



Briefing for Planning Commission

**Planning Division
Community & Economic Development Department**

To: Planning Commission
From: Maryann Pickering, Principal Planner
Date: March 28, 2012
Re: 400 South Livable Communities Update

On March 28, Planning Division staff will provide a briefing for the Planning Commission on the current status of the 400 South Livable Communities project. Staff will present a summary of the public outreach that has occurred to this point and will also provide a summary of proposed changes to both the Central Community Master Plan and the Transit Station Area (TSA) chapter of the Zoning Ordinance.

Background

In the fall of 2010, the Community & Economic Development Department was awarded a matching grant from the Department of Housing and Urban Development (HUD) to undertake a rezoning process for a portion of the University TRAX line. The amount of the grant from HUD was \$22,620 with a commitment from the city to provide an additional \$10,000 in the form of staff resources for the project.

Starting in March of 2011, Planning Division staff began working on a master plan amendment and rezoning project for the University TRAX line. Three stations were identified to be included as part of the rezoning process. Those stations are: Library, Trolley and 900 East. The goal of the proposed project is to create station area plans and zoning regulations for the three stops that:

- a. Provide more transportation choices.
- b. Promote equitable, affordable housing.
- c. Enhance economic competitiveness.
- d. Support existing communities.
- e. Coordinate policies and leverage investments.
- f. Value communities and neighborhoods.

In addition to the above, this project assists in the implementation of the Wasatch Choices 2040 Plan, which is a regional plan created by residents, businesses, and other stakeholders to manage future growth in the region by focusing it on certain nodes, particularly those where transit facilities already are in place. Further, Planning Division staff felt that this area needed to be studied for a potential change at the current zoning because despite the current zoning of TC-75, very little private investment has been made in the area since the TC-75 zoning was created in 2005.

Public Outreach

When the grant application was submitted to HUD, one of the project outcomes was to increase participation in the public planning process for this project. A goal of reaching at least 60 individuals (or approximately 30% of the total participants) from traditionally under-represented groups that do not normally participate in the planning process was included. Through all the different types of outreach completed this goal has been met and has been exceeded in terms of the number of participants.

The first public workshop in the project was held on May 19, 2011. Staff sent notices of the workshop to all property owners within a half mile radius of each TRAX station. The purpose of this workshop was to hear from the residents and property owners within this area to find out what they like about the area, what works, what doesn't work and what they would like to see different.

Over the summer months of 2011, members of the project team met with various local community groups and developers to get their feedback on the area. Similar to the May workshop, we wanted to know what was currently working in the area and what needed to be changed. A summary document was prepared that included all the comments that were received at the May workshop and from the meetings that were held in the summer. A copy of that report can be found in Attachment A.

An additional public workshop was held in October of 2011. The purpose of this meeting was to present to the public some of the information that had been gathered since the process began. There was not a lot of feedback received from this meeting.

The next series of meetings were public workshops held in February and March of 2012. Notices were mailed to all property owners whose property was proposed to be changed and all those located within 300 feet of those properties. Workshops were held at Trolley Square and the main City library. There were several people who participated as part of this process and the level of feedback has been high. The feedback is currently being compiled and input into the summary report so we have a complete record of our outreach efforts.

We have also attended the meeting of the applicable community councils whose boundaries include the station areas. An initial meeting was held with each group when the process started and an additional meeting was attended within the last month.

Public Outreach Feedback

Overall, the response to the project has been positive. There have been a few negative comments received at this point, but staff feels that with some modifications, additional education or materials,

most of those concerns can be reduced or alleviated. We do recognize that this is a large master plan amendment and rezoning project and those who own property will have varied opinions on the best way to go about this process or if it is even necessary. The Planning Division has offered to meet individually with any stakeholder who may have issues with the proposal and have done so throughout the process.

Proposed Central Community Master Plan Changes

The proposed changes to the Central Community Master Plan as part of this project can be found within both the 'Transit Oriented Development (TOD)' and the 'Central Community Master Plan Committee Goals and Recommendations' sections of the plan.

The existing Central Community Master Plan was adopted in 2005. Some of the policies within the TOD section were written in anticipation of the North Temple TRAX line and the expansion to the airport. Staff has updated this section to reflect the current development and conditions along the North Temple TRAX line and also added a section specific to the 400 South Livable Communities project.

In addition to updating the TOD section, some new goals and recommendations that are specific to the 400 South Livable Communities project have been included. The new ones are categorized by each of the three station areas. Some of the goals and recommendations are the same for each of the stations areas and some are unique to each area. It has been organized in this manner for each of implementation by the Planning staff and so that the public can easily see what policies are applicable to area that they are interested in.

Attachment C is an excerpt of the existing Central Community Master Plan with all of proposed changes noted above.

Proposed Zoning Changes

There are two types of zoning changes proposed as part of this project. One is to modify the existing Transit Station Area (TSA) zoning district and the other is to make zoning map amendments in order to implement this project.

Changes to the TSA zoning district as a result of this project are minimal. The TSA zoning district was adopted a few years ago as a result of the work done on the North Temple TRAX line project and the rezoning process that was part of that project. A series of different types of station areas were created and zoning regulations were put in place for each of those station areas in the North Temple area. The 400 South project and station area plans are being modeled after the existing categories and zoning regulations that are currently in place for the North Temple area. This is being done so that there is consistency between the regulations that are in place for the transit corridors throughout the city. If approved, this will be the second area in the City subject to the TSA regulations.

There have been approximately five projects reviewed for the North Temple area with the current TSA standards and for process is working well, though a few modifications are necessary. A few of the standards that currently exist need to be clarified now that staff has had the opportunity to review

projects based on those standards. We will be making those modifications are also adding some standards that are specific to the 400 South corridor.

- In addition to changing some of the standards in the TSA zoning district, staff is also proposing to make some modifications to the Residential Mixed Use (RMU) zoning districts. The two districts proposed to be modified are RMU-35 and RMU-45. A summary of the proposed changes are as follows:
- Increase maximum allowable height five feet in both zones. Traditionally, mixed-use buildings are designed with a distinct base, which is larger and designed to accommodate commercial or office uses, a middle which is generally residential in nature, and a top, which is also residential but designed with architecturally appealing features such as parapets and cornices. In order to ensure proper scale between the first floor and the upper floors, staff is proposing that the first floor ceiling height of a mixed use building be at least 14 feet. This will ensure that retail/commercial space on the first floor is properly designed to accommodate uses that serve the community.
- Elimination of minimum lot area requirement for multi-family dwellings. This provision will promote the development of smaller lots that may accommodate appropriately scaled development but do not meet the minimum lot size requirements.
- Elimination of qualifying provisions for multi-family units as it relates to density calculations, (i.e., 9,000 square feet of lot area for first three units and 1,000 square feet for each additional unit). Development constraints would be primarily based on the petitioner's ability to meet maximum height limits, setbacks, and parking.
- Creation of building design standards. These standards are based on the Small Neighborhood Business standards created by the Planning Commission last August. Their purpose is to promote human scaled massing, varied articulation and traditional façade design.
- Creation of site specific standards for 500 South corridor between State Street and 700 East. These standards are intended to maintain the existing pedestrian/low impact design of the street while allowing the increased density that would come with the RMU zones.

In addition to text changes noted above, this project is also a zoning map amendment to change some of the zoning designations within the 400 South corridor. Most the changes shown in the dark purple, light purple and blue colors are changes that would rezone these properties to the different TSA zoning district categories. You will see that most of these changes are directly along the corridor as we feel this is the best location for more intense development with the intensity lessening on the north and south sides of the corridor.

The balance of the zoning changes (those shown in a yellow hue) are proposed to be an RMU zoning district. After an analysis by staff, it was determined that the RMU categories would be more appropriate for the properties identified than their current zoning designation.

One item we would like the Planning Commission to discuss during this briefing is the parking lot located to the south of Trolley Square and currently connected by the sky bridge. This lot is currently zoned RMF-45 (Moderate/High Density Multi-Family Residential District). The parking lot is a non-conforming use in this zoning district. In the future, an expansion of the parking lot may be necessary, but it could not be done with the current zoning designation of RMF-45. Staff has proposed to rezone this property as part of this project in order to allow a mixed use development, including an expansion of the existing parking lot. There has been some concerns expressed about changing this zoning and staff would like to have a discussion about possible options or other zoning designations for this site. If after the discussion it is determined that the best course of action would be to leave the zoning designation as it is, we will remove this area from the proposed zoning map amendments.

Central City Historic District Boundaries

As part of this master plan amendment and rezoning process, staff is recommending that the boundaries of the Central City Historic District be modified. An analysis has been completed that shows within the blocks on the north and south side of 400 South between 500 East and 700 East, there are few historic resources remaining and therefore the Historic Overlay may not be the most appropriate tool to regulate new development on these blocks. The entire two blocks bounded by 400 and 500 South between 500 and 700 East are proposed to be removed. The two blocks between 300 and 400 South and 500 and 700 East will be partially removed. We have found that there are some historic resources along the 300 South frontage that would be better served remaining in the historic district.

