



West Valley City General Plan Update 2015





Executive Summary

The Vision West 2035 General Plan is an update to the Plan adopted in 2009, which involved significant public involvement over the space of a year and a half. Residents, business owners, land owners, public officials, and representatives from several different agencies participated in the crafting of the issues, goals, and actions of that document. The 2035 update consisted of extensive staff research and a less intensive public involvement process. When the Plan is updated again for 2040, a more extensive public process is recommended.

This General Plan is divided into eleven Chapters including an introduction; administration; land use; economic development; urban design; existing neighborhoods; housing; community facilities; parks, recreation and culture; transportation; and implementation. A brief summary of each of these elements is provided below. Additionally, a General Plan map detailing anticipated future land use accompanies this General Plan. Although the future land use map is explained within this document, the map itself is a separate document.

Introduction

From the community's beginnings in the late 1800's to the present, West Valley City has transformed from an agricultural community to a diverse suburban community with a large employment base. The City is now over 85 percent built out, with a third of all land in the City developed as commercial or industrial. The renovation of the Valley Fair Mall and the development of the Highbury and Fairbourne Station areas have created exciting new retail and residential opportunities for the City. In addition to changes through development, the City is expected to become more ethnically diverse and have a higher percentage of seniors in the future.

Administration

A five step process was utilized to update the General Plan for 2035. The purpose of this document is to provide a vision for the future of the City and to ensure orderly growth and high quality developments. In addition to meeting City objectives, this Plan meets the requirement in State law that all municipalities are to develop and maintain a General Plan. The City's goal is to follow this Plan as closely as possible while making updates over time to keep it relevant to changing conditions.

Land Use

West Valley City is a great place to live, work, learn, and play. This plan lays out a series of goals for the development and revitalization of opportunity corridors in the City. The opportunity corridors of the Metro River Trail LRT station area, 4100 South, Decker Lake, Northwest, 3500 South, 5600 West, and Redwood Road will see the most change over the next 20 years. Each opportunity area has its own issues, goals, and actions.

Economic Development

West Valley City will continue to grow and diversify its economic base. The City will research and implement ways to improve the education and skills of residents as a way of increasing their earning potential. The City will continue to grow employment by building on existing industry strengths and

attracting high growth industries. The City will employ the Economic Development Strategic Plan to target those items that are deficient and to continue to bring high value assets to the City.

Urban Design

West Valley City should pursue an urban design strategy that will include a greater intensity of development to create a recognizable downtown; utilize transit more extensively; conserve resources; take advantage of existing infrastructure; promote attractive streetscapes including trees and other landscaping, buildings close to the street, high quality architecture, street furniture, and appropriate signage; and include pedestrian and bicycle accommodations.

Existing Neighborhoods

As Salt Lake Valley's western gateway, West Valley City is recognized for and celebrates the rich diversity of its neighborhoods. The City is committed to the long term preservation and health of its residential communities, and will work to proactively address important neighborhood issues that detract from their safety and vitality. West Valley City seeks to provide positive solutions involving neighborhood residents that make the City more beautiful, unique, and unified.

Housing

West Valley City should continue to maintain its diverse mix of housing for people of different ages, incomes, and ethnicities. Given the substantial supply of moderate income housing, the City should encourage higher value housing with quality architecture and amenities such as trails, parks, and open space. Any new denser development should only be considered in very particular instances and should be within walking distance of substantial transit infrastructure.

Community Facilities and Services

West Valley City will construct new community facilities and enact new ordinances and policies to support new development and improve the quality of life of existing residents.

Parks, Recreation and Culture

West Valley City should promote the health and well-being of its residents through a variety of social, recreational, cultural and artistic opportunities, including a system of well-maintained parks and trails, active recreation and entertainment programs and venues, as well as support for cultural expression through art, performance and concerts. The City should make these features accessible to all citizens in the community.

Transportation

Transportation in West Valley City balances travel demand with the need to provide a healthy and vibrant community. Residents and employees within the City should have extensive opportunities to bike and walk throughout the City. Road building needs will be balanced with transit projects, trails, and bike lanes. Transportation planning should be tailored to the unique needs of different areas of West Valley City. With the City approaching buildout, emphasis should be placed on enhancing our existing system over adding new streets.

Acknowledgements

Mayor

Ron Bigelow

City Council

Corey Rushton - At-Large
Lars Nordfelt - At-Large
Tom Huynh - District 1
Steve Buhler - District 2
Karen Lang - District 3
Steve Vincent - District 4

City Manager

Wayne T. Pyle

Planning Commission

Barbara Thomas, Chair
Clover Meaders, Vice-Chair
Jack Matheson
Harold Woodruff
Brent Fuller
Latai Tupou
Martell Winters

Staff

Nicole Cottle, Community & Economic Development Director

Steve Pastorik, Assistant Community & Economic Development Director

Lee Logston, Long Range Planner

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Introduction

1-1 Historical Context

Early History

Mormon pioneers arrived in the Salt Lake Valley in 1847. After declaring “This is the Place,” Brigham Young’s vanguard detachment of twenty-three wagons and 143 men, three women and two children, began the task of surviving that first year. In the fall of 1848, a pioneer named Joseph Harker crossed the Jordan River to procure better grass for his animals. He built his dugout along the west bank of the river near what is now 3300 South. Several other families followed in 1849 including Samuel Bennion, Thomas Mackay, Thomas Tarbet, William Farrer, William Blackhurst and John Robinson. In 1850, these families moved to 4800 South and began building permanent homes.

The U.S. Army under Captain Johnston arrived in the Valley in 1857. The soldiers crossed the Jordan River near the present site of the Salt Lake County Fairgrounds, marching southwest to 1700 West and continuing directly south to Camp Floyd. Unfortunately, their horses and cattle caused considerable damage to local property. Protests from families living along 1700 West were so strong that Johnston received orders for his soldiers to put up fences to protect these farms. Redwood from California was used to build the fences and 1700 West became known as Redwood Road.



Between 1866 and 1870 the pioneers, who were primarily Mormon and included many foreign-born Mormon converts, moved up from the Jordan River bottom and onto the “flats.” New homes, chapels, irrigation canals and roads were built and fruit trees were quickly planted to insure greater self-sufficiency. Buildings were constructed mainly with adobe brick, and logs from the mountains were used in stake and pole fencing. Development was slow due to the lack of reliable water and the harsh conditions.

Farming was a challenge for the pioneers. Initially, dry farming was practiced due to the limited water supply, with results ranging from very successful to disastrous. Soon irrigation canals were dug to provide a steady supply of water. Unfortunately, the high water table left the area prone to becoming waterlogged and often the high mineral content close to the surface rose with the water level and poisoned the crops. Many residents found they needed additional sources of income to support their families.

As it grew, the land “over Jordan” became known as Brighton, Granger, Hunter and Pleasant Green. By the 1880s, improved and extensive canal systems pushed dry farming to larger areas to the west and the

south and horse driven threshers were replaced by mowing machines. Homes began to be constructed of lumber and brick, and locust and poplar trees were planted to provide shade and to slow the wind. Several water wells were driven with sledge hammers, some to a depth of 100 feet. Jacob Hunter started Granger's first business by building a smoke house and curing meat for his neighbors.

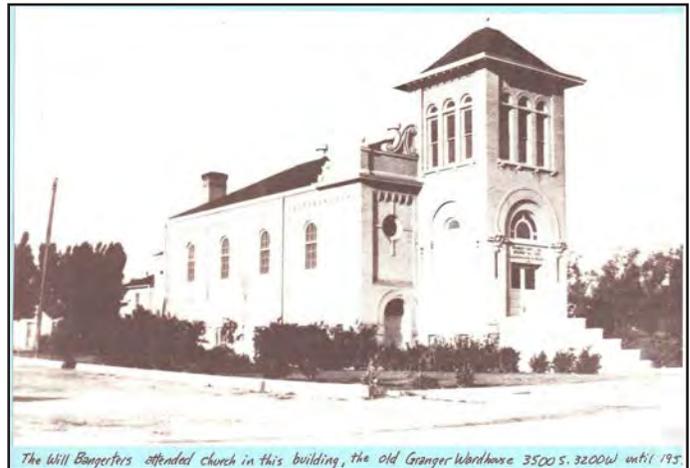
1900- 1980

Granite School District was formed in 1904 and several new schools were erected. Joseph Fairbourne became the community's first blacksmith and started the first Granger Post Office at 3200 West and 3500 South. In Hunter, mail could be picked up at Rasmus Nielson's country store. The Bamberger and Orem railroads linked the area with Salt Lake and Provo by 1917, and were used to move cash crops such as peas, tomatoes, onions, apples and sugar beets.



Beginning in 1910, Granite High School, the "Farmers' School," emphasized classes in agriculture, home economics and trade industries. By 1920, the P.T.A. had been organized, as well as the West Side Commercial Club, to further the interests of business in the Granger, Hunter and Pleasant Green areas. Kennecott Copper Mine and Hercules Aerospace brought vastly expanded employment opportunities to the west side.

The area known as Chesterfield was settled during the Great Depression. Land was inexpensive and those without a place to stay could set up camp until they had the means to buy property and build a home. Those were hard times with many people spending the winter in tents or one room make-shift homes. Permanent homes were eventually constructed, and the area today is still a unique neighborhood with an agrarian feel.



The Will Bangerter's attended church in this building, the old Granger Wardhome 3500 S. 3200W until 195

The 1930s also brought increased industrial and commercial growth. In 1932, the Winder family relocated Winder Dairy from South Salt Lake to 4400 West and 4100 South. Fassio Egg Farms opened at 5200 West and 3650 South. Several coal and feed businesses sprung up along with gas stations, grocery stores and cold storage lockers.

The first two subdivisions for Granger were recorded in 1948 and homes sold for \$4,200. The Granger-Hunter Improvement District was created by the Salt Lake County Commissioners on January 13, 1950 to provide infrastructure for water and sewer service. With water finally readily available, the area grew rapidly. Granger High School was completed in 1958 and had an enrollment of over 900 students in its first year.



The first organizations to represent pre-incorporation communities to the County and State were the Granger Lions Club and the Hunter Lions Club, organized in 1947 and 1952. The Chamber of Commerce was organized in 1963. In the mid-1960s these organizations, with the help of the newly formed Jaycees, organized the Granger Hunter Community Council. Several shopping centers, banks, savings and loan and medical centers were also welcomed into the growing community. At the close of 1962, Granger had 77 subdivisions with space for nearly 5,000 building lots.

The 1970s saw continued growth and expansion of business, industry and education. Valley Fair Mall, major industrial parks and further subdividing led to a strengthened tax base. In 1975 the County opened the Redwood Multipurpose Center, providing recreational facilities as well as social services to the Redwood and Chesterfield neighborhoods.

Incorporation and the 1980s

Through the 1970s, many residents in the Granger, Hunter and Redwood area began to look at creating a new city through incorporation. They were increasingly frustrated with high taxes, limited control of the planning and zoning process, the threat of annexation of the northern part of Granger Hunter by Salt Lake City, and a perception that the east side of the Valley was getting more County attention than the west side.

Yet, there was considerable opposition from those who felt that the proposed city did not have an adequate tax base. Opponents were also worried because the law at the time required second class cities, those with populations over 60,000, to form their own school districts. Estimates showed that the proposed city would reach that population in a few years, adding the costs of setting up a new school district to the costs of setting up a new city government. This was the deciding factor for many people, and the initial attempt at incorporation was defeated in 1978.

The idea did not die. That same year, the Legislature changed the law so that second class cities were no longer required to create separate school districts. This eliminated much of the financial concern and made the incorporation idea more feasible to residents. Another vote was held in February 1980, and this time the residents of Granger, Hunter and Redwood narrowly approved incorporation. The opposition did not give up and scheduled a disincorporation vote for July 8, one week after the official birth of the City. They were unable to dissolve the new city, however, as residents again expressed support for incorporation.

At the time of the 1980 incorporation vote, there was also a vote for City officers. Henry Price, one of the prime movers behind incorporation, became the first mayor of West Valley City. He, along with

two commissioners, Renee Mackay and Jerry Wagstaff, helped form the administrative and legislative bodies of the new City. Their goals included limiting taxes, encouraging home ownership, improving the appearance of the City, respecting property rights and creating a park system.

A referendum changed the City's government to a council/manager form, effective January 4, 1982. The first Council was comprised of Gerald K. Maloney as Mayor and Brent F. Anderson, Larry D. Bunkall, Michael R. Embley, Jay G. Jackson, Claude L. Jones and Quentin C. Winder as Councilmen. John D. Newman became West Valley City's first City Manager.

In March of 1988 the City annexed the land around the Hercules rocket fuel manufacturing plant (now Alliant Techsystems, Inc.). In 1984 Hercules was Salt Lake County's largest private employer with more than 5,000 employees and a payroll of \$115 million. There was considerable controversy because Hercules insisted that there be 'overpressure zones' surrounding their plant to protect against damage from potential explosions. A complex plan was worked out between Salt Lake County, Hercules and West Valley City to issue a revenue bond to buy land in the overpressure zone for recreational use and an industrial park. Hercules was to purchase additional land and give some to West Valley. The area became known as West Ridge and the West Ridge Golf Course was built. Improvements were installed to make the area an attractive commercial park. Frito Lay is the largest of several businesses that have located there.

1990 through 2007

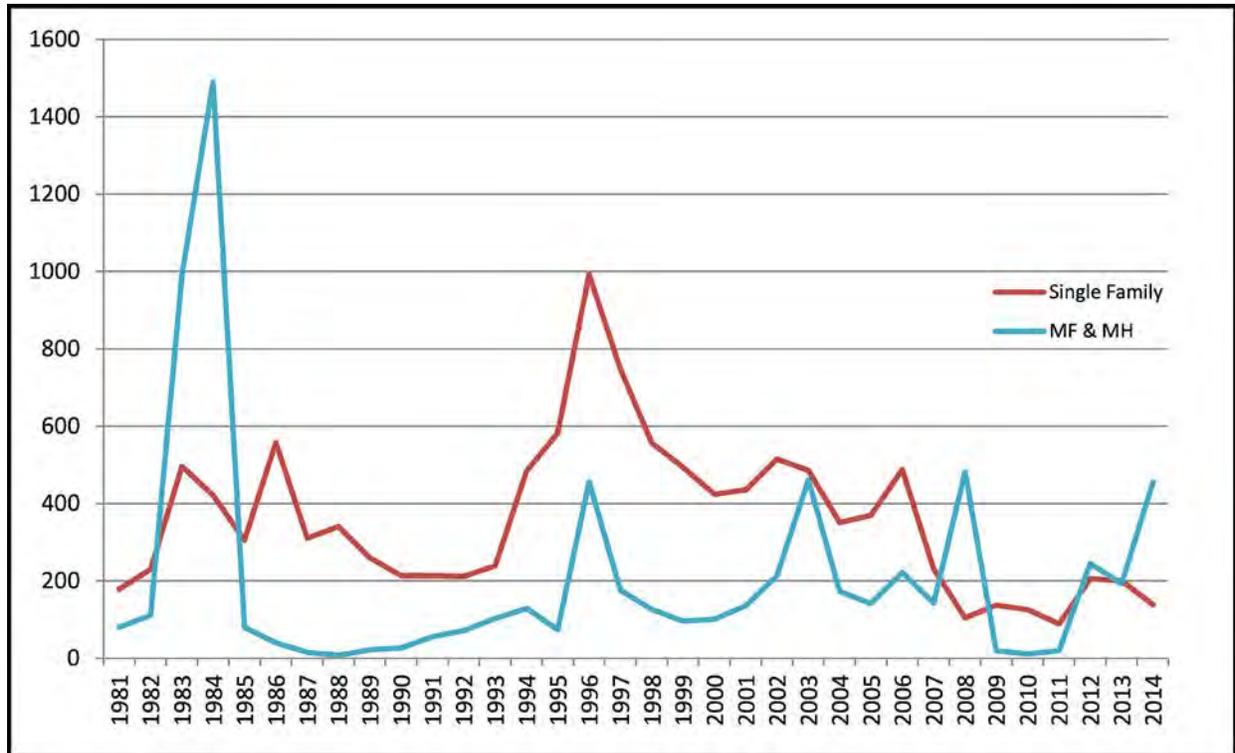
Major changes for the City began in the mid 1990's. In March of 1996, the City annexed approximately 680 acres located generally south of 6200 South that includes the Diamond Summit subdivision. Significant growth occurred in residential and commercial development in the mid to late 1990s. Figure 1-1 below shows residential permit activity for



single family and multi-family dwelling units. With the exception of 1983 and 1984 when large apartment complexes were developed, the mid to late 1990s have been the fastest growing period since incorporation. During this same period, the Lake Park Corporate Center, Presidential Business Park, and the entertainment area around the Maverik Center were developed. Centennial Park, the City's largest park, was also developed in the late 1990s.

Residential construction remained strong from 2000 until 2007, when residential development slowed due to the national credit crisis. Residential land values rose dramatically during this period. In 2001, residential land was estimated at \$45,000 per acre. Land values increased to just over \$100,000 per acre in 2005 and over \$180,000 per acre in 2007. For this reason, the City saw residential development occur in areas that were previously intended for industrial development as well as significant infill development. Major subdivisions developed since 2000 include Vivante, Stonegate, Meadowlands, Hunter Village and Sugarplum. Strong commercial development along 5600 West north of 3500 South during this period has made this corridor a major regional commercial center.

Figure 1-1: Building Permit Activity for New Residential Construction Since 1981



Source: West Valley City Building Inspection Department

2008 to Present

By 2008, the real estate bubble had burst and the housing market had crashed. Single family home construction slowed considerably compared to historic rates, and with the exception of the E-Gate apartments near the Maverik Center, multi-family construction practically stopped for the next three years. As of 2015, single family home construction has risen considerably, averaging about 200 new units a year for the last several years, and multi-family construction has increased considerably as well. The Residences at Fairbourne, the Sage Gate Apartments, the Pinnacle at Highbury, the Villages at Westridge, and the Truong Townhomes are among recent multi-family developments.

While housing construction went through a lull, commercial construction has been strong since 2008. The 5600 West commercial corridor has experienced significant new construction, and has emerged as a retail and restaurant center for residents of the City and the west side of the valley. Target anchors the Highbury Centre project, which has shops, restaurants, a theater, and a Marriott TownePlace Hotel.

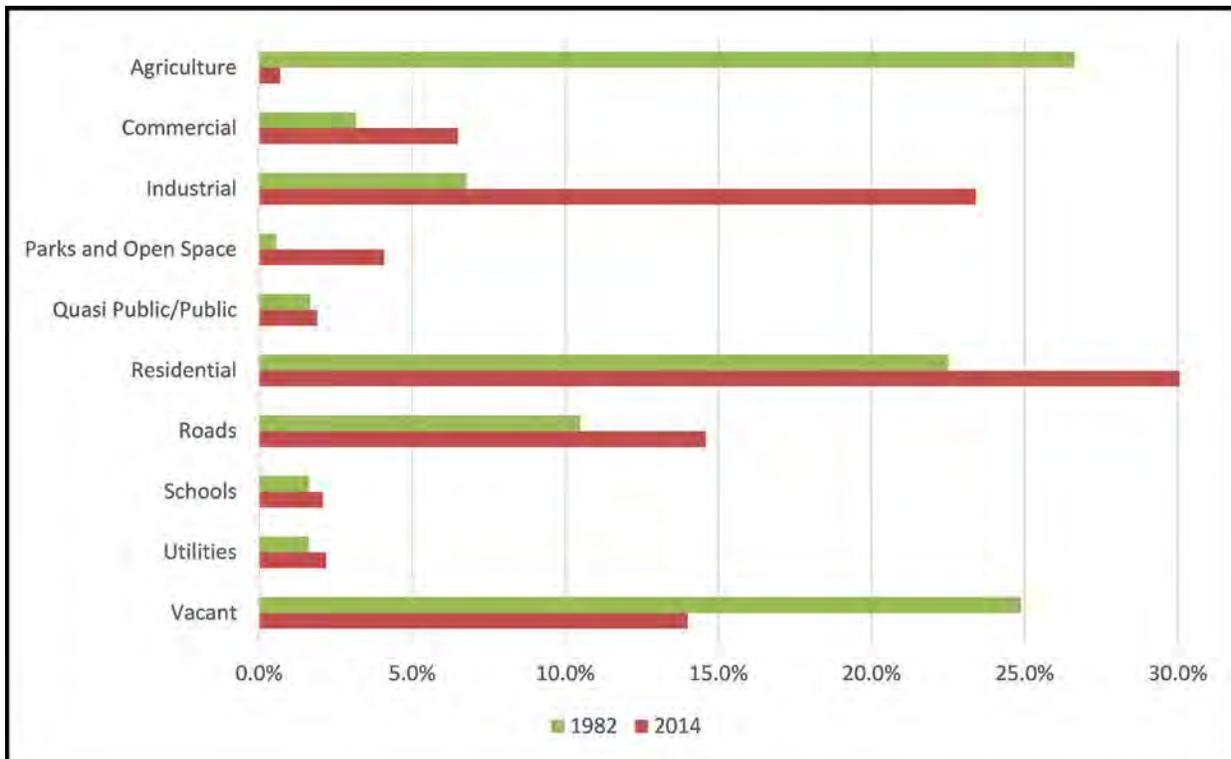
Construction activity around Fairbourne Station has been strong as well, with the continued expansion of Valley Fair Mall, the completion of the Embassy Suites in 2012, reconstruction of the Plaza and Phase One of the Promenade in 2012, and the reconfiguration of the 3500 South I-215 exit together with the construction of the 2400 West frontage road.

1-2 State of the City

Existing Land Uses in West Valley City

West Valley City’s land use has changed substantially since 1982 when the City’s first land use study was performed. As Figure 1-2 and Table 1-1 indicate, the amount of land in agricultural use has declined considerably, as has vacant, unbuilt land. Accounting for this, in large part, is the increase of land developed for residential land uses.

Figure 1-2: Land Use Within West Valley City 1982 and 2014



Source: West Valley Community & Economic Development

Another noteworthy change shown in Table 1-1 is the 33% increase in total City acreage realized through several annexations.

Residential

Since incorporation, the percentage of residential land developed for single family homes has remained fairly constant; single family homes represented 87% of developed residential land in 1982, and that figure has only dropped to 84% by 2014. However, multi-family residential land has increased from 3.6% of all residential land in 1982 to 8.6% in 2014.

Commercial

The percentage of land dedicated to commercial uses has doubled since 1982, and now represents 6.5% of the City. Community shopping centers at 4100 South and 5600 West, 4700 South and 4000 West, and 6200 South and 5600 West provide vital goods and services to the immediate areas.

5600 West north of 3500 South is rapidly developing and has become a regional draw. Commercial properties continue to redevelop along 3500 South and Redwood Road.

Table 1-1: Land Uses in West Valley City 1982 and 2014

Land Use	1982			2014		
	Acres	% of City	% of Residential	Acres	% of City	% of Residential
Agriculture	4,605	26.6%		170	0.7%	
Commercial	550	3.2%		1,502	6.5%	
Industrial	1,175	6.8%		5,367	23.4%	
Parks & Open Space	98	0.6%		951	4.1%	
Quasi-Public/Public	291	1.7%		425	1.9%	
Residential Total	3,892	22.5%		6,999	30.5%	
<i>Single Family</i>	3,387	19.6%	87.0%	5,892	25.7%	84.2%
<i>Duplex</i>	153	0.9%	3.9%	159	0.7%	2.3%
<i>Mobile Home</i>	211	1.2%	5.4%	348	1.5%	5.0%
<i>Multi-Family</i>	141	0.8%	3.6%	600	2.6%	8.6%
Roads	1,815	10.5%		3,338	14.6%	
Schools	285	1.6%		471	2.1%	
Utilities	281	1.6%		503	2.2%	
Vacant/Undeveloped	4,303	24.9%		3,026	14.0%	
Totals	17,294			22,932		

Source: West Valley City Community & Economic Development

Industrial

Industrial land has expanded dramatically from 6.9% in 1982 to 23.4% in 2014. Alliant Techsystems Inc. owns nearly 40 percent of all industrial land in West Valley City. West Ridge, Presidential Business Center, the trucking and heavy equipment companies along the SR-201 frontage road, and the ARA Industrial Center are all major industrial centers.

Parks and Open Space

The allocation of land for parks and recreation increased substantially in the early days of the City, from 98 acres in 1982 to 951 in 2014. This growth was fueled by the development of West Ridge Golf Course, Centennial Park, Stonebridge Golf Course, and several regional and neighborhood parks of varying sizes.

Agriculture

Agricultural land has given way to development. Over a quarter of the City was in agricultural use in 1982. Through the development of new residential subdivisions, shopping centers and industrial parks, agricultural property now constitutes less than 1% of the City's total area.

Important Development Projects

Since the last General Plan Update, the areas around 5600 West and Fairbourne Station have experienced significant development:

- The Highbury development is well underway. This is a mixed-use project featuring a variety of retail uses along 5600 West, a mix of housing types, schools, and open space with significant water features. Highbury will complement the Lake Park project, a major regional employment center.
- At Fairbourne Station, the Embassy Suites Hotel has been built, the first phase of the Residences at Fairbourne is complete, and the Plaza and first phase of the Promenade have been built.
- As of 2015, the Valley Fair Mall continues their expansion and renovation plans. Valley Fair Mall has increased their retail square footage from 600,000 to 1,000,000 square feet.
- The City formed the North West Economic Development Area for the ARA Industrial Center development, which will bring up to 3.4 million square feet of new warehousing space to the City.

Transportation Improvement Projects

A number of significant transportation and transit projects have also been completed or are underway:

- The reconstruction of 3500 South with dedicated center Bus Rapid Transit (BRT) lanes and raised passenger platforms was completed in 2010.
- The West Valley City TRAX Green Line began operating in 2011.
- As of 2015, Phase One of the Mountain View Corridor (two lanes each travel direction with surface intersections) has been built from the south end of the valley to 5400 South. Property acquisition for the entire freeway through West Valley City is well underway.

Housing and Demographics

The graphs and table that follow provide a basic picture of the current state of West Valley City with information on employment, housing tenure and household size and other pertinent statistics. The introduction and background sections of each chapter provide more detailed information relevant to the particular chapter. For example, the background section of the Transportation element includes information on traffic volumes on major streets.

As of 2013, West Valley City had an estimated 39,520 housing units with an average household size of 3.47 people. The relatively dramatic increase in the average household size of renter-occupied units has pushed the total average household size up over the past twenty years (2.85 in 1990 to 3.41 in 2013), despite the relatively stable household sizes of owner-occupied units (3.58 in 1990 to 3.52 in 2013). Of all of the states in the nation, Utah has the highest average household size at 3.05 persons per household (the national average is 2.60). See Table 1-2.

Table 1-2: West Valley City Housing Tenure & Household Size

	1990	2000	2010	2013
Occupied Housing Units	25,933	32,253	37,139	37,451
Owner-Occupied Housing Units	17,456	23,418	25,975	25,518
Renter-Occupied Housing Units	8,477	8,835	11,164	11,933
Average Household Size - Owner Occupied Units	3.58	3.48	3.51	3.52
Average Household Size - Renter Occupied Units	2.85	3.05	3.41	3.41
Total Average Household Size	3.35	3.27	3.48	3.47

Source: U.S. Census Bureau

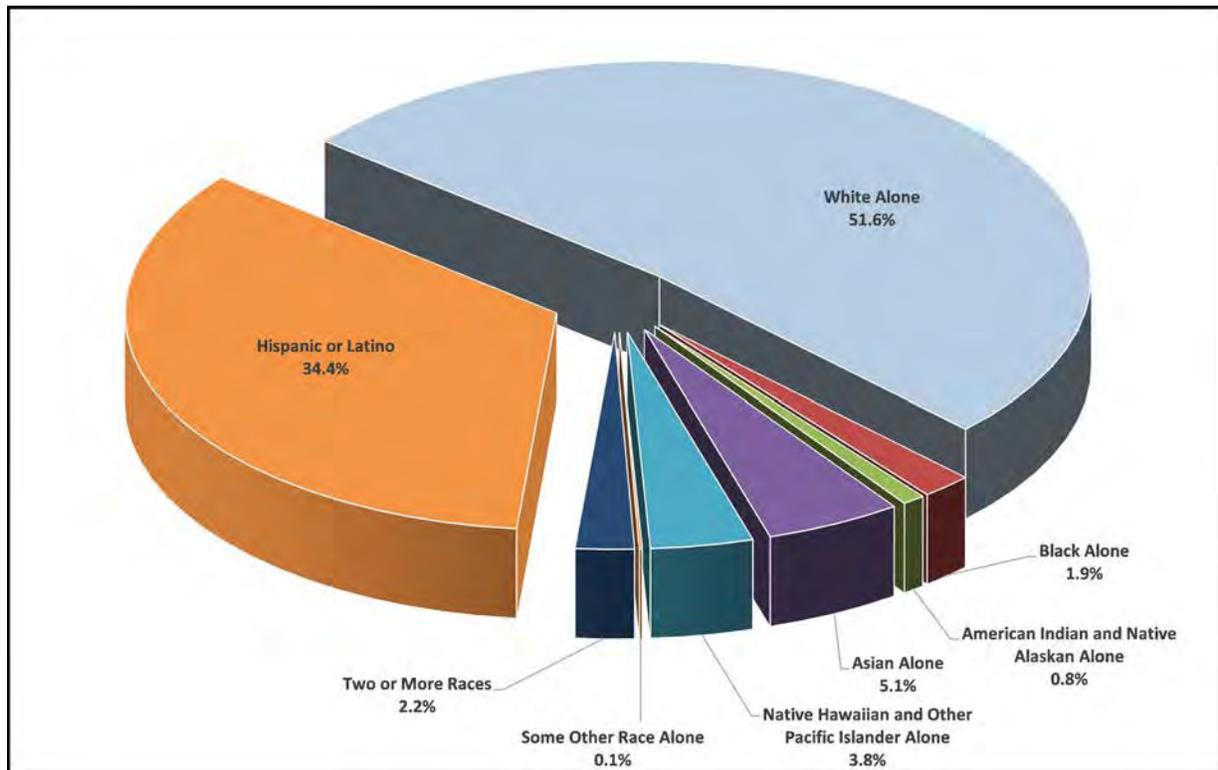
The residents of West Valley City represent a broad variety of races and ethnic backgrounds, compared to the state as a whole. Approximately half (48.4%) of West Valley City residents identify with a race and ethnicity other than white/Caucasian, while the same is true for only about two in ten (19.9%) Utah residents. West Valley City has 5,029 Native Hawaiian or Other Pacific Islander residents – 3.8 percent of the total population. Similarly, the City has a significant number of residents (34.4 percent) who identify as Hispanic or Latino, a share that has grown tremendously over the past two decades. It is important to note that Hispanics can be of any race. As of 2013, 51.6 percent of West Valley City residents identified as white and non-Hispanic, making West Valley City one of the most diverse cities in a rather homogenous state. As the LDS Church continues to draw people from all over the world to its Utah headquarters, and as ethnic and racial minorities continue to establish durable networks and successful communities in West Valley City, this trend toward greater diversity will likely continue. Table 1-3 and Figure 1-2 provide race and ethnicity data for 2013.

Table 1-3 Race and Ethnicity in West Valley City 2013

	Total Population	White Alone	Black or African American Alone	American Indian or Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Utah	2,813,673	2,253,922	28,130	27,654	57,439	25,547	3,682	48,747	368,552
	100%	80.10%	1.00%	1.00%	2.00%	0.90%	0.10%	1.70%	13.10%
Salt Lake County	1,048,314	772,326	15,560	7,048	35,853	16,231	1,833	18,689	180,774
	100%	73.70%	1.50%	0.70%	3.40%	1.50%	0.20%	1.80%	17.20%
West Valley City	130,843	67,561	2,475	1,108	6,679	5,029	145	2,885	44,961
	100%	51.60%	1.90%	0.80%	5.10%	3.80%	0.10%	2.20%	34.40%

Source: U.S. Census Bureau

Figure 1-3 Race & Ethnicity in West Valley City 2013



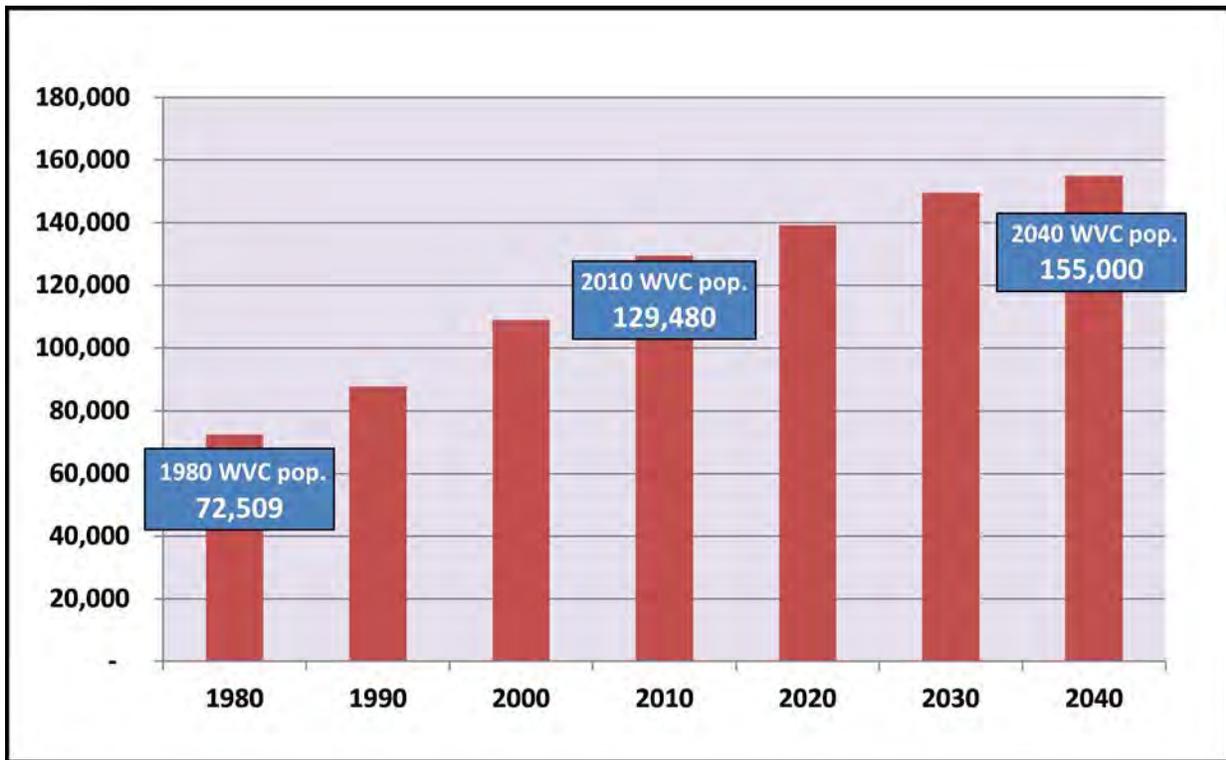
Source: American Community Survey

1-3 Projections

The population of West Valley City, as with the rest of the Wasatch Front, is expected to grow through 2030 and beyond. Internal growth and potential annexation will impact the overall population of the City. As Salt Lake County expands and fills in, the demand for transportation, transit, retail, and natural resources will also grow regionally. Significant growth is expected at the south end and the west benches of the Salt Lake Valley, which may mean tremendous impacts to West Valley City as a place of residence, as a destination and as a thoroughfare.

West Valley City had a population of 108,896 in 2000 and 129,480 in 2010. West Valley City’s population is expected to grow by almost 20% from 2010 to 155,000 by 2040. Salt Lake County’s population was 898,387 in 2000 and 1,029,655 in 2010, and in the same period from 2010 to 2040, Salt Lake County’s population is expected to grow by an estimated 47% to 1,507,997 in 2040. Figure 1-4 shows population estimates and projections for West Valley City.

Figure 1-4: Population Estimates and Projections Through 2060

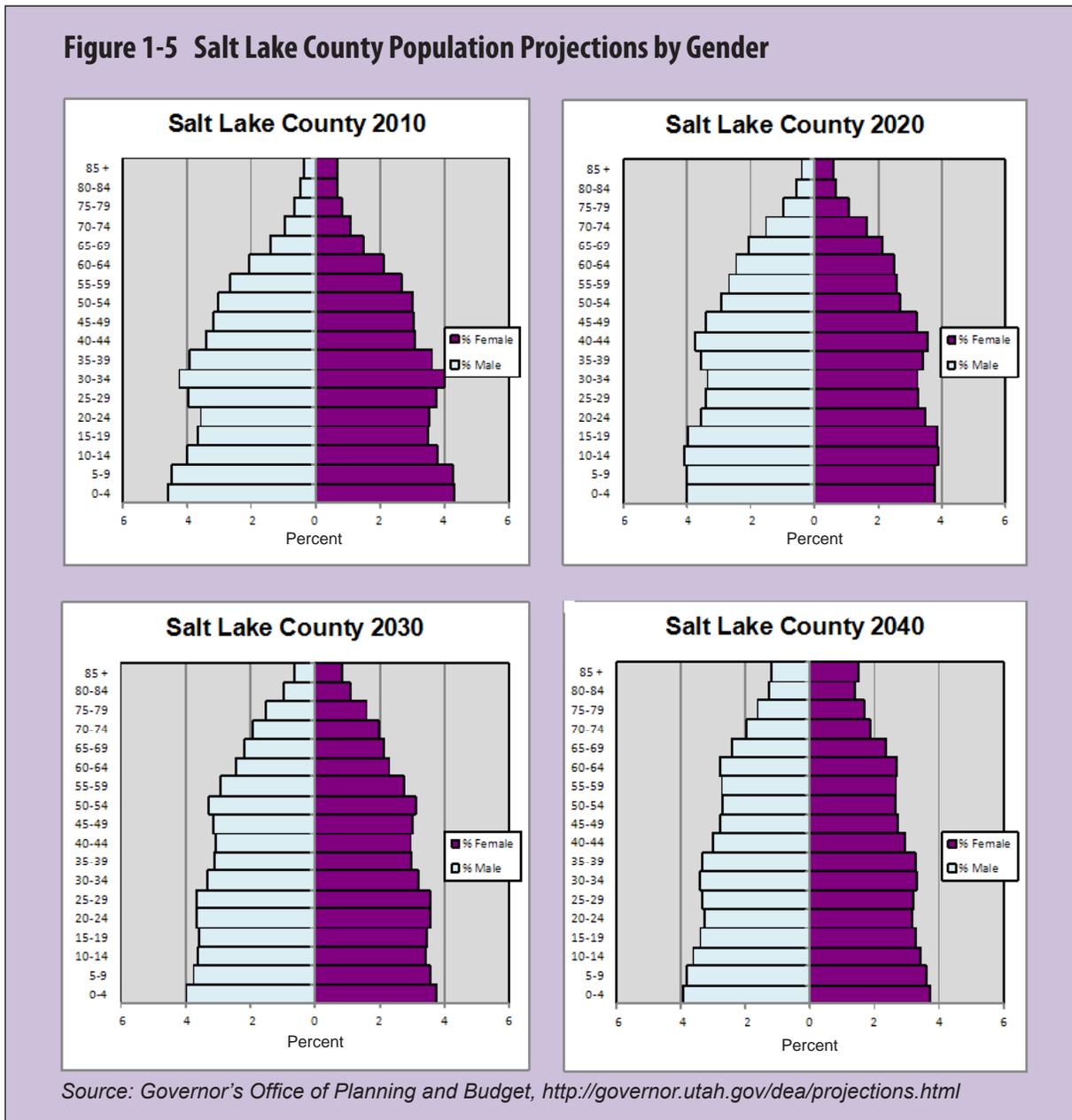


Source: U.S. Census Bureau and West Valley City Estimates

The current and expected future population pyramids show an important countywide transition toward an older population. The median age in Salt Lake County in the year 2000 was just over 27 years of age. In 2010 the median age was 30.8, which is projected to increase to 32 in 2020 and to 33 in 2030. This trend matches that of the State of Utah during the same period. The life expectancy within the State of Utah is expected to increase as well, growing for females from 81.9 years in 2000 to 85.9 years in 2030; and for males, 75.5 years in 2000 to 80.5 years in 2030. The greater life expectancies and transition of the Baby Boomers into retirement age indicate a greater share of older residents in the future.

This 'aging' population may have many potential impacts on the County and on West Valley City including increases in needs for senior housing and other services, as well as greater demand for walkability and transit options. In economic development terms, the City could experience more demand for health services, greater retail oriented to older patrons, and demand for recreational services. In regards to housing and transportation, an aging population may demand more walkable neighborhoods, more compact housing without a lot of yard care, and may desire more efficient transit options to fit a fixed income. While we expect to have a greater share of older residents in the future, there will remain a substantial share of young people in West Valley City. This means that while we expand opportunities for older residents we must also pay attention to the sustained demands for support and services aimed at younger populations. Figure 1-5 shows age trend projections for Salt Lake County.

Figure 1-5: Salt Lake County Population Pyramid Projections





Administration

2-1 Introduction

As general plans in different communities can vary significantly due to differing values and needs, it is important to explain how this plan is arranged and how it is intended to be used. This section of the West Valley City General Plan contains the data and policies that direct the oversight, application and updates of this General Plan. This element describes how the West Valley City General Plan is intended to be used and where it fits in the land use planning process.

2-2 West Valley City Vision West 2035 Update

Since the last major update in 2009, the General Plan has received several minor amendments. In 2010, the Hunter Town Center Small Area Plan was adopted to address the area around the intersection of 3500 South and 5600 West. Several sections of the Plan were updated with 2010 Census data and a new Moderate Income Housing Plan was adopted in 2014. In 2012, the Fairbourne Vision was adopted to replace the City Center Vision. At this time a number of text sections were updated to reflect completed transportation and transit projects, and to incorporate transportation and transit projects from the Wasatch Front Regional Council's (WFRC) newly updated 2040 Regional Transportation Plan (RTP).

In 2013, Planning staff developed a plan for a five year minor update to the General Plan. The idea was that the update would be something in between a major overhaul/rewrite and a touch-up of facts and figures. Specifically, staff recommended a revision to this document that would:

- Update the General Plan Map to include several new land use categories and reevaluate land use along all opportunity corridors.
- Review land use designations for parcels along and closely related to all opportunity corridors, and make changes as necessary.
- Review the issues/goals/actions for all chapters of the General Plan, to determine if there were completed actions that should be removed from the list, if goals were still relevant, and to determine whether new issues ought to be included.

Staff reevaluated opportunity areas based on events since the last General Plan update. Based on this evaluation, the following opportunity areas for the 2015-2035 Plan have been reviewed and revised. Opportunity areas are areas of the City considered most likely to change, and include the Metro River Trail light rail station area, 4100 South, the Decker Lake area, the Northwest area, 3500 South, 5600 West, and Redwood Road.

The approach taken for the 2015 to 2035 Update is described below:

Step 1: Research the Opportunity Areas

- Staff collected demographic and economic data and projections from the Census Bureau, Governor’s Office of Planning and Budget, Utah State Tax Commission, Commerce Real Estate Solutions, Wasatch Front Regional Council, and ESRI Business Analyst Online.
- Traffic data and projections, as well as long term project plans, were gathered from the Utah Department of Transportation, Utah Transit Authority, and traffic engineering consultants.
- City staff conducted physical and land use analysis in house, with assistance from other departments, including Police, Fire, Business Licensing, and Public Works.
- An outside consultant, Brook Hontz with Daly Summit Consultants, was contracted to provide independent analysis of opportunity area data, formulate the public presentation plan, provide feedback on land use alternatives, conduct the public meetings, and provide final input on the land use recommendations for each opportunity area and the General Plan Map.

Step 2: Develop Land Use Alternatives for Public Review

- The data from Step 1 was used to craft two land use options with feedback from Daly Summit Consulting. One was generally a lower density and land use intensity scenario, and the other was a higher density and land use intensity scenario.
- Seven public meetings (one for each opportunity area) were held to gain input on the land use alternatives. Over 1700 invitation letters were mailed out to residents, business owners, and concerned public agencies such as UDOT and UTA. Over 200 people offered input at public meetings, representing a wide range of interests. Participants included residents, business owners, and members of UDOT and UTA.
- Participants were asked to comment on the future land uses alternatives, as well as voice any other concerns they had.

Step 3: Develop a Preferred Land Use Recommendation

- Based on citizen input during the public meetings, staff and the consultant developed a preferred land use recommendation for each opportunity area.

Step 4: Update all other Chapters of the Plan

- Staff updated each chapter for timeliness of data and relevance of key issues.
- Revisions were made to the issues/goals/actions for each section of the General Plan.

Step 5: Adoption

- The adoption process outlined in State code was followed by having the Planning Commission recommend the General Plan for adoption by the City Council.

2-3 Purpose and Nature of the General Plan

The General Plan provides a broad overview of a city's path into the future regarding housing, employment, recreation, transportation and land use decisions. It is used by residents, landowners, developers, and employers, as well as City staff, the Planning Commission, Mayor and City Council to understand the anticipated direction of the community and to make preparations to realize the vision of the City. The General Plan is "a tangible representation of what a community wants to be in the future"¹, and a document that helps ensure orderly growth and high quality developments. It is often considered to be the 'Constitution' of future land use.

Residents, workers and employers often share a core set of values which will shape the City as it develops, changes, experiences challenges and shifts priorities. These values are the foundation of the General Plan, and this plan is a formally adopted statement of City leaders of the collective vision of future City priorities and patterns of growth. From the General Plan come specific plans providing greater detail and more specificity to either particular areas or certain systems such as transportation.

In summary, the West Valley City General Plan serves as a:

- Guide for residents, City staff, landowners, and developers
- Physical plan for land use preservation or changes
- "Big picture" view of City systems and their interdependence on one another
- Compass to help City staff and appointed and elected officials resolve difficult issues
- Comprehensive look at all areas within the City's jurisdiction
- Long-range (twenty year) perspective, focusing on residential, economic, transportation, environmental, and other important community issues.

Though the General Plan addresses a variety of issues and covers the entire City, it does not provide specific regulations, directives or incentives. The City uses many other tools to apply the principles contained in the General plan. These include specific area or issue plans, zoning and other parts of the City Code, as well as City Council resolutions. While many issues are presented in the vision of the General Plan, sometimes more time, more research or perhaps more funding is needed to achieve these objectives, and it could take several years to meet some of the more complex, costly, or in some cases risky objectives. However, every five to ten years the pertinent issues in the existing plan should be evaluated against new priorities raised by City residents, the Planning Commission and the City Council in the General Plan Update so that a new vision is set for another twenty years.

The West Valley City General Plan is a comprehensive and advisory document. As such it is important to note that piecemeal application of some parts of this plan to specific projects, while disregarding other elements, will be discouraged by the City. The City will encourage applications of this General Plan that reflect the broader vision and goals of the City and its residents.

¹ Kelley, Eric Damian and Barbara Becker (2000). Community Planning: An Introduction to the Comprehensive Plan. Island Press, Washington D.C., 2000.

2-4 Authority of the General Plan

The State of Utah has required every municipality to develop and maintain a General Plan for their community. This General Plan is required to plan for “present and future needs of the municipality” as well as “growth and development of all or any part of the land within the municipality.”² A host of possible elements may be included to achieve these purposes including housing, economic development, recreation and cultural opportunities, water and sewage services, energy, historical preservation and transportation. West Valley City gets to decide, for the most part, what will be covered in the General Plan as the State of Utah has provided in code that “the municipality may determine the comprehensiveness, extent, and format of the general plan” (USC 10-9a-401).

Though there is flexibility in what goes into the General Plan and how it is organized, there are a few requirements set out by the State of Utah. A land use element is required by State law, which provides for the establishment of long-term goals as well as the extent, distribution and location of “housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate.”³ Also required is a transportation element, which illustrates the general locations and extent of a variety of road and transit types, as well as a moderate-income housing element that estimates and provides realistic opportunities to meet the projected moderate-income housing need. The General Plan is intended to be an advisory document, supported by both state and municipal code, and while some land-use decisions may stray from the General Plan, it is strongly encouraged that this plan be followed as closely as possible.⁴

2-5 Changes to the General Plan

The West Valley City General Plan is advisory in nature; however, it is most effective when it is followed closely and referenced in land use and other planning policy decisions. This plan should be updated periodically to ensure that it continues to represent the will of the public and that it addresses new circumstances.

A distinction needs to be made between General Plan updates and amendments. A General Plan amendment is usually a relatively minor change or series of changes applied to the existing General Plan to make sure it continues to meet the needs of the City and its residents. Sometimes amendments reflect changes in zoning classifications, which should be consistent with the General Plan map. These amendments are made through a formal public process, which encourages public input to help the Planning Commission and City Council make their decision to approve or deny the amendment. In many cases, General Plan amendments are initiated by individual property owners or by the Planning Commission.

2 Utah State Code, 10-9a-401, <http://le.utah.gov/~code/code.htm>, accessed September 2014.

3 Utah State Code, 10-9a-403, <http://le.utah.gov/~code/code.htm>, accessed September 2014.

4 For Utah State Code excerpts, current as of September 2014, see the Appendices of this document.

In order to be certain of the best use of the amendment process, proposals should address the following questions:

- 1 - What is the public purpose for the proposed change?
- 2 - Is the public purpose best met by the proposed change?
- 3 - Is the proposed amendment supported by other General Plan principles and vision?
- 4 - Does the proposed change encumber other General Plan goals or actions?
- 5 - What is the extent of the impact to adjacent and other affected landowners?

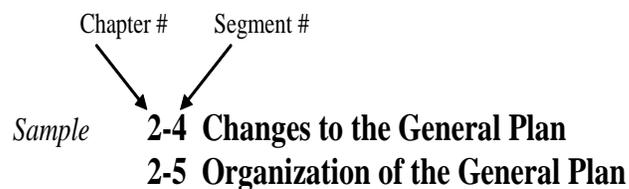
When making a General Plan amendment application, additional information will be needed including identification of adjacent land uses, population(s) served, transportation impacts, and public facilities impacts (water, sewer, storm water, parks, schools, etc.). Importantly, a firm justification must be made for proposing a change on a particular site.

A General Plan update refers to the process of essentially starting over and rewriting the document. This process involves a significant amount of time and energy in assembling the many thoughts, concerns and ideas of residents, employers and workers regarding the direction they would like the City to take. This process is challenging, sometimes costly, and imperfect, but critical to ensuring that this document reflects the City's greater vision of the future.

2-6 Organization of the General Plan

There are many forms that General Plans can take, from a single multiple-layered Comprehensive Plan Map, to lengthy and greatly detailed policy and technical manuals for city development. This plan falls near the middle with many policy suggestions and the provision of a General Plan Map. This format is intended to provide flexibility and guidance to decision makers given the difficulty in anticipating future circumstances. The West Valley City General Plan is divided into several different elements or broad topical areas with each detailing several goals addressing significant issues to the City and residents. These goals help to illustrate the direction the City wishes to proceed regarding the identified issues. Supporting each of these goals, a number of more specific actions are proposed. A complete table of all of the goals and actions contained in this plan is available in Chapter 11 of this document.

Each chapter in this document, with the exception of Chapter 1 and Chapter 11, cover unique elements, each with several descriptive segments numbered as Chapter-Segment to aid the location of segments and therefore communication and discussion of the plan.



A separate numbering system is used to identify ‘Goals’ and ‘Actions’ throughout this document. This is done also to facilitate the location of items and to compose a more legible and organized General Plan.



2-7 Issues, Goals and Actions

Issue: Consistency of General Plan Application in Land Use Decisions

For the West Valley City General Plan to be most effective, it should be considered in all land use decisions. It is important to note that this Plan attempts to encompass many different issues and topics and to peer well into the future, so it may not clearly address some issues that arise or take into account rapidly changing circumstances. Therefore, it may not be appropriate to always follow the guidance of this Plan, but following its intent as closely as possible will ensure its longevity and validity in ongoing decisions.

2.1 Goal: Follow the General Plan as closely as possible.

2.1.1 Action: The General Plan should be referenced in the City Council and Planning Commission’s land use recommendations and decisions.

2.1.2 Action: Appropriate justification should be offered in the event that a land use decision is inconsistent with the General Plan.

2.2 Goal: Maintain consistency between the General Plan and land use decisions.

2.2.1 Action: In the event that land use decisions and the General Plan do not align or are inconsistent, the Planning Commission and City Council should process an amendment or update to the General Plan to resolve the discrepancy.

Issue: General Plan Relevance

Though long range plans, including this General Plan, endeavor to plan for a relatively distant future, it should nonetheless be regularly updated to incorporate broader public opinion and address changing circumstances. A current General Plan will better assist property owners, developers and elected officials in finding the best land-use and policy solutions.

2.3 Goal: Keep the General Plan timely and applicable to new circumstances.

2.3.1 Action: Initiate a review, analysis, and update of the Moderate-Income Housing element every two years per State of Utah requirement.

2.3.2 Action: Prepare a General Plan update approximately every five years.

2.3.3 Action: Establish a biennial informal Planning Commission review of the General Plan map and goal/action items. This review should identify completed actions, as well as opportunities to change goals/actions or identify concepts for new issues, goals and/or actions. Recommendations for changes and amendments should be reviewed and approved by the City Council.

