

Land Use Concepts West Jordan Town Center

NOTE:

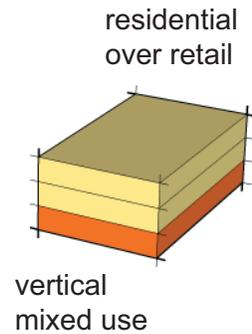
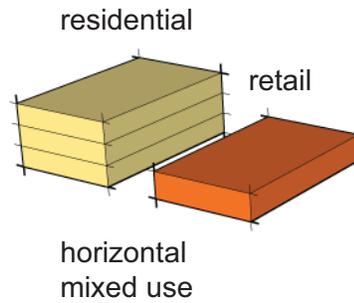
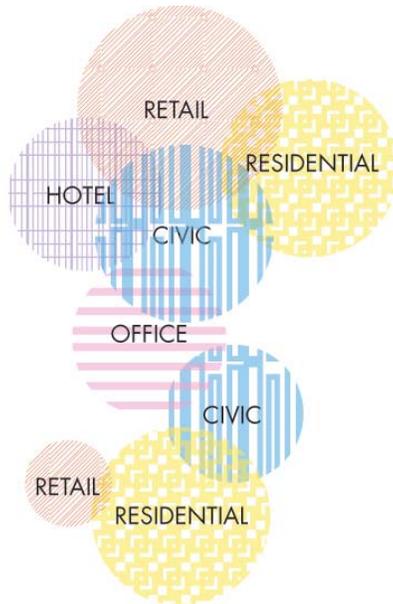
The following over-arching principles are valid and appropriate regardless of any specific concept that is pursued.



A. Land Uses

1. MIXING USES

The town center should contain a mixture of retail uses, office uses, dense residential uses, and civic uses. However, the form of mixed use can be horizontal, vertical, or both.



Mixture of uses throughout the town center.

residential over services

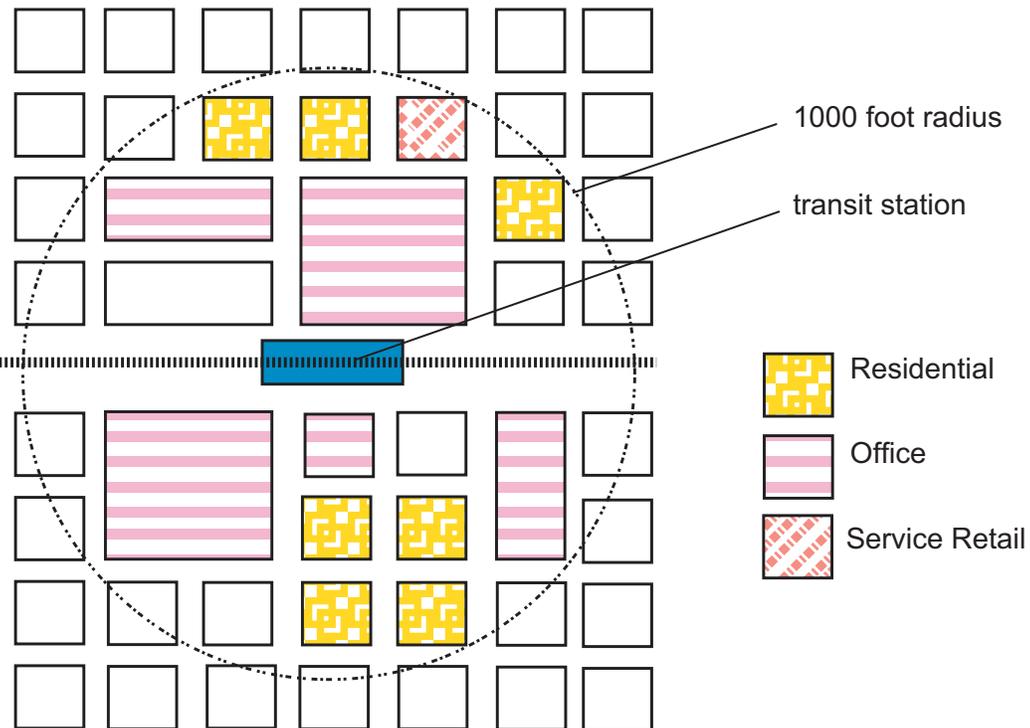
office over retail



Combination of horizontal and vertical mixed-use.

