



The Study Meeting of the West Valley City Council will be held on Tuesday, November 18, 2014, at 4:30 PM, in the Multi-Purpose Room, West Valley City Hall, 3600 Constitution Boulevard, West Valley City, Utah. Members of the press and public are invited to attend.

Posted 11/12/2014, 5:00 p.m.

## A G E N D A

1. Call to Order
2. Roll Call
3. Approval of Minutes:
  - A. October 28, 2014 (Study Meeting)
  - B. November 4, 2014 (Study Meeting)
4. General Plan Discussion with Members of the Planning Commission (1 hour)
5. Review Agenda for Regular Meeting of November 18, 2014
6. Public Hearings Scheduled for November 25, 2014:
  - A. Accept Public Input Regarding Application No. SV-1-2014, filed by West Valley City, Requesting to Vacate the 6-Foot Alley Located Between Lots 36 & 37, Lots 54 & 55 and Lots 74 & 75 of the Granger Park Subdivision Located at Approximately 1930 West 3255 South  
  
Action: Consider Ordinance No. 14-42, Vacating the 6-Foot Alley Located in the Granger Park Subdivision Between Lots 36 & 37, Lots 54 & 55 and Lots 74 & 75 in West Valley City
  - B. Accept Public Input Regarding Application No. Z-4-2014, filed by Joe

*West Valley City does not discriminate on the basis of race, color, national origin, gender, religion, age or disability in employment or the provision of services.*

*If you are planning to attend this public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City eight or more hours in advance of the meeting and we will try to provide whatever assistance may be required. The person to contact for assistance is Sheri McKendrick.*

Cunningham, Requesting a Zone Change from Zone 'A' (Agriculture) to Zone 'C-2' (General Commercial) for Property Located at 2938 South Glen Eagles Drive

Action: Consider Ordinance No. 14-43, Amending the Zoning Map to Show a Change of Zone for Property Located at 2938 South Glen Eagles Drive from Zone 'A' (Agriculture) to Zone 'C-2' (General Commercial)

- C. Accept Public Input Regarding Application No. GP-1-2014, filed by West Valley City, to Update the City's Moderate Income Housing Plan

Action: Consider Ordinance No. 14-44, Adopting the 2014 Moderate Income Housing Plan as Part of the West Valley City General Plan

7. Resolutions:

- A. 14-187: Adopt the 2014 Biennial Review of the Moderate Income Housing Plan
- B. 14-188: Authorize the City to enter into a Right-of-Way Agreement with E & E Investment Co. LLC, for Property Located at 4701 West 2100 South; and to Accept a Special Warranty Deed, Grant of Temporary Construction Easement and a Public Utility Easement

8. Communications:

- A. West Valley Fiber Network Update (15 minutes)
- B. Council Update
- C. Review Draft Agenda for Utah Cultural Celebration Center Foundation Meeting Scheduled for November 25, 2014
- D. Other

9. New Business:

- A. Council Reports

10. Motion for Executive Session

11. Adjourn

## MINUTES OF COUNCIL STUDY MEETING – OCTOBER 28, 2014

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THE WEST VALLEY CITY COUNCIL MET IN STUDY SESSION ON TUESDAY, OCTOBER 28, 2014, AT 4:30 P.M., IN THE MULTI-PURPOSE ROOM, WEST VALLEY CITY HALL, 3600 CONSTITUTION BOULEVARD, WEST VALLEY CITY, UTAH. THE MEETING WAS CALLED TO ORDER AND CONDUCTED BY MAYOR BIGELOW.

THE FOLLOWING MEMBERS WERE PRESENT:

Ron Bigelow, Mayor  
Corey Rushton, Councilmember At-Large  
Lars Nordfelt, Councilmember At-Large  
Tom Huynh, Councilmember District 1  
Steve Buhler, Councilmember District 2  
Karen Lang, Councilmember District 3  
Steve Vincent, Councilmember District 4

Wayne Pyle, City Manager  
Sheri McKendrick, City Recorder

STAFF PRESENT:

Paul Isaac, Assistant City Manager/HR Director  
Nicole Cottle, Assistant City Manager/CED Director  
Eric Bunderson, City Attorney  
Jim Welch, Finance Director  
Layne Morris, CPD Director  
John Evans, Fire Chief  
Russell Willardson, Public Works Director  
Sam Johnson, Strategic Communications Director  
Anita Schwemmer, Acting Police Chief  
Steve Pastorik, CED Department  
Jody Knapp, CED Department  
Lee Logston, CED Department  
Jake Arslanian, Public Works Department

1. **APPROVAL OF MINUTES OF STUDY MEETINGS HELD OCTOBER 7, 2014 AND OCTOBER 14, 2014**

The Council read and considered Minutes of the Study Meetings held October 7, 2014 and October 14, 2014. There were no changes, corrections or deletions.

After discussion, Councilmember Lang moved to approve the Minutes of the Study Meetings held October 7, 2014, and October 14, 2014, as written. Councilmember Vincent seconded the motion.

A roll call vote was taken:

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Mr. Vincent	Yes
Ms. Lang	Yes
Mr. Buhler	Yes
Mr. Huynh	Yes
Mr. Rushton	Yes
Mr. Nordfelt	Yes
Mayor Bigelow	Yes

Unanimous.

**2. REVIEW AGENDA FOR REGULAR MEETING SCHEDULED OCTOBER 28, 2014**

Mayor Bigelow informed there were no new items scheduled on the Regular Meeting Agenda for October 24, 2014 at 6:30 P.M. Upon inquiry there were no questions regarding items scheduled on the subject Agenda.

**3. CONSENT AGENDA SCHEDULED NOVEMBER 4, 2014:**

**A. RESOLUTION NO. 14-183, RATIFY THE CITY MANAGER'S APPOINTMENT OF FRED DARLING AS A MEMBER OF THE WEST VALLEY CITY CLEAN & BEAUTIFUL COMMITTEE FOR THE TERM NOVEMBER 4, 2014 – JUNE 30, 2018**

Mayor Bigelow discussed proposed Resolution No. 14-183 that would ratify the City Manager's appointment of Fred Darling as a member of the West Valley City Clean & Beautiful Committee for the term November 4, 2014, through June 30, 2018.

**B. RESOLUTION NO. 14-184, RATIFY THE CITY MANAGER'S APPOINTMENT OF SAMADHI ISHAYA AS A MEMBER OF THE WEST VALLEY CITY CLEAN & BEAUTIFUL COMMITTEE FOR THE TERM NOVEMBER 4, 2014 – JUNE 30, 2018**

Mayor Bigelow discussed proposed Resolution No. 14-184 that would ratify the City Manager's appointment of Samadhi Ishaya as a member of the West Valley City Clean & Beautiful Committee for the term November 4, 2014, through June 30, 2018.

The City Council will consider proposed Resolution Nos. 14-183 and 14-184 at the Regular Council Meeting scheduled November 4, 2014, at 6:30 P.M.

**4. COMMUNICATIONS:**

**A. GENERAL PLAN UPDATE DISCUSSION**

Steve Pastorik, CED Department, reviewed and discussed updated drafts of chapters of the General Plan, which had previously been distributed to members

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of the Council. He summarized the following and answered questions during the presentation:

- Economic Development Element
- Community Facilities (identified needs)
- Parks, Recreation and Culture
- Transportation

Members of the Council discussed, commented and posed questions, summarized as follows:

- Clarification and comments regarding some language relating to education
- Suggestion to include energy efficiency items such as electric cars and charging stations, etc.
- Expressed the need to consider reasons why people were leaving the City; and the need to include in the General Plan such things as businesses not available, services not provided, “retail leakage”, etc.
- Graduation rates and whether professionals moved to West Valley City and lived here, which was related to the quality of housing
- Comparison of Granite School District test scores to others in the State of Utah; lower educational performance in West Valley City should be addressed in the General Plan
- Address the Council’s desire to see higher end housing
- Information in the General Plan regarding education “does not tell the story” as demographics in the City were different than the norm in Granite School District and in the State of Utah; and cited some examples
- Education should focus on applied technology, CTE and STEM
- Suggestion that support of after-school programs should be included in the General Plan
- Expression of surprise at the information regarding the average monthly wage in the City in comparison to neighboring cities and suggestion for clarification that it referred to jobs and not what workers earned
- Rather than build a new fire station in the southwest portion of the City, it was suggested the Plan include remodeling the two stations located on 4100 South Street
- Suggestion for the need of a new public safety building and inquiry regarding the Police Department’s request and need for a gun range; also expression of the need for a parks maintenance facility
- Suggestion to include a list of new facilities that were being considered or discussed
- Suggestion to include an action item to partner with Salt Lake County or other entities in recreational programs and services if that would better provide the City’s residents with more opportunities

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- Add the concept that every new development, residential, retail and industrial, should be examined for including trails and open space
- Suggestion to emphasize and look at improving the flow of east/west traffic corridors
- Request for clarification regarding some of the maps included in the information provided to the City Council
- Expression that bike lanes needed to be a higher priority for air quality and health of residents; West Valley City should be more friendly to cyclists

During the above discussion, Mr. Pastorik, the City Manager and staff addressed comments and questions from members of the City Council. Mr. Pastorik also expressed appreciation to all members of the Council for the discussion and feedback of information suggestions and ideas.

### B. **MOBILE FOOD VENDING DISCUSSION**

Jody Knapp, CED Department, lead a discussion regarding mobile food vending. She explained the history of food vending and current regulations. She also distributed and reviewed copies of related City Code Sections in Titles 7 and 17 previously e-mailed to members of the City Council. Ms. Knapp answered questions from members of the City Council.

Members of the Council commented, suggested and inquired, summarized as follows:

- Discussed the “Food Truck Thursday” event being tried out this year at Fairbourne Station and the need to address special events in the Code
- Inquiry regarding what requirements other cities had regarding mobile food vending

Upon inquiry, Ms. Knapp noted food trucks and food carts were different and had separate requirements in the City’s Code. She gave background and reasons for current regulations in the Code and why trucks and carts were regulated separately.

Councilmember comments summarized as follows:

- Suggestions regarding ways to move forward without negatively impacting existing brick and mortar restaurants
- Shared and read information in Salt Lake City’s ordinance and how it compared to West Valley City’s requirements
- Larger companies were hiring food trucks for special events for their employees
- Suggestion to revisit West Valley City’s ordinance

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- Individual observations regarding events attended
- Information regarding the year 2008 when there were concerns regarding the City Center zone and the desire to have it be exempt from mobile food vending; now it seems to have changed and was “open game” and it should be

Upon inquiry, Ms. Knapp noted restrictions by zones and noted specifically it did not include the City Center zone.

Council comments continued as follows:

- Expression of concerns and discussion that the City Code should allow for congregating of these trucks like a food court while not allowing an ethnic food truck to do business in front of an ethnic restaurant
- Trucks were being hired for parties at residences in West Valley City and other cities and this was catering, not a commercial venture
- Expression for the need to be clear and treat everyone equally
- A request that staff address issues brought up by the City Council, conduct research and then bring back additional information for further consideration
- Expression for the importance of accommodating but also be in control
- Expression of the desire to incorporate some of the regulations of Salt Lake City’s ordinance
- Leaning toward licensing rather than permitting

City Manager, Wayne Pyle, indicated he would direct staff to review the above comments, concerns and suggestions made by members of the Council, and bring back recommendations for further discussion and consideration.

### C. **WEST VALLEY FIBER NETWORK UPDATE**

Mayor Bigelow informed there was no updated information at this time regarding the West Valley Fiber Network.

### D. **REVIEW DRAFT AGENDAS FOR REDEVELOPMENT AGENCY AND HOUSING AUTHORITY MEETINGS SCHEDULED NOVEMBER 4, 2014**

Mayor Bigelow reviewed draft Agendas for meetings of the Redevelopment Agency and Housing Authority scheduled November 4, 2014. He indicated consideration for approval of Minutes were items scheduled on the drafts to date.

### E. **COUNCIL UPDATE**

Mayor Bigelow referenced a Memorandum from the City Manager which outlined upcoming meetings and events as follows:

October 27 – November 6, 2014      Day of the Dead Altar Exhibition, UCCC

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October 31, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
November 1, 2014	Day of the Dead Celebration, UCCC, 6:00 P.M. – 8:00 P.M.
November 1, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
November 4, 2014	General Election, Polls Open 7:00 A.M. – 8:00 P.M.
November 4, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
November 5, 2014	Employee Gratitude Breakfast hosted by EAC, Multi-purpose Room at City Hall, 7:00 A.M. – 8:30 A.M. (No cost to employees)
November 5, 2014	Community Meeting with Mayor Bigelow, Location TBD, 7:00 P.M. – 8:30 P.M.
November 11, 2014	Veteran’s Day Holiday – City Hall closed
November 11, 2014	Free Admission for Veterans, Family Fitness Center
November 11, 2014	Veterans Day Event, Carl Sandburg Elementary, 3900 South 5325 West, 8:30 A.M. – 9:30 A.M.
November 11, 2014	Annual Veterans Day Celebration, American Preparatory Academy, 1255 W. Crystal Avenue (2590 South), 8:45 A.M. – 9:45 A.M.
November 11, 2014	Annual Veterans Day Celebration, American Preparatory Academy, 3636 West 3100 South, 12:15 P.M. – 1:15 P.M.
November 11, 2014	Veteran’s Day Event, City Hall, 6:00 P.M. – 7:00 P.M.

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November 11, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
November 12, 2014	The Black Keys – Turn Blue World Tour, Maverik Center, 8:00 P.M.
November 14, 2014	Member Appreciation Activity – Movie Night, Fitness Center, 7:00 P.M.
November 14, 2014	Utah Grizzlies vs. Ontario Reign, Maverik Center, 7:05 P.M.
November 15, 2014	Utah Grizzlies vs. Ontario Reign, Maverik Center, 7:05 P.M.
November 17, 2014	Public Meeting re: 4700 South Project hosted by SL County & Lochner Engineering, Kearns Senior Center, 4851 West 4700 South, 5:00 P.M. – 7:00 P.M.
November 17, 2014	Utah Grizzlies vs. Ontario Reign, Maverik Center, 7:05 P.M.
November 18, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
November 18, 2014	Judas Priest – Redeemer of Souls Tour 2014, Maverik Center, 7:30 P.M.
November 19, 2014	WVC Watch Wednesday, City Hall, 6:30 P.M. – 8:00 P.M.
November 19, 2014	Community Meeting with Chief Russo, UCCC, 7:00 P.M.
November 19-22, 2014	NLC Conference, Austin, Texas
November 25, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
November 22, 2014	Turkey Trot 5K, Fitness Center, 8:00 A.M.
November 27, 2014	Thanksgiving Holiday – City Hall closed
December 1, 2014	Annual Christmas Tree Lighting and Walk with Santa, Fitness Center, 6:00 P.M.

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December 1, 2014	Utah Grizzlies vs. Idaho Steelheads, Maverik Center, 7:05 P.M.
December 2, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
December 3, 2014	Blood Drive, City Hall, 8:30 A.M. – 12:30 P.M.
December 5 & 6, 2014	World Championship Ice Racing, Maverik Center, Time TBA
December 6, 2014	Breakfast with Santa, Fitness Center, 9:00 A.M.
December 9, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
December 10, 2014	Stories & S'mories, Plaza at Fairbourne Station, 6:00 P.M.
December 10, 2014	Utah Grizzlies vs. Alaska Aces, Maverik Center, 7:05 P.M.
December 11, 2014	International Christmas Celebration 2014 – Sponsored by Latino Community Center, UCCC, 5:00 P.M. – 9:00 P.M.
December 13, 2014	Breakfast with Santa, Fitness Center, 9:00 A.M.
December 16, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
December 17, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
December 19, 2014	So You Think You Can Dance Live, Maverik Center, 8:00 P.M.
December 24 & 25, 2014	Christmas Holiday – City Hall closed
December 27, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.

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December 29, 2014

Utah Grizzlies vs. Idaho Steelheads,  
Maverik Center, 7:05 P.M.

January 1, 2015

New Year's Day Holiday – City Hall closed

### F. **STRATEGIC PLANNING MEETING SUGGESTED DATES FOR 2015**

City Manager, Wayne Pyle, suggested February 13 and 14, 2015, for possible dates regarding the Council's annual Strategic Planning Meeting.

Upon discussion, Mayor Bigelow requested alternative dates. Councilmember Nordfelt indicated he preferred February 20, 2015, as he would not have to take a day off from his employment.

## 5. **COUNCIL REPORTS**

### A. **COUNCILMEMBER COREY RUSHTON – HILL FARMS DEVELOPMENT IN KAYSVILLE, UTAH**

Councilmember Rushton discussed his observations of the Hill Farms development in Kaysville, Utah. He encouraged members of the Council to look at the website or visit the development in person. He requested Nicole Cottle, Assistant City Manager/CED Director, provide information regarding the development to the City Council.

Councilmember Rushton stated the referenced development was a good example of a developer "thinking outside the box." He discussed what he liked about the development and components he would like to see for development of larger properties in West Valley City.

### B. **COUNCILMEMBER STEVE VINCENT – REQUEST FOR REVIEW OF CAR PER MAN PROGRAM**

Councilmember Vincent stated that with the addition of new police officers, he had been getting an increased number of questions as to why Police Department cars were seen in other Utah counties as new officers did not live in the City. He requested time for a discussion be scheduled regarding the car per man program, including a list of where officers were going when off duty.

### C. **MAYOR RON BIGELOW – CHAMBERWEST AWARDS GALA AND MAYOR'S MEETING WITH UTOPIA**

Mayor Bigelow discussed the recent ChamberWest awards gala and indicated he, Councilmember Buhler and spouses had represented West Valley City.

He reported regarding a recent mayor's meeting with UTOPIA cities where there were seven of eleven members present. He expressed the need to include others such as the City Manager, Wayne Pyle, as long as there was not a quorum of the UTOPIA board. He stated in the future they would be invited in order to begin

working with non-Macquarie cities to find a solution.

DRAFT

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**6. MOTION FOR EXECUTIVE SESSION**

After discussion, Councilmember Rushton moved to adjourn and reconvene in an Executive Session for discussion of pending or reasonably eminent litigation. Councilmember Vincent seconded the motion.

A roll call vote was taken:

Mr. Vincent	Yes
Ms. Lang	Yes
Mr. Buhler	Yes
Mr. Huynh	Yes
Mr. Rushton	Yes
Mr. Nordfelt	Yes
Mayor Bigelow	Yes

Unanimous.

THERE BEING NO FURTHER BUSINESS OF THE WEST VALLEY CITY COUNCIL, THE STUDY MEETING OF TUESDAY, OCTOBER 28, 2014, WAS ADJOURNED AT 6:17 P.M., BY MAYOR BIGELOW.

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THE WEST VALLEY CITY COUNCIL MET IN AN EXECUTIVE SESSION ON TUESDAY, OCTOBER 28, 2014, AT 6:18 P.M., IN THE MULTI-PURPOSE ROOM, WEST VALLEY CITY HALL, 3600 CONSTITUTION BOULEVARD, WEST VALLEY CITY, UTAH. THE MEETING WAS CALLED TO ORDER BY MAYOR BIGELOW.

THE FOLLOWING MEMBERS WERE PRESENT:

Ron Bigelow, Mayor  
Corey Rushton, Councilmember At-Large  
Lars Nordfelt, Councilmember At-Large  
Tom Huynh, Councilmember District 1  
Steve Buhler, Councilmember District 2  
Karen Lang, Councilmember District 3  
Steve Vincent, Councilmember District 4

Wayne Pyle, City Manager  
Sheri McKendrick, City Recorder

STAFF PRESENT:

Nicole Cottle, Assistant City Manager/CED Director  
Eric Bunderson, City Attorney

THERE BEING NO FURTHER BUSINESS OF THE WEST VALLEY CITY COUNCIL, THE EXECUTIVE SESSION OF OCTOBER 28, 2014, WAS ADJOURNED AT 6:25 P.M., BY MAYOR BIGELOW.

I hereby certify the foregoing to be a true, accurate and complete record of the proceedings of the Study Meeting and Executive Session of the West Valley City Council held Tuesday, October 28, 2014.

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Sheri McKendrick, MMC  
City Recorder

**MINUTES OF COUNCIL STUDY MEETING – NOVEMBER 4, 2014**

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THE WEST VALLEY CITY COUNCIL MET IN STUDY SESSION ON TUESDAY, NOVEMBER 4, 2014, AT 4:30 P.M., IN THE MULTI-PURPOSE ROOM, WEST VALLEY CITY HALL, 3600 CONSTITUTION BOULEVARD, WEST VALLEY CITY, UTAH. THE MEETING WAS CALLED TO ORDER AND CONDUCTED BY MAYOR BIGELOW.

THE FOLLOWING MEMBERS WERE PRESENT:

Ron Bigelow, Mayor  
Corey Rushton, Councilmember At-Large (Arrived as noted)  
Lars Nordfelt, Councilmember At-Large  
Tom Huynh, Councilmember District 1  
Karen Lang, Councilmember District 3  
Steve Vincent, Councilmember District 4 (Arrived as noted)

Wayne Pyle, City Manager  
Sheri McKendrick, City Recorder

ABSENT: Steve Buhler, Councilmember District 2

STAFF PRESENT:

Paul Isaac, Assistant City Manager/HR Director  
Nicole Cottle, Assistant City Manager/CED Director  
Eric Bunderson, City Attorney  
Jim Welch, Finance Director  
Layne Morris, CPD Director  
John Evans, Fire Chief  
Russell Willardson, Public Works Director  
Lee Russo, Police Chief  
Sam Johnson, Strategic Communications Director  
Jason Erikson, Acting Parks and Recreation Director  
Steve Pastorik, CED Department  
Brandon Hill, Law Department  
Erik Brondum, Public Works Department  
Jake Arslanian, Public Works Department

1. **APPROVAL OF MINUTES OF STUDY MEETING HELD OCTOBER 21, 2014**  
The Council read and considered Minutes of the Study Meeting held October 21, 2014. There were no changes, corrections or deletions.

After discussion, Councilmember Lang moved to approve the Minutes of the Study Meeting held October 21, 2014, as written. Councilmember Nordfelt seconded the motion.

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A roll call vote was taken:

Ms. Lang	Yes
Mr. Huynh	Yes
Mr. Nordfelt	Yes
Mayor Bigelow	Yes

Unanimous.

Councilmember Vincent and Councilmember Rushton arrived at the meeting at 4:31 P.M.

**2. REVIEW AGENDAS FOR COUNCIL REGULAR, REDEVELOPMENT AGENCY AND HOUSING AUTHORITY MEETINGS SCHEDULED NOVEMBER 4, 2014**

Mayor Bigelow informed no new items had been added to the Agendas for the Council Regular Meeting, the Redevelopment Agency and Housing Authority Meetings scheduled later this night. Upon inquiry, there were no further questions regarding items scheduled on the subject Agendas.

**3. AWARDS, CEREMONIES AND PROCLAMATIONS SCHEDULED NOVEMBER 18, 2014:**

**A. EMPLOYEE OF THE MONTH, NOVEMBER 2014 – TYSON EMMETT, IT DIVISION/ADMINISTRATION**

Mayor Bigelow inquired if a Councilmember desired to read the nomination of Tyson Emmett, IT Division/Administration, to receive the Employee of the Month award for November 2014, at the Regular Council Meeting scheduled November 18, 2014, at 6:30 P.M. Councilmember Huynh advised he would read the nomination.

**B. PROCLAMATION DECLARING NOVEMBER 29, 2014, AS SMALL BUSINESS SATURDAY IN WEST VALLEY CITY**

Mayor Bigelow inquired if a Councilmember desired to read a Proclamation declaring November 29, 2014, as Small Business Saturday in West Valley City, at the Regular Council Meeting scheduled November 4, 2014, at 6:30 P.M. Councilmember Lang informed she would read the Proclamation.

**4. PUBLIC HEARINGS SCHEDULED NOVEMBER 18, 2014:**

**A. PUBLIC HEARING, ACCEPT PUBLIC INPUT REGARDING APPLICATION NO. ZT-5-2014, FILED BY WEST VALLEY CITY, REQUESTING A ZONE TEXT AMENDMENT TO ESTABLISH SEPARATION REQUIREMENTS FOR CAR TITLE LOAN BUSINESSES**

Mayor Bigelow informed a public hearing had been advertised for the Regular Council Meeting scheduled November 18, 2014, in order for the City Council to

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hear and consider public comments regarding Application No. ZT-5-2014, filed by West Valley City, requesting a zone text amendment to establish separation requirements for car title loan businesses.

Proposed Ordinance No. 14-41 related to the proposal to be considered by the City Council subsequent to the public hearing, was discussed as follows:

### **ORDINANCE NO. 14-41 ENACTING SECTION 7-2-133 OF THE WEST VALLEY CITY MUNICIPAL CODE TO ESTABLISH SEPARATION REQUIREMENTS FOR CAR TITLE LOAN BUSINESSES**

Steve Pastorik, CED Department, discussed proposed Ordinance No. 14-41 that would enact Section 7-2-133 of the West Valley City Municipal Code to establish separation requirements for car title loan businesses.

He stated that as requested by the Planning Commission it was proposed a zoning ordinance amendment be considered to establish separation requirements for Car Title Loan Businesses, as Section 7-2-133. Car Title Loans were defined as taking possession of an automobile title in exchange for consideration or extension of a loan. This definition did not include a federal or state chartered bank or credit union. In the past couple of years the number of these types of businesses had essentially doubled.

It had been shown in studies nationwide that alternative financial businesses where money was easily acquired with limited credit checks such as payday lending, check cashing, and car title loans, had adverse secondary effects on surrounding neighborhoods. The purpose of these regulations was to minimize the negative impacts of car title loan businesses on surrounding residential and commercial areas.

The City had already passed regulations for check cashing, payday lending businesses and pawnshops. Several municipalities across the country had also passed regulations regarding the location and separation of these types of businesses.

Included in the information provided to the City Council were three maps showing where car title loan businesses currently were allowed, areas eliminated based on the proposed regulations, and where car title loan businesses would ultimately be allowed.

Mr. Pastorik further reviewed and discussed the Application and proposed Ordinance, explained maps included in the Council's packet of written information, and answered questions.

Upon inquiry, Brandon Hill, Law Department, discussed research conducted by

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City staff regarding alternative financial institutions and stated the ordinance to be considered addressed current trends.

Councilmember Lang requested information regarding setback/distance requirements and cap, if any, for check cashing, payday lending and car title businesses for comparison purposes.