2.3.4 Action: Initiate amendments to the General Plan, as necessary, to address issues of broad significance to the City and its future, including significant changes to public services and safety as well as area annexation.

2.4 Goal: The West Valley City General Plan should provide the basis out of which more specific and detailed short term priorities may be identified.

2.4.1 Action: Use the West Valley City General Plan to assist in the West Valley City Strategic Plan development. The City Strategic Plan is developed annually by the City Council, and it should identify immediate priorities drawing from the General Plan.

Issue: Involvement in Regional Planning Initiatives and Concerns

At one time residents in this area were relatively isolated from the influences of the growing and bustling cities of the region. Today, West Valley City is the second largest city in the State and is in an increasingly interconnected metropolitan community. This means that the City's decisions increasingly impact, and in turn are impacted by, neighboring cities, townships and Salt Lake County. It will be even more important in the coming years to be a better regional partner in the development of regional plans. As well, it will become more essential for the City to consider the impacts of its decisions beyond its boundaries.

2.5 Goal: Adopt a Valley-wide conscience and be a good regional neighbor.

2.5.1 Action: Enact a 'Good Neighbor' policy that encourages the participation of residents, business owners and other affected entities from adjoining communities in public meetings that may affect them. West Valley City should be proactive in its efforts to acquire public input, and work to avoid the inadvertent exclusion of any who may be impacted by its policy or development decisions.

2.5.2 Action: Provide ongoing support for the engagement of city officials in broad discussions, workshops and conferences on local and regional issues.

2.6 Goal: Stay apprised of the activities of neighboring communities and regional entities.

2.6.1 Action: Participate in regional planning studies and efforts such as the Salt Lake County Cooperative County Plan, coordinate with regional groups such as the Wasatch Front Regional Council Regional Growth Committee, the Utah American Planning Association, and Envision Utah. Consult with Utah State agencies such as the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and the Governor’s Office of Economic Development (GOED).



Land Use

3-1 Introduction

This element of the General Plan discusses the land use strategies that are proposed for West Valley City for the next twenty years. These strategies were developed from staff research, departmental input, public input gathered at seven community meetings, as well as consultation with regional planning agencies.

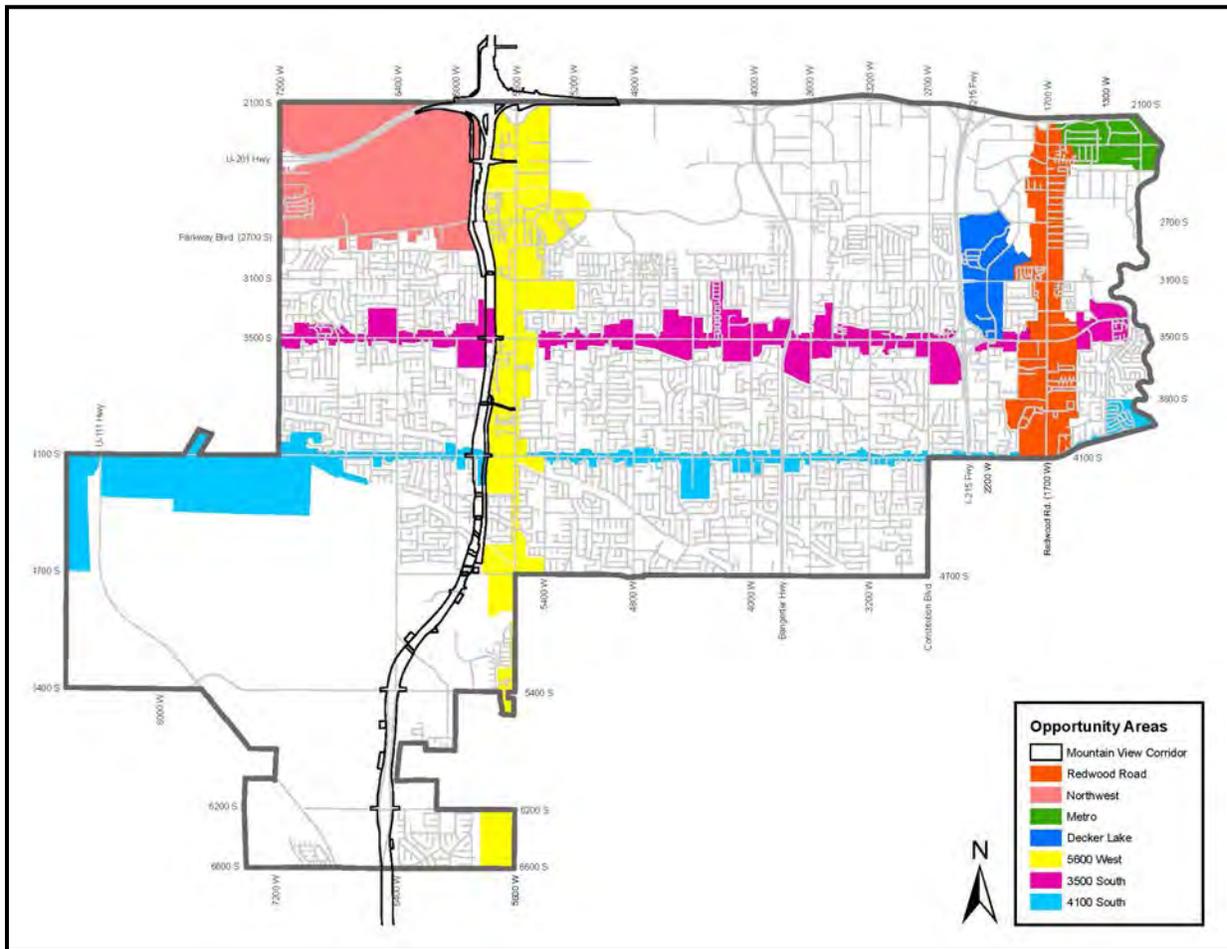
As most of West Valley City is largely built and established, rather than divide the City up into planning districts, the Vision West 2035 Plan focuses on “opportunity areas” for the purposes of suggesting future land use policies. These are areas of the City that are most likely to experience change in the time horizon of the General Plan, and the land use policies for each area are intended to guide the changes in a manner that benefits the community as a whole.

The opportunity areas in West Valley City are:

- The Metro River Trail LRT Station Opportunity Area
- 4100 South
- The Decker Lake Opportunity Area
- The Northwest Opportunity Area
- 3500 South
- 5600 West
- Redwood Road

The opportunity areas are shown in Figure 3-1.

Figure 3-1: Opportunity Areas



City staff performed extensive research on each of the opportunity areas, including:

- Demographics: household incomes, household size, age
- Home values, home ownership rates
- Physical characteristics: lot depth, infrastructure, sidewalks, rights of way, curb cuts
- Property values, rental rates and vacancies
- Current land use and zoning
- Other data of specific relevance to individual areas

After analyzing the data, Planning staff developed two potential future land use alternatives with the assistance of an outside consultant. For each area, one option was presented as a low density/low intensity land use scenario. In some cases, this reflected no change or minimal change from the current General Plan designation. The second option was crafted as a higher density/higher intensity land use option, which generally represented more of a shift away from current land use patterns.

Public meetings were held for the various opportunity areas between June 19, 2014 and August 20, 2014. Property and business owners from the various opportunity areas were invited to these meetings to provide input on the options presented, as well as to present their own suggestions and let staff know issues of importance to them. With the help of an outside consultant, staff used

input from these public meetings to form a single future land use recommendation for each area to be presented to the Planning Commission for recommendation and the City Council for approval. Land uses for areas of the City that are not within opportunity areas were examined as well, and minor adjustments were made as needed. These changes can be seen on the General Plan Map. For a discussion of the existing land uses in West Valley City, refer to Section 1-2, State of the City, in the Introduction.

3-2 Background

The land use policies proposed in this section for each opportunity area and the future land use map were based in part on five guiding principles:

1. The City should preserve and enhance its existing single family neighborhoods.

The preservation of single family neighborhoods is one significant goal of the 2035 General Plan update. With a few limited exceptions, no land use changes are suggested for the majority of single family residential zones within the City. Rather than allowing density throughout the community, this Plan focuses higher density housing and other more intense land uses along opportunity areas serviced by transit.

Existing housing is enhanced further by the types of new residential development that occur nearby, or by infill projects. Therefore, West Valley City should encourage high quality new residential development.

2. The City should encourage industrial and office development to promote revenue and job growth.

The City's revenue is made up of property tax, sales tax, and franchise and other taxes, with property tax being the primary City revenue source. Property tax growth is accomplished by new construction, including redevelopment. Since residential development is taxed at only 55% of its value and commercial and industrial development is taxed at 100% of its value, commercial and industrial development yields more property tax per dollar of value. Therefore the City can increase its property tax revenue collection the most by encouraging commercial and industrial development.

Currently, West Valley City boasts one local job for each employment-aged resident. One goal of the General Plan is to maintain that ratio and to increase employment citywide. West Valley City is a strong performer regionally in the transportation sector, benefitting from our excellent access to several freeways and the synergy that has developed among trucking companies that call West Valley City home. Development of the ARA Industrial Center in the Northwest opportunity area will help to solidify our position in this sector. The City should also seek to expand and grow jobs in other sectors, including those which we do not perform as strongly in.

3. Instead of rezoning more ground for retail, the City should encourage new retail development on existing vacant ground zoned commercial and on aging and/or underdeveloped retail areas.

As major arterials through the City carry increasing volumes of traffic, they tend to become less desirable for owner-occupied single family homes. Staff research has shown that single family homes facing busy streets such as 5600 West, 3500 South, and 4100 South are more likely to be converted to rentals. Over time, land owners often become interested in speculative commercial development. However, rezoning such property to commercial is not recommended for the reasons described below.

Just under 1200 acres are zoned C-1 or C-2 commercial in West Valley City. Of those 1200 commercially zoned acres, approximately 13% are undeveloped as of the end of 2014. Rezoning new land for commercial development makes developing existing commercially zoned vacant ground more difficult.

Even among already developed commercial land, there is room for new buildings. City staff performed an analysis of “underdeveloped” commercially zoned land in the City. As of 2014, approximately 23% of non-vacant commercially zoned land had buildings valued at one quarter the value of the land or less. Stated another way, the land is worth at least three times more than the buildings on the land. New commercial development can be realized on such properties without rezoning.

Older commercial properties also present opportunities for new commercial development. Approximately 20% of the commercially developed properties in the City have buildings that are over 30 years old. As discussed in the Economic Development Chapter, without updating and reinvestment, most commercial development reaches the end of its useful life by around thirty years and needs significant reinvestment and updating to remain competitive in the commercial market. With increased efficiency standards, updates to building codes, and different tenant requirements, redevelopment of older properties can result in better commercial developments.

Another argument against commercial rezoning of residential land can be seen when considering retail vacancy rates. According to research by Commerce CRG, the Central West submarket of the Salt Lake Valley, which contains West Valley City as well as Taylorsville, Kearns, and portions of South Salt Lake and West Jordan, experienced vacancy rates at or below average up until 2009. Over the last several years, vacancy rates have been higher than other sub markets and higher than average. Because of this, the City can experience business growth simply by filling existing vacant commercial space.

Their research also shows that compared to other types of developments that have a significant anchor, anchorless centers don’t perform as well, with vacancy rates averaging five percentage points higher than anchored centers. Speculative, mid-block commercial conversions generally will not provide the critical mass of land required to create an anchored center, so they are likely to underperform.

The example of Valley Fair Mall illustrates the value of redeveloping existing commercial property. The mall was over thirty years old, was experiencing declining sales, and had large quantities of land developed as unneeded parking. With City assistance, owners attracted new anchors for the development, updated the main building, and developed unneeded parking into new pads. The Mall

is now experiencing greatly increased sales, generates far more sales and property tax for the City, and provides new jobs.

There are a few places along busy corridors where the commercial rezoning of residential properties may be appropriate. These areas are detailed on the General Plan Map.

4. The City should encourage transit oriented development (TOD) in strategic locations.

Transit oriented development (TOD) combines different land uses at higher intensities, centered around transit opportunities and built at a pedestrian accessible scale. Rather than separating land uses, TOD seeks to integrate them. In addition to the obvious benefit of placing new residents and employees by transit to promote ridership, TOD can be the catalyst to revitalize blighted areas.

Fairbourne Station offers an example of revitalizing a blighted area through TOD. Desiring to change the area around City Hall into a new town center, the City formed the City Center Redevelopment Area in 2004. When TRAX light rail construction in West Valley City began in 2009, the area around City Hall was a mix of single family homes, duplexes, large and small apartment buildings, a mobile home park, and underperforming commercial buildings of various sizes. The road network served individual developments via a collection of dead ends and private drives, and there was little or no connectivity between various land uses. With significant City and UTA investment, the area is now home to an improved road network, a hotel, a high end multi-family residential development, and new public plaza and park. An office development, expanded retail and restaurant opportunities, improved community services, and a health care anchor will round out the transit oriented development.

5. The City should promote a greater balance of housing by encouraging higher value housing on larger lots.

As discussed in Chapter 7, the City has little high value housing and few large lots. With a relatively small amount of land remaining for residential development, the City should steer high value housing on larger lots to remaining vacant land planned for residential use.

3-3 Vision

West Valley City will promote an overall land use strategy that preserves and enhances existing neighborhoods, encourages industrial and office development, encourages new retail development and redevelopment on existing ground zoned commercial, encourages transit-oriented development in strategic locations, and encourages high value homes on large lots on remaining residential land. This land use strategy will guide development in a manner that continues to make West Valley City a great place to live, work, and play.

3-4 Opportunity Areas

Metro River Trail LRT Station

Summary

The Metro River Trail LRT Station Opportunity Area (Metro) is a 158 acre area located in West Valley City's northeastern corner, bounded by SR-201 on the north, the Chesterfield Neighborhood on the south, Redwood Road on the West, and the Jordan River on the east. Of the 158 acres, currently 151.7 acres or 96% are developed and 6.5 acres (4%) are undeveloped. The bulk of this opportunity area is a business park, and there are two residential neighborhoods comprised of single family and duplex homes. One of West Valley City's four LRT stations is within the Metro Business Park.

Business Park

Some of the buildings in the Metro Business Park were built as far back as the late 1980s. While the buildings have generally aged well, many do not have amenities or configurations that modern tenants require. Generally good grounds maintenance over the years has led to a green, park like setting with mature landscaping and natural features. The Jordan River Trail and the River Trail LRT Station are within walking distance of most businesses.

The two most significant concentrations of business types in Metro Business Park are the professional, scientific and tech services sector, of which according to City 2013 business licensing, there are ten of these types of businesses; and other services which account for thirty-one (48.4%) of the total businesses. The uses described in the Business/Research Park Zone support typical assumed uses in a commercial setting, however, the language for the zone indicates: "A business park setting which will be compatible with nearby residential uses and will promote a quiet, clean environment". This B/RP zoning is only used here and in the Lake Park area of the City. The intent of the zone is to preclude heavier, more industrial uses.

For a period of several years, the Metro Business Park has been struggling with tenant turnover, vacancies, and low lease rates. West Valley City Economic Development estimates business vacancy rates of 20%, although major tenant moves into and out of the park have kept the vacancy rates stable. In spite of vacancies, Metro does have a number of "legacy tenants" that were some of the first to lease in the park. For these tenants, as well as several newer tenants, the location and affordable lease rates were major draws. Raytheon renewed their lease for five years, citing the convenience of the new TRAX station opening across the street and the ease of getting people to and from downtown easily. IHG also liked the proximity to TRAX and the park-like setting. Sentinel Security recently completed a \$4.5M remodel to Class A finish. They were attracted by affordable lease rates and the location.

Area Amenities

The Jordan River Trail runs along the eastern border of the business park. The Redwood Trailhead Park is a seven acre Salt Lake County facility with reservable pavilions, canoe docks, and a pedestrian bridge across the river to trails on other side. There is a LDS Meetinghouse that houses several congregations, including the Jordan View Ward and the Jordan River Cambodian Branch. The Khadeeja Mosque & Islamic Center is just south of the area as well. For residents and businesses, the location is a quiet corner of the City, yet close to services on Redwood Road.

Home Ownership

Single family homes in the Redwood Gardens subdivision were built in the 1950s, the Riverside duplexes were built in the late 1970s, and the few apartments were built in the 1980s. Based on information from the Salt Lake County Assessor's Office, City staff has made the following findings: In Redwood Gardens there are 122 single family homes with an estimated 19% rental rate. In Riverside there are eighty-two duplexes (164 units) with an estimated total rental rate of 82% (134 out of 164 total dwelling units). When the twenty-four unit Aspen Grove Apartments are accounted for, the overall estimated rental rate is just over half (51%) of residential properties in Metro.

Property Values per Square Foot

The single family homes within Metro generally were built in the 1950s on smaller sized lots and have property values averaging \$10-\$15 per square foot (sf). The duplexes within Metro generally have property values in the \$15-\$20/sf range. For the Business Park and other uses property values vary greatly from very low to over \$20/sf. As property values rise over certain thresholds, redevelopment potential decreases without external financial incentives (e.g. tax increment or others). In short, because residential property values are relatively high, redeveloping the land for newer housing is not financially feasible without significantly increasing density. As for the business park, without some financial incentive, major redevelopment is also unlikely.

Roads

Metro Business Park currently has somewhat limited access, as there is no entry into the area from the east, and access can only occur from the west via Redwood Road. A potential UDOT project would add dual left turn lanes from Redwood onto 2320 South, but no other road projects are planned within the park. 2320 South is the main east-west thoroughfare, and has become the main entrance into Metro Business Park over time. Residents have concerns over the volume and speed of traffic on this road, and while it is the primary pedestrian connection to TRAX, sidewalks are incomplete. 2200 South is the other main road into Metro. West Valley City recently took ownership and maintenance of this road and plans to remove the speed bumps, which are believed to direct traffic onto 2320 South. The City also took ownership of the pond along 2200 South and plans to get rid of the dead trees and beautify the area, which can be seen from SR-201. 1300 West and 2250 South are the other major roads in Metro, but these are privately owned by the park. While maintenance is generally good, there are no sidewalks. The City has been approached about taking over ownership and maintenance of these roads, but is not interested.

Transit

Bus transit service for this area is located on nearby Redwood Road. Future service plans include enhanced bus service and potential dedicated center Bus Rapid Transit (BRT) lanes. Currently there is no bus route into or directly through this area, and there are no future bus transit upgrades planned within the Metro opportunity area. The River Trail LRT station is one of the few TRAX stations within the UTA network that does not have any bus connections.

Within a quarter mile radius of the River Trail LRT station, there is over 600,000 square feet of commercial business park space and a major County park and trailhead. Many planning, design, and engineering studies indicate an ideal walking distance for commuters using the train to travel to work is ¼ mile or less. In spite of this, the River Trail Station has some of the lowest ridership in the TRAX system. Figure 3-2 shows a ¼ mile radius from the River Trail LRT Station.

Figure 3-2: Quarter Mile Radius River Trail LRT Station



Residential neighborhoods lie just outside the ideal $\frac{1}{4}$ mile walking radius, and the network of sidewalks that would connect them to TRAX is incomplete. The sidewalk network within the business park is essentially non-existent, further discouraging transit ridership by business commuters. 1070 West and 2320 South are the only roads in the area with proper sidewalks.

Options Considered

Based on the research presented above, staff created two land use options to present to the public. One was a business park option that would not change land uses, and a mixed use option that would expand land uses and allow higher intensity land uses in order to optimize the LRT station opportunity. The second option included the potential for residential development and more varied commercial to better utilize the LRT opportunity. Both options suggested City infrastructure improvements in the form of a complete sidewalk network, and both suggested City policy or land use changes to take advantage of the LRT, or find a way to capitalize on the park's many positives: transit, trees, quiet, and natural features.

Public Input

Invitations were sent out to approximately 250 property owners and/or business tenants. Approximately twenty people attended the meeting on 6/19/2014. Participants represented an even mix of residents and businesses representatives, so the participants were divided into a residents

group and a business group to discuss land use options. A summary of issues and concerns they voiced is listed below:

- Both residents and business tenants enjoy the quiet and park-like feel of the area, offered by a lack of through traffic and the isolated location.
- Residents and business tenants alike enjoy their proximity to TRAX and the Jordan River Trail, but complained about the lack of parking at the station. Residents also complained that UTA doesn't keep the ticket machine stocked, and that it seems like UTA has neglected this station.
- Residents complained that the police seem unresponsive, with repeated issues at River Trail Park unaddressed.
- Residents expressed a desire for better enforcement and enforcement of property maintenance and parking ordinances in their neighborhoods.
- Residents in particular are concerned about the lack of sidewalks and the condition of roads.
- Business owners are also concerned about the lack of sidewalks, but are reluctant to invest in such infrastructure given business park performance. They would like City incentives or other assistance with this.
- Better pedestrian connectivity and property maintenance were listed as the key concerns.
- Poor maintenance and code enforcement regarding vacant commercial spaces was also a concern.

Land Use Recommendation

Due to access and other concerns, more varied land uses under a mixed use scenario are unlikely to be successful within the twenty year planning time frame of this update. The City has limited funds to spend here, and without an Urban Renewal Area (URA) or other mechanism being established, City incentives are unlikely, and the major property owners do not seem likely to invest in infrastructure improvements given current commercial performance. Basic infrastructure improvements to sidewalks and lighting would help both the LRT station and the Metro Business Park. The City should also pursue changes specific to the Business/Research Park Zone that would allow some flexibility where parking requirements, setbacks, and uses are concerned. The idea of these changes would be to give a tenant the flexibility to stay in Metro and expand, rather than move out to seek out newer space.

Metro Issues, Goals, and Actions

Issue: Lack of Sidewalks and Limited Pedestrian Walkability

Although the Metro Business Park Area has sidewalks existing within the district, they do not make logical connections, are incomplete, or do not travel to and from destinations such as the light rail station where pedestrians desire to walk. Safe sidewalks and crosswalks need to be provided within the 2320 South corridor into the business park and to the LRT and Redwood Trailhead Park.

3.1 Goal: Better pedestrian connectivity, walkability, and safety.

- 3.1.1 Action:** Complete the sidewalks and consider other pedestrian safety improvements along 2320 South and within the Redwood Gardens neighborhood in order to connect residential areas to the business park and the River Trail LRT Station.

3.1.2 Action: Examine lighting options for pedestrian paths within Metro to increase use and safety at nighttime.

3.1.3 Action: Determine if traffic calming measures (not speed bumps) are warranted along 2320 South.

Issue: Low Volume Ridership of River Trail Light Rail Station

West Valley City should pursue land use strategies and policy decisions that will encourage increased ridership at the River Trail LRT Station. At a minimum, business commuters at this location should be encouraged to ride TRAX.

3.2 Goal: Increase commuter use of River Trail LRT.

3.2.1 Action: Work with UTA to provide more parking at or near the River Trail LRT Station, to better advertise the parking that does exist, and to improve lighting for better nighttime safety.

3.2.2 Action: Work with UTA to better attend to basic needs such as ticket machines and basic signage indicating directions to the LRT station.

3.2.3 Action: Study feasibility of bus route connection to the LRT station.

3.2.4 Action: Work collaboratively with business park owners and tenants to complete a sidewalk network within the critical ¼ mile radius.

Issue: Business Park Structures and Metro Area Infrastructure Improvements

Structures located within the Metro Business Park are aging and becoming less desirable for tenants without major upgrades. Fire suppression within the buildings, and taller ceiling heights were cited as two examples of sought after improvements within the business park structures that would make the buildings more rentable. Additionally, infrastructure improvements such as improved traffic flow (remove speed bumps), upgrading or moving power lines, more and better lighting to increase the safety of the area were some suggestions provided during public input to make the area more appealing. Some of the suggested pedestrian and TRAX improvements listed above could also qualify as infrastructure improvements for the area.

3.3 Goal: Encourage modernization and updates to business park buildings and infrastructure.

3.3.1 Action: Determine the cost of and prioritize potential Metro area improvements. Analyze the feasibility of an assessment area, EDA, URA, or other tools to fund improvements.

3.3.2 Action: Consider City-sponsored land survey and application to FEMA for removal of the area from flood plain status in order to generate income for desired improvements.

4100 South

Summary

4100 South is a nine mile long major east-west corridor in West Valley City. The entire 15.6 mile long corridor travels from Magna/West Valley City at U-111 on the western side of the Salt Lake Valley to Wasatch Blvd. in East Millcreek. While 4100 South is primarily a residential street, heavy traffic volumes and impending Mountain View Corridor impacts at 5600 West are making the street less attractive for residents, and there is increasing pressure for residential to convert to rental or speculative commercial land uses. For the purposes of our discussion, it is useful to divide the street into four sections, each with its own unique considerations.

Land Use

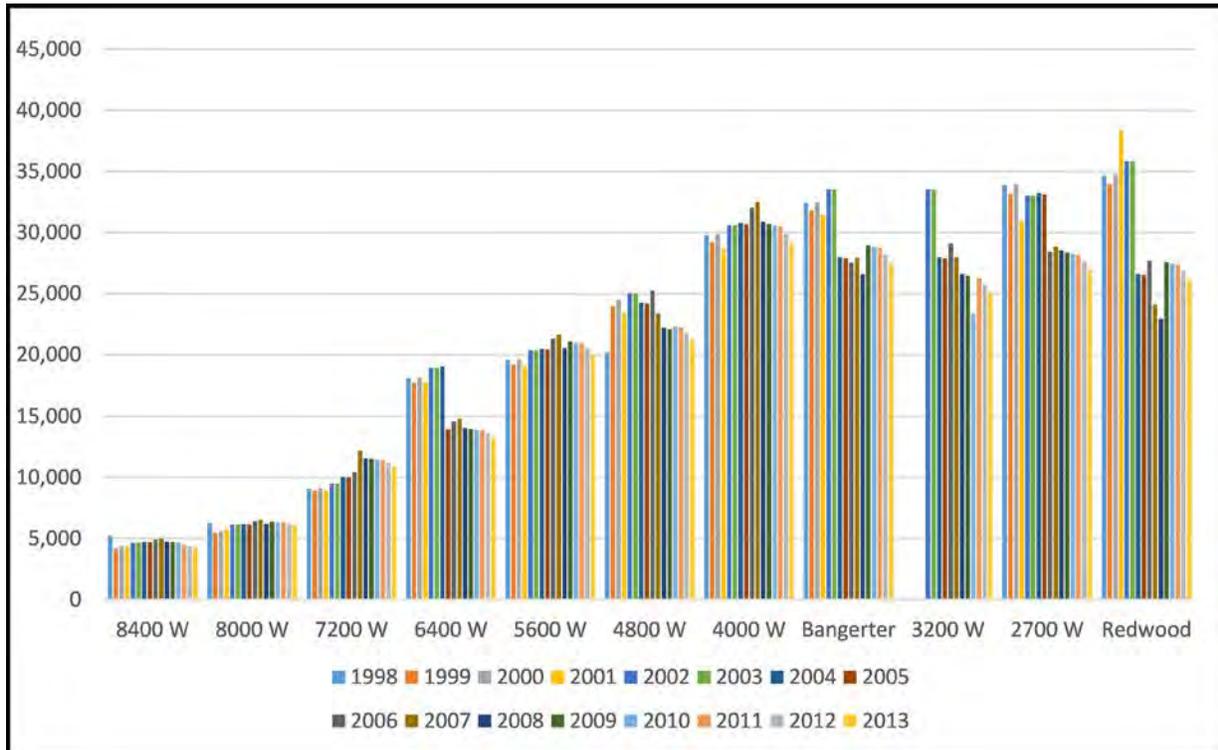
The land use pattern is predominantly single family residential, with commercial and some higher density residential located near major intersections for the entire length of 4100 South. The current land uses align relatively closely with the zoning map.

- 8400 West/U-111 to 5600 West: Mostly vacant and industrial land to 7200 West, turning to single family residential at 6400 West to 5600 West.
- 5600 West to 4000 West: Predominantly single family residential with most commercial at major intersections (5600 West and 4000 West), some multi-family residential at 4000 West, Hunter High School at 5600 West and library at 4000 West.
- 4000 West to I-215: Mostly single family residential with pockets of multi-family residential, commercial and community space at Bangerter Highway.
- I-215 to Jordan River: mix of single family and multi-family residential, commercial at Redwood Road and mobile home housing at the eastern edge.

Traffic and Road Considerations

The resident perception is that traffic volume on 4100 South is increasing every year. However, Utah Department of Transportation (UDOT) data shows that Annual Average Daily Traffic (AADT) increased each year on 4100 South until it peaked in 2007 at five of eleven major north/south intersections. The other six major north/south intersections experienced AADT peaks before 2007. Generally, AADT on 4100 South has actually decreased from peak traffic conditions in previous years. Balancing out this slight decrease in AADT will be a presumed increase in traffic when the Mountain View Corridor connects to 4100 South in 2018. See Figure 3-3 for AADT trends for 4100 South.

Figure 3-3: 4100 South AADT 1998-2013



Source: UDOT

The physical configuration of the road right-of-way changes considerably traveling west to east, in terms of number of lanes, presence of curb and gutter, and presence of sidewalks and park strips:

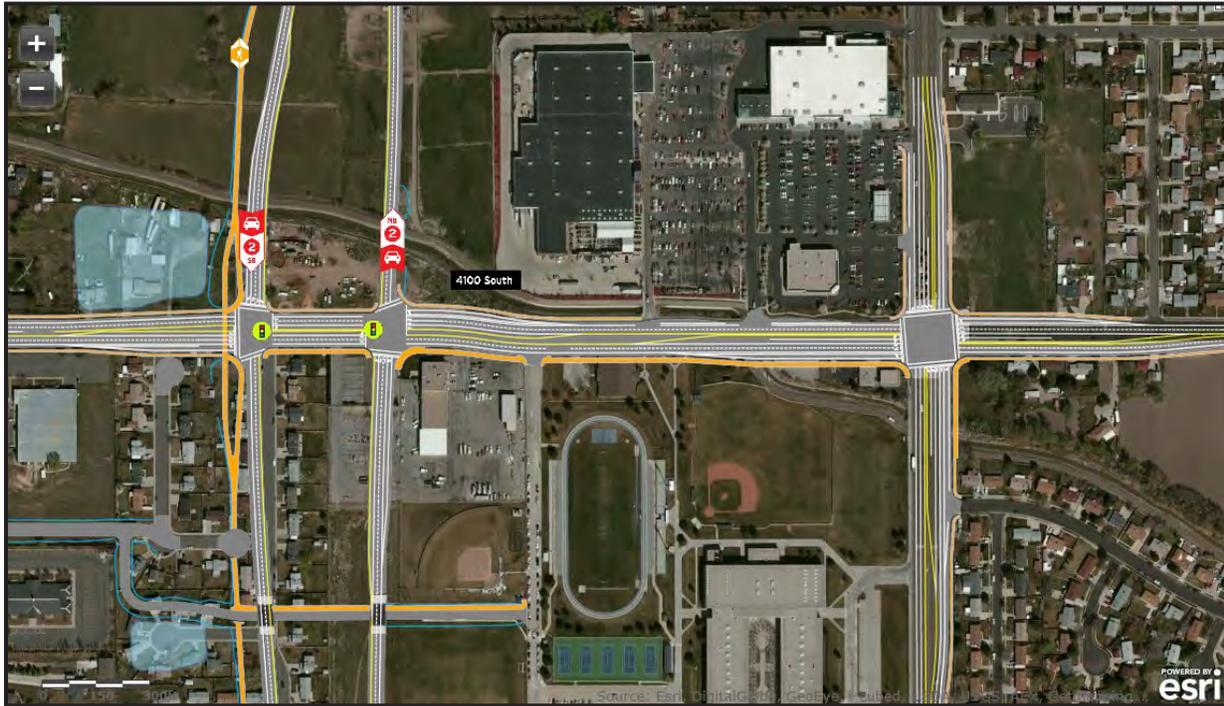
- 8400 West/U-11 to 5600 West: From the western edge of the City, the street widens from two lanes (no shoulders, no sidewalks, no park strips) to three lanes at 6865 West, and remains three lanes to 5600 West (with shoulders, sidewalks, intermittent park strips). No sidewalks exist from the western edge of the City until residential development begins at 6900 West.
- 5600 West to 4000 West: 5 lanes (no shoulders, continuous sidewalks, intermittent park strips)
- 4000 West to I-215: 7 lanes from 4000 West to 3600 West (no shoulders, continuous sidewalks, intermittent park strips), tapering back to 5 lanes from 3600 West to I-215 (with variable shoulders, continuous sidewalks, intermittent park strips)
- I-215 to Jordan River: 5 lanes (with variable shoulders, continuous sidewalks to 1500 West, intermittent park strips)

In spite of regular maintenance and resurfacing, the physical condition of the road is deteriorating. Portions of the road are approaching a point where they can no longer be resurfaced or repaired and must be completely rebuilt. Although UDOT will fund improvements to portions of the road around 5600 West related to Mountain View Corridor (MVC) construction, 4100 South is a City road and funding for other improvements will need to be budgeted.

Mountain View Corridor Impacts

Planned improvements for the 4100 South corridor from 6000 West to just east of 5600 West include widening from two to four lanes and additional left turn lanes. Pedestrian movement will be impacted at three major intersections, especially at the eight lane/BRT intersection location at 5600 West. See Figure 3-4 for planned MVC design.

Figure 3-4: Mountain View Corridor Impacts



Source: UDOT

Transit

Bus Route 41 has high average monthly weekday ridership when compared to the other bus routes in the City. This route is a local line, which provides transit services from neighborhoods to schools, a library, Salt Lake Community College, a clinic, shopping centers and TRAX stations.

Demographics

Table 3-1 contains key demographic information from 2013 ESRI Business Analyst Online for the one-mile radii surrounding two intersections on 4100 South. The intersection at 4100 South at 5600 West generally has developed more recently and provides newer housing stock at higher average home values, higher incomes, and higher home ownership rates. Conversely, the area around Redwood Road has significantly lower incomes, a significantly higher rental rate, and smaller households in older developments and apartments than the citywide average.

Table 3-1: 4100 South Demographics Comparison

	4100 S 5600 W	4100 S Redwood Rd.	West Valley City
Household Income <\$15,000	5.7%	13.0%	9.3%
Average Household Income	\$72,715	\$51,503	\$60,860
Average Household Size	3.83	2.69	3.48
Owner Occupied	78.0%	50.8%	64.4%
Renter Occupied	17.8%	44.2%	30.9%
Vacant	4.2%	5.0%	4.7%
Average Home Value	\$189,340	\$175,558	\$182,960
Hispanic Origin	31.8%	28.7%	35.6%

Source: ESRI Business Analyst Online

Property Values per Square Foot

As property values rise over certain thresholds, the potential for redevelopment to occur without external financial incentives such as tax increment to offset land costs decreases. The western side of the 4100 South corridor at 6865 West where residential uses begin is characterized principally by residential homes with values averaging \$15-\$20 per square foot (sf) until 6000 West where school/park uses begin and values drop to \$5/sf or less. At the 5600 West intersection values range from very low to over \$20/sf. Traveling east from 5600 West, property values vary greatly until 4000 West where they rise again to mainly over \$20/sf. From 4000 West to 1300 West, property values again vary greatly. Values demonstrate a significant decline at 1300 West to the edge of the City averaging \$10/sf or less.

Residential Rentals

Casual observation seemed to indicate that residences along 4100 South were converting to rentals. Staff research supported this conclusion, and offered a few reasons why:

1. Homes that face 4100 South tend to have lower values. The more a home is impacted by the street, the lower the value is. West of 5600 West, there's roughly an equal mix of front and rear facing lots. East of 5600 West, many more homes face the street. In all, there are 344 single family homes along 4100 South. The relationship between orientation and value is shown below.

- 50% of homes are front facing (\$141,518 average value)
- 23% of homes are side facing (\$150,250 average value)
- 27% of homes are rear facing (\$156,667 average value)

2. Homes that face 4100 South tend to be rentals. The more a home is impacted by the street, the more likely it is to be a rental. Staff's citywide rental analysis in June 2010 estimated that approximately 3,130 out of 28,585 homes were likely rentals (11% of homes being rented). A slightly higher percentage than the City average occurs on 4100 South; there are 64 (19%) estimated rental single family homes along 4100 South:

- 24% of front facing homes are presumed rentals
- 21% of side facing homes are presumed rentals
- 7% of rear facing homes are presumed rentals

Residential Conversion to Other Land Uses

In addition to conversion to rental properties, there seems to be some interest in rezoning residential properties to convert them to commercial land uses. People who own property on a busy street often assume that their property is valuable for commercial development by virtue of traffic alone. With this in mind, staff researched where commercial development might make sense along the corridor. Generally speaking, 120 feet is the minimum lot depth required to build a commercial building (taking into account setbacks, landscaping buffers, parking, and buffers from other land uses). In total, 119 (35%) of single family home lots are at least 120' deep:

- 44% of front facing homes are at least 120' deep
- 13% of side facing homes are at least 120' deep
- 35% of rear facing homes are at least 120' deep

On 4100 South the majority of single family homes are on lots less than 120' deep; however a significant grouping of 120'+ deep lots are located between 5600 West and 4000 West. Based purely on the physical aspects of depth and orientation, the lots that would make more sense to develop commercially would be the 119 that are both 120' deep and front facing. Other factors may limit the commercial viability of these parcels, such as lot width, frontage relationship to intersections, and market demand.

Options Considered

Based on staff research indicating that property values, lot depths, and road impacts have led to rental conversion and some mid-block speculation on higher intensity uses, staff prepared two land use options. The first was a low density/lower intensity land use scenario that would largely retain the residential nature of the road, allowing some limited low impact commercial development around major intersections. The second option was a higher density/higher intensity option intended to take better advantage of planned enhanced bus service by allowing residential density beyond single family. Additionally, between 5600 West and I-215, where lot depth and size would allow it, more commercial development would be allowed.

Public Input

Invitations were sent out to approximately 575 property owners. Approximately sixty people attended the meeting on 6/26/2014. Generally, residents and property owners like the "feel" of 4100 South (rural, not so busy, not so much commercial), the convenient businesses that are there (clinic, Smith's, Garden Center). Even though the road needs work, it moves traffic fairly well. The volume and speed of traffic are concerns, as well as pedestrian safety, the poor condition of the road, and other nuisances (graffiti, crime, etc.).

Residents and property owners expressed two desires: to keep the road primarily residential in nature, and to make repairs to 4100 South in order to improve efficiency and safety for both vehicles and pedestrians. In particular, measures that might slow traffic speed while maintaining overall efficiency were desired. Concrete walls or improved fences should be considered where there are long stretches of fences. There should be a few key pedestrian crossings with signs and lights to improve safety around schools and churches. Overwhelmingly, residents chose the low density/low intensity option, and thought that commercial rezones should only be allowed when there was sufficient acreage to create something meaningful. If there is multi-family residential development, it should be condos and townhomes rather than apartments.

Land Use Recommendation

Specific land use recommendations are described for individual sections of 4100 South:

- (West of 7200 West): ATK land remains heavy industrial.
- 7200 West to 5600 West: Primarily low density residential. A small area of residential office and general commercial at the intersection of 6000 West. When 4100 South gets widened, the City should install consistent concrete walls on back facing lots and consistent street lighting and pedestrian accommodations on this section of the road.
- 5600 West to 5400 West: Neighborhood commercial and residential office at the northeast corner of 5600 West. On the south side of 4100 South, general commercial at the southeast corner of 5600 West.
- 5400 West to 4000 West: Limited residential office and general commercial at the intersections of 5600 West, 4800 West, and 4000 West.
- 4000 West to I-215: Primarily low density residential with some neighborhood commercial and residential office at minor intersections. When the road is reconstructed, the City should install consistent walls and lighting.
- I-215 to Jordan River: Low density residential with a small area of neighborhood commercial at 2200 West and general commercial at the Redwood Road intersection (discussed in Redwood section).

4100 South Issues, Goals, and Actions

Issue: Compatibility of Residential and Future Growth

Options for residential office mid-block and more intensity with both commercial and residential uses were explored throughout the 4100 South Corridor, but maintaining the residential character of the roadway and limiting strip commercial was deemed important. Low density residential should be predominate, except for areas surrounding major intersections.

3.4 Goal: Maintain single family residential character.

3.4.1 Action: Install concrete walls or other consistent, decorative fencing as part of new road improvements or development. This could either be done as sections of the road are rebuilt, on a parcel by parcel case as redevelopment occurs, or the City could make an effort to do it all at once as a priority project.

3.4.2 Action: Deny mid-block zone change requests from single family to more intense uses.

3.4.3 Action: Update the Neighborhood Commercial Zone to ensure compatibility with adjacent residential development. Revisions should address parking, screening, land uses, and aesthetics.

Issue: 4100 S Infrastructure Improvements

Make infrastructure improvements to improve east-west traffic flow, install more and better lighting, and make pedestrian safety improvements.

3.5 Goal: Reconstruct sections of 4100 South that can no longer be effectively repaired, or carry the highest volumes of traffic.

3.5.1 Action: Perform a complete reconstruction of 4100 South between 5600 West and 4000 West. This reconstruction should incorporate traffic and pedestrian safety improvements discussed below.

3.5.2 Action: Reevaluate the need for widening along 4100 South upon events such as the completion of the Mountain View Corridor, development of the bench areas of the Oquirrh Mountains, or redevelopment of ATK land.

3.6 Goal: Upgrade 4100 South infrastructure and management for vehicles.

3.6.1 Action: Review signal timing, speed limits, turn lanes, and traffic calming measures for the entire road, taking into account the specific needs of particular sections, and implement changes as needed.

3.7 Goal: Upgrade 4100 South infrastructure for pedestrians.

3.7.1 Action: Study existing night lighting in key areas to determine if more is needed by the seminary building, at West View Park and street lights traveling west after 5600 West.

3.7.2 Action: Investigate measures that can be taken to provide physical separation between vehicles and pedestrians, such as barriers and park strips.

3.7.3 Action: Make aesthetic improvements in conjunction with pavement reconstruction projects west of 4000 West. These improvements could include new streetlights, stamped concrete park strips, street trees, and improved fencing or barrier walls. Also consider similar improvements east of 4000 West to create consistency along the street.

Issue: 4100 S Bike Route

While the north part of the City is well served by east-west bike routes, there is no continuous east-west bike route in the southern part of the City. Between the Mountain View Corridor/5600 West and 3600 West, there is not sufficient right of way to accommodate both traffic and a bike lane, and the road is too busy to encourage a shared Class 3 Route. The County has expressed a desire to have an east-west route in this vicinity.

3.8 Goal: Complete a designated major east-west bike route on or near 4100 South.

3.8.1 Action: A Class 2 bike route should be installed from 3600 West to the Jordan River, where sufficient right of way exists. An alternate path between Redwood Road

and 3600 West would be at approximately 3800 South. Explore ways to connect residential streets to make a continuous east-west bike path through neighborhoods either north or south of 4100 South west of 3600 West.

3.8.2 Action: Work with UDOT to secure funding for a bicycle and pedestrian overpass over the Bangerter Highway to serve this route.

Decker Lake

Summary

The Decker Lake Opportunity Area is a 232 acre area located north of 3500 South and east of I-215. Of the 232 acres, currently 210 acres or 90.3% are developed and 23 acres (9.7%) are undeveloped. Decker Lake is West Valley City's entertainment district, home to the Maverik Center and the Hale Center Theatre, as well as numerous hotels and restaurants.

Land Use

North of 3100 South, Salt Lake County maintains Decker Lake, a thirty-two acre facility which provides storm detention for approximately 30% of the City and recreational opportunities. There are two apartment complexes, the 304 unit E-Gate apartments and the 104 unit West Pointe apartments, and two hotels, the Staybridge Suites and Holiday Inn Express. Petzl (81,000 sf/100 employees) and Homeland Security (91,000 sf/250 employees) are two of the major business park tenants. A Rocky Mountain Power utility corridor includes event and UTA parking east of Decker Lake Drive and a potential source of additional event parking west of Decker Lake Drive. The area's undeveloped land includes five acres west of the TRAX station and sixteen acres west of the Decker Lake Drive. Some 2000 employees work just north of the Decker Lake detention facility, in the Franklin Covey campus area. South of 3100 South, the Maverik Center, Hale Theatre, five hotels, and several restaurants complete the area. The Shoppes at Decker Lake is a strip mall that forms a gateway to the district. The seven hotels of the Decker Lake area perform well and enjoy high occupancy rates (third best in the Salt Lake Valley after downtown and the airport).

Transit

The Decker Lake Opportunity Area is served by two bus routes on 3500 South and the TRAX Green Line with a stop at Decker Lake LRT station.

Decker Lake LRT Station

Many planning, design, and engineering studies indicate an ideal walking distance for commuters using the train to travel to work is $\frac{1}{4}$ mile or less. Figure 3-5 shows the $\frac{1}{4}$ mile radius from the Decker Lake LRT station. Located within the green $\frac{1}{4}$ mile circle are commercial offices, apartments and a major entertainment venue. A 2012 UTA study showed this station to have low ridership compared to other TRAX stations; additional development within the $\frac{1}{4}$ mile radius could improve utilization of the LRT station.

Other than the West Pointe apartments, many of the residences and businesses lie on the outskirts of the $\frac{1}{4}$ mile radius, and many of those either have poor sidewalks or very circuitous paths to access the LRT station.

Figure 3-5: Quarter Mile Radius from Decker Lake LRT Station



Traffic

Events at the Maverik Center impact traffic on I-215, 3500 South, 3100 South, and Redwood Road. In particular, 3500 South between the I-215 off ramps and Decker Lake Drive experiences significant congestion during event load and unload. A traffic study produced by Avenue Consultants for the area suggested that a combination of reversible lanes and adjusted traffic signal timing would help to move event traffic more efficiently. Their proposal was to have three lanes turning north from 3500 South onto Decker Lake Drive during event loading.

Roads

This section of 3100 South is a five lane road with sidewalks on both sides of the street. Park strips are also in place except for along the south side of the street east of Decker Lake Drive. Decker Lake Drive is also a five lane road until just north of 3100 South where the road changes to four lanes to accommodate light rail. This road was rebuilt between 3100 South and 2770 South when the TRAX line was installed and no future widening is planned. With some exceptions, eight foot park strips and eight foot sidewalks exist between 3500 South and 3100 South. North of 3100 South, sidewalks are generally at or near the back of the curb. 3500 South includes three lanes in each direction with additional lanes to accommodate turning movements. The sidewalk along the north side was recently widened to eight feet. 3100 South has sidewalks across I-215.

Age of Structures

Commercial development in the Decker Lake area varies in terms of age. The Shoppes at Decker Lake on 3500 South was built in the mid-1980s, but was remodeled in recent years. Office developments date as far back as 1991, but the Homeland Security building was built in 2011 and the Petzl building in 2014. The Maverik Center itself and the Hale Center Theatre were built in the late 1990s. Hotels south of 3100 South date back to the mid-1990s and those to the north were built in 2009. Restaurants were mostly built in the late 1990s and early 2000s. The West Pointe apartments were built in 1973 but have been recently remodeled, and the E-Gate apartments were completed in 2009.

Options Considered

Given the relative newness of the area and the fact that the area is mostly built out with very little vacant land remaining, staff presented a no-change option and an option that suggested greater City involvement along with a slightly higher density/higher intensity mixed use on the corner of Decker Lake and 3100 South. This option might include streetscape improvements, public art or plazas, and improvements to address traffic issues.

Public Input

Invitations were sent out to sixty property owners. Approximately twelve people attended the meeting on 7/10/2014, all of them representing business interests. There was a group of people representing the hospitality group and a group representing the interests of vacant land owners in the business park who had recently been denied a zone change.

Business owners enjoyed the good highway access and TRAX, the entertainment district “feel”, and feeling part of an anchored destination in the valley. However, they also dislike event traffic and parking management, the poor maintenance of the power line corridor and vacant lots. They feel that the Maverik Center is underused and the district is ineffectively marketed. They would very much like to see improved management of event traffic and parking and the vacant lot and power corridor cleaned up. It was also hoped that some special sign considerations could be made to identify the area and make it more obvious how to access it by highway. The business park owners had been denied a rezone to build apartments, so much of the discussion centered on this. In the end, they hoped for some type of mixed use that would let them do some residential because they believe additional office is not feasible.

Land Use Recommendation

Land use designations recognize that the area is mostly developed and that there will not be significant changes in land use other than development of remaining vacant parcels and intensification of existing development. North of 3100 South, the business park designation is applied to land immediately on either side of Decker Lake Drive until the apartment complexes, which are high density residential. From the utility corridor south to 3500 South, the entertainment district designation applies, with a few utility and community uses.

Decker Lake Issues, Goals, and Actions

Issue: Improve Vehicular Circulation and Pedestrian Walkability

Although the Maverik Center has great access from I-215, issues arise during events when peak traffic soars and vehicles have a difficult time getting to events. Local roads become congested and vehicles must wait through many light cycles to make left turns. Additionally, pedestrians leaving the light rail station must cross major roads to get to the entertainment core venues of the Maverik Center, Hale Center Theatre, and restaurants.

3.9 Goal: Improve vehicle and pedestrian circulation and safety.

3.9.1 Action: Review event traffic study prepared for area and determine if proposed solutions are feasible per budget and future development plans.

3.9.2 Action: Consider implementing changes such as alternating lanes during peak traffic hours and adjusting signal timing.

3.9.3 Action: Examine options for improving pedestrian crosswalks to increase safety especially at nighttime, including better signage, striping, lighting, flashing lights and other measures.

Issue: Improve Entertainment District Branding and Marketing

Although the Maverik Center and the surrounding entertainment district has great visibility from I-215, it is less obvious how to get there, especially if one is trying to avoid the 3500 South entrance. Directional signs to get to the Maverik Center are either not clear or nonexistent, and there are no signs identifying the entrance to the Decker Lake entertainment district.

3.10 Goal: Assist entertainment district businesses with effective branding, marketing, and identification of the area.

3.10.1 Action: Look into possibilities for developing a cohesive plan to market Decker Lake as an entertainment destination within the valley. Brand the area and market it off premise.

3.10.2 Action: Look at options for signs or entrance features at the various entry points to the district, particularly on Decker Lake Drive.

3.10.3 Action: Look into improved directional signage.

Issue: Improve visual appeal of both developed and undeveloped areas

During public input multiple parties identified the unattractiveness and overall conditions of the power corridor area and the vacant land pockets within the business park. The unappealing appearance detracts from the overall experience of the area. Given that there are multiple agreements between multiple entities in the area regarding easements and parking, it is unclear who is responsible for maintenance of unused or undeveloped portions of the utility corridor.

3.11 Goal: Upgrade visual appeal of unmaintained vacant areas.

3.11.1 Action: Work with land owners and concerned parties to determine responsibility for grounds maintenance on the various easements and vacant parcels in the Decker Lake Area.

3.11.2 Action: Work with Rocky Mountain Power and affected parties to come up with a long term management plan for their power line corridors.

3.11.3 Action: Analyze streetscape of district and gauge if improvements are warranted.

Northwest

Summary

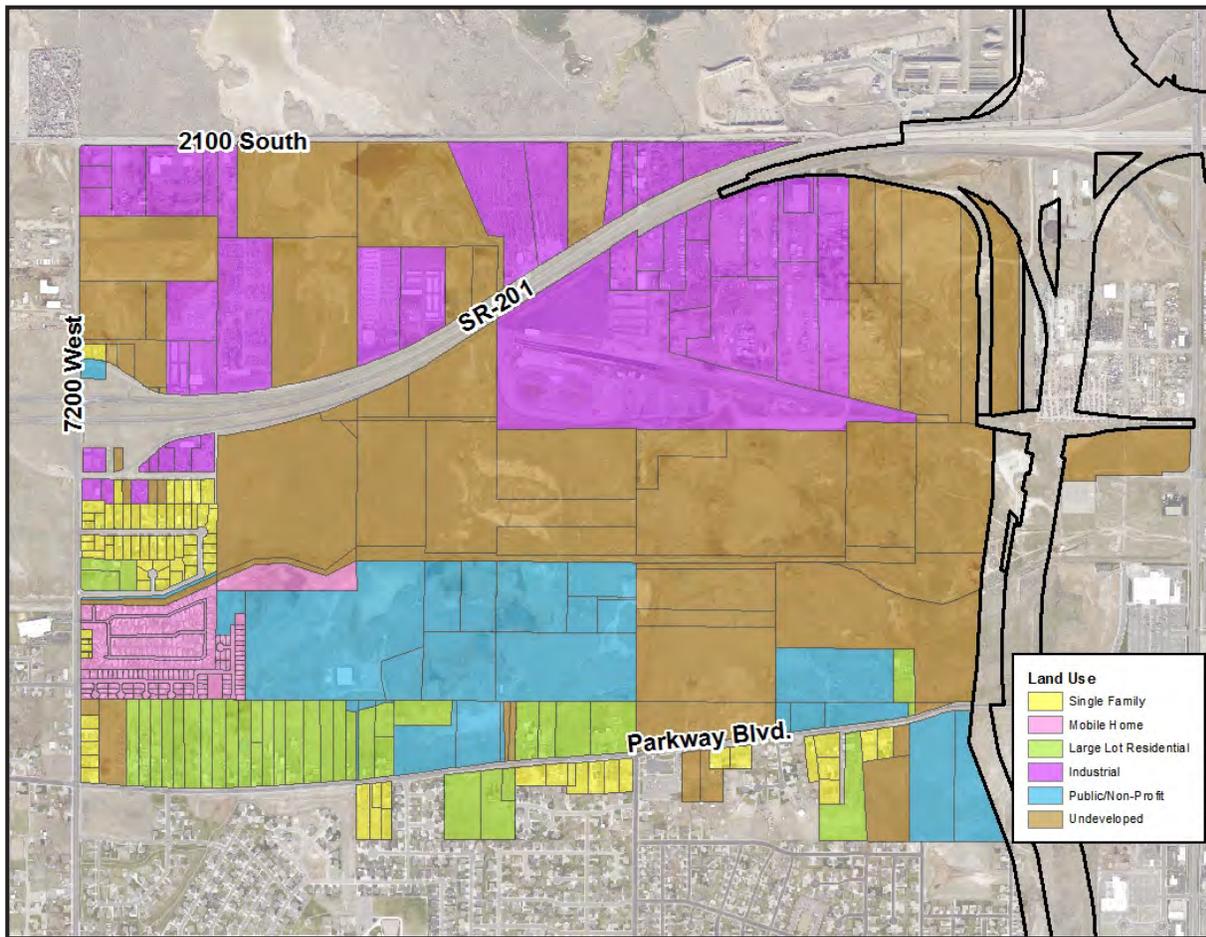
The Northwest Opportunity Area is a 1,148 acre area located in West Valley City's most northern and western corner. Of the 1,148 acres, currently 472 acres (41%) are developed and 676 acres (59%) are undeveloped. This is currently the largest expanse of undeveloped land in the City, but a large industrial park, the ARA Industrial Center, was recently approved. The Mountain View Corridor will eventually be built along the eastern edge, separating it from 5600 West.

