

PLANNING COMMISSION STAFF REPORT

North Temple Viaduct Station Area Plan Master Plan PLNPCM2009-00510.

April 14, 2010



Planning and Zoning Division
Department of Community and
Economic Development

Applicant: Mayor Ralph
Becker

Staff: Nick Norris 801-535-
6173 or nick.norris@slcgov.com

Tax ID: NA

Current Zone: NA

Master Plan Designation:
NA

Council District: District 1,
represented by Carlton
Christenson, District 2
represented by Van Turner;
District 3 represented by Stan
Penfold and District 4
represented by Luke Garrott

Lot Size:
NA

Notification

- Notice mailed on April 1,
2010
- Notice posted in the
newspaper on April 4, 2010
- Agenda posted on the
Planning Division and Utah
Public Meeting Notice
websites April 1, 2010

Attachments:

- A. Draft Plan
- B. Department Comments

Request

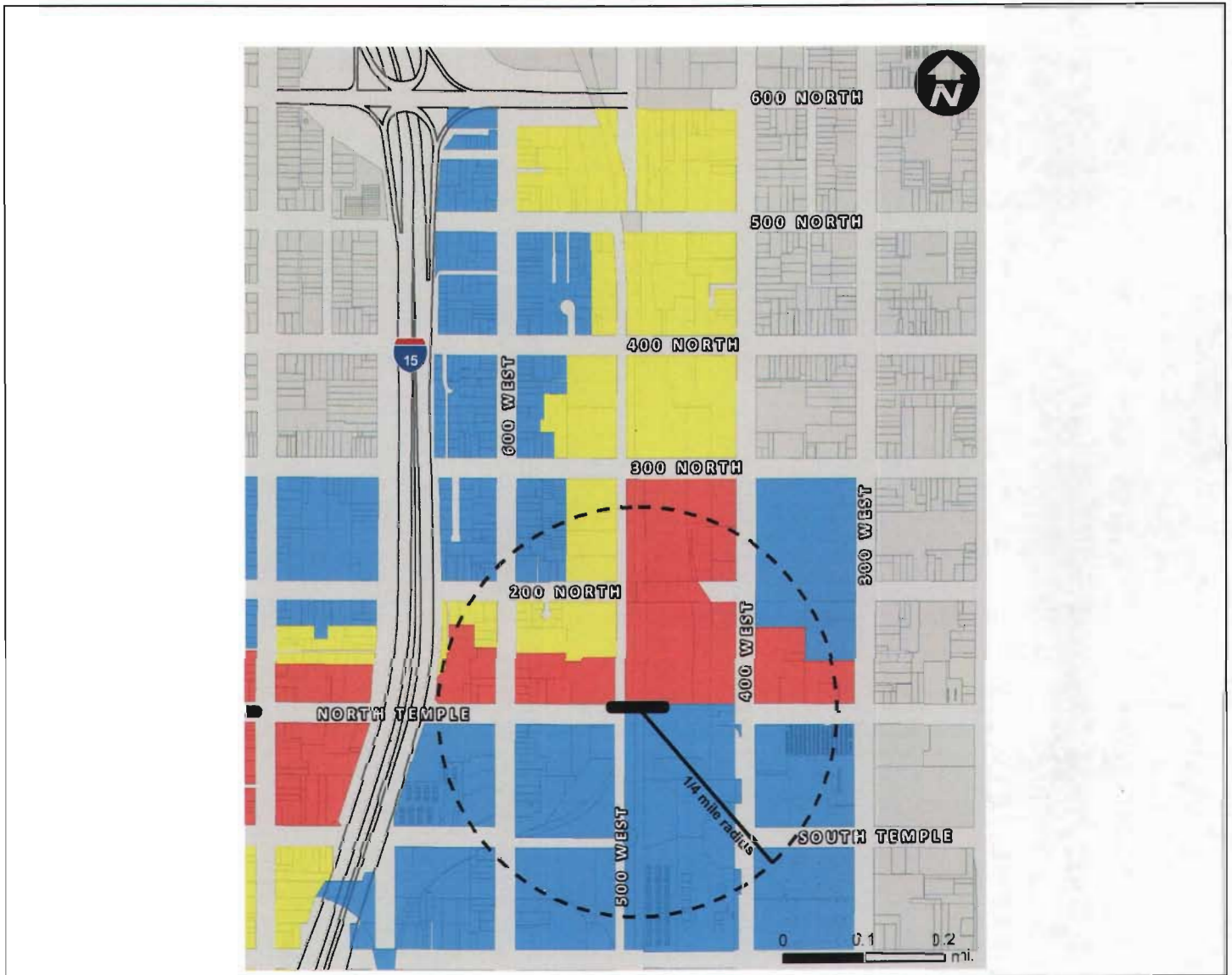
The North Temple Boulevard Station Area Plans project was initiated by Mayor Ralph Becker due to the construction of the Airport light rail line and because the West Salt Lake and Northwest Community Master Plans do not provide policy direction as it relates to development near light rail. The North Temple Station Area Plans are intended to guide future infrastructure and land use decision making in order to anticipate future growth within the vicinity of North Temple Boulevard. This staff report reviews the Viaduct Station Area Plan.

Staff Recommendation

Based on the information listed in the staff report, it is the Planning Staff's opinion that the Planning Commission transmit a favorable recommendation regarding the North Temple Viaduct Station Area Plan for the following reasons:

1. The proposed station area plans are compatible with city wide policies related to land use, including the:
 - Salt Lake City Futures Commission Report (1998)
 - Salt Lake City Urban Design Element (1990)
 - Salt Lake City Community Housing Plan (2000)
 - Salt Lake City Transportation Plan (1996)
2. The proposed station area plans update the Capitol Hill Community Master Plan in regards to development intensity, specifically residential densities in the area north of the Viaduct;
3. The proposed station area plan is consistent with the Capitol Hill Community Master Plan in terms of type of land use near the Viaduct,
4. The proposed station area plans are generally consistent with the comments received during an extensive public participation process; and
5. The proposed plans include best practices to guide future development along and adjacent to North Temple Boulevard.

VICINITY MAP



Background

Project Description

The Airport light rail line has been in the planning stages for a number of years. Now that the project is under construction, the City Administration anticipates that development near North Temple will be different from the existing development type. In February, the Planning Commission adopted a motion recommending that the City Council adopt the Station Area Plans for the 800 West, Fairpark, Cornell and 1950/2200 West Stations. The Viaduct Station Area Plan was not reviewed during that public hearing because the public participation portion of the adoption process was delayed due to ongoing discussions regarding funding the reconstruction of the North Temple Viaduct.

The area around the North Temple Viaduct is located within the Capitol Hill and the Central City Community Master Plans. The Central City Community Master Plan references the Gateway Master Plan as the primary master plan for the area south of the viaduct. The Planning Commission received a draft copy of the viaduct station area plan in March. An updated version of the Plan can be found in Attachment

Comments

Public Comments

The North Temple Station Area Plans project began with an intense series of community workshops intended to provide the community with an opportunity to identify the vision for North Temple, identify the public infrastructure needs and how the area around each station would develop in the future. Final decisions regarding the reconstruction of the North Temple Viaduct were not made until late 2009; however the June and August workshops included discussions of the area around the viaduct. Summaries of these workshops can be found within the draft plan. The following community workshops were held:

- June 2009: Visioning Workshop (approximately 130 people participated)
- August 2009: Urban Design Vision (approximately 90 people attended)
- February 2010: Future Land Use (approximately 50 people participated in a series of half day workshops and community open houses)
- March 2010: Public review of draft plan

In addition to these workshops, the Planning team has been actively involved with the North Temple Community Advisory Committee. This committee was created by UTA and includes local business and property owners, community council representatives and major stakeholders along North Temple. The committee has approximately 40 representatives. The members of the committee were notified of public open houses and workshops and several participated in focus groups and community meetings.

The primary comments received during the public process focused on:

- Transitioning development to be lower in height as it moves north towards the Guadalupe Neighborhood;
- Improving access to the Frontrunner and Trax stations throughout the station area;
- Adding housing to the area;
- Support small businesses in the community;
- Improving the safety of the area.

There were a few people who were generally opposed to some aspect of the construction of the light rail line, mainly that they would no longer be able to make left hand turns or that the bicycle lanes were not necessary. These comments generally came from those who operate businesses along the corridor. They are concerned that the light rail line will not bring more customers to the area. Other concerns were raised about the development intensity in the GMU zoning district to the south of North Temple. The Viaduct Station Area Plan does not recommend any changes to the current zoning south of the North Temple Viaduct.

Two public open houses were held regarding the Viaduct Station Area Plan. The first open house was held on February 12, 2010 and summarized the outcomes of the small group meetings held February 9-11. The major framework of the plan was presented at this open house, as well as the station area maps. Most comments received were focused on the station area map and where the boundaries of the Core, Transition and Stable areas were drawn. The primary focus was north of the viaduct between North Temple and 300 North. In response to the comments, the station area map was amended to include a larger transition area along 200 North. In meeting with other property owners along North Temple, there was some concern regarding the Core

not extending east of 400 West along North Temple. The station area map was modified to extend the core east along North Temple to 300 West to be more consistent with the development on the BYU-SLC and LDS Business College Campus.

The second open house was held on March 18, 2010. This open house coincided with an open house sponsored by UTA regarding the traffic detours associated with the demolition of the North Temple Viaduct. Due to the conflict, Planning Staff were available at both open houses. Neither open house was well attended; approximately three dozen people attended both open houses. No written comments were received; however, several in attendance provided verbal comments. Those comments included support for extending the core east to 300 West, a general disapproval of the Airport Trax line going to the Airport and concerns with ten story buildings in the Core area blocking solar access to the buildings to the north.

In addition to the above meetings, the Planning team also met with a number of school groups, including students from the University of Utah, West High School, Northwest Middle School and the Salt Lake Center for Science Education. The purpose of these meetings was to teach the students about planning in general and to identify the issues and concerns that these age groups may have, not only with using transit but also with the types of development they would like to see along the corridor. The children and teens are often not considered in the planning process, but due to their age, are frequent users of mass transit. The discussion primarily focused on the Viaduct and the impact to students travelling to and from West High School.

