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02

**EXISTING
CONDITIONS**

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PROJECT AREA DESCRIPTION

Boundaries

In addition to Salt Lake City and Salt Lake County, this analysis references the study area, which is bounded by 1700 S, 450 W, 2100 S, and West Temple Street (Figure 1). The corridor is primarily auto dominant with exclusively general commercial businesses, including big box stores such as Home Depot, Sam's Club, and Costco. There are seven multifamily buildings along the corridor, including one managed by the Housing Authority of Salt Lake City (HASLC). The eastern edge of the study area is dominated by single family residential land uses. The Central Pointe TRAX station anchors the site on the south.

Geographic Areas of Focus

It should be noted that the project area for the 300 West and Central Pointe Station area extends from 2100 South to 1000 South. Because the recently adopted Ballpark Plan contains an existing conditions evaluation for the area between 1700 South and 1000 south, this existing conditions report is focused solely on the area between 1700 South and 2100 South. Recommendations that stem from this planning effort will build upon those set forth in the Ballpark Plan.

within the General Commercial (CG) zoning district (Figure 2). There is a mix of zoning districts that between West Temple and 200 West, including Residential Office (RO), Moderate Density Multi-Family (RMF-35 and RMF-45), Corridor Commercial (CC), Community Business District, and Single Family Residential (R-1-5000).

The General Commercial district allows for a variety of commercial uses including retail, entertainment, office, residential, heavy commercial, light manufacturing, and warehouses. Recent code updates from the Downtown Building Heights & Pedestrian Space Code project included increasing the maximum height in this district from 60 feet to 75 feet and decreasing the minimum front yard setback from 10 feet to 5 feet. Developments that implement a maximum setback of 10 feet are required to require seating, landscaping, or weather protection. Additionally, projects in the CG Zone are required to provide a midblock walkway if a midblock walkway on the subject propriety has been identified in a master plan that has been adopted by the city. The 300 West Corridor and Central Pointe Station Area Plan presents an important opportunity to advance recommendations for mid-block walkways to promote pedestrian connectivity in the project area.

LAND USE & ZONING

Existing Land Uses and Zoning

The area between 1700 South and 2100 south and 200 West to I-15 is

The single-family residential district is the second most prevalent land use, which allows for single-family dwellings on lots that are at least 5,000 square feet in size. The other districts allow for single-family and two-family dwellings,