Residents enjoy ready access to SR-201, and will have access to the future Mountain View Corridor. There are large, natural open space areas. A trail is planned along the Riter Canal, which will complete the Crosstowne Trail. This trail will connect into a future trail along the Mountain View Corridor as well, and the Sugar Plum trails are nearby. There is a church on Parkway, and the nearby 5600 West corridor offers shopping, restaurants, and entertainment.

Land Use

The area north of SR-201 is largely industrial uses and vacant land. The area between the southern edge of SR-201 and the Riter Canal is mostly vacant land, with the Rocky Mountain Raceway, manufacturing, and a small pocket of commercial. Between the Riter Canal and Parkway Blvd., there is single family housing and mobile home housing east of 7200 West, with some manufacturing. East of these neighborhoods, there is a large vacant stretch owned by utilities, then east of 6400 West is a mix of vacant and agricultural land, along with low density housing. South of Parkway Blvd. is large lot single family and agricultural. As most of the residential land is zoned agricultural, many of the residents have animal rights. Figure 3-6: Northwest Land Use shows how different land uses are situated within the subject area.

Figure 3-6: Northwest Land Use



Regional Considerations

The State of Utah owns the ground directly north of the City boundary. This property houses the Lee Kay Center and is likely to remain undeveloped. SR-201 is an important regional facility that has spurred significant light industrial development, especially trucking/distribution related businesses. Magna's General Plan includes a goal to enhance 7200 West as a gateway through signage and/or landscaping.

Wetlands

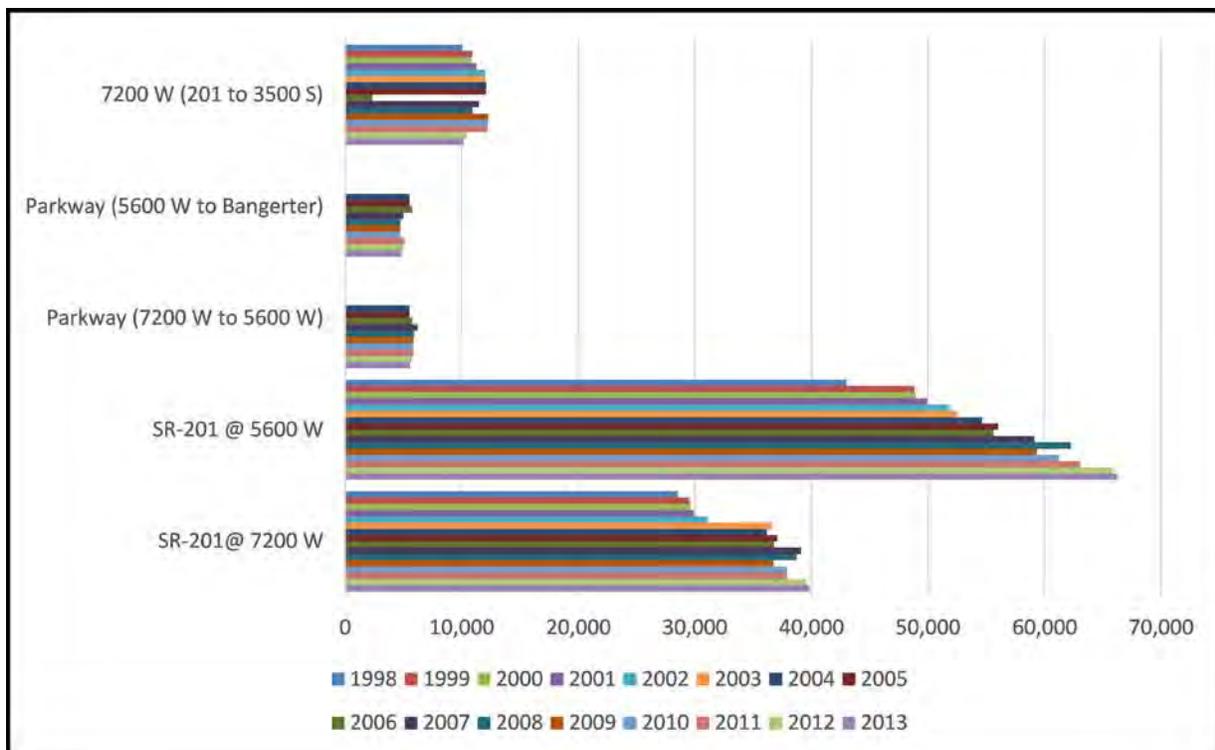
The 79.4 acre area between the Riter Canal, Magna Water Land, 6400 West, and Parkway Blvd. currently serves as storm water detention for approximately 1/3 of the City. This area is anticipated to handle all future City detention needs, and it is not anticipated that any additional land will be needed for detention purposes. West Valley City intends to preserve this natural area and make it accessible to the public as a unique natural resource for the City, with potential boardwalks and/or trails connecting to the Crosstowne Trail along the Kennecott owned Riter Canal. The Riter Canal runs east-west across the entire area, serving as a natural barrier between industrial land uses to its north and residential and agricultural uses to its south.

Some of the vacant land in this area has historically been considered wetlands. Many of these areas are no longer classified by the Army Corps as wetlands and other areas have not had standing water on them for years. Nonetheless, the area is low-lying with a high water table, and future development will need to take this into account.

Traffic and Transit

UDOT data shows that, generally, Annual Average Daily Traffic (AADT) has remained stable or increased when measured at each major intersection in the Northwest area. Unlike the AADT in the rest of the City, which has generally been declining since 2007, average daily traffic is increasing in this area with development along 5600 West. AADT has significantly increased along SR-201. There is currently no transit service that serves this area and there is no transit service planned for this region; the closest current lines are 3500 South and 5600 West. See Figure 3-7 for historical AADT.

Figure 3-7: Northwest AADT 1998 to 2013

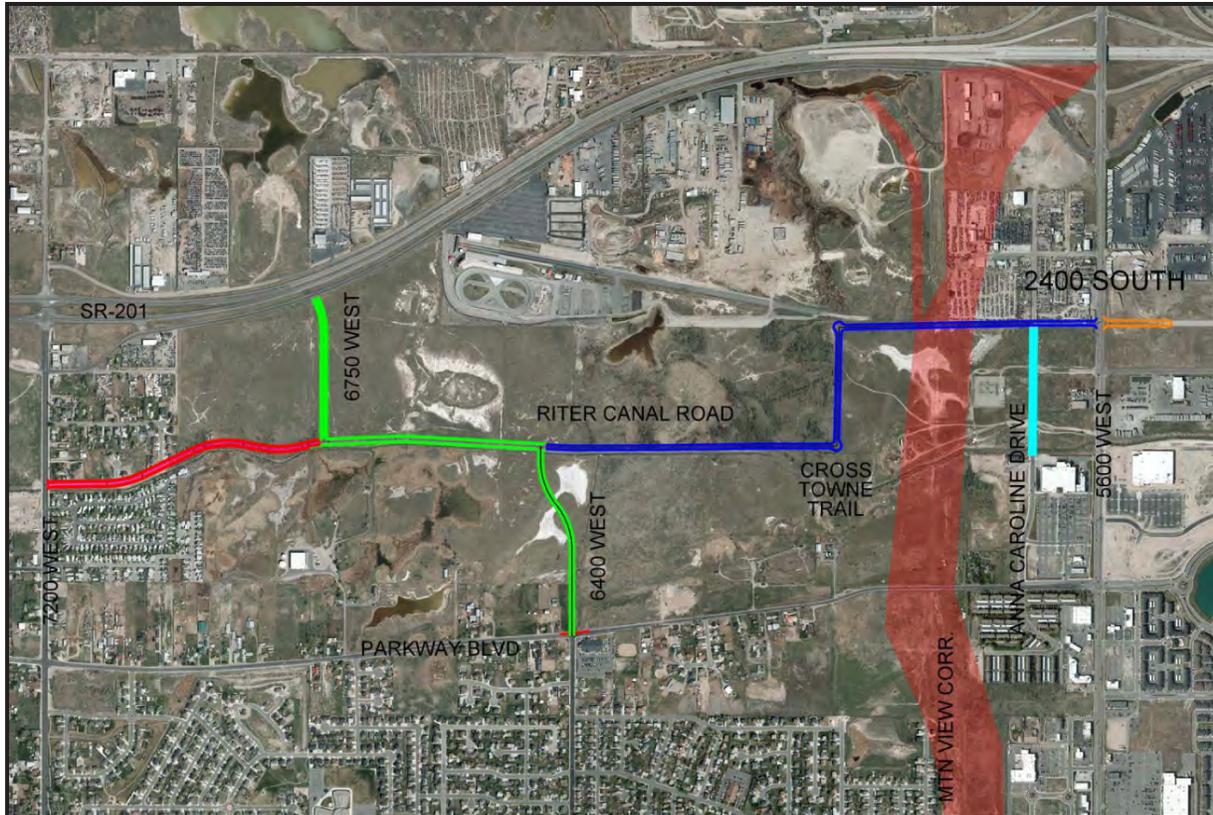


Source: UDOT

Road Projects

At the time of this update, significant road construction projects were either underway or planned for the area. The development of the ARA Industrial Center will bring increased truck traffic to the area.

Figure 3-8: Northwest Road Projects



Source: West Valley City Public Works

The following are road projects included in the Wasatch Front Regional Council 2015-2040 Regional Transportation Plan.

- SR-201 will be widened to 6 lanes from 7200 West to 5600 West by 2034.
- Parkway will be widened to 4 lanes from 7200 West to 5600 West by 2024.
- An interchange on SR-201 at 7200 West will be constructed by 2034.
- The first phase of the Mountain View Corridor with at-grade intersections from 5400 South to 4100 South will begin construction in 2016. The portion between 4100 South and SR-201 will be completed by 2020. Expansion to a 6 lane freeway with grade separated interchanges will follow by 2034.
- The south frontage road along SR-201 will be realigned to connect with 5600 West at 2400 South in conjunction with Mountain View Corridor construction.
- A Class 1 trail to be built along the Mountain View Corridor will join with the Crosstowne Trail on the west side of the highway – details regarding this trail project within the Mountain View Corridor are still to be determined.

The following roads will be built in conjunction with the ARA Industrial Center or as other development occurs:

- 2400 South/2550 South connection from 5600 West to 6400 West: New construction to be built as development occurs. The exact alignment is unknown and will depend on possible wetland locations and scope.
- 2550 South: The extension of 2550 South from 6750 West to 7200 West will be a critical connection to the west side of the ARA development. The construction date is unknown due to funding uncertainties.

Options Considered

The ARA Industrial Center will develop much of the vacant industrial land that exists in the Northwest area. This center will eventually expand onto the Rocky Mountain Raceway property, as this property was acquired by the same group that owns ARA. The larger question in Northwest has to do with future residential development of vacant and agricultural land. The Northwest area represents one of the larger contiguous pieces of land that can develop into residential.

In both options presented, the Riter Canal serves as the natural physical barrier between industrial land uses to the north and residential uses to the south. Option 1 retained very low density rural residential designation for the bulk of the agricultural land, but allowed new low density residential development east of the new 6400 West road. Option 2 allowed slightly more density by assigning large lot residential to the agricultural land west of 6400 West, again with Low density residential east of 6400 West.

Public Input

Invitations were sent out to 180 property owners. Approximately twenty five people attended the meeting on 7/17/2014. Most participants were homeowners, rather than business owners or industrial land owners. There was a small group of horse owners that were very passionate about making land use decisions that will preserve opportunities for them to ride in the area as they have done for many years. Residents expressed that they enjoy living in an area that has easy freeway access and is close to a variety of local services, yet still feels open and rural, and allows animal and agricultural uses. They are unhappy about the increasing volume of traffic and the condition of roads, and feel that there should be better traffic control. They are also concerned about mosquitoes and impending residential development. When asked what they would change, most responded that they would like it to stay just like it is. When pressed, they responded that they would like to see road improvements finished as soon as possible, and that no apartments be allowed.

The minimum density/minimum change option was overwhelmingly supported. Residents do not want density, not even standard quarter acre single family density, but they'd prefer that over any kind of multi-family. They were excited about the plan for new trails, and asked the City to consider making this section of the Crosstowne Trail and the loop through the natural area be gravel or some surface other than paving so that horses could use it.

Land Use Recommendation

Land use designations favor the lower density option. The Riter Canal should remain a natural dividing line between industrial and residential land uses. Making trail improvements along the canal and through the retention area should be considered a unique opportunity and should take advantage of the topography and surroundings. All future residential development should be built around the trail interface, instead of building trails around homes.

Northwest Issues, Goals, and Actions

Issue: Protect Rural Nature of the Area

During public input the City heard consensus from participants that the rural qualities of the area were of high value. Future residential development should be generally low density in nature.

3.12 Goal: Promote primarily lower density housing.

- 3.12.1 Action: Maintain rural residential land use designations (lowest possible density) along much of Parkway Blvd. Allow some low density residential east of 6400 West, with medium density residential immediately adjacent to the Mountain View Corridor on the north side of Parkway Blvd.

Issue: Reduce Conflict between Industrial and Residential Land Uses

Residents value the rural nature of their neighborhoods and the slow pace of traffic in the area, but have noted the marked increase in traffic volume and speed in the last year or two. As the ARA Industrial Center and other vacant industrial lands develop, it is inevitable that traffic volumes will increase.

3.13 Goal: Separate industrial and residential traffic.

- 3.13.1 Action: To the extent possible, all future truck traffic should be encouraged to use the south frontage road of SR-201 and 2400 South/2550 South.
- 3.13.2 Action: Review safety and determine if improvements are necessary at 6400 West and Parkway intersection.
- 3.13.3 Action: Look into reducing posted speed limit along Parkway.
- 3.13.4 Action: With the exception of property already zoned residential, do not allow residential development north of the Riter Canal.

Issue: Preserve Open Space

During public input, residents expressed their desire that public accessible open space be retained as the area develops. As the northwest is one of the last areas of the City with large undeveloped tracts of land, the City should take an active role in creating or preserving publicly accessible open space in the area as it develops. The existing network of trails in the area should be expanded on.

3.14 Goal: Build new trails in the area, and make connections to existing trail networks when possible.

3.14.1 Action: Build the Crosstowne Trail along the Riter Canal as the industrial and residential areas in the Northwest develop.

3.14.2 Action: Incorporate new trails into new housing subdivisions, and make efforts to link newly preserved open space to existing space, through trails and corridors.

3.14.3 Action: Take advantage of opportunities to preserve and link open space where possible during future industrial development.

3.14.4 Action: Develop trail head locations, a signage master plan, parking and other trail amenities and budget for the plan as future capital improvements.

3.14.5 Action: Plan for weed management and mosquito abatement on City owned lands as part of open space in the future.

3500 South

Summary

SR-171 (3500/3300 South) is a 7.3 mile-long major east-west corridor in West Valley City. The origins of the entire 16.4 mile long corridor on 3500/3300 South date back to April 1916 when the State of Utah added SR-171 to the State Highway System. As it is a state road and much of the future physical form of the road will depend on all transportation needs, coordination of land use plans with UDOT and UTA is critical. The 35M MAX line has dedicated center lanes and raised boarding platforms for a short section between Bangerter Highway and 2700 West, but there are plans to expand this. When the Mountain View Corridor is built to 3500 South, the intersection of 5600 West will be reconstructed.

Very high traffic volumes are making 3500 South increasingly undesirable for single family homes, and tends to encourage conversion of homes to rentals and commercial land uses. Property values and age of buildings for many residential parcels also encourage transition. The eastern half has long been established as a commercial corridor.

3500 South is a robust commercial corridor for the City, containing a wide variety of small retail, a cluster of automobile dealers, Fairbourne Station and the Valley Fair Mall, a distinct ethnic restaurant district, and some low impact quasi-industrial development on the east end.

Land Use

From the western border of the City to approximately 4800 West, it is mostly single family residential except for nodes of commercial at the major intersections of 4800 West, 5600 West, 6400 West, and 7200 West. From 4800 West to the eastern boundary of the City at the Jordan River, it is predominantly commercial with pockets of multi-family residential. Commercial land uses along 3500 South vary widely in terms of age, architecture, and type.

Businesses

When a city has more supply in an industry group than demand, they are said to have a “surplus” of retail sales and draw customers from outside the city. When a city is lacking in retail opportunity, they are said to have “leakage”. In other words, because the city does not offer certain retail opportunities, residents spend their money outside the city. According to 2013 ESRI Business Analyst Online figures, the area around the intersection of 5600 West and 3500 South experiences more leakage versus surplus of retail businesses and Redwood Road has the opposite market situation with more surplus overall of certain retail sector businesses. Table 3-2 contains the types and numbers of businesses in the 3500 South corridor.

Table 3-2: 3500 South Businesses

Sector	# of Businesses	% of Total
Construction (23)	4	0.7%
Manufacturing (31-32)	21	4.0%
Wholesale Trade (42)	2	0.4%
Retail Trade (44-45)	192	36.6%
Transportation and Warehousing (48-49)	6	1.1%
Information (51)	9	1.7%
Finance and Insurance (52)	32	6.1%
Real Estate and Rental and Leasing (53)	25	4.8%
Professional, Scientific and Technical Services (54)	24	4.6%
Admin Support, Waste Management & Remediation Service (56)	10	1.9%
Educational Services (61)	5	1.0%
Health Care and Social Assistance (62)	21	4.0%
Arts, Entertainment & Recreation (71)	3	0.6%
Accommodation and Food Services (72)	73	13.9%
Other Services (81)	98	18.7%
Total	525	

Source: ESRI Business Analyst Online

City Sales Tax Revenue

3500 South is an important economic corridor for West Valley City, generating about 18% of the entire citywide sales tax. By comparison, 5600 West generates 19% of total city sales tax and Redwood Road is estimated to generate 5% of the City’s total.

Age of Buildings

Data shows predominantly newer structures (1990 to present) on the western side of the City, from 7200 West to 5600 West, especially on the north side of the corridor. Buildings tend to be older travelling eastward from 5600 West, with the north side of 3500 South remaining slightly newer than the south side. Trends shift beginning at 4000 West, with a greater number of older buildings (1959 to present) on the north side and a mix of ages on the south side, with a large variety in ages on the east side of the 3500 South corridor.

Property Values per Square Foot

As property values rise over certain thresholds, the likelihood of redevelopment decreases without external financial incentives (e.g. tax increment or others) to offset the high land cost. Due to very large undeveloped agricultural properties fronting 3500 South between 7200 West to 5600 West , that section has relatively low values averaging \$5 per square foot (sf) except at major intersections, where values are significantly higher. From 5600 West travelling east, property values are mainly in the \$10/sf range (again except at major intersections). Beginning at 4000 West to 2700 West, a substantial increase to average property values occurs with values generally over \$20/sf for this section – the largest concentration of higher dollar value in this corridor. Values are more varied from I-215 to the east.

Home Orientation and Value

As seen on other busy roads, there is a relationship between home orientation and home value. The more a home is impacted by a busy street, the lower the value is; homes that face 3500 South have the lowest values. West of 4800 West, there are 178 single family homes along 3500 South. Orientation and value breaks out as follows:

- 82% of homes are front facing (\$131,423 average value)
- 12% of homes are side facing (\$148,895 average value)
- 6% of homes are rear facing (\$204,570 average value)

Of the total of 178 single family homes, about one third of them (59 homes) are believed to be rentals (based on the owner address and mailing address). In other words, single family homes facing 3500 South not only have lower values, but appear to be more likely to be rented out rather than lived in by owners. Many of these homes are on larger or deep lots. Staff experience suggests that these are properties which are more likely to be subject to rezone requests and speculative commercial development.

Demographic Trends

Based on data from 2013 ESRI Business Analyst Online, 3500 South at 5600 West generally has newer housing stock and higher average home values, as well as fewer apartments and other multifamily units compared to 3500 South at Redwood Road. Conversely, the generally older housing around Redwood Road has a lower average home value and more rentals than the area around 5600 West or the rest of the City. Table 3-3 contains demographic information for 3500 South.

Table 3-3: 3500 South Demographics Comparison

	3500 S 5600 W	3500 S Redwood	West Valley City
Household Income <\$15,000	4.1%	15.9%	9.3%
Average Household Income	\$76,376	\$43,865	\$60,860
Average Household Size	3.60	2.79	3.48
Owner Occupied	76.5%	41.3%	64.4%
Renter Occupied	19.1%	51.8%	30.9%
Vacant	4.4%	6.9%	4.7%
Average Home Value	\$191,420	\$180,862	\$182,960
Hispanic Origin	29.6%	39.9%	35.6%

Source: ESRI Business Analyst Online

Streetscape

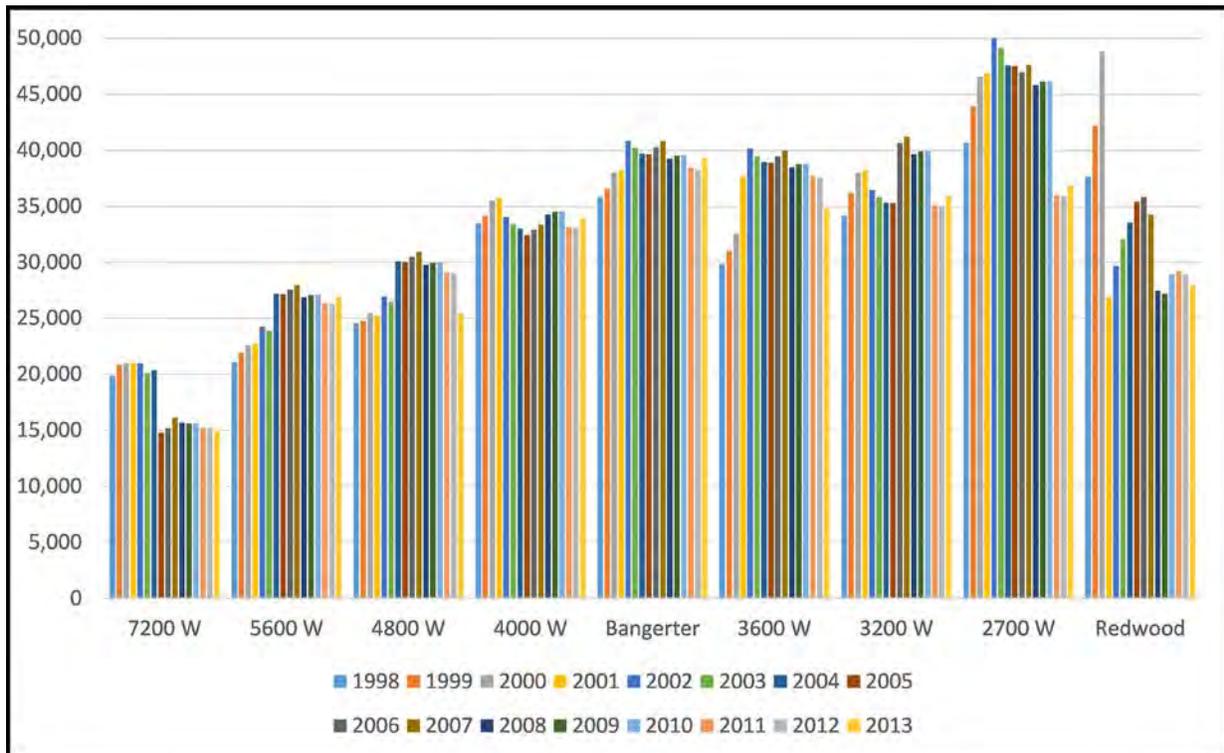
Specific landscaping standards for properties fronting on 3500 South have been adopted for several sections of the street in conjunction with major UDOT road widening projects. As properties redevelop, they are expected to upgrade landscaping to the new standards. In 1999, standards were adopted for properties between 2700 West and the Jordan River. Between 2700 West and Redwood Road, approximately 40% have redeveloped using the current streetscape standards. Between Redwood and the River, approximately 70% of properties meet the current streetscape standards.

Signs can impact the public perception of community character both positively and negatively. West Valley City adopted a policy of phasing out pole signs for properties of less than ten acres and adopted new monument sign standards. Along the 3500 South corridor, signs are minimal from 7200 West to 5600 West with two pole signs and a dozen single tenant monuments. Travelling eastward from 5600 West, pole signs, multi-tenant monuments and single tenant monument signs considerably increase in frequency and numbers all the way to the Jordan River.

Traffic

A Utah Department of Transportation (UDOT) data comparison for 1998 to 2013 shows that, generally, Annual Average Daily Traffic (AADT) increased each year on 3500 South when measured at each major north/south intersection between 1998 and 2007. Since 2007, AADT on 3500 South has mainly decreased from the 2007 peak. See Figure 3-9 for historical AADT.

Figure 3-9: 3500 South AADT 1998 to 2013



Source: UDOT

Transit

The two bus routes on 3500 South demonstrate varied ridership. Route 35M MAX Bus Rapid Transit (BRT) line has the highest average monthly weekday ridership within this corridor. These lines connect neighborhoods to diverse community destinations including schools, a hospital, shopping centers and TRAX stations.

Mountain View Corridor and 2040 Regional Transportation Plan Impacts

Planned improvements for the 3500 South corridor west of Bangerter Highway will require additional travel lanes and widening of intersections to accommodate exclusive transit lanes and raised center platforms.

Intersection right of way impacts at 5600 West will be significant, as 3500 South and 5600 West will not only need to accommodate increased traffic from the nearby Mountain View Corridor, but will also need to accommodate center BRT lanes and platforms for both 3500 South and 5600 West BRT lines. Pedestrian movement will be impacted in terms of road width. West Valley City is working with UDOT and UTA to consider alternative designs for the intersection to reduce overall intersection width. See Figure 3-10 for planned MVC design.

Figure 3-10: Mountain View Corridor Impacts at 5600 West



Source: UDOT

The WFRC 2015-2040 RTP lists the following specific improvements for 3500 South:

- 7200 West to Mountain View Corridor: The road will be widened from two to four lanes with a center turn lane by 2034. No bike route is planned.
- Mountain View Corridor to 5600 West: Will be widened from four lanes to six lanes with center turn lane by 2024. No bike route is planned.

- 5600 West to 4000 West: Will be widened from four lanes to six lanes by 2024, and center dedicated BRT lanes with raised platforms will be added by 2034. No bike route is planned.

Options Considered

Recognizing that this road will only get wider and will handle increasing volumes of traffic, staff presented two land use options. The low density/low intensity land use scenario proposed general commercial and residential office (medium density residential and non-retail commercial) east of 5600 West and low density residential west of 5600 West. A higher density/higher intensity scenario proposed mixed use with high density residential and commercial land uses, not only at intersections but along much of 3500 South between 5600 West and 4800 West, as well as mixed use between 3600 West and 3200 West. This scenario is intended to focus intensity of land use around BRT stops and to take greater advantage of the transit opportunities. In either scenario, the idea was that 3500 South is a road to focus commercial on, but haphazard strip mall commercial development is to be avoided. The higher density/higher intensity scenario also showed development focused at intersections, but with some circumstances of mid-block higher intensity development.

Public Input

Invitations were sent out to approximately 350 property owners. Fifty-five people attended the meeting on 7/30/2014, mostly residents or residential property owners. Residents west of 5600 West enjoy the rural/agricultural feel of the western end of the road. There was universal praise for the Valley Fair Mall redevelopment and for the varied retail and commercial opportunities along 3500 South. While the generally good flow of traffic and sidewalks were praised, many disliked increasingly heavy traffic and the increased speeds afforded by widened sections of 3500 South. Residents are dismayed by the generally run down state of many businesses and what they perceive as a lack of planning that allows haphazard and piece by piece development. While most feel that newer commercial development looks generally good, they are tired of strip mall development. On the topic of road widening, residents west of 5600 West actually welcome the widening of the road. Residents between 5600 West and 4000 West do not want the road to get any wider. All residents would like to see pedestrian safety improved by completing incomplete sections of sidewalk.

In terms of future land use, most property owners hope to profit by developing their property as a commercial use eventually, assuming that the high traffic volumes make their property valuable for commercial. Therefore the higher density/higher intensity option was generally preferred. People liked the idea of Residential Office designation, not just for the slightly lower intensity of land use, but for the physical form they associate with it. Recognizing that 3500 South is a difficult road to live on, people thought new single family homes or apartments would not be well maintained over time, and that condo or townhome developments that were somehow sheltered from the road would be a better idea. For a variety of safety, aesthetic, and practical reasons, participants were not supportive of the center BRT lanes.

Land Use Recommendation

3500 South will always be a busy road, and less than ideal for single family residential development immediately adjacent to heavy traffic. At the same time, the number of strip mall vacancies on 3500 South suggests an excess of strip commercial development. The City should discourage speculative commercial development on small, mid-block parcels that are isolated from other commercial or are surrounded by residential. The following suggestions are an attempt to focus higher intensity

residential and commercial development around BRT stops, rather than allow it to spread out along the entire corridor.

Land use descriptions and specific intent for mixed use sections of 3500 South are detailed below:

- 7200 West to 5600 West: Recognizing that future ROW acquisition and BRT expansion will not occur until beyond the time frame that this General Plan update, low density residential with limited general and neighborhood commercial at intersections only is appropriate for this stretch of road.
- 5600 West to 4800 West: Take advantage of larger, deeper lots and future BRT expansion here by allowing mixed use including office and high density residential. Care should be taken to ensure that the entire stretch does not become high density residential, and a minimum project size should be set for multi-family development to ensure quality development. Mixed use development should be focused at intersections. Mid-block development should be required to maintain connectivity with other adjacent developments. Allow commercial transition of homes with strict design standards. This section of 3500 South may be appropriate for higher density residential in order to support transit and to make use of small or irregular parcels that could be assembled. Strict standards should be applied to residential multi-family projects to ensure quality development.
- 4800 West to 3600 West: General commercial.
- 3600 West to 3450 West: Because it is close to a BRT stop and because of the development age, mixed use with general commercial and high density residential is appropriate here. General commercial on the north side of the street.
- 3450 West to 3200 West: General commercial on both sides.
- 3200 West to 2700 West: The Fairbourne Station Vision (Appendix E).
- 2700 West to I-215: General commercial.
- I-215 to 1940/1950 West: General commercial on the south. Entertainment district on the north, then general commercial on the north from 2040 West to 1824 West.
- 1940/1950 West to 1500 West: Mixed use with general commercial and high density residential. As a strong commercial center and the intersection with another future BRT line, this area is appropriate for higher density residential development in addition to commercial.
- 1400/1500 West to Jordan River: Mixed use on the north side from 1400 West to the Jordan River. On the south, general commercial to about 1300 West, then mixed use with high density residential.

Two small area plans exist for specific sections of 3500 South. The Fairbourne Station Vision covers land use for 3500 South between 3200 West and 2700 South, and the Hunter Town Center Plan details future land use for the intersection of 3500 South and 5600 West. They are included in this General Plan as Appendices B and C.

3500 South Issues, Goals, and Actions

Issue: Balancing Competing Interests in Infrastructure Improvements and Ensuring a Pedestrian Friendly Development

There is substantial concern regarding the location of the Bus Rapid Transit lane running down the center of the road and seriously impeding left turn traffic movements. Support exists for BRT service; just not as a dedicated center lane. If intersections are going to be so wide as to discourage crossing them on foot, transit oriented development needs to occur in sufficient “critical mass” on each corner of an intersection that a pedestrian does not need to cross the street. The City should encourage larger developments, or ensure pedestrian connectivity between developments on the same side of the road. As raised BRT platforms also increase the width of the intersections, staff is concerned that transit improvements may actually discourage pedestrian walkability. Residents expressed concern over flooding and sidewalk gaps that may not get addressed for many years until UDOT performs major road improvements.

3.15 Goal: Develop intersections that move traffic and people safely.

3.15.1 Action: Work with UTA and UDOT to develop alternative intersection designs that can accommodate necessary traffic volumes and BRT service without discouraging pedestrians from crossing busy roads.

3.16 Goal: Improve pedestrian safety where possible.

3.16.1 Action: Work with UDOT to study the condition of curb and gutter along the entire corridor. Identify and prioritize locations where curb and gutter is generating flooding or other life safety issues, and determine whether conditions warrant addressing certain areas before major road work occurs.

3.16.2 Action: Work with UDOT to study pedestrian safety in key areas where schools are located and where potential safety issues have been identified. Possible solutions include: additional night lighting, new sidewalks, and enhanced crosswalks. Determine whether conditions warrant addressing certain areas before major road work occurs.

Issue: Future Growth and Development

The input received from the public regarding land use supported some change to more intense uses at major intersections and along areas where road impacts will change the character of the street to support more commercial or office uses versus residential use. Residents liked the idea of Residential Office designation over typical apartment buildings and strip malls. It was expressed that road sheltered condo or townhome type development was desired over apartments. The Redwood and 3500 South area has two Redevelopment/Urban Renewal Areas that can be used to incentivize redevelopment.

3.17 Goal: Focus development intensity at major intersections with BRT stops.

- 3.17.1 Action:** Utilize the existing RDA and URA in the 3500 South and Redwood area to promote redevelopment of aging commercial.
- 3.17.2 Action:** Focus low density residential uses on properties west of the Mountain View Corridor, except for areas directly next to the Mountain View Corridor that will be significantly impacted by the new road improvements.
- 3.17.3 Action:** Consider a new form based zoning district for 3500 South with specific site design and architectural standards to address redevelopment potential.

3.18 Goal: Focus land uses on one side of the street, eliminating the need to cross.

- 3.18.1 Action:** For properties that develop at major intersections or within commercial/higher density designated areas, encourage master planning of entire contiguous areas per the General Plan Map.
- 3.18.2 Action:** As new residential development occurs, consider open space needs in locations near 3500 South, but not necessarily fronting on the street.
- 3.18.3 Action:** Adopt a minimum project size for development involving multi-family residential in order to ensure a quality product.

5600 West

Summary

5600 West is a 6.5 mile-long major north/south corridor within West Valley City. In total, 5600 West extends over 14 miles from I-80 to West Jordan. It is an important north-south commuter corridor and has become an economic powerhouse of new commercial and residential growth. It is included as an opportunity area because of the significant growth at its north end, potential for redevelopment in its middle with the Hunter Town Center, and because of impending impacts from the Mountain View Corridor and BRT.

Land Use

The overall land use pattern includes a diverse mix of residential (single family homes, townhomes, and apartments), vacant land, commercial, and public uses. The current land uses align relatively closely with the zoning map:

- SR-201 to 3500 South: Mostly commercial, with pockets of multifamily residential, vacant land, and public/non-profit.
- 3500 South to 4700 South: Predominantly single family residential, with pockets of multifamily residential, public/non-profit, and vacant land. Nodes of commercial and undeveloped land at major intersections.
- 4700 South to 6600 South: Mostly single family residential, except for nodes of commercial and vacant land at major intersections.

Streetscape

New streetscape standards intended to create a unified and inviting feel along the corridor were approved as part of an overlay zone for 5600 West, extending from 3100 South to SR-201. Generally, all the newer commercial development from 3100 South to the Riter Canal has been landscaped to the new standard, but areas north of the Canal have not. 5600 West Streetscape Standards include an undulating landscaped berm, street trees, a minimum six foot wide sidewalk, five foot landscaped buffer between sidewalk and buildings, and pedestrian scale lighting, all within a thirty foot right of way.

Business & Sales Tax

The 5600 West corridor has experienced strong growth since 2000. Commercial development north of 3100 South has been steady since 2005, with the Highbury Centre and Winco developments occurring since the last General Plan Update. As a result, 5600 West has become an important economic corridor for West Valley City, generating about 19% of the entire citywide sales tax. By comparison, 3500 South generates 18% of total city sales tax and Redwood Road is estimated to generate 5% of the City's total.

Property Values

As property values rise over certain thresholds, the likelihood of redevelopment occurring without external financial incentives (e.g. tax increment or others) to offset the high land cost decreases. Overall, 5600 West experiences a wide variety of property values per square foot. North of the Riter Canal, property values range under \$5 per square foot (sf). From the Riter Canal travelling south, property values experience a large range, with residential on 5600 West having lower values and commercial trending higher until the 4100 South intersection. South of 4100 South, residential values generally increase to \$15/sf and up and light industrial uses have values generally under \$5/sf. After the 5400 South intersection, values fluctuate widely from very low to over \$20/sf.

Home Orientation and Value

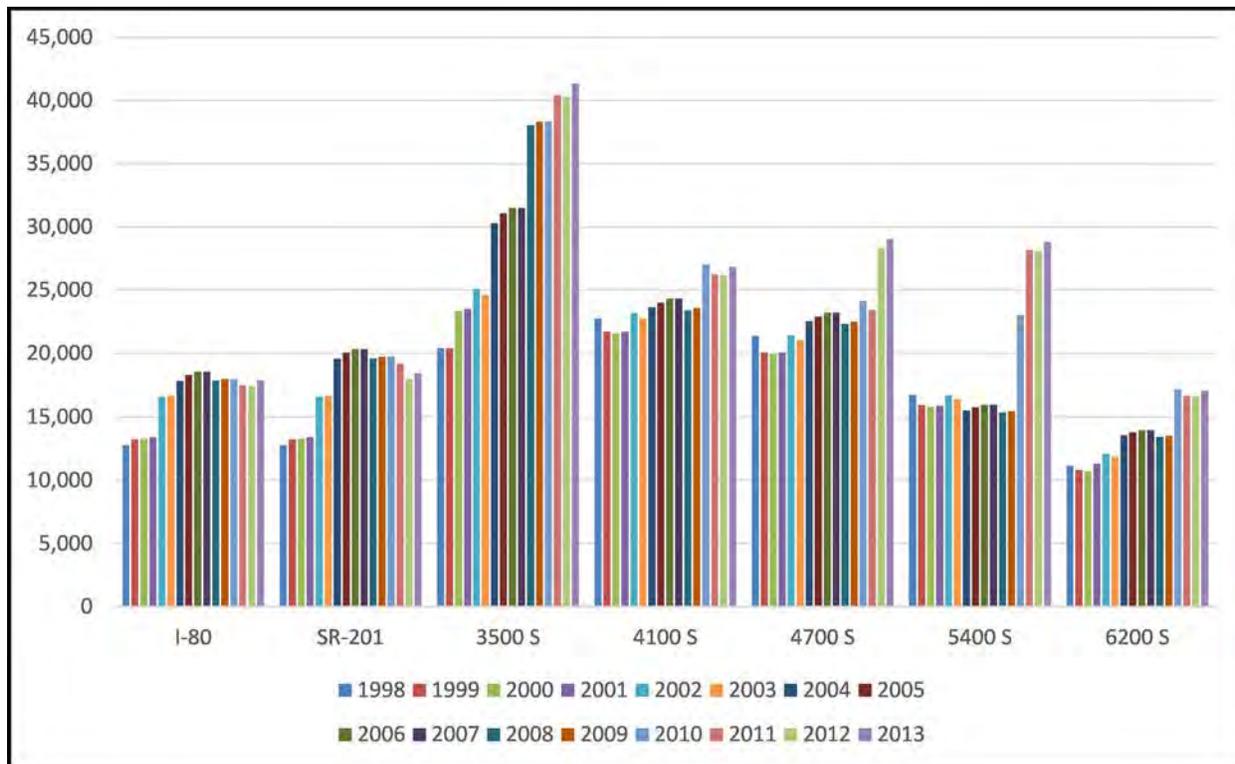
As seen on other busy corridors, there is a relationship between home orientation and home value. From 3500 South to the southern edge of the City, the majority of homes are rear facing away from the road and noise and have the highest values. South of 3500 South, there are 136 single family homes along 5600 West:

- 33% of homes are front facing (\$178,716 average home value)
- 16% of homes are side facing (\$155,517 average home value)
- 51% of homes are rear facing (\$188,075 average home value)

Traffic

A Utah Department of Transportation (UDOT) data comparison for 1998 to 2013 shows that unlike the rest of the major corridors in the City, 5600 West has varying traffic peaks depending on the intersection. In other parts of the City, Annual Average Daily Traffic (AADT) generally increased each year when measured at major intersections between 1998 and 2007. Since 2007, AADT has mainly decreased from the 2007 peak. On 5600 West however, only two intersections peaked in 2007, traffic measured at the rest of the intersections have continued to show growth of AADT since 2007. See Figure 3-11 for historical AADT.

Figure 3-11: 5600 West AADT 1998 to 2013



Source: UDOT

Transit

Currently, the only transit on 5600 West is Route 47, which runs on 5600 West between 4100 South and 4700 South with thirty minute frequency and has good average weekly ridership compared to other lines in the City. Bus Rapid Transit (BRT) with center dedicated lanes and raised platforms is planned for 5600 West between 2700 South and 6200 South. This will necessitate the reconstruction and widening of all intersections between 2700 South and 6200 South. The exact timing of BRT improvements depends on funding and construction of the Mountain View Corridor. The Record of Decision for the Mountain View Corridor establishes the construction of the final freeway phase of the MVC as the trigger for BRT improvements. The first phase of the 5600 West BRT route will connect to downtown Salt Lake City through the Lake Park Corporate Center by 2034. The second phase expands the BRT line north from 2700 South to I-80 and the airport, and expands south from 6200 South to 11800 South.

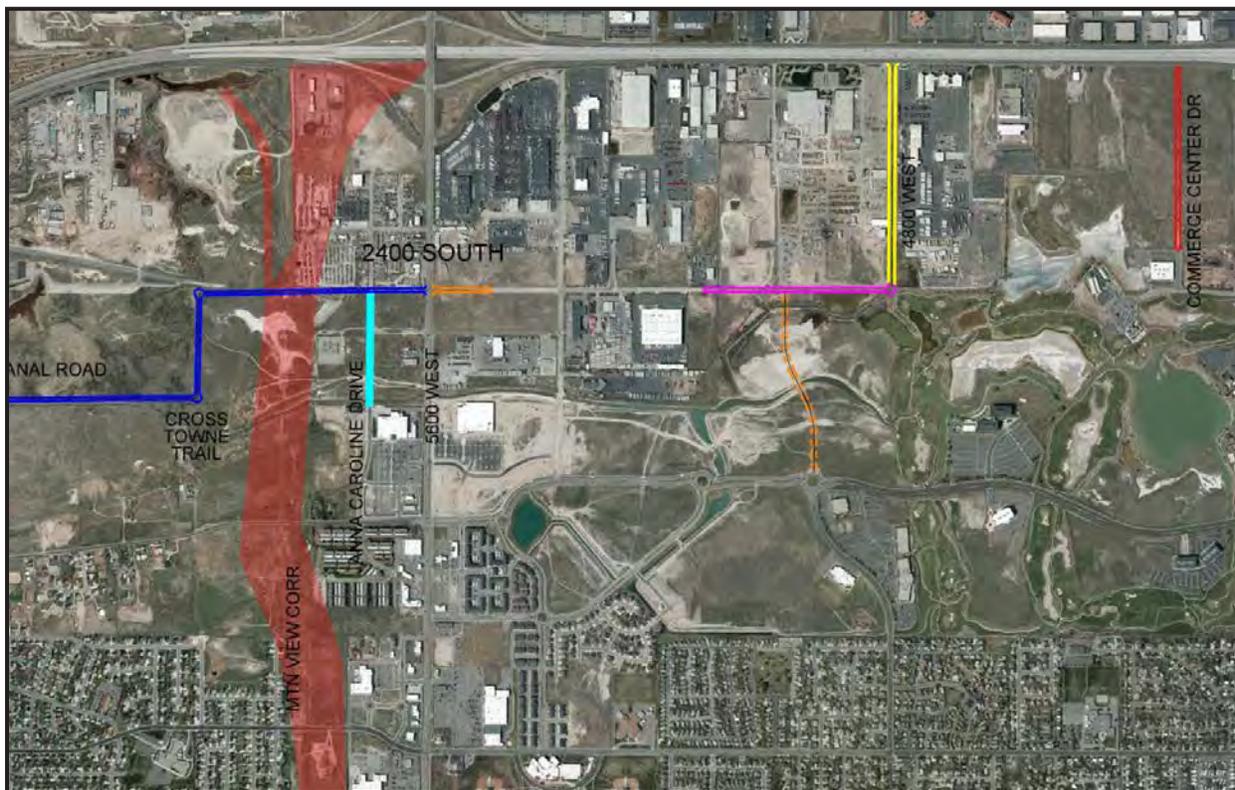
Road Projects

UDOT continues to acquire right-of-way for the full Mountain View Corridor. Two lanes in each direction with surface level intersections have been built from the south end of the valley to 5400 South. As currently planned and funded, the next phase will extend the outside lanes to 4100 South beginning in 2016. The portion between 4100 South and SR-201 is scheduled to be completed by 2020. In order to accommodate increased traffic expected from the Mountain View Corridor, the intersections will be rebuilt and widened on 5600 West at 4100 South and 3500 South when the MVC is built to those roads. Combined with the intersection reconstructions described for BRT improvements, all major

intersections on 5600 West will effectively be rebuilt by the time the Mountain View Corridor is complete.

While the Mountain View Corridor will relieve 5600 West of some north-south pass through commuter traffic, traffic on cross streets like 4100 South, 3500 South, and 2700 South is expected to increase. West Valley City has planned some new connector roads at the northern part of 5600 West in order to provide increased connectivity and options for travel, particularly for truck traffic generated by the ARA Industrial Center and other trucking companies in the northern part of the City. See Figure 3-12 below for proposed road alignments.

Figure 3-12: Local Road Projects



Source: West Valley City Public Works

Options Considered

5600 West will be impacted by intersection improvements and traffic volumes associated with the Mountain View Corridor. Much of the north end of 5600 West developed recently enough that it is unlikely to redevelop in the time frame of this plan. Exceptions include property located within the 5600 West Gateway RDA as well as other vacant property. Therefore, the options considered a small vacant property just south of the Balmoral Townhomes, which has limited access for commercial but could make a logical extension for more residential. Redevelopment potential is higher at the intersection of 3500 South, where properties are older and underperforming. The Hunter Town Center Plan (Appendix C) provides the land use guide for this area.

Recognizing the largely residential nature of the road between the Hunter Town Center planning area and 3855 South, low density residential was proposed for vacant land on both sides of the

street, specifically suggesting rear facing developments with a nice wall and landscaping fronting 5600 West. No changes were proposed at the intersection of 4100 South. At 4700 South, mixed use was suggested to take advantage of the planned BRT station at that intersection, with one option favoring low density residential at the northeast corner. At 5400 South, general commercial and medium density residential were suggested.

Public Input

For the size of the area, only certain areas really had changes in land use proposed, so staff kept the invitation list small. Invitations were sent out to approximately 150 property owners. Approximately twenty five people, mostly residents, attended the meeting on 8/7/2014. Residents generally praised the quality of the traffic flow, quality of the street and sidewalks, quality and variety of new development, and praised patrol and enforcement efforts. Traffic volume and speed were considered major negatives, as were the UDOT installed dividers at 3600 South, and abandoned homes around the 3500 South intersection. A desire to have the divider at 3600 South removed was expressed, or that it should be made taller and longer so as to be more visible and less dangerous.

Most residents who owned developable property supported dropping the Residential Office on the frontage of properties around 3600 South to 3800 South. People supported the idea of having new residential developments be oriented away from 5600 West, and liked the idea of clean masonry walls facing the street, although some really hoped they could do some Residential Office. Mixed Use at 4700 South was supported, as was the little pocket by the Balmoral Townhomes on Parkway Blvd.. Residents would love to see the intersection of 3500 South and 5600 West redevelop along the lines of the Hunter Town Center Plan.

Considerable time was spent discussing traffic, safety, and future BRT. Once again, we heard that no one likes the center BRT lanes, and residents expressed a desire that rather than phasing out construction of the Mountain View Corridor for many years, that it be built as quickly as possible once started in order to minimize construction impacts on residents. Traffic calming is desired, as well as safe crosswalks and an additional traffic signal at Elaine Avenue.

Land Use Recommendation

Specific land use designations for 5600 West are described below:

- SR-201 to Riter Canal: Manufacturing, with one parcel of general commercial on the west side immediately north of the canal.
- Riter Canal to 3100 South: General commercial. An area at the northwest corner of Parkway Blvd. and Anna Caroline Drive is residential office. Immediately south of the Balmoral Townhomes, the back portion of two parcels fronting 5600 West are mixed use with general commercial and medium density residential. Residential is suggested here as the area already has residential, and to prevent narrow frontage, deep lot strip commercial development.
- 3100 South to approximately 3400 South: General commercial on the west, parks and open space on the east at Centennial Park.
- Approximately 3400 South to approximately 3700 South: The Hunter Town Center Plan discusses land use for this area of the City. On the west side of the street, large lot residential for remaining vacant land between 3560 South and 3700 South. See Appendix C for the Hunter Town Center Plan.

- Between the Hunter Town Center and 3855 South: Large lot residential for remaining vacant land, with the stated intent that these should be rear facing developments, finished with a nice masonry wall and landscaping along 5600 West. Where it's not possible to do rear facing developments, consider residential office on a case by case basis if appropriate. Access points onto 5600 West from individual, parcel by parcel developments should be avoided. If a traffic signal is installed at 3855 South, consider residential office at that intersection.
- 4100 South intersection: Neighborhood commercial and residential office at the northeast corner, community at Hunter High School on the southwest, and general commercial at the northwest.
- 4700 South intersection: Future land use here should take advantage of the planned BRT stop. Mixed use with general commercial and medium density residential on the northeast (with general commercial north of it), manufacturing on the southwest. On the northwest, manufacturing under the railroad tracks, with an area of mixed use with general commercial and medium density residential north of the tracks.
- 5400 South intersection: Future land use here should take advantage of the planned BRT stop. Medium density residential and general commercial on the northwest, and mixed use with general commercial and medium density residential on the southwest.
- Between 6200 South and 6600 South: General commercial, medium density residential, and mixed use with commercial and medium density residential.

While not directly adjacent to the 5600 West corridor, the ultimate development of the large undeveloped area bounded by 6200 South and 6600 South, U-111 and the Mountain View Corridor will impact traffic on 5600 West. This large R-1-10 zoned area should be mostly developed as large lot residential, along with some limited supporting general commercial at one or more intersections.

5600 West Issues, Goals, and Actions

Issue: Balancing traffic improvements and pedestrian needs

5600 West will be impacted by intersection improvements planned to accommodate BRT and increased traffic from the Mountain View Corridor. Based on current designs, intersection widths will discourage pedestrian movement across streets. Residents expressed concern about child safety related to snowy sidewalks.

3.19 Goal: Encourage creative intersection designs that don't simply add lanes.

- 3.19.1 Action:** Work with UTA and UDOT to develop alternative intersection designs that can accommodate necessary traffic volumes and BRT service while keeping overall intersection width narrow.
- 3.19.2 Action:** Incorporate clearly defined sidewalks, signage, and lighting into crosswalk design to ensure pedestrian safety.
- 3.19.3 Action:** Look at walkability of students/pedestrians in key areas where schools are located and where potential safety issues have been identified. Possible solutions include: additional night lighting, new sidewalks, and enhanced crosswalks.

Issue: Improving overall traffic safety

Measures to improve safety should be incorporated into future planning for 5600 West. As vacant land between 3500 South and 4100 South develops, the potential for many new ingress and egress points could compromise traffic flow and safety.

3.20 Goal: Minimize new curb cuts onto 5600 West.

3.20.1 Action: Consolidate driveways where possible as new development occurs.

3.20.2 Action: Direct future residential development around 3855 South to orient away from 5600 West and into the interiors of large undeveloped tracts of land. Subdivisions sharing a single entrance onto 5600 West are desired. When such a subdivision is built, require a decorative concrete wall and landscaping along the 5600 West frontage.