City Department Comments

Several City Departments and Divisions have participated in the planning process for North Temple. The draft copy of the Viaduct Station Area Plan was routed to the applicable City Departments on March 8, 2010. The Planning Division does not believe that there are any comments from other City Departments or Divisions that cannot be accommodated in the Plan policies and the recommendations made have been incorporated into the plan. Public Utilities did note that there was not much discussion of public utility improvements in the plan and that upgrades are being done as part of the construction of the light rail line. This is a correct assessment. Typically, a plan is more general in nature and is a policy document. As with any new development, the developer must ensure that all public utilities are capable of servicing their project. The comments received from pertinent City Departments / Divisions can be found in Attachment A.:

Analysis and Findings

Options

The proposed North Temple Viaduct Station Area Plan is a reflection of the community's vision for the area around the viaduct. The creation of the plan was done with the intent of incorporating the major themes identified through the public process. Once these themes were identified, a series of best practices that were applicable to the community's vision were incorporated into the plan to guide future development in a manner that can help turn the community vision into a reality. The key issues identified include:

- Where the appropriate location for more intense development is;
- Where high density residential opportunities exist;
- How to reduce impacts on the Guadalupe Neighborhood;
- How to ensure access between destinations in the station area;
- How to access the Trax station and Frontrunner Station;

While there are many options in terms of how to address land use, the draft station area plans represents the preferred option of the community and Planning staff. Other options are:

- Make no changes to the existing master plans and development regulations and allow development to continue in the manner that it currently is;
- Make consistent changes that would apply to the entire corridor;
- Make limited changes on North Temple to the areas closest to the light rail stations.

After analyzing the comments from the community, the desire for a different type of development along North Temple eliminated the option to make no changes. If the proposed station area plans are not adopted, the existing policies and regulations would remain in effect, which would not promote adequate intensity and density to serve light rail or improve a walkable, sustainable community. Community input and existing conditions indicate that there are unique situations and characteristics around each station and that a one size fits all approach could not capitalize on the unique assets at each station. Making limited changes near the stations would not provide enough land area to accommodate future projected growth.

Findings

The City does not have specific standards for Master Plan Amendments. In considering the North Temple Master Plan, Planning staff analyzed the following documents related to land use:

- Salt Lake City Futures Commission Report (1998)
- Salt Lake City Urban Design Element (1990)
- Salt Lake City Community Housing Plan (2000)
- Salt Lake City Transportation Plan (1996)
- Capitol Hill Community Master Plan (2001)
- Central Community Master Plan (2005)
- Gateway Master Plan (1998)

Salt Lake City Futures Commission Report

The Salt Lake City Futures Commission report is a city wide document that is general in nature. It includes a number of recommendations grouped by category. Those relevant to this project include:

- Arts and Culture
- Built Environment
- Economics
- Natural Environment
- Neighborhoods
- Social Environment

This document recommends that the City budget money for including art in all public construction projects. The construction of the Airport light rail includes money for art and a program called Art in Transit has been established to create meaningful art along the corridor. In addition, this section recommends providing adequate public spaces that are equipped to handle gatherings of various sizes at different locations throughout the City. Providing live/work space for artists is also recommended. The North Temple Station Area Plans recommends a broad range of housing types, including live/work units along North Temple, as well as in the Euclid Neighborhood.

The Built Environment section identifies a number of key recommendations that are relevant to the North Temple Boulevard Station Area Plans. Assertion A states that

An integrated transportation system, including alternative modes of transportation such as pedestrian ways, bicycles, mass transit, freight vehicles and personal automobiles ensure the enjoyable movement of people and products into and within the City.

The Station Area Plans identify all of these modes of travel and recognize the importance of effectively managing each mode. The success of each station area depends on the efficient movement of people and goods.

Assertion B creates a hierarchy upon which urban design should be based:

1. Focus on the needs of pedestrian and bicyclists first;
2. Focus on mass transit second;
3. Focus on the automobile third.

This section continues by saying: "public transit systems such as light rail are user friendly and designed with the pedestrian in mind; and all citizens have access to public transit within 1,200 feet of their homes." The Airport light rail provides a number of citizens with new access to mass transit. In addition, by strategically focusing future growth and development around transit stations, future residents and workers have better access to transit.

This section introduces the importance in design and mentions that high aesthetic standards, integrating urban design and building design, having streets with character, and unique neighborhoods contribute to a more livable City and nurtures a strong community. The Station Area Plans include a number of policies and strategies that address each of the assertions in the Built Environment section.

Safety is an important theme that was identified in each of the community workshops. The Futures Commission report identifies that safe sidewalks, parks and other public spaces are essential to a vibrant City. The proposed plan recommends adopting Crime Prevention Through Environmental Design concepts into future zoning regulations to improve the safety of our community.

An important aspect of the Futures Commission report is identifying that all people have a stake in the planning and building of the City. From the beginning of the planning process for North Temple, Planning staff has intended for this plan to be based on community input. The broad participation in this process is an important aspect of the plan and important in the long term success of the plan.

The Economics section of the Futures Commission report identifies that planning and zoning are important economic development tools. Many of the policies, strategies and key projects are aimed at promoting economic development along the corridor to support the business community, enhance the neighborhoods, protect the City's tax base, and improve the economic condition of the neighborhoods along the corridor and the City as a whole. Other parts of the Economic section discuss:

- Light rail construction being critical to the transportation system as well as improving air quality;
- Promoting housing and mixed used development throughout the City;

The Natural Environment section focuses on air and water quality, solid waste management, open space, and gateways. The North Temple Station Area Plans address these issues by promoting compact development that uses less land and provides people with options on how they move, where they live, and where they shop, dine, work, and play. It also allows for the creation of new open spaces; and recommends innovative solutions to storm water management.

Neighborhoods are the backbone of any City, and the neighborhoods near the North Temple viaduct are no exception. Preserving neighborhoods such as Guadalupe and Gateway provide a foundation for future development in the area. With the anticipated growth in Salt Lake City, future development and residential density should be strategically located so that the existing neighborhoods are preserved. By concentrating new development near the transit stations, the City can adequately provide services to new development and preserve the neighborhoods at the same time. Providing a range of housing options helps create diverse neighborhoods and provides people with different needs, options as to where they live.

The Social Environment section defines itself as “everything in our society that improves our lives, expands our minds, and helps us to be healthy, caring, educated, and productive citizens.” This section has recommendations related to promoting community involvement, expanding recreational opportunities, and addressing issues that impact our community. The Viaduct station area plan touches on these principles and has had an extensive public involvement process. Providing adequate housing for people with different needs, providing transportation options and enhancing our open spaces and access to our trail system improves our community.

Salt Lake City Urban Design Element

The purpose of the Urban Design Element is to define urban design objectives for the City and illustrate a process for making decisions regarding the City’s future character. To that end, the Urban Design Element recommends a number of policies and strategies. A key strategy is to recognize that land use intensities and building heights should reflect the relationship between the district that they are located within and adjacent neighborhoods and their respective role in the City. The document goes on to say “indiscriminate high rise construction outside of the downtown core adversely affects the strong downtown development concentration characteristic of the City.” The station area plans recognize this concept by limiting building height to a level that transitions from the core of a stations down towards existing neighborhoods. In addition, the building height complements Downtown by having lower building heights and continues the downward progression of building height between Downtown, the Gateway Neighborhood and into the Guadalupe Neighborhood. The Urban Design Element lists many other policies and strategies that are relative to North Temple and addressed in the station area plans, including:

- Allowing individual districts to develop in response to their unique characteristics within the overall urban design scheme for the City;
- Treat building height, scale and character of significant features of a districts image;
- Ensure that features of building design such as color, detail, materials and scale are responsive to district character, neighborhood buildings and the pedestrian;
- Maintain a pedestrian-oriented environment at the ground floor of buildings;
- Introduce pedestrian-oriented elements such as landscaping, sidewalk lighting, pedestrian oriented building and site design into neighborhood commercial centers;
- Use street spaces, patterns and rhythms to unify the image of a district;
- Encourage pedestrian walkways networks that connect individual buildings, blocks, groups of blocks and entire districts;
- Require new buildings to respect the pedestrian elements of the street

The North Temple Viaduct Station Area Plan provides additional guidance for land use decisions and includes policies which complement the Urban Design Element. The Plan provides more focus of the urban design concepts because there is specific urban design policies related to each station area.

Salt Lake City Community Housing Plan

The goal of the Community Housing Plan is to enhance, maintain and sustain a livable community that includes a vibrant downtown integrated with surrounding neighborhoods that offer a wide range of housing choices, mixed uses and transit oriented design. The key concepts addressed in the Housing Plan include:

- Creating a wide variety of housing types across the City;
- Preserving, rehabilitating and replacing (when necessary) the existing housing stock;
- Encouraging innovation in housing design;
- Encouraging mixed use and mixed income housing;
- Creating transit-oriented housing developments;
- Creating affordable and transitional housing;
- Exploring innovative funding mechanisms for the creation of housing;
- Altering zoning regulations to encourage the potential for innovation in housing developments; and
- Supporting home ownership for a variety of income levels.

The Viaduct Station Area Plan includes a number of policies that support the above concepts. The development concepts identified in the station area plans include a major focus on creating a range of housing options for people with different housing needs. The plan also discusses preserving existing housing in existing neighborhoods, such as Guadalupe.

Salt Lake City Transportation Plan

The Salt Lake City Transportation Plan includes policies related to all forms of transportation, including automobile, mass transit, pedestrian, and bicycle. The plan correctly identifies the important link between transportation and land use and provides the following relevant direction for future land use:

- Salt Lake City will preserve and enhance residential communities within the City which allow residents to live, work and play in the same area;
- Salt Lake City will explore opportunities to increase residential and destination densities at major bus and rail transit nodes along transit corridors;
- Salt Lake City will promote development that is transit, pedestrian and bicycle friendly.

