .	SLCo Parks & Rec Planning.	
Encourage resident participation in a Sandy Beautification Day project focused on Flat Iron Mesa Park.	Residents; Sandy Hills Community Council; Sandy Parks Division	3	Volunteer Time	Residents participate in a service project for Flat Iron Mesa Park.	Sandy Beautific-ation Day	
Support expansion of the Sandy Canal Trail north to 8600 S, so that residents have non-motorized access to Quarry Bend facilities.	Sandy Hills Community Council; Sandy Parks Division; MSD PDS	2	Volunteer Time; Staff Time	Sandy Hills CC makes support known to Sandy City, and MSD PDS offers technical support.	Sandy City Parks and Trails Map	

Objective 2.2: Share Sandy Hills' land use vision with regional partners.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
MSD PDS Staff shares adopted General Plan with Regional Partners, including Sandy City, UTA, and WFRC.	MSD PDS; Regional Partners	1	Staff Time	General Plan is shared with partners and made available on Sandy Hills Hub Site.	bit.ly/lrp-sandyhills	
Review Sandy Hills' adopted General Plan when considering ordinance amendments or re-zones.	MSD PDS; SLCo PC; SLCo Council	1	Staff Time	Sandy Hills' General Plan is regularly referenced when considering ordinance amendments and land use applications.	See "Why Plan" and "Implement-ation" sections of the General Plan Writing Guide	

Objective 2.3: Consider partnering with regional entities on the pursuit of funding to implement projects that increase resident quality of life.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Look for grant opportunities to fund desired community amenities, such as enhanced recreational spaces. Consider partnering with regional entities to achieve.	Sandy Hills Community Council; MSD PDS (Long Range Planning); SLCo Council; Regional Partners	3	Staff Time and Grants	MSD PDS Staff continuously review available grants and seek opportunities to align with partner missions..	Building Stronger Partnerships.	

DRAFT

Land Use Goal 3: Make efforts to enhance built-environment design to protect natural systems and amenities.						
Objective 3.1: Work to preserve area viewsheds..						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Express to partners the value of the viewshed from Flat Iron Mesa Park, and advocate for its ongoing preservation.	Sandy Hills Community Council; Sandy City	3	Volunteer Time	Community expresses their appreciation of Flat Iron Mesa Park to park caretakers.	NA .	
Protect the integrity of existing viewsheds in residential neighborhoods by promoting infrastructure and buildings that are of an appropriate scale and character.	MSD PDS; SLCo PC; SLCo Council; SLCo Public Works Operations	2	Staff Time; Capital Improve-ments	Land use decisions and infrastructure projects do not diminish the quality of the existing viewshed.	OEP Preservat-ion of Scenic Areas and Viewsheds	
Objective 3.2: Make efforts to minimize run-off caused by impervious surfaces.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Connect residents with water-wise rebate programs, such as Flip Your Strip, or Utah fixture replacements.	MSD Communication; JVWCD; Utah Water Savers	2	Staff Time	Residents have received information about water-saving programs from at least 2 sources.	Flip Your Strip; Utah Water Savers Programs	
Consider developing ordinances that promote Low Impact Development (LID) principles in new and retro-fitted development.	MSD PDS; SLCo PC; SLCo Council	2	Staff Time	Principles of LID are incorporated into land use codes as applicable.	EPA Guide – Urban Runoff: Low Impact	
Work with SLCo Public Works Engineering to identify locations where runoff is exceeding stormwater capacity; create a plan for improving infrastructure (see also Chapter 4).	MSD PDS (Long Range Planning); SLCo Public Works Engineering; SLCo Council	1	Staff Time; Capital Improve-ments	Stormwater drainage issues are identified, and a plan is created for maintenance / improvement.	MSD Stormwater Manage-ment Plan	
Objective 3.3: Work to adapt land uses in response to changing community and environmental conditions.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Work with partners to explore alternative landscaping or uses on areas currently dedicated to grass / turf.	Sandy City Parks Division; SLCo Parks & Rec; MSD PDS	2	Staff Time; Grants	MSD PDS Staff facilitate conversations advocating for alternatives to grass lawns.	Guide: Creating Sustainable Community Parks	
Collaborate with the private sector to explore innovative recreation solutions on underutilized lands.	MSD PDS; Private Business; Regional Partners	3	Staff Time	MSD PDS Staff reach out to private sector to explore costs and benefits.	Golf Course to Winter Recreation	

Land Use Goal 4: Make efforts to expand resident access to housing and economic opportunities without diminishing the character of Sandy Hills' residential neighborhoods.						
Objective 4.1: Support the ability of residents to work and learn remotely or maintain home businesses.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider investing in training or infrastructure, including digital infrastructure, as needed / feasible to support entrepreneurs and telecommuters.	MSD PDS; SLCo Economic Development; SLCo Mayor's Office	3	Staff Time; Capital Improve-ments	.Decision-makers invest resources in supporting telecommuting and entrepreneurship.	PAS Supporting Small Business .	
Review and consider updating ordinances as needed to promote home businesses while protecting against nuisances and providing adequate off-street parking.	MSD PDS; SLCo PC; SLCo Council	2	Staff Time	Codes related to home businesses are audited and updated as necessary.	Existing SLCo Ordinance on Home Businesses	
Objective 4.2: Encourage desirable, small-scale businesses in the 1300 E Character Area.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
See also, actions recommended under Objective 1.1.						
Work with partners to connect property owners with resources related to retrofitting spaces, applying for a small business loan, and creating a business plan.	MSD PDS; SLCo Economic Development; South Valley Chamber; SBDC Utah; Other Partners	3	Staff Time	Resources are assembled and made available to Sandy Hills' residents via online platforms.	SBDC Utah Online Business Resources	
Objective 4.3: Make efforts to preserve and enhance existing housing and economic opportunities.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider updating zoning of the Sandy Hills Corridor Character Area to permit duplexes, with concentration limitations.	MSD PDS; SLCo PC; SLCo Council	3	Staff Time	Ordinance amendment to allow duplexes in area, with criteria as outlined.	Salt Lake City's R-2 Zone	
Review existing Short Term Rental (STR) Ordinance and consider updating to limit the conversion of SF homes into STRs and ensure adequate infrastructure and service capacity.	MSD PDS; Sandy Hills Community Council; SLCo PC; SLCo Council	2	Staff Time	STR Ordinance is audited and updated as determined necessary.	Model STR Ordinance	
Provide data and support to Sandy City as they work to enhance and redevelop commercial sites, including Country Village and the Old Shell Station.	MSD PDS; Sandy City; Sandy Hills Community Council	1	Staff Time; Volunteer Time	MSD PDS and Sandy Hills CC provide data and technical support to Sandy City as needed.	Restruct-uring the Commer-cial Strip	

DRAFT

CHAPTER 3: Transportation

CONTENTS

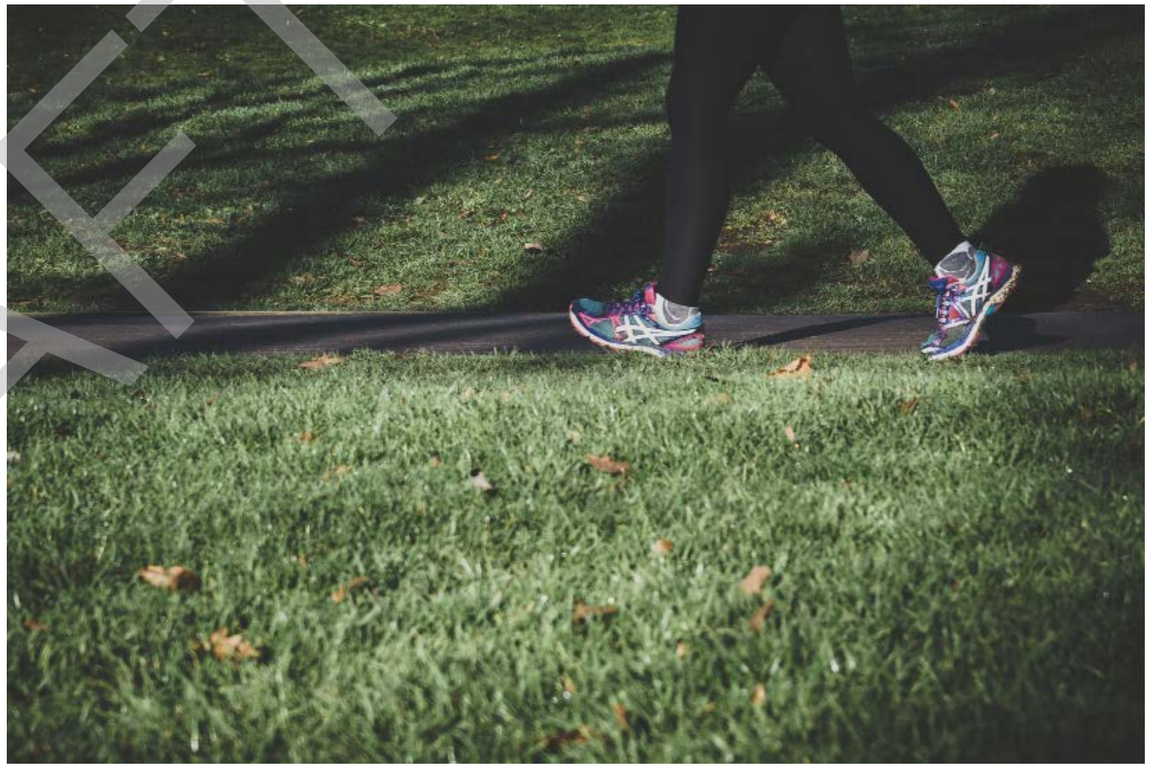
Section 3.1: What does the Sandy Hills Transportation Chapter Contain? (pg.76)

Section 3.2: Existing Transportation Conditions. (pg.78)

Section 3.3: Community Feedback on Transportation. (pg.94)

Section 3.4: Sandy Hills' Transportation Vision. (pg.108)

Section 3.5: Transportation Work Program. (pg.112)



Credit: Arek Adeoye, 2017.

DRAFT

SECTION 3.1: WHAT DOES THE SANDY HILLS TRANSPORTATION CHAPTER CONTAIN?

What are the State Code Requirements?

The transportation element is one of four elements required for Sandy Hills by State Code. The other three are land use (included in this General Plan), Moderate Income Housing, and Resource Management (both adopted previously for the entirety of Salt Lake County).

State Code §17-27a-403 requires that the transportation element of the general plan accomplishes the following:

1. "Provides the general location and extent of existing and proposed freeways, arterial and collector streets, public transit, active transportation facilities, and other modes of transportation that the planning commission considers appropriate;
2. Addresses the county's plan for residential and commercial development around major transit investment corridors to maintain and improve the connections between housing, employment, education, recreation, and commerce; and
3. Correlates with the population projections, the employment projections, and the proposed land use element of the general plan."

Overview

While Sandy Hills' Land Use Chapter lays out patterns of uses across the community, the Transportation Chapter examines how people access those uses. The Transportation Chapter establishes a vision not only for arriving from Point A to Point B, but also for ensuring that transportation systems are sufficient to connect all residents with their daily needs.

This chapter includes an overview of the stakeholders involved in transportation planning, Sandy Hills' existing transportation conditions, community feedback on transportation, the community's vision, and the transportation work program. Content is organized around three primary themes:

1. Traffic Safety;
2. Active Transportation; and
3. Regional Transportation Connections.

Who Plays What Role?

Transportation planning is a collaborative effort. Several groups play a role in the visioning, provision, maintenance, and enforcement of transportation systems in and around Sandy Hills.

Sandy Hills Residents: Residents are the everyday users of Sandy Hills' transportation network. They have the on-the-ground expertise regarding walking, biking, driving, and transit conditions. As such, organizations and agencies may rely on residents to inform them when they experience transportation challenges, such as illegally parked vehicles, missing sidewalks, or broken street lighting. Residents can also play the role of advocate for expanded or improved transportation infrastructure and programs.

The Greater Salt Lake Municipal Services District: The MSD provides planning and development services to Unincorporated Salt Lake County, including Sandy Hills. Long range planning can assess gaps in the existing transportation network and help the community prioritize strategies for addressing transportation. The transportation network may also be impacted by land use codes or code enforcement. The MSD contracts engineering services out to Salt Lake County Engineering. Engineering works with communities to determine which transportation interventions are needed and find funding to implement that intervention.

Salt Lake County: Salt Lake County Council is the legislative body for Sandy Hills. The Council may authorize expenditures on transportation projects, or fund studies or other transportation planning projects. The County may form other initiatives or bodies, such as the Salt Lake County Bicycle Advisory Committee (SLCBAC), which can complete resident education and outreach efforts or advocate for multi-modal transportation options.

Neighboring Municipalities: Sandy Hills' transportation system is dependent on the streets, sidewalks, bike lanes, and transit services of the communities around it. Residents must travel outside of Sandy Hills for work, education, shopping, entertainment and more. Collaboration with neighboring municipalities is essential to ensure residents in Sandy Hills and beyond can safely and comfortably navigate the transportation network.

Utah Transit Authority (UTA): UTA provides transit services in northern Utah. There are no existing bus routes through Sandy Hills, but there are several within proximity, including the F94 (flex route). Although not currently available, other UTA services such as on-demand, could benefit the Sandy Hills area. Residents also rely on regional TRAX lines for transport. The community and County may work with UTA to improve connections between neighborhoods and available TRAX stations.

Wasatch Front Regional Council (WFRC): WFRC is the metropolitan planning organization (MPO) for Salt Lake, Tooele, Weber, Box Elder, Davis, and Morgan Counties. The MPO guides regional planning efforts such as the Regional Transportation Plan and Wasatch Choice Plan. WFRC is also the administrator of several grant programs, including the Transportation and Land Use Connection fund.

DRAFT

SECTION 3.2: EXISTING TRANSPORTATION CONDITIONS

What does Transportation Connectivity Mean?

The term 'connectivity' is used frequently throughout this chapter of the General Plan. But what does it mean? In a 1997 street design study, it was described this way:

> *"Connectivity is a system of streets with multiple routes and connections serving the same origins and destinations. . . . An area with high connectivity has multiple points of access around its perimeter as well as a dense system of parallel routes and cross connections within the area." — James M. Daisa*

The Greater Salt Lake Municipal Services District takes it one step further. The MSD considers a connected place to be one where people, regardless of age, income, or ability, can grocery shop, receive education, engage in recreation and entertainment, obtain healthcare, and participate fully in civic life. None of these things are possible without adequate infrastructure to deliver an individual from origin to destination. But a grid of connected streets does not, in and of itself, connect residents to needed resources and amenities. Thus, transportation planning is one tool that the MSD can use to support its communities in achieving connectivity. The Transportation Chapter of this Plan explores how to connect people with the things that they need, whether or not a person has access to a private automobile or the ability to drive.

Community Transportation Profile and Commuting Preferences

Sandy Hills remains a primarily bedroom community, with residents commuting outside of the area for work. The majority (94.8%) of Sandy Hills' workers 16 years and older were employed in Salt Lake County as of 2018 (ACS 5-Year Estimates, 2014 to 2018). Nearly 5% of the population worked in a different county in Utah, and the remaining 0.4% of workers were employed out of State (ibid). Although most of Sandy Hills' workers are employed within the County, commutes can still be long. As of 2018, only 8% of workers had a commute shorter than ten minutes, while 10% had a commute longer than 34 minutes (ibid). The remaining workers had an average commute between 10 and 34 minutes in 2018.

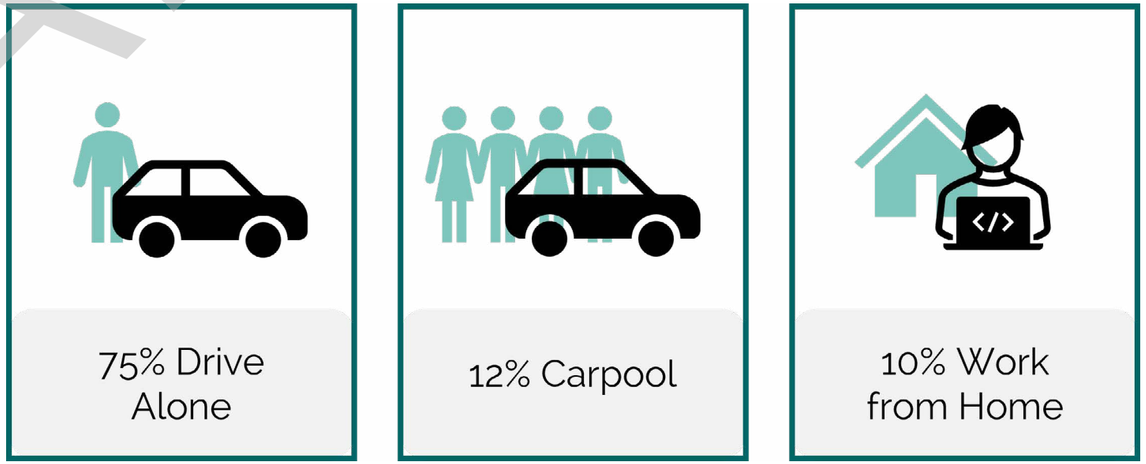
In 2018, 'Driving Alone' was the most common means of transportation to work among Sandy Hills residents (ACS 5-Year Estimates, 2014 to 2018). Nearly 75% of workers drove alone to their place of employment (ibid). However, carpooling and working from home were also popular; 12.0% of Sandy Hills' workers carpooled to work in 2018, while 10.2% worked from home (ibid). The latter percentage likely increased following the COVID-19 pandemic, which resulted in a greater percentage of people telecommuting or engaging in remote education nationally.

ACS data for Sandy Hills is supported by results from the 2022 Transportation Survey, as displayed later in this Chapter.

Traffic Safety

Traffic safety is a top concern among Sandy Hills residents. It ties into the community's priority of 'high quality infrastructure', which recognizes that sidewalk infrastructure, street lighting, drainage, and even pavement conditions can contribute to resident safety and quality of life. This section assesses road speeds, traffic load, and crash frequency. Although most traffic collisions in Sandy Hills result in no injury, speeding and heavy traffic volumes can lead to a lower perception of safety among residents.

Figure 3.1: Sandy Hills Commuting Preferences, 2018.



Credit: ACS 5-Year Estimates, 2014-2018.

DRAFT

Posted Speed vs Design Speed

Did you know that drivers choose their speed not just based on posted speed limit but also on how fast they feel comfortable driving on that given road? The *posted speed limit is the maximum speed that a vehicle may legally travel on a street*. Design speed, however, considers the speeds that a certain roadway can accommodate based on factors like lane widths, surrounding landscaping, signage, crosswalks, and other design features.

In Sandy Hills, the posted speed limit in residential neighborhoods is 25 miles per hour. However, wide lanes, lack of striping or signage, deep front yard setbacks, long block lengths, and other street design features tend to communicate that higher speeds are appropriate. This results in drivers exceeding the posted speed limit, much to the frustration of residents (as shared in the 2022 Transportation workshop and survey). Design is more effective than speed limit signs in encouraging drivers to slow down, as it changes driver perception of what speeds are safe. Figure 3.2 further illustrates this phenomenon. Although the top picture shows an example from a different community, the conditions largely mirror those in Sandy Hills' neighborhoods.

Vehicle Speeding

"1300 East (or I-13 as I have heard it called) is terrible for speeding. The speed limit is 45, but I get passed by cars going 55-60 miles per hour every single morning! This is dangerous." (Sandy Hills Resident, 2022 Transportation Survey).

Speeds

Large-scale speed limit data is only available for the region's UDOT-operated roads. Using Google Maps, planners identified the posted speed on 1300 E through Sandy Hills as 45 mph. However, between 8425 South and Waters Lane, only one speed limit sign was identified southbound (just south of 8600 S). Northbound, two signs were observed: north of Waters Lane, and north of 8600 S. In the community's interior streets (within the residential neighborhoods), the posted speed appears to be 25 mph, although signs are few and far in between. Anecdotal evidence from residents suggests that drivers tend to exceed these posted speed limits; this is explored more in the community engagement results later in this Chapter.

AADT

Annual average daily traffic load (AADT) is the total volume of traffic on a given road over the course of a year, divided by 365 days. This gives communities an estimate of how many vehicles they can expect on their roads daily. Traffic counts are only available for two streets within Sandy Hills: 1300 E and 8600 S. Figure 3.3 shows the AADT experienced on each street in 2019. 1300 E, running north to south through Sandy Hills saw considerable traffic, with an average of 39,141 vehicles counted daily (north of 8600 S). This street connects Sandy Hills to major destinations in Salt Lake City as well as southern Salt Lake County. However, the heavy traffic on the street may serve as a barrier to people walking and biking from east to west. As 8600 S meets 1300 E from the west, traffic counts averaged at 15,132 vehicles per day. However, counts decrease moving east out of Sandy Hills, to approximately 3,028 AADT.

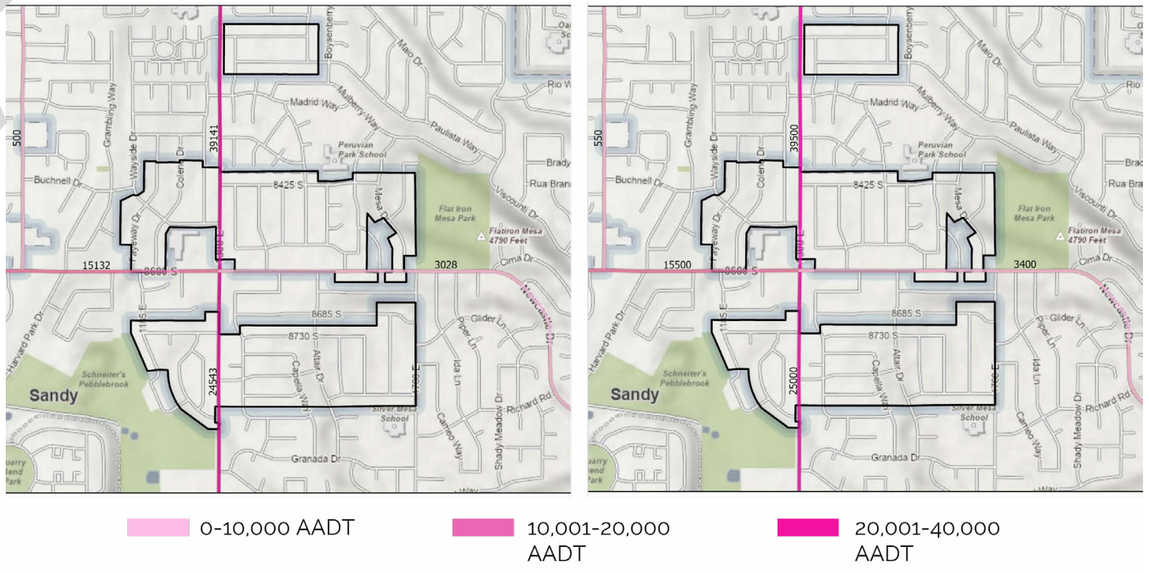
WFRC predicts that AADT will decrease just slightly in the Sandy Hills area by 2040. Projections show 39,500 AADT for 1300 E north of 8600 S and 25,000 AADT for 1300 E south of 8600 S. 8600 S, likewise, is expected to see increases in average daily traffic volume both east and west of 1300 E over the next twenty years. Although increases are expected, they occur slowly. An addition of 359 vehicles on 1300 E between 2020 and 2040 equates to less than 18 additional AADT per year.

Figure 3.2: Posted Speed vs Design Speed



Credit: Strong Towns, 2019.

Figure 3.3: Traffic Counts for 1300 E and 8600 S through Sandy Hills, 2019 (Left) and 2040 Projected (Right).



Credit: MSD Long Range Planning, utilizing layers from WFRC (2019).

DRAFT

What are the Community Benefits of Walking and Biking?

From cost-savings, to health improvements, to environmental restoration - the benefits of investing in walking and biking infrastructure are numerous. For more information on why communities are increasingly turning to active transportation, visit Plan4Health.

Figure 3.4: Community Benefits of Active Transportation Investment.



Credit: MSD Long Range Planning, 2022 – based on research and best practices on active transportation planning, including resources from Plan4Health.

Crash Data

From 2017 to 2022, there were an estimated one hundred and eighty-seven (187) crashes in the general vicinity of Sandy Hills (Figure 3.5). The majority of these crashes took place at major intersections, such as that of 8600 S and 1300 E. Of the total crashes, ninety-four (94) were suspected to have caused serious injury, and no crashes were reported as fatal.

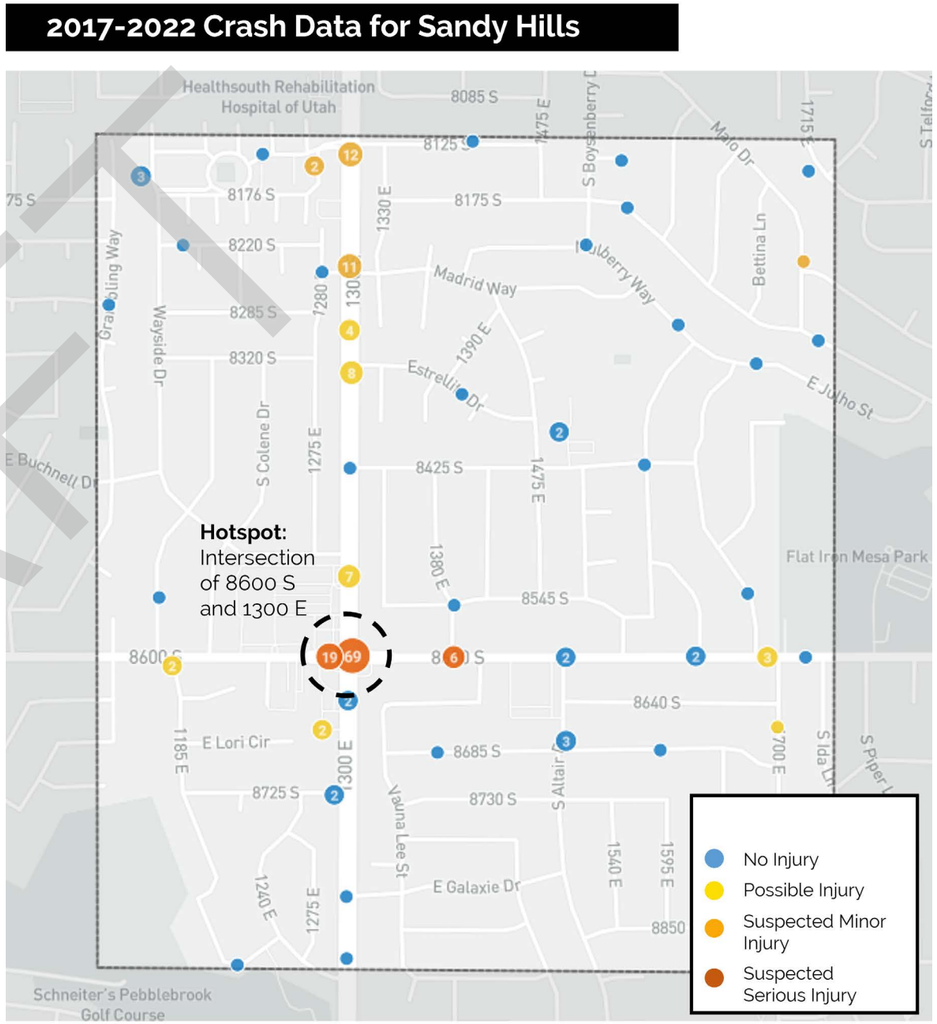
Figure 3.5 displays summary statistics regarding crashes in or near Sandy Hills from 2017 to 2022. Interestingly, there was only one crash (no injury) at the intersection of 1300 E and Galaxie Drive, although this intersection remains a top safety concern for residents. It could be that the intersection of Galaxie and 1300 E is notable not for its recorded crashes but for its 'near misses'.

Crash types were reviewed for Sandy City, as the data was not available for Sandy Hills alone. Of Sandy City's 11,877 crashes from 2017 to 2022:

- 131 Crashes (1.103%) involved a pedestrian;
- 104 Crashes (0.876%) involved a bicyclist; and
- 15 Crashes (0.126%) involved a person riding a scooter or skateboard (Utah Department of Public Safety, 2022).

These percentages are expected to be similar for the Sandy Hills area. Few residents currently walk, bike, or ride scooters / skateboards due to a lack of active transportation infrastructure. People walking and biking are more likely to be on neighborhood roads or within parks, where vehicular traffic is limited.

Figure 3.5: Traffic Crash Reports for Sandy Hills Area.



Totals within Area:
187 Total Crashes

- 94 Suspected Serious Injury
- 27 Possible Injury
- 26 Suspected Minor Injury
- 40 No Injury

Credit: Graphic produced by MSD Long Range Planning, using data from the Utah Department of Public Safety (2022).

