MAJOR CORRIDORS
05 Introduction

Foothill Drive, Parley’s Way, Sunnyside Avenue and 1300 East serve as thoroughfares into the City and are important pieces in the regional and citywide transportation network. These corridors provide the first glimpse of the City as people come to work, play or visit. As such, Foothill, Parley’s, Sunnyside, and 1300 East are considered Gateways and should showcase the City’s approach to:

- Connecting people to places;
- Placemaking;
- Maximizing investment in public infrastructure; and
- High quality, people oriented, and mixed-use development that complements adjacent neighborhoods.
GUIDING PRINCIPLES

Safe and Efficient Movement of People
The major streets serve as primary transportation corridors and provide multiple choices for moving people safely and efficiently.

Entryway to the City
The major streets provide a sense of arrival and showcase the City’s approach to transportation, land use and sustainability.

Connect Neighborhoods
The major streets are not perceived as barriers between neighborhoods. Intersections create active and safe nodes that connect neighborhoods.

People Oriented, Mixed-Use Development
Development along Foothill Drive and Parley’s Way provide a mix of housing and commercial choices. Development is people-oriented, built at a community level scale, compatible with adjacent neighborhoods, and maximizes the City’s investment in public infrastructure.

City Planning Context
The major streets in the East Bench are considered gateways to the City and gateway streets have long been regarded as important assets in City planning documents. The Salt Lake City Urban Design Element adopted in 1990, provides the following description of a City gateway:

“Gateways refer to the entrances in and out of a city, but may also refer to the entrances into districts or neighborhoods. They are an important part of an area’s image because they provide visitors and residents with their first visual impression of the city. A gateway often frames a principal view, providing a point of identity from which the viewer begins to evaluate the form and scale of an area.”

In addition to creating a visual first impression, two of the major streets, Foothill Drive and Parley’s Way, are the best location to accommodate future residential, employment, and commercial growth according to the goals and policies established in Plan Salt Lake. Plan Salt Lake recognizes that the City will continue to grow, but this growth must happen in a sustainable manner and not at the expense of existing neighborhoods. In areas such as the East Bench, where much of the land area is occupied by stable and unique residential neighborhoods, Foothill Drive and Parley’s Way provide an opportunity for growth based on the Plan Salt Lake initiatives.

The following Plan Salt Lake initiatives support focusing future growth along these major corridors:

- Reducing consumption of natural resources and open space by locating development in areas with existing infrastructure and amenities, such as transit and transportation corridors;
- Ensuring access to affordable housing and accommodate aging in place in all communities;
- Encouraging transit oriented development; and
- Creating a complete circulation network and ensure convenient equitable access to a variety of transportation options

The Salt Lake City Transportation Master Plan categorizes streets into a functional classification system. Foothill Drive, Parley’s Way, Sunnyside Avenue and 1300 East are all classified as arterial streets. According to the City Transportation Plan, arterial streets are designed to:
Facilitate through traffic movement over relatively long distances such as from one end of the city to the other and from neighborhood to neighborhood. Arterials are generally multi-lane streets carrying high traffic volumes at relatively high speed limits. These are commuter streets and typically offer controlled access to abutting property.

The Transportation Master Plan provides the following specific direction regarding arterial streets:

*Arterials are the major traffic carrying streets in the City. In order to encourage commuter traffic to use arterial streets rather than local and collector streets, the carrying capacity of arterials must be maintained. The grid system of arterial streets will be maintained as much as possible, while recognizing adjacent land use needs.*

The East Bench Master Plan supports the Salt Lake City Transportation Master Plan as the principle transportation planning document for the City. Future improvements to the East Bench transportation network should be consistent with the policies established in the Transportation Master Plan and any subsequent changes adopted by the City Council.

**Existing Conditions**

**Foothill Drive**

Foothill Drive is a Utah Department of Transportation highway. It is one of the main transportation corridors from the south to the East Bench Regional Activity Center. In addition to operating as a thoroughfare, the street provides access to residential neighborhoods and commercial centers and is a critical connection to the Parley’s Crossing bicycle and pedestrian bridge over I-80 and I-215.

Automobile congestion along Foothill Drive is time and season dependent. At peak times and when the University of Utah is in session, the roadway operates near its capacity. At other times, Foothill appears to be overbuilt, allowing automobiles to travel at relatively high rates of speed.

The nature of land uses along the Foothill Drive corridor consists of mixed commercial uses at street intersections with a collection of single-family homes, duplexes, and higher density apartments and condos in between. The existing single-family homes make up the majority of the land uses adjacent to the corridor.