The Viaduct Station Area Plan is consistent with this direction and aims at providing opportunities for land use to support mass transit and vice versa. The transportation plan provides direction for increasing the number of bicycle lanes within the City and maintaining those lanes to a high standard. Integrating bicycle use into the Station Area Plans is a key component of the plan and the plan recommends providing safe and convenient pedestrian and bicycle infrastructure. The Station Area Plans indicate that finer grain network of bicycle paths and trails will be warranted as the station areas develop over time and bicycle use increases.

Capitol Hill Community Master Plan (2001)

The Capitol Hill Community Master Plan was adopted in 2001 and includes the north side of North Temple. There are several policies specific to the Guadalupe Neighborhood. Access for pedestrians and bicycles is a key issue and one that the plan recommends improving, particularly as it relates to crossing the railroad tracks. Preserving the existing residential structures and allowing infill development that is compatible in design, scale, site configuration and character is desired. The Capitol Hill Plan recommends redeveloping the industrial land uses into a mixed use area, with emphasis placed on residential development. The plan recommends using

medium density residential (15-30 dwelling units per acre) west of 500 West, mixed use with a medium residential density (15-30 dwelling units per acre) west of 400 West and north of 300 North and mixed use with a medium/high residential density (30-45 dwelling units per acre) east of 500 West.

The Viaduct Station Area Plan places a heavy emphasis on access between the transit platforms and the destinations within the station area. The Plan also identifies the importance of the Guadalupe Neighborhood and supports the policies found in the Capitol Hill Community Plan by recommending development that is compatible in character to the existing neighborhood. Both plans are generally consistent in terms of redeveloping the industrial areas to mixed use. However, the plans differ in level of intensity and development. While the Capitol Hill Community Plan identifies mixed use for this area, it identifies a residential density that may not be able to support a mixed use neighborhood. In order to create development that can increase ridership of the Airport Trax Line, the Capitol Hill Community Master Plan should be amended to allow for more residential density in the area north of the Viaduct Station. In *TOD 202: Station Area Planning How to Make Great Transit Oriented Places* produced by the Center for Transit Oriented Development and Reconnect America, recommended densities for an urban center type of station is 50-150 dwelling units per acre. This report also states that this type of density can be achieved using a range of housing and building types, including townhomes, low rise multi-family buildings and mid-rise (4-6 stories) multi-family buildings. In order to create a successful mixed use and transit oriented neighborhood in this area, the residential densities need to be increased.

Central Community Master Plan (CCMP, 2005)

The Central Community Master Plan includes the area on the south side of North Temple. The CCMP identifies this area as part of the Gateway Neighborhood Planning Area. It defers to the Gateway Master Plan for land use policies in this area.

Gateway Master Plan (1998)

The Gateway Master Plan identifies the land use policies for the area south of North Temple between 300 West and I-15. The area is called the Union Pacific Sub-district. The main theme for this district is to be a lively center of activity. The focus is on creating a mixed use area that is a regional destination that brings visitors to the area. It states that housing is a key component of that focus. The North Temple Viaduct Station Area Plan does not propose changing the land use policies in this area. The Viaduct Station Area Plan does reflect the Gateway Master Plan in terms of improving the overall connectivity and circulation patterns for all modes of travel.

Summary

The Proposed North Temple Viaduct Station Area Plan is generally consistent with the policies and guidelines listed in the applicable City wide and Community Master Plans. The Viaduct Station Area Plan provides finer detail, is more specific to geographic areas and provides adequate guidance on future land use decisions. It is critical that future zoning be compatible with the Viaduct Station Area Plan and the Gateway Master Plan; reflects the Community's vision and can provide the necessary flexibility, processes and regulations to produce desired development. The Plan provides for appropriate height, densities, and land use intensities in various geographic sections along the corridor to support the community vision, increase ridership and create a transit oriented neighborhood on an urban center scale. These policies are important to achieve the City's goals of environmental, economical and social sustainability as well as ensure the large public investment in infrastructure along North Temple is effective in revitalizing this area of the City and providing for the needs of the residents, business community and other stakeholders in the area.

Attachment A Draft Plan



Viaduct Station Area Plan



Commission Draft version March 31, 2010

NORTH TEMPLE BOULEVARD



VIADUCT STATION AREA PLAN

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West High School's main entrance on 300 West.

Vision

The Viaduct Station Area will become a major regional destination and transfer station for commuters from the north and south and those travelling to the Salt Lake City International Airport. Future development will continue to create a vibrant, active, safe and well connected urban center with a diverse mix of intense land uses. The area will contain a rich mix of transportation options that attract people from the entire region. Major destination points within the station area will be enhanced and continue to provide a diverse mix of amenities for those that live, work, shop, dine or come to the area for entertainment.

The following policies are intended to make the vision a reality:

1. **Design:** Use innovative zoning techniques to create high quality projects that build on the station area's assets.
2. **Connectivity:** Improve the pedestrian environment to create a walkable transit-oriented neighborhood.
3. **Mix of Uses:** Intensify the mix of uses.
4. **Placemaking:** Create safe, vibrant and useful public spaces and urban infrastructure.
5. **Destinations:** Enhance the area as a regional destination and transfer location.

Due to the unique nature of the Viaduct Station, the principles of the **Urban Design Framework Plan** is being created whose principles are critical to creating a unique and special place around the viaduct and transfer station. The key principles are:

1. Recognize the significance and uniqueness of this location in the City as an important interface between transit and development.
2. Create a memorable public place and public infrastructure by using the North Temple viaduct and transfer station as prominent design elements.
3. Inspire design excellence and quality development in both the public and private realms.
4. Create a network of quality open space connections from the transit platforms to important destinations and activities in adjacent areas.
5. Protect, enhance and build on existing development in the area, such as the Guadalupe Neighborhood, Gateway, and the Salt Lake Hardware building.

Community Input

June Workshop

The June (2009) workshop focused on the likes, dislikes and future visions for the entire North Temple corridor. While the intent was to receive input for the entire corridor, several themes are applicable to the Viaduct Station:

- Proximity to Downtown.
- Diversity of businesses.
- Existing housing and mix of uses around the Gateway.
- Existing viaduct separates the community from the rest of the City.
- Not pleasant to cross over or under the viaduct.
- Improve the overall connectivity in the area.

August Workshop

The intent of the August (2009) workshop was to solicit feedback on what should be done now, what should be done in the future, and what are the big ideas that could be used to make each station unique. While there were a lot of comments received about the viaduct station, the key themes that emerged included:

- The viaduct should be an iconic landmark and connector
- The area around 600 West could be a unique little village along the corridor.
- Improve the connection between the viaduct and the 800 West Station.

February Workshop

The February (2010) Workshop consisted of a series of small group meetings held over a number of days. The meetings were attended by property owners, UTA, business owners, area residents and other stakeholders. The purpose of these small group meetings was to identify the types of land uses and general characteristics that people wanted to see within the viaduct station area.

- Make the viaduct station and commuter transfer station an iconic piece of urban infrastructure that create a memorable place for transit riders and the adjacent communities.
- Protect and strengthen the Guadalupe Neighborhood and Gateway Project.
- Inspire high quality development.
- Connections between the stations and the destinations (both existing and future) in the area are critical.

The public process included presentations to area schools.



The comments received from the public workshops have been used to identify a vision for the station area, define what type of transit station the Viaduct Station Area is, create land use policies, identify key projects and to recognize key characteristics of future zoning regulations. For a complete summary of each workshop, please refer to Appendix A.

Existing Conditions and Context

Existing Conditions

The North Temple viaduct serves as the primary connection between Downtown and the neighborhoods along North Temple. Over the last decade, the area has begun a transformation into a vibrant urban neighborhood, with The Gateway project on the south side of the viaduct, while the Guadalupe and West Capitol Hill Neighborhoods have seen major reinvestment in low density residential development. The existing development pattern is characterized by:

- Lack of connections between 400 West and 600 West due to the location of the heavy freight lines;
- Dense, urban residential on the south side of the viaduct;
- A number of mid-rise buildings with a diverse mix of uses;
- A regional destination point with major land uses that draw people in, such as the Gateway development, Energy Solutions Arena, LDS Business College and BYU-Salt Lake Campus.



The four quadrants of the Viaduct Station Area and its notable uses.

The boundaries of the area are generally 300 West, I-15, 600 North and 200 South. The area is divided into four quadrants at 500 West and the North Temple viaduct.

Northwest Quadrant

The northwest quadrant of the station area is dominated by the Guadalupe neighborhood. The neighborhood is mostly low density residential. A strip of manufacturing uses exist along 500 West and there are a few corner retail stores in the area.

Southwest Quadrant

The southwest quadrant has historically been an industrial and manufacturing area. This area is heavily impacted by railroad lines and the FrontRunner commuter rail line, which bisect the area. The Bridges at CitiFront, a mixed use project, has started to transform the area as more of a mixed use residential area.

Northeast Quadrant

The northeast quadrant is dominated by West High School, which occupies a significant amount of land. Undeveloped land between 500 West and 400 West and North Temple and 300 North provide a major redevelopment opportunity, which will help fund the reconstruction of the North Temple viaduct. The rest of this area is a fairly even mix of manufacturing, office and low density residential.

Southeast Quadrant

The southeast quadrant contains a number of regional attractions, including The Gateway, LDS Business College, the BYU-SLC campus and the Energy Solutions Arena. This area has been transformed over the past 20 years from a rail yard to a vibrant neighborhood that is well served by transit and has a broad mix of uses, including high density housing.

Circulation

The viaduct station area has very few streets and connections that cross the freight lines., i.e. 300 North, the North Temple viaduct 100 South and 200 South all cross the freight lines or provide access between 400 West and 600 West, but only North Temple provides a grade separated crossing. The freight lines, along with I-15, separate the viaduct station area from the 800 West Station Area and make it difficult to connect the two station areas.

Pedestrian connections follow existing streets, although some streets lack sidewalks. The North Temple viaduct does include sidewalks on the south side, but they are in disrepair and are not a very safe or attractive environment for pedestrians. There are no at grade pedestrian crossings along North Temple.

