

Appendix A



WEST VALLEY CITY 2016 MODERATE INCOME HOUSING PLAN



INTRODUCTION

Affordable housing is a regional issue. As one of the most urbanized states in the nation with roughly three-quarters of the population living along the Wasatch Front, it is common for a person to live and work within two completely different municipalities. Persons searching for a home consider price, commute time, school performance and neighborhood amenities over municipal boundaries.

The Wasatch Front has experienced substantial population growth over the last 20 years. However, the type of growth in municipalities along the Wasatch Front has varied greatly. Some are largely bedroom communities with little housing diversity. Others are job centers with a mix of housing types.

A few communities cannot support the majority of the moderate income housing for a region without facing significant, well documented, negative effects such as poor school and student achievement. These negative effects are outlined in the 2014 Bureau of Economic and Business Research document entitled “Regional Analysis of Impediments to Fair Housing Choice Salt Lake County”. Each municipality should accommodate housing opportunities for households at all income levels. But, as this document will demonstrate, some communities in Salt Lake County have very little housing diversity. As a result, the amount of affordable housing varies substantially from one community to another. For these reasons, this document compares West Valley’s housing affordability with other municipalities within the County as well as the County overall.

Utah House Bill 295 directed each Municipality in the State to adopt a plan for moderate income housing. In defining the purpose of the bill, the Legislature determined “that cities shall facilitate a reasonable opportunity for a variety of housing, including moderate income housing ... to meet the needs of people desiring to live there; and moderate income housing should be encouraged to allow persons with moderate incomes to benefit from and to fully participate in all aspects of neighborhood and community life” (10-9a-403 (2) (b)). The West Valley City Council has taken the charge of providing affordable housing seriously and the City prides itself on having a housing option for everyone.

As required by Utah Code 10-9a-103 (36), this Plan will:

- estimate the existing supply of moderate income housing within the City,
- document current residential land use in the City,
- evaluate how existing land uses and zones affect opportunities for moderate income housing
- estimate the need for moderate income housing in the City for the next five years as revised biennially and
- describe the City’s program to encourage an adequate supply of moderate income housing.

While not required, an analysis of the existing supply of moderate income housing is provided to help explain in part why some municipalities have more affordable housing than others.

ESTIMATE OF EXISTING SUPPLY OF MODERATE INCOME HOUSING

Moderate income housing is defined in Utah Code 10-9a-103(30) as “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.” According to the American Community Survey (ACS), the 2014 area median income (AMI) in Salt Lake County was \$71,398. Eighty percent of that amount is \$57,118. Therefore, for the purposes of this plan, moderate income housing in Salt Lake County during the year 2014 is defined as those housing units that were affordable to households that earn \$57,118 (80%) or less annually. Such households represent approximately 49% of all households in the County (ACS 2014 B19001).

According to the U.S. Department of Housing and Urban Development (HUD), “families who pay more than 30% of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation, and medical care.” Thus, the generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. This 30% figure should also include housing related expenses such as utilities, insurance, taxes, etc.

To estimate the supply of moderate income housing, the following targeted income groups were evaluated – 30%, 50% and 80% of the AMI. Table 1 below lists the annual household income, the monthly income available for housing and the affordable home price for each targeted income group. For example, a household earning 50% of the AMI makes \$35,699 annually, can afford to spend \$892 monthly on housing and can afford a home priced up to \$120,000.

Table 1: 2014 Income Available for Housing for Targeted Income Groups

	Targeted Income Group		
	30% of AMI	50% of AMI	80% of AMI
Annual Household Income	\$21,419	\$35,699	\$57,118
Monthly Income Available for Housing (30%)	\$535	\$892	\$1,428
Affordable Home Price (includes Utilities)	\$53,000	\$120,000	\$220,000

Source: ACS, Staff calculations

A number of assumptions were made to determine how much money a family would need to afford housing. For rental properties, ACS Gross Rent numbers, which include utilities, were used. For owner-occupied housing utility expenses, \$250 per month was used based on local utility company estimates and averages. For the purposes of calculating mortgage payments, a 3.5% interest rate on a 30-year, fixed rate mortgage was assumed. An average Utah homeowner insurance amount is \$580, and this amount was divided by the Salt Lake County median home price to come up with a rate of 0.00184. West Valley City’s property tax rate was used for taxes.

Since affordable housing is a regional issue, this document considers not only the supply of affordable units in West Valley, but also in Salt Lake County overall as well as other municipalities within the County.

Affordability of Renter-Occupied Units

To calculate the number of affordable units for each targeted income group, City staff utilized American Community Survey data for both renter-occupied and owner-occupied units. Tables 2 and 3 below summarize this information by showing what percentage of renter-occupied and owner-occupied units are affordable for each city and the County.

Table 2: 2014 Renter-Occupied Unit Affordability Based on Gross Rent (Includes Utilities)

Place	Units with Cash Rent	% Affordable at 30% of AMI (\$535 Max Rent)	% Affordable at 50% of AMI (\$892 Max Rent)	% Affordable at 80% of AMI (\$1,428 Max Rent)
Bluffdale	383	3.9%	29.2%	86.9%
Cottonwood Heights	3,407	1.8%	28.4%	84.6%
Draper	2,579	1.4%	12.3%	69.8%
Herriman	1,482	0.0%	9.8%	67.2%
Holladay	2,528	4.0%	38.6%	87.4%
Midvale	6,216	5.1%	42.2%	92.0%
Murray	6,740	3.6%	44.8%	90.9%
Riverton	1,218	0.7%	21.3%	62.2%
Salt Lake City	38,486	14.4%	61.1%	90.7%
Salt Lake County	116,355	8.3%	45.8%	86.2%
Sandy	6,549	4.9%	26.3%	72.5%
South Jordan	2,944	3.4%	10.7%	56.9%
South Salt Lake	5,055	8.7%	69.8%	94.5%
Taylorsville	6,066	2.4%	47.7%	89.2%
West Jordan	7,357	5.3%	29.0%	82.4%
West Valley City	11,541	8.1%	45.3%	89.3%

Source: ACS Table B25063 2010-2014 5-Year Estimates

Within the County overall, 86.2% of the renter-occupied housing is affordable to a household earning 80% of the AMI. West Valley City exceeds this with 89.3% of its renter-occupied housing affordable at 80% of AMI (over 10,000 units). While some communities have relatively few renter-occupied units, those that do exist tend to be affordable at this price point.

At 50% of the AMI, West Valley City has essentially the same percentage of affordable rental units as the County. Only three other cities offer a higher percentage of rental stock at this price range. Eight cities offer less than a third of their rental product at this price range.

Just over 8% of both West Valley's and the County's renter-occupied units are affordable to those making only 30% of the AMI. Only Salt Lake City and South Salt Lake offer a higher percentage of rental product in this price range. Every other city in the County offers 5% or less of their rental housing at this price range. Herriman offers none at all.

Affordability of Owner-Occupied Units

Table 3: 2014 Owner-Occupied Unit Affordability Based on Value

Place	Owner Occupied Units	% Affordable at 30% of AMI (\$53,000 Max Sales Price + Utilities)	% Affordable at 50% of AMI (\$120,000 Max Sales Price + Utilities)	% Affordable at 80% of AMI (\$220,000 Max Sales Price + Utilities)
Bluffdale	1,837	0.0%	0.5%	13.2%
Cottonwood Heights	8,635	1.9%	4.7%	19.9%
Draper	9,708	2.3%	3.8%	16.9%
Herriman	4,775	2.0%	2.1%	19.8%
Holladay	7,526	1.8%	5.8%	18.6%
Midvale	5,173	4.5%	11.4%	64.8%
Murray	11,906	5.0%	14.1%	47.4%
Riverton	9,826	2.1%	2.9%	26.9%
Salt Lake City	36,166	3.6%	14.2%	46.2%
Salt Lake County	231,755	4.4%	11.0%	45.9%
Sandy	21,929	3.8%	6.3%	27.9%
South Jordan	12,769	2.2%	2.9%	15.9%
South Salt Lake	3,485	7.4%	22.4%	75.2%
Taylorsville	13,504	7.7%	15.3%	68.3%
West Jordan	23,759	3.6%	7.3%	49.5%
West Valley City	25,405	9.7%	19.7%	79.5%

Source: ACS Table B19113 2010-2014 5-Year Estimates

West Valley City has the highest percentage (79.5%) of owner-occupied housing units that are affordable to households earning 80% of the AMI. In fact, West Valley's percentage at this price point is 4 to 5 times higher than other less affordable municipalities.

At 50% of the AMI, West Valley is second only to South Salt Lake in affordable owner-occupied units. At this price point, many communities are in the single digit percentages.

Once again, West Valley City has the highest percentage (9.7%) of owner-occupied housing units that are affordable to households earning 30% of the AMI. Several other communities have very little or no owner-occupied units that affordable to this targeted income group.

Affordability of All Occupied Units

The best measure for determining the supply of affordable housing at each targeted income group comes from evaluating all occupied housing units – those occupied by renters and owners. Table 4 combines the information in Tables 2 and 3 above to show the percentage of total occupied housing units within an area that affordable to the three targeted income groups. When considering overall housing

stock affordability, West Valley City not only exceeds the County averages for each targeted income group, but also provides a greater percentage of it's housing in each income group than most of the cities in the County.

Table 4: 2014 Occupied Housing Unit Affordability

Place	Total Occupied Housing Units	% of Total Housing Available to 30%	% of Total Housing Available to 50%	% of Total Housing Available to 80%
Bluffdale	2,220	0.7%	5.5%	25.9%
Cottonwood Heights	12,042	1.9%	11.4%	38.2%
Draper	12,287	2.1%	5.6%	28.0%
Herriman	6,257	1.5%	3.9%	31.0%
Holladay	10,054	2.4%	14.0%	35.9%
Midvale	11,389	4.8%	28.2%	79.7%
Murray	18,646	4.5%	25.2%	63.1%
Riverton	11,044	1.9%	5.0%	30.8%
Salt Lake City	74,652	9.2%	38.3%	69.2%
Salt Lake County	348,110	5.7%	22.7%	59.4%
Sandy	28,478	4.1%	10.9%	38.1%
South Jordan	15,713	2.5%	4.3%	23.6%
South Salt Lake	8,540	8.2%	50.4%	86.6%
Taylorsville	19,570	6.1%	25.3%	74.8%
West Jordan	31,116	4.0%	12.5%	57.3%
West Valley City	36,946	9.2%	27.7%	82.5%

Source: ACS Table B19113 2010-2014 5-Year Estimates

At 80% of the AMI, 82.5% of West Valley City's housing stock is considered affordable. This is significantly above the County rate of affordability of 59.4%, and only South Salt Lake City offers more. While a number of other cities offer more housing than the County overall figure, more of them offer less, with eight cities offering less than 50% of their housing stock in this price range.

At 50% of the AMI, 27.7% of West Valley City's housing stock is affordable. Salt Lake City, South Salt Lake, and Midvale offer more than West Valley City to varying degrees. Nine cities offer less than the County overall number of 22.7%, and in five cities, only 5% or less of the housing stock would be affordable to a household making 30% of the AMI.

At 30% of the median family income, 9.2% of West Valley City's housing is considered affordable. No other city in the County offers more.

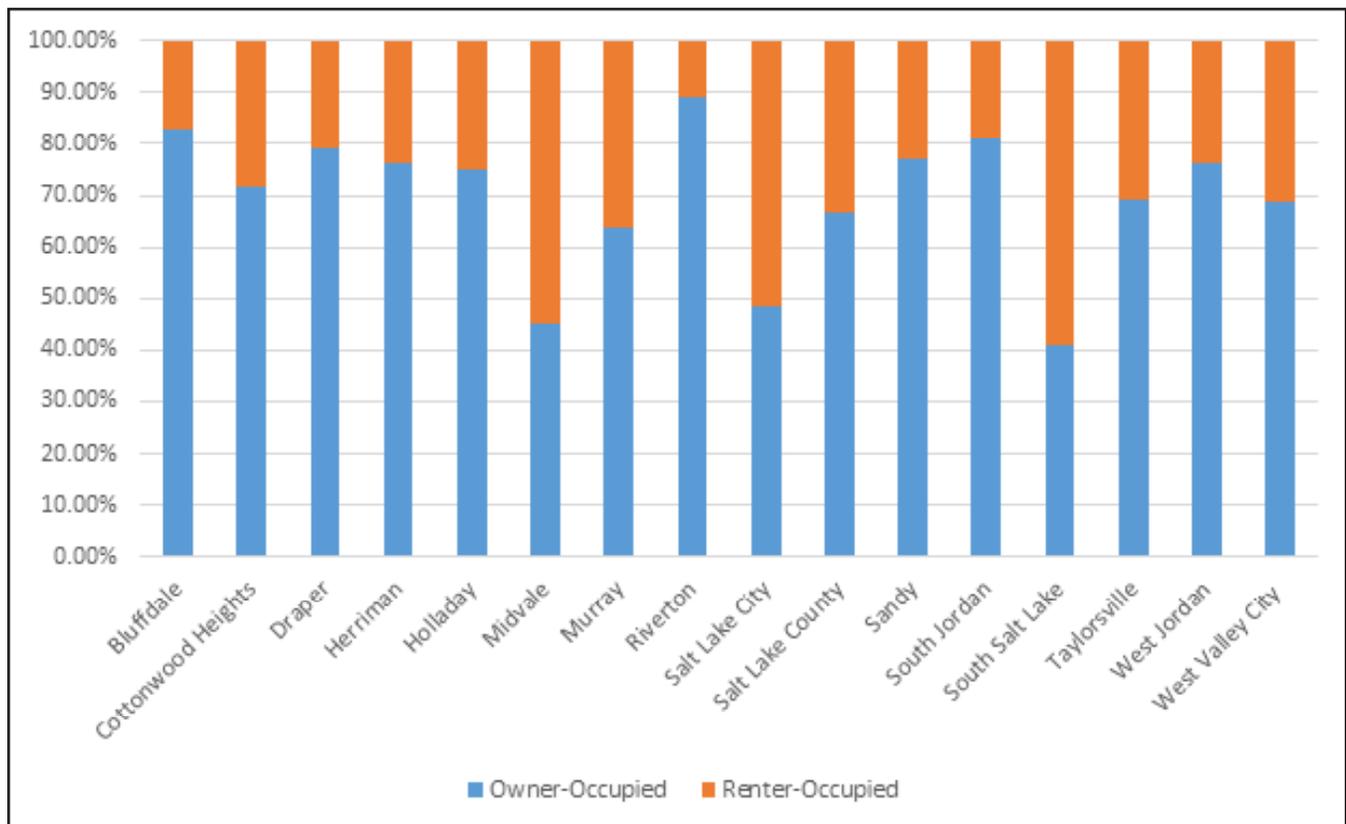
ANALYSIS OF SUPPLY

The section above clearly demonstrates that West Valley has higher percentages of affordable housing for each targeted income group than the County as a whole and most other municipalities. This section provides information that helps explain why this is the case.

Housing Tenure

Part of the reason West Valley is more affordable is the City’s relatively high amount of renter-occupied units. When comparing Tables 2 and 3 above its clear that renter-occupied units are generally more affordable than owner-occupied units. Figure 1 below illustrates that West Valley as a higher percentage of renter-occupied units than 11 of the other 14 municipalities in Salt Lake County.

Figure 1: 2014 Tenure



Source: ACS Table DP-04 2010-2014 5-Year Estimates

Tax Credit Projects

Another reason for West Valley’s affordability is the relatively high amount of tax credit units within the City. Table 5 below lists the total number of tax credit units by community and shows what percentage these tax credit units represent from the amount of renter-occupied units in the community. West Valley has a higher percentage of tax credit units than 10 other cities and the County overall. While Bluffdale and Herriman have high percentages, they also have relatively little renter-occupied housing.

Table 5: 2016 Tax Credit Units by City/County

Place	Tax Credit Units	Renter-Occupied Units	Tax Credit Units as % of Renter-Occupied Units
Bluffdale	336	383	87.7%
Cottonwood Heights	0	3,407	0.0%
Draper	194	2,579	7.5%
Herriman	288	1,482	19.4%
Holladay	263	2,528	10.4%
Midvale	571	6,216	9.2%
Murray	916	6,740	13.6%
Riverton	0	1,218	0.0%
Salt Lake City	4,958	38,486	12.9%
Salt Lake County	11,078	116,355	9.5%
Sandy	540	6,549	8.2%
South Jordan	60	2,944	2.0%
South Salt Lake	185	5,055	3.7%
Taylorsville	444	6,066	7.3%
West Jordan	819	7,357	11.1%
West Valley City	1,327	11,541	11.5%

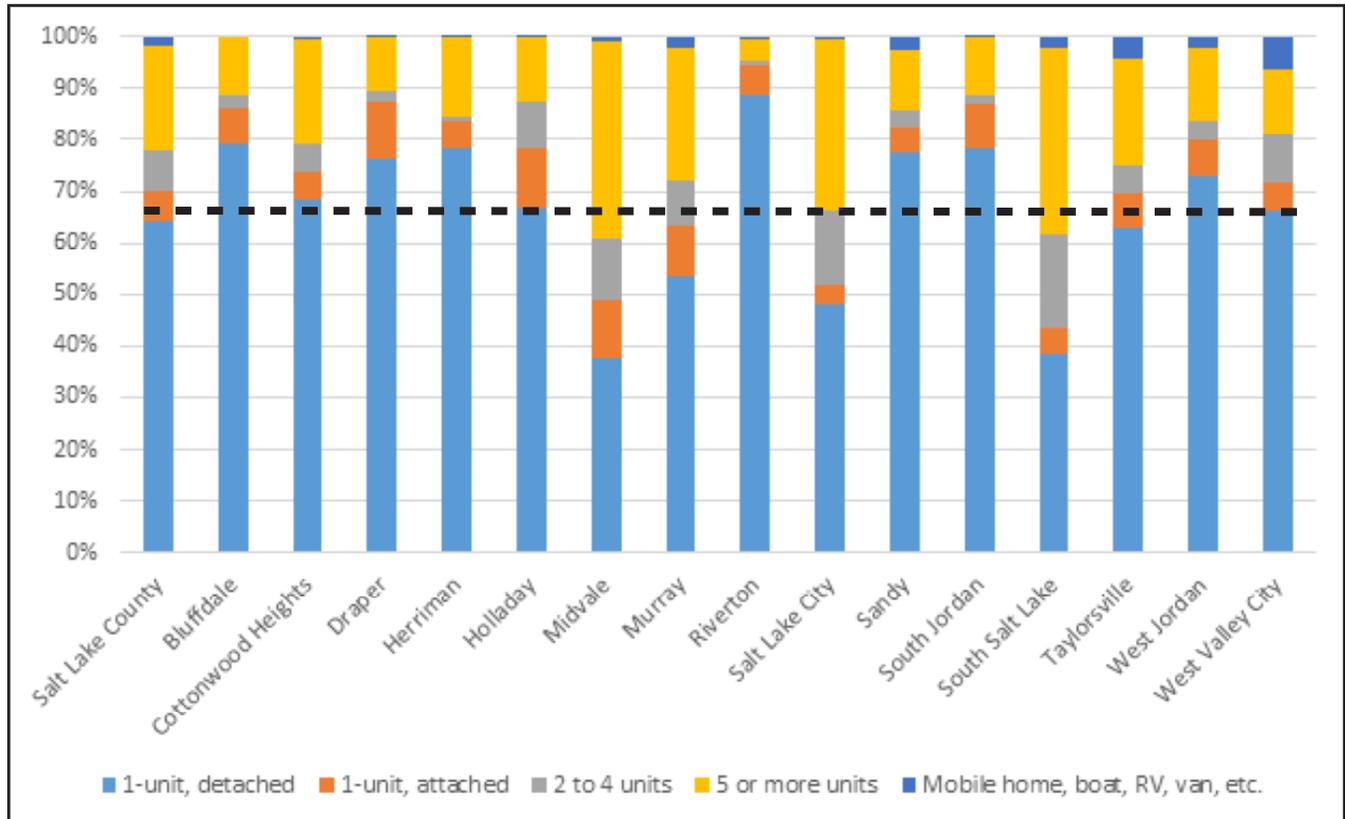
Source: Utah Housing Corporation and ACS Table DP-04 2010-2014 5-Year Estimates

Housing Diversity

Another reason for West Valley’s affordability is found in the City’s diversity of housing types. One way to measure this diversity is to consider what percentage of a community’s total housing units are single family detached homes versus other types of housing. In other words, the higher the percentage of single family detached homes, the less diverse a community’s housing is.