Foothill Drive’s history as an auto-centric corridor is evident through the lack of improvements to pedestrian and bicycle infrastructure along the corridor. The sidewalks are in disrepair and in some cases there are abrupt grade changes that make walking difficult. Along various sections of the corridor, Foothill is along the back property lines of properties that front adjacent streets. Sidewalk maintenance, such as snow and vegetation removal can be difficult for these property owners.
Regional Foothill Drive Planning Efforts

The importance of Foothill Drive as a regional transportation corridor is evident through various studies conducted by the State of Utah and the Wasatch Front Regional Council, the metropolitan transportation planning organization. Two of the more recent planning efforts are Wasatch Choices for 2040 and the Foothill Drive Corridor Study.

Wasatch Choices for 2040 is a regional planning effort managed by the Wasatch Front Regional Council and Envision Utah. The purpose of the process was to develop a vision for growth, transportation, and preservation of open space along the Wasatch Front. One of the key strategies in implementing the Wasatch Choices for 2040 vision is the concept of centering growth along major transportation corridors and within community centers located near transit. Due to its significance as a regional transportation corridor, Foothill Drive was identified as a Boulevard Community, which is defined as, “a linear center coupled with a transit route. Unlike a Main Street, a Boulevard Community may not necessarily have a commercial identity, but may vary between housing, employment, and retail along any given stretch. Boulevard Communities create a positive sense of place for adjacent neighborhoods by ensuring that walking and bicycling are safe and comfortable even as traffic flow is maintained.”

The Foothill Drive Corridor Study was completed in 2008 as a joint effort between the Wasatch Front Regional Council, Utah Department of Transportation, Utah Transit Authority, University of Utah and Salt Lake City. The study included an in-depth traffic analysis and provided recommendations related to the roadway configuration, transit, and improvements to better accommodate pedestrians and bicycles. This study should be looked at as a baseline for future Foothill Drive planning efforts.

Future Planning Efforts for Foothill Drive

Foothill Drive’s original design and function as an automobile thoroughfare has an impact on the East Bench Community. Being a State owned street, the City has little control over the design and function of the right-of-way. The City and State should collaborate in future planning efforts and work to improve the efficiency of the street while also managing impacts and integrating the street into the fabric of the community. In particular, strategies should be developed that focus on:

- Efficiently moving people from outside of the City to the regional activity centers;
- Managing traffic congestion and secondary impacts, such as the amount and speed of cut-through traffic in adjacent residential neighborhoods;
- Managing user conflicts between automobiles, pedestrians, and bicyclists;
- Improving and maintaining active transportation infrastructure; and
- Improving connections between neighborhoods on both sides of the corridor.

Foothill Drive should also be targeted as an area that can accommodate future growth based on the initiatives identified in Plan Salt Lake. The Foothill Drive corridor should accommodate future growth with mixed-use development focused at the existing commercial and multi-family nodes and low to medium residential in between those nodes. Future development located at the southern entrance to Foothill should provide a positive visual first impression of the City.
Foothill extends approximately three miles from the freeway offramp on the south to the University of Utah on the north. While the majority of the corridor is lined with single family residential properties, there are pockets of other uses along the corridor.
Sunnyside Avenue

Sunnyside Avenue provides access into the downtown area from the East Bench and access to Emigration Canyon. Sunnyside becomes Emigration Canyon Road near the city limits and is the only direct access into Emigration Canyon from the city.

Sunnyside Avenue is bisected by Foothill Drive, which creates somewhat of a dividing line on how the street functions. East of Foothill, Sunnyside Avenue provides access to major regional destinations, such as Research Park, This is the Place Heritage Park, and Hogle Zoo. West of Foothill Drive, the street not only provides primary access into and out of the East Bench, but also serves community level activity centers, such as Sunnyside Park, a church, and a school. Sunnyside Avenue provides access to residential homes located along the south side of both the east and west segments of the street.

The land uses along the north side of Sunnyside Avenue are predominantly institutional and recreational in nature. The institutional uses consist of schools (both private and public), a church, University of Utah student housing, a post office, and a fire station. The recreational uses consist of a City park and This is the Place Heritage Park. Most of these are State owned facilities; therefore, the City has little control over their future use.

With the exception of Hogle Zoo, Rotary Glen park, and facilities associated with East High, the land uses on the south side of Sunnyside Avenue are predominately low density residential. These land uses are stable and complement the adjacent neighborhoods and community as a whole; therefore, there are no planned land use changes.

