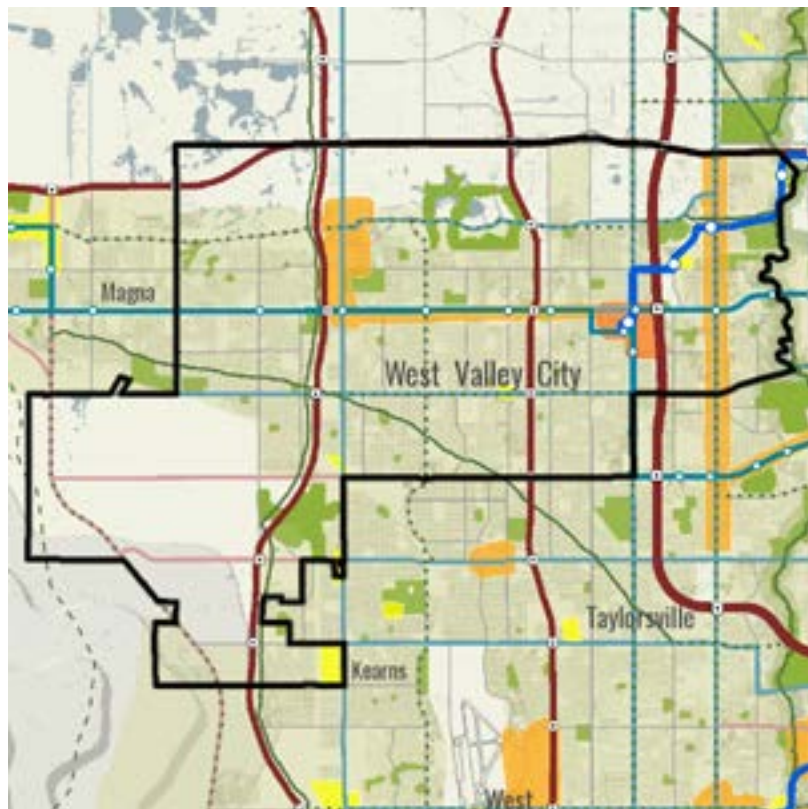


IMPLEMENTATION STORIES:

WEST VALLEY CITY

West Valley City residents are proud to live in a community with great neighbors, a convenient location, and city amenities and services conveniently nearby. The city has emerged as more than just a farming area and more than just a bedroom community of Salt Lake City. West Valley City is solidifying its own identity and sense of place by focusing on improving quality of life through increasing housing and transportation options.



WASATCH CHOICE VISION MAP

Orange = growth center
 Blue = major transit corridor
 Green = bike route or trail
 Red = major road corridor

OVERVIEW OF LESSONS LEARNED

- **Implement Centers.** West Valley City has implemented centers, including Hunter and Fairbourne Stations, to increase access to transportation options and community amenities.
- **Provide a Variety of Housing Types.** West Valley City provides a multitude of options including apartments, condos, townhomes, and single-family residences.
- **Integrate Active Transportation.** Strategic implementation has allowed West Valley City to integrate active transportation as a viable option.

DETAILS

1. Population and population change.

- a. Current population: 136009
- b. 4.4% ten year population growth rate

2. Date of last comprehensive General Plan update and other plans.

- Major General Plan update in 2015
- Station Area Plan Amendments to the General Plan in 2012 and 2017
- Active Transportation Plan in 2020



A rendering of of Fairbourne Station from the south at dusk.

“Integrating housing, land use, and transportation has increased choices, improved proximity to services, and has helped to maintain existing single-family neighborhoods.”

3. What is the best example of a center within your city that has an integrated housing, land use, and transportation element?

The best example in West Valley City, Fairbourne Station, includes a light rail transit station, bus hub with 10 converging routes, and two fairly large apartment developments within walking distance to transit. The development includes 400 new housing units, an office building, medical center, and a hotel. This area is also within walking distance of a nearby neighborhood of single-family homes.

4. Have you gotten pushback on growth related issues?

- West Valley City has difficulty promoting apartments due to perceptions of safety held by the community due to problems with older developments.
- In response, the council has worked to clearly show the alternatives to additional housing such as storage units. Additionally, the new apartments were designed with structured parking and security features, such as key card entry. This allowed many residents to see that housing was a positive alternative, though others remained opposed.
- One element that would have improved the process is including more specific design standards from the beginning. For example, wrapping units around the parking to encourage street facing activation.

5. How has your city has implemented active transportation?

- The West Valley City Active Transportation Plan was completed in August of 2020 and the city has confidence it can be fully implemented within ten years.
- West Valley City has strategically implemented elements such as bike lanes within existing rights of way to demonstrate immediate results. As the city repairs roads, they will systematically implement further improvements.
- The easier and faster projects are being done first to bring the plan to life. West Valley City created an alternative to bikes on Redwood Road by adding striping to a parallel street to create a route that is much safer.

6. What experiences have come from integrating your housing, transportation, and land use?

Successes:

- Adding density through housing has helped to redevelop sites and surrounding areas.
- The West Valley City Council made the decision, through an ordinance, to only consider density within ½ mile of TRAX or along a major arterial street. Major arterials have bus routes and access to needed services, like grocery stores and retail. New apartments and townhomes approved over the past five years have followed this ordinance and residents have enjoyed being close to the services they need and has been less controversial than adding apartments and townhomes to an established neighborhood.

Challenges:

- As may be expected, there has been neighborhood opposition to proposed development sites that are next to existing single-family residential. One way this has been addressed is by adding townhomes between the single-family homes and apartment buildings as a buffer.