DRAFT

Existing Multi-Modal Transportation Network

Although there are several destinations within close proximity to the neighborhoods of Sandy Hills, there are noticeable gaps in the infrastructure that could deliver residents from Point A to Point B. Figure 3.6 displays existing trails and bike lanes, as well as designated crossings and desired community destinations. The numbers on the map correspond to noted barriers within the transportation network. 1300 E, designed to serve as an arterial that prioritizes the flow of vehicular traffic, has very few pedestrian crossings (8020 S, 8600 S, and Waters Lane). As such, the street acts as a barrier to pedestrians attempting to travel east and west across Sandy Hills.

Readers will also notice obvious gaps in a bike lane network that could otherwise deliver residents to nearly every desired destination. Through Sandy Hills, there are several places where 1300 E loses its bike lane. However, more concerning is the lack of east / west connections between bike lanes on Highland Drive, 1300 E, and 700 E.

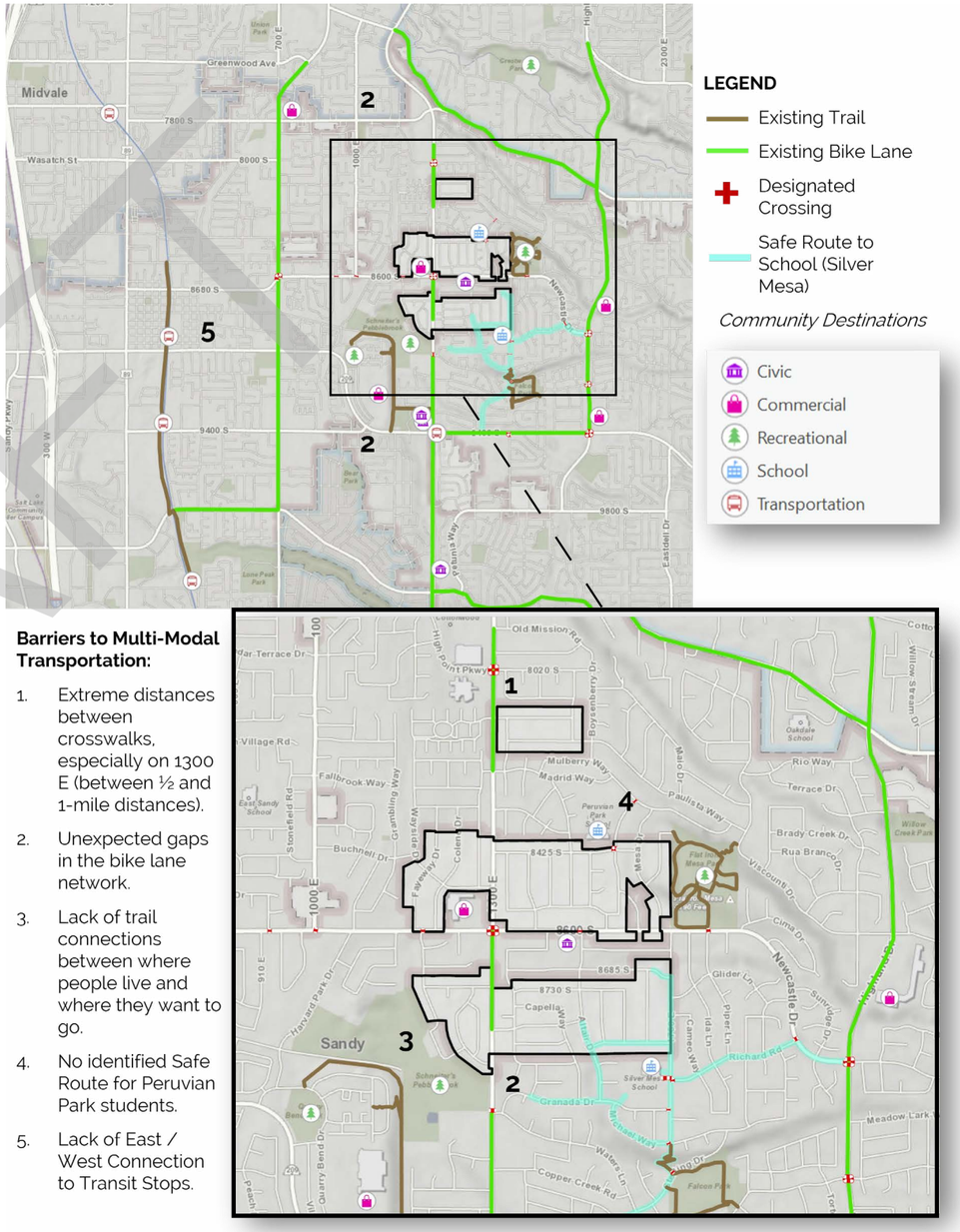
In a few locations, for example, near Quarry Bend (see #3 on Figure 3.6), residences are a mere half mile from essential retail and services. Yet land uses or incomplete trail networks separate the spaces to the point where walking, biking, or taking transit is not feasible. Peruvian Park Elementary School has not identified a "Safe Routes to School" but has cautioned students to only cross the street at designated crosswalks (Peruvian Park Elementary, 2022). Although many students live near the elementary, gaps in infrastructure or lack of recognition of a safe route may discourage them from walking or biking. Existing multi-modal transportation gaps could be remedied by future investment in active transportation infrastructure, particularly walking trails, bike lanes, and crossings.

Sidewalks

Sidewalks are completed for all stretches of 1300 E and 8600 S through Sandy Hills (WFRC Sidewalk Inventory, 2019). In the residential neighborhoods, however, sidewalk condition and build-out vary. Throughout the General Plan process, community engagement results revealed residents' desire to expand and improve existing sidewalks. The 2022 Sandy Hills Transportation Survey asked residents which changes would encourage them to use modes of transportation other than driving alone. Of the thirteen (13) options given, "Safer sidewalks or sidewalks in places it is currently missing" was the third most popular choice (surpassed only by more frequent transit service and closer stops).

At the time of writing of this General Plan, several efforts were underway to improve Sandy Hills' sidewalk network. New sidewalks were being constructed along 8425 S, creating opportunities for students to safely walk to Peruvian Park School. Several sidewalk projects have been funded through WFRC's Transportation Alternatives Program (TAP). This includes both the 8425 S project (2022) and recent sidewalk additions along Mesa Drive (2018). These efforts have been focused on Sandy Hills' central island (the Sandy Hills Central Character Area). This area is adjacent to Peruvian Park Elementary School and to Flat Iron Mesa Park. In addition, it is the only subdivision in Sandy Hills where sidewalk appears to have originally been entirely excluded. Other areas of the community have access to sidewalk, even if conditions need improvement. Extending and upkeeping this network of sidewalks remains a top priority for the community.

Figure 3.6: Comprehensive Look at Sandy Hills Multi-modal Transportation Assets and Barriers.



Barriers to Multi-Modal Transportation:

1. Extreme distances between crosswalks, especially on 1300 E (between ½ and 1-mile distances).
2. Unexpected gaps in the bike lane network.
3. Lack of trail connections between where people live and where they want to go.
4. No identified Safe Route for Peruvian Park students.
5. Lack of East / West Connection to Transit Stops.

Credit: MSD Long Range Planning, 2022.

DRAFT

What is the Americans with Disabilities Act?

The Americans with Disabilities Act (ADA 1990) "prohibits discrimination on the basis of disability in employment, State and local government, public accommodations, commercial facilities, transportation, and telecommunications" (U.S. Department of Justice, 2020). A person with a disability is defined as someone who has a physical or mental impairment that significantly hinders one or more major life activities, someone who has a history of such impairment, or someone who is perceived by others as having such impairment (U.S. Department of Justice, 2020).

ADA Legislation has implications for right-of-way design. New facilities in the right-of-way (road, sidewalk, gutter, other active transportation infrastructure) must meet the requirements of ADA, as must any projects which involve alteration to the right-of-way (Salt Lake City Community and Neighborhoods, 2017). Alteration is differentiated from maintenance; alteration impacts how a facility is or could be used, while maintenance activities simply preserve existing uses. Maintenance projects do not require the implementation of ADA-compliant infrastructure (Salt Lake City Community and Neighborhoods, 2017). When designing for ADA accessibility, several items must be considered, including:

- Sidewalk width and clearance
- Presence, grade, and direction of ramps from sidewalk to or across road
- Presence of detectable warning surfaces
- Visibility of signage and audio pedestrian crossings.

To learn more, visit the US Access Board.

ADA Compliance and Inclusive Design

The panel to the left outlines a few of the major transportation applications from the *1990 Americans with Disabilities Act*. In all new projects, infrastructure must be ADA-compliant. This would include any new sidewalk addition or building development. The community may look to the U.S. Access Board's proposed Public Rights-of-Way Accessibility Guidelines for additional guidance on infrastructure design. These guidelines go above and beyond the minimum standards of the Americans with Disabilities Act, which are met in all new projects.

There are additional considerations that can improve the transportation experience of persons with disabilities. In 2022, Planning Magazine identified "8 Major Roadblocks to Inclusive Streets". These included (Wright, 2022):

1. "The scrawny sidewalk;"
2. "The baffling blockade" (obstructions within the sidewalk);
3. "The crappy curb ramp" (narrow, blocked, or pointing the wrong direction);
4. "The mini median;"
5. "The dangerous cross slope" (curb cuts that interrupt the sidewalk);
6. "The senseless sidewalk closure;"
7. "A walk button out of arm's reach;" and
8. "Able-bodied decision makers only."

Avoiding these roadblocks makes the transportation system work better for everyone. For example, well-designed curb ramps can help a new mother navigate with a stroller. Pedestrian "walk buttons" within arm's reach of someone in a wheelchair are also then accessible to children, who may need to cross a busy intersection to get to school. Wide sidewalks allow strollers and wheelchairs to pass, but also let families enjoy a stroll around the neighborhood together without having to occupy the street. So how is Sandy Hills performing when it comes to inclusive street design? Table 3.7 on the next spread provides a summary assessment.

Although Sandy Hills performs well on many of these categories, there is still room for improvement. Top priorities for the community include filling in gaps in the existing sidewalk network, improving or adding curb ramps where needed, and addressing other features such as street lighting to improve overall perceptions of safety while walking, biking, or using other modes of active transportation.

Figure 3.7: Example of Inclusive Street Concepts.



Curb ramp issues include too-narrow ramps, garbage cans and street furniture on the sidewalk, and poor drainage.



Super long curb ramps that line up with east-west and north-south crosswalks are a best practice. Photos courtesy of Steve Wright.

Credit: 8 Major Roadblocks to Inclusive Streets (Planning Magazine, 2022).

DRAFT

Table 3.7: Assessment of Inclusive Street Features in Sandy Hills.

DEFINED ROADBLOCK	SUCCESS LOOKS LIKE. . .	EXISTING CONDITIONS IN SANDY HILLS	EXAMPLE GRAPHIC
1. *The Scrawny Sidewalk:* ADA sets a bare minimum of 4 feet, but more is recommended for comfort, especially in places of high pedestrian volume.	A minimum sidewalk width of 4 feet throughout Sandy Hills, with at least 6 feet in higher traffic areas (such as around schools and in parks).	**Good:** New sidewalk projects (and older existing sidewalks) meet the 4 ft minimum and tend to increase in width near commercial plazas or within parks. Sidewalks could be wider around schools.	 New sidewalk on Mesa Drive. *Google Maps, 2022.*
2. *The Baffling Blockade*: signs and other objects block the path of people walking or rolling.	Sidewalks clear from obstructions, maintaining an accessible path for users.	**Good:** There are very few instances where the sidewalk is obstructed. When telephone poles or signs do occupy the sidewalk, enough width is typically given for users to navigate around the obstacle. Residents' vegetation may sometimes encroach on the sidewalk, but this can be addressed through enforcement.	 Pine tree growing over sidewalk on 1575 E. *Google Maps, 2011.*
3. *The Crappy Curb Ramp*: curb ramps are too narrow, point in the wrong direction, have excessive slope, or are otherwise dangerous or uncomfortable.	Curb ramps in adequate locations and designed to allow navigation of wheelchairs and/or strollers.	**Adequate**: Curb ramps are offered on all new sidewalk and development projects. These appear to have the required detectable warning surfaces, gentle slopes, and adequate width for navigation. In a few of the older areas of Sandy Hills, curb ramps are still missing. These will need to be improved over time.	 Lack of curb ramp at Altair and Galaxie. *Google Maps, 2016.*
4. *The Mini Median*: a median where a pedestrian refuge is provided, but that median is too narrow to accommodate all users.	Where provided, pedestrian refuges should be wide enough to accommodate wheelchairs and / or strollers.	**Not applicable:** there are no instances in Sandy Hills where the median is intended to be a crossing refuge.	NA
5. *The Dangerous Cross Slope*: places where curb cuts interrupt the continuous path of sidewalk and create barriers in the form of cracks, curbs, or excessive slopes.	Driveways that rise to the sidewalk rather than bisecting it (a continuous, level sidewalk path).	**Good:** all of Sandy Hills residential sidewalks appear to be built to eliminate conflicts with curb cuts. The only places where curb cuts interrupt sidewalks are at commercial driveways, and curb ramps appear to be provided.	 Driveways slope up to a continuous stretch of sidewalk on 8425 S. *Google Maps, 2014.*
6. *The Senseless Sidewalk Closure*: includes instances where a sidewalk is closed off for a seemingly unneeded reason. This closure causes a gap in an otherwise walkable network.	Sidewalks remain open and clear of debris unless absolutely necessary for the safety of users.	**Inadequate:** it did not take staff long to find an example of sidewalk being senselessly closed. This stretch on 1300 E was blocked in 2021 to store wire for an upcoming project. Users with strollers or wheelchairs would have had to return the way they came or somehow cross 1300 E.	 1300 E sidewalk closed for storage. *Google Maps, 2021.*
7. A Walk Button Out of Arm's Reach: refers to the height of the 'walk button' on a pedestrian signal being out of the reach of someone in a wheelchair. This prevents the person from being able to activate the signal and safely cross.	Where buttons are used to signal a pedestrian crossing, those buttons should be within arm's reach of a child and someone in a wheelchair.	**Good:** the only signalized pedestrian crossing within Sandy Hills exists at the intersection of 1300 E and 8600 S. The 'walk button' is low to the ground, within reach of a child or someone in a wheelchair.	 Walk button' at 1300 E / 8600 S. *Google Maps, 2019.*
8. Able-bodied Decision Makers Only: recognizes that planning and transportation departments should include persons with disabilities / accessibility challenges as experts in the planning process.	Planners, engineers, and decision-makers include the lived experience of persons with disabilities / accessibility challenges in their planning and design processes.	**Adequate:** the Sandy Hills Community Council has historically advocated for accessible infrastructure throughout their community. During GPSC discussions, members shared anecdotal evidence about the experience of their neighbors or loved ones with disabilities in the community. Specific outreach to these groups is still needed to inform planning and decision-making processes.	NA

Credit: MSD Long Range Planning - using criteria from Planning Magazine, 2022.

DRAFT

What are Major Transit Investment Corridors?

In compliance with State Code, counties with access to a major transit investment corridor must consider that corridor in the transportation element of their general plan. According to §17-27a-103. . .

"'Major transit investment corridor' means public transit service that uses or occupies:

1. Public transit rail right-of-way;
2. Dedicated road right-of-way for the use of public transit, such as bus rapid transit; or
3. Fixed-route bus corridors subject to an interlocal agreement or contract between a municipality or county and:
   - a public transit district as defined in Section 17B2a-802; or
   - an eligible political subdivision as defined in Section 59-12-2219."

Sandy Hills does not overlap any current or proposed Major Transit Investment Corridors. Nearby 9400 S, where the F94 bus route currently runs, is projected as a Major Transit Investment Corridor in the future. And Highland Drive to the east already operates as a Major Transit Investment Corridor. Nothing contained in this Plan is expected to impact these corridors.

Regional Transportation Connections

Nearby Trails: As shown in Figure 3.8, there are a handful of trails in proximity to Sandy Hills. These trails offer several recreational and practical benefits to residents. However, connections between the trails and into Sandy Hills' residential neighborhoods are lacking. Future efforts to expand access to these trails could have major benefits for residents seeking to utilize active transportation, whether for recreation or for accessing essential services such as grocery stores, schools, or even transit lines.

Flat Iron Mesa Park Trails: the trails within Flat Iron Mesa Park are paved and used primarily for recreational purposes. Residents visit the park for dog-walking, evening strolls, winter sledding, picnicking, and a host of sports (including pickleball – the park's newest addition). Although the park is most often used for recreation, its trails do offer a shortcut from Sandy Hills' neighborhoods to Viscounti Drive. From Viscounti Drive, sidewalks provide access to Highland Drive and a popular commercial plaza with restaurants, a gas station, and Ream's Food Stores (grocery).

Falcon Park Trails: Falcon Park is also a primarily recreational destination. However, the trails that circle the park's soccer and ball fields also cut north, connecting the space to Michael Way and 1700 E. From there, students can walk on the sidewalk path directly to Silver Mesa School. The Falcon Park trails offer an important connection in Silver Mesa's Safe Routes to School.

Quarry Bend Trail: the Quarry Bend Trail offers the greatest potential in connecting residents to major destinations such as grocery stores (Walmart), entertainment venues (Sandy Amphitheater), and transit (F94). The trail currently extends along the east side of the Quarry Bend development from E Cys Road south to 9400 South. At the time this plan was being written, a re-zone and development proposal for the south end of Pebblebrook Golf Course was going before the Sandy City Planning Commission and Council. The initial development plans included an east / west trail that would connect the Quarry Bend trail to Waters Lane. The trail proposal greatly supports the recognized need for east / west connections in and around Sandy Hills. It would benefit residents by creating a link to the Quarry Bend Trail (and its adjacent amenities), while also improving safe routes to Silver Mesa school.

Porter-Rockwell Trail (Sandy Rail Trail): this paved, multi-use trail is located approximately 1.8 miles west of Sandy Hills. The paved portion exists for a little over five miles, from Pioneer Avenue to 12300 S. In that stretch, the trail passes several amenities, including:

- Mehraban Wetland Park;
- Pirate O's Specialty Store;
- Kimballs Lane TRAX Station;
- Crescent View TRAX Station;
- Crescent View Middle School;
- Sandy City Dog Park;
- Sandy Civic Center TRAX Station;
- Jordan High School;
- Mountain America Exposition Center;
- Sandy Expo TRAX Station;
- Mt.Jordan Middle School; and
- Historic Sandy TRAX Station.

Creating an east / west connection between the Porter Rockwell Trail and Unincorporated neighborhoods to the east could provide residents extensive opportunities to access destinations without the use of an automobile.

Figure 3.8: Porter-Rockwell Trail (Sandy Rail Trail) as it Passes Jordan High School.



Credit: Google Maps Street View, 2021.

DRAFT

The Value of Regional Planning

Transportation planning cannot occur in isolation. This is especially true in Sandy Hills. Several of the community's streets cross jurisdictional boundaries. The transportation engineering policies of Sandy City inevitably impact Sandy Hills (Salt Lake County) and vice-versa. Sandy Hills relies on other agencies still to provide transit services; UTA, through its planning processes decides where to place bus and TRAX stops and how frequently routes should run. Meanwhile, Salt Lake County Parks & Recreation (SLCo Parks & Rec) plans for regional trail connections and recreational amenities. When multiple jurisdictions and agencies work together, greater goals can be achieved.

Individual communities along the east bench may work together to improve commuter lines to Salt Lake City. Sandy Hills may coordinate with adjacent Sandy City and SLCo Parks & Rec on trail connections to desired destinations. The community also benefits from the regional planning efforts of Wasatch Front Regional Council. This entity works with representatives from various northern Utah jurisdictions in order to form a cohesive vision for the future of the region. The WFRC 2019-2050 Regional Transportation Plan (RTP) is discussed in further detail in later sections. Residents' input on regional planning and decision-making is essential to ensure that the community's vision is captured in these larger efforts.

Transit Availability

Sandy Hills receives limited transit service. The UTA Flex Route 94 just barely reaches into the southern border of the community (Figure 3.9). In order to access this amenity, residents would need to call ahead of time, and only two deviations from the route are allowed per trip. The F94 connects riders with the Quarry Bend Shopping Area, Alta Canyon Sports Center, and Historic Sandy TRAX Station.

The Historic Sandy TRAX station is serviced by the blue line, which runs north to Salt Lake Central and south to Draper Town Center. There are several stops along the blue line where users have the option to transfer to other UTA TRAX, Front Runner, or Bus routes.

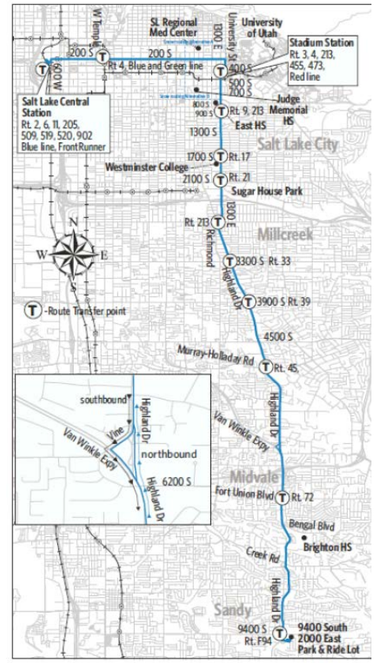
Other transit service includes Bus Route 220. Residents can walk or bike to bus stops on this route by walking to Flat Iron Mesa Park, taking the park trail to Viscounti Drive, and following that southeast until it intersects Highland Drive. Route 220 passes several important destinations, including Sugar House Park, Westminster College, and the University of Utah. The route eventually terminates at Salt Lake Central Station (Figure 3.10). From Flat Iron Mesa Park, the nearest Route 220 bus stop is just over a half mile. Despite the proximity, few residents seem to use this option. The attractiveness of the service could be enhanced through the implementation of wayfinding, improved bus stops, and increased outreach regarding route frequencies and destinations.

Other Services and Providers

UTA On Demand: UTA's newest transportation service offers corner-to-corner service. This means that riders are picked up and dropped off as close to their point of origin or final destination as possible, within the service range. UTA On Demand is still being tested in Salt Lake City and in southern Salt Lake County, but it is expected to eventually expand to more areas of the Valley.

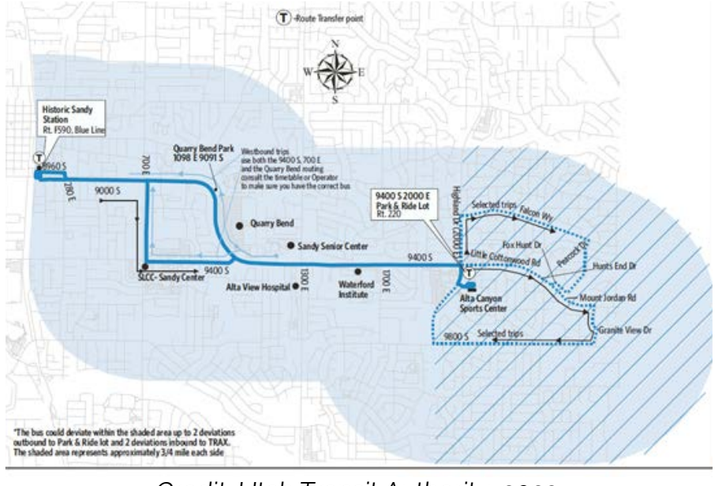
Shared Micromobility: shared micromobility is defined as "shared-use fleets of small, fully or partially human-powered vehicles such as bikes, e-bikes, and e-scooters" (NACTO, 2019). Electric scooters are available in Sandy City's Cairns / Downtown Area. The scooters are provided by Bird and Lime. Currently e-scooters may only travel as far north as 8680 S, and as far east as 700 E. This boundary is still a half mile outside of the range of the Sandy Hills community. In the future, expanded micromobility service may help Sandy Hills residents bridge the first- and last-mile gaps to major transit routes.

Figure 3.10: UTA 220 1300 E / Highland Bus Route.



Credit: Utah Transit Authority, 2022.

Figure 3.9: UTA F94-Sandy Flex Bus Route.



Credit: Utah Transit Authority, 2022.

SECTION 3.3: COMMUNITY FEEDBACK ON TRANSPORTATION

Overview

This Transportation Chapter is guided by community feedback received through diverse activities including workshops, surveys, and general plan steering committee meetings. A summary of transportation input received is provided in the sections below.

SWOT and APAE Analyses

The SWOT and APAE analyses were part of the Community Kick-Off Workshops held in February 18th and April 1st, 2021. In total, twelve (12) community members attended these virtual workshops. The full results are available in the Appendix of this General Plan. SWOT and APAE input related to transportation is shared in Table 3.11.

Table 3.11: SWOT and APAE Results – Transportation Focus.

Category	Theme
Strengths	**Sandy Hills' Location:** residents appreciate the proximity to goods and services, employment opportunities, and recreational amenities. Small changes can go a long way in improving multi-modal access to these destinations.
Weaknesses	**Infrastructure:** public engagement participants were concerned about missing or broken sidewalk, inadequate street lighting, and other conditions that hindered walking and biking.
Opportunities	**Improve Community and Regional Communications:** community transportation planning and decision-making involves multiple jurisdictions and agencies. Participants recognized the need to enhance regional coordination and encourage resident participation in planning processes.
Threats	**Development Pressure:** respondents felt that regional population growth and development was taxing existing infrastructure systems, including transportation systems. This presented in concerns about traffic congestion and safety.
to *Achieve*	**Quality Infrastructure:** participants emphasized the need for additional sidewalk, lighting, and signage to improve safety and comfort for users of the transportation network.
to *Preserve*	**Air Quality:** the community identified its air quality as being better than in other places of the Valley. They wanted to preserve this and saw regional transportation planning as one strategy for cutting down on vehicle emissions.
to *Avoid*	**Fiscal Burden:** several participants complained about expensive studies that did not produce results, or inefficient use of funds (such as when a road is torn up for utilities shortly after it has been re-paved). The community wanted to avoid undue financial burden by thinking strategically about investments.
to *Eliminate*	**Outdated Rules and Regulations:** although this generally did not apply to transportation, GPSC discussions later revealed that some residents were interested in modifying policies and procedures for funding projects and/or deciding on transportation interventions.

Credit: MSD Long Range Planning, 2022.

Transportation Bonanza! and Survey

The *Transportation Bonanza!* and Survey generated more participation than any other General Plan event. Community members were invested in and enthusiastic about conversations related to traffic safety, regional transportation solutions, and active transportation infrastructure.

The *Transportation Bonanza!* was both an opportunity for staff to collect feedback from the community and a chance to introduce community members to the agencies active in regional transportation planning. Six (6) regional partners attended and shared information related to their organization and relevant projects. There were five (5) residents of Sandy Hills in attendance, but more may have watched the online recording. The accompanying survey received twelve (12) responses from the community. Although the number of participants was limited, those who engaged in the activities shared thoughtful and comprehensive insights. Major themes from the workshop and survey are presented in Table 3.12 on the next spread.

As previously stated in this Chapter, Sandy Hills residents primarily 'Drive Alone' to their desired destinations. Census data supports that driving alone is the most common commuting method of employed residents. Results from the 2022 Transportation Survey showed similar trends (Figure 3.13 on the next spread).

General Plan Steering Committee Meetings

Three General Plan Steering Committee Meetings were held to discuss the transportation portion of the General Plan. Presentations and recordings from these meetings are available at bit.ly/lrp-sandyhills.

February 17th, 2022: At this meeting, staff presented results from the Transportation Bonanza and Survey. GPSC members had the opportunity to ask questions or provide additional input. Staff also worked with the steering committee to draft and review the first version of Transportation Goals and Objectives.

March 17th, 2022: In March, the GPSC finalized the drafted list of Goals and Objectives. They also brainstormed actions that the community and County could take to address some of the key transportation challenges that were raised during the workshop and survey. Finally, staff began "deep dive" discussions with the group regarding specific areas of concern (addressed later on in this Chapter).

April 12th, 2022: The final GPSC event on transportation took place at a regularly scheduled Sandy Hills Community Council meeting. Staff facilitated the final "deep dive" discussions, with extra time allotted to the intersection of 1300 E and Galaxie Drive. At this meeting, staff also introduced the map of community transportation assets and barriers (Figure 3.6).

