



Small Area Plan

**Adopted by
The West Valley City Council
1 June 2010**

**Prepared for
West Valley City**

**by
The Planning Center, Inc.**



Plan Elements

1-1 Plan Elements Overview

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

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

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



Figure 1-1. Example of Pedestrian Circulation

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

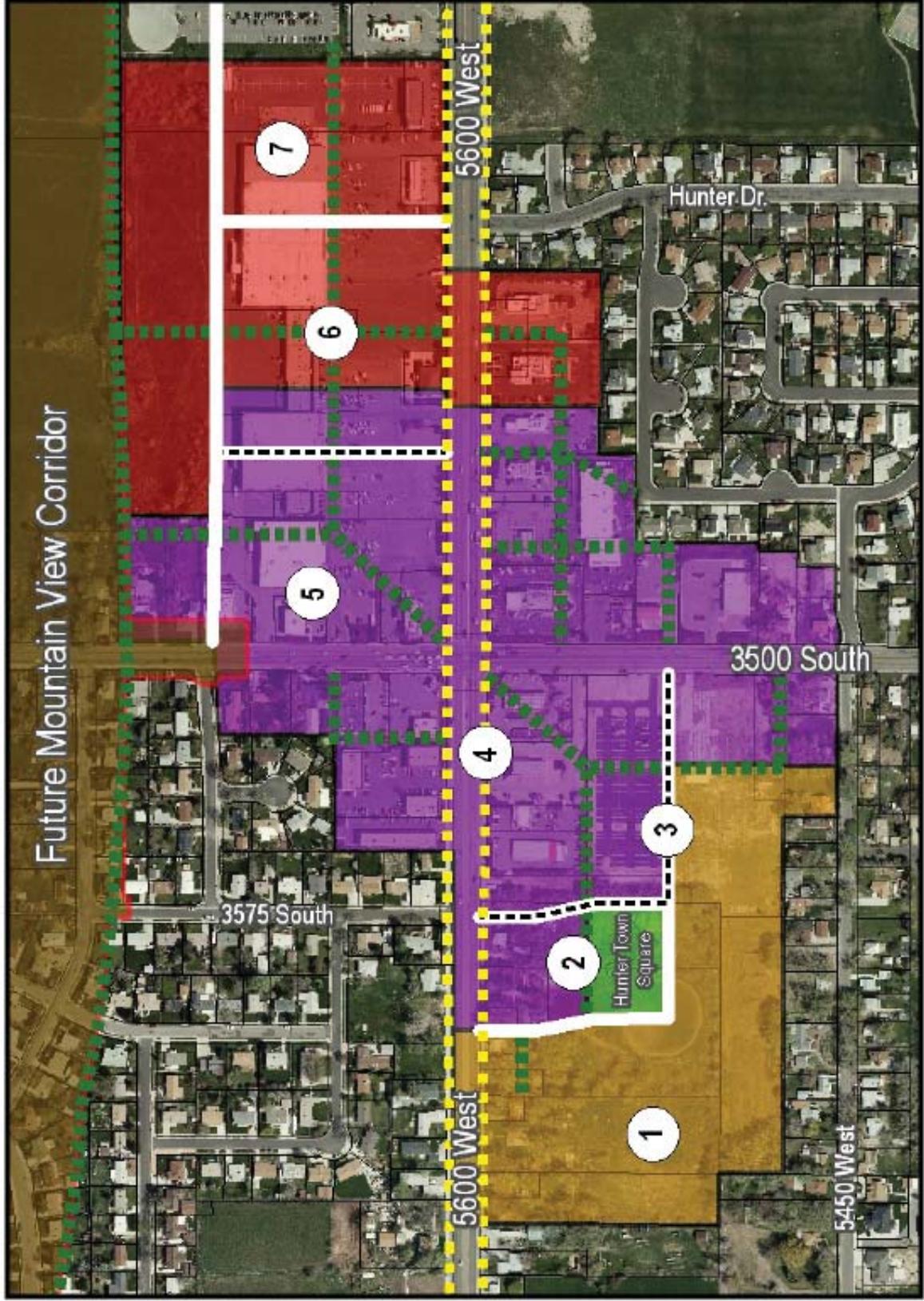
Infill development on vacant or underutilized parcels should be allowed at lower intensities until the market for TOD matures, and as long as higher density development can be accommodated when the market supports it.

