

WEST VALLEY CITY

Existing Conditions Snapshot

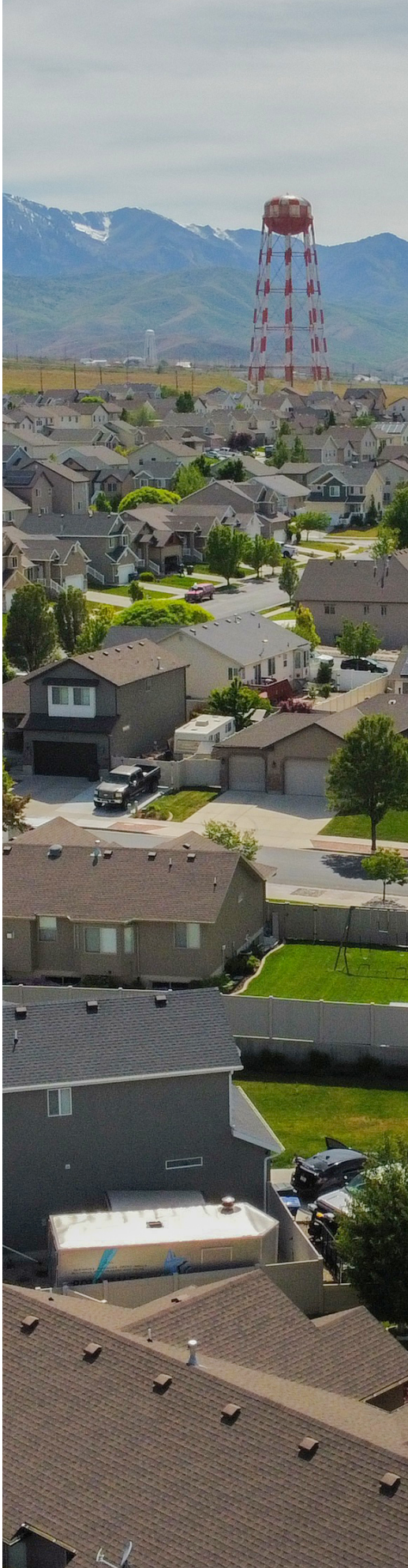
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Executive Summary

West Valley City, in partnership with the Wasatch Front Regional Council (WFRC) and the Utah Transit Authority (UTA), is developing station area plans for the River Trail, Redwood Junction, and Decker Lake station areas, defined as half-mile buffers surrounding each station. Served by UTA's TRAX Green Line, these station areas play a critical role in supporting the economic vitality and livability of West Valley City and the continuing health of the TRAX Green Line.

This document, titled the Existing Conditions Snapshot, is the culmination of an extensive discovery process, whereby West Valley City has amassed a considerable amount of information regarding the current state of these station areas (see **Figure 1**). Numerous aspects of the station areas have been investigated, including land use, transportation assets, demographics, urban form, and market analysis.

The sections below summarize the overall conclusions of this discovery process, linking together findings related to different aspects of each station area. More detailed information and figures are provided in subsequent sections.

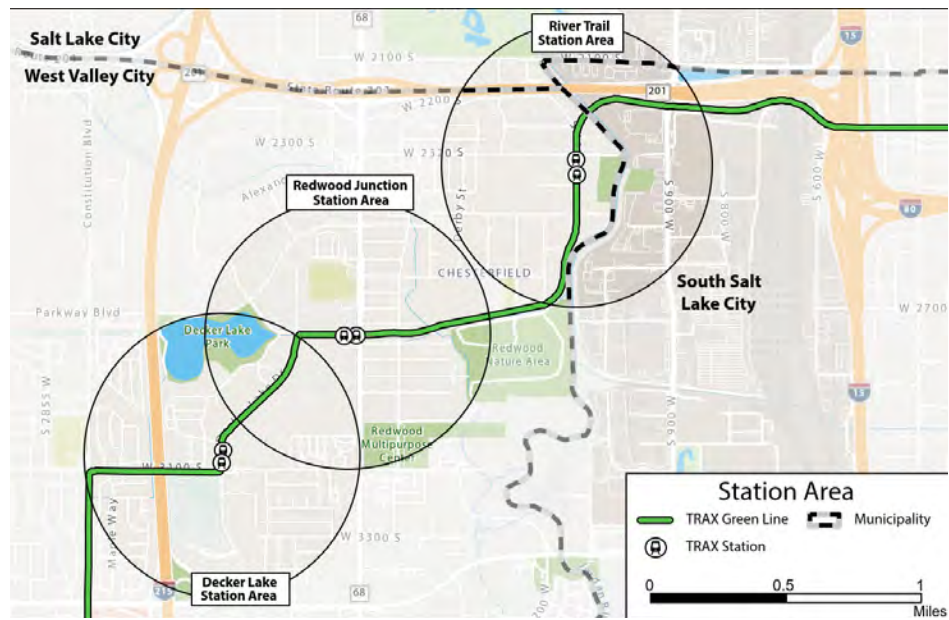


FIGURE 1 MAP OF STATION AREAS

Source: Utah Transit Authority

Continued growth is expected in the city and region

Despite a slight slowdown in population growth in recent years, projections from the Wasatch Front Regional Council indicate that West Valley City is expected to continue growing along with the surrounding region in the coming decades. Local demographic shifts—including rising incomes, as well as growing household sizes, counter to the region—suggest that a range of both housing types and commercial development will be needed to support future growth. If expectations are reflected, despite recent increases in the pace of residential development, West Valley City will need accelerated housing development to accommodate expected growth through 2050.

While accelerated development is needed, it must be channeled to support the needs and desires of residents and the business community. The station areas currently serve a range of functions, providing critical housing stock, supporting schools, and containing significant employment centers, including marquee employers such as Petzl. Balancing the needs of current residents and business owners will need to be considered as redevelopment proceeds in this area, as will the needs of new and prospective residents.

In particular, the needs of school-aged children will need to be top of mind, as one third of West Valley City's population is under the age of 19. Amenities and infrastructure that support parents and children

alike, such as safe routes to schools, access to fresh food, access to parks and recreation, youth programming, and childcare and health services, can be identified to support this population. Appropriate housing will also continue to be needed, especially units that can support three or more people.

West Valley City is diverse and growing

West Valley City is a destination for immigrant communities, creating opportunities to support the ethnic, racial, and lingual diversity of the station areas. Local businesses, park programming, wayfinding, signage, and other physical attributes of the station areas can be tailored to reflect this diversity while creating welcoming and unique places. Architecture, design, and other development standards are key regulatory spheres in which policies can be put in place.

Culturally significant spaces are opportunities for community-building and celebrating the diverse cultures within West Valley City. A variety of ethnic markets and stores, cultural spaces, and religious centers make the station areas unique destinations for residents and visitors, especially along Redwood Road. Well-established entertainment centers such as the Maverik Center and the West Valley Performing Arts Center are within the Decker Lake Station, making the area prime for increased activity during all hours.

Opportunities exist to support more dense and diverse development around station areas

Providing a dense and diverse mix of land uses adjacent to high-capacity transit lines is considered best practice in urban land management. Land uses and zoning classifications surrounding the station platforms often are not transit-supportive, particularly within the River Trail and Redwood Junction station areas. At the same time, commercial zones that allow comparatively intense development often are not developed at the maximum intensity allowed. Consequently, these areas often feature low-density office, retail, and residential developments. Transit-supportive policies associated with Fairbourne and Decker Lake Stations provide good models for supporting higher-intensity development, mixed uses, and pedestrian-oriented design while honoring the unique needs and context of the adjacent neighborhoods.

Limitations and trade-offs inherent in certain station areas should also be considered. In the River Trail station area, densification may be constrained by limited access, especially from the north and east, which will push traffic west to Redwood Road. Additionally, densification of housing may result in employment losses if commercial property is repurposed for housing.

Of the station areas, Decker Lake has seen the largest amount of commercial development—driven by the Maverik Center and surrounding entertainment district—and is in the process of adding over 500 housing units. This scale of development may help open the door for additional transit-supportive development in the station areas and city.

Pedestrian and bike infrastructure connectivity varies

Bike amenity and sidewalk coverage vary throughout the station areas. Some neighborhoods lack sidewalks completely and some corridors only have sidewalk coverage on one side of the street. The Jordan River and Crosstowne Trails provide back-

bone pedestrian and bike infrastructure that is largely protected from automobile traffic, although these two trails stand to benefit from design and aesthetic improvements to make them more welcoming. Opportunities to tie into these amenities can be identified to enhance their access and use.

Addressing challenges inherent in existing grid connectivity and block lengths is an opportunity to affordably improve multimodal connectivity. Where long block lengths act as a barrier to crossing the street, mid-block crossings can significantly improve walkability by offering street crossing options aside from intersections.

Quality of life can be enhanced through variable strategies

Based on composite quality of life measures, the station areas can benefit from land use and transportation interventions with cross-cutting effects. For example, disparities in life expectancy, asthma, and other health measures exist between the station areas and Salt Lake County and Utah. Policies that address these issues can be considered to channel redevelopment in a manner that enhances quality of life for all West Valley City residents.

Leveraging the existing parks, trails, and other natural amenities like the Jordan River, Decker Lake, and the Redwood Nature Area is a major opportunity for placemaking and connecting people to nature from neighborhoods throughout all three station areas. This would have both individual and community benefits. Individuals would have greater opportunity for physical activity, thereby improving health outcomes, and community perception and aesthetics would be bolstered.

Making the TRAX stations a community focus point would help integrate the station areas into the greater fabric of West Valley City. The station areas lack a sense of place and elements that draw attention to TRAX stations or other community destinations. Enhancing these spaces with clear, attractive signage and wayfinding elements would increase visibility and identity for each station area.



Introduction

West Valley City, in partnership with the Wasatch Front Regional Council (WFRC) and the Utah Transit Authority (UTA), is developing a station area plan for the River Trail, Redwood Junction, and Decker Lake Station Areas, defined as half-mile buffers surrounding each station. Served by UTA's TRAX Green Line, these station areas play a critical role in supporting the economic vitality and livability of West Valley City and the continuing health of the TRAX Green Line.

These stations areas, shown in **Figure 2**, have great potential that can be realized through the identification of opportunities for redevelopment, transportation system improvements, and advancements to other amenities that West Valley City residents utilize.

This document, titled the Existing Conditions Snapshot, is the culmination of an extensive discovery process, whereby West Valley City has amassed a considerable amount of information regarding the current state of these station areas. Numerous aspects of the station areas have been investigated, including land use, transportation assets, demographics, urban form, and market analysis. This Snapshot distills this information into high-level findings and illustrative examples.



Plan Roadmap

- Project Discovery: identification of existing conditions throughout the station areas
- Community Engagement: stakeholder interviews, steering committee engagement, a public survey and community workshops throughout the planning process
- Station Area Framework: Creation of vision statements and objectives for each station area
- Station Area Alternatives: Generating alternatives to address the station area framework
- Preferred Concept: Identification and development of a preferred station area alternative and concept
- Implementation Plan: Development of a playbook to aid implementation of preferred concepts

WEST VALLEY CITY EXISTING CONDITIONS SNAPSHOT



Demographic Summary

This section summarizes key demographic findings that emerged through demographic data analysis and interviews with local stakeholders. Common demographic and travel characteristics in West Valley City are discussed in relation to patterns in Salt Lake County, as are student enrollment trends. Recent employment trends are discussed as well.

Population Trends

Population changes in West Valley City varied between 2011 and 2023, with population generally increasing between 2011 and 2019 and remaining relatively flat or decreasing in 2020 and beyond. In comparison to surrounding municipalities Salt Lake City, West Jordan, and Salt Lake County, population growth in West Valley was modest between 2011 and 2023. Growth exceeded that of neighboring Taylorsville and Sandy to the southeast.