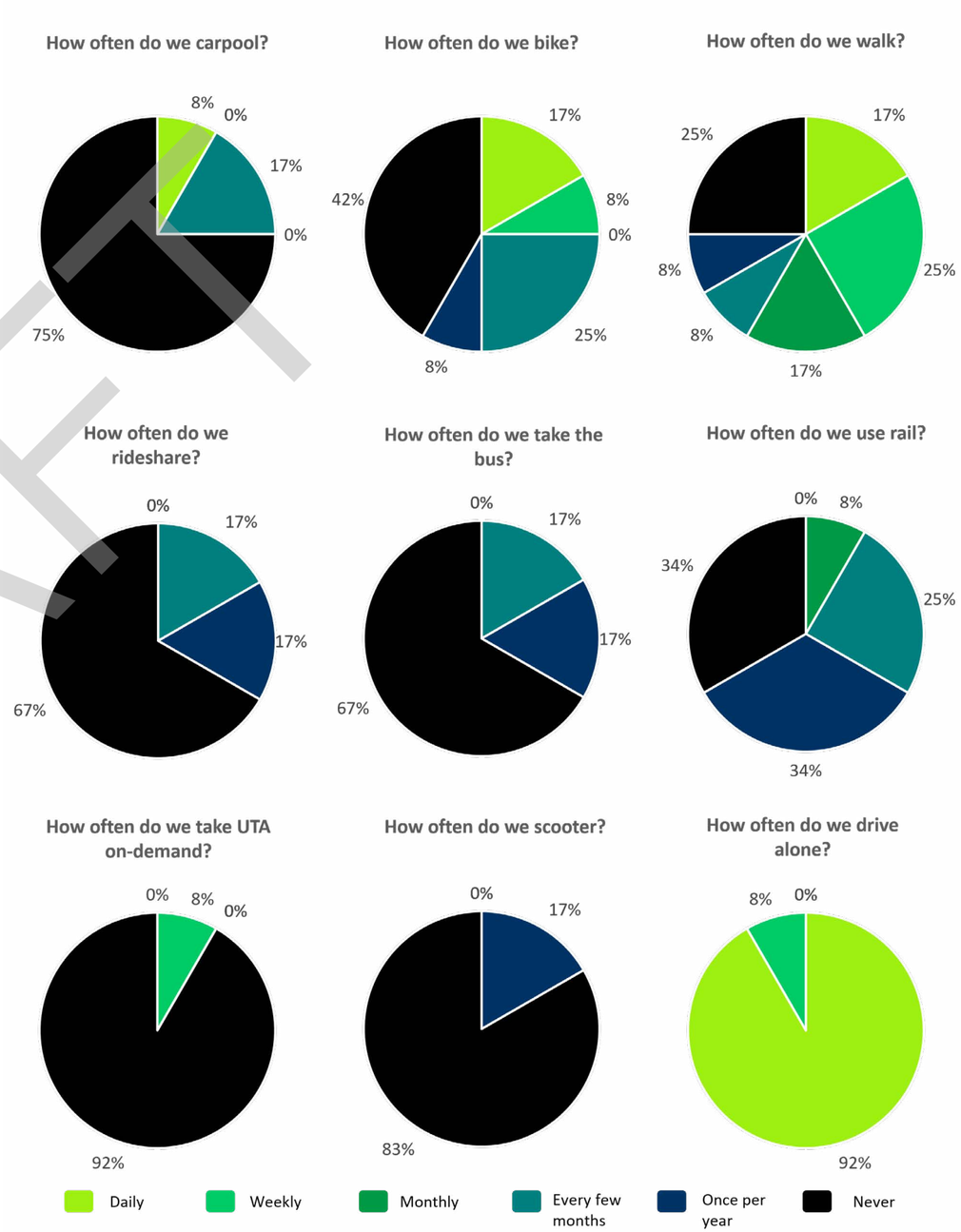
DRAFT

Table 3.12: *Transportation Bonanza!* and Survey Results (2022).

Transportation Bonanza: Attended by 5 Community Members + 6 Partners	
Activity	**Summary of Results**
Partner Presentations	Presentations / introductions were given by WFRC, UTA, UDOT Travelwise, SLCo Engineering, and SLCo Parks & Recreation.
Google Earth: Identifying Points of Significance	Participants added Quarry Bend and Midvale TRAX Stations to a list of important community destinations. Two transportation assets were identified: the availability of the F-94 Bus and e-commerce options. Several challenges or barriers were identified, with public transportation access and walking safety receiving the most attention.
Conceptboard: Brainstorming Goals and Objectives	16 comments were received during this activity. They were divided into a range of topics from active transportation and transit- to infrastructure maintenance and safety.
Transportation Survey: 12 Responses Received	
Survey Section	**Summary of Results**
Transportation Use and Preferences	The only modes of transportation that respondents reported using daily were personal automobile, walking, and biking. Traffic congestion and lack of public transportation options were the top respondent concerns.
The Future of Sandy Hills Transportation	Respondents answered that the interventions most likely to influence them to change their transportation behaviors were investments in public transit and a safer more connected sidewalk network. Participants felt it most important to be able to walk to local elementary schools.
Emissions (Air Quality and Transportation)	Respondents' preferred strategy for reducing vehicle miles traveled (VMT) was to preserve existing land uses but expand transit service and regional trails so that residents could access farther-away destinations without driving. Respondents also suggested investment in EV technology as a way to reduce emissions.
Demographics	11 of 12 respondents were full-time residents of Sandy Hills. No youth participated in the survey, but various income brackets were represented. The majority of respondents answered that they had learned about the survey through word-of-mouth or MSD communications.

Credit: MSD Long Range Planning, 2022.

Figure 3.13: Sandy Hills Transportation Preferences.



Credit: MSD Long Range Planning, 2022.

DRAFT

What is Trip-Chaining?

"Drop off the kids. Run by the bank. Pick up dinner. Save the air. It's amazing what a mom can accomplish in an afternoon! It's called trip chaining, or combining errands into one trip. It saves time and reduces traffic congestion and pollution, making _____ a better place to live." (It All Adds Up to Cleaner Air Initiative - U.S. DOT, U.S. EPA, and FTA; 1998-2003)

Although several operational definitions have been developed since 2003, the above is still the simplest way to understand trip chaining. It involves combining multiple purposes into one trip, with just short stops in-between. For most people, the ability to trip-chain adds convenience to the transportation system, allowing the individual to accomplish multiple objectives in a shorter time frame.

Review of Existing Plans

While there are no existing transportation plans for Sandy Hills, there are several plans which impact transportation planning in the region.

Sandy City Master Transportation Plan: Sandy's Transportation Master Plan was adopted in 2021. The plan examines existing conditions of the transportation network, as well as demographic and land use patterns that may influence those conditions in the future. The plan then proposed a series of projects, including new construction, widening, bike lanes, trails, and intersection improvements. In the vicinity of Sandy Hills, the only project of note was the proposed addition of a bike lane on 8600 S. This is also identified as desirable by Sandy Hills residents and is justified by the Multi-Modal Transportation Assets and Barriers Map presented in Figure 3.6. However, since the completion of their Master Transportation Plan, Sandy City has expressed concern over on-street parking on 8600 S and the challenges that may arise for homeowners if that parking is replaced with a bike lane.

Sandy and Draper Active Transportation Plan: The Sandy and Draper Active Transportation Plan was completed in 2020 and emphasizes planning for pedestrian facilities, bicycling facilities, trails and recreation, and some multimodal transportation options such as e-scooters. There are no projects proposed in this plan that directly impact Sandy Hills.

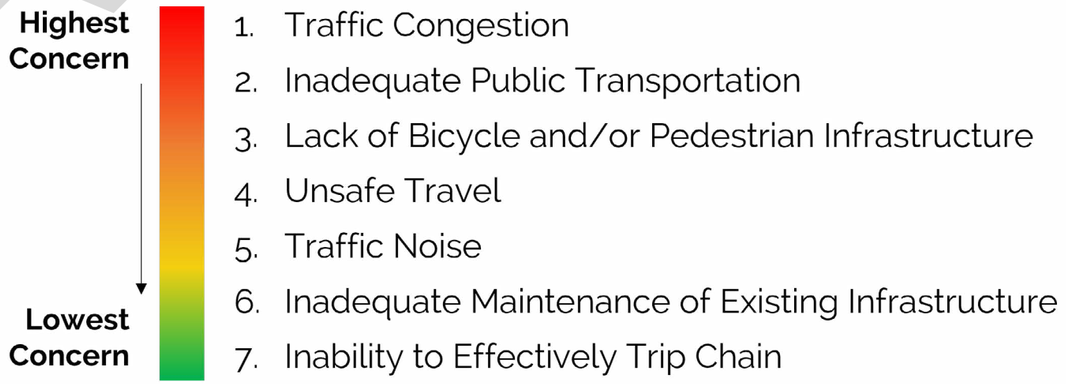
Wasatch Choice Regional Transportation Plan: The latest Regional Transportation Plan (RTP) was adopted in 2019 and sets the long-term vision for regional, multi-modal transportation investments. One roadway project is proposed for the Sandy Hills area – an operational improvement of 1300 E. Details on this project are limited, but the RTP does not express any plans to widen the street. No transit or active transportation projects are included for Sandy Hills in the RTP. It is suggested that the bus route on 9400 S could become a core service route, with bus frequency of every 15 minutes. However, this project is in financially constrained Phase 3, meaning that it unlikely to be funded before 2041. WFRC has already started working on a plan update, which is likely to be completed in 2023. So far, projects impacting Sandy Hills remain the same in the draft version.

Emerging Challenge Areas

The 2022 Transportation Survey asked participants to rank their top transportation concerns. The following results emerged. Overall, traffic congestion, inadequate public transportation, and lack of bicycle and/or pedestrian infrastructure were ranked the highest by participants. Respondents were less concerned about the inability to effectively trip-chain or the maintenance of existing infrastructure.

Although Figure 3.14 presents high-level concerns, there were specific areas within the transportation network that residents noted as needing extra consideration.

Figure 3.14: Transportation Challenges Ranked According to Greatest Concern.



Credit: MSD Long Range Planning, 2022.

DRAFT

Intersection of 8600 S and 1300 E.

8600 S and 1300 E are the two most trafficked streets in the vicinity of Sandy Hills. During the planning process, residents frequently expressed concern over the safety of this intersection. Although vehicle crashes have decreased at the intersection in recent years, outdated infrastructure and vehicle speeding still lead to feelings of discomfort or jeopardized safety for people walking and biking.

At a General Plan Steering Committee Meeting in March 2022, one community member volunteered to walk to and cross the intersection and share his observations with the group. The gentleman followed up with an email (3/19/2022) communicating that faded paint on the crosswalk striping made the crossing feel unsafe, especially at night when it was barely visible. At the following Steering Committee Meeting, the group decided to include the re-painting of the crosswalks and stop bars in the work program at the end of this Chapter.

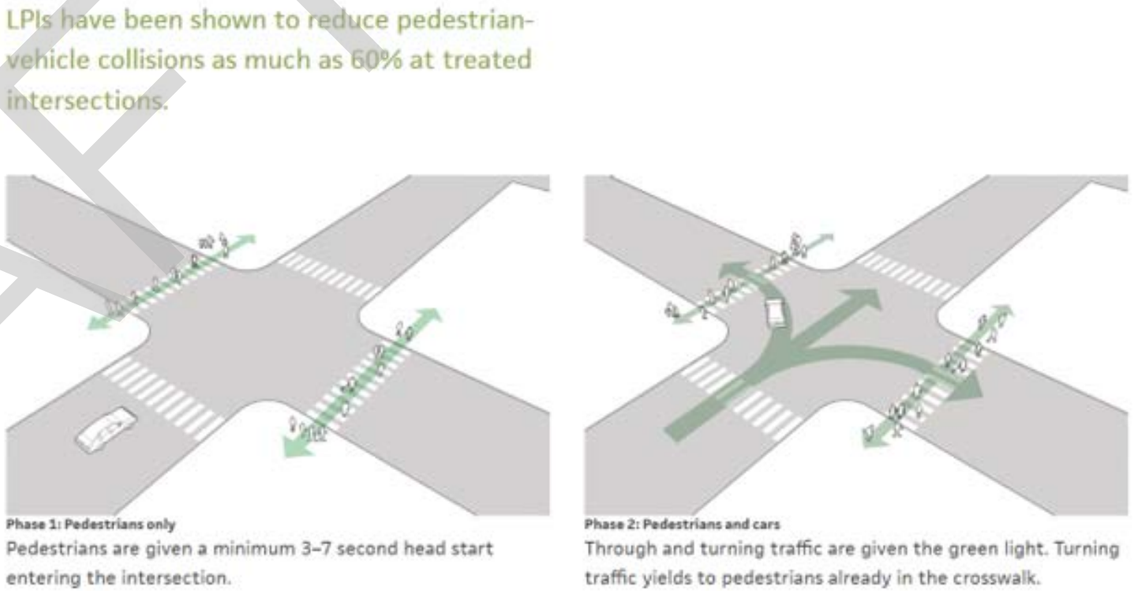
Another potential action to improve this intersection is to re-time the traffic signal to give people walking a head start in crossing the street before turning vehicles are allowed to proceed. This intervention, referred to as a "Leading Pedestrian Interval" (LPI), minimizes the potential for conflicts and collisions between vehicles and pedestrians. Figure 3.16 explains how this action can improve overall intersection safety.

Figure 3.15: Street View of 8600 S and 1300 E Intersection (Facing East).



Credit: Google Maps Street View, 2019.

Figure 3.16: Leading Pedestrian Interval (LPI), Explained.



Credit: NACTO Urban Street Design Guide*, 2013.*

Intersection of 1300 E. and Galaxie Drive

The intersection of 1300 E and Galaxie Drive has long been a point of frustration for Sandy Hills' residents. Residents complain about long wait times, poor visibility, unsafe U-turns, and vehicle speeding at this location. In 2014, eighty (80) Sandy Hills' residents signed a petition for the "Installation of a traffic signal at the Intersection of 1300 East Galaxie Drive" (petition included in Appendix). This triggered a series of traffic studies at the intersection:

- Signal Study – 1300 E and Galaxie Dr (SLCo Engineering, 2014) – the signal study determined whether the intersection warranted a traffic signal based on criteria from the MUTCD. The study found that the intersection did not meet any of the criteria for a traffic signal. No alternative recommendations were provided.
- 1300 E Safety Study (PEC, 2015) – this study examined safety on 1300 E from Creek Road to 11000 South. Only one crash was found to have occurred at Galaxie Drive between 2010 and 2013. No injuries were reported.
- Peer Review of Galaxie Drive and 1300 East Intersection (David Murphy, 2016) – this memo was written by a local P.E., as a courtesy to a friend whose daughter had been injured in a crash at the intersection. The memo recognized that the sound barrier on the southeast portion of the intersection was limiting the clear view for vehicles attempting to turn from Galaxie onto 1300 E. In his recommendations, Murphy included eliminating obstructions to the clear view and creating a median "refuge" for turning vehicles. Murphy also recommended that a full signal warrant analysis be done for the intersection.
- 1300 East & Galaxie Drive Traffic Study (Avenue Consultants, 2019) – the traffic study included a full signal warrant analysis, as recommended by Murphy's 2016 memorandum. The consultants found that a traffic signal was not warranted (additional details provided in Table 3.18). As alternative interventions, the consultants recommended 1) extending the raised median on 1300 E to prevent illegal left-hand turns which were still occurring despite clear signage prohibiting the maneuver; and 2) removing obstructions to drivers' line of sight, including power lines and the sound barrier.

Figure 3.17: Aerial View of 1300 E and Galaxie Drive Intersection.



Credit: Google Maps - Satellite View, 2022.

Why isn't a traffic signal warranted?

When it comes to traffic controls, engineers follow the standards established in the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD). The manual sets standards for traffic signs, road markings, the locations of signals, and more. Although it is publicly available, few members of the public would be able to read and understand it with ease. Thus, it can be extremely frustrating for residents to request a traffic control intervention and be met with the response, "it is not warranted". Throughout the General Plan process, planning staff worked with residents to help them understand exactly what that means. In the case of a traffic signal, at least one of nine warrants must be met to justify the signal. Table 3.18 provides explanation and results for each warrant criteria as it relates to the intersection of Galaxie Drive and 1300 E.

At a meeting on April 12th, 2022, planning staff reviewed the information in this section with the General Plan Steering Committee and facilitated a discussion regarding desired future interventions. If a traffic signal was not feasible, the group expressed interest in potentially pursuing strategies recommended in the Avenues Study, namely extending the raised median to more effectively prohibit left-hand turns. Participants also indicated that they may be interested in a turn pocket (refuge) as an alternative to extending the median.

In the future, if community conditions change, Sandy Hills residents would like to reconsider whether a traffic signal would be warranted.

Table 3.18: Evaluation of Traffic Signal Warrant Criteria at Intersection of Galaxie Drive and 1300 E.

Criteria	Performance	Reference in MUTCD
Warrant 1 – 8 hr vehicular volume	**Not warranted**. 15% increase in hourly volume needed.	**The warrant criteria starts on pg. 436 of the MUTCD.**
Warrant 2 – 4 hr vehicular volume	**Not warranted**. 15% increase in hourly volume needed.	
Warrant 3 – Peak Hour	**Not warranted**. 10% increase in hourly volume needed.	
Warrant 4 – Pedestrian Volume	**Not warranted.** There were only 9 pedestrians in 12 hours. 75/hr are needed to warrant a signal.	
Warrant 5 – School Crossing	Not evaluated, as the intersection not part of a Safe Route to School.	
Warrant 6 – Coordinating Signal System	Not evaluated, as the intersection would not improve (and would worsen) vehicle platooning.	
Warrant 7 – Crash Experience	**Not warranted**. Would need 5+ crashes reported in a 12-month period. The intersection had one.	
Warrant 8 – Roadway Network	**Not warranted.** Intersection does not include two major roads, as Galaxie is not considered a major road.	
Warrant 9 – Intersection Near a Grade Crossing	Not evaluated, as intersection is not at an at-grade railroad crossing.	

Credit: Data derived from Avenue Consultants Traffic Study, 2019.

DRAFT

Residential Neighborhoods

Sandy Hills residents care deeply about their homes and neighborhoods. One of their greatest transportation concerns was safety and comfort within existing residential areas. Several places within the community's residential neighborhoods lack sidewalks, intersection signage, and street lighting.

During the transportation workshop and survey, residents expressed several transportation-related goals for their existing neighborhoods, including:

- Reducing vehicular speeds through traffic calming and driver feedback signs.
- Minimizing right-of-way conflicts by installing signage at unmarked intersections.
- Complete the sidewalk network by filling in existing gaps and making improvements for persons with disabilities, strollers, or other mobility challenges.

One of the priorities of the Sandy Hills community, as expressed in Chapter 1, is to practice fiscal responsibility and transparency. In keeping with that priority, the General Plan Steering Committee proposed meeting the above goals by applying for a grant that studies multiple neighborhood intersections at once. Such a study could reduce costs by combining work and resources, while providing information to support several intersection interventions. A neighborhood intersection traffic study is proposed as an action in the work program tables at the end of this chapter. In addition to signage, the steering committee was interested in pursuing neighborhood traffic circles where feasible. Traffic circles help to clarify the right-of-way while also forcing cars to slow down on residential streets.

Figure 3.19: Existing Conditions at the Intersection of 8425 S and 1430 E.



Credit: Google Maps Street View, 2021.

Figure 3.20: Examples of Neighborhood Traffic Circles.



Credit: Dan Burden, 2021.

DRAFT

1300 E (General):

A final area of concern for residents was 1300 E in general. When asked to describe any additional transportation concerns they may have, one resident wrote:

> *"1300 East (or I-13 as I have heard it called) is terrible for speeding. The speed limit is 45 but I get passed by cars going 55-60 miles per hour every single morning! This is dangerous" (Sandy Hills Resident, 2022 Transportation Survey).*

Although the speed limit is posted as 45 miles per hour, drivers may feel safe going faster due to wide lanes, few intersections, and limited traffic enforcement. Despite resident complaints about speeding, recent interventions on 1300 E do appear to have made some difference. In particular, raised medians and other safety improvements made in 2013 were shown to have reduced crashes by 40% (compared to pre-construction numbers)(PEC, 2015).

Not all residents are supportive of the corridor's raised medians, which can limit left turns off of and onto 1300 E. However, the General Plan Steering Committee recognized that total removal of the raised medians would likely result in worse speeding problems and potential safety issues due to increased turning conflict (GPSC Meeting - April 12th, 2022). Rather than completely eliminating the medians, the GPSC advocated for enhanced maintenance of the median vegetation. In particular, they noted that overgrown trees were leading to visibility challenges for drivers and minimizing the benefits that the medians would otherwise provide. Where speeding continues to be an issue, driver feedback signs may be warranted to help reduce speeds. Additional research is needed to determine whether any location on 1300 E would benefit from this intervention.

Figure 3.21: Man Waits to Cross Street on Segment of 1300 E Where Medians are Absent.



Credit: Google Maps Street View, 2020.

DRAFT

SECTION 3.4: SANDY HILLS' TRANSPORTATION VISION

Overview

Sandy Hills' vision for the future of their transportation network is to address overall traffic safety, expand and improve the active transportation (walking and biking) network, invest in regional transportation connections, and embrace future best practices and transportation technologies.

Addressing Traffic Safety

"High Quality Physical Infrastructure" is expressed as a top priority of the Sandy Hills Community throughout this General Plan. When asked to provide input on needed infrastructure improvements, nearly all suggestions given were directly related to safety. Residents want to build out the sidewalk network to minimize pedestrian conflicts with cars and improve safety for children walking to school. Participants noted a need to remove obstructions in the sidewalk and add curb ramps in certain locations to allow safe access for persons with mobility disabilities and/or strollers. Needed improvements to street lighting were mentioned in every single community engagement event, as residents felt that lighting was essential for promoting feelings of safety and comfort within residential neighborhoods.

The community has made it clear that their envisioned future transportation system is one where people feel safe to drive, walk, bike, or take other modes of transportation as needed and desired. This is reflected in Transportation Goal #1, listed later on in this Chapter. Transportation safety will continue to drive Sandy Hills' decision-making and funding requests.

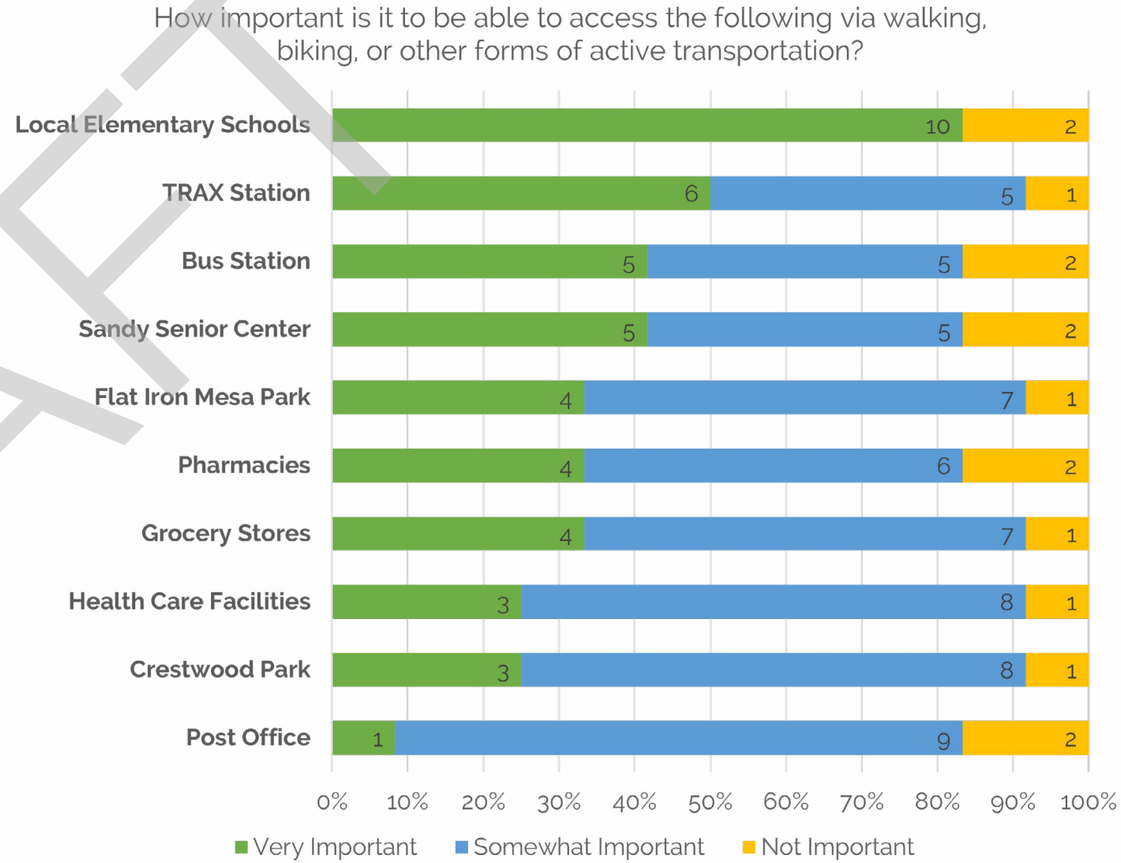
Improving Active Transportation Infrastructure

Strongly linked with safety is the community's overall vision of improving active transportation infrastructure. In surveys and engagement activities, residents noted that they would walk or bike to nearby destinations if they felt like they had the opportunity to do so. Figure 3.6, provided earlier on in this Chapter, identifies existing gaps in the active transportation network. These gaps could be addressed with small interventions. For example:

- Could the Quarry Bend Trail be extended east, to connect with residential neighborhoods (especially as Sandy City considers development of the previous golf course)?
- Is there a Safe Route to School that could be identified for Peruvian Park School?
- Might the traffic signal in front of the Fire Station serve a joint purpose of providing emergency egress and a pedestrian crossing?

It is important that planning staff, engineers, residents, and the Community Council continue looking for ways to improve active transportation infrastructure in tandem with other projects or initiatives. In particular, the community should focus on improving walking and biking access to the destinations residents identified as most desirable for active transportation connections (see Figure 3.6). Among these was local elementary schools, TRAX and bus stops, and the Sandy Senior Center. Residents also expressed an interest in accessing Quarry Bend amenities, such as the park and shopping, via non-motorized means (2022 Transportation Survey).

Figure 3.22: Responses to 2022 Transportation Survey Q11 (Importance of Active Transportation Access).



Credit: MSD Long Range Planning - using results from the Transportation Survey, 2022.

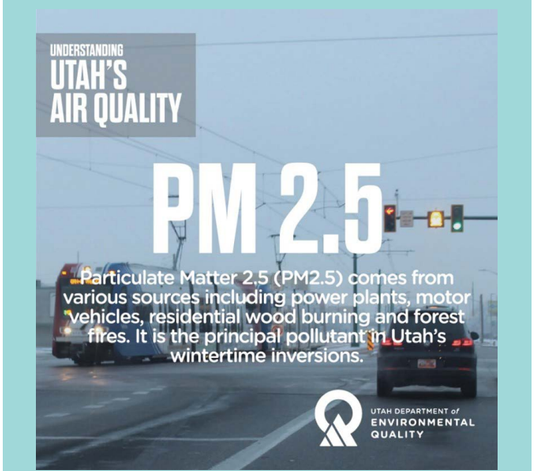
DRAFT

What is the Relationship Between Transportation and Air Quality?

In Sandy Hills initial SWOT and APAE analyses, participants revealed that deteriorating air quality was a top concern. The community desired to preserve its existing air quality.

In 2020, Utah's transportation sector was the second-largest source of state carbon dioxide emissions, trailing just behind the electric power sector (Kem C. Gardner Policy Institute, 2020). Excess carbon dioxide in the air due to emissions from vehicles leads to diminished air quality and increased warming of the atmosphere. For Utah, this means worse inversion and less snowpack (reduced water supplies). To mitigate these effects, many communities have made it a goal to reduce vehicle miles driven. Walking, biking, riding transit, or carpooling can all reduce emissions from transportation.

Figure 3.23: Vehicle Emissions and PM 2.5 in Utah.



Credit: Utah DEQ, 2019.

Pursuing Regional Transportation Connections

When given the choice, most participants in the 2022 Transportation Survey felt that reducing vehicle emissions was something that their community should aspire to. Participants demonstrated a preference toward improving multi-modal connections to regional destinations, as opposed to integrating mixed land uses within Sandy Hills' existing residential areas (Figure 3.24).

Providing multi-modal options will require improving the feasibility of taking public transportation, expanding sidewalks and trails for walking and biking, and encouraging carpooling or alternative transportation services. It is important to recognize the destinations that residents access regularly and focus on creating connections to those places.

Regional Connectivity

"Having dedicated bike lanes that interconnect major destination points from shopping, entertainment, work and recreation will go a long way to make it easier to use bikes for transportation. However, this is only good in the warmer months, so having busses or other modes of transportation that do the same will be beneficial"

(Transportation Survey Respondent, 2022).