1-2 Summary of Plan Elements

Plan elements include:

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

Hunter Town Center Plan Map



1. Town Medium District

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

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

2. Town Square

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

3. Main Streets

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

4. Improved Streetscapes

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

5. Town Center District

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

6. Small Blocks/Pedestrian Pathways

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

7. Town Retail District

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

1-3 Design Guidelines

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

Streets and Paths

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

Streetscape

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

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

Parking

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

Architecture

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

Open Space

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

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

Land Use

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

2-1 Background

Transportation Context

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

5600 West BRT

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



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

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

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

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

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

Transit-Oriented Development

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



Figure 2-2. Del Mar Transit Village

Trade Area

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

Market Demand

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

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

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

General Land Use Recommendations

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

- 1. Plan for a Balance of Land Uses in the Study Area.** Successful TODs balance land uses without letting any single use dominate the district. In this case, because the office and residential uses would likely occur in multistory buildings, the available market demand for retail uses would dominate. We recommend planning the study area to capture the maximum amount of office and residential development that good design will accommodate, but only the amount of retail uses needed to create a unique regional destination.
- 2. Value the Role of Offices in Supporting TOD.** Offices in the TOD would attract a daytime population, providing needed spending support for restaurants, entertainment, and other desired retail uses. Offices also create additional transit riders, supporting a destination role for the transit station and helping improve the financial feasibility of public transit. We recommend that the city develop its transit station as a destination and attract a daytime population to support retailers.
- 3. Capitalize on TOD Housing.** Although West Valley City already provides multifamily housing, the residential component of TOD provides important support for the overall development. TOD residents will provide a majority of the pedestrians, and gatherers who will create the image of the district as a walkable retail destination. Recognizing the importance of this public image to the success of the retail, we recommend that the city develop housing as a critical component of TOD.



Figure 2-3. TOD Office

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



Figure 2-4. Retail

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

2-2 Goals for the Plan

The purpose of this planning process was to:

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

2-3 Existing Conditions Analysis

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

Walking Coverage

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

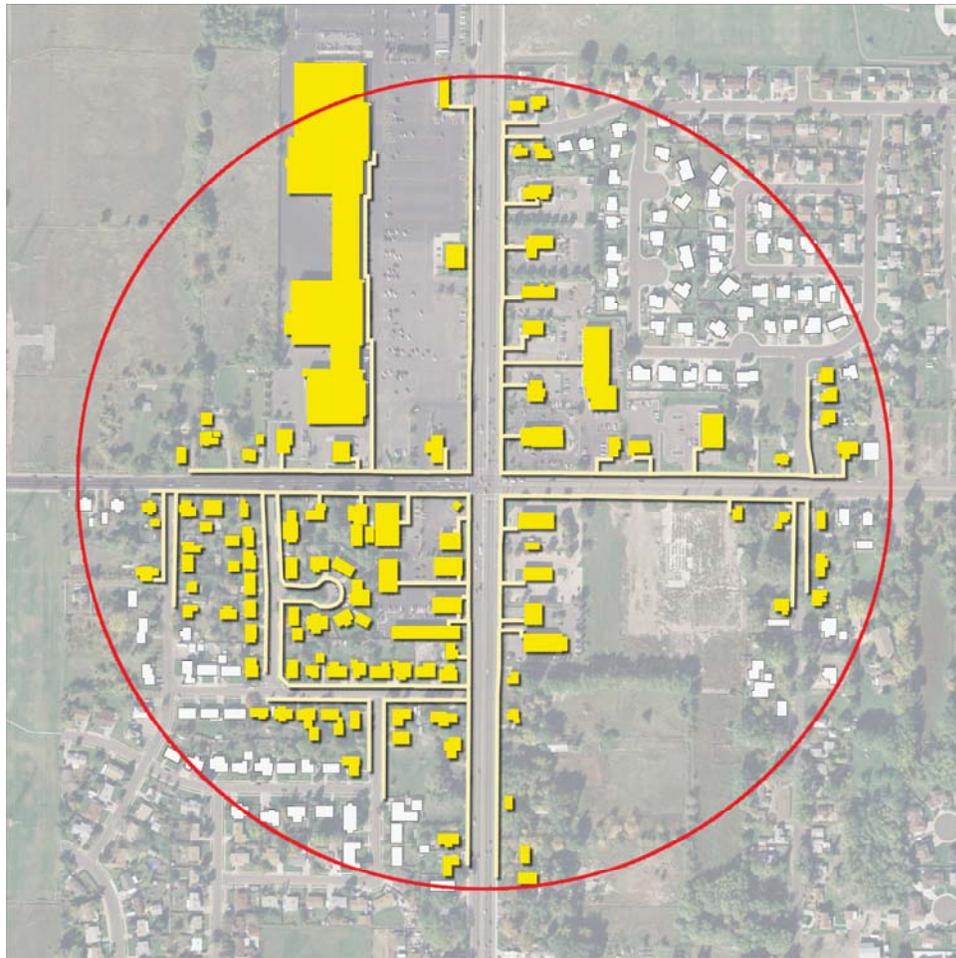


Figure 2-5. Buildings within a quarter-mile distance of the proposed station.