The Council will hold a public hearing regarding Application No. ZT-5-2014 and consider proposed Ordinance No. 14-41 at the Regular Council Meeting scheduled November 28, 2014, at 6:30 P.M.

5. **RESOLUTION NO. 14-185, APPROVE FEDERAL AID AGREEMENT WITH THE UTAH DEPARTMENT OF TRANSPORTATION FOR TRAFFIC SIGNAL IMPROVEMENTS AT 4100 SOUTH 1300 WEST, 4100 SOUTH 2700 WEST, AND 4100 SOUTH 4000 WEST**

Erik Brondum, Public Works Department, discussed proposed Resolution No. 14-185 that would approve a Federal Aid Agreement with the Utah Department of Transportation (UDOT) for traffic signal improvements at 4100 South 1300 West, 4100 South 2700 West, and 4100 South 4000 West.

He stated UDOT had allocated \$1,500,000 for traffic signal improvements at the intersections at the above stated locations from the Federal Highway Safety Improvement Program (FHSIP). The project would reconstruct the signal systems at the intersections as well as improve pedestrian ramps to meet ADA (Americans with Disabilities Act) requirements. The new signal systems would include improved vehicle detection that would provide dilemma zone detection and make it easier to add a future adaptive signal control system in the network to improve east/west traffic flow. Left turn phasing would also be added to improve safety for left turning vehicles.

Background information included that in 2012, UDOT staff from the Traffic and Safety Division identified the project intersections as crash hot spots and approached City staff to participate in a road safety audit. The results of the audit recommended the traffic signals should be reconstructed to meet current safety standards and the pedestrian ramps should also be reconstructed to meet ADA standards. However, a funding source for the recommended improvements was not identified at that time.

In July of 2014, City staff became aware that UDOT had allocated funds for this project after reviewing a list of planned UDOT projects in West Valley City. The City funds for this project would be the City's portion of the match required on all federal aid projects. Taylorsville City would be responsible for the match of 50% regarding the 1300 West intersection and 15% of the 2700 West intersection.

Mr. Brondum further reviewed and discussed the proposed Resolution and answered questions from members of the City Council.

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The City Council will consider proposed Resolution No. 14-185 at the Regular Council Meeting scheduled November 18, 2014, at 6:30 P.M.

**6. RESOLUTION NO. 14-186, APPROVE A FRANCHISE AGREEMENT WITH TELEPORT COMMUNICATIONS AMERICA, LLC, FOR A TELECOMMUNICATIONS NETWORK IN THE CITY**

Eric Bunderson, City Attorney, discussed proposed Resolution No. 14-186 that would approve a Franchise Agreement with Teleport Communications America, LLC, for a telecommunications network in the City.

He stated the proposed agreement would allow Teleport Communications America to establish a telecommunications network in, under, along, over and across present and future rights-of-way of the City.

Information provided indicated applications for telecommunications networks in West Valley City were governed by Chapter 20-5 of the City Code. The franchise granted by the subject agreement would be for a ten-year period with the option to renew for an additional ten years with the same terms and conditions. Chapter 20-6 of the City Code would permit the City to require all telecommunications providers to collect taxes from their customers and deposit them with the Utah State Tax Commission. The subject agreement memorialized this provision as well as acknowledging Teleport Communications America's duty to secure permits from the Public Works Department for any excavation or construction.

Mr. Bunderson further reviewed and discussed the proposed Resolution and answered questions from members of the City Council.

The City Council will consider proposed Resolution No. 14-186 at the Regular Council Meeting scheduled November 18, 2014, at 6:30 P.M.

**7. COMMUNICATIONS:**

**A. WEST VALLEY FIBER NETWORK UPDATE**

City Manager, Wayne Pyle, advised regarding conversations that were on-going with Macquarie, both internally and with other cities. He advised Council members to feel free to call him with any questions.

Mayor Bigelow suggested a statement be posted on the City's website to let residents know that ballot question/survey had not been sent out.

**B. COUNCIL UPDATE**

Mayor Bigelow referenced a Memorandum from the City Manager which outlined upcoming meetings and events as follows:

**MINUTES OF COUNCIL STUDY MEETING – NOVEMBER 4, 2014**

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October 27 – November 6, 2014	Day of the Dead Altar Exhibition, UCCC
October 31, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
November 1, 2014	Day of the Dead Celebration, UCCC, 6:00 P.M.–8:00 P.M.
November 1, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
November 4, 2014	General Election, Polls Open 7:00 A.M. – 8:00 P.M.
November 4, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
November 5, 2014	Employee Gratitude Breakfast hosted by EAC, Multi-purpose Room at City Hall, 7:00 A.M. – 8:30 A.M. (No cost to employees)
November 5, 2014	Community Meeting with Mayor Bigelow, Location TBD, 7:00 P.M. – 8:30 P.M.
November 11, 2014	Veteran’s Day Holiday – City Hall closed
November 11, 2014	Free Admission for Veterans, Family Fitness Center
November 11, 2014	Veterans Day Event, Carl Sandburg Elementary, 3900 South 5325 West, 8:30 A.M. – 9:30 A.M.
November 11, 2014	Annual Veterans Day Celebration, American Preparatory Academy, 1255 W. Crystal Avenue (2590 South), 8:45 A.M. – 9:45 A.M.
November 11, 2014	Annual Veterans Day Celebration, American Preparatory Academy, 3636 West 3100 South, 12:15 P.M. – 1:15 P.M.
November 11, 2014	Veteran’s Day Event, City Hall, 6:00 P.M. – 7:00 P.M.

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November 11, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
November 12, 2014	The Black Keys – Turn Blue World Tour, Maverik Center, 8:00 P.M.
November 14, 2014	Member Appreciation Activity – Movie Night, Fitness Center, 7:00 P.M.
November 14, 2014	Utah Grizzlies vs. Ontario Reign, Maverik Center, 7:05 P.M.
November 15, 2014	Utah Grizzlies vs. Ontario Reign, Maverik Center, 7:05 P.M.
November 17, 2014	Public Meeting re: 4700 South Project hosted by SL County & Lochner Engineering, Kearns Senior Center, 4851 West 4700 South, 5:00 P.M. – 7:00 P.M.
November 17, 2014	Utah Grizzlies vs. Ontario Reign, Maverik Center, 7:05 P.M.
November 18, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
November 18, 2014	Judas Priest – Redeemer of Souls Tour 2014, Maverik Center, 7:30 P.M.
November 19, 2014	WVC Watch Wednesday, City Hall, 6:30 P.M. – 8:00 P.M.
November 19, 2014	Community Meeting with Chief Russo, UCCC, 7:00 P.M.
November 19-22, 2014	NLC Conference, Austin, Texas
November 25, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
November 22, 2014	Turkey Trot 5K, Fitness Center, 8:00 A.M.
November 27, 2014	Thanksgiving Holiday – City Hall closed
December 1, 2014	Annual Christmas Tree Lighting and Walk with Santa, Fitness Center, 6:00 P.M.

**MINUTES OF COUNCIL STUDY MEETING – NOVEMBER 4, 2014**

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December 1, 2014

Utah Grizzlies vs. Idaho Steelheads,  
Maverik Center, 7:05 P.M.

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December 2, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
December 3, 2014	Blood Drive, City Hall, 8:30 A.M. – 12:30 P.M.
December 5 & 6, 2014	World Championship Ice Racing, Maverik Center, Time TBA
December 6, 2014	Breakfast with Santa, Fitness Center, 9:00 A.M.
December 9, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
December 10, 2014	Stories & S'mories, Plaza at Fairbourne Station, 6:00 P.M.
December 10, 2014	Utah Grizzlies vs. Alaska Aces, Maverik Center, 7:05 P.M.
December 11, 2014	International Christmas Celebration 2014 – Sponsored by Latino Community Center, UCCC, 5:00 P.M. – 9:00 P.M.
December 13, 2014	Breakfast with Santa, Fitness Center, 9:00 A.M.
December 16, 2014	Council Study Meeting, 4:30 P.M. and Regular Council Meeting, 6:30 P.M.
December 17, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
December 19, 2014	So You Think You Can Dance Live, Maverik Center, 8:00 P.M.
December 24 & 25, 2014	Christmas Holiday – City Hall closed
December 27, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
December 29, 2014	Utah Grizzlies vs. Idaho Steelheads, Maverik Center, 7:05 P.M.
January 1, 2015	New Year's Day Holiday – City Hall closed

C. **CITY MANAGER, SKATE PARK**

City Manager, Wayne Pyle, requested direction from the City Council regarding a skatepark and offered an apology if he had misinterpreted or if there had been a miscommunication regarding this matter. He shared a one-page information sheet and discussed two options regarding certain property at Centennial Park with the City Council: Option 1: sell and Option 2: keep/use for detention. He indicated staff recognized there were pros and cons of each option.

The City Council discussed the options presented including the costs, needs and goals related to each, and discussed individual preferences as follows:

Councilmember Vincent suggested funds from the fund balance reserve could be used, as a skatepark seemed to be something the community desired and had requested for a long time.

Councilmember Rushton advised he would be in favor of Option 2, with some scaling back and phasing in of improvements. He expressed the need to look toward the future and unforeseen use for the Centennial Park campus, and he indicated open space should be preserved.

Councilmember Lang expressed concurrence with Option 2 and stated it would be much smarter in the long run. She also indicated the need to keep the City's identity with the park and not subdivide and have different uses. She urged preservation of park space for the future.

Councilmember Nordfelt stated he believed Option 1 would be the best choice and discussed reasons. He also indicated this would be the best way to fund a skatepark.

Councilmember Huynh indicated Option 2 would be his preference and discussed reasons.

Mayor Bigelow advised he would favor Option 2, but had concerns with spending the fund balance for this project over others that might have a different or higher priority.

During the above comments and discussion, the City Manager answered questions from members of the City Council.

8. **COUNCIL REPORTS**

A. **COUNCILMEMBER LARS NORDFELT – SUMMER PRODUCTION AT UCCC AMPHITHEATER**

Councilmember Nordfelt discussed the summer production usually held at the Utah Cultural Celebration Center (UCCC) amphitheater, but not this year.

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Councilmember Vincent, a member of the Arts Council, indicated a production had not been staged this year because no one submitted a bid. He also questioned if the liability insurance requirement was an issue. He suggested the City could possibly assume more of the liability.

Councilmember Vincent stated the Arts Council had been in on-going discussions regarding this issue. He explained one issue being the difficulty of the City's request for proposal process for someone such as a neighborhood group who might desire to put on a production. He suggested the possibility of working with the Law Department to simplify the process as some other cities had done.

Councilmember Vincent also advised of being behind schedule if a stage production was desired next summer.

Mayor Bigelow discussed the role of the UCCC in these matters and stated all groups should be treated fairly and equally. He also discussed how much the City should contribute in funding of these types of events and how much should be charged to patrons.

Councilmember Vincent discussed background information regarding the request for proposal process, including responses received. He also discussed funding of the Arts Council received from the Cultural Arts Board (CAB), ticket sales, revenues, advertising and other matters. He advised a production was something the community needed and wanted and details were still being figured out.

Mayor Bigelow stated the UCCC was a great facility; but he had questions regarding what it cost for the City to provide that facility.

**B. COUNCILMEMBER COREY RUSHTON – COG GENERAL ASSEMBLY MEETING**

Councilmember Rushton discussed an invitation extended to the Mayor and Council members to attend the Salt Lake County Council of Governments (COG) general assembly meeting.

THERE BEING NO FURTHER BUSINESS OF THE WEST VALLEY CITY COUNCIL, THE STUDY MEETING OF TUESDAY, NOVEMBER 4, 2014, WAS ADJOURNED AT 5:38 P.M., BY MAYOR BIGELOW.

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I hereby certify the foregoing to be a true, accurate and complete record of the proceedings of the Study Meeting of the West Valley City Council held Tuesday, November 4, 2014.

\_\_\_\_\_  
Sheri McKendrick, MMC  
City Recorder

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# III Land Use Element

## 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.

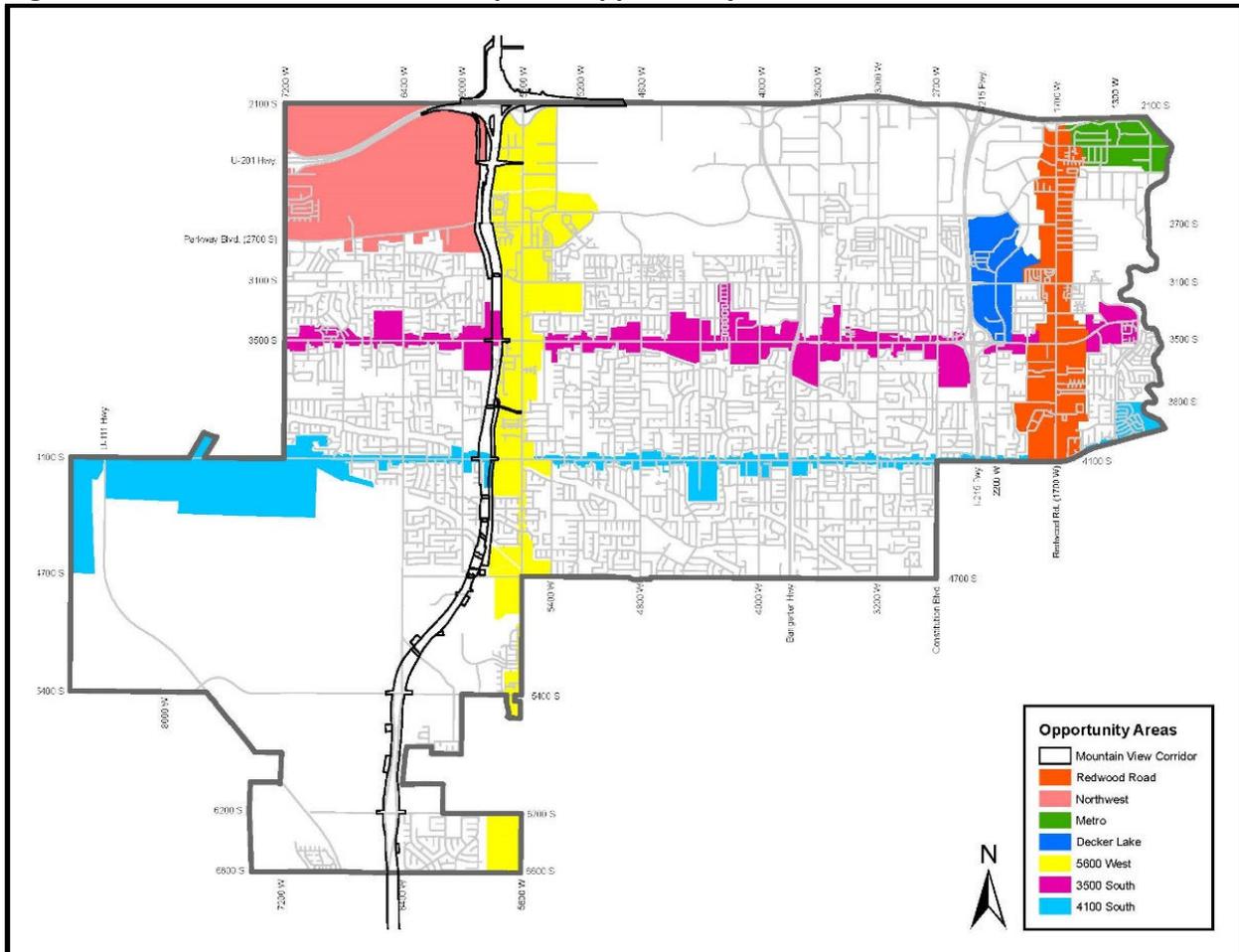
As most of West Valley City is largely built and established, rather than divide the City up into planning districts, the Vision West 2035 Plan focuses on “opportunity areas” for the purposes of suggesting future land use policies. These are areas of the City that are most likely to experience change 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: 2015-2035 General Plan Update 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.

A series of public meetings was 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. Staff used input from these public meetings and the outside consultant 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 four 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 places more demands on City services, 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. An example of this would be the Redwood Drive In, which occupies nearly 24 acres but has minimal improvements. 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 in the form of a major employer, significant retail draw, or community amenity, anchorless centers don't perform 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, mobile home parks, and underperforming retail buildings of various sizes. The road network served individual developments via a collection of dead ends and private drives, and there was no connectivity between various land uses. With significant City investment, soon after the TRAX Green Line was finished in 2011, the area was 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 an educational anchor will round out the transit oriented development.

### **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; and encourages

transit-oriented development in strategic locations. 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 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 are 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. This limitation to overall circulation and through traffic is likely a factor contributing to the Metro Business Park's lackluster rental and development performance. A potential UDOT project would add dual left turn lanes from Redwood onto 2320 S, 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 Redwood Road. By 2020, enhanced bus service is planned on Redwood, with potential dedicated center Bus Rapid Transit (BRT) lanes by 2030. Currently there is no bus route into or 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  $\frac{1}{4}$  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  $\frac{1}{4}$  mile radius from the River Trail LRT Station.

**Figure 3-2:  $\frac{1}{4}$  Mile Radius from 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. As previously stated, there are no bus connections to the TRAX station, and there are no dedicated park & ride lots.

## **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 out here too, with repeated issues at River Trail Park unaddressed.
- Residents expressed a desire for better rental policy enforcement and enforcement of 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 are needed for the success of 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/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 riverside 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 into 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 and provide traffic calming), 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/WVC at Hwy 111 on the western side of 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

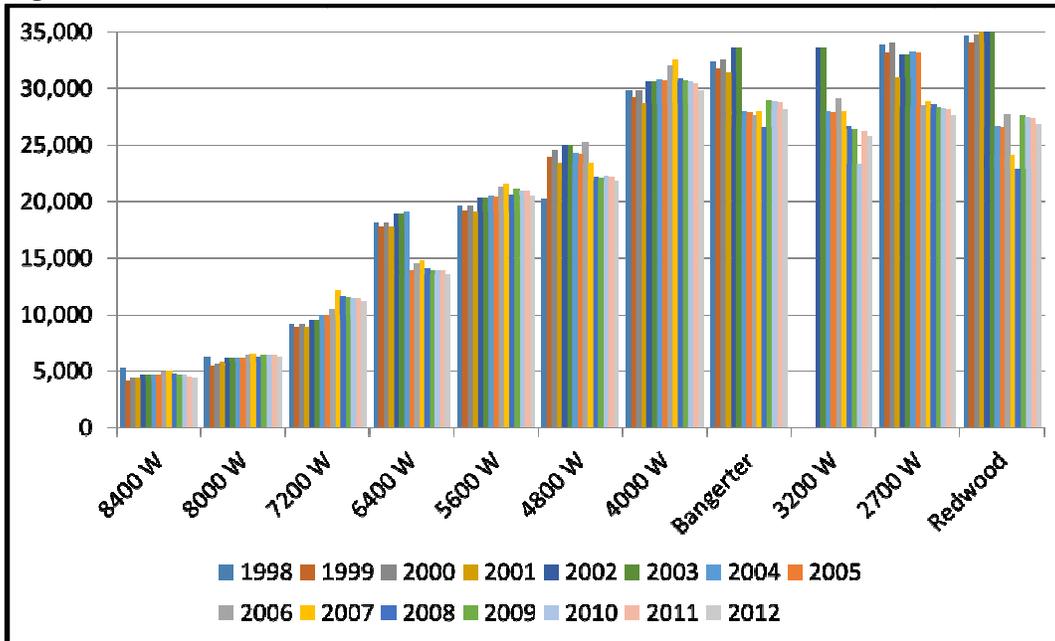
The land use pattern is predominantly single family residential, with commercial and some higher density residential located near major intersections for the entire length of 4100 South. The current land uses align relatively closely with the zoning map.

- 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, 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 Hwy.
- 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 conditions

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 interchanges. The other six major north/south interchanges 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 2017. See Figure 3-3 for AADT trends for 4100 South.

**Figure 3-3: 4100 South AADT 1998-2012**



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 from western edge of 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)

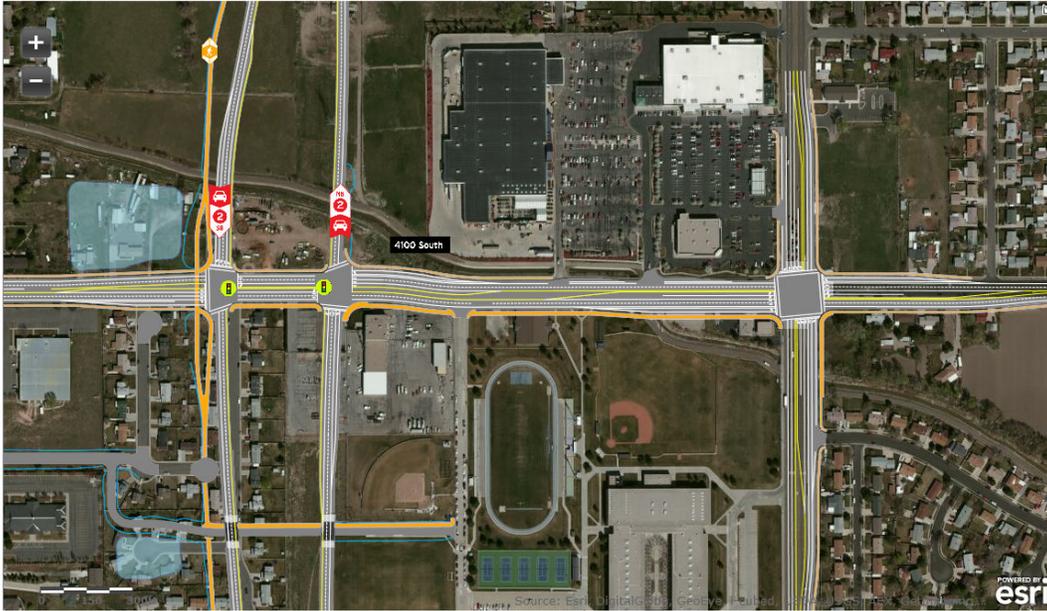
In spite of regular maintenance and resurfacing, the physical condition of the road is deteriorating. Portions of the road are approaching a point where they can no longer be resurfaced or repaired and must be completely rebuilt. Although UDOT will fund improvements to portions of the road around 5600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

Transit (BRT) 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 at 5600 West**



**Transit**

Bus Route 41 has good ridership figures at 2,147 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. Ridership figures for bus routes within the City are found in the Transportation Chapter.

**Demographics**

The 4100 South corridor represents a varied range of economic indicators. Based on 2013 ESRI Business Analyst Online figures, 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 contains key demographic information for 4100 S.

**Table 3-1: 4100 South Demographics Comparison**

	4100 S 5600 W	4100 S Redwood	West Valley City
HH Income <\$15,000	5.7%	13.0%	9.3%

Average HH Income	\$72,715	\$51,503	\$60,860
Average HH 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%

### 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 to 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 range 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 “customer 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, etc.

### **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: Residential office at the northeast corner of 5600 West. On the south side of 4100 South, mixed use with general commercial and high density residential.
- 5400 West to 4000 West: Limited residential office and general commercial at the intersections of 5600 West, 4800 West, and 4000 West. The City should make safety improvements and consider installing a center median (landscaped if possible). Allow left turns only at intersections.
- 4000 West to I-215: Primarily low density residential with some neighborhood commercial and residential office at minor intersections. When the road is widened, 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/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 places where the existing land use has already shifted or where it is zoned density at 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 a priority project.

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

### **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.

#### **3.6 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.
- 3.6.2 Action:** Construct a landscaped median on 4100 South between 5600 West and 4000 West, to limit left turns and calm traffic.

#### **3.7 Goal: Upgrade 4100 South infrastructure for pedestrians**

- 3.7.1 Action:** Study existing night lighting in key areas identified to determine if more is needed by the seminary building, at City Park and street lights traveling west after 5600 West.
- 3.7.2 Action:** Look at the feasibility of installing a sidewalk on the north side of the street east of 6000 West.
- 3.7.3 Action:** Investigate measures that can be taken to provide physical separation between vehicles and pedestrians, such as barriers and park strips.

## 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 an undeveloped 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 complex that forms a gateway to the district, but is physically separated as it faces 3500 South. 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 the Decker Lake TRAX station and two bus routes on 3500 South. Ridership figures for bus routes within the City are found in the Transportation Chapter.

### 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: ¼ 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, 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. There were no representatives of the hotels at the southern part of Decker Lake.

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. Hoteliers hoped that the City might get involved in negotiating use of the parking area under the Rocky Mountain Power easement, which is currently dedicated to Maverik Center events. They hope to put another hotel on part of the vacant lot, but would like to use parking under the power lines. 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 are convinced that they cannot draw in a quality office tenant and will be unable to build for office use.

### **Land Use Recommendation**

Proposed land use designations recognize that the area is mostly developed and that there will not be significant changes in land use, but that some intensification of land uses on the remaining parcels is appropriate. 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 medium 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/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.

#### **3.8 Goal: Improve vehicle and pedestrian circulation and safety.**

- 3.8.1 Action:** Review event traffic study prepared for area and determine if proposed solutions are feasible per budget and future development plans.
- 3.8.2 Action:** Consider implementing changes such as alternating lanes during peak traffic hours and adjusting signal timing.
- 3.8.3 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 Decker Lake entertainment district.

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

- 3.9.1 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
- 3.9.2 Action:** Look at options for signs or entrance features at the various entry points to the district, particularly on Decker Lake Drive.
- 3.9.3 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.