The 600 East landscaped median are an important element of the historic district and need to be preserved. Policies will be included within the Central Community Master Plan that preserve these medians in their current state and minimize future impacts from development. This means that breaks in the median to accommodate turn around areas for vehicular traffic will be discouraged. We will also include policies that the sidewalks and other areas of the public right-of-way remain in the historic district so that the City can maintain design control of features (streetlights, seating, etc.) that is located within the right-of-way. Please see Attachment B which contains a map of the modified historic district.

Prior to a public hearing on this master plan amendment and rezoning petition and the subsequent change of the boundaries of the historic district, staff will hold a briefing and a public hearing with the Historic Landmark Commission for their input and direction. We expect the briefing to take place in April and a public hearing in May.

Discussion for Briefing

Staff would like to have a discussion at the briefing this evening at the briefing:

1. Changes to RMU zoning district.
2. Potential rezoning of the parking lot south of Trolley Square.
3. 400 South project in general.

Next Steps

It is anticipated that after the direction from Historic Landmark Commission is received, we will begin the public hearing process for this petition. At this time, we expect that those hearings will begin in mid-May.

Attachments

- A. 400 South Livability Project – Public and Stakeholder Outreach Summary Report
- B. Map of Proposed Modifications of the Central City Historic District
- C. Draft Changes to an Excerpt of the Central Community Master Plan
- D. Library Station Summary Handout
- E. Trolley Station Summary Handout
- F. 900 Station Summary Handout
- G. Map of Proposed Zoning Changes

Attachment A
400 South Livability Project – Public and Stakeholder Outreach Summary Report

Salt Lake City Planning Division

400 South Livability Project

Public and Stakeholder Outreach



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Salt Lake City Planning

400 South Livability Project Public and Stakeholder Outreach

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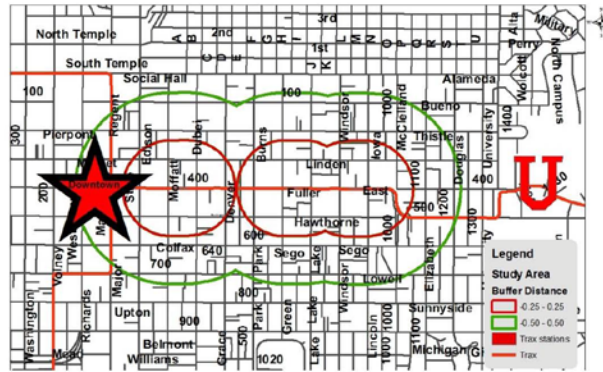


451 South State Street Room 406 PO BOX 145480 Salt Lake City, UT 84114-5480 801 535-7757 www.slcgov.com/CED/planning/

Purpose of Meeting

The purpose of the May 19th Community Workshop was to identify those things about the 400 South corridor and adjacent neighborhoods that people liked, did not like and what they wanted to see happen in the future. For the Planning Division, this was an opportunity to listen to feedback and to facilitate discussions on a wide range of issues related to the corridor. For the public, it was an opportunity to discuss the issues with each other without being directed by the City.

This report is a summary of what was heard by the City. The comments from the meeting will be used, along with comments and input from future meetings, will be used to create guiding principles and proposed City policies to help guide future decision making.



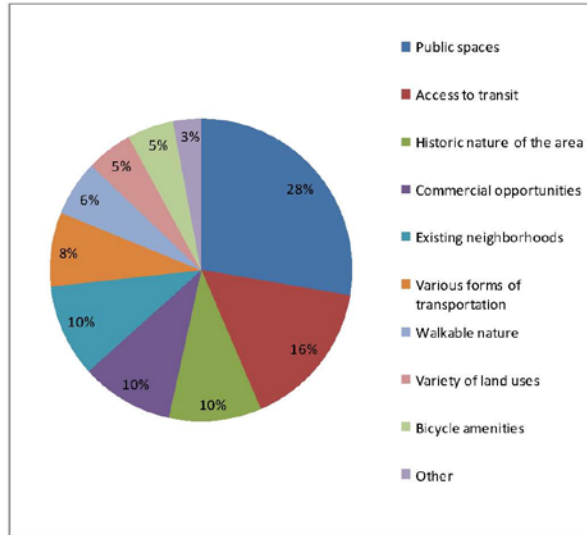
The 400 South Livability Project study area is generally the area within a 1/2 mile radius of each transit station, shown by the green line on the above map. The study area was established based on a number of studies and best practices from across the country that indicate light rail transit benefits are mostly found within a 1/2 mile walking distance of a transit station. Those areas that within 1/4 mile (the red circles on the above map) see the greatest benefits and the benefits decrease the further away one travels from a transit station.

The study area is being used in a number of ways. First, it is used to identify stakeholders. For the May 19 Workshop, all property owners and building tenants (both residential tenants and businesses) were sent notices of the workshops. Second, the study area will be used by the Planning Division to analyze development related issues based on feedback received during the May 19th workshop and other future workshops related to the project.

What the Community Likes

Those items that the community likes generally fit into the following categories:

- Public spaces, including parks, open space, landscaping, etc
- Access to transit
- Historic nature of the area
- The commercial opportunities in the area
- The existing neighborhoods
- The various forms of transportation that are available in the area
- The walkable nature of the area
- The variety of land uses in the area
- Bicycle amenities



The general categories of things that people like about the corridor, shown as a percentage of the total number of comments received.

Specific comments about what people like (comments are in no particular order)

Access to Transit

Access to transit
 Proximity to transit
 Minimal distance between stations
 TRAX
 Frequency of Tax stops
 Transit access to larger region
 Likes no Tax parking
 Hybrid electric buses

Bicycle Amenities

Bike lanes
 800 East should be a bicycle street
 Bicycle amenities

Historic Nature of Area

Encourage adaptive reuse of buildings
 Historic buildings
 Neighborhoods adjacent to 400 South
 Historic nature of neighborhoods
 Historic markers
 Exchange Place
 Washington Square

Public Spaces, Parks, Open Space, Landscaping

Trees
 Green spaces
 600 East medians
 Smaller parks; such as Fault Line, Senior Center, Gilgal
 Landscaping in Tax corridor
 800 East medians
 Pedestrian friendly green buffers
 Washington Square and the festivals
 Public safety building
 Library
 Station art
 Street art
 Gallivan Center

Commercial

Easy access to commercial spaces
 Trolley square renovation
 Fast food and drive thru restaurants
 Diverse nature of commercial
 400 South commercial
 Mix of retail uses

Walkability

Countdown clocks
 Urban feel of library station, lots of pedestrians
 Walkable neighborhoods
 Pedestrian amenities
 Sidewalks
 Crossing flags
 Locations where building are built up to the sidewalk
 Walkability

Neighborhoods

Quiet, safe neighborhoods
 High density
 Buffers to neighborhood
 Diverse characteristics
 Existing mixed use neighborhoods
 Protection of single family neighborhoods
 Limited negative impacts from Tax on neighborhoods
 Integrated neighborhoods
 Mix of housing

Variety

Density of uses
 Variety
 Ethnic/age mix
 Mix of uses
 University students

Transportation

Uncongested streets
 U-Car share program
 A good travel way for cars between downtown, east bench with little impact to neighborhoods
 Access to university
 Drivable nature of corridor
 Regional location to mountains, recreation, etc.
 Access to downtown

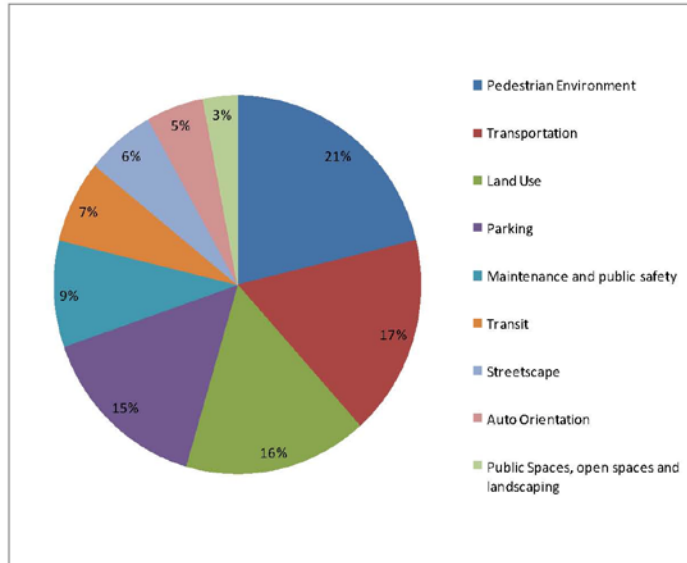
Miscellaneous

St. Regional Hospital
 Cleanliness
 New architecture downtown
 Potential of area

What the Community Does Not Like

Those items that the community likes generally fit into the following categories:

- Pedestrian environment
- Transportation
- Land Use
- Parking
- Maintenance and public safety
- Transit
- Streetscape
- Auto orientation
- Public spaces, open spaces and landscaping



The general categories of things that people do not like about the corridor, shown as a percentage of the total number of comments received.