3.20.3 Action: Consider reducing the posted speed limit.

3.20.4 Action: Determine whether a traffic signal at Elaine Avenue is warranted to allow residents egress onto 5600 during heavy traffic and to slow traffic down in general.

3.20.5 Action: Review the median in front of Reunion Woods PUD at 3600 South and determine if removing the median or making it longer will alleviate issues.

3.20.6 Action: Work with UDOT to determine if a traffic light is warranted at Cilma and 5600.

Issue: Minimizing Mountain View Corridor Impacts on Residents

Residents on and around 5600 West will be impacted by ongoing construction of the Mountain View Corridor, related intersection improvements related to the MVC, and by reconstruction for BRT.

3.21 Goal: Minimize MVC and BRT construction impacts.

3.21.1 Action: Encourage UDOT to provide more outreach and information regarding their plans for 5600 West directly to the residents and property owners.

Issue: Encourage Redevelopment of Aging Commercial

The Hunter Town Center Plan lays out a plan for mixed use development for the corner of 3500 South and 5600 West, an area that has languished economically for years. In addition, the salvage yard area within the 5600 West Gateway RDA presents an opportunity for redevelopment and the creation of a new gateway image.

3.22 Goal: Bring new development to the intersection of 3500 South and 5600 West, capitalizing on planned transportation improvements.

3.22.1 Action: Investigate the feasibility of an Urban Renewal Area for this area.

3.22.2 Action: Implement the Hunter Town Center road plan as development occurs. These roads might be the basis of alternative intersection designs for 3500 South and 5600 West.

3.22.3 Action: Specifically encourage mixed use development with residential.

3.22.4 Action: For properties that develop at major intersections or within commercial/higher density designated areas, encourage master planning of entire contiguous areas per the General Plan Map.

3.22.5 Action: Provide new road connections in areas that currently have limited access to enhance their development potential and make logical vehicular connections; reducing congestion and traffic on other neighborhood roads.

3.23 Goal: Redevelop the salvage yards along the west side of 5600 West.

3.23.1 Action: Utilize the existing 5600 West Gateway RDA to facilitate redevelopment.

Redwood Road

Summary

SR-68 (Redwood Road) is a 2.9 mile-long, major north-south corridor in West Valley City. In total, SR-68 runs just over seventy miles linking US-6 near Elberta to US-89 in Woods Cross. Redwood intersects several major freeways and highways in the Salt Lake City metro area including I-215, I-80 and I-15. It is an important transit and automobile corridor for residents on the west side of the county and is the first major arterial running north-south west of Interstate 15 (I-15). Redwood Road serves many residential, commercial, and civic areas in all three of the counties it services. Although Redwood Road is commonly perceived as a major commercial corridor within the City, businesses along 3500 South and 5600 West generate much more sales tax for the City.

One of West Valley City's four LRT stations is at 2770 South and Redwood Road, the Redwood Junction Station. For the purposes of this General Plan update, the section of Redwood Road from Parkway Blvd. to 2770 South and encompassing a ¼ mile radius area from the LRT station was defined as "Redwood Junction." Bonneville Research was contracted by the City and UTA to perform in depth research for Redwood Junction on existing conditions, market capacity for different types of development, and potential redevelopment strategies. The existing conditions and economic research component of this effort is presented in Appendix D, and the future land use recommendations from Bonneville Research influenced this Plan.

Land Use

A wide variety of residential development exists along Redwood Road, including single family homes, townhomes, condominiums, mobile homes, and apartments. There is light industrial development at the northern end, general commercial throughout the corridor, a school and a community center. Among the commercial uses are sixteen strip malls, nineteen auto related businesses and five storage unit projects along Redwood Road. Existing land uses include:

- SR-201 to Parkway Blvd.: Solely commercial and industrial on the west, with a mix of commercial, single family residential and multi-family residential on the east.

- Parkway Blvd. to 2770 South: On the west, the Lake Park 4-Plexes are just north of Redwood Elementary School, and relatively newer multi-tenant industrial condominium developments are at the corner of 2770 South. On the east, a mix of commercial and residential land uses, with some vacant properties fronting Redwood Road. The Redwood Junction LRT Station is on 2770 South west of Redwood Road.
- 2770 South to 3500 South: Mainly commercial along the west edge of the corridor with a mobile home park at 3100 South; the east side contains mostly vacant and commercial land to the north, commercial to the south, and community use in the middle.
- 3500 South to 4100 South: Predominantly commercial, with some pockets of multi-family residential and mobile homes. While dense, these apartments are well maintained. There are also some newer single family and townhome developments back off of the frontage on deep parcels.

Lot Depth and Setbacks

South of 3500 South, the depth of lots complicates creating developments that interact meaningfully with properties around them. These properties are some of the few remaining undeveloped properties on Redwood. Many similar properties have few improvements relative to the size of the property.

Streetscape Status

New streetscape standards intended to create a unified and inviting feel along the corridor were approved in the City for Redwood Road in 1999. About 86% of parcels on Redwood meet the former standards and have not been updated to the current requirements.

Demographic Trends

Based on ESRI Business Analyst Online 2013 figures, the area at 3500 South/Redwood Road has an aging housing stock with lower average home values than the citywide average, as well as more apartments. Redwood at 4100 South generally has slightly higher incomes and more owner occupied units than at 3500 South. 4100 South also has a lower average home value than both 3500 South and citywide.

Table 3-4 contains key demographic information for Redwood Road.

Table 3-4: Redwood Road Demographic Comparison

	3500 S Redwood	4100 S Redwood	West Valley City
Household Income <\$15,000	15.9%	13.0%	9.3%
Average Household Income	\$43,865	\$51,503	\$60,860
Average Household Size	2.79	2.69	3.48
Owner Occupied	41.3%	50.8%	64.4%
Renter Occupied	51.8%	44.2%	30.9%
Vacant	6.9%	5.0%	4.7%
Average Home Value	\$180,862	\$175,558	\$182,960
Hispanic Origin	39.9%	28.7%	36.6%

Source: ESRI Business Analyst Online

Property Values per Square Foot

As property values rise over certain thresholds, redevelopment potential decreases without external financial incentives (e.g. tax increment or others). Overall, Redwood Road experiences a wide variety

of commercial property values per square foot. The northern end of the Redwood Road corridor (2100 South to 2700 South) is characterized principally by values ranging under \$15 per square foot (sf) on the east side of Redwood and averaging somewhat higher values on the west side of the road. From 2700 South travelling south, property values continue to largely range under \$15/sf until the 3500 South intersection where both sides of the corridor average over \$15/sf. After the 3500 South intersection, values fluctuate widely from very low to over \$20/sf. Residential land costs around the LRT station average around \$12.75/sf, and over half of the residential properties in the Redwood Junction study area were judged by the Salt Lake County Assessor to be in poor or fair condition, compared to 11% City wide.

Businesses

Within the Redwood Junction study area, there is a variety of commercial uses including Class A, B & C office, light industrial, and manufacturing. There are some outdated retail and service oriented businesses on the east side between Parkway Blvd. and 3100 South, and even some vacant lots.

Based on ESRI Business Analyst Online 2013, the 3500 South and 4100 South intersections on Redwood Road are very different in terms of retail market capture. In general, the Redwood and 3500 South area has a “surplus” of retail commercial activity, meaning that it pulls customers in from other areas. 4100 South has the opposite market situation with “leakage”, or loss of customers in certain retail sector businesses including, but not limited to; gas stations, electronics, clothing, general merchandise, food, and furniture. Table 3-5 contains the types and amount of businesses in the Redwood Road corridor.

Table 3-5: Redwood Road Businesses

Sector	# of Businesses	% of Total
Construction	7	2.2%
Manufacturing	12	3.9%
Wholesale Trade	4	1.3%
Retail Trade	88	28.2%
Transportation and Warehousing	7	2.2%
Information	9	2.9%
Finance and Insurance	20	6.4%
Real Estate and Rental and Leasing	19	6.1%
Professional, Scientific and Technical Services	20	6.4%
Admin Support, Waste Management & Remediation Service	19	6.1%
Educational Services	5	1.6%
Health Care and Social Assistance	12	3.9%
Arts, Entertainment & Recreation	3	1.0%
Accommodation and Food Services	25	8.0%
Other Services	62	19.9%
Total	312	

Source: ESRI Business Analyst Online

Staff research in 2010 indicated that approximately 13% of West Valley City businesses could be considered “ethnic businesses”, which were defined as those that either cater to unique needs of ethnic minority populations, or are in an advantageous position to offer certain goods or services due

to the business owner’s ethnic background. While this was an admittedly subjective analysis, staff also found that these businesses tend to be clustered together along commercial corridors or even in the same strip malls. One of the greatest concentrations of ethnic businesses in the City was found in the vicinity of 3500 South and Redwood Road.

City Sales Tax Revenue

As a commercial corridor and sales tax generator, Redwood is producing far less sales tax revenue than other commercial corridors. By comparison, 5600 W generates 19% of total city sales tax, 3500 S generates 18% of the total city sales tax and Redwood Road is estimated to generate 5% of the City’s total. A variety of factors contribute to this, including the fact that Redwood Road has a number of mini-storages.

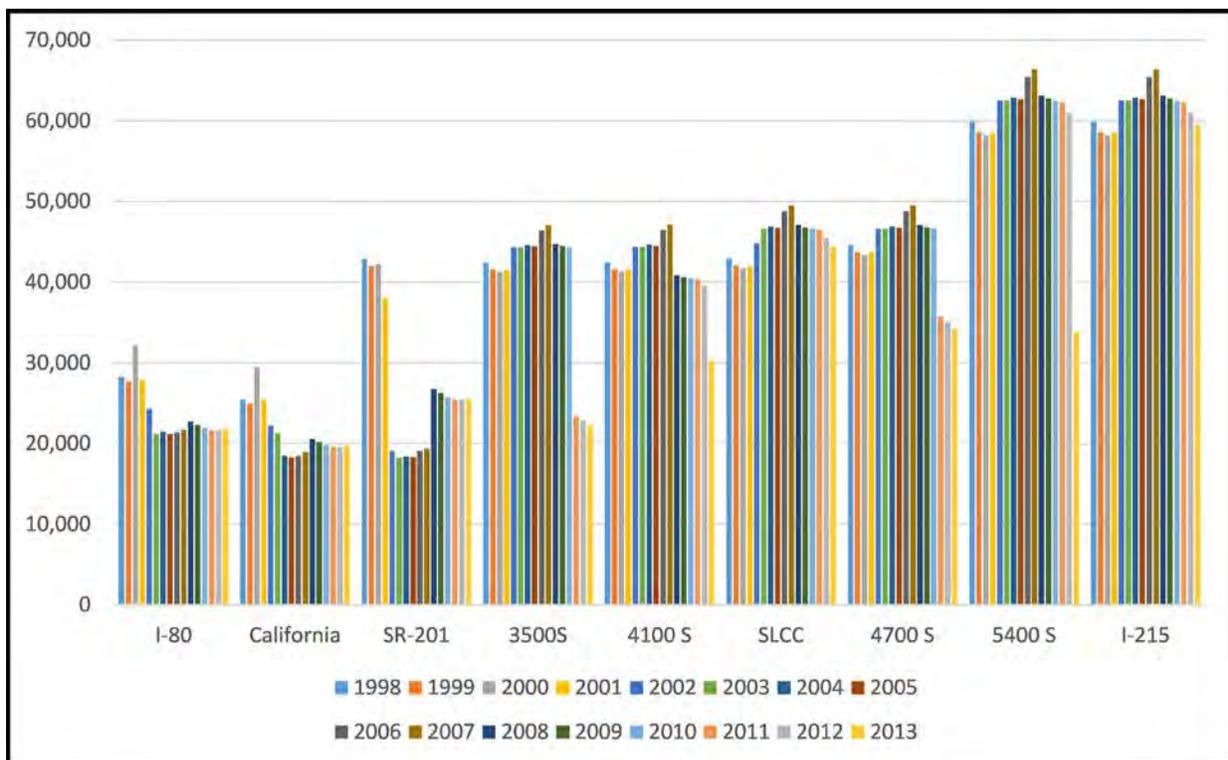
Transit

The Route 217 Redwood Road Shuttle provides thirty minute regular service with major connections to the Redwood Junction TRAX Station, Route 35, and 35M MAX BRT. The Redwood Junction Station on the TRAX Green Line experiences some of the lowest ridership on the entire line, accounting for about 3% of the total activity on the entire Green Line.

Traffic

A Utah Department of Transportation (UDOT) data comparison for 1998 to 2013 shows that Annual Average Daily Traffic (AADT) peaked in 2007 for six of the nine major intersections on Redwood Road. AADT is highest within this corridor at Redwood/5400 South and Redwood/I-215 at over 60,000 AADT.

Figure 3-13: Redwood Road AADT 1998 to 2013



Source: UDOT

2040 Regional Transportation Plan Impacts

The Wasatch Front Regional Council's 2015-2040 Regional Transportation Plan (RTP) calls for transit service to phase in first as enhanced bus, then BRT. The project improves Routes 217 and 218 by incrementally consolidating and adding full amenities to transit stations along Redwood and adding reliability and speed improvements such as transit signal priority and queue jumpers as funding permits. The road is not currently planned for widening or lane expansion as part of the RTP; however dual left turn lanes at 2320 South and an additional right turn lane are being considered. Turn lane improvements between the SR-201 ramps and Big Oak Drive are a State Transportation Plan project with a ten-year time frame for completion.

Options Considered

For the Redwood Junction study area, Bonneville Research considered what types of development or redevelopment might perform in the area around the Redwood Junction LRT station. It was determined that the properties fronting Redwood Road would not likely support successful office/retail/commercial development due to land costs, aging buildings, lack of retail demand/surplus retail in the area, and low household incomes. Scenarios explored redevelopment of residential neighborhoods.

South of 3100 South, Option 1 suggested General Commercial for most areas fronting Redwood that were not a residential land use. Option 2 expanded Mixed Use with General Commercial and High Density Residential around Redwood and 3500 South, then selectively applied Mixed Use with General Commercial and a variety of housing densities south of 3500 South to those parcels which already are used for housing or commercial and are unlikely to change.

Public Input

Invitations were sent out to almost 250 property and business owners, but only about fifteen people representing a mix of residents and commercial property owners attended the meeting on 8/20/2014. Most attendees were pleased with the general flow of traffic and are happy that there are no center BRT lanes preventing left turns. They generally enjoy the eclectic mix of land uses along Redwood. They are displeased with the lack of pedestrian and bike amenities and poor lighting. Some property owners thought that the streetscape improvements were nice, but that the City should foot the bill for those types of improvements. Interestingly, we heard once again that even though the average commercial development was getting more attractive, people are growing tired of strip mall type development. The primary two desires expressed were to accommodate bicycles and increase consistency in code enforcement.

Generally, people were surprised to hear that what appears to be a thriving commercial corridor doesn't actually perform like they thought in terms of sales tax. They understood the idea of which properties might redevelop and which were unlikely to based on property values, type and age of construction, and other factors. They also hoped to cash in someday, so they preferred higher density where residential would be allowed for the perceived greater return on their land. The higher density/higher intensity option was generally preferred. Once again, they did not like the idea of BRT center lanes.

Land Use Recommendation

The northern part of Redwood Road will remain light industrial and manufacturing on the west side with some general commercial and mostly commercial on the east side.

At the intersection of 3500 South, there are redevelopment areas in place making financial incentives possible; therefore, the City should encourage larger, holistic mixed use developments. Each parcel does not need to have both commercial and residential for the area to be considered mixed use. The intent for mixed use is that commercial and residential developments are designed to interact instead of the retail being walled off from residential. There should be pedestrian passages at a minimum and preferably street networks that allow all types of development to interact.

Regarding the housing component of mixed use development, staff experience has shown that larger apartment developments (200 units and up) have advantages over smaller developments in terms of increased amenities, on-site management, increased security, and better owner re-investment over time. Staff suggests minimum size requirements for residential construction to prevent small apartment developments on small parcels. Input received from the public regarding land use supported change to more intense uses at major intersections to provide flexibility for different uses to be developed.

Land use recommendations for specific stretches of Redwood Road are as follows:

- SR-201 to Parkway Blvd.: Light manufacturing on the west side. On the east, general commercial, with the exception of where Big Oak Drive connects the Red Oaks Village PUD to Redwood Road, which is medium density residential.
- Parkway Blvd. to 2770 South: Commercial/light manufacturing on the west, including the Lake Park 4-Plexes and Redwood Elementary, and residential office on the east. The section between 2700 South and the TRAX Green line is mixed use with medium density residential and general commercial.
- 2770 South to 3100 South: South of the school to approximately 3000 South, the west side of the corridor will be designated commercial/light manufacturing. The mobile home park between 3000 South and 3100 South is medium density residential, with general commercial on the corner. On the east side of Redwood Road, mixed use with medium density residential and general commercial is proposed for the single-family parcels that front the street. The land between Sunset Avenue and 3100 South will remain rural residential.
- 3100 South to 3300 South: General commercial on both sides.
- 3300 South to 3400 South: On the west side, land uses such as mini-storages are unlikely to change, so general commercial. On the east, general commercial is shown to buffer residential land uses behind.
- 3400 South to 3600 South: An expanded area around the intersection with 3500 South is designated mixed use, with general commercial and high density residential. The intersection of two BRT lines makes this a good place for West Valley City to focus its efforts on a walkable mixed use development. On the west side, a section of general commercial cuts all the way through to 1940 West. Commercial and residential development should interact and street networks should allow pedestrian movement throughout and between different uses.
- 3600 South to 3800 South: General commercial on the west side until the Redwood Drive In and on the east side until the Town & Country Mobile Home Park, which is medium density residential. The Redwood Drive In is general commercial.

- 3800 South to 3860 South: The Somerset Village is high density residential. On the east side of the street, mixed use with medium density residential and general commercial at the street, buffering a large interior section of land which is medium density residential.
- 3860 South to 4000 South: Mixed use with general commercial and high density residential. The Emerald Court apartments are very high density residential.
- 4000 South to 4100 South: General commercial.

Redwood Issues, Goals, and Actions

Issue: Compatibility of Future Residential and Commercial Growth

While Redwood is well established as a commercial corridor, lackluster sales tax performance, small business turnover, aging or underdeveloped commercial in need of reinvestment, and future BRT all present a case for additional residential development along Redwood Road. Furthermore, the common very deep lots with narrow frontage complicate meaningful commercial development, and instead have tended to promote strip type retail and mini-storages. Contrasting this, the Truong Townhome and Millburn Manor developments show that quality residential can be integrated behind commercial frontage on deep lots. There are a variety of tax increment incentive options in the vicinity of 3500 South and Redwood Road. With that in mind, future development should be encouraged to be integrated with surrounding development, and with the street, to optimize not only the BRT potential, but also to promote walkability.

3.24 Goal: Encourage larger developments with varied uses.

3.24.1 Action: For properties that develop at major intersections or within mixed use designated areas, encourage master planning of entire contiguous areas per the General Plan.

3.24.2 Action: Provide new road connections in areas that currently have limited access to enhance their development potential and make logical vehicular connections; reducing congestion and traffic on other neighborhood roads.

3.24.3 Action: Consolidate driveways as redevelopment occurs.

3.25 Goal: Bring new development to the intersection of 3500 South and Redwood Road, capitalizing on transit opportunities.

3.25.1 Action: Utilize incentive tools of the existing Urban Renewal Area to stimulate development in this area.

3.25.2 Action: Specifically encourage mixed use development.

Issue: Redwood Elementary School

Redwood Elementary School was built in 1953 and is currently over capacity. Most of the children live on the east Side of Redwood Road, and as it is over 2000 feet between signalized intersections with crosswalks, most children must use the pedestrian bridge to get safely across Redwood. In the years since it was built, the west side of Redwood Road has developed as office, industrial, and commercial,

and Redwood Road has become a much busier street. It would serve children best to find a location for the school on the east side of Redwood Road.

3.26 Goal: Move Redwood Elementary School to the east side of Redwood Road.

3.26.1 Action: Work with Granite school district to encourage eventual relocation of Redwood Elementary School on the east side of Redwood Road in Chesterfield.

Issue: Balancing Transit Improvements with Pedestrian and Cyclist Needs

Similar to 3500 South and 5600 West, residents and business owners on Redwood are concerned about Bus Rapid Transit improvements on Redwood. While public transit is supported, there is considerable anxiety regarding the potential impacts of center BRT lanes on business access and pedestrian crossings.

3.27 Goal: Encourage creative intersection designs that don't simply add lanes.

3.27.1 Action: Work with UTA and UDOT to develop alternative intersection designs that can accommodate necessary traffic volumes and BRT service while keeping overall intersection width narrow. Also consider enhanced bus transit that doesn't require dedicated center lanes.

3.27.2 Action: Incorporate clearly defined sidewalks, signage, and lighting into crosswalk design to ensure pedestrian safety.

3.27.3 Action: Look at walkability of students/pedestrians in key areas where schools are located and where potential safety issues have been identified. Possible solutions include: additional night lighting, new sidewalks, and enhanced crosswalks

3.27.4 Action: Snow removal from sidewalks should be emphasized at key places where school children walk.

3.27.5 Action: As properties redevelop, continue to implement the streetscape ordinance in order to end up with the planned Class 1 trail.

Issue: Redevelopment of Aging Commercial Properties, and Better Maintenance of Existing Properties

When asked about the positives within the Redwood Road corridor, the public agreed that it is an eclectic business area that historically has had unique businesses and commercial opportunities. Unfortunately, many properties along Redwood Road suffer from neglect and poor maintenance. Some buildings have not been updated for many years and may no longer meet the needs of prospective tenants.

3.28 Goal: Promote redevelopment of underperforming properties.

3.28.1 Action: Utilize incentive tools of the existing Urban Renewal Area to stimulate redevelopment in this area.

3.29 Goal: Promote better maintenance of neglected properties.

3.29.1 Action: Review enforcement activity and policies for properties in this region. Increase enforcement against properties that are not maintained to a minimum standard or are abandoned.

3-5 Land Use Considerations Beyond 2035

According to the Utah Governor’s Office of Planning and Budget, Salt Lake County will experience significant population growth between 2015 and 2060. During this time period the County is projected to grow by about 700,000 people, an increase of nearly 65%. Much of the population growth that occurs within the County before the 2035 planning horizon of this General Plan will happen on vacant ground. However, as the supply of vacant land decreases, more of the population growth will be accommodated through intensifying redevelopment. In West Valley, such intensifying redevelopment is most likely to occur along major arterial streets like Redwood Road and 3500 South.

Salt Lake County is also expected to retain its position as the employment center of the Wasatch Front. While not as robust as population growth, employment in the County between 2015 and 2060 is projected to grow by over 50%.

Given the strong population and employment growth projected for Salt Lake County, the potential exists for significant reinvestment in existing homes within West Valley. According to Arthur C. Nelson, Presidential Professor & Director of Metropolitan Research with the University of Utah, the typical life span of homes is over 150 years. Since nearly all housing within West Valley was built sometime after the 1940’s, most homes in the City are expected to remain homes for the foreseeable future. While homes in the City are unlikely to transition to other uses, there are several local and regional factors in play that could result in reinvestment in West Valley homes. These regional factors include:

- Natural barriers to growth: the Great Salt Lake and the Wasatch and Oquirrh Mountains
- West Valley’s convenient location near downtown and the airport
- West Valley’s freeway and transit access
- Anticipated traffic congestion and associated long commute times for more remote areas in the region
- The potential for even higher transportation costs in the future

One example neighborhood where such reinvestment is expected is the half acre lot portion of Chesterfield. This eclectic neighborhood has a rural feel despite its close proximity to jobs and services. It is also convenient to regional amenities like the Jordan River Trail. Instead of changing zoning on such neighborhoods to promote intensifying redevelopment, the City should retain the zoning and encourage the reinvestment in or replacement of existing homes.

Another significant land use consideration that may go beyond 2035 is the possible future redevelopment of the ATK property on the City’s west bench. This large property is made up of

the land between 4100 South and 5400 South and 6400 West to the City’s western border beyond the Bacchus Highway (U-111). Encompassing 2,950 acres or 4.6 square miles, this land represents approximately 12% of the City’s total land area. Increasing land values and the age of the ATK facility could eventually result in redevelopment pressure. While ATK has given no indication of future plans to relocate or close their facility, if the ATK property were to redevelop to a density similar to other West Valley neighborhoods, the resulting population increase would be around 30,000. This increase in population would also require a large amount of commercial development in order to provide new residents with goods and services.

Redevelopment of this land could present an opportunity to master plan and develop a very large tract of land in a holistic fashion in order to accommodate future population growth and economic development. Potential ATK property redevelopment would also provide land to more fully accomplish the housing goal of developing higher value housing. As West Valley City is largely built out, the City should be prepared to seize this unique opportunity for organized growth should it become available.

3-6 General Plan Map & Definitions

The following definitions are intended to be taken together with the West Valley City Vision West 2035 General Plan Map. The General Plan Map illustrates the anticipated future land uses within the City. It is a product of a variety of input sources including past land use maps, the West Valley City Planning Commission, the West Valley City Council, West Valley City Planning and Economic Development staff, as well as feedback from public open houses. The General Plan Map reflects a twenty-year perspective and should not be viewed as calling for imminent and immediate change to any part of the City. As the City grows and changes, the land use vision expressed on this map will be applied to direct these changes, or changed to represent shifts in conditions. This map should not be confused with the Zoning Map or its applicable ordinances, though the City does try to maintain consistency between these two different maps.

The following are the textual descriptions to the different components of the West Valley City General Plan Map.

Transportation and Transit

PROPOSED ROADS

These dashed lines represent proposed roads or those expected to be built at the time of the creation of this General Plan.

INTERSECTION EFFICIENCY

The Intersection Efficiency markers on the General Plan Map specify significant intersections that need or will need additional improvements to reduce traffic congestion.

HIGHWAY RAMPS

These markers indicate general locations where full or supplemental access to state or interstate highways is desirable.

LIGHT RAIL TRANSIT (LRT)

The Light Rail Transit Lines represent the alignment of the TRAX Green Line.

LIGHT RAIL STATIONS

These markers indicate LRT stations.

BUS RAPID TRANSIT (BRT), Proposed Alignment

These lines represent the existing or planned enhanced bus alignments, based on the Wasatch Front Regional Council 2015-2040 Regional Transportation Plan. On the General Plan Map, BRT indicates both enhanced bus and dedicated center lane BRT. BRT alignments that are planned to include dedicated center lanes are detailed in the General Plan text.

BUS RAPID TRANSIT STATIONS

These markers indicate station locations for planned BRT routes. Where no markers exist on a BRT line, the stations have not yet been determined.

Parks and Trails

TRAILS

Trails on the General Plan Map demonstrate proposed alignments for a system of pedestrian and bicycle trails throughout the City. While these trails or trail segments should affect a complete system, they are not necessarily meant to be the same in appearance, design or construction. Some trails may simply be sidewalk lengths with designation markers and signage, while others may be constructed as a trail on undeveloped land.

COMMUNITY-WIDE PARK AREA, Proposed

These areas have been identified as locations where a 5 acre or larger park is needed.

NEIGHBORHOOD PARK AREA, Proposed

These areas have been identified as locations where a small, 0.5 to 5 acre park is needed.

PARKS & OPEN SPACE, Existing

These areas on the West Valley City General Plan Map indicate the locations of public parks, trail corridors, golf courses, and open space.

Commercial and Mixed Use Districts

BUSINESS PARK

Business Park areas on the General Plan Map illustrate the districts where very large office uses are grouped together and surrounded by open space, which provides a better transition to nearby residential neighborhoods.

COMMERCIAL/MANUFACTURING

These districts are established to allow for groups of larger office and light manufacturing uses similar to Business Park areas, without the significant open space buffers. The land uses and intensity of adjacent areas should be comparable in scale and intensity as well as compatible to any proposed uses within these identified districts.

ENTERTAINMENT DISTRICT

This section of the City already contains several entertainment-focused venues including the Maverik Center and the Hale Center Theatre. This district will encourage more entertainment and other complementary uses such as hotels and restaurants within or nearby to build upon existing vitality. Broad goals in this area include the encouragement of a more pedestrian-friendly environment and increasing the rich variety of services and opportunities to attract more visitors to this vibrant and fun area.

GENERAL COMMERCIAL

General Commercial is established to provide locations for a full range of office, retail commercial and service uses which are oriented to serve both local and regional market demand. A variety of commercial activities are encouraged, especially those which promote both day and night consumer activity.

NON-RETAIL COMMERCIAL

These areas are meant to invite small-scale commercial offices and professional services that fit into lower density primarily residential (single family, detached) neighborhoods. These are commercial-only areas.

NEIGHBORHOOD COMMERCIAL

The Neighborhood Commercial areas allow for convenient shopping facilities which appropriately fit within and serve a neighborhood-oriented market. These facilities supply day to day necessities for local residents.

FAIRBOURNE STATION

This area has been more clearly defined in the Fairbourne Station Vision, which should be referenced for details on the expected uses, use intensities and urban form within this district.

MIXED USE

Mixed Use is intended to facilitate the integration of diverse but compatible uses into a single development. The level of intensity and variety of uses will depend upon the site location in the City as described in this chapter.

RESIDENTIAL OFFICE MIXED, Medium Density (MD)

These areas are determined to be acceptable for a mix of medium density, non-retail commercial uses such as offices and medium density residential uses. Non-retail commercial is distinguished because of its generally low intensity of use, where the vast majority of visitors are employees rather than customers, which reduce the demand for parking spaces as well as traffic to and from these locations. These areas will allow for vertical mixed use, where residential uses may be in the same building as office uses, though residential and other uses should be floor separated.

Residential Districts

All of these districts on the West Valley City General Plan Map are intended to be residential-only, except when other uses are permitted as of right or through conditional use application by West Valley City Zoning Ordinance.

VERY HIGH DENSITY RESIDENTIAL (Over 20 units per acre)

Examples of Very High Density Residential include multi-story condominiums and apartments.

HIGH DENSITY RESIDENTIAL (12 to 20 units per acre)

Examples of High Density Residential include stacked flat condominiums and apartments.

MEDIUM DENSITY RESIDENTIAL (7 to 12 units per acre)

Examples of Medium Density Residential include townhomes, row homes or single level condominiums.

SMALL LOT RESIDENTIAL (4 to 7 units per acre)

Small Lot Residential means single-family detached homes on small lots.

LOW DENSITY RESIDENTIAL (3 to 4 units per acre)

Homes in these districts are typically single-family detached units.

LARGE LOT RESIDENTIAL (2 to 3 units per acre)

Homes in these districts are typically single-family detached units.

RURAL RESIDENTIAL (2 or fewer units per acre)

Homes in these districts are typically single-family detached units.

Manufacturing and Industrial Districts

LIGHT MANUFACTURING

Light Manufacturing areas provide for the manufacture, predominantly from previously prepared materials, of finished products or parts. This may include processing, fabrication, assembly, treatment, packaging, incidental storage, sales or distribution of such products. Light Manufacturing does not include extracting industries, petrochemical industries, rubber refining, concrete fabrication, primary metal or related industries.

HEAVY MANUFACTURING

Heavy Manufacturing is established to provide suitable locations for uses engaged in the basic processing and manufacturing of materials or products predominantly from extracted or raw materials. Also included are uses that engage in storage of or manufacturing processes using flammable or explosive materials, or storage or manufacturing processes that involve potentially hazardous conditions. Further, Heavy Manufacturing means uses such as the manufacture of electronic instruments, preparation of food products, pharmaceutical manufacturing, research and scientific laboratories or the like. Heavy Manufacturing also means those uses engaged in the maintenance or sales of heavy equipment or commercial trucks, or work processes involving solvents, solid waste or sanitary waste transfer stations as well as recycling facilities or salvage yards, towing yards or impound yards.

Other Districts

UTILITY

Utility is used to indicate where a private or public utility has a permanent installation, public access is generally not allowed, and the land is not likely to be used for any other purpose in the future.

COMMUNITY

The Community designation is applied to a variety of government, community, or private land uses such as City and County government buildings, churches, schools, and even cemeteries. These parcels may or may not have permanent structures, but they are unlikely to change to another land use in the future.

3-7 Citywide Issues, Goals and Actions

Issue: Master Planning

In some areas of the City, such as the River Trail LRT Station or the Chesterfield neighborhood, growth and development poses challenges to existing land uses, infrastructure, and residents. These areas might be better served through the production of more detailed small area plans, which will guide development and provide greater protection for existing neighborhoods. Similarly, where necessary topical master plans covering issues such as open space and trails could aid the City in its understanding of the issue and facilitate prioritization of projects.

3.30 Goal: Develop more detailed plans addressing specific areas within the City or complex topics.

3.30.1 Action: As resources permit, prepare specific plans to provide more detail for orderly growth and appropriate development. Areas that may be aided by such small area master plans include Chesterfield and the River Trail LRT Station area. These master plans should complement the General Plan while providing greater land use detail and urban design criteria to guide the adoption of zoning that will help the particular area to achieve anticipated or desired changes.

3.30.2 Action: Identify topics in order to prepare City-wide topical plans such as a 'Trails & Open Space Master Plan' covering various and complex topics. This process should identify issues that might be clarified or guided beyond the level of detail provided in the General Plan.

3.30.3 Action: Perform a future land use analysis on ATK owned land in the southwest part of the City in order to plan for potential future growth in the event that their operations cease and the land becomes available for redevelopment.

3.31 Goal: Provide for consistent land uses across the City's borders.

3.31.1 Action: Work collaboratively with Salt Lake County and adjacent municipalities to provide for intact neighborhoods and consistent transition of land uses beyond the City's borders. This cooperation may help provide guidance also for West Valley City's land use planning and decisions on the City's boundaries.

Issue: Transit-Oriented Development

In areas that have or will have significant access to public transit, West Valley City has an opportunity to shape land use and developments toward more pedestrian and transit supportive districts. In an effort to develop a unified policy which will help bring about transit-oriented development, the following policies have been developed. Any transit-oriented development (TOD) projects may also be further supported by preparing small area master plans to provide greater detail for the City's vision of the areas around transit stations.

3.32 Goal: Encourage transit-supportive land uses around transit stations.

3.32.1 Action: Develop a zoning strategy to provide for transit-oriented development (TOD) around TRAX stations and select BRT stops. This strategy should incorporate the following principles:

- Emphasis on walkability and the pedestrian
- Interconnected street grid
- Smaller blocks
- Traffic calming measures
- Support for a variety of transportation modes
- Mix of complimentary and transit-supportive land uses
- Reduced dependency on the automobile
- Compact development forms
- Development oriented to the street
- Public gathering spaces

Issue: Compatible Zoning

Vision West 2035 includes recommendations for significant land use changes in some areas of West Valley City. In some cases, adopting land use changes will require the modification of existing zones or the development of new zones in the City's Zoning Ordinance.

3.33 Goal: Develop zoning that will be compatible with the land use map and the land use definitions identified in Section 3-6.

3.33.1 Action: Modify existing zoning districts or create new ones to include the land uses and land use definitions recommended in this General Plan.





Economic Development

4-1 Introduction

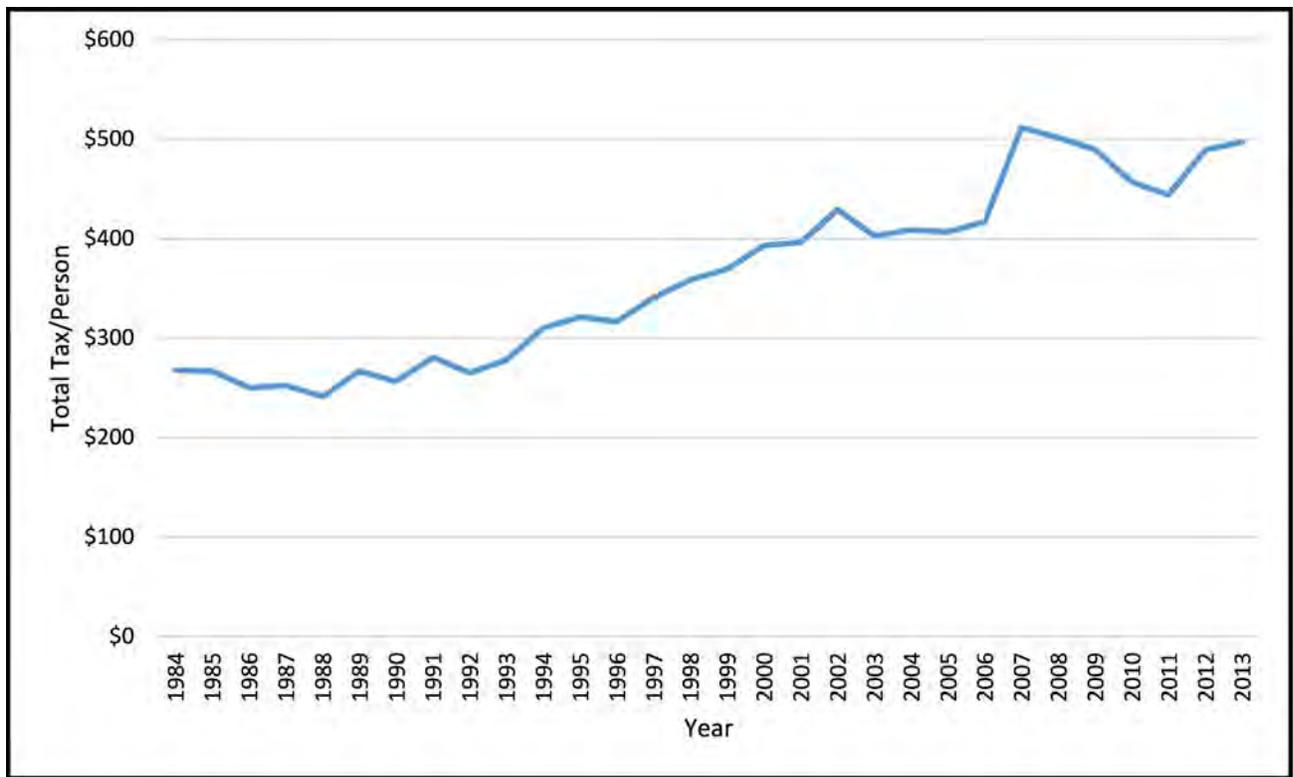
This element of the West Valley City General Plan is intended to provide direction for the fiscal health of the City as well as the quality of life of residents. Current conditions and economic projections are used as the basis for this section, which also includes goals and actions to improve the fiscal health of the City and the quality of life of residents.

4-2 Background

Fiscal Health

The long-term fiscal health of the City is critical to the provision of quality municipal services, including the maintenance of public infrastructure. As will be discussed in the next section, the ongoing fiscal health of the City will allow the City to address some of the quality of life challenges we face. For the purpose of this General Plan, fiscal health refers to revenue growth to support a growing population and revenue diversity to minimize the negative effects of potential revenue shortfalls in any one category. Figure 4-1 illustrates how the rate of City revenue growth has generally been higher than population growth. Continuing this trend will allow the City to address the many issues raised in this General Plan.

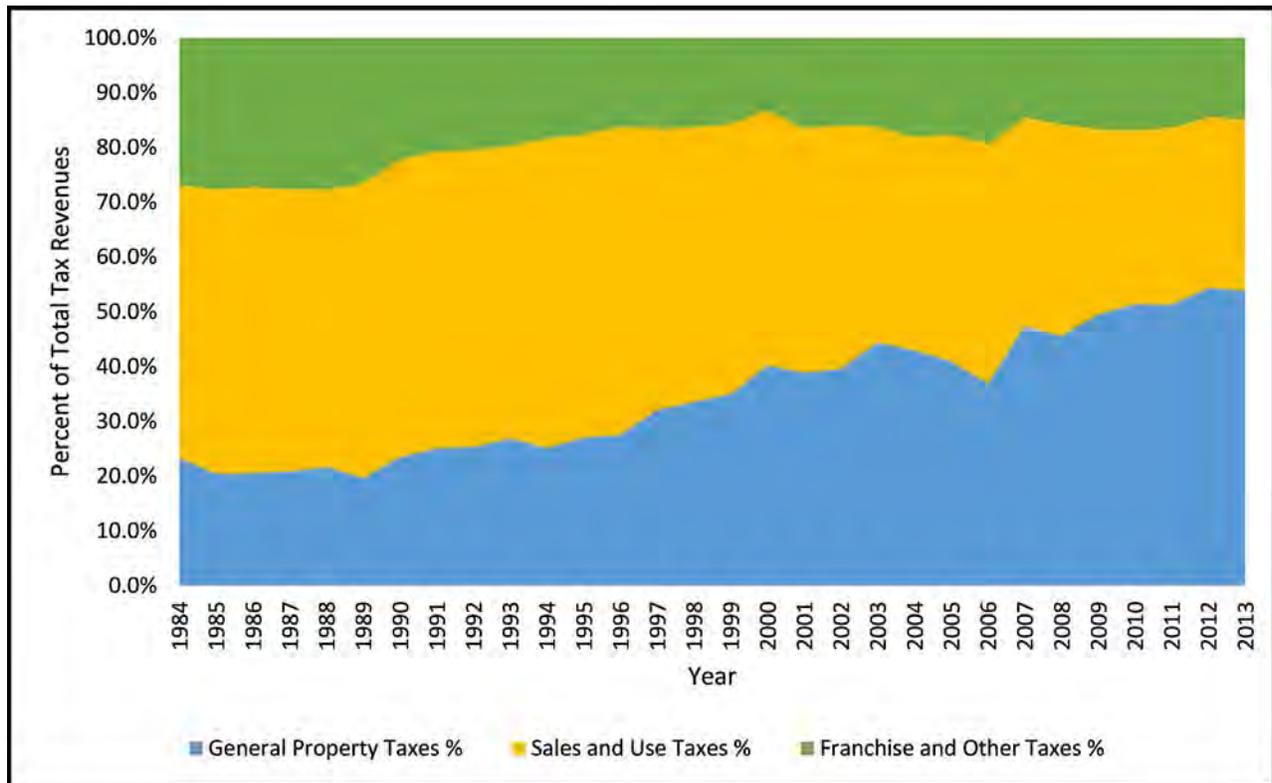
Figure 4-1: Total Tax in 2013 Dollars/Population



Source: West Valley City Comprehensive Annual Financial Reports, West Valley City Planning and Zoning Population Estimates and Bureau of Labor Statistics CPI Inflation Calculator

Figure 4-2 shows the source of all City tax revenue over the last 30 years. In 1984, the City relied heavily on sales and use taxes, which made up 50% of all tax revenue. However, over the years, property taxes have grown to where they represent 54% of all taxes. Having property tax be the main source of tax revenue results in a more stable revenue stream than sales and use taxes that are susceptible to sharp decreases as experienced in the last recession.

Figure 4-2: Total City Tax Revenue by Source

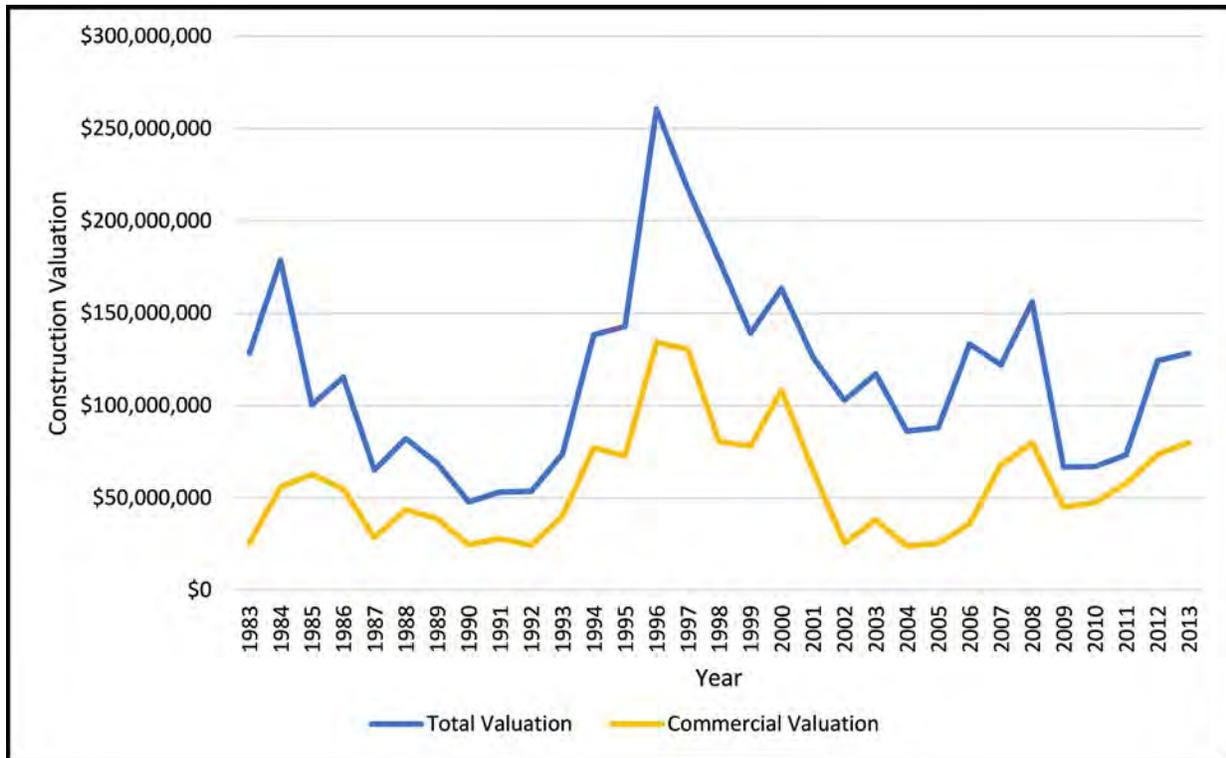


Source: West Valley City Comprehensive Annual Financial Reports

Property tax and sales tax together represent roughly 80% of all City revenue. Hence, growing these two revenue sources is critical to the City’s fiscal health. Property tax growth is accomplished by new construction, including redevelopment. With sales tax, the State distributes these funds to cities based on population and point of sale. So, sales tax growth can occur as the population increases, and as retail sales within the City increase through new retail development and by sales growth in existing retail businesses.

When considering property tax growth, it’s helpful to understand construction trends in the City. Figure 4-3 shows the valuation (expressed in 2014 dollars) of all construction as well as commercial construction within the City since the early 80’s. These numbers reflect the valuation from building permits and hence do not include the value of land or site improvements. The trends seen in this graph generally track with the overall health of the economy. On average, half of the value of all construction has come from commercial development. However, since residential development is taxed at only 55% of its value and commercial development is taxed at 100% of value, commercial development yields more property tax per dollar of value.

Figure 4-3: Total Construction Valuation and Commercial Construction Valuation



Source: Annual Building Permit Reports from West Valley City Building Inspections

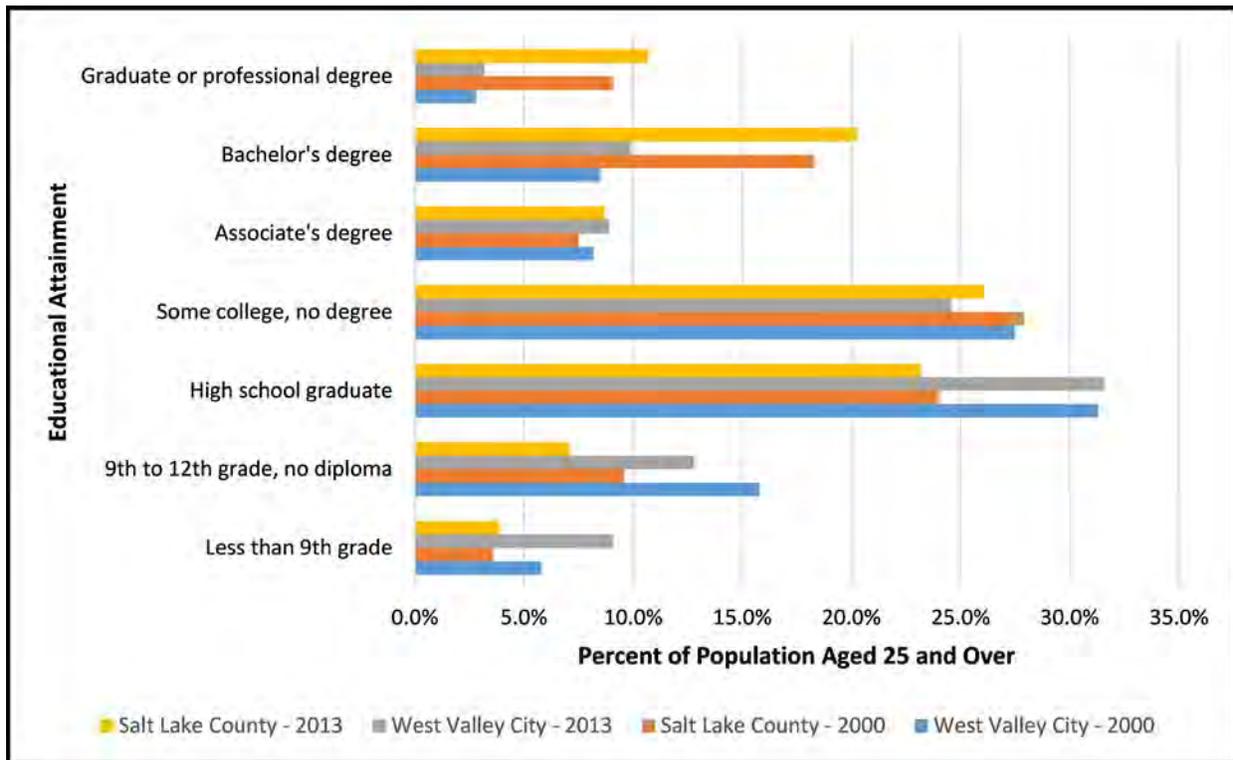
Another trend seen in this graph is that commercial development in recent years has made up a larger share of total construction value. This is due in large part to the City’s concerted effort to promote economic development. In 2012 and 2013, nearly two-thirds of all commercial construction came from projects valued at \$1 million or more where the property was located in a URA or EDA or the City was involved in some way. Examples of City involvement include infrastructure assistance and fee waivers. Examples of projects built during these two years include Hexcel fiber lines, the Larry H. Miller Megaplex and new retail at Highbury Center – all projects involving tax increment or other City incentives.

Quality of Life

The quality of life of West Valley City residents is also a major economic development consideration. For the purpose of this General Plan, quality of life refers to education, income, jobs and access to goods and services.

On the issue of education, the City is faced with significant challenges. The educational attainment levels for adults in the City are below those in the County overall (See Figure 4-4). The percentage of persons with a graduate or professional degree is three times higher in the County than the City and the percentage of persons with a bachelor’s degree is twice as high. Also of concern is the growth between 2000 and 2013 in the percentage of persons with less than a 9th grade education. As school attendance is compulsory in Utah, it is believed that adults with less than a 9th grade education are most likely adult immigrants and refugees. On a positive note, the City has seen small increases between 2000 and 2013 in the percentage of persons with a degree.

Figure 4-4: Educational Attainment for Population Aged 25 and Over in Salt Lake County and West Valley City



Source: U.S. Census Bureau

Students’ proficiency in communication and analytical skills as they leave high school can be considered a measure of their likely success in the future. Their proficiency in basic skills such as language, math, and science will directly affect their college preparedness. Additionally, if one chooses not to pursue higher education, their proficiency with these skills will affect their ability to find skilled jobs and their ability to advance in these jobs. Under the Utah SAGE school grading system created by the State Legislature in 2011, 300 points are assigned to student proficiency in language arts, mathematics and science. West Valley City high schools score below the County average of 175. Table 4-1 shows 2013 proficiency scores for Salt Lake County high schools.