Walking Quality

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

Level 1



Level 3



Level 2



Level 4



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

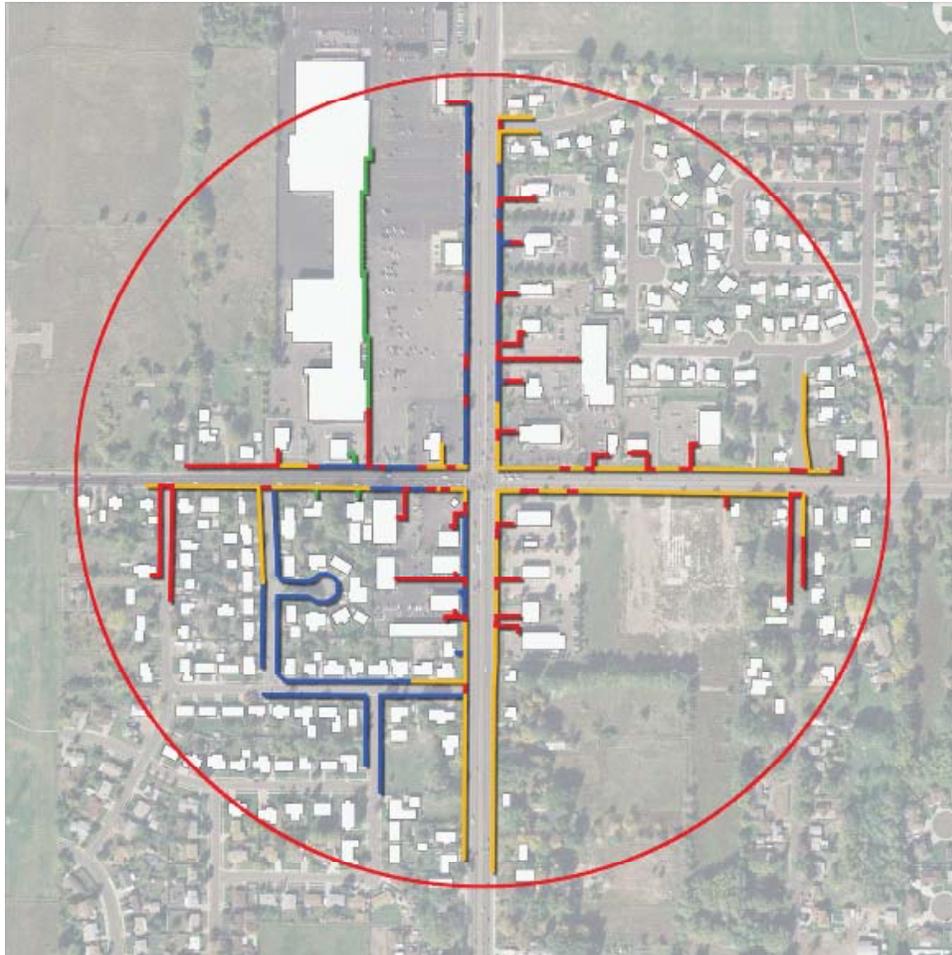


Figure 2-6. Levels of walkability (quarter mile walking routes from 5600 West and 3500 South)

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

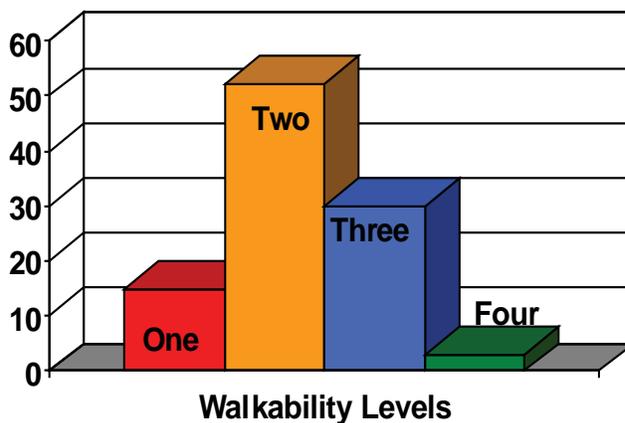


Figure 2-7. Percentages of quarter-mile walking routes from 5600 West and 3500 South (by level of walkability)

Existing Land Use

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



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

2-4 Planning Process

Process Overview

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

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

Table 2-2. Planning Process Summary

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

Focus Group (Charrette)

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

The attendees wrote responses to the following questions:

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

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

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

Table 2-3. Responses and Voting Tally

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

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

Community Meeting

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

Image Preference Survey

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



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



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



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

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



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



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



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



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



Explore Urban Design Concepts

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



Figure 2-12. Concept A: Centennial Station Concept



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

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

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

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

2-5 The Revised Concept

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

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

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

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

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

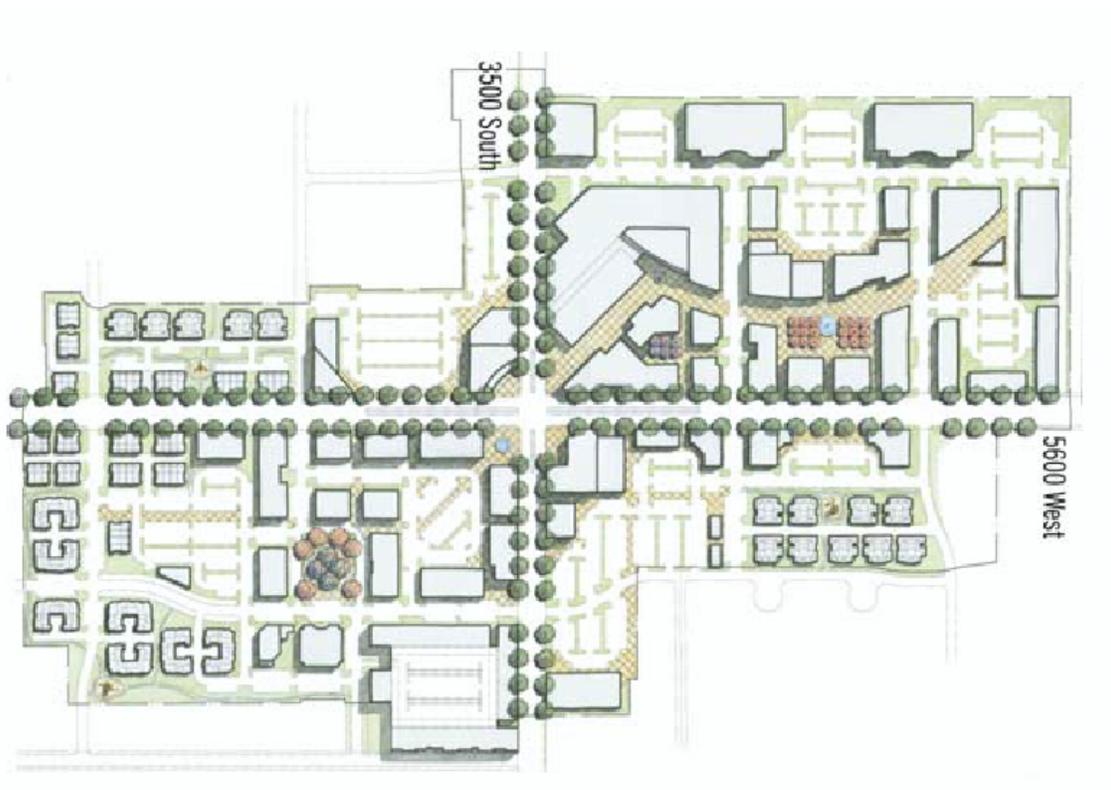


Figure 2-14. Concept C: Revised Concept

Image Preference Survey Results (November 19)

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

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

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

Image	Average	Std. Deviation	% Dislike	% Like
25	3.4	1.14	23%	50%
26	2.4	1.04	57%	20%
27	2.9	1.02	32%	32%
28	2.7	1.21	43%	27%
29	3.2	1.12	27%	37%
30	2.5	1.41	53%	30%
31	2.1	0.92	58%	3%
32	2.3	1.05	58%	16%
33	2.1	1.01	58%	6%
34	2.5	1.00	48%	13%
35	2.4	1.27	59%	25%
36	2.9	1.12	32%	32%
37	2.8	1.27	47%	38%
38	2.6	1.18	50%	25%
39	3.2	1.35	28%	47%
40	3.8	0.99	9%	72%

Interaction with the Street

41	2.4	1.50	59%	25%
42	3.3	1.12	19%	50%
43	2.7	1.18	47%	22%
44	1.8	1.00	78%	9%
45	3.4	1.32	25%	56%
46	3.2	1.24	25%	53%
47	1.9	0.89	78%	6%
48	2.8	1.05	41%	25%
49	2.3	1.12	50%	16%
50	2.1	1.21	69%	19%

Parks and Plazas

51	2.9	1.11	31%	31%
52	3.5	1.14	19%	56%
53	3.5	1.08	16%	53%
54	4.1	5.38	29%	45%
55	3.6	1.13	16%	56%
56	3.4	0.95	13%	48%
57	3.3	1.23	22%	44%
58	3.1	1.14	26%	32%
59	3.4	1.21	25%	59%
60	4.3	1.11	6%	81%

Annotated Table Maps

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



Figure AP-1. Annotated Hunter Town Center Concept Map



Figure AP-2. Annotated Centennial Station Concept Map

Community Meeting (November 19) Table Notes

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

Table 2 Notes

Missing elements

Recreation? Lots of shopping, not enough open space or entertainment

Public art

Buildings aren't cohesive

5600 West needs to be wide enough to accommodate future growth

Good elements

Live-work – adds variety, helps foster small and independent businesses.

Could be integrated into core instead of on the outside.