Sunnyside is a key component in connecting the City’s open space resources. The Salt Lake City Open Space Plan identifies Sunnyside Avenue as part of the Transvalley Corridor. This corridor would provide a pedestrian and bicycle route from the foothills east of the City to the western portion of Salt Lake, and would connect several existing open space amenities. The Open Space Plan outlines a number of improvements along Sunnyside to provide a safe and attractive travel experience along the corridor. These improvements are discussed in the Moving Forward section of this chapter.
Sunnyside Avenue provides access to a number of regional destinations that are located along the street.
1300 East

1300 East is one of the main access routes to the University of Utah and is also a popular route for downtown commuters. The street is narrow, consisting of one lane in each direction between 600 South and 2100 South. The land uses along 1300 East are predominately single-family residential.

**Future Planning Efforts for 1300 East**

Due to the stable low-density residential nature of the properties along 1300 East, there are no planned land use changes along the corridor. Future planning should focus on maintaining the residential character along and adjacent to the corridor and maintaining the design of the street to respect the residential character.

Parley’s Way

Parley’s Way, extending southeasterly from 2100 South to the Foothill Drive/I-215/I-80 Interchange, is one of the main access routes into and out of the east Sugar House community. It is a wide roadway with minimal stop lights until it turns into 2100 South at 2300 East. Adjacent land uses include big box retail and other commercial uses, offices, residential condominiums, and single-family homes. Like Foothill Drive, Parley’s Way provides a critical connection to the Parley’s Crossing bicycle and pedestrian bridge located over I-80 and I-215.

A specific planning effort was conducted for Parley’s Way as part of the East Bench Master Plan process. The effort resulted in the Parley’s Way Corridor Plan, which provides specific policies and initiatives for the corridor. The Parley’s Way Corridor Plan is Appendix A of the East Bench Master Plan.
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MOVING FORWARD >>

The following are the guiding principles and associated initiatives that are intended to help guide the East Bench Community into the future. The initiatives include general policies, as well as specific strategies and goals. Applicable Plan Salt Lake policies are also included that help inform these guiding principles and initiatives.

**GUIDING PRINCIPLE MC-01**

SAFE AND EFFICIENT MOVEMENT OF PEOPLE

The major streets serve as primary transportation corridors and provide multiple choices for moving people safely and efficiently.

*Plan Salt Lake* initiatives supported by this action:

**Transportation & Mobility**

- Create a complete circulation network and ensure convenient equitable access to a variety of transportation options.
- Reduce automobile dependency and single occupancy vehicle trips.
- Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.
- Collaborate with regional partners to relieve congestion and enhance rights-of-way for alternative modes of transportation.

**Air Quality**

- Increase mode-share for public transit, cycling, walking, and carpooling.

**INITIATIVE MC-1.1**

Implement Innovative Solutions to Moving Automobiles on Foothill Drive

Work with partners to identify innovative solutions to moving vehicles safely and efficiently. Solutions need to address safety for all users, ensure access to businesses, cultural destinations and institutions, and reduce traffic impacts to residential neighborhoods. UDOT has listed the street as a candidate for managed (reversible) lanes to better manage traffic during the morning and evening rush hour periods. This method could help to move autos and high occupancy vehicles into and out of the area with less delay; however, all efforts need to be made to not turn Foothill Drive into a high speed freeway.

Traffic can backup during rush hour going toward the University in the morning and away from the University in the evening.
INITIATIVE MC-1.2

Improve Access to Public Transit along Foothill Drive

Near term improvements include adding new bus routes, increasing frequency, and providing bus service on the weekends and evenings. Longer term, Foothill should be studied for Bus Rapid Transit with dedicated lanes or rail transit that serves the southeastern communities in the valley and ties into the regional transit commuter network.

In addition to regional service, local service should be improved with a focus on stops at activity nodes and future east-west local circulation connections. In an effort to supplement local transit circulation, the City should work with the University of Utah to explore ways to expand its shuttle system onto Foothill Drive. Transit stops at activity nodes along Foothill should be an integral part of the public space and incorporate shelters, benches, lighting and other design elements that compliment the public space.