Table 4-1: Salt Lake County High School SAGE Proficiency Scores

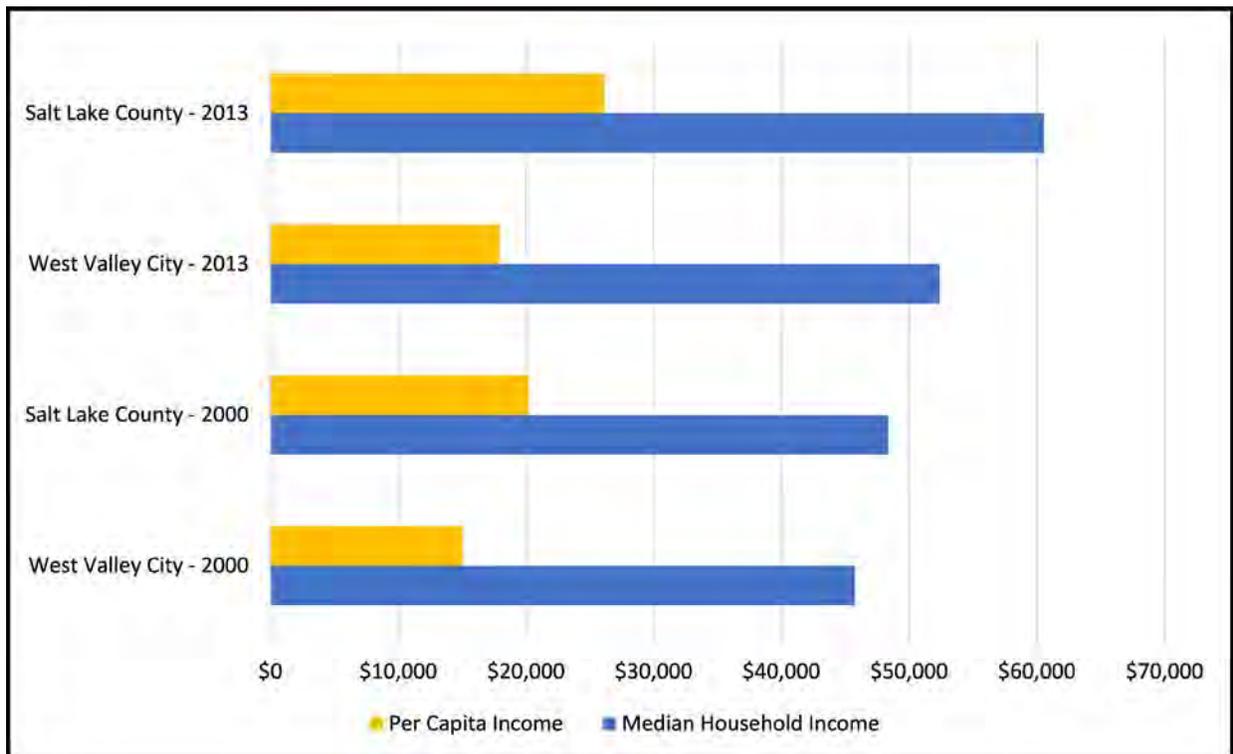
City	Number of Ranked Schools	2013 Sage Proficiency Score (Average out of 300 Possible)
Cottonwood Heights	1	205
Herriman	1	183
Holladay	1	181
Kearns	1	116
Magna	1	133
Midvale	1	187
Millcreek	1	208
Murray	3	201

City	Number of Ranked Schools	2013 Sage Proficiency Score (Average out of 300 Possible)
Riverton	1	194
Salt Lake City	6	185
Sandy	4	187
South Jordan	2	186
Taylorsville	1	149
West Jordan	3	160
West Valley City	3	149

Source: Utah State Office of Education

The connection between education and income is well documented – lower education levels negatively impacts earning capability. This fact is highlighted in Figure 4-5 which compares the City and County on median household incomes and per capita incomes. 2013 median household incomes in the City were 13% lower than in the County. On a per capita basis, City incomes are about 31% lower than in the County, which reflects the City’s larger average household size. Figure 4-5 also shows that while incomes in the City have improved since 2000 (14% increase), incomes in the County improved more (25% increase).

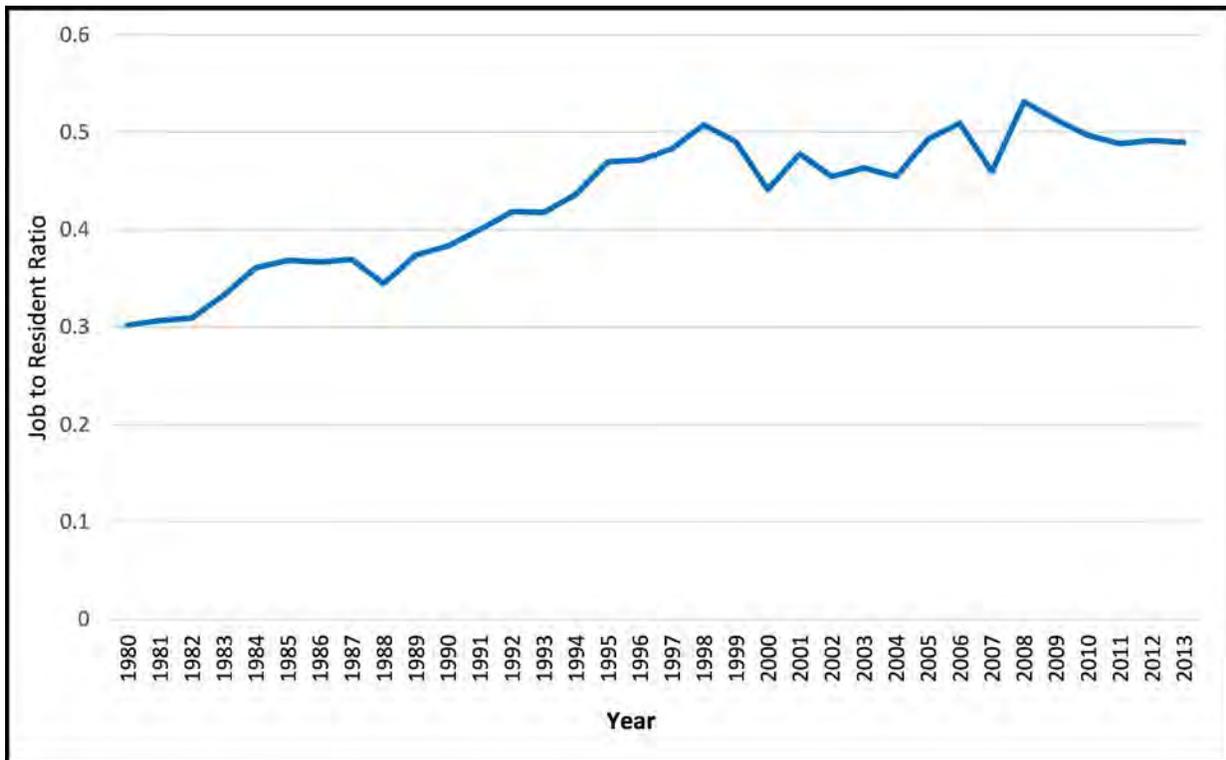
Figure 4-5: Per Capita and Median Household Income in West Valley City and Salt Lake County



Source: U.S. Census Bureau

As seen in Figure 4-6, from incorporation until the late 90's employment growth in West Valley outpaced population growth. In more recent years, the employment growth rate has roughly matched the population growth rate to where there is roughly one job for every two persons including children within the City.

Figure 4-6: Employment/Population



Source: Utah Department of Workforce Services, U.S. Census Bureau & West Valley City Planning & Zoning

For the County as a whole, the jobs to labor force ratio is 1.1. Expressed a different way, there is more than one job for every person within the labor force. While some cities such as downtown Salt Lake City have an exceptionally large employment base, West Valley City has a good jobs to worker balance. Table 4-2 provides the jobs to worker ratio for Salt Lake County cities.

Table 4-2: Job to Labor Force Ratio 2013

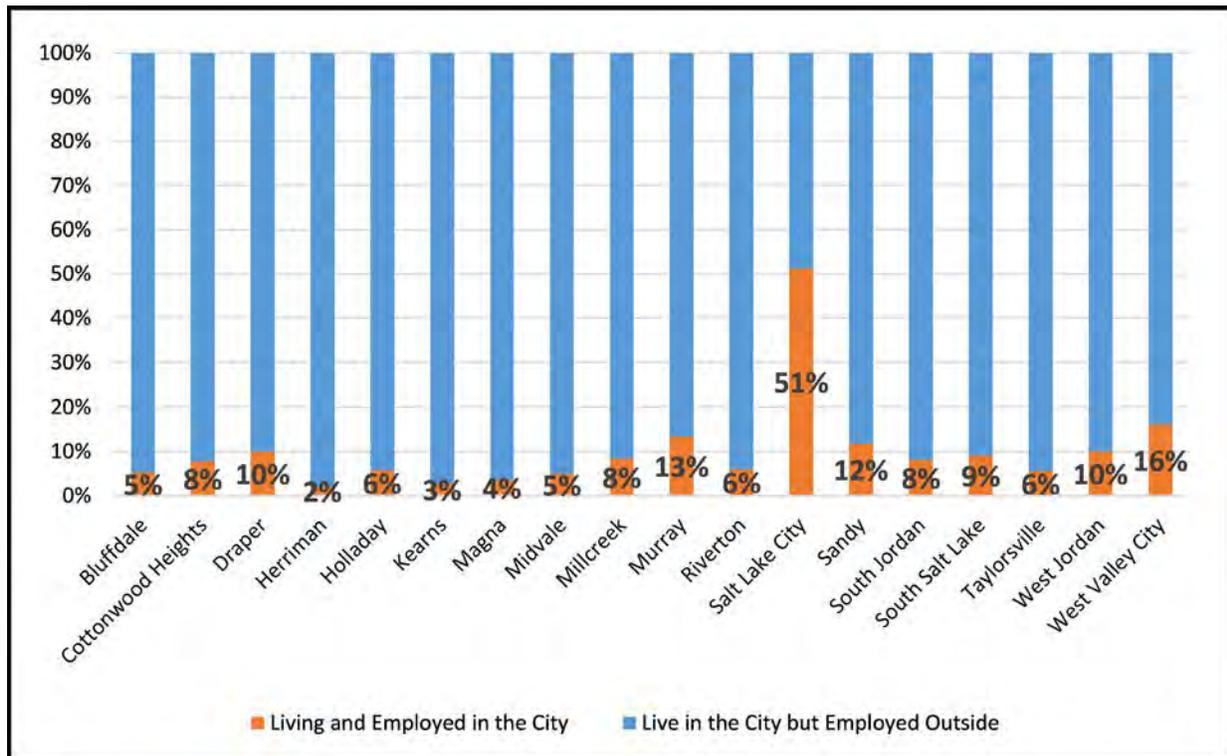
City	Average Employment 2013	Population in Labor Force 2013	Jobs to Labor Ratio
Bluffdale	3,085	3,976	0.78
Cottonwood Heights	18,943	18,885	1.00
Draper	25,602	19,354	1.32
Herriman	2,114	9,977	0.21
Holladay	8,189	13,053	0.63
Kearns	3,322	18,766	0.18
Magna	3,021	14,280	0.21

City	Average Employment 2013	Population in Labor Force 2013	Jobs to Labor Ratio
Midvale	14,558	17,165	0.85
Millcreek	27,799	33,285	0.84
Murray	44,793	27,221	1.65
Riverton	9,035	20,294	0.45
Salt Lake City	245,103	105,594	2.32
Sandy	43,410	47,224	0.92
South Jordan	22,012	25,952	0.85
South Salt Lake	35,148	12,186	2.88
Taylorsville	20,816	32,670	0.64
West Jordan	30,585	56,522	0.54
West Valley City	65,370	67,170	0.97

Source: Utah Department of Workforce Services and U.S. Census Bureau

As Table 4-2 indicates, cities experience a daily in and out flow of workers who live in one city and work in another. One measure of the economic opportunity of a city is the potential for an individual to find work in the city he or she resides in. As Salt Lake City is the State’s largest City and the economic center of the State, it naturally has the highest percentage of residents who also work within the City (51%). Of all other Salt Lake County cities, West Valley has the highest number of residents (16%) who also work within the City. Figure 4-7 provides a comparison of this measure of economic opportunity for Salt Lake County cities.

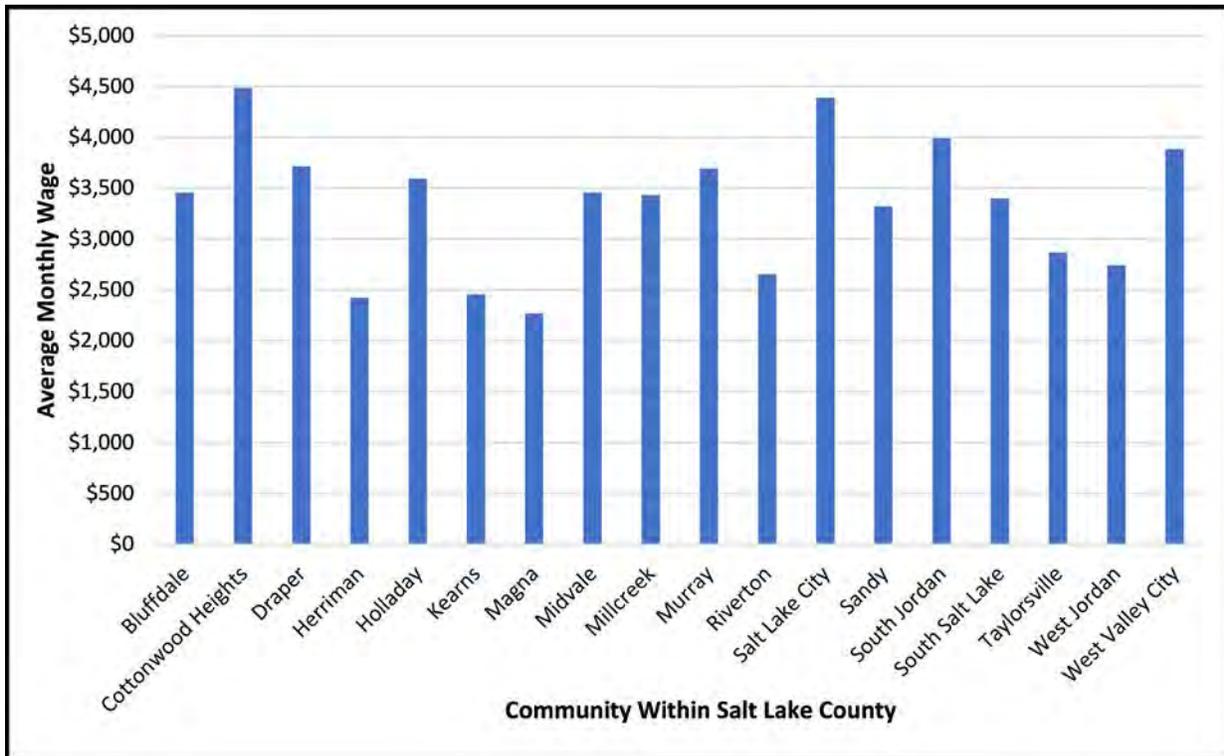
Figure 4-7: Percentage of Residents Working Where They Reside



Source: U.S. Census Bureau, On The Map Application, <http://lehdmap.ces.census.gov>

The average monthly wage for jobs within the City (\$3,885) is slightly higher than the average monthly wage in the County (\$3,852), and as Figure 4.8 shows, the City’s average wage is significantly better than some other communities like West Jordan, Taylorsville, Sandy, Riverton and Herriman.

Figure 4-8: Average Monthly Wage by Community within Salt Lake County (2013)



Source: Utah Department of Workforce Services

There is a diverse mix of industries in the City with some noteworthy standouts. Table 4-3 compares West Valley City’s employment mix by industry with that of the County. Similar to the County, the City has the most employment in Trade, Transportation and Utilities. Other strengths in West Valley include Manufacturing and Financial Activities.

Table 4-3: 2012 Employment Percentage by Industry

Industry	West Valley City	Salt Lake County
Mining	0.5%	0.6%
Construction	5.9%	5.1%
Manufacturing	10.3%	8.7%
Trade, Transportation, Utilities	29.0%	20.5%
Information	3.8%	2.9%
Financial Activities	14.5%	7.7%
Professional & Business Services	14.4%	16.6%
Educational & Health Services	6.7%	11.3%
Leisure & Hospitality	6.4%	8.2%

Industry	West Valley City	Salt Lake County
Other Services	2.2%	3.1%
Government	6.4%	15.4%

Source: Utah Department of Workforce Services

Employment in Salt Lake County is projected to grow by 44% between 2010 and 2040, creating future commercial development opportunities within the City. Table 4-4 shows the projected amount of employment growth in Salt Lake County between 2010 and 2040. The industries highlighted in grey are those that are projected to grow at a rate faster than total employment.

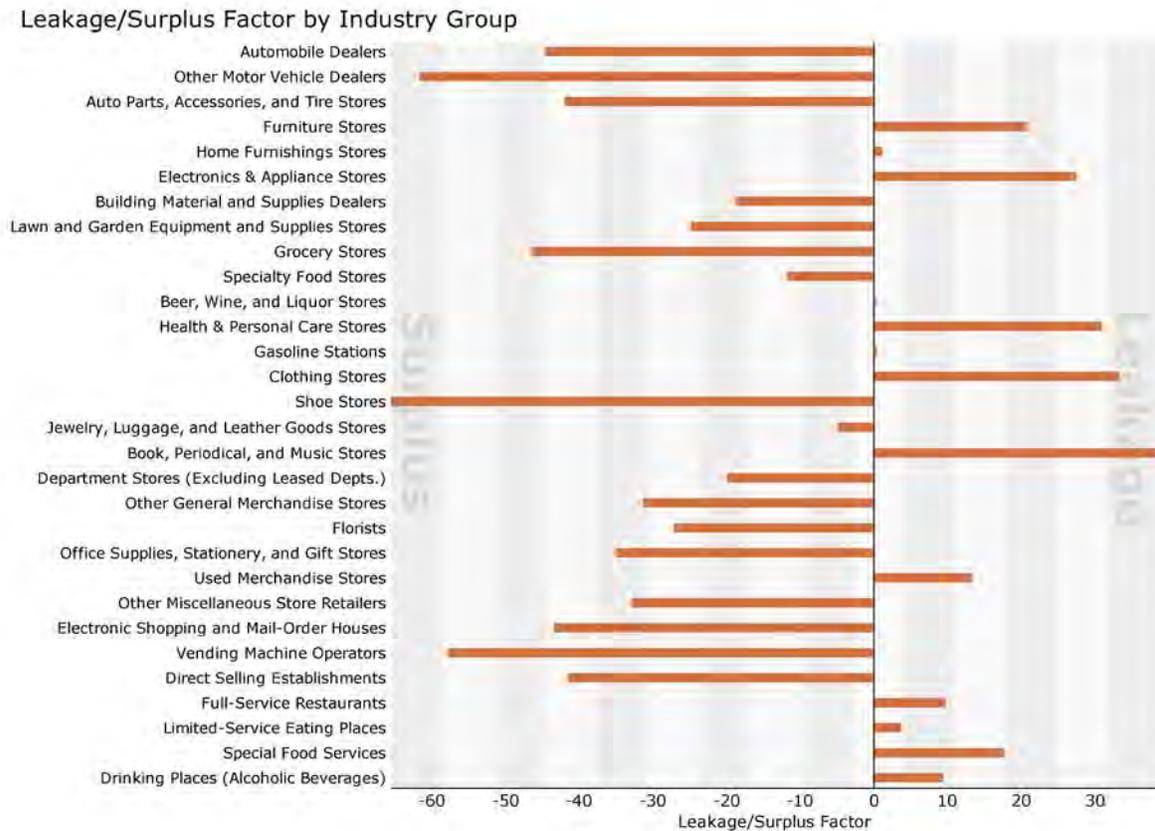
Table 4-4: Projected Growth in Employment by Industry in Salt Lake County

Industry	Projected New Jobs from 2010 to 2040	Percent Growth in Employment from 2010 to 2040
Mining	-324	-9.3%
Construction	22,457	56.6%
Manufacturing	10,274	19.6%
Trade, Transportation, Utilities	34,379	25.5%
Information	9,836	56.2%
Financial Activities	16,803	16.2%
Professional & Business Services	114,211	98.4%
Educational & Health Services	42,876	53.2%
Leisure & Hospitality	18,703	33.1%
Other Services	9,805	28.4%
Government	41,921	43.2%
Total Employment	320,941	43.6%

Source: Utah Governor’s Office of Planning and Budget, 2012 Baseline Projections

Another quality of life consideration is retail opportunity, or the ability to find the goods and services that one needs within their city of residence. When a city has more supply in an industry group than demand, they are said to have a “surplus” of retail sales and draw customers from outside the city. When a city is lacking in retail opportunity, they are said to have “leakage”. In other words, because the city does not offer certain retail opportunities, residents spend their money outside the city. West Valley City should seek to attract retail goods and services that are lacking. Figure 4-9 provides an analysis of West Valley City retail market potential. Surpluses are represented by negative numbers, and leakage is represented by positive numbers.

Figure 4-9: West Valley City Retail Market Potential



Source: ESRI Business Analyst On-line

4-3 Vision

West Valley City will continue to establish a growing and diverse economic base. The City will research and implement ways to improve the education and skills of residents to in turn increase their earning potential. The City will continue to grow employment by building on existing industry strengths and attracting high growth industries. The City will employ the Economic Development Strategic Plan to target those items that are deficient and to continue to bring high value assets to the City.

4-4 Issues, Goals and Actions

Issue: Revenue Growth

The background section highlighted how the City has generally grown revenue faster than population growth. Continuing this trend will allow the City to maintain aging infrastructure, improve service to residents, build new facilities like parks and address other needs.

4.1 Goal: Continue to grow property and sales tax at a rate higher than population growth.

- 4.1.1 **Action:** Continue to use economic development tools (URAs, EDAs, CDAs and other incentives) to promote primarily commercial development.
- 4.1.2 **Action:** Regularly update the Economic Development Strategic Plan. This Plan should address how economic development tools should be used in specific locations within the City.
- 4.1.3 **Action:** In areas where retail development is aging (at least 30 years old) and underperforming and where transit is readily accessible, consider the addition of some multi-family residential as part of a redevelopment strategy to add more retail demand.
- 4.1.4 **Action:** Maintain zoning in areas currently zoned for office or industrial development to allow opportunities for new commercial development.
- 4.1.5 **Action:** Work to retain and grow existing businesses within the City.
- 4.1.6 **Action:** Facilitate development on underdeveloped properties to increase overall value.

Issue: Education

The educational attainment level for adults in the City is significantly below those in the County. As a result, median income levels of City households are lower than County households. Educational opportunities for children attending K-12 schools in the City are well below most peer cities in the County.

4.2 Goal: Increase opportunities for higher education and job training for adults.

- 4.2.1 **Action:** Work to secure a public higher education facility within West Valley City.
 - 4.2.2 **Action:** Partner with organizations like Salt Lake Community College to provide job training to residents, especially for jobs within the City.
- #### 4.3 Goal: Improve the educational opportunities of children attending K-12 public schools.
- 4.3.1 **Action:** Conduct extensive research on K-12 education within the City to understand why school performance is subpar.

- 4.3.2 Action:** With an understanding of the issues, engage in activities to improve school performance. Such activities could be in partnership with Granite School District. Examples of potential activities could include after school programs and community engagement.

Issue: Job Growth and Access to Goods and Services

Since incorporation, employment within the City has grown to where there is approximately one job for each person in the labor force. Providing a diverse mix of employment opportunities within the City will improve job access for City residents, as well as provide access to retail opportunities that the City is currently experiencing leakage in. According to the U.S. Census, about 16% of those employed in West Valley also live in West Valley. Job growth within the City will also strengthen local businesses like restaurants that serve new employees and residents. Additionally, the City is experiencing leakage of retail opportunity in certain sectors.

4.4 Goal: Grow employment to increase employment opportunities for City residents and create business opportunities to provide services for new employees.

- 4.4.1 Action:** West Valley City should work to maintain at least one job for each person in the labor force within the City.
- 4.4.2 Action:** Focus some of the City's economic development initiatives on strengthening or expanding economic activities that have been highly successful, or those that are somewhat unique to West Valley City such as the commercial transportation industry.
- 4.4.3 Action:** Work to attract the retail industry groups where the City is experiencing leakage. (See Figure 4.9).
- 4.4.4 Action:** Develop and implement strategies to attract businesses in high growth industries.
- 4.4.5 Action:** Coordinate with UTA to improve transit service, particularly for lower income areas, to increase access to employment opportunities.



Urban Design

5-1 Introduction

The way a city plans and designs its public spaces shapes how it is perceived. Urban design has many components, including street design, street furniture, the placement of utilities, landscaping, signage, and building and site design. The following chapter identifies several issues related to urban design in West Valley City, and makes recommendations to enhance the City's appearance and perception through quality urban design.

5-2 Background

Urban design considerations include:

- Street pavement width
- Park strip/tree wells: width and composition
- Sidewalks: width and location
- Street furniture: lighting, benches, etc.
- Utilities (placement of lines and boxes)
- Landscaping along property frontage: width and composition
- Signs: size, height, placement, and design
- Setbacks/build to lines
- Building orientation
- Building design
- Building height
- Parking: location and screening
- Pedestrian accommodations
- Property maintenance

Several of the design considerations listed above are addressed in the concept of complete streets. The website www.smartgrowthamerica.org defines complete streets as streets “designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.”



The increase in value of the resulting new buildings needs to be substantially higher than the original buildings to offset the loss in value resulting from the demolition of the original buildings.

5.1 Goal: Promote a more urban environment along certain major corridors and at light rail stops.

5.1.1 Action: Develop ordinances that encourage higher intensity, more urban development along Redwood Road, 3500 South east of Mountain View Corridor, the Hunter Town Center area and near LRT stops with design standards geared toward urban development.



3500 South at Market Street before and after the reconstruction of 3500 South. The Embassy Suites Hotel was built in 2012 according to the standards in the new City Center Zone, which incorporated new streetscape and building standards.

Issue: Commercial Development Quality and Maintenance

Beginning in 1996, the City has made major changes in ordinances, review procedures, and City organizational structure to improve commercial development quality, property maintenance and the appearance along major streets. The following timeline outlines these changes:

- 1996: The Commercial Overlay Zone was adopted for the Maverik Center area.
- 1998: The Jordan River Overlay Zone was adopted for the River area near 3300 South.
- 1999: The Bangerter Highway Overlay Zone was adopted for development along the north portion of Bangerter Highway. Also, a streetscape ordinance was approved for the east portion of 3500 South.
- 2001: The parking ordinance was amended to require berming along streets and landscaping within parking lots. The Redwood Road streetscape ordinance was adopted for all property fronting on Redwood Road. Also in 2001, the sign ordinance was amended to limit pole signs to 10 acre sites and to require nonconforming signs to be replaced with conforming signs under certain conditions.
- 2003: The sign ordinance was amended to cap the number of billboards and to encourage the relocation of nonconforming billboards. Between 2002 and 2004 the Planning Commission began to emphasize the architectural quality of buildings during conditional use review. For example, consider the differences between the Walmart at 3100 South built in 2002 and the Walmart at 6200 South built in 2004.

- 2004: Commercial design standards for all commercial development were adopted. The 5600 West Overlay Zone was adopted for development along the north portion of 5600 West.
- 2006: The City Center Zone was adopted with specific form-based design requirements for the City’s planned downtown area.
- 2008: A new department, Community Preservation, was formed with the primary focus of improving property maintenance.
- 2010: The City passed ordinances that further restricted the allowed locations for sexually oriented and outcall businesses, updated provisions for monument signs that reduced allowed sizes and amended fencing/hedge standards along arterial streets.
- 2013: The City passed ordinances that further restricted the allowed locations for pawn shops and updated the Commercial Overlay Zone (now called the Decker Lake Station Overlay Zone).



Commercial development along a busy arterial. Improved landscape standards and proper maintenance can vastly improve the look of commercial properties.

The ordinances listed above have made a difference in new commercial development; however, it takes time for such ordinances to make a more consistent, visible impact.

While there have been major improvements to commercial development, there is still room for improvement. Some existing commercial properties are not properly maintained and/or are underutilized. As older development along commercial corridors is remodeled or upgraded, the City should work to bring these properties up to the latest standards. Where redevelopment is contemplated, existing ordinances may need revisions to yield more intense development.

Residential development quality and maintenance are addressed in the Housing and Existing Neighborhoods Chapters.

5.2 Goal: Improve commercial development property maintenance.

5.2.1 Action: Under the direction of the Community Preservation Department, coordinate enforcement efforts between Code Enforcement, Business Licensing, Legal, Building

Inspections and Planning and Zoning. Enforcement should be proactive instead of just reacting to complaints.

5.2.2 Action: Review commercial properties for compliance with approved site and landscape plans and enforce deficiencies (example: landscaping shown on the approved landscape plan has died or has been removed).

5.3 Goal: Promote high quality development, reinvestment and redevelopment along commercial major corridors and near light rail stations.

5.3.1 Action: Develop small area plans as time and resources permit for specific corridors or other areas in the City where specific design standards are desired.

5.3.2 Action: Implement small area plans through form-based zoning tailored to each corridor or location.

5.3.3 Action: Amend ordinances to improve the City's ability to bring nonconforming sites into compliance.

5.4 Goal: Promote attractive, water-efficient landscaping and efficient landscaping review.

5.4.1 Action: Amend landscaping standards to provide incentives to developers to install the type of landscaping and site amenities that the City desires. Examples of desired landscaping amenities would be drip irrigation with substantial live plant material, building placement close to the street, benches and patios.



5.4.2 Action: Where appropriate, consider wider park strips to allow more efficient lawn watering, offer more tree variety, and provide a more attractive streetscape.

5.4.3 Action: Explore ways to preserve mature trees on vacant parcels or on land to be redeveloped.

5.4.4 Action: Encourage enhanced or additional landscaping adjacent to or within very large parking areas.

Issue: Civic Improvement Quality

Along with improvements on private property, public property or civic improvements have a significant impact on the aesthetics of a street. Such civic improvements include park strips, street trees, street and sidewalk lighting, and sidewalks. The size, quality, and placement of these improvements can make a substantial difference in the quality of a street's appearance and appeal for pedestrians. Wide streets with little or no park strip and no street trees or landscaping can be uninviting or even intimidating for pedestrians.

5.5 Goal: Promote quality streetscapes on major streets.

- 5.5.1 Action:** Where possible, increase park strip widths beyond five feet.
- 5.5.2 Action:** Enforce maintenance of required park strip trees. To ensure proper maintenance, the City should consider maintaining these trees in certain locations.
- 5.5.3 Action:** Consider center landscaped medians to improve the aesthetics and capacity of major streets.
- 5.5.4 Action:** Work with UDOT when state roads are being widened or otherwise modified to improve the streetscape. Where necessary, the City should fund streetscape enhancements.
- 5.5.5 Action:** Amend ordinances to emphasize the following design considerations: high quality and consistent street furniture like bus stops and trash cans, burying overhead power and utilizing different pedestrian accommodations such as varied paving treatments.
- 5.5.6 Action:** Whenever a City street is being widened or reconstructed consider functional as well as aesthetic upgrades including new street lights, complete streets principles, landscaping enhancements, fencing replacement for back facing lots, etc.



Looking south at the intersection of Constitution Blvd. and 3500 South, before and after the reconstruction of both roads and redevelopment of the Valley Fair Mall.

6-1 Introduction

This chapter addresses issues related to existing single family neighborhoods. Information on code enforcement efforts, the age of housing units and property values are included as background. The issues, goals and actions are intended to address existing housing stock.

As of July 2014, West Valley City contained nearly 40,000 housing units, 65% of which are single family detached homes. Though the City has changed significantly over time, its single family neighborhoods have remained mostly intact and their preservation is an important part of the future vision of the City.

6-2 Background

Citywide, approximately two thirds of all homes are single family detached units, with the remainder comprised of a great variety of more compact housing types from townhomes and duplexes to large apartment complexes. This chapter covers four important issues for the future improvement of existing neighborhoods: education, property maintenance, beautification/enhancement and single family neighborhood integrity.

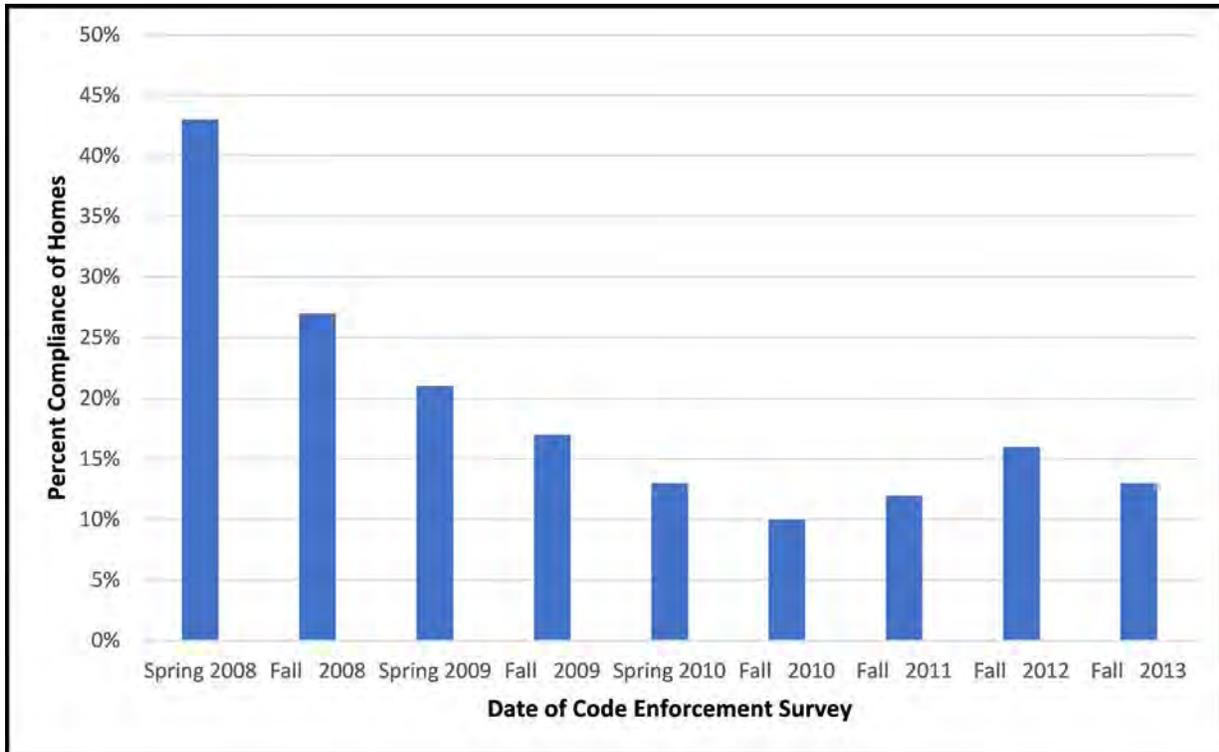
Code Enforcement Survey

Beginning in 2008, the Code Enforcement Division of West Valley City conducted at least annual surveys studying City Code compliance of single family residential properties throughout the City. Each survey identified the location and type (i.e. graffiti, inoperable vehicle, landscaping, outside storage, solid waste and surfacing) of each violation. Figure 6-1 shows how compliance improved substantially following the formation of the Community Preservation Department in 2008. In recent years compliance has hovered around the low teens, which is comparable or better than peer cities. In 2013 the most common type of violation was landscaping.

While critical to the long-term stability of neighborhoods, code enforcement efforts can only go so far. Over time, homes within neighborhoods need reinvestment by property owners to stay attractive to families who will eventually buy and maintain homes within the neighborhood.



Figure 6-1: Code Enforcement Survey History



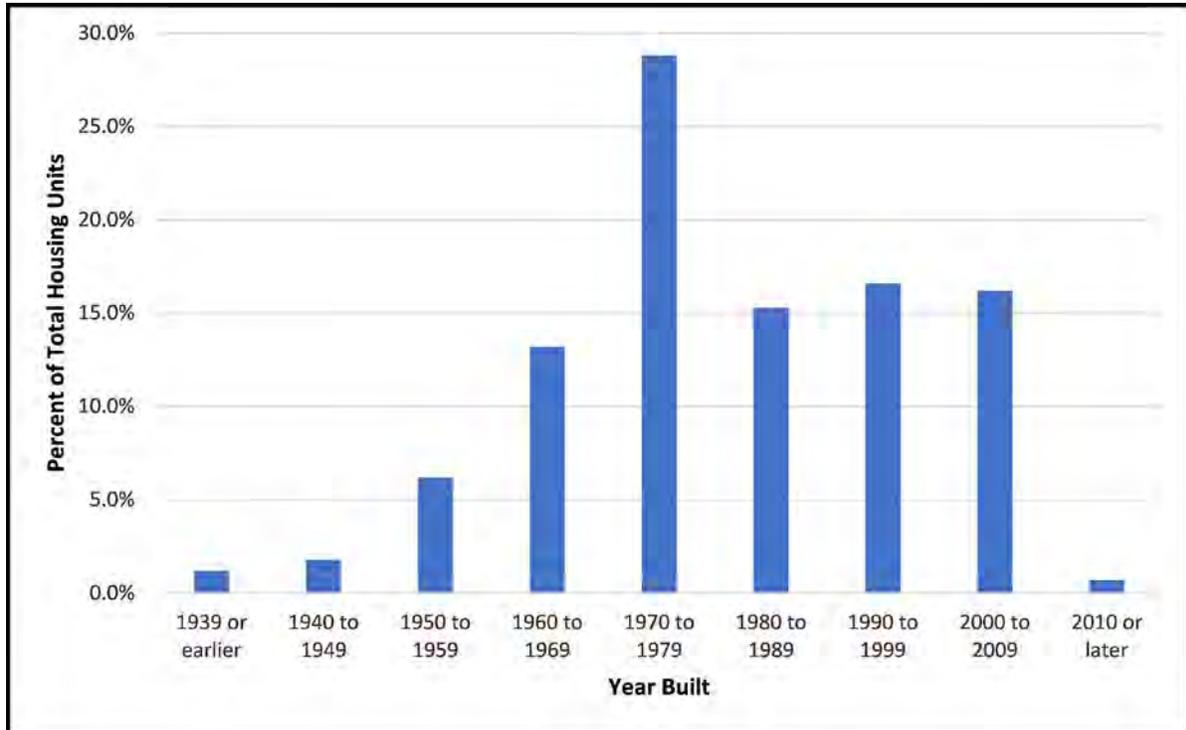
Source: West Valley City Community Preservation

Age of Housing

As homes age they need ongoing maintenance such as paint, window replacements and shingle replacements on roofs to maintain property values, keep homes livable, improve energy efficiency and keep neighborhoods attractive. Figure 6-2 shows the year housing units within the City were built and illustrates how the majority of housing units in the City were built in the 70's or earlier. Such housing should have seen significant reinvestment by now; however, there are examples where maintenance is lacking and signs of wear and tear are showing.



Figure 6-2: Age of Housing Units

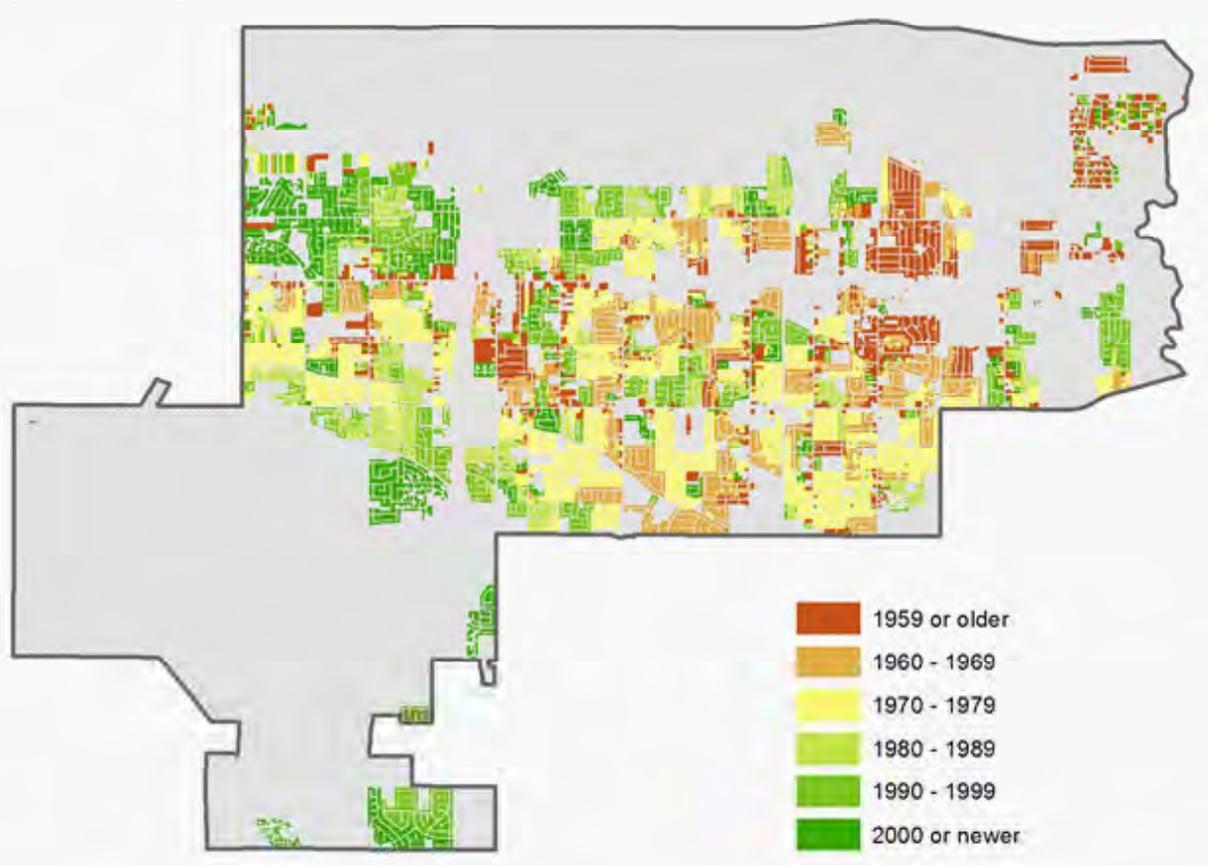


Source: U.S. Census Bureau, 2012 American Community Survey

Figure 6-3 shows the age of single family homes by location in the City. Generally speaking, the west side of the City is newer than the east side.



Figure 6-3: Single Family Home Age by Location



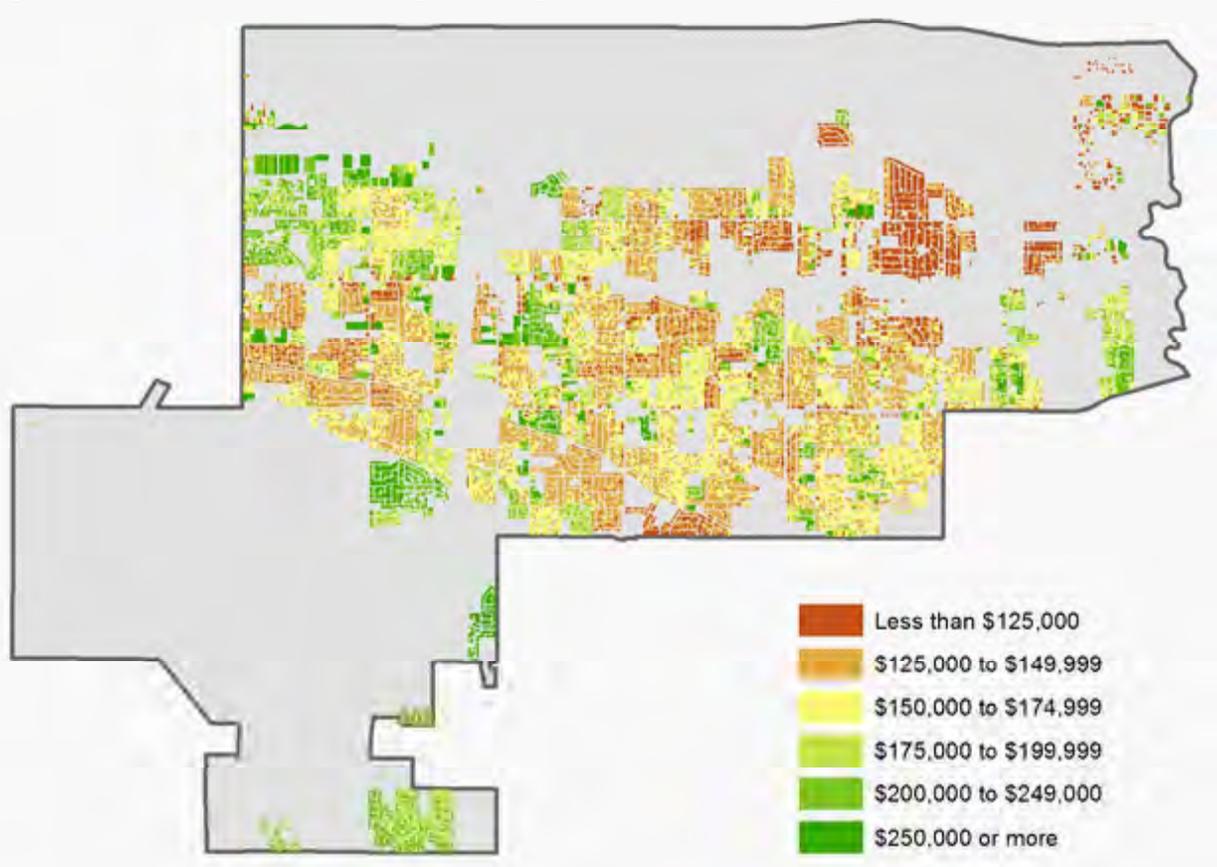
Source: Salt Lake County Assessor

Property Value

One measure of the health of a neighborhood is the value of homes within a neighborhood. The Housing Chapter shows that the median value of owner-occupied homes in the City is about 25% less than the median value in the County. Research into property value and age has shown that within the City, older homes are generally worth less than newer homes. Beginning with the 50's, the average value of homes built within each decade is higher than the preceding decade. Figure 6-4 shows the assessed value of all homes within the City by location. When comparing Figures 6-3 and 6-4, one can see that several of the older subdivisions also contain some of the lowest valued homes. The City wants to promote home value appreciation for all homes, especially those that are older.



Figure 6-4: Assessed Value of Single Family Homes within the City



Source: Salt Lake County Assessor

6-3 Vision

As Salt Lake Valley’s western gateway, West Valley City is recognized for and celebrates the rich diversity of its neighborhoods. The City is committed to the long term preservation and health of its residential communities, and will work to proactively address important neighborhood issues that detract from their safety and vitality. West Valley City seeks to provide positive solutions involving neighborhood residents that make the City more beautiful, unique, and unified.



6-4 Issues, Goals and Actions

Issue: Staffing and Department Coordination

As the City continues to age and remaining vacant land is developed, the City's emphasis will need to shift from regulating new development to supporting existing development. To address the issues that follow, a more concerted effort with more resources will be needed.

6.1 Goal: Allocate more resources to support existing neighborhoods.

6.1.1 Action: Increase emphasis on researching issues related to existing neighborhoods, such as crime, code enforcement, property values, and community involvement.

6.1.2 Action: In addition to the goals and actions identified in this Chapter, develop specific programs and initiatives targeted to address issues in existing neighborhoods.

6.2 Goal: Improve coordination of departments that regulate and provide services to existing neighborhoods.

6.2.1 Action: Establish a task force comprised of representatives from each department to coordinate efforts to support and improve existing neighborhoods.

6.2.2 Action: Provide regular Council reports on task force accomplishments.

Issue: Education

One of the most important means for maintaining neighborhood cohesion, order and pride is a consistent outreach effort. West Valley City makes many resources available to neighborhoods and city residents and these should be marketed through a variety of means. Similarly, the City works best when it is aware of the concerns and ideas of its residents. This two-way dialogue is critical to the empowerment of neighborhoods and residents and the efficient operation of government toward the preservation of existing neighborhood character and quality of life.

6.3 Goal: Improve communication between residents, realtors and the City.

6.3.1 Action: Provide important community outreach and service materials in printed and electronic form.



- 6.3.2 Action:** Maintain a current database of all neighborhood groups with contact information.
- 6.3.3 Action:** Provide resource fairs where residents can get information on a variety of issues and ask questions or share ideas with City staff and officials.
- 6.3.4 Action:** Develop a code violation course offering for property maintenance violations to reduce or remove fines.
- 6.3.5 Action:** Meet with realtors to share information on the many positive aspects of living in West Valley to help them sell the City.
- 6.3.6 Action:** Explore ways to make it easier for citizens to give the City input on neighborhood issues.

6.4 Goal: Be aware of outside resources available to residents to maintain and upgrade their property and neighborhood

- 6.4.1 Action:** Identify all resources available to residents to maintain and upgrade their property (utility rebates, lead based paint removal, etc.)

Issue: Property Maintenance

Neighborhood pride, identity, property values and sometimes safety are compromised by unmaintained and unsightly properties. Property owners have a responsibility to observe City Code by keeping their property orderly and safe. While enforcement is an important tool to deter and correct violations, West Valley City should also encourage and incentivize investment in property. Of particular concern are older, low value homes. The Regional Analysis of Impediments to Fair Housing Choice for Salt Lake County prepared by the Bureau of Economic and Business Research states: “Homes that are greater than fifty years old and have a value of less than \$150,000 have a much higher likelihood of deferred maintenance, deteriorating quality and high energy costs.”

6.5 Goal: Promote clean and attractive properties and neighborhoods.

- 6.5.1 Action:** Make property maintenance information, codes, expectations and resources easily accessible and understandable to residents.
- 6.5.2 Action:** Proactively enforce property maintenance code violations.
- 6.5.3 Action:** As resources permit, proactively enforce building code violations.
- 6.5.4 Action:** Use public infrastructure funds strategically to correspond with other neighborhood improvement efforts.
- 6.5.5 Action:** In conjunction with Action 6.1.2, consider City programs/incentives to promote property maintenance.

6.6 Goal: Promote proper management and maintenance of residential rental properties.

- 6.6.1 Action:** Continue to use business license inspections and other tools to encourage the proper management and maintenance of rental properties.

Issue: Beautification and Enhancement

Unlike property maintenance, beautification addresses opportunities to actively add to or enhance the neighborhood character and infrastructure. The City can go a long way toward implementing beautification measures and already provides many different resources to this end, but it is critical that residents be involved in efforts within their neighborhoods.

6.7 Goal: Empower residents to beautify their neighborhoods.

6.7.1 Action: In conjunction with Action 6.1.2, consider City programs and incentives to promote individual property (examples: front yard landscaping, home remodel) and neighborhood beautification and enhancement (examples: fence or wall replacement along arterials, new streetlights).

6.7.2 Action: Help neighborhoods identify and install neighborhood entry monuments to create a sense of security and place.

6.8 Goal: Improve the tree cover and vegetation throughout the City.

6.8.1 Action: Consider a street tree policy that firmly supports and provides incentives toward the planting, care and maintenance of suitable trees in the park strip.

Issue: Single Family Neighborhood Integrity

Shortly after incorporation, the City initiated rezones over entire neighborhoods from multi-family zones to single family zones in an effort to maintain homes within existing neighborhoods as single family homes. Since that time the City has taken other steps like requiring license inspections for all rental properties to protect single family neighborhoods. Despite these efforts, the City continues to receive to complaints about illegal duplexes and overcrowding within neighborhoods.

6.9 Goal: Maintain homes within single family neighborhoods as single family homes.

6.9.1 Action: Deny rezone requests seeking to convert single family homes into duplexes, develop infill properties within existing neighborhoods into multi-family housing or redevelop single family homes into multi-family housing.

6.9.2 Action: Use all available tools (building code, business licensing code, zoning code, and others) to prevent single family homes from being converted into duplexes.

6.9.3 Action: Encourage home ownership in existing neighborhoods.

7-1 Introduction

The data at the beginning of this chapter covers all housing within West Valley City and is intended to provide a snapshot of housing conditions at the time of the General Plan update. Comparisons are made between West Valley City and Salt Lake County. The issues, goals, and actions that follow the data are geared toward new housing in the City. Issues, goals, and actions relating to existing housing are found in the Existing Neighborhoods Chapter. In addition, the City’s Moderate Income Housing Plan required by the State is included as an appendix to this General Plan.

7-2 Background

Value of Owner-Occupied Units

Information was gathered from the Salt Lake Board of Realtors and the U.S. Census Bureau to evaluate the value of owner-occupied units in the City over recent years in comparison with values in Salt Lake County overall.

Table 7-1 contains median home price data for zip codes within Salt Lake County based on actual home sales information from the Salt Lake Board of Realtors. This table shows that homes on the west side of the City in zip code 84128 are selling for more than those in the rest of the City. This is due in part to the fact that most of the new homes built in recent years have been on the west side of the City. Table 7-1 also shows that home values in West Valley are significantly lower than the County overall.