General comments

Look at reducing parking requirements

People won't be pedestrians all the time or drivers all the time, need to address need of both

Look at structured or shared parking

Add church, or library, or other civil use to take advantage of shared parking with offices

A satellite campus for a university or college

Make it a town square – farmers market/concerts/community activities

Will area support condos and higher density, because it is so close to 2700 South development?

Character

Needs to be well maintained

Building should be cohesive (but not the same)

Well defined streets and attractive walkways

Regulate building materials for cohesiveness

People attract people, so have residential

Area should look like it evolved, not like it was created

Signage is important, like in Park City, wayfinding signs are good

Pedestrian safety

Safe crosswalks

Sky walks over main roads

Benches/street furniture and other pedestrian amenities

Water features

Table 3 Notes

Prefer "Hunter" name to "Centennial"

Like the live-work idea

Like idea of road along back of homes on 5450 S

Two stories is good, maybe three

NW corner – like Hunter idea, movie center and restaurants

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

Office/commercial on corner is good

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



Like senior community idea

Like some residential, condos, townhomes etc, lower intensity

NE corner – Like unified design

All needs good lighting

Recommended Development Types

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

Development Type: Multifamily Residential - Discouraged



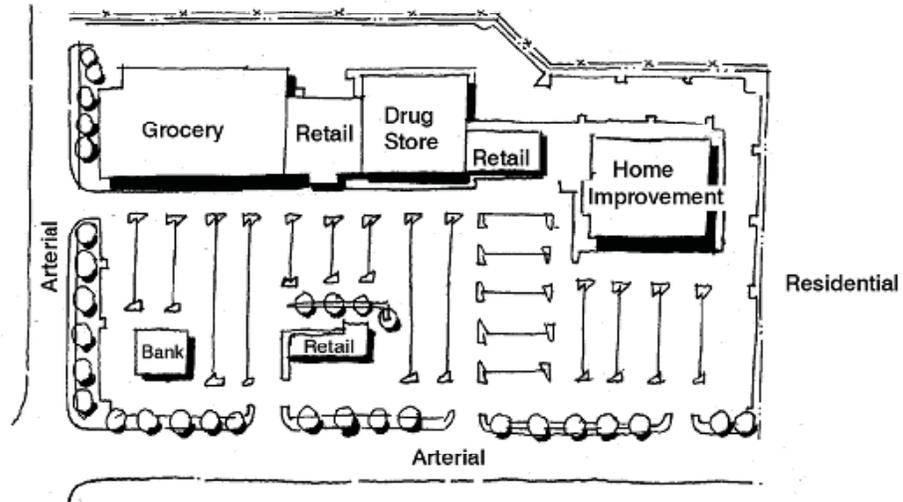
Intensity	Active outdoor space at center of project, residents only Significant amount of open landscaping used solely for buffers
Off-Site Destinations	On-site recreational facility for residents only, reducing off-site trips No pedestrian connections to off-site destinations, increasing driving trips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