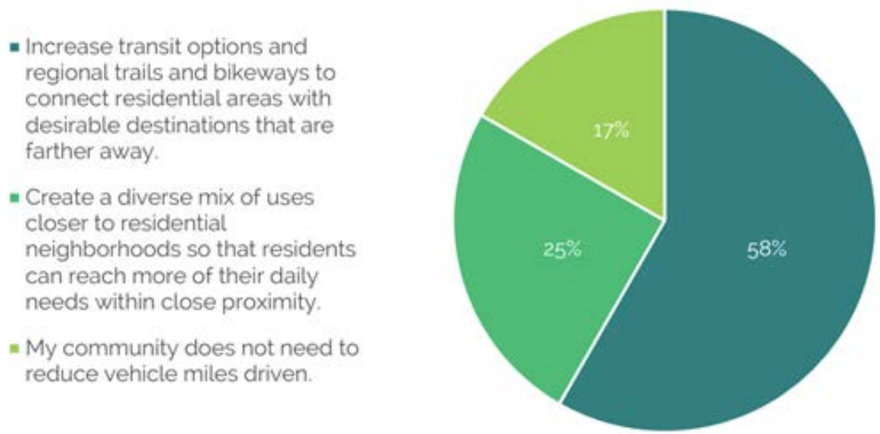
Embracing the Future of Transportation

Through transportation discussions, community members demonstrated a willingness to consider new and emerging technologies and programs in transportation planning.

- A GPSC member asked about the feasibility of reprogramming the Fire Station traffic signal to be used as a pedestrian signal during non-emergencies.
- Residents suggested that traffic signals could be synchronized to improve traffic flow and minimize congestion.
- Community members weighed the pros and cons of the shift toward e-commerce, celebrating the opportunity it created for groups like the immunocompromised to get groceries and needed products during the pandemic, while also recognizing that e-commerce may increase truck-traffic and decrease informal social gathering.
- *Transportation Bonanza!* participants welcomed the addition of UTA On-Demand and wondered when the service would become available in their own community.
- The GPSC considered neighborhood traffic circles as an alternative to the traditional four-way stop sign.
- Multiple respondents to the 2022 Transportation Survey advocated for expanding Electric-Vehicle charging infrastructure.

These conversations reveal a community that is willing to pursue new opportunities and embrace changing trends in transportation planning in order to address resident needs. The work program tables at the end of this Chapter suggest several actions that further embrace innovative transportation solutions.

Figure 3.24: Community Strategy for Reducing Vehicle Emissions.



Credit: MSD Long Range Planning, 2022.

DRAFT

SECTION 3.5: TRANSPORTATION WORK PROGRAM

Overview

The following work program establishes goals, objectives, and recommended actions to achieve Sandy Hills' transportation vision. Proposed actions are accompanied by details including parties that may be involved, priority level and funding sources for implementation, metrics for measuring success, resources to utilize, and community priorities addressed by the action. These actions are recommendations only and may be carried out at the direction of the Salt Lake County Council or Mayor (as applicable).

Priority Levels range from 1-5, with 1 being the highest priority. These items are of the greatest significance to Sandy Hills. At the direction of the Council or Mayor (as applicable), MSD Long Range Planning Staff will be available to help measure progress on work program implementation and report out findings to the Sandy Hills Community.

Sandy Hills' Transportation Goals

Sandy Hills has established four (4) transportation goals, which are explored in greater detail in the work program tables.

- **Goal 1: Promote a safe and convenient transportation system for users of all ages and abilities.**
- **Goal 2: Improve access to local and regional destinations.**
- **Goal 3: Seek innovation in transportation solutions.**
- **Goal 4: Engage in regional transportation planning and advocacy efforts.**

Community Work Program Tables

Implementation of recommended items in the work program tables is dependent on funding availability, staff capacity, resident support, and political will.

- High Quality Physical Infrastructure
- Regional Communication, Collaboration, and Planning
- Land Use and Building Codes that Reflect the Community Vision
- Resident Engagement in Decision-Making
- Addition / Preservation of Community Gathering Places
- Fiscal Responsibility and Transparency

Transportation Goal 1: Promote a safe and convenient transportation system for users of all ages and abilities.						
Objective T1.1: Support interventions that improve multi-modal transportation and parking safety.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Continue pursuing funding to address existing gaps in the sidewalk network.	SLCo Engineering; SLCo Council	1	Capital Improvements; Grants	Annual progress is made on decreasing gaps in sidewalk network.	Public Works Interactive Map	
Advocate for U.S. Access Board design recommendations to be used in the transportation network where appropriate and feasible.	SLCo Engineering; Sandy Hills Community Council; Residents	2	MSD Contractual Budget; Volunteer Time	Projects are consistently monitored for ADA compliance and user comfort.	Access Board Guidelines for Public Right of Way	
Work with community members to prioritize and implement uniform street lighting in unlit residential neighborhoods.	SLCo PW Operations; Sandy Hills Community Council	1	MSD Contractual Budget; Capital Improvements	Staff and the community solidify a prioritized list of lighting needs and preferred styles.	Cotton-wood Heights Street Lighting Policy	
Consider pursuing grant funding to complete a study of Sandy Hills neighborhood intersections for the purposes of identifying intersections that meet criteria for signage or neighborhood traffic circles.	MSD PDS; Sandy Hills Community Council; SLCo Council; SLCo PW Engineering	3	Grants	Staff apply for a grant on behalf of Sandy Hills, to study and make recommendations for multiple residential intersections at once.	WFRC TLC Funding Program	
Consider providing caution flags for pedestrians crossing 1300 E or 8600 S.	SLCo PW Operations; Canyons School District	4	Grants; Education Programs	Engineering explores crossings that would benefit from flags and works with partners to implement.	Cache Valley Crossing Flags	
Refresh the painted crosswalks at the intersection of 8600 S and 1300 E.	SLCo Public Works Operations	1	MSD Contractual Budget	SLCo Public Works re-paints the crosswalks.	NA	
Work with Sandy City to trim any vegetation blocking the clear view from 1300 E medians.	Sandy City Public Works; SLCo Public Works	2	MSD Contractual Budget	Vegetation is regularly inspected and trimmed to maintain clear view.	NA	
Coordinate with SLCo Engineering to pursue safety improvements at the intersection of Galaxie Drive and 1300 East.	SLCo Engineering; Sandy Hills Community Council	1	MSD Contractual Budget; Capital Improvements	Tangible steps are taken to improve safety at the intersection.	Avenue Study.of Galaxie and 1300 E Intersection	

DRAFT

Objective T1.2: Seek to increase the convenience of multi-modal transportation.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider partnering with Sandy City to integrate bike parking at major bus stops in the area.	Sandy City; UTA; MSD PDS	4	Grants	Bike racks installed at busiest local bus stops.	Bicycle and Transit Integration	
Consider partnering with Sandy City to improve bus stop infrastructure along the F94 route, particularly near significant community amenities such as Quarry Bend.	Sandy City; UTA; MSD PDS	3	Grants; UTA Service Plan	Bus stops with greatest ridership and local importance are identified and reviewed for infrastructure improvement.	Sustain Charlotte: What Makes a Bus Stop Great?	

Transportation Goal 2: Make efforts to improve access to local and regional destinations.						
Objective T2.1: Work to connect residents with major destinations via non-motorized means.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider helping to facilitate a Safe Route to School for Peruvian Park Elementary School.	Sandy Hills Community Council; Canyons School District; MSD PDS	2	MSD Contractual Budget; Volunteer Time	Sandy Hills CC advocates for and assists with the mapping of a Safe Route.	Steps to Creating a Safe Routes to School Program	
Investigate the possibility of initiating a senior bus for residents wanting to access the Sandy Senior Center.	SLCo Adult & Aging Services; MSD PDS; Local Organizations	5	Grants; Staff Time; Volunteer Time	MSD PDS Staff meet with Adult & Aging Services to explore possibilities.	Ride United	
Objective T2.2: Make efforts to expand East-West transportation connections and seek to fill gaps in the existing bike and trail networks.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Work with SLCo Parks & Rec to identify and map a trail alignment from Flat Iron Mesa Park to the Quarry Bend Trail.	MSD PDS; SLCo Parks & Rec	3	Staff Time	Trail alignment is identified between Flat Iron Mesa Park and the Quarry Bend Trail.	Streets MN: Sidewalk Shortcuts	
Enhance existing crossings across 1300 E.	SLCo PW Operations; MSD PDS	4	Staff Time	Staff identifies small actions to improve safety at key crossings.	NA	
Consider partnering with Sandy City to fund east-west bike lanes on 8600 S and 9400 S (particularly between 700 E and 1300 E).	SLCo Engineering; MSD PDS; Sandy City	2	Staff Time; Grants; Capital Improvements	Staff map desired bike lanes and work to secure funding for implementation.	Paying for innovative on-street bicycle infra-structure	

Transportation Goal 3: Seek innovation in transportation solutions.						
Objective T3.1: Support integration of smart technologies into County transportation planning.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Continue to pursue funding for driver feedback signs, where warranted, in areas residents identify as having a high incidence of speeding.	SLCo Engineering; Sandy Hills Community Council	2	Staff Time; Capital Improvements	Sandy Hills CC expresses resident speeding concerns to engineering, and engineering continues to pursue driver feedback signs where applicable.	Effective-ness of Dynamic Speed Feedback Signs	
Investigate signal timing on 1300 E, and work to synchronize lights.	Sandy City; SLCo PW Operations	4	Staff Time	SLCo Operations discusses light synchronization process/methods with Sandy City and reports back to Sandy Hills.	NA	
Consider altering signal timing at the intersection of 8600 S and 1300 E to give pedestrians a head start in crossing the intersection.	Sandy City; SLCo PW Operations	1	Staff Time	The signal timing is changed, with pedestrians given time to cross the intersection before vehicles start turning.	NACTO Leading Pedestrian Interval	
Review and consider updating land use ordinances to promote the integration of Electric Vehicle (EV) charging stations.	MSD PDS; SLCo PC; SLCo Council	2	Staff Time	Ordinances are reviewed and updated as necessary to promote EV charging stations.	Park City EV Charging Ordinance	
Objective T3.2: Seek alternative means of providing transportation service, such as on-demand transit, van-pools, and localized solutions.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Investigate the potential of using the traffic signal in front of the Sandy City Fire Station as a pedestrian crossing signal when not needed for emergency response.	Sandy City; Sandy Fire Department; SLCo Engineering; MSD PDS	3	Staff Time	SLCo Engineering and MSD PDS meet with Sandy to determine possible logistics or safety concerns with using signal; staff reports back to Sandy Hills.	NA	
Advocate for the expansion of on-demand transit services, such as UTA Via, in Sandy Hills.	MSD PDS; Sandy Hills Community Council; Sandy Hills Residents	4	Staff Time; Volunteer Time	Staff and residents continue to attend UTA meetings and participate in planning processes – voicing desire for expanded service.	UTA on Demand	

DRAFT

Transportation Goal 4: Engage in regional transportation planning and advocacy efforts.						
Objective T4.1: Educate residents on available programs and services.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Make efforts to promote available transit services over the Sandy Hills Community Council Website / Facebook and connect residents with information about riding.	UTA; MSD Communications Manager; Sandy Hills Community Council	1	Staff Time	MSD Staff prepares transit information for online distribution; checking with UTA for consistent messaging.	Transit Ridership Info Created for Kearns	
Make efforts to advertise available paratransit services on Community Council platforms and at major destinations, such as the Sandy Senior Center.	MSD Communications Manager; Sandy Hills Community Council; SLCo Aging & Adult Services	1	Staff Time	MSD Staff works with Aging & Adult Services to identify paratransit service; prepares and distributes online informational content.	Rides for Wellness	
Objective T4.2: Participate in regional transportation planning and advocacy.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Encourage resident participation in the 2022-2023 UTA Long-Range Plan.	Sandy Hills Community Council	2	Volunteer Time	Sandy Hills CC advertises UTA planning / outreach events at meetings and over social media.	UTA Long Range Plan and Newsletter Sign-Up	
Express support for the reformation of the Manual on Uninform Traffic Control Devices (MUTCD).	Sandy Hills Community Council	5	Volunteer Time	Sandy Hills CC joins NACTO's movement to reform the MUTCD; encourages residents to get involved.	NACTO: Making the MUTCD Work for Cities.	

DRAFT

This page intentionally left blank.

CHAPTER 4: RESILIENCE + INFRASTRUCTURE

CONTENTS

Section 4.1: Introducing the Community Resilience and Infrastructure Framework. (pg.120)

Section 4.2: What does the Sandy Hills Resilience + Infrastructure Chapter Contain? (pg.123)

Section 4.3: Existing Conditions. (pg.124)

Section 4.4: Community Feedback on Resilience and Infrastructure. (pg.164)

Section 4.5: Sandy Hills' Resilience + Infrastructure Vision. (pg.168)

Section 4.6: Resilience + Infrastructure Work Program. (pg.174)



Credit: James McMenamin, via Google Maps (2021).

DRAFT

SECTION 4.1: INTRODUCING THE COMMUNITY RESILIENCE AND INFRASTRUCTURE FRAMEWORK

FEMA Lifelines

"A lifeline enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security." (FEMA, 2019)

FEMA identifies community lifelines as those most critical services (or networks of services and assets), which support the day-to-day needs of a community. There are seven community lifelines, composed of smaller parts which keep the system working. These seven lifelines are:

1. Safety and Security
2. Food, Water, and Shelter
3. Health and Medical
4. Energy (Power and Fuel)
5. Communications
6. Transportation; and
7. Hazardous Materials.

FEMA focuses on this framework as applied to emergency management, recognizing that failure to stabilize lifelines after a disaster leads to adverse outcomes to community health, safety, and wellbeing. The Sandy Hills Resilience + Infrastructure Chapter examines these concepts more broadly, considering how to bolster infrastructure systems and community resilience even before disaster strikes.

You can learn more by reviewing FEMA's Community Lifelines Implementation Toolkit 2.0.

Preface

This Chapter deals almost exclusively with 'Wicked Problems'. Wicked Problems are characterized, generally, by these four things:

1. Incomplete or contradictory knowledge of the problem.
2. The involvement of many people (stakeholders) and opinions.
3. The large economic burden caused by the problem.
4. The interrelation between the problem and other problems (i.e. the inability to separate causes and effects).

By nature, Wicked Problems cannot be "solved", but can be improved with creative and multi-faceted approaches. This Chapter considers such Wicked Problems as digital divides, community health, environmental degradation, and inequity. These Wicked Problems through the lenses of resilience and infrastructure, described in more detail below. The aim of this Chapter and planning process is to create a space that empowers the community to consider and work toward addressing these challenges. You can learn more about Wicked Problems here.

What Does It Mean to be Resilient?

The Sandy Hills Resilience + Infrastructure Chapter builds upon a framework used by planners in the Kearns 2020 General Plan. Under this framework:

- Resilience is the ability for complex systems to change, adapt, and transform, in positive ways and within a reasonable time frame, following hardships and disasters (adapted from Davoudi, 2012).
- Systems include social ones, such as the relationships of people within a community to each other and to other people, as well as ecological ones, such as the interactions of animals, plants, climate, and people.
- The verbs "change, adapt, and transform" are used to convey that true resilience is when a system learns from and improves upon past experiences, rather than returning to a "normal" that may not have benefited everyone in the community equitably.
- 'Hardships and disasters' comprise a variety of short and long term, sudden or gradual, expected or unexpected, small or large, experiences like natural disaster, discrimination, pandemic, economic recession, digital revolution, autonomous vehicles, environmental degradation, cyclical poverty, and violence.

What is Infrastructure?

Infrastructure is the set of fundamental structures and facilities serving a society and enabling its operation. Infrastructure often calls to mind brick and mortar structures such as bridges, telephone poles, and stormwater drains. However, there is also digital infrastructure—services necessary to a society's information technology capabilities—including Internet access and reliability. And, there is social infrastructure, too: the assets that act as a conduit to bring people together and strengthen relationships. Social infrastructure includes schools, community groups, outdoor markets, coffee shops, libraries, parks, religious institutions, and other physical assets that create a culture of neighborliness, acceptance, and connection (Landau, 2019). Figure 4.2 shows how infrastructure was considered throughout this Chapter.

Figure 4.1 FEMA Community Lifelines.



Credit: FEMA, 2019.

DRAFT

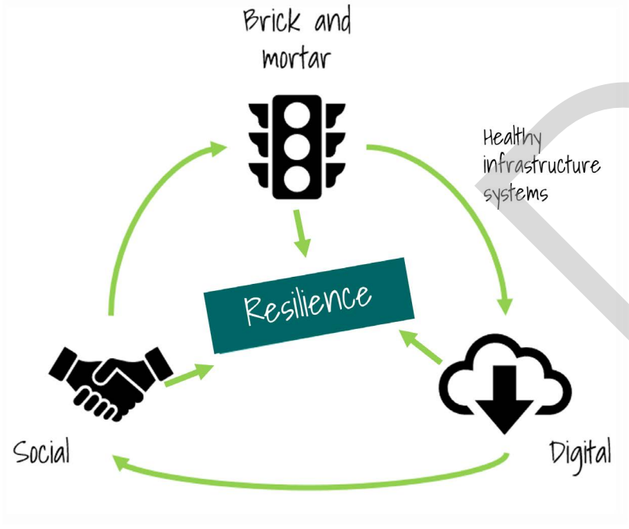
How are Infrastructure and Resiliency Connected?

Infrastructure and resilience are tightly related. Well maintained, high functioning infrastructure enables more resilient communities. Such communities have brick and mortar, digital, and social structures that support community members' everyday lives and improve their quality of life. Communities that plan are generally more resilient to change. Research has found that the best way to help communities cope with and recover from disasters is to support hazard and resilience planning BEFORE disaster strikes (Mercy Corps, 2019).

How? The planning process provides a space for communities to self-educate about their needs and desires and to discuss difficult, controversial, or complex topics. By going through the planning process, including both numerical data analysis and the gathering of the public's experiences, a community identifies its assets, opportunities, limitations, and threats. The community thus develops a realistic understanding of where it is currently and where it hopes to be in the future. This allows a community to maintain its strengths, realize its opportunities, transform limitations into assets, and mitigate threats – in essence, to develop its resilience.

This Chapter uses a comprehensive, multifaceted approach to infrastructure and resilience at the forefront of planning best practices. The Resilience + Infrastructure Chapter ties together the assets mentioned in the previous chapters of this Plan and applies the resilience framework to them, asking the questions: *resilience for whom, resilience of what to what, resilience for when, resilience for where, and why resilience?* (Meerow & Newell, 2016).

Figure 4.2 Resilience and Infrastructure Framework.



Credit: MSD Long Range Planning, 2022.

SECTION 4.2: WHAT DOES SANDY HILLS' RESILIENCE + INFRASTRUCTURE CHAPTER CONTAIN?

Contents

The remainder of this Chapter is divided into four main sections:

1. **Existing Conditions:** presents available data related to the existing state of infrastructure and resilience in Sandy Hills. Data examines social, digital, and brick-and- mortar infrastructure, as well as known hazards and community stressors.
2. **Community Feedback on Resilience and Infrastructure:** summarizes results from the April Resilience + Infrastructure Workshop, as well as and the General Plan Steering Committee Meetings that took place on this topic.
3. **Sandy Hills Resilience + Infrastructure Vision:** outlines the desired future for the community as it pertains to infrastructure systems and general resilience.
4. **Resilience + Infrastructure Work Program:** provides a recommended set of actions for implementing Sandy Hills vision as it relates to resilience and infrastructure.

DRAFT

SECTION 4.3: EXISTING CONDITIONS

SOCIAL INFRASTRUCTURE

What are Third Places?

The Theory of Third Places owes its existence and popularity to the urban sociologist, Ray Oldenburg. According to his Theory, there are three places of critical importance to humankind. These are home (the first place), work (the second place), and community (the third place). Unlike at home and at work, places of community allow us to put our worries, stresses, and deficiencies aside. Oldenburg describes Third Places as those places that, "host the regular, voluntary, informal, and happily anticipated gatherings of individuals beyond the realms of home and work" (Oldenburg, 2000).

Without Third Places, Oldenburg argues, life becomes nothing more but a shuttle from home to work and back again. Residents miss out on informal encounters with neighbors or chances to make new friends and acquaintances. They lack social and psychological support from their community, and they miss out on opportunities for relaxation and leisure (away from the responsibility of house chores or familial relationships).

So, what counts as a Third Place? Third Places take on many forms, from local bars and coffee shops, to the general store, to a public park or plaza. Residents in Sandy Hills notice a lack of community gathering places within their community and raised this as a concern during various engagement events. A few important Third Places near Sandy Hills include Flat Iron Mesa Park, the Sandy Library, the Sandy Senior Center, Crestwood Regional Park, and the various eateries, bakeries, and local shops surrounding the community. These spaces allow for informal public gathering and interaction. The Theory of Third Places reminds us that communities require more than housing and employment centers to be successful. We must invest in social infrastructure, including Third Places, to promote healthy and balanced lives for our residents

Figure 4.3 Theory of Third Places.



Credit: MSD Long Range Planning (2021), adapted from Personify Corp.

Civic Participation

Feeling empowered to speak up, to shape one's local community, and to have one's thoughts heard by leaders is an essential part of social infrastructure (Force, 2016). That sense of empowerment requires both the opportunity to get involved in the decision-making process and the presence of leaders and government officials who are accountable and trustworthy to their residents. Sandy Hills residents are served by an appointed Planning Commission, elected Council, elected Mayor, and volunteer Sandy Hills Community Council.

Salt Lake County Planning Commission: this seven-person body is appointed by the Mayor, with the consent of the SLCo Council. The Commission serves as an advisory body to the Council. Prior to an ordinance or General Plan being adopted or amended by the Council, the Planning Commission must hold a public hearing and provide a recommendation. Any resident of Sandy Hills may apply to sit on the Planning Commission. The body typically meets once per month, on Wednesday mornings.

Salt Lake County Council: the Council is the legislative body of the County and is the land use authority for Sandy Hills. The Council hears and makes decisions on ordinances, plans, and fiscal expenditures. The nine (9) Council members are elected and serve terms ranging from four (4) to six (6) years, depending on whether they were elected in a district or at-large. Council members serve part-time. Sandy Hills residents may run for election when seats are available, either at-large or as a representative of District 6. The Council typically meets every Tuesday evening. One member of the Council is also appointed to serve on the MSD Board of Trustees.

Figure 4.4 Residents and Members of the Sandy Hills Community Council Engage with Staff at the 2021 Land Use Workshop.



Credit: Wendy Gurr, 2021

DRAFT

Salt Lake County Mayor: the elected Mayor is considered the Chief Executive of Salt Lake County. While the Council adopts laws, the Mayor has the authority to issue executive orders. This position also oversees contracts and other executive branch matters. The Mayor is a full-time employee of Salt Lake County.

Sandy Hills Community Council: the Community Council is a volunteer group made up of residents of the Sandy Hills community. Although they do not hold land use authority, the County does encourage the Community Council to provide recommendation to the Planning Commission on land use matters. Additionally, the Community Council is responsible for outlining its project and service priorities on an annual basis and communicating those priorities to the Mayor and SLCo Council for use in budget preparation. The Sandy Hills Community Council, in its current form, has been meeting regularly since 2008. Learn more here: http://sandyhillscc.org/

Other Opportunities to Get Involved: in addition to sitting on the Planning Commission or Community Council, or running for election on the County Council, residents can volunteer on a number of projects or boards. Opportunities are posted on the Salt Lake County Website and range from volunteering at the animal shelter to serving on a parks board: https://slco.org/get-involved/

While residents have opportunities to get involved, few take advantage of them. Those who do engage in local planning and decision-making (most notably the Sandy Hills Community Council Board) invest a lot of time in representing their community. When residents encounter problems in their neighborhoods, or have inquiries about a project, they often ask those key community representatives first. The members of the Community Council can point residents in the right direction by sharing phone numbers for dispatch, promoting the MSD Citizen Problem Reporter, or organizing discussions at Community Council meetings.

For resident issues that need to be reported back to MSD or County staff, Sandy Hills relies on a Community Outreach Specialist hosted in the County Council's Office. The Community Outreach Specialist helps Sandy Hills relay important messages directly to the appropriate departments or staff members, who can then address those issues. This method of communication means that residents do not have to know with certainty which departments or agencies serve which roles in their community in order to find help; they can share information or report problems through one person (the Community Outreach Specialist) and follow-up with that person as needed.

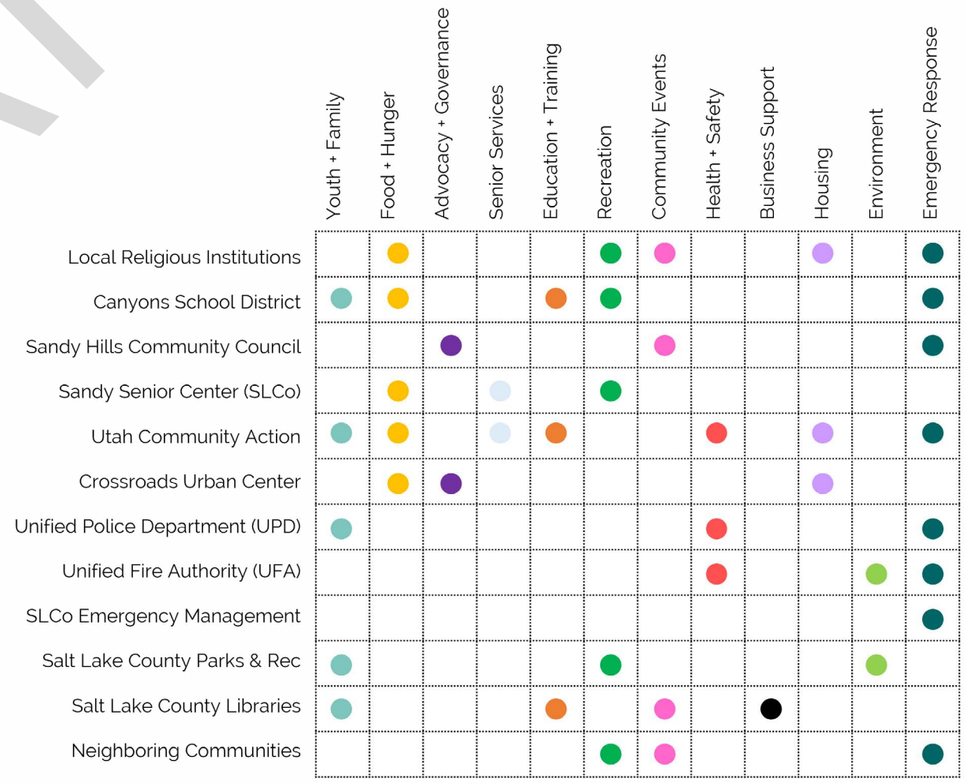
Inventory of Community Organizations

The Sandy Hills Community Council is the only local organization that is dedicated solely to serving Sandy Hills residents. However, several other regional organizations are active in the area and benefit community members. Figure 4.5 shows several organizations that were recognized as critical by the steering committee during the Resilience + Infrastructure Workshop. Each organization is matched with a series of dots that represent which service sectors that organization is active in.

Immediately recognizable in Figure 4.5 is the fact that only one organization is active in business support. The County Library offers occasional classes, printing facilities, and room rentals that can benefit business owners. However, business support is not the primary purpose of the County Library system. Other communities in the valley receive services from Chambers of Commerce or other organizations that can help with funding, networking, and training opportunities. For Sandy Hills residents, those services are largely out of reach (despite a large number of home businesses in Unincorporated Salt Lake County). It should be noted that Salt Lake County does have a department of Economic Development (SLCo Econ Development). However, SLCo Econ Development focuses on large-scale economic opportunities, such as managing redevelopment areas or helping fund the clean-up of environmentally degraded infill sites. Since Sandy Hills is largely built out and envisions remaining primarily residential, there are few opportunities to benefit from SLCo Econ Development services.

Alternatively, emergency response draws participation from several organizations, including Salt Lake County Emergency Management, UFA, UPD, local schools and churches, and the Community Council (Figure 4.5). Each of these organizations play a different role. Salt Lake County Emergency Management may lead emergency planning efforts, while UPD may be called to the scene when an incident occurs. Emergency planning and response will be explored in further sections of this Chapter.

Figure 4.5 Sandy Hills Community Organizations and Areas of Involvement.



Credit: MSD Long Range Planning, 2022.

DRAFT

Organizations, Listed.

Recognizing the shared missions and services provided by the organizations shown in Figure 4.5 will help the Sandy Hills community to leverage assets and identify existing needs and gaps in service. Please note that this list may not be exhaustive. Various regional organizations continue to support and engage with the Sandy Hills community, and others may have become active after the writing of this Plan.

Local Religious Institutions: there are several churches in the Sandy Hills area. Those closest in proximity are wards of the Church of Jesus Christ of Latter-day Saints (LDS). Churches have historically been involved in household emergency planning and emergency drills in the community. Additionally, local religious institutions tend to offer relief services to members, including emergency housing assistance or help with groceries. Some religious institutions in the region even offer food banks to the public.

Canyons School District: Sandy Hills is located near Peruvian Park Elementary, Silver Mesa Elementary, and East Sandy Elementary School, all of which are located in Canyons School District. The School District offers a number of community services including the summer food service program, youth summer camps (recreational), and online support to parents with remote learning and school navigation. Elementary Schools have previously held supplies related to emergency response (such as earthquake kits) and should be involved in any future emergency planning efforts.