INITIATIVE MC-1.3

Improve Pedestrian and Bicycle Accommodations and Connections

The City should work towards implementing the recommendations in the Pedestrian and Bicycle Master Plan as they relate to the Major Corridors. In addition to the overall goals and policies of the plan, specific improvements include:

- Enhanced crossings at major intersections;
- Bike lanes along 1300 East, Sunnyside, and Parley’s Way; and
- Multi-use paths:
  - Connecting Parley’s Way to Parley’s Crossing;
  - Through Bonneville Golf Course connecting Wasatch to Foothill Drive; and
  - Along Sunnyside Avenue.

Local transit service to and from the East Bench should be improved with a focus on stops at activity nodes and future east-west local circulation connections.
INITIATIVE MC-1.4

**Improve the Pedestrian Experience along Foothill Drive**

The focus of Foothill Drive as an auto-centric corridor has resulted in lack of attention to the sidewalks. Short term improvements to the sidewalks should focus on maintenance of the existing sidewalk infrastructure. The City should explore programs to improve maintenance in situations where rear yards front on Foothill Drive and it is difficult for the adjacent owner to remove snow, weeds, and debris. Otherwise, property owners should be responsible for this effort. Longer term, the sidewalks should be leveled and widened with a buffer provided between the sidewalk and curb. The buffer may include trees, street and sidewalk lighting, low landscape walls, and other elements intended to improve the safety of pedestrians.

INITIATIVE MC-1.5

**Incorporate Wayfinding in All Street Improvement Projects**

The major corridors provide primary access to the East Bench Regional Activity Center. They are also bisected by key bicycle, pedestrian and open space corridors that lead to other parts of the City. Future right-of-way improvements should include wayfinding signage in a consistent design theme that directs motorists, pedestrians, and bicyclists to the major activity centers, as well as to connecting pathways and open space corridors. The design and function of wayfinding needs to consider the audience and contribute to the character of the area while maintaining universal standards.

Foothill Drive has a number of narrow sidewalks with significant park strip slopes toward the street which present safety hazards for pedestrians and users with disabilities.

Widened park strips with additional landscaping can help buffer sidewalk users from the traffic on Foothill Drive and create a more comfortable pedestrian environment.

The University of Utah has implemented a number of wayfinding signs that contribute to the character of the campus.
INITIATIVE MC-1.6
Implement the Transvalley Corridor along Sunnyside Ave

The Salt Lake City Open Space Plan outlines specific improvements along Sunnyside that would implement the Sunnyside Avenue portion of the Transvalley Corridor. Some of these improvements have been completed, while some still need to be implemented. Future private and public improvements along Sunnyside should support the completion of the Sunnyside Avenue portion of the Transvalley Corridor according to the following implementation strategies:

- Rebrand the corridor as a segment of the 9 Line.
- Expand the sidewalks and green spaces on the north side of Sunnyside Avenue between 1300 East and Foothill Drive.
- Construct a dedicated shared use path.
- Enhance the sidewalks and green spaces on the north side of Sunnyside with shade trees and rest areas to enhance the pedestrian experience along the corridor.
- Improve pedestrian and bicycle crossing at Foothill Drive.
- Improve the bicycle and pedestrian facilities east of Foothill Drive to the Bonneville Shoreline Trailhead east of the Hogle Zoo parking lot.
- Improve the Bonneville Shoreline Trailhead in coordination with the City, This is the Place State Park, and Hogle Zoo utilizing existing parking facilities in a joint use agreement.
- A wayfinding and identification program should be implemented along the corridor and along adjacent bike and pedestrian routes directing to key destinations and safe intersecting access points. Wayfinding features should help brand the corridor as part of the 9 Line.

In addition to improvements along the roadway, private development should complement the Transvalley Corridor. The corridor should be seen as an amenity to future development. Driveways adjacent to the pathway should be minimized to reduce automobile and pedestrian conflicts. Building entrances should be oriented to the corridor and improvements, such as lighting, signage, street furniture, etc., should be pedestrian oriented and consistent with the design theme of the corridor. Also, The City should work with the Salt Lake City School District to open up the East High playing fields for public use. They are located directly adjacent to the corridor and should be utilized as an open space/recreation opportunity when not in use by the school.
ENTRYWAY TO THE CITY
The major streets provide a sense of arrival and showcase the City’s approach to transportation, land use and sustainability.

Plan Salt Lake initiatives supported by this action:

Beautiful City
- Identify and establish standards for key gateways into the City.

INITIATIVE MC-2.1
Design and Construct Gateway Features at Key Locations

The major corridors are entrances into the City and should provide a good first impression. They should provide a sense of arrival and a positive identity for the City and the East Bench Community. A gateway feature should be located near the freeway off-ramp at the Foothill Drive entrance and near Crestview Drive on Sunnyside Avenue. These features should be designed in a manner that notifies motorists that they are entering a community.