Specific comments about what people do not like (comments are in no particular order)

Pedestrian Environment

Sidewalks are not wide enough or are in disrepair
 Unfriendly/unsafe to walk (cluttered, narrow, no buffer from traffic, blind driveways, etc)
 Limited pedestrian access to Tax is not conducive to walking and supports jaywalking
 Pedestrian conflicts with auto infrastructure (wide roads, driveways, right turns, etc.)
 Pedestrian walkways have no amenities (shade, benches, garbage cans, etc.)
 Mid block walkways are not safe or well taken care of
 Feel out of place walking on 400 South, it is not pedestrian friendly

Parking

Middle of the street parking
 Lack of pedestrian access through parking lots
 Tax riders parking in commercial lots
 Parking is a nightmare in the eastern neighborhoods
 Most annoying and arrogant thing the City says is you should not have any expectation that you can park in front of your house

Public Spaces, Open Spaces, and Landscaping

Not enough open space, green space, community space, trees, landscaping

Auto Orientation

Auto oriented uses/dependency
 Three lanes of auto traffic in each direction on 400 South
 Auto oriented destination

Transportation

Traffic flow, congestion, speeding
 Cars using side streets to cut through busy intersections
 Stoplights are not synchronized
 Dangerous intersections (unsignalized crossing on 800 East, two way stops, etc.)
 800 East medians block trash and truck access
 Traffic noise, especially from buses
 Lack of traffic calming
 More access to car share program
 U-Car share pays high taxes, should be exempt
 Difficult to ride bike on transit streets

Transit

Bus fares are not conducive for short trips (too expensive, need distance faced fares, expand free fare zone, etc)
 Lack of bus service
 Bus infrastructure is not synced to Tax
 Tax
 Bus stops in residential areas have no amenities and often damage landscape from people waiting, littering, etc.
 Need mid block connection to Tax stations
 noise from buses and trains
 Some of the bus routes that support Tax are going away, limiting the effectiveness of Tax
 Bus stops and pull outs do not work well

Specific comments about what people do not like (comments are in no particular order)

Land Use

Public safety building should not be across from library
 Center of block development
 Not livable
 Circular nature of TOD, needs to be linear along corridor
 Lack of protection for single family neighborhoods
 400 South has not encouraged local business, not evolved organically
 Housing on 400 South is not compatible due to the noise
 Empty buildings
 More core services accessible
 Land uses need to relate better to the transportation infrastructure
 No incentives to encourage redevelopment in the right places
 Too many chains and fast food restaurants
 Woefully underused
 Loss of housing to other uses
 Conflicts between zoning and historic district overlay
 Redundant land uses (too many of one land use, like medical offices)
 Tax has not encouraged organic development; 400 South is still mostly big box, fast food and rundown offices
 Do not like high density in the middle of the blocks
 Many people living in high density still do not use TRAX, they drive
 Industry does not belong (Wonder Bread factory)

Streetscape

Lack of aesthetics
 400 south feels like anywhere else in America
 Needs to be beautified so it is more like a boulevard
 400 South is not transit oriented
 600 East between Trolley Square and the 600 East station
 Resembles State Street between 300 East and 500 East
 No recreational opportunities for kids, either indoor or outdoor.

Maintenance and Public Safety

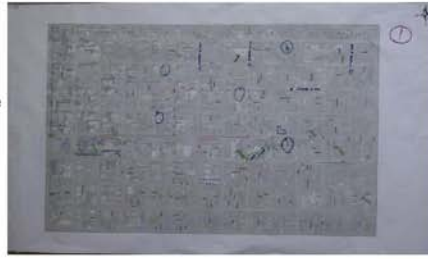
Loud motorcycles
 Rental units are a business and need to be treated like one to address maintenance issues
 Cats and dogs roaming free
 Not enough yard waste containers
 Boarded houses
 Long term vacancies
 Absentee landlords, both residential and commercial
 Derelict properties
 Curbs not painted red in front of fire hydrants

Visions

The community workshop provided some very helpful insight as to what the 400 South corridor should look like in the future. This is important because it helps the Planning Division continue to work with the community and stakeholders to craft a long term vision for the area and then create land use policies and development regulations to implement the vision. Most of the visions received during the workshop fall into these general categories:

- Land Use and Development
- Transportation
- Public Spaces
- Bicycles
- Walkability
- Neighborhood Character
- Policy

The visions were collected from the note cards handed out as people arrived, on the flip charts where the facilitators were capturing the discussions at each table and from the information written on the maps at each table.



Images of the maps from the May 19, 2011 Community Workshop



Staff Summary of Vision Comments

Below is a list of all of the vision comments received during the Workshop. Similar comments have been grouped into categories.

Land Use	Number of comments	Transportation	Number of comments
Higher densities closer to Downtown and the stations, with lower densities adjacent to existing neighborhoods.	21	Work with UTA to come up with alternate fare options for transit. Options may include an expanded free fare zone, distance base fares, etc.	2
Provide a wide range of housing options that complement the existing housing types and add new housing types to the area.	7	Provide more transit options that interface with the University TRAX line, such as future street car lines, bus routes, etc. Streets to consider include 600 East to Liberty Park, 900 East, and 200 South.	6
Develop design guidelines that bring buildings closer to the street, address building setbacks, parking locations, landscaping, green roofs and buildings, etc. to make a more pedestrian oriented community.	18	Add park and ride lots at 900 East and the Stadium Stations to serve the residential neighborhoods.	4
More mixed use in appropriate locations.	6	Use roundabouts, traffic lights and stop signs to improve safety at intersections located at 200 South 800 East, 300 South 800 East, 500 South 800 East and 600 East 600 South.	6
Ensure that zoning regulations support appropriate land use, design and scale for historic areas.	5	Synchronize traffic lights and adjust the traffic lights so they that switch to flashing red after midnight.	2
Create incentives for appropriate development and redevelopment of undesirable land uses (surface parking lots, drive-thru restaurants, etc).	18	Coordinate with the 200 South Project to create a multi-modal street along 200 South and use east-west connections to make connections to the University TRAX line	2
Promote Trolley Square as a neighborhood anchor by providing more residential density and other supportive uses around it.	2	Provide funds to fix up interior court like public streets, such as Denver Street.	1
Promote more locally owned businesses along the corridor.	2	Extend the University TRAX line west on 400 South to connect to Salt Lake Central Station	1
		Use visual enhancements to slow traffic.	1
		Eliminate one vehicle lane in each direction on 400 South and replace it with bike lanes and wider sidewalks.	1

Purpose of Stakeholder and Community Organization Meetings

The purpose of the meetings with stakeholders, was to learn about the future intentions of business and property owners, the potential of developed and undeveloped sites and how they envisioned the future land uses along the corridor.

Meetings were also held with various community organizations to learn more about how their groups and their members interact with the 400 South corridor, how the members of these groups are utilizing the corridor, their views of current and future transit options and land uses along the corridor and how we could find ways to include these groups and their individual members in future public meetings.

This report is a summary of what was heard by the City. The comments from the meetings will be used, along with comments and input from future meetings, will be used to create guiding principles and proposed City policies to help guide future decision making.



Specific comments from stakeholders and community organizations

YWCA Meeting (July 7, 2011)

Transit Related Comments

- Do away with tokens for bus and trains, TRAX doesn't use tokens.
- Very difficult to get on TRAX and bus transfers with children and strollers.
- Bus drivers don't realize how heavy strollers are, please help more.
- Bus schedules are always gone.
- The Free Zone is good.
- Need temporary cards instead of tokens for ease of use on all transit.

Land Use Related Comments

- Need more drugstores like Walgreens.
- Need more clothing stores like Ross.
- Need more grocery stores like Fresh Market.
- Need more retail stores offering electronics.
- Need book stores.
- Need more affordable housing near transit.
- Need more urban recreational opportunities.
- Need more daycare centers near transit.
- Too many fast food chains restaurants (but still convenient).

Odyssey House Meeting (August 26, 2011)

Transit Related Comments

- New trains are nice, with more space and bigger seats.

Land Use Related Comments

- Need to focus on lots between 9th E and Library - it is "deadsville" for a pedestrian.
- Area SE of 9th E stop could have more density and apartments, redevelop as they are in

Odyssey House Meeting (continued)

Need a definition in Zoning Ordinance for "Smoke Shops" as these are unwanted land uses and bring in unwanted people and drug activity which is not good for the corridor or neighborhood

Prohibit "pawn shops" along 4th South.

Put a great gym with indoor recreation opportunities, pool in the old "Whole Foods" space.

Put a little Walmart into "Whole Foods." Something 24 hour and to serve those living around neighborhood.

Need more pedestrian alleys and created spaces on and around the corridor planning area, these urban walkways add interest and give the community a place to meet friends and shop. Would help make it more walkable and wouldn't have to walk along 4th South as sidewalk isn't that pleasant.

Want more cafes and outdoor seating areas, place to meet friends and enjoy the area.

Food carts are fun and add interest and social activity along the street.

Limit drive-thrus as they are hard to walk past and just don't create an interesting place.

Need more mixed-use like the Broadway, with apartments above and small grocery and retail below, put these by the stations. Need a lot of density so that more uses will stay open longer.

Need new apartments or condos by pocket parks so that the park clientele are "cleaned up."

Need more drugstores like Walgreens, especially 24 hour pharmacies.

Need more clothing stores like Ross.

Need more grocery stores like Fresh Market.

Need more retail stores offering electronics like Apple or Best Buy.

