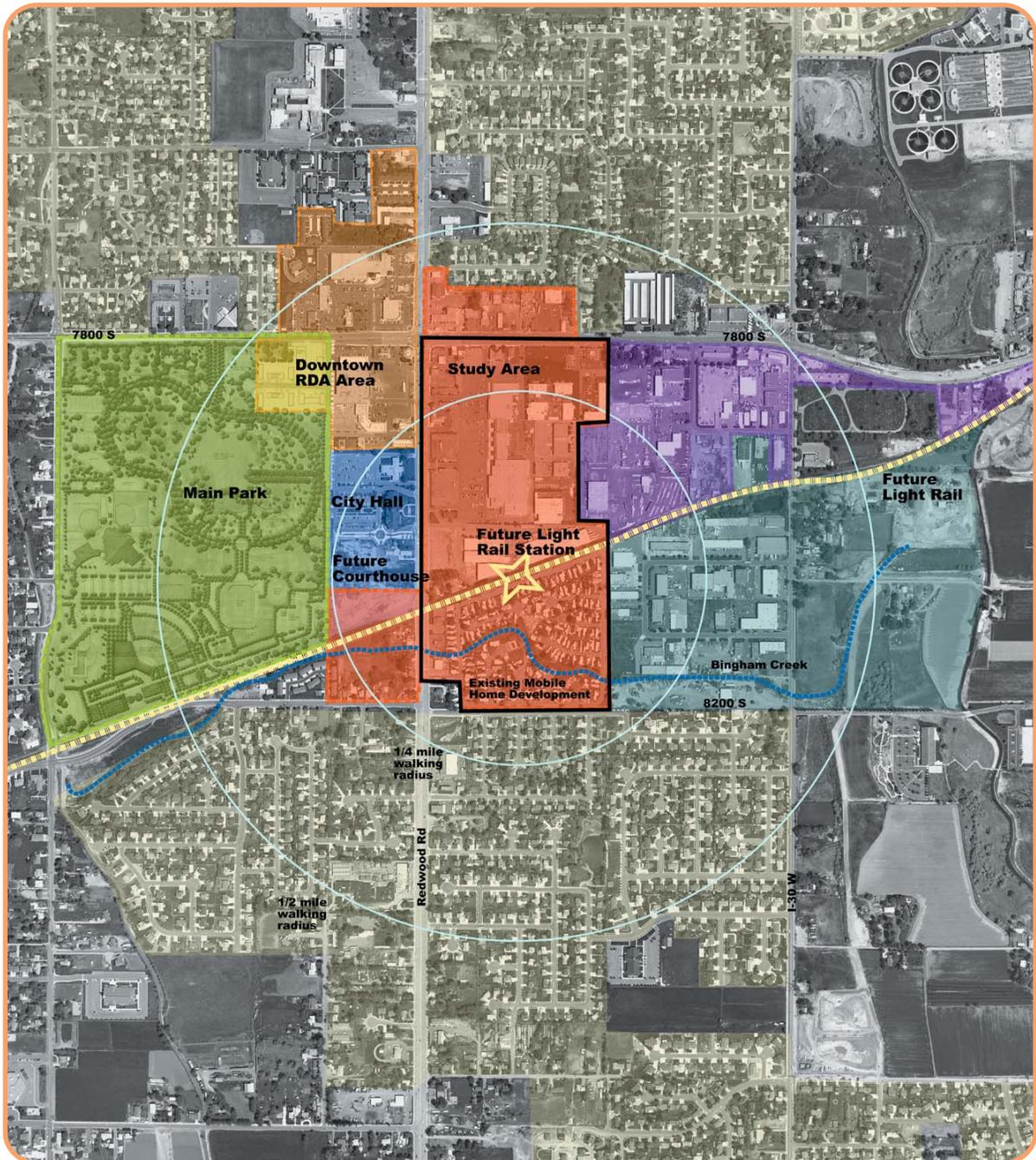


Urban Design Concepts West Jordan Town Center

NOTE:

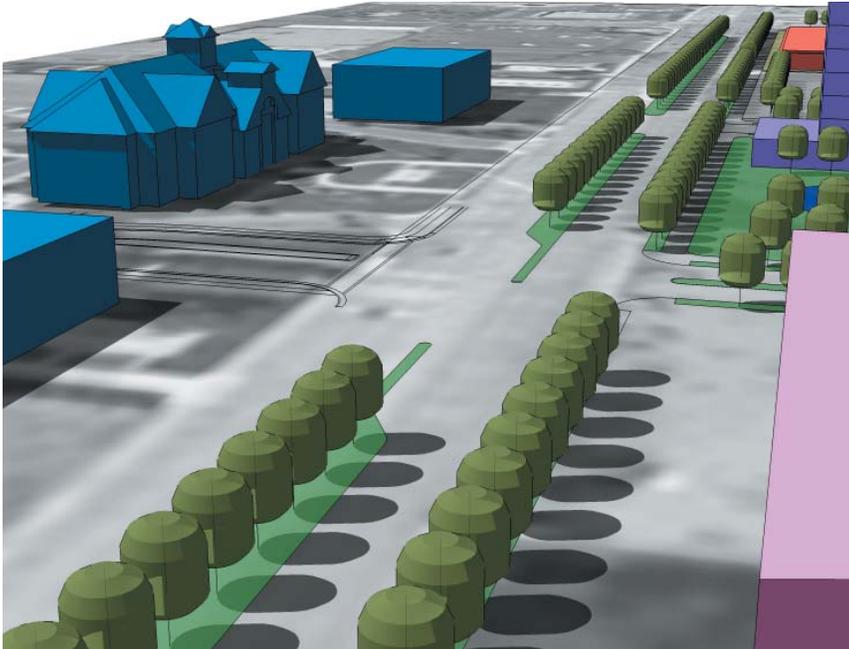
The following over-arching principles are valid and appropriate regardless of any specific concept that is pursued.



A. Circulation and Access

1. REDWOOD ROAD IMPROVEMENTS

Redwood should be retrofitted with a planted median to control left turn movements and to enhance its appearance through the downtown.

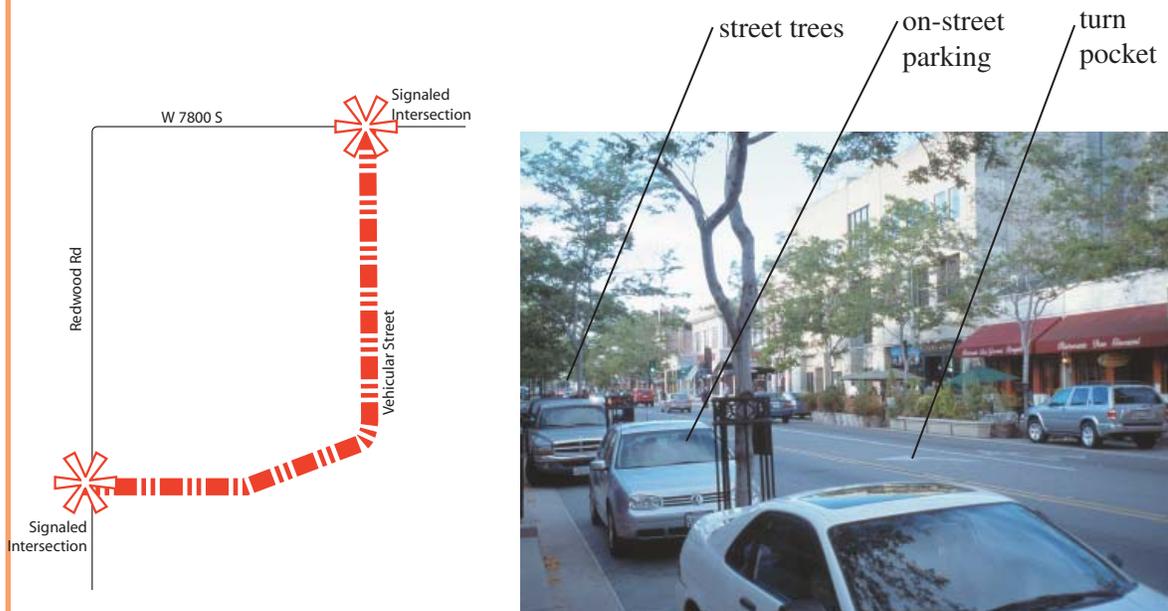
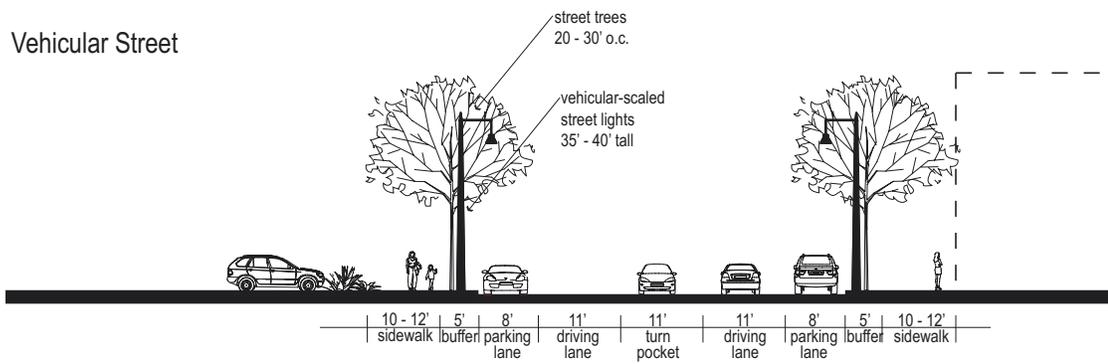