#### **3.10 Goal: Upgrade visual appeal of unmaintained vacant areas.**

**3.10.1 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.

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

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

## **Northwest**

### **Summary**

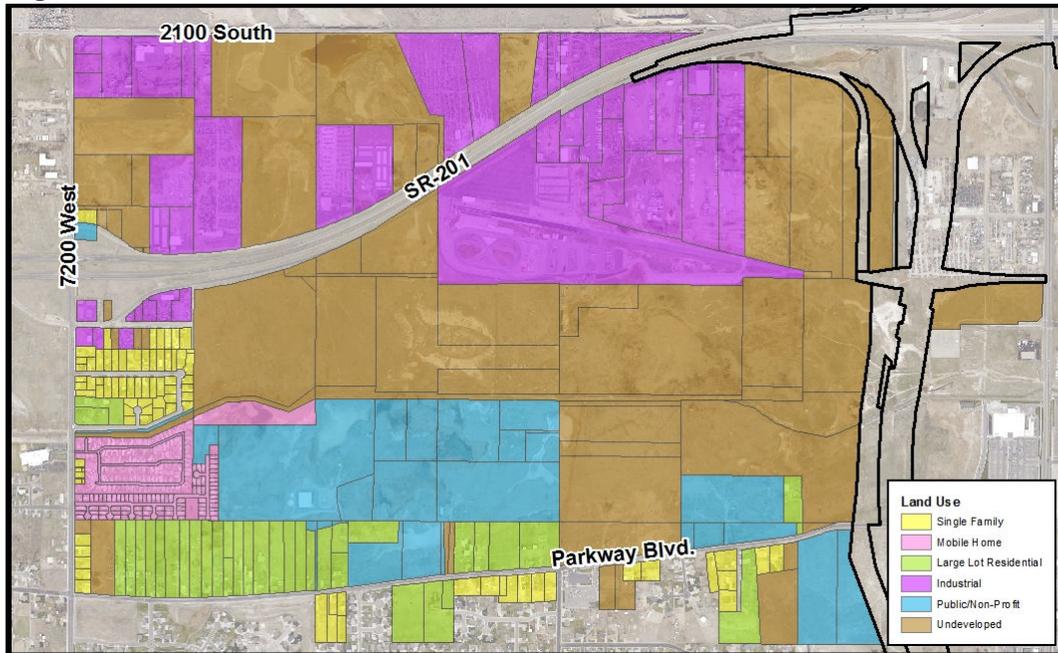
The Northwest opportunity area is a 1,148 acre area located in West Valley City's most northern and western corner. Of the 1,148 acres, currently 472 acres (41%) are developed and 676 acres (59%) are undeveloped. This is currently the largest expanse of undeveloped land in the City, but a large industrial park, the ARA Industrial Center, was recently approved. It also has the largest contiguous area of undeveloped land planned for residential use. Finally, 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 easy 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**

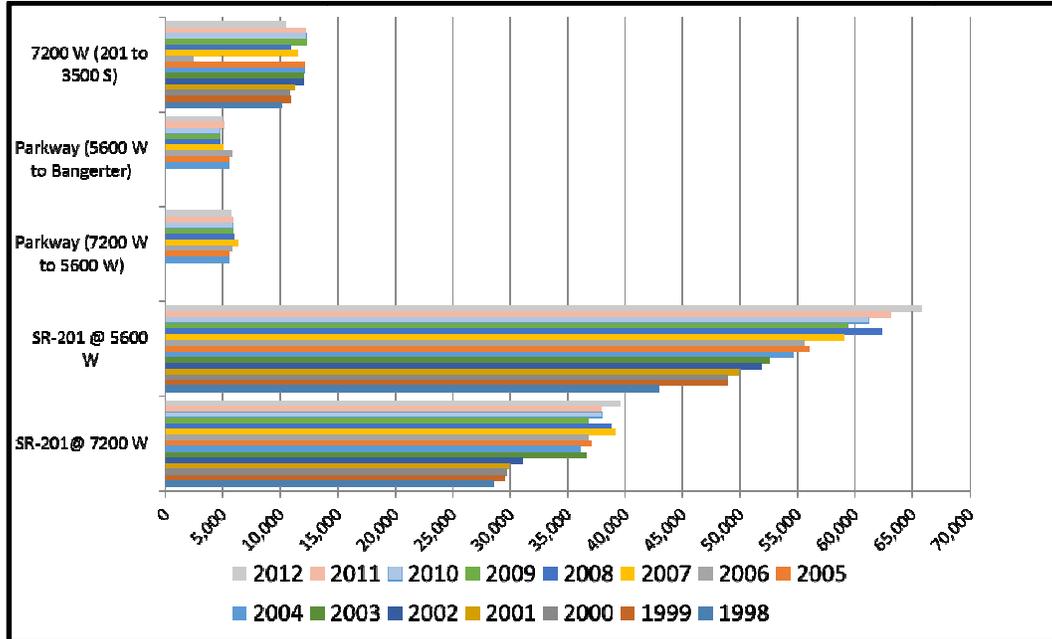
The 79.4 acre area between the Riter Canal, Magna Water Land, 6400 West, and Parkway Blvd. currently serves as storm water detention for approximately 1/3 of the City. This area is anticipated to handle all future City detention needs, and it is not anticipated that any additional land will be needed 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.

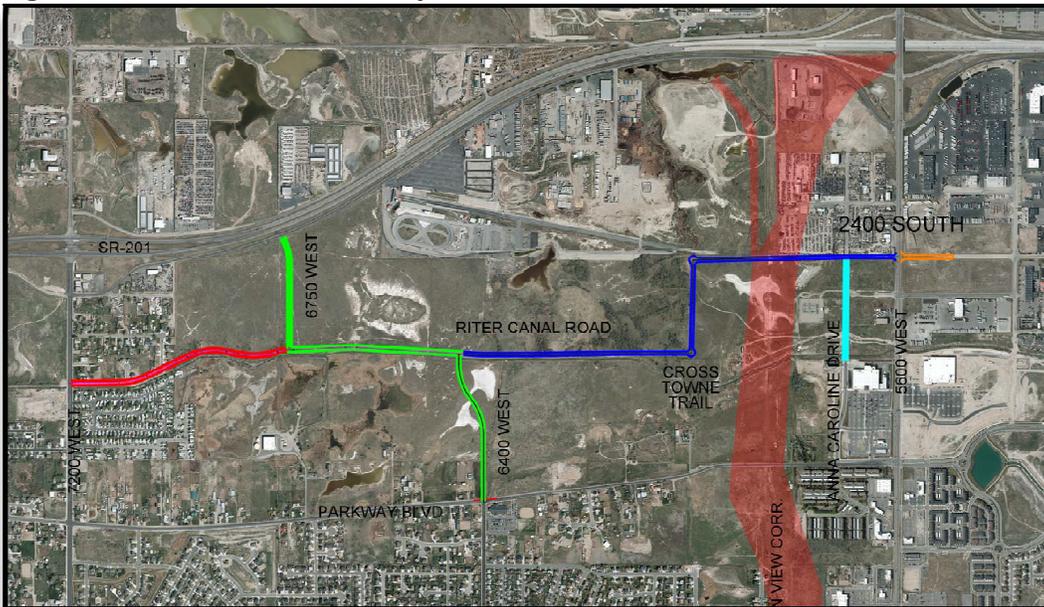
**Figure 3-7: Northwest AADT 1998 to 2012**



**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**



The following are road projects included in the Wasatch Front Regional Council 2015-2040 Regional Transportation Plan. At the time of this update, specific phasing had not been determined:

- SR-201 will be widened to 6 lanes from 7200 West to 5600 West.
- Parkway will be widened to 4 lanes from 7200 West to 5600 West.
- An interchange on SR-201 at 7200 West will be constructed.
- The first phase of the Mountain View Corridor will be built as outside lanes with at grade intersections. The center lanes with interchanges will be built as a second phase.
- The south frontage road along SR-201 will be realigned to connect with 5600 West at 2400 South.
- UDOT will complete the northern frontage road as part of a concrete overlay project on SR-201 between 7200 West and 5600 West.
- 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:

- 6400 West: New construction to be completed in 2014. This road will connect Parkway to the SR-201 southern frontage road. The road will go west briefly at the Riter Canal and will intersect the SR-201 frontage road at 6750 West. This road will make up the western and southern boundary of the ARA Industrial Center, and is expected to carry significant truck traffic for this development.

- 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 critical connection to the west side of the ARA development. Unknown construction date 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 will own 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 mosquitos 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**

Staff recommends following resident wishes with 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/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.

#### **3.11 Goal: Promote only lower density housing**

**3.11.1 Action:** Maintain rural residential land use designations (lowest possible density) along Parkway Drive. Allow Low density residential only between 6400 West and the Mountain View Corridor alignment, and south of Parkway adjacent to the Mountain View Corridor.

### **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.

#### **3.12 Goal: Separate industrial and residential traffic**

**3.12.1 Action:** To the extent possible, all future truck traffic should be encouraged to use the south frontage road of SR-201 and 2400South/2550 South.

**3.12.2 Action:** Review safety and determine if improvements are necessary at 6400 West and Parkway intersection.

**3.12.3 Action:** Determine if traffic calming measures (not speed bumps) are warranted along Parkway. Look into reducing posted Speed Limit along Parkway.

**3.12.4 Action:** Do not allow housing development north of the Riter Canal.

### **Issue: Preserve Meaningful and Useful Open Space**

During public input, residents expressed their desire that meaningful and 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.

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

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

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

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

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

**3.13.5 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 is currently the only Bus Rapid Transit line (BRT) in the UTA system. 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 to live on, 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 is pretty well established with more valuable, newer commercial.

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**

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. In other words, the aging and limited retail commercial at the intersection of 5600 West and 3500 South is losing potential sales and customers to other areas. By contrast, the intersection of Redwood Road and 3500 South has a robust variety of commercial options that actually pulls customers in from other areas. 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 (31-33)	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%
Education 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	

**City Sales Tax Revenue**

The 3500 South corridor is an important economic center for West Valley City, generating about 18% of the entire citywide sale tax (not including Valley Fair Mall). 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. The western side of the 3500 South corridor (7200 West to 5600 West) is characterized principally by 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 demonstrate a more varied pool of prices 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**

3500 South demographics represent a varied spectrum of economic indicators. Based on data from 2013 ESRI Business Analyst Online figures, 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
HH Income <\$15,000	4.1%	15.9%	9.3%

Average HH Income	\$76,376	\$43,865	\$60,860
Average HH 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%

### **Streetscape**

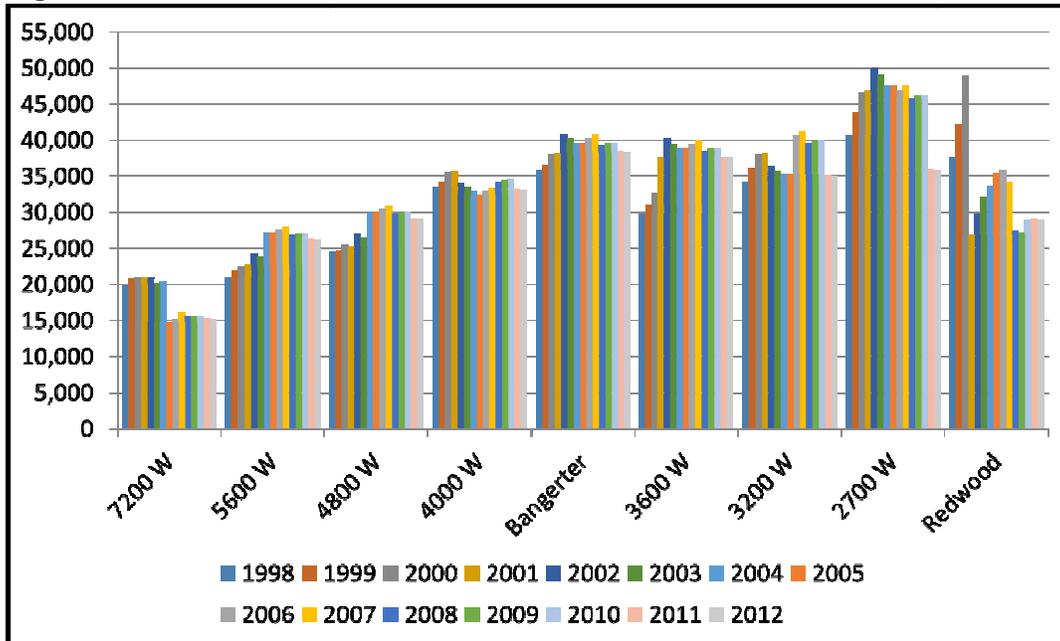
Specific landscaping standards for properties fronting on 3500 South have been adopted for several sections of the street in conjunction with major UDOT road widening projects. As properties redevelop, they are expected to upgrade landscaping to the new standards. In 1999, standards were adopted for 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 all 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 2012 shows that, generally, Annual Average Daily Traffic (AADT) increased each year on 3500 South when measured at each major north/south interchange 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 2012**



**Transit**

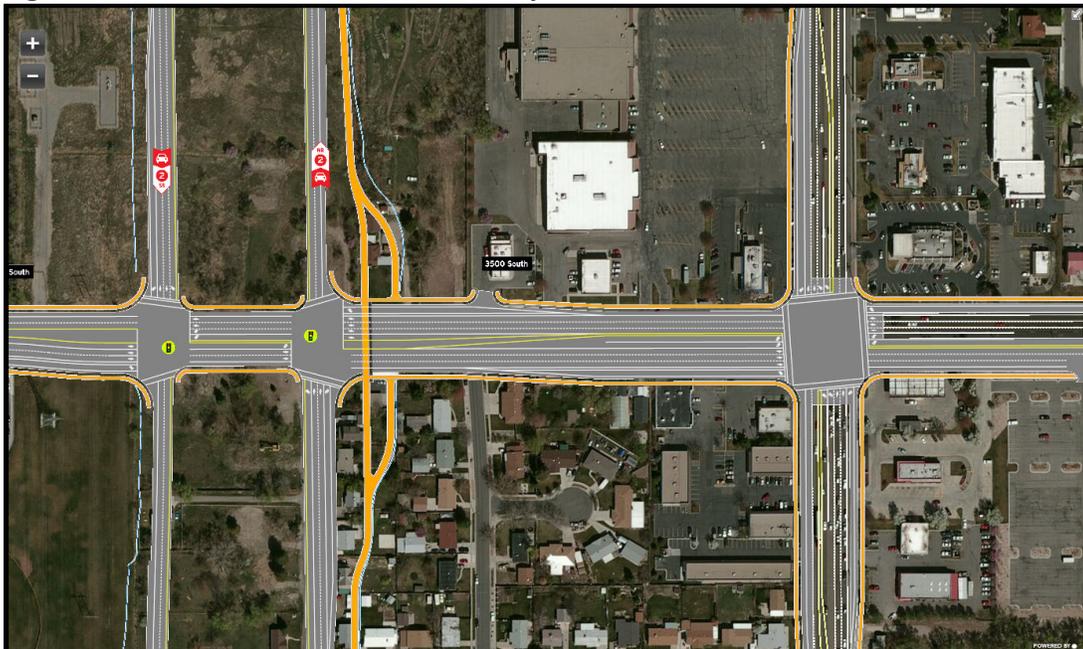
The two bus routes on 3500 South demonstrate varied ridership. Route 35M MAX Bus Rapid Transit (BRT) line has the highest average monthly weekday ridership within this corridor. These lines connect neighborhoods to diverse community destinations, as well as schools, a hospital, shopping centers and TRAX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

**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 designated 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 severely 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**



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. No bike route is planned.
- Mountain View Corridor to 5600 West: Will be widened from four lanes to six lanes with center turn lane. No bike route is planned.
- 5600 West to 4000 West: Will be widened from four lanes to six lanes with center dedicated BRT lanes and raised platforms. 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.

Development should generally be focused at intersections, but there are some circumstances where mid-block higher intensity development might be allowed. Mid-block development should involve parcels, either singly or through combination with others, of sufficient depth or size that:

- Adjacent residential uses would be well buffered
- Shared access, circulation, and parking is encouraged so as to minimize new curb cuts

## **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 the City address pedestrian safety 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. Once again, for a variety of safety, aesthetic, and practical reasons, it was stated that no one likes 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 large number of strip mall vacancies of 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 is concerned

with, Low density residential with limited General and Neighborhood Commercial at intersections only is appropriate for this stretch of road.

- 5400 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 assure that the entire stretch does not become high density residential, and a minimum project size standard 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 Bangerter: General commercial.
- 3600 West to 3450 West: The southwest corner of 3600 West presents the only realistic opportunity for redevelopment due to the age of the development. Because it is close to a BRT stop, 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 \\_](#)).
- 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 Hunter Town Center Plan details future land use for the intersection of 3500 South and 5600 West, and The Fairbourne Station Vision covers land use for 3500 South between 3200 West and 2700 South. They are included in this General Plan as [Appendices X and XX](#).

## **3500 South Issues/Goals/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 all other 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, “self-contained” 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.

**3.14 Goal: Develop intersections that move traffic and people safely**

**3.14.1 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.

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

**3.15.1 Action:** Ensure that General Plan land use designations and zone changes cover a large enough area to be able to create meaningful mixed use development.

**3.16 Goal: Improve pedestrian safety where possible**

**3.16.1 Action:** Work with UDOT to study 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 for 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 area per 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 and near 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, condos 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, the 5600 West corridor has become an important economic center 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

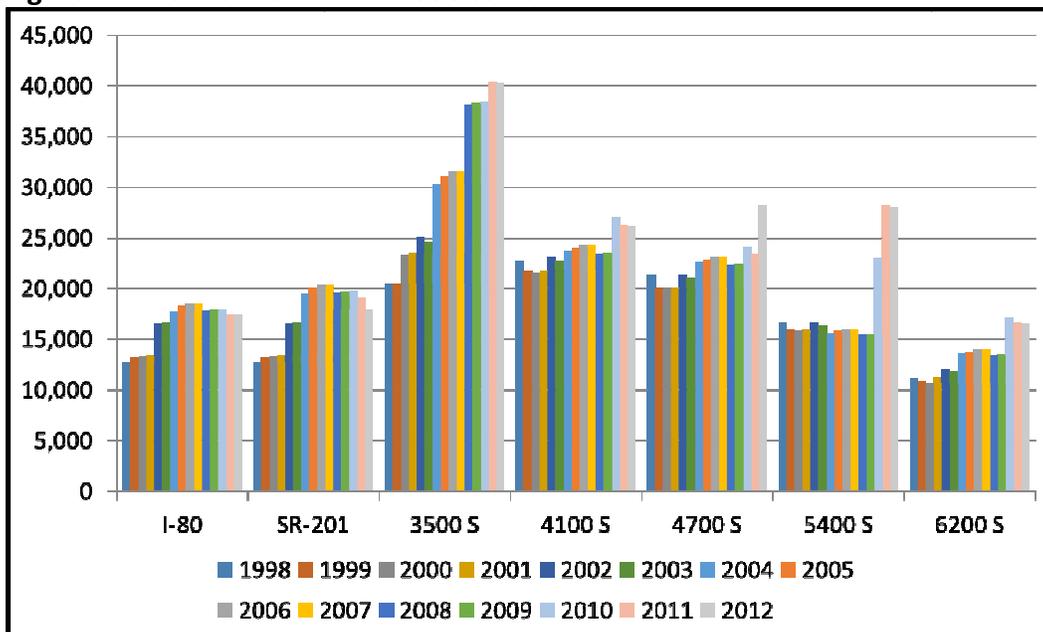
As we have seen on other busy corridors, there is a relationship between home orientation and home value. From 3500 South to the southern edge of the City, the majority of homes are rear facing away from the road and noise, which have the highest values. South of 3500 South, there are 136 single family 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 2012 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 interchanges 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 2012**



## **Transit**

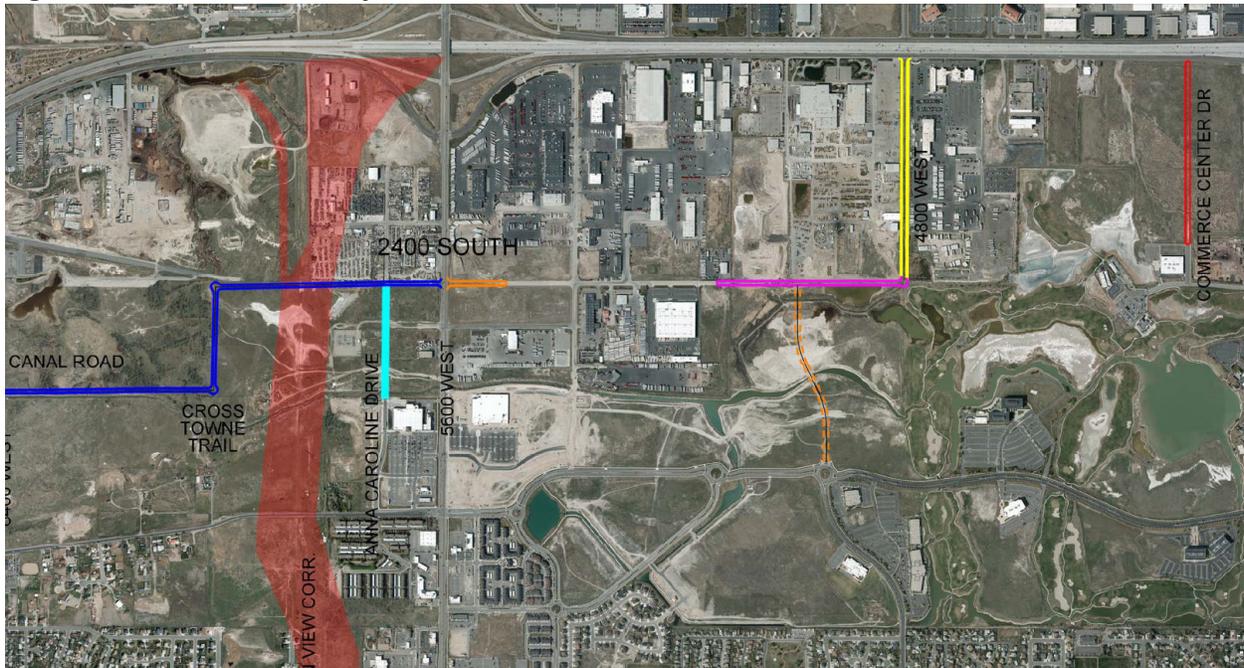
Currently, the only transit on 5600 West is Route 47, which runs on 5600 West only between 4100 South and 4700 South with thirty minute frequency and good average weekly ridership compared to other lines in the City. Bus Rapid Transit (BRT) with center dedicated lanes and raised platforms is planned 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 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. 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 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 2015. The exact phasing of extensions north to SR-201 is not currently known, nor is phasing for the center freeway portion. 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 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**



### **Options Considered**

5600 West will be heavily impacted by transportation projects in the next twenty years. North of 3500 South, not much is expected to change in the way of land use because so much of the development is new enough that it is unlikely to redevelop. More of the potential redevelopment will occur at the intersection of 3500 South, where properties are older and underperforming. The Hunter Town Center Plan provides land use guidance for this area. As a result, the options presented for areas north of 3100 South focused on alternatives for small areas along the corridor. North of 3100 South, the corridor would be general commercial with one small pocket of mixed use. Many minor adjustments were suggested in Highbury to reflect new community and utility designs.

South of 3100 South, between the Hunter Town Center area and 3855 South, it was suggested to drop the residential office/low density residential split land use designation on vacant parcels, and instead opt for low density residential out to the street, specifically suggesting rear facing developments with a nice wall and landscaping fronting 5600 West. Minor shifting of general commercial and manufacturing designations were suggested at 4700 South, as well as some mixed use to take advantage of the planned BRT station at that intersection. At 5400 South, mixed use is dropped for general commercial and medium density residential to reflect approved projects.

### **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.

## 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, low density residential between 3560 South and 3700 South. **See Appendix \_.**
- Between the Hunter Town Center and 3855 South: Low density residential, 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: Residential office at the northeast corner, mixed use with high density residential at the southeast 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.

## **5600 West Issues/Goals/Actions**

### **Issue: Balancing traffic improvements and pedestrian needs**

5600 West will be severely 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:** Mandate that future residential development around 3855 South 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, mandate 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:** Look into if 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 severely 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 W 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. This area has languished economically for years.

#### **3.22 Goal: Bring new development to the intersection of 3500 South and 5600 West, capitalizing on transit opportunities.**

**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 dense 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 area per 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

# 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, businesses along 3500 South and 5600 West generate much more sales tax for the City.

## 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.

- SR-201 to Parkway Blvd: Solely commercial and industrial on the west, with a mix of commercial, single family residential and multifamily residential on the east.
- Parkway Blvd to 2770 South: Predominantly single family residential to the east and commercial to the west, with pockets of public and vacant land in between.
- 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 multifamily residential and mobile homes. While dense, these apartments are well maintained and managed. 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. Most of these properties are south of 3500 South, and are some of the few remaining undeveloped properties on Redwood. Many similar properties have few improvements relative to the size of the property, such as the Redwood Drive In, and may well redevelop during the time frame of this General Plan.

## Streetscape Status

New streetscape standards intended to create a unified and inviting feel along the corridor were approved in WVC 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, but at lower rates than the average citywide. 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 Demographics Comparison**

	3500 S Redwood	4100 S Redwood	West Valley City
HH Income <\$15,000	15.9%	13.0%	9.3%
Average HH Income	\$43,865	\$51,503	\$60,860
Average HH 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%	35.6%

### 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 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.

## Businesses

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	% of
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%
Administrative Support, Waste Management & Remediation	19	6.1%
Education 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	

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 center 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, which consume a large quantity of land but do not generate much sales tax compared to other types of businesses.

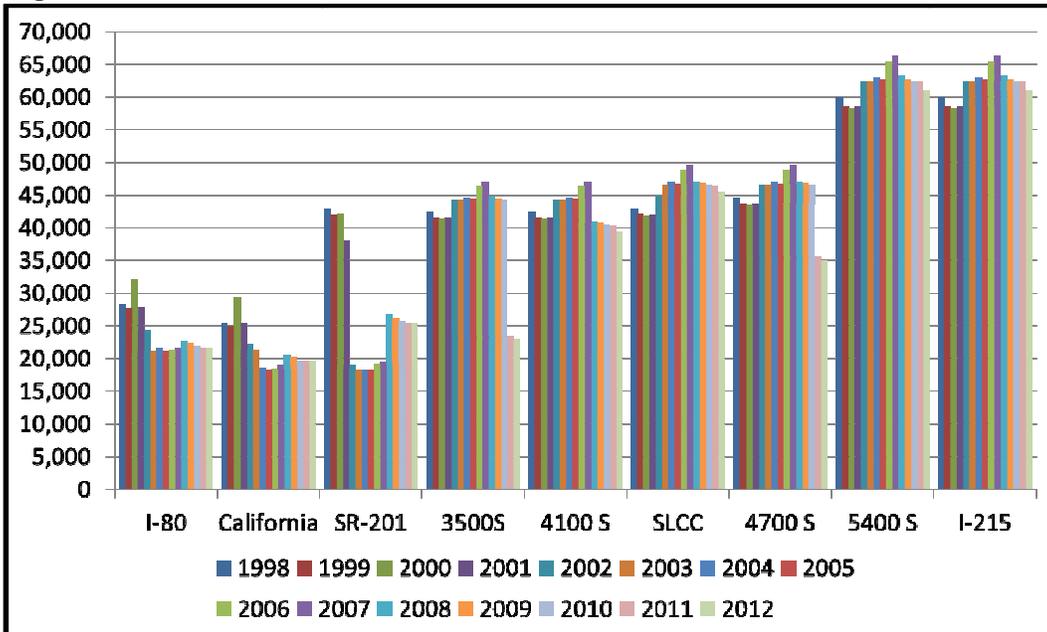
### **Transit**

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. Route 217 had average monthly weekday ridership of 3,800 people in 2014. Ridership figures for bus routes within the City are found in the Transportation Chapter.