Need book stores.

Need more affordable housing near transit, but also want high-end housing to balance out socio-economic groups and to provide enough foot traffic and populations with higher disposable income so that better retailers will choose to locate on the corridor.

Need a mix of housing types to bring in both the bachelor and a large family.

Need to allow higher density so that the old and decrepit apartment complexes are redeveloped, thus offering a higher standard of living around the corridor.

A hotel or small hotels or B&B type places on the corridor or around stations would be nice, and would bring in more nightlife and pedestrian activity and possibly nicer retail stores.

Specific comments from stakeholders and community organizations

Odyssey House Meeting (continued)

Need more urban recreational opportunities, parks, bowling alley, arcade or pool halls. More family oriented recreation is especially needed. Another Gallivan Center-type of place would be welcome.

Need more destination lounges, the Green Pig is only place open on Sundays.

Need more daycare centers or charter schools near transit, this would liven the place with young people.

Parking is fine as long as located underground.

Too many fast food chains restaurants (but still convenient).

Property Owner Meeting (August 10, 2011)

Center was made to be walkable to the north.

Owners feel like they are shoehorned with the current zoning.

Would like to be able to go up more or build taller buildings.

Suggest that this project look further back than one half of a block.

Varied setback is possible. For example, buildings directly on the street would be limited to three stories in height and it would setback up to seven stories the further away from the street.

Right now, market is for rental residential units, very tough to do sales.

Would like the flexibility to expand the former Whole Foods building. Expansion would take place to then north. Right now it is 25,000 square feet and 40,000 would make it more attractive to potential tenants

Difficult to do one building mixed use projects these days because of financing. Lenders prefer to lend on mixed use projects when the residential and commercial uses are in separate buildings, but they can be on the same lot or part of the same project. This is national, not just a local trend.

Most mixed use projects (in a traditional single building) are into their second or third owners because it is just hard to do in most areas unless the project is located in a very dense downtown area.

Tenants prefer to lease a project when parking is available in front of the storefront. Creating separate areas for parking is not desirable.

Owners feel that the city is short sighted in wanting a walkable community, but then density is limited.

Property Owner Meeting (continued)

Being in a historic district is a hindrance. Tenants do not want to have to go through two processed to obtain signs or to make minor modifications to their structure. It's also hard when modern signs are preferred on a faux historic building (Chipotle in Sugarhouse example).

RMU (with no density restriction) is the type of zoning designation they feel would work for the

University of Utah Transportation Meeting (June 27, 2011)

Transit Related Comments

Students should be encouraged to use transit more. This could be accomplished by adding more density along TRAX line.

University has a significant transit system, with busses and proposed light rail spurs, please keep them informed as to future developments.

What impact, if any, will this study have on proposed bicycle lanes on 200 south and in other areas?

Land Use Related Comments

Please densify the area west of 700 East with mixed use.

Please keep the area east of 700 East with residential.

It would be great to use the parking lot at the corner of 900 East and 400 south as a park and ride for students.

Please find a way to keep student traffic away from residential areas west of the University.

Refugee Services Meeting (July 21, 2011)

Transit Related Comments

Refugees heavily utilize the public transportation system in the valley, especially TRAX.

Schedules and information are only found in English along the route.

Land Use Related Comments

Concerns were mentioned about redeveloping properties for refugees in the historic district.

Open houses and other meetings that can be held outside of the City & County Building may bring in more refugees. Many of the refugees may find the City & County Building or other large government buildings intimidating.

Specific comments from stakeholders and community organizations

Refugee Services Meeting (continued)

There are a large number of refugees living at Park Plaza Apartments which is located between 700 South and 800 South and between 300 East and 400 East.

The Office of Diversity may be a good contact as they work with Refugee Services a lot.

Difficult to find affordable housing near transit lines.

Because many refugees have large families affordable housing with 2 or 3 bedrooms is important.

Feedback Received from the Official Website

Feedback Left on the Official Website <http://www.slcgov.com/ced/planning/400South>

Here's what I want to see...

- 1) An urban corridor along 4th with 3-5 story buildings fronting directly onto 4th. Parking should be accommodated behind buildings, not in front.
- 2) Wider sidewalks in front of those buildings, similar to what's on Main Street from S. Temple to 4th South. Right now the sidewalks are too narrow.
- 3) Much better access control. There are WAY too many driveways all over that street. Taking care of Item #1 should largely solve this problem, too.
- 4) Have a high-quality bicycle facility. It could be a regular bike lane, buffered bike lane, or a curb-separated bike lane. Any of those things would work. I LOVE having TRAX down this street, but adding a high-quality bike facility would make it even better.

Each TRAX station should have a "you are here" map that shows businesses and destinations within a short-radius walking distance. The maps would help give transit riders a sense of the neighborhood and promote the small businesses that give the neighborhood a unique character.

New development should take place on the surface parking lots that front 400 South..

This idea is key to improving 400 S. Since people walk to the TRAX stops the strip-mall like street has become into an accidental pedestrian corridor but pedestrians are stranded between a busy street and a parking lot.

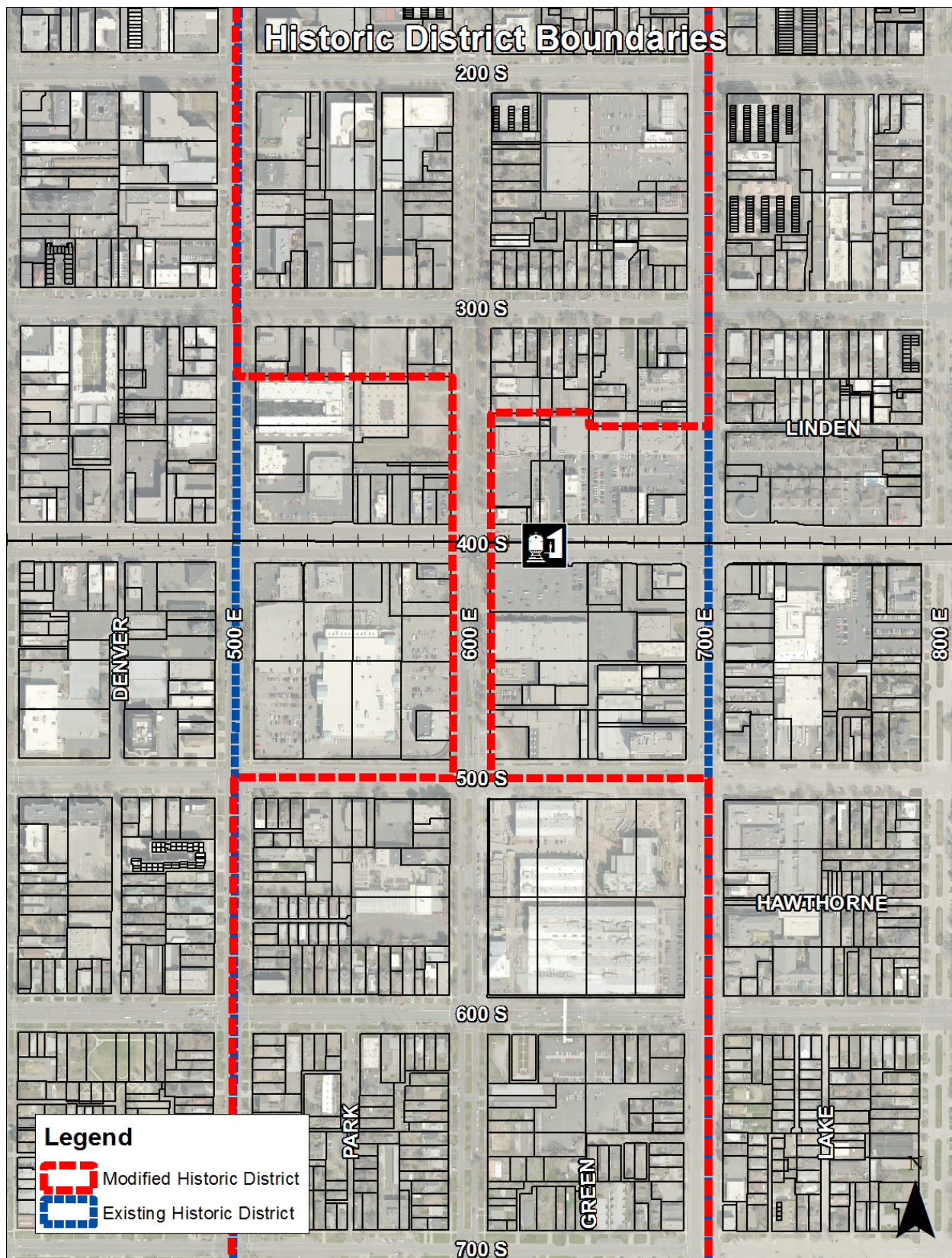
In particular, there is a huge parking lot by the OfficeMax near the 900 E. TRAX Stop that is off-limits for TRAX parking but always empty.

Focus on locally owned businesses and limit national chains.

More housing options along the corridor, with high density closer to stations.

Protect the historic buildings in the Central City Historic Districts.