Table 7-1: 2011 to 2014 Home Median Prices for Salt Lake County by Zip Code

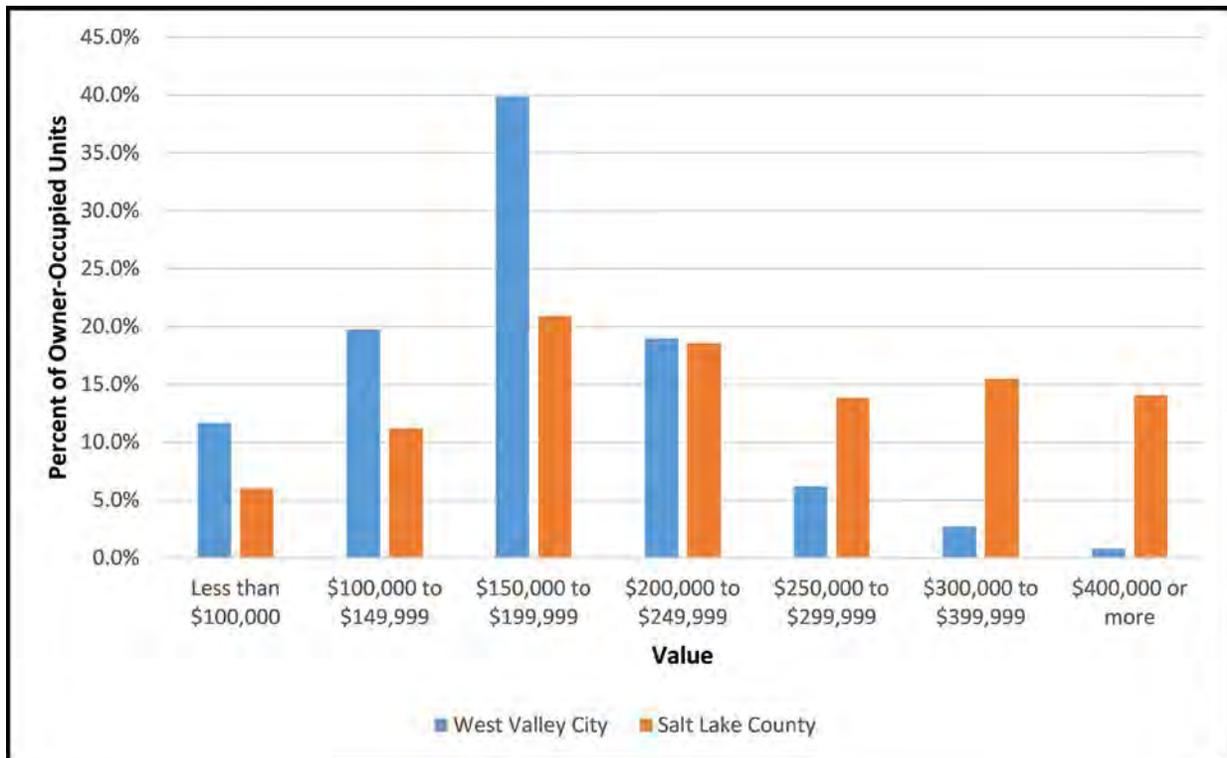
Zip Code	Municipality/ Unincorporated Area	2011 Home Median Sales Price	2012 Home Median Sales Price	2013 Home Median Sales Price	2014 Home Median Sales Price	Appreciation from 2011 to 2014
84020	Draper	\$300,000	\$325,000	\$365,000	\$400,000	33.3%
84044	Magna	\$124,900	\$108,900	\$139,950	\$150,000	20.1%
84047	Midvale	\$175,500	\$154,900	\$177,500	\$223,000	27.1%
84065	Riverton	\$276,000	\$244,950	\$279,450	\$305,200	10.6%
84070	Sandy	\$176,000	\$174,500	\$204,000	\$215,600	22.5%
84084	West Jordan	\$160,000	\$156,600	\$184,800	\$207,000	29.4%
84088	West Jordan	\$191,500	\$195,000	\$231,000	\$238,000	24.3%
84092	Sandy	\$278,000	\$300,000	\$338,250	\$424,900	52.8%
84093	Sandy	\$296,000	\$255,500	\$292,750	\$317,750	7.3%
84094	Sandy	\$191,000	\$204,000	\$212,500	\$240,950	26.2%
84095	South Jordan	\$270,000	\$267,587	\$314,000	\$350,000	29.6%
84096	Herriman	\$250,500	\$243,450	\$276,000	\$301,500	20.4%
84102	Salt Lake City	\$230,950	\$239,000	\$212,500	\$222,000	-3.9%

Zip Code	Municipality/ Unincorporated Area	2011 Home Median Sales Price	2012 Home Median Sales Price	2013 Home Median Sales Price	2014 Home Median Sales Price	Appreciation from 2011 to 2014
84103	Salt Lake City	\$332,000	\$324,300	\$392,700	\$358,000	7.8%
84104	Salt Lake City	\$99,900	\$87,000	\$112,450	\$125,000	25.1%
84105	Salt Lake City	\$237,000	\$251,500	\$267,000	\$312,500	31.9%
84106	Salt Lake City	\$200,000	\$199,900	\$232,750	\$274,210	37.1%
84107	Murray	\$190,500	\$199,900	\$214,000	\$215,000	12.9%
84108	Salt Lake City	\$368,500	\$342,250	\$372,450	\$399,000	8.3%
84109	Salt Lake City	\$276,250	\$260,105	\$317,500	\$305,000	10.4%
84115	South Salt Lake	\$123,900	\$135,566	\$169,900	\$177,875	43.6%
84116	Salt Lake City	\$121,250	\$120,000	\$140,000	\$158,600	30.8%
84117	Holladay	\$309,900	\$240,000	\$339,500	\$359,000	15.8%
84118	Kearns	\$129,550	\$125,000	\$140,000	\$158,600	22.4%
84119	West Valley City	\$131,175	\$119,950	\$154,750	\$152,250	16.1%
84120	West Valley City	\$134,000	\$127,900	\$153,000	\$172,000	28.4%
84121	Cottonwood	\$287,185	\$269,750	\$279,250	\$312,500	8.8%
84123	Taylorsville/Kearns	\$190,000	\$185,000	\$221,750	\$215,000	13.2%
84124	Holladay	\$255,000	\$290,000	\$311,250	\$382,825	50.1%
84128	West Valley City	\$146,600	\$148,000	\$174,550	\$180,700	23.3%
	Averages	\$218,320	\$212,905	\$243,894	\$265,408	22.6%

Source: Salt Lake Board of Realtors

Figure 7-1 below contains information from the 2013 American Community Survey conducted by the U.S. Census Bureau. Like Table 7-1, Figure 7-1 shows that the value of owner-occupied units in West Valley City is significantly lower than those in Salt Lake County. According to the Census, the 2013 median home price in the City was \$172,300 and \$231,800 in the County. As of 2013, nearly three quarters of owner occupied housing in the City was valued at less than \$200,000. Accordingly, the City's Moderate Income Housing Plan shows that the City has sufficient moderate income housing. About 38% of owner-occupied units in the County were valued below \$200,000 in 2013. Figure 7-1 also shows that West Valley City also has very little high value housing. The 2013 Census data shows less than 4 percent of the City's owner-occupied housing valued at \$300,000 or more. Nearly 30% of owner-occupied housing in the County in 2013 was valued at \$300,000 or more.

Figure 7-1: Value of Owner-Occupied Units in West Valley and Salt Lake County in 2013



Source: U.S. Census Bureau

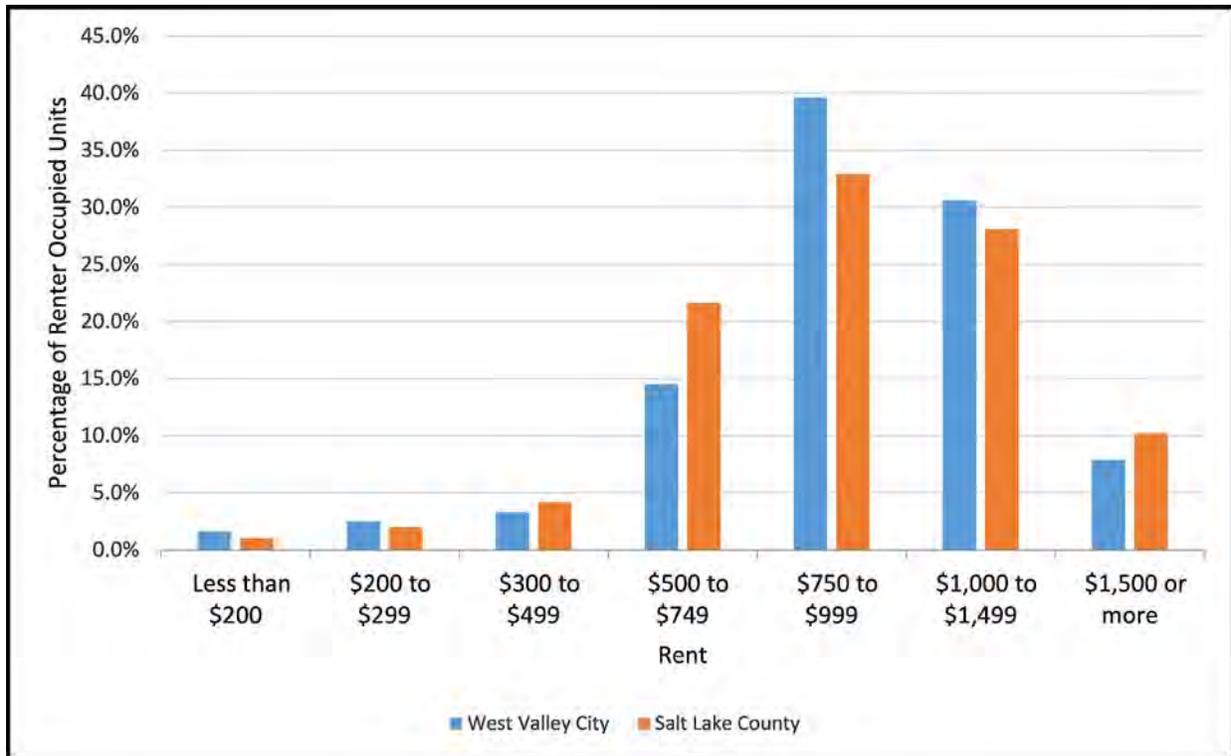
Rent Charged for Renter-Occupied Units

Information was gathered from the U.S. Census Bureau to evaluate the rent charged for renter-occupied units in the City in comparison with rents in Salt Lake County overall. These numbers were compared with private firms that conduct apartment research.

Figure 7-2 below shows the percent of all renter-occupied units within West Valley City and Salt Lake County that fall within a certain rent range. When compared with Figure 7-1, the differences in rent are not as substantial as the differences in value. Figure 7-2 includes all renter-occupied units regardless of housing type. In other words, it includes single family detached homes, townhomes as well as apartments.

When considering just apartments, private data sources show that West Valley City rents have historically been about 10% less than the average rate in the region. However, three recently constructed apartment projects, The Residences at Fairbourne Station, Pinnacle at Highbury and Sage Gate are expected to help narrow the rent gap. Prior to the approval of these three projects, there were no Class A apartment units within West Valley City.

Figure 7-2: Rent in West Valley and Salt Lake County in 2013



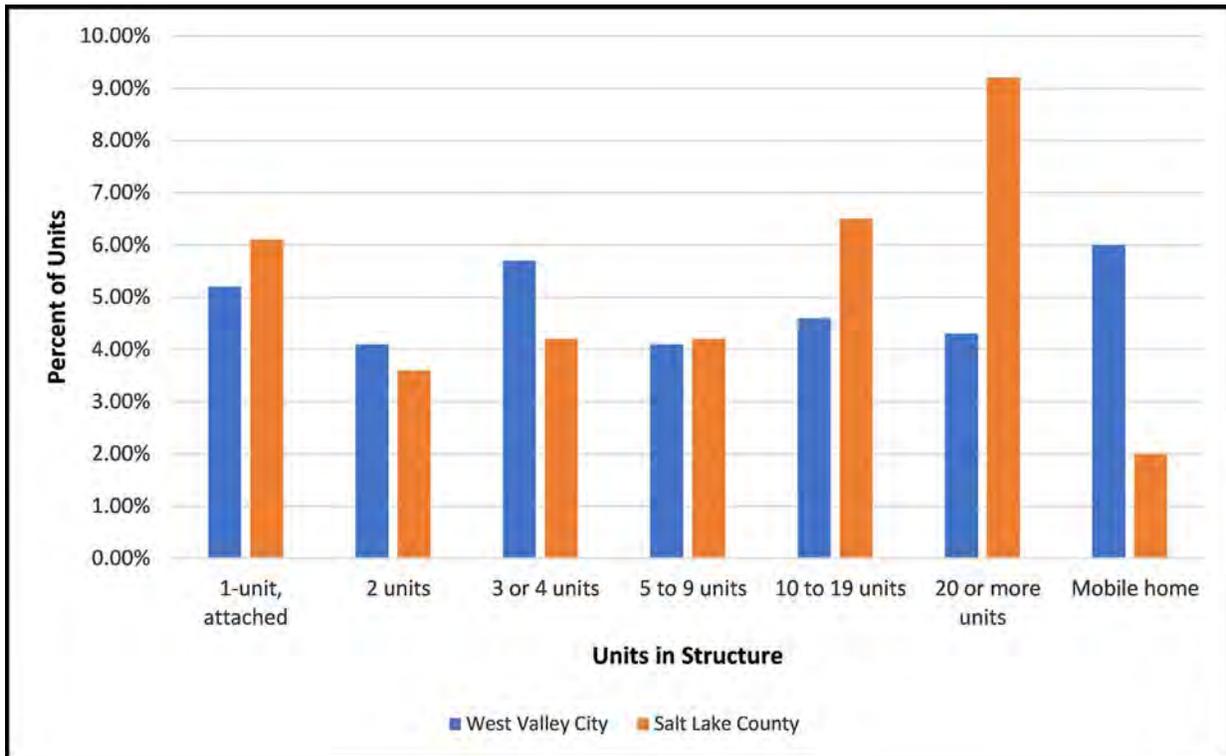
Source: U.S. Census Bureau

Types and Tenure of Housing

The majority (around 65 percent) of housing units in West Valley City and in Salt Lake County are single family detached homes. In terms of tenure, the percentage of owner-occupied units within both West Valley and the County is nearly 70%. Figure 7-3 shows the percent of total housing units for different types of housing in West Valley City and Salt Lake County as of 2013. The most notable differences relate to residential buildings with 10 or more units per building and mobile homes. The County has a higher percentage of residential buildings with 10 or more units per building. This would imply that, when compared to the County overall, West Valley City has fewer large apartment/condo complexes than the County. The City has a significantly higher percentage of mobile homes. In fact, about 30 percent of all mobile homes in the County are located in West Valley City.

When considering new apartment developments, West Valley City staff experience has shown that larger apartment developments (200 units and up) can have advantages over smaller developments. Larger developments tend to have more amenities like swimming pools, clubhouses, etc. and are more likely to have on-site management along with some level of surveillance or security. When there are issues requiring City involvement, the City is dealing with one landowner as opposed to numerous owners. Larger developments also tend to be owned by groups that are more likely to reinvest/update the units.

Figure 7-3: Units in Structure or Types of Housing (Excluding Single Family Detached) in West Valley and Salt Lake County in 2013



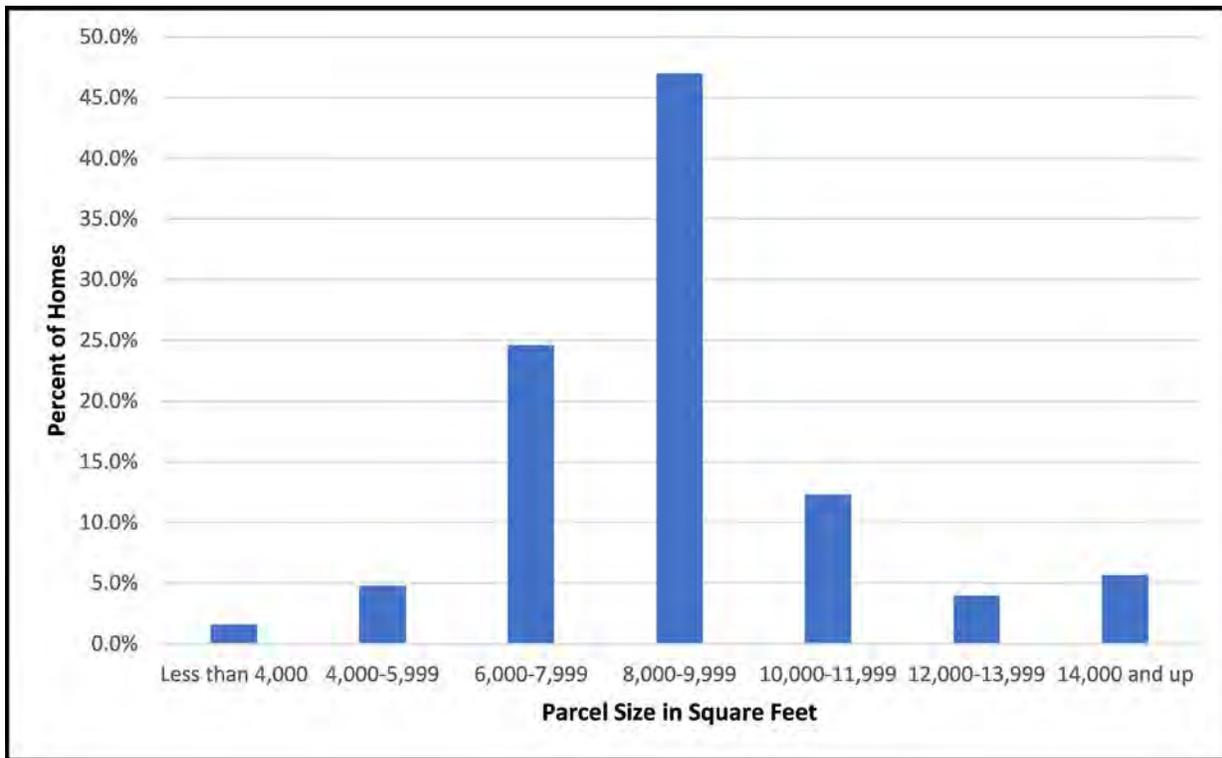
Source: U.S. Census Bureau

Lot Size

Having a variety of lot sizes in a community offers greater housing choice. While West Valley does have a variety of lot sizes as seen in Figure 7-4, over 70% of all homes are on lots between 6,000 and 10,000 square feet.

The trend in the region is moving toward smaller lots. Envision Utah found that in 1998, the average single family lot size in Salt Lake, Davis, Utah and Weber County was 0.32 acres for lots under 5 acres. In 2012, the average lot size had decreased to 0.25 acres. West Valley’s average lot size in 2014 was below one quarter acre.

Figure 7-4: Single Family Detached Homes by Lot Size in West Valley City



Source: West Valley City GIS

When comparing lot size with home value, an interesting trend is revealed. Table 7-2, which utilizes 2014 data from the Salt Lake County Assessor and the City’s GIS, shows the average home value and average total value (home and land) for each of the three most common lot size ranges in the City. It is expected that the total value, which includes the land value, would be higher for larger lots. What is interesting is that larger lots on average yield a higher value home.

Table 7-2: Average Home Value by Lot Size

Lot Size Range in Square Feet	Average Assessed Value of Home Only (Land Value Excluded)	Average Total Assessed Value of Home (Land Value Excluded)
6,000 to 7,999	\$83,179	\$144,160
8,000 to 9,999	\$89,108	\$156,086
10,000 to 11,999	\$102,010	\$173,731

Source: Salt Lake County Assessor and West Valley City GIS

7-3 Vision

West Valley City should continue to maintain its diverse mix of housing for people of different ages, incomes, and ethnicities. Given the substantial supply of moderate income housing, the City should encourage higher value housing with quality architecture and amenities such as trails, parks, and open space. Any new high density development should only be considered in very particular instances and should be within walking distance of substantial transit infrastructure.

7-4 Issues, Goals and Actions

Issue: Housing Value and Affordability

Based on the City's Moderate Income Housing Plan for 2014, the City has a substantial amount of affordable housing for moderate income households – those at 80 percent of the median household income for Salt Lake County. What is lacking in the City is higher value housing.

This fact is supported by the recently released Regional Analysis of Impediments to Fair Housing Choice for Salt Lake County prepared by the Bureau of Economic and Business Research. The following excerpts are from this document. "Lack of price diversity can impede fair housing choice. The lack of price diversity not only affects housing choice for low-income households but also housing choice for higher income households. For example, 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 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."

Affordable housing is a regional issue. West Valley City together with other Salt Lake County communities like Salt Lake City, South Salt Lake and Taylorsville generally have a significant amount of affordable housing. However, other communities at the south end of the valley have substantially less affordable housing. While the State does require each city to have a Moderate Income Housing Plan, the State has not established a technique to assure that individual city plans are appropriate, responding accurately to the data, and that local implementation strategies address the regional need.

7.1 Goal: Create a more balanced mix of single family home lot sizes and values by promoting higher value single-family homes on larger lots.

7.1.1 Action: When considering residential rezone requests, approve developments that will increase the City's average lot size

7.1.2 Action: Encourage unique developments that include a combination of items like larger homes with lasting value, unique layouts, project amenities, unique architecture, renewable energy use and dedicated park space.

7.1.3 Action: Allow some flexibility on lot size for smaller, infill parcels that are surrounded by lots less than 10,000 square feet.

7.2 Goal: Improve housing opportunities for higher income households.

7.2.1 Action: Use tools like development agreements, planned unit developments, zone changes and ordinance amendments to continue to promote higher value homes.

7.2.2 Action: Consider incentives for or partnerships with developers to build higher value homes. Examples include fee waivers, density increases and assistance with infrastructure.

7.3 Goal: Create a more balanced mix of rental product by encouraging Class A units in larger developments near transit stations.

7.3.1 Action: When considering rezone requests for high density residential development, the proximity to transit, the size of the project and the proposed level of quality (i.e. exterior and interior finishes and amenities) should be primary factors for evaluation along with other site specific considerations.

7.4 Goal: Update the City’s Moderate Income Housing Plan every two years.

7.4.1 Action: Implement the Moderate Income Housing Plan recommendations.

7.5 Goal: Promote a balance of affordable housing throughout the Salt Lake region.

7.5.1 Action: Lobby for an update to HB295 that would include more enforcement tools in State law to ensure that each City is acting in good faith to provide their fair share of affordable housing.

Issue: Aging Population

Persons aged 65 and over will represent a larger portion of the County’s population in the future. According to the Governor’s Office of Planning and Budget, persons aged 65 and over represented 8.7% of the total population within Salt Lake County in 2010. By 2040, this age cohort is expected to grow to 15.6%. While many seniors choose to stay in single family detached homes, others seek housing options that reduce or eliminate yard and home maintenance, reduce the use of stairs and offer amenities targeted toward their age group.

7.6 Goal: Promote housing that is more accommodating of seniors.

7.6.1 Action: Encourage senior housing.

7.6.2 Action: Encourage housing where the use of stairs is minimized (i.e. master bedroom on the main level, elevators, single level buildings, etc.).

Issue: Housing Quality and Maintenance

Beginning in the late 90's, the City made major changes in policy, ordinances and City organizational structure to improve housing quality and property maintenance. The list below describes these changes:

- Prior to 1998 – The minimum house size was 900 square feet and a single car garage or basement storage was required.
- 1998 – The minimum house size was increased to 1,200 square feet, two car garages were required and the City started to use development agreements.
- 2002 – The minimum house size was increased to 1,350 square feet for ramblers and 1,500 square feet for multi-levels, 35% masonry was required on exteriors and the use of development agreements was required for all developments involving rezones or a PUD.
- 2005 - The City Council adopted architectural standards in the form of a point system for single family detached homes.
- 2006 – The City Council adopted architectural standards for multi-family residential development and the minimum house size was again increased for single family homes to 1,400 square feet for ramblers and 1,600 square feet for multi-levels.
- 2008 – A new City department, Community Preservation, was formed with a primary focus of improving property maintenance.
- 2014 – The City Council updated the architectural standards to require more architectural features.
- 2015 – The minimum house size was increased to 2,000 square feet for ramblers and 3,000 square feet for multi-levels, three car garages were required, and exterior materials were limited to brick, stone, and fiber cement siding.

As evidenced by newer developments, the City has definitely seen improvements in the quality of residential development. This is attributable to both the market and the City's efforts to raise the bar.

With recent improvements in housing quality, there is still room for improvement. PUDs have been used for many developments since the late 90's; however, the City's PUD ordinance is dated and does not emphasize those features the City Council has stressed. Landscape improvements and maintenance can make a major difference in the attractiveness and perceived quality of a neighborhood. Standards that were recently adopted need to be evaluated as development occurs to ensure that result is the kind of development the City is trying to promote.

7.7 Goal: Establish clear standards and expectations for PUDs that promote higher value and uniqueness.

7.7.1 Action: Update the City's PUD ordinance. Items to emphasize include larger homes, unique subdivision layouts, project amenities, quality architecture, unique architecture, the use of renewable energy, universal home design and dedicated park space. The long term viability of HOAs and the associated maintenance of common areas should be evaluated.

7.8 Goal: Improve the initial installation and maintenance of landscaping for new residential properties.

7.8.1 Action: Encourage water efficient landscaping that can reduce the cost of maintenance.

7.8.2 Action: Encourage developer installed landscaping. Where landscaping is not installed by the developer, amend the ordinance to require or incentivize the developer to install or pay for landscaping (voucher).

7.8.3 Action: Educate new residents on City maintenance standards.

7.9 Goal: Continue to encourage the development of new single family homes that are well designed and attractive.

7.9.1 Action: Evaluate the effectiveness of the latest ordinance revisions to the City's single family home standards and make revisions as needed.

7.10 Goal: Promote higher quality multi-family residential in appropriate locations.

7.10.1 Action: Update the multi-family residential standards adopted in 2006



Community Facilities

8-1 Introduction

Section 10-9a-406 of State Code states: “After the legislative body has adopted a general plan, no street, park, or other public way, ground, place, or space, no publicly owned building or structure, and no public utility, whether publicly or privately owned, may be constructed or authorized until and unless it conforms to the current general plan.” Streets are addressed in the Transportation Chapter and Parks are addressed in the Parks, Recreation and Culture Chapter. This Chapter addresses all other community facilities including public safety and storm water.

8-2 Vision

West Valley City will construct new community facilities and enact new ordinances and policies to support new development and improve the quality of life of residents.

8-3 Issues, Goals and Actions

Issue: Community Growth and Public Safety

The City recently completed an Impact Fee Facilities Plan for public safety wherein it was found that the City has about 147 square feet of fire facilities per 1,000 residents and about 255 square feet of police facilities per 1,000 residents. Upon buildout, the City will need 3,675 square feet of new fire facilities and 6,375 square feet of new police facilities to maintain the same level of service. With fire facilities, the most pressing need is a new fire station in the southwest portion of the City. While the Fire Department has developed interlocal agreements with surrounding communities and the County to cover more distant areas, the City desires to become more self-sufficient by servicing new neighborhoods with City facilities. For police, the City’s public safety building was originally a private office building not designed or built for public safety. The Police Department is in need of additional space that is designed for public safety.

In addition to new facilities needed to maintain the City’s level of service for public safety, staff has been researching the feasibility of constructing a metro crime lab and gun range to provide services not currently offered in the City.



8.1 Goal: Service new and existing development by constructing new public safety facilities.

8.1.1 Action: Build a new fire station in the southwest portion of the City.

8.1.2 Action: As development continues in the northwest portion of the City, consider a new fire station to service this area.

8.1.3 Action: Replace the existing public safety building with a larger, state-of-the-art facility.

8.1.4 Action: Build a new Parks Maintenance building at the site of the City Shop, and replace the existing shared facility.

8.2 Goal: Improve public safety support services and training opportunities.

8.2.1 Action: Continue to pursue the development of a metro crime lab within the City.

8.2.2 Action: Develop a gun range within the City.



Issue: Storm Water Management

Nonpoint source pollution is a major contributor to water quality problems. As rainfall or snow melt moves over the ground, it picks up natural and human-made pollution, finally depositing it into rivers, lakes and wetlands. Water pollution is an issue locally, as well as nationally. Sections of the Jordan River have been identified, by the State of Utah, as an impaired water body. Environmental concerns and pollution prevention are increasingly important aspects of municipal development and operational planning.

Federal and State environmental regulations require the City to manage storm runoff to reduce water pollution. West Valley City is authorized to discharge storm runoff to waters of the State of Utah by permit from the Utah Department of Environmental Quality. The permit requires the City to develop, implement and enforce a Storm Water Management Plan to reduce the discharge of pollutants from the City's drainage system.

One element of the City's Storm Water Management Plan addresses long-term management of runoff from new developments and redevelopment areas. The development/redevelopment program must have requirements or standards to ensure that any storm water controls or management practices for new development and redevelopment will prevent or minimize impacts to water quality.

Given topographical and infrastructure constraints, not all areas of the City will be serviced by the City's storm drain system. The approach to storm water management should vary between those areas serviced by the City's storm drain system and those that are not.

8.3 Goal: Reduce discharge and improve the quality of storm water by requiring post-development storm runoff to mirror pre-development storm water runoff characteristics.

8.3.1 Action: For areas not served by a City drainage system and where no drainage system is planned, adopt an ordinance designating areas where storm runoff must be managed on site by infiltration, evapotranspiration, rain water harvesting, or other Low Impact Development (LID) Best Management Practices (BMPs).

8.3.2 Action: For areas served by a City drainage system, adopt an ordinance with storm water management requirements encouraging use of LID structural BMPs, for specific development types, including large parcels of raw land, infill development and redevelopment.

8.4 Goal: Identify and preserve sensitive areas, in the City that provide important water quality benefits, such as Jordan River riparian areas.

8.4.1 Action: Adopt an ordinance that preserves and protects sensitive areas.

8.4.2 Action: Continue to acquire available property in sensitive areas for public open space and watershed protection, as funding allows.





IX

Parks, Recreation & Culture

9-1 Introduction

One of the primary reasons for the incorporation of West Valley City was the desire of residents for more parks and recreational activities. Prior to the City's incorporation, there were only three parks in what became West Valley City – Granger, Hunter and Hillsdale Parks. Since that time, the City has constructed 26 parks and acquired ground for more, totaling nearly 202 acres. The City has also developed or purchased a number of recreational facilities, including The Ridge Golf Club, Stonebridge Golf Club and the Family Fitness Center located in Centennial Park.

9-2 Background

The City created the Parks and Recreation department in 1995 in response to citizen desires for more parks, better quality parks, and more recreation programming. The new department would oversee the growth of new parks and recreation programming. A Parks and Recreation Advisory Committee was formed to counsel the City about parks and recreation issues.

Parks and Recreation started with two main goals - to provide residents with parks and recreational space to a greater degree than was existing and to provide additional recreational programming for youth and adults. The Department started developing one or more parks every year, hired a recreation programmer and provided a framework to take advantage of Salt Lake County recreation programming. As the number of parks grew, a couple of opportunities allowed the City to do some larger parks and recreation projects. In the mid-90s, land for Centennial Park was secured and construction started. The Family Fitness Center was opened in October of 1999. The addition of Centennial Park and the opening of the Family Fitness Center represented the achievement of the two major goals set in 1995.



In the summer of 2012, the Discovery Research Group conducted a City commissioned survey of 502 City residents on a variety of issues, including recreation opportunities and parks and open space. The survey indicated that the vast majority of residents (86%) were “very satisfied” or “probably satisfied” with the recreational opportunities available in West Valley City. This percentage has

improved significantly from 1990 when only 65% of residents were satisfied with the recreational opportunities available in the City.

Also in 2012, Salt Lake County sponsored a County Parks and Recreation Needs Assessment Survey conducted by Stanley M. Guy of Utah State University Extension. Twenty thousand surveys were mailed out and 2,535 were returned and tabulated for the report. Responses from the West Planning District of the survey found that open unprogrammed lawn areas, traditional children’s playgrounds, and group pavilions/picnic areas in parks are important to households. Trails for walking, running and biking received a 96% priority level. Learn-to-swim programs, senior fitness, and farmers markets were also high priorities.

Another question from the County Needs Assessment Survey explored the benefits of having parks and recreation facilities and programs. The following are the benefit statements of respondents who strongly agreed or agreed with the statements: makes the area a better place to live (93%), improves physical health and wellness (89%), improves mental health and reduces stress (85%), preserves open space (85%), increases cultural and community interaction (80%), increases property values in surrounding areas (79%), protects the environment (75%), helps reduce neighborhood crime (68%), attracts new residents (66%), protects historical assets (63%), attracts new business (54%) and promotes tourism (51%).



Parks and Trails

Table 9-1 below lists all public parks within the City. This table includes the area, type and ownership of each park. Map 9.1 shows the locations of the parks from Table 9-1.

Table 9-1: Park, Trail and Open Space Properties within West Valley City

Park/Trail/Open Space Property	Acres	Type of Park	Ownership	Location
Centennial	77.6	Community	City	5405 W 3100 S
Decker Lake	51.8	Community	County & UDOT	2300 W Parkway Blvd.
Hunter	28.4	Community	County & RMP	3600 S 6000 W
Parkway	7.0	Community	City	3405 W Parkway Blvd.
Promenade/Plaza	4.1	Community	City and UTA	2905 W Lehman Ave.
Redwood Recreation Center	23.7	Community	County	3060 S Lester St.
Utah Cultural Center	2.1	Community	City	1355 W 3100 S
West Valley City	25.1	Community	City & County	4500 W 3500 S
Total Community Parks	219.8			
Back Nine	0.2	Neighborhood	City	4105 W 3010 S
Bridle Farms	1.1	Neighborhood	City	6690 W Bridal Farms Rd.
Country Meadows	1.7	Neighborhood	City	4175 W 3980 S
Falconcrest	1.5	Neighborhood	City	4055 S 7060 W
Fassio Farm	2.7	Neighborhood	City	3720 S 5200 W
Fox Tail	1.7	Neighborhood	City	6880 W 3045 S
Hillsdale	7.6	Neighborhood	County	3275 S 3200 W
Hunter Ridge	1.1	Neighborhood	City	4383 S 5710 W
Hunter Village Trailhead Park	1.0	Neighborhood	City	Hunter Village Subdivision
Hunter Village	5.6	Neighborhood	City	6985 W Hunter Valley Dr..
Ironwood	0.9	Neighborhood	City	4565 S Early Duke St.
Jordan River Trailhead	7.1	Neighborhood	County	2320 S 1000 W
Kingspointe	4.5	Neighborhood	City & RMP	1330 W Rothchild Dr.
Maple Meadows	1.4	Neighborhood	City	2520 W 3380 S
Meadowlands	2.3	Neighborhood	City	3350 S 5800 W
Peachwood	2.2	Neighborhood	City	3510 W 3965 S
Scottsdale	2.5	Neighborhood	City	3755 W 3100 S
Sugar Plum	1.2	Neighborhood	City	6800 W 2900 S
Terrace Ridge	2.7	Neighborhood	City	6260 W Terrace Ridge Dr.
Trailblazer	1.5	Neighborhood	City	3164 S Trailblazer Cove
West View	5.0	Neighborhood	City	6050 W 4100 S
Wheatland	1.0	Neighborhood	City	4266 S 3680 W
Woodledge	6.6	Neighborhood	City	5210 W 4310 S
Total Neighborhood Parks	63.1			

Park/Trail/Open Space Property	Acres	Type of Park	Ownership	Location
Redwood Nature Area	66.5	Special Use	County	2660 S 1160 W
Wetland Properties	79.1	Special Use	City	6600 W Parkway Blvd.
Total Special Use Areas	110.3			
Hunter Village Trails	10.1	Trails	City	Hunter Village Subdivision
Sugar Plum Trails	14.1	Trails	City	Sugar Plum Subdivision
Total Trail Property	24.2			



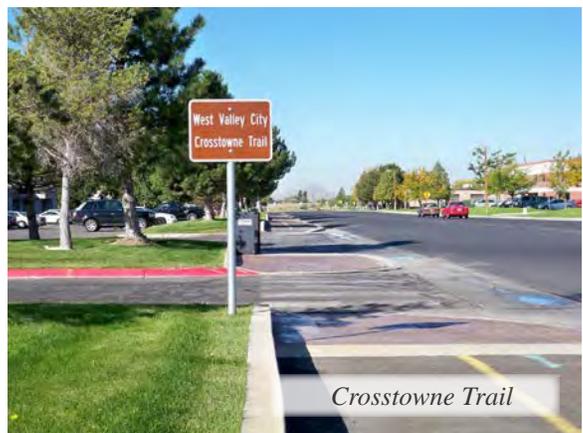
In addition to the existing parks listed in Table 9-1, the City has acquired land for future parks and trails to primarily serve new development. These properties are outlined in Table 9-2. In addition to these City properties, Salt Lake County has acquired over 50 acres at 6252 West 6200 South to develop Lodestone Park. A copy of the Lodestone Park Master Plan is included with this plan as Appendix E.

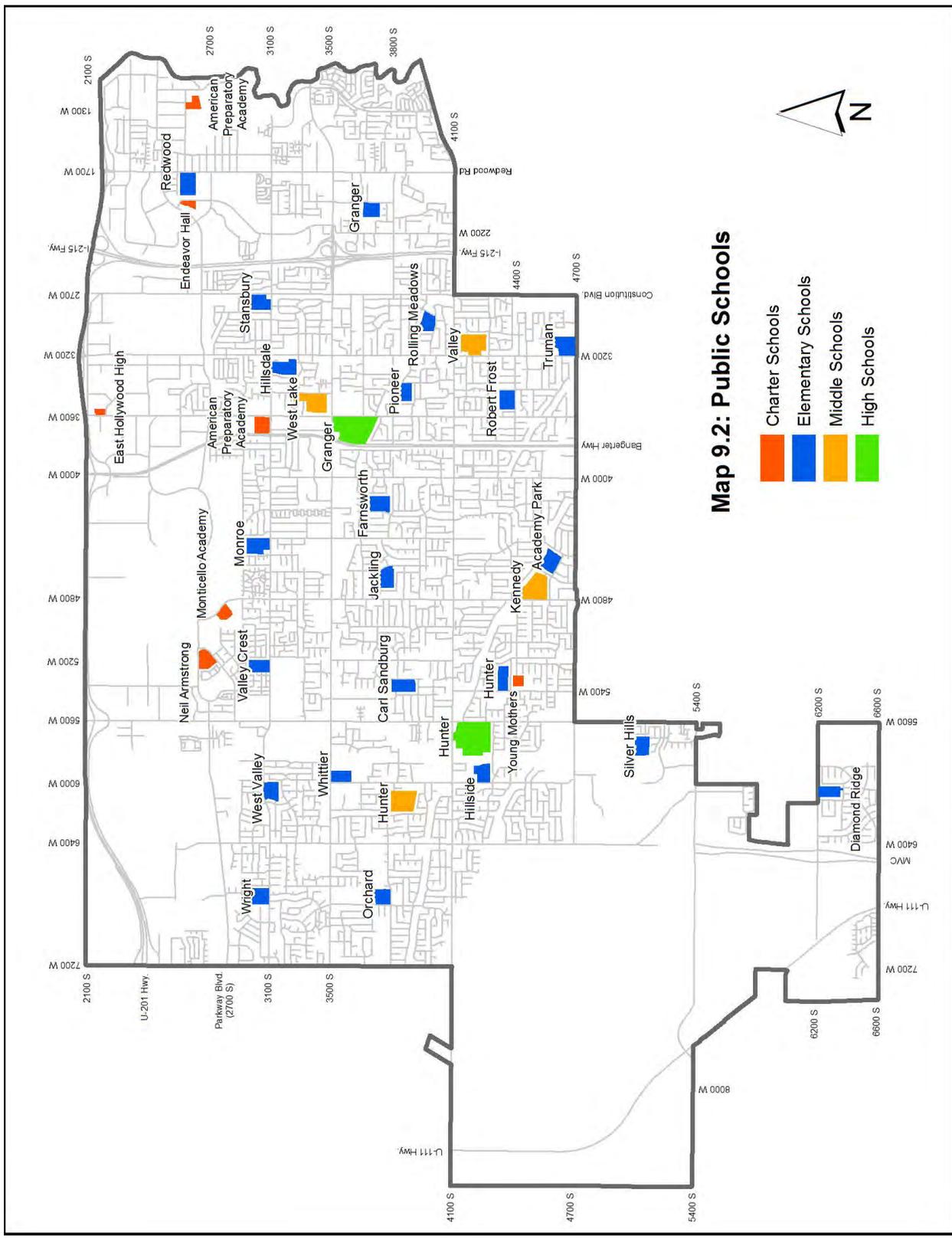
Table 9-2: City Owned Property for Future Parks and Trails

Property	Acres	Location
Arlington Park	0.6	4623 S 4725 W
Beagley Subdivision Trail	1.0	South side of Beagley Lane
Brock	0.15	4316 W Paskay Dr.
Mountain View Corridor Access	0.19	6482 S Mount Adams Dr.
Pleasant Valley	0.52	6124 W Brud Dr.
Riverside	3.56	1115 River Bank Rd.
Sunset Hills	2	6414 S Oquirrh Dr.
Truong	0.75	3876 S Grasmere Lane
Vistas West	2.8	6370 W Cape Ridge Lane
Vistas East	2.8	4530 S 6000 W
Westridge Estates	0.6	5271 S Rocky Ridge Rd.
Total Undeveloped Property	15.0	

There are several public trails in the City, some of which have yet to be completed. Below is description of each trail and its status.

- **Centennial Park:** Centennial Park includes a 1.3 mile paved jogging path around the perimeter of the Park.
- **Crosstowne:** This east/west running trail, on the City’s Park Master Plan, will soon link the Jordan River Trail to 7200 West, a distance of approximately 7.5 miles. It is developed between the Jordan River and 2700 West and between Bangerter Highway and Anna Caroline Drive (5700 W). The Crosstowne Trail is a regional trail included in Salt Lake County’s Regional Trail Plan that extends from Magna to Millcreek Canyon.
- **Decker Lake:** A 1.3 mile walkway/jogging path around Decker Lake. This trail connects with the Crosstown Trail.
- **Jordan River:** The Blueprint Jordan River document includes the goal of a Great Salt Lake to Utah Lake paved trail. West Valley City’s portion of the trail, which is approximately 3 miles in length, is paved; however, not all of the trail falls on the west side of the River.
- **Hunter Village/Sugar Plum:** The Hunter Village and Sugar Plum Subdivisions located between Parkway Blvd. and 3500 South and east of 7200 West include just under 2 miles of paved trails built generally within utility corridors that were dedicated to the City. Trail gaps exist at 7100





West between 3100 South and about 3160 South and along Parkway Blvd. between 6800 West and about 6930 West.

- **Mountain View Corridor:** As of 2015, UDOT has constructed the Mountain View Corridor along with a trail from the south end of the valley to 5400 South. As the Mountain View Corridor is extended to the north, the trail will also be extended to the Crosstown Trail. Once completed, the West Valley portion of the trail will be approximately 6 miles long.
- **Redwood Nature Area:** The Redwood Nature Area includes a 1.1 mile trail loop that connects with the Jordan River Trail, Crosstown Trail and the Redwood Recreation Center.
- **Sunset Hills/Woodhollow:** Back in 2005 and 2006, the City entered into development agreements on the land west of SR-111 and between 6200 South and 6600 South where two large planned unit developments, Sunset Hills and Woodhollow, were planned. Both of these developments contemplate trails being developed within existing utility corridors. The decision as to who will own and maintain these trails once they are constructed has yet to be made.
- **Utah Salt Lake Canal:** The Canal right-of-way is identified by West Valley Parks and Recreation as a major East West Trail Corridor. Parks and Recreation has coordinated with Salt Lake County to complete the trail. Salt Lake County has the lead role and reached an agreement with the Utah Salt Lake Canal Company to allow construction of a trail along the canal right-of-way. As of 2014, the trail has been completed between 4100 West and 5600 West with funding help from West Valley Parks and Recreation. Additional sections of the trail will be completed as funding allows. Salt Lake County’s Regional Trail Plan also includes the trail along the Utah Salt Lake Canal which extends from Magna eastward to Taylorsville and then south to the County line.

Public schools within the City also include recreation space. Table 9-3 lists all public schools within West Valley including the size and type of the school. Map 9.2 shows the locations of the schools from Table 9-3. For the purpose of a parks inventory, school acreage was reduced by 75 percent to account for schools buildings, parking areas, and for school hours when the school grounds are not available to the public.

Table 9-3: Public Schools within West Valley City

School	Acres	Type	75% Reduction	Location
Academy Park	12.5	Elementary	3.1	4580 W Westpoint Dr.
American Preparatory Academy	5.8	Charter K-12	1.5	1255 Crystal Avenue
American Preparatory Academy	10	Charter K-12	2.5	3636 W 3100 S
Armstrong Academy	10.0	Elementary	2.5	5194 W Highbury Park Way
Carl Sandburg	12.1	Elementary	3.0	3900 S 5325 W
East Hollywood High	3.9	Charter 9-12	1.0	2185 S 3600 W
Endeavor Hall	3.2	Charter K-8	0.8	2614 S Decker Lake Dr.
Farnsworth	12.5	Elementary	3.1	3751 S 4225 W
Granger	39.8	High	10.0	3580 S 3600 W
Granger	9.5	Elementary	2.4	3700 S 1950 W
Hillsdale	13.1	Elementary	3.3	3275 W 3100 S
Hillside	10.7	Elementary	2.7	4283 S 6000 W

School	Acres	Type	75% Reduction	Location
Hunter	22.7	Junior High	5.7	6131 W 3785 S
Hunter	46.3	High	11.6	4200 S 5600 W
Hunter	9.9	Elementary	2.5	4351 S 5400 W
Jackling	13.8	Elementary	3.5	3760 S 4610 W
Kennedy	23.2	Junior High	5.8	4495 S 4800 W
Monroe	13.8	Elementary	3.5	4450 W 3100 S
Monticello Academy	6.2	Charter K-9	1.6	2782 Corporate Park Dr.
Orchard	9.8	Elementary	2.5	6744 W 3800 S
Pioneer	10.3	Elementary	2.6	3860 S 3380 W
Redwood	12.4	Elementary	3.1	2650 S Redwood Rd.
Robert Frost	11.6	Elementary	2.9	3444 W 4400 S
Rolling Meadows	10.0	Elementary	2.5	2950 W Whitehall Dr.
Silver Hills	10.5	Elementary	2.6	5770 W 5100 S
Stansbury	12.4	Elementary	3.1	3050 S 2700 W
Truman	15.2	Elementary	3.8	4636 S 3200 W
Valley	20.5	Junior High	5.1	4195 S 3200 W
Valley Crest	10.3	Elementary	2.6	5240 W 3100 S
West Lake	19.6	Junior High	4.9	3400 S 3450 W
West Valley	10.5	Elementary	2.6	6049 W Brud Dr.
Whittier	9.0	Elementary	2.3	3585 S 6000 W
Wright	11.6	Elementary	2.9	6760 W 3100 S
Young Parent	4.3	Junior High/ High	1.1	5300 W Cherrywood Lane
Totals	457.0		114.4	

Recreation

One of the roles of the City is to provide places for people to recreate as well as opportunities for organized activities such as sports and gatherings. Over the last decade West Valley City has actively worked to provide a variety of spaces that can be used for recreation and an assortment of recreational programs. Many public parks contain fields and play structures, and there are a number of City facilities that provide recreational opportunities.

The largest developed park and recreation area in West Valley City is the 77 acre Centennial Park, which consists of eight outdoor softball fields, eight tennis courts, eight outdoor basketball courts, two pavilions, two restrooms, five youth soccer fields, an outdoor swimming pool, the Acord Ice Rink and the Family Fitness Center. The 96,000 square foot Family Fitness Center opened in October of 1999. It includes an



Family Fitness Center

8-lane lap pool, a zero-depth leisure pool with waterslide, water toys and counter-current channel, a climbing wall, an indoor track, fitness area with over 60 pieces of equipment, dance studio, aerobic activity room, racquetball courts, snack bar and three meeting rooms. There is a day care on site for patrons and a children's play center that provides an educational focus. Fitness Center memberships and daily-drop-in fees are charged in order to recover costs. In partnership with West Valley Parks and Recreation, the outdoor pool and ice rink were developed and operated by Salt Lake County, which also charges user fees. West Valley Parks and Recreation has plans for an outdoor skateboard park on the same site. Construction drawings are complete and funding is about half way identified.

The David and Grace Harman Senior Center is a recreational facility for residents over the age of 55. Pete Harman, the founder of Kentucky Fried Chicken, donated his childhood home to the City. Over the years it was enlarged and remodeled, and now provides a location where seniors can gather to socialize and receive legal, health, and social services. Funded by the Older Americans Act, the Harmon Home provides free services for those 65 years of age and older, and persons 55 to 64 may participate for a fee. The Center provides a wide variety of age appropriate activities and performances, including crafts, games, choirs, clubs, exercise, computer training and field trips. Operation of the Center is funded by West Valley City and the Pete Harman Trust.



West Ridge Golf Course opened in May of 1991 as West Valley City's first golf course. Construction of the Mountain View Corridor necessitated a complete redesign and reconstruction of the course that began in 2011. The new course opened in June of 2013 as The Ridge with 110 formal maintained acres, 18 holes, a driving range, and a club house.

Stonebridge Golf Course was acquired by West Valley City in 2001. Stonebridge is a 27 hole course with a driving range occupying 340 acres, laid out between corporate properties and waterways in the Lake Park Corporate Center and Highbury developments.

Stonebridge is a favorite for corporate tournaments because of its 27 holes and large clubhouse that can accommodate hundreds of people for golf and meals.

The Redwood Recreation Center on the corner of 3100 South and Redwood Road is a Salt Lake County owned and operated recreational facility with a gym, racquetball courts, a fitness area, and meeting rooms. The facility sponsors adult and youth basketball, volleyball and soccer leagues. The Center also offers child care, educational programs, and a computer lab in partnership with the City. The Redwood Center is open to all County residents.

Financing Parks and Recreation

Funding is a major part of building the City's Parks and Recreation infrastructure. Although some recreational programs are able to pay for themselves, parks and recreational programs generally do not have cost recovery systems and require funding for land, improvements, maintenance, and staffing. City parks and recreational programs may be funded in a variety of ways. Federal, State, and County funding programs may be available at different times. Nonprofits and Community

Development Block Grants (CDBG) may also be a source of funding for specific projects. Impact fees have been the primary funding source for building new parks. While Centennial Park was funded by City bonds, impact fees pay for most new parks.

The available funding sources are listed below. Because each funding source is independent of the others, it may be necessary to combine money from as many sources as possible.

City Funding Sources

Recreation bonds

Bonds are most effective for large construction projects such as buying and/or building a recreation facility. Bonds are usually made by a special investment company and sold to the public at current market prices with a guaranteed rate of interest. The City then has to repay the bond at a prescribed interest rate over a predetermined period of time.

Park impact fees or dedications

Impact fees on new residential development in the City are the main source of funding for new parks. They cannot be used for maintenance, remodeling, or recreation programs. New residential development generates a need for park facilities and therefore contributes to those facilities. Sometimes, a developer will dedicate land to the City in exchange for increased density or some other benefit to the development.



Mill levy increases

While this tax can generate a substantial amount of money for parks and recreation over a long period of time, it is often difficult to get public consensus on increases in any tax.

Assessment Areas

These areas are assessed additional taxes above the regular mill levy expressly for the development and maintenance of public facilities and recreation projects in a specific area of the City. The idea is to have local users pay more for services that directly affect them. While the City has used assessment areas (formerly known as special improvement districts or SIDs) in the past for the construction of public improvements like roads and storm water improvements, they have not been used for parks.

Donations

Fund raising can provide donations of land or cash for parks, but often at a heavy cost of staff time.

User fees

User fees can generate small to large amounts of revenue depending on the activity. Most of the facilities that charge user fees are special use recreation facilities such as golf courses, swimming pools and recreation centers.

Special Service District

A special service district for parks and recreation could be established to provide services within all or part of the City. The special service district would be funded by a property tax that is separate from the property tax collected by the City. A 2008 Discovery Research Group survey report notes that:

There is a consensus among 64% of respondents that they definitely or probably would be willing to pay \$1-\$2 per month to create and fund a special district to develop and maintain parks, trails, and other open spaces in West Valley City. On the other hand, one-third of residents polled (35%) profess that they definitely or probably would not be willing to pay the extra \$1-\$2 per month to create the special district.

Federal Funding Sources

Community Development Block Grants - West Valley Housing Authority

Intended to improve low to moderate income neighborhoods, CDBG funds can be used for projects such as purchasing and building parks; constructing curb, gutter and sidewalk; or building fire stations and bridges. These funds are made available as an entitlement grant to the City and require no match.

State Funding Sources

Land and Water Conservation Fund - State Parks and Recreation

These funds are administered by the Utah Division of Parks and Recreation. They come from the National Parks Service/Department of the Interior directly to the State to be used exclusively for outdoor recreation. These funds require a 50/50 match and are not always available.

Recreational Trails Program - State Parks and Recreation

Recreational Trails Program (RTP) funds are intended for non-motorized and motorized trail projects. Funding may be used for the construction and maintenance of trails and trail related facilities. The Federal Highway Administration (FHWA) administers the RTP and appropriates funds to individual states. The RTP requires a 50/50 match.

LeRay McAllister Critical Land Conservation Fund - Quality Growth Commission

This fund was created to preserve and restore critical open lands and agricultural lands throughout the State. The application process is competitive and a minimum of 50/50 match is required. As of 2014, the State was working to secure additional funding for this program.

County Funding Sources

Partnership

The County is willing to partner with the City on park projects. They can provide land or funding, depending on the project.

Open Space Trust Fund

Salt Lake County administers the Open Space Trust Fund for the fee title purchase of land or conservation easement for open space. The Trust Fund has not been accepting applications since 2009.

Arts and Culture

West Valley City, a community of 135,000 people, is made up of a multitude of different ethnic groups related to each other through culture, language and religion. We recognize and respect the presence of all diverse groups, acknowledge the validity of different cultural expressions and contributions, and celebrate by encouraging our citizens to share their own common experiences with one another. The staff of West Valley City's Division of Arts and Culture is committed to building a sense of community by creating a forum to celebrate the wealth of artistic talent within our community. The Division of Arts Culture is physically located at the Utah Cultural Celebration Center, a unique gathering place in our community where the spirit of diversity is celebrated. The Utah Cultural Celebration Center (UCCC) is located at 1355 West 3100 South and was completed in 2003. The UCCC is a City owned venue.