INITIATIVE MC-2.2
Improve the Street Rights-of-Way to Create Beautiful and Safe Gateway Corridors

Establishing a gateway should not stop at creating an entrance feature at the beginning of the street, but should carry through the entire length of the corridor with consistent design treatment, such as street lighting, street furniture, and pavement treatments that relate to the character of each gateway. Additional smaller scale entry features should be developed at key intersections to notify people that they are leaving a major corridor and entering a neighborhood, as well as to provide safe crossings for pedestrians and bicyclists.

Key locations for gateway features include the eastern end of Sunnyside Avenue and the southern end of Foothill Drive.

North Temple Boulevard is a good example of a gateway corridor with consistent design elements, such as sidewalk pavement treatments, landscaping, and lighting.
GUIDING PRINCIPLE MC-03

CONNECT NEIGHBORHOODS

The major streets are not perceived as barriers between neighborhoods. Intersections create active and safe nodes that connect neighborhoods.

Plan Salt Lake initiatives supported by this action:

Neighborhoods
- Create a safe and convenient place for people to carry out their daily lives.
- Provide opportunities for and promotion of social interaction.

Transportation & Mobility
- Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.
- Enhance rights-of-way to join, rather than segregate, adjacent neighborhoods.
- Incorporate pedestrian oriented elements, including street trees, pedestrian scale lighting, signage, and embedded art, into our rights-of-way and transportation networks.

INITIATIVE MC-3.1
Implement Design Improvements at Key Intersections for Safety and Neighborhood Identity

All intersections along the major corridors should be designed to put the safety of all users first. At each intersection that enters adjacent residential neighborhoods, design methods should be used to slow down automobiles entering the neighborhood. The maps on the following two pages show the key intersections along Sunnyside Avenue that are connecting points to activity centers. These intersections should be a priority for future improvements.

There are a number of existing commercial and multi-family land uses that have developed around key intersecting streets along Foothill Drive. These intersecting streets are neighborhood collector streets that feed people onto Foothill Drive. The areas should be embraced as connection points for neighborhoods and public space design improvements should be prioritized at these locations. The design improvements should focus on creating an identity for the node, providing safe pedestrian crossings, and lowering the speed of automobile traffic entering the adjacent residential neighborhoods from the corridor.
**Foothill Drive (2250 E)**
This intersection can be considered the crossroads of the East Bench. Automobiles accessing the regional activity center all converge at this intersection. Future improvements should focus on, not only the efficient movement of the automobile, but the safe movement of bicycles and pedestrians utilizing and accessing the future Transvalley Corridor trail. Highly visible wayfinding elements should also be incorporated at this intersection providing clear direction to the various cultural attractions, Research Park, the University of Utah, the Salt Lake Sports Complex, and the Veteran’s Administration Hospital.

**Foothill Drive (1950 E)**
This should be maintained as a pedestrian crossing to access the University of Utah shuttle stop located at the student housing complex on the north side of Sunnyside.

**Le Grande Street**
Provides direct access to a church and is located near the Red Butte Creek corridor.

**Diestel Avenue**
This intersection provides primary access to Sunnyside Park, is one of the entry and exit points for the Veteran’s Administration Hospital, and connects the northern portion of the Red Butte Creek corridor with Miller Park to the south. In addition to crossing improvements, 1730 East, the roadway located through Sunnyside Park that is used to access the Veteran’s Administration Hospital, should be improved to safely accommodate bicyclists and pedestrians.

**Guardsman Way**
Guardsman Way provides access to the University of Utah, the Salt Lake Sports Complex, and two private schools. Guardsman Way has been improved with landscaped medians and pedestrian crossings that incorporate features, such as bulb-outs and pavement treatments that signify to motorists that they need to slow down and watch for people. These same treatments should be considered on Sunnyside at this intersection.
Hogle Zoo Parking

This location serves as the entrance to the main Hogle Zoo parking lot. The Zoo has constructed additional parking on the north side of Sunnyside Avenue, which requires pedestrians to cross a five lane roadway. A painted cross walk and pedestrian signal have been installed; however, further improvements should focus on not only safely moving people across the street, but also creating an identity feature for the zoo. These improvements should be done in partnership with Hogle Zoo and should be approached creatively. For example, an at-grade crossing could incorporate a pedestrian refuge island with a zoo theme. Other options, such as bridges and tunnels bring with them pros and cons that need to be evaluated carefully.