With the City's decision to rebuild the North Temple Viaduct, sidewalks and bike paths will be added. However, there are no public pathways under the viaduct on the east side of the railroad tracks. The rebuilt viaduct will be a filled structure, with a narrower opening over the railroad tracks. The opportunity for improved circulation in the area will be determined by the design of the new viaduct.

There are few bicycle lanes in the area with 600 West, 200 South and 300 North being the primary bicycle routes in the area. The North Temple viaduct is not very conducive to bicycling.

Key Demographics

The Viaduct Station Area has seen a tremendous amount of change and growth over the last 10 years. The area will continue to see a great deal of growth over the next 20 years, particularly in the number of residents and dwelling units. It is anticipated that over 10,000 additional people will be living in the general area over the next 20 years or so, with almost an equal number of new housing units being built. More than 5,000 new jobs will be added. This is reflective of the national trend of shrinking household size and the increasing desire of people wanting to live in an urban setting.

While there are many factors that will determine actual growth over this time, it is important to **identify the growth potential** to ensure that the area can accommodate this type of growth.

Demographic Data

Population	Dwelling Units	Jobs
2,333	969	7,801

(Source: 2000 U.S. Census)

2030 Projected Demographic Data

Population	Dwelling Units	Jobs
12,659	11,286	13,407

(Source: Wasatch Front Regional Council)

Viaduct Station Area

The North Temple Viaduct Station Area Plan defines the overall vision, identifies a particular station typology and specific criteria, land use mix, circulation patterns, urban forms and infrastructure, open space network, and other public amenities for the area within walking distance of a transit stop. The Core Area encompasses an area within a five minute walk or quarter mile from the station platform. A transition area extends about one-half mile from the station platform.

The North Temple transfer Station is unique in that it incorporates an above grade TRAX Station with an at grade FrontRunner station, a local bus connection point and in the future may include the South Davis County Streetcar line.

Station Area Typology

The Viaduct Station Area displays characteristics most commonly found in an **Urban Center Station**. This type of station area is generally served by at least three types of transit service. There is an existing mix of high density housing and intense commercial use. In addition to providing services to those that live close by, an Urban Center Station is also a regional draw that attracts people from far away for entertainment, shopping or work. The mix of uses and choices increase overall conveniences, promotes a healthy lifestyle, and increases safety.

This type of station area includes a core, which exhibits the most intense level of development and mix of uses and the greatest density. The transition areas are those areas that are further from the station (up to 1/2 mile), contain a less intense mix of uses and less residential density, although there may be very dense residential uses.

Viaduct Core Area

The Core Area is comprised of the area closest to the Viaduct Light rail station. The area south of the viaduct station already exhibits the characteristics of an Urban Center type of station. Similar development characteristics will be exhibited in future development. These characteristics include:

- Mid-rise buildings, approximately seven-ten stories in height;
- Zoning regulations that emphasize building design over land use;
- An intense mix of uses;
- Very high residential densities, sometimes more than 100 dwelling units per acre;
- Buildings located close to the street with active uses on the ground floor; and
- Structured parking facilities with little or no surface parking lots.



Looking south at the Gateway and 500 East from the viaduct.

Viaduct Transition Area

The transition area will see some change over time. Development in this area will generally be of a smaller scale and less intense than what is in the Core Area. Zoning regulations for an Urban Center Transition Area should contain the following characteristics:

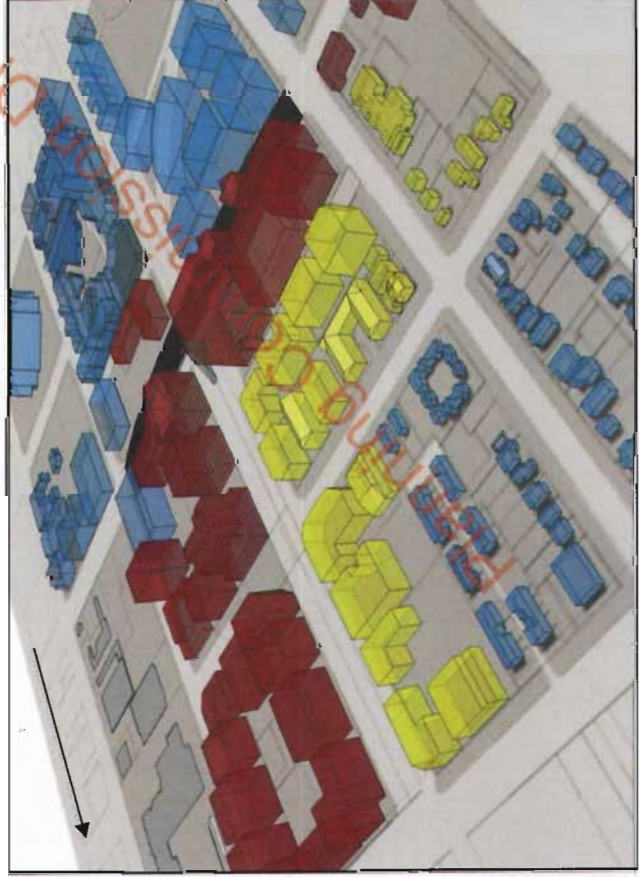
- A mix of housing types, ranging from three-four story multi-family dwellings to row houses;
- Controls to reduce the impact of building height on single story single family homes;
- A mix of land uses;
- Buildings that are located at or near the public sidewalk;
- Parking located to the side or behind buildings; and
- Regulations the focus on design rather than land use and are intended to create a safe, attractive and interesting pedestrian environment.

Viaduct Stable Area

The stable area are those locations that are unlikely to see much change over the next 20-30 years or that are already zoned in a manner that produces the desired type of development pattern consistent with the policies of this plan. Given the existing characteristics of the area and the potential for growth, it is critical that appropriately scaled development occurs near those areas that are an asset to the community.

The Viaduct Station is unique because it has two stable areas that are very different from each other: the Gateway Neighborhood and the Guadalupe Neighborhood. The Gateway Neighborhood is more reflective of the scale and intensity of development that will likely occur in the Core Area. The Guadalupe Neighborhood is an example of a stable area which contributes to the uniqueness of the station area.

It is not anticipated that the existing zoning in the stable areas will change unless the zoning is not consistent with the physical characteristics of the area. If any zoning changes are considered in the future, the zoning regulations should ensure new development is appropriately scaled and compatible with existing development patterns.

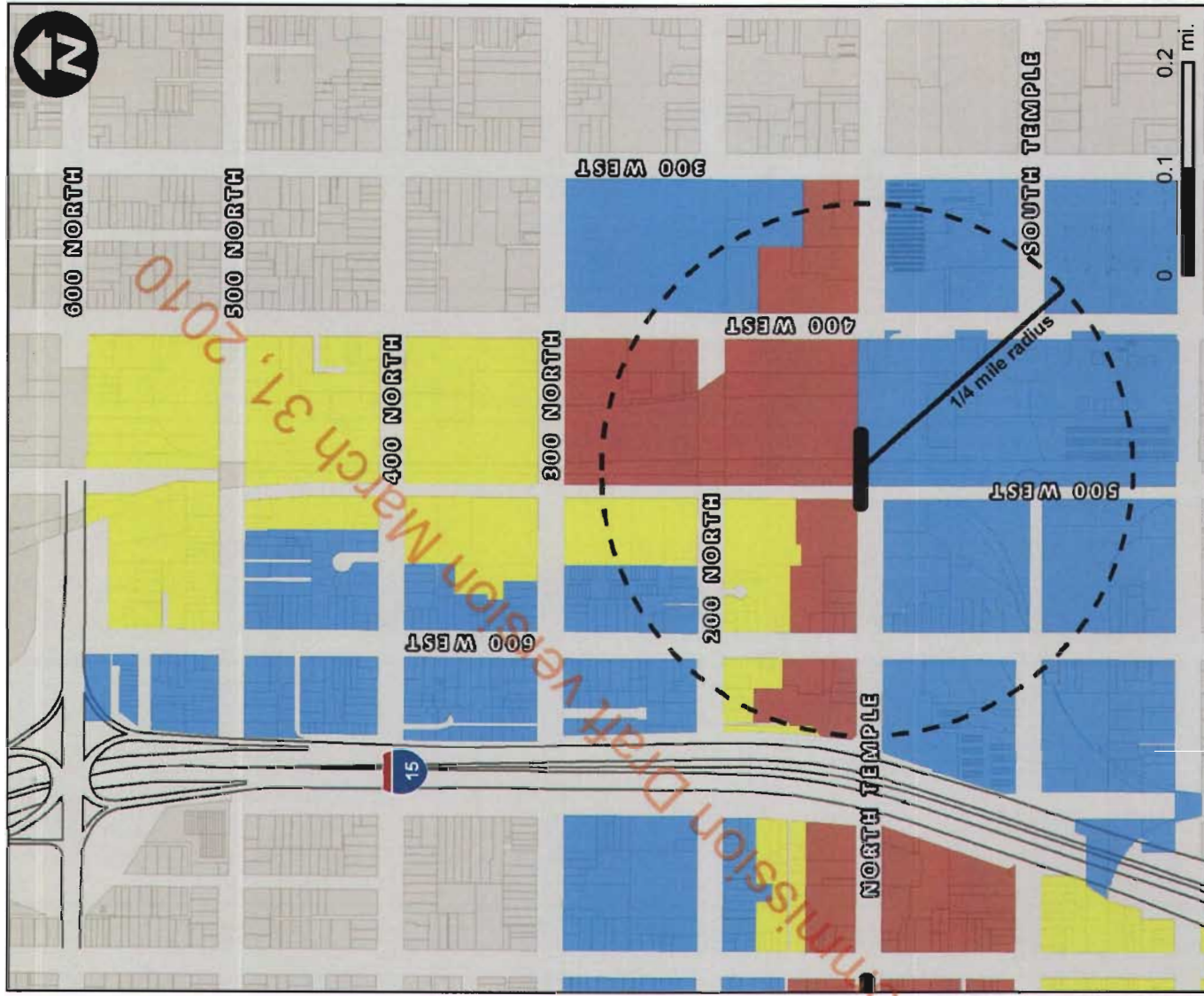


A model demonstrating one example of how the Viaduct Station Areas may develop. Heights are exaggerated to demonstrate the characteristics of the Core, Transition and Stable Areas.