Planted median enhances streetscape and controls left-turn movements.

2. VEHICULAR STREET

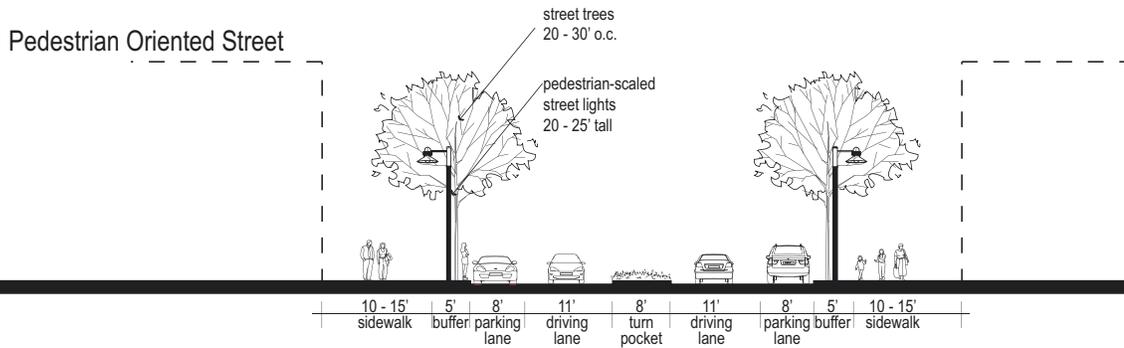
A major vehicular access street should provide a connection through the site between City Hall/Park/Justice Center and 7800, with signals at intersections with Redwood Road and West 7800 South.