TABLE 1 YEAR-OVER-YEAR % POPULATION CHANGE, WEST VALLEY CITY VS. NEARBY CITIES AND SALT LAKE COUNTY

	2011- 2012	2012- 2013	2013- 2014	2014- 2015	2015- 2016	2016- 2017	2017- 2018	2018- 2019	2019- 2020	2020- 2021	2021- 2022	2022- 2023	OVERALL
West Valley City	0.6%	0.4%	1.1%	1.1%	0.8%	0.2%	-0.3%	-1.0%	4.0%	0.0%	0.0%	-0.7%	6.4%
Salt Lake City	0.9%	0.7%	0.0%	0.3%	1.1%	1.1%	0.9%	0.8%	-0.1%	0.0%	2.6%	6.7%	15.9%
West Jordan	1.3%	0.7%	0.3%	0.4%	0.8%	1.7%	0.7%	0.6%	4.6%	1.4%	0.7%	-0.3%	13.5%
Sandy	1.0%	0.3%	0.2%	1.5%	0.2%	1.4%	1.4%	0.7%	0.8%	-0.9%	-1.4%	-0.4%	4.9%
Taylorsville	1.9%	-0.1%	-0.2%	-0.2%	-0.2%	-0.1%	-0.8%	-0.6%	2.3%	0.4%	-1.8%	-0.7%	-0.1%
Salt Lake County	1.3%	1.0%	0.9%	1.3%	1.3%	1.7%	1.2%	1.0%	3.1%	0.8%	0.8%	1.1%	16.6%

Source: University of Utah Kem C. Gardner Policy Institute

The Wasatch Front Regional Council (WFRC) develops household projections for its planning area, including West Valley City, to forecast transportation system needs. In the most recent projections, WFRC projects a 40% growth in households – which is a better indicator of housing demand than total population - in the West Valley City area from 2020 to 2050. This translates to needing approximately 550 households per year to accommodate this growth. To the extent that this growth occurs, it will continually drive demand for housing and other services within West Valley City.¹

Demographic Profile

West Valley City's demographic profile differs from that of Salt Lake County in noticeable ways, as summarized in the text below and in **Table 2**:

- West Valley City is generally younger than Salt Lake County, having noticeably more residents aged 19 and under.
- As a percentage of population, West Valley City has many more Hispanic or Latino residents (39% versus 20% for Salt Lake County), with the census tracts within the project area having either similar percentages (1133.11 at 43.3%) or much higher percentages (1133.12 at 51.0%) . West Valley City has been a common destination for immigrant and refugee populations, particularly from Central and South America.
- West Valley City households are generally lower income compared to Salt Lake County. West Valley City's median household income is \$82,378, while Salt Lake County's is \$94,090. The project area has a lower household income than the rest of West Valley City, with median household incomes of \$52,775 and \$60,108 in census tracts 1133.11 and 1133.12, respectively.
- West Valley City residents (16%) generally have a lower level of educational attainment than Salt Lake County (38%), although the percentage of residents with a bachelor's degree has increased slightly since 2011. However, it is important to note that the census tracts within the project area have a notably lower per-

¹ Note that these projections are continually updated, thus per year housing needs may vary as updates occur. Additionally, these projections are developed independent of West Valley City's housing development goals and thus may not fully reflect the desires of City staff, City Council, or residents.

centage of residents with a bachelor's degree than the larger West Lake City population—with 6.6% of census tract 1133.11 and 9.6% of census tract 1133.12 having an educational background of a bachelor's degree or higher.

- Household sizes are generally larger in West Valley City relative to Salt Lake County and have increased since 2011. Notably, the average household size has decreased in Salt Lake County over the same time span.
- The percentages of renter- and owner-occupied households are similar between West Valley City and Salt Lake County and have both remained relatively constant since 2011. Despite this, the census tracts within the project area currently have a much higher percentage of renter-occupied homes than the rest of West Valley City.

TABLE 2 DEMOGRAPHIC PROFILE OF SALT LAKE COUNTY, WEST VALLEY CITY, AND THE PROJECT AREA

DEMOGRAPHIC MEASURE	PROJECT AREA			
	SALT LAKE COUNTY	WEST VALLEY CITY	CENSUS TRACT 1133.11	CENSUS TRACT 1133.12
Age (% of Population)				
≤ 19	27.7%	36.6%	34.1%	32.5%
20 – 29	15.8%	12.3%	11.8%	21.2%
30 – 39	15.2%	15.5%	17%	15.4%
40 – 49	13.8%	12.4%	12.1%	13.7%
50 – 59	10.3%	8.9%	9.2%	7.9%
60 – 64	5.2%	5.2%	6.5%	2.7%
65+	12.1%	9.1%	9.7%	6.5%
Race (% of Population)				
White	74.6%	51.9%	60.3%	41.4%
Black/African-American	1.8%	2.5%	1.6%	0.5%
American Indian/Alaska Native	0.9%	1.3%	2.6%	1.4%
Asian	4.2%	5.4%	5.5%	6.9%
Native Hawaiian/Other Pacific Islander	1.6%	4.2%	2.6%	0.0%
2+ Races	8.0%	9.8%	8.5%	21.6%
Some Other Race	9.0%	25.0%	18.9%	28.3%
Not Hispanic/Latino	80.9%	58.5%	56.7%	49.0%
Hispanic/Latino	19.1%	41.5%	43.3%	51.0%
Household Income (% of Population)				
< \$25,000	9.6%	9.5%	20.6%	8.3%
\$25,000 – \$49,999	14.4%	18.4%	24.5%	30.1%
\$50,000 - \$99,999	30.2%	32.2%	34.8%	56.5%
\$100,000+	45.8%	39.9%	20%	5.2%
Educational Attainment (% of 25+ with Bachelor’s Degree or Higher)				
2011	30%	13%	Not Available	Not Available
2022	38%	16%	6.6%	9.6%

Average Household Size				
2011	2.96	3.33	Not Available	Not Available
2022	2.86	3.57	2.73	3.09
Household by Tenure Type (% of Households)				
2011				
Owner-Occupied	68%	70%	Not Available	Not Available
Renter-Occupied	32%	30%	Not Available	Not Available
2022				
Owner-Occupied	67%	71%	53.4%	35.6%
Renter-Occupied	33%	29%	46.6%	64.4%

Source: US Census Bureau 2022 5-Year ACS, Tables B03003, S1501, DP04, and S2501; US Census Bureau 2020 Decennial Census, Table P9

By contrast, West Valley City's commuting and vehicle-ownership patterns largely mirror Salt Lake County, with minor variations (see **Table 3**):

- Both Salt Lake County and West Valley City primarily commute via driving alone, although West Valley City has noticeably more carpooling and less working from home. The census tracts within the project area report even fewer people working from home than West Valley City at large. This may reflect the types of industry in which West Valley City residents are more often employed, which require workers to be on site.
- West Valley City generally has more vehicles per household than Salt Lake County despite having generally lower incomes. Interviews with City staff indicate an observed trend of multiple unrelated individuals and/or multiple generations cohabitating, which may, in part, explain higher numbers of cars per household and larger households. However, households within the project area own less vehicles per household than both Salt Lake County and West Valley City. This could explain why residents within the study area (census tract 1133.11 being 5.6%; 1133.12 being 4.6%) rely on public transportation approximately 3x more than the residents of Salt Lake County (1.7%) and West Valley City (1.5%) to get to work.

TABLE 3 MEANS OF TRANSPORTATION TO WORK AND NUMBER OF VEHICLES AVAILABLE (% OF POPULATION AND % OF HOUSEHOLDS, RESPECTIVELY), WEST VALLEY CITY VS. SALT LAKE COUNTY VS. PROJECT AREA

COMMUTING MEASURE	SALT LAKE COUNTY	WEST VALLEY CITY	PROJECT AREA	
			CENSUS TRACT 1133.11	CENSUS TRACT 1133.12
Means of Transportation to Work (% of Population)				
Drove Alone	65.5%	70.5%	75.6%	74.9%
Carpool	10.7%	14.3%	15.4%	15%
Public Transportation	1.7%	1.5%	5.6%	4.6%
Walked	1.5%	1.5%	0.9%	0%
Taxi/Motorcycle/Bicycle	1.5%	1.5%	0.2%	0.9%
Worked from Home	19.1%	10.8%	2.4%	4.6%
No. of Vehicles Available (% of Households)				
None	4.6%	4.7%	5.4%	6.2%
1	28.8%	21.5%	43.1%	37.5%
2	38.2%	37.1%	32.7%	38.2%
3	18.2%	21.2%	14.6%	18.1%
4+	10.2%	15.6%	4.2%	0%

Source: US Census Bureau 2022 5-Year ACS, Tables B08141 and B08201

Educational Trends

There are six schools within the projects areas for which enrollment data is publicly available: Redwood Elementary School, Stansbury Elementary School, Vanguard Academy, Endeavor Hall Charter, American Preparatory Academy, and Root Charter High School. Recent enrollment trends in these six schools generally reflect enrollment trends in the Granite School District, namely consistent decreases in enrollment.

Since the 2018-2019 school year, West Valley City, Granite School District, and Salt Lake County have consistently experienced decreasing enrollment in public schools and charter schools for which enrollment data is available. The Project Area's enrollment decline has been particularly pronounced, decreasing from 3,241 students in the 2018-2019 school year to 2,660 students in the 2023 – 2024 school year, a decrease of 17.9% over the entire period.

TABLE 4 PERCENT CHANGE IN PUBLIC/PUBLIC CHARTER K-12 SCHOOL ENROLLMENT

SCHOOL YEAR	PROJECT AREA SCHOOLS	SALT LAKE COUNTY	GRANITE SCHOOL DISTRICT
2019-2020	-6.2%	0.1%	-0.5%
2020-2021	-6.8%	-2.4%	-3.3%
2021-2022	-4.4%	-0.7%	-2.4%
2022-2023	-0.1%	-0.8%	-2.1%
2023-2024	-1.7%	-1.0%	-1.4%

Source: Utah State Board of Education

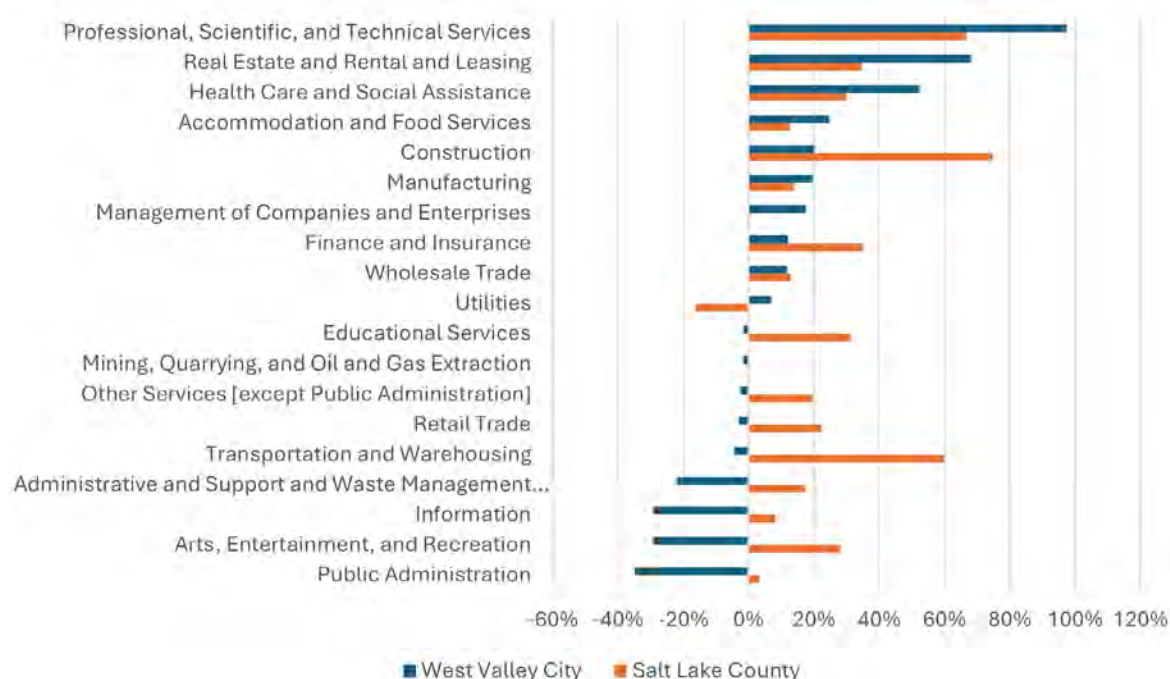
Interviews with local stakeholders, including Granite School District, highlighted multiple reasons for why school enrollment may be decreasing:

- Falling birthrates resulting in fewer school-aged children more generally. Note that Census data indicates that the school-aged population has increased in West Valley City, so it is unclear to what extent this factors into West Valley City's enrollment declines.
- Open enrollment policies in Utah, whereby families can apply to schools outside of their neighborhood.
- Nearby charter schools, some of which do not publish enrollment data, draw students away from public schools.