Sandy Hills Community Council: Residents' voices in decision-making processes are elevated through the Sandy Hills Community Council (SHCC). The Community Council is a non-profit organization, composed of elected volunteers living in Sandy Hills. SHCC keeps residents informed on local issues and events, gathers feedback and concerns from residents, and shares the community's vision and preferences with service providers, including the County and MSD. The Community Council has historically taken the lead in local emergency management planning, recognizing that regional efforts are conducted by Salt Lake County Emergency Management.

Sandy Senior Center: the Senior Center is operated by Salt Lake County Aging and Adult Services. The Center offers a variety of recreational programs for seniors, as well as a daily lunch for a small donation. Newsletters from SLCo Aging and Adult Services directs community members to important resources and information, including classes on 'Dealing with Dementia' and warnings on Medicare Fraud.

Utah Community Action: Utah Community Action (UCA) is a nationally-recognized organization that provides six core programs: Head Start, Adult Education, Case Management & Housing, Nutrition, HEAT Utility Assistance, and Weatherization. In 2020, UCA provided 130,000 free meals for Utah youth and $7.3 million in resident rent relief. UCA also offered utility assistance to 17,657 households, including seniors, persons with disabilities, and families with young children. UCA offers a plethora of housing, food, and educational support for residents in Sandy Hills and beyond. Residents can learn more about UCA in their 2020 report.

Crossroads Urban Center: Crossroads Urban Center runs an emergency food pantry and a thrift store. The organization also advocates for actions at the state and federal level to fight poverty and preserve low income housing opportunities.

Unified Police Department (UPD): In addition to community policing services and emergency response, UPD offers a few services unique to youth and families. For example, several of the Department's precincts are official 'Child Safe Seat Inspection Stations'. Residents can make an appointment with their local precinct to have their child seat inspected for safety. UPD also offers general health and safety services, such as the prescription drug drop box, to cut down on misuse or illegal disposal.

Unified Fire Authority (UFA): Unified Fire Authority is active in the realms of health and safety and emergency response. The Authority also plays some role in environmental issues, particularly through its fire prevention education and HazMat Program.

Utah National Guard: the Utah National Guard assists state and federal authorities during times of emergency or war. Sandy Hills residents see the National Guard as an integral part of emergency response efforts, even though their role is quite limited. Utah's National Guard cannot act unless deployed by the Governor of the State of Utah, and services come with a hefty price tag.

Salt Lake County Parks and Recreation (SLCo Parks & Rec): SLCo Parks & Rec offers an abundance of recreation amenities from fitness centers, to ball fields, to trails, to recreation classes. In addition, SLCo Parks & Rec is responsible for some environmental management. For example, Dimple Dell Regional Park represents 630 acres of natural area that is under the management of Salt Lake County. Finally, the department also offers some youth and family services – an example includes the babysitter training course offered at various locations. Readers can learn more about SLCo Parks & Rec's impact in their 2021 Annual Report.

Salt Lake County Libraries (the County Library): the County Library offers extensive services in the Sandy Hills area. The closest branch to the community is the Sandy Library, located three (3) miles south of Country Square on 1300 E. In addition to books, movies, music, and a robust digital library for check-out, the library offers meeting spaces and maker spaces, including 3D printing. The County Library also provides several classes and activities at its branches including educational seminars, scavenger hunts, youth after-school and food programs, and English as a Second Language (ESL) courses.

Neighboring Communities: Sandy Hills also receives services from nearby municipalities. For example, Sandy City maintains Flat Iron Mesa Park. White City hosts events that are popular with Sandy Hills' residents. And the Sandy Amphitheater is one of residents' favorite summer destinations.

DRAFT

Events and Gathering Places

Community events are important for building connections between residents and raising awareness of a shared community and resources. At this time, Sandy Hills participates in one main event: *Mid-Summer Fun in the Sun*.

The event is a collaboration among several different Unincorporated Community Councils. It typically takes place at Crestwood Park in the middle of summer. Families are invited to come swim and eat for free. UPD and UFA also participate, allowing for discussion to take place between residents and service providers. During the pandemic years (2020-2021), this event had to be canceled, leaving few opportunities for residents to get to know one another. Staying engaged throughout the COVID-19 pandemic was a challenge for communities across the Salt Lake Valley.

Although there are few formal events currently, residents have noted that several places serve as informal gathering places (third places). See Figures 4.6 and 4.7 for more information. Not all of these locations are within Salt Lake County's jurisdiction. For example, Sandy City operates Flat Iron Mesa Park and the Amphitheater. This further emphasizes the importance of Sandy Hills engaging and collaborating with its regional partners. These spaces are critical to the Sandy Hills community; but the community is forced to rely on others to protect their interests.

Figure 4.6 Sandy Hills, Community Gathering Spaces.



Credit: SoaMaps.com, 2020.

Flat Iron Mesa Park: this park –immediately adjacent to Sandy Hills - is frequented by residents for evening strolls, tennis games, and family picnics. The park is owned and maintained by Sandy City. Small improvements, such as additional seating and a community bulletin board, could help formalize this space as an outdoor living room for residents of Sandy Hills and Sandy City.



Credit: Robert Fletcher, 2018.

Sandy Library: the Sandy Library is located just a couple miles from the heart of Sandy Hills. The branch is one of many operated by the Salt Lake County Library. It offers community meeting spaces, online and in-person media for check-out, readings and other family-friendly events, and services such as 3D printing. The Community Council holds its in-person meetings here, and bulletin boards provide opportunities for residents and organizations to advertise events.

Credit: MSD Long Range Planning, utilizing resident engagement (2021-2022).

Figure 4.7 Sandy Hills, Community Gathering Spaces, cont.



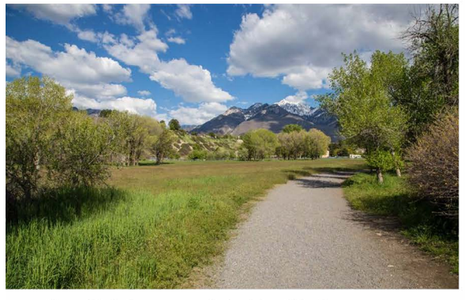
Credit: Sandy City, 2022.

Sandy Senior Center: several residents of Sandy Hills utilize the Sandy Senior Center, which is owned by Sandy City and operated by Salt Lake County Aging and Adult Services. The Center is open M-F to all residents aged 60 and above, as well as their spouses. Services include lunch (for a small donation), a plethora of language, art, and fitness classes, and special events. Transportation to and from the Center may be available upon request.



Credit: Sandy Arts, 2022.

Sandy Amphitheater: the Amphitheater (owned by Sandy City) has a capacity of 2,700 people. Sandy Hills residents frequently mention this outdoor venue as one of their favorite locations in the area. During the summer, the Amphitheater sees multiple shows a week. Unlike other locations that serve as community gathering places, it costs money to participate at the Amphitheater. This means that some residents will inevitably be excluded from this location as a gathering space.



Credit: Intermountain Health Care, 2022.

Crestwood Park: this park was mentioned by residents more than any other park except for Flat Iron Mesa. Participants in public engagement events praised the park's natural features. It is a popular place to walk, swim, play tennis, and relax. Crestwood Park is owned and operated by Salt Lake County, which means Sandy Hills has a greater influence over its management. The space is used for the Mid-Summer Swim Event each summer.

Credit: MSD Long Range Planning, utilizing resident engagement (2021-2022).

DRAFT

Community Health

Social Determinants of Health

Many people may not know that, in addition to biological factors, health can be impacted by social determinants. Social determinants of health include "the conditions in which people are born, grow, live, work, and age" and that influence health (Purpose Built Communities, 2019). The *Get Healthy Utah! Program* encourages communities to address health inequities by working to improve the social and environmental conditions that contribute to poor health outcomes. The Program promotes four key strategies for building better health for residents. These include:

1. **Collaboration**: working collectively across disciplines and public and private sectors to improve capacity and effectiveness of health programs while reducing redundancies and repeated efforts.
2. **Active Living**: encouraging residents to engage in daily physical activity by making improvements to the built environment that encourage walking, biking, and other forms of active transportation and recreation.
3. **Access to Healthy Foods**: adopting policies and formulating projects that improve access to healthy and affordable foods, making it easier for Utah residents to meet daily recommended intakes for fruits, vegetables, and other healthy foods that can reduce risk of disease and/or obesity.
4. **Mental Health**: improving mental health awareness and equipping residents with tools needed to be resilient in order to minimize the prevalence and/or severity of mental health-related problems in Utah communities.

Several of the actions included in Sandy Hills' Land Use, Transportation, and Resilience + Infrastructure Work Programs support the strategies identified by the *Get Healthy Utah! Program.* For example, the Transportation Chapter recommends several improvements for multi-modal transportation and promotes actions that encourage residents to walk, bike, and take transit. The *Get Healthy Utah! Program's* website offers a wealth of resources for residents related to active living, healthy eating, and mental wellness. Learn more here: https://gethealthyutah.org/.

Why is health data included in the social infrastructure section?

Planners, health professionals, activists, and researchers increasingly recognize that there is a link between social infrastructure and community health (Force, 2016 and Purpose Built Communities, 2019). Particularly, feelings of inclusion, safety, connectedness, and empowerment (or voice) lead to better health outcomes such as mental health, reduced stress (and therefore, reduced blood pressure), and less participation in risky activities, such as smoking. Conversely, the absence of social infrastructure can lead to negative health outcomes. Staff organized this section on health under the social infrastructure umbrella because the two are intrinsically tied. As Sandy Hills works to improve its social infrastructure, the community should experience small improvements in health indicators. These changes may take place slowly over time, but they will have lasting impacts on future generations of residents.

It is anticipated that Sandy Hills is a relatively healthy community. Compared to Salt Lake County as a whole, the community experiences higher household incomes and greater educational attainment (2021 Technical Assessment, see appendix). Both variables are tied to health outcomes. Unfortunately, community-specific health data is largely unavailable. Sandy Hills falls in two different zip codes and five different census tracts. Figure 4.8 displays health indicators for the area by census tract, showing large disparities between the different tracts in which Sandy Hills falls.

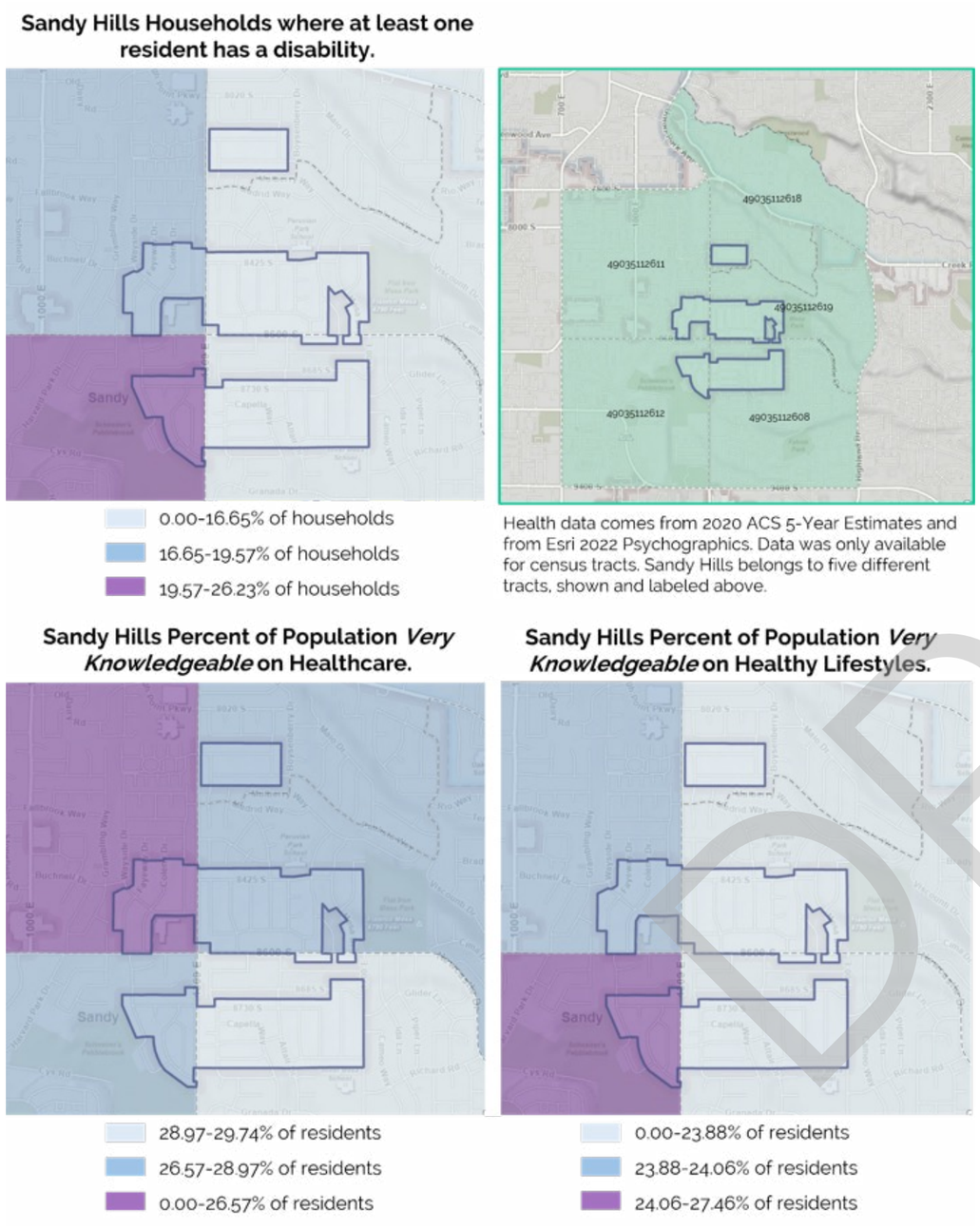
Figure 4.8 shows that anywhere between 0 and 26% of households in Sandy Hills could have at least one resident with a disability. Salt Lake County as a whole tends to have fewer persons living with disabilities than other parts of the United States (Healthy Salt Lake, 2020).

Additionally, the maps show variation in the percent of people who are considered "knowledgeable on healthcare". Regardless of the census tract analyzed, no more than 30% of residents were considered very knowledgeable on healthcare. At the County level, this could be paired with data showing preventative behaviors. For example, only 68% of Salt Lake County adults have a routine check-up with their doctors (Healthy Salt Lake, 2020). This percentage is lower than in other counties in Utah and is far lower than the national average. Greater knowledge of healthcare concepts and additional support in finding insurance coverage could encourage more residents to practice behaviors that reduce their health risks.

Finally, Figure 4.8 considers knowledge of "Healthy Lifestyles". This could cover a range of topics including nutrition, fitness, and mental wellness. Based on the census tract data, residents are even less knowledgeable on healthy lifestyles than they are on healthcare. In Salt Lake County, approximately 1 in 4 adults participate in regular physical activity (Healthy Salt Lake, 2020). However, County residents exceed in a number of other lifestyle choices such as getting sufficient sleep, using a seatbelt, and refraining from smoking (ibid).

DRAFT

Figure 4.8 Sandy Hills Health Indicators, by Census Tract.



Credit: MSD Long Range Planning, 2022 - utilizing ACS Data and Esri Psychographics by Census Tract.

DIGITAL INFRASTRUCTURE

Addressing the Digital Divide

The "Digital Divide" describes social and economic inequity in terms of access to, use of, or impact of information technologies and communications infrastructure (Penn State, 2021). Access to digital infrastructure (that is, the physical ability to access, the know-how to use, and the ability to afford service) is crucial to ensuring resident access to opportunities. For example, residents may use information and communications technology to complete homework assignments, research and apply to colleges, or submit job applications. More on the Digital Divide can be found in this guide from Penn State University.

Several entities are addressing the Digital Divide in Salt Lake County. At the start of the pandemic, Canyons School District received two grants to equip students with computing devices for long-term check-out and to subsidize the cost of hot-spots for at-home Internet access (Canyons School District, 2019).

Another organization working on this issue is the Salt Lake County Public Library system. SLCo Libraries released over 250 hot spots for check-out during the pandemic, and now has a working group that continues to explore solutions for bridging the Digital Divide in the Salt Lake Valley.

Utah Communities Connect (UCC) describes its mission as "advancing digital equity" in Utah (UCC, 2021). The group shares maps displaying digital equity variables across Utah. Their website also provides a list of local plans and strategies that have addressed digital equity, including the Salt Lake City Digital Equity Policy. In addition to maintaining online resources, UCC is active on-the-ground in communities, helping to host events which contribute to organizational goals (UCC, 2021):

- Highlighting needs and addressing opportunities in our communities to improve access to broadband, devices, and digital literacy training
- Bringing awareness to community members and stakeholders that could become digital inclusion advocates, and
- Creating organic opportunities to collaborate across sectors and support another.

The Sandy Hills Community Council and Salt Lake County can continue to close the Digital Divide by working with these partner organizations, communicating with residents about digital needs and preferences, and working to implement recommendations from the MSD Digital Infrastructure Assessment and Action Plan.

Digital Infrastructure is increasingly important for fostering interpersonal communications and connections and providing residents with economic and educational opportunities. During the COVID-19 pandemic, quality digital infrastructure became essential to community health and well-being, as residents shifted to remote work, online learning, virtual government meetings, and telemedicine. The pandemic has increased our reliance on digital infrastructure and underscored its importance for holistic community development.

DRAFT

MSD Digital Infrastructure Assessment and Action Plan

In 2021, the Greater Salt Lake Municipal Services District received $50,000 in EDA CARES Act funding to complete a Digital Infrastructure Assessment and Action Plan. This report was carried out for several of the MSD's member communities, including Unincorporated Salt Lake County. The report considers the elements that help contribute to an inclusive and equitable digital network, rather than focusing solely on the equipment and technology that delivers Internet (see Figure 4.9).

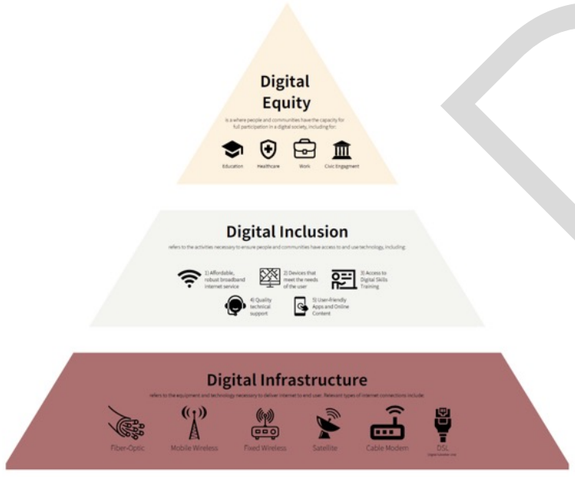
In the report, Salt Lake County was divided into an east and west portion, with Sandy Hills falling within the eastern assessment area. On average, only 4.34% of households in this area lack an Internet subscription. This was lower than in any other community assessed. However, eastern portions of Salt Lake County demonstrated low download and upload speeds. While speeds of at least 100 mbps download / 20 mbps upload are recommended, providers in eastern SLCo advertised a median speed of 61 mbps download / 6 mbps upload. This may change in the near future, with Google Fiber recently expanding into some Unincorporated communities in this area.

The Assessment and Action Plan provides several recommendations for Unincorporated Salt Lake County to improve its digital network. Key recommendations from the Plan are listed below. The Plan has not been adopted by Salt Lake County, but its content may prove useful in any future digital infrastructure initiatives.

- Planning for a cohesive infrastructure network, especially by implementing a "dig-once" policy.
- Partnering with staff and stakeholders to advocate for better service and connect residents with needed resources.
- Establishing a procedure for residents to report cellular or fixed wireless dead zones and share feedback on the digital network with the MSD and County.
- Utilizing available funding sources, including ARP and BEAD, to address gaps in the digital network.

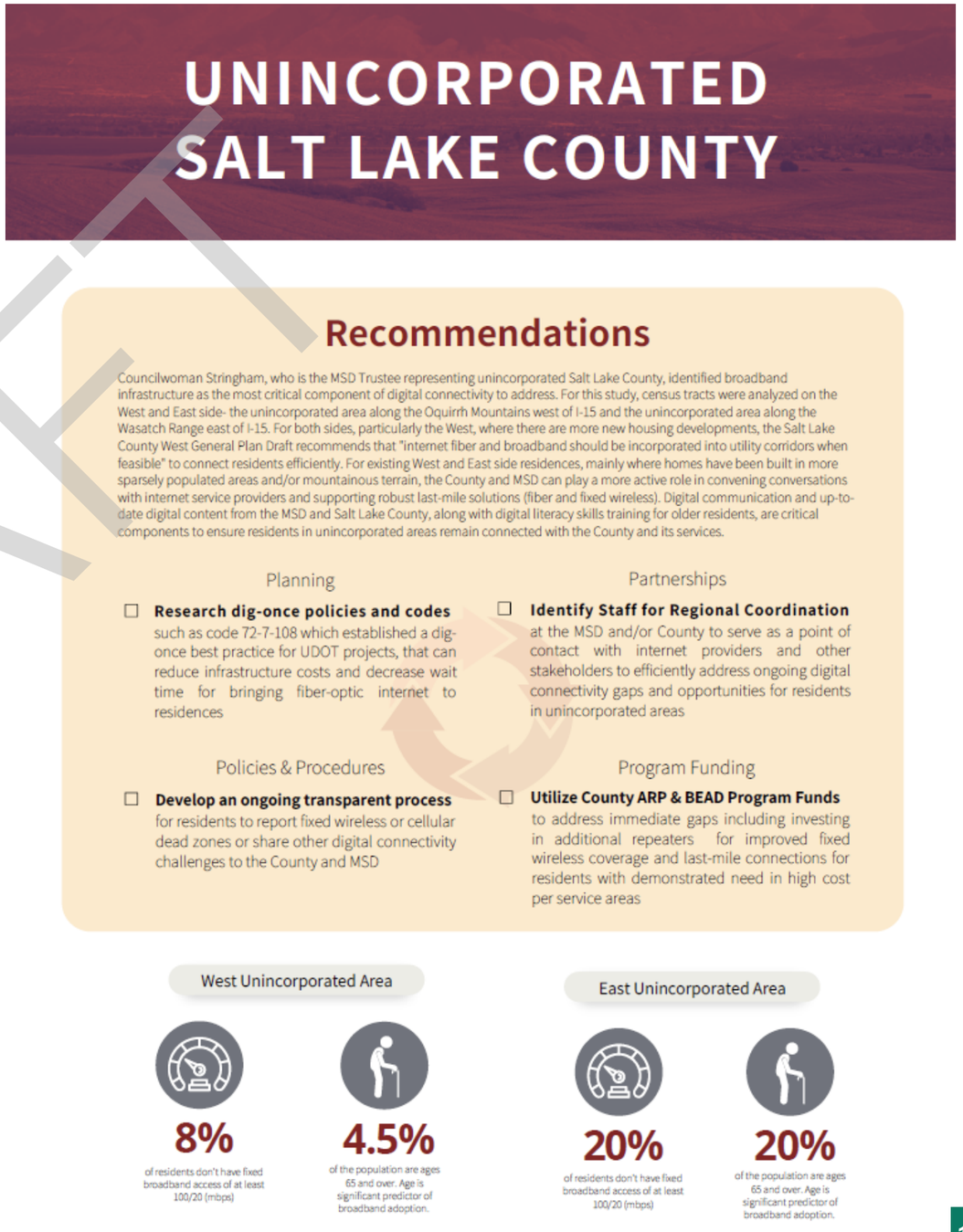
Learn more about the recommendations for Unincorporated Salt Lake County in Figure 4.10.

Figure 4.9 Hierarchies of Digital Connectivity.



Credit: Connected Utah, LLC. (2022)

Figure 4.10 Unincorporated Salt Lake County, Digital Connectivity Profile.



Credit: Connected Utah, LLC. (2022)

DRAFT

Communications

Sandy Hills residents have diverse communication preferences, which must be accommodated to encourage greater civic participation. In 2021, more than 1 in 10 households did not have access to a computer at home (Esri Community Analyst, 2021). These residents may need to be reached through non-digital means such as mailers, phone calls, or flyers posted in the community. On the other hand, one-fifth (1/5) of Sandy Hills' total population spends five or more hours online every single day. These residents likely rely on digital communications, including emails, social media, and web posts, to stay in the know. The challenge is to find methods of connecting with residents over multiple platforms so that no subgroup is excluded.

The top social media platforms utilized by residents in 2021 were Facebook, YouTube, and Instagram (Esri Community Analyst, 2021).



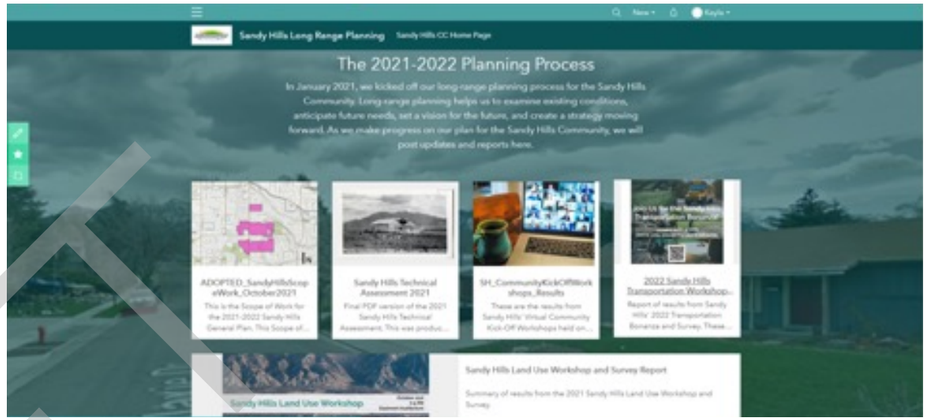
FormalandInformalMethodsofCommunication in Sandy Hills

Sandy Hills Community Council Website: The Community Council Website hosts information about the history of the Sandy Hills Community Council and contact information for its members. The website also includes a tab that directs residents to various service providers in the community, including UFA, UPD, Salt Lake County, and the MSD. While the site shows a calendar, it is rarely updated. Similarly, the minutes and agendas from Community Council meetings have not been regularly uploaded. Small improvements to this site could help draw more online traffic and make the content more useful to residents. Examples are shown in the 'Resources' column of the work program tables at the end of this Chapter. Because the Community Council is run by volunteers, it may be difficult to upkeep the website without the help of an intern or professional.

Sandy Hills Community Council Facebook Page: The Sandy Hills Community Council also operates a Facebook page, which posts every week or so. At the time of this writing, the page had thirty-nine (39) followers. The online posts are helpful, advertising events and ways to get involved in the community. However, the page does not link to the Community Council's Website, explain what the Community Council is, or outline when the body meets. The Facebook page would benefit from additional support so that it can be used to fully communicate with residents.

Sandy Hills Long Range Planning Website: In addition to the Community Council Website, Sandy Hills has a Long Range Planning Hub Site operated through the MSD. This website organizes Sandy Hills' various planning documents and initiatives, provides information on getting involved in planning processes, and shares valuable data and resources. All products that were prepared during the 2021-2022 General Plan process (including community engagement reports) can be found on the hub site (Figure 4.11).

Figure 4.11 The Sandy Hills Long Range Planning Hub Site.

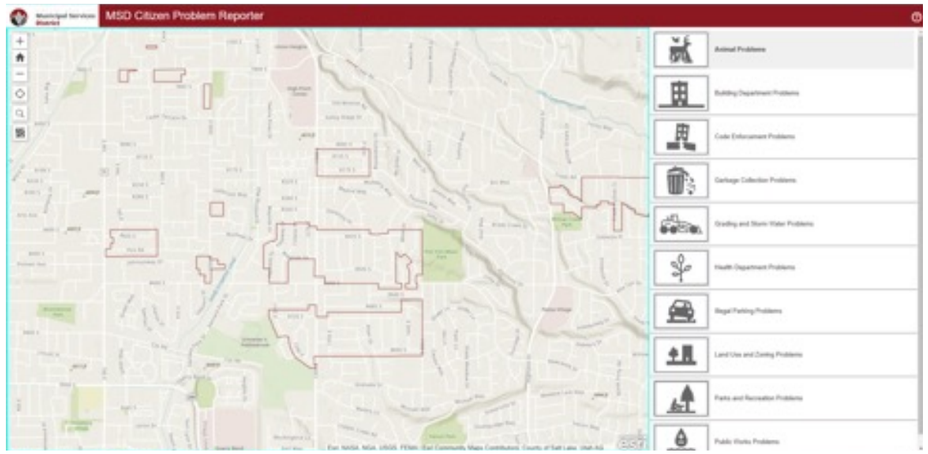


Credit: Greater Salt Lake MSD, 2022.

MSD Monthly E-Newsletter: At the beginning of every month, the MSD emails a newsletter to Mayors, community leaders, staff, and members of the public who have joined the mailing list. The newsletter highlights MSD projects from across Salt Lake County, answers frequently asked questions, and provides important event dates and announcements. Residents can join the e-newsletter mailing list by visiting this link.