Figure 2 below illustrates that West Valley has a higher amount of housing diversity than 9 other municipalities in the County. One noteworthy point from this information is that West Valley has a higher percentage (6.3%) of mobile homes than any other community – more than 3 times the overall County percentage (1.9%).

Figure 2: 2014 Units in Structure



Source: ACS Table B25024 2010-2014 5-Year Estimates

Residential Land Use

West Valley’s housing diversity is reflected in its residential land use. Table 6 provides a breakdown of the amount of land devoted to different types of housing within the City.

Table 6: West Valley City Residential Land Use

Housing Type	Acres	% of Total
Single Family Detached Homes	5,780	85.8%
Mobile Homes	327	4.9%
Duplexes	156	2.3%
Multi-Family Housing	472	7.0%
Total	6,735	

Source: West Valley City Planning & Zoning

Residential Zoning

West Valley has achieved its level of housing diversity largely through offering a variety of flexible residential zones. Table 7 below details the available residential zones in West Valley as well as the number of acres of land within each zone as of 2016. One or more of these zones allow single family homes, mobile homes, duplexes, fourplexes, townhomes, condos and apartments. Specifically for single family homes, the City has a variety of lot sizes including smaller lots that help to offset the price of land.

Table 7: West Valley City Residential Zoning

Zone	Zone Description	Minimum Lot size	2016 Acreage	2016 % of Total
A	Agriculture	½ acre	1,712	16.98%
A-1	Agriculture	1 acre	383	3.80%
A-2	Agriculture	2 acres	239	2.37%
R-1-4	Single Family	4,000 SF	92	0.91%
R-1-6	Single Family	6,000 SF	718	7.12%
R-1-7	Single Family	7,000 SF	559	5.54%
R-1-8	Single Family	8,000 SF	4,286	42.50%
R-1-10	Single Family	10,000 SF	897	8.90%
R-1-12	Single Family	12,000 SF	39	0.38%
R-1-20	Single Family	20,000 SF	2	0.02%
RE	Residential Estate	15,000 SF	32	0.32%
R-2-6.5	Duplex	6,500 SF	44	0.44%
R-2-8	Duplex	8,000 SF	140	1.39%
R-4	Fourplex	9,000 SF	45	0.45%
RMH	Mobile Home	5 acres	339	3.36%
RM	Multi-Family	8,000 SF	557	5.52%
Total			10,083	100.00%

Source: West Valley City Planning & Zoning

West Valley City also allows planned unit developments (PUD's) in all residential zones as a conditional use. PUD's allow project density to be increased in exchange for project amenities such as open space. The City also has two zones, City Center (CC) with 45 acres and Mixed Use (MXD) with 15 acres, which allow for a combination of medium to high density residential, retail and office uses.

While there are certainly other factors, such as building age, that influence rents and values, the factors addressed in this document are the ones where cities can have the most influence.

Housing for Special Needs Groups

A closer look at West Valley’s housing stock also reveals units tailored to specific special needs groups. Table 8 below lists these developments.

Table 8: West Valley City Special Needs Housing

Project Name	Address	# of Units	Special Needs Group
Campbell Court	1596 W 3395 S	26	Victims of domestic violence
Compass Villa	1466 W 3500 S	55	Seniors
Gerald Wright	3375 W 3650 S	79	Seniors
Harmony Gardens	3125 S 3600 W	96	Seniors
Kelly Benson	3122 S 3600 W	59	Chronically homeless
Valley Horizons	3133 S 3600 W	20	Mental illness
Valley Crossroads	4850 W 4700 S	20	Mental illness
Valley Fair Village	3060 W 3650 S	100	Seniors and disabled
Victoria Woods	3510 W 3650 S	104	Seniors
Work Activity Center	Various	8	Disabled

ESTIMATE OF THE NEED FOR MODERATE INCOME HOUSING

As a regional issue, an evaluation of the need for moderate income housing cannot be limited to a single municipality. A better approach is to consider the need at the County level by comparing the number of households in each targeted income group with the number of housing units that are affordable in each targeted income group.

There are limitations to this approach. Some units that are affordable to moderate income households are not occupied by moderate income households. Also, the value of an owner-occupied home can be higher now than when the mortgage to acquire the home was secured, resulting in lower actual costs from what would be incurred if the home were to be sold now. With these limitations in mind, the tables below help estimate the need for additional moderate income housing at the County level.

Table 9 shows the number of Salt Lake County households that fall within various income levels as well as the appropriate targeted income group.

Table 9: 2014 Salt Lake County Household Income

Household Income	Number of Households	% of Total Households	Targeted Income Group
Less than \$10,000	17,340	5.0%	30% or less
\$10,000 to \$14,999	13,192	3.8%	30% or less
\$15,000 to \$19,999	14,732	4.2%	30% or less
\$20,000 to \$24,999	16,036	4.6%	50% or less
\$25,000 to \$29,999	15,311	4.4%	50% or less
\$30,000 to \$34,999	16,134	4.6%	50% or less
\$35,000 to \$39,999	15,456	4.4%	80% or less
\$40,000 to \$44,999	15,666	4.5%	80% or less
\$45,000 to \$49,999	14,728	4.2%	80% or less
\$50,000 to \$59,999	30,577	8.8%	80% or less
\$60,000 to \$74,999	41,636	12.0%	Above 80% to above AMI
\$75,000 to \$99,999	51,599	14.8%	Above AMI
\$100,000 to \$124,999	32,020	9.2%	Above AMI
\$125,000 to \$149,999	19,452	5.6%	Above AMI
\$150,000 to \$199,999	17,685	5.1%	Above AMI
\$200,000 or more	16,546	4.8%	Above AMI
Total:	348,110		

Source: ACS Table B19001 2010-2014 5-Year Estimates

In Salt Lake County, 45,264 households or 13.0% have incomes of 30% or less than the AMI. 47,481 households or 13.6% have incomes between 30% and 50% of the AMI. 76,427 households or 22.0% make between 50% and 80% of the AMI.

Table 10: Number of Housing Units Needed within Salt Lake County for Targeted Income Groups

Targeted Income Group	# of Occupied Housing Units Affordable at Targeted Income Group	# of Households within Targeted Income Group	Difference Between Affordable Units and Households
80% of AMI or less	206,748	169,172	37,576
50% of AMI or less	78,946	92,745	-13,799
30% of AMI or less	19,820	45,264	-25,444

As Table 10 illustrates, there is a need at the County level for more housing that is affordable to households earning 50% or less than the AMI. The most pronounced affordable housing need is for those households at 30% or less than the AMI.

Understanding the need at the County level allows us to now consider the need at the local level. Table 11 combines information from Tables 4 and 9 to show how well a cities' housing stock matches the income levels of County households.

Table 11: 2014 Occupied Housing Unit Affordability Compared to County Household Income

Place	Total Occupied Housing Units	% of Total Housing Available to 30%	% of Total Housing Available to 50%	% of Total Housing Available to 80%
Bluffdale	2,220	0.7%	5.5%	25.9%
Cottonwood Heights	12,042	1.9%	11.4%	38.2%
Draper	12,287	2.1%	5.6%	28.0%
Herriman	6,257	1.5%	3.9%	31.0%
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Midvale	11,389	4.8%	28.2%	79.7%
Murray	18,646	4.5%	25.2%	63.1%
Riverton	11,044	1.9%	5.0%	30.8%
Salt Lake City	74,652	9.2%	38.3%	69.2%
Salt Lake County	348,110	5.7%	22.7%	59.4%
Sandy	28,478	4.1%	10.9%	38.1%
South Jordan	15,713	2.5%	4.3%	23.6%
South Salt Lake	8,540	8.2%	50.4%	86.6%
Taylorsville	19,570	6.1%	25.3%	74.8%
West Jordan	31,116	4.0%	12.5%	57.3%
West Valley City	36,946	9.2%	27.7%	82.5%
Place	Total Households	% of Households Earning 30% of AMI or Less	% of Households Earning 50% of AMI or Less	% of Households Earning 80% of AMI or Less
Salt Lake County	348,110	13.0%	26.6%	48.6%

Source: ACS Tables B19001 and B19113 2010-2014 5-Year Estimates

For households earning 30% of the AMI or less, not one of the cities' percentage of affordable housing matches or exceeds the percentage of households in this targeted income group. This is due in large part to the significant subsidies, like tax credits, that are needed to construct new housing affordable at this price point. As pointed out earlier, there are some cities, however, that have a much greater percentage than others.

On the issue of need over the next five years, West Valley City poses this question – should West Valley City be expected to facilitate the construction of new housing that is affordable to households earning 30% of the AMI or less when we already have a greater percentage of affordable units at this price than 14 of the 15 cities in the County? West Valley City's response to this question is no, we should not be expected to do this until other cities have stepped up to facilitate new tax credit projects and other subsidized residential developments so that the availability of housing at this price in other communities increases to a level comparable to West Valley. The likelihood of other cities stepping up to this level in the next five years is very small; hence, West Valley should not be expected to facilitate more affordable housing at this price point over the next five years. The sustainability of our City and its neighborhoods



is of paramount concern to us and it is clear that balance and a provision for housing for all comers is essential. We will continue to seek that optimal balance for our community.

For households earning 50% of AMI or less, West Valley’s percentage of affordable units exceeds the percentage of County households at this income level. Therefore, West Valley should not be expected to facilitate new housing at this price point as well.

While West Valley clearly has a substantial amount of affordable housing, it lacks housing for higher income households. In fact, the Regional Analysis of Impediments to Fair Housing Choice referenced in the Introduction states: “West Valley City and Taylorsville both have a disproportionately small share of homes priced above \$250,000. A home priced at \$250,000 or more is affordable to those households with at least a median income level. West Valley City with 11 percent of households in the county has only 1.1 percent of the homes priced above \$250,000. Taylorsville with 6 percent of the households in the county has only 1.8 percent of the homes priced above \$250,000. West Valley City and Taylorsville need to continue to concentrate on improving housing opportunities for higher income households.” In summary, what West Valley needs is housing for higher income households to provide balance to the ample supply of affordable housing within the City.

CITY'S PROGRAM TO ENCOURAGE MODERATE INCOME HOUSING

Despite the fact that West Valley has clearly done more than its fair share of facilitating affordable housing, the City continues to take steps to preserve existing affordable units and to support, where appropriate, the creation of new affordable units.

Goal: Preserve existing affordable units

- **Action:** Through the City's Housing Authority, assist low income owners maintain their homes. Under Community Development Block Grant (CDBG) and HOME funds, West Valley City is able to help maintain the existing supply of owner-occupied, low income housing through programs that include home rehabilitations and emergency repairs.
- **Action:** Proactively enforce licensing and property maintenance ordinances on all rental properties. With lower rents, some affordable units can have deferred maintenance which, if left unchecked, can decrease the property's appeal and lead to problem tenants. Ensuring proper upkeep allows existing affordable units to remain safe, viable options for low income families.

Goal: Where appropriate, creating new affordable units

- **Action:** Utilize tax credits and other funds to redevelop blighted multi-family residential with higher density, affordable units. There are some poorly designed and maintained multi-family residential units within the City that involve multiple owners. In such cases, redevelopment is preferred over reinvestment in existing buildings. An excellent example of this within the City is the Harvey Street redevelopment. Prior to redevelopment, the street was combination of individually owned fourplexes and duplexes where crime was rampant. The City partnered with several entities to assemble the property, demolish the buildings and build two higher density, affordable projects – one for families and the other for seniors. Twelve years later, both projects are well maintained and crime has decreased dramatically.
- **Action:** Explore options to create additional affordable units such as accessory dwelling units and additional supportive housing. On May 17, 2016, the WVC City Council passed Resolution 16-81, "A Resolution Setting Forth and Reaffirming West Valley City's Commitment to Fight Housing Insecurity and Homelessness" in order to show the City's ongoing support of County and State efforts to find solutions to reduce homelessness and create more affordable housing. The Resolution called for City staff to evaluate City zoning, consider new accessory dwelling unit possibilities, consider rehabilitating distressed homes to for homeless services, and to pursue development of high quality affordable housing options in the City. To date the City has already created a new Supportive Housing Zoning and continues to explore the option of allowing accessory dwelling units in select locations.

Appendix B - Fairbourne Station Vision



Fairbourne Station will be a recognizable town center combining civic services, public open space, high density housing, retail, hospitality, and office space in a premier transit oriented development. Fairbourne Station will be a destination where people will want to live, work, visit, linger, and experience.



Adopted as City Center Vision 12/21/2004
Updated as Fairbourne Station Vision 9/11/2012

WHAT IS THE FAIRBOURNE STATION VISION?

The Fairbourne Station Vision is a small area plan that serves as a long range policy document to guide future land use decisions. The West Valley City General Plan: Vision West 2030 document provides a long term vision for the City's future, laying out broad goals and recommendations to aid in future decision making regarding housing, employment, recreation, transportation, and land use. Likewise, the Fairbourne Station Vision provides a guiding document for this area of special importance to the City. This document serves as an update to the original small area plan, the City Center Vision, adopted in 2004.

AREA HISTORY

The area around 3500 South and Constitution Boulevard has traditionally been a commercial area with grocery stores, banks, department stores, and some of the area's first sit down restaurants. Valley Fair Mall was constructed in the early 1970s and enjoyed success in part due to visibility from I-215 and easy access. Although the area redeveloped somewhat in the 1990's, mall patronage later declined and residential and commercial growth stagnated.

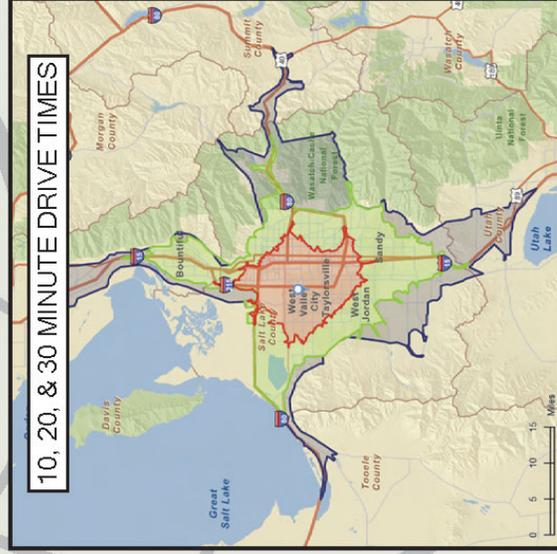
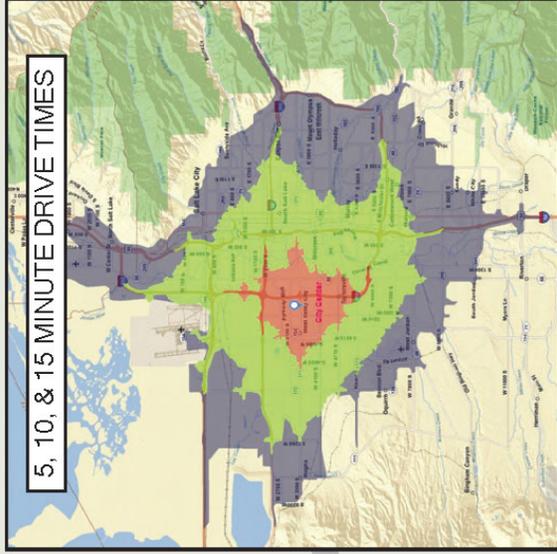
The City Center Redevelopment Project area was created in 2004, encompassing a large area surrounding City Hall and the Valley Fair Mall. In 2006, Granger Elementary was relocated and Mall redevelopment began in earnest. The pace of redevelopment has been rapid in more recent years, with land acquisition, design of public open space elements, and the construction of individual elements of the original City Center Vision. As major components of West Valley's City Center transformed from ideas to reality on the ground, thoughts turned to a name befitting the grand scale of the project.

One hundred fifty years ago, Joseph Fairbourne's weigh station was the first stop for outlying settlers on their way to market their produce. Fairbourne's corner became the birthplace of commerce on the west side of the Salt Lake Valley, a hub in the regional transportation network, and a crossroads for people of diverse nationalities who convened there to market, to worship, and to work together to build the community that would become West Valley City.

Fairbourne Station was selected as the name for the area formerly referred to as City Center in order to honor its history as the community's traditional gathering place, and to honor the spirit of everyday citizens past and present who created the community's legacy of unity, pride and progress.



Joseph Watson Fairbourne and Frederick Neilsen at Fairbourne's blacksmith shop.



FAIRBOURNE STATION LOCATION AND AREA AMENITIES

- Central valley location
- Visible from I-215 with 96,660 vehicles a day and from 3500 South with 46,165 vehicles a day
- 5 minutes or less to four freeways: I-215, I-15, I-80, and SR-201
- 10 minutes to downtown Salt Lake City and to the Salt Lake City International Airport
- Well connected to transit system that serves over 2 million people
- Served by light rail connections to the Salt Lake City International Airport and downtown Salt Lake City
- Served by UTA bus rapid transit (BRT) and 9 local bus routes
- 746,000 people within a 15 minute drive
- 1,236,000 people within a 30 minute drive
- Valley Fair Mall with 1,000,000 square feet of retail and over \$300,000,000 in annual sales

ENVISIONING “CITY CENTER”

The idea of creating a downtown for West Valley City has been a consistent theme since the City’s incorporation and was a stated goal in the City’s first General Plan in 1984. The construction of City Hall in 1987-90 was intended to provide a civic anchor for what would become a vibrant central business district and community town center. In 1997 the American Institute of Architects Regional/Urban Design Assistance Team (R/UDAT) suggested that City leadership and citizens work together to more clearly define what would constitute a downtown for West Valley City and what physical form it might take. One specific R/UDAT suggestion was to create a series of town centers, including one around the mall focusing on retail, government, and transit.

In 2003, Envision Utah and Cooper Roberts Simonsen & Associates conducted a series of public meetings with West Valley City residents to explore potential future land use scenarios for City Center. The citizen-preferred land use scenario for City Center that emerged from this process included:

- **A mix of land uses, including civic functions, a range of housing types, diverse shopping choices, public landmarks and art, public plazas, increased employment and entertainment opportunities, and restaurants/cafes with outdoor seating.**
- **A strong transit focus, including light rail, bus rapid transit, local bus and an intermodal hub.**
- **More intense land uses to create a unique, diverse town center with a strong sense of place.**

These desires and goals were written into the original City Center Vision, adopted in 2004.

BUILDING FAIRBOURNE STATION

Since the adoption of the original City Center Vision, rapid progress has been made in achieving the vision of creating a downtown for West Valley City. The creation of the City Center Redevelopment Area in 2004 enabled the first major project to begin: the renovation of Valley Fair Mall in 2006. In 2008, the Redevelopment Agency began acquiring land to make way for the construction of the various components of the vision. In 2010, MXD Development Strategists was commissioned to perform a market analysis to determine the amount of retail, office, and multi-family development that could be supported in the area, and also to recommend land use strategies and timing for development. During the same time frame, an independent market analysis was conducted by ICO Management, the City’s residential development partner, which corroborated the results of the first analysis.

Significant transportation infrastructure investments by the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) began in 2008. Bus rapid transit (BRT) service featuring dedicated center lanes and loading platforms on 3500 South began in 2010, and the West Valley TRAX light rail line opened in 2011. This TRAX line currently provides direct service to downtown Salt Lake City and a connection to the University of Utah. By 2013, the West Valley City TRAX line (UTA’s Green Line) will provide direct service to the Salt Lake City International Airport.