Employment Trends

West Valley City employment grew at a much slower rate from 2011-2021 than the whole of Salt Lake County, at eight percent and 28 percent, respectively. However, while the county outpaced West Valley City in growth rate across most employment categories, West Valley City grew faster than the county in several key industries - namely professional services, real estate, and health care.

FIGURE 3 WEST VALLEY CITY AND SALT LAKE COUNTY, 10-YEAR EMPLOYMENT CHANGE, 2011-2021



Source: US Census Longitudinal Employer-Household Dynamics (LEHD) 2011-2021 (Agriculture job sample size too small in West Valley City for meaningful comparison)

While West Valley City saw modest employment growth, as a whole, employment in the project area grew at a much faster rate, seeing total employment increase by about 49 percent. Among the three station areas, Decker Lake saw the most significant growth, at 95 percent, followed by 44 percent in Redwood Junction, and five percent in River Trail.

This growth accounted for over 80 percent of West Valley City's overall employment growth from 2011-2021, as healthcare jobs in the three station areas increased from 728 to over 2,800 in the ten-year span, and professional services jobs increased from about 900 to 2,600. Additionally, nearly 2,000 finance and insurance jobs were added, and the construction industry grew by 60 percent in the ten years. These growth trends indicate that both housing and employment are in demand within these study areas.

TABLE 5 EMPLOYMENT GROWTH 2011-2021

JOB	DECKER LAKE STATION AREA	REDWOOD JUNCTION STATION AREA	RIVER TRAIL STATION AREA	ALL STATION AREAS	WEST VALLEY CITY	SALT LAKE COUNTY
2011 Employment Total	3,222	3,042	3,445	8,230	63,212	570,201
2021 Employment Total	6,271	4,390	3,611	12,226	68,191	728,420
11-'21 10-Year Employment Growth	95.0%	44.0%	5.0%	49.0%	7.9%	27.7%

Source: US Census Longitudinal Employer-Household Dynamics (LEHD) 2011-2021



Station Area Existing Development



This section summarizes key findings that emerged when examining existing and recent land use trends, physical characteristics, and existing zoning designations in the station areas.

Land Use

Figure 4 below displays generalized land use information of the station areas, whereby similar land use types have been grouped together.

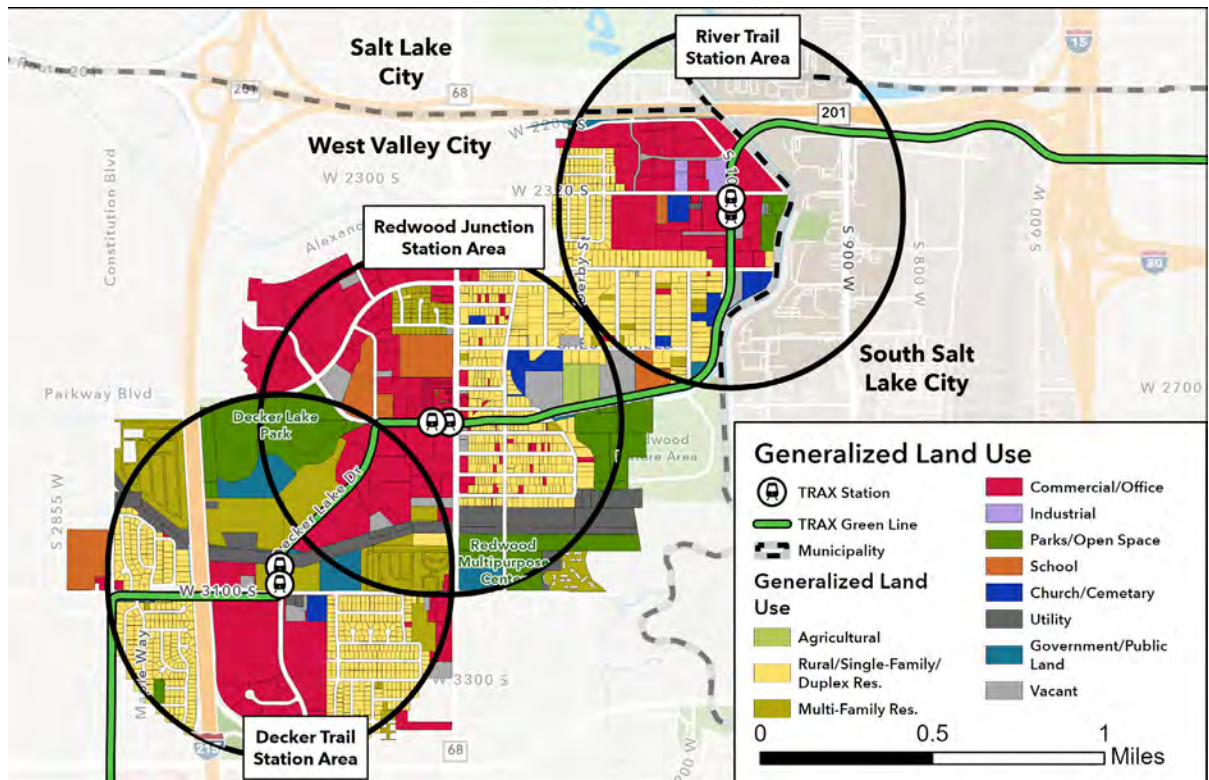
The station areas are typified by large swaths of low-density residential (single-family residential and duplexes) and commercial/office land use. Commercial land uses are primarily concentrated along Redwood Road, 2320 S, and Decker Lake Dr, forming the commercial centers of the station areas. Multi-family residential land use is primarily within the Redwood Junction and Decker Lake Station areas, including the EGate Apartments, H2O Townhomes, and Decker Station Apartments.

In stakeholder interviews, the large parking lot near Decker Lake Station was highlighted multiple times, with stakeholders noting its size, apparent lack of utilization, and inconsistency with transit-supportiveness. In **Figure 4** this parking lot is the Government/Public Land parcel to the northeast of the 3100S/Decker Lake Dr. intersection and is owned by West Valley City.

Each station area also includes public open space and parks, serving as key community recreational amenities:

- **River Trail:** Redwood Trailhead Park
- **Redwood Junction:** Redwood Nature Area and Decker Lake Park
- **Decker Lake:** Decker Lake Park

FIGURE 4 GENERALIZED LAND USE



Source: West Valley City (Land Use Source Data); WSP (Generalized Land Use)

Zoning

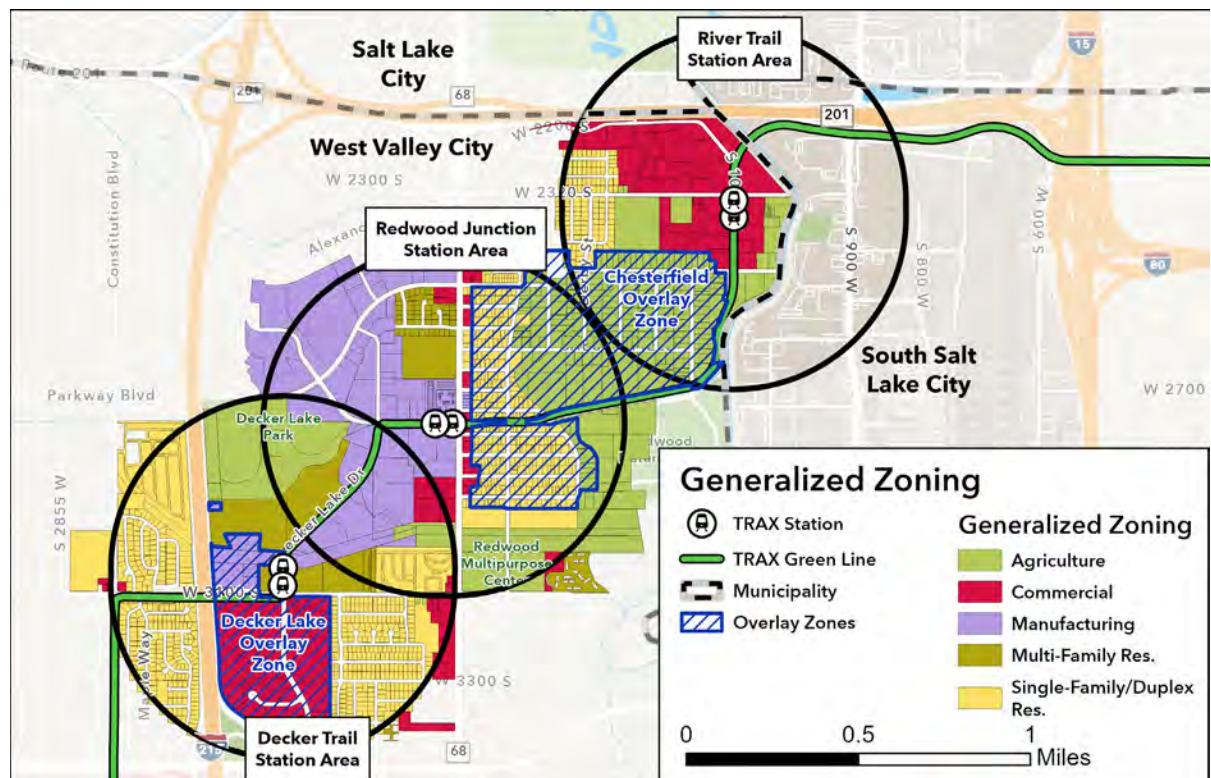
Figure 5 below displays generalized zoning information of the station areas, whereby similar zoning districts have been grouped together.

Like land use, zoning in the station areas is typified by large areas zoned for low-density residential housing and commercial development. In particular, the River Trail and Redwood Junction station areas include a considerable number of agricultural zoned parcels, which promotes single-family residential housing in addition to agricultural uses. Notably, the Chesterfield Overlay Zone covers significant portions of both the River Trail and Redwood Junction station areas, relaxing the requirements for curb, gutter, and sidewalks to be included in new development or redevelopment on existing and new streets.

Large areas of the Redwood Junction and Decker Lake station areas are also zoned manufacturing, although many of these parcels appear to house support and logistics functions for businesses that manufacture elsewhere.

The Decker Lake station area also includes the Decker Lake Overlay Zone, which requires pedestrian accommodations (e.g., wide park strips), landscaping, and other streetscape treatments intended to make this area more pedestrian-friendly and more urban in character.

FIGURE 5 GENERALIZED ZONING



Source: West Valley City (Zoning Source Data); WSP (Generalized Zoning)