2. PROXIMITY TO TRANSIT

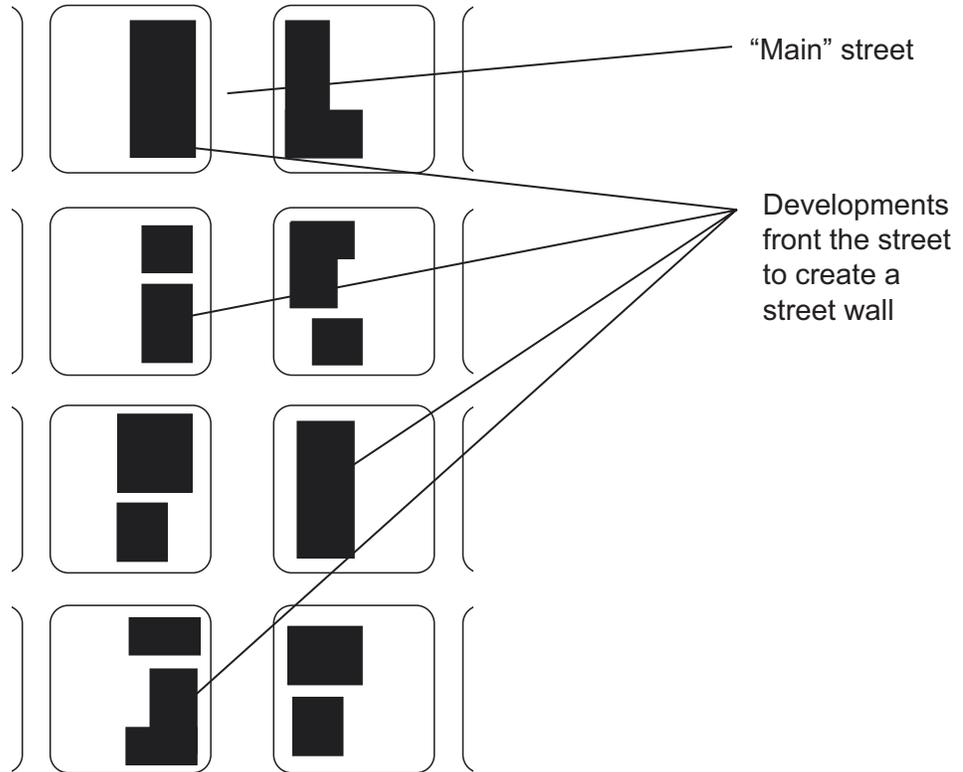
The area within 1000 feet of the light rail station should have a combination of uses that possess a high degree of transit ridership, particularly housing and office space.



Rail transit is surrounded by office and housing.

3. RETAIL ON MAIN STREET

Shops, services, and restaurants should front main streets in order to create an edge to the street and to attract passersby into the development.



"Main" street fronted by retail.