In 2010, GSBS Architects was selected as the master designer for Fairbourne Station and the central Promenade feature, a four acre linear park with design cues that reference Fairbourne area history. Stanley Consultants was chosen to design the Plaza, which will connect the TRAX station, intermodal hub, and Promenade. The Plaza will provide a community landmark and gathering space that will define Fairbourne Station. Groundbreaking for both occurred in summer 2011, and the Plaza and Phase 1 of the Promenade will be completed in 2012.

As of 2012, many of the goals and action items of the original City Center Vision have been achieved or are in process. The Fairbourne Station Vision will provide a new set of guiding principles to ensure that West Valley City’s vision of creating the premier mixed use transit oriented development (TOD) project in Utah continues to be achieved.



- City Center Vision small area plan adopted
- City Center redevelopment project area created
- Costco Completed
- Church demolished to make way for UTA Park & Ride lot
- First building built to City Center zone standards
- 3500 South widening project continues
- TRAX light rail construction (2011 completion)
- Valley Fair Mall Phase 1 construction (2010 completion)
- Intermodal hub & Plaza construction (2010 completion)

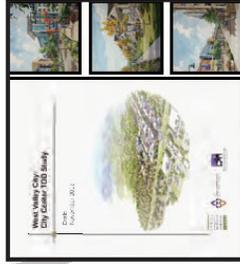
2003 2004 2006 2007 2008 2009 2010

- City Center zone adopted
- Granger Elementary demolished to make way for Costco

- 3500 South reconstruction between 2700 West and Bangerter Highway begins (2010 completion)
- UTA opens BRT service on 3500 South
- Mall Phase 1 demolition
- UTA Park & Ride lot construction

- 3500 South reconstruction with dedicated BRT lanes and center platforms completed
- Intermodal hub & Plaza completed
- Valley Fair Mall Phase 2 construction on west side of Mall (2011 completion)
- Selection of development partners West Valley Lodging Initiatives (WVLI), Hines, and ICO Management
- MXD Development Strategists market study
- Design competition and selection of master designer GSBS for overall concept plan and Promenade design
- Selection of Stanley Consultants for Plaza design

- City Center TOD study completed





- West Valley Central light rail station completed and TRAX Green Line service begins
- Planning Commission approves conditional use for ICO apartments
- Embassy Suites Hotel groundbreaking (2012 completion)
- Plaza groundbreaking (2012 completion)
- Promenade groundbreaking (Phase 1 2012 completion)
- 2400 West construction (2012 completion)
- Demolition and site preparation for Embassy Suites Hotel, ICO residences, and Promenade

2011

2012

- I-215 interchange at 3500 South rebuilt and reconfigured with new 2400 West frontage road and improved access to Valley Fair Mall
- Plaza & Promenade Phase 1 completion
- Embassy Suites Hotel completion
- Megaplex Theatre at Valley Fair Mall completion
- Valley Fair Mall interior remodel



DEVELOPMENT OBJECTIVES:

- Create a new mixed use urban center including a combination of 200,000 square feet of new retail and 200,000 to 400,000 square feet of office space
- Add 1,000 dwellings with a variety of housing types and prices to create an urban environment and to help support area retail
- Create a varied and unique built environment reflecting excellence in architecture, landscaping, and design
- Build new streets to improve circulation and provide access to new development
- Facilitate the redevelopment of aging residential and commercial developments
- Complete the Promenade to provide a centralized public open space
- Consolidate civic uses into one civic block
- Increase property values within and around Fairbourne Station

TRANSIT ORIENTED DEVELOPMENT PRINCIPLES:

- Compact, human scale development
- Buildings oriented toward streets and sidewalks
- Connected public spaces
- Interconnected street grid with smaller blocks
- Pedestrian emphasis and walkable development
- Minimized need for automobile use and traffic calming
- Increased mobility using all modes of transit
- Complimentary mixed land uses: residential, office, retail, restaurant, entertainment, hospitality

PARTNERS:

- DRH Company - Land acquisition assistance and development consulting
- Great Basin Engineering - Surveying and road and infrastructure design
- GSBS Architects - Master designer for Fairbourne Station, and designer of and construction consultant for the Promenade
- Hines - World class office development and leasing firm
- ICO Management - Site demolition and builder of first major residential component of Fairbourne, a 225 unit Class A apartment development
- MXD Development Strategists - Market analysis and strategic land use consulting
- Stanley Consultants - Designer of the Plaza, the public space linking the TRAX station, intermodal hub and Promenade



FUTURE LAND USE





3500 SOUTH - 2700 West to 3200 West

VISION:

A predominantly commercial street providing primary access to Fairbourne Station with attractive pedestrian accommodations. Travelers on 3500 South should know by the scale and placement of buildings and the streetscape along this section of 3500 South that they have arrived at Fairbourne Station.

GOALS:

- Redevelop aging commercial and allow a mix of uses with good urban form on the north side of 3500 South
- Improve the appearance and pedestrian appeal of the street through landscaping, wide sidewalks, inviting storefronts, and vertical, architecturally interesting buildings placed near the roadway on both sides
- Decrease visual clutter and create better urban form
- Consolidate driveways by encouraging shared access and parking
- Create vertical architectural elements, especially at Constitution and 3200 West corners
- Create uniqueness and distinction along this section of 3500 South through building height, placement, and design

ISSUES:

- Visually and functionally connecting the north and south sides of 3500 South
- Bringing good urban form to existing and future commercial, especially on the north side of 3500 South
- Width of 3500 South discourages pedestrian crossing
- Traffic congestion and left turn demands
- Through traffic versus local shopping traffic
- Traffic capacity engineering versus pedestrian function and street aesthetics
- Current uses versus a greater mix of uses



CONSTITUTION BOULEVARD - North side of 3500 South to Lancer Way

VISION:

A commercial street linking Fairbourne Station with the Valley Fair Mall, which also provides secondary access to Fairbourne Station. Buildings on Constitution Boulevard should align with the light rail turn and create a focal point. Vertical architectural elements should be introduced near street corners. As with 3500 South, travelers on 2700 West should know by the scale and placement of buildings and the streetscape along this section of 2700 West that they have arrived at Fairbourne Station.

GOALS:

- Work with existing businesses to transition toward a greater intensity and diversity of uses
- Create a streetscape with a unique character to define the eastern edge of Fairbourne Station
- Bring buildings to the street, and create height and architectural interest
- Create better pedestrian links to the Valley Fair Mall
- Improve the pedestrian connection north of City Hall between 2700 West and Market Street with markers, architectural cues, or other elements that guide pedestrians past City Hall to the Plaza and Promenade
- Create a City landmark building with the office development

ISSUES:

- Pedestrian connections across 2700 West at 3500 South and Lehman Avenue
- Pedestrian flow past City Hall from the Mall to the Plaza, intermodal hub, and Promenade area
- Visual, architectural, and thematic continuity between the Mall and office/retail block

MARKET STREET - 3500 South to Lehman Avenue

VISION:

A commercial street and one of the primary vehicular entrances to Fairbourne Station, Market Street will also be a major pedestrian link for residents, hotel guests, office workers, retail customers, and transit riders. As such, Market Street should be defined by buildings oriented to the street, with vertical elements and generous pedestrian accommodations. A greater mix of uses should be encouraged to create and maintain street level interest and a sense of arrival.

GOALS:

- Work with existing business and land owners to transition toward a greater intensity and diversity of uses
- Create a strong sense of arrival for vehicular traffic entering from 3500 South
- Build structured parking at the corner of Market Street and Lehman Avenue
- Encourage leasable ground level retail, restaurant, or vendor space in the parking structure and any large buildings on the office block that front Market Street
- If leasable ground floor space in a future office building is not viable, encourage seating areas, mini-plazas with vendor space, or enhanced landscaping elsewhere along the street

ISSUES:

- Balancing necessary land uses with desired street character
- Balancing vehicular and pedestrian circulation
- Parking structure function and aesthetics and pedestrian experience
- First floor retail versus market demand
- Streetscape integration of potentially large, imposing buildings and structures



WEIGH STATION ROAD - Beaver Street to Market Street

VISION:

As a critical east-west vehicular traffic circulator for residents, hotel guests, and visitors to Fairbourne Station, this road must make an effective bridge between the vertical streetscape presented by planned residential development on the south and the more buffered streetscape presented by the hotel and mixed-use area on the north.

GOALS:

- Strike a functional and aesthetic balance between the strong vertical nature of planned residential development and other less vertical development with buildings oriented toward 3500 South
- Create an inviting pedestrian alternative to the Promenade
- Expand the street network by connecting to Beaver Street

ISSUES:

- Creating a coherent streetscape despite large buildings with divergent setbacks and street orientations
- Balancing vehicular and pedestrian circulation
- Parking structure aesthetics and pedestrian experience
- Assemblage of land





LEHMAN AVENUE - Market Street to 3200 West

VISION:

A predominantly residential street with strong visual and pedestrian connections to the Promenade and intermodal transit center. Higher density residential development, architectural excellence, new housing types, and a possible institutional use will define the character of the street.

GOALS:

- Promote quality high density residential use, including stacked flats and row style housing to the west
- Expand the street network and connect to the extension of Beaver Street
- Complete the Promenade
- Create a pedestrian friendly streetscape for the entire length of Lehman Avenue

ISSUES:

- Assemblage of land
- Designing for density
- Redevelopment of existing residential at the west end of Lehman Avenue
- Connecting to 3200 West or stopping at Beaver Street
- Residential or institutional use west of Beaver Street

LANCER WAY - Constitution Boulevard to 3200 West

VISION:

Lancer Way should define the southern edge of Fairbourne Station, serving as a transition between higher density uses on the north and single family neighborhoods on the south. Lancer Way should function as a pedestrian link to the intermodal hub, light rail station, and enhanced Salt Lake County Library for residents in surrounding neighborhoods. Land uses should include residential and office, with consolidation of civic services at the corner of Constitution Boulevard.

GOALS:

- Promote high-density residential uses and new housing types
- Expand the Fairbourne street network by connecting to the new extension of Beaver Street
- Improve pedestrian connections to the intermodal hub, creating a consistent and improved streetscape for the length of the street
- Create a streetscape with a unique character to define the southern edge of Fairbourne Station
- Improve/redevelop County housing
- Improve the County Library

ISSUES:

- Traffic generated by Fairbourne Station at intersections
- Transition between existing single family neighborhoods south of Lancer to newer, more dense development within Fairbourne
- Aging County housing
- Some Lancer Way properties are not within the City Center RDA, limiting redevelopment tools





3200 WEST - 3500 South to Lancer Way

VISION:

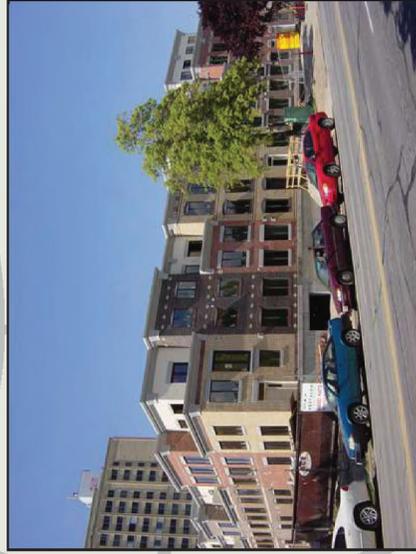
3200 West should define the western edge of Fairbourne Station, serving as a transition between higher density uses on the east and single family neighborhoods to the west. The corner of 3500 South and 3200 West should mark the transition to mixed uses and distinctive architecture.

GOALS:

- Promote medium to high density residential uses, new housing types, and distinctive architecture
- Improve pedestrian access and connection to the intermodal hub
- Enhance the streetscape with better landscaping and pedestrian amenities
- Extend City Center zone to encompass the corner of 3500 South
- Create a definable western edge for Fairbourne
- Redevelop aging commercial development and encourage good urban form

ISSUES:

- Traffic generated by Fairbourne at intersections
- Transition of uses from newer, denser development to single family neighborhoods to the west
- Not all portions of the street are within the City Center RDA, limiting redevelopment tools
- Aging commercial along 3200 West





BEAVER STREET - 3500 South to Lancer Way

VISION:

As an essential vehicular access to Fairbourne Station, Beaver Street should effectively move high volumes of traffic while still being inviting to pedestrians. Connections at 3500 South and Lancer Way will facilitate north-south traffic flow. Beaver Street will serve as a transition from higher intensity uses on the east to lower intensity uses to the west.

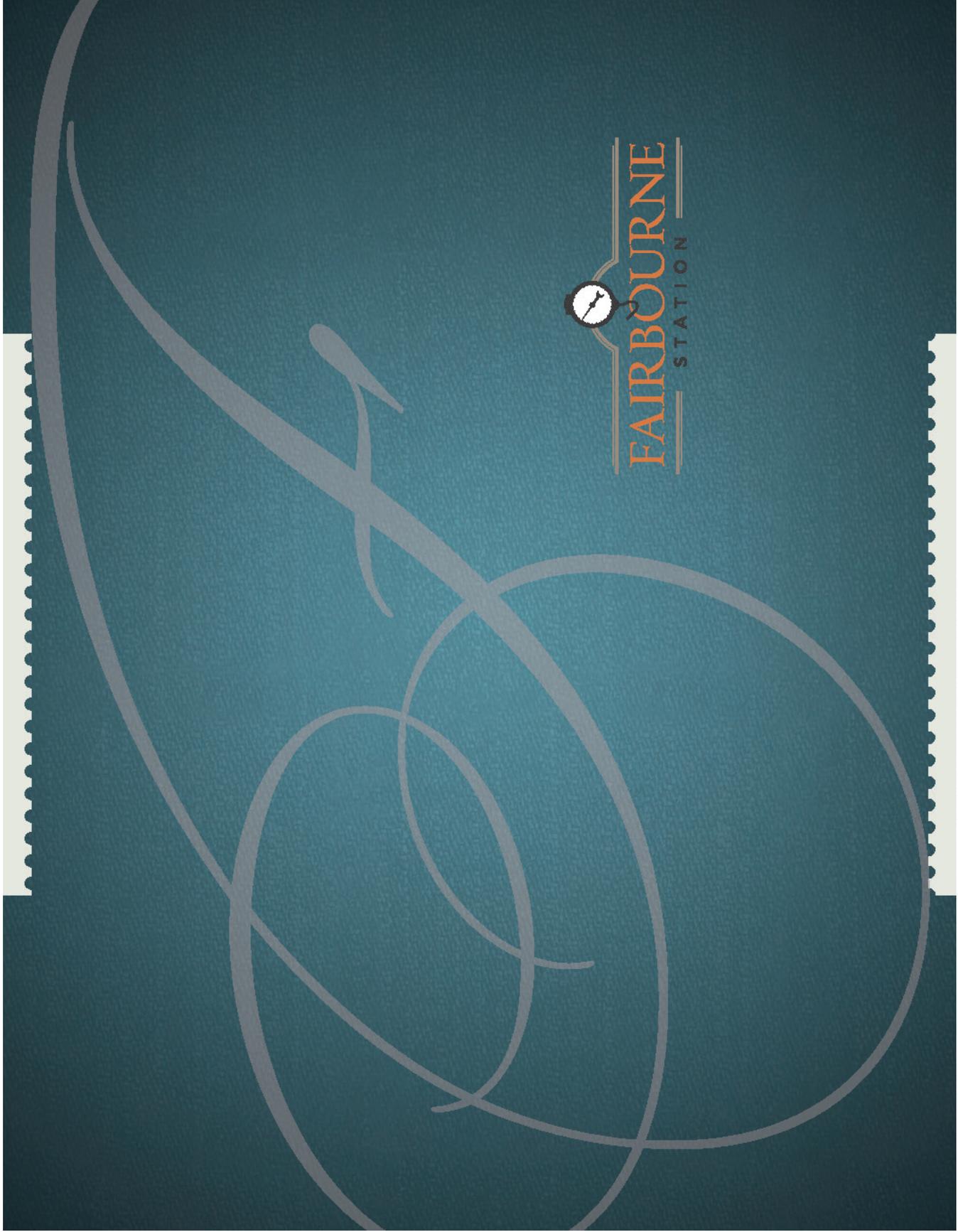
GOALS:

- Create an attractive street that effectively moves traffic and pedestrians
- Complete the Promenade
- Complete the street network with a new intersection and traffic signal at 3500 South and an intersection at Lancer Way
- Coordinate with UTA for a potential BRT station on 3500 South
- Develop streetscape and building standards
- Extend the City Center zone
- Rename the section of street south of 3500 South to a name that references Fairbourne Station history

ISSUES:

- Obtaining UDOT approval for new traffic signal on 3500 South
- Balancing traffic volume, pedestrian experience, and safety
- Assemblage of land
- Transition between new development on the east to older development that might remain on the west
- Connecting to Lancer Way
- Residential or institutional use





Appendix C - Hunter Town Center Plan



Small Area Plan

Adopted by
The West Valley City Council
1 June 2010

Prepared for
West Valley City

by
The Planning Center, Inc.



Plan Elements

1-1 Plan Elements Overview

The elements section seeks to implement the key themes that emanated from the public process. The process that led to the development of the Hunter Town Center Small Area Plan is described in Section II.

The Planning Center recommended that the City should immediately begin to consider rezoning the study area to a new zone that supports transit-oriented development (TOD). This recommendation was made for the reasons outlined below.

Without a change in zoning to a new zone that supports transit, development consistent with existing C-1 and C-2 zoning would effectively preclude the opportunity of a walkable, transit-oriented town center within the study area for 50 to 100 years (the approximate lifetime of new office development). The existing zoning enables low intensity, commercial development without appropriate pedestrian-friendly design features that are important in this area. The Hunter Town Center study area will have the benefit of some of the region's best transit facilities by 2030.



Figure 1-1. Example of Pedestrian Circulation

This plan will establish a long term vision from which to construct a new land use ordinance for the Hunter Town Center area. Given the current state of Salt Lake County's real estate and retail markets, and in consideration of the time it will take for public transit enhancements to be constructed, significant transit-oriented redevelopment is unlikely in the Hunter Town Center study area for another 20 years. West Valley City will seek an ordinance that will establish design criteria and land uses that will encourage redevelopment and facilitate a transition to higher densities, a greater mix of uses, and other transit-oriented characteristics when the market and the community are ready.