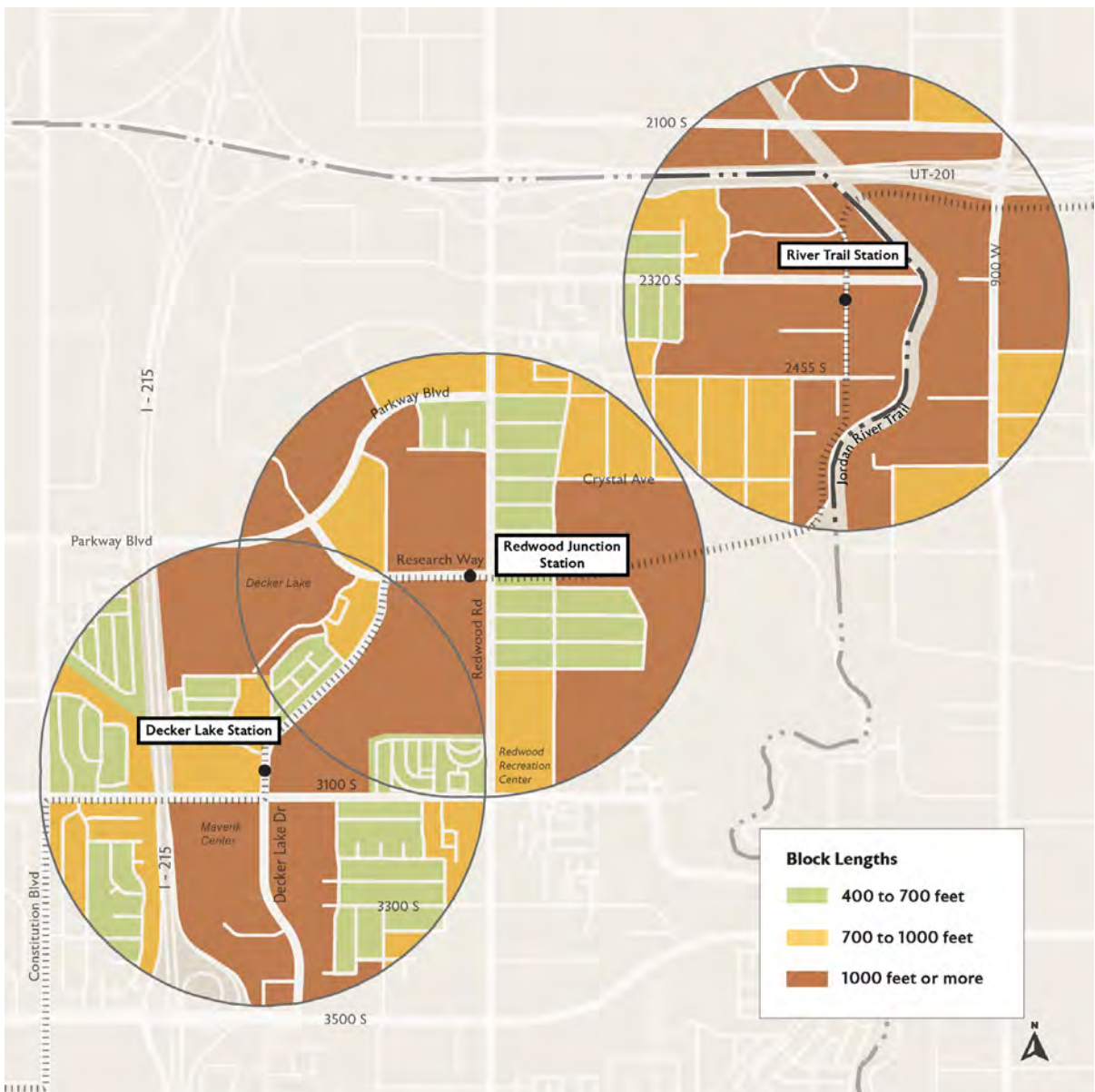
Urban Form and Street Layout

Natural features such as the Jordan River, Redwood Nature Area, and Decker Lake Park significantly shape the built environment in the city by influencing its layout and infrastructure. While these geographic features provide character and amenities to their neighborhoods, they can also act as barriers to connectivity, along with the built infrastructure like Interstate 215, UT-201, the TRAX line, large surface parking lots, and buildings.

Block Lengths and Connectivity

Smaller blocks with frequent crossings create convenient and engaging paths for pedestrians, making it easier to reach desired destinations. Ideal block lengths for a comfortable walking experience range from 400 to 700 feet or less; however, blocks in the station areas often exceed 700 feet (see **Figure 6**), making travel less appealing and more challenging across all modes of transportation.

FIGURE 6 BLOCK LENGTHS WITHIN STATION AREAS



Source: Google Earth; MHTN

RIVER TRAIL STATION AREA

The Jordan River, UT-201, and large commercial and light industrial buildings create barriers that contribute to longer block lengths and hinder connectivity. The space requirements and large parking lots associated with these uses restrict mid-block access, making it difficult for all modes of transportation to access the area. Improving mid-block pathways would enhance direct access from surrounding neighborhoods to the Jordan River Trail and Redwood Trailhead Park, encouraging more people to use these natural spaces and promoting greater walkability.

REDWOOD JUNCTION STATION AREA

Large block sizes and high-speed roadways like Redwood Road create physical barriers for pedestrians and cyclists, making walking challenging due to increased distances and unpleasant conditions. Adding more crossings and midblock improvements south of the TRAX line and west of Redwood Road can enhance access through commercial and light industrial areas, making navigation easier and more convenient.

DECKER LAKE STATION AREA

Large features such as Decker Lake, Brighton and North Point Canal, and I-215, along with expansive parking lots, create challenges for navigating the

station area across all transportation modes. To improve access from Decker Lake Park and neighborhoods south of 3100 South, adding crossings, midblock improvements, and better utilizing parking lots can enhance wayfinding and connectivity for residents.

Building Orientation and Viewshed

Building orientation and viewsheds contribute to aesthetic value and the well-being of residents, employees, and visitors by preserving sightlines to natural landscapes, fostering a visually appealing and cohesive urban environment. Providing sightlines towards the station increases public surveillance, which may increase the sense of safety for those traveling to and from the station areas.

RIVER TRAIL STATION AREA

The area's commercial and industrial buildings, surrounded by large parking lots, create a lack of visual enclosure that detracts from walkability (**Figure 7** and **Figure 8**). The orientation of buildings away from the station adds to its isolation and disconnects it from the surrounding area. While park strips are present, the absence of trees results in a less shaded and visually unappealing pedestrian environment. In addition, there are distant views of Grandeur Peak and Millcreek Canyon to the east.

FIGURE 7 NORTH (LEFT) AND SOUTH (RIGHT) VIEW FROM RIVER TRAIL STATION



Source: Google Earth

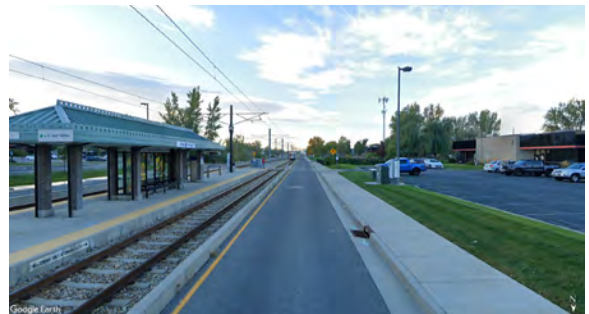


FIGURE 8 WEST (LEFT) AND EAST (RIGHT) VIEW FROM RIVER TRAIL STATION

Source: Google Earth

REDWOOD JUNCTION STATION AREA

Parking lots and wide asphalt spaces separate the station from nearby commercial buildings, creating a lack of pedestrian enclosure (**Figure 9** and **Figure 10**). While single-family homes on the eastern side enjoy scenic views of Grandeur Peak and Millcreek Canyon, only the buildings to the north and west are oriented toward the station, limiting connectivity and interaction with it.

FIGURE 9 NORTH (LEFT) AND SOUTH (RIGHT) VIEW FROM REDWOOD JUNCTION STATION

Source: Google Earth

FIGURE 10 WEST (LEFT) AND EAST (RIGHT) VIEW FROM REDWOOD JUNCTION STATION

Source: Google Earth

DECKER LAKE STATION AREA

The area's long block lengths and overpass hinder walkability, making it inconvenient for residents and potentially discouraging walking (**Figure 11** and **Figure 12**). Expansive parking lots, along with a lack of trees and landscaping, create a barren atmosphere that reduces visual appeal and enclosure. The orientation of buildings is mixed, with some buildings oriented inward towards other properties, and others (such as the newly constructed Decker Station Apartments) being oriented outwards towards the station platform.

FIGURE 11 NORTH (LEFT) AND SOUTH (RIGHT) VIEW FROM DECKER LAKE STATION



Source: Google Earth

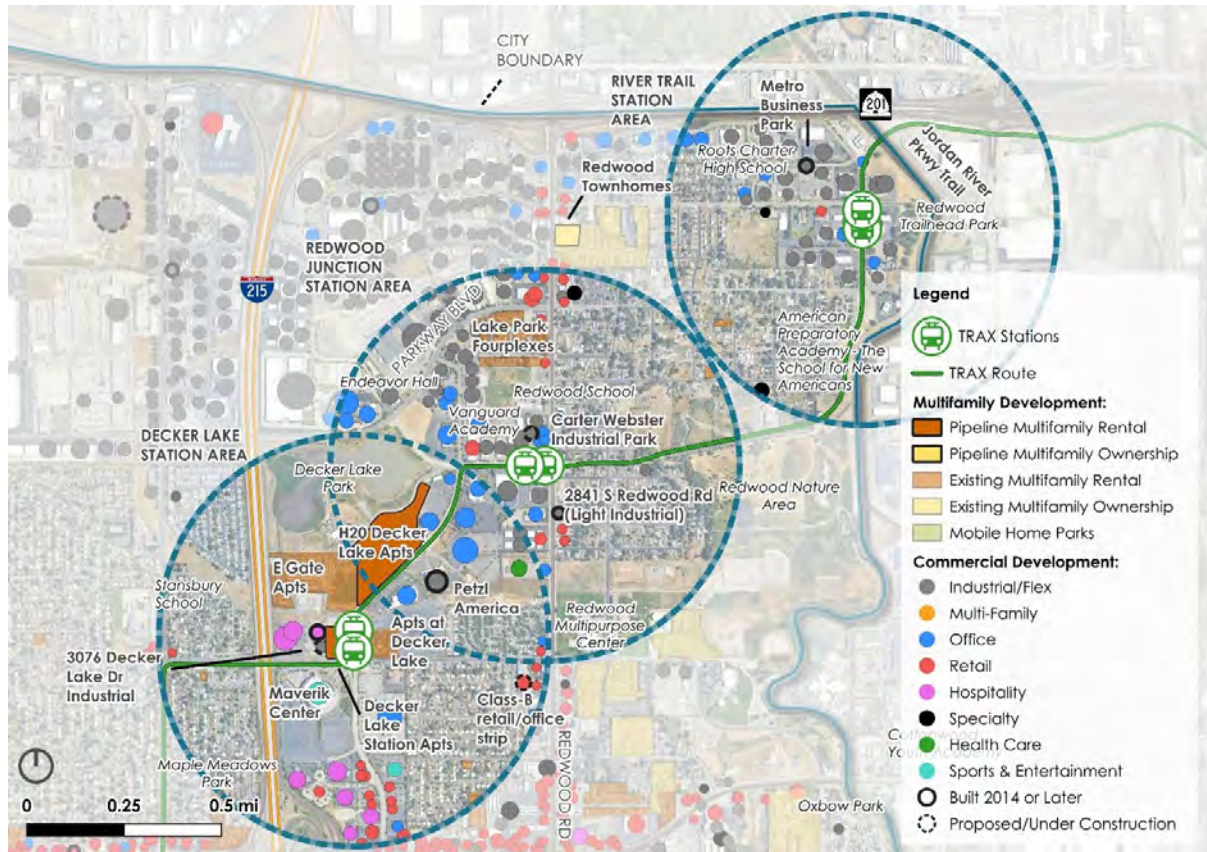
FIGURE 12 WEST (LEFT) AND EAST (RIGHT) VIEW FROM DECKER LAKE STATION



Source: Google Earth

Recent Developments

FIGURE 13 NEW AND EXISTING COMMERCIAL DEVELOPMENT, STATION AREAS (PG. 23 OF HOUSING & ECONOMIC DEVELOPMENT MEMO)



Source: CoStar; Leland Consulting Group

RIVER TRAIL

There are no recent developments to report in the River Trail Station Area.

REDWOOD JUNCTION

Recent development in the Redwood Junction Station Area includes the "Carter Webster Industrial Park," a pipeline 20,000 square foot light industrial/flex space, which will be redeveloped into a strip mall on land previously owned by the City's Redevelopment Agency, directly north of the Redwood Junction Station TRAX station. Additionally, just beyond the half-mile radius of this station area, the 24-unit Redwood Townhomes is also in development.

DECKER LAKE

Of the station areas, Decker Lake is the only to have seen commercial development in the past five years (since 2019), including new industrial/flex space at 3076 Decker Lake Drive and a new two-story, Class-B retail/office strip opening Fall 2024 at the corner of Redwood Road and 3100 South. Additional developments include over 500 units of housing, via the Decker Lake Station Apartments and H20 Townhomes (**Figure 14**).

FIGURE 14 PICTURES OF RECENT DEVELOPMENTS H20 & DECKER LAKE STATION APARTMENTS

H20 TOWNHOMES



Source: CoStar.

Address: 2864 S Decker Lake Dr
Station Areas Within: Decker Lake
Units: 286
Units/Acre: 17.8
Construction: wood frame
Parking: Attached garage or assigned parking
Status: Under Construction
Asking Rent: \$1,433 (1BR) - \$2,700 (3BR)

DECKER LAKE STATION APARTMENTS



Source: AE Urbia Architects & Engineers.

