

Planning Matters

SALT LAKE CITY CORPORATION

Planning Division Newsletter

Wilford Sommerkorn, Planning Director

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Update of the Improvements to the Preservation Program

By: Cheri Coffey, Assistant Planning Director

The Planning Division continues to work with the decision making bodies on various regulations and guidelines to improve the City's Historic Preservation Program. The proposed changes are intended to streamline the decision making process, clarify regulations and provide more tools to help ensure clarity and consistency in implementing the City's preservation goals. If you would like to receive notice of upcoming public hearings, please contact the project planner directly. Information on all of the proposed changes are located on the Planning Division website at www.slcclassic.com/ced/planning/pages/Preservation

Below is a summary of the various proposed changes and where they are in the adoption process:

1. Fine Tuning Historic Preservation Ordinance Revisions:

Purpose: To revise ordinances relating to the review of projects within the H Historic Preservation Overlay Zone. The proposed amendments relate to making the ordinance more clear, the process more efficient and to clarify the authority and makeup of the Historic Landmark Commission.

Status: The recommendations of the Historic Landmark Commission and Planning Commission have been transmitted to the City Council.

Contact: Michaela Oktay; Michaela.Oktay@slcgov.com; 801-535-6003

2. Character Conservation District Ordinance

Purpose: To create a new regulatory tool to allow for the preservation of neighborhood character.

Status: The recommendations of the Historic Landmark Commission and Planning Commission have been transmitted to the City Council.

Contact: Maryann Pickering; Maryann.Pickering@slcgov.com; 801 - 535-7660

3. Sign Design Guidelines

Purpose: To create new design guidelines applicable to signs in local historic districts and on Landmark Sites

Status: The Historic Landmark Commission recommended approval of the proposed guidelines. The Planning Commission is scheduled to hold a public hearing on the matter at its April 25, 2012. Both Commissions' recommendation will be forwarded to the City Council for final review and decision.

Contact: Ray Milliner; Ray.milliner@slcgov.com; 801-535-7645

4. Residential Design Guidelines

Purpose: To revise the existing residential design guidelines to clarify the guidelines and include new best practices relating to maintenance, alteration and new construction in local historic districts and to Landmark Sites.

Status: The Historic Landmark Commission recommended approval for the proposed changes at its March 1, 2012 public meeting. The Planning Commission will hold a public hearing and review the proposed guidelines in May. Both Commissions' recommendation will be forwarded to the City Council for final review and decision.

Contact: Carl Leith; Carl.Leith@slcgov.com; 801-535-7758



A Preservation Handbook
for Historic
Residential Properties & Districts
in Salt Lake City

DRAFT - MARCH 16, 2012



Design Guidelines
for Historic
Commercial Properties
in Salt Lake City

FINAL DRAFT - March 28, 2012

5. Commercial Design Guidelines

Purpose: To create new design guidelines applicable to commercial development in local historic districts and Landmark Sites

Status: The Historic Landmark Commission recommended approval on April 5, 2012. The Planning Commission will hold a public hearing and review the proposed guidelines in the near future. Both Commissions' recommendation will be forwarded to the City Council for final review and decision.

Contact: Janice Lew; Janice.Lew@slcgov.com; 801-535-7625



Liberty Area Listed on the National Register of Historic Places

By: Janice Lew, Senior Planner

The Liberty neighborhood has been officially recognized by the National Park Service and listed in the National Register of Historic Places as a boundary increase to the Wells National Register Historic District. The general area is between State Street and 500 East and from 900 South to 1300 South.

The National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect our historic and archeological resources. Properties listed in the National Register include buildings, structures, districts, objects and sites important to our nation's history and worthy of preservation. National Register nominations are made through the State Historic Preservation Office and reviewed by the Salt Lake City Historic Landmark Commission. Upon favorable review, a nomination is sent to the National Park Service for final consideration.