Development Type: Multifamily Residential - Preferred



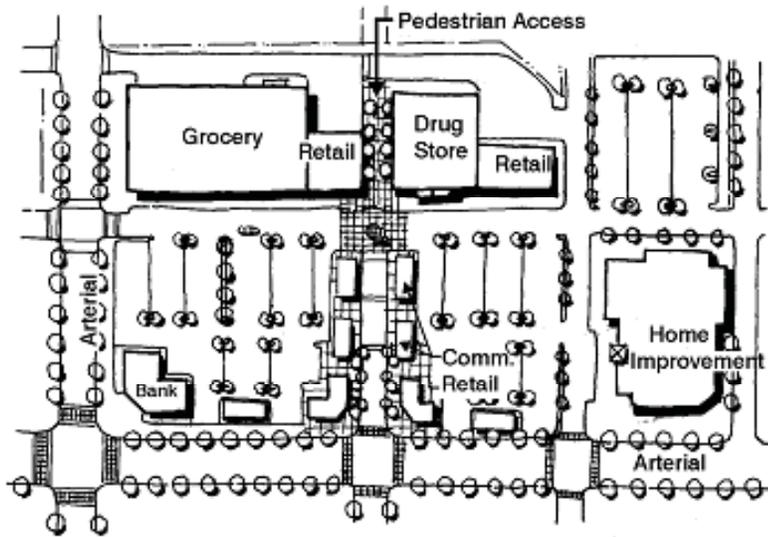
Intensity	<p>Garden apartments to match typical proposal; however, townhouses could significantly increase intensity of project, improve pedestrian orientation and neighborhood feel</p> <p>Open spaces reoriented as courtyards for building clusters</p> <p>Active outdoor space at center of project, residents only</p>
Off-Site Destinations	<p>On-site recreational facility reduces off-site trips</p> <p>Additional driveway added with median to discourage left turns</p> <p>Enhanced pedestrian crossings include refuge islands in median</p>
Continuous Pedestrian Routes	All buildings entrances, off-site crossings, and perimeter sidewalks connected
Walkable Blocks	<p>Driveway layouts realigned to provide more direct routes for pedestrians</p> <p>Additional walkways increase connectivity with perimeter sidewalks</p> <p>Walkway/driveway layout combines for maximum 1,600-foot perimeter</p>
Orient Buildings to Pedestrians	<p>Buildings orient to pedestrian network and protected courtyards</p> <p>Semipublic porches provide views to pedestrian network</p>
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	<p>Four access driveways to arterials, some restricted turning movements</p> <p>Buildings perpendicular and closer to arterials</p> <p>No units face arterials</p> <p>Scale of large parking areas are broken down by trees, paving changes</p> <p>Driveway design accommodates fire trucks</p>

Development Type: Retail Shopping Center - Discouraged



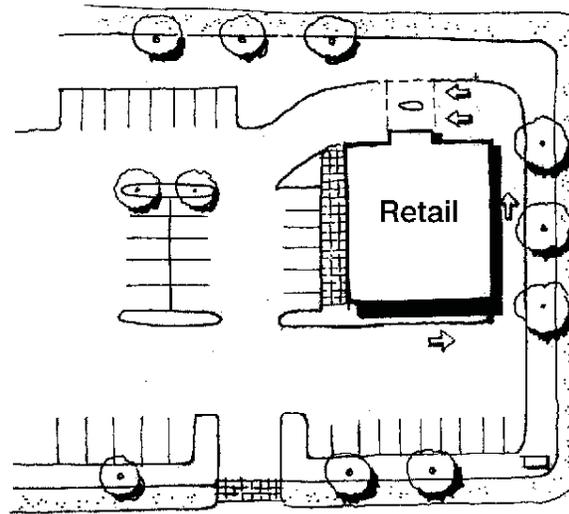
Off-Site Destinations	Separated from surrounding uses by fences
Continuous Pedestrian Routes	Good pedestrian linkages between building entrances Infrequent linkages to perimeter sidewalks Walkways frequently interrupted by driveway
Walkable Blocks	Large parking field and buildings Average 2,000–3,000-foot 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

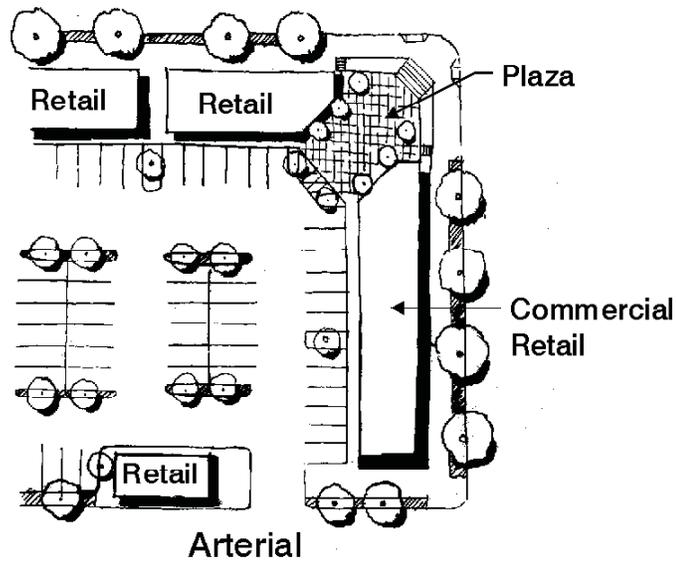
Development Type: Retail Pad Building - Discouraged