 Parcels in **red** represent the Core Area, where an intense level of transit-oriented zoning is appropriate.

 Parcels in **yellow** are part of the Transitional Area. These areas are appropriate for mixed use and less intensive transit-oriented zoning.

 Parcels in **blue** are part of Stable Areas, areas where little change is expected or desired or where the current zoning allows for the desired future land uses and intensities.



Assets and Challenges

The North Temple Viaduct Station Area presents a number of assets and challenges. The assets provide a foundation to build on while the challenges provide direction on what needs to be improved within the station area.

Assets

- The existing and future transit service in the area, including TRAX, FrontRunner, and local bus service;
- Adjacency of regional attractions, including The Gateway, Discovery Gateway, Clark Planetarium, Energy Solutions Arena and the Salt Palace Convention Center;
- Education facilities, including West High School, LDS Business College and BYU-SLC campus;
- The Guadalupe neighborhood;
- Diversity in housing found in the surrounding area;
- A mix of old and new buildings;
- A new and shortened North Temple viaduct;
- Large, vacant parcels within a 1/4 mile of the station; and
- The Northwest National Historic District.



The Salt Lake Hardware office building (left) and Gateway (right), two of the assets in the Viaduct Station Area (see map, right).

Challenges

- Connectivity, both vertically and horizontally to the Viaduct TRAX Station and the FrontRunner station;
- Lack of connectivity to the regional destinations in the area;
- Lack of adequate pedestrian and bicycle infrastructure;
- The freight lines as a barrier between the east and west;
- Appropriately locating all of the necessary utility infrastructure;
- Major transportation infrastructure in the area, including I-15, the railroad tracks and the North Temple viaduct;
- Extending Rio Grande Street to the north;
- Existing pattern of development and mix of uses.

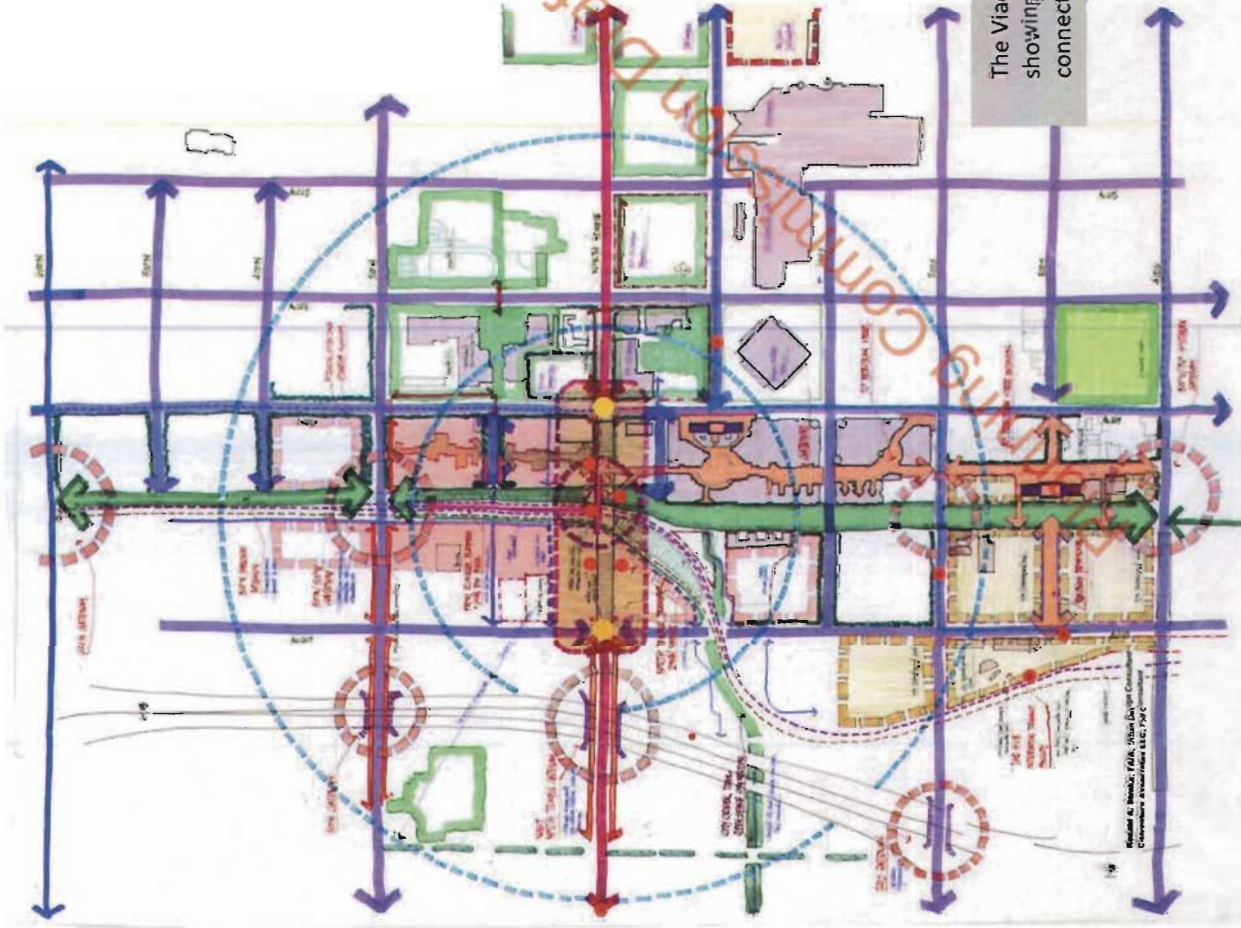


Urban Design Framework

The North Temple Viaduct Station area is unique because the viaduct and the railroad tracks divide the area into four quadrants and the station platforms are separated vertically. When the new viaduct is complete, pedestrians, bicycles, automobiles and buses will be able to access the FrontRunner station at grade while an elevator, escalator and stairs would connect the FrontRunner Station to the TRAX Station on top of the viaduct. Because of this, overall connectivity is the key issue and challenge. To address this challenge, several key concepts and recommendations have been identified.

The Urban Design Framework plan identifies the key elements that provide the essential key concepts and recommendations needed to achieve transit-oriented development and redevelopment. The Framework identifies the location of pedestrian, bike and automobile infrastructure and is necessary to create unique places.

The Viaduct Station Area urban design framework, showing barriers (in red) and open space connections (in green).

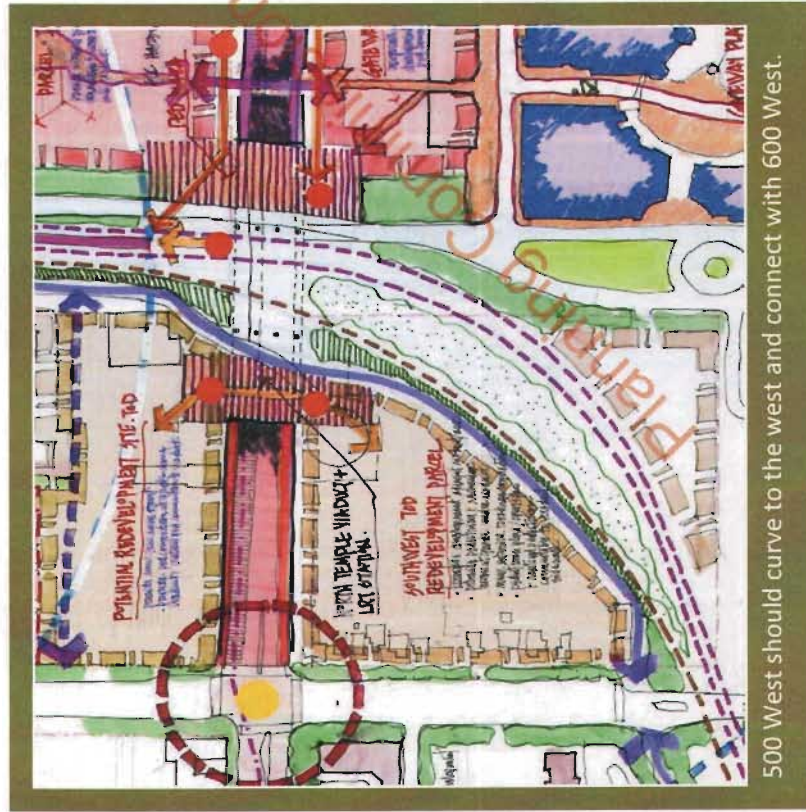


1. **500 West on the east side of the tracks:** Extend the 500 West Parkway to 300 North and eventually to 600 North. Extending the 500 West Parkway and linear open space on the east side of 500 West improves the pedestrian and bicycle access to the transit stations and provides open space that can be an amenity to adjacent development. East-west connections should be provided at major cross streets.