The purpose of the National Register designation is to provide recognition and to encourage historic preservation. Listing does not impose any restrictions on property owners, but provides financial incentives in the form of tax credits for qualified rehabilitation work. For questions regarding tax credits for historic rehabilitation of your building contact Barbara Murphy at the Utah State Historic Preservation Office at 801-533-3563 or bmurphy@utah.gov



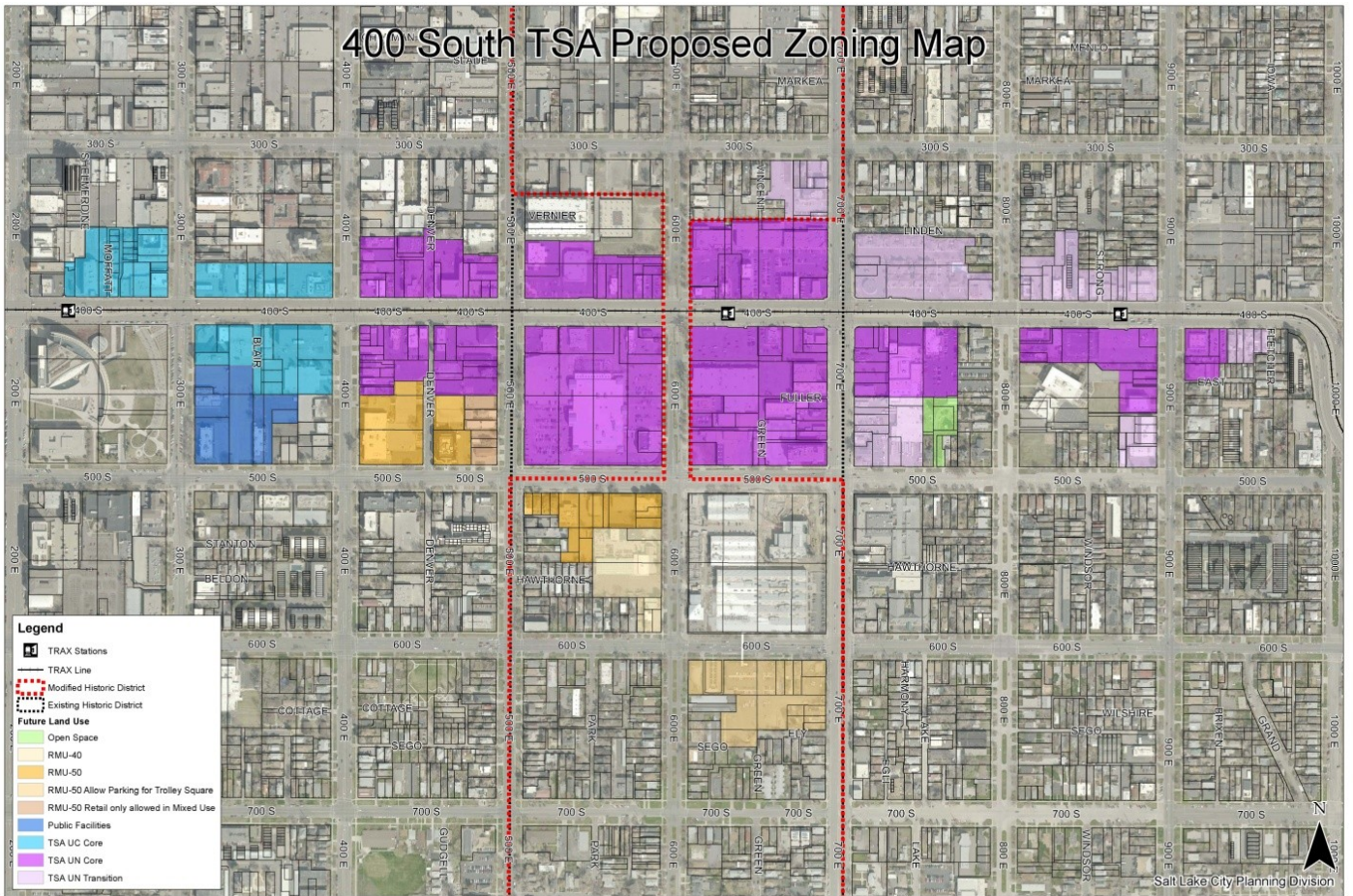
By: MaryAnn Pickering, Principal Planner

On March 27, the Salt Lake City Council approved temporary zoning regulations along the 400 South Corridor for all properties proposed to be rezoned to TSA as part of the 400 South Livable Communities project. By approving these temporary regulations, the Council has demonstrated the importance of having development along this corridor occur that will focus on transit and sustainability. The temporary zoning regulations will be in effect until September 27, 2012 or sooner if a decision is made on the official adoption of the proposed zoning regulations. The temporary regulations mean that any proposal on the properties shown as a proposed TSA zone on the map below will need to conform to the existing standards found in the zoning ordinance within the TSA zoning district. Those standards encourage projects that are mixed use in nature and are built closer to the street and sidewalk with parking in the rear to promote a more pedestrian friendly environment.