Under the Direction of the City Manager, the Division of Arts and Culture provides free outreach programs and services tailored to reach our City's youth, senior citizens, low-income residents, youth at risk and other target populations. They create and sponsor programs and events, concerts, and community plays and manage rental space where individuals, groups, guilds, civic groups, non-profit organizations as well as public, private or governmental agencies, can utilize the venue for their events and seminars. The Division's other objectives include creating a mechanism for teaching, learning, growth, and understanding by providing traditional cultural events and programming that use the arts, music, and education as the vehicles for synergy and connectivity throughout the community. Thus, the Division provides opportunities for our citizens to enrich their lives through participation and interaction and providing opportunities for professional artists to share their skills and passion with exhibits, workshops and lectures.

The UCCC Foundation, a non-profit organization was created to assist in fundraising efforts to ensure sustainability and viability of the venue and programming. UCCC is also home to the Cultural Arts Board made up of several volunteer organizations such as the West Valley City Arts Council, Historical Society, and Sister City organizations, and volunteers assisting other volunteers in their pursuit of performance and presentation of the arts, culture and humanities through all mediums and for all ages. These organizations and others rely on City and Community support to achieve their goals.

In summary, The Utah Cultural Celebration Center provides a place where people from all walks of life can come together to share ideas; inspire, nurture, and learn from one another; enjoy arts and culture; concerts and performing arts; and a place for businesses, individuals and other groups to gather for conferences, seminars and other special events.

The City also owns and maintains other cultural/entertainment venues which are listed below:

- **The Maverik Center** is a multi-purpose arena located at 3200 South Decker Lake Drive completed in 1997. Seating for the arena ranges from about 10,000 to over 12,000 depending on the type of event. The Maverik Center is home to the Utah Grizzlies ice hockey team.
- **The Hale Centre Theatre** is a theatre in the round located at 3333 South Decker Lake Drive built in 1997. The Theatre welcomes well over 250,000 patrons every year and has a season ticket base of nearly 24,000, and offers seven productions per year including dramas, comedies, and musicals. For the most part, local artists serve as the production cast and crew. This historic West Valley City theatrical operation has been generously supported by a variety of individuals, corporations, and foundations.
- **The USANA Amphitheater** is a 20,000-seat outdoor concert amphitheater located at 5150 South 6055 West. The facility was completed in 2003. The City owns the parking areas that support USANA Amphitheater while the Amphitheater itself is privately owned.

9-3 Vision

West Valley City should promote the health and well-being of its residents through a variety of social, recreational, cultural and artistic opportunities, including a system of well-maintained parks and trails, active recreation and entertainment programs and venues, as well as support for cultural expression through art, performance and concerts. The City should make these features accessible to all citizens in the community.

9-4 Issues, Goals and Actions

Issue: Maintaining the Park Level of Service

Maintaining the current park level of service is important to the City. New development will occur in the City which will dilute the current level of service unless new parks are built. Developing new parks as residential development occurs will help maintain recreational opportunities for all residents.

Based on the recently completed Impact Fee Facilities Plan for Parks, the current level of service of developed, City owned park acreage is 1.41 acres/1,000 residents. As West Valley City's estimated build-out population is 155,000, the City will need approximately 28 acres of additional parks to

maintain its level of service for developed, City owned park acreage.

9.1 Goal: Develop 28 acres of new developed park land to maintain current level of service.

9.1.1 Action: Use five year work plans to identify, prioritize and develop new open space.

9.1.2 Action: Secure property in the locations indicated on the General Plan Map.

9.1.3 Action: Within new parks, incorporate features desired by residents as indicated in recent surveys.

Issue: Park Maintenance

The growth in the number of parks and park acreage has created a maintenance challenge. Maintenance levels have been tracked over the years using a 1-4 scale with 4 being the highest level and 1 the lowest level. Maintenance levels have been steadily falling over the last 5 or 6 years as the facilities age and more properties are added. As of 2014, most parks are at a level 2.

9.2 Goal: Maintain all parks at a level 3 or better.

9.2.1 Action: Allocate sufficient funds and staffing for park maintenance.

Issue: Expanding the Trail Network Throughout the City

Residents have an increasing interest in trails and have requested a comprehensive City trail system for both transportation and recreation. These trails should include paved multi-use trails for walkers and bicyclists that are separate from vehicle roadways. Such trails are known as Class 1 trails and are shown on the West Valley City Bike Plan in the Transportation Chapter.

9.3 Goal: Develop a City-wide trail system.

9.3.1 Action: Complete the Crosstown trail and provide safe connections to it.

9.3.2 Action: Develop all Class 1 routes on the bike plan.

9.3.3 Action: Explore opportunities to incorporate trails into new housing developments.

Issue: Natural Open Space

There are three large natural open space areas within the City: south of the Riter Canal in the northwest portion of the City, along the Oquirrh Mountain foothills in the southwest corner of the City, and along the Jordan River. The City has acquired nearly 80 acres for storm water detention and open space on the south side of the Riter Canal between 6400 West and 6700 West. Some of the ground in the southwest corner of the City is likely too steep to develop but presents an opportunity for a unique type of open space. Most of the remaining undeveloped ground along the west side of the Jordan River is owned by the County, the City, or utilities like Rocky Mountain Power and Granger Hunter Improvement District.

The Blueprint Jordan River document was completed in 2008 as an effort to develop a publicly supported vision of the entire Jordan River corridor. This effort was facilitated by Envision Utah and included the participation of 15 cities and 3 counties through which the Jordan River flows. For the public outreach component of Blueprint Jordan River, Envision Utah conducted a survey through workshops, focus groups, and online input. Nearly 1,300 persons participated in the survey. The majority of survey participants wanted the Jordan River to be preserved as a natural area with generous buffers from development. Trails and natural areas for wildlife viewing were identified as the most important recreational activities. Water quality and ecosystem health were identified as the top environmental concerns for the Jordan River.

In 2013, the Jordan River Commission produced the Best Practices for Riverfront Communities document to help cities and counties implement the goals identified in Blueprint Jordan River and “provide a set of tools and guidelines, or best practices to enable communities to create consistent, but flexible, management of the Jordan River corridor.”

9.4 Goal: Preserve the 80 acre natural open space/storm water detention area in the northwest portion of the City.

9.4.1 Action: Maintain this area as interactive open space and storm water detention.

9.4.2 Action: Install trails, boardwalks and interpretive stations throughout the property to educate the public. Connect this area to the Crosstowne Trail and the trails in the Sugar Plum Subdivision to the south.

9.5 Goal: Preserve open space along the Jordan River and in other unique natural areas.

9.5.1 Action: Preserve the Redwood Nature Area as a natural open space.

9.5.2 Action: Work with Salt Lake County to develop and preserve the existing natural setting through the open space plan for Pioneer Crossing Park. Pioneer Crossing Park Master Plan (Appendix F) includes paved and several natural trails within this area to increase recreational opportunities and encourage preservation of the ground.



Jordan River

9.5.3 Action: Update applicable ordinances to address the recommendations in Best Practices for Riverfront Communities.

9.5.4 Action: Connect trails and open space within Sunset Hills and Wood Hollow to other foothill areas outside the City.

Issue: The need for recreational opportunities

The City plays a role in providing organized recreation activities for resident participation. Because people have different interests, there should be a wide variety of options available, with the potential for new activities to be added. For outdoor sports, existing facilities are maxed out and demand exists for additional playing fields.

9.6 Goal: Increased and diversified recreational programs and opportunities.

9.6.1 Action: Increase and improve the selection of recreation programs for youth and seniors throughout the community. Add adaptive recreation opportunities for those with disabilities.

9.6.2 Action: Provide personalized consultation about recreational benefits to educate and increase the health and wellness of the community.

9.6.3 Action: Explore the possibility of acquiring up to 100 acres for an outdoor sports complex.

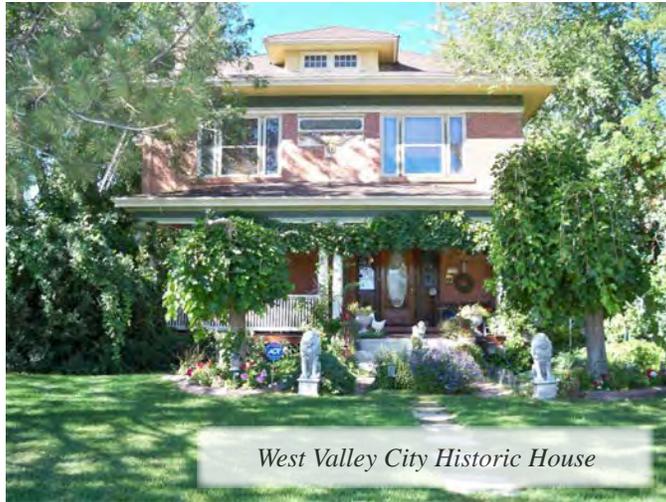
9.6.4 Action: Explore opportunities to partner with other governmental entities to provide a greater variety of recreational opportunities.

Issue: Cultural and Historic Resources

Aside from the cultural assets identified in this Chapter, there are likely other culturally significant or historic structures or sites in the City that should be protected.

9.7 Goal: Recognize historic and cultural structures and features within the City.

9.7.1 Action: Apply for State and/or Federal grant funds to study and inventory the existing culturally significant or historic structures or sites within the City and document. Use inventory to determine if additional design guidelines or land management code protections should be added or enhanced for identified structures or sites.



West Valley City Historic House



Transportation

10-1 Introduction

Understanding a city’s transportation assets and future needs is a critical element in any long-range planning effort. The best urban development is connected to a network of streets, highways, sidewalks, trails, bike lanes, and transit lines. The transportation and land use relationship is easy to understand: public investments in transportation – such as a new road servicing an undeveloped area – make land attractive for development. New development, in turn, tends to place increased demand on the transportation network. Congestion occurs when land development is not met with a public investment in upgrading the transportation network. This Plan assumes that, despite the City’s best efforts, travel demand will be such that some traffic congestion will remain a fact of life in West Valley City. However, with strategic investments in and management policies for roads, transit, bike lanes and sidewalks, and with appropriate land use management, traffic congestion can be managed. Land use management strategies, including transit-oriented development, are addressed in Chapter 3 – Land Use.

10-2 Background

The transportation network in West Valley City is complex and diverse, serving multiple functions. Streets and highways serve traffic generated by homes and a wide variety of businesses, including regional trucking and distribution industries, an economic activity that is vitally important to the City’s and region’s welfare, but one that places a heavy burden on our roads. Public transit has become increasingly important with the addition of light rail and BRT. Finally, bicycle lanes, trails and sidewalks provide yet another mode of transportation within the City. The following section will discuss each of these components of the West Valley City transportation network.

Streets and Highways

Those who live and work in West Valley City continue to rely heavily on streets and highways to move around the City. West Valley City is served by two major grade separated highways, SR-201 and I-215, and within the planning timeframe of this plan, will be served by a third, the Mountain View Corridor. Bangerter Highway serves as a major regional limited-access facility that will be converted to a grade separated facility as a Phase 3 project by 2040. 3500 South, 4100 South, 4700 South, 5400 South, Redwood Road, Constitution Boulevard, and 5600 West are the City’s major arterials. These streets are served by a grid of collector roads and smaller neighborhood streets.

West Valley City does not exert direct control over all of these corridors. I-215 is owned by the federal government and is managed in part by UDOT. SR-201, Bangerter Highway, Redwood Road, 5600 West, and 3500 South, 5400 South and SR-111 are all State-owned and operated facilities. 5600 West illustrates the varying interests that come into play: when UDOT builds the Mountain View Corridor, intersections on 5600 West will be reconstructed.



West Valley City owns all other public roads in the City. City-owned roadways and intersections are improved according to a Capital Facilities Improvement Plan, developed by the City's Public Works Department every two to three years. The Capital Facilities Improvement Plan includes projects that have identified funding that will be constructed in the two to three year time frame. The last update of the Capital Facilities Improvement Plan was made in 2014.



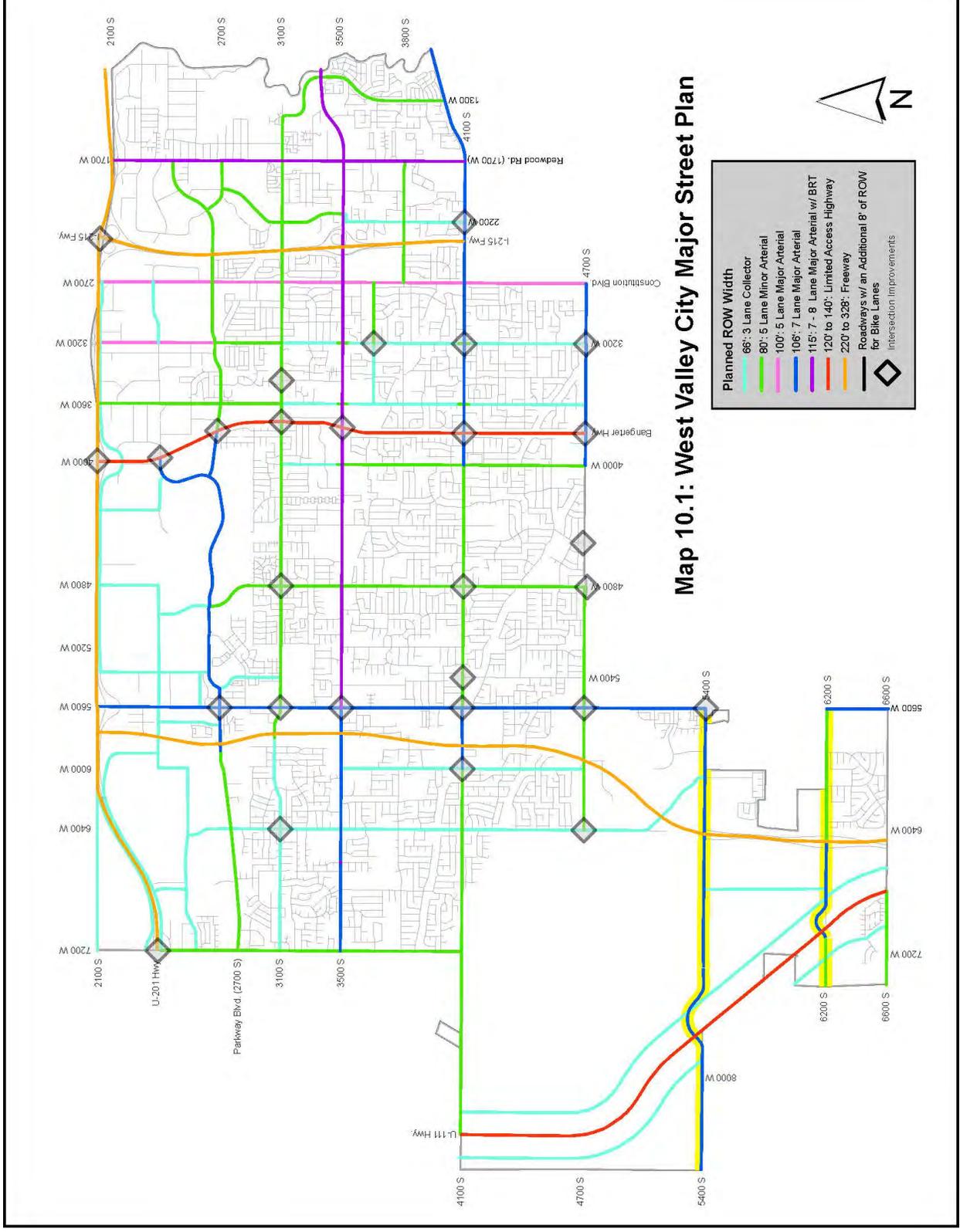
Municipal street projects are guided by the Major Street Plan, which includes all planned major street improvements within the City in the next twenty years. The Major Street Plan defines street alignments and rights-of-way for existing and proposed major streets within the City and is referenced several times in the City's Zoning Ordinance. The Plan is used to determine setbacks for proposed new development on existing streets. Proposed new subdivision plats must not conflict with any portion or provision of the Major Street Plan, rights of way for new parcels adjoining any part of an existing or proposed street must be platted

and dedicated according to the Plan, and dedication of any street, right of way, or other improvement determined necessary to serve the vehicular and pedestrian needs of proposed development must be done in accordance with the Plan. West Valley City's Major Street Plan is included in this chapter as Map 10.1.

Owing to its proximity to the Salt Lake Airport and interstate highways, West Valley City has emerged as an important center of Utah's trucking and transportation industry. Many of the State's largest trucking companies and distribution centers have facilities in West Valley City along its northern boundary on SR-201. These businesses include C.R. England Trucking, the West Valley Truck Center, Freightliner of Utah, Godfrey Trucking, Old Dominion, United Parcel Service, and Kenworth. Recognizing that the trucking and transportation industry is a source of stable, well-paying jobs, West Valley City has encouraged the development of the trucking and transportation industry in the light industrial area between SR-201 and roughly 2700 South. To this end, the northwest EDA was created in 2012, and construction of the ARA Industrial Center is underway as of 2015. The ARA Industrial Center will be home to West Valley City's largest light industrial facilities.

The trucking and transportation industry extensively uses SR-201, Bangerter Highway, and I-215, and the associated frontage roads and interchanges to access facilities along the City's northern industrial corridor. As residential development increases on the City's west side and in neighboring communities, residential travel demand will increase on the highways and interchanges that the trucking and transportation industry relies on. To prevent potential conflicts between commercial trucking and personal vehicles as the northern industrial areas develop, 2400 South will be expanded





Map 10.1: West Valley City Major Street Plan

to connect to the east side of 5600 West, and will extend east to 4800 West and north to SR-201. Eventually, it will be extended west as well, going over the Mountain View Corridor and connecting to 7200 West. 2400 South will help separate truck traffic from residential traffic and improve truck access to and from major highway interchanges.

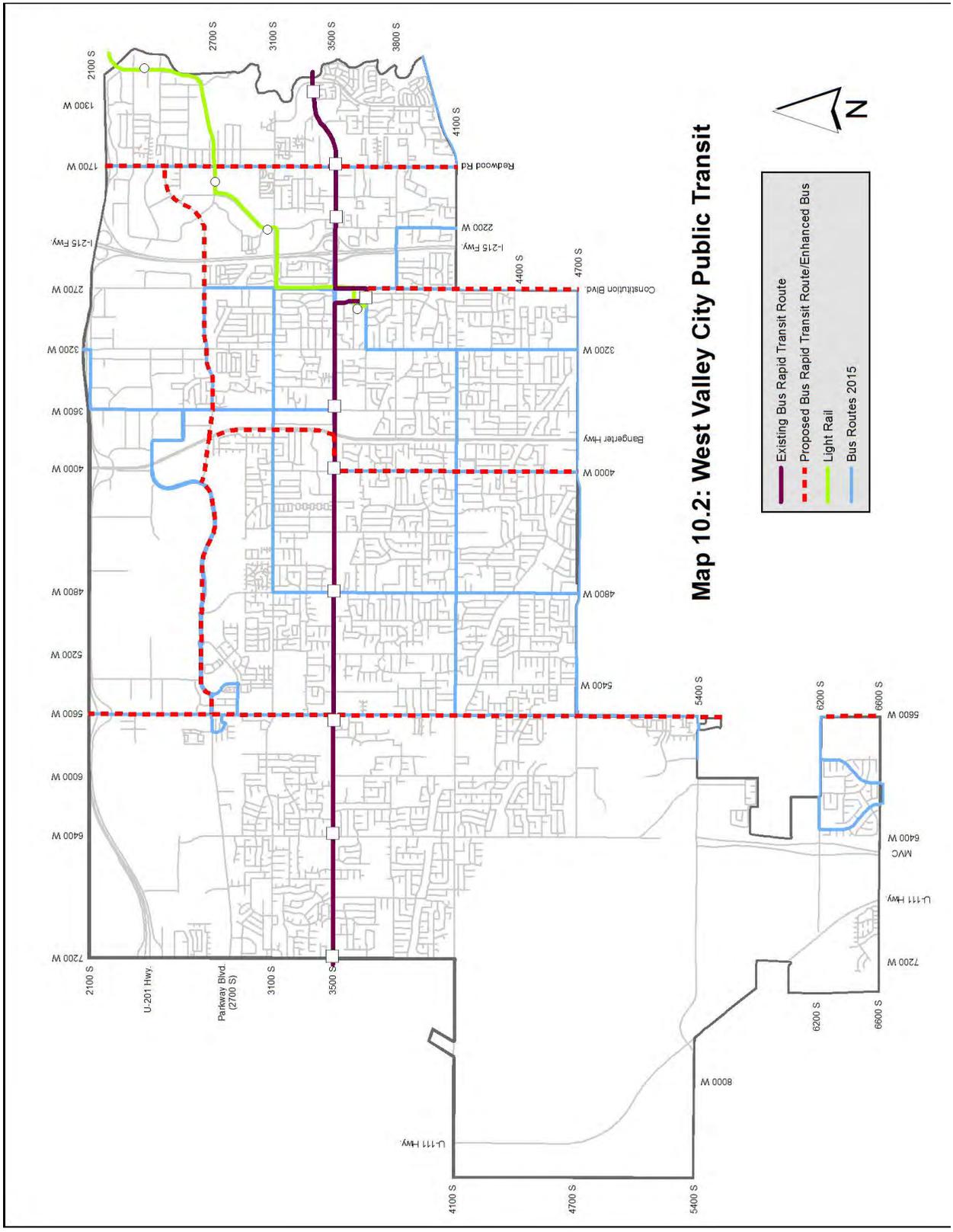
Public Transit

UTA currently operates 13 bus routes that serve West Valley City. These routes connect to a network of regional bus routes, light rail, and commuter rail that provides connections to the region’s colleges, universities, and employment centers. The UTA Intermodal Hub on Lancer Way provides a transfer point between standard bus, BRT, and the TRAX Green Line.

Bus service varies throughout the City, with some route headways as short as 15 minutes and some as long as 60 minutes. Bus routes currently provide connections to six light rail stations in the TRAX system that are outside of West Valley City, including the Salt Lake Central and Murray Central Stations, which provide direct connections to FrontRunner commuter rail. A Flex route serves the Workforce Services/Veterans Administration building on 5600 West. Presently, the west side of West Valley City is not well served by transit. There is no north-south bus service west of 5600 West, and 5600 West does not have a continuous line at present, but rather is served by link ups of several routes. Eventually, in conjunction with construction of the Mountain View Corridor, BRT service will come to 5600 West.

UTA will eventually expand the center running MAX line further west along 3500 South. Unlike traditional bus service, MAX serves as a regional system, stopping at major intersections roughly every mile with 15 minute headways. MAX is envisioned as “rail on wheels”, with dedicated MAX only lanes and passenger platforms with ticket kiosks in the center of the road at major intersections. MAX service currently runs from the Millcreek TRAX station on 3300 South to Magna. However, center lanes and platforms have only been built between 2700 West and the Bangerter Highway.





Map 10.2: West Valley City Public Transit

Map 10.2 shows the existing bus routes that serve West Valley City, and the BRT/Enhanced Bus routes that will serve the City by 2040.

Bike Lanes, Trails and Sidewalks

The popularity of cycling both for recreation and commuting to work is rising in Salt Lake County, with Salt Lake City investing heavily in bike lanes and accommodations. With major roads passing through multiple municipalities within the County, there is a unique opportunity to create connectivity with bike paths and trails. Bike routes are designated in a three tiered system:

- Class 1: Bike routes or paths that are completely separated from vehicular traffic in their own right-of-way. In West Valley City, this includes the Jordan River Trail, portions of the Crosstown Trail, the Utah-Salt Lake Canal Trail, and a few trails through neighborhoods. These paths may be completely separate from vehicles, as in the case of the Jordan River Trail, or exist adjacent to vehicular traffic as sidewalks, such as the Crosstown Trail.
- Class 2: Bike paths along roadways that are striped and designated by signs.
- Class 3: Bike paths that share the right-of-way with vehicular traffic, and are not striped.

It is generally the intent of West Valley City to add Class 2 bike paths where there is room within the right-of-way of existing roads, and to include them as part of road reconstruction and expansion. Class 3 paths are proposed for some of the City’s smaller community streets. The West Valley City Bike Plan is included in this chapter as Map 10.3.

The City’s network of sidewalks provides a safe means for pedestrians to travel within their neighborhoods, to schools and other community amenities, and to connect to the City’s trail system. In the case of transit-oriented development, sidewalks are vital links between different land uses and transit opportunities. While sidewalks are included in all new development by ordinance, some of the City’s older subdivisions do not have complete sidewalk networks, and there are gaps in sidewalks even on some major streets. From a funding standpoint, it is impractical to propose building sidewalks in all areas where they do not exist; however, the City should make efforts to fill critical gaps and make improvements as funding or development opportunities present themselves.



Planned Roadway and Intersection Improvements

Toward the end of 2014, the City adopted an Impact Fee Facilities Plan (IFFP) for roads. The IFFP addresses projects for which impact fees can be used and can be constructed within a ten year time frame. In this document, the City's level of service was set at D on a scale of A to F where A is the best (free flow traffic) and F is the worst (breakdown flow). In the IFFP, a list of roadway and intersection projects to City owned facilities were identified to maintain the City's level of service up until 2023. Table 10-2 below is the roadway projects list and Table 10-3 below is the intersection projects list.

Table 10-2: IFFP Roadway Projects

Street	From	To
4000 W	4100 S	4180 S
4000 W	4180 S	4340 S
4000 W	4340 S	4360 S
4000 W	4360 S	4400 S
4800 W	2400 S	Lake Park Blvd.
4800 W	3200 S	3300 S
Parkway Blvd.	5630 W	7200 W
2400 S	2700 W	3200 W
2400 S	5600 W	6400 W
2400 S	6800 W	7200 W
6200 S	Mountain View Corridor	SR-111

Source: InterPlan and West Valley City Public Works Staff

Table 10-3: IFFP Intersection Projects

East/West	North/South
3100 S	3450 W
3100 S	4800 W
3100 S	6400 W
3650 S	3200 W
4100 S	2200 W
4100 S	3200 W
4100 S	4800 W
4100 S	5400 W
4100 S	6000 W
4700 S	3200 W
4715 S	4520 W
4700 S	4800 W
4700 S	6400 W

Source: InterPlan and West Valley City Public Works Staff

10-3 Outlook and Long Range Regional Transportation Plans

Several major highway and transit upgrades are slated to occur between 2015 and 2040. Roadway enhancements, lane additions, and intersection improvements will increase capacity on some roadways. However, the cost of land acquisition for additional rights of way in the future is becoming increasingly prohibitive, and additional travel lanes on many of the City’s arterial and collector roads would potentially require the acquisition of many homes and businesses. Given that road building will likely not be able to keep up with travel demand, transit upgrades are also essential.

At the time of this General Plan update, the Mountain View Corridor project was well underway. Ultimately, this project will be constructed as a six lane highway and HOV lanes with interchanges within a 328 foot right-of-way. The West Valley City portion of this project is currently proposed for completion by 2034. A BRT line on 5600 West will be included as part of this project, and a Class 1 bike route will also be provided. At the time of this update, the outside lanes of the Mountain View Corridor were built from the south end of the Valley to 5400 South. Construction of the extension of the outside lanes to at least 4100 South is planned to begin in 2016. The portion between 4100 South and SR-201 is scheduled to be completed by 2020. The exact phasing of the center freeway portion is not known at this time. Many of the projects listed in the next section are affected by Mountain View Corridor construction. This list reflects current funding priorities at the time of this update.

The region’s transportation planning agency, the Wasatch Front Regional Council, prepares a long range Regional Transportation Plan (RTP) every four years that addresses region-wide roadway and transit improvement needs over the next twenty years. The RTP is based on extensive modeling that anticipates future growth as well as input from cities within the region. The transportation projects from the Wasatch Front Regional Council’s RTP that affect West Valley City are included below and in the Major Street Plan.

All projects included in the RTP are needed by 2040. For this RTP, the Regional Council provided two priority descriptions for projects, ranking projects based on need and based on financial constraints. A “Needs Phase” ranking looks at the project from the standpoint of maintaining service, whereas the “Financial Constraint Phase” might shift a project into a later phase due to funding priorities. Additionally, as there were more projects than identified funding, some lower priority projects were placed in an “unfunded” category. These projects are noted when applicable.

The three Phases for the 2015-2040 RTP, including the unfunded portion, are as follows:

Phase 1	2015-2024
Phase 2	2025-2034
Phase 3	2035-2040
Unfunded	Beyond 2040 (no confirmed funding source)

Transportation Project Descriptions based on the Wasatch Front Regional Council's Regional Transportation Plan: 2015-2040

East-West Highway Facilities

SR-201 from the Mountain View Corridor to I-15 – High Occupancy Toll (HOT) lanes will be added to the existing 6 lanes. This project is identified as a Phase 1 need, but it will likely not be completed until 2034 due to funding priorities. No bike route is planned.

Parkway Boulevard (2700 South) from 7200 West to 5600 West – will be widened from 2 to 4 lanes by 2024. A Class 2 bike route will be provided.

3500 South from 7200 West to the Mountain View Corridor – will be widened from 2 lanes to 4 lanes with a center turn lane by 2034. No bike route is planned.

3500 South from the Mountain View Corridor to 4000 West – will be widened from the existing 2 or 4 lanes to 6 lanes by 2024. A dedicated center BRT lane will be added by 2034. No bike route is planned. See the transit project section for a description of the BRT project.

4100 South from 7200 West to the Mountain View Corridor – will be widened from 2 to 4 lanes with a center turn lane by 2040. A Class 2 bike route will be provided.

4700 South from 5600 West to the 4000 West – will be widened from 2 lanes to 4 lanes with a center turn lane. This project is identified as a Phase 1 need, but will not likely be completed until 2034 due to funding priorities. A Class 3 bike route will be provided.

4700 South from 4000 West to 2700 West – will be widened from 4 to 6 lanes with a center turn lane by 2024. A Class 3 bike route will be provided.

5400 South from SR-111 to the Mountain View Corridor – will be widened from 2 to 4 lanes with a center turn lane by 2034.

5400 South from SR-111 to 4800 West – will be widened from 4 to 6 lanes with a center turn lane after 2040.

6200 South from SR-111 to the Mountain View Corridor – will be constructed as a 4 lane facility with a center turn lane by 2024, and widened to 6 lanes by 2034. A Class 2 bike route will be provided.

North-South Highway Facilities

SR-111 from 5400 South to 6600 South – will be widened from 2 to 4 lanes. A Class 2 priority bike route will be provided.

Mountain View Corridor from SR-201 to 4100 South – will be constructed as a 4 lane arterial with surface intersections by 2020. A Class 1 bike route will be provided between the Crosstown Trail and 4100 South. Expansion to a 6 lane freeway with grade separated interchanges will follow by 2034.

Mountain View Corridor from 4100 South to 5400 South – will be constructed as a 4 lane arterial with surface intersections by 2018. A Class 1 priority bike route will be provided. Expansion to a 6 lane freeway with grade separated interchanges will follow by 2034.

Mountain View Corridor from 5400 South to 6600 South – As of 2014, the 4 lane arterial has been built. A Class 1 priority bike route has been provided. Expansion to a 6 lane freeway with grade separated interchanges will follow by 2034.

Mountain View Corridor from SR-201 to 6600 South – will be widened to include a high occupancy vehicle (HOV) lane freeway. This is identified as an unfunded Phase 3 need.

5600 West from SR-201 to 6200 South – will receive operational improvements related to BRT. A Class 2 bike route will only be provided between SR-201 and 2700 South. This project is identified as a Phase 1 need, but will likely not be completed until 2034 due to funding priorities.

4800 West from SR-201 to Lake Park Boulevard (2700 South) – will be constructed as a 2 lane facility with a center turn lane by 2024. A Class 2 priority bike route will be provided.

I-215 Frontage Road from SR-201 to 4700 South – will be constructed as a 1 lane auxiliary road facility on both sides of I-215 by 2024. No bike route is planned.

Redwood Road from SR-201 to 4100 South – will receive operational improvements before 2024. A Class 1 bike route will be provided.

Spot Facilities

SR-201 at 7200 West – new construction will upgrade this intersection to an interchange. This is a Phase 1 project by needs, but funding places completion by 2034.

SR-201 at I-215 – interchange will be upgraded. This is a Phase 1 project by needs, but funding places completion by 2034.

Bangerter Highway Interchange at SR-201 – will be upgraded. This is a Phase 1 project by needs, but funding places completion by 2034. No bike route is planned.

Bangerter Highway Interchange at Parkway Blvd. (2700 South), 3500 South, 4100 South, and 4700 South – new construction and interchange upgrades. These are identified as Phase 3 needs, but no funding has been identified.

Bangerter Highway Overpass at 3100 South – new east-west overpass over Bangerter will be built and lanes added. These are identified as Phase 3 needs, but no funding has been identified.

Transit Projects from the Wasatch Front Regional Council's Regional Transportation Plan: 2015-2040

East-West Transit Facilities

Parkway/Lake Park - Enhanced bus service along Parkway Blvd. and Lake Park Blvd. between 5600 West and Redwood Road by 2034, with future BRT service as an unfunded priority. This line would connect future 5600 West BRT to lines extending to 2100 South, Foothill Drive, and the University of Utah.

3500 South - BRT service with dedicated center lanes and raised platforms is planned to extend west from 3600 West to 6000 West by 2034, with enhanced bus extending further west from 6000 West to 8400 West. Ultimately, the plan is for BRT service to extend along most of the line, from 8400 West all the way to the Millcreek TRAX station.

4500 South/4700 South Corridor (Taylorsville-Murray-5600 West Segments) - The RTP recommendation is for BRT from Redwood to The Murray Central TRAX Station through the Salt Lake Community College Redwood Campus and Sorensen Research Park by 2024, with enhanced bus between Redwood Road and 5600 West by 2034. This line is planned to extend all the way east to Murray Holladay Road and I-215.

North-South Transit Facilities

Redwood Road Corridor - BRT service on Redwood through the City from I-80 to 6200 South by 2034, with eventual enhanced bus service extending all the way from the 200 South Transit Center to the South Jordan Front Runner Station and Sandy Civic Center TRAX Station.

2700 West Corridor – Enhanced bus service by 2034, connecting north to the 200 South Transit Center via 400 South, 900 West, and 800 South, and south to the 4700 South Corridor.

5600 West Corridor – BRT with dedicated center lanes and raised platforms is planned for 5600 West between 2700 South and 6200 South. The construction and operation of the line will coincide with the construction of the final freeway phase of the Mountain View Corridor. Enhanced bus sections north of the City will connect to the International Center and Salt Lake City International Airport, and enhanced bus to the south will connect to Kearns, West Jordan, South Jordan, and Daybreak.

10-4 Vision

Transportation in West Valley City balances travel demand with the need to provide a healthy and vibrant community. Residents and employees within the City should have extensive opportunities to bike and walk throughout the City. Road building needs will be balanced with transit projects, trails, and bike lanes. Transportation planning should be tailored to the unique needs of different areas of West Valley City. With the City approaching buildout, emphasis should be placed on enhancing our existing system over adding new streets.

10-5 Issues, Goals, and Actions

For this General Plan update, Planning staff met with Public Works to review the text of the Transportation Chapter, transportation and transit project lists, the Major Street Plan, the Bike Plan, and all issues/goals/actions. Many of the issues and actions listed below will require a major financial and logistical commitment on the part of the City and other regional organizations.

Issue: Existing Roadways Citywide

Many roadways in West Valley City are at or near capacity, and options for expanding roadways or building new roads are limited by the increasing cost of land acquisition and construction materials and the complexity of acquiring numerous residential or commercial properties along an existing roadway. Roadway safety, especially in residential areas, was identified as an issue by the Planning Commission and City Council. Most of the actions below seek to enhance the efficiency and safety of existing roadways without adding travel lanes.

Maintenance of the transportation system is critical to its continued functionality. Maintaining the system already in place takes precedence over constructing and/or improving new transportation facilities. In order to comply with Governmental Accounting Standards Board statements regarding infrastructure assets, the City Council has adopted by resolution a maintenance standard for City streets. The condition of each City street is evaluated at least every three years, using a Remaining Service Life (RSL) index.

10.1 Goal: Maintain existing roads to a high standard.

10.1.1 Action: Allocate sufficient funds to maintain City streets with a minimum average RSL rating of 10 years.

10.1.2 Action: The City should continually seek additional funding for road projects from all possible sources.

10.2 Goal: Expand roadways where feasible.

10.2.1 Action: Install the roadway and intersection improvements identified in the City's Impact Fee Facilities Plan.

10.2.2 Action: Implement the Major Street Plan, including road widening where possible.

10.2.3 Action: Plan for the additional road-widening ‘flares’ necessary to accommodate the development of center-running BRT platforms.

10.2.4 Action: Work closely with UDOT and UTA to use creative design for roads and intersections that will have BRT stops, so that right-of-way acquisition is minimized and streets comfortably accommodate pedestrians.

10.2.5 Action: Study ways to improve east-west traffic flow within the City.

10.3 Goal: Increase road capacity through intersection upgrades and better traffic management.

10.3.1 Action: Update east/west corridor traffic signal coordination plans every three to five years based on available funding.

10.3.2 Action: Monitor corridor travel times and adjust coordination plans as needed to make improvements.

10.3.3 Action: Implement intersection improvements such as adding auxiliary turn lanes and optimizing left turn signal phasing to increase capacity without adding through lanes.

10.4 Goal: Enhance mobility and safety on local City streets.

10.4.1 Action: Respond to traffic calming requests on local residential streets.

10.4.2 Action: Develop an Access Management Policy that improves capacity by encouraging shared and cross-access easements, access consolidation for redevelopment and minimizing conflict points.

Issue: Non-Motorized Transportation Citywide

The City lacks a comprehensive network of bike paths that make biking in the City a viable and attractive transportation option. To the degree possible, West Valley City should look to build upon the existing network of trails, bike lanes, and sidewalks to provide enhanced access to City resources and amenities for those who choose to travel on foot or by bicycle, whether for recreation or to meet their daily needs. More information on trails is found in the Parks, Recreation and Culture Chapter.

10.5 Goal: Develop a safe and effective network of trails, bike paths, and walking routes in West Valley City.

10.5.1 Action: Develop a comprehensive non-motorized transportation plan emphasizing school, recreation, and transit access.

10.5.2 Action: Work with UDOT to ensure that accommodating paths are created across the Mountain View Corridor in a way that prevents the corridor from becoming a significant barrier to non-motorized traffic.

10.5.3 Action: Implement the Bike Plan, prioritizing Class 2 facilities on key City streets, utilizing existing rights-of-way to the extent possible.

10.5.4 Action: Explore ways to create a continuous east-west bike path to serve 4100 South, perhaps by connecting through residential streets in neighborhoods either north or south of 4100 South.

10.5.5 Action: Work with UDOT to secure funding for a bicycle and pedestrian overpass over the Bangerter Highway to serve this 4100 South route.

10.5.6 Action: Install sidewalks where needed based on prioritization, funding availability, and development opportunity.

Issue: High Impact Corridors

High impact corridors are roads that have significant traffic and are major thoroughfares in the City. These roads have large concentrations of commercial and residential development. Redwood Road, 3500 South from the Jordan River to 5600 West, and 5600 West from approximately SR-201 to 4100 South are high impact corridors.

10.6 Goal: Encourage pedestrian use of high impact corridors by promoting safety and aesthetics in street design.

10.6.1 Action: Create and emphasize building, landscaping, and site design standards along high impact corridors. Design standards should stress cross-access easements and pedestrian/bicycle access from adjacent or nearby neighborhoods. Where possible, barriers that prevent pedestrian access between commercial and adjoining areas should be removed.



11-1 Introduction

The West Valley City Vision West 2035 General Plan recommends a number of actions in order to achieve the long term community vision of the City. The actions suggested in this plan will require time, money, and other resources to realize, and cannot be done all at once. The table below lists all the recommended actions from individual chapters of this Plan.

11-2 Actions Summary Table

	Action #	Action Item	Action Type
Administration	2.1.1	The General Plan should be referenced in the City Council and Planning Commission’s land use recommendations and decisions.	Policy
	2.1.2	Appropriate justification should be offered in the event that a land use decision is inconsistent with the General Plan.	Policy
	2.2.1	In the event that land use decisions and the General Plan do not align or are inconsistent, the Planning Commission and City Council should process an amendment or update to the General Plan to resolve the discrepancy.	Policy
	2.3.1	Initiate a review, analysis, and update of the Moderate-Income Housing element every two years per State of Utah requirement.	Study
	2.3.2	Prepare a General Plan update approximately every five years.	Study
	2.3.3	Establish a biennial informal Planning Commission review of the General Plan map and goal/action items. This review should identify completed actions, as well as opportunities to change goals/actions or identify concepts for new issues, goals and/or actions. Recommendations for changes and amendments should be reviewed and approved by the City Council.	Study
	2.3.4	Initiate amendments to the General Plan, as necessary, to address issues of broad significance to the City and its future, including significant changes to public services and safety as well as area annexation.	Study
	2.4.1	Use the West Valley City General Plan to assist in the West Valley City Strategic Plan development. The City Strategic Plan is developed annually by the City Council, and it should identify immediate priorities drawing from the General Plan.	Policy

	Action #	Action Item	Action Type
Administration	2.5.1	Enact a 'Good Neighbor' policy that encourages the participation of residents, business owners and other affected entities from adjoining communities in public meetings that may affect them. West Valley City should be proactive in its efforts to acquire public input, and work to avoid the inadvertent exclusion of any who may be impacted by its policy or development decisions.	Outreach
	2.5.2	Provide ongoing support for the engagement of city officials in broad discussions, workshops and conferences on local and regional issues.	Education
	2.6.1	Participate in regional planning studies and efforts such as the Salt Lake County Cooperative County Plan, coordinate with regional groups such as the Wasatch Front Regional Council Regional Growth Committee, the Utah American Planning Association, and Envision Utah. Consult with Utah State agencies such as the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and the Governor's Office of Economic Development (GOED).	Coordination
Land Use: Metro	3.1.1	Complete the sidewalks and consider other pedestrian safety improvements along 2320 South and within the Redwood Gardens neighborhood in order to connect residential areas to the business park and the River Trail LRT Station.	Capital Improvements
	3.1.2	Examine lighting options for pedestrian paths within Metro to increase use and safety at nighttime.	Study
	3.1.3	Determine if traffic calming measures (not speed bumps) are warranted along 2320 South.	Study
	3.2.1	Work with UTA to provide more parking at or near the River Trail LRT Station, to better advertise the parking that does exist, and to improve lighting for better nighttime safety.	Coordination
	3.2.2	Work with UTA to better attend to basic needs such as ticket machines and basic signage indicating directions to the LRT station.	Coordination
	3.2.3	Study feasibility of bus route connection to the LRT station.	Study
	3.2.4	Work collaboratively with business park owners and tenants to complete a sidewalk network within the critical ¼ mile radius.	Coordination
	3.3.1	Determine the cost of and prioritize potential Metro area improvements. Analyze the feasibility of an assessment area, EDA, URA, or other tools to fund improvements.	Study
	3.3.2	Consider City-sponsored land survey and application to FEMA for removal of the area from flood plain status in order to generate income for desired improvements.	Study

	Action #	Action Item	Action Type
Land Use: 4100 South	3.4.1	Install concrete walls or other consistent, decorative fencing as part of new road improvements or development. This could either be done as sections of the road are rebuilt, on a parcel by parcel case as redevelopment occurs, or the City could make an effort to do it all at once as a priority project.	Capital Improvements
	3.4.2	Deny mid-block zone change requests from single family to more intense uses.	Policy
	3.4.3	Update the Neighborhood Commercial Zone to ensure compatibility with adjacent residential development. Revisions should address parking, screening, land uses, and aesthetics.	Ordinance
	3.5.1	Perform a complete reconstruction of 4100 South between 5600 West and 4000 West. This reconstruction should incorporate traffic and pedestrian safety improvements discussed below.	Capital Improvements and Study
	3.5.2	Reevaluate the need for widening along 4100 South upon events such as the completion of the Mountain View Corridor, development of the bench areas of the Oquirrh Mountains, or redevelopment of ATK land.	Study
	3.6.1	Review signal timing, speed limits, turn lanes, and traffic calming measures for the entire road, taking into account the specific needs of particular sections, and implement changes as needed.	Study
	3.7.1	Study existing night lighting in key areas to determine if more is needed by the seminary building, at West View Park and street lights traveling west after 5600 West.	Study
	3.7.2	Investigate measures that can be taken to provide physical separation between vehicles and pedestrians, such as barriers and park strips.	Study
	3.7.3	Make aesthetic improvements in conjunction with pavement reconstruction projects west of 4000 West. These improvements could include new streetlights, stamped concrete park strips, street trees, and improved fencing or barrier walls. Also consider similar improvements east of 4000 West to create consistency along the street.	Capital Improvements
	3.8.1	A Class 2 bike route should be installed from 3600 West to the Jordan River, where sufficient right of way exists. An alternate path between Redwood Road and 3600 West would be at approximately 3800 South. Explore ways to connect residential streets to make a continuous east-west bike path through neighborhoods either north or south of 4100 South west of 3600 West.	Capital Improvements and Study
	3.8.2	Work with UDOT to secure funding for a bicycle and pedestrian overpass over the Bangerter Highway to serve this route.	Coordination

	Action #	Action Item	Action Type
Land Use: Decker Lake	3.9.1	Review event traffic study prepared for area and determine if proposed solutions are feasible per budget and future development plans.	Study
	3.9.2	Consider implementing changes such as alternating lanes during peak traffic hours and adjusting signal timing.	Study
	3.9.3	Examine options for improving pedestrian crosswalks to increase safety especially at nighttime, including better signage, striping, lighting, flashing lights and other measures.	Study
	3.10.1	Look into possibilities for developing a cohesive plan to market Decker Lake as an entertainment destination within the valley. Brand the area and market it off premise.	Promotion
	3.10.2	Look at options for signs or entrance features at the various entry points to the district, particularly on Decker Lake Drive.	Promotion
	3.10.3	Look into improved directional signage.	Promotion
	3.11.1	Work with land owners and concerned parties to determine responsibility for grounds maintenance on the various easements and vacant parcels in the Decker Lake Area.	Coordination
	3.11.2	Work with Rocky Mountain Power and affected parties to come up with a long term management plan for their power line corridors.	Coordination
3.11.3	Analyze streetscape of district and gauge if improvements are warranted.	Study	
Land Use: Northwest	3.12.1	Maintain rural residential land use designations (lowest possible density) along much of Parkway Blvd. Allow some low density residential east of 6400 West, with medium density residential immediately adjacent to the Mountain View Corridor on the north side of Parkway Blvd.	Policy
	3.13.1	To the extent possible, all future truck traffic should be encouraged to use the south frontage road of SR-201 and 2400 South/2550 South.	Policy
	3.13.2	Review safety and determine if improvements are necessary at 6400 West and Parkway intersection.	Study
	3.13.3	Look into reducing posted speed limit along Parkway.	Study
	3.13.4	With the exception of property already zoned residential, do not allow residential development north of the Riter Canal.	Policy
	3.14.1	Build the Crosstowne Trail along the Riter Canal as the industrial and residential areas in the Northwest develop.	Capital Improvements
	3.14.2	Incorporate new trails into new housing subdivisions, and make efforts to link newly preserved open space to existing space, through trails and corridors.	Policy
3.14.3	Take advantage of opportunities to preserve and link open space where possible during future industrial development.	Coordination	

	Action #	Action Item	Action Type
Northwest	3.14.4	Develop trail head locations, a signage master plan, parking and other trail amenities and budget for the plan as future capital improvements.	Capital Improvements
	3.14.5	Plan for weed management and mosquito abatement on City owned lands as part of open space in the future.	Programming
Land Use: 3500 South	3.15.1	Work with UTA and UDOT to develop alternative intersection designs that can accommodate necessary traffic volumes and BRT service without discouraging pedestrians from crossing busy roads.	Coordination
	3.16.1	Work with UDOT to study the condition of curb and gutter along the entire corridor. Identify and prioritize locations where curb and gutter is generating flooding or other life safety issues, and determine whether conditions warrant addressing certain areas before major road work occurs.	Coordination
	3.16.2	Work with UDOT to study pedestrian safety in key areas where schools are located and where potential safety issues have been identified. Possible solutions include: additional night lighting, new sidewalks, and enhanced crosswalks. Determine whether conditions warrant addressing certain areas before major road work occurs.	Coordination
	3.17.1	Utilize the existing RDA and URA in the 3500 South and Redwood area to promote redevelopment of aging commercial.	Policy
	3.17.2	Focus low density residential uses on properties west of the Mountain View Corridor, except for areas directly next to the Mountain View Corridor that will be significantly impacted by the new road improvements.	Policy
	3.17.3	Consider a new form based zoning district for 3500 South with specific site design and architectural standards to address redevelopment potential.	Ordinance
	3.18.1	For properties that develop at major intersections or within commercial/higher density designated areas, encourage master planning of entire contiguous area per the General Plan Map.	Policy
	3.18.2	As new residential development occurs, consider open space needs in locations near 3500 South but not necessarily fronting on the street.	Policy
	3.18.3	Adopt a minimum project size for development involving multi-family residential in order to ensure a quality product.	Ordinance

	Action #	Action Item	Action Type
Land Use: 5600 West	3.19.1	Work with UTA and UDOT to develop alternative intersection designs that can accommodate necessary traffic volumes and BRT service while keeping overall intersection width narrow.	Coordination
	3.19.2	Incorporate clearly defined sidewalks, signage, and lighting into crosswalk design to ensure pedestrian safety.	Capital Improvements
	3.19.3	Look at walkability of students/pedestrians in key areas where schools are located and where potential safety issues have been identified. Possible solutions include: additional night lighting, new sidewalks, and enhanced crosswalks.	Study
	3.20.1	Consolidate driveways where possible as new development occurs.	Policy
	3.20.2	Direct future residential development around 3855 South to orient away from 5600 West and into the interiors of large undeveloped tracts of land. Subdivisions sharing a single entrance onto 5600 West are desired. When such a subdivision is built, require a decorative concrete wall and landscaping along the 5600 West frontage.	Policy
	3.20.3	Consider reducing the posted speed limit.	Study
	3.20.4	Determine whether a traffic signal at Elaine Avenue is warranted to allow residents egress onto 5600 during heavy traffic and to slow traffic down in general.	Study
	3.20.5	Review the median in front of Reunion Woods PUD at 3600 South and determine if removing the median or making it longer will alleviate issues.	Study
	3.20.6	Work with UDOT to determine if a traffic light is warranted at Cilma and 5600.	Coordination
	3.21.1	Encourage UDOT to provide more outreach and information regarding their plans for 5600 West directly to the residents and property owners.	Coordination
	3.22.1	Investigate the feasibility of an Urban Renewal Area for this area.	Study
	3.22.2	Implement the Hunter Town Center road plan as development occurs. These roads might be the basis of alternative intersection designs for 3500 South and 5600 West.	Ordinance
	3.22.3	Specifically encourage mixed use development with residential.	Policy
	3.22.4	For properties that develop at major intersections or within commercial/higher density designated areas, encourage master planning of entire contiguous areas per the General Plan Map.	Policy
	3.22.5	Provide new road connections in areas that currently have limited access to enhance their development potential and make logical vehicular connections; reducing congestion and traffic on other neighborhood roads.	Policy
3.23.1	Utilize the existing 5600 West Gateway RDA to facilitate redevelopment.	Policy	

	Action #	Action Item	Action Type
Land Use: Redwood	3.24.1	For properties that develop at major intersections or within mixed use designated areas, encourage master planning of entire contiguous areas per the General Plan.	Policy
	3.24.2	Provide new road connections in areas that currently have limited access to enhance their development potential and make logical vehicular connections; reducing congestion and traffic on other neighborhood roads.	Policy
	3.24.3	Consolidate driveways as redevelopment occurs.	Policy
	3.25.1	Utilize incentive tools of the existing Urban Renewal Area to stimulate development in this area.	Policy
	3.25.2	Specifically encourage mixed use development.	Policy
	3.26.1	Work with Granite school district to encourage eventual relocation of Redwood Elementary School on the east side of Redwood Road in Chesterfield.	Coordination
	3.27.1	Work with UTA and UDOT to develop alternative intersection designs that can accommodate necessary traffic volumes and BRT service while keeping overall intersection width narrow. Also consider enhanced bus transit that doesn't require dedicated center lanes.	Coordination
	3.27.2	Incorporate clearly defined sidewalks, signage, and lighting into crosswalk design to ensure pedestrian safety.	Policy
	3.27.3	Look at walkability of students/pedestrians in key areas where schools are located and where potential safety issues have been identified. Possible solutions include: additional night lighting, new sidewalks, and enhanced crosswalks	Study
	3.27.4	Snow removal from sidewalks should be emphasized at key places where school children walk.	Program- ming
	3.27.5	As properties redevelop, continue to implement the streetscape ordinance in order to end up with the planned Class 1 trail.	Policy
	3.28.1	Utilize incentive tools of the existing Urban Renewal Area to stimulate redevelopment in this area.	Policy
	3.29.1	Review enforcement activity and policies for properties in this region. Increase enforcement against properties that are not maintained to a minimum standard or are abandoned.	Study