Vehicular Street



3. PEDESTRIAN STREET

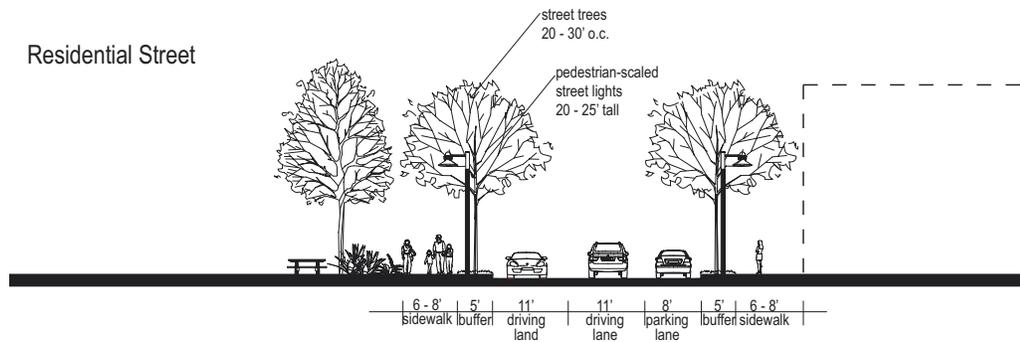
A more pedestrian-oriented “boulevard” street should link the transit center with other major commercial and civic uses.



4. RESIDENTIAL STREET

A tighter local circulation street that does not encourage through-traffic should be located in residential areas.

Residential Street



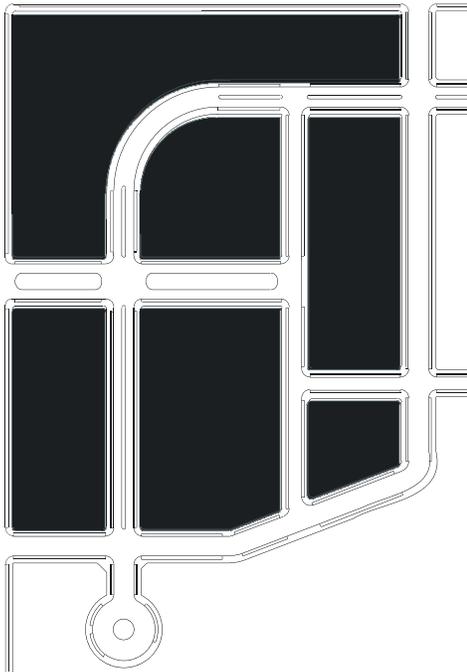
on-street parking

narrow residential street

B. Blocks and Streetscape

1. URBAN SCALE BLOCKS

Rather than a large, monolithic, superblock development, the town center should be divided into urban-scaled blocks surrounded by streets containing sidewalks lined with street trees.

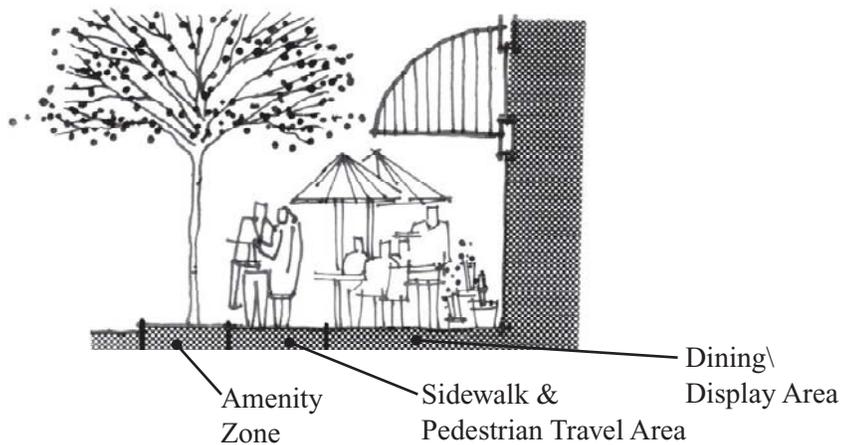


Urban scaled block lined with sidewalks and street trees.