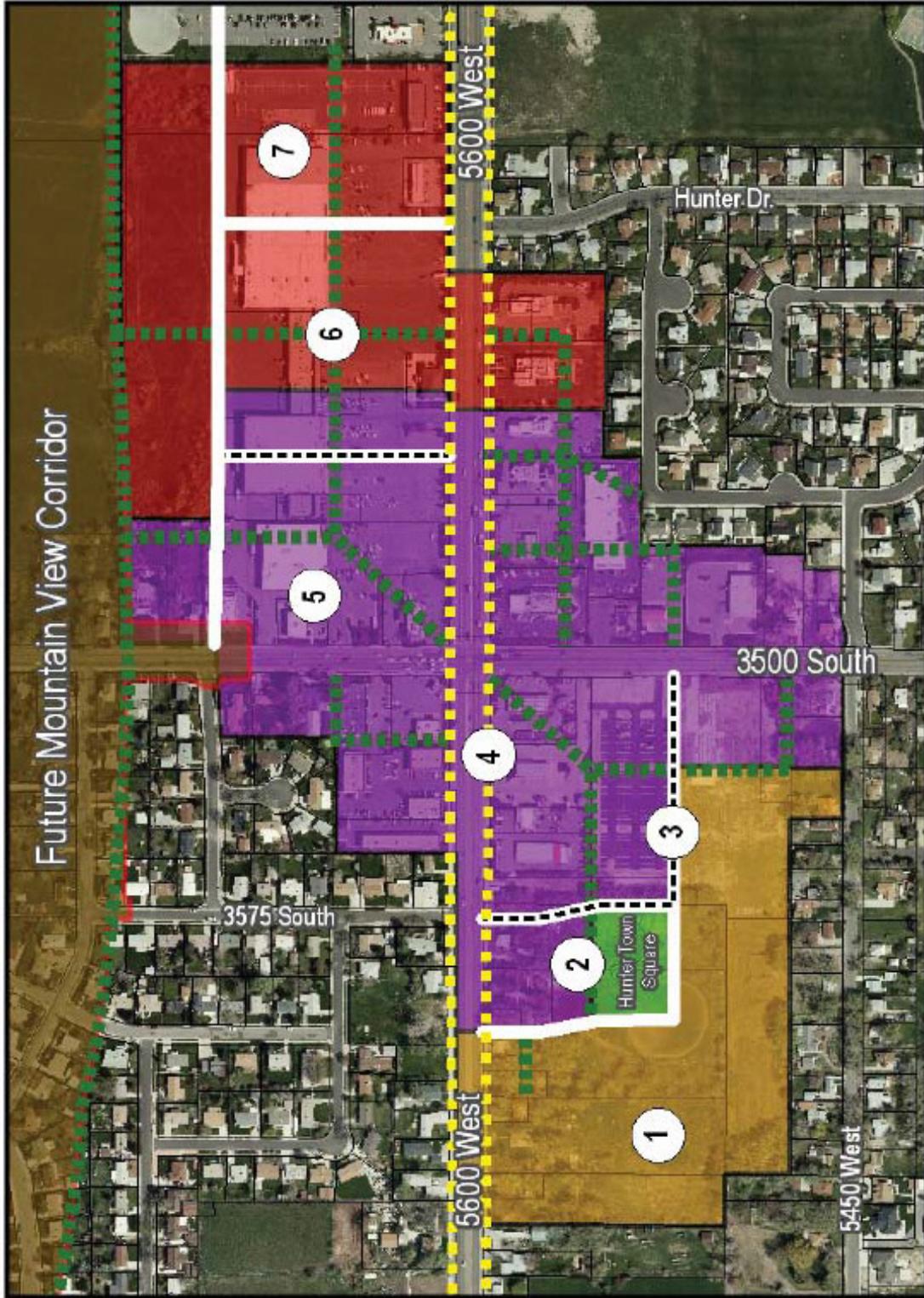
Infill development on vacant or underutilized parcels should be allowed at lower intensities until the market for TOD matures, and as long as higher density development can be accommodated when the market supports it.

1-2 Summary of Plan Elements

Plan elements include:

- 1. Plan Map:** Governs new streets and walking routes, recommending the location of main streets (a street lined with pedestrian-oriented buildings with ground-floor storefronts), boundaries for land use districts, and the location of a major public plaza.
- 2. Design Guidelines:** Design guidelines are intended to aid in the establishment of a new ordinance and in the eventual redevelopment of the Hunter Town Center in accordance to the goals of this plan.

Hunter Town Center Plan Map



HUNTER TOWN CENTER

1. **Town Medium District**

This area should be more residential in nature, offering a mix of housing types from small-lot single-family homes to townhomes and manor house condominiums, designed to look like a large single-family home. Some retail and office uses should also be welcome.

Housing densities should gradually transition to neighborhood levels at the edges of the town center.

2. **Town Square**

The town square acts as a community gathering space for the surrounding neighborhoods. It is a place where community events might be held.

3. **Main Streets**

Nonresidential development that focuses in part on new main streets will create people-oriented places that will become a gathering place for surrounding neighborhoods. The location of the main streets corresponds with the endpoint for future station platforms, enabling transit riders to easily walk to key destinations, if pedestrian crossings are allowed away from intersections at 5600 South.

4. **Improved Streetscapes**

Through redevelopment, road widening, and other means, improve the streetscape to include wider parkstrips and sidewalks and enhanced lighting and landscaping along 5600 West and 3500 South.

5. **Town Center District**

The plan encourages the greatest intensity of development at the intersection to help more people to easily ride high-capacity transit. Office uses and high density residential should be emphasized since they generate the most ridership for transit. Retail is also welcome.

6. **Small Blocks/Pedestrian Pathways**

Walkability and pedestrian access to transit are key goals of the Hunter Town Center plan. Landowners have the option of providing pedestrian-only pathways to bisect large blocks or of making smaller blocks.

7. **Town Retail District**

With significant traffic along 5600 West and 3500 South and an interchange planned on 3500 South for the Mountain View Corridor, this location remains an excellent location for retail. Existing retail should be intensified. High density residential and office uses are also welcome.

1-3 Design Guidelines

The design guidelines below are intended for a transit-oriented town center. The City will use these guidelines as a reference in developing new land use ordinances for the Hunter Town Center. Other factors that are essential to a successful Hunter Town Center ordinance include an understanding of local and regional market conditions and continued community input.

Streets and Paths

1. New streets similar to those shown in the Plan map should be constructed to break up the existing large blocks and provide better pedestrian and vehicular access.
2. In addition to new streets, non-motorized paths similar to those shown in the Plan map should be included to further improve pedestrian accessibility, especially to the intersection at 3500 South and 5600 West.
3. Non-motorized paths should be significantly larger than the standard 5' City sidewalk and include landscaping that separates the pedestrian paths from parking areas.
4. The Main Streets shown in the Plan map should include the following characteristics:
 - a. Pedestrian oriented buildings with ground-floor storefronts
 - b. A significant nonresidential component
 - c. Pedestrian travel is emphasized
 - d. A substantial amount of ground floor windows and doors
 - e. A majority of the property frontage is occupied by buildings

Streetscape

1. Park strips and/or tree wells should be included along all streets. Park strips and/or tree wells along 3500 South and 5600 West should be 6' or larger.
2. All streets should include sidewalks. Along 3500 South and 5600 West, sidewalks should be large enough to accommodate bicycles and pedestrians. Commercial activities such as food vending or outdoor seating space will be encouraged to spill out onto pedestrian pathways as long as movement is not impeded and ADA requirements are met.
3. Buildings should be placed close to the street and oriented toward the street.
4. Buildings should be placed close to street intersections to frame street corners.
5. Buildings that are open to the public and located close to the street should have an entrance for pedestrians that is visible from the street. This entrance should be attractive, functional, a distinct and prominent element of the architectural design, and open to the public during all business hours.

6. Street trees should be included as outlined in the Landscaping Along Major Arterials section of the Zoning Ordinance. Consider a street tree theme.
7. Street and sidewalk lighting should be included on all new streets. Along 3500 South and 5600 West, new decorative street and sidewalk lighting should be installed to replace existing cobra head lights.
8. Power lines and poles should be placed underground.

Parking

1. Parking is encouraged to the side or rear of buildings.
2. Where parking is placed adjacent to a street, the parking should be separated and screened from the street through landscaping and, where appropriate, a small wall.
3. Where possible, parking areas should be connected between properties to improve circulation and reduce the need to access the arterials.
4. Parking flexibility is encouraged to allow for more building square footage.
5. Bicycle parking should be included in new developments in close proximity to building entrances.

Architecture

1. Multi-level buildings are encouraged, especially at intersections.
2. Drive-thrus should be located on the side or rear of buildings.
3. Service areas should not be located along a principal street or along a street served by transit.
4. Commercial or mixed use buildings next to existing or proposed single family homes should be designed in a way to minimize adverse impacts on the adjacent properties. Special consideration should be given to building height and orientation.

Open Space

1. Open space should be grouped in functional areas designed for use.
2. In order to provide a network of open spaces, all open spaces in the Hunter Town Center should be connected to each other through landscaped, non-motorized paths. Open spaces should share thematic elements, including consistent landscaping, street furniture, and hardscape.

3. Plazas or public spaces should incorporate the following elements:
 - a. Sufficient sitting space.
 - b. Trees and shaded areas.
 - c. Water features or public art.
 - d. Outdoor eating areas or food vendors.
4. A town square, as designated on the Plan map, should be a significant public gathering space, in excess of half an acre. The town square should have hardscape and landscape elements, and should feature a fountain or public art as a central focus.

Land Use

1. A mixed of retail, office and residential use is encouraged, especially in the Town Center District.
2. To support transit, a minimum residential density of 12 units/acre is recommended for the town center district. A commercial minimum floor area ratio (FAR) of 0.5 is recommended for the same district. For all other districts, the minimum residential density and commercial FAR recommended are 8 units/acre and 0.35.
3. For multi-family residential, interior amenities such as elevators, fitness rooms, and a keyless access system are recommended.
4. Uses that have relatively few employees, residents, and/or patrons, such as self-storage facilities and warehouses, are discouraged.
5. For residential uses, for sale products should be encouraged.
6. Multi-family residential development that is not part of an integrated mixed-use site plan and that has no frontage on a public street is discouraged.

2-1 Background

Transportation Context

The Hunter Town Center will experience dramatic mobility improvements in the coming decade. The Mountain View Corridor will be improved incrementally until it becomes a freeway corridor. Indications are that by 2015 it will operate as a limited-access arterial. By 2025, 3500 South is scheduled to operate a type II bus rapid transit (BRT) that will terminate at 5600 West. This is consistent with the way it currently operates between 2700 West and the Bangerter Highway. It is the City's desire that future BRT lines be enhanced with better amenities and a higher level of safety and convenience for transit users.

5600 West BRT

The Wasatch Front Regional Council has designated the 5600 West Corridor for type I BRT, meaning it will have dedicated right-of-way enabling it to bypass a congested roadway. Transit stations will be similar in quality to a TRAX station. Overall, patrons of this transit line will experience service characteristics similar in quality to light rail. BRT along 5600 West is currently in design and the Utah Transit Authority has committed to build the line by 2015. With roadway improvements to the Mountain View Corridor, and roadway transit improvements to both 3500 South and 5600 West, the Hunter Town Center will have some of the best transportation access in the Wasatch Front. This level of access will open the possibility for this study area to become a town center within West Valley City, providing residents and patrons with employment, living, and shopping opportunities of a second-tier center, not as significant as the city center, but serving a radius of three miles.



Figure 2-1. Artist's concept of BRT improvements on 5600 West

The Planning Center's 5600 West BRT Station Area Plan Market Study

Please note that this complete document is available under separate cover. The below text represents the executive summary.

In 2015, the Utah Transit Authority is planning to begin operating a BRT line along 5600 West. This market study assesses the sufficiency of market demand to support TOD at the potential 5600 West

and 3500 South BRT station. It quantified the amount of development the city should plan for the area. Finally, it recommends market-oriented strategies for the city to use to plan successful mixed-use development for the transit station area.

Transit-Oriented Development

Several characteristics differentiate TOD from conventional development patterns. First, TODs serve transit users—users who would be using the station without a car—by creating denser, walkable developments that provide a mix of uses within walking distance of the station (generally defined as a ¼-mile radius). Secondly, TODs balance office, residential, and retail uses, providing the area with a daytime and a nighttime population. Such developments also need to balance pedestrian circulation (which helps define the place and differentiate it from other retail districts) with auto access and parking (because a majority of the spending support for retailers will come from the larger community via cars). Finally, TODs may create walkable destination retail districts that offer an alternative experience to conventional convenience-goods and comparison-goods centers, where Americans spend the majority of their disposable income.



Figure 2-2. Del Mar Transit Village

Trade Area

A trade area is the geographic area from which a development or business will draw most of its tenants or customers. For office demand, the market study considers West Valley City’s likely capture of Salt Lake County’s future office-based employment growth. For residential development, the market study considers the city’s future household growth generated by the capture of the county’s total employment growth. For retail, we define a regional trade area that will expand with the opening of the Mountain View Corridor and the commencement of BRT service.

Market Demand

Based on our assessment of market conditions in these trade areas, we recommend that the city plan the study area to accommodate the amount of new development in the following table. The demand projections are in addition to existing and planned development. For example, the recommendation for 114,000 to 140,000 square feet of new retail is in addition to the 680,000 square feet of currently planned projects and in addition to existing centers that might be redeveloped.

Table 2-1. TOD Market Demand Summary, 5600 West and 3500 South Study Area: 2015 and 2030

Year	Office (sq. ft.)	Residential (dwelling units)	Retail (sq. ft.)
2015	45,000 to 55,000	270 to 330	114,000 to 140,000
2030	165,000 to 201,000	1,000 to 1,200	474,000 to 580,000

General Land Use Recommendations

To create a successful TOD mixed-use district we recommend that the city:

1. Plan for a Balance of Land Uses in the Study Area. Successful TODs balance land uses without letting any single use dominate the district. In this case, because the office and residential uses would likely occur in multistory buildings, the available market demand for retail uses would dominate. We recommend planning the study area to capture the maximum amount of office and residential development that good design will accommodate, but only the amount of retail uses needed to create a unique regional destination.

2. Value the Role of Offices in Supporting TOD. Offices in the TOD would attract a daytime population, providing needed spending support for restaurants, entertainment, and other desired retail uses. Offices also create additional transit riders, supporting a destination role for the transit station and helping improve the financial feasibility of public transit. We recommend that the city develop its transit station as a destination and attract a daytime population to support retailers.

3. Capitalize on TOD Housing. Although West Valley City already provides multifamily housing, the residential component of TOD provides important support for the overall development. TOD residents will provide a majority of the pedestrians, and gatherers who will create the image of the district as a walkable retail destination. Recognizing the importance of this public image to the success of the retail, we recommend that the city develop housing as a critical component of TOD.



Figure 2-3. TOD Office

4. Focus on Creating a Retail Destination. The retail destination will live or die based on the support of the larger community. The idea of a destination is that people choose it for the experience rather than just going to the nearest or cheapest store. We recommend planning the TOD to create a unique destination, to accommodate the cars that will bring a majority of the patrons, and to provide visibility for the district.



Figure 2-4. Retail

5. Plan for Long-Term Management. Whether by a single developer, city hall, or a district organization, the TOD will require long-term management for maintenance, policing, lighting, reinvestment, special events, and marketing. We recommend that the city begin now to consider long-term TOD management.

2-2 Goals for the Plan

The purpose of this planning process was to:

- Highlight the opportunity and need to plan transit supportive land uses on 5600 West.
- Initiate awareness of the BRT TOD opportunity(s) in the development community.
- Realize the opportunities of the site(s) in a more timely manner.
- Implement community TOD desires while refining for market realities.
- Provide a higher degree of certainty to the community and the developer, while maintaining sufficient regulatory flexibility.

2-3 Existing Conditions Analysis

The current town center scores low on pedestrian accessibility and quality of walking routes, and it is dominated by surface parking lots in a low-intensity commercial environment.

Walking Coverage

Typical walking coverage is measured by drawing a radius from the proposed station. We looked at the number of buildings that could be reached from the intersection by a $\frac{1}{4}$ -mile walking route. Only 58 percent of the buildings in the $\frac{1}{4}$ mile radius are accessible by a $\frac{1}{4}$ -mile walk. That is, about 30 homes and 300 employees are within the $\frac{1}{4}$ mile walking distance of the proposed town center.

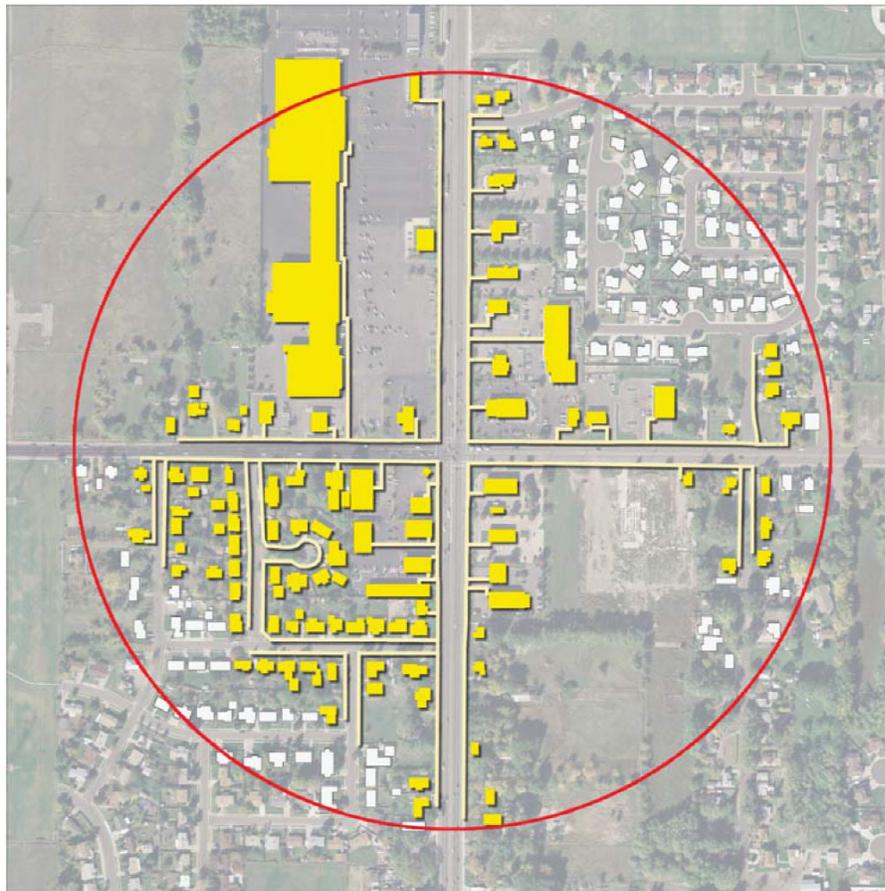


Figure 2-5. Buildings within a quarter-mile distance of the proposed station.

Walking Quality

The quality of pedestrian routes within a ¼-mile walk of the 5600 West/3500 South intersection was rated to gain a sense of the current walkability of the district. Walking routes were categorized based on the following scale:

■ Level 1



■ Level 3



■ Level 2



■ Level 4



- Level 1. Insufficient or no pedestrian infrastructure.
- Level 2. Pedestrian infrastructure is available but unenticing.
- Level 3. Landscaping accompanies infrastructure and is generally well maintained.
- Level 4. Routes are inviting and conducive to walking. Buildings are oriented to sidewalks and pedestrians feel comfortable.

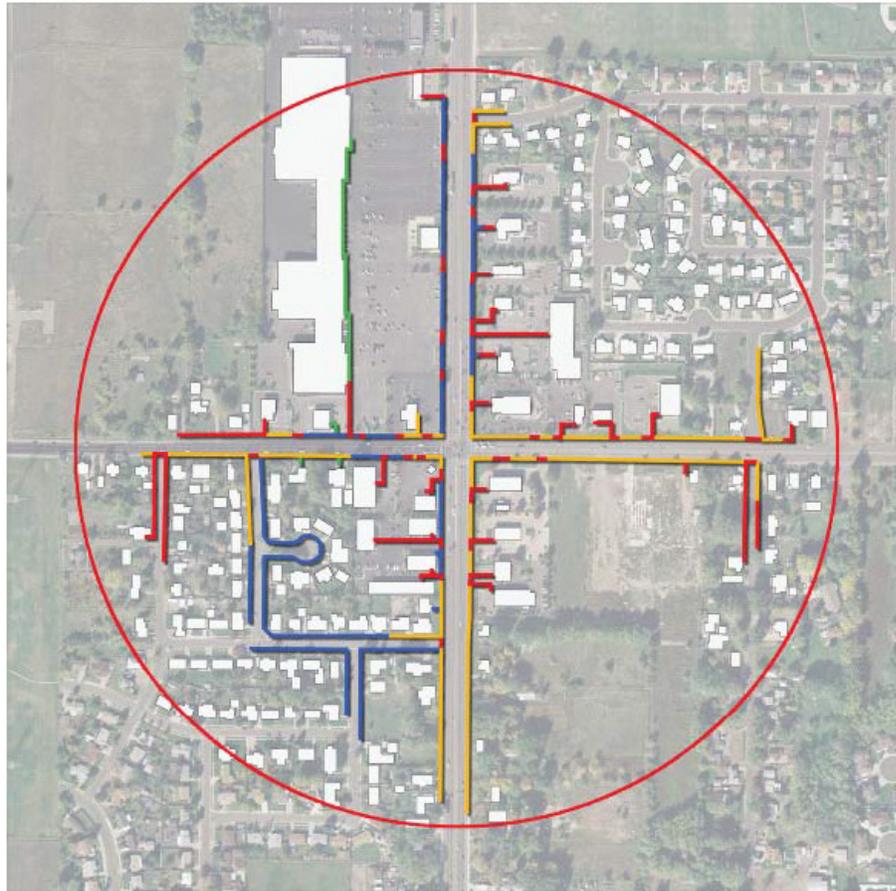


Figure 2-6. Levels of walkability (quarter mile walking routes from 5600 West and 3500 South)

Most routes in the area were level 2 or 3. However, most of the level 3 routes were in the surrounding neighborhoods. The majority of walking routes on 5600 West and 3500 South were level 1 or 2. These routes are low quality with few or no amenities.