B. Public Spaces

1. RIPARIAN CORRIDOR

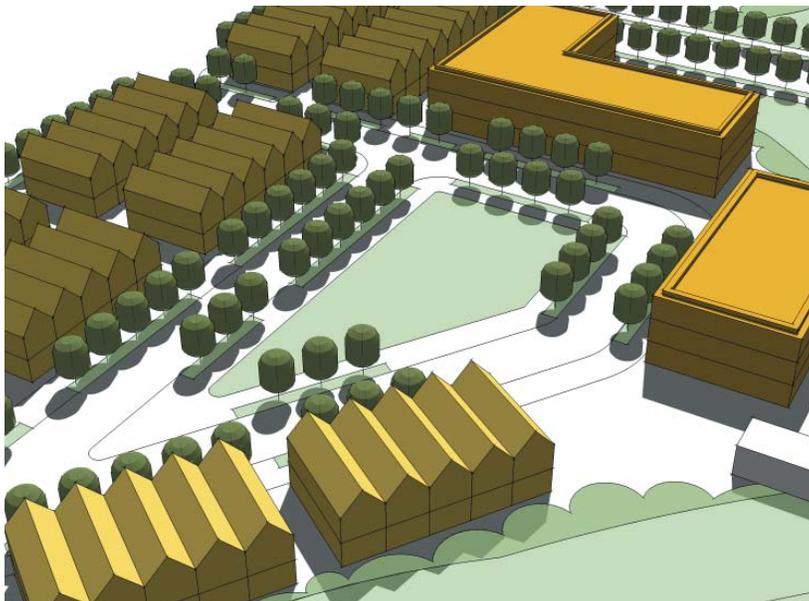
A buffer of at least 50 feet on both sides of Bingham Creek should be used both to protect the riparian corridor and to create a natural amenity for surrounding areas.



Bingham Creek should be protected and enhanced by a 50 foot buffer on each side.

2. RESIDENTIAL COMMONS

Denser residential areas should be clustered around common spaces, as an amenity and as a way of organizing the development.

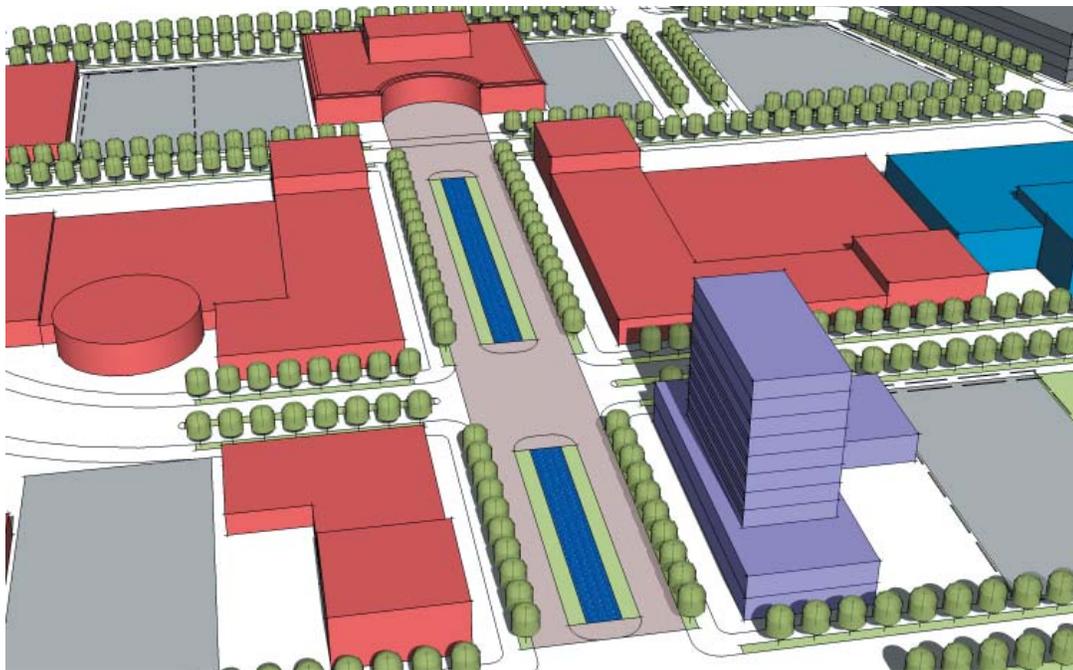


Common spaces should define and organize location of residential areas.



3. RETAIL AREAS

A central public space should be located within retail areas to provide a focus for organization and opportunities to add public events and vibrancy to the area. A major water feature could serve as an attraction.