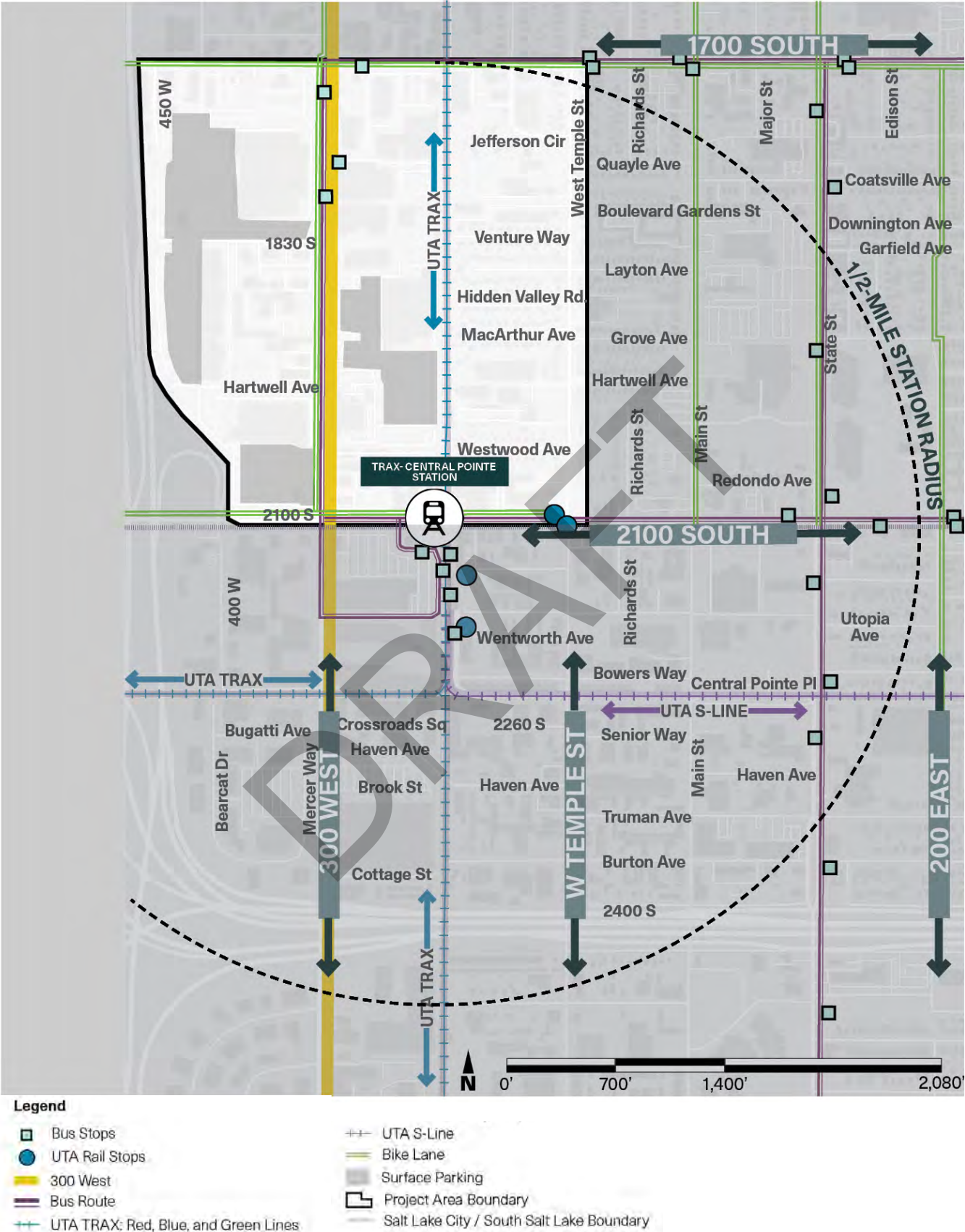


Figure 1: Study Area

office, and small-scale commercial services; higher density housing is allowed in the moderate density multi-family (RMF-35 and -45) and residential office (RO) districts. The maximum height in these districts ranges from 35' to 75'.