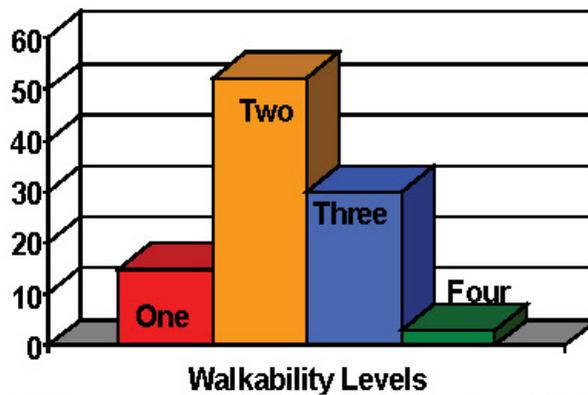


Figure 2-7. Percentages of quarter-mile walking routes from 5600 West and 3500 South (by level of walkability)

Existing Land Use

Land uses within a 1/8-mile radius of the intersection reveal the low-intensity nature of the existing conditions. The majority of land consists of surface parking and roadways. The current floor-to-area ratio (FAR) of this area is 1:6 (building square footage to land area). This is low relative to typical suburban retail and is about one-fifth the target FAR of TOD.



Figure 2-8. Parking, 45%. Streets, 19%. Landscaping, 19%. Buildings, 17%.

2-4 Planning Process

Process Overview

Due to the existing commercial and residential development, planning for the 3500 South/5600 West station area needed to focus on public involvement and incorporating stakeholder input. The process began with the formation of a task force that included city staff, Utah Transit Authority (UTA), a planning commission member, and neighborhood leaders. This task force acted as a small-scale steering committee, providing guidance on how the process should proceed.

The first step with the general public was a small focus group/charrette on October 29, 2008, to begin shaping two scenarios. This charrette was followed by a community meeting on November 19 where the two scenarios were critiqued by residents, business owners, and other stakeholders. Input from this meeting informed a draft design concept and a draft regulatory framework. Revisions were made based on input received from several meetings as outlined in Table 2-2 below.

Table 2-2. Planning Process Summary

Date	Meeting
10/29/08	Small focus group/charrette at UCCC
11/19/08	Community meeting at City Hall lobby
1/13/09	First draft completed by the Planning Center
1/14/09	Open house at City Hall lobby
2/17/09	Second draft completed by the Planning Center
4/08/09	Presentation of the second draft to the Planning Commission
4/14/09	Presentation of the second draft to the City Council
5/28/09	Review of the second draft with residents/property owners at City Hall
7/15/09	Review of plan extents and roads with residents/property owners
11/10/09	Final draft completed by City staff
12/03/09	West Valley City Planning Commission public hearing and recommendation
1/19/10	City Council hearing and continuation pending a second community meeting
2/11/10	Community meeting at City Hall.
6/01/10	City Council Adoption

Focus Group (Charrette)

Residents and business owners from the study area were invited to attend the focus group and design charrette on October 29. The meeting began with a presentation that explained the process, the reason for transit in the 5600 West corridor, and the potential implications of two high-quality transit lines in the neighborhood.

The attendees wrote responses to the following questions:

“Eventually, this area needs to have...” or

“The first thing I would change about this area is...”

These were organized into several categories from shopping to open space and posted on a board. Each attendee was given green dots (for) and red dots (against) to vote on the posted responses.

Table 2-3. Responses and Voting Tally

Category	Comment	Number of Green Dots	Number of Red Dots
Big Ideas	Mix of uses	6	0
Get Around	Getting on and off 5600 W	4	0
	Wide walks	3	0
Live	Apartments	4	8
	Higher intensity/density	4	0
	Green space	3	0
Shop	Easy access to business for autos and pedestrians	6	0
	Park Once	3	0
	Office (professional services)	3	0
SP	Walkable form	3	0
	Fewer big boxes	3	1
	Who cleans up? Maintenance	3	0
	Character/Uniqueness	3	0

With these suggestions and further collaboration from the public, the planning team began to sketch two possible scenarios.

Community Meeting

After the charrette, the two scenarios were formalized and presented to the public at a meeting at West Valley City Hall on November 19. Thirty people attended.

Image Preference Survey

After an overview and a brief recap of the process so far, attendees took part in an image preference survey. They were asked to rate images of buildings, interaction with the street, and parks and plazas on a scale from 1 to 5. Full image preference results are available in the Appendix.



Figure 2-9. Top Three “Buildings” Images from the Image Preference Survey



Figure 2-10. Top Three “Street Interaction” Images from the Image Preference Survey



Figure 2-11. Top Three “Parks and Plaza” Images from the Image Preference Survey

Density was not a good predictor of how participants rated images. For example, participants liked images of three-story mixed-use buildings and rejected images of single-family homes (See Appendix for explanation of symbols).



However, participants did not favor images that showed repetitive building forms, such as identical townhouses.



Participants showed a consistent preference for traditional building forms, such as gabled roofs and more traditional building ornamentation.



Pedestrian-oriented buildings were typically rated high, while images with parking in the foreground were typically rejected.



Plazas and active scenes were clearly favored by participants, regardless of the scale of surrounding buildings.



Explore Urban Design Concepts

Following the image preference survey, the attendees were separated into five groups and given maps of the two scenarios. The groups were asked to critique the plans and give feedback. A facilitator was assigned to each group to encourage participation and record comments. The scenarios were intended to generate ideas and reactions from residents.



Figure 2-12. Concept A: Centennial Station Concept



Figure 2-13. Concept B: Hunter Town Center Concept

After a discussion period the groups were asked to distill their ideas into three main points they would like to see addressed. The consensus was that the three most pressing issues were:

- 1. Pedestrian Safety/Connectivity.** This includes safety along the major roads of 3500 South and 5600 West; safe, attractive, convenient pedestrian routes through the redeveloped area; and increased pedestrian access from the surrounding neighborhoods into the area and the transit stations.
- 2. Entertainment.** The attendees thought the retail focus of the plans did not achieve the goal of creating a unique center. Suggestions included recreational opportunities, cinema, plazas that act as a gathering place for the community, and civic uses such as a recreation center or library.
- 3. Neighborhood Transition.** Most of the attendees agreed that the plans created a harsh boundary between new, higher density development and older, lower density development.

Overall participants preferred Concept B, the Hunter Town Center Concept. The primary reason cited by the group was the diagonal plazas at the intersection.

2-5 The Revised Concept

To develop the revised urban design concept, the Planning Center started with Concept B, preferred by meeting participants from the November 19 meeting, and modified it to incorporate findings from the public process.

Key points from the November 19 meeting reflected in the revised concept include:

- 1. Improved Pedestrian Safety/Connectivity.** The revised concept offers good pedestrian connectivity and ample pedestrian-only routes both within the study area and with adjacent neighborhoods. The implementation program aims to provide flexibility to landowners should the specific street and walking route layout not fit with the landowners' development plans.
- 2. Entertainment.** The attendees suggested more recreational opportunities such as cinemas and entertainment uses, plazas and other gathering places for the community, and civic uses such as a recreation center or library. These suggestions are reflected in the revised concept, but many of them will be subject to the decision of private landowners.
- 3. Neighborhood Transition.** The revised concept reflects a more gradual transition to the uses and intensities of the surrounding neighborhoods.

After holding additional meetings with residents and property owners, the scope of the plan was reduced by leaving out most single family homes and the number of new roads and connections was reduced. A new urban design concept that reflects this reduced scope was not prepared. However, these changes are reflected in the Hunter Town Center Plan Map.

Based on the image preference survey, there is a clear preference for pedestrian-oriented buildings, streets, and plazas. The implementation challenge is to encourage traditional building forms and walkable site design—such as ensuring parking areas do not front buildings—and to avoid monotonous repetition of building forms. The Design Guidelines proposed in Part I are intended to address the clear preferences established in the revised concept, and in the final Hunter Town Center plan.



Figure 2-14. Concept C: Revised Concept

Image Preference Survey Results (November 19)

Participants rated images on a scale of 1 to 5, where a 1 is strongly dislike and 5 is strongly like.

-  Greater than 40% of participants liked image (rated 4 or 5).
-  Greater than 40% of participants disliked image (rated 1 or 2).
-  40% of participants liked and disliked image or a majority rated the image a 3.

Image	Average	Std. Deviation	% Dislike	% Like
Buildings				
1	2.4	1.13	54%	14%
2	3.4	1.12	24%	59%
3	2.6	0.92	43%	11%
4	3.6	0.78	7%	71%
5	3.5	1.00	18%	61%
6	2.3	1.11	55%	14%
7	2.2	1.04	63%	10%
8	2.8	1.49	47%	43%
9	2.3	1.21	60%	20%
10	3.1	1.29	39%	45%
11	2.7	1.35	47%	30%
12	2.4	1.06	52%	13%
13	2.7	1.14	45%	23%
14	3.2	1.05	19%	42%
15	3.2	1.30	33%	53%
16	2.5	1.15	52%	19%
17	2.1	0.97	70%	7%
18	2.5	0.99	48%	19%
19	3.5	0.94	20%	60%
20	2.3	1.08	61%	19%
21	3.2	1.18	30%	47%
22	2.5	1.28	50%	30%
23	2.8	0.96	32%	23%
24	2.7	1.19	48%	32%

Image	Average	Std. Deviation	% Dislike	% Like
25	3.4	1.14	23%	50%
26	2.4	1.04	57%	20%
27	2.9	1.02	32%	32%
28	2.7	1.21	43%	27%
29	3.2	1.12	27%	37%
30	2.5	1.41	53%	30%
31	2.1	0.92	58%	3%
32	2.3	1.05	58%	16%
33	2.1	1.01	58%	6%
34	2.5	1.00	48%	13%
35	2.4	1.27	59%	25%
36	2.9	1.12	32%	32%
37	2.8	1.27	47%	38%
38	2.6	1.18	50%	25%
39	3.2	1.35	28%	47%
40	3.8	0.99	9%	72%
Interaction with the Street				
41	2.4	1.50	59%	25%
42	3.3	1.12	19%	50%
43	2.7	1.18	47%	22%
44	1.8	1.00	78%	9%
45	3.4	1.32	25%	56%
46	3.2	1.24	25%	53%
47	1.9	0.89	78%	6%
48	2.8	1.05	41%	25%
49	2.3	1.12	50%	16%
50	2.1	1.21	69%	19%
Parks and Plazas				
51	2.9	1.11	31%	31%
52	3.5	1.14	19%	56%
53	3.5	1.08	16%	53%
54	4.1	5.38	29%	45%
55	3.6	1.13	16%	56%
56	3.4	0.95	13%	48%
57	3.3	1.23	22%	44%
58	3.1	1.14	26%	32%
59	3.4	1.21	25%	59%
60	4.3	1.11	6%	81%

Annotated Table Maps

Below are concept maps from the November 19 meeting with participant comments



Figure AP-1. Annotated Hunter Town Center Concept Map

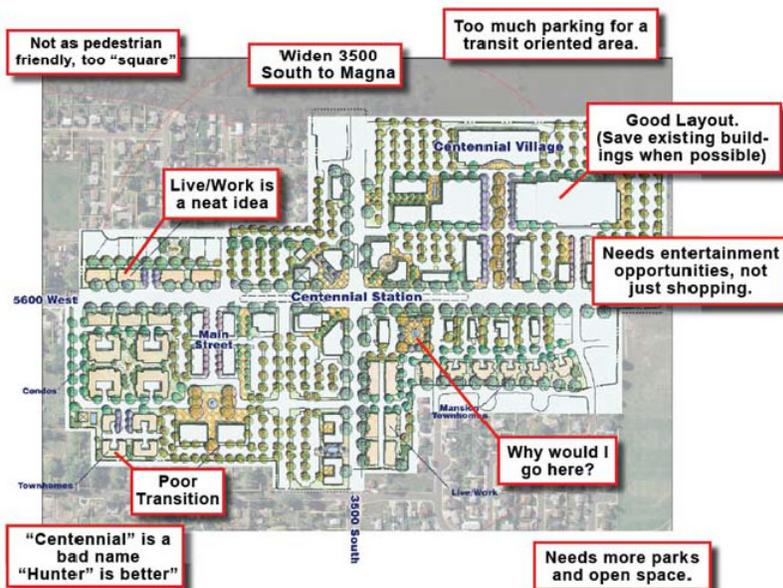


Figure AP-2. Annotated Centennial Station Concept Map

Community Meeting (November 19) Table Notes

Two of the five groups provided written input. Below are their verbatim comments.

Table 2 Notes

Missing elements

- Recreation? Lots of shopping, not enough open space or entertainment
- Public art
- Buildings aren't cohesive
- 5600 West needs to be wide enough to accommodate future growth

Good elements

- Live-work – adds variety, helps foster small and independent businesses.
- Could be integrated into core instead of on the outside.

General comments

- Look at reducing parking requirements
- People won't be pedestrians all the time or drivers all the time, need to address need of both
- Look at structured or shared parking
- Add church, or library, or other civil use to take advantage of shared parking with offices
- A satellite campus for a university or college
- Make it a town square – farmers market/concerts/community activities
- Will area support condos and higher density, because it is so close to 2700 South development?

Character

- Needs to be well maintained
- Building should be cohesive (but not the same)
- Well defined streets and attractive walkways
- Regulate building materials for cohesiveness
- People attract people, so have residential
- Area should look like it evolved, not like it was created
- Signage is important, like in Park City, wayfinding signs are good

Pedestrian safety

- Safe crosswalks
- Sky walks over main roads
- Benches/street furniture and other pedestrian amenities
- Water features

Table 3 Notes

Prefer "Hunter" name to "Centennial"

Like the live-work idea

Like idea of road along back of homes on 5450 S

Two stories is good, maybe three

NW corner – like Hunter idea, movie center and restaurants

SW corner – Like live-work townhomes and two stories – needs parking

Office/commercial on corner is good

SE corner – Don't like "Marshals Court" name



Like senior community idea

Like some residential, condos, townhomes etc, lower intensity

NE corner – Like unified design

All needs good lighting

Recommended Development Types

The following studies illustrate the preferred site design for typical development types in the Hunter Town Center area. The illustrations show a poor example typical of development outside of transit areas/town centers and then show a recommended outcome that is consistent with the West Valley City TOD zoning and the Hunter Town Center plan elements. These are intended to clarify the desired development outcomes within the Hunter Town Center. Illustrations demonstrate desired building placement, orientation, and site layouts that are more supportive of pedestrians and transit use.

Development Type: Multifamily Residential - Discouraged



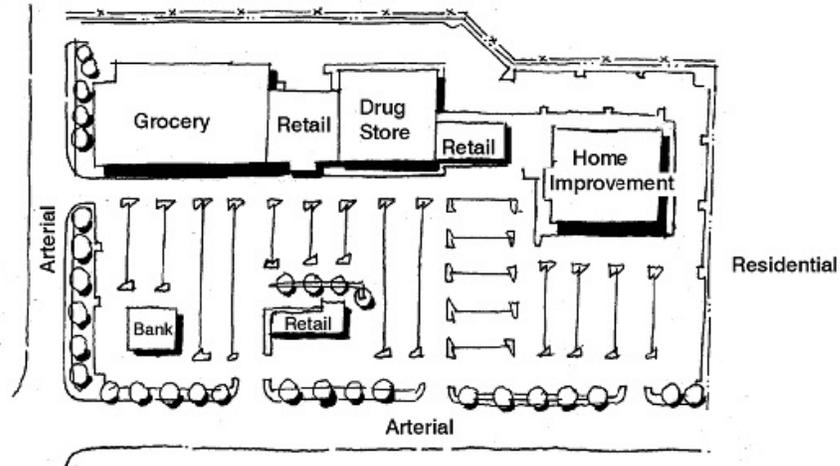
Intensity	Active outdoor space at center of project, residents only Significant amount of open landscaping used solely for buffers
Off-Site Destinations	On-site recreational facility for residents only, reducing off-site trips No pedestrian connections to off-site destinations, increasing driving trips Unsafe/undesirable pedestrian arterial crossings
Continuous Pedestrian Routes	No continuous sidewalks, pedestrians walk in driveways
Walkable Blocks	Driveway layouts do not support pedestrian travel patterns Infrequent pedestrian linkages to perimeter sidewalks Average block perimeters of 3,000 to 5,000 feet
Orient Buildings to Pedestrians	Buildings oriented to parking areas
Interactive Walls	Limited private outdoor patios/decks for residents No opportunity to individualize front yards Little orientation from apartments to pedestrian network
Weather Protection	Large asphalt areas with trees at edges create little protection
Continuous Pathway Surface	Unmarked pedestrian driveway crossing except at site entrance
Variety of Landscaping	Typically low maintenance, limited variety of landscaping
Buffer Pedestrians	Sidewalks typically adjacent to driveways
Ornamental Lighting	None
Other Considerations	Three access driveways to arterials, full turning movements Building set back from street and many units facing arterial Large parking areas are major feature, do not support “neighborhood” feel Driveway design accommodates fire trucks, encourages higher auto speeds

Development Type: Multifamily Residential - Preferred



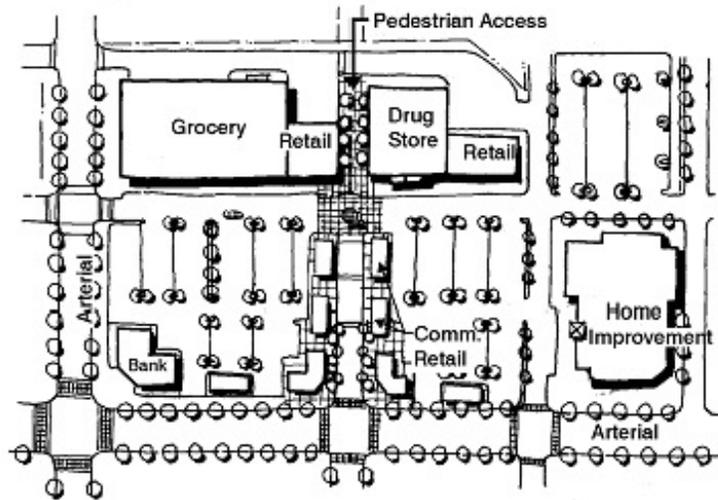
Intensity	Garden apartments to match typical proposal; however, townhouses could significantly increase intensity of project, improve pedestrian orientation and neighborhood feel Open spaces reoriented as courtyards for building clusters Active outdoor space at center of project, residents only
Off-Site Destinations	On-site recreational facility reduces off-site trips Additional driveway added with median to discourage left turns Enhanced pedestrian crossings include refuge islands in median
Continuous Pedestrian Routes	All buildings entrances, off-site crossings, and perimeter sidewalks connected
Walkable Blocks	Driveway layouts realigned to provide more direct routes for pedestrians Additional walkways increase connectivity with perimeter sidewalks Walkway/driveway layout combines for maximum 1,600-foot perimeter
Orient Buildings to Pedestrians	Buildings orient to pedestrian network and protected courtyards Semipublic porches provide views to pedestrian network
Interactive Walls	Front yards assigned to units and become individualized
Weather Protection	Shade trees provide protection along pedestrian network
Modulated Walkway Surface	Paving patterns in walkways
Continuous Pathway Surface	Primary pedestrian crossings at grade create speed plateaus to slow cars
Variety of Landscaping	Individualized front yards and common areas provide variety
Buffer Pedestrians	Sidewalks separated from driveways by landscaping and garages
Ornamental Lighting	Along primary pedestrian routes
Other Considerations	Four access driveways to arterials, some restricted turning movements Buildings perpendicular and closer to arterials No units face arterials Scale of large parking areas are broken down by trees, paving changes Driveway design accommodates fire trucks