Attachment B
Map of Proposed Modifications of the Central City Historic District



Attachment C
Draft Changes to an Excerpt of the Central Community Master Plan



Please note that the following Transit Oriented Development (TOD) section will replace the text found on page 15 for the current Central Community Master Plan.

Transit-Oriented Development (TOD)

Introduction

Transit-Oriented-Development (TOD) is a land use and urban design concept that mixes land use near transit to maximize transportation options and provides people with choices about living near transit. A TOD neighborhood typically has a center with a light rail station or bus stop surrounded by relatively high-density development with progressively lower-density development spreading outward from the transit center. TOD's generally are located within a radius of one-quarter to one-half mile from a transit stop, as this is considered an acceptable walking distance.

TOD areas offer choices in housing, commerce and transportation. They are designed to be flexible so they can respond to changing economic and social conditions and endeavor to make development economically viable from a number of perspectives (city, transit agency, developer, resident, employer, etc.). TOD districts encourage the stabilization and revitalization of existing neighborhoods, as new uses are designed to support existing neighborhood characteristics.

TOD districts improve the quality of life in urban areas by:

- Including mixed-use development that will use transit at all times of day.
- Creation of excellent pedestrian facilities such as high quality pedestrian crossings, narrow streets, and tapering of buildings as they become more distant from the public transport node.
- Ensuring compatibility and connectivity with surrounding neighborhoods.
- Creating compact development within an easy walk of public transit and with sufficient density to support transit ridership.
- To establish a hierarchy of transportation which places the pedestrian first, bicycle second and auto third.
- Creating active places and livable communities that service daily needs and where people feel a sense of belonging and ownership.
- Including engaging, high quality public spaces (e.g. small parks or plazas) as organizing features and gathering places for the neighborhood.
- Encouraging a variety of housing types near transit facilities.
- Providing housing choices for a wide range of ages and incomes.
- Incorporating retail into a development if it is a viable use at the location. Ideally drawing customers both from both the TOD and a major street.



- Introducing creative parking strategies that integrate, rather than divide a site and reduce the presence of the auto.
- Creating TOD plans that are flexible so they can respond to changing conditions.
- Recognizing that all TOD's are not the same; each development is located within its own unique context and serves a specific purpose in the larger context.

TOD strengthens urban development but also helps manage future regional growth by encouraging growth to occur where the existing infrastructure is best suited to address it. The benefits of this type of development include:

- Opportunities for affordable and accessible living by incentivizing affordable and accessible housing goals, providing a range of housing options, and allows people to spend less of their income on the combined expenses related to housing and transportation.
- Reduction of the long term expenditures of tax dollars to build and maintain public utilities, roads and other auto-oriented infrastructure.
- More residents living close to commercial areas to support a strong, local oriented economy.

This reduces the overall cost of development and reduces negative environmental impacts on air and water quality while creating community oriented public places.

Transit-oriented development designations

Transit-oriented development districts within the Central Community have three designations: low-density, medium-density, and high-density. The Future Land Use map shows locations where these districts are supported by this master plan. Where conflicts between TOD and historic district overlay regulations occur, the historic overlay requirements govern.

Low-density transit-oriented development (light sage green on map): Low-density TOD supports residential uses with a density ranging from 1-20 dwellings per acre. The emphasis of low-density TOD design and land use relates to existing lower density residential and neighborhood commercial land uses. Low intensive development should be designed to assure compatibility in neighborhoods with established low-density characteristics by focusing on the massing and scale of the existing structures. Medium intensive land uses, such as a coffee shop, town house or daycare center, may be appropriate near the light rail station or busier intersections. Implementing low-density TOD areas may include development of accessory units in the rear yards of low-density residential land uses as well as small businesses that can be operated out of a residential structure. New structures should be in scale with the low-density neighborhood with modest increases in building height being appropriate if it provides opportunity for increasing the residential density. Zoning designations should require compatibility in these areas.



Medium-density transit-oriented development (medium sage green on map): Medium-density TOD supports residential land uses with a density range of 20-50 dwelling units per acre. The design emphasis for medium-density TOD is compatibility with existing medium and low-density residential and commercial development. Higher intensive uses may be located near light rail stations where applicable. Medium-density TOD areas include four to five story buildings with a mix of ground level retail or office space components with multi-story residential development above. These areas should have limits on the amount of space allocated for non-residential land uses by locating them closer to transit and at busier intersections. Individual residential land uses could remain within the TOD area. Zoning districts that allow four to five story building, including pedestrian oriented design standards and allow 20-50 dwelling units per acre are appropriate in areas with this designation.

High-density transit-oriented development (dark sage green on map): High-density TOD is similar to medium-density TOD except at a greater scale. These areas should be centers of high population with a concentration of pedestrians in close proximity to transit stations. These areas will be more successful in places that are well served by rail transit. Building heights are established for high density residential and higher intensity office or commercial uses. The ideal building type in these areas are vertical mixed use structures tall than five stories. High-density TOD supports the development of compact urban centers with 50 or more dwelling units per acre. These centers can provide accessibility and a multitude of benefits (efficiencies that result when many activities are physically close together). Design standards are critical in these areas in order to create people oriented spaces. Auto oriented development should be prohibited. Standards and processes should be put in place to allow for the easy and financially viable transition of auto oriented developments to people oriented development.

The transit-oriented development land use designations are shown on the Central Community TOD map and on the Future Land Use map.

Community input on Transit-Oriented Development

This section will be further modified after input from the next community open houses in February and March of 2012.

Future Transit-Oriented Development land use changes

TOD's are implemented by the public and private sectors. The public sector sets the stage by providing the transit, investing in public infrastructure and applying appropriate zoning regulations near the transit stations. The private sector generally finances, constructs and markets TOD's. When based on a sound and agreed upon vision, TOD implementation should be a simple and straightforward process. To ensure this is the case, the TOD station area plans intend to create the vision and set the stage for the private sector. The City has developed certain zoning districts to implement the various intensity levels of TOD that are based on input from a broad range of stakeholders. The areas listed below have gone through a community visioning process that had identified the desired development characteristics and therefore, support zoning changes based on the specific goals for each area.



400 South and University Boulevard

In June of 2011, the City received a grant from the Housing and Urban Development Department (HUD) to initiate the 400 South and University Boulevard Livable Communities project. The focus of the project was to enhance the Community's vision of the corridor and make it a place where people could live, work and shop. Inherent in this process was the inclusion of people who rely on the corridor for their daily needs, but for various reasons do not normally participate. The group included those who are traditionally under-represented in the planning process. The project determined that future development at all 400 South stations should be compatible with the existing neighborhood scale and that development should not supplant or compete with the central business district regional services (beyond the existing Trolley Square development). Development should enhance existing urban neighborhoods within walking distance of the transit line to create areas where pedestrian activity is the focus of daily transportation needs, without excluding the automobile. These concepts are critical to groups who rely on public transportation to access housing, employment, education, health care, and other daily needs.

The 400 South and University Boulevard Trax lines run from downtown to the University of Utah. The corridor incorporates a mix of transportation options, including light rail, bus and automobile. There are several bicycle lanes that parallel and intersect the street to create a complete transportation network through the area. When the light rail line opened in 2001, the pedestrian environment improved by adding street trees and widening the sidewalk. Unfortunately, the parking lane was removed, placing a travel lane immediately adjacent to the sidewalk. In order to make the corridor more pedestrian oriented, sidewalk improvements are necessary.

The Liveable Communities project identified specific land use goals and policies that can be found in the "400 South and University Boulevard Station Area Plans" in the addendum of this Central Community Master Plan. The station area plans include specific land use policies and a future land use map that should be used to help guide future land use, capital improvements and budget decisions.

West Temple Gateway

The West Temple Gateway area extends from 700 South to the 900 South Interstate off ramp and from 300 West to West Temple and includes the 200 West / 900 South future light rail stop. The West Temple Gateway area is part of a redevelopment project area created in 1987, which included two revitalization concept plans. These are not adopted policy plans but resource documents. The 1994 plan identified alternative concepts ranging from low-density residential infill to Big Box retail uses. A second analysis in 2001, after the light rail line was constructed, provided an Illustrative Plan that proposes a mixed use transit-oriented neighborhood containing residential, retail, office, and industrial land uses. Development of a West Temple Gateway small area master plan will provide detailed development guidelines for this area.



Transit Oriented Development goal

To create TOD development with a balanced mix of uses that generates 24-hour transit ridership. This development will have places to work, to live, to learn, to relax and to shop for daily needs. The goal will be achieved through land use designations, development guidelines, zoning, and both public and private funding.

Transit Oriented Development policies

Transit-Oriented Development policies fall into these general categories: location and variety of land use.

Location

Policy TOD-1.0 Based on the Future Land Use map and specific station area plans, establish Transit-Oriented Districts that will provide residents with housing, transportation and employment options at various densities near transit stations.

TOD-1.1 Develop station area plans for each transit station within the Central Community Planning Community.

TOD-1.2 Utilize a broad community involvement approach to identify appropriately located and scaled transit oriented development that put people first.

Variety of Land Use

Policy TOD-2.0 Encourage the development of mixed-use projects near light rail stations to create a livable, walkable urban environment.

TOD-2.1 Support a variety of low-, medium- and high-density residential uses around light rail stations in TOD districts, based on the Future Land Use map designations.