MSD Citizen Problem Reporter: The Citizen Problem Reporter (Figure 4.12) allows residents in communities served by the MSD to report problems with code enforcement, maintenance, waste, parks and recreation, zoning and building compliance, or other issues. On the back end of the platform, MSD staff can see the location of reported issues and track progress toward compliance. The Citizen Problem Reporter provides residents with a mechanism for communicating directly with staff and local leaders regarding the problems they see in their communities. Try using the short link: bit.ly/msd-cpr!

Figure 4.12 Screen View of the MSD Citizen Problem Reporter Tool.



Credit: Greater Salt Lake MSD, 2022.

DRAFT

Salt Lake Valley Emergency Notification System (ENS): Sandy Hills receives emergency management services from Salt Lake County. The County participates in an emergency notification system through the Salt Lake Valley Emergency Communications Center. The system has the ability to send emails, text messages, and telephone notifications alerting residents to emergency situations or critical public safety information. Only land-line phone numbers are automatically registered in the ENS. Any cellular phones or email addresses must be registered. Many residents may not be aware of this service; they should be directed to register on the ENS Website.

Local TV, Radio, and Journal News Services: Sandy Hills residents may also receive communications from local TV, radio, or journal news sources. The Salt Lake Tribune, Deseret News, and KSL remain popular for journal news and classifieds, while KUTV, ABC4, and Fox13Now provide on-air coverage. Several radio stations cover the Greater Salt Lake area, including Sandy Hills.

BRICK AND MORTAR INFRASTRUCTURE

America's Aging Infrastructure

Infrastructure is critical to the continued success of the economy and wellbeing of residents. Roads and bridges allow for the transport of goods and people. Broadband networks support e-commerce and communications. Electric grids sustain production and allow residents to cook dinner at night or tune into their favorite shows. As a society, we rely heavily on this system of infrastructure. But what happens when that system fails? Most of the United States' critical infrastructure was built several decades ago and has not received the investment needed to maintain it (Council of Foreign Relations, 2020).

The American Society of Civil Engineers (ASCE) gave Utah's overall infrastructure system a C+ grade in 2020; this means that the state's infrastructure is "mediocre and requires attention" (ASCE Utah Report Card, 2020). Even so, Utah's infrastructure is rated better than any other state in the nation (Canham, 2021). While our roads, bridges, and transit scored well on the report card (B+), our canals (D+) and levees (D-) received low scores (ibid).

It is estimated that there are between 5,300 and 8,000 miles of canals throughout the State of Utah; many of these were constructed over one-hundred years ago and have not been maintained, due to dwindling local funding or a lack of data about the canals' design, construction, and condition (ibid). There is a history of canal failure in Utah, with the most recent example being the North Jordan Canal through Murray in 2013 (ibid). These failures can lead to flooding, property damage, and loss of life. There are two unnamed canals and/or ditches running west and south of Sandy Hills, meaning that this statewide problem is also felt in the local community.

While there are no levees present in Sandy Hills, their essential function of holding back flood waters, impacts the entire region. The failure of levees along the Jordan River, for example, could lead to flood damage in Salt Lake City, where many residents commute to work. Like Utah's canals, the levees were constructed long ago and data on conditions is not always available. The future success of our communities may depend on upkeeping and updating these aging infrastructure systems. Where the funding for such updates would come from is yet unclear.

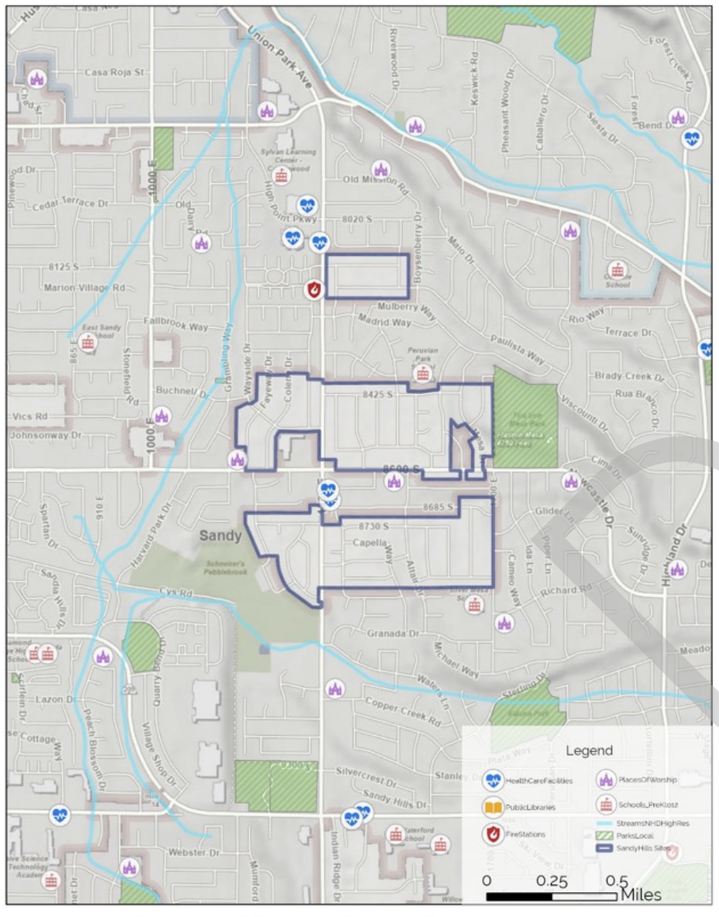
DRAFT

Critical Facilities

Figure 4.13 identifies critical facilities in and around the Sandy Hills Community. These facilities include important natural features, as well as schools, places of worship, medical facilities, and fire stations. Such places are considered critical because they provide essential functions to the community and play an important role during emergencies. FEMA defines the following location categories in emergency management (FEMA Glossary, 2021):

- Points of Distribution: "Centralized locations in an impacted area where survivors pick up life-sustaining relief supplies following a disaster or emergency."
- Shelter: "A place of refuge that provides life-sustaining services in a congregate facility for individuals who have been displaced by an emergency or a disaster."
- Staging Area: "The location where resources can be placed while awaiting a tactical assignment."

Figure 4.13 Sandy Hills Map of Critical Facilities.



Credit: MSD Long Range Planning, 2022

Emergency preparedness in Sandy Hills requires identifying and distributing information pertaining to points of distribution, shelters, and staging areas. Based on the Map of Critical Facilities (Figure 4.13), the following locations are proposed. Before these are fully integrated into Sandy Hills' emergency planning, the community should talk to each organization and/or property owner to understand the degree to which they are willing to participate and any limitations that may exist.

Points of Distribution:

The LDS Church, Alta Heights Branch. The LDS Church is generally known for its emergency preparedness and role as a resource for various neighborhoods. This facility is located in the center of Sandy Hills, near the intersection of 8600 S and 1300 E. Although space is limited for a shelter or staging area, it could serve as a facility from which to distribute medications, food, water, and other supplies. It is located nearly equidistant between Peruvian Park and Silver Mesa Elementary Schools (both identified as potential shelters).

Church of the Valley. Church of the Valley is located nearby in the Country Square shopping plaza. Although likely to be a less known location to residents, the space still offers potential for the distribution of resources. Abundant surface parking in the Country Square Plaza could even make this an adequate location for a drive-thru point of distribution.

Shelters:

Peruvian Park Elementary School. The school is centrally located adjacent to the Sandy Hills community. It would serve well as an emergency shelter since most residents are familiar with the location. The new facility, currently under construction, is being built to withstand earthquake and other natural disaster. Additionally, the fields behind Peruvian Park may be used for staging areas, including information distribution.

Silver Mesa Elementary School. Unlike Peruvian Park Elementary, this building is not newly renovated. However, it still offers ample space, and the surrounding fields and parking lots allow for a large staging area. Access in and out of the Elementary may be less convenient, due to several surrounding cul-de-sacs and curving roads. However, many residents are likely to be familiar with the location, making it a good place for congregating during an emergency.

Staging Areas:

The two elementary schools previously described are the preferred staging areas for the Sandy Hills community. Flat Iron Mesa Park offers a secondary option.

Flat Iron Mesa Park. Flat Iron Mesa Park is located on a main road (8600 S) and offers several acres of flat, grassy field in two sections (lower and upper). Although the upper part of the park may be more difficult to access, it could be used for staging. Bathrooms with running water already exist on the site, along with paved pathways that branch out into adjacent residential streets. A paved parking surface offers plenty of space for emergency vehicles. There is a water tower in the park that may be at risk of flooding in the event of an earthquake; because of this, the community prefers the two elementary schools for staging (as described above). However, Flat Iron Mesa Park can serve as a secondary location if flooding is not an issue.

DRAFT

Important Infrastructure and Service Providers

Medical Facilities:

There are no medical facilities located in Sandy Hills at the time of this writing. However, several facilities exist just outside of the unincorporated area's boundaries. Those facilities are shown in Figure 4.13. Services range from mental health and addiction counseling to physical therapy and urgent care. Several family practice physicians are also active in the area. Although these services are within close proximity via vehicle, few can be accessed by residents through transit, walking, or biking.

Roads and Sidewalks:

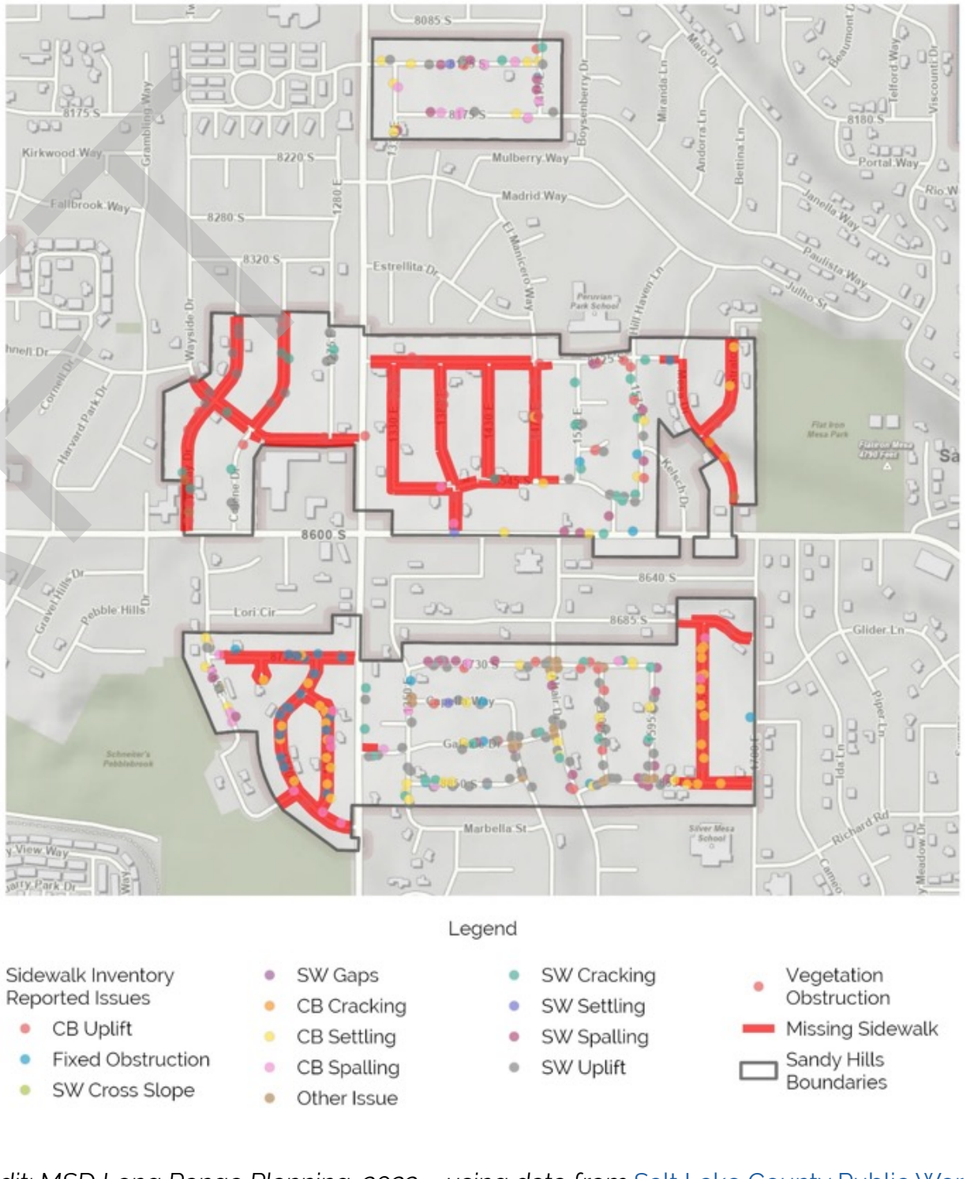
There are approximately 10.4 miles of roads running through Sandy Hills. While residential streets are primarily maintained by Salt Lake County, arterials such as 8600 S and 1300 E share jurisdiction with Sandy City. Residents seem generally satisfied with street paving in their neighborhoods but did have complaints about sidewalks and storm drains.

Several of Sandy Hills' original neighborhoods were built without sidewalk. The County has retroactively been working to add sidewalks in and improve existing sidewalks, especially in areas where a lot of children are walking to school (such as around Peruvian Park and Silver Mesa). Salt Lake County Public Works maintains an online, interactive map that shows sidewalk conditions and gaps in the existing sidewalk network (see Figure 4.14). A significant portion of Sandy Hills' central island is still missing sidewalk. The County requests funding through the budgeting process and grant applications on an annual basis to complete segments of the network. Sidewalks are critical to residents who use them for walking to school, walking to bus stops, accessing daily needs, visiting neighbors, and strolling for recreational purposes.

Salt Lake County Public Works, Operations and Engineering: In general, Public Works Operations is contracted to maintain existing streets, sidewalks, and storm drains in Unincorporated Salt Lake County – including pothole patching, sweeping, and asphalt overlays. Operations also provides snow plowing on public streets. Residents are responsible for keeping their sidewalks clear from snow. Public Works Engineering helps plan, design, find funding for, and build new or improved infrastructure projects within the right-of-way (including new roads, sidewalks, and storm-drain facilities). Salt Lake County recently added a tool for residents to use in reporting road and street light issues. Check it out here: https://slco.vueworks.com/citizenrequestportal. It is important to note that many streets and sidewalks relied on by residents fall within Sandy City's jurisdiction rather than the County's.

Greater Salt Lake Municipal Services District, Code Enforcement Team (MSD Code Enforcement): MSD Code Enforcement is responsible for maintaining communities through the enforcement of municipal codes. Code enforcement for Unincorporated Salt Lake County is complaint-based, meaning that officers respond to violations when a complaint is made (usually by phone or through the MSD Citizen Problem Reporter). Code Enforcement must follow due process to resolve issues with residents, balancing private property rights and empathy for individuals with the needs of the larger community. A Salt Lake County Council Member represents Unincorporated County (including Sandy Hills) on the MSD Board of Trustees.

Figure 4.14 Public Works Interactive Map, Sidewalk Conditions.



Credit: MSD Long Range Planning, 2022 – using data from Salt Lake County Public Works

DRAFT

Sewer and Water:

Water Quantity: Sandy Hills receives its culinary water from the Jordan Valley Water Conservancy District (JVWCD). JVWCD obtains eighty percent (80%) its water from three reservoirs (Upper Provo River Reservoirs, Jordanelle Reservoir, and Deer Creek Reservoir) and twenty percent (20%) from groundwater sources accessed through wells (Jordan Valley Water Conservancy District, 2021). These sources are replenished with precipitation, and particularly by snow melt. During the writing of this document, Utah was experiencing a severe drought leading to dry soils (and shrinking groundwater sources) and reduced snowpack. An article released by the Salt Lake Tribune in January of 2021 reported that the state had only received 56% of its average precipitation for the studied time period (Maffly, 2021). Without precipitation and runoff from the spring's melting snowpack, reservoirs and groundwater sources cannot replenish. This leads to water scarcities and forces local governments to implement policies to reduce water usage. As the climate continues to change, drought years may become more frequent, placing increasing pressure on local communities to mitigate adverse impacts and adapt via policies and programs that promote water-wise practices. Strategies applicable to Sandy Hills are outlined in this Chapter's work program.

Water Quality: JDVWCD publishes annual reports of water quality. In the latest report (2020), the District's water was compliant with the Environmental Protection Agency (EPA)'s standards for the concentration of contaminants in water (JDVWCD, 2020). Continuous monitoring helps to ensure that drinking water is safe for area residents. Local governments, activists, researchers, and water providers also collaborate to ensure that water is protected at the source. This includes regulating recreational activities near water sources, educating the public on the potential household contaminants and runoff, and advocating for water-wise practices (those practices that reduce water waste by using only what is absolutely needed).

Sewer: The Cottonwood Improvement District (CID) serves a population of 130,000, which includes Sandy Hills residents. Every day, CID collects eight (8) million gallons of wastewater and pumps it to the Central Valley Water Reclamation facility for treatment. That facility treats 50-60 million gallons of wastewater daily, returning treated water to the Jordan River (CVWRC, 2021). As wastewater and liquid food waste undergo the anaerobic digestion process during treatment, the CVWRC captures methane gas and uses it to produce energy to power part of the facility operations (CVWRC, 2021). Additionally, a portion of incoming biosolids are separated and combined with woodchips to produce compost available for purchase by the public (ibid). The facility was originally constructed in the 1980s, but since has been updated to meet changing Department of Water Quality (DWQ) requirements and increase capacity.

- Jordan Valley Water Conservancy District (JVWCD): provides culinary water service to Sandy Hills. Water provided by JVWCD comes from four sources: the Upper Provo River Reservoirs, Jordanelle Reservoir, Deer Creek Reservoir, or groundwater (harvested through wells). Sandy Hills does not currently have representation on the JVWCD Board of Trustees.
- Cottonwood Improvement District (CID): collects and treats wastewater in areas covering portions of Cottonwood Heights, Sandy, Murray, Midvale, and Unincorporated Salt Lake County, including Sandy Hills. Wastewater collected by CID is sent to the Central Valley Water Reclamation facility to be cleaned and treated; it is then discharged into the Jordan River.

Stormwater Infrastructure and Management:

In Salt Lake County, stormwater is discharged to several impaired water bodies, including the Jordan River, Little and Big Cottonwood Creeks, Mill Creek, Emigration Creek, and Parley's Canyon Creek (Salt Lake County, 2018). Impaired water bodies are defined as water bodies that are not meeting their designated beneficial use (recreation, drinking water, wildlife, etc.) due to pollution, sedimentation, or other human-induced conditions (Utah DEQ, 2021). To reduce pollution of these water bodies, the County must follow best practices in the management of storm water. The County has focused primarily on education and outreach as a method to discourage illicit (forbidden / outside of the scope of the stormwater permit) discharges and improve resident care of regional water bodies (ibid). In addition, the County monitors priority stormwater drains in dry weather to check for illegal discharges; prioritized drains may include those in commercial or industrial areas, upstream of sensitive water bodies, located in areas with older infrastructure or with a history of illicit discharges, or in areas with onsite sewage disposal systems (ibid). Because there are ordinances in place making illicit discharge illegal, enforcement can be brought upon perpetrators.

Other ways to better manage stormwater and maintain and/or improve the quality of our water bodies include limiting development in areas susceptible to erosion (such as on high slopes), minimizing disturbance to native vegetation and soils, and protecting existing wetlands, sensitive water bodies, and natural areas (Salt Lake County, 2018). Information on stormwater management can be found in the Salt Lake County Stormwater Management Plan (SWMP).

- Salt Lake County Public Works, Operations: Salt Lake County Public Works Operations maintains storm drains throughout Unincorporated Salt Lake County, including Sandy Hills. The department hosts a 24-hour emergency number for street flooding or other emergency issues related to storm drains: (385)468-6101.
- Greater Salt Lake Municipal Services District, Stormwater Team (MSD Stormwater): MSD Stormwater is responsible for reviewing Stormwater Pollution Prevention Plans (SWPPP) and ensuring compliance with Best Management Practices (BMPs) for stormwater. The team is heavily involved in new construction but may also inspect existing properties that seem to be in violation of stormwater management best practices. Sandy Hills is represented on the MSD Board of Trustees through a Salt Lake County Council Member.

Waste Management Infrastructure:

Sandy Hills receives waste management services from Wasatch Front Waste & Recycling District. The District collects waste, recycling, and compost and brings it to one of three facilities: the Trans Jordan Landfill or Salt Lake Valley Landfill (waste) and Rocky Mountain Recycling.

- Trans Jordan Landfill (Type 1 Facility): The Trans Jordan Landfill has served the Salt Lake area since 1958. It spreads an area over 190 acres in size. The Landfill participates in a methane-recovery program through a partnership with Granger Energy (Trans Jordan, 2021). The Landfill has an expected remaining capacity of 10,300,926 tons and an expected remaining lifespan of 18 years (Utah DEQ, 2020 A). Post-closure, the land will be properly covered, revegetated, and repurposed to serve a use consistent with the South Jordan Future Land Use Map (ibid). The City's most recent future land use map depicts this area as transitioning to a mix of residential, employment center, and recreational uses (City of South Jordan, *2020).*

DRAFT

Salt Lake Valley Landfill (Type 1 Facility): The Salt Lake Valley Landfill began taking waste in 1993. It extends nearly 450 acres. In more recent years, the landfill has begun to produce compost certified by the U.S. Composting Council (UCC). The Salt Lake Valley Landfill has a remaining capacity of 29 million tons and an anticipated remaining lifespan of 25 years (Utah DEQ, 2020 B). Post-closure, the site is anticipated to be properly covered and revegetated to support native wildlife and passive recreation uses, as well as environmental stewardship through educational signage (ibid).

Rocky Mountain Recycling: Rocky Mountain Recycling has been in business for over 20 years. While the company is based in Salt Lake City, it provides services in eleven states including Utah. Rocky Mountain Recycling reports recycling tens of thousands of tons of materials per month and receiving significant press attention for its positive environmental impact (Rocky Mountain Recycling, 2021). There is no available data about the lifespan of Rocky Mountain Recycling's facilities.

Wasatch Front Waste and Recycling District (WFWRD): collects and hauls trash, yard waste, and recyclables for more than thirteen communities in the Salt Lake Valley, including Sandy Hills. A Salt Lake County Council Member represents Sandy Hills on the WFWRD Board of Trustees.

Emergency Response:

Sandy Hills is served by both the Unified Police Department and Unified Fire Authority, who respond to emergencies within the community. Facilities for these entities are located in nearby municipalities: Cottonwood Heights (UFA) and Midvale (UPD). The fire station depicted in Figure 4.13 (Critical Facilities Map) serves Sandy City. However, through collaborative emergency management and hazard planning, the facility could serve as a resource during a disaster event.

The Unified Police Department (UPD): serves Sandy Hills's law enforcement needs through its Southeast Communities division. This division also serves White City, Granite, Willow Canyon, and Willow Creek. The precinct office is located in Midvale, approximately four miles from the Sandy Hills community. Sandy Hills has representation on the UPD Board through a Council Member and the County's Chief Administrative Officer.

The Unified Fire Authority (UFA): provides fire and emergency response services, including life support, rescue, hazardous materials and bomb response, code enforcement and plan review, emergency management, and education and certification in CERT, EMT, and wildfire fighting. UFA operates on an Interlocal Agreement with member communities, including unincorporated Salt Lake County. The two closest fire stations are Station 113 – Snowbird in Little Cottonwood Canyon and Station 116 – Wasatch in Cottonwood Heights. Sandy Hills has representation on the UFA Board through both a Council member and Deputy Mayor of the County.

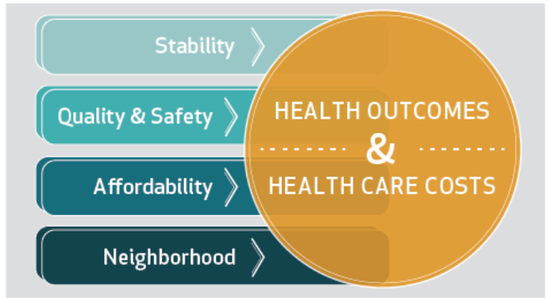
Housing Conditions

Housing is a critical component of the brick-and-mortar infrastructure system. Sandy Hills' housing units fill residents' essential need for shelter. Additionally, research shows that the affordability, quality, and stability of an individual's housing (as well as the location of that housing) is intricately tied to that individual's mental and physical health (Taylor, 2018). For example, individuals struggling with housing affordability may have to cut out other essential expenditures (such as food or healthcare) in order to stay in their home. Homes with poor ventilation or leaky plumbing are associated with other adverse health outcomes, like asthma (ibid). You can learn more about the relationship between housing and health here.

There were an estimated 725 housing units in Sandy Hills in 2020, only 10 of which were vacant (Community Analyst, 2020). The vast majority of Sandy Hills' residents own their place of occupancy, and owner occupation has increased over time (Figure 4.16). That pattern is expected to continue through 2025.

About 73 percent of owner-occupied housing units have housing debt, while about 27 percent of owner-occupied housing units have no mortgage (Community Analyst, 2020). 18.7 percent (nearly 1 in 5) of owner-occupied households with a mortgage pay more than 30 percent of their household income on housing costs (Community Analyst, 2020). By paying over 30 percent of their income on housing, those households are considered cost-burdened. Cost-burdened households have limited "rainy day" funds and are at-risk for being unable to keep up with housing payments or to pay for emergency expenses.

Figure 4.15 Connection Between Housing and Health.

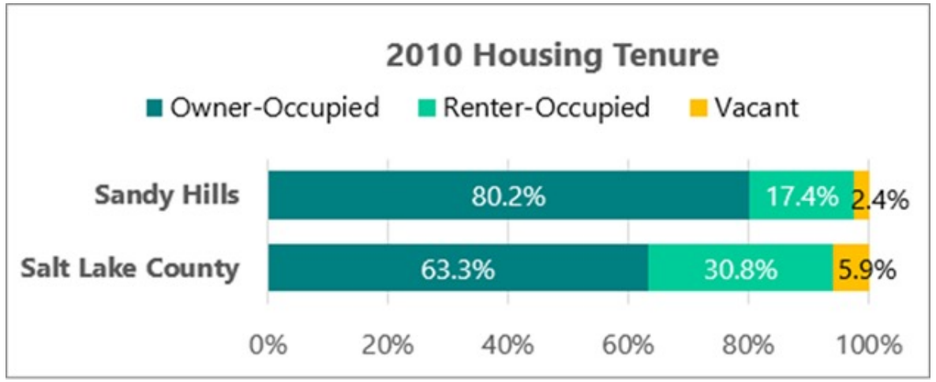


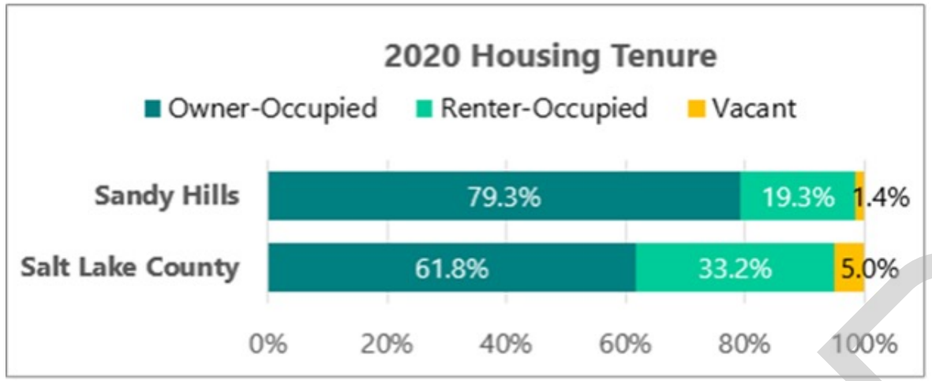
Credit: Taylor, 2018 – adapted from Gibson et al. 2011, Sandel et al. 2018, Maqbool et al. 2015, and Braveman et al. 2011.

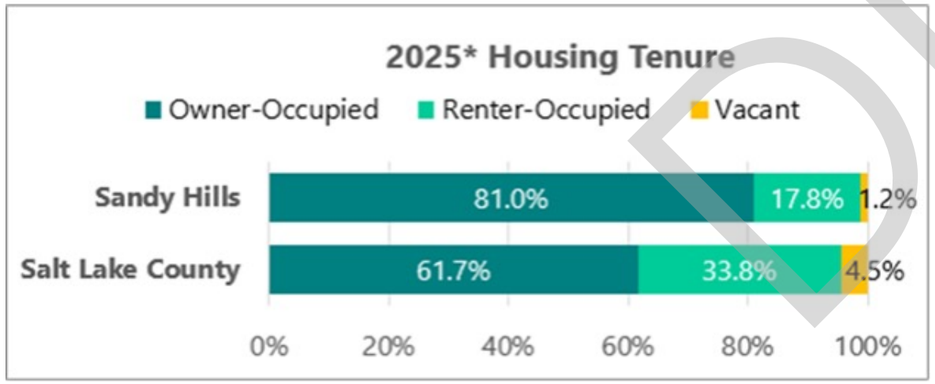
In 2020, Median gross rent for the 101 renter-occupied households was $1,686 dollars per month (Community Analyst, 2020). With utilities, most rental households would pay about $1,936 per month; to afford that rent, yearly household income would need to be at least $77,440. 41.7 percent of rental households are cost-burdened, paying more than 30 percent of their income on housing costs (Community Analyst, 2020). Owner-occupied housing units have a median value of $346,415, with the vast majority (76.2 percent) valuing between $250,000 and $500,000 (Community Analyst, 2020). With Salt Lake County's in-demand housing environment, values will likely continue to increase.