Development Type: Retail Shopping Center - Discouraged



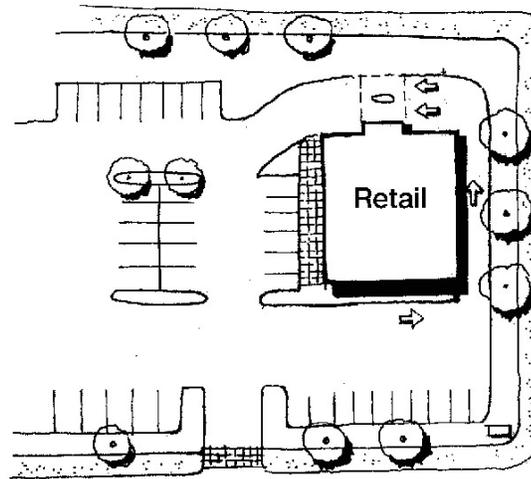
Off-Site Destinations	Separated from surrounding uses by fences
Continuous Pedestrian Routes	Good pedestrian linkages between building entrances Infrequent linkages to perimeter sidewalks Walkways frequently interrupted by driveway
Walkable Blocks	Large parking field and buildings Average 2,000–3,000-foot block perimeter On-site pedestrian linkages to buildings every 1,000 to 1,500 feet
Orient Buildings to Pedestrians	Buildings oriented to pedestrian network on front facades only Pad buildings oriented to parking and away from pedestrian network
Interactive Walls	Many buildings have large blank walls Pedestrian link through surface parking areas, no attractions along route Walking between buildings and street dominated by auto circulation
Weather Protection	Awnings or arcades along front of buildings or at entrance only Columnar trees provide limited shade
Continuous Pathway Surface	Striping at major crossings only
Variety of Landscaping	Typical concrete sidewalk ramped at driveways to asphalt surface
Buffer Pedestrians	Low maintenance ground cover and shrubs, columnar trees Most sidewalks “curb tight” with no buffers
Ornamental Lighting	None
Other Considerations	Transit ridership not promoted with employees

Development Type: Retail Shopping Center - Acceptable



Off-Site Destinations	Pedestrian connections to nearby businesses and destinations Enhanced pedestrian crossings at arterials
Continuous Pedestrian Routes	Primary driveway grid creates clearly delineated pedestrian network Pedestrian/auto crossings concentrated to key intersections
Walkable Blocks	Average 1,400–1,800 foot block perimeter; maximum 2,000 feet for main building Main block of buildings broken by pedestrian path, connected to neighbors
Orient Buildings to Pedestrians	All building entrances open onto pedestrian network Drive-through businesses designed to link to pedestrian network
Interactive Walls	All building facades along pedestrian network have windows or displays
Weather Protection	Awnings, trees, or arcades shelter all adjacent pedestrian walkways
Continuous Pathway Surface	Raised plateaus at primary pedestrian crossings slow traffic Secondary pedestrian crossings marked by a change in paving materials
Variety of Landscaping	Varied plant colors, textures, and blooming patterns on pedestrian network
Buffer Pedestrians	Landscaping buffer between sidewalk and driveways
Ornamental Lighting	Along pedestrian network
Other Considerations	Transit rider ship promoted with employees Future buildings along main pedestrian route Parallel and angled parking along driveway slows through traffic

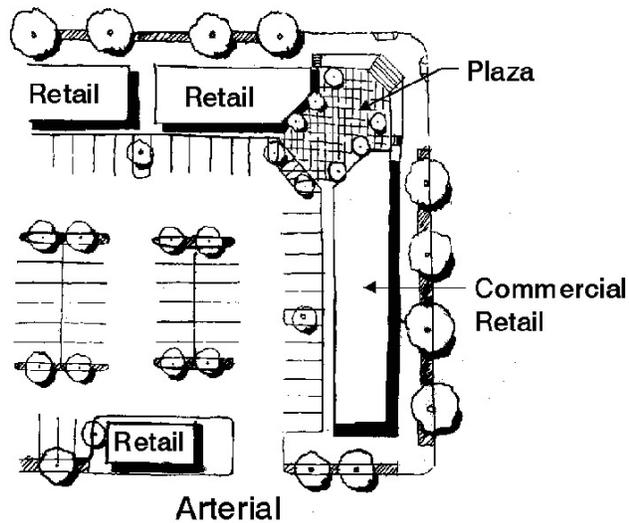
Development Type: Retail Pad Building - Discouraged



Arterial

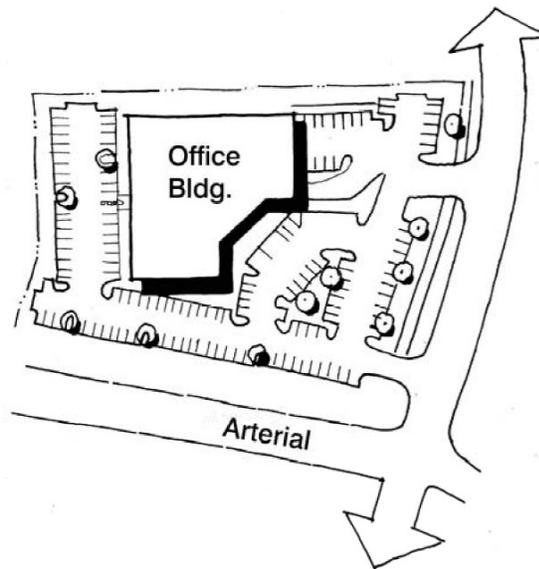
Off-Site Destinations	Separated from surrounding uses
Continuous Pedestrian Routes	Infrequent linkages to perimeter sidewalks Walkways frequently interrupted by driveway/drive-through lanes
Walkable Blocks	Easily fits within walkable perimeter block size
Orient Buildings to Pedestrians	Buildings oriented to pedestrian network on parking side
Interactive Walls	Windows typically on at least two sides, toward parking and/or arterial Doors towards parking area, typically away from transit stop
Weather Protection	Entrance porch only Columnar trees provide limited shade
Modulated Walkway Surfaces	Striping at major crossings only Typical concrete sidewalks
Continuous Pathway Surface	Typical concrete sidewalk ramped at driveways
Variety of Landscaping	Low maintenance ground cover and shrubs, columnar trees
Buffer Pedestrians	Most sidewalks "curb tight" with no buffers
Ornamental Lighting	Varies
Other Considerations	Transit ridership not promoted with employees

Development Type: Retail Pad Building - Preferred



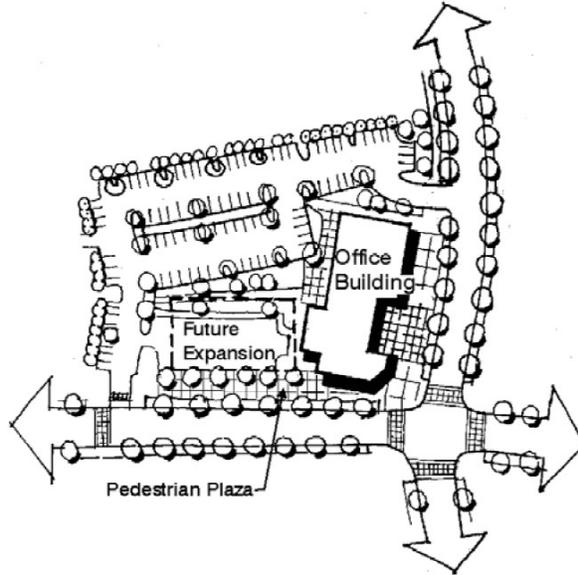
Off-Site Destinations	Connected to transit at the arterial and other destinations along driveway
Continuous Pedestrian Routes	Part of larger on-site pedestrian/driveway network Walkways minimize driveway crossings
Walkable Blocks	Easily fits within walkable perimeter block size
Orient Buildings to Pedestrians	Buildings oriented to both entrance driveway and parking field If drive-through, provide paved link between entrance driveway and building entrance
Interactive Walls	Greatest window exposure along entrance driveway façade Doors onto entrance driveway
Weather Protection	Awnings along entrance driveway façade If drive-through, shade trees or canopy along entrance driveway
Modulated Walkway Surfaces	Wider sidewalk along entrance driveway with modulated paving patterns Provide paved link across drive-through lane
Continuous Pathway Surface	Ramped driveway crossings indicated by a change in paving materials
Variety of Landscaping	Variety of landscaping blooms, sizes, and textures
Buffer Pedestrians	Sidewalks buffered from moving traffic by landscaping
Ornamental Lighting	Along pedestrian network
Other Considerations	Transit ridership promoted with employees

Development Type - Office Building - Discouraged



Intensity	Parking ratio of 4 to 5 spaces per 1,000 square feet No connections to nearby complementary businesses or destinations
Off-Site Destinations	Fences surround project, separated from surrounding uses
Continuous Pedestrian Routes	Walkways do not extend to property boundaries Driveways provide most direct/convenient pedestrian route
Walkable Blocks	Easily fits within walkable perimeter block size
Orient Buildings to Pedestrians	Buildings oriented to parking field
Interactive Walls	Tinted windows on all sides look onto parking areas Single door toward parking area Building typically set back minimum of 150 feet from street/transit stop
Weather Protection	Entrance porch only Columnar trees provide limited shade on perimeter or interior landscaping
Modulated Walkway Surfaces	Striped pedestrian crossings, standard concrete sidewalks
Continuous Pathway Surface	Sidewalk ramped at driveways
Variety of Landscaping	Low maintenance ground cover and shrubs, columnar trees
Buffer Pedestrians	Most sidewalks "curb tight" with no buffers
Ornamental Lighting	Lighting typical 15 to 20 feet high
Other Considerations	Transit ridership not promoted with employees

Development Type: Office Building - Preferred



Intensity	Built at .25 floor area ratio, site layout allows for future intensification to .5 floor area ratio Parking ratio of 3 to 4 spaces per 1,000 square feet Could include limited ground-level retail space at sidewalk
Off-Site Destinations	Employees can easily walk to nearby destinations
Continuous Pedestrian Routes	Walkways extend to property boundaries Perimeter sidewalk is primary pedestrian route
Walkable Blocks	Easily fits within walkable perimeter block size
Orient Buildings to Pedestrians	Buildings oriented to parking field
Interactive Walls	Nontinted windows overlook street, parking areas Interior window coverings provide opportunity for views, if desired Single building entry orients to both street and parking, single control point Building located as close as possible to the street
Weather Protection	Awnings along street frontage Canopy trees provide shade in perimeter or interior landscaping
Modulated Walkway Surfaces	Perimeter sidewalks per local standards Pedestrian travel lane articulated across driveway aprons
Variety of Landscaping	Landscaping provides a variety of blooming patterns, textures, and sizes
Buffer Pedestrians	Landscaped buffer along street between sidewalk and travel lane
Ornamental Lighting	Lighting typical 15 to 20 feet high
Other Considerations	Transit ridership promoted with employees

Appendix D - Redwood Junction Research

The Redwood Junction LRT station is located at 2770 South and Redwood Road. For the purposes of this General Plan update, Bonneville Research was contracted by the City and UTA in 2014 to perform in depth research on existing conditions, market capacity for different types of development, and potential redevelopment strategies for an area encompassing a ¼ mile radius from the Redwood Junction LRT Station. The existing conditions research component of this effort is presented here.

The following chapter illustrates the analysis of the demographic and economic forces at work in the area and evaluates the strengths and limitations as they relate to the Redwood Junction area.

Demographic and Economic Trend Analysis

Area Demographics

2014 Population of area is 2,036, with a growth rate of 1.10%, slightly above the City growth rate of 1.04%, but less than the State rate of 1.48%.

Population	Redwood Junction Study Area
2000	1,454
2010	1,968
2014	2,036
2019	2,148
2000-2014 CAGR	3.54%
2014-2019 CAGR	1.10%

TABLE 1 Source: ESRI, Bonneville Research, 2014

Median Household Income of area is \$30,038, significantly less than the City median of \$52,562.

Median Household Income	Redwood Junction Study Area	West Valley City
2014	\$ 30,038	\$ 52,562
2019	\$ 35,232	\$ 58,306

TABLE 2 Source: ESRI, Bonneville Research, 2014

Unemployment Rate in the area is 8.4%, substantially higher than the City rate of 5.9%.

2014 Civilian Population 16+ in Labor Force	Redwood Junction Study Area	West Valley City
Civilian Employed	91.6%	94.1%
Civilian Unemployed	8.4%	5.9%

TABLE 3 Source: ESRI, Bonneville Research, 2014

SITE ANALYSIS

27.5% of area population over age 25 does not have a high school diploma compared to 21.4% for the City as a whole.

2014 Population 25+ by Education Attainment	Redwood Junction Study Area	West Valley City
Total	1,128	76,847
Less than 9th Grade	16.8%	9.5%
9-12 Grade, No Diploma	10.7%	11.9%
High School Graduate	27.9%	28.7%
GED/Alternative Credential	2.7%	3.5%
Some College, No Degree	24.1%	24.3%
Associate Degree	7.1%	8.5%
Bachelor's Degree	9.7%	10.0%
Graduate/Professional Degree	1.0%	3.5%

TABLE 4 Source: ESRI, Bonneville Research, 2014

42.2% of households have an income under \$25,000, which is the poverty level for a three person household, and 55.7% of households have an income under \$35,000, the poverty level for a 4 person household.

2014 Households by Income	Redwood Junction Study Area	West Valley City
<\$15,000	24.8%	9.2%
\$15,000-\$24,999	17.4%	9.1%
\$25,000-\$34,999	13.5%	10.6%
\$35,000-\$49,999	17.5%	16.9%
\$50,000-\$74,999	13.8%	26.1%
\$75,000-\$99,999	5.7%	15.1%
\$100,000-149,999	5.4%	10.5%
\$150,000-\$199,999	1.0%	1.3%
\$200,000 +	1.0%	1.2%
Average Household Income	\$ 40,596	\$ 60,823

TABLE 5 Source: ESRI, Bonneville Research, 2014

SITE ANALYSIS

59% of the housing inside the Redwood Junction study area are rated by the Salt Lake County Assessor as Poor or Fair, compared to 11.2% City wide.

2014 Housing Unit Condition	Redwood Junction Study Area	West Valley City
Poor Condition	14.8%	0.5%
Fair Condition	44.2%	10.8%
Total Poor and Fair Condition	59.0%	11.2%

TABLE 6 Source: Salt Lake County Assessor, Bonneville Research, 2014

Green Line Ridership

The Redwood Junction station on the UTA TRAX Green Line is among the lowest on the entire line in Daily Station Activity, accounting for only 3.28% of the total activity on the entire Green line.

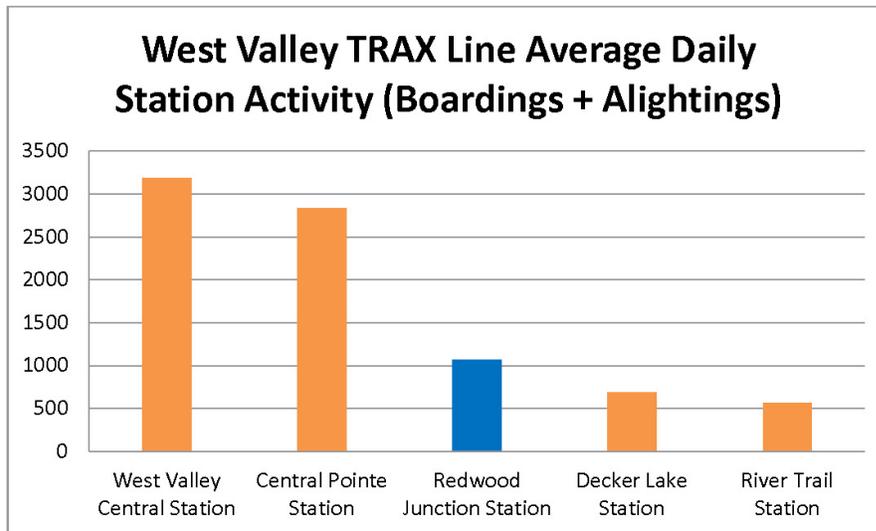


TABLE 8 Source: UTA, 2014

SITE ANALYSIS

56% of the average weekday boardings at the Redwood Junction station occur after 3:00 PM compared to 20% of boardings before 9:00 AM. This would indicate that it is likely the employees in the commercial portion of the study area using TRAX for work commuting rather than the residential portion.

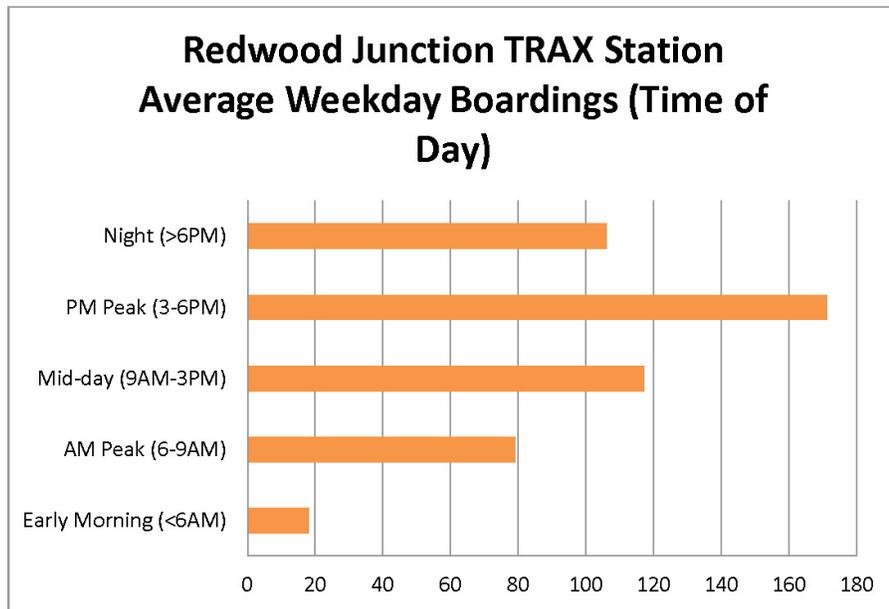


TABLE 9 Source: UTA, 2014

SITE ANALYSIS

Site Analysis

Introduction

The study area consists of roughly 320 Acres of commercial/retail/light manufacturing, multifamily housing, single family homes, some vacant land, a handful of churches, schools, and some dedicated parks, trails, and recreation facilities.

The age and quality of the structures varies widely within each land-use category.