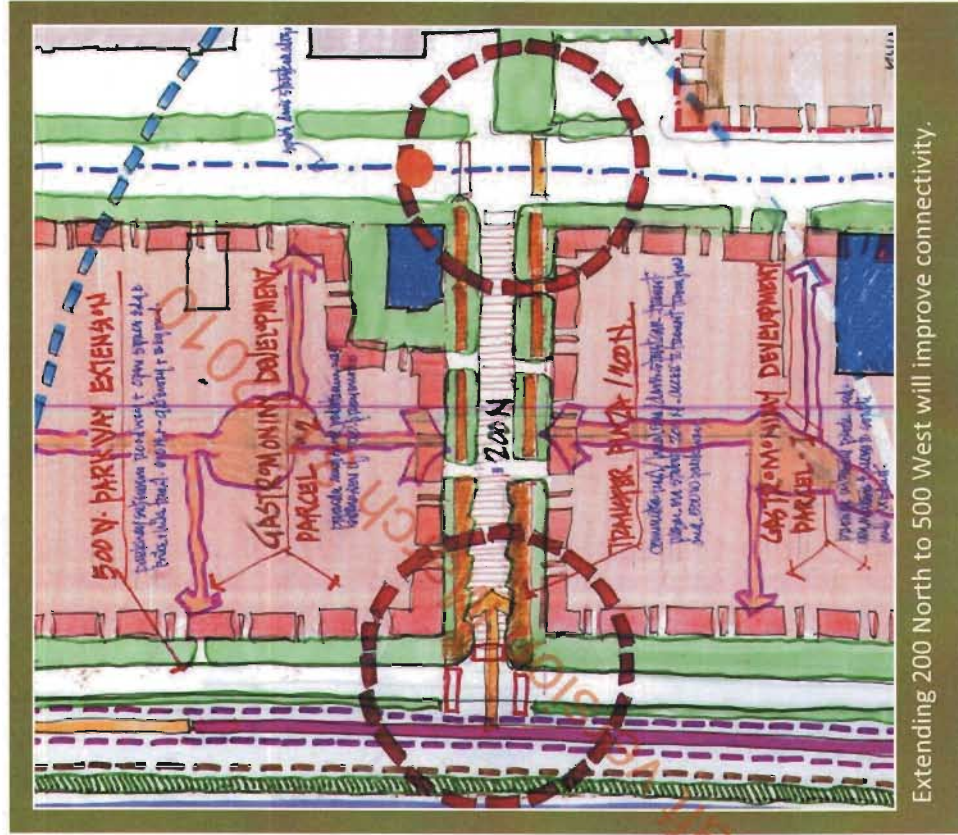
-
- A hand-drawn site plan of a development area. The plan features several colored zones and labels:
- 300 N. / 500 N. PARKWAY CARVEWAY:** Located on the left side, indicated by a red dashed line.
 - 500 N. PARKWAY EXTENSION:** A central area, outlined in blue dashed lines.
 - GASTRONOMY DEVELOPMENT:** A large area on the right, outlined in red dashed lines.
 - PARCEL #2:** A specific area within the Gastronomy Development, outlined in red dashed lines.
 - Handwritten notes:**
 - "PARKWAY EXTENSION ROADWAY + OPEN SPACE 84' x 10' (1/2 mile block) - 1/2 mile - 1/2 mile + 1/2 mile"
 - "Pavement and other infrastructure" (written vertically)
 - "Development of 1/2 mile + 1/2 mile"
- The plan also shows various colored areas (green, yellow, orange, red, blue) representing different land uses or infrastructure, and a network of roads and pathways.

Providing access between viaduct and 500 West is crucial.

3. **500 West south of Viaduct:** The Viaduct and railroad tracks make it difficult to access the property directly south of the Viaduct and west of the railroad tracks. Access to this area could be improved by:
 - a. Extending 500 West under the Viaduct, curving it to the west to connect with 600 West.
 - b. Providing landscaping and screening between 500 West and the railroad tracks.
 - c. Using space within the railroad right of way for a unique type of storm water retention basin.
 - d. Allowing new developments to have vertical access directly to the sidewalk on the North Temple viaduct.



500 West should curve to the west and connect with 600 West.

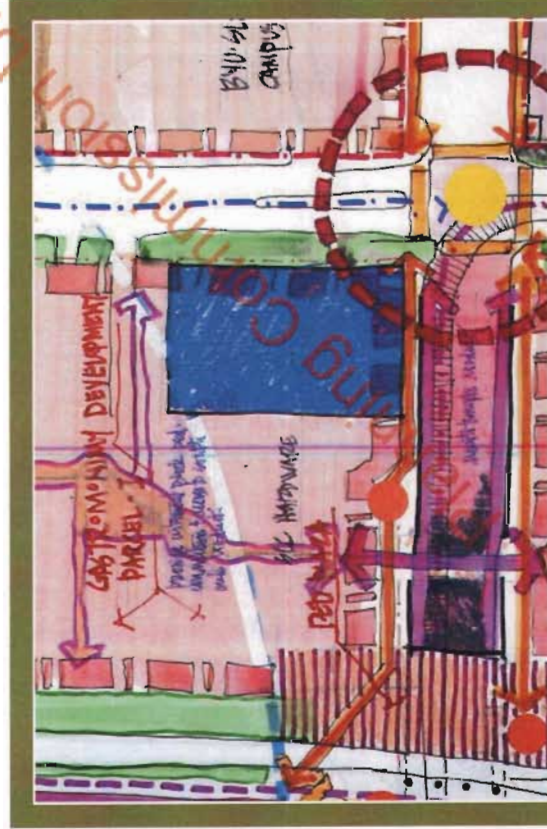


Extending 200 North to 500 West will improve connectivity.

4. **200 North:** 200 North has been vacated just west of 400 West and the right of way does not extend to the railroad tracks. However, extending access along the abandoned 200 North right of way will improve access for pedestrians, bicyclists and perhaps automobiles if coordinated with the property owner. It also could provide for an efficient and effective transfer to buses from the transit stations.

5. **East-West Pedestrian Connections:** Other than the North Temple Viaduct, there are no existing pedestrian or bicycle connections to the transit stations from either 400 West or 600 West. There is a critical need to address this.

- Create a major pedestrian connection from the FrontRunner Station Platform along the north side of the Viaduct to 400 West.
- Provide pedestrian access from the sidewalks on the Viaduct to each quadrant of the station area.
- Provide pedestrian access directly to 300 North from the FrontRunner platform.
- Improve all pedestrian connections with adequate sidewalk, lighting, way-finding signs, etc.



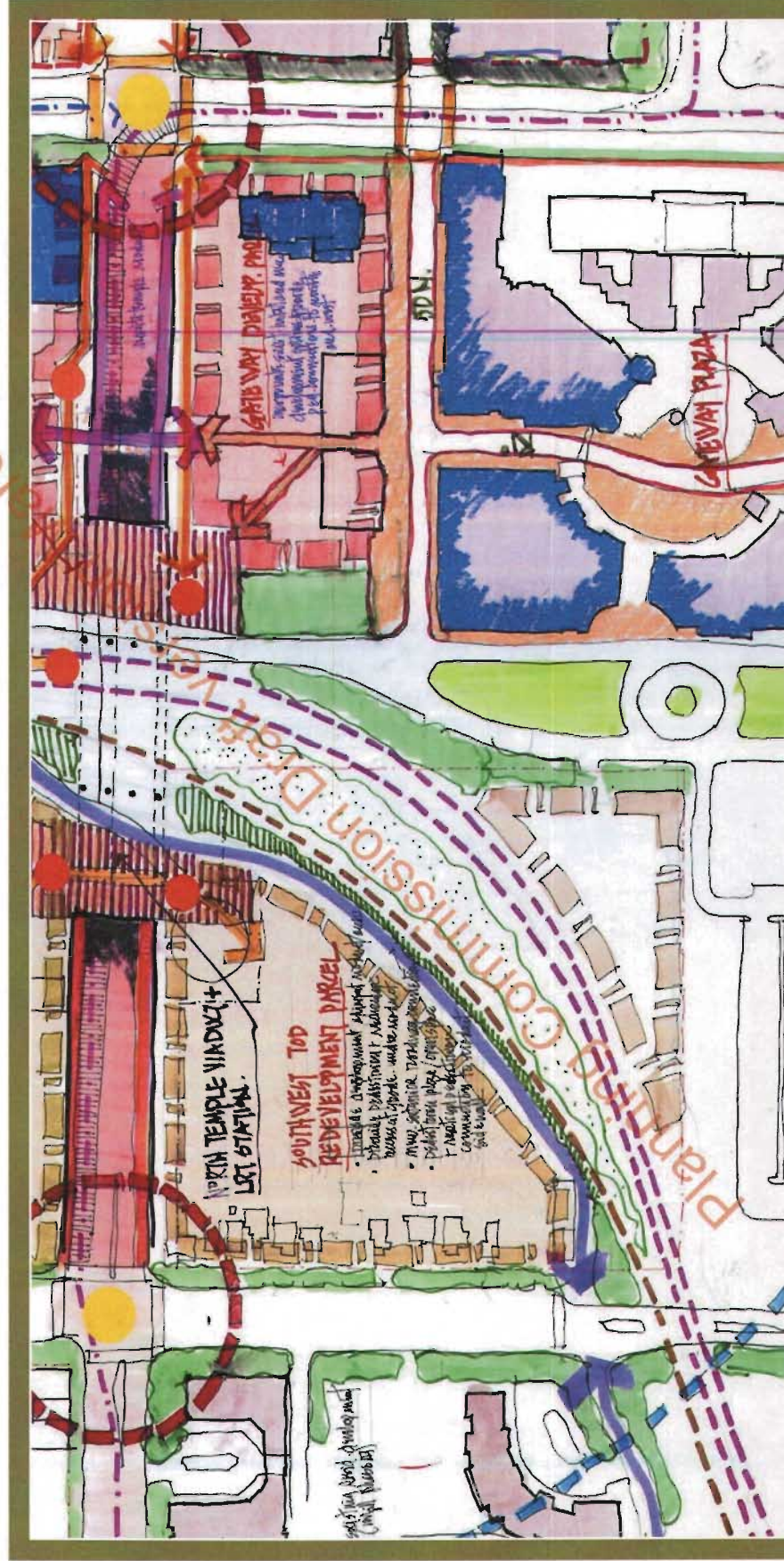
Pedestrian connections from FrontRunner to 400 West are vital.

6. **Public Realm/Transit Infrastructure:** The infrastructure in the area should be designed to create a special place within the City. The viaduct and transit stations set the tone and feel for the area and are important in celebrating the role transit plays in the City.

- The Viaduct should be designed as an iconic structure.
- The "avenue of lights" concept should be continued across the Viaduct.
- The TRAX station should stand out from other stations because it is the only elevated station in the entire system and creates a great vista to adjacent areas.
- Use the space under the viaduct to create a unique public plaza under the Viaduct.
- Design the space under the Viaduct as a north/south activity point of the 500 West linear open space to ensure desirable activities.
- Use a water feature to identify the presence of City Creek and the role it historically played along North Temple.