DRAFT

Figure 4.16 Sandy Hills Housing Tenure (2010, 2019, and 2025*).







*Credit: MSD Long Range Planning – using Community Analyst, Housing Profile for Sandy Hills (2021). *2025 data is projected using Esri Community Analyst.*

Because Sandy Hills' housing stock is aged, the community is at greater risk for disaster damage due to unreinforced masonry, and long-term impacts due to lead paint. Homes built prior to 1975 are unlikely to meet modern seismic codes. The use of unreinforced masonry in construction puts these buildings at greater risk for earthquake damage. Three hundred and eighty-five (385) units, or 54.5 percent of the housing stock, were built between 1970 and 1979 (Community Analyst, 2020). Another 149 units, or 21.1 percent, date from before 1970 (Community Analyst, 2020), and these are likely unreinforced masonry structures. Only 2.2 percent of housing units (16 units) have been constructed in the most recent decade (Community Analyst, 2020).

Lead paint was commonly used in U.S. homes up until 1978. Over 75% of Sandy Hills' housing stock was built at a time that lead paint could have been used. If the home has not been properly cared for, lead may still be a risk today.

At least 21.1% of Sandy Hills' housing units were built prior to modern seismic codes. If the masonry on these homes has not been reinforced, they are likely to experience greater damage in the event of an earthquake.

When lead paint enters the bloodstream, particularly through inhalation (perhaps as a child chews on a toy with lead paint dust particles on it), it is absorbed into the bones and stays there, accumulating over time (Salt Lake County, 2021). Elevated lead levels in the bloodstream can cause damage to the brain and nervous system, slow growth, lead to behavioral issues, and cause other permanent ailments (ibid). Households can reduce risk of exposure by:

1. Having their home tested for lead paint at the time of purchase.
2. Frequently and thoroughly cleaning the home, especially after remodeling or other activities that may cause disturbance to old layers of lead paint.
3. Working to mitigate risk by assessing conditions and making repairs to windows, door jams, and other surfaces as needed. Salt Lake County offers lead-paint mitigation at no cost for qualifying households. Check out this link for more information: https://slco.org/lead-safe-housing/qualify-for-free-services/services/.

In addition to these hazards, residents may need assistance with general maintenance of their homes over time, especially as they age. In July 2022, the MSD put a housing survey out to residents of Kearns, Magna, and Unincorporated Salt Lake County. At the time of the writing of this plan, 78% of Unincorporated residents had answered that "Keeping up with home repairs / maintenance" was the biggest housing challenge they were facing. There are a few resources currently available to Sandy Hills residents to help with these needs:

Assist: provides emergency home repairs to low-income households and persons with disabilities.

Community Development Corporation of Utah: offers loan and grant programs to support residents in home improvements, including health and safety repairs and energy efficiency upgrades.

Utah Community Action – Weatherization Program: assists low-income residents with utility bills and weatherization upgrades to improve the comfort of their homes.

DRAFT

Figure 4.17 Household Cleaning Tips for Lead Poisoning Prevention.



Credit: Salt Lake County Housing & Community Development, 2022.

DRAFT

This page intentionally left blank.

HAZARDS AND STRESSORS

Liquefaction

Liquefaction describes a phenomenon wherein loosely-packed, water-logged sediment near the ground surface loses its strength in response to ground shaking (earthquake). When liquefaction occurs beneath buildings, it can cause severe damage as the ground and foundation become unsteady. Several locations within Salt Lake County, most notably along the Jordan River, have high liquefaction potential. These areas are at greatest risk in an earthquake event. Fortunately, Sandy Hills is further east and higher up on the bench, where liquefaction potential is low. The community is most likely to experience damage from the ground shaking itself, especially if the earthquake originates on the east side of the Valley.
You can read more about liquefaction here: https://www.usgs.gov/faqs/what-liquefaction.

Natural Disaster Concern

3 out of 4 participants at the Sandy Hills Resilience and Infrastructure Workshop said they were 'Very Concerned' about natural disaster – including earthquake, wildfire, and flooding.

Emergency Management

Located in a major metropolitan area, immediately adjacent to a fault line, and surrounded by a range of habitats from desert landscapes to alpine forests, Sandy Hills is subject to several hazards. The Salt Lake County Hazard Mitigation Plan explores various emergency threats for the County and makes several recommendations for mitigation. The Plan, last updated in 2019, identifies the top five hazards for the County as:

1. Earthquake: Sandy Hills is located just miles from the Wasatch Fault, which follows the foothills of the Wasatch Mountain Range. The community is likely to feel ground shaking during an earthquake event. Fortunately, Sandy Hills has a low liquefaction potential (Salt Lake County, 2019). Damage is most likely to come from ground shaking and not from the secondary hazards caused by earthquakes.

Medium Probability / High Impact *

2. Flooding: Floods in Sandy Hills are most likely to occur due to urban development (buildings, streets, parking, and other pavement) preventing precipitation from infiltrating back into the ground. Excess runoff can accumulate and overwhelm storm drain systems, leading to flood conditions. Sandy Hills is not located in the flood plain, so the community has a lower risk of flooding. Residents have expressed some concern over the large water storage tank located in Flat Iron Mesa Park. If damaged by an earthquake or other event, the tank could potentially release waters and flood nearby homes.

High Probability / Medium Impact *

3. Severe Winter Weather: Severe winter weather can include a range of conditions, from freezing temperatures to heavy snow events, to ice storms. Weather may lead to hazardous driving conditions, power outages, or health concerns from exposure to cold temperatures. All of Salt Lake County is at risk for severe winter weather, with the most severe impact typically felt closer to the benches of the Wasatch Mountain Range.

High Probability / Medium Impact *

3. Severe Weather: Severe weather includes windstorms, heavy rain, lightning, hailstorms, fog, and extreme heat. Any of these conditions can affect Sandy Hills. The community's location within an urban area makes it particularly vulnerable to extreme heat, exacerbated by a multitude of paved areas and fewer park spaces. The shaded portions of Flat Iron Mesa Park provide a relief from the heat for nearby residents.

High Probability / Medium Impact *

3. Severe Winter Weather: Wildfires are most likely to be experienced along the Urban-Wildland Interface (UWI). These are areas where development is pressed up against natural, undeveloped areas such as forests, Canyons, or even natural spaces within an urban area (such as Dimple Dell Regional Park). In addition to damage caused by the fire itself, fires can present a hazard through diminished air quality. Poor air quality due to smoke can occur even when a fire is located a far distance from Sandy Hills. Sandy Hills is located far enough west from the UWI that the community is unlikely to be directly impacted by fire.

High Probability / Low Impact *

**Probability and Impact Ratings are derived from the SLCo Hazard Mitigation Plan. The ratings are provided for the County as a whole and do not reflect the exact likelihood of an event or its potential impact in Sandy Hills.*

In addition to identifying the probability of an event occurring and its likely impact, the Hazard Mitigation Plan explores several actions which could be taken to reduce risk. A few of relevance to Sandy Hills include:

- Develop and Implement a Water Conservation Plan;
- Develop and Implement Public Education Programs on Disaster Awareness;
- Enhancement and Expansion of Green Space;
- CERT and Other Related Programs;
- Remove debris and vegetation from floodway and drainage structures through a systematic maintenance program; and
- Retrofit critical facilities and infrastructure to withstand earthquakes and other geologic hazards.

In an emergency, Sandy Hills is served by Salt Lake County Emergency Management. However, the community has expressed interest in writing and maintaining its own CERT (Community Emergency Response Team) Plan. Efforts were started a few years ago in collaboration with local schools, churches, and the Sandy Hills Community Council. However, supplies that had been assembled and drills that had been organized have not been maintained. The Work Program at the end of this Chapter outlines Sandy Hills' desire to revisit their CERT planning and formalize an actionable emergency operations plan in the event of an emergency.

DRAFT

Be Ready Utah Program

Be Ready Utah is an emergency preparedness campaign run through the Utah Division of Emergency Management (DEM). The campaign raises awareness about emergency events and the importance of being prepared. The campaign website, BeReady.utah.gov, hosts a myriad of emergency planning resources for individuals and families, schools, businesses, and even communities. The campaign encourages its audience to participate in all four of its tenets of preparedness.

Emergency Preparedness

3 out of 5 participants at the Sandy Hills Resilience and Infrastructure Workshop (2022) reported that they had a household emergency plan.

Figure 4.18 Four Tenets of Emergency Preparedness.



Credit: Adapted from Be Ready Utah Family Preparedness Series (2022).

Lasting Impacts of the COVID-19 Pandemic

The COVID-19 Pandemic has taught many communities what it means to be resilient. Following the end of the pandemic, there will be no previous 'normal' state to return to. COVID-19 has inevitably altered the world in ways that will remain even once the virus disappears (Harvard Kennedy School, 2020; UChicago, 2020; BBC, 2020). Sandy Hills must adapt to and learn to thrive in the conditions left in the wake of the pandemic. What long-term impacts are expected or already visible?

1. **Demand for public space and other amenities close to home (BBC, 2020).** Widespread lockdowns that occurred in the early part of the pandemic emphasized the need for services and amenities close to home. In Utah, demand for local outdoor recreational amenities particularly increased; for example, trail usage in Utah County was 30%-40% higher on average in 2020 compared to 2019 (GNAR Network, 2020). While closures and travel restrictions caused visitation to ski resorts, national parks, and other popular tourist destinations to decrease, residents fled to local outdoor recreation infrastructure.

   If trends toward remote working continue, communities may find that they must invest in trails, greenways, parks, and recreation spaces in order to attract and retain residents. As residents increasingly seek out recreational opportunities close to home, Salt Lake County will need to invest in its parks, open spaces, and trail networks. Sandy Hills and SLCo Parks & Rec may need to look for ways to connect existing parks and open spaces in order to form a larger greenway network and provide more access to area residents.

2. **Increased telecommuting, shrinking demand for office space, and new home designs to accommodate remote work (BBC, 2020).** In response to the pandemic, as of June of 2020, 42% of the U.S. Labor Force was estimated to be working from home full-time (Wong, 2020). This trend is expected to continue (ibid). While remote work has benefits, such as less emissions from transportation, location independence (job opportunities less limited by geographic location), and lower company overhead costs, there are also challenges. Remote working can exacerbate the digital divide, as described later in this section. In addition, the majority of the population now shifting to remote work (telecommuting) previously worked in offices in urban centers (Wong, 2020). With a move to remote working, demand for office space may decrease, and the population of workers in urban centers may decrease with it, leading to an inability to support restaurants, retail, services, and other businesses that previously relied on that population. Finally, telecommuting is changing interior design needs. It is expected that many will seek to retrofit their homes or buy homes that have an office space or other nook conducive to remote work (BBC, 2020). With telecommuting expected to remain a critical component of the U.S. economy, communities should focus on programs and incentives that expand opportunities to work from home – whether that be increased broadband access and reliability, support for home occupations, or integration of essential services and amenities into neighborhoods.

DRAFT

Lasting Impacts of the COVID-19 Pandemic Continued. . .

3. **Exacerbated digital divide as remote learning and working become more prevalent (UChicago, 2020).** Shifting to digital learning and working can have several benefits. However, the shift can also be detrimental for those who do not have access to quick, reliable Internet, or the equipment needed to access the Internet and working / learning platforms (computers, webcams, microphones, etc.). Traditionally, access to broadband Internet and tech equipment has been disproportionately distributed as described in previous sections ("the digital divide"). Urban communities tend to fare better than rural communities, while higher-income neighborhoods receive better access than lower-income neighborhoods (Stelitano, Doan, Woo, Diliberti, Kaufman, & Henry, 2020). There are still households in Sandy Hills without Internet service at home, and those who have service do not always have access to high speeds. Fiber Optic Internet is especially limited in the community, although that is changing with the recent infiltration of Google Fiber. As the world moves toward a future that relies heavily on remote learning and telecommuting, the community will need to continue to address inequities in access and leverage programs to expand Internet coverage, availability of technology, and training in using various equipment and software. Additional information can be found in the MSD Digital Infrastructure Assessment and Action Plan.

4. **Greater gender inequalities in the workforce (Landivar, Ruppanner, & Scarborough, 2020).** COVID-19 has had the effect of worsening existing inequities, not excluding gender inequities. Women have been burdened by the pandemic in three main ways (Landivar, Ruppaner, & Scarborough, 2020):

    - They disproportionately serve as the front-line or essential workers most likely to be exposed to and contract COVID-19.
    - Women are more likely to work in industries that have experienced economic distress during the pandemic.
    - Due to school and day-care closures, women are taking on the role of caregivers and performing increasing amounts of domestic work.

    Research has shown that women are more likely to be unemployed than men during the pandemic, that mothers are more likely than fathers to exit the labor force or be unemployed, and that in heterosexual couples where telecommuting is an option for both parents, mothers have reduced their working hours to a greater extent than fathers (ibid). Women are being disproportionately burdened by COVID-19 when it comes to labor force participation. The community may need to take extra note of women's and especially mothers' needs during this time and formulate programs to serve these members of the population.

5. **Uncertainty and fear influencing consumer behavior (Bauer, Broady, Edelberg, & O'Donnel, 2020).** When the pandemic started, one immediate response from U.S. households was a reduction in spending and an increase in saving. In April of 2020, the personal savings rate for U.S. residents rose to its highest level in history (34 percent) (Bauer, Broady, Edelberg, & O'Donnel, 2020). Savings rates remain elevated, especially for higher-income households (ibid). The increase in savings is attributed both to lower spending and to federal transfer payments (ibid). Many researchers expect that lower spending and greater savings will continue for a few years following the end of the pandemic; this is largely because of households' uncertainty about economic conditions and fear about whether it is safe to travel, eat out at restaurants, or visit crowded destinations (BBC, 2020).

6. **Lack of government funding and need for adaptive and creative solutions for providing services (Harvard Kennedy School, 2020).** A decrease in spending, paired with failing businesses and less revenue from user charges (like parking fines) has resulted in financial hardship for local governments (Harvard Kennedy School, 2020). Simultaneously, State revenue streams are decreasing due to limited tourism and the loss of dollars typically generated from regional drivers like airports, sport stadiums, and conventions (ibid). While these things also affect federal government to some degree, state and local governments are more impacted because they are forced to balance their budgets each year and cannot borrow indefinitely. Extreme financial stress on local and state government may lead to lay-offs and a reduced offering of services. Although Utah as a whole has fared better than most other U.S. States during the pandemic (SLCo Economic Impact Information Portal, 2020), Sandy Hills should still be prepared for financial hardship. If cutting County services becomes necessary due to budget constraints, residents should be consulted through the Community Council to determine which services are essential and which the community can do without.

Note that this list is not exhaustive. At the time of this writing, the long-term impacts of the pandemic are still uncertain. Sandy Hills and Salt Lake County must be continuously alert to the effects that COVID-19 is having on the population and quality of life and must diligently work to respond to the changing needs and desires of the community.

DRAFT

Why is Utah's Air Quality Worsening and What Can Residents Do?

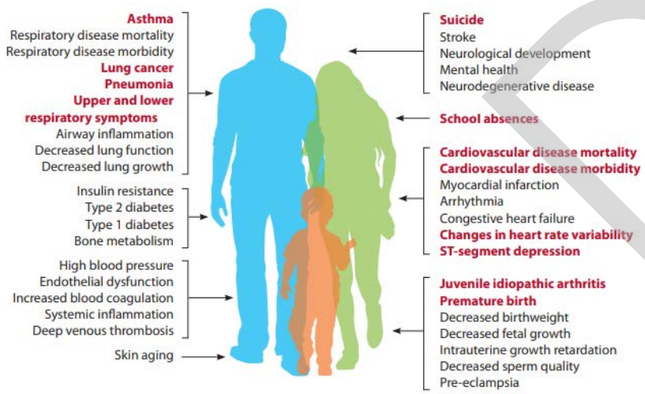
Air quality has been a persistent concern in the Salt Lake Valley (Ou, et.al, 2020). Ozone (O3) and small particulate matter (PM 2.5) are particularly high due to a mix of industry, automotive travel, and area sources, such as development and agriculture (Heal Utah, 2020). Ozone tends to impact Utah most heavily in the summer, when nitrogen oxides (NOX), volatile organic compounds (VOCs), heat, and sunshine react to form an invisible pollutant that hangs in the atmosphere and impacts lung health (Heal Utah, 2020). Small particulate matter is an issue in the winter, when temperature inversion traps polluted air in the valley, leading to unsightly and unhealthy levels of pollutants (ibid). Poor air quality can affect residents' health in several ways. See Figure 4.19 to learn more.

What is causing Utah's air quality to worsen? Several factors are responsible for worsening air quality in Utah. For starters, Utah is experiencing the fastest growing population of any state. New construction projects kick dust up in the air, while more and more residents are driving to employment centers and back home again putting particulate matter into the atmosphere. In addition, severe drought conditions are affecting the state. Drought leads to more wildfires, which fill the air with smoke. Drought and the diversion of water are also causing shrinking water levels in the Great Salt Lake. The lake's exposed bed releases dust and toxins into the air when met with wind.

What can residents do? There are several actions Utahns can take to improve their air quality. Examples include:

- Advocate for compact, walkable development that allows residents to access daily needs without driving.
- Support Electric Vehicle (EV) infrastructure and the adoption of cleaner vehicle technologies.
- Retrofit home appliances, such as water heaters and furnaces, to be more energy efficient.
- Refrain from burning wood (fireplace or stove) during winter inversions.

Figure 4.19: Health Impacts of Poor Air Quality.



Credit: Kem C. Gardner Policy Institute, 2020. Conditions highlighted in red have been explored in recent Utah studies. It is important to note that impaired air quality can lead to new health conditions or exacerbate existing conditions.

Changing Environmental Conditions

In 2020, the Kem C. Gardner Policy Institute released its *Utah Roadmap: Positive Solutions on Climate and Air Quality*. This report explores climate data relevant to the state to determine how changing environmental conditions are impacting Utahns. Figure 4.20 reveals a myriad of impacts ranging from temperature to water availability, to hazards, and health outcomes. These impacts can be either 'mitigated' or 'adapted to'. *Mitigation* describes acts that reduce the severity or magnitude of something. For example, reducing vehicle emissions can mitigate air quality problems caused by particulate matter in the air. *Adaptation* describes actions or a process that results in something being better suited to its situation. For example, limiting water consumption helps residents adapt to Utah's drought conditions by extending the lifespan of the water supply. The action does not stop the drought nor limit its severity, but it does help residents to continue thriving in spite of the drought.

Sandy Hills and Air Quality

During the 2021 Kick-Off Workshops, residents of Sandy Hills expressed that they want to preserve their community's air quality. Sandy Hills benefits from its location along the bench of the Wasatch Mountains, which enjoys relatively higher air quality than other parts of the Valley.

Figure 4.20: How are Environmental Conditions in Utah Changing?

Health Impacts	Declining Snowpack	Warmer, Drier Conditions	Extreme Weather Events
• Impacts disproportionately affect children, the elderly, and those with chronic health conditions. • Higher levels of dust, allergens, and other pollutants worsen respiratory diseases like asthma. • Higher temperatures increase the range of disease-carrying insects and raise the rates of heat stroke and cardiovascular, respiratory, and kidney diseases. • Water-borne infections can rise as temperatures rise.	• Snowpack in some places decreased nearly 80% between 1955 and 2013. • Decreasing snowpack levels, combined with warmer spring weather, compromises Utah's water supply, 80% of which come from melting snowpack. • Warmer winters cause shorter ski seasons, greater utilization of snow-making equipment at Utah resorts, and increased avalanche risk.	• Forests are more susceptible to disease and pests, such as bark beetles, as drought reduces the ability of trees to defend themselves. • Wildfires are more frequent, more intense and larger, affecting land, property, and human health. • Heat stroke and dehydration are amplified in urban settings where paved surfaces store and reflect heat. • Algae blooms are common.	• Flash floods are increasing, up six-fold over the past 20 years. • Smoke from wildfires worsens air quality throughout the state. • Winter storms are becoming less frequent, but more intense. • Extreme events can damage public infrastructure, interrupt business, and affect agricultural production.

Credit: Figure based on data from The Utah Roadmap (Kem C. Gardner Policy Institute, 2020).

DRAFT

Special Considerations

It is important to understand that the changes addressed in the previous sections will impact different people in different ways. While some industries may prosper as a result of growing online sales, other industries may become obsolete. Individuals may be harmed or benefited at various scales based on their age, race, income, gender or other socioeconomic conditions. Table 4.21 shows how groups of residents in Sandy Hills may be disproportionately impacted by sudden events or long-term changes. The community can take steps to support these groups before, during, and after major stressors to limit disproportionate burdens.

Strategies for Meeting the Needs of Diverse Groups:

- **Work with community partners to assess and address needs.** Recognizing that local and regional partners have already built relationships with and programs to serve diverse populations, Sandy Hills can continue to support its residents by supporting these organizations and inviting partners into decision-making processes.
- **Engage all groups in planning and decision-making processes.** The work program of this Element identifies several strategies for engaging with populations that do not typically attend planning events or Community Council meetings. Emphasis is placed on different groups' communication styles and the need to adjust efforts to reach these groups. Empowering residents to share their voice and plan for their future will help ensure that decisions do not unfairly burden one group over another.
- **Learn from and share successes with other communities. Sandy Hills can gain insight from successful resilience and infrastructure initiatives in other communities.** Sandy Hills and Salt Lake County could also become leaders in resilience and infrastructure planning, sharing 'lessons learned' and innovative ideas with local and regional partners who serve a broader community.

Table 4.21: Sandy Hills Residents and Potential Disproportionate Impacts.

Category	Number and Percentage of Residents or Households	Example of Disproportionate Impacts
Population under 18	551 (26%)	Children are often reliant on adults for care, which can place them at higher risk during emergencies or high-stress events. Individuals in this age group may not be able to drive yet and may need an adult's help during a forced evacuation. Furthermore, the health care needs of children differ from that of adults.
Population over 65	342 (16%)	Seniors in the community may be difficult to reach during an emergency. Individuals may not frequently use cell phones or the Internet. As a result, this group may miss important communications regarding earthquakes, fires, or other emergency events. Underlying conditions, such as mobility impairments or social isolation, may make it harder for this group to relocate or find help in an emergency. Individuals may also need additional medications and medical assistance.
Population Speak English Less Than "Very Well"	12 (< 1%)	Spanish, Indo-European, and Asian and Pacific Islander languages are spoken by Sandy Hills' residents. Language barriers could make it more difficult for these residents to prepare for and respond to a disaster. Creating guides and communications in multiple languages can help address this gap. It may also be helpful to have translators available at shelters or points of distribution.
Households with 1+ Person with Disability	119 (17%)	Persons with disabilities may have a wide range of needs depending on the nature of the disability. Someone with a mobility disability may need help evacuating. Persons with visual or speech impairments may need resources translated to braille or ASL so that they can stay informed.
Population with No Health Insurance	249 (12%)	This group may resist seeking medical care, even when its needed, due to concerns about cost. For example, during the COVID-19 Pandemic, residents without access to health care were less likely to get tested and vaccinated – even though these interventions were free to residents (Forbes, 2021).
Households in Poverty	17 (2%)	Households living in poverty may be at greater risk of hazard exposure and may have less ability to prepare for hazards. For example, during the COVID Pandemic, many lower-income households had individuals working on the frontlines in the service industry. Those individuals may also have struggled to stockpile food during this time or purchase personal protective equipment (PPE).

Credit: MSD Long Range Planning, 2022 – using Community Analyst 2021 data.

DRAFT

SECTION 4.4: COMMUNITY FEEDBACK ON RESILIENCE + INFRASTRUCTURE

SWOT and APAE

The SWOT and APAE analyses were part of the Community Kick-Off Workshops held on February 18th and April 1st, 2021. In total, twelve (12) community members attended these virtual workshops. The full workshop results are available in the Appendix of this General Plan. Many of the challenges and opportunities that participants identified during the SWOT and APAE activities pertained to resilience and infrastructure. Table 4.22 shows major SWOT and APAE themes related to this Chapter.

April 2022 Resilience + Infrastructure Workshop

The *Resilience + Infrastructure Workshop* took place on April 28th, 2022 over Zoom. Six (6) members of the public attended. The event included:

- A staff presentation of the General Plan process and resilience and infrastructure framework.
- An activity where residents shared their stories regarding an emergency / hardship and how they responded to or overcame the event.
- A discussion of Sandy Hills' resilience and infrastructure opportunities and challenges.
- Three polls to gather participant input on existing conditions.
- A visioning and word cloud activity to understand community priorities related to resilience and infrastructure actions.

Figure 4.23 on the next spread displays major themes from the workshop.

In addition to the group discussions, three polls were conducted during the workshop. Not all participants responded to these polls. The questions and responses were as follows:

1. *How concerned are you about Utah's drought conditions / the availability of water?*

   100% of participants (n=4) responded that they are 'Very Concerned' about drought conditions and the availability of water.

2. *Who do you lean on when faced with a challenge?*

   100% of participants (n=5) answered 'Friends and Family'. Other choices available included Neighbors / Geographic Community, Online Community, Myself / I don't have or want to lean on anyone, and Other.

3. *How concerned are you about natural disaster (such as wildfire, earthquake, or flooding)?*

   75% of participants (n=3) answered that they were 'Very Concerned' about natural disasters in their area. One respondent answered that they were 'Somewhat Concerned'.

Table 4.22: SWOT and APAE Results - Resilience and Infrastructure Focus.

Category	Theme
Strengths	**Neighborliness:** overall, participants felt that Sandy Hills was a tight-knit community where neighbors look out for one another. They cited instances where neighbors shoveled each other's sidewalks or watched over a home while the owner was away. This relates to the community's social infrastructure.
Weaknesses	**Infrastructure:** public engagement participants were concerned about missing or broken sidewalk, inadequate street lighting, and overgrown storm drains. This relates to Sandy Hills' brick-and-mortar infrastructure; poorly maintained infrastructure can make it more difficult for a community to respond to and recover from emergencies.
Opportunities	**Improve Community and Regional Communications:** participants recognized the need to enhance regional coordination and encourage resident participation in planning processes. They noted that improved communications could help them achieve this goal. This item relates to digital infrastructure.
Threats	**COVID-19 Pandemic:** participants felt threatened by loss of employment and services, diminishing community gathering places, budget concerns due to loss of revenue, and an increasingly digital world because of the pandemic. This item speaks to Sandy Hills' ability to adapt and show resilience in the face of hardship.
to *Achieve*	**Quality Infrastructure:** participants emphasized the need for additional sidewalk, lighting, signage, and improved Internet service. They saw both brick-and-mortar and digital infrastructure as critical in meeting resident daily needs / preserving quality of life.
to *Preserve*	**Air Quality:** the community identified its air quality as being better than in other places of the Valley. They wanted to preserve this and in later engagement events, identified reducing vehicle emissions as one method of doing so. Air quality relates to Sandy Hills' 'Changing Environmental Conditions'.
to *Avoid*	**Fiscal Burden:** several participants complained about expensive studies that did not produce results, or inefficient use of funds (such as when a road is torn up for utilities shortly after it has been re-paved). The community wanted to avoid undue financial burden by thinking strategically about investments. In Sandy Hills, this relates primarily to brick-and-mortar infrastructure, which requires extensive funding for construction and maintenance.
to *Eliminate*	**Abandoned, Dilapidated, or Unmaintained Properties:** participants emphasized the need to eliminate existing vacant, dilapidated, and unsafe properties. They cited illegally parked vehicles, absentee landlords, unkempt lawns, and dying street trees as issues in need of additional regulation and enforcement. However, several of these issues may relate to aging housing stock or populations struggling to keep up with maintenance their properties. This largely relates to brick-and-mortar infrastructure and 'Disproportionate Impacts' experienced by different members in the community following hardship.

Credit: MSD Long Range Planning, 2022.

DRAFT

General Plan Steering Committee Meetings

Three General Plan Steering Committee Meetings were held to address the Resilience + Infrastructure Chapter. Presentations and recordings from these meetings are available at bit.ly/lrp-sandyhills.

May 19th, 2022: At the May meeting, staff presented results from the Resilience and Infrastructure Workshop. GPSC members had the opportunity to ask question or provide additional input. After reviewing the public engagement results, the GPSC started working on their goals and objectives for this Chapter.