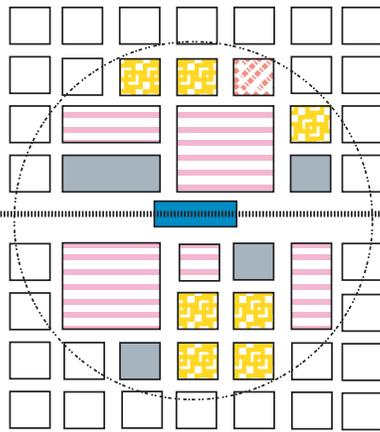


Retail areas should be organized around public spaces to provide a focus and opportunity for events.

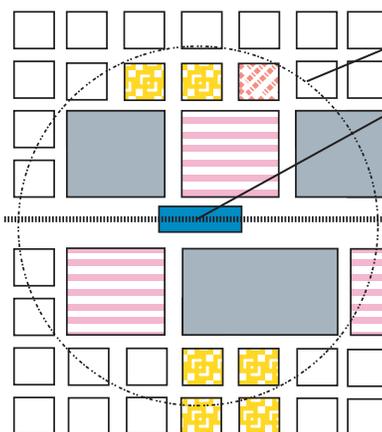
C. Parking

1. DISTRIBUTION OF PARKING

Parking should be located in multiple parking lots throughout the area Rather than provided in large expanses.



PREFERRED: Parking provided in multiple parking lots.



DISCOURAGED: Parking provided in large open parking fields.

1000-foot radius
transit station

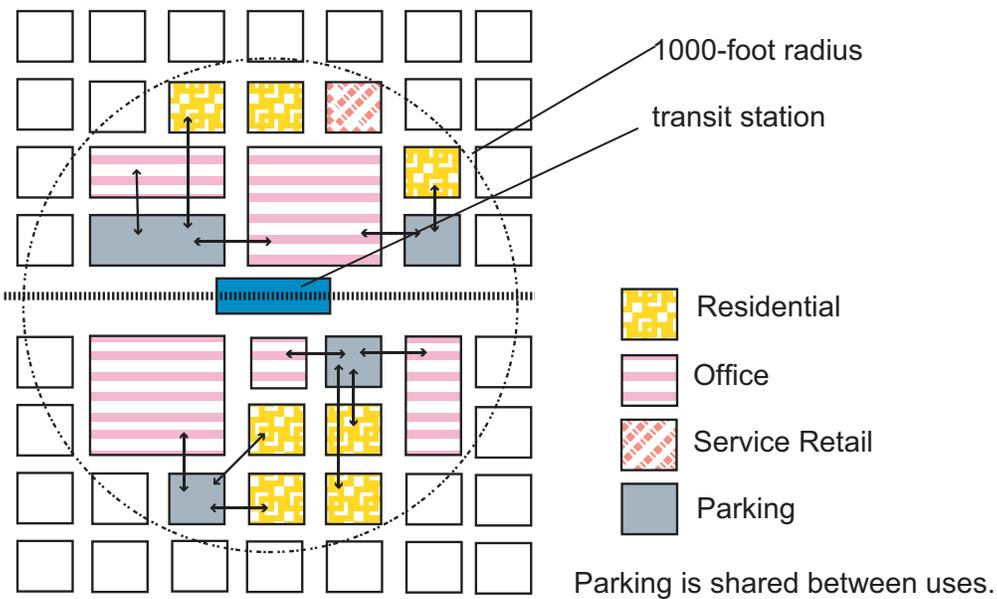
-  Residential
-  Office
-  Service Retail
-  Parking



Small parking lots are encouraged rather than large open parking fields.

2. SHARED PARKING

Parking should be provided to optimize opportunities for shared parking between uses, thus decreasing the number of spaces necessary. Parking for light rail commuters should be available for others uses during evening and weekend periods.



Parking lot is shared between residential and commercial uses.

3. PARKING STRUCTURES

Over time, parking lots should be replaced by parking structures that will allow more area to be used for both development and open space.

parking lot = parking garage + development/open space