Address: 3078 Decker Lake Dr
Station Areas Within: Decker Lake
Units: 219
Units/Acre: 78.5
Construction: 5 over 2 (concrete podium)
Parking: Structured
Status: Built 2024
Asking Rent: TBD





Transportation

This section examines key aspects of transportation system in the station areas, including public transit, active transportation, and traffic safety.

Public Transit

Figure 15 below displays the public transit routes serving the station areas, including the TRAX Green Line (every 15 minutes) and the following bus routes:

- 217, Redwood Road (primarily every 15 minutes; every 30 minutes in early morning/late evening)
- 509, 900 W Shuttle (every 29-37 minutes depending on time of day)

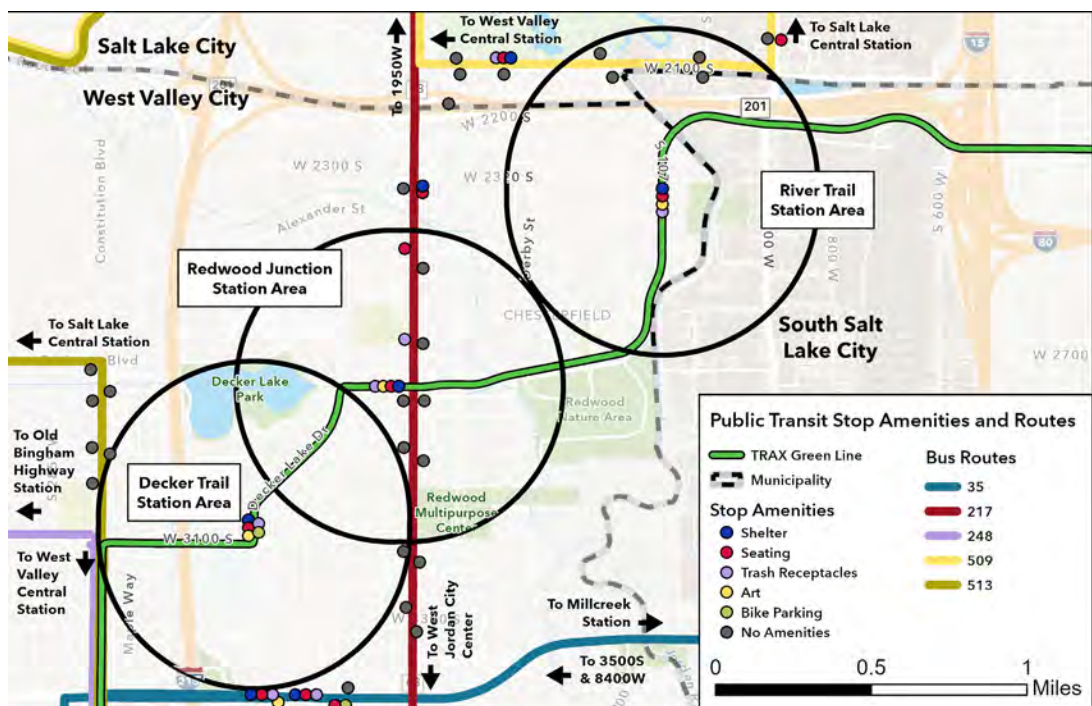
Route 248 (4800 West), Route 35 (3500 South) and Route 513 (Industrial Business Park Shuttle) are also shown, although they do not have stops directly within the station areas. Route 248 (4800 West) and Route 513 (Industrial Business Park Shuttle) run through the western edge of the Decker Lake station area without stopping in the station area itself, while Route 35 (3500 South) runs just outside the Decker Lake station area to the south.

Route 217 (Redwood Road) and the TRAX Green-line, in particular, are critical links to the greater UTA system, providing east-west and north-south connections and facilitating transfers to other

local routes. These routes minimize the number of transfers necessary to reach most locally focused bus routes in most cases, making the system more legible for riders.

Transit amenities enhance the user experience by providing comfort, convenience, and safety through features like shelters, seating, bike parking, micro-mobility options, art, signage, and clean facilities, making public transportation more attractive and accessible. However, most bus stops near station areas lack these amenities and wayfinding, making it difficult for residents and visitors to find social services, stores, and essential facilities. There is an opportunity to improve transit amenities and wayfinding along Redwood Road due to its frequent bus services and proximity to local stores. Additionally, adding bike parking and designated parking for micromobility options could enhance first- and last-mile connections, making travel more convenient across all station areas.

FIGURE 15 PUBLIC TRANSIT STOP AMENITIES AND ROUTES IN AND NEAR STATION AREAS



Source: Utah Transit Authority; Google Earth; MHTN

The TRAX Green Line stations within West Valley City, and by extension the residences, businesses, and institutions within the station areas, are important sources of ridership for the Green Line (see **Table 6** below). These three stations in West Valley City provide 7.3% of average weekday ridership (boardings + alightings), with Redwood Junction providing the most of three station (3.5%). For reference, West Valley Central Station (in the Fairbourne station area) and Central Pointe station, the next stations immediately to the north and south, respectively provide 8.5% and 8% of average weekday ridership. Additionally, the Airport Station provides 8% of average weekday ridership.

Table 6 also summarizes ridership for bus routes running through the station areas, comparing average weekday ridership for stops within the stations areas to the entire route. As noted previously, two of four bus routes operating within the station areas have actual stops in the stations areas (217 and 509). Notably, Route 217 (Redwood Road) provides 9.5% of average weekday ridership for the entire route, highlighting the importance of Redwood Road for overall mobility within and through the station areas and a strong link with the TRAX Green Line.

TABLE 6 AVERAGE DAILY RIDERSHIP ON ROUTES WITHIN STATION AREAS (BOARDINGS + ALIGHTINGS)

ROUTE	AVERAGE WEEKDAY RIDERSHIP (BOARDINGS + ALIGHTINGS)		PERCENTAGE OF RIDERSHIP WITHIN PROJECT AREA VS. TOTAL RIDERSHIP
	STATION AREA STOPS	ENTIRE ROUTE	
TRAX Green Line	1,830	25,032	7.3%
River Trail	439	-	1.8%
Redwood Junction	876	-	3.5%
Decker Lake	515	-	2.1%
Route 217	735	7,743	9.5%
Route 509	9	3,115	0.3%
Route 248	None in Station Area	484	N/A
Route 513	None in Station Area	1,854	N/A

Source: Utah Transit Authority

The COVID-19 Pandemic resulted in considerable losses in ridership for many agencies, with UTA not being spared from these effects. Fortunately, TRAX Green Line ridership in the station areas has recovered considerably, as summarized in **Table 7** below. Compared to the same month in 2019, average daily ridership per month at each station has trended significantly upwards. Notably, boardings at the River Trail and Redwood Junction stations have recently eclipsed 2019 ridership numbers. While Decker Lake ridership has not yet consistently surpassed those of 2019 it has improved considerably over the last year.

TABLE 7 TRAX GREEN LINE TOTAL MONTHLY WEEKDAY RIDERSHIP, 2019 VS. 2023-24

MONTHS	2019 TOTAL MONTHLY RIDERSHIP			2023-24 TOTAL MONTHLY RIDERSHIP			2023-24/2019 (%)		
	RIVER TRAIL	REDWOOD JUNCTION	DECKER LAKE	RIVER TRAIL	REDWOOD JUNCTION	DECKER LAKE	RIVER TRAIL	REDWOOD JUNCTION	DECKER LAKE
July	9,337	15,724	12,583	6,461	12,523	8,060	69%	80%	64%
August	12,929	20,789	15,098	9,318	17,419	10,350	72%	84%	69%
September	12,604	19,775	16,657	9,197	17,597	10,686	73%	89%	64%
October	13,577	22,597	18,184	9,666	17,690	11,141	71%	78%	61%
November	10,502	16,779	14,502	7,887	16,341	11,122	75%	97%	77%
December	9,948	16,403	14,838	7,935	16,765	9,419	80%	102%	63%
January	10,297	18,476	15,284	7,759	17,555	9,392	75%	95%	61%
February	9,421	15,439	13,477	8,628	18,110	9,959	92%	117%	74%
March	10,790	17,550	14,961	10,508	20,633	11,764	97%	118%	79%
April	11,456	19,564	15,573	11,607	22,726	12,708	101%	116%	82%
May	10,462	18,439	12,658	11,404	22,875	13,503	109%	124%	107%
June	8,388	17,149	12,535	9,419	18,881	10,567	112%	110%	84%

Source: Utah Transit Authority

Active Transportation

The Station Areas have strong, existing active transportation assets as well as significant potential for improved connectivity. The Crosstowne Trail and the Jordan River Trail provide critical east-west and north-south bicycle and pedestrian connectivity, respectively. These trails link together critical parks and open space, including Decker Lake Park, the Redwood Nature Area, and the Redwood Trailhead Park.

Simultaneously, significant opportunity exists for new or improved on-street bicycle amenities, especially along Redwood Road, 3100 S, and Decker Lake Drive where speeds tend to be high and where cross-sections are wide. Redwood Road has significant potential in light of a city ordinance requiring installation of multi-use paths as part of redevelopment along the corridor.

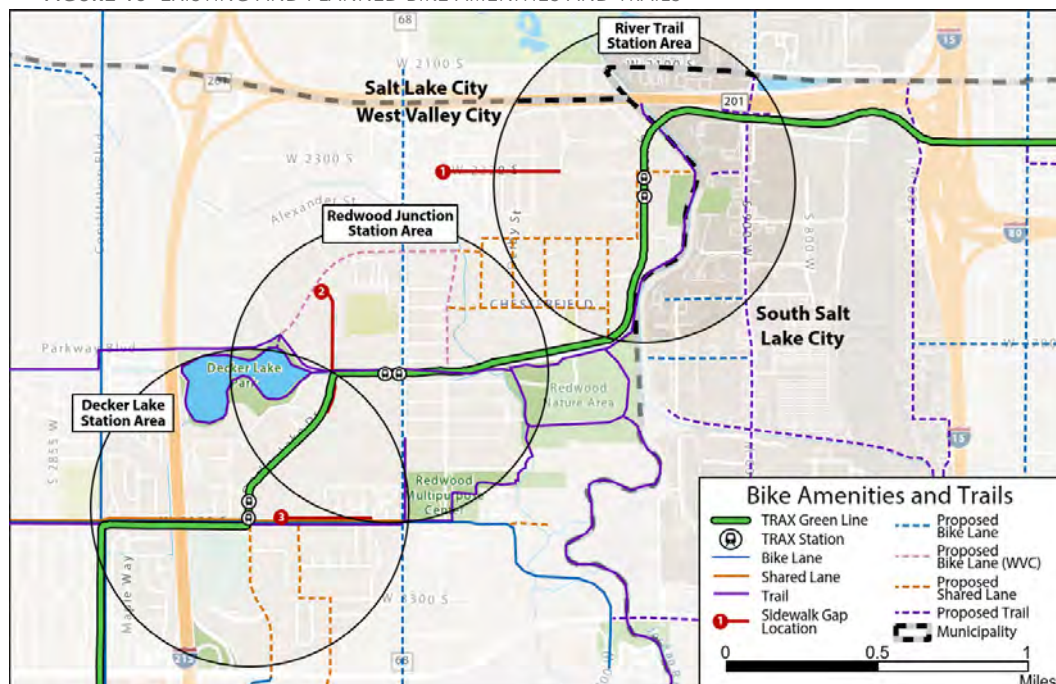
Difficulty in crossing Redwood Road was highlighted during stakeholder interviews, with this road identified as an uncomfortable environment for pedestrians as well as bicyclists due to its width and high speeds. Study team members also noted that pedestrians do not receive a walk signal unless the

pedestrian push button is activated, resulting in waiting to cross for a long time. It should be noted that stakeholder feedback about whether to accommodate bicyclists on Redwood Road was conflicting, with some suggesting that cyclists be encouraged to ride on an adjacent facility and others recommending a separated facility be invested in on the corridor. Note that WFRC's draft "Beehive Bikeways" family-friendly bicycle system map shows a shared use path on Redwood Road.