TOD-2.2 At light rail stations in TOD districts, establish a centralized core of land uses that support transit ridership. Anchor transit centers with land uses that act as destination points.

TOD-2.3 Encourage a variety of commercial uses that share the same clientele and patrons. For example, movie theaters provide a clientele to patronize restaurants, arcades, and retail businesses.



Central Community Master Plan Goals and Recommendations Addendum

Please note that the following station area plans will be added into the addendum located on pages 22-23 of the current Central Community Master Plan. These items will be added right after #15 of the 'Environment' section.

400 South and University Boulevard Station Area Plans

Each of the three station area plans include subareas as identified below:

Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a one-fourth ($\frac{1}{4}$) mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.

Transition Area: The purpose of the transition area is to provide a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas are generally located within a one-half ($\frac{1}{2}$) mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is ten (10) dwelling units per acre. Commercial uses may include office, retail, restaurant and other



commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

Library Station Area

The Library Urban Center Station has the highest intensity level and mix of uses along 400 South. It supports Salt Lake City's central business district in terms of building scale and use. The area has a twenty-four-hour population, active streetscapes, defined street walls and multiple types of public transit. Development generally occurs on surface parking lots or through redevelopment of underutilized parcels.

The street frontages in the Library Station area have a compact, dense, interconnected and walkable development pattern, while the interior of blocks are open generally with parking lots. Large scale development is closer to the station; and is scaled back as it moves to the areas away from 400 South. Building forms vary, but are typically oriented to the pedestrian, are multiple stories in height, and contain a horizontal and vertical mix of land uses. Buildings up to thirty stories in height are allowed within the D-1 zoned sections, while buildings in the transition zone can be approximately three to four stories in height.

The area features a variety of dense, mixed use commercial and housing developments, providing residents with a number of housing options. The station area contains important regional attractions, such as the Library, City & County Building, Leonardo Museum, and the Public Safety Building. These buildings are a regional draw, bringing thousands of people to the area each day. The area also features office, dining and entertainment options with a high level of pedestrian activity. The Library and Washington Square feature a number of civic and cultural festivals during the summer.

The station area comprises of core and transition areas. The purpose of creating the different areas is to recognize the scale and nature of existing development patterns and identify the appropriate locations for growth. The general concept is that bigger buildings with the most dwelling units and a higher intensity level of commercial space should be located closest to the station in the core. The transition area reduces the scale, mass and intensity of new development as it moves away from the core.

In addition to the civic uses, and high density development surrounding the Library Station core, there is a significant amount of underutilized land. The Library Station Area Plan encourages the development of these areas to create medium to high density housing, mixed use development and appropriate support commercial along 400 South. By doing this, the area would further its role as a vibrant and contributory feature of Salt Lake City, while maintaining its function as a support to the downtown area.

The "Transit Station Area (TSA) Development Guidelines" will be used along 400 South to encourage a walkable urban neighborhood compatible with the adjacent historic district.



Library Station Area Goals:

1. Rezone properties fronting 400 South so that the zoning reflects the vision for the station area. Rezone the properties that are in the vicinity to a mix of zoning districts that promote high density residential development while allowing limited commercial types of uses.
2. Coordinate with Utah Department of Transportation (UDOT) to improve the functionality of 400 South for pedestrians. This could be accomplished by adding additional midblock crosswalks to the transit stations, allowing on-street parking during off peak travel hours, studying the impact of reducing the road width, whether in key spots or for longer stretches and other changes to the street that are aimed at creating a safe and functional transportation corridor for all users.
3. Work with the City Transportation Division to find appropriate bicycle routes that run on or are parallel to 400 South and that connect to appropriately located north/south bike routes.
4. Require midblock connections from 300 South and 500 South that connect to 400 South.
5. Incorporate way-finding features at the station area so people can easily locate station area assets such as Library, Library Plaza, City & County Building, Leonardo Museum and the Public Safety Building.
6. Maintain the original 15-foot landscaped setback along the 400 South street frontage.
7. Require properties to share driveway access as properties are redeveloped to reduce the number of drive approaches in the station area.
8. Minimize the number of driveways, garage entrances and dedicated turning lanes on all major pedestrian routes.
9. Encourage community services, including schools, childcare and museums with pedestrian connections to transit and other land uses.
10. Extend 450 South midblock walkway through to 650 East.
11. Develop and enhance existing public gathering spaces, including parks, plazas and courtyards to attract people and transform 300 South and 500 South into active pedestrian places.
12. Increase building intensity and residential densities closest to the transit station and gradually step down further away. Parking requirements should be lower closer to the station.



13. Discourage additional or expanded stand alone automobile oriented uses such as: large surface parking lots, fuel stations, auto repair shops, auto dealerships, large scale retail development, car washes and drive-thru facilities.
14. Mid-block crossings across 400 South should be considered adjacent to the Trax stop to help pedestrians cross safely and to discourage jaywalking.

Trolley Station Area

The Trolley Station is defined as an Urban Neighborhood Station Area. Urban Neighborhoods are places that have an established development pattern that contain a mix of uses and can support an increase in residential density and supporting commercial activities. New development generally occurs as infill, occurring on undeveloped or underutilized properties. Redevelopment of surface parking lots that front on 400 South is a priority. A compact development pattern is desired in order to focus new growth at the station and respect the existing scale and intensity of the surrounding neighborhood. The highest residential density and intensity of commercial land use occur closest to the transit station and are scaled down the further one moves from the station.

The station area comprises of core and transition areas. The purpose of creating the different areas is to recognize the scale and nature of existing development patterns and identify the appropriate locations for growth. The general concept is that bigger buildings with the most dwelling units and a higher intensity level of commercial space should be located closest to the station in the core. The transition area reduces the scale, mass and intensity of new development as it moves away from the core area.

Trolley Station is a unique Transit Station Area because it is located within the Central City Historic District. The Central City Historic District is centered on the 600 East landscaped medians, which are a character defining feature of the historic district. Over time, the 600 East medians have been degraded by the continual pressure from commercial development to allow vehicle access through the medians. The policy of the Trolley Station Area is to prohibit further dissection of the 600 East medians for vehicular traffic and to maintain the historical 15 foot landscaped setback of building along 600 East.

Despite being located within the Central City Historic District, the blocks that front on 400 South have lost most, if not all, of their historic character. Without the historic character being present, the boundaries of the Central City Historic District should be reviewed and amendments to the district boundaries should be proposed.

The "TSA Development Guidelines" will be used along 400 South to encourage a walkable urban neighborhood compatible with the adjacent historic district.



Trolley Station Area Goals:

1. The primary purpose of the Trolley Station Area is to provide housing and access to higher intensity employment, commercial centers, downtown, and to the University of Utah.
2. Rezone properties fronting 400 South so that the zoning reflects the vision for the station area. Rezone the properties that are in the vicinity to a mix of zoning districts that promote high density residential development, while allowing limited commercial types of uses in appropriate places. The properties fronting 400 South should be the focus of the station area and development should focus on creating an urban neighborhood in scale and purpose, and is not intended to supplant or compete with the much higher density central business district. Regional scale development beyond the existing Trolley Square commercial development is not encouraged.
3. Coordinate with the Utah Department of Transportation (UDOT) to improve the functionality of 400 South for pedestrians. This could be accomplished by adding additional midblock crosswalks to the transit stations, allowing on street parking during off peak travel hours, studying the impact of reducing the road width, whether in key spots or for longer stretches, and other changes to the street that are aimed at creating a safe and functional transportation corridor for all users.
4. Work with the Transportation Division to find appropriate bicycle routes that run on or parallel 400 South and that connect to appropriately located north/south bike routes.
5. Require midblock connections from 300 South and 500 South that connect to 400 South.
6. Incorporate way-finding features at the station area so people can easily locate station area assets such as Trolley Square, Gilgal Gardens and Liberty Park.
7. Maintain the original 15-foot landscaped setback along the 400 South street frontage.
8. Review the appropriateness of and consider amendments to the boundaries of the Central City Historic District to remove those blocks and portions of blocks that front on 400 South from the historic district due to the lack of remaining historic character. See the “.....” map to determine the areas that should be considered for removal from the Central City Historic District.
9. Preserve the 600 East medians and prohibit further bisections of the medians for the purpose of allowing vehicular access and left turns to private property or streets.
10. Extend 450 South midblock walkway through to 650 East.



11. Further multi-modal solutions to change the way 600 South is utilized between 500 East and 700 East. Possible solutions include adding middle of the street parking, midblock crosswalks, medians, or removing a lane of traffic in each direction to add bike lanes, larger park strips or angled parking.
12. Identify zoning solutions for the block faces across from Trolley Square on 600 East and 600 South. The focus should be to encourage development on vacant parcels, increase residential density and promote the preservation and adaptive reuse of contributing structures. The surface parking lot south of Trolley Square should be rezoned to allow Trolley Square to building a parking structure, retain the historic structures fronting on 600 South and build housing.
13. Adopt zoning that increases housing potential, but does not introduce extensive commercial development on the south side of 500 South between 500 and 600 East and both sides of the street between 400 and 500 East.
14. Encourage redevelopment of strip centers into higher density with structured parking with a potential park and ride. The block bounded by 400 and 500 South and 600 and 700 East should have the highest commercial densities of the area.
15. Encourage development that is compatible with the historic development pattern in the Central City Historic District where appropriate.
16. Reevaluate the densities on the northwest quadrant of the block bounded by 300 South and 400 South and 600 East and 700 East, to allow higher densities and design that is compatible with the adjacent historic character.
17. Mid-block crossings across 400 South should be considered adjacent to the Trax stop to help pedestrians to cross safely and to discourage jaywalking.