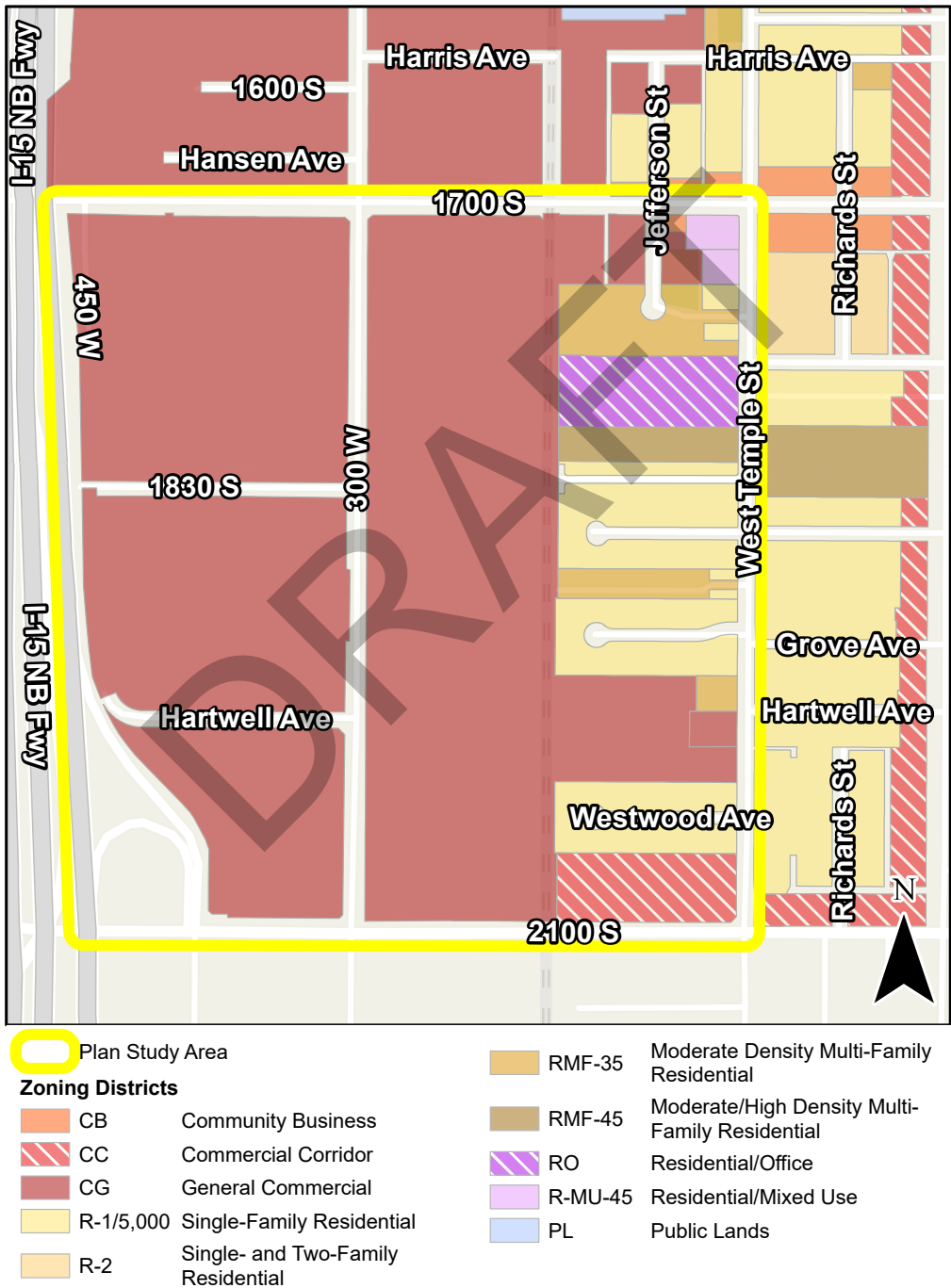


Figure 2: Study Area Zoning. Source: Salt Lake City Zoning Map

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PREVIOUS PLAN REVIEW

Two relevant plans were reviewed by the project team in order to build upon and progress relevant planning efforts that have occurred within and adjacent to the 300 West Corridor & Central Pointe Station project area:

- Ballpark Station Area Plan (2022)
- Central Community Master Plan (2005)

The City has several other general plans with policies that cover the area. Please see appendix A for a review of those plans and policies. The following is a brief summary that highlights key takeaways and other information deemed to be relevant to the 300 West Corridor and Central Pointe Station Area planning effort.

The Ballpark Plan

The Ballpark Plan was completed in 2022 and is considered a guiding document for portions of the 300 West project, especially as it overlaps with the northern portion of the corridor from 1000 South to 1700 South. The Ballpark Plan contains several “big moves” for the future. These address light rail connectivity and integration into the neighborhood, better utilizing parking lots and vacant properties, and placemaking. A bike lane is recommended on 300 West, the majority of which has already been built.

The plan illustrates a desire for the project area to support pedestrian activity through a redeveloped urban

interface and pedestrian focused uses throughout the study area. These plans include redesigning the urban streetscape to promote pedestrian safety from vehicular traffic. This includes a streetscape design that incorporates bike lanes, medians, and pedestrian lighting.

Character Areas

The plan identifies several character areas, one of which is the “300 West Transitional Area.” This is described as a corridor that is transitioning from an industrial and major commercial area to one that supports higher density mixed use. The plan separates the 300 West Transitional Area into four Character Areas. The area east of 300 West and south of 1300 South is noted as experiencing transition around several large scale, long-term uses. Long-term tenants that are anticipated to remain are Lowes Home Improvement, the Gail Miller Homeless Resource Center, and the Utah State Liquor Store. The plan recommends adding multi-family housing, public amenities, and neighborhood serving commercial uses. The Plan promotes commercial uses on the ground floor as a way to transition from big box retail to desired multifamily development throughout the area. The area west of 300 West and south of 1300 South is also expected to transition; the plan recommends using the properties that have transitioned as a guide for future zoning updates.

The “Heart of the Neighborhood” character area also overlaps with the project area, from 1300 South to Hope Avenue. The plan recommends



Figure 3: Ballpark Plan Character Areas. Source: Ballpark Station Area Plan, 2022.

applying “Transit Station Area District Zoning” to support higher densities, entertainment uses, and redevelopment. Multi-modal access is recommended through existing properties and parking lots to the east on 1400 South (dependent on owner agreement). The plan recommends that streetscape elements include art and historic interpretation, shaded pedestrian corridors, and visual

elements that relate to the Ballpark neighborhood.

The plan includes a discussion regarding a future “transit hub” at 1700 South serving both light rail and east-west bus service. Although not formally in any City transportation plans, members of the community recommended a future transit station. The plan notes that the “should adopt an “urban form” including extensive

“last mile” connections to surrounding neighborhoods and uses and implementation of appropriate Transit Supportive Zoning.”

the “medium density” area, the property is identified more specifically as a “future catalytic area for community uses and open space.