Sidewalk connectivity varies throughout the Station Areas, with major thoroughfares largely having sidewalks on both sides of the road with surrounding residential areas generally having few sidewalks. Among all Station Areas, the following locations were identified as having notable sidewalk gaps:

- River Trail: along the north side of 2320 S (Location 1 in **Figure 16**)
- Redwood Junction: along the east side of Decker Lake Lane, north and south of Research Way (Location 2 in **Figure 16**)
- Decker Lake: the north side of 3100 S, near the American Heritage Retirement Community (Location 3 in **Figure 16**)

FIGURE 16 EXISTING AND PLANNED BIKE AMENITIES AND TRAILS



Source: West Valley City; Wasatch Front Regional Council Active Transportation Plan (2023)

Traffic Safety

The Redwood Junction Station Area experiences both the most crashes and the most severe crashes of the three station areas due to the Redwood Road corridor. Redwood Road's relatively high traffic volumes, wide cross-section, and high speeds create increased safety risks for both motorists and other roadway users such as pedestrians. Notably, all of the three fatal crashes occurring between 2019 and 2024 in the station areas were in the Redwood Junction Station area.

By comparison, the Decker Lake and River Trail Station Areas experience fewer crashes due to generally having narrower and lower-traffic-volume roadways. An exception is 3100 S and Decker Lake Drive in the Decker Lake Station Area; these corridors carry moderate traffic volumes. River Trail experiences much fewer crashes due to low posted speeds and generally carrying local traffic through residential areas.

TABLE 8 CRASHES BY SEVERITY AND TYPE, RIVER TRAIL STATION AREA (2019 – 2024 YTD)

CRASH SEVERITY	TOTAL CRASHES BY STATION AREA		
	RIVER TRAIL	REDWOOD JUNCTION	DECKER LAKE
No Injury	42	254	216
Suspected Injury	5	89	56
Minor Injury	1	47	23
Serious Injury	3	11	4
Fatal	0	3	0
Total	51	404	299

Source: Utah Department of Public Safety





Quality of Life

Multiple metrics are discussed in this section, aiming to provide a holistic view of different aspects of the built environment that affect people's day-to-day quality of life. These include health, identity and community assets.

Health Equity

The Centers for Disease Control and Prevention monitors health trends throughout the United States, including general indicators aimed at measuring overall health outcomes and risks between geographic areas. For this study, the following indicators were analyzed: access to insurance, heart disease, and life expectancy. Measured at the census tract level, the census tracts coinciding with the station areas are compared to West Valley City and Salt Lake County as a whole, as shown in **Table 9** below.²

TABLE 9 HEALTH EQUITY METRICS BY CENSUS TRACT FOR ALL STATION AREAS

CENSUS TRACTS	UNINSURED POPULATION (% OF RESIDENTS)	HEART DISEASE PREVALENCE (% OF RESIDENTS)	LIFE EXPECTANCY (YEARS)
River Trail			
49035113311	22.4%	5.7%	-
49035111500	25.4%	3.6%	72.7
49035102802	10.8%	5.7%	77.9
Redwood Junction			
49035113311	22.4%	5.7%	-
49035113312	18.6%	5.8%	-
Decker Lake			
49035113312	18.6%	5.8%	-
49035113307	29.4%	5.0%	77.3
49035113308	27.0%	5.7%	73.8
West Valley City	17.5%	5.1%	-
Salt Lake County	9.8%	4.8%	79.8

Source: US Census Bureau 2022 5-Year ACS, Table S2701 (Uninsured Population); Center for Disease Control and Prevention (Heart Disease Prevalence and Life Expectancy)

There are noticeable disparities between the station areas and West Valley City and Salt Lake County, with nearly all census tracts having a higher percentage of the population experiencing poorer health outcomes and a lack of insurance compared to the City and the County. In particular, the uninsured population percentages and life expectancies of multiple census tracts are strikingly worse compared to Salt Lake County as a whole. Within the context of this planning effort, this highlights the need for health care, quality of life-related services, and other amenities (e.g., parks and trails) that serve uninsured individuals and offer opportunities for individuals to manage their health.

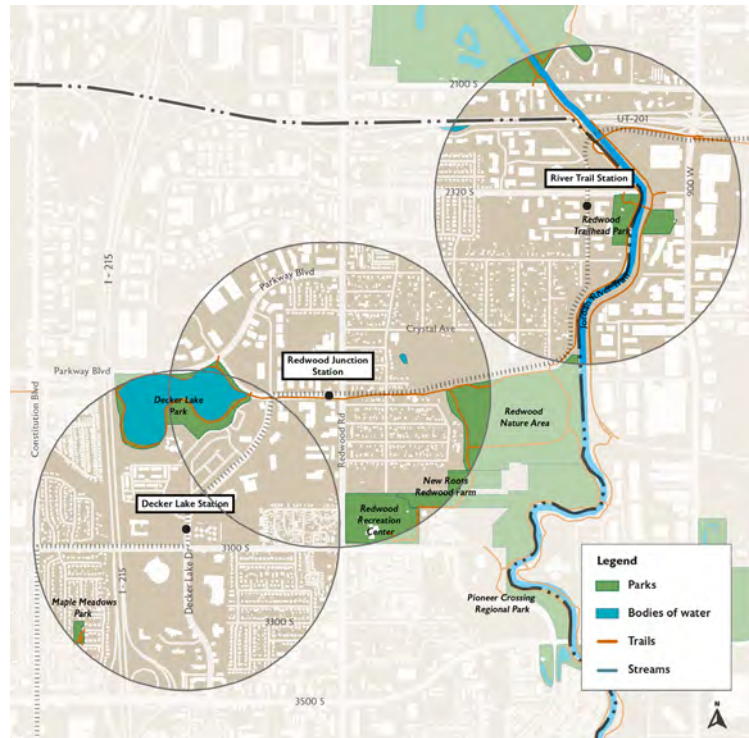
Identity and Placemaking

Placemaking enhances multi-modal connections and overall quality of life by fostering a sense of arrival and improving navigation through signage, wayfinding, landmarks, and distinctive features. This approach links people to natural amenities, essential services, opportunities, and social spaces, while also telling the community's stories through its infrastructure and amenities. By strengthening neighborhood identity and making navigation intuitive, it encourages diverse travel options and enriches the community experience.

² Data availability varies, thus some cells have been left blank.

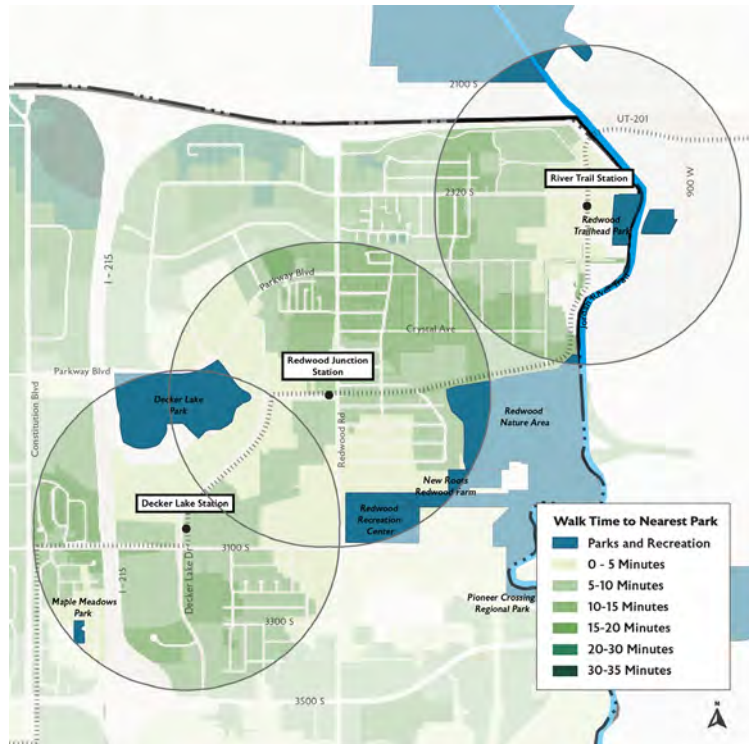
Parks, Trails, and Recreation

FIGURE 17 PARKS, TRAILS, AND RECREATION WITHIN AND NEAR THE STATION AREAS



Source: United States Geological Survey (USGS); Esri; Utah Geospatial Resource Council (UGRC); Google Maps

FIGURE 18 WALK TIME TO NEAREST PARKS NEAR THE STATION AREAS



Source: USGS; Esri; UGRC; Google Maps.

Parks serve residents best when they are close, with ideal distances being $\frac{1}{4}$ mile for local parks, $\frac{1}{2}$ mile for neighborhood parks, 1 mile for community parks, and 2 miles for regional parks. Each station in the area is near parks, trails, and recreational options, offering unique opportunities for the surrounding communities. However, many trails and recreational areas near the stations lack pedestrian safety features and clear indicators of pathways, making them difficult or uninviting to access.

Wayfinding elements, comfortable trail connections, additional access points, and placemaking efforts can support navigation to these locations. Enhanc-

ing pedestrian entry points and adding signage to the Jordan River Trail would establish it as a key north-south corridor and connecting people to nearby parks and recreational areas. Creating new trail connections between Redwood Trailhead Park, Decker Lake Park, and residential neighborhoods west of I-215 and south of 3100 South would form a green loop trail system, improving access and safety. Overall, improving sidewalks, lighting, and seating areas would create a more welcoming environment, encouraging walking and fostering a stronger sense of community.

Street Tree Coverage

The limited street tree coverage along 2320 South, Redwood Road, 3100 South, 1070 West, and Research Way leaves pedestrians exposed to heat and sunlight, reducing comfort and diminishing the area's aesthetic appeal. In contrast, consistent tree coverage is found near Redwood Trailhead Park, the Jordan River Trail, 2455 South, Parkway Boulevard, and Decker Lake Drive. Increasing street tree coverage could encourage walking and biking from residential neighborhoods to nearby bus services along Redwood Road, the TRAX station, the Jordan River Trail, parks, schools, and childcare facilities, particularly benefiting children and families within walking distance of the area.

FIGURE 19 STREET TREE COVERAGE WITHIN AND NEAR THE STATION AREAS



Source: Google Earth; MHTN

Cultural and Community Space

FIGURE 20 CULTURAL AND COMMUNITY SPACE WITHIN AND NEAR THE STATION AREAS



Source: Homeland Infrastructure Foundation-Level Data; Google Maps

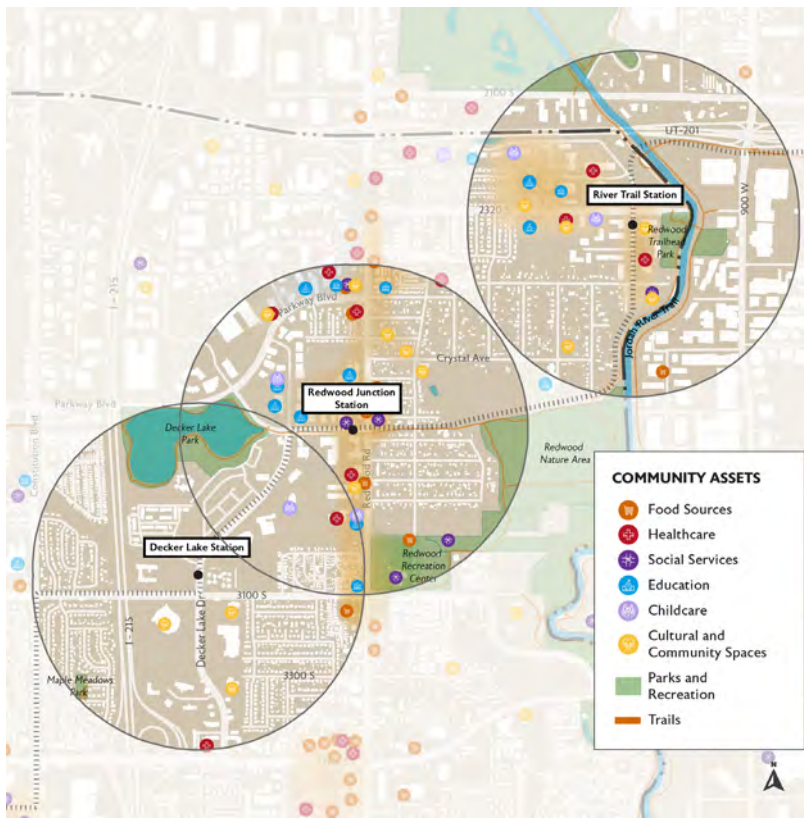
The area's thirteen community facilities contribute to its cultural and religious diversity, fostering social cohesion and cultural expression through spaces like the Khadeeja Islamic Center, Latino Mall, Utah Cultural Celebration Center, and West Valley Performing Arts Center. These community assets provide residents with places to connect and engage in community-building activities. An open, flexible gathering space could further benefit the community by hosting events, social gatherings, markets, and cultural festivals, particularly in the River Trail and Decker Lake Station areas. Enhancing the pedestrian realm and building frontage could improve the area's aesthetic while preserving the unique characteristics of each cultural facility.