900 East Station Area

The 900 East Station is an Urban Neighborhood Station Area due to the established and predominating residential character and the potential for infill development along 400 South which adds variations of density and intensity of building forms that blend in and complement the existing residential character of the area. The development strategy of an urban neighborhood station may include the mixing of building types and uses, including the allocation of commercial or office uses to the ground floor, and residential uses above these floors. The highest residential densities and most intense land uses are generally located closest to the station platform along 400 South between 700 East and 900 East, particularly on the south side of 400 South.

The station area comprises of core and transition areas. The purpose of creating the different areas is to recognize the scale and nature of existing development patterns and identify the appropriate locations for growth. The general concept is that bigger buildings with the most



dwelling units and a higher intensity level of commercial space should be located closest to the station in the core. The transition area reduces the scale, mass and intensity of new development as it moves away from the core area. The north side of 400 South is part of the transition area due to the close proximity of the relatively low scale nature of the residential area to the north and the desire to maintain that character and the impacts that taller buildings on 400 South would have on privacy and solar access.

Contributing landmarks and existing neighborhood characteristics will influence future development in and around the 900 East Station. These existing traits include institutional uses such as the Intermountain Health Care facility, Bennion Elementary School, and religious structures. There are also various types of commercial and a strong mixture of single and multi-family residential building types.

900 East Station Area Goals:

1. Protect historic landmark sites that currently exist in the Station Area.
2. Coordinate with UDOT to improve the functionality of 400 South for pedestrians. This could be accomplished by adding additional midblock crosswalks to the transit stations, allowing on street parking during off peak travel hours, studying the impact of reducing the road width, whether in key spots or for longer stretches, and other changes to the street that are aimed at creating a safe and functional transportation corridor for all users.
3. Maintain original 15-foot landscaped setback along the 400 South street frontage.
4. Incorporate way-finding features at the station area so people can easily locate station area assets such as Gilgal Gardens and health care facilities.
5. Protect the 800 East medians by not allowing vehicular access cuts through the existing landscaped area.
6. Encourage infill uses that will eliminate surface parking lots with an emphasis on those that front 400 South or areas that can easily access the station platform.
7. Encourage shared parking facilities between uses where applicable.
8. Focus on mixed-use development with commercial and residential uses along 400 South and the east side of 700 East. In remaining areas the primary redevelopment focus should be on residential uses.
9. If the Bennion Elementary School discontinues to be utilized as a school, the property should be redeveloped with an emphasis on residential uses along the frontages but much of the open space behind should remain, and be enhanced and available to the public.



10. Create mid-block connections that draw pedestrians to 400 South and specifically to the 900 East TRAX station. This should be emphasized between 300 South and 400 South where connections could more easily be created by linking existing rights-of-way such as, Laker Court and Strongs Court.
11. Encourage nonconforming manufacturing or warehousing uses to relocate to appropriate locations in the city.
12. Adopt zoning that promotes high density housing with appropriate design standards adjacent to Gilgal Gardens in order to activate and provide security for the park.
13. Mid-block crossings across 400 South should be considered adjacent to the Trax stop to help pedestrians to cross safely and to discourage jaywalking.

DRAFT

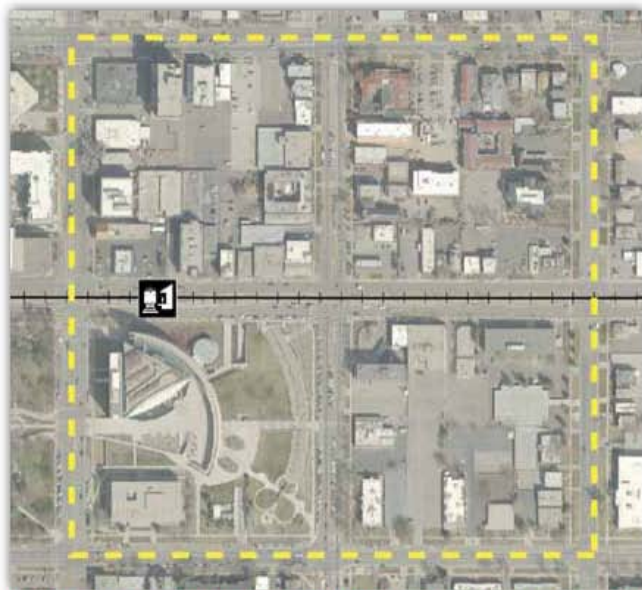
Attachment D
Library Station Summary Handout




400 SOUTH

LIVABLE COMMUNITIES

LIBRARY STATION



LOCATION	BOUNDARY
<p>The Library Station Trax platform is located in the middle of 400 South. The platform is located just to the east of 200 East and to the north of the Salt Lake City Main library.</p>	<p>The general boundaries of the Library Station are as follows:</p> <p>North: 300 South East: 400 East South: 500 South West: 200 East</p>



February 2012 400 South Livable Communities

Library Station Area

The Library Station area is divided into two subareas as follows:

CORE ●

The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a ¼ mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.

Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two or three stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A minimum of 30 dwelling units per acre is encouraged within the core.

TRANSITION ○

The purpose of the transition area is to provide a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities.

Transition areas are generally located within a ½ mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is 10 dwelling units per acre. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.



CENTRAL COMMUNITY MASTER PLAN *Transit Oriented Development*

Area Summary

- The Library Urban Center Station has the highest intensity level and mix of uses along 400 South.
- Large scale development is closer to the station; and is scaled back as it moves to the areas away from 400 South.
- The station area contains important regional attractions, such as the Library, City & County Building, Leonardo Museum, and the Public Safety Building
- Policy Highlights
- Rezone properties fronting 400 South so that the zoning reflects the vision for the station area.
- Work with the City Transportation Division to find appropriate bicycle routes that run on or are parallel to 400 South and that connect to appropriately located north/south bike routes.
- Require midblock connections from 300 South and 500 South that connect to 400 South.
- Require properties to share driveway access as properties are redeveloped to reduce the number of drive approaches in the station area.
- Extend 450 South midblock walkway through to 650 East.
- Increase building intensity and residential densities closest to the transit station and gradually step down further away. Parking requirements should be lower closer to the station.
- Discourage additional or expanded stand alone automobile oriented uses such as: large surface parking lots, fuel stations, auto repair shops, auto dealerships, large scale retail development, car washes and drive-thru facilities.
- Mid-block crossings across 400 South should be considered adjacent to the Trax stop to help pedestrians cross safely and to discourage jaywalking.

February 2012 400 South Livable Communities

TSA Design Guidelines



What are Development Guidelines?

Development Guidelines are a list of recommendations that should be used to guide new development within a transit station area. The guidelines are an integral part of the review process set forth in Chapter 21A.26. The intent of the TSADG is to reward high quality, desired development through the use of incentives (such as increased building height) and by allowing for a quicker review process.

How to use the Development Guidelines

These development guidelines are to be used by the City in the review process for each project located in the TSA zoning district. While the guidelines are voluntary, compliance with them entitles applicants to faster review and can guide new development and redevelopment towards implementing the vision in the station area plans. Designers and developers are encouraged to incorporate as many of the development guidelines as they reasonably can, which in turn will lessen the review process timeframe. Each Guideline includes a value. The assigned value is based on several factors, including the importance of the guideline in terms of implementing the vision of a Station Area Plan or other applicable land use related policies of the City and the cost of addressing the guideline. Development Guidelines should be addressed in all new projects. The Development Score is established by adding up the values of each guideline that has been incorporated into a project. Applicants have the ability to determine City review time of their proposal by achieving a high development score. This type of point and reward system allows desired development to be processed quicker.

The Development Score Thresholds

The approval process for all new development in the TSA District is based on the development score. A series of tiers has been established, indicating which approval process is required. The higher the Development Score, the more streamlined the approval process. Those projects that are in Tier 1 require Planning Commission approval through the Conditional Building and Site Design Review Process and

standards. The purpose of the Conditional Building and Site Design Review Process is to provide flexible implementation of the specific design requirements found in individual zoning districts. It is intended to help ensure that newly developed properties and redeveloped properties are designed to encourage pedestrian access, circulation and orientation while acknowledging the need for transit and automobile access. This process also requires public input prior to scheduling a public hearing with the Planning Commission. Projects that are in Tier 2 require an Administrative Hearing prior to an Administrative Decision. This process allows for a relatively quick review and approval process, but still requires a public hearing. Projects that achieve a development score in Tier 3 are rewarded by allowing administrative approval without a public hearing. Tier 3 was established so that those projects that are highly compliant with the vision of a station area plan have a streamlined approval process. The decision made in each Tier is subject to appeal as outlined in the Zoning Ordinance.