Planning staff has been working on this project since the fall of 2010, when 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 (approximately 200 East) , Trolley (approximately 600 East) 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 , 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 adopted in 2005.

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. Following the public workshop, members of the project team met with various local community groups and developers to get their feedback. An additional public workshop was held in October of 2011. More recently, a series of meetings and public workshops were held in February and March of 2012.

Overall, the response to the project has been positive. There have been some 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.

As part of the project, staff is proposing to make modifications to the Central Community Master Plan, the existing Transit Station Area (TSA) zoning district standards and changes to the zoning map within the project area.

During the coming weeks, staff will be holding briefings and public hearings with the Historic Landmark Commission, Planning Commission and City Council. The goal is to have the proposed changes adopted by the fall.

You are invited to look at all of the project related documents located on the projects webpage at: <http://www.slcclassic.com/CED/planning/400South/>. You can provide comments through this website and get up to date information on the status of the project.

In addition to the project webpage, you can send an email with your feedback to 400South@slcgov.com. You can also contact me as the Project Manager at 801-535-7660 or maryann.pickering@slcgov.com.



Parking and Transportation Demand Management

By: Nick Britton, Senior Planner

The Planning Division is working on proposed changes to the parking chapter of the City's zoning ordinance as part of Mayor Becker's Sustainable City Code Initiative. The changes have two goals: to streamline the parking chapter and make it easier to use, and to introduce more transportation demand management (TDM) strategies, aimed at increasing transportation options in new development throughout the City.

The goal of TDM is to introduce measures aimed at relieving traffic congestion, lessening long-term infrastructure costs and improving health. It also aims to allow residents to have more transportation choices by providing more options at the places where they live and work.



Generally, the proposed ordinance changes are aimed at decreasing the total number of vehicle trips, encouraging the use of alternative transportation modes such as bikes, transit and walking, and limiting the amount of off-street parking that can be provided while streamlining alternative means of meeting parking demand. A decrease in vehicle miles traveled will result in fewer cars on the road.

There will be few changes to the amount of parking that is required. One proposed change is the organization of the chapter. All related regulations will now be put in the same place and the most important information is moved to the front. The process for downtown parking has been simplified. Parking alternatives, such as shared parking, have been streamlined. One of the most important changes is the introduction of a parking maximum, which caps the amount of parking that can be built in a new development.

Additionally, the proposed regulations allow some on-street parking to be counted toward the requirement and requiring electric vehicle charging stations and carpool/vanpool vehicle parking for large developments. It also allows for a reduction in parking when a development is near a fixed transit stop (TRAX or FrontRunner stations).

For those who desire fewer or more parking stalls than allowed, approval can be granted where the development includes facilities such as on-site showers, daycare centers, gyms or cafeterias, or offer programs such as employee transit passes, carpools, shared bike or car programs. The goal is to incentivize developments that include large-scale TDM strategies.

The Planning Division has spent the last year listening to the public, business groups and developers to learn about their needs and concerns and make appropriate revisions that reflect the needs of the community while still meeting the goals of the project. To obtain more information on the proposed changes or ways to voice your comments, please contact Senior Planner Nick Britton at nick.britton@slcgov.com or at (801) 535-6107.



Young Latino Women, Navigating “Cool and Safe” Places in Salt Lake City’s West Side.

By Ana Valdemoros, MCMP, Principal Planner

*Summary of professional project accepted for the Masters of City and Metropolitan Planning at the College of Architecture + Planning at the University of Utah
December 2011*

The purpose of my professional project was to identify the preference of spaces and navigation routes of 15-to 19 year-old Latina women within the west side communities of Salt Lake City, which include Northwest and West Salt Lake. In the urban planning field, there are ongoing methods that analyze people’s navigation patterns and choice of space by using logical parameters which often produce too general depictions like Professor Bill Hillier’s Space Syntax. Such approaches do not distinguish differences of gender, age, ethnicity and other social circumstances that need to be taken into account. This project analyzed the space preferences and route choices of 14-to18 year old young Latina women in a minority community.