Arapeen Drive

This is one of the primary access points into and out of Research Park. This intersection can be congested, especially during peak rush hour periods. This is also an existing signalized intersection that allows pedestrians and bicyclists to safely cross the street. This will become an important crossing for residents living on the south side of Sunnyside to access the future Transvalley Corridor trail on the north side. Future street improvement should focus on the efficient movement of automobiles into and out of Research Park, while ensuring safe and efficient pedestrian and bicycle crossing to and from the Transvalley Corridor Trail.

Crestview Drive & Shoreline Trailhead

This is first street intersection coming into the City from Emigration Canyon. As such, this area should be considered for a gateway feature that signifies the entrance to the City. This is also the intersection of heavily used bicycle corridors and is located directly adjacent to the Bonneville Shoreline Trailhead. Future improvements should focus on creating a safe crossing between Crestview Drive and the Shoreline Trailhead for pedestrians and bicyclists.
GUIDING PRINCIPLE MC-04

PEOPLE ORIENTED, MIXED-USE DEVELOPMENT

Development along Foothill Drive and Parley’s Way provide a mix of housing and commercial choices. Development is people-oriented, built at a community level scale, compatible with adjacent neighborhoods, and maximizes the City’s investment in public infrastructure.

Plan Salt Lake initiatives supported by this action:

Growth
- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- Encourage a mix of land uses.

Housing
- Ensure access to affordable housing citywide (including rental and very low income).
- Increase the number of medium density housing types and options.
- Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.
- Enable moderate density increases within existing neighborhoods where appropriate.

Beautiful City
- Support and encourage architecture, development, and infrastructure that:
  - Is people-focused;
  - Responds to its surrounding context and enhances the public realm;
  - Reflects our diverse cultural, ethnic, and religious heritage; and
  - Is sustainable, using high quality materials and building standards.

INITIATIVE MC-4.1

Develop the Nodes along Foothill Drive

Foothill Drive should be targeted as an area that can accommodate future growth based on the initiatives identified in Plan Salt Lake. The Foothill Drive corridor should accommodate future growth with mixed-use development focused at nodes, which are located at key intersections and at the southern entrance to Foothill. The City and East Bench Community should develop appropriate zoning to achieve the vision for the following node types:

Regional Node
The regional node is a magnet for commercial and office uses, as well as multi-family developments. Buildings and front yard landscaping should be oriented in a manner that creates an entrance into the East Bench. Building height should be three to four stories to allow sufficient density while not overshadowing views of the mountains and foothills. Development of larger tracts of land should include auto, pedestrian, and bicycle connections to the existing street network.

Community Node
The Community nodes are located near key intersections. These are the focal point for creating places that connect neighborhoods on both sides of the corridor. Uses should be focused on providing housing, retail, office, entertainment, and institutional services at the community level. To the extent possible, primary automobile access to development should be from
Foothill Drive to discourage additional traffic in the adjacent neighborhoods. Shared driveways should be encouraged to minimize impacts between automobiles and pedestrians. All development should include clearly identified and safe pedestrian connections to adjacent sidewalks. Building height should be two to three stories. Overall, development in Community Nodes should:

- Provide active uses and design features at the street level to encourage social interaction and create a sense of place;
- Ensure accessibility for all modes of transportation;
- Respect the existing character of adjacent residential neighborhoods; and
- Create an attractive, vibrant, and human-scale environment.

The above map shows the regional and community node areas, as well as the areas designated for Neighborhood Scale Multi-Family Residential.
INITIATIVE MC-4.2
Rezone Properties Between Nodes to Allow Additional Housing Choices along Foothill Drive

The areas referred to as Neighborhood Scale Multi-Family Residential on the Future Land Use Map are located where existing residential properties front onto Foothill Drive. These areas are generally not adjacent to intersection nodes, but are along stretches of Foothill Drive that are between these nodes. Future redevelopment of the properties in the Neighborhood Scale Multi-Family Residential areas should be lower in density than in the community mixed-use areas due to their adjacency to the single-family homes just off of the corridor. Development appropriate in these areas includes single and two-family residential, townhomes, apartments, and condos that are two stories in height. Building height of three stories could be appropriate at some locations if the mass and scale of the development is compatible to surrounding structures.

Additional housing choices that would be appropriate in Neighborhood Scale Multi-family areas are low scale townhomes or apartments.