2. STREETScape

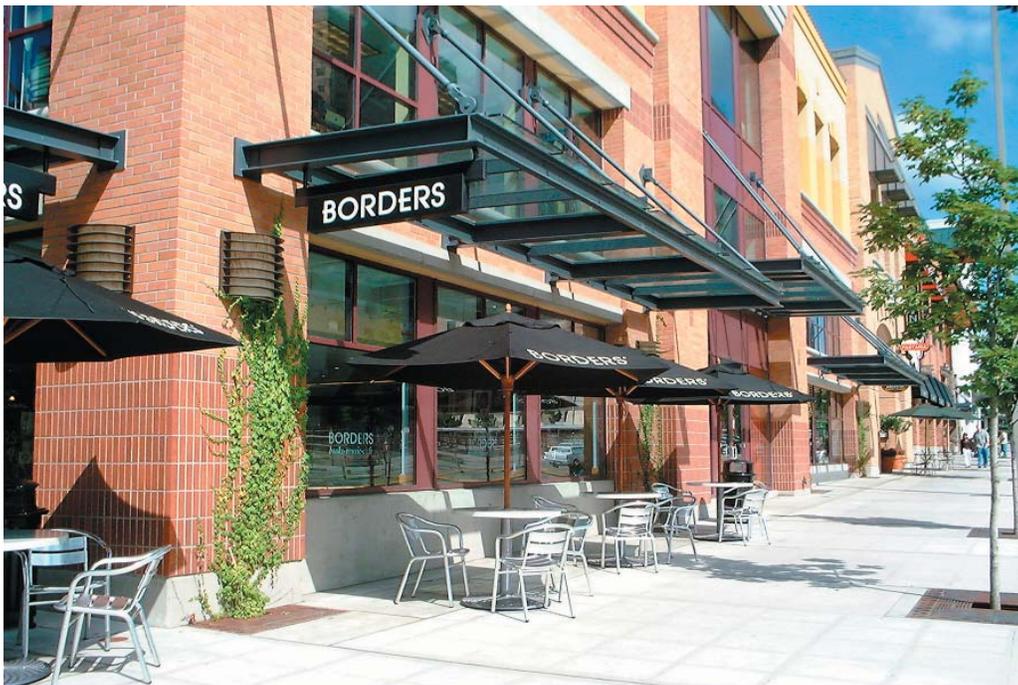
The sidewalk should consist of three separate zones:

- a. Amenity Zone: Street trees should be spaced 25 feet to 40 feet apart, located in the amenity zone in tree grates or continuous 5 foot wide planted area.
- b. Sidewalk Area: Sidewalk area should maintain a clear 7 foot dimension for pedestrian travel.
- c. Dining and Display Area: Sidewalk area outside the pedestrian travel area may be used for outdoor dining and/or display areas delineated at grade or by a low fence.



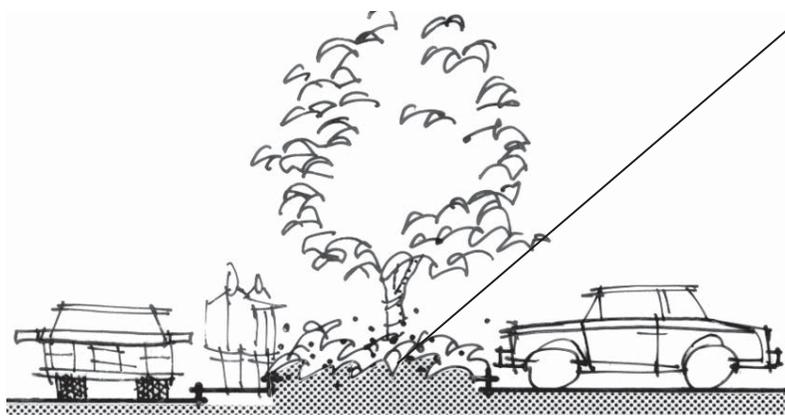
3. RELATING TO SIDEWALKS

Buildings developed or redeveloped within each block should abut the sidewalk, face outwards with entrances, display windows and architectural features.