7. **City Creek Open Space Connection:** Connecting the station area and the 500 West open space to the recommended City Creek Corridor (see the 800 West Station Area) would connect the station area to the Jordan River Parkway.
 - a. Develop an open space trail from 500 West along the City Creek Corridor to the Jordan River Parkway.

8. **Extend Rio Grande Street:** Rio Grande Street extends from 400 South to 200 South as a public street and from 200 South to 50 North as a private street. Portions of the street are very vibrant and lively. Extending the street to the north of North Temple could improve the overall circulation pattern and increase the number of streets and blocks necessary for a vibrant pedestrian district. Options include meandering the street, creating a pedestrian tunnel under the viaduct, or integrating a version of the street through future buildings.



The 500 West greenway should connect to proposed City Creek Corridor west of I-15 and Rio Grande should be extended north for pedestrians.

Viaduct Station Area Policies

The policies for the Viaduct Station Area are based on the future vision for the station, which was developed through a series of workshops with property owners, stakeholders, UTA, consultants and City staff. The policies incorporate the transit-oriented development principles outlined in the introduction to the North Temple Boulevard Plan. These policies will guide future infrastructure improvements and land use decisions and will provide the regulatory framework for development. Each policy has a number of specific strategies and action items that are intended to implement the policy.

Policy #1: Design

Use innovative zoning tools and design guidelines to create a built environment that creates high quality projects that build on and enhance the station area assets.

Strategy 1-A: Develop design guidelines and standards that focus on creating a pedestrian-friendly environment while still accommodating automobiles.

- a. Develop land use regulations that require all new buildings and other new development to be oriented to the pedestrian with windows and doors facing the street and appropriate walkways leading to the sidewalk.
- b. Use a performance based point system to ensure new development incorporates an acceptable level of design as outlined in the design guidelines for the station areas.

Strategy 1-B: Create standards that produce compact, dense and intense development closer to the station and less intense, compatible development adjacent to stable low density neighborhoods.

- a. Establish standards for minimum lot coverage, building setbacks and building design that will create a vibrant, active and safe pedestrian environment.
- b. Establish both minimum and maximum building heights in the station area, with the tallest buildings being located closer to the station platform and gradually decrease or step down as they approach areas where lower building heights are desirable.
- c. Establish development standards that increase the level of compatibility between conflicting uses and maintain some solar access through appropriate building and site design standards, such as building step downs, buffering, types of uses, etc.
- d. Allow single-use commercial buildings up to the allowed building height, provided the building is designed in a manner that is consistent with adopted design guidelines and encourages street level activity throughout the day and night.
- e. Use zoning incentives to promote vertical mixed use in the Core Area.
- f. Encourage the removal of billboards as properties redevelop.

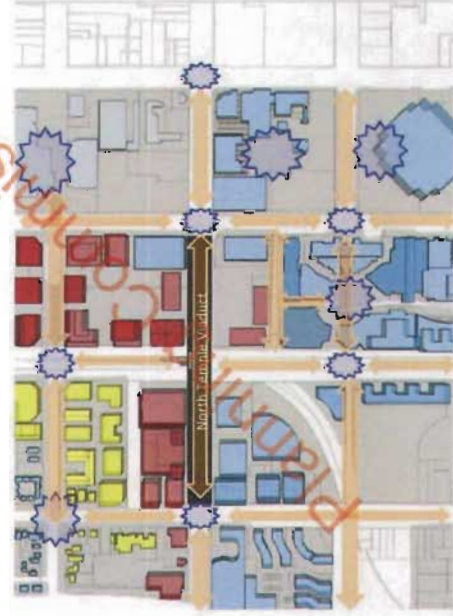
Policy #2: Connectivity

Improve the pedestrian environment to create a walkable transit-oriented urban center while also accommodating other modes of transportation.

Providing people with options is a key principle for transit-oriented development. This means providing safe, comfortable and interesting facilities for walking, cycling and other similar modes of travel while also providing appropriately designed and located facilities for motor vehicles. It includes various connections between the transit stations and nearby destinations as well as connections from all points within the station area to one another and to those locations outside of the station area.

Connectivity is critical to the function of an urban center. It impacts the business community, which relies on motor vehicles as the primary mode of transportation for a significant number of customers and daily needs, such as deliveries and residents, who many need an automobile to travel to work, school or fulfill daily needs. However, with the construction of the Airport Light Rail, the modes of travel change and more emphasis should be placed on more sustainable modes of travel.

Connecting the key destinations, intersections and transit stations are necessary to create a pedestrian friendly environment.



Strategy 2-A: Ensure pedestrian connectivity between the four quadrants of the station area, the FrontRunner Station and the TRAX Station on top of the viaduct.

- Provide vertical stairs between the surface streets and the sidewalks on the North Temple Viaduct.
- Allow new development that is adjacent to the Viaduct to have second level or third level access from the building directly to the sidewalks on the North Temple Viaduct.
- Ensure that all transit stations, sidewalks and paths are universally accessible.

Strategy 2-B: Ensure that the Viaduct light rail station and commuter rail station are well connected to each other and nearby development.

- Extend 500 West east of the tracks so that it connects to 300 North initially and continues further north as development occurs.
- Require pedestrian and bicycle connections to 500 West and 400 West as adjacent properties redevelop.
- Create a place on 500 West where cars and buses can conveniently pick up and drop off people using the mass transit system, but maintain Salt Lake Central Station as the primary transportation hub in the City.
- Provide adequate space for buses to serve the light rail station as well as the commuter rail station while not diminishing the development potential of adjacent property.
- Use appropriately designed and strategically located way finding signs to direct people to the transit station from the public streets and destinations within the station area.

Policy #3: Mix of Uses

Intensify the mix of uses around the Viaduct Station.

Successful transit-oriented station areas include a mix of uses that are compatible and in balance with one another, including commercial, office, residential, institutional, entertainment and, in some cases, light industrial, that create housing, transportation and activity options for people. The uses are arranged and placed in areas where they can take full advantage of the various transit modes. A broad mix of uses provides people with choices on where to live, shop, be entertained and work.

Strategy 3-A: Identify transit-friendly land uses that are appropriate in the station area.

- Allow any use that is generally considered compatible with transit-oriented development.
- Identify auto-oriented and low intensity uses that should be prohibited around the Viaduct Station.
- Establish development standards that increase the level of compatibility between conflicting uses through appropriate building and site design standards.
- Allow single-use commercial buildings up to the allowed building height provided the building is designed in a manner that is consistent with adopted design guidelines and encourages street level activity throughout the day and evening hours.

The connection between the FrontRunner station (at grade) and the Viaduct TRAX station should be seamless and comfortable.

Strategy 3-B: Develop zoning regulations that promote a diverse mix of uses.

- Keep the GMU Zoning District in place south of the Viaduct. Allow amendments to the GMU District as issues are identified to ensure the zoning regulations are consistent with this plan.
- Rezone the Core Area north of the Viaduct to promote intense mixed-use development.
- Rezone the Transition Area north of the Viaduct to promote mixed use development of an appropriate scale that respects the relatively small structures in the Guadalupe Neighborhood.



Policy #4: Placemaking

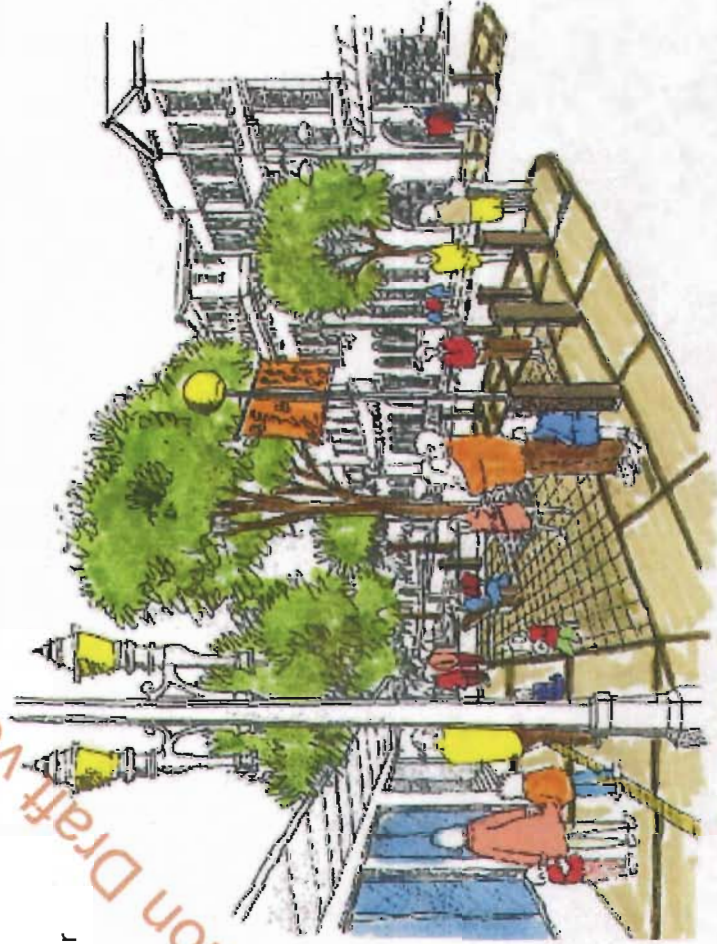
Create safe, vibrant and useful public spaces.

The public spaces within the station area help create a sense of place and are important to the creation of urban “living rooms.” The Viaduct Station Area contains a number of regional destination points. The public spaces that connect the station platforms to these destinations are important in creating a unique and special place in Salt Lake City.

Strategy 4-A: Recognize the viaduct and the open space underneath as important public spaces.

- a. Encourage a range of activities in and around public spaces to allow for natural surveillance, people watching, and active uses during daytime and nighttime.
- b. Work with local artists to introduce art into the space under the Viaduct.
- c. Use appropriately materials to blend the 500 West linear open space south of the Viaduct to future linear green space north of the Viaduct.

Good public spaces have a variety of elements that appeal to the senses, feel safe, and can be utilized for a variety of activities.



Strategy 4-B: Identify key elements of desirable public spaces that can contribute to the unique character of the area and enhance the connections between the transit stations and nearby developments.