Along 1700 South between the TRAX line and West Temple, the plan identifies the future land use as the “Medium Density Transitional Area.” The plan identifies the area for redevelopment that “should include medium density housing and commercial buildings with reduced height along the West Temple frontage adjacent to the neighborhood character area.” Although the current Public Utilities facility property is included in

Property on the east side of West Temple at 1700 South is designated as “Neighborhood Areas.” The plan notes that these areas were “down-zoned” and that the “scale and density of this area should be maintained with targeted redevelopment of vacant abandoned structures with new or rehabilitated structures at a comparable scale and character as the existing housing stock.



Figure 4: Map of the Ballpark Plan future land use designations for properties located near the boundary of the plan study area.

Table 1: Ballpark Station Area Plan Review Matrix

POLICY / ACTION	STATUS
Land Use	
FLUM and Future Specific Plans	
Invest in a public library within the station area that can serve as a neighborhood anchor and public amenity space or a community center to provide community meeting and education space, and/or recreation facilities.	Underway
Residential Land Use	
Promote a diversity in the size of new units in the neighborhood to accommodate residents in different stages of life, including families with children.	No progress
Explore alternative options for ownership strategies including land trusts and co-ops.	No progress
Provide down-payment assistance or other programs for qualifying residents	Underway
Provide education and renter legal assistance to help current renters stay in place.	Underway
Commercial Land Use	
Need for public amenities and neighborhood serving commercial should be added to this area	No progress
Institutional Land Use	
Preserve existing social services and provide additional services as development occurs to support housing options and access to opportunity at a variety of income levels.	No progress
Parks, Open Space and Recreation	
Include a wayfinding and signage campaign that makes it easier to explore nearby parks, trails and public spaces	Underway
Access and Mobility	
Install pedestrian crossings east and west of TRAX on 1300 South on either side of the UTA crossing barrier.	Underway
Where appropriate, development proposals incorporate access to existing and planned TRAX crossings.	No progress
Study the potential future lane re-configuration of 1300 South to eliminate or narrow traffic lanes and expand and improve the sidewalk.	No progress
Utilize existing alleyways, mid-block, and truncated connections to create a system of bike and pedestrian pathways through the neighborhood.	No progress
Widen and enhance sidewalks to improve pedestrian comfort through the addition of street furnishings, pedestrian lighting and a buffer from moving traffic.	No progress
Reconfigure Ballpark TRAX Station to change from a suburban-style station that has northern platform access only from the east parking lot into an urban-style station that allows access from both the east and west sides of the station. This would include new access at the north end of the platform from Lucy Avenue/200 West on the west side of the TRAX rails	No progress
Redevelop part of the current surface parking lots to transit supportive uses that include retail, shops, and service near the Ballpark Station platform.	No progress
Establish a pedestrian crossing to the east and west of the UTA crossing barrier across 1300 South.	Underway
Study future crossings south of the 1300 South crossing at the TRAX line.	No progress
Utilize unused rail spur that is proposed for a light rail extension into the Granary District and the possibility of an adjacent trail, which is also being evaluated.	Underway

Table 2: Ballpark Station Area Plan Review Matrix Continued

POLICY / ACTION <i>(continued)</i>	STATUS
This recommendation connects West Temple to 300 West. This connection is dependent on a future agreement with UTA to provide a TRAX crossing on or near 1400 South.	No progress
Urban Design	
Require activation of the 1300 South frontage with restaurants, shops, street furniture and trees.	No progress
Implement streetscape improvements to accommodate pedestrian volumes.	No progress
Allow heights comparable to heights in other Urban Station Areas.	No progress
Require development proposals to include mid-block and other connections to break down current large commercial blocks into smaller, more walkable blocks.	No progress
Integrate green space and “green” elements into the urban landscape.	Unknown
Identify a strategy to bury power lines as development in the Ballpark Neighborhood occurs.	No progress
Environment	
Enhance the urban tree canopy in under-served areas of the neighborhood and require additional street trees and urban greenery with new development.	Underway
Maintain all green spaces with trash receptacles, pedestrian lighting and pedestrian furniture.	No progress
Ensure funding for additional maintenance and staffing as additional green space is added.	No progress

Central Community Master Plan

The Central Community Plan (2005) encompasses a broader area than the Ballpark Plan, including all of Downtown, the Gateway, the Granary, Central City, 9th and 9th, Liberty Wells, and the project area (referred to as “People’s Freeway neighborhood planning area” Figure 4). The plan identifies issues of mitigating impacts related to incompatible land use adjacencies, transitioning to transit-oriented development, improving infrastructure and landscaping of commercial and industrial areas, and retaining lower density zoning south of 1700 South. The plan also identifies challenges of pedestrian circulation due to interspersed residential land uses and major roadways.