### **Traffic**

A Utah Department of Transportation (UDOT) data comparison for 1998 to 2012 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. See Figure 3-13 for historical AADT.

**Figure 3-13: Redwood Road AADT 1998 to 2012**



**2040 Regional Transportation Plan Impacts**

The Wasatch Front Regional Council’s draft 2015-2040 Regional Transportation Plan calls for transit service to phase in first as enhanced bus, then BRT, and finally potential dedicated center lanes and raised passenger platforms, as on 3500 South near Fairbourne Station. 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 land 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**

The Redwood Junction Planning Area covers most of the area north of 3100 South. This planning exercise will result in a small area plan, which should be completed shortly after this General Plan update. Land use changes will be proposed as part of this small area plan. This section of Redwood Road consists of Business Park on the west side between Parkway Blvd. and 3100 South, and mixed use on the east side. Medium Density Residential is suggested for the American Heritage mobile home park.

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 add bike lanes 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 be 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. People wanted to see bike lane improvements. Once again, they did not like the idea of BRT center lanes.

## **Land Use Recommendation**

As mentioned before, the Redwood Junction Small Area Plan, when adopted, will address land use between Parkway Blvd. and 3100 South. For now, land use designations in that area are described as currently adopted. 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, 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 both a minimum size requirements for residential construction to prevent small apartment developments on small parcels, as well as a residential component requirement for larger projects to increase retail demand. 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 designations 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 3100 South: On the west side, the Lake Park four-plexes and Redwood Road Elementary School will be designated mixed-use. Given the proximity to the Redwood Junction light rail station and land and redevelopment costs, this mixed use area should include high density residential. 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, residential mixed use 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, durable land uses such as mini-storages are unlikely to change, so general commercial. On the east, general commercial 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 types of development.
- 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 mixed use with general commercial and medium density residential. As this is a large parcel, a network of walkable streets is envisioned through this property, providing internal circulation and connecting it to adjacent streets. The commercial element should interact with both Redwood Road and the adjacent new residential.
- 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 Road Issues/Goals/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.

**3.23 Goal: Encourage larger developments with varied uses.**

**3.23.1 Action:** 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.

**3.23.2 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.

**3.23.3 Action:** Consolidate driveways as redevelopment occurs.

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

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

**3.24.2 Action:** Specifically encourage mixed use development.

**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.

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

**3.25.1 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.

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

**3.25.3 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

**3.25.4 Action:** City crews should prioritize snow removal from sidewalks at key places where school children walk.

**3.25.5 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.

**3.26 Goal: Promote redevelopment of underperforming properties.**

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

**3.27 Goal: Promote better maintenance of neglected properties.**

**3.27.1 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 in 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 redevelopment of the ATK property of 2,950 acres or 4.6 square miles between 4100 South and 5400 South and west of 6400 West. While ATK has given no indication of future plans to relocate or close their facility, increasing land values and the age of the facility could eventually result in a huge redevelopment project. 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 property could present an opportunity for developing a unique project including high end housing given its high elevation and large size.

## **3-5 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 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 traffic control measures that 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.

### CITY-WIDE PARK AREA, Proposed

These areas have been identified as locations where a large, 25 or more acre park, with a 3 mile radius service area is needed.

### DISTRICT PARK AREA, Proposed

These areas have been identified as locations where a medium, 5 to 25 acre park, with a 1.5 mile radius service area is needed.

### NEIGHBORHOOD PARK AREA, Proposed

These areas have been identified as locations where a small, 0.5 to 5 acre park, with a 0.5 mile radius service area 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 convenience 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, with the goal of creating a community that offers housing, employment, food and entertainment opportunities within convenient walking distances of each other. 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 (20 or more 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 small single-family detached units.

**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 Industry 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. Utility designation is not applied to rights-of-way.

### **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.

## **3-6 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.

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

**3.28.1 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.

**3.28.2 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.

**3.28.3 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.

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

**3.29.1 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 the type(s) of 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.

**3.30 Goal: Encourage transit-supportive land uses around transit stations.**

**3.30.1 Action:** Develop a zoning strategy to provide for mixed use and 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
- Minimize dependency on the automobile
- Compact development forms
- Orient developments to the street
- Connect 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.

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

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

# VII Housing

## 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: 2010 to 2013 Home Median Prices for Salt Lake County by Zip Code**

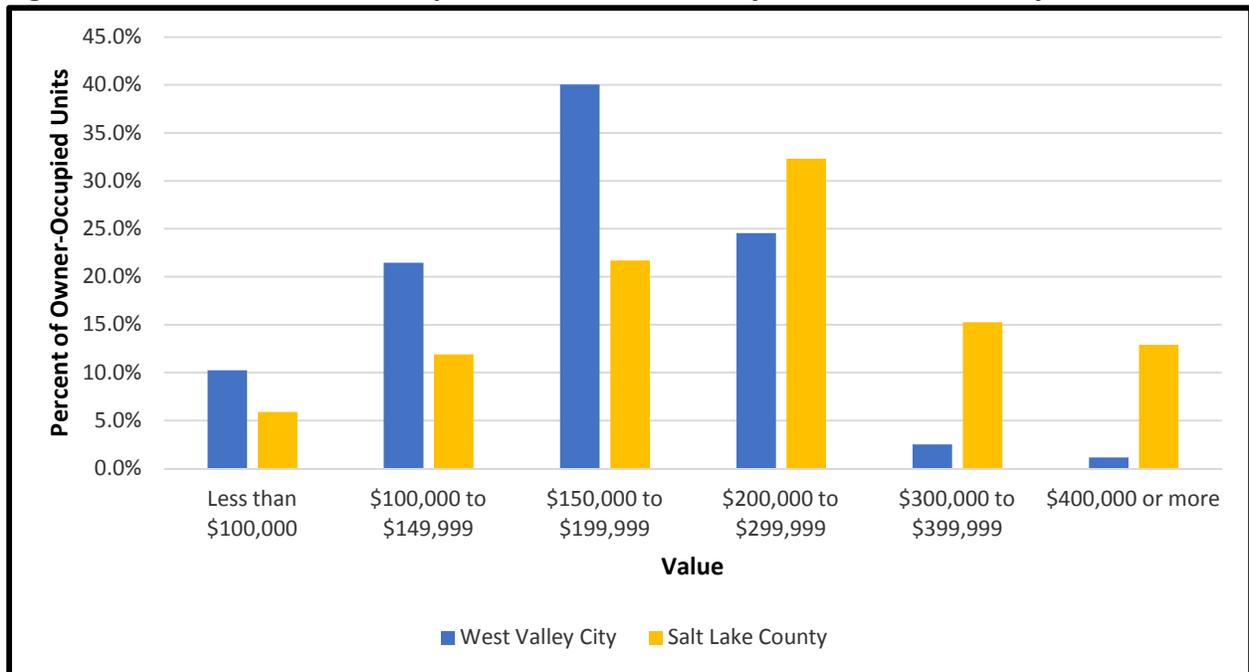
Zip Code	Municipality/ Unincorporated Area	2010 Home Median Sales Price	2011 Home Median Sales Price	2012 Home Median Sales Price	2013 Home Median Sales Price	Appreciation from 2010 to 2013
84006	Copperton	\$113,063	\$86,188	\$118,713	\$140,563	24.3%
84020	Draper	\$366,656	\$319,125	\$343,650	\$384,213	4.8%
84044	Magna	\$134,169	\$116,493	\$121,844	\$145,988	8.8%
84047	Midvale	\$179,813	\$170,338	\$168,725	\$193,750	7.8%
84065	Riverton	\$268,609	\$262,296	\$267,313	\$299,400	11.5%
84070	Sandy	\$195,250	\$173,850	\$187,863	\$226,234	15.9%
84081	West Jordan	\$169,375	\$203,125	\$216,406	\$239,213	41.2%
84084	West Jordan	\$184,263	\$156,300	\$172,973	\$197,638	7.3%
84088	West Jordan	\$201,363	\$194,269	\$207,100	\$234,375	16.4%
84092	Sandy	\$324,563	\$292,738	\$317,345	\$357,463	10.1%

84093	Sandy	\$283,000	\$284,113	\$289,300	\$318,038	12.4%
84094	Sandy	\$211,837	\$190,690	\$207,125	\$227,692	7.5%
84095	South Jordan	\$291,380	\$272,744	\$293,897	\$328,206	12.6%
84096	Herriman	\$264,375	\$253,972	\$256,463	\$289,250	9.4%
84101	Salt Lake City	\$78,375	\$92,200	\$115,275	\$141,975	81.1%
84102	Salt Lake City	\$228,225	\$241,163	\$238,388	\$266,175	16.6%
84103	Salt Lake City	\$355,838	\$353,375	\$363,688	\$409,400	15.1%
84104	Salt Lake City	\$119,250	\$88,006	\$110,960	\$125,313	5.1%
84105	Salt Lake City	\$258,375	\$245,937	\$261,538	\$288,063	11.5%
84106	Salt Lake City	\$223,533	\$206,750	\$222,510	\$250,438	12.0%
84107	Murray	\$197,925	\$184,400	\$200,088	\$227,013	14.7%
84108	Salt Lake City	\$348,875	\$358,300	\$352,100	\$378,663	8.5%
84109	Salt Lake City	\$280,738	\$259,275	\$277,251	\$325,000	15.8%
84111	Salt Lake City	\$142,113	\$147,400	\$164,750	\$183,400	29.1%
84115	South Salt Lake	\$148,375	\$137,900	\$152,517	\$176,388	18.9%
84116	Salt Lake City	\$145,975	\$118,511	\$130,688	\$150,613	3.2%
84117	Holladay	\$307,738	\$288,100	\$318,250	\$369,386	20.0%
84118	Kearns	\$145,875	\$126,662	\$133,725	\$156,125	7.0%
84119	West Valley City	\$153,463	\$125,919	\$131,350	\$158,257	3.1%
84120	West Valley City	\$152,500	\$131,469	\$141,975	\$163,650	7.3%
84121	Cottonwood	\$270,063	\$275,471	\$279,938	\$296,238	9.7%
84123	Taylorville/Kearns	\$201,250	\$177,188	\$189,600	\$222,183	10.4%
84124	Holladay	\$320,291	\$270,363	\$302,475	\$355,250	10.9%
84128	West Valley City	\$167,138	\$144,813	\$157,000	\$180,250	7.8%
	Zip Code Averages	\$218,636	\$204,395	\$218,023	\$247,229	14.6%

Source: Salt Lake Board of Realtors

Figure 7.1 below contains information from the 2012 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 2012 median home price in the City was \$176,800 and \$237,500 in the County. As of 2012, 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 40% of owner-occupied units in the County were valued below \$200,000 in 2012. Figure 7.1 also shows that West Valley City also has very little high value housing. The 2012 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 2012 was valued at \$300,000 or more.

**Figure 7.1: Value of Owner-Occupied Units in West Valley and Salt Lake County in 2012**



Source: U.S. Census Bureau

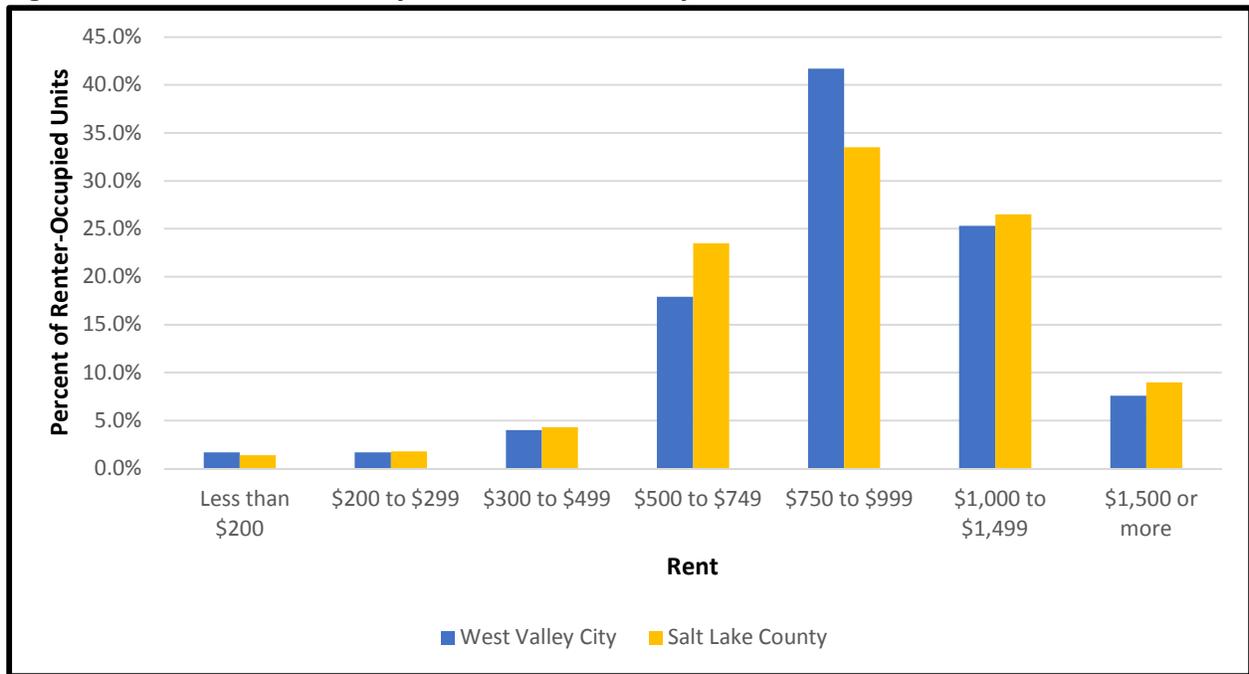
### Rent Charged for Renter-Occupied Units

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 approved apartment projects under construction at the time this document was prepared, 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 2012**



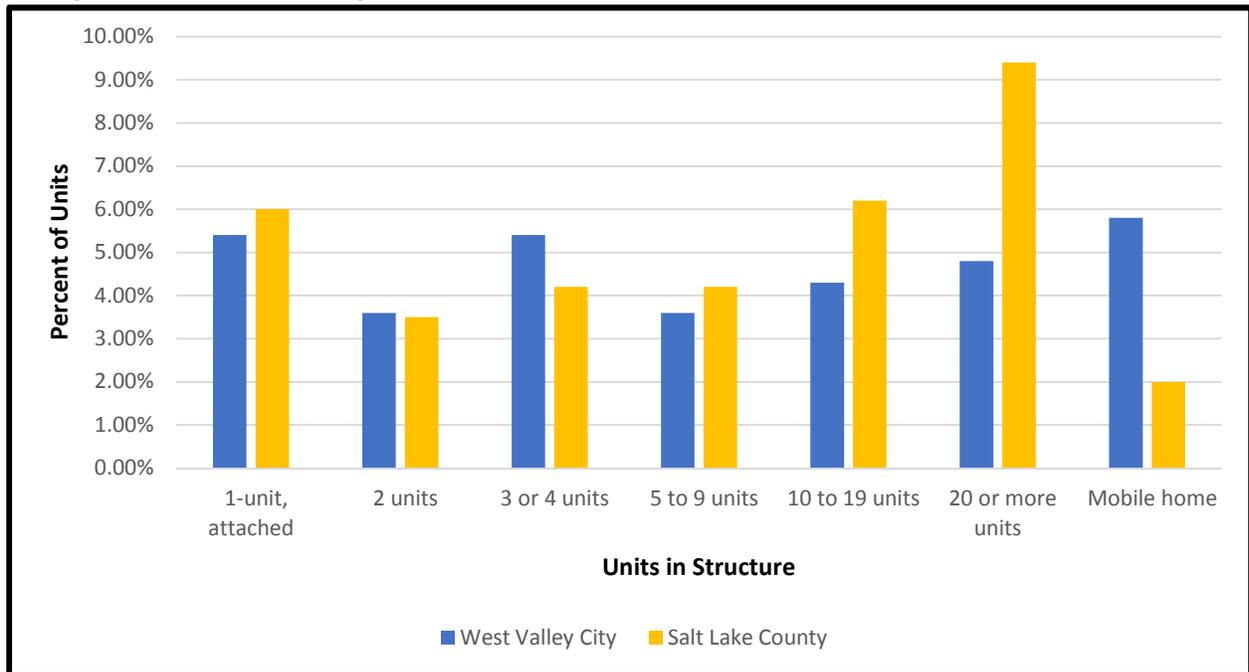
Source: U.S. Census Bureau

### **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 2012. 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 2012**



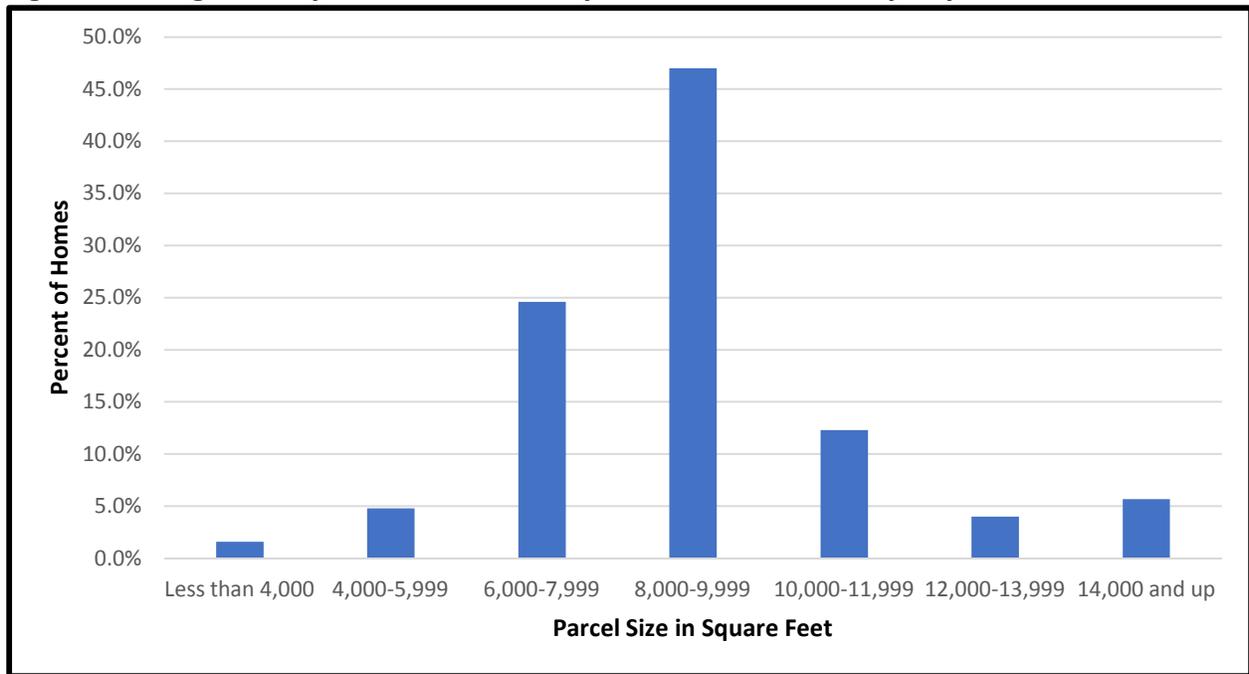
Source: U.S. Census Bureau

### 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 Included)
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**

There are three sources of input that contributed to the City's housing issues, goals, and actions. First, the issues, goals and actions from the last General Plan were evaluated. Second, the background information in this chapter was analyzed for policy implications. Third, recent Council direction on housing issues was incorporated.

### **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 is excerpts 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 larger lots for single family homes.**

**7.1.1 Action:** When considering residential rezone requests, maintain the minimum lot size at 10,000 square feet or larger.

**7.1.2 Action:** For unique developments that will enhance value, consider proposals with lots smaller than 10,000 square feet if they 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 increase to 1,350 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.

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. PUD's 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 PUD's 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 HOA's 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 point system and make revisions as needed.



ITEM #: \_\_\_\_\_  
Fiscal Impact: \_\_\_\_\_  
Funding Source: \_\_\_\_\_  
Account #: \_\_\_\_\_

**ISSUE:**

SV-1-2014 Alley Vacation – Granger Park Subdivision

**SYNOPSIS:**

Proposal: Vacate 6-foot alley – 1930 West 3255 South & 1930 West 3255 South

**BACKGROUND:**

West Valley City is proposing to vacate two existing walkways in the Granger Park Subdivision. This subdivision was recorded with the Salt Lake County Recorder’s Office in December 1954. The walkways in question were platted as part of that subdivision and are located between lots 36 & 37, lots 54 and 55 and lots 74 and 75.

The existing condition of these walkways is not very good. It appears that portions have some type of hard surface, but mostly consist of broken down gravel, and overgrown weeds. After discussing the matter with the Public Works Department, the City has not actively maintained any of these walkways.

Staff believes that these walkways were platted to provide access from one part of the subdivision to the other. Sidewalks do not exist in the subdivision and these walkways would have been one way to provide shorter walking distances without having to use the street. There appears to be no purpose for the walkway on the north side of 3255 South as it dead-ends into the back of a residential lot without providing a connection to the north.

Although these types of walkways are not common, they do appear in some of the earlier subdivisions. Most in West Valley City have been vacated for lack of use and being a maintenance problem for the adjoining land owners. The vacation of these alleys would help eliminate graffiti, trash collection and other activities that adjacent land owners will like to see go away.

If the City does vacate these walkways, the walkway would be divided down the middle with each adjacent property owner taking three feet. There have been situations where one owner has expressed interest in the entire walkway. They would simply need to work with their neighbor to have this deeded over to them.

**RECOMMENDATION:**

The Planning Commission voted to approve the alley vacation.

**SUBMITTED BY:**

Steve Lehman  
Current Planning Manager

**WEST VALLEY CITY, UTAH**

**ORDINANCE NO. \_\_\_\_\_**

Draft Date: \_\_\_\_\_  
Date Adopted: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

**AN ORDINANCE VACATING THE 6-FOOT ALLEY LOCATED IN THE GRANGER PARK SUBDIVISION BETWEEN LOTS 36 AND 37, LOTS 54 AND 55 AND LOTS 74 AND 75 IN WEST VALLEY CITY.**

**WHEREAS**, the City is in receipt of petition SV-1-2014, proposing an alley vacation between lots 36 and 37, lots 54 and 55, and lots 74 and 75 of the Granger Park Subdivision and;

**WHEREAS**, the purpose for the vacation is to eliminate problems associated with the alleys such as graffiti, and various elements of crime; and

**WHEREAS**, proper notice was given and a public hearing was held pursuant to Section 10-9a-207, Utah Code Annotated; and

**WHEREAS**, the City Council finds that after the public hearing, that there is good cause for the alley vacation, and that neither the public nor any person will be materially injured by the proposed vacation and that the approval is in the best interest of the health, safety and welfare of the citizens of West Valley City; and

**NOW THEREFORE, BE IT ORDAINED** by the City Council of West Valley City, State of Utah, as follows:

**Section 1.** That the vacation of the 6-foot alley as shown in Petition SV-1-2014, is hereby approved and described as follows:

A parcel of land located in the Southwest Quarter of Section 27, Township 1 South, Range 1 West, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at the Southeast corner of lot 36, Granger Park Subdivision, according to the official plat thereof as recorded in the office of the Salt Lake County Recorder; thence East 6 feet to the Southwest corner of lot 37 Granger Park Subdivision; thence North 243.33 feet to the Northwest corner of lot 54 Granger Park Subdivision; thence West 6 feet to the Northeast corner of lot 55 Granger Park Subdivision; thence South 243.33 feet to the point of beginning.

Also including the following description:

A parcel of land located in the Southwest Quarter of Section 27, Township 1 South, Range 1 West, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at the Southeast corner of lot 74, Granger Park Subdivision, according to the official plat thereof as recorded in the office of the Salt Lake County Recorder; thence East 6 feet to the Southwest corner of lot 75 Granger Park Subdivision; thence North 121.7 feet to the Northwest corner of lot 75 Granger Park Subdivision; thence West 6 feet to the Northeast corner of lot 74 Granger Park Subdivision; thence South 121.7 feet South to the point of beginning.

**Section 2.** This Ordinance shall have no force or effect on any rights-of-way or easements of any lot owner, and the franchise rights of any public utilities shall not be impaired thereby, nor shall it have any force or effect on any holders of existing franchises, water drainage pipelines, or other such uses as they may presently exist under, over or upon said property or as are or may be shown on the official plats and records of Salt Lake County.

**Section 3.** The City Recorder is hereby directed to record this Ordinance with the Salt Lake County Recorder's Office.

**Section 4.** This Ordinance shall become effective immediately upon posting as required by law.

PASSED AND APPROVED this \_\_\_\_\_ day of \_\_\_\_\_ 2014.

WEST VALLEY CITY

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY RECORDER

**SV-1-2014**  
**Alley Vacation – Granger Park Subdivision**  
**1930 West 3255 South**

**BACKGROUND**

West Valley City is proposing to vacate two existing walkways in the Granger Park Subdivision. This subdivision was recorded with the Salt Lake County Recorder's Office in December 1954. The walkways in question were platted as part of that subdivision and are located between lots 36 & 37, lots 54 and 55 and lots 74 and 75.

The existing condition of these walkways is not very good. It appears that portions have some type of hard surface, but mostly consist of broken down gravel, and overgrown weeds. After discussing the matter with the Public Works Department, the City has not actively maintained any of these walkways.

As discussed during the study session, these walkways were likely platted to provide access from one part of the subdivision to the other. Sidewalks do not exist in the subdivision and these walkways would have been one way to provide shorter walking distances without having to use the street. There appears to be no purpose for the walkway on the north side of 3255 South. It dead-ends into the back of a residential lot without providing a connection to the north. Should residents desire pedestrian access between blocks, there are existing roads that could serve this purpose.

Although these types of walkways are not common, they do appear in some of the earlier subdivisions. Most in West Valley City have been vacated for lack of use and being a maintenance problem for the adjoining land owners. The vacation of these alleys generally allows for property owners to take better care of these areas than has previously been done.