4. RELATIONSHIP TO STREET – PARKING

Where parking lots are adjacent to the street, they should be screened with trees and other plantings and have internal plantings as well.



tree and shrub
act as screen

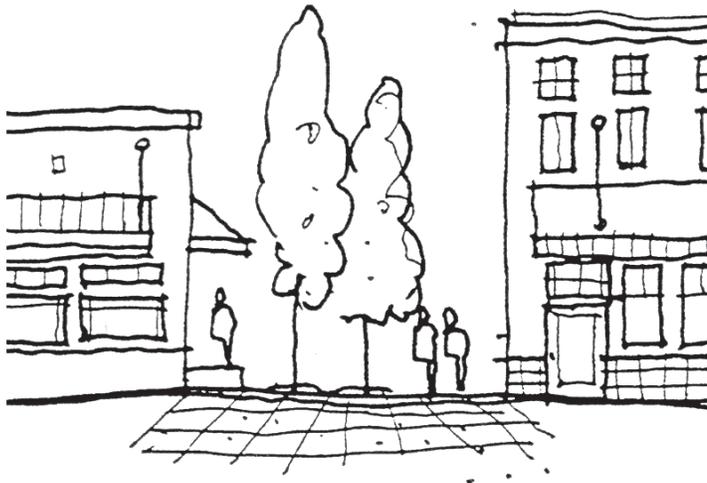
Parking lot adjacent to
street is screened with
trees and planting.



C. Mixture and Proximity of Structures

1. PROXIMITY OF USES

Buildings should be grouped together in a compact form that allows people to safely and conveniently walk between them.



Buildings grouped close together create a pedestrian environment.



2. ENTRANCES

Major destinations and entrances to buildings should be prominent and clear from a distance, so that people may readily understand where they are going.



Entrance is defined by large overhang, clear signage, enhanced paving, and planters.



D. Public Spaces

1. VARIETY

Over time, the town center should have a variety of public spaces, both “hardscape” and “softscape” in nature, in order to provide pleasant places for people to linger, both individually and collectively.



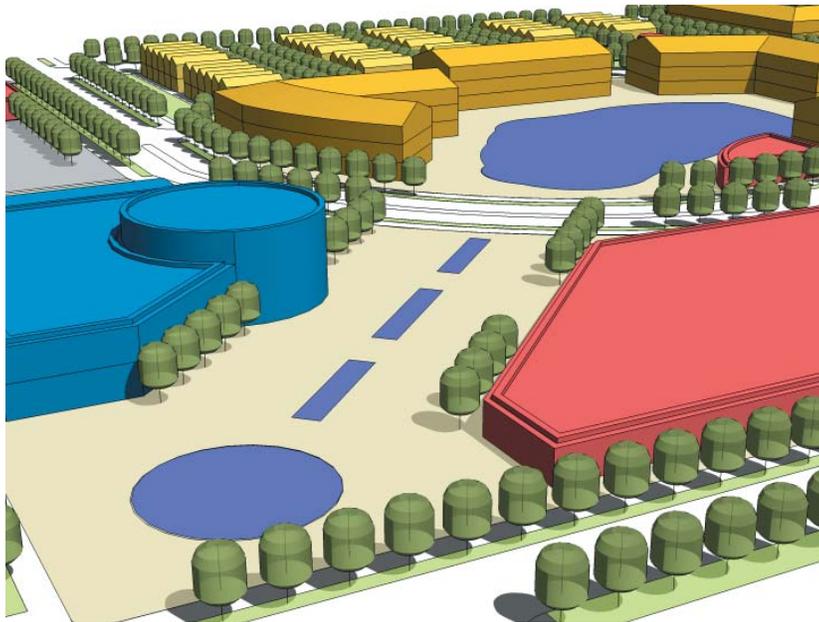
Green residential open spaces create opportunities for passive and active recreation.



Hardscape open space plazas within retail and office areas create pleasant places for people to gather.

2. WATER FEATURES

Water features should be placed in certain locations, both as a draw and to reflect the historic role of water in the valley.



Water features should reflect the historic role of water in the valley.