Commercial Character

The Commercial area in the Study Area is made up of a variety of commercial uses including Class A, B & C office, light industrial and manufacturing. There are some retail and service oriented businesses located along Redwood Road - the quality of these developments ranges from outdated and vacant to very new corporate headquarters. (See Figure 3 Building Age Map)

Within the project area are several undeveloped properties with the largest being a well situated parcel

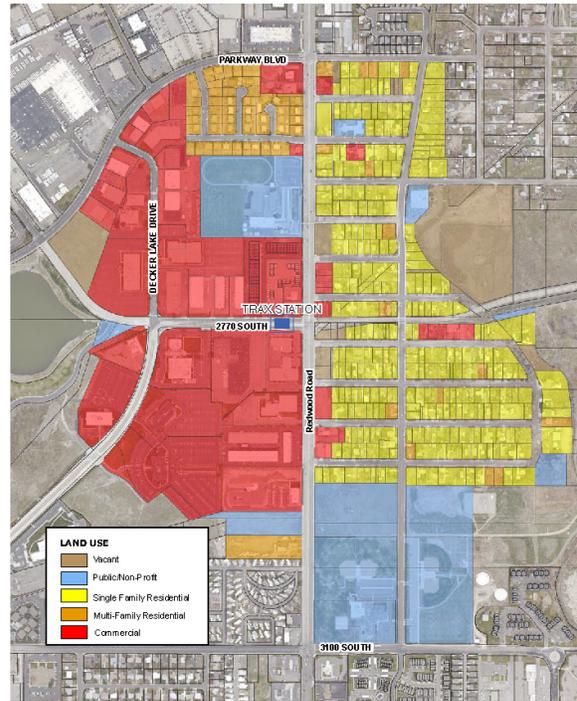


Figure 1 Land Use Map

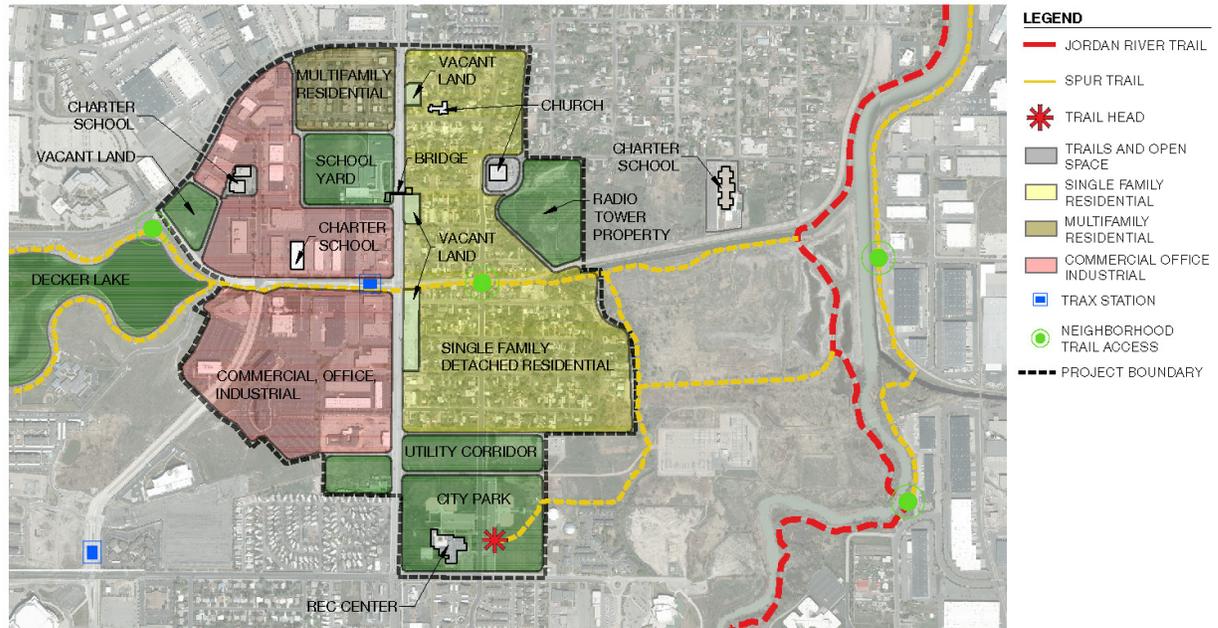


Figure 2 Existing Conditions Map

SITE ANALYSIS

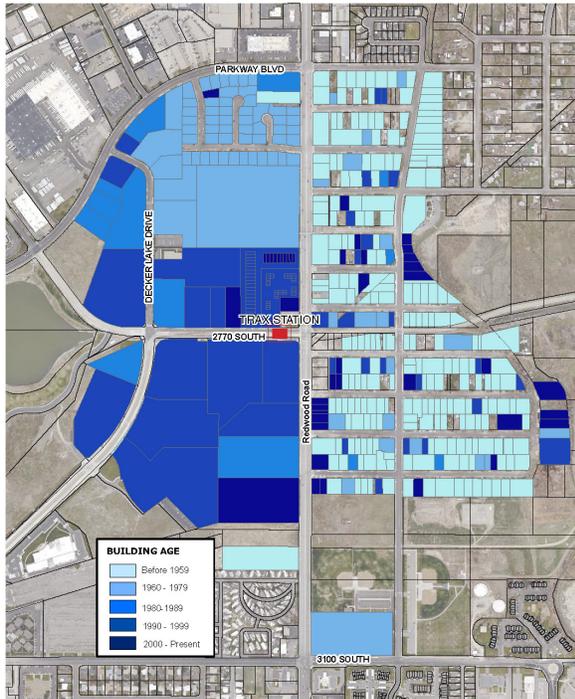


Figure 3 Building Age



Image 1 Existing Commercial Building

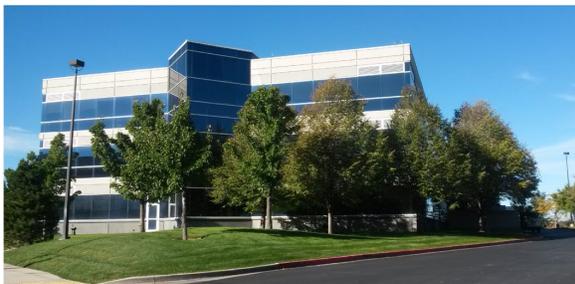


Image 2 New Commercial Building

adjacent to the Western study area boundary. Most of the other vacant land with commercial potential is located along Redwood Road. Some of the office spaces have been retrofitted and are currently functioning as charter schools.



Charter School Retrofit

Residential Character

The residential area is almost all located on the East side of Redwood Road and largely consists of detached single family dwellings intermixed with a handful of duplexes, triplexes, and 4-plexes. The homes vary in size and age with a majority being built prior to 1959 (Figure 3 Building Age). A large portion of the properties are renter occupied (Figure 4 Renter vs. Owner occupied, Table 7 Housing Unit Summary).

At first glance the neighborhoods appear to be in a state of decline with many homes in disrepair including several that are uninhabitable and are currently boarded up and vacant (Image 3 Existing Residential). In spite of the apparent blighted conditions, there are a handful of properties that have either recently been constructed or redeveloped and are properly being maintained. These homes are scattered throughout the residential area but most are along the Eastern boundary and are in much better condition than the surrounding area (Image 4,5 Existing Residential). There is very minimal curb gutter and/or sidewalk anywhere within the residential area adding to the feeling of a declining neighborhood (Figure 5 Existing Infrastructure). The only residential component west of Redwood Road is a large 4-plex development at the north end of the study area. The condition of this development appears to be very poor with many buildings needing maintenance. In addition,



4-Plex Development

SITE ANALYSIS

unmaintained landscapes and crumbling asphalt further lessens the desirability of the complex.

Public and Open Space

Within the study area is a trail network that links major recreation areas together and also provides connection to the Jordan River Trail located a short distance to the East (Figure 1 Existing Conditions Map). A dedicated paved bike path called the West Valley City Crosstowne Trail links Decker Lake to the Jordan River Trail. This trail is associated with and is immediately adjacent to the UTA Trax line.



West Valley City Crosstowne Trailhead

On the west boundary of the study area a trail spur provides pedestrian/bike access to the Redwood Park and County operated Redwood Recreation Center located in the Southeast corner of the study area. The trail leading out of the park is identified as the Lester Street trailhead.



Lester Street Trailhead

A public elementary school with a sizable school yard and track/playing field exists on the west side of Redwood Road. The school is in good condition but is physically disconnected from the neighborhood that

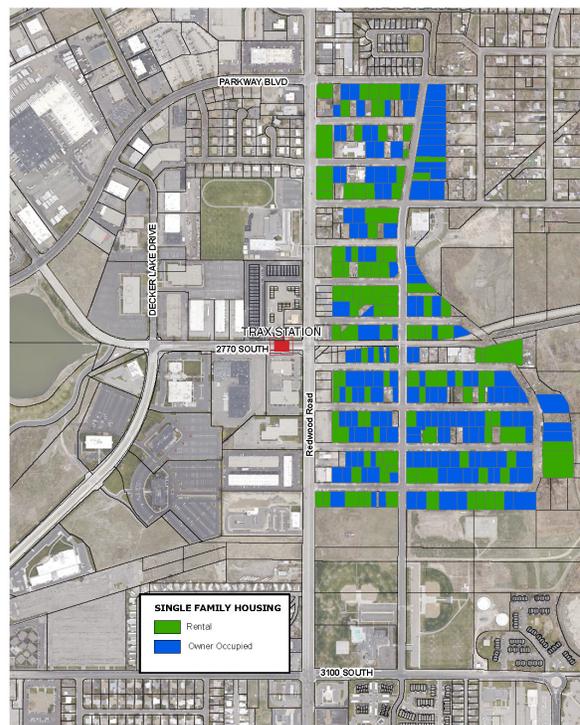


Figure 4 Renter vs. Owner Map



Image 3 Existing Residential



Image 4 existing residential

SITE ANALYSIS

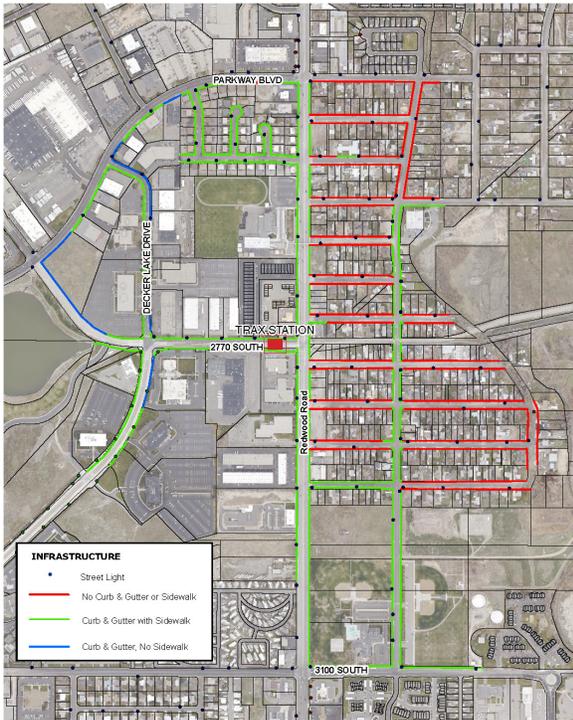


Figure 5 Infrastructure Map



Image 5 existing residential



Image 6 Utility Corridor

it services and is connected primarily by an unsightly elevated walkway constructed to provide safe access across Redwood Road.



Redwood Elementary

As previously mentioned some of the vacant commercial properties have been retrofitted into charter schools and at least 2 facilities are currently functioning as schools. The fact that these schools exist is evidence of a demand for school space in the area. The creative reuse and repurposing of existing facilities is a laudable action. However, the schools are located inside the commercial/manufacturing zone, a neighboring use not compatible with the comings and goings of school age children. This same assessment applies to the existing public school however the Redwood Elementary has a sizeable school yard to allow for outdoor play. In contrast, the charter schools are utilizing fenced asphalt parking lots for play areas. The children are also being bussed to the charter schools.



Charter School Parking Lot Play Area

A large utility corridor exists just north of Redwood Park that consists of high voltage power lines with some additional power utility fields. The area beneath the lines is generally unimproved with some livestock grazing being allowed where feasible. The land is owned by Utah Power and Light Company (Image 6 Utility Corridor).

Appendix E - Lodestone Park Master Plan



Legend

- Boundary line**
- - - - -
- Landscaping**
Mixture of deciduous, evergreen, and ornamental trees to provide shade, structure, and beauty to park
 - Deciduous
 - Evergreen
 - Ornamental
- Pavilions**
 - Small (10' x 10')
 - Medium (30' x 30')
 - Large (reservable)
 - Large (with restroom)
- 1 Buffer**
Landscape area between park and surrounding residences
- 2 Unprogrammed Open Lawn/Grass Area**
Open lawngrass areas suitable for unprogrammed play
- 3 Adventure Play**
-Play area set in hillside with non-traditional play elements
-Use of existing large boulders and outcroppings
- 4 Upper Lawn**
-Group picnic area with unprogrammed lawn at high point of park with reservable pavilion and restroom
-Overlooking park and capturing views to the east
- 5 Unprogrammed Landscape Area**
-Existing topography not suitable for organized sports activities
- 6 Pathways**
Hard surfaced surface perimeter path
- 7 6200 South Widening**
With the development at the Mountain View Corridor and future transportation needs, 6200 South will be widened.
- 8 Children's Playgrounds**
Traditional playgrounds with separated areas suitable for different age groups
- 9 Game Courts**
Area may consist of Volleyball, Tennis, and Basketball
- 10 Central Focal Area**
-Plaza with restroom and splash pad
-Large playground
-Picnicking and seating
- 11 Drainage Ditch**
Existing ditch to be maintained and improved as park feature with pedestrian bridge
- 12 Landscaped Detention Area**
Slightly depressed areas to be provided in north portion of park and in multi-use field area to meet necessary detention requirement
- 13 Lodestone Avenue**
Connection from Lodestone Avenue to Far Vista Drive to be provided through park
-Bump outs with parallel parking and speed tables at crossings for traffic calming
- 14 Multi-Use Athletic Fields**
Area to be left open for multiple recreational sports
- 15 Drainage Swale**
Slightly depressed swale between fields to capture runoff
- 16 Site Furniture**
Park benches, picnic tables, and security lighting to be provided at appropriate locations
- 17 Informal Ball Diamonds**
Park open areas with backstops provided for informal games
-Not to be programmed



Lodestone Park Master Plan (62 Acres)

Not to scale



Appendix F - Pioneer Crossing Park Master Plan



Pioneer Crossing Park Master Plan

Salt Lake County Parks and Recreation & West Valley City

Preliminary Master Plan

March 25, 2013



Appendix G - Definitions¹

The following is a list of terms that may be found in this document and their general meanings. In some cases, these concepts may be described more specifically and with greater local accuracy in areas within this plan such as mixed-use zones. The following definitions are provided for information only and may not necessarily reflect the precise definitions used by West Valley City in legal and policy decisions.

A

acre

A land area of 43,560 square feet.

Accessory apartment; or mother-in-law apartment, granny flat, secondary suite

A secondary dwelling unit established in conjunction with and clearly subordinate to a primary dwelling unit, whether a part of the same structure as the primary dwelling unit or a detached dwelling unit on the same lot.

affordable housing

Housing units where the occupant is paying no more than 30 percent of gross income for housing costs, including taxes and utilities.

agriculture

the science, art, or practice of cultivating the soil, producing crops, and raising livestock and in varying degrees the preparation and marketing of the resulting products. Agricultural land can be used for any of these activities.

annexation

The act or process of adding land to a governmental unit, usually an incorporated place, by an ordinance, a court order, or other legal action.

apartment

A room or suite of rooms, with toilet and culinary accommodations, used or designed for use as a residence by a family, located in a building containing two or more such rooms or suites or located in a building devoted primarily to residential use.

arborist

An individual trained in arboriculture, forestry, landscape architecture, horticulture, or related fields and experienced in the conservation and preservation of native and ornamental trees. Also: urban forester.

arterial street (see street, arterial)

architectural feature

A part, portion, or projection that contributes to the beauty or elegance of a building or structure, exclusive of signs, that is not necessary for the structural integrity of the building or structure or to make said building or structure habitable.

architecture

The art and science of designing and constructing buildings adapted to their purposes, one of which is beauty.

art, public

A fountain, sculpture, painting, mural, or similar object that is sited within a planned development as a focal point and is intended for the enjoyment of the general public.

average annual daily total; or average annual daily traffic

The vehicle flow or number of vehicles using or passing a specific point on a road in a 24 hour period, which is averaged across one year to account for possible seasonal changes in flow.

¹ Many of these definitions are taken from *A Planners Dictionary*, edited by Michael Davidson and Fay Dolnick and published by the American Planning Association. Other sources include governments and organizations.

B

benchmark

A performance-monitoring standard that allows a local government to periodically measure the extent to which the goals and policies of a local comprehensive land use plan are being achieved.

bicycle amenities/facilities

Improvements and provisions which accommodate or encourage bicycling, including parking facilities, maps, signs, bike lanes, multi-use paths, and shared roadways designated for bicycle use.

bike lane

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles. Some bike lanes may not be delineated on the street, these are generally referred to as 'class 3' bike lanes.

biocapacity; or biological capacity

The capacity of ecosystems to produce useful biological materials for use by humans, generally for the human economy, and to absorb wastes created by humans.

build out

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

building code

The various codes of the city that regulate construction and require building permits, electrical permits, mechanical permits, plumbing permits, and other permits to do work regulated by city code pertaining to building and building regulation.

building orientation

The layout and design of a building on a particular site. Orientation of structures is very important for sustainable site and building design, allowing it for example to increase exposure to southern sunshine in the winter and control sun in the summer.

build-to line

A line with which the exterior wall of a building in a development is generally required to coincide.

bus rapid transit (see transit, bus-rapid)

C

capital improvement

When pertaining to government, an acquisition of real property, major construction projects, or acquisition of expensive equipment expected to last a long time.

carpool

A vehicle carrying two to six persons commuting together to and from work on a regular basis.

CC & R (see covenants, conditions and restrictions)

census

A complete enumeration, usually of a population, but also businesses and commercial establishments, farms, governments, and demographic information among other things.

character

The image and perception of a community as defined by its built environment, landscaping, natural features and open space, types and style of housing, and number and size of roads and sidewalks.

charrette

A public design workshop in which designers, property owners, developers, public officials, environmentalists, citizens, and other persons or group of people work in harmony to achieve an agreeable project design.

city council

The legislative or governing board in most cities.

city planning

Furthering the welfare of people and their communities by creating convenient, equitable, healthful, efficient, and

attractive environments for present and future generations.

code enforcement

The person, office, or department designated by state law or the board of supervisors to enforce any provision of municipal code. Enforcing officer includes any county officer, employee, or agent to whom enforcement powers have been lawfully delegated by a designated enforcement officer.

commercial district

That portion of the city with designated land uses characterized by commercial office activities, services, and retail sales. Ordinarily these areas have large numbers of pedestrians and a heavy demand for parking space during periods of peak traffic or a sustained high pedestrian volume and a continuously heavy demand for off-street parking space during business hours.

commercial transportation industry

The combined economic class of commercial services dedicated primarily to the conveyance or transfer of goods between locations.

community development Area (CDA)

Redevelopment Agencies are given the authority to establish areas in which a city may undertake economic/community development. CDA's are enabled to provide effective economic development tools which permit the Redevelopment Agency to encourage new capital investment, recruit new businesses by using CDA dollars for marketing and promotion, and create new revenue sources from business recruitment activities.

community development block grant (CDBG)

Grant funding provided through the U.S. Department of Housing and Urban Development which support local community programs including affordable housing, infrastructure and elimination of poverty, slums and blight.

condominium

Real estate, portions of which are designated for separate ownership and the remainder of which is designated for common ownership solely by the owners of those portions. Real estate is not a condominium unless the undivided interests in the common elements are vested in the unit owners.

conservation

The management of natural resources to prevent waste, destruction, or degradation.

continuous flow intersection

An at-grade intersection that moves the left turn conflict out of the middle of the intersection to the side of the intersection. This eases traffic flow and security by eliminating the need for a left turn signal at the intersection, moving it instead back several hundred feet on the main thoroughfare.

corridor

A street or roadway identified as a principal link or gateway within the community.

cottage home

A small, single-family, sometimes simply constructed home, often located on smaller city lots.

council of governments

Voluntary associations of local government officials and entities.

covenants, conditions and restrictions (CC&Rs)

The formal restrictions governing use property which are generally created and enforced by a homeowners association or real estate developer. The CC&Rs may include such detailed rules as the acceptable color(s) of exterior paint and whether or not pets are allowed.

cultural resources (cultural infrastructure)

Those resources that possess qualities of significance in national, state, or local history, architecture, archaeology, and culture and which are present in districts, sites, structures, and objects that possess integrity of location, design, setting, materials, workmanship, and association.

cultural infrastructure

The identification and mapping of a community's cultural resources

D

density

The number of dwelling units permitted per net acre of land.

design review

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards.

design standards

A set of guidelines regarding the architectural appearance of a building, or improvement, that governs the alteration, construction, demolition, or relocation of a building, or improvement.

developer

That person who is improving a parcel of land within the city and who may or may not be the owner of the property.

dilapidated

No longer adequate for the purpose or use for which it was originally intended.

diversity

Differences among otherwise similar elements that give them unique forms and qualities (e.g., housing diversity can be achieved by differences in unit size, tenure, or cost).

duplex

A building designed as a single structure, containing two separate living units, each of which is designed to be occupied as a separate permanent residence for one family.