If the City does vacate these walkways, the walkway would be divided down the middle with each adjacent property owner taking three feet. There have been situations where one owner has expressed interest in the entire walkway. They would simply need to work with their neighbor to have this deeded over to them.

According to City Ordinance, streets and/or alley vacations shall be reviewed by the Planning Commission with a recommendation to the City Council.

**RECOMMENDATION**

1. Approval of the alley vacation.
2. Continue the application due to issues raised at the public hearing.

<b><u>Applicant:</u></b>	<b><u>Favored:</u></b>
West Valley City	Daniel Hubertz 1926 W 3300 S

**Discussion:** Steve Lehman presented the application. Phil Conder asked when the homeowners would be required to begin maintaining their portion of the vacated walkway. Steve replied that once City Council approves the vacation an ordinance is recorded and each land owner would acquire 3 feet which they would be required to maintain. He indicated that property owners typically absorb their portion of the vacated walkways into their property and it's often difficult to see where they once were. Latai Tupou asked if there is a timeline provided to landowners. Steve replied that a letter would be sent out and the City would monitor the progress. He indicated that it's understood that improvements can't always happen quickly due to cost, etc.

Daniel Hubertz, a neighbor, stated that he has had a lot of problems with the walkway involving vandalism, drug and alcohol use by people, etc. He indicated that he would like to see the walkway closed and added that there are many dangerous situations that he has experienced because of the walkway. Mr. Hubertz stated that he would rather work with his neighbor and figure out what to do with the property instead of keeping the walkway open. He indicated that he has been maintaining the walkway by keeping weeds down and out of his yard and would be happy to have this no longer be an issue.

**Motion:** Commissioner Mills moved for approval.

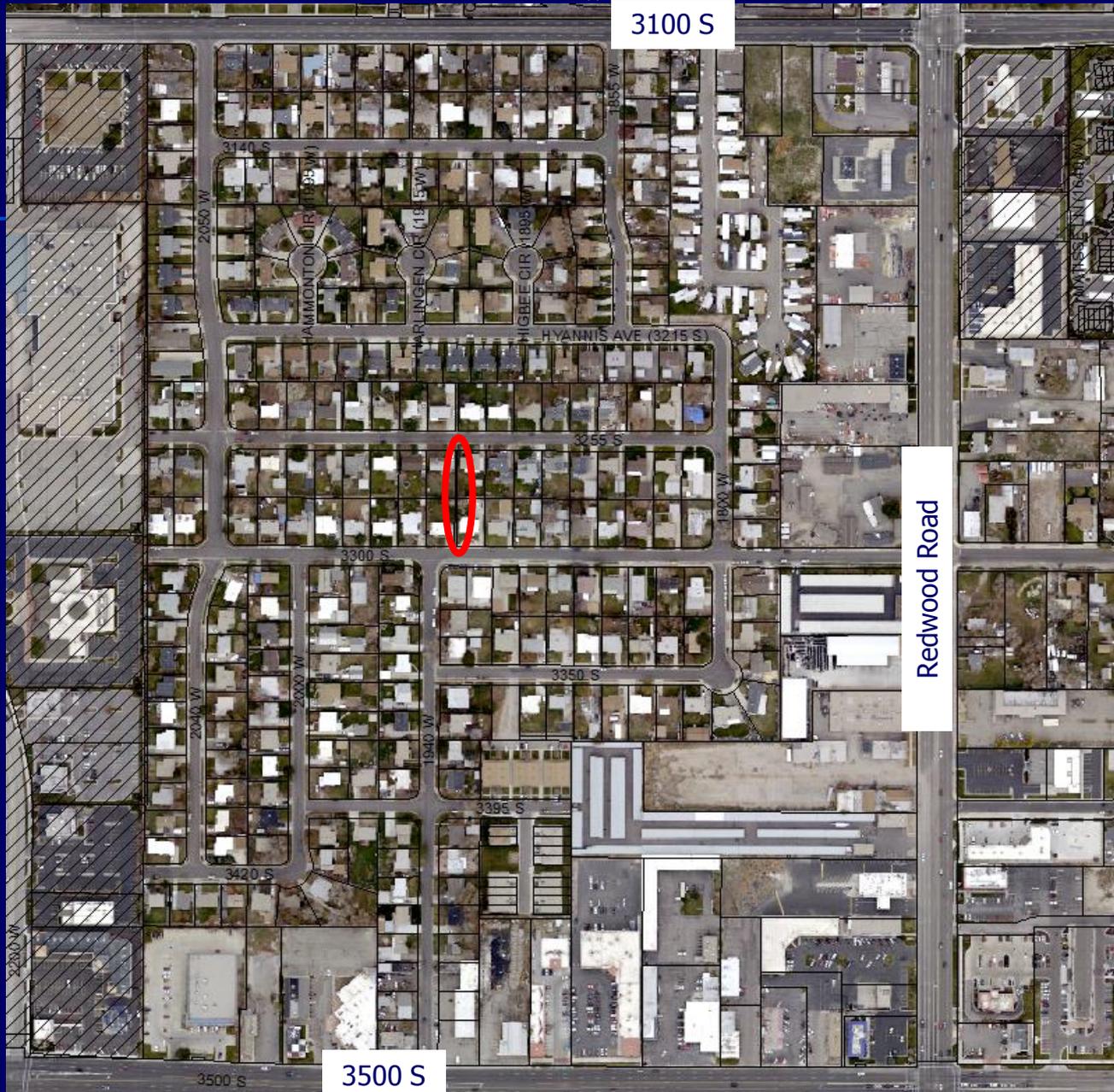
Commissioner Tupou seconded the motion.

**Roll call vote:**

Commissioner Fuller	Yes
Commissioner Matheson	Yes
Commissioner Meaders	Yes
Commissioner Mills	Yes
Commissioner Tupou	Yes
Chairman Conder	Yes

**Unanimous-SV-1-2014- Approved**

**SV-1-2014** Petition by **WEST VALLEY CITY** requesting **consideration to vacate** an existing walkway between lots 36 and 37, lots 54 and 55, and lots 74 and 75 of the Granger Park Subdivision. The walkway is located at approximately 1930 W 3255 S. (Staff- **Steve Lehman** at 801-963-3311))



**SV-1-2014** Petition by **WEST VALLEY CITY** requesting **consideration to vacate** an existing walkway between lots 36 and 37, lots 54 and 55, and lots 74 and 75 of the Granger Park Subdivision. The walkway is located at approximately 1930 W 3255 S. (Staff- **Steve Lehman** at 801-963-3311))









Item: \_\_\_\_\_  
Fiscal Impact: \_\_\_\_\_ N/A \_\_\_\_\_  
Funding Source: \_\_\_\_\_ N/A \_\_\_\_\_  
Account #: \_\_\_\_\_ N/A \_\_\_\_\_  
Budget Opening Required:

**ISSUE:**

Application: #Z-4-2014  
Applicant: Joe Cunningham  
Location: 2938 S Glen Eagles Drive  
Size: 2 acres

**SYNOPSIS:**

Change zone from 'A' (agriculture) to 'C-2' (general commercial).

**BACKGROUND:**

Joe Cunningham has requested a zone change for two parcels totaling 2.0 acres at 2938 South Glen Eagles Drive from A (agriculture, minimum lot size of ½ acre) to C-2 (general commercial). Surrounding zones include C-2 to the east and south and RM (residential, multi-family) to the north and west. The surrounding land uses include commercial to the south, a narrow vacant strip and then commercial to the east and vacant land to the north and west. The Mountain View Corridor will be built to the west of the subject property, which is designated as general commercial in the General Plan.

**Development Proposal**

If this application is approved, Mr. Cunningham plans to consolidate the subject two parcels with the parcel to the east and develop the property as storage units along with an auto brokerage building approved by the Planning Commission in 2012 (C-43-2012). Attached to this issue paper is a letter from Mr. Cunningham in support of this application as well as a concept plan for the proposed storage units.

Staff supports commercial zoning on the subject property for the following reasons:

- Commercial use is anticipated in the General Plan.
- There is existing commercial use on two sides.
- The Mountain View Corridor will be located to the west of the property. UDOT has already acquired the property to the west.
- Given the narrow access to the subject property with the associated limited visibility from Glen Eagles Drive, storage units seem like a good fit here.

**RECOMMENDATION:**

The Planning Commission and staff recommend approval.

**SUBMITTED BY:**

Steve Pastorik, Assistant CED Director/Planning Director

**WEST VALLEY CITY, UTAH**

**ORDINANCE NO.** \_\_\_\_\_

**Draft Date:** \_\_\_\_\_

**Date Adopted:** \_\_\_\_\_

**Effective Date:** \_\_\_\_\_

**AN ORDINANCE AMENDING THE ZONING MAP TO SHOW A CHANGE OF ZONE FOR PROPERTY LOCATED AT 2938 S GLEN EAGLES DRIVE FROM ZONE ‘A’ (AGRICULTURE) TO ZONE ‘C-2’ (GENERAL COMMERCIAL)**

**WHEREAS**, the West Valley City Planning Commission has reviewed and made a recommendation to the City Council concerning the proposed zoning change pursuant to Chapter 9 of Title 10, Utah Code Annotated 1953, as amended, and the West Valley City Zoning Ordinance; and

**WHEREAS**, a public hearing before the City Council of West Valley City was held after being duly advertised as required by law; and

**WHEREAS**, the City Council of West Valley City finds that such zoning change should be made;

**NOW, THEREFORE, BE IT ORDAINED** by the City Council of West Valley City, Utah:

**SECTION 1. ZONING CHANGE.**

The property described in application #Z-4-2014, filed by Joe Cunningham, located at 2938 S Glen Eagles Drive is hereby reclassified from zone ‘A’ (agriculture) to zone ‘C-2’ (general commercial) said property being more particularly described as follows:

PARCEL #: 1426276002

BEG 3966.46 FT N & 742.44 FT W FR SE COR SEC 26, T 1S, R 2W,S L M; W 159.56 FT; S 273 FT; E 159.56 FT; N 273 FT TO BEG. 1.0 AC M OR L

PARCEL #: 1426276003

BEG 3966.46 FT N & 742.44 FT W FR SE COR SEC 26, T 1S, R 2W,S L M; S 257 FT; E 169.56 FT; N 257 FT; W 169.56 FT TO BEG 1.0 AC M OR L

**SECTION 2. ZONING MAP AMENDMENT.**

The West Valley City Zoning Map shall be amended to show the change.

**SECTION 3. EFFECTIVE DATE.**

This ordinance shall take effect immediately upon posting, as required by law.

**DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2014.**

**WEST VALLEY CITY**

\_\_\_\_\_  
**MAYOR**

**ATTEST:**

\_\_\_\_\_  
**CITY RECORDER**



WEST VALLEY CITY  
Unity Pride Progress

COMMUNITY & ECONOMIC DEVELOPMENT  
DEPARTMENT

October 23, 2014

Joe Cunningham  
2917 S Glen Eagles Drive  
West Valley City, UT 84120

Dear Mr. Cunningham:

The West Valley City Planning Commission voted on October 22, 2014 to recommend approval of application #Z-4-2014 to the City Council. This application is for a zone change from 'A' (agriculture) to 'C-2' (general commercial). The property is located at 2938 S Glen Eagles Drive.

You will be notified by the City Recorder of the date and time your application will appear on the City Council agenda.

Let us take this opportunity to remind you that if the City Council gives approval, you will need to come in to the Community and Economic Development Department office for subdivision approval and building permits before construction can begin. If you should have any comments or questions, please feel free to contact our office at 963-3545.

Sincerely,

Steve Pastorik  
Planning Director/ Assistant CED Director

SP/nc

Steve Pastorik

Assistant CED Director

Planning Director

Steve attached are the plans for the amended and extended Colt Plaza Lot 5 Phase III

Over the last 10 years we have acquired and developed the land in phases I-III as you look at plan (1) consisting of the west half of Phase III, you can see there were two single family residences on the parcels west of lot 5.

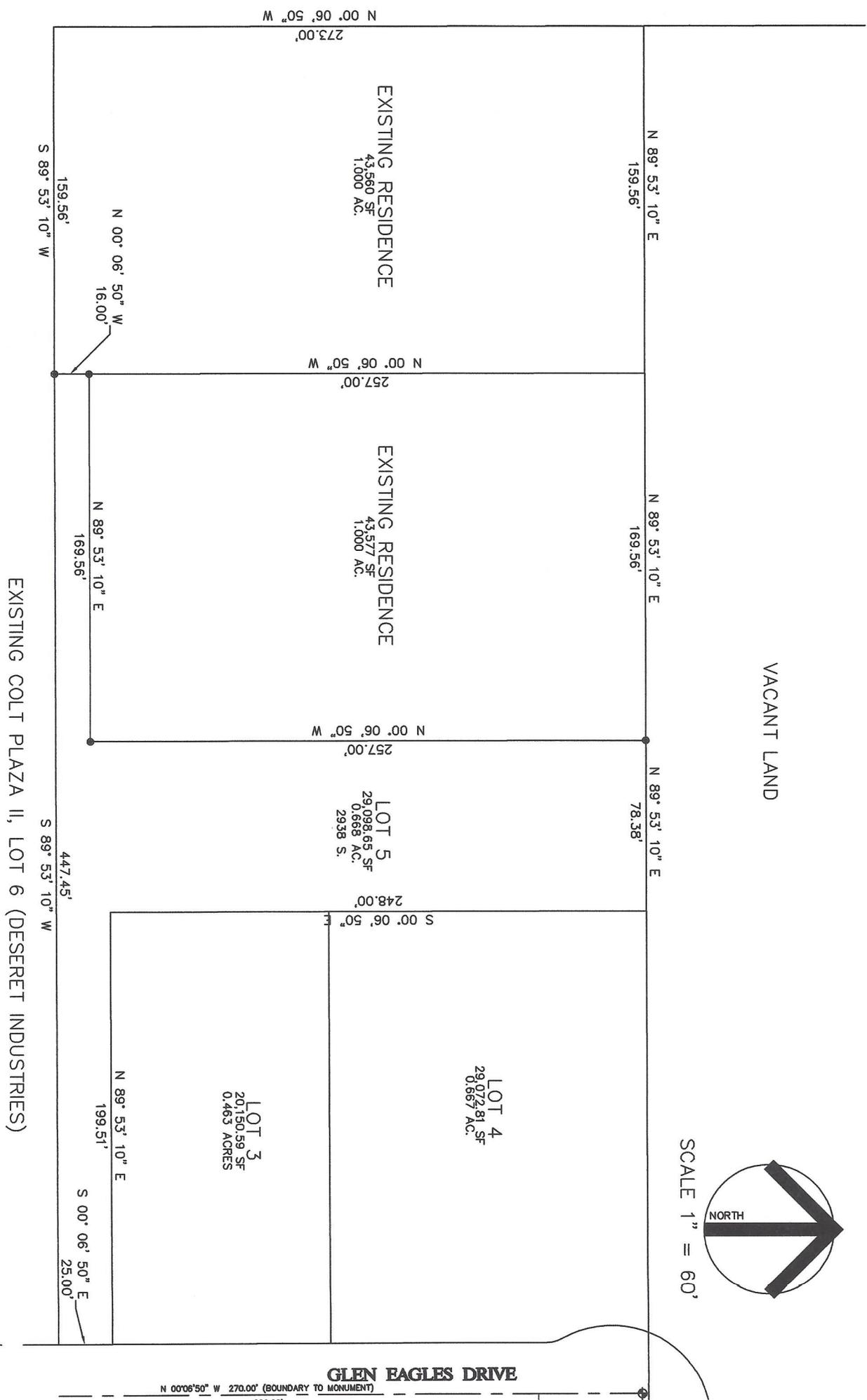
Over the last several years there were disputes with the two homeowners who had not acquired an access to cross lot 5. Two years ago after the parcel in the far west went into foreclosure it was acquired from the bank. Last year the plan was approved for the new building to be built on lot 5 as shown in page (3a,3b) but we agreed to wait and find another home for the remaining resident prior to starting construction finally after locating a replacement residence this year the last parcel was acquired

The Zoning on (1) shows lot 3,4,and 5 as a C2 zone and the 2 acres located to the west currently as residential . We would propose to change the two acres to the west of lot 5 to be changed to C2 allowing the proposed Storage units shown on (3c) to be built in conjunction with the previously approved building.

The Master plan provides for the C2 zoning the property is in the rear of the lots 3 and 4 which is a car wash and a lube center the building will consist of light retail useage and the amended and extended parcel of lot 5 will have storage units place on it as shown on (3c)

Thank Ypu

Joe Cunningham



VACANT LAND



SCALE 1" = 60'

GLEN EAGLES DRIVE

N 00°06'50" W 270.00' (BOUNDARY TO MONUMENT)

EXISTING COLT PLAZA II, LOT 6 (DESERET INDUSTRIES)

VACANT LAND

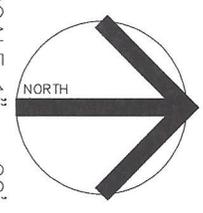
N 89° 53' 10" E  
407.50'

COMBINED OVERALL AREA  
116,235 SF  
2.568 AC.

273.00'  
N 00° 06' 50" W

607.01'  
S 89° 53' 10" W

SCALE 1" = 20'



S 00° 06' 50" E  
248.00'

LOT 4  
29,072.81 SF  
0.667 AC.

LOT 3  
20,150.59 SF  
0.463 ACRES

N 89° 53' 10" E  
199.51'

S 00° 06' 50" E  
25.00'

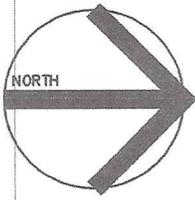
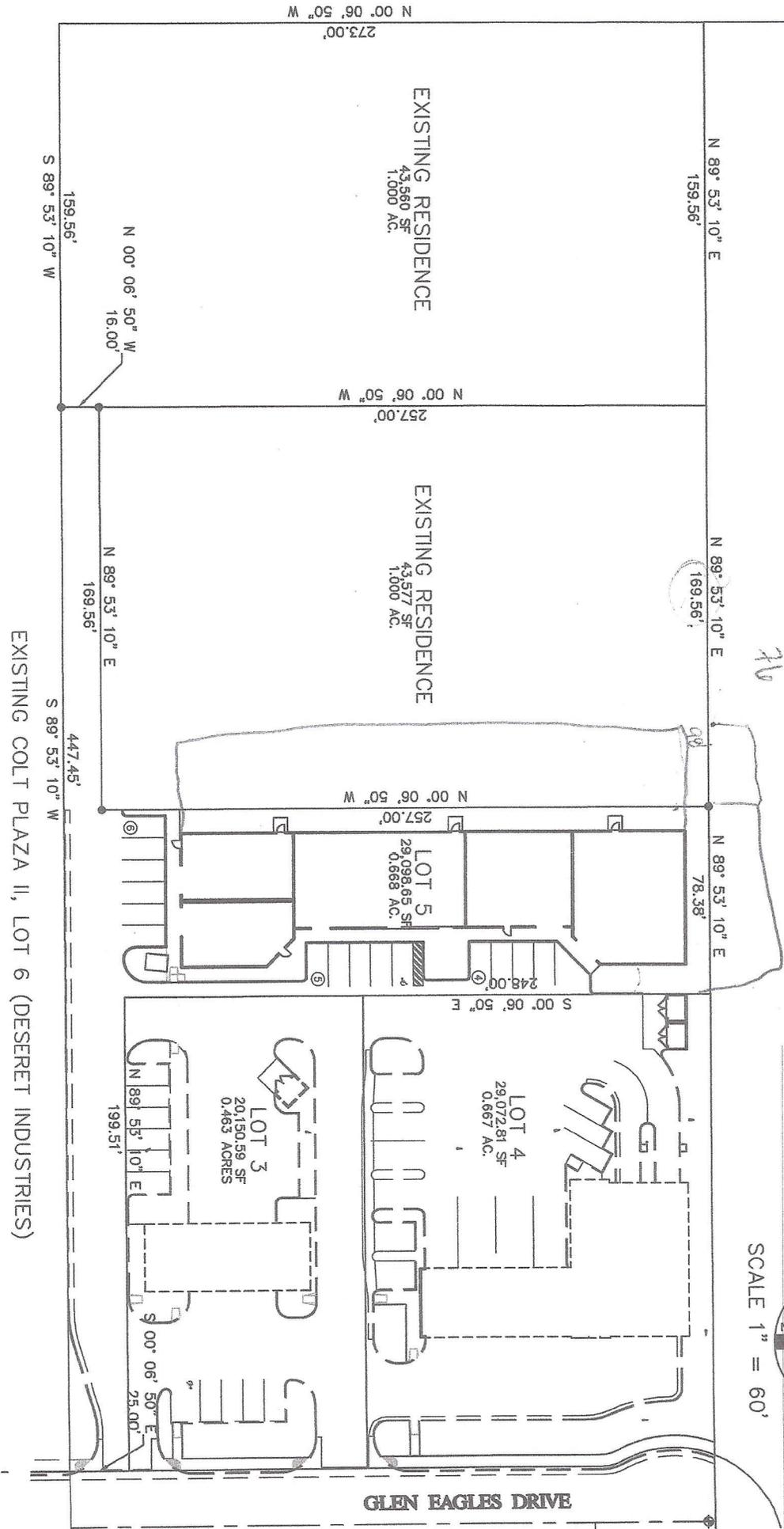
EX. 8" SEWER  
EX. 6" PRIVATE FIRE LINE  
EX. 1" PRIVATE WATER LINE  
(2) 3/4" PRIVATE WATER LINES

EXISTING COLT PLAZA II, LOT 6 (DESERET INDUSTRIES)

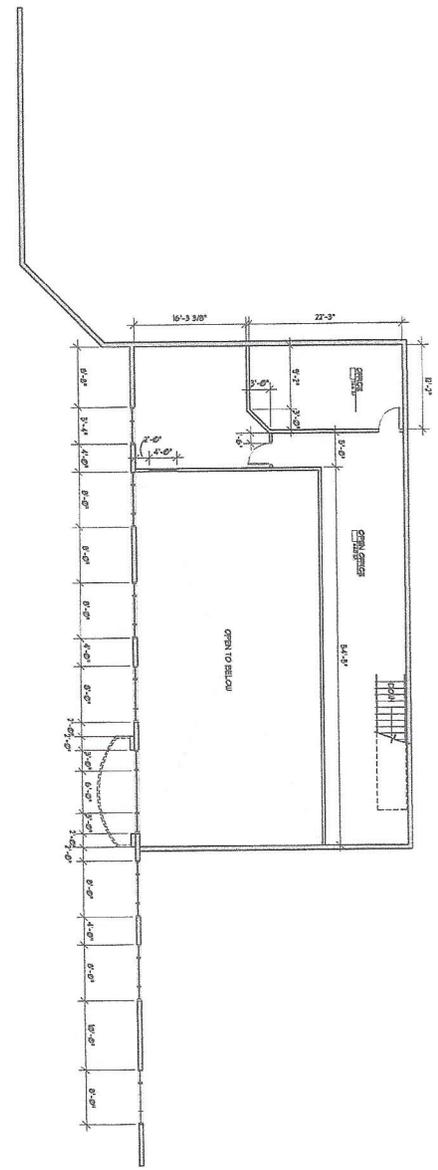
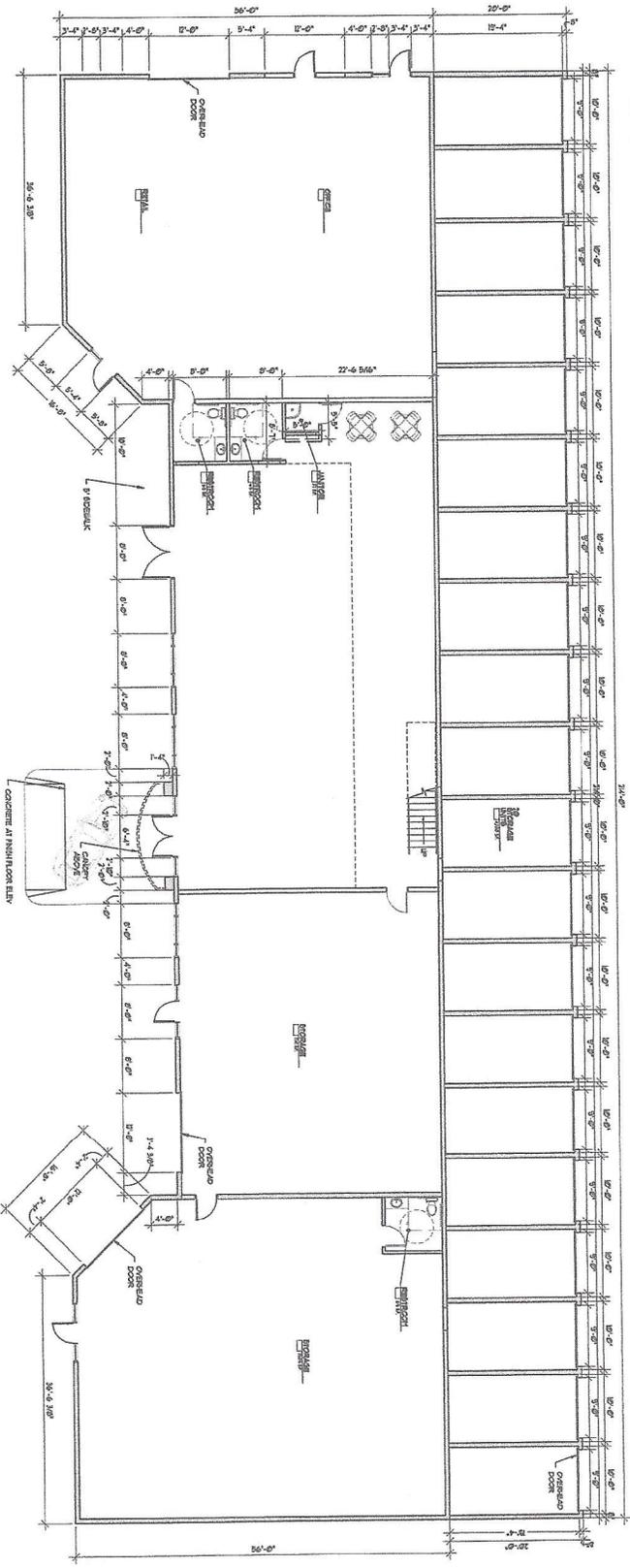
GLEN EAGLES DRIVE

(5640 WEST)

3a



SCALE 1" = 60'



PROJECT NUMBER

12-12

REVISIONS

SHEET TITLE

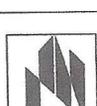
FLOOR PLAN

PROJECT/OWNER

**CUNNINGHAM AUTO BROKER**  
 2900 SOUTH 5640 WEST  
 WEST VALLEY CITY, UT



**NICHOLS • NAYLOR**  
 ARCHITECTS  
 1155 EAST WILMINGTON AVENUE SUITE 250  
 SALT LAKE CITY, UTAH 84106 (801) 487-3330



DATE  
 OCT 11, 2012

SHEET NUMBER

**A10**



**Z-4-2014**

**Joe Cunningham**

**2938 South Glen Eagles Drive**

**A to C-2**

**2.0 acres**

Joe Cunningham has requested a zone change for two parcels totaling 2.0 acres at 2938 South Glen Eagles Drive from A (agriculture, minimum lot size of ½ acre) to C-2 (general commercial). Surrounding zones include C-2 to the east and south and RM (residential, multi-family) to the north and west. The surrounding land uses include commercial to the south, a narrow vacant strip and then commercial to the east and vacant land to the north and west. The Mountain View Corridor will be built to the west of the subject property, which is designated as general commercial in the General Plan.