Community Assets

By identifying existing assets, urban design can be tailored to leverage community strengths and align with priorities for a vibrant, sustainable, and inclusive environment. Community assets include resources like healthcare, green spaces, local businesses, schools, childcare, and social services, all of which enhance quality of life. Future development can address local needs, promote equity, support growth, boost economic vitality, preserve culture, improve safety and accessibility, and ensure effective planning.

In addition to these community assets, amenities of an 18-hour city attract residents and visitors with a vibrant mix of activities, dining, and entertainment available beyond the standard hours of 9 a.m. to 5 p.m. This appeal is especially strong for younger professionals and those with non-traditional work hours. The variety of services and affordable housing supports economic and social growth, fostering a distinctive culture and accommodating diverse needs.

FIGURE 21 COMMUNITY AMENITIES WITHIN THE STATION AREAS



Source: Open Street Map, US Department of Agriculture, Food, and Nutrition Service. Health Resources and Services Administration, Homeland Infrastructure Foundation-Level Data. Institute of Museum and Library Services, Google Maps. Homeland Security. National Center for Education Statistics, School Attendance Boundary Information System.

The following challenges and opportunities were identified throughout the station areas regarding key community amenities (Figure 21):

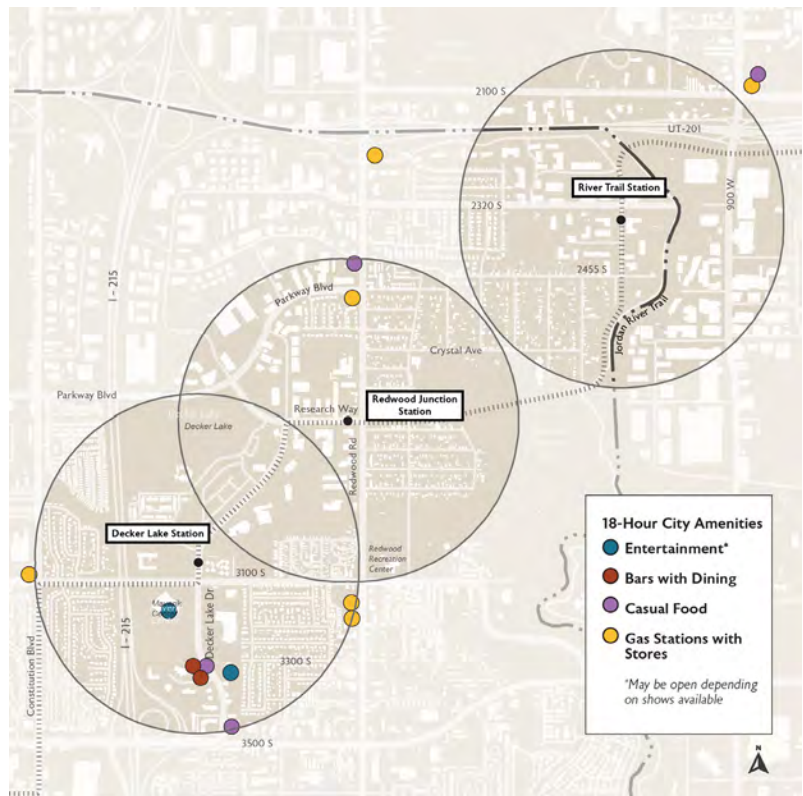
- **Social Services:** There are few social services offered in the Decker Lake and River Trail Station Areas. Services are situated at the periphery of the station areas, requiring residents and employees to travel beyond the half-mile buffer and may be cumbersome for those without a vehicle. However, a few prominent services like the Khadeeja Islamic Center, Comunidades Unidas, New Roots Redwood Farms, and services within the Redwood Recreation Center are nearby.
- **Food Sources:** Many ethnic markets and grocery stores exist along Redwood Road and within the Redwood Junction Station Area, enriching the community's food options and supporting the needs of diverse populations. Within the Decker Lake and River Trail Station Areas, there are no neighborhood markets, grocery stores, or other small retail stores that serve the residents and employees within walking distance of the TRAX stations.
- **Healthcare:** There are few healthcare facilities across all three station areas, which may lack variety and specific specialty care services. The presence of the UT-201 freeway may act as a physical and psychological barrier, making it difficult for residents and visitors to reach healthcare services and other amenities located north of the freeway. Along Redwood Road, the area is well-served by multiple nursing, hospice, and assisted care facilities, as well as an urgent care facility nearby, providing essential health services to elderly residents and those with special care needs.

- **Schools and Education:** There are plenty of specialized or trade schools, private schools, a high school, and K-12 school, and a couple of learning centers (or after school programs) available for students to engage in supplementary education or extracurricular activities outside of regular school hours.
- **Childcare:** Childcare services are also limited across all station areas. Three learning centers are shared between Redwood Junction and Decker Lake Station Areas and two daycare centers are in the River Trail Station Area. The absence of daycare facilities may mean families must look elsewhere.
- **Opportunities:** Enhancing access, safety, and wayfinding would simplify pedestrian navigation to various services by improving pathways, adding clearer signage, and ensuring safe crossings. Integrating a mix of food options, retail, and spaces for small-scale social gatherings can create vibrant hubs of activity, attract visitors, and offer convenient amenities for residents. This approach would complement access to nearby Redwood Trail Park, Jordan River Trail, and Decker Lake.

The station areas lack businesses and services operating beyond standard hours ("18-hour" city amenities, see **Figure 22**), resulting in quieter, less active environments during evenings and early mornings, which can discourage community interaction and reduce safety. Healthier food options, and food services in general, that are open during extended hours are limited and usually confined to gas station convenience stores and fast-food places.

The Decker Lake Station Area offers some 18-hour city amenities, including dining and bar options near the Maverik Center and West Valley Performing Arts Center. Redeveloping some buildings to include mixed-use spaces with food, retail, or small-scale social gathering options could leverage pedestrian activity and enhance placemaking between destinations. In addition, enhancing this area with additional programming, such as community events, outdoor markets, and gathering spaces, could foster greater activity. Designating specific parking areas in the entertainment district can help manage traffic congestion, encourage pedestrian movement, and support local businesses.

FIGURE 22 18-HOUR CITY AMENITIES WITHIN THE STATION AREAS



Source: Google Earth; MHTN

Crime Data Analysis

Incorporating "eyes on the street" involves designing neighborhoods with mixed uses and varying hours of operation, which encourages pedestrian activity and perceived safety. By fostering environments where shops, residences, and public spaces interact, there can be natural surveillance and a sense of collective responsibility for safety.

For this analysis, crime classifications terms from the UTA Police Department and the West Valley City Police Department database in the graphs have been grouped by similar cases. Data from 2019, 2022, 2023, and January-June 2024 has been used in the analysis. Several crime classifications have been categorized as "Other" because they are case-specific and/or not related to physical damage.

- Assault (includes Aggravated Assault, Assault, Sexual Assault, Threats)
- Theft (includes Theft, Robbery, Stolen Item, Stolen Vehicle, Fare Evasion)
- Public Peace (includes Suspicious Activity and Disorderly Conduct)
- Traffic Violations (includes Ordinance Violations, Parking Violations, Moving and Non-Moving Violations, Abandoned Car)
- Damaged Property (includes Graffiti, Damage to UTA Property, and Private Property)
- Other (i.e. Morals/Decency, Drugs, Health and Safety, Obstruct Justice, Trespassing/Privacy, Warrant, Animals/ Conservation, Fraud, Possession of a Weapon, Public Order, Trespassing)

TRENDS AND OPPORTUNITIES

Many of the police call reports were categorized as "Other" and related to individual cases (e.g. trespassing, drug possession, obstructions to police, warrants, etc.), and health and safety concerns related to unhoused individuals near the station areas. Across the station areas, prominent crimes reported were disturbances to public peace, traffic violations, and theft. Most cases related to theft were individuals evading UTA transit fares, stolen vehicles, or other stolen property.

Calls increased between 2022 and 2023 and are predicted to increase in 2024. All crime types have steadily increased over the years. Calls related to traffic violations have increased and are generally reported within the Redwood Junction Station Area. In 2023, Decker Lake (52% of calls in station areas) and Redwood Junction (39%) Station Areas had more calls than the River Trail Station Area (9%). Approximately 9% of total calls in West Valley City were made within the station areas. For all the station areas, most calls were made on weekdays during the afternoon and night times (between 12:00 p.m. to 12:00 a.m.).

Overall, there is more to understand about crime and safety in the station areas. Effective strategies may include integrating ample lighting, allowing clear sightlines, and creating active street fronts to enhance visibility and natural surveillance and following other Crime Prevention Through Environmental Design (CPTED) strategies.

FIGURE 23 WVC POLICE DEPARTMENT, CALL VOLUMES DURING 2023

Source: WVC Police Department.

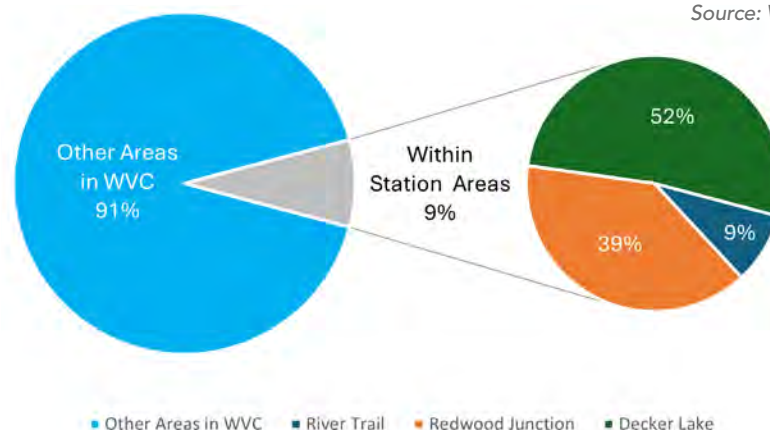
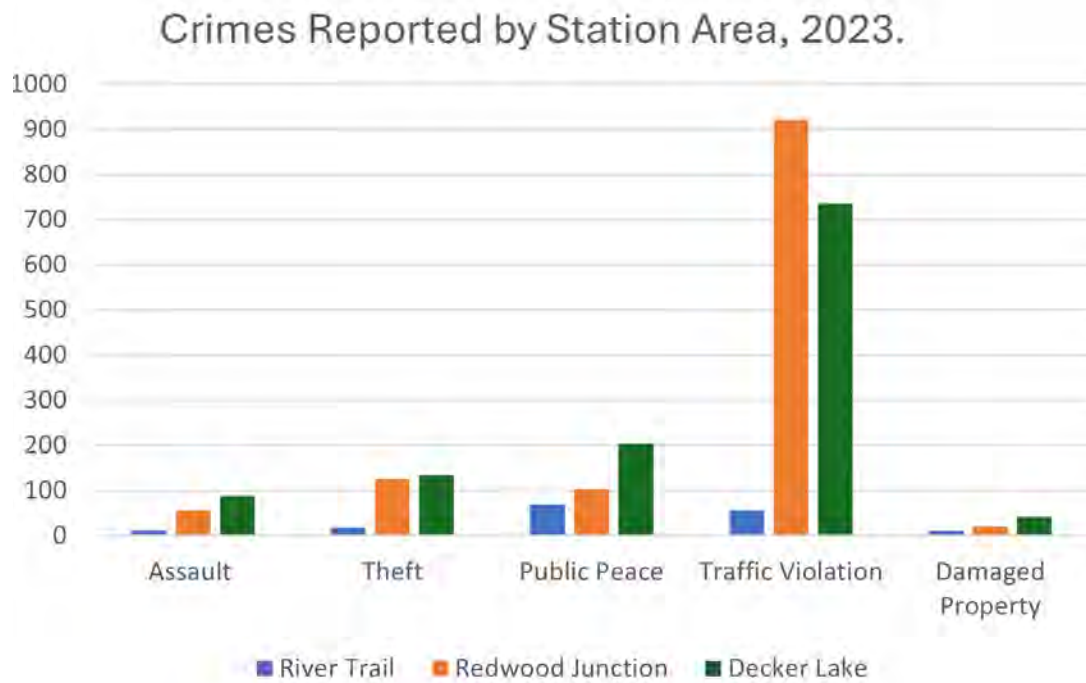
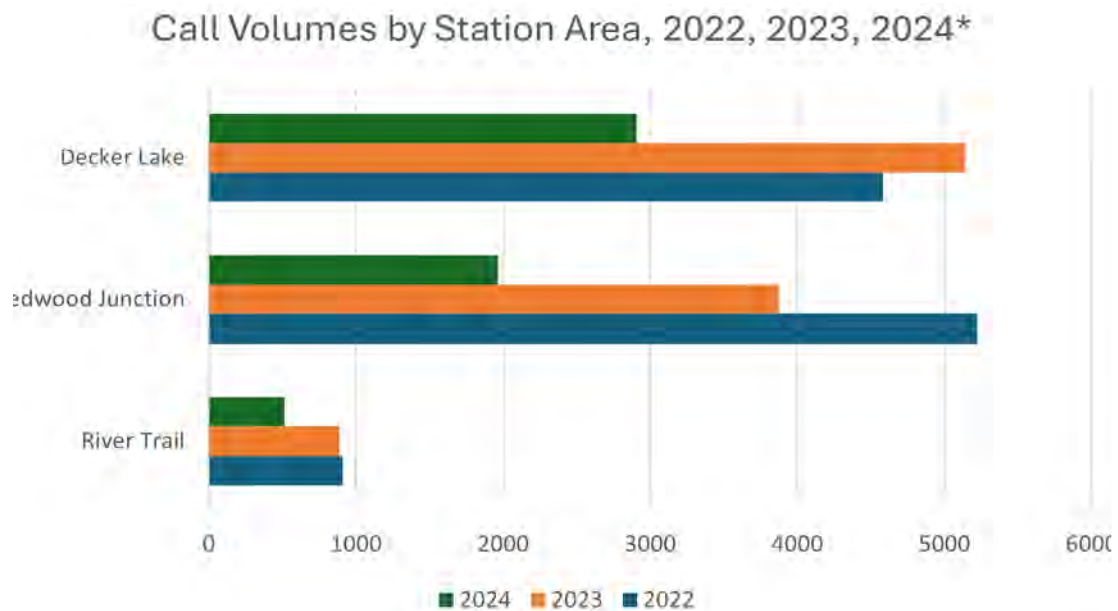