Review Process

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* The timeframes are estimates. Variables such as an incomplete application, lack of information, time until next available community council meeting or public hearing, and appeals may affect the estimated time frame for approval.

February 2012 400 South Livable Communities

Transit Station Area Zoning



Salt Lake City Zoning Ordinance Section 21A.26.070

The purpose of the TSA zoning designation is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two subsections: the core area and the transition area.

Within the TSA zone, uses are listed as prohibited, rather than a list of permitted uses. The reason is to identify those land uses that are not compatible with transit oriented development due to the nature of the use, the land requirements of the use, or the potential impacts of the use. Any use not listed, but is substantially similar to a use listed, is prohibited. All other uses would be permitted. Some examples of uses that are currently in Chapter 21A.26.070 as prohibited in a TSA zone:

- Ambulance services, dispatching, staging and maintenance
- Animal pound
- Auto salvage and recycling
- Auto, truck, and RV repair, sales and/or service (minor or major)
- Car washes
- Cemeteries, any type
- Commercial parking lots not located in a parking structure
- Community correction facilities, any size
- Detached single-family dwelling
- Drive-through windows and service
- Flammable liquids or gases, heating fuel distribution
- Gas stations
- Heavy equipment rental, repair and sales
- Homeless shelters
- Impound lot
- Incinerators, for any purpose
- Kennel
- Manufactured/mobile home sales and service
- Ministorage facilities
- Outdoor storage including storage or staging of fleet vehicles associated with a business, but not intended to include outdoor retail sales areas or outdoor storage as an accessory and incidental use to a principal use
- Pawnshops
- Sexually oriented business
- Stable, public or private
- Wholesale distributors

For a complete list, please refer to Table 21A.26.078E in the Zoning Ordinance.

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A Housing & Urban Development Liveable Communities Grant Project

February 2012 400 South Livable Communities

Attachment E
Trolley Station Summary Handout



400 SOUTH

LIVABLE COMMUNITIES

TROLLEY STATION



LOCATION	BOUNDARY
<p>The Trolley Station Trax platform is located in the middle of 400 South. The platform is located just to the east of 600 East and provides easy walking access to Trolley Square and other retail shopping locations in the area.</p>	<p>The general boundaries of the Trolley Station are as follows:</p> <p>North: 300 South East: 900 East South: 500 South West: 400 East</p>



February 2012 400 South Livable Communities

Trolley Station Area

The Trolley Station area is divided into two subareas as follows:

CORE ●

The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a ¼ mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.

Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two or three stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A minimum of 30 dwelling units per acre is encouraged within the core.

TRANSITION ○

The purpose of the transition area is to provide a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities.

Transition areas are generally located within a ½ mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is 10 dwelling units per acre. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.



CENTRAL COMMUNITY MASTER PLAN *Transit Oriented Development*

Area Summary

- The primary purpose of the Trolley Station Area is to provide housing and access to higher intensity employment, commercial centers, downtown, and to the University of Utah.
- Work with the Transportation Division to find appropriate bicycle routes that run on or parallel 400 South and that connect to appropriately located north/south bike routes.
- Require midblock connections from 300 South and 500 South that connect to 400 South.
- Review the appropriateness of and consider amendments to the boundaries of the Central City Historic District to remove those blocks and portions of blocks that front on 400 South from the historic district due to the lack of remaining historic character.
- Preserve the 600 East medians and prohibit further bisections of the medians for the purpose of allowing vehicular access and left turns to private property or streets.
- Identify zoning solutions for the block faces across from Trolley Square on 600 East and 600 South. The focus should be to encourage development on vacant parcels, increase residential density and promote the preservation and adaptive reuse of contributing structures. The surface parking lot south of Trolley Square should be rezoned to allow Trolley Square to building a parking structure, retain the historic structures fronting on 600 South and build housing.
- Adopt zoning that increases housing potential, but does not introduce extensive commercial development on the south side of 500 South between 500 and 600 East and both sides of the street between 400 and 500 East.
- Encourage development that is compatible with the historic development pattern in the Central City Historic District where appropriate.

February 2012 400 South Livable Communities

TSA Design Guidelines



What are Development Guidelines?

Development Guidelines are a list of recommendations that should be used to guide new development within a transit station area. The guidelines are an integral part of the review process set forth in Chapter 21A.26. The intent of the TSADG is to reward high quality, desired development through the use of incentives (such as increased building height) and by allowing for a quicker review process.

How to use the Development Guidelines

These development guidelines are to be used by the City in the review process for each project located in the TSA zoning district. While the guidelines are voluntary, compliance with them entitles applicants to faster review and can guide new development and redevelopment towards implementing the vision in the station area plans. Designers and developers are encouraged to incorporate as many of the development guidelines as they reasonably can, which in turn will lessen the review process timeframe. Each Guideline includes a value. The assigned value is based on several factors, including the importance of the guideline in terms of implementing the vision of a Station Area Plan or other applicable land use related policies of the City and the cost of addressing the guideline. Development Guidelines should be addressed in all new projects. The Development Score is established by adding up the values of each guideline that has been incorporated into a project. Applicants have the ability to determine City review time of their proposal by achieving a high development score. This type of point and reward system allows desired development to be processed quicker.

The Development Score Thresholds

The approval process for all new development in the TSA District is based on the development score. A series of tiers has been established, indicating which approval process is required. The higher the Development Score, the more streamlined the approval process. Those projects that are in Tier 1 require Planning Commission approval through the Conditional Building and Site Design Review Process and

standards. The purpose of the Conditional Building and Site Design Review Process is to provide flexible implementation of the specific design requirements found in individual zoning districts. It is intended to help ensure that newly developed properties and redeveloped properties are designed to encourage pedestrian access, circulation and orientation while acknowledging the need for transit and automobile access. This process also requires public input prior to scheduling a public hearing with the Planning Commission. Projects that are in Tier 2 require an Administrative Hearing prior to an Administrative Decision. This process allows for a relatively quick review and approval process, but still requires a public hearing. Projects that achieve a development score in Tier 3 are rewarded by allowing administrative approval without a public hearing. Tier 3 was established so that those projects that are highly compliant with the vision of a station area plan have a streamlined approval process. The decision made in each Tier is subject to appeal as outlined in the Zoning Ordinance.

Review Process

Tier	Approval Process	Estimated Time Frame*
Tier 1- Projects with a development score of less than 50 points	Planning Commission	3-6 months
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February 2012 400 South Livable Communities

Transit Station Area Zoning



Salt Lake City Zoning Ordinance Section 21A.26.070

The purpose of the TSA zoning designation is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two subsections: the core area and the transition area.

Within the TSA zone, uses are listed as prohibited, rather than a list of permitted uses. The reason is to identify those land uses that are not compatible with transit oriented development due to the nature of the use, the land requirements of the use, or the potential impacts of the use. Any use not listed, but is substantially similar to a use listed, is prohibited. All other uses would be permitted. Some examples of uses that are currently in Chapter 21A.26.070 as prohibited in a TSA zone:

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- Animal pound
- Auto salvage and recycling
- Auto, truck, and RV repair, sales and/or service (minor or major)
- Car washes
- Cemeteries, any type
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- Community correction facilities, any size
- Detached single-family dwelling
- Drive-through windows and service
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A Housing & Urban Development Liveable Communities Grant Project

February 2012 400 South Livable Communities

Attachment F
900 Station Summary Handout




400 SOUTH

LIVABLE COMMUNITIES

900 EAST STATION



LOCATION	BOUNDARY
<p>The 900 East Station Trax platform is located in the middle of 400 South. The platform is located just to the west of 900 East and provides easy walking access to various retail shopping and residential locations in the area.</p>	<p>The general boundaries of the 900 East Station are as follows:</p> <p>North: 300 South East: 1100 East South: 500 South West: 700 East</p> 

February 2012 400 South Livable Communities

900 East Station Area

The 900 East Station area is divided into two subareas as follows:

CORE ●

The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a ¼ mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.

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CENTRAL COMMUNITY MASTER PLAN *Transit Oriented Development*

Area Summary

- Protect historic landmark sites that currently exist in the Station Area.
- Protect the 800 East medians by not allowing vehicular access cuts through the existing landscaped area.
- Encourage infill uses that will eliminate surface parking lots with an emphasis on those that front 400 South or areas that can easily access the station platform.
- Focus on mixed-use development with commercial and residential uses along 400 South and the east side of 700 East. In remaining areas the primary redevelopment focus should be on residential uses.
- If the Bennion Elementary School discontinues to be utilized as a school, the property should be redeveloped with an emphasis on residential uses along the frontages but much of the open space behind should remain, and be enhanced and available to the public.
- Encourage nonconforming manufacturing or warehousing uses to relocate to appropriate locations in the city.
- Adopt zoning that promotes high density housing with appropriate design standards adjacent to Gilgal Gardens in order to activate and provide security for the park.

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TSA Design Guidelines



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Transit Station Area Zoning



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- Community correction facilities, any size
- Detached single-family dwelling
- Drive-through windows and service
- Flammable liquids or gases, heating fuel distribution
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- Heavy equipment rental, repair and sales
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- Incinerators, for any purpose
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Attachment G
Map of Proposed Zoning Changes