### **Development Proposal**

If this application is approved, Mr. Cunningham plans to consolidate the subject two parcels with the parcel to the east and develop the property as storage units along with an auto brokerage building approved by the Planning Commission in 2012 (C-43-2012). Attached to this report is a letter from Mr. Cunningham in support of this application as well as a concept plan for the proposed storage units.

Staff supports commercial zoning on the subject property for the following reasons:

- Commercial use is anticipated in the General Plan.
- There is existing commercial use on two sides.
- The Mountain View Corridor will be located to the west of the property. UDOT has already acquired the property to the west.
- Given the narrow access to the subject property with the associated limited visibility from Glen Eagles Drive, storage units seem like a good fit here.

### **Staff Alternatives:**

- Approval, the proposed zone change complies with the General Plan.
- Continuance, for other reasons determined at the public hearing.

### **Applicant:**

Joe Cunningham

Not Present

**Discussion:** Steve Pastorik presented the application. Barbara Thomas asked if there will be signage advertising the potential storage units. Steve replied that there will be signage on the building to the east which will be the leasing office.

**Motion:** Commissioner Fuller moved for approval.

Commissioner Matheson seconded the motion.

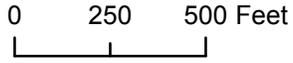
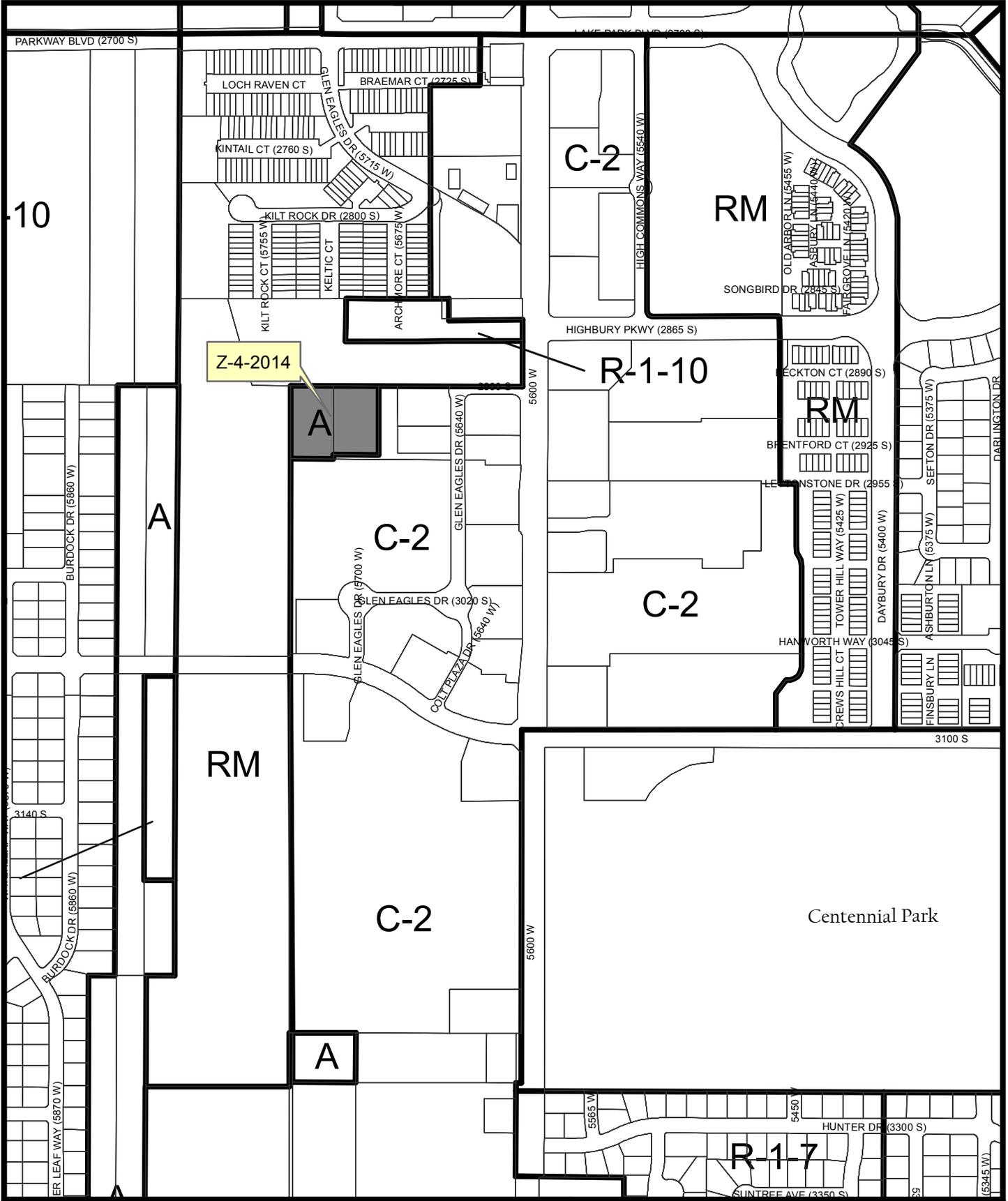
### **Roll call vote:**

Commissioner Fuller            Yes

Commissioner Matheson        Yes

Commissioner Mills	Yes
Commissioner Thomas	Yes
Commissioner Tupou	Yes
Commissioner Woodruff	Yes
Chairman Conder	Yes

**Unanimous-Z-4-2014 Approved**



Z-4-2014  
 Joe Cunningham  
 2938 S Glen Eagles Drive



**Z-4-2014** Petition by **JOE CUNNINGHAM** requesting a **zone change** from 'A' (agriculture) to 'C-2' (general commercial) on property located at 2938 S Glen Eagles Drive on 2 acres. (Staff- **Steve Pastorik** at 801-963-3545)



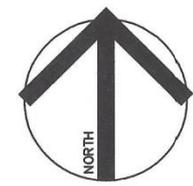
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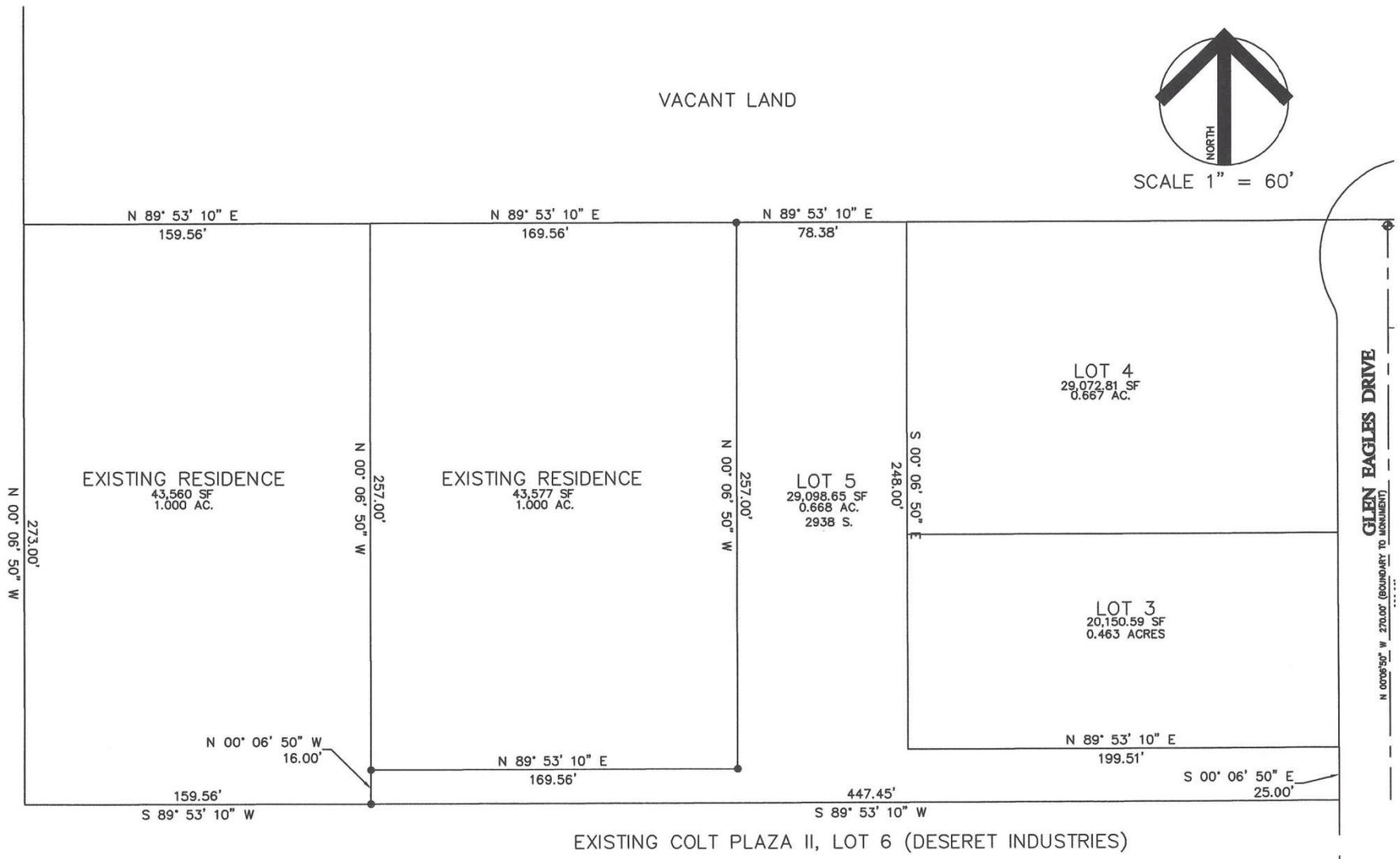
**Z-4-2014** Petition by **JOE CUNNINGHAM** requesting a **zone change** from 'A' (agriculture) to 'C-2' (general commercial) on property located at 2938 S Glen Eagles Drive on 2 acres. (Staff- **Steve Pastorik** at 801-963-3545)

1

VACANT LAND



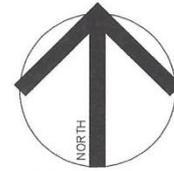
SCALE 1" = 60'



**Z-4-2014** Petition by **JOE CUNNINGHAM** requesting a **zone change** from 'A' (agriculture) to 'C-2' (general commercial) on property located at 2938 S Glen Eagles Drive on 2 acres. (Staff- **Steve Pastorik** at 801-963-3545)

2

VACANT LAND

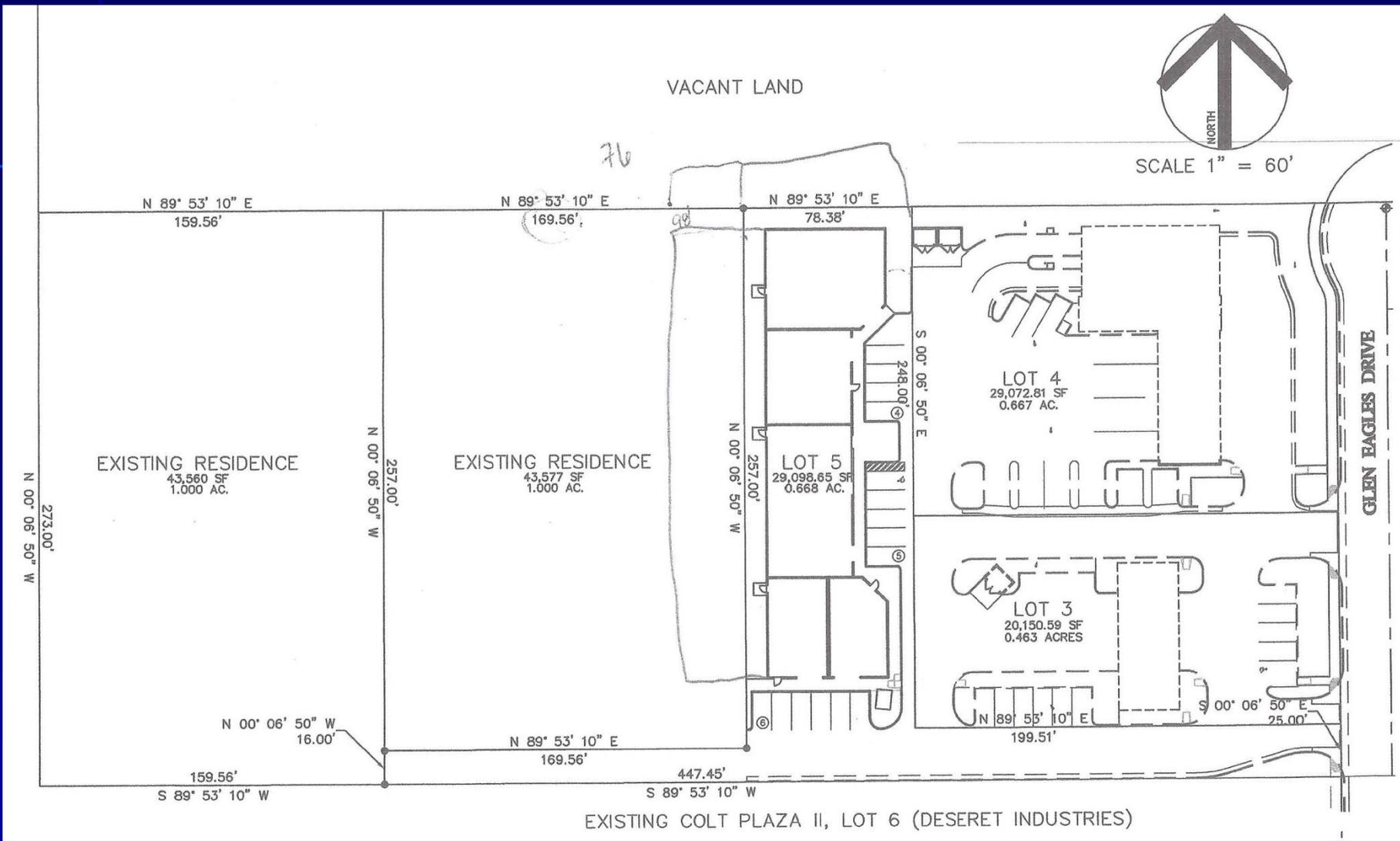


SCALE 1" = 20'



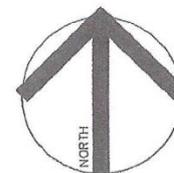
EXISTING COLT PLAZA II, LOT 6 (DESERET INDUSTRIES)

**Z-4-2014** Petition by **JOE CUNNINGHAM** requesting a **zone change** from 'A' (agriculture) to 'C-2' (general commercial) on property located at 2938 S Glen Eagles Drive on 2 acres. (Staff- **Steve Pastorik** at 801-963-3545)

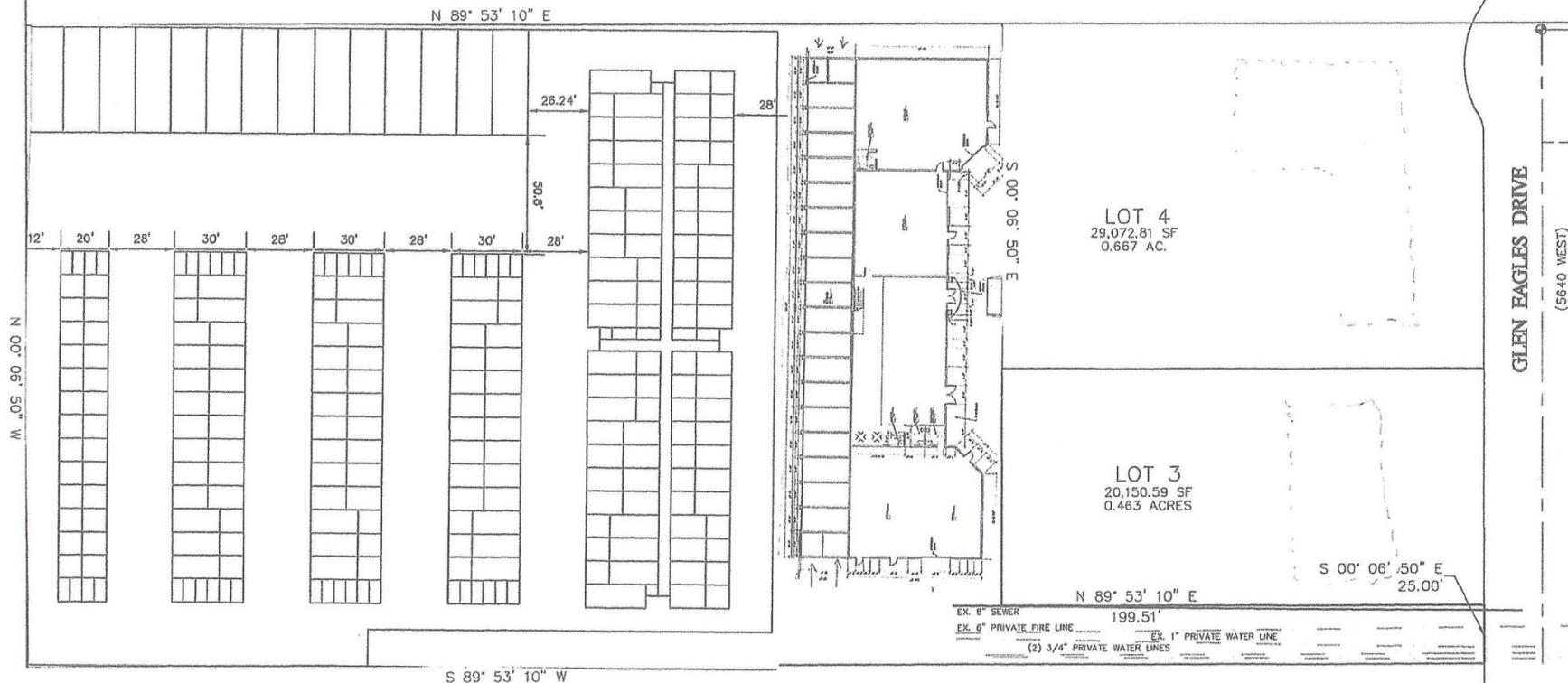


**Z-4-2014** Petition by **JOE CUNNINGHAM** requesting a **zone change** from 'A' (agriculture) to 'C-2' (general commercial) on property located at 2938 S Glen Eagles Drive on 2 acres. (Staff- **Steve Pastorik** at 801-963-3545)

VACANT LAND



SCALE 1" = 20'



EXISTING COLT PLAZA II, LOT 6 (DESERET INDUSTRIES)

Item: \_\_\_\_\_  
Fiscal Impact: N/A  
Funding Source: N/A  
Account #: N/A  
Budget Opening Required:

**ISSUE:**

An ordinance approving the 2014 update to the City's Moderate Income Housing Plan.

**SYNOPSIS:**

This ordinance approves the 2014 update to the City's Moderate Income Housing Plan.

**BACKGROUND:**

Utah municipalities are required by law to perform a biennial review of the moderate income housing element of their General Plans. The 2014 Moderate Income Housing Plan addresses the following points:

1. An estimate of the existing supply of moderate income housing within West Valley City
2. An estimate of the need for moderate income housing for the next five years
3. A survey of total residential land use
4. An evaluation of how existing land uses and zoning affect the opportunity for moderate income housing
5. A description of West Valley City's program to encourage an adequate supply of moderate income housing

In addition, our moderate income housing includes a section on West Valley City demographics and population trends. Our analysis uses both 2012 American Community Survey data and 2010 Census data. Any 2012 data has been adjusted to provide approximate 2014 figures.

The 2014 adjusted median household income for Salt Lake County is \$59,613. Moderate income housing is defined as that which is affordable to those making 80% of the County median household income, or \$47,690. Using the U.S. Department of Housing and Urban Development's guideline for affordability that a household should not pay more than 30% of its monthly income for housing, this means a moderate income household in West Valley City could spend \$1,192 per month for housing.

Based on a survey of current and planned land use and zoning, it was determined that at the end of 2014, West Valley City had 19,883 housing units that would be affordable to moderate income families (53.7% of total West Valley City units), well in excess of the calculated need of 14,667. Based on population growth estimates and building trends, this surplus will meet our estimated requirements for the next five years even if no additional affordable units are built.

**RECOMMENDATION:**

The Planning Commission recommends approval to the City Council.

**SUBMITTED BY:**

Steve Pastorik, Planning Director/ Assistant CED Director  
Lee Logston, Long Range Planner

1 WEST VALLEY CITY, UTAH

2  
3 ORDINANCE NO. \_\_\_\_\_

4  
5 Draft Date: 10/22/2014

6 Date Adopted: \_\_\_\_\_

7 Effective Date: \_\_\_\_\_

8  
9 AN ORDINANCE ADOPTING THE 2014 MODERATE  
10 INCOME HOUSING PLAN AS PART OF THE WEST  
11 VALLEY CITY GENERAL PLAN.

12  
13 WHEREAS, the West Valley City Planning Commission has reviewed and made a  
14 recommendation to the City Council to update the City’s Moderate Income Housing Plan which  
15 was originally approved in 1999 as part of the City’s General Plan; and

16 WHEREAS, Moderate Income Housing is currently defined in Utah Code 10-9a-  
17 103(29); and

18 WHEREAS, State Law requires this plan to address topics outlined in the proposed  
19 update; and

20 WHEREAS, the staff has conducted a thorough analysis and the City Council of West  
21 Valley City finds that such update should be made;

22 NOW, THEREFORE, BE IT ORDAINED by the City Council of West Valley City,  
23 Utah that the City’s General Plan shall be amended as follows:

24 SECTION 1. GENERAL PLAN AMENDMENT

25 The attached 2014 Moderate Income Housing Plan should be adopted as part of the  
26 General Plan.

27 SECTION 2. GENERAL PLAN MAP AMENDMENT

28 This amendment does not require a general plan map amendment.

29 SECTION 3. EFFECTIVE DATE.

30 This ordinance shall take effect immediately upon posting, as required by law.

31

32

33 **PASSED, APPROVED AND MADE EFFECTIVE** this \_\_\_\_\_ day of  
34 \_\_\_\_\_, 2014.

35

36

WEST VALLEY CITY

37

38

39

\_\_\_\_\_  
MAYOR

40

41 ATTEST:

42

43

44

\_\_\_\_\_  
CITY RECORDER

**GP-1-2014**  
**West Valley City**  
**General Plan Amendment**  
**Appendix B: 2014 Moderate Income Housing Plan**

**BACKGROUND:**

Utah municipalities are required by State law to perform a biennial review of the moderate income housing element of their General Plans. The 2014 Moderate Income Housing Plan is required to provide:

1. An estimate of the existing supply of moderate income housing within West Valley City
2. An estimate of the need for moderate income housing for the next five years
3. A survey of total residential land use
4. An evaluation of how existing land uses and zoning affect the opportunity for moderate income housing
5. A description of West Valley City's program to encourage an adequate supply of moderate income housing

In addition, the Moderate Income Housing Plan includes a section on West Valley City demographics and population trends.

**SUMMARY:**

Our analysis uses both 2012 American Community Survey data and 2010 Census data. As 2012 is the most recent ACS data available, 2012 housing, rent, and income data is adjusted by various local growth or decline factors to provide approximate 2014 figures.

The 2014 adjusted median household income for Salt Lake County is calculated to be \$59,613. Moderate income housing is defined as that which is affordable to those making 80% of the County median household income, or \$47,690. As up to 30% of a household's monthly income can be used for housing, this means a moderate income household could have \$1,192 per month for housing.

Based on a survey of current and planned land use and zoning, it was determined that for 2014, West Valley City has 19,883 housing units (53.7% of total West Valley City units) that would be considered affordable to moderate income households, well in excess of the calculated need of 14,667. This surplus, plus the fact that over half of the City's housing units are considered affordable, will more than adequately meet our needs for the next five years.

**Applicant:**

West Valley City

**Discussion:** Lee Logston presented the application. Barbara Thomas stated that there are many cities that don't update this plan as frequently as they should. She indicated that West Valley City does its part in providing adequate moderate income housing.

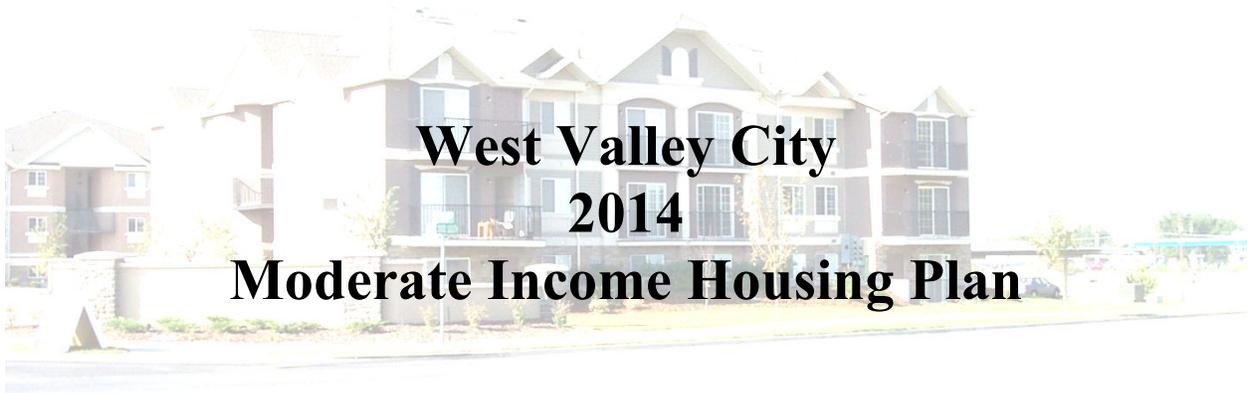
**Motion:** Commissioner Thomas moved for approval.