E F

ecological footprint

A measure of human demand on the Earth's ecosystems, comparing this demand with the Earth's capacity to produce resources and absorb wastes or biocapacity.

economic development

Development that provides a service, produces a good, retails a commodity, or emerges in any other use or activity for the purpose of making financial gain.

economic development area (EDA)

Development on land facilitated through the creation by a Redevelopment Agency of a specific area, an EDA, that uses property tax as a development incentive. The development of these sites is intended to result in value-added job creation.

entertainment district

An area with a variety of uses that provide entertainment and supporting uses to the public, such as theaters, restaurants, plazas, outdoor cafes, kiosks, retail shops, public areas, and ways.

facade

That portion of any exterior elevation on the building extending from grade to top of the parapet, wall, or eaves and the entire width of the building elevation.

farmer's market

An occasional or periodic market held in an open area or in a structure where groups of individual sellers offer for sale to the public such items as fresh produce, seasonal fruits, fresh flowers, arts and crafts items, and food and beverages (but not to include second-hand goods) dispensed from booths located on-site.

feasibility study

An analysis of a specific project or program to determine if it can be successfully carried out.

form-based zoning

Allows market demand to determine the mix of uses within the constraints of building type set by the community. The community establishes zones of building type and allows building owners to determine the uses. The look and layout of a street is carefully controlled to reflect neighborhood scale, parking standards, and pedestrian accessibility, but building owners and occupants are allowed maximum flexibility to determine how the buildings will be used.

four-plex

Single structures which contain four subdivided dwelling units all of which have individually separate entrances from the exterior of the structure.

freeway

A multilane highway for continuous traffic flow with all crossroads separated in grade and with full control of access.

G

gateway

An entrance corridor that heralds the approach of a new landscape and defines the arrival point as a destination.

general plan

A comprehensive declaration of goals, policies, and programs for the development of the city and including, where applicable, diagrams, maps, and text setting forth objectives, principles, standards, and other features, and which has been adopted by the city council.

good landlord incentive program

The Good Landlord Incentive Program, operated through West Valley City, provides reduced business licensing fees and other city support in exchange for a commitment to appropriate standards of property and tenant maintenance. This program may be strongly encouraged of landlords with complaint or code violation histories.

grade

The average level of the finished surface of the ground adjacent to the exterior walls of the building.

grade separation

The physical development of structures or intersections that separate motor vehicles from motor vehicles; motor vehicles, pedestrians, and bicyclists from trains; motor vehicles from pedestrians and bicycles, as well as pedestrians from bicycles.

granger crossings

The commercial corridor along 3500 South between Redwood Road and Interstate 215 in West Valley City, Utah. May also refer to the Granger Crossings Business Improvement District in the same area with concentrations of ethnic businesses and designed to enhance commercial opportunities.

granny flat (see accessory apartment)

green building

Structures that incorporate the principles of sustainable design— design in which the impact of a building on the environment will be minimal over the lifetime of that building. Green buildings incorporate principles of energy and resource efficiency, practical applications of waste reduction and pollution prevention, good indoor air quality and natural light to promote occupant health and productivity, and transportation efficiency in design and construction, during use and reuse.

greenhouse gas

Any of many gaseous elements in the Earth's upper atmosphere, whether natural or human generated, that generally prevent heat energy from escaping into space by deflecting it back to Earth.

greywater

Wastewater obtained from domestic sinks and tubs, but excluding that part of the plumbing waste stream that includes human wastes.

H

habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

high impact corridor

Major transportation thoroughfares that have a significant amount of automobile traffic and concentrations of commercial and residential development.

highway (see freeway)

home occupation

An occupation carried on in a dwelling unit by the resident thereof; provided that the use is limited in extent and incidental and secondary to the use of the dwelling unit for residential purposes and does not change the character thereof.

home owners association (HOA)

A legal entity, often a non-profit corporation, created by a real estate developer or group of property owners generally for the purpose of managing common or shared property, collecting dues, as well as creating and enforcing collective rules

known as covenants, conditions and restrictions (CC&Rs) that control property use.

household

The person or persons occupying a dwelling unit.

housing, low-income

Housing that is affordable, according to the U.S. Department of Housing and Urban Development, for either home ownership or rental, and that is occupied, reserved, or marketed for occupancy for households with a gross household income that does not exceed 50 percent of the median gross household income for households of the same size within the housing region in which the housing is located.

housing, moderate-income

Housing that is affordable, according to the U.S. Department of Housing and Urban Development, for either home ownership or rental, and that is occupied, reserved, or marketed for occupancy by households with a gross household income that is greater than 50 percent but does not exceed 80 percent of the median gross household income for households of the same size within the housing region in which the housing is located.

housing, very low-income

Housing that is affordable, according to the U.S. Department of Housing and Urban Development, for either home ownership or rental, and that is occupied, reserved, or marketed for occupancy for households with a gross household income that does not exceed 30 percent of the median gross household income for households of the same size within the housing region in which the housing is located.

housing unit, multifamily

A building containing four or more individual dwellings with separate cooking and toilet facilities for each dwelling.

housing unit, single-family

A building designed exclusively for and occupied exclusively by one family.

housing, very-low-income

Housing that is affordable, according to the U.S. Department of Housing and Urban Development, for either home ownership or rental, and that is occupied, reserved, or marketed for occupancy by households with a gross household income equal to 30 percent or less of the median gross household income for households of the same size within the housing region in which the housing is located.

I J K

impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

industrial district

That portion of the city with designated land uses characterized by production, manufacturing, distribution, or fabrication activities. Ordinarily these areas have few pedestrians and a low parking turnover, but there is a large amount of truck and trailer traffic.

industrial ecology; also industrial symbiosis

An interdisciplinary field that focuses on sustainability by bringing together economic, environmental and industrial concepts. Industrial Ecology often suggests natural systems as models for the production of goods and proposes creating 'closed-loop', or waste-less, industrial and manufacturing systems.

infill development

The development of vacant or partially developed parcels which are surrounded by or in close proximity to areas that are substantially or fully developed.

infrastructure

Facilities and services needed to sustain industry, residential, commercial, and all other land-use activities, including water, sewer lines, and other utilities, streets and roads, communications, and public facilities such as fire stations, parks, schools, etc.

intensity (also development intensity)

Relative measure of development impact as defined by characteristics such as the number of dwelling units per acre,

amount of traffic generated, and amount of site coverage.

ithink©

iThink is a software produced by ISEE Systems that assists in the creation of system models that simulate business processes and scenarios, illustrating the impacts of procedure or policy, and providing insight into the elements that are most likely to affect system change.

L

land use

The occupation or use of land or water area for any human activity or any purpose.

landscaping

An expanse of scenery including lawns, trees, plants, and other organic or inorganic materials used to soften or mitigate the impacts of development.

landscape plan

The graphic and written representation of an area's existing or planned natural features which may include trees, shrubs, ground cover, boulders, sod, irrigation, paths or trails, lighting, erosion prevention, and other elements.

leadership in energy and environmental design (LEED)

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria.

level of service (LOS) standard, traffic

A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay. Level of Service A indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed. Level of Service B describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle. Level of Service C denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches. Level of Service D designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks. Level of Service E represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections. Level of Service F describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

light-rail transit (See transit, light-rail)

local business

A business that is independently owned and operated in a community by a resident(s) of the same community.

lot line

A line (such as a property line) dividing one lot from another or from a street or any public place.

M N O

massing

The size, shape, grouping and relationships of individual buildings taken together to form a unified body or mass.

master plan; or specific plan

A detailed policy plan or regulation that implements the comprehensive plan or any of the elements of that plan. Specific plans include area and neighborhood plans, land-use code, and other similar plans.

master plan, small area

A detailed policy, strategic and land use plan that addresses multiple complex issues within an area that is a subset of the municipal boundaries.

master plan, topical

A detailed policy and strategic plan that addresses a particular topic or select set of topics throughout the municipal

boundaries such as bicycle and pedestrian master plan or stormwater master plan.

matching grant

A grant given for public good generally conditioned on a corresponding and similar contribution of money from the beneficiary organization or community.

mill levy; also permille or millage rate

The application or expression of property tax in a 'mill' rate or amount in one-thousandths of a dollar. Property tax is calculated by multiplying the assessed property value by the mill rate and dividing by one thousand.

mixed-use development

The development of a tract of land or building or structure with two or more different uses such as but not limited to residential, office, retail, public, or entertainment, in a compact urban form.

mobile home

A transportable structure suitable for year-round single-family occupancy and having water, electrical, sewage connections similar to those of conventional dwellings.

mother-in-law apartment (see accessory apartment)

multifamily (see housing unit, multifamily)

nonconforming use; or nonconforming

A use which was legally established but which is no longer classified as a permitted or conditional use in the zoning district in which it is located.

office

A room or group of rooms used for conducting the affairs of a business, profession, service industry, or government.

open space

Any land or area, the preservation of which in its present use would: (1) conserve and enhance natural or scenic resources; or (2) protect streams or water supply; or (3) promote conservation of soils, wetlands, beaches, or tidal marshes; or (4) enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations, or sanctuaries; or (5) enhance recreation opportunities.

orientation (see building orientation)

overlay zoning district; or overlay zone

An area where certain additional requirements are superimposed upon a base zoning district or underlying district and where the requirements of the base or underlying district may or may not be altered.

P

parcel

Any legally described piece of land designated by the owner or developer as land to be used or developed as a unit, or that has been developed as a unit.

park

Land that is publicly owned or controlled for the purpose of providing recreation, or open space for public use.

park-and-ride facility

Parking lots or structures located along public transit routes designed to encourage transfer from private automobile to mass transit or to encourage carpooling for purposes of commuting, or for access to recreation areas.

parking, shared

A public or private parking area used jointly by two or more uses.

park strip

The landscaped, xeriscaped or grassy strip of land between the sidewalk and the street.

pedestrian connection

A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways, and pedestrian bridges.

pedestrian-friendly

The density, layout, and infrastructure that encourages walking and biking within a subdivision or development,

including short setbacks, front porches, sidewalks, and bike paths.

permit, conditional use

A permit issued by the city that allow some uses of property not otherwise allowed by right, often including additional requirements.

permitted use

Any use authorized or permitted alone or in conjunction with another use in a specific district and subject to the limitations of the regulations of such use district.

planned unit development (PUD)

A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

planning commission

A board of the local government consisting of such [elected and appointed or appointed] members whose functions include advisory or nontechnical aspects of planning and may also include such other powers and duties as may be assigned to it by the legislative body.

policy

A general rule for action focused on a specific issue, derived from more general goals.

pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

population projection

A prediction of a future demographic condition that will occur if the assumptions inherent in the projection technique prove true.

public ownership; or publicly owned

Belonging or open to, enjoyed and used by and/or maintained for people within a community generally, but not limited to a facility the control of which is wholly or partially exercised by some governmental agency.

public transportation

Services provided for the public on a regular basis by vehicles such as bus or rail on public ways, using specific routes and schedules, and usually on a fare-paying basis.

pulse node; or pulse-node model of development

Pulse-node describes an urban planning development model, which promotes major development around important transit/transportation intersections or hubs, consisting of high intensity mixed uses, suggests medium intensity mixed use developments located in between the major transit hubs or intersections, and protects low intensity uses intended to fill in behind the major corridor land uses.

Q R

quality of life

The attributes or amenities that combine to make an area a good place to live. Examples include the availability of political, educational, and social support systems; good relations among constituent groups; a healthy physical environment; and economic opportunities for both individuals and businesses.

recreation

The refreshment of body and mind through forms of play, amusement, or relaxation. The recreational experience may be active, such as fishing, sports, and swimming, or may be passive, such as enjoying the natural beauty of open space or its wildlife.

redevelopment agency

A redevelopment agency is a governmental entity that may use special legal and financial mechanisms to eliminate blight and improve economic and physical conditions in designated areas of a city.

redevelopment area (RDA)

An area identified (also called an RDA), which is blighted and requires local assistance to reasonably justify any type of economic renewal. Financing and investment tools available to the redevelopment agency are applied to implement local community development goals.

regional transportation plan

A long term plan or blueprint for roads and mobility at a scale greater than that of a single jurisdiction, and affecting a broad geographic area. This plan generally considers the varied principles of safety, economic development, different modes of transportation, movement of freight and long term demographic projections.

residential area

An area of land lawfully used, designated in the comprehensive plan, and approved in a master plan, zoning ordinance, development order, or other final development approval for residential purposes.

retail

The selling of goods, wares, or merchandise directly to the ultimate consumer or persons without a resale license.

revitalization

The imparting of new economic and community life in an existing neighborhood, area, or business district while at the same time preserving the original building stock and historic character.

right-of-way (ROW)

An area dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities.

S

safe routes to school

A set of programs use a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to entice more children to walk and bicycle. They have grown popular in recent years in response to problems created by an expanding built environment, a growing reliance on motor vehicles for student transportation and with the more recent development of federal and state funding of SRTS programs.

sense of place

The characteristics of a location that make it readily recognizable as being unique and different from its surroundings and that provides a feeling of belonging to or being identified with that particular place.

setback

The minimum distance by which any building, structure or parking lot must be separated from a street right-of-way or lot line.

signal synchronization

The coordinated timing of traffic lights along successive intersections to facilitate the movement of traffic.

solar energy system

Includes: (1) A design using natural and architectural features to cool or heat a structure, or (2) a mechanical assembly that may include a solar collector, storage facility, and any other components needed to cool or heat a structure.

special service district (SSD)

An area within a community designated by city ordinance to assess payments for construction or installation of public facilities that primarily benefit the property owners within the district.

specific plan (see master plan)

standard

A criterion that defines the meaning of a policy by providing a way to measure its attainment.

stormwater detention area

A structure or facility, natural or artificial, which stores stormwater on a temporary basis and releases it at a controlled rate. A detention basin may drain completely after a storm event, or it may be a body of water with a fixed minimum and maximum water elevation between runoff events.

story

A space in a building between the surface of any floor and the surface of the next floor above, or if there is no floor above, then the space between such floor and the ceiling or roof above.

strategic plan

A plan articulating desirable characteristics to be used in structured, on-going, and often administrative or program decisions that are intended to achieve specified objectives.

street

A public thoroughfare, including road, highway, drive, lane, avenue, place, boulevard, and any other thoroughfare that

affords the principal means of access to abutting property.

street, arterial

Medium-speed (30–40 mph), medium capacity (10,000–35,000 average daily trips) roadway that provides intra-community travel and access to the countywide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

street capacity

The maximum number of vehicles which have a reasonable expectation of passing over a given section of a lane or a roadway in one direction, or in both directions for a two- or four-lane highway, during a given time period under prevailing traffic conditions.

street, collector/distributor

Relatively low speed (25–30 mph), relatively low-volume (5,000–20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

street cross section

A graphic profile of the ground surface perpendicular to the center line of a street.

street, cul-de-sac

A local street having one end open to vehicular traffic and the other end permanently closed with a vehicular turnaround.

street furniture

Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks, etc.

street plan, major

A map showing a system of vehicular circulation comprised of present and proposed major and secondary streets of the county or a municipality and adopted pursuant to law.

street tree

Tree(s) strategically planted, usually in parkway strips or medians to enhance the visual quality of a street.

strip mall; or strip development

Commercial development, usually one store deep, that fronts on and is often parallel to a major street. Includes individual buildings on their own lots, with or without on-site parking, and small linear shopping centers with shallow on-site parking in front of the stores.

suburban

An outlying part of city or town, or a lower density residential area adjacent to a higher density residential and commercial or urban area.

sustainable; or sustainability

Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

T

tax base

The sum of taxable activities, collective value of real estate, and assets subject to tax within a community.

townhome

A one-family dwelling unit, with a private entrance, which is part of a structure whose dwelling units are attached horizontally in a linear arrangement, and having a totally exposed front and rear wall to be used for access, light, and ventilation.

township

A contiguous, geographically defined portion of the unincorporated area of a county with planning and zoning functions as exercised through the township planning commission, but with no legal or political identity separate from the county and no taxing authority.

traffic calming

The application of primarily physical features on a streetscape to reduce the negative impacts of automobiles such as

speeding.

trail

A way or path designed for and used by equestrians, pedestrians, and cyclists using nonmotorized bicycles.

transfer of development rights (TDR)

A program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the “donor” site) to another (“receiver”) site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

transit, bus-rapid; bus rapid transit (BRT)

A type of limited-stop, high speed bus service frequently operated in a dedicated right-of-way.

transit, light-rail

Street cars or trolley cars that typically operate entirely or substantially on ‘at-grade’ rights-of-way. Vehicles are typically electrically self-propelled and generally operate on exclusive lanes separated from automobile traffic.

transit node

An area where multiple modes of transportation intersect, providing a variety of transit options.

transit-oriented development (TOD)

Moderate- and high-density housing concentrated in mixed-use developments located along transit routes. The location, design, and mix of uses in a TOD emphasize pedestrian-oriented environments and encourage the use of public transportation.

transportation plan

That portion of the comprehensive plan or regional plan adopted by the city indicating the general location recommended for expressway, arterial, collector, and local thoroughfares within the corporate limits of the city.

U V

urban

Characteristic of a relatively high density city environment.

urban design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

use; land use

Any purpose for which a lot, building, or other structure or a tract of land may be designated, arranged, intended, maintained, or occupied; or any activity, occupation, business, or operation carried on or intended to be carried on in a building or other structure or on a tract of land.

use, conditional

A use or occupancy of a structure, or a use of land, permitted only upon issuance of a conditional use permit and subject to the limitations and conditions specified therein.

use, permitted

A use permitted in a district without the need for special administrative review and approval, upon satisfaction of the standards and requirements of appropriate ordinance.

utilities

All lines and facilities related to the provision, distribution, collection, transmission, or disposal of water, storm and sanitary sewage, oil, gas, power, information, telecommunication and telephone cable, and includes facilities for the generation of electricity.

vertical axis wind turbine (see wind turbine)

W X Y Z

walkable

Suitable for being walked; or describing an area designed in such a way as to make walking it more comfortable for pedestrian activity.

wasatch front regional council (WFRC)

The WFRC is a voluntary organization of governments dedicated to fostering a cooperative effort in resolving problems, and developing policies and plans that are common to two or more counties or are regional in nature.

watershed

A region or area wherein all water ultimately drains to a particular watercourse, water system or body of water.

wetland

Those areas that are inundated and saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, and similar areas.

wind turbine; also vertical axis wind turbine

An alternate energy device which converts wind energy by means of a rotor to mechanical or electrical energy. A wind generator may also be deemed a windmill. Most turbines operate on a horizontal axis spinning such as an airplane rotor does, though vertical axis wind turbines are currently being developed that have the advantage of rotating no matter the direction of the wind.

xeriscaping

Landscaping characterized by the use of vegetation that is drought-tolerant or of low water use in character.

zone

A specifically delineated area or district within which uniform development standards govern the use, placement, spacing, and size of land and buildings.

zoning

The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas. Also, a program that implements policies of the general plan.