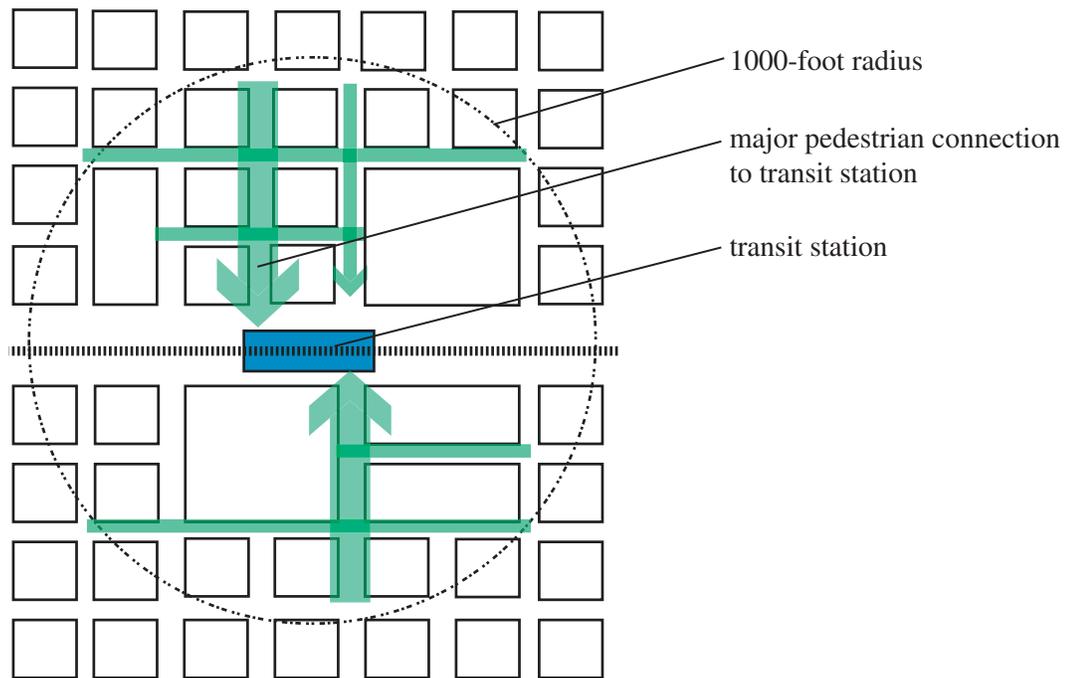


Fountains placed within public plazas create a source of focus and activity.

E. Relationship to Transit

1. PEDESTRIAN CONNECTION

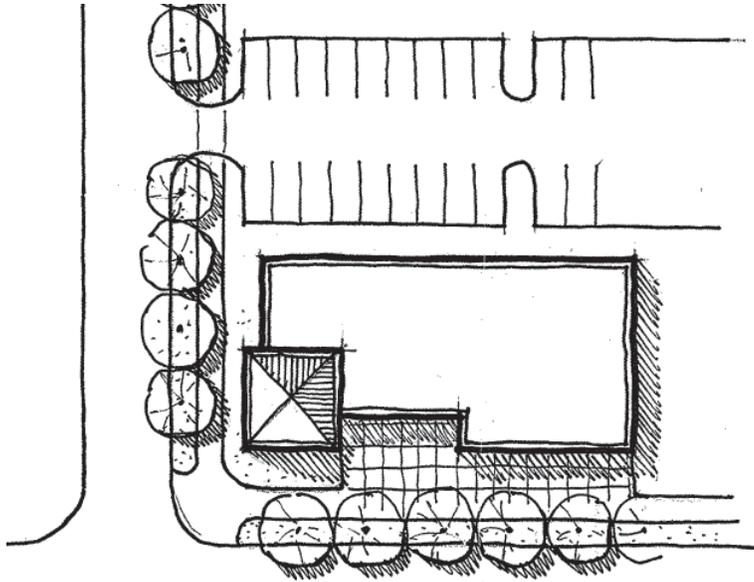
Housing and office space located within at least 1000 feet of the light rail station should accommodate a clear pedestrian connection to the station.



Through-block pedestrian connection allows access from housing to transit station

2. LOCATION OF PARKING

To the greatest extent possible, parking associated with light rail should be located behind other uses.



Parking is located behind the building.