Commissioner Meaders seconded the motion.

**Roll call vote:**

Commissioner Fuller	Yes
Commissioner Matheson	Yes
Commissioner Meaders	Yes
Commissioner Mills	Yes
Commissioner Thomas	Yes
Commission Tupou	Yes
Chairman Conder	Yes

**Unanimous-GP-1-2014 Approved**



**West Valley City  
2014  
Moderate Income Housing Plan**

## **INTRODUCTION**

During the 1990's, Utah experienced strong growth and housing prices rose rapidly, while incomes remained relatively stable. Consequently, housing became more expensive for those households that did not already own property. In 1996, 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))

As required by Utah Code 10-9a-103 (36), this Plan addresses the following topics:

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

In addition to the required topics, this Plan provides a section entitled “State of the City” including information on housing prices, City demographics, building permit trends, available land, zoning, and the City’s Housing Authority.

### **Definitions**

Moderate income housing is defined in Utah Code 10-9a-103(29) 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.” West Valley City is located in Salt Lake County.

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.

According to the Census Bureau, 2012 median household income for Salt Lake County was \$58,732. The 2014 Utah Economic Outlook (prepared by the Governor’s Office of Management and Budget and the Bureau of Economic and Business Research) measured a 2013 nonfarm wage increase of 1.5% over 2012. Hence, moderate income housing in Salt Lake County during the year 2014 is defined as those housing units that were affordable to families that earn \$47,690 (80%) or less annually. Using 30% as the percentage of household income available for housing,

a 2014 moderate income household could spend up to \$14,307 annually or \$1,192 monthly for rent or a mortgage.

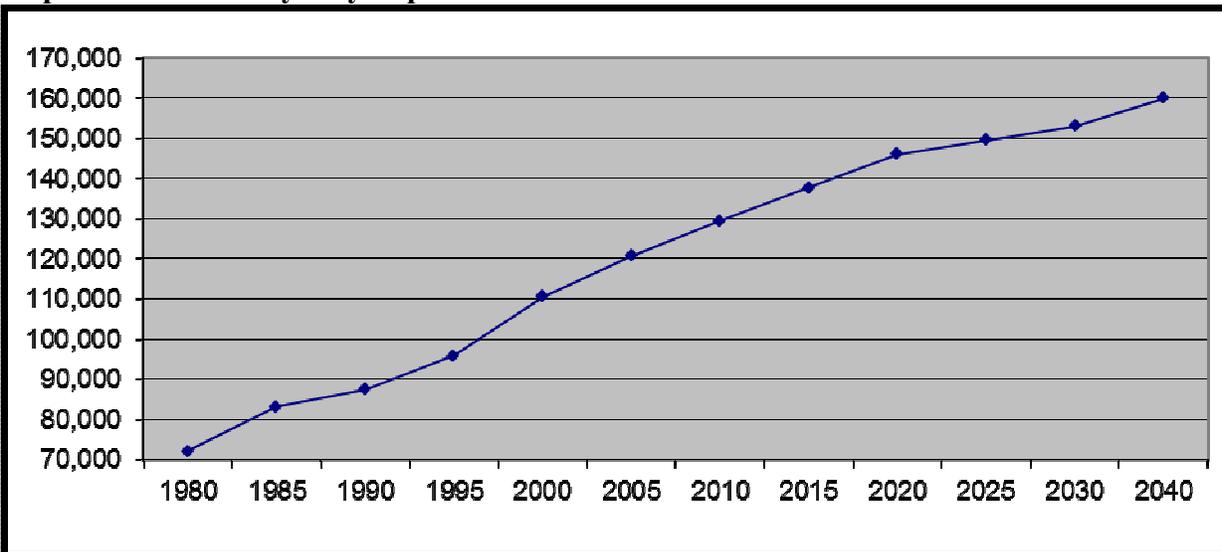
## STATE OF THE CITY

Since the incorporation of West Valley City in 1980, the City has experienced steady growth and has become more ethnically diverse. Incomes in West Valley are lower than many surrounding communities and housing is more affordable. Currently a majority of the housing stock is in single family detached homes, while the multi-family housing is a combination of duplexes, four-plexes, townhomes, condos and large apartment complexes. Unfortunately, some of the older rental properties have not been well managed or maintained, creating a negative perception about multi-family housing. The following statistics create a picture of the current conditions in the City.

### Population

The U.S. Census Bureau determined the population of West Valley City to be 129,480 in 2010, and the 2013 ACS estimate is 133,579. The Wasatch Front Regional Council projects the 2040 City population will be 160,000. Graph 1 shows the projected population trend for West Valley City through 2040:

**Graph 1 – West Valley City Population Growth**



Source: West Valley City Planning & Zoning and Wasatch Front Regional Council

Not only is the City growing, it is becoming more diverse. The non-white population has gone from 9.2% of the population in 1990 to 34.6% in 2010. West Valley City also experienced a significant increase in the number of Hispanic persons between 1990 and 2010. Although Salt Lake County became more diverse during this same time period, the increase in the percent of non-white and Hispanic persons was not as great as that of West Valley's. Table 1 provides a breakdown of ethnicity changes from 1990 to 2010:

**Table 1 – 1990, 2000 and 2010 Race for West Valley City and Salt Lake County**

	White	African American	American Indian	Asian or Pacific Islander	Other race(s)	Hispanic (of any race)
West Valley City- 1990	90.8%	0.8%	1.1%	4.0%	3.2%	7.1%
Salt Lake County- 1990	93.0%	0.8%	0.8%	2.8%	2.6%	6.0%
West Valley City- 2000	78.2%	1.1%	1.2%	7.2%	12.2%	18.5%
Salt Lake County- 2000	86.3%	1.1%	0.9%	3.8%	8.0%	11.9%
West Valley City- 2010	65.4%	2.0%	0.9%	5.0%	19.0%	33.1%
Salt Lake County- 2010	81.2%	1.6%	0.6%	3.3%	8.3%	17.1%

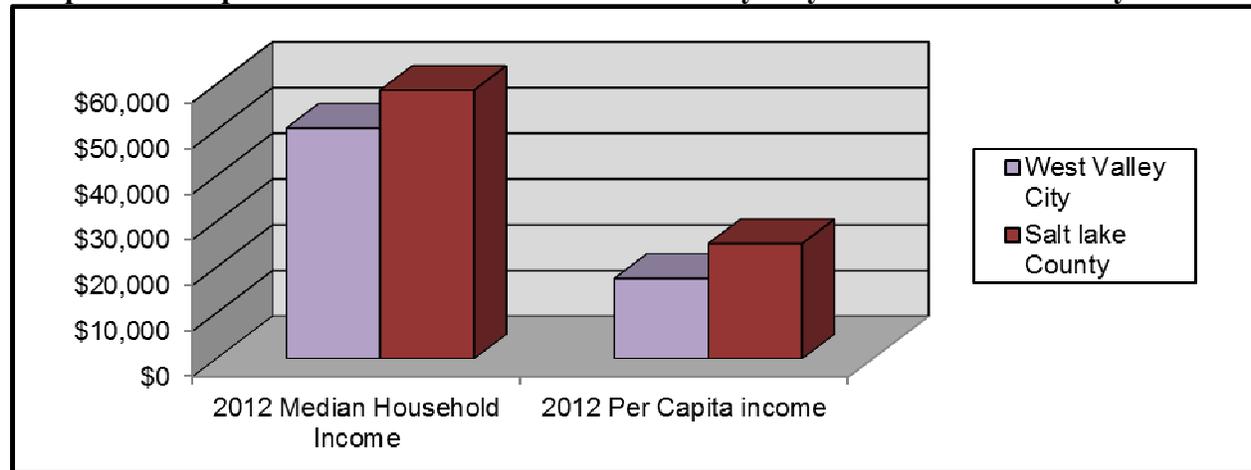
Source: U.S. Census Bureau 2010 DP-1

Household size in West Valley in 1990 was 3.35 persons per household, compared to 2.98 for Salt Lake County. In 2010, West Valley City’s household size grew slightly to 3.48 persons per household, while Salt Lake County’s household size has remained nearly the same at 2.96.

**Income**

Household income directly affects housing affordability. American Community Survey estimates that 2012 median household income in West Valley City is 14% lower than in Salt Lake County, at \$50,445 versus \$58,732. Likewise, per capita income is 30% less, at \$17,566 versus \$25,167 for Salt Lake County. Graph 2 provides a comparison of median household income and per capita incomes:

**Graph 2 – Comparison of Income Levels – West Valley City and Salt Lake County**



Source: U.S. Census Bureau, 2012 ACS, Tables B19013 & B19301

**Home Ownership and Rental Rates**

In 2000 and 2010, most households in both West Valley and Salt Lake County owned rather than rented their living space. As Table 2 shows, ownership rates in the City are slightly higher than those of the County, and the number of renters continues to increase:

**Table 2 – 2000, 2010, and 2012 Tenure for West Valley City and Salt Lake County**

	2000		2010		2012	
	West Valley	SLCO	West Valley	SLCO	West Valley	SLCO
Owner-occupied units	72.6%	69.0%	69.9%	67.3%	68.1%	66.7%
Renter-occupied units	27.4%	31.0%	30.1%	32.7%	31.9%	33.3%
Source: U.S. Census Bureau 2000 & 2010 SF1 QT-H2, 2012 ACS DP-04						

**OPPORTUNITIES FOR MODERATE INCOME HOUSING**

As required by State Code, this section provides a survey of residential land use and addresses how existing land uses and zones affect opportunities for moderate income housing.

**Existing Land Use**

Table 3 below provides detail on existing residential land uses in West Valley City as of 2014:

**Table 3: Survey of Existing Residential Land Use in West Valley**

	Acres	% of Total
Single Family	5,774	83.4%
Mobile Home	327	4.7%
Duplex	159	2.3%
Multi-Family	595	8.6%
<b>Total</b>	<b>6,856</b>	
Source: West Valley City Planning & Zoning		

Although the majority of West Valley City’s housing consists of single family homes, there are also a large number of mobile homes and multi-family units, both of which are generally more affordable than single family homes. As of the 2010 Census, 68% of West Valley City’s housing units were single family homes, 25% were multi-family, and 5% were mobile homes. While this balance has not changed significantly since the Census (see Table 4), multi-family housing has accounted for 40% of building permits issued over the last three years, a slight increase from the prior 5 year average of 35%. This has largely been a response to difficulty of new homebuyers to get lending for homes and increased demand for apartments. Table 4 shows the unit breakdown for different types of housing units:

**Table 4: West Valley City Residential Unit Building Activity by Permit**

	Up to 2010	2011	2012	2013	<b>Total</b>	% of Total
Single Family	26,802	89	206	201	27,298	68.1%
Multi-Family	10,146	20	245	193	10,604	26.5%
Mobile Home	2,183	0	0	0	2,183	5.4%
<b>Total</b>	<b>39,131</b>	<b>109</b>	<b>451</b>	<b>394</b>	<b>40,085</b>	

**Existing Zones**

Table 5 outlines the number of acres of land within each residential zone of West Valley for 2014:

**Table 5: Survey of Existing Residential Zoning in West Valley**

Zone	Zone Description	Min. Lot Size	2014 # of Acres	2014 % of Total Acres
A-1	Agriculture	1 acre	386	3.81%
A	Agriculture	1/2 acre	1,716	16.92%
R-1-20	Single Family	20,000 sq. ft.	2	0.02%
R-1-12	Single Family	12,000 sq. ft.	39	0.38%
R-1-10	Single Family	10,000 sq. ft.	1,077	10.62%
R-1-8	Single Family	8,000 sq. ft.	4,414	43.52%
R-1-7	Single Family	7,000 sq. ft.	563	5.55%
R-1-6	Single Family	6,000 sq. ft.	720	7.10%
R-1-4	Single Family	4,000 sq. ft.	93	0.92%
R-2-8	Duplex	8,000 sq. ft.	141	1.39%
R-2-6.5	Duplex	6,500 sq. ft.	44	0.44%
R-4	Four-plex	9,000 sq. ft.	50	0.49%
RMH	Mobile Home Park	5 acres	339	3.35%
RM	Multi-Family	8,000 sq. ft.	558	5.50%
Total	-	-	10,142	

As seen above, West Valley City offers a variety of residential zones. One or more of these zones allow single family homes, mobile homes, duplexes, four-plexes, townhomes, condos and apartments. Specifically for single family, the City has a variety of lot sizes including smaller lots that help to offset the price of land. West Valley’s residential zoning variety has, in part, led to the City’s affordability.

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 49 acres and Mixed Use (MXD) with 15 acres, which allow for a combination of medium to high density residential, retail and office uses.

## EXISTING SUPPLY OF MODERATE INCOME HOUSING

The existing supply of moderate income housing is a function of the number of housing units within West Valley City, the price range of these units and incomes within Salt Lake County. 2012 Census Bureau data on the numbers and values of owner-occupied and renter-occupied housing units is shown in Tables 6 and 7:

**Table 6: Number of Owner-Occupied Units by Value in West Valley City for 2012**

Value	Number of Units
Less than \$10,000	370
\$10,000 to \$14,999	242
\$15,000 to \$19,999	438
\$20,000 to \$24,999	298
\$25,000 to \$29,999	294
\$30,000 to \$34,999	172
\$35,000 to \$39,999	64
\$40,000 to \$49,999	95
\$50,000 to \$59,999	112
\$60,000 to \$69,999	140
\$70,000 to \$79,999	123
\$80,000 to \$89,999	140
\$90,000 to \$99,999	141
\$100,000 to \$124,999	1,706
\$125,000 to \$149,999	3,763
\$150,000 to \$174,999	6,186
\$175,000 to \$199,999	4,020
\$200,000 to \$249,999	5,308
\$250,000 to \$299,999	1,220
\$300,000 to \$399,999	642
\$400,000 to \$499,999	149
\$500,000 to \$749,999	81
\$750,000 to \$999,999	0
\$1,000,000 or more	68
<b>Total Owner-Occupied Units</b>	<b>25,484</b>

Source: U.S. Census Bureau, 2012 American Community Survey, Table B25075

**Table 7: Number of Renter-Occupied Units by Rent in West Valley City for 2012**

Value	Number of Units
Less than \$100	158
\$100 to \$149	134
\$150 to \$199	127
\$200 to \$249	22
\$250 to \$299	72
\$300 to \$349	356
\$350 to \$399	63
\$400 to \$449	142
\$450 to \$499	150
\$500 to \$549	420
\$550 to \$599	433
\$600 to \$649	1,299
\$650 to \$699	1,093
\$700 to \$749	1,253
\$750 to \$799	990
\$800 to \$899	1,342
\$900 to \$999	756
\$1,000 to \$1,249	1,823
\$1,250 to \$1,499	798
\$1,500 to \$1,999	112
\$2,000 or more	18
<b>Total Renter-Occupied Units*</b>	<b>11,561</b>
*Excludes no cash rent units	
Source: U.S. Census Bureau, 2012 American Community Survey, Table B25056	

Salt Lake County income levels are used as a means of assessing West Valley City housing affordability for three reasons. First, the State definition of moderate income housing is based on the median gross income “in the County in which the City is located.” Second, comparing Salt Lake County income levels (or purchasing ability) instead of Salt Lake County housing prices to West Valley housing prices is a more reasonable means of comparison because Salt Lake County housing prices may not be balanced with the purchasing ability of Salt Lake County residents. Third, if local income levels were used to assess a community’s affordability, the results would perpetuate the housing situation, good or bad, within the community. For example, using income levels from a predominantly high-end housing community to determine housing affordability within the same community would indicate that little or no affordable housing is needed since most persons living within such a high-end housing community would by necessity earn more than 80% of the median income to be able to purchase a home. Conversely, low income communities would have inordinately high demands. Table 8 shows household income by income bracket for Salt Lake County:

**Table 8: 2012 Household Incomes for Salt Lake County**

Income	Number of Households
Less than \$10,000	18,662
\$10,000 to \$14,999	14,319
\$15,000 to \$19,999	15,715
\$20,000 to \$24,999	17,048
\$25,000 to \$29,999	15,731
\$30,000 to \$34,999	16,704
\$35,000 to \$39,999	16,104
\$40,000 to \$44,999	16,255
\$45,000 to \$49,999	14,674
\$50,000 to \$59,999	30,569
\$60,000 to \$74,999	43,360
\$75,000 to \$99,999	48,481
\$100,000 to \$124,999	30,077
\$125,000 to \$149,999	18,307
\$150,000 to \$199,999	15,136
\$200,000 or more	13,045
Total Households	344,187
Median Household Income	\$58,732
Source: U.S. Census Bureau, 2012 American Community Survey, Table B19001 & B19013	

Utilizing information from Tables 6 – 8, Table 9 was created to show how West Valley’s house prices and rents compare with Salt Lake County income levels. House prices, rents, and incomes were adjusted to end of year 2013 based on information from the Wasatch Front Multiple Listing Service for homes, market research from Equimark for rents, and the Governor’s Office of Planning and Budget’s 2014 Utah Economic Outlook for income. The income category of 50% (low income) of the median is included as another reference point because the State definition of moderate income housing includes housing affordable to households with an income “equal to or less than 80% of the median gross income.”

**Table 9: Comparison of West Valley Housing Costs with Salt Lake County Income Levels**

	Monthly Income for Housing*	Affordable House Price**	% of Renter-Occupied WVC Units	% of Owner-Occupied WVC Units	% of Total WVC Units	% of SLCO Households in Income Bracket
Median Household Income	\$1,490	\$246,000	87.9%	79.9%	82.4%	49.9%
<b>80% of Median</b>	\$1,192	\$197,000	84.8%	39.6%	<b>53.7%</b>	39.6%
50% of Median	\$745	\$123,000	40.8%	13.3%	21.9%	23.1%
* Assumes 30% of income is available for housing						
**Assumes 4.5% interest rate, 30 year mortgage and includes taxes and insurance						

The first column of Table 9 lists the three income levels used to assess housing affordability. The second column lists the amount of money a household within the given income levels could spend on housing each month on either rent or a mortgage (30% of their total income). The third column shows the maximum home price they could afford by income category. The fourth column shows the percentage of West Valley City renter-occupied units that would be affordable to persons in each of the three income levels. The fifth column lists the percentage of West Valley City owner-occupied units that would be affordable to persons in each of the three income levels. Finally, the last column shows the percentage of Salt Lake County households that earn no more than the specified incomes.

Utah Code 10-9a-403(2)(b)(i) states: “cities shall facilitate a reasonable opportunity for a variety of housing, including moderate income housing.” As over half of West Valley City’s housing units are affordable for persons earning 80% of the Salt Lake County median income, it is apparent that West Valley City exceeds the State’s requirement of providing a “reasonable opportunity” for affordable housing. In fact, almost 20,000 of the City’s roughly 37,000 housing units are affordable by the State’s definition.

**NEED FOR MODERATE INCOME HOUSING FOR THE NEXT FIVE YEARS**

It is difficult to make projections about the need for moderate income housing in West Valley City for the next five years because doing so requires making assumptions about many things which are beyond the City’s control, such as rental vacancy rates, future housing prices, interest rates and lending availability, wages, and employment rates.

Likewise it’s difficult to look back at historic building trends to predict what will happen over the next five years. In West Valley City, the last five years include the tail end of the housing slump, a return to more sustainable (pre-housing bubble) single family building patterns, as well as an increase in the ratio of multi-family housing being built to meet increased rental demand. An average of 150 new single family homes and 93 multi-family units have been built each year

over the last five years. If this building trend continues for the next five years, we would expect approximately 759 new single family homes and 464 multi-family units to be built within the City. Even if none of these new housing units would be considered affordable, we have so many affordable units at present that there would still be plenty of housing options for residents of all income levels in the City.

### **PROGRAM TO ENCOURAGE AN ADEQUATE SUPPLY OF MODERATE INCOME HOUSING**

The information preceding this section demonstrates that there is an adequate supply of moderate income housing in West Valley City. The City will continue to provide different programs through its Housing Authority to address affordability and maintenance of existing moderate income housing. These programs are outlined below.

The West Valley Housing Authority provides moderate income housing options to West Valley City residents by administering the Housing Choice Voucher Program (HCV). This program affords low income households in the renting market housing by assisting with rent payments. Guidelines dictate that seventy-five percent (75%) of the HCV tenants must be at or below the thirty percent (30%) median income (MI), with the other twenty-five percent (25%) at or below eighty percent (80%) median income (MI). Currently the West Valley Housing Authority has 513 clients receiving HCV and a waiting list of approximately 1,800 potential clients with a 3-5 year waiting period.

Under Community Development Block Grant (CDBG) and HOME funds, West Valley City is able to maintain the existing supply of owner-occupied low income housing through programs that include home rehabilitations and emergency repairs.

Item: \_\_\_\_\_  
Fiscal Impact: N/A  
Funding Source: N/A  
Account #: N/A  
Budget Opening Required:

**ISSUE:**

A resolution approving the 2014 Biennial Report of Progress Made on the Moderate Income Housing Plan.

**SYNOPSIS:**

This resolution approves the 2014 Biennial Report of Progress Made on the Moderate Income Housing Plan, which is required by State law.

**BACKGROUND:**

Utah Code Section 10-9a-408 requires the legislative body of each city to biennially prepare a report outlining their review of the Moderate Income Housing Plan. The report must include a description of:

1. efforts made by the city to reduce, mitigate, or eliminate local regulatory barriers to moderate income housing;
2. actions taken by the city to encourage preservation of existing moderate income housing and development of new moderate income housing;
3. progress made within the city to provide moderate income housing, as measured by permits issued for new units of moderate income housing; and
4. efforts made by the city to coordinate moderate income housing plans and actions with neighboring municipalities.

Staff has prepared a report for the Council to submit to the State in order to comply with State law.

**RECOMMENDATION:**

City staff recommends approval to the City Council.

**SUBMITTED BY:**

Steve Pastorik, Planning Director/ Assistant CED Director  
Lee Logston, Long Range Planner

**WEST VALLEY CITY, UTAH**

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION ADOPTING THE 2014 BIENNIAL  
REVIEW OF THE MODERATE INCOME HOUSING PLAN.**

**WHEREAS**, the Moderate Income Housing Plan (“Plan”) was adopted in 2004 by Ordinance No. 04-52; and

**WHEREAS**, Utah Code Section 10-9a-408 requires the legislative body of each city to biennially prepare a review of the Plan; and

**WHEREAS**, the 2014 Biennial Report (“Report”) reviewing the Moderate Income Housing Plan and its implementation has been prepared; and

**WHEREAS**, the City Council of West Valley City, Utah, hereby determines that it is in the best interests of the citizens of West Valley City to approve said Report; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of West Valley City, Utah, that the Report is hereby approved in the form attached and that the Report shall be sent to the Department of Workforce Services and the Salt Lake County Council of Government.

**PASSED AND APPROVED** this \_\_\_\_\_ day of \_\_\_\_\_,  
2014.

WEST VALLEY CITY

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY RECORDER

## Moderate-Income Housing Plan Biennial Report

As established by **Utah Code 10-9a-408**, “the legislative body of each city shall biennially review the moderate-income housing plan element of its general plan and its implementation; and prepare a report setting forth the findings of the review.”

The following form was created by the Division of Housing and Community Development (HCD) to provide a convenient reporting mechanism for Utah’s municipalities. Your city may either complete and return this form or submit a moderate-income housing plan biennial report of its own format, provided that the report addresses the items required by 10-9a-408.

Please return a completed copy of this form or submit your city’s own biennial report using the following address:

Mail:  
Division of Housing and Community Development  
Attn: Ashley Ward  
1385 S. State St., Rm. 416  
Salt Lake City, Utah 84115

Email:  
[ashleyward@utah.gov](mailto:ashleyward@utah.gov)

If you need any assistance with your biennial report or in developing your local moderate-income housing plan, please contact Ashley Ward at (801) 468-0141, or by e-mail at [ashleyward@utah.gov](mailto:ashleyward@utah.gov).

# Moderate-Income Housing Plan Biennial Report

Name of City: West Valley City

Date Prepared: \_\_\_\_\_

Respondent: Lee Logston

Position: Long Range Planner

**The following questions are based on requirements regarding moderate-income housing plans for Utah cities, as established throughout Utah Code Title 10, Chapter 9a.**

*(Please attach additional pages for your responses, as needed.)*

1. When did your city complete its moderate-income housing plan? October 2014

2. Has the moderate-income housing plan been adopted as part of your general plan by the city's legislative body?

Yes       No

a. **If No:** Please include an explanation of why the plan has not yet been completed, an outline of the steps you will take to complete the plan, and a description of any assistance HCD can provide.

3. Has your city updated its moderate-income housing plan's estimate of the need for moderate-income housing in the city for the next five years?

Yes       No

a. **If No:** Please include an explanation of your city's plans and efforts to update this estimate and a description of any assistance HCD can provide.

b. **If Yes:** Please submit a copy of your updated housing plan to HCD. (Cities that submit a quality housing plan and a current biennial report by August 31, 2014 will be considered for participation in HCD's Community-Driven Housing Program)

4. Describe your city's efforts "to reduce, mitigate, or eliminate local regulatory barriers to moderate-income housing" during the past two years.

As West Valley City has always offered a variety of residential zones, there never has been a regulatory barrier to affordable housing. The City has always had a variety of residential zones; one or more of these zones allow single family homes, mobile homes, duplexes, four-plexes, townhomes, condos and apartments. Specifically for single family, the City has a variety of lot sizes including smaller lots that help to offset the price of land. West Valley's residential zoning variety has, in part, led to the City's affordability.

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 49 acres and Mixed Use (MXD) with 15 acres, which allow for a combination of medium to high density residential, retail and office uses.

5. Describe the "actions taken by [your] city to encourage the preservation of existing moderate-income housing and development of new moderate-income housing" during the past two years.

The City's housing authority administers the following programs related to maintenance and repair of moderate income housing:

Home Rehabilitation Loan

Households with income at or below 80% of the area median income (AMI) may receive low interest rate or deferred interest rate loans up to \$25,000 for home repairs to eliminate blight, conserve energy, and preserve the housing community. Typical projects include new roofs, furnaces, windows, kitchen and bathroom fixtures, and electrical and plumbing system upgrades. West Valley City annually invests approximately \$200,000 in this program, impacting 15 to 20 households.