	Action #	Action Item	Action Type
Land Use: Citywide	3.30.1	As resources permit, prepare specific plans to provide more detail for orderly growth and appropriate development. Areas that may be aided by such small area master plans include Chesterfield and the River Trail LRT Station area. These master plans should complement the General Plan while providing greater land use detail and urban design criteria to guide the adoption of zoning that will help the particular area to achieve anticipated or desired changes.	Study
	3.30.2	Identify topics in order to prepare City-wide topical plans such as a 'Trails & Open Space Master Plan' covering various and complex topics. This process should identify issues that might be clarified or guided beyond the level of detail provided in the General Plan.	Study
	3.30.3	Perform a future land use analysis on ATK owned land in the southwest part of the City in order to plan for potential future growth in the event that their operations cease and the land becomes available for redevelopment.	Study
	3.31.1	Work collaboratively with Salt Lake County and adjacent municipalities to provide for intact neighborhoods and consistent transition of land uses beyond the City's borders. This cooperation may help provide guidance also for West Valley City's land use planning and decisions on the City's boundaries.	Coordination
	3.32.1	Develop a zoning strategy to provide for transit-oriented development (TOD) around TRAX stations and select BRT stops. This strategy should incorporate the following principles: emphasis on walkability and the pedestrian; interconnected street grid; smaller blocks; traffic calming measures; support for a variety of transportation modes; mix of complimentary and transit-supportive land uses; reduced dependency on the automobile; compact development forms; development oriented to the street; public gathering spaces	Ordinance
	3.31.1	Modify existing zoning districts or create new ones to include the land uses and land use definitions recommended in this General Plan.	Ordinance
Economic Development	4.1.1	Continue to use economic development tools (URAs, EDAs, CDAs and other incentives) to promote primarily commercial development.	Policy
	4.1.2	Regularly update the Economic Development Strategic Plan. This Plan should address how economic development tools should be used in specific locations within the City.	Study
	4.1.3	In areas where retail development is aging (at least 30 years old) and underperforming and where transit is readily accessible, consider the addition of some multi-family residential as part of a redevelopment strategy to add more retail demand.	Policy

	Action #	Action Item	Action Type
Economic Development	4.1.4	Maintain zoning in areas currently zoned for office or industrial development to allow opportunities for new commercial development.	Policy
	4.1.5	Work to retain and grow existing businesses within the City.	Outreach
	4.1.6	Facilitate development on underdeveloped properties to increase overall value.	Policy
	4.2.1	Work to secure a public higher education facility within West Valley City.	Policy
	4.2.2	Partner with organizations like Salt Lake Community College to provide job training to residents, especially for jobs within the City.	Coordination
	4.3.1	Conduct extensive research on K-12 education within the City to understand why school performance is subpar.	Study
	4.3.2	With an understanding of the issues, engage in activities to improve school performance. Such activities could be in partnership with Granite School District. Examples of potential activities could include after school programs and community engagement.	Coordination
	4.4.1	West Valley City should work to maintain at least one job for each person in the labor force within the City.	Policy
	4.4.2	Focus some of the City's economic development initiatives on strengthening or expanding economic activities that have been highly successful, or those that are somewhat unique to West Valley City such as the commercial transportation industry.	Program- ming
	4.4.3	Work to attract the retail industry groups where the City is experiencing leakage. (See Figure 4.9).	Policy
	4.4.4	Develop and implement strategies to attract businesses in high growth industries.	Policy
	4.4.5	Coordinate with UTA to improve transit service, particularly for lower income areas, to increase access to employment opportunities.	Coordination
Urban Design	5.1.1	Develop ordinances that encourage higher intensity, more urban development along Redwood Road, 3500 South east of Mountain View Corridor, the Hunter Town Center area and near LRT stops with design standards geared toward urban development.	Ordinance
	5.2.1	Under the direction of the Community Preservation Department, coordinate enforcement efforts between Code Enforcement, Business Licensing, Legal, Building Inspections and Planning and Zoning. Enforcement should be proactive instead of just reacting to complaints.	Coordination
	5.2.2	Review commercial properties for compliance with approved site and landscape plans and enforce deficiencies (example: landscaping shown on the approved landscape plan has died or has been removed).	Program- ming

	Action #	Action Item	Action Type
Urban Design	5.3.1	Develop small area plans as time and resources permit for specific corridors or other areas in the City where specific design standards are desired.	Study
	5.3.2	Implement small area plans through form-based zoning tailored to each corridor or location.	Ordinance
	5.3.3	Amend ordinances to improve the City's ability to bring nonconforming sites into compliance.	Ordinance
	5.4.1	Amend landscaping standards to provide incentives to developers to install the type of landscaping and site amenities that the City desires. Examples of desired landscaping amenities would be drip irrigation with substantial live plant material, building placement close to the street, benches and patios.	Ordinance
	5.4.2	Where appropriate, consider wider park strips to allow more efficient lawn watering, offer more tree variety, and provide a more attractive streetscape.	Ordinance
	5.4.3	Explore ways to preserve mature trees on vacant parcels or on land to be redeveloped.	Study
	5.4.4	Encourage enhanced or additional landscaping adjacent to or within very large parking areas.	Ordinance
	5.5.1	Where possible, increase park strip widths beyond five feet.	Ordinance
	5.5.2	Enforce maintenance of required park strip trees. To ensure proper maintenance, the City should consider maintaining these trees in certain locations.	Policy
	5.5.3	Consider center landscaped medians to improve the aesthetics and capacity of major streets.	Study
	5.5.4	Work with UDOT when state roads are being widened or otherwise modified to improve the streetscape. Where necessary, the City should fund streetscape enhancements.	Coordination
	5.5.5	Amend ordinances to emphasize the following design considerations: high quality and consistent street furniture like bus stops and trash cans, burying overhead power and utilizing different pedestrian accommodations such as varied paving treatments.	Ordinance
	5.5.6	Whenever a City street is being widened or reconstructed consider functional as well as aesthetic upgrades including new street lights, complete streets principles, landscaping enhancements, fencing replacement for back facing lots, etc.	Policy

	Action #	Action Item	Action Type
Existing Neighborhoods	6.1.1	Increase emphasis on researching issues related to existing neighborhoods, such as crime, code enforcement, property values, and community involvement.	Program- ming
	6.1.2	In addition to the goals and actions identified in this Chapter, develop specific programs and initiatives targeted to address issues in existing neighborhoods.	Study
	6.2.1	Establish a task force comprised of representatives from each department to coordinate efforts to support and improve existing neighborhoods.	Program- ming
	6.2.2	Provide regular Council reports on task force accomplishments.	Program- ming
	6.3.1	Provide important community outreach and service materials in printed and electronic form.	Outreach
	6.3.2	Maintain a current database of all neighborhood groups with contact information.	Outreach
	6.3.3	Provide resource fairs where residents can get information on a variety of issues and ask questions or share ideas with City staff and officials.	Education
	6.3.4	Develop a code violation course offering for property maintenance violations to reduce or remove fines.	Education
	6.3.5	Meet with realtors to share information on the many positive aspects of living in West Valley to help them sell the City.	Study
	6.3.6	Explore ways to make it easier for citizens to give the City input on neighborhood issues.	Program- ming
	6.4.1	Identify all resources available to residents to maintain and upgrade their property (utility rebates, lead based paint removal, etc.)	Program- ming
	6.5.1	Make property maintenance information, codes, expectations and resources easily accessible and understandable to residents.	Policy
	6.5.2	Proactively enforce property maintenance code violations.	Program- ming
	6.5.3	As resources permit, proactively enforce building code violations.	Coordination
	6.5.4	Use public infrastructure funds strategically to correspond with other neighborhood improvement efforts.	Education and Promo- tion
	6.5.5	In conjunction with Action 6.1.2, consider City programs/incentives to promote property maintenance.	Study
	6.6.1	Continue to use business license inspections and other tools to encourage the proper management and maintenance of rental properties.	Coordination

	Action #	Action Item	Action Type
Existing Neighborhoods	6.7.1	In conjunction with Action 6.1.2, consider City programs and incentives to promote individual property (examples: front yard landscaping, home remodel) and neighborhood beautification and enhancement (examples: fence or wall replacement along arterials, new streetlights).	Study
	6.7.2	Help neighborhoods identify and install neighborhood entry monuments to create a sense of security and place.	Coordination
	6.8.1	Consider a street tree policy that firmly supports and provides incentives toward the planting, care and maintenance of suitable trees in the park strip.	Policy
	6.9.1	Deny rezone requests seeking to convert single family homes into duplexes, develop infill properties within existing neighborhoods into multi-family housing or redevelop single family homes into multi-family housing.	Policy
	6.9.2	Use all available tools (building code, business licensing code, zoning code, and others) to prevent single family homes from being converted into duplexes.	Program- ming
	6.9.3	Encourage home ownership in existing neighborhoods.	Policy
Housing	7.1.1	When considering residential rezone requests, approve developments that will increase the City's average lot size	Policy
	7.1.2	Encourage unique developments that include a combination of items like larger homes with lasting value, unique layouts, project amenities, unique architecture, renewable energy use and dedicated park space.	Policy
	7.1.3	Allow some flexibility on lot size for smaller, infill parcels that are surrounded by lots less than 10,000 square feet.	Ordinance
	7.2.1	Use tools like development agreements, planned unit developments, zone changes and ordinance amendments to continue to promote higher value homes.	Policy
	7.2.2	Consider incentives for or partnerships with developers to build higher value homes. Examples include fee waivers, density increases and assistance with infrastructure.	Study
	7.3.1	When considering rezone requests for high density residential development, the proximity to transit, the size of the project and the proposed level of quality (i.e. exterior and interior finishes and amenities) should be primary factors for evaluation along with other site specific considerations.	Policy
	7.4.1	Implement the Moderate Income Housing Plan recommendations.	Policy
	7.5.1	Lobby for an update to HB295 that would include more enforcement tools in State law to ensure that each City is acting in good faith to provide their fair share of affordable housing.	Policy
	7.6.1	Encourage senior housing.	Policy

	Action #	Action Item	Action Type
Housing	7.6.2	Encourage housing where the use of stairs is minimized (i.e. master bedroom on the main level, elevators, single level buildings, etc.).	Policy
	7.7.1	Update the City's PUD ordinance. Items to emphasize include larger homes, unique subdivision layouts, project amenities, quality architecture, unique architecture, the use of renewable energy, universal home design and dedicated park space. The long term viability of HOAs and the associated maintenance of common areas should be evaluated.	Ordinance
	7.8.1	Encourage water efficient landscaping that can reduce the cost of maintenance.	Policy
	7.8.2	Encourage developer installed landscaping. Where landscaping is not installed by the developer, amend the ordinance to require or incentivize the developer to install or pay for landscaping (voucher).	Policy and Ordinance
	7.8.3	Educate new residents on City maintenance standards.	Education
	7.9.1	Evaluate the effectiveness of the latest ordinance revisions to the City's single family home standards and make revisions as needed.	Ordinance
	7.10.1	Update the multi-family residential standards adopted in 2006.	Ordinance
Community Facilities	8.1.1	Build a new fire station in the southwest portion of the City.	Capital Improvements
	8.1.2	As development continues in the northwest portion of the City, consider a new fire station to service this area.	Study
	8.1.3	Replace the existing public safety building with a larger, state-of-the-art facility.	Capital Improvements
	8.1.4	Build a new Parks Maintenance building at the site of the City Shop, and replace the existing shared facility.	Capital Improvements
	8.2.1	Continue to pursue the development of a metro crime lab within the City.	Capital Improvements
	8.2.2	Develop a gun range within the City.	Capital Improvements
	8.3.1	For areas not served by a City drainage system and where no drainage system is planned, adopt an ordinance designating areas where storm runoff must be managed on site by infiltration, evapotranspiration, rain water harvesting, or other Low Impact Development (LID) Best Management Practices (BMPs).	Ordinance
	8.3.2	For areas served by a City drainage system, adopt an ordinance with storm water management requirements encouraging use of LID structural BMPs, for specific development types, including large parcels of raw land, infill development and redevelopment.	Ordinance
	8.4.1	Adopt an ordinance that preserves and protects sensitive areas.	Ordinance
	8.4.2	Continue to acquire available property in sensitive areas for public open space and watershed protection, as funding allows.	Policy

	Action #	Action Item	Action Type
Parks, Recreation & Culture	9.1.1	Use five year work plans to identify, prioritize and develop new open space.	Program- ming
	9.1.2	Secure property in the locations indicated on the General Plan Map.	Policy
	9.1.3	Within new parks, incorporate features desired by residents as indicated in recent surveys.	Policy
	9.2.1	Allocate sufficient funds and staffing for park maintenance.	Program- ming
	9.3.1	Complete the Crosstown trail and provide safe connections to it.	Capital Im- provements
	9.3.2	Develop all Class 1 routes on the bike plan.	Capital Im- provements
	9.3.3	Explore opportunities to incorporate trails into new housing developments.	Study
	9.4.1	Maintain this area as interactive open space and storm water detention.	Policy
	9.4.2	Install trails, boardwalks and interpretive stations throughout the property to educate the public. Connect this area to the Crosstown Trail and the trails in the Sugar Plum Subdivision to the south.	Capital Im- provements
	9.5.1	Preserve the Redwood Nature Area as a natural open space.	Policy
	9.5.2	Work with Salt Lake County to develop and preserve the existing natural setting through the open space plan for Pioneer Crossing Park. Pioneer Crossing Park Master Plan includes paved and several natural trails within this area to increase recreational opportunities and encourage preservation of the ground.	Coordination and Capital Improve- ments
	9.5.3	Update applicable ordinances to address the recommendations in Best Practices for Riverfront Communities.	Ordinance
	9.5.4	Connect trails and open space within Sunset Hills and Wood Hollow to other foothill areas outside the City.	Capital Im- provements
	9.6.1	Increase and improve the selection of recreation programs for youth and seniors throughout the community. Add adaptive recreation opportunities for those with disabilities.	Program- ming
	9.6.2	Provide personalized consultation about recreational benefits to educate and increase the health and wellness of the community.	Program- ming
	9.6.3	Explore the possibility of acquiring up to 100 acres for an outdoor sports complex.	Study
9.6.4	Explore opportunities to partner with other governmental entities to provide a greater variety of recreational opportunities.	Coordination	
9.7.1	Apply for State and/or Federal grant funds to study and inventory the existing culturally significant or historic structures or sites within the City and document. Use inventory to determine if additional design guidelines or land management code protections should be added or enhanced for identified structures or sites.	Study	

	Action #	Action Item	Action Type
Transportation	10.1.1	Allocate sufficient funds to maintain City streets with a minimum average RSL rating of 10 years.	Program- ming
	10.1.2	The City should continually seek additional funding for road projects from all possible sources.	Policy
	10.2.1	Install the roadway and intersection improvements identified in the City's Impact Fee Facilities Plan.	Capital Im- provements
	10.2.2	Implement the Major Street Plan, including road widening where possible.	Policy
	10.2.3	Plan for the additional road-widening 'flares' necessary to accommodate the development of center-running BRT platforms.	Policy
	10.2.4	Work closely with UDOT and UTA to use creative design for roads and intersections that will have BRT stops, so that right-of-way acquisition is minimized and streets comfortably accommodate pedestrians.	Coordination
	10.2.5	Study ways to improve east-west traffic flow within the City.	Study
	10.3.1	Update east/west corridor traffic signal coordination plans every three to five years based on available funding.	Program- ming
	10.3.2	Monitor corridor travel times and adjust coordination plans as needed to make improvements.	Study
	10.3.3	Implement intersection improvements such as adding auxiliary turn lanes and optimizing left turn signal phasing to increase capacity without adding through lanes.	Capital Im- provements
	10.4.1	Respond to traffic calming requests on local residential streets.	Program- ming
	10.4.2	Develop an Access Management Policy that improves capacity by encouraging shared and cross-access easements, access consolidation for redevelopment and minimizing conflict points.	Policy
	10.5.1	Develop a comprehensive non-motorized transportation plan emphasizing school, recreation, and transit access.	Study
	10.5.2	Work with UDOT to ensure that accommodating paths are created across the Mountain View Corridor in a way that prevents the corridor from becoming a significant barrier to non-motorized traffic.	Coordination
	10.5.3	Implement the Bike Plan, prioritizing Class 2 facilities on key City streets, utilizing existing rights-of-way to the extent possible.	Capital Im- provements
	10.5.4	Explore ways to create a continuous east-west bike path to serve 4100 South, perhaps by connecting through residential streets in neighborhoods either north or south of 4100 South.	Study
	10.5.5	Work with UDOT to secure funding for a bicycle and pedestrian overpass over the Bangerter Highway to serve this 4100 South route.	Coordination
	10.5.6	Install sidewalks where needed based on prioritization, funding availability, and development opportunity.	Capital Im- provements

	Action #	Action Item	Action Type
Transportation	10.6.1	Create and emphasize building, landscaping, and site design standards along high impact corridors. Design standards should stress cross-access easements and pedestrian/bicycle access from adjacent or nearby neighborhoods. Where possible, barriers that prevent pedestrian access between commercial and adjoining areas should be removed.	Ordinance

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.

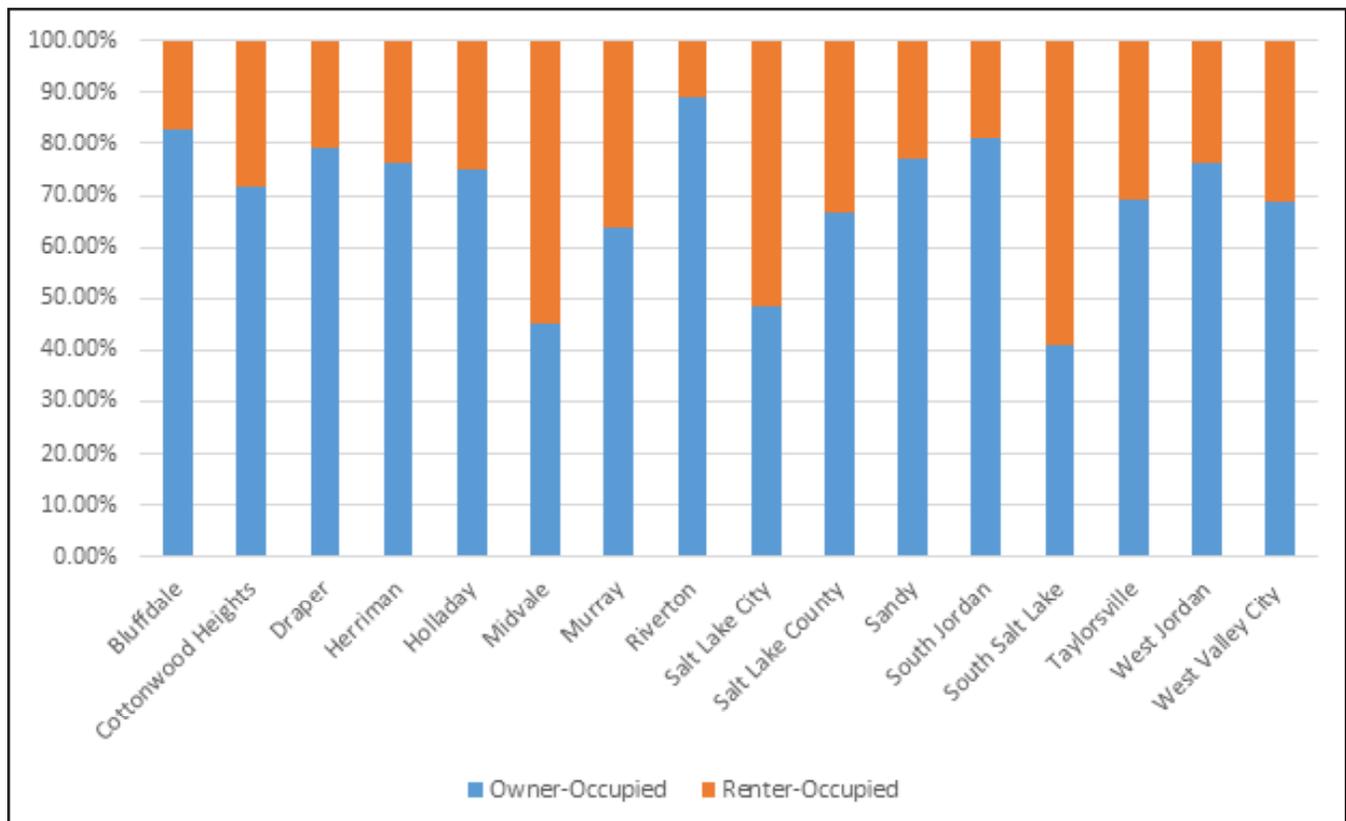
ANALYSIS OF SUPPLY

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%

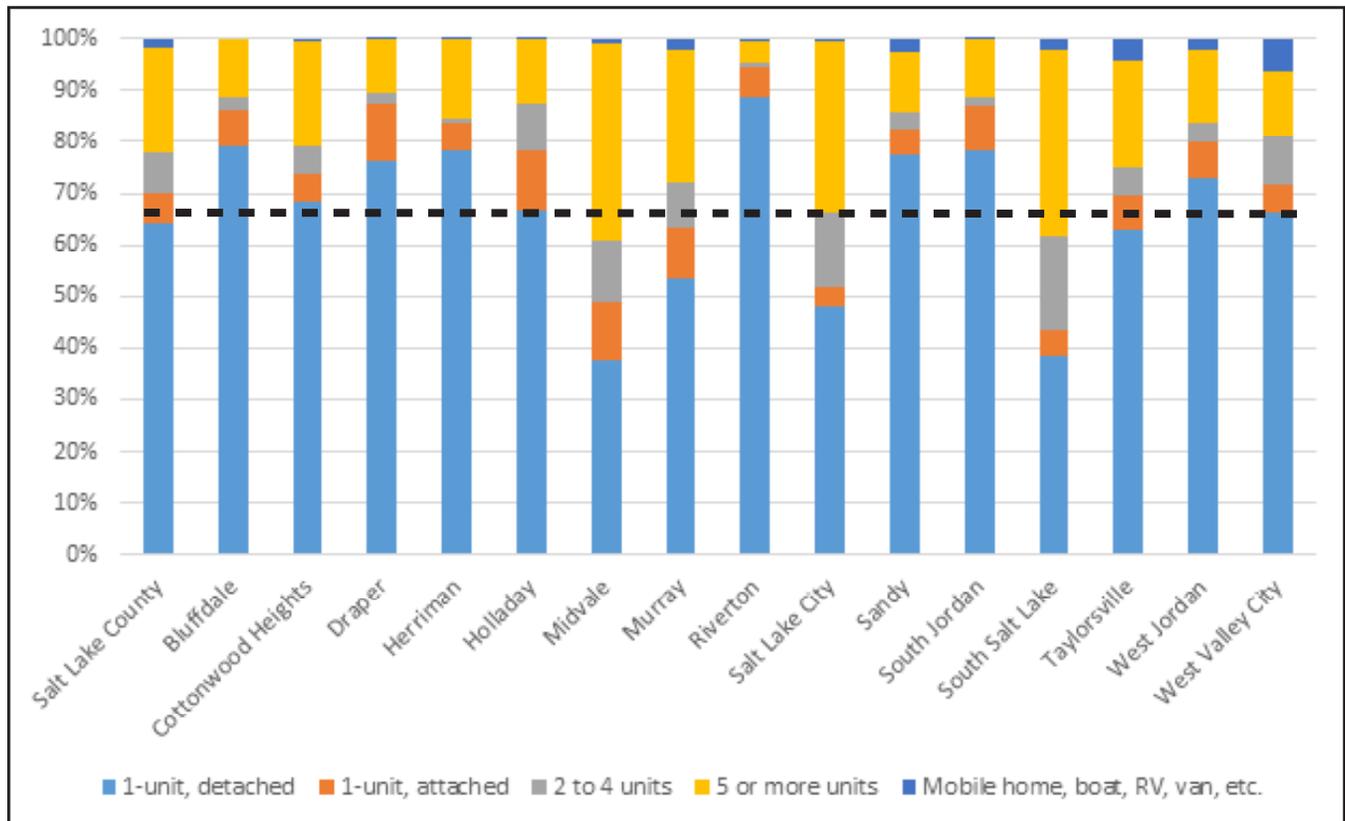
Source: Utah Housing Corporation and ACS Table DP-04 2010-2014 5-Year Estimates

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%
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%
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.

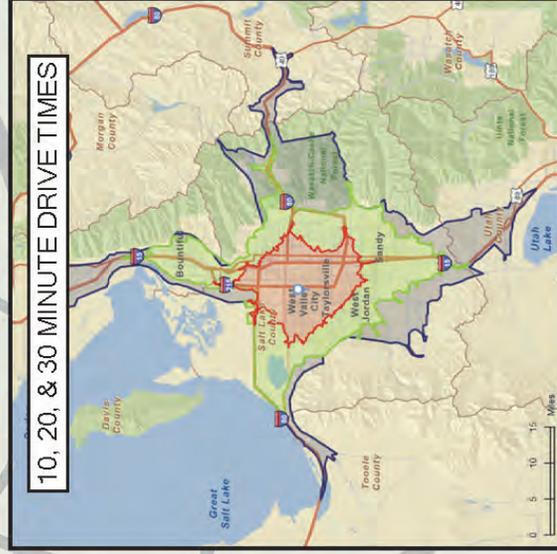
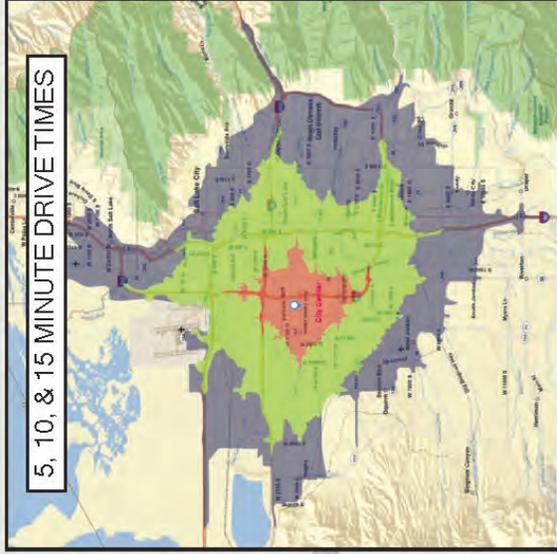
The City Center Redevelopment Project area was created in 2004, encompassing a large area surrounding City Hall and the Valley Fair Mall. In 2006, Granger Elementary was relocated and Mall redevelopment began in earnest. The pace of redevelopment has been rapid in more recent years, with land acquisition, 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



- City Center TOD study completed

- 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



- 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.

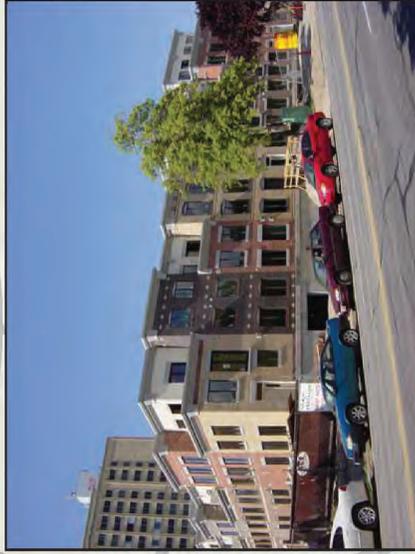
GOALS:

- 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.

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 ¼-mile walking route. Only 58 percent of the buildings in the ¼ mile radius are accessible by a ¼-mile walk. That is, about 30 homes and 300 employees are within the ¼ mile walking distance of the proposed town center.

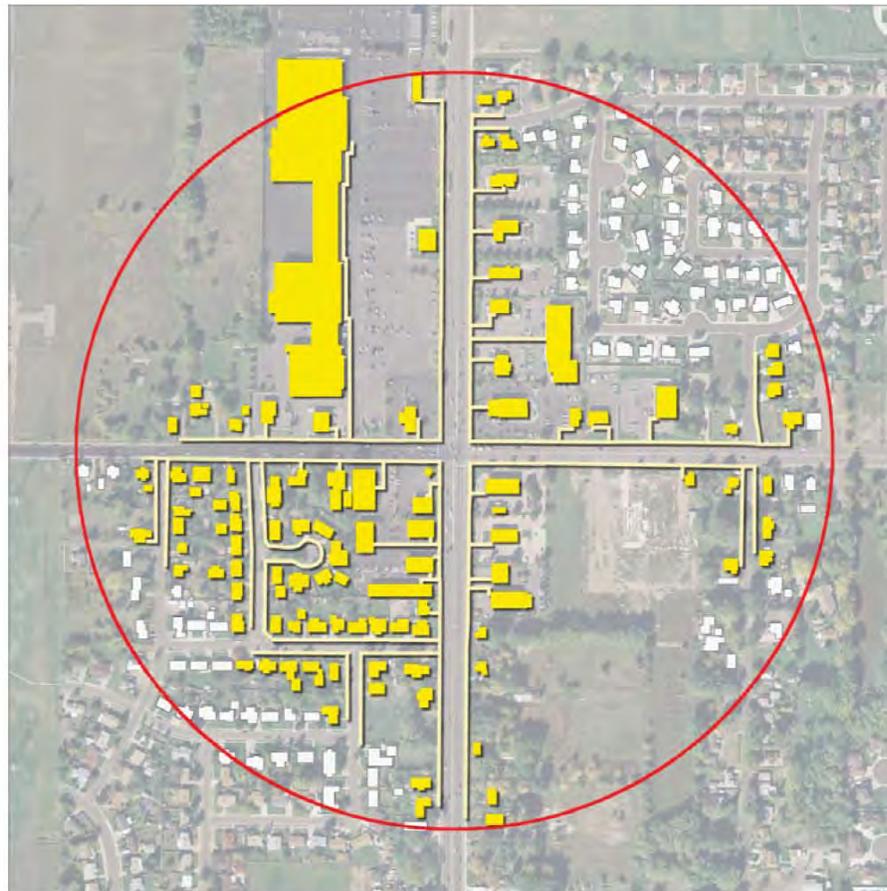


Figure 2-5. Buildings within a quarter-mile distance of the proposed station.

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.

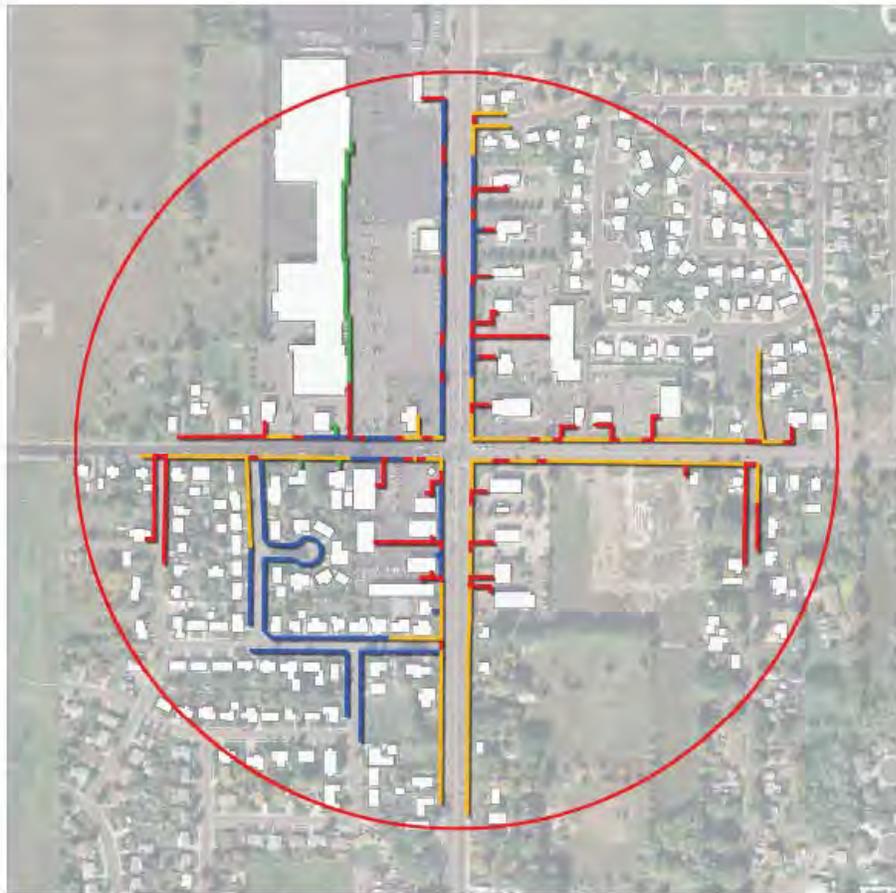


Figure 2-6. Levels of walkability (quarter mile walking routes from 5600 West and 3500 South)

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.

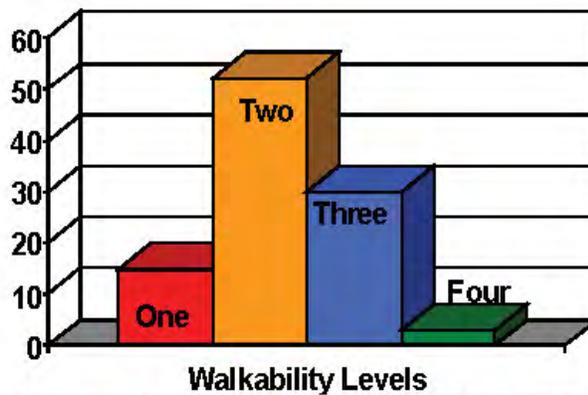


Figure 2-7. Percentages of quarter-mile walking routes from 5600 West and 3500 South (by level of walkability)

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



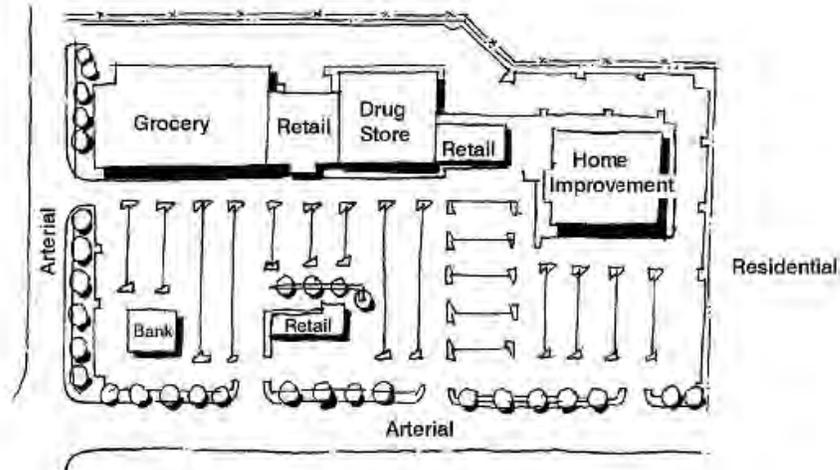
Intensity	Active outdoor space at center of project, residents only Significant amount of open landscaping used solely for buffers
Off-Site Destinations	On-site recreational facility for residents only, reducing off-site trips No pedestrian connections to off-site destinations, increasing driving trips 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



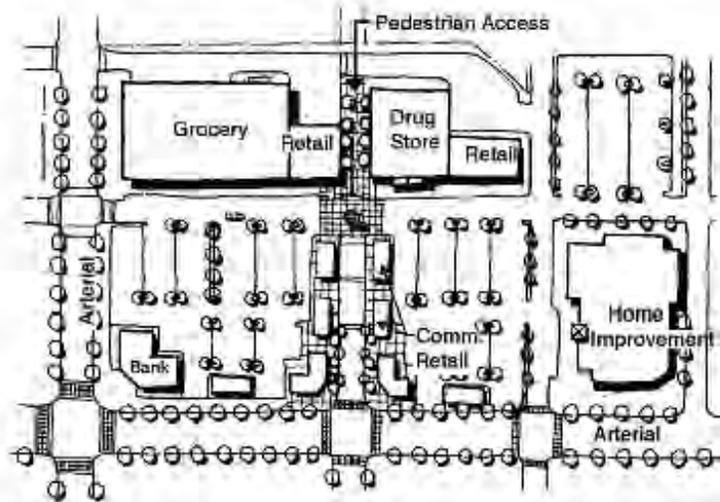
Intensity	Garden apartments to match typical proposal; however, townhouses could significantly increase intensity of project, improve pedestrian orientation and neighborhood feel Open spaces reoriented as courtyards for building clusters Active outdoor space at center of project, residents only
Off-Site 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



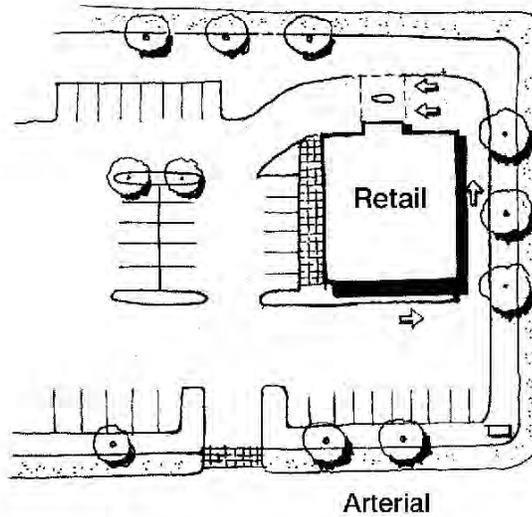
Off-Site Destinations	Separated from surrounding uses by fences
Continuous Pedestrian Routes	Good pedestrian linkages between building entrances Infrequent linkages to perimeter sidewalks Walkways frequently interrupted by driveway
Walkable Blocks	Large parking field and buildings Average 2,000–3,000-foot 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



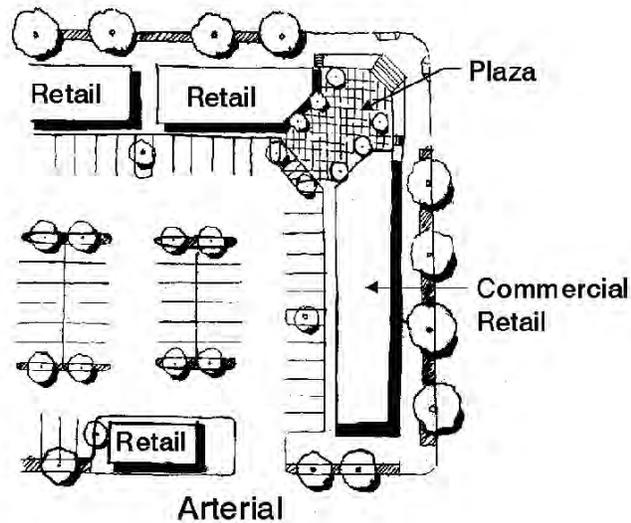
Off-Site Destinations	Pedestrian connections to nearby businesses and destinations Enhanced pedestrian crossings at arterials
Continuous Pedestrian Routes	Primary driveway grid creates clearly delineated pedestrian network Pedestrian/auto crossings concentrated to key intersections
Walkable Blocks	Average 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 ridership promoted with employees Future buildings along main pedestrian route Parallel and angled parking along driveway slows through traffic

Development Type: Retail Pad Building - Discouraged



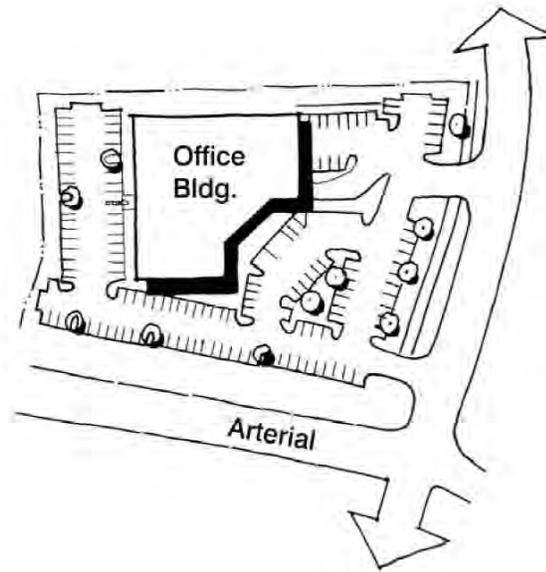
Off-Site Destinations	Separated from surrounding uses
Continuous Pedestrian Routes	Infrequent linkages to perimeter sidewalks Walkways frequently interrupted by driveway/drive-through lanes
Walkable Blocks	Easily fits within walkable perimeter block size
Orient Buildings to Pedestrians	Buildings oriented 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



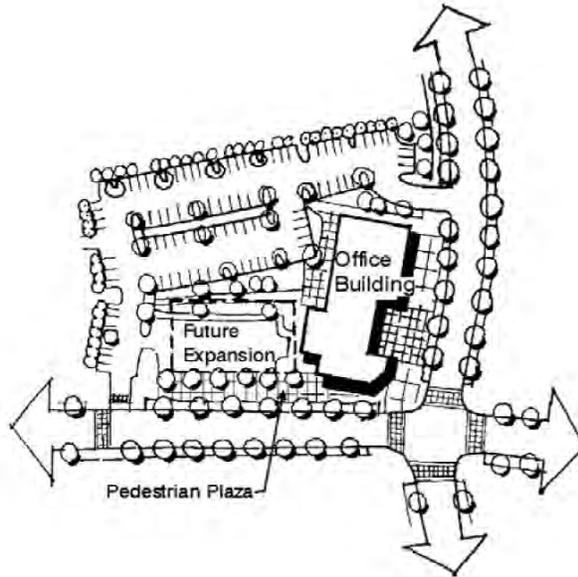
Off-Site Destinations	Connected to transit at the arterial and other destinations along driveway
Continuous Pedestrian Routes	Part of larger on-site pedestrian/driveway network Walkways minimize driveway crossings
Walkable Blocks	Easily fits within walkable perimeter block size
Orient Buildings to Pedestrians	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.

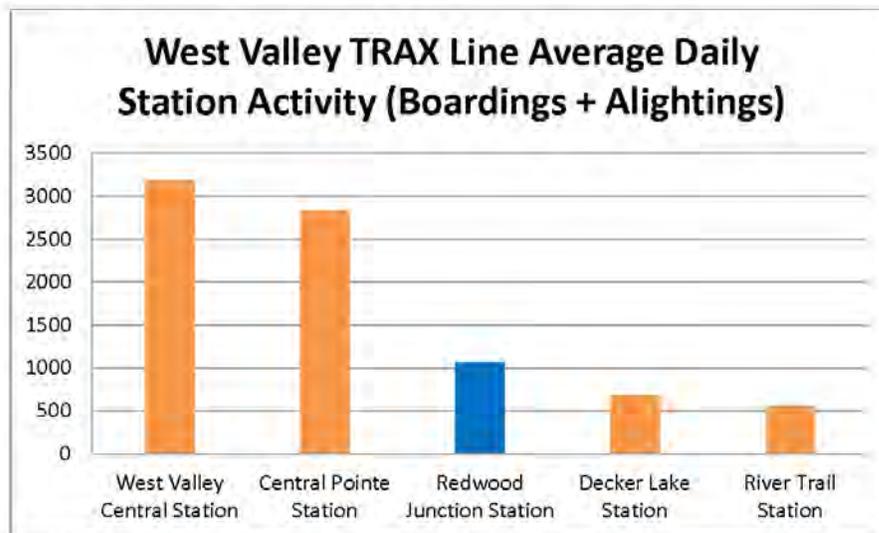


TABLE 8 Source: UTA, 2014

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.

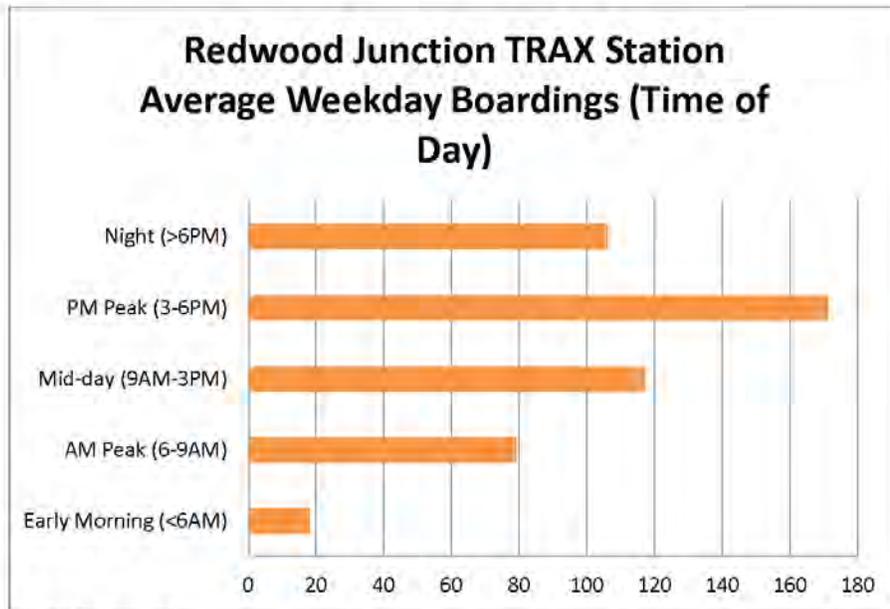


TABLE 9 Source: UTA, 2014

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

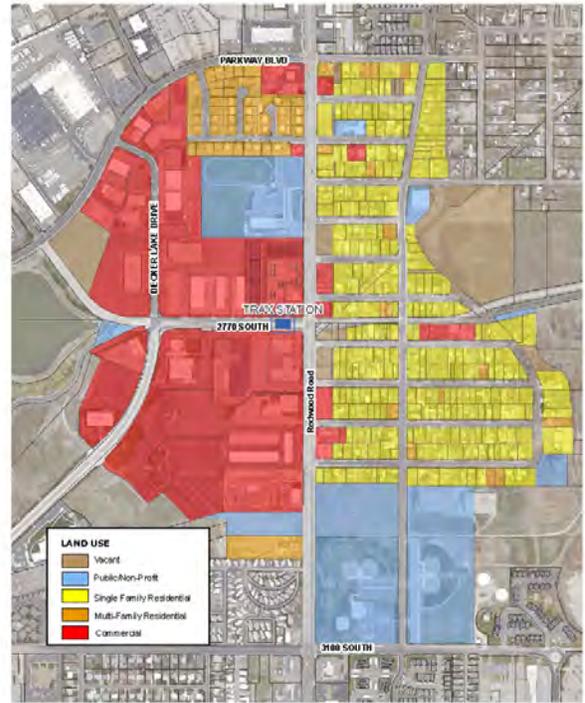


Figure 1 Land Use Map

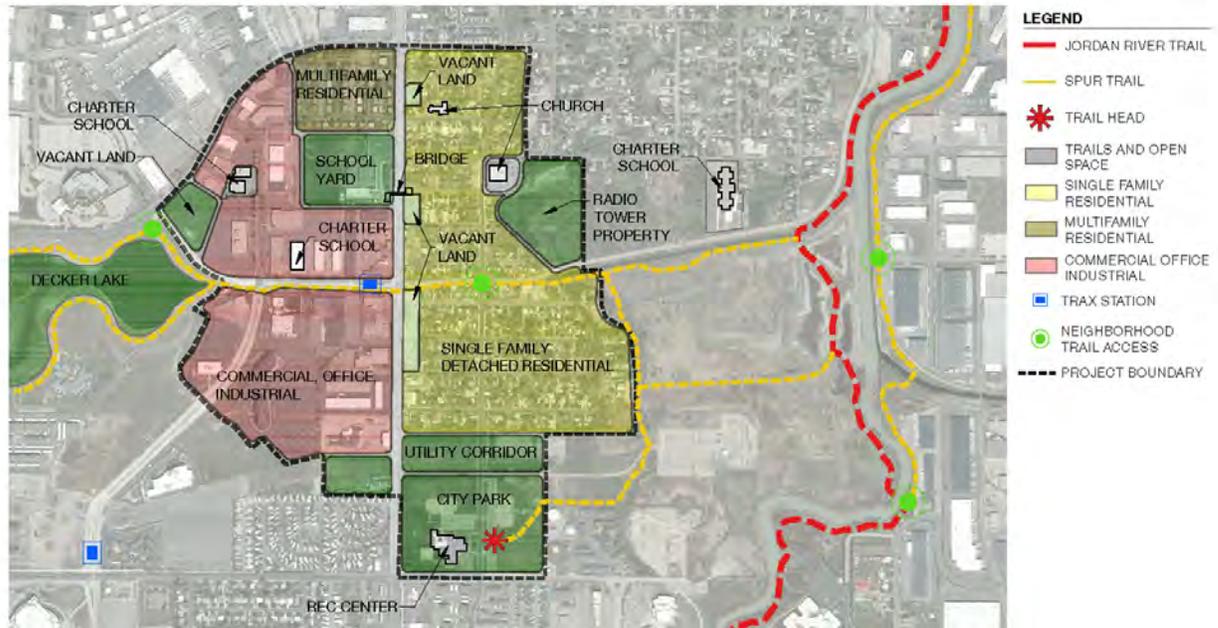


Figure 2 Existing Conditions Map

SITE ANALYSIS

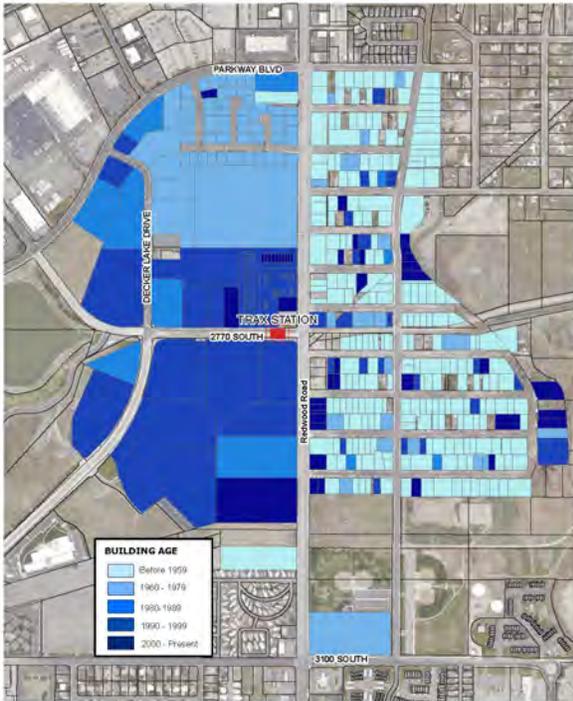


Figure 3 Building Age



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

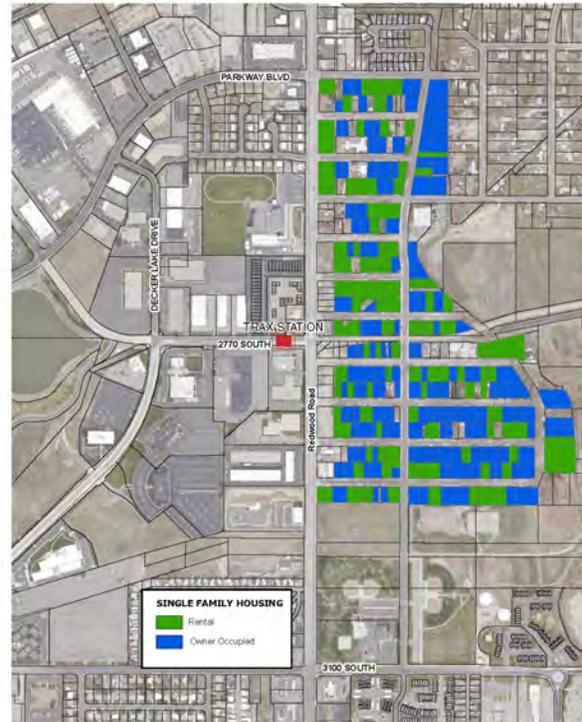


Figure 4 Renter vs. Owner Map



Image 3 Existing Residential



Image 4 existing residential

SITE ANALYSIS

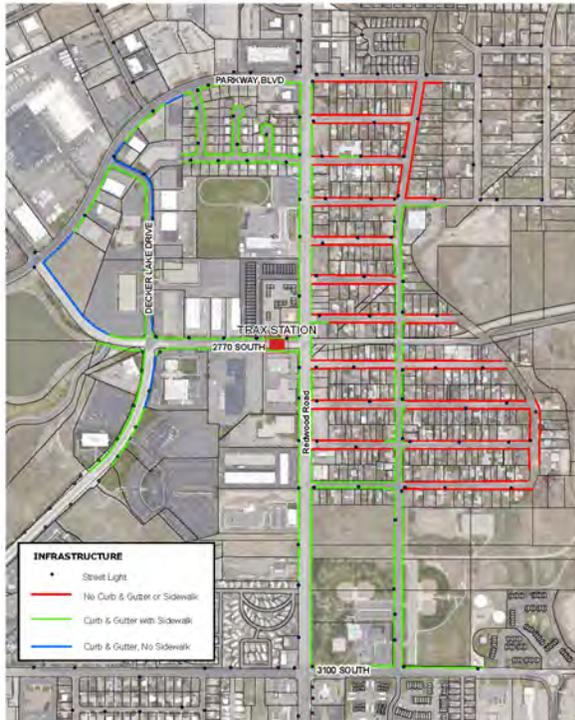


Figure 5 Infrastructure Map



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**
Mix 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**
Four areas 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.