Young Latina women involved in the Mestizo Youth Think Tank and Youthworks, both community based programs, led the investigation groups. Several methods like online surveying, photography, walking surveying, GIS (Geographic Information Systems) mapping and other computer skills were taught to the researchers to collect information and later represent results. The project involved a total of 31 young Latina women who participated in two different sets of surveys. The first survey asked direct questions about “cool” and safe places in their community and the second one required participants to fill out the questionnaires about urban design features while walking to those previously identified cool and safe places. The results unveiled several factors that influenced the navigation routes to their final destinations, in this case those “cool” and safe places.

The initial survey uncovered characteristics of cool and safe places in the West Side community in Salt Lake City. The places identified by young Latino women included places and spaces where they felt comfortable, acquainted with, where they can hang out with their peers, socialize, and even study, although all of those had to some degree adult supervision. These places were not completely isolated; on the contrary, the places chosen are generally attended by many other groups of people of different ages but mostly by adults. We should be enabling this healthy socialization process to happen by ensuring that there are places and spaces where youngsters can gather and “hang out”. And

young people don't want to be shunted in to the margins of neighborhoods- they usually rightly demand equal access to the prime sites such as town centers, parks, high streets and malls.¹ In the case of the young Latino women aged 14-to19 of the West Side community of Salt Lake City, those sites included restaurants, coffeehouses, parks, schools and even libraries.

The second survey aimed to explore what factors related to the built environment affected the navigation choices from place A to "cool" place B. For example, one of the factors that young Latino women noticed while walking was the availability of street vegetation (trees, vegetation availability, and vegetation conditions). Where there were any of these features available, 67% felt safe, compared to 20% where there were none. Another example was the availability of buildings and related features (single family detached residences, window availability, porches or doors, apartment buildings, vacant lots, businesses/schools/church, and graffiti on building). Where any of these were available, 55% felt safe, while where none of them were available, only 29% felt safe. As some built environment features have shown to have an effect on young Latino women route choices, more inclusive methods to analyze navigation patterns are needed. The use of a topological support and the rejection of valuable information about cognition of different age group, ethnicity and gender pose some major practical and conceptual problems.² Only by doing this, will methods really have an accurate result when suggesting shortest or logical navigation paths. Spatial analysis methods can be used to support arguments in political discourse for initiating progressive social and political change, and to indicate research areas that urgently require the attention and suggest directions for in depth qualitative research. Methods can also help discover the gender biases in conventional quantitative methods.³

The data collected aimed to possibly counterpart some of the straightforward models proposed about navigation choices and use of the public space, since this research took into consideration another aspect of the human logic, perceptions, and interaction with the built environment, specifically of those of ethnic young women at an age where they start to mobilize from place to place independently. Moreover, the purpose of this research was not to discover universal truths or law-like generalizations about the world, but to understand the gendered experience of individuals across multiple axes of difference, "the broad contours of difference and similarity that vary not only with gender but also with race, ethnicity, class and place."⁴

Unambiguous Design of Spaces

Landscape Architect Randolph Hester in his work in 1970 recognized that there are many factors that influence the use of space. Many believed that the major reason for public use of space was merely attributed to aesthetics, but Hester argued that it was clear that "social variations (socio-economic status, life-cycle stage, sex, and ethnicity) are equally important considerations in the allocation neighborhood space" and "it is critical that the unique social factors in each neighborhood be taken into account in the design process". This project aimed to indicate that these factors must be taken into account when creating methods to analyze navigation routes. This research on young Latino women's navigation choices and urban design, for example, might contribute to developing research methods and models that are even more precise and finely attuned to addressing issues of perception, culture, and safety that are currently ignored by generalized space analysis methods.

¹ Henry Shaftoe, "Hanging out," *Urban Design Quarterly* Issue 86 (2003)

² Carlo Ratti, *Urban texture and space syntax: some inconsistencies*, Environment and Planning B: Planning and Design volume 31 (2004)

³ Mei-Po Kwan, *Feminist Visualization: Re-envisioning GIS as a Method in Feminist Geographic Research*.