- a. Public spaces should be designed to allow for a wide array of activities.
- b. Public spaces on private property, such as plazas, courtyards or pathways at building entrances, should be inviting, comfortable and distinguishable.
- c. Elements in public spaces should be appealing to the senses. This can be accomplished by using materials of various colors or textures and adding features that create sound and movement, such as water features or elements that move in the wind.

Strategy 4-C: Recognize the uniqueness of the location, and complexity of the various functional and urban design elements of the North Temple Viaduct and transit stations.

- Use quality materials and design excellence for the viaduct, TRAX Station and FrontRunner Stations to ensure they are iconic elements.
- Work with UTA on the design of the TRAX and FrontRunner Stations to ensure that the sidewalks, platforms, and station canopy are attractive, accessible, well maintained, functional and provide adequate shelter from the weather.
- Ensure that the transit platforms have vertical iconic elements that are visible from other parts of North Temple and that help make the stations unique.
- Use lighting not only to improve the safety of the area, but to help create a unique identity for the station platforms and viaduct.



The area underneath the viaduct should be designed to allow for safe and comfortable pedestrian activity.

Strategy 4-D: Use landscaping to integrate the various linear connections into the station area.

- Extend a version of the 500 West landscaped median north of the Viaduct, but do not require it to be located in the middle of the street.
- Use landscaping to soften the edge between the railroad tracks and the Guadalupe neighborhood.
- Use landscaping along the pedestrian and bicycle paths to create a more pleasant environment.



Landscaping is a vital element of pedestrian-friendly neighborhoods.

Policy #5: Destinations

Enhance the station area as a regional destination and transit activity center.

The Viaduct Station is surrounded by local and regional destinations. Not only is it a place that attracts nearby residents, it also attracts people from other cities along the Wasatch Range and out of town visitors.

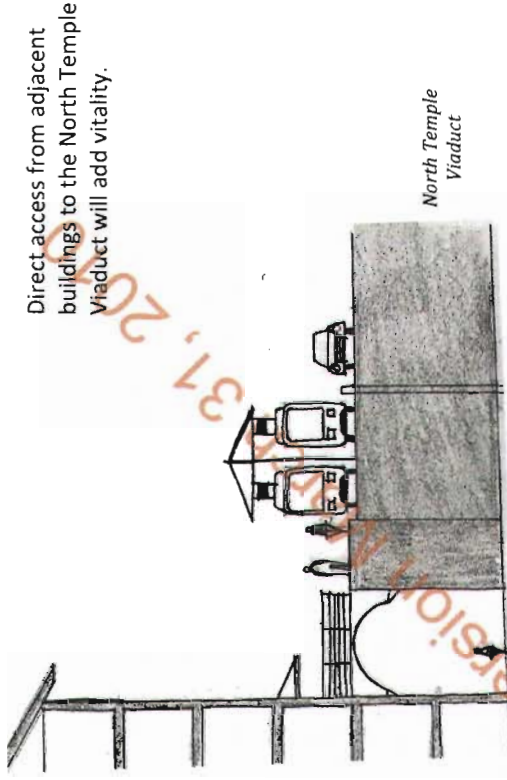
Strategy 5-A: Use the existing destinations in the station area to encourage future development.

- a. Identify land uses that can support the major destinations in the area and add to the vitality and use of the area.

Strategy 5-B: Create development regulations that promote the integration of new development into the station area.

- a. Use patterns of development and regulations to increase the livability of the area, the number of connections in the area, such as mid block walkways, courtyards and paths.
- b. Allow development adjacent to the Viaduct to have direct access to the sidewalks on either side of the viaduct.
- c. Use way finding signs to direct people to the destinations in the station area and to other parts of Downtown.

Connectivity, a mix of uses and attractive, safe, comfortable public spaces will enhance the station area as a regional destination.



Key Projects and Follow Up Actions

The vision of the North Temple Viaduct Station requires catalyst projects. Catalyst projects are those projects, big or small, that will have noticeable, positive changes on the community and encourage further development. Potential projects and follow up items that will have a significant positive impact on the community may include the following projects.

Rezone the Station Area

In order to fully capture the benefit of the Airport Light Rail Line and to capitalize on the large public investment, the area should be rezoned to more of a transit friendly zoning district. The future zoning districts should reflect the station area boundary maps with the core, transitional and stable areas. The zoning regulations should also promote transit-oriented development by simplifying processes and having clear standards. Incentives should be used to promote a vertical mix of uses.

Extend 500 West

500 West should be extended to the north under the viaduct in order to provide access to the light rail and commuter rail station platforms. Not only does this improve direct access, it also improves the connections between the station platforms and the Gateway development.

Improve 500 West

500 West is a paved street that is missing adequate curb, gutter, sidewalks and landscaping. Improving this street will make the street function better, enhance the safety of all users, visually connects the Guadalupe neighborhood to the stations and to destinations on the south side of the viaduct.

Bus Service

In order for the Viaduct Station to function effectively the stations need to be served by buses. This station should be treated differently than the Salt Lake City Central Station, approximately a half mile to the south. The majority of bus service should occur at the Central Station, where there is ample space for the staging of buses. At the Viaduct Station, space is limited. A linear layout with bus pull outs would be adequate to provide the few routes that would access the Viaduct Station. The staging of buses should only occur at Salt Lake Central Station.

Billboards

Billboards restrict the development opportunities on private property. In order to achieve the full development potential in the station area, no new billboards should be allowed and all existing billboards should be removed. Future zoning regulations should prohibit billboards from being erected. The removal of existing billboards should be done in accordance with applicable laws and regulations.

Support Art in the Community

A local art community is beginning to form in the area around the North Temple Viaduct. Supporting the arts in the community would help make the Viaduct Station Area unique and better unite the 800 West and Viaduct Station Areas. The youth in the area are particularly engaged in the arts. Several youth groups have indicated they would like to see public artist walls established in the area, as well as an art center where local artists can display their work. Through the Art in Transit program, a portion of the budget for the Airport Trax line will be used for art at the Viaduct Trax Station.

Coordinate and Monitor the Transit Infrastructure

Due to the unique character of the Viaduct TRAX Station and the FrontRunner Station and the importance placed on the overall design of the public infrastructure, the City needs to continue to work with UTA and their consultants on the design of the Viaduct, the TRAX and FrontRunner Stations and the connections between the two stations. This needs to happen through the design process and continue through the construction period to ensure the community's vision is integrated into the infrastructure.

Attachment B Department Comments

The draft version of the North Temple Viaduct Station Area Plan was emailed to the below individuals for review:

Engineering: (Scott Weiler) Engineering has no comment on the draft station area plans.

Transportation: (Kevin Young) No specific comments related to Viaduct Station

Public Utilities: (Justin Stoker) We have no additional comments to make specifically to this station. We will be anxious to cooperate with UTA when engineering plans start becoming available. We ask that UTA continues to cooperate in the early stages to ensure that any utility conflicts are detected early on and properly accounted for while still in the planning stage of development.

Building Services: (Alan Michelsen) The Building Services Division has no issues.

Police Department: (Lt. Richard Brede) Very nice. No comments. Thanks

Fire: **No comments returned**

Airport: **No comments returned**

In addition, the draft version of the plan was emailed to the following Department Directors. The intent of sending the draft version of the plan is to update the Directors of the project, notify them of whom within their Department/Division is reviewing the plan and to provide them with the opportunity to provide additional information if they choose.

DJ Baxter: RDA

Chief Chris Burbank: Police Department

Chief Kurt Cook: Fire Department

Mary DelaMere-Schaefer: Deputy Director Community and Economic Development

Rick Graham Public Services

Frank Gray: Director Community and Economic Development

Cindy Gust Jensen: Executive Director City Council

Jeff Niermeyer: Public Utilities

Maureen Riley: Airports

Ed Rutan: City Attorney

Norris, Nick

From: Norris, Nick
Sent: Monday, March 08, 2010 1:37 PM
To: Young, Kevin; Baxter, DJ; Butcher, Larry; Brede, Richard; McCandless, Allen; Garcia, Peggy; Weiler, Scott; Itchon, Edward
Subject: North Temple Boulevard Plan: Viaduct station
Attachments: viaduct_plan_document_Public Draft.pdf - Adobe Acrobat.pdf
Categories: Program/Policy

Attached is the draft version of the North Temple Boulevard Station Area Plans. The document is intended to guide future land use and infrastructure decisions and will be the basis for future zoning regulations within each station area. Attached is the draft version of Viaduct Station Area Plan. A public hearing on the draft master plan will be held on March 24, 2010. The entire draft version of the plan (including the 800 West, Fairpark, Cornell, 1950 and 2200 West stations) can be found on the project website at www.northtempleboulevard.com The other stations were routed in February, however, if you have any additional comments on those plans, feel free to provide those comments to me.

Please review the attached document and respond by email with comments by March 18, 2010. If you have no comments or concerns regarding the proposal, please respond by email indicating your position. If I do not hear from you March 18, I will assume that you have no comments or concerns. If you have questions or need additional information, please contact me at 801-535-6173 or nick.norris@slcgov.com Thank you.

Norris, Nick

From: Norris, Nick
Sent: Thursday, March 18, 2010 7:51 AM
To: Baxter, DJ; Burbank, Chris; Cook, Kurt; DeLaMare-Schaefer, Mary; Graham, Rick; Gray, Frank; Gust-Jenson, Cindy; Niermeyer, Jeff; Riley, Maureen; Rutan, Ed
Subject: North Temple Station Area Plans
Categories: Program/Policy

A draft version of the North Temple Boulevard Station Area Plans has been routed to various City Departments and Divisions for review and comment. This email is to notify you and your Department/Division of a pending master plan for the North Temple area. The final Planning Commission Public Hearing on the plans is tentatively scheduled for April 14, 2010. A draft version of the station area plans can be found on the project website at www.northtempleboulevard.com. No response from you is necessary at this time. If you have any questions or would like additional information, please contact me. Thank you.

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Salt Lake City, UT 84111-5480
(801)-535-6173
Nick.Norris@slcgov.com