Arterial

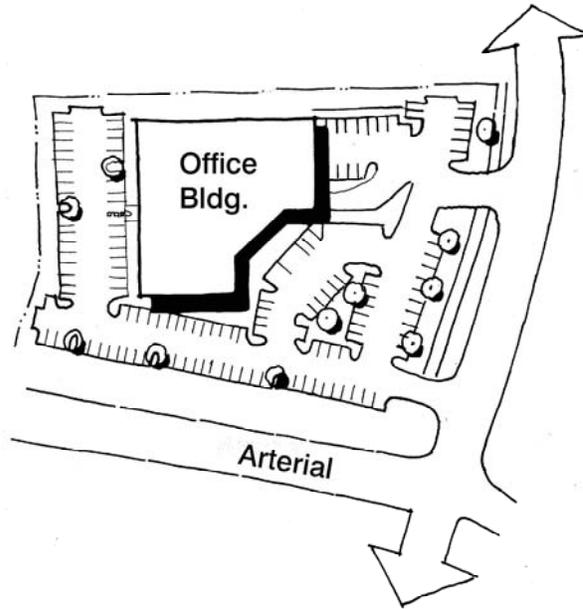
Off-Site Destinations	Separated from surrounding uses
Continuous Pedestrian Routes	Infrequent linkages to perimeter sidewalks Walkways frequently interrupted by driveway/drive-through lanes
Walkable Blocks	Easily fits within walkable perimeter block size
Orient Buildings to Pedestrians	Buildings oriented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

Development Type: Retail Pad Building - Preferred



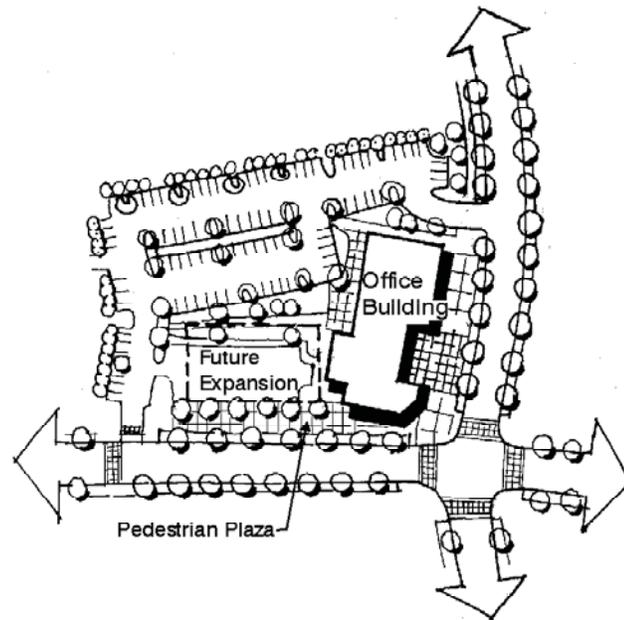
Off-Site Destinations	Connected to transit at the arterial and other destinations along driveway
Continuous Pedestrian Routes	Part of larger on-site pedestrian/driveway network Walkways minimize driveway crossings
Walkable Blocks	Easily fits within walkable perimeter block size
Orient Buildings to Pedestrians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

Development Type - Office Building - Discouraged



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

Development Type: Office Building - Preferred



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