⁴ Randolph Hester, *The Urban Design Reader* (2007)

Bill Hillier's proposed analysis methods of the spatial patterns of the urban grid suggest a universal approach to understanding people's navigation patterns. While taking into account factors such as built environment, accessibility and logical shortest paths to get to a place are valid parameters to determine an individual's route choices, this research suggests that differences of gender, age and ethnicity need to be taken into account. Space Syntax quantifies and graphically represent how easily navigable any space is and to predict the correlation between spatial layouts and social effects such as traffic flow, but this predictive power is too generalized and rather limiting. Although a simplified format and a concise representation of the street network would probably have been a necessity in the early days of space syntax, when computing resources were scarce, it is possible today that a more complete analysis based on a richer support would be helpful to understand the 'social and logic use of space'.⁵

Taking into consideration social factors such as gender, ethnicity and age group might throw a deeper insight into one of the fascinating questions that traditional space syntax has helped framing: what is the influence of urban configuration on social life and the navigation of space. At a simple level, the analysis of regularly gridded urban textures reveals the difficulty of accepting the claim that space syntax allows the modeling of pedestrian choice making.⁶ This research contended that a more inclusive approach when creating methods of analysis of the navigation and use of space is more appropriate when many other conditions are taken into consideration like gender, age and ethnicity.

Integration of safe routes to school such as cycle paths protected from the traffic and walking trails away from roads would be a policy and environmental intervention that could change the way transportation from a passive to an active journey for large groups of children.⁷ We (planners and urban designers) need to respond positively, inclusively and creatively to the needs of young people to socialize in public spaces, by involving them in design and provision, and ensuring that what is provided minimizes harm and victimization risk, without removing the frisson that young people enjoy.⁸

⁵ Carlo Ratti, *Urban texture and space syntax: some inconsistencies*, Environment and Planning B: Planning and Design volume 31 (2004)

⁶ *Ibid*

⁷ Ashley Cooper, "Walk to School," *Urban Design Quarterly* Issue 86 (2003)

⁸ Henry Shaftoe, "Hanging out," *Urban Design Quarterly* Issue 86 (2003)

Planning Division Meeting Schedule: April - June 2012

APRIL						
S	M	T	W	T	F	S
1	2	3	4	5 HLC	6	7
8	9	10	11 PC	12 AH	13	14
15	16	17	18	19 OH	20	21
22	23	24	25 PC	26 AH	27	28
29	30					



- PC Planning Commission
- HLC Historic Landmark Commission
- AH Administrative Hearing
- OH Open House



MAY						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7		9 PC	10 AH	11	12
13	14	15	16	17 HLC/OH	18	19
20	21	22	23 PC	24 AH	25	26
27	28 HOL	29	30	31		

JUNE						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7 HLC	8	9
10	11	12	13 PC	14 AH	15	16
17	18	19	20	21 OH	22	23
24	25	26	27 PC	28 AH	29	30





Ana Valdemoros

Why did you decide to become a Planner?

In my last year of high school, I had the opportunity to spend a month in Australia and New Zealand. I had one year to explore what I would be doing after high school, and Sydney captivated my attention because of its urban configuration, the marriage between the old and the new and the future (they were preparing for the Olympics then). How people were affected by the built environment and how they navigated the city streets was all related to city planning, and I realized that that was what I wanted to do. I wanted to have an input in creating places and spaces while integrating the historic setting and preparing for the future.

What do you like most about being a planner?

There are so many branches in this field that you can never get bored with it. One day you can be reviewing specific historic preservation projects and the other you can be working on a master plan revision for a large area. What's most important, in the words of Brenda Scheer, Dean of the College of Architecture and Planning at the University of Utah, is that planning is all around us. We walk through it and we interact in it every day, and as a planner you have the privilege and great responsibility to affect the experiences of all that participate in it.

If you could have one wish granted what would it be and why?

I wish I could teletransport myself to a desolated island in the Caribbean with white sandy beaches and clear turquoise water at the blink of an eye any time I'd want to.

What do you like to do in your spare time?

Running, socializing, volunteering, shopping and cooking describes what I do in any given spare time, not necessarily in that order but pretty close.