FIGURE 24 WVC POLICE DEPARTMENT, CRIMES REPORTED DURING 2023



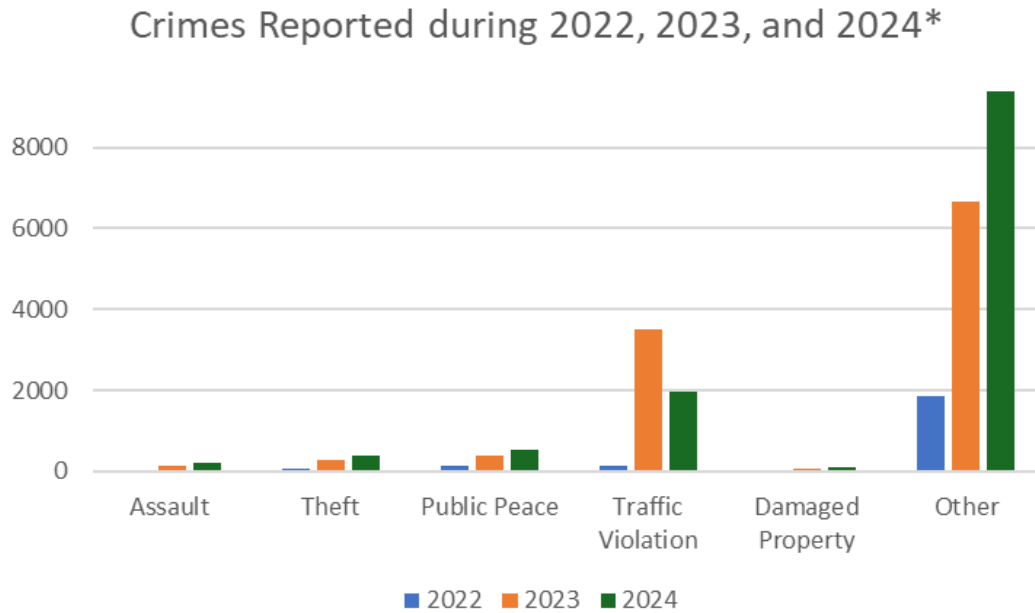
Source: WVC Police Department.

FIGURE 25 WVC POLICE DEPARTMENT, CALL VOLUMES DURING 2022, 2023, AND 2024*



Source: WVC Police Department.

*2024 data is based on a six-month period between January and July 2024

FIGURE 26 WEST VALLEY CITY POLICE DEPARTMENT, CRIMES REPORTED DURING 2022, 2023, AND 2024*

Source: WVC Police Department.

*2024 data is based on a six-month period between January and July 2024



Market Opportunities

Each station area is evaluated in this section with respect to their potential for novel development or redevelopment, examining aspects such as existing assets, existing zoning regulations, market readiness, and barriers to development.

River Trail

ASSETS

The Jordan River Trail and Redwood Trailhead Park represent the most significant community assets in this station area and drew significant visitation during the height of the COVID-19 pandemic—indicating the potential for building on this asset through programming or other public investments.

LAND USE/ZONING

Land uses in this area encompass both larger-lot single family and low-density commercial/industrial development, via the “Business Park” zone. This planning process presents an opportunity for considering whether transit-supportive land use regulations employed in the Fairbourne and Decker Lake Station areas could be applied towards encouraging higher intensity development here over the long term.

MARKET READINESS

There is no recent development in this station area with which to forecast future opportunities, though public investment in the Jordan River trail and other local investments could build interest in this area down the road.

BARRIERS TO DEVELOPMENT

Barriers to development include the high “parcelization,” or relative lack of large, redevelopable sites, including existing single-family neighborhoods. Yet, this station area contains business parks which could, in the long term, present opportunities for later redevelopment. Through interviews with developers, an opportunity for opening the door to new development types for the local market, such as vertical mixed-use, was mentioned.

Redwood Junction

ASSETS

Redwood Junction includes both publicly owned community assets, such as Redwood Park and Elementary School. There are also several local independent businesses, including restaurants and stores, that cater to the significant local Hispanic/Latino community, which represents 39% of the city's population.

LAND USE/ZONING

This station area is split between residential and commercial/industrial land uses, with prevailing zones—including Manufacturing and Agriculture—consisting of low-density development. The 2015 Future Land Use Map indicates no significant change from these current uses and zones, though this Station Area Plan offers an opportunity to consider whether continued commercial and light industrial focused near the TRAX station represents the most transit-supportive development.

MARKET READINESS

There has been little recent commercial development in this station area with which to estimate future possibilities, though nearby residential projects indicate the potential for further housing development. Local developer outreach conducted for this plan, however, pointed to the potential for additional townhome development on lower-valued residential lots fronting Redwood Road, as well as a potential need for a full-service grocery store as additional “rooftops” are added through residential development. Existing office uses in the station area currently have high vacancy with little opportunity for re-tenanting in the near- to mid-term, though the underutilized parking lots of these office parks represent significant opportunity for infill development.

BARRIERS TO DEVELOPMENT

The primary physical barrier in this station area includes the high “parcelization,” or relative lack of large, redevelopable sites. This includes the condominiumized strip mall adjacent to the TRAX station where the light industrial pipeline development is located, as well as the single-family lots fronting Redwood Road.

Decker Lake

ASSETS

The Maverik Center anchors this station area's entertainment district and represents a key community asset. In the coming years, the Maverik Center will undergo renovations in preparation for the 2034 Winter Olympics. The Decker Lake Park also provides a unique amenity to attract future residential development.

LAND USE/ZONING

As noted above, this station area includes a wide variety of land uses, ranging from residential (single-family, duplex, and multifamily) to commercial, industrial, and parks. Similarly, zoning includes various residential and commercial districts, including

the pedestrian-supportive Decker Lake Station Overlay Zone. The Future Land Use Map from the City's 2015 General Plan indicates an overall continuation of this mix, but the "Commercial/Light Manufacturing" use foreseen south of Decker Lake Drive may need to be revisited, given the larger trend toward hybrid and remote work. While Decker Lake already includes the most area zoned for multifamily out of the station areas, interviews with local developers conducted for this plan's development indicated that rezoning commercial lands as multifamily would draw additional development interest to the station area.

MARKET READINESS

Reports from commercial real estate broker CBRE indicate that apartments in the West Valley City/Airport area are more affordable relative to the larger Salt Lake City market, with average rents of \$1,384 as of mid-2024, compared to \$1,555 for the region. However, asking rents for newer projects, such as H2O Townhomes—which real estate data company CoStar reports at \$1,433 for a one-bedroom, and \$2,700 for a three-bedroom unit—are edging closer to the market average, indicating demand for market-rate development in the Decker Lake

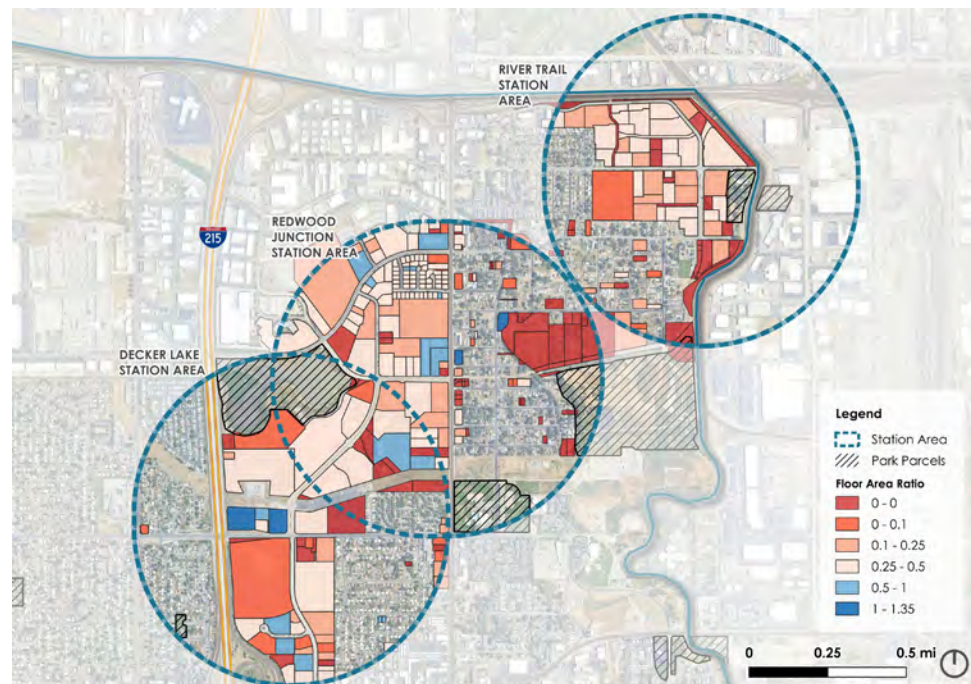
Station Area. Decker Lake has the highest potential for development out of the three stations, with significant opportunity for residential growth and additional hospitality and entertainment adjacent to the Maverik Center.

BARRIERS TO DEVELOPMENT

The Decker Lake Station Area has several properties that may be underutilized due to large surface parking areas—which could present opportunities for redevelopment—but would likely require investment in alternative overflow parking space for the Maverik Center, as well as investments in connections to the road network and TRAX station.

Figure 27 below assesses underutilization in Decker Lake and the other station areas by visualizing the approximate floor-area ratio (FAR) of properties (excluding those in single-family, mobile home, or park uses). FAR summarizes a site's building volume, and the median FAR for properties in this map is 0.16—roughly the built intensity of a gas station. This analysis supports the sense that much of the study area is built at a lower density than is typical for transit-supportive development and could be utilized at a higher rate.

FIGURE 27 FLOOR-AREA RATIO (FAR), ALL STATION AREAS



Appendix A

Appendix B

Appendix C

Appendix D

Appendix E