June 16th, 2022: In June, the GPSC reviewed its drafted goals and objectives and provided input on proposed work program tables. Staff also introduced the InDesign layout for the General Plan document and asked for feedback from the committee.

July 21st, 2022: July marked the final meeting of the General Plan Steering Committee. Committee members provided feedback on the General Plan Chapters as drafted, including the Resilience + Infrastructure Chapter and relevant vision statements. Other items discussed included community code enforcement and the County Community Council Liaison. At this meeting, the GPSC gave approval for staff to move the Plan forward to the adoption stage.

Figure 4.23: Resident Feedback from the 2022 Resilience and Infrastructure Workshop.

Social Infrastructure:

- The community relies on religious organizations, Sandy City, and County departments, for most social services.
- Recreational amenities and local and regional events bring people together.
- Community members recognize a need for self-reliance in the face of an emergency. To achieve that, additional education may be needed, especially to socially-isolated community members.
- Not all residents are impacted the same way when it comes to emergency response, or their experience of the built environment.

Digital Infrastructure:

- Community members, including the Community Council, recognize the need for additional online presence and social media outreach (digital content for civic participation).
- New technologies may help us better adapt to crises. For example, drone technology could be leveraged to deliver medical supplies.
- Several critical service providers can only be reached through the Internet or over the phone (i.e. 9-8-8, 2-1-1).

Brick-and-Mortar Infrastructure:

- Jordan Valley Water Conservancy District was recognized as a service provider that is going above and beyond for the community.
- Changes to services can be disruptive and leave residents with a lot of questions or concerns.
- Missing or poorly maintained infrastructure has the greatest impact on ageing populations, persons with disabilities, and groups that cannot drive.
- School and church buildings serve essential functions as staging areas, shelters, and points of distribution.

General Resilience and Other Themes:

- Sandy Hills is at risk for several natural disasters, and residents are particularly concerned about Utah's water availability and drought conditions.
- Emergency response is a top concern for the community, but plans for emergency response have not been completed.
- Residents may need access to additional information regarding where to go for services and help. This can be achieved through more robust resident communications.

Credit: MSD Long Range Planning, 2022 – utilizing participant comments from the virtual workshop held on April 28th.

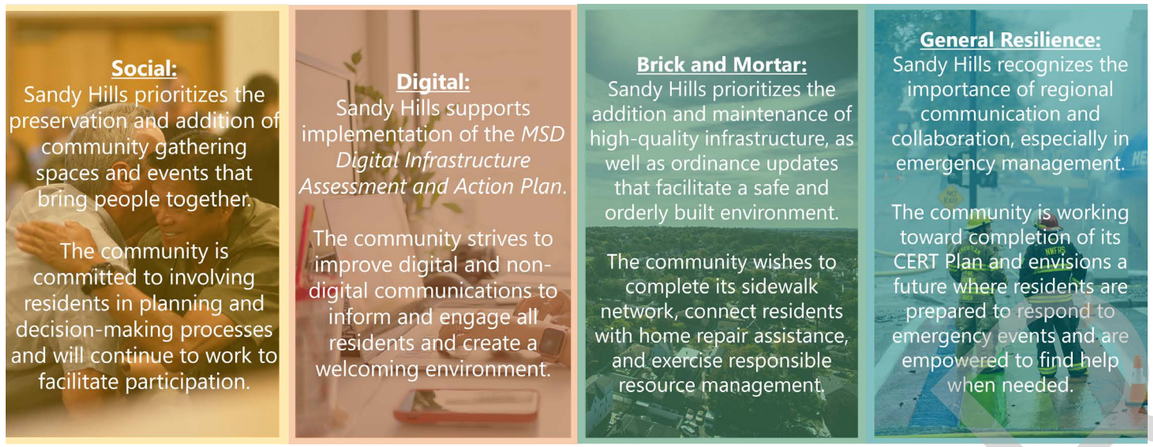
DRAFT

SECTION 4.5: SANDY HILLS' RESILIENCE + INFRASTRUCTURE VISION

Overview

At the meeting on July 21st, 2022, the General Plan Steering Committee reviewed drafted vision statements for the Resilience + Infrastructure Chapter. Participants supported the overall themes presented in Figure 4.24.

Figure 4.24: Resilience and Infrastructure Future Vision.



Credit: Sandy Hills General Plan Steering Committee, 2022.

Social Infrastructure

Some of the major challenges with Sandy Hills' social infrastructure included a shortage of community gathering spaces and events where people could come together, as well as confusion surrounding who plays which decision-making roles in the community. These items can be addressed by leveraging Sandy Hills', Salt Lake County's, and Sandy City's existing assets.

Residents already congregate in Flat Iron Mesa Park for evening walks, family picnics, sports, and occasionally events put on by Sandy City. Through collaboration with Sandy City, small amenities could potentially be added to this space to better connect residents to their community. Examples could include a community bulletin board or large outdoor games to help share important information and encourage informal gathering, respectively. MSD planning staff could even help pursue grant funding for implementation, with direction and approval from the County Council.

Additionally, there are several organizations active within Sandy Hills, as evidenced by the matrix on pg.127. Clear information on these organizations and the roles they play, along with relevant contact information, should be shared on the Sandy Hills Community Council website and social media pages. This would help residents quickly find needed information and prevent frustration that occurs when residents are redirected to different departments. Sandy Hills should also rely on its elected officials to advocate for them with service providers. Salt Lake County Council Members often sit on important boards, such as the UPD Board of Trustees, giving residents a link by which to communicate questions and concerns.

Figure 4.24B: Outdoor Community Map and Message Board, Silver Lake Nature Center in Pennsylvania.



Credit: Pannier, 2020.

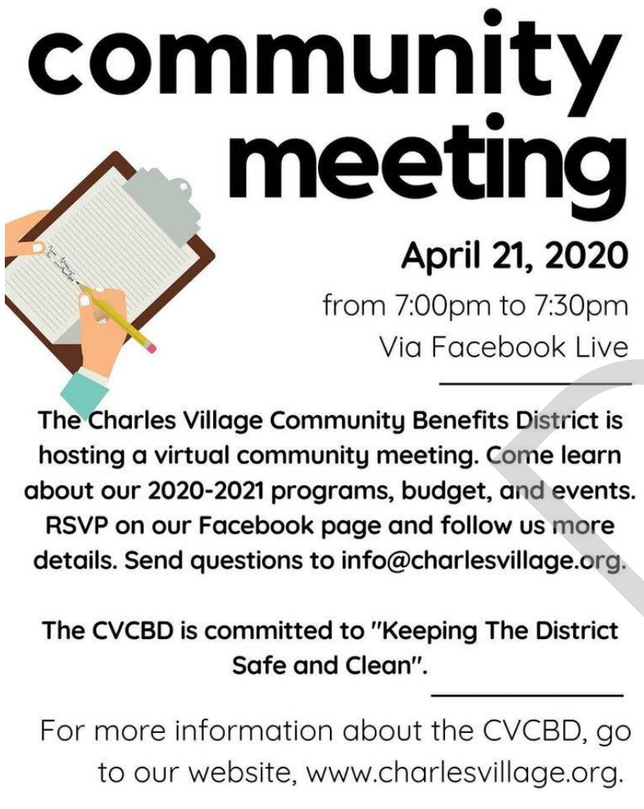
DRAFT

Digital Infrastructure

The greatest challenges for Sandy Hills residents related to digital infrastructure include low Internet speeds and limited online content or digital communications. With Google Fiber coming on the scene, it is likely that average speeds in the area will increase. However, there may be residents who are excluded from this service due to cost. The community should look toward the recommendations in the *MSD Digital Infrastructure Assessment and Action Plan* and advocate for additional attention toward addressing digital infrastructure and the 'Digital Divide'.

The Sandy Hills Community Council can improve conditions for residents by investing in their website and social media accounts. With funding and capacity being a limitation, the Community Council may look to outside volunteers to support these efforts (see the work program for more information). It is important that residents can quickly find information and ways to get involved in planning and decision-making. Due to ongoing concerns around COVID-19, online engagement has become critical. Hosting meetings online and posting recordings is one way to keep residents abreast of important information and projects.

Figure 4.25: Online Community Meeting Flyer.



Credit: Charles Village Community Benefits District, 2020.

Brick and Mortar Infrastructure

As identified in previous sections, Sandy Hills' brick-and-mortar infrastructure is in need of improvement. Gaps in the existing sidewalk network are a significant challenge for the community; however, Salt Lake County has been allocating funds every year to build sidewalks and repair infrastructure as needed.

The construction and replacement of brick-and-mortar infrastructure does not always occur as quickly as residents would like, as the community must share staff and funding resources with all of Unincorporated Salt Lake County (approximately 11,454 residents). Throughout the year, project needs are communicated to Salt Lake County Engineering from around the unincorporated area. Engineering scores requested projects according to set criteria and based on project type. Highly-scored projects are then presented to Salt Lake County Council for their approval. Once the Council gives approval, projects from Unincorporated Salt Lake County are brought forth to the MSD Board of Trustees during their budgeting process. The Board of Trustees, which manages pooled revenue from the Metro Townships, Town of Brighton, and Unincorporated Salt Lake County, has final authority over how much funding is allocated to Unincorporated Salt Lake County, including Sandy Hills, for annual capital projects.

For most residents, this process can be confusing and frustrating, especially when desired projects are not funded. In the future, the County and MSD may consider clarifying this process for residents and improving transparency around revenue sources, expenditures, and justification for the projects selected for funding. In addition to annual capital budgets, the County and MSD may pursue regional, state, and federal grants to fund needed infrastructure improvements.

Figure 4.26: MSD Capital Projects Funded in 2021.

Entity	Project	Project Phase	Project Number	Amount Funded for FY2021
White City	HAWK crossing at 10600 South	Construction	New	$ 180,000
Unincorporated (Sandy Hills CC)	8425 So Sidewalk - Enviro Doc	Design	New	$ 20,000
Unincorporated (Granite CC)	2008 E Dimple Dell SD	Design/ Construction	New	$ 32,525
Kearns	Kearns - 5615 S Conc Repair	Design and Construction	New	$ 300,000
Kearns	Traffic Calming various locations	Design and Construction	New	$ 80,000
Emigration Canyon	Emigration Canyon Rd Widening	Design	New	$ 15,000
Emigration Canyon	Margarethe Stabilization	Construction	New	$ 370,000
Magna	Design of Storm Water Improvements	Design	New	$ 25,000
Copperton	Master Storm Drain Plan	Study	New	$ 35,000
Magna	2820 S Sidewalk 7563 W to 7440 W - WFRC TAP Grant			$ 15,226
Unincorporated	8425 S Sidewalk; 1300 E to 1475 E			$ 75,855
Magna	2820 S Sidewalk 7563 W to 7440 W - WFRC TAP Grant			$ 13,472
All	Miscellaneous & Contingency			$ 225,000
Grand Total				**$ 1,387,078**

Credit: Greater Salt Lake Municipal Services District, 2021.

DRAFT

Hazards, Stressors, and General Resilience

Sandy Hills is at risk for a number of natural disasters and long-term stressors, including lasting impacts of the COVID-19 Pandemic and changing environmental conditions. Salt Lake County has a Hazard Mitigation Plan that covers Sandy Hills; however, the community does not have its own emergency response and operations plan. Previous efforts to complete such a plan were met with enthusiasm from the Community Council, local religious organizations, and Canyons School District. However, those efforts have since stalled. Participants in the community engagement process have expressed interest in resuming planning. This Chapter is intended to provide valuable information that could help inform that future effort. Residents are encouraged to volunteer for a nearby Community Emergency Response Team (CERT).

Community engagement participants and the steering committee also expressed interest in leveraging resources to help households become more self-sufficient. This could include distributing materials from Be Ready Utah, advertising emergency home maintenance programs through the County, or even working to build resident skillsets in things like gardening or cooking. These items are explored in further detail in the work program that follows this section.

Figure 4.27: CERT in Dallas, TX Runs Emergency Drill.



Credit: City of Dallas, 2017.

This page intentionally left blank.

DRAFT

SECTION 4.6: RESILIENCE + INFRASTRUCTURE WORK PROGRAM

Overview

The following work program establishes goals, objectives, and recommended actions to achieve Sandy Hills' resilience and infrastructure vision. Proposed actions are accompanied by details including parties that may be involved, priority level and funding sources for implementation, metrics for measuring success, resources to utilize, and community priorities addressed by the action. These actions are recommendations only and may be carried out at the direction of the Salt Lake County Council or Salt Lake County Mayor (as applicable).

Priority Levels range from 1-5, with 1 being the highest priority. These items are of the greatest significance to Sandy Hills. At the direction of the Council or Mayor (as applicable), MSD Long Range Planning Staff will be available to help measure progress on work program implementation and report out findings to the Sandy Hills Community.

Sandy Hills' Resilience + Infrastructure Goals

Sandy Hills established eleven (11) unique goals related to resilience and infrastructure. These goals are explored in further detail in the tables that follow.

1. **Work to strengthen partnerships with local and regional organizations to bolster infrastructure and resilience initiatives.**
2. **Help residents find resources related to social services and programs.**
3. **Help residents feel welcome and included in the Sandy Hills community.**
4. **Make efforts to innovatively employ emerging technologies to address infrastructure and resilience needs.**
5. **Make efforts to bolster Sandy Hills' digital infrastructure network.**
6. **Empower residents to address household infrastructure threats.**
7. **Promote fiscally-responsible and community-engaged infrastructure planning.**
8. **Work with partners to attain level of service desired by residents.**
9. **Help the community prepare for and adequately respond to emergency scenarios and future conditions.**
10. **Engage and plan for community members who will be most severely impacted by decisions and emergency events.**
11. **Work to foster a resilient and resourceful citizenry.**

Work Program Tables

Implementation of recommended items in the work program tables is dependent on funding availability, staff capacity, resident support, and political will.

- High Quality Physical Infrastructure
- Regional Communication, Collaboration, and Planning
- Land Use and Building Codes that Reflect the Community Vision
- Resident Engagement in Decision-Making
- Addition / Preservation of Community Gathering Places
- Fiscal Responsibility and Transparency

Resilience + Infrastructure Goal 1: Work to strengthen partnerships with local and regional organizations to bolster infrastructure and resilience initiatives.

Objective RI1.1: Work with partners to define roles in local resiliency and emergency planning.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider holding an annual Sandy Hills Summit where local and regional organizations share information about their services and what they can contribute to the local community, including emergency service provision.	Sandy Hills Community Council; Canyons School District; SLCo Emergency Management; Local Churches; Local Organizations	2	Volunteer Time	A Summit is held on an annual basis to revisit organizational roles and review emergency plans.	A Whole Community Approach to Emergency Manage-ment	
Invite partners to contribute to an Emergency Operations and Response Plan for Sandy Hills Unincorporated Area.	Sandy Hills Community Council; SLCo Emergency Management	1	Volunteer Time	. Sandy Hills Community Council drafts and Emergency Response Plan with support from local and regional partners.	Make a Plan: Community	

Resilience + Infrastructure Goal 2: Help residents find resources related to social services and programs.

Objective RI2.1: Work to assemble online content related to ageing in place, food security, housing assistance, and medical support.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider creating a page on the Community Council website connecting residents to needed social services.	Sandy Hills Community Council; MSD Communications Manager	1	Staff Time; Volunteer Time	A web page is added to the existing website, sharing important social resources.	BCCA List of Helpful Resources	
Work to make resources, including dump vouchers and informational packets, available at in-person Community Council meetings and community events.	Sandy Hills Community Council; MSD PDS	3	Volunteer Time; Printing Costs	Meeting participants are rewarded through an exchange in services and/or informational packets.	Pueblo Planning – Example for Improving Community Planning Relation-ships	

DRAFT

Resilience + Infrastructure Goal 3: Help residents feel welcome and included in the Sandy Hills community.

Objective RI3.1: Help provide residents with information about local and regional events.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider launching a community calendar on the Community Council Website, displaying local and regional events of interest to community members.	Sandy Hills Community Council; MSD Communications Manager	3	Staff Time; Volunteer Time	An event calendar is added to the existing Community Council website.	Town of Brighton Event Calendar	

Objective RI3.2: Make efforts to expand community events, gatherings, and placemaking activities.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Work with residents and planners to organize an annual community block party event.	Sandy Hills Community Council; Residents; MSD PDS	3	Staff Time; Community Council Budget	A block party is organized and held for the community.	WVC Neighbor-hood Block Party Guide	
Seek opportunities to incorporate art, signage, outdoor furniture, or other placemaking amenities into new projects or infrastructure upgrades.	Sandy Hills Community Council; MSD PDS; SLCo Engineering	2	Staff Time; Grants; Capital Improve-ments	Staff considers potential place-making efforts when planning infrastructure projects.	Examples: Place-making and Capital Improve-ments	

Objective RI3.3: Help new residents get acquainted with the Sandy Hills Community Council.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider designing and distributing a "Welcome to Sandy Hills" guide for new residents.	Sandy Hills Community Council	2	Community Council Budget	A PDF Welcome Guide is designed and published; residents know to share it with new neighbors.	Welcome to Cooper City, FL Guide.	
Consider working with Americorps to find volunteer help with Community Council administration and communications.	Sandy Hills Community Council; MSD PDS	1	Staff Time; Volunteer Time	PDS Staff assist Community Council in applying for AmeriCorps program.	AmeriCorps resources and programs	

Resilience + Infrastructure Goal 4: Make efforts to innovatively employ emerging technologies to address infrastructure and resilience needs.

Objective RI4.1: Explore drone technology and other digital tools in emergency management strategies.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Assist residents in registering for SLCo Emergency Notifications.	Sandy Hills Community Council; MSD Communications Manager; SLCo Emergency Management	1	Staff Time; Volunteer Time	Sandy Hills residents are aware of the Emergency Notifications and demonstrate high enrollment.	Emergency Notification Registration Form	
Consider partnering with SLCo Emergency Management to explore the use of drone technologies in emergency management and response.	SLCo Emergency Management; Sandy Hills Community Council; SLCo Council	5	Staff Time	Sandy Hills facilitates discussions of drone technologies and possible use in regional emergency management.	The Expanding Roles of Emergency Drones	

Objective RI4.2: Encourage implementation of smart technologies for monitoring and reporting out on infrastructure condition and maintenance.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Work with planning and PW Operations staff to identify tools for monitoring infrastructure conditions and prioritizing needed repairs.	SLCo PW Operations; MSD PDS	2	Staff Time; General Fund	Staff implements software that better tracks and communicates infrastructure condition.	NA	
Make efforts to proactively share information with residents related to pending or ongoing infrastructure projects.	SLCo PW Engineering and Operations; MSD PDS; MSD Communications Manager	2	Staff Time	Project summaries are proactively shared in MSD Newsletters and on Social Media and websites; staff members know where to send residents when they have questions on projects.	Herriman 'Rumor Has It' Website	

DRAFT

Resilience + Infrastructure Goal 5: Make efforts to bolster Sandy Hills' digital infrastructure network.

Objective RI5.1: Seek to maintain access to Internet speeds of at least 100 mbps download / 20 mbps upload.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Research and consider adopting a "Dig Once" policy for the Unincorporated SLCo Area.	MSD PDS; SLCo PC; SLCo Council; SLCo PW Engineering	2	Staff Time	An ordinance or policy is drafted and adopted.	2017 Technical Guide to Dig Once Policies	

Objective RI5.2: Assist households with gaining device access as needed.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider using Community Council platforms to share information about SpyHop and Tech Charities device refurbishment programs.	Sandy Hills Community Council; Local and Regional Non Profits	3	Volunteer Time	Device refurbishment program details are available from the Sandy Hills Community Council Website.	Spy Hop Tech Liberation Project Tech Charities	

Objective RI5.3: Work to establish and promote user-friendly, online community content.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Work with volunteers and the MSD Communications Manager to enhance online communications and content organization.	Sandy Hills Community Council; MSD Communications Manager	1	Staff Time; Volunteer Time	Sandy Hills Community Council Website and Social Media Presence is updated and expanded.	Example Neighbor-hood Association Website	

Objective RI5.4: Aid residents in improving personal digital literacy skills.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Promote programs from Aging & Adult Services and SLCo Libraries that teach technical literacy skills.	Sandy Hills Community Council; Sandy Senior Center; SLCo Adult & Aging Services; SLCo Libraries	3	Staff Time; Volunteer Time	Tech literacy programs are advertised to residents via the Community Council Website, Newsletter, and in-person where applicable.	SLCo Library Software Skills Center	

Objective RI5.5: Seek to connect residents with available technical support and digital navigators.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Assist residents in finding information and enrolling in affordable broadband plans, such as the Affordable Connectivity Program.	Sandy Hills Community Council; Local and Regional Organizations	3	Staff Time; Volunteer Time	Residents are notified of the ACP and ways to enroll.	ACP	

Resilience + Infrastructure Goal 6: Empower residents to address household infrastructure threats.

Objective RI6.1: Make efforts to connect community members with educational materials related to common household hazards and available resources.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Work to promulgate information related to household lead poisoning and radon risk.	Sandy Hills Community Council; SLCo Lead Safe Housing Program; SLCo Regional Development	2	Staff Time; Volunteer Time; Possible Printing Costs	Information on household risks is shared on Community Council website, social media, and in-person where applicable.	Lead Safe Housing Program	
Make efforts to provide residents with information on applying for home-repair grants and loans.	Sandy Hills Community Council; SLCo HCD; United Way	2	Staff Time; Volunteer Time; Possible Printing Costs	Information on home-repair grants and loans are shared on the CC website, social media, and in-person where applicable.	United Way 211 List of Home Repair and Utility Resources	
Consider publishing a contact list for important community organizations and service departments, including code enforcement.	Sandy Hills Community Council; United Way; MSD Communications Manager	1	Staff Time; Volunteer Time	A directory to major service providers is posted on the Community Council Website.	Taylorsville Frequently Called Phone Numbers for Residents	

DRAFT

Resilience + Infrastructure Goal 7: Promote fiscally-responsible and community-engaged infrastructure planning.

Objective RI7.1: Work to increase transparency around annual budgeting process.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider attending a Community Council Meeting to explain MSD revenues and expenditures and the process for annual budgeting.	MSD Admin; MSD PDS; Community Outreach Specialist; Sandy Hills Community Council	1	Staff Time; Volunteer Time	Staff gives a presentation to the Community Council, who has opportunity to ask questions and better understand process.	Best Practices for Budget Transpar-ency	

Objective RI7.2: Support efforts to reduce local and regional water consumption.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Support JVWCD initiatives that reduce water consumption and aid in regional water quality improvement.	JVWCD; SLCo Council; Sandy Hills Community Council	2	Staff Time; Volunteer Time	Community Leaders stay up to date with JVWCD recommendations, and work to implement recommendations in Sandy Hills.	JVWCD Water Efficiency Standards	
Consider adopting a model water-efficient landscaping ordinance.	MSD PDS; SLCo PC; SLCo Council; Sandy Hills Community Council	2	Staff Time	Water-efficient landscaping ordinance is drafted and adopted.	Herriman City Web Page on Water Efficiency Standards	
Work to provide residents with information about regional water-wise demonstration gardens.	Sandy Hills Community Council; MSD Communications Manager	4	Staff Time; Volunteer Time	Residents have easy access to information about regional demonstration gardens.	USU Extensions List of Demonstrat-ion Gardens	

Resilience + Infrastructure Goal 8: Work with partners to attain level of service desired by residents.

Objective RI8.1: Effectively communicate Sandy Hills' infrastructure needs to service providers and collaborate to reach solutions.

Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Consider creating collaborative partnerships with service providers and working toward mutually-beneficial partnerships.	Sandy Hills Service Providers; Sandy Hills Community Council	1	Volunteer Time	Sandy Hills Community Council works to expand relationships with service providers and meets to discuss collaborations which may be mutually beneficial.	Example: Orem City Touch-A-Truck Events	
Consider contacting SLCo Council Representatives (who sit on service provider Boards) to share important feedback with providers. When the position is filled, the Community Council Liaison should be relied on for transferring messages between the Community Council and SLCo Council.	SLCo Council; Sandy Hills Community Council	1	Staff Time; Volunteer Time	The Community Council regularly contacts their representative with issues, and that representative conveys messages back and forth with various service providers.	Example: Governing Board for Wasatch Front Waste and Recycling District	

DRAFT

Resilience + Infrastructure Goal 9: Help the community prepare for and adequately respond to emergency scenarios and future conditions.						
Objective RI9.1: Make efforts to establish a community emergency operations plan and run test scenarios.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Work to identify and record emergency Points of Distribution and Shelters.	Sandy Hills Community Council; SLCo Emergency Management; Canyons School District; Local Organizations	1	Staff Time; Volunteer Time; Possible Printing Costs	Points of Distribution and Emergency Shelters are selected and recorded, and the information is promulgated to stakeholders.	FEMA Lifelines Toolkit	
Consider organizing semi-annual emergency drills.	Sandy Hills Community Council; SLCo Emergency Management; Residents	2	Staff Time; Volunteer Time	Sandy Hills hosts at least one, but preferably two, emergency drills per year.	Culver City Disaster Drill	
Objective RI9.2: Educate residents on household emergency planning.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Encourage residents to prepare a household emergency plan and share resources from BeReadyUtah.	Sandy Hills Community Council; SLCo Emergency Management; MSD Communications Manager	2	Staff Time; Volunteer Time	Residents received materials encouraging them to prepare a plan, and are directed to Be Ready Utah resources.	Be Ready Utah	
Consider holding an emergency preparation video screening / training party with residents.	Sandy Hills Community Council; SLCo Emergency Management	4	Staff Time; Volunteer Time	A family-friendly screening party is hosted at least once per year.	Be Ready Utah Family Prepared-ness	
Objective RI9.3: Encourage actions that preserve or enhance local and regional air and water quality.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Encourage residents to sign up for the Watershed Watch Newsletter.	MSD Communications Manager	5	Staff Time	Information about the Watershed Watch is posted in the MSD newsletter.	Watershed Watch Newsletter	
Seek opportunities to partner with Travelwise, SLCo Parks & Rec, Move Utah, and other organizations to promote active transportation and reduce vehicle emissions.	Travelwise; SLCo Parks & Rec, SLCo Engineering; MSD PDS; Sandy Hills Community Council	2	Staff Time; Grants	MSD PDS communicates regularly with agencies and works to identify opportunities for collaboration.	UDOT Travelwise	
Consider launching a community challenge to "Make an Impact on Utah's Air Quality".	SLCo Council; Sandy Hills Community Council	4	Staff Time	Unincorporated SLCo participates in a challenge to improve air quality.	Your Air Your Utah: Individuals and Families	

Resilience + Infrastructure Goal 10: Engage and plan for community members who will be most severely impacted by decisions and emergency events.						
Objective RI10.1: Work to identify and plan for residents most likely to be adversely impacted by a decision.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Advocate for the consideration of the unique needs of all residents in planning and decision-making.	Sandy Hills Community Council; MSD PDS	1	Staff Time; Volunteer Time	The Community Council and planning staff consistently advocate for all voices to be heard and included.	APA Planning with Diverse Commun-ities	
Objective RI10.2: Consider the unique needs of various population groups in local emergency planning.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Make efforts to share emergency response resources with seniors.	Sandy Hills Community Council; Sandy Senior Center; SLCo Adult & Aging Services	3	Staff Time; Printing Costs	Emergency response resources are shared at the Senior Center and virtually on applicable websites.	Be Ready Utah Disaster Prepared-ness for Seniors.	
Consider asking residents to participate in a Neighborhood Housing and Special Needs Survey and Neighborhood Resource Survey.	Sandy Hills Community Council; Residents	4	Volunteer Time; Printing Costs	The Community Council administers the survey and uses responses to guide emergency planning efforts.	Housing and Special Needs Survey Resource Survey	

Resilience + Infrastructure Goal 11: Work to foster a resilient and resourceful citizenry.						
Objective RI11.1: Make efforts to share resources that promote self-sufficiency and resourcefulness.						
Recommended Action	Involved Parties	Priority Level	Funding Source	Metric for Measuring Success	Resources	Priority Addressed
Work to share resources related to gardening, home repair, device refurbishment, and other skills that can aid residents in increasing self-sufficiency.	Sandy Hills Community Council; Sandy Library; MSD Communications Manager; Local and Regional Partners	2	Staff Time; Volunteer Time; Grants	The Community Council partners with organizations that can provide residents essential training / information to improve self-sufficiency.	USDA Snap-Ed	
Consider partnering with residents and community organizations to bolster neighborhood skill-sharing and collaboration.	Sandy Hills Community Council; SLCo Council; Canyons School District; Residents	4	Staff Time; Volunteer Time	The community establishes a platform for sharing needs and matching skills.	Guide to Identifying and Sharing Neighbor-hood's Educational Assets	

DRAFT

DRAFT

End of Plan Document. Start of Appendix Materials.