Mobile Home Rehabilitation Grant

Households with income at or below 50% of the area median income may receive a grant to extend the useful life of a mobile home. Typical projects include new structural elements for roofs and siding, new furnaces and water heaters, and new kitchen and bathroom fixtures. West Valley City annually invests approximately \$85,000 in this program, impacting 10 to 15 households.

Emergency Repair and Minor Maintenance Assistance Program

Households with income below 50% of the area median income may receive a grant for up to \$1,000 for assistance in making emergency repairs necessary to prevent further damage or deterioration to their home. In cases where the repair cost exceeds \$1000, a 0-3% interest rate repair loan can be offered. Typical project work includes roof patching, plumbing and electrical repairs, furnace repairs, and kitchen and bathroom fixture repairs. West Valley City annually invests approximately \$10,000 in this program, impacting 10 to 15 households.

Home Facelift Program

Households with income at or below 80% of the area median income may qualify for up to a \$10,000 rebate for exterior home repairs in select neighborhoods. Additionally, a 10% discount on building materials can be obtained through participating local suppliers. Since program initiation in 2013, West Valley City has awarded \$12,277 in rebates to moderate income households.

As stated earlier, as West Valley City has a more than adequate supply of moderate income housing, there were no specific efforts over the last two years to develop new moderate income housing.

6. Describe "progress made within [your] city to provide moderate-income housing, as measured by permits issued for new units of moderate-income housing" during the past

two years.

Fully 19,883 out of 37,045 housing units in West Valley City (53.7%) can be considered affordable, including 84.8% of rental units and 39.6% of owner occupied units. As so much of our existing housing stock can be considered affordable by the State's standards, West Valley City has made no specific action to supply new affordable housing during the last two years.

7. Describe "efforts made by [your] city to coordinate moderate-income housing plans and actions with neighboring municipalities" during the last two years.

West Valley City participates in several committees/groups that focus on moderate income housing. These groups include:

- The Long Range Planning Committee to Reduce Homelessness, which meets monthly, CDBG entitlement cities along with non-profit organizations that meet quarterly to coordinate funding for housing and social programs,
- The Utah Housing Coalition, which is a group of housing authorities and non-profit housing organizations that meet monthly, and
- The HOME committee, which is a group of cities within Salt Lake County that meet to process applications for HOME funds.

8. Please indicate which moderate-income populations your moderate-income housing plan addresses (check all that apply):

- |   |  |
|---|--|
| a. <input type="checkbox"/> 80-100% AMI           | f. <input type="checkbox"/> Elderly                  |
| b. <input checked="" type="checkbox"/> 50-80% AMI | g. <input type="checkbox"/> Disabled                 |
| c. <input type="checkbox"/> 30-50% AMI            | h. <input type="checkbox"/> Other (please indicate): |
| d. <input type="checkbox"/> 0-30% AM              | _____  |
| e. <input type="checkbox"/> Homeless              |  |

9. Please attach a copy of the section in your housing plan that describes your city's goals and actions to facilitate the development of moderate-income housing in your community, including the use of RDA/EDA funds for affordable housing, if applicable. If additional description or explanation is necessary, please use the space below:

Due to the abundance of housing in West Valley City that is affordable to moderate income families, the City is not actively developing new moderate income housing at this time. Current City efforts are to encourage maintenance, repair, and reinvestment in existing moderate income housing as described in the answer to question #5. West Valley City will continue to use RDA/EDA housing funds to encourage home repair and reinvestment by moderate income households through the Home Facelift Program described in question #5.

10. Would you like to receive additional information about the Olene Walker Housing Loan Fund (OWHLF)?

Yes                       No

11. Would you like to receive additional information about the HCD Community-Driven Housing Program (CDHP)?

Yes                       No

12. Is there anything that HCD can do to assist your city in the further development and implementation of its moderate-income housing plan?

No

13. Are you aware of any other barriers to Fair Housing on the basis of race, color, national origin, religion, sex, disability, or familial status?

Yes                       No

a. ***If Yes:*** Please describe those barriers and what steps are being taken to provide an adequate supply of Fair Housing in your community.

Item #:	
Fiscal Impact:	\$92,000.00
Funding Source:	State Funds – HB-377
Account #:	45-9610-4750-75160-0000
Budget Opening Required:	

**ISSUE:**

Right-of-way Agreement, Special Warranty Deed, Grant of Temporary Construction Easement, and Public Utility Easement from E & E Investment Co. LLC.

**SYNOPSIS:**

Authorization and execution of a Right-of-way Agreement and acceptance of a Special Warranty Deed, Grant of Temporary Construction Easement, and Public Utility Easement from E & E Investment Co. LLC (CR England). E & E Investment Co. LLC has signed a Right-of-way Agreement and a Public Utility Easement, and has agreed to sign a Special Warranty Deed and a Grant of Temporary Construction Easement for property located at 4701 West 2100 South.

**BACKGROUND:**

This parcel located at 4700 West 2100 South is one of the properties affected and benefitted by the construction of the 2400 South 4800 West Roadway Extension Project which will extend from 2400 South eastward to 4800 West and north to the SR-201 South Frontage Road. Compensation for the purchase of 18,395 square feet of property is \$92,000.00, based upon the appraisal report prepared by the DH Group, LLC.

**RECOMMENDATION:**

Authorize Mayor to execute Right-of-way Agreement, and accept Special Warranty Deed, Grant of Temporary Construction Easement, and Public Utility Easement. Authorize City Recorder to record Public Utility Easement. Recording of Special Warranty Deed and Grant of Temporary Construction Easement, and the distribution of funds will be handled through a title company.

**SUBMITTED BY:**

Steven J. Dale, P.L.S., Right-of-way and Survey Section Manager

**WEST VALLEY CITY, UTAH**

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION AUTHORIZING THE CITY TO ENTER INTO A RIGHT OF WAY AGREEMENT WITH E & E INVESTMENT CO. LLC., FOR PROPERTY LOCATED AT 4701 WEST 2100 SOUTH AND TO ACCEPT A SPECIAL WARRANTY DEED, GRANT OF TEMPORARY CONSTRUCTION EASEMENT AND A PUBLIC UTILITY EASEMENT.**

**WHEREAS**, E & E Investment Co. LLC, a Utah limited liability company (herein “E & E Investment”), owns property located at approximately 4701 West 2100 South in West Valley City (herein the “Property”); and

**WHEREAS**, the Property is affected by the construction of the 2400 South 4800 West Roadway Extension Project; and

**WHEREAS**, the City desires to purchase a right-of-way on the Property to facilitate construction of the Project; and

**WHEREAS**, E & E Investment has agreed to convey said right-of-way to the City; and

**WHEREAS**, an agreement has been prepared for execution by and between E & E Investment and West Valley City, a copy of which is attached hereto and entitled “West Valley City Right-of-Way Agreement” (herein the “Agreement”), which sets forth the rights, duties, and obligations of each of the parties with respect thereto; and

**WHEREAS**, E & E Investment has agreed to execute a Special Warranty Deed conveying said right-of-way to the City, as well as a Grant of Temporary Construction Easement and a Public Utility Easement; and

**WHEREAS**, the City Council of West Valley City, Utah, does hereby determine that it is in the best interests of the health, safety, and welfare of the citizens of West Valley City to authorize the execution of the Agreement, and to accept said Special Warranty Deed, Grant of Temporary Construction Easement and Public Utility Easement;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of West Valley City, Utah, as follows:

1. That the “West Valley City Right-of-Way Agreement” is hereby approved in substantially the form attached, and the Mayor is hereby authorized to execute said Agreement for and on behalf of West Valley City, subject to approval of the final form of the Agreement by the City Manager and the City Attorney’s Office.
2. That the Mayor is hereby authorized to accept, and the City Recorder is authorized to record, the Special Warranty Deed, Grant of Temporary Construction Easement and Public Utility Easement in the official records of the Salt Lake County Recorder.

**PASSED, APPROVED and MADE EFFECTIVE** this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

WEST VALLEY CITY

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY RECORDER

## WEST VALLEY CITY RIGHT-OF-WAY AGREEMENT

On this 21 day of October, 2014, **E & E Investment Co., LLC, a limited liability company**, of **4701 West 2100 South, West Valley City, Utah 84120**, GRANTOR, hereby agrees to sell to **West Valley City, a municipal corporation of the State of Utah**, having an address of 3600 Constitution Boulevard, West Valley City, Utah 84119, GRANTEE, its successors and assigns, by Special Warranty Deed, a tract of land for right-of-way purposes. Said property being granted to West Valley City is described as follows:

A parcel of land located in the Northwest Quarter of Section 19, Township 1 South, Range 1 West, Salt Lake Base and Meridian, being part of Lot 1, CR England Subdivision, as recorded in Book 2013P at page 261 in the Office of the Salt Lake County Recorder, more particularly described as follows:

Part of Lot 1, CR England Subdivision, on file in the Office of the Salt Lake County Recorder: Beginning at the intersection of the easterly right of way line of 4800 West Street and the northerly boundary line of said Lot 1; thence S.89°43'29"E. 35.18 feet along said northerly boundary line; thence S.54°06'19"W. 49.71 feet; thence S.00°03'25"W. 1592.81 feet to the point of tangency of a 3033.00-foot radius curve to the right; thence southerly 221.55 feet along the arc of said curve, (chord bears S.02°08'58"W. 221.50 feet) to the point of reverse curvature of a 2967.00-foot radius curve to the left; thence southerly 27.92 feet along the arc of said curve, (chord bears S.03°58'21"W. 27.92 feet) to the westerly boundary line of said Lot 1; thence along said westerly boundary line the following two (2) courses and distances: (1) N.00°03'25"E. 1856.34 feet; (2) thence northeasterly 23.62 feet along the arc of a 15.00-foot radius non-tangent curve to the right, (chord bears N.45°09'23"E. 21.25 feet) to the Point of Beginning. Containing 18,395 square feet in area or 0.422 acre.

IN CONSIDERATION of the foregoing and other considerations hereinafter set forth, it is mutually agreed by the parties hereto as follows:

1. Said tract of land is granted free and clear of all liens and encumbrances, and partial releases for said tract of land shall be furnished to West Valley City prior to payment. The total amount in cash settlement shall be paid to GRANTOR, except such portion thereof as GRANTOR, may assign to lien-holders in obtaining the partial releases.

2. West Valley City shall pay **\$92,000.00**, in cash, for the above-described property. This amount constitutes the entire payment for all land, improvements, structures, severance, remainder or proximity damages, relocation costs, and any and all known or potential damages, costs, or value that may be related to said property. Payment shall be made within 60 days of approval of this agreement by the West Valley City Council.

3. Construction shall be in accordance with project plans and specifications. No work, improvement, alteration, or maintenance will be done or made other than or in addition to that provided for in this agreement.

4. The conveyance to West Valley City contemplated hereunder and contained in the Special Warranty Deed does not and shall not create any set-back violations for any existing buildings, fixtures or permanent improvements located on the GRANTOR'S remaining property, nor shall such conveyance in any way restrict or modify the current uses by GRANTOR of GRANTOR'S remaining property.

5. This agreement and the instruments referred to herein or executed and recorded in connection herewith embody the entire understanding of the parties, and there are no further or other agreements or understandings, written or oral, in effect between the parties relating to this property. The

representations herein contained and the performance of this agreement constitutes the entire consideration for the grant of said tract of land and shall relieve West Valley City of all further obligations or claims on that account or on account of the location, grade, and construction of the proposed improvements.

6. It is understood by the parties that none of the intended improvements shall have any effect upon the existing zoning of GRANTOR'S remaining property, nor has West Valley City made any representations or promises whatsoever regarding present or future zoning except as herein expressly set forth. This shall not be construed to mean that the zoning cannot be changed in the future as provided in West Valley City ordinances as they currently exist or as amended in the future.

7. GRANTOR agrees to pay all taxes assessed against the property, as well as all levied or pending assessments affecting the property up to the closing date. However, if for any reason the Salt Lake County Treasurer determines there are rollback taxes due on the property, it shall be the responsibility of GRANTEE to pay said taxes.

8. This agreement is contingent on the approval of the West Valley City Council.

WITNESSED the hands of said GRANTOR this 23<sup>rd</sup> day of Oct, 2014.

**GRANTOR**

**E & E Investment Co., LLC**  
**By: Engbro, LLC, its Manager**

[Signature]  
**Josh England, Authorized Manager**

State of Utah )  
 )  
County of Salt Lake )  
 ) :ss

On this 23<sup>rd</sup> day of October, 2014, personally appeared before me Josh England, whose identity is personally known to me or proved to me on the basis of satisfactory evidence, and who affirmed that he is Manager of Engbro, LLC, the Manager of E & E Investment Co., LLC, a limited liability company, by authority of its member or its articles of organization, and he acknowledged to me that said limited liability company executed the same.

[Signature]  
Notary Public



**WEST VALLEY CITY**

\_\_\_\_\_  
**Mayor**

ATTEST:

\_\_\_\_\_  
**City Recorder**

WHEN RECORDED MAIL TO:  
West Valley City Recorder's Office  
3600 South Constitution Blvd.  
West Valley City, Utah 84119

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Portion of parcel #15-19-101-009

**SPECIAL WARRANTY DEED**

**E & E Investment Co., LLC, a Utah limited liability company**, having an address of 4701 West 2100 South, West Valley City, Utah 84120, GRANTOR, for the sum of TEN DOLLARS (\$10.00) AND OTHER GOOD AND VALUABLE CONSIDERATION, hereby CONVEYS, WARRANTS, TRANSFERS, AND ASSIGNS, against all claiming by through or under it, to WEST VALLEY CITY, a municipal corporation of the State of Utah, having an address of 3600 South Constitution Boulevard, West Valley City, Utah 84119, GRANTEE, the land and all the improvements thereon, located in Salt Lake County, State of Utah, as more particularly described as follows:

A parcel of land located in the Northwest Quarter of Section 19, Township 1 South, Range 1 West, Salt Lake Base and Meridian, being part of Lot 1, CR England Subdivision, as recorded in Book 2013P at page 261 in the Office of the Salt Lake County Recorder, more particularly described as follows:

Part of Lot 1, CR England Subdivision, on file in the Office of the Salt Lake County Recorder: Beginning at the intersection of the easterly right of way line of 4800 West Street and the northerly boundary line of said Lot 1; thence S.89°43'29"E. 35.18 feet along said northerly boundary line; thence S.54°06'19"W. 49.71 feet; thence S.00°03'25"W. 1592.81 feet to the point of tangency of a 3033.00-foot radius curve to the right; thence southerly 221.55 feet along the arc of said curve, (chord bears S.02°08'58"W. 221.50 feet) to the point of reverse curvature of a 2967.00-foot radius curve to the left; thence southerly 27.92 feet along the arc of said curve, (chord bears S.03°58'21"W. 27.92 feet) to the westerly boundary line of said Lot 1; thence along said westerly boundary line the following two (2) courses and distances: (1) N.00°03'25"E. 1856.34 feet; (2) thence northeasterly 23.62 feet along the arc of a 15.00-foot radius non-tangent curve to the right, (chord bears N.45°09'23"E. 21.25 feet) to the Point of Beginning. Containing 18,395 square feet in area or 0.422 acre.

SUBJECT TO easements, covenants, restrictions, rights-of-way and reservations appearing of record and taxes for the current year, and thereafter.

WITNESS the hand of said GRANTOR, this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

GRANTOR  
**E & E Investment Co., LLC, a Utah limited liability company**  
By: **Engbro, LLC, Its Manager**

---

**Josh England, Authorized Manager**



WHEN RECORDED RETURN TO:

West Valley City Recorder  
3600 South Constitution Blvd.  
West Valley City, Utah 84119

Space above for County Recorder's use

PARCEL ID NO: **15-19-101-009**

**WEST VALLEY CITY  
GRANT OF TEMPORARY CONSTRUCTION EASEMENT**

For valuable consideration, receipt whereof is hereby acknowledged, **E & E Investment Co., LLC, a Utah limited liability company** of 4701 West 2100 South, West Valley City, Utah 84120, GRANTOR, hereby grants and conveys to WEST VALLEY CITY, a Municipal Corporation, of the State of Utah, 3600 South Constitution Blvd., West Valley City, Utah 84119, GRANTEE, its successors and assigns, a temporary construction easement on, over, under, across and through GRANTOR'S land located at **4701 West 2100 South, West Valley City, Utah 84120**, for construction and replacement of improvements, said easement being described as follows:

A tract of land located in the Northwest Quarter of Section 19, Township 1 South, Range 1 West, Salt Lake Meridian, being more particularly described as follows:

Beginning at point on the northerly boundary of Lot 1 of the CR England Subdivision, according to the official plat thereof as recorded in Book 2013P at page 261 in the office of the Salt Lake County Recorder, said point being 80.00 feet South 0°03'25" West along the section line and 90.24 feet South 89°43'29" East from the Northwest Corner of said Section 19; and running thence South 89°43'29" East 85.00 feet along the northerly boundary of said Lot 1; thence South 0°16'31" West 25.00 feet; thence North 89°43'29" West 119.20 feet; thence North 54°06'19" East 42.36 feet to the Point of Beginning. Containing 2,552 square feet.

Together with all rights of ingress and egress necessary or convenient for the full and complete use, occupation, and enjoyment of the easement hereby granted, and all rights and privileges incident thereto.

This easement shall automatically terminate **July 1, 2016**, unless otherwise extended in writing by the GRANTOR.



WHEN RECORDED RETURN TO:  
West Valley City Recorder  
3600 South Constitution Blvd.  
West Valley City, Utah 84119

Space above for County Recorder's use

PARCEL I.D. #15-19-101-009

### PUBLIC UTILITY EASEMENT

**E & E Investment Co, LLC, a Utah limited liability company**, whose principal place of business is located at 4701 West 2100 South, West Valley City, Utah 84120, GRANTOR, hereby grants a Public Utility Easement to West Valley City and to any and all public utility companies a perpetual, non-exclusive easement, the same to be used for the operation, maintenance, repair, alteration, and replacement of public utility lines and facilities, on, over, under, and across real property located in Salt Lake County, State of Utah, described as follows:

A parcel of land being part of an entire tract of property, situate in the West Half of the Northwest Quarter of Section 19, Township 1 South, Range 1 West, Salt Lake Base and Meridian. The boundaries of said parcel of land are described as follows:

Beginning at point on the east right-of-way line of the future 4800 West Street, said point being 1368.00 feet North 00°03'25"E along the section line and 50.00 feet South 89°56'35" East from the West Quarter Corner of said Section 19; and running thence North 00°03'25" East 10.00 feet along said easterly right-of-way line; thence South 89°56'35" East 30.00 feet; thence South 00°03'25" West 10.00 feet; thence North 89°56'35" West 30.00 feet to the Point of Beginning.

The above described parcel of land contains 300 square feet.

Together with all rights of ingress and egress necessary or convenient for the full and complete use, occupation, and enjoyment of the easement hereby granted, and all rights and privileges incident thereto.

WITNESSED the hand of said GRANTOR this 3 day of November, 2014.

GRANTOR

**E & E Investment Co, LLC, a Utah limited liability company**



**Josh England, Manager**



SR 201

FRONTAGE ROAD

# ENGLAND EXHIBIT

4800 WEST

4800 WEST DEDICATION  
(18395 SF)

EL DORADO INVESTMENT COMPANY LC

### LEGEND

 18,395 TO WEST VALLEY CITY

E & E INVESTMENT

WEST VALLEY CITY

WEST VALLEY CITY

2400 SOUTH

# 2400 SOUTH 4800 WEST ROADWAY PROJECT

5600 WEST

LAMPERT LANE

5370 WEST

2400 SOUTH

2455 SOUTH

4800 WEST

November 13, 2014

**MEMORANDUM**

TO: CITY COUNCIL  
FROM: WAYNE T. PYLE, CITY MANAGER  
RE: UPCOMING MEETINGS AND EVENTS

- |                   |   |
|-------------------|---|
| November 14, 2014 | Member Appreciation Activity – Movie Night, Fitness Center, 7:00 P.M.<br><a href="http://www.wvc-ut.gov/fitnesscenter">www.wvc-ut.gov/fitnesscenter</a> |
| November 14, 2014 | Utah Grizzlies vs. Ontario Reign, Maverik Center, 7:05 P.M.   |
| November 15, 2014 | Utah Grizzlies vs. Ontario Reign, Maverik Center, 7:05 P.M.   |
| November 17, 2014 | Public Meeting re: 4700 South Project hosted by SL County & Lochner Engineering, Kearns Senior Center, 4851 West 4700 South, 5:00 P.M. – 7:00 P.M.      |
| November 17, 2014 | Utah Grizzlies vs. Ontario Reign, Maverik Center, 7:05 P.M.   |
| November 18, 2014 | Council Study Meeting, 4:30 P.M.; Regular Council Meeting, 6:30 P.M. – Opening Ceremony: Lars Nordfelt  |
| November 18, 2014 | Judas Priest – Redeemer of Souls Tour 2014, Maverik Center, 7:30 P.M.   |
| November 19, 2014 | WVC Watch Wednesday: Chairperson Training, City Hall, 6:30 P.M. – 8:00 P.M.   |
| November 19, 2014 | Community Meeting with Chief Russo, UCCC, 7:00 P.M.   |

- November 19-22, 2014 NLC Conference, Austin, Texas
- \* November 20, 2014 UDOT Public Hearing re: Draft Environmental Study for 5600 West Intersection Improvements (3500 South & 4100 South), Hunter High School Cafeteria, 4200 South 5600 West, 5:00 P.M. – 7:00 P.M. *(An electronic copy of the environmental document can be found at [www.udot.gov/intersections/es.com](http://www.udot.gov/intersections/es.com) / contact Reed Soper 801-288-3220 or [soperra@pbworld.com](mailto:soperra@pbworld.com) if there are questions or comments)*
- \* November 20, 2014  
– January 3, 2015 Trees of Diversity Exhibit, UCCC
- November 22, 2014 Turkey Trot 5K, Fitness Center, 8:00 A.M.  
[www.wvc-ut.gov/fitnesscenter](http://www.wvc-ut.gov/fitnesscenter)
- November 25, 2014 Council Study Meeting, 4:30 P.M.; Regular Council Meeting, 6:30 P.M. – Opening Ceremony: Ron Bigelow
- November 27, 2014 Thanksgiving Holiday – City Hall closed
- December 1, 2014 Annual Christmas Tree Lighting and Walk with Santa, Fitness Center, 6:00 P.M.  
[www.wvc-ut.gov/fitnesscenter](http://www.wvc-ut.gov/fitnesscenter)
- \* December 1, 2014 WorldStage! Winter Concert featuring Beehive Statesmen, UCCC, 7:00 P.M.  
[www.culturalcelebration.org](http://www.culturalcelebration.org)
- December 1, 2014 Utah Grizzlies vs. Idaho Steelheads, Maverik Center, 7:05 P.M.
- December 2, 2014 Council Study Meeting, 4:30 P.M.; Regular Council, RDA & Housing Authority Meetings, 6:30 P.M. – Opening Ceremony: Tom Huynh
- December 3, 2014 Blood Drive, City Hall, 8:30 A.M. – 12:30 P.M.

- \* December 3, 2014 Meet with Mayor Bigelow, City Hall, 4:30 P.M. – 6:00 P.M.
- December 5 & 6, 2014 World Championship Ice Racing, Maverik Center, Time TBA
- December 6, 2014 Breakfast with Santa, Fitness Center, 9:00 A.M.  
[www.wvc-ut.gov/fitnesscenter](http://www.wvc-ut.gov/fitnesscenter)
- \* December 6, 2014 Winter Market, UCCC, 10:00 A.M. – 6:00 P.M.  
[www.culturalcelebration.org](http://www.culturalcelebration.org)
- \* December 8, 2014 WorldStage! Winter Concert featuring Blue Sage Band, UCCC, 7:00 P.M.
- December 9, 2014 Council Study Meeting, 4:30 P.M.; Regular Council Meeting, 6:30 P.M. – Opening Ceremony: Steve Buhler
- December 10, 2014 Stories & S'mories, Plaza at Fairbourne Station, 6:00 P.M.
- December 10, 2014 Utah Grizzlies vs. Alaska Aces, Maverik Center, 7:05 P.M.
- December 11, 2014 International Christmas Celebration 2014 – Sponsored by Latino Community Center, UCCC, 5:00 P.M. – 9:00 P.M.
- December 13, 2014 Breakfast with Santa, Fitness Center, 9:00 A.M.  
[www.wvc-ut.gov/fitnesscenter](http://www.wvc-ut.gov/fitnesscenter)
- December 16, 2014 Council Study Meeting, 4:30 P.M.; Regular Council Meeting, 6:30 P.M. – Opening Ceremony: Lars Nordfelt
- December 17, 2014 Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
- December 19, 2014 So You Think You Can Dance Live, Maverik Center, 8:00 P.M.

December 24 & 25, 2014	Christmas Holiday – City Hall closed
December 27, 2014	Utah Grizzlies vs. Colorado Eagles, Maverik Center, 7:05 P.M.
December 29, 2014	Utah Grizzlies vs. Idaho Steelheads, Maverik Center, 7:05 P.M.
January 1, 2015	New Year’s Day Holiday – City Hall closed

**City Manager’s Voice Mail Messages**



**WEST VALLEY CITY**  
Unity Pride Progress

UTAH CULTURAL CELEBRATION CENTER FOUNDATION  
3600 CONSTITUTION BOULEVARD  
WEST VALLEY CITY, UTAH 84119

The Board of Directors of the Utah Cultural Celebration Center (UCCC) Foundation will meet on Tuesday, November 25, 2014, at 6:30 PM, or as soon thereafter as the City Council Meeting is completed, in the City Council Chambers, West Valley City Hall, 3600 Constitution Boulevard, West Valley City, Utah. Members of the press and public are invited to attend.

Posted <Published Date>, <Published Time>

**A G E N D A**

1. Call to Order
2. Roll Call
3. Resolutions:
  - A. 14-01: Amend the Articles of Incorporation to Amend the Composition of the Board of Directors
4. Adjourn

*West Valley City does not discriminate on the basis of race, color, national origin, gender, religion, age or disability in employment or the provision of services.*

*If you are planning to attend this public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City eight or more hours in advance of the meeting and we will try to provide whatever assistance may be required. The person to contact for assistance is Sheri McKendrick.*