High Density Transit-Oriented development is proposed between 200 West and 300 West, from Paxton Avenue to High Avenue (the TRAX line and stops had just been constructed). This land use emphasizes a mix of land uses with pedestrian access, including residential, retail, office, cultural, institutional, open space, and public uses. The other portion of the project area (High Avenue to 2100 South) is identified as regional commercial/industrial. This land use is characterized as attracting large volumes of traffic from customers and employers and would attract tenants such as automobile dealers, light manufacturing, assembly, and “big box” and “superstore” retailers. The future land use map reflects these land use policies (Figure 6). Amendments to the Central Community Plan

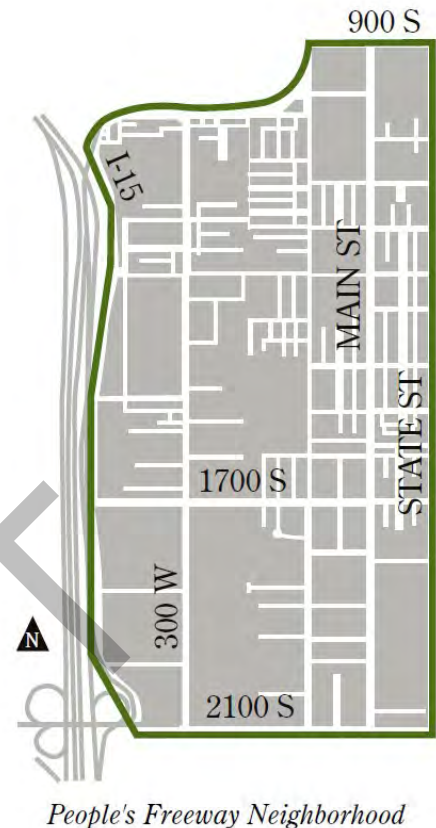


Figure 5: People’s Freeway Neighborhood. Source: Central Community Master Plan (2005)

Policy/Action Implementation Tracking

Relevant policies and actions that are recommended in these two plans are provided via the following matrix. Table 3 provides an understanding of the city’s progress on policy topics the Master Plan update is expected to address:

- Land use
- Access and mobility
- Historic preservation
- Urban design
- Environment
- Public utilities and facilities

Table 3: Central Community Master Plan Review Matrix

POLICY / ACTION	STATUS
Land Use	
<i>FLUM and Future Specific Plans</i>	
"Review the zoning district map and initiate and process appropriate zoning petition changes to make the zoning district map consistent with the Future Land Use map of the Central Community Master Plan."	No progress
"Mitigate impacts relating to the adjacency of residential and non-residential / heavy commercial land uses."	No progress
Improve infrastructure and landscaping of commercial and industrial areas.	Underway
"Retain the current lower density zoning south of 1700 South to preserve the character of this area."	Implemented
Residential Land Use	
Continue and develop programs that assist development of rental and owner-occupied affordable housing, residential rehabilitation and neighborhood improvement programs.	Implemented
Evaluate distribution and spacing of independent senior, assisted and elderly care residential facilities. Such facilities should be located near accessible commercial retail sales and service land uses and mass transit stops or stations.	Unknown
Consider site-specific land use studies and plans for residential infill development areas including targeting specific residential areas for block redesign and/or infrastructure improvements.	No progress
Create a separate TOD zoning district that includes residential land use and urban design regulations to support transit and pedestrian developments.	Underway
Commercial Land Use	
"Evaluate neighborhood commercial nodes to determine appropriate design guidelines and amend zoning regulations and maps appropriately. Implement a neighborhood commercial node program that addresses land use, design, infrastructure, funding assistance and boundaries relevant to neighborhood commercial and residential growth patterns."	No progress
Evaluate and amend City ordinances to encourage the use of transfer of development rights, first right of refusal (city authority), and density bonus incentives.	Underway
Institutional Land Use	
Review zoning regulations to allow institutional, cultural and entertainment facilities within Transit Oriented Development areas to create destinations and increase accessibility.	Implemented
Parks, Open Space and Recreation	
Support a long-range park construction schedule to implement a Parks and Recreation Master Plan for the Central Community.	Underway
Encourage Community Councils to implement public participation programs that include plant-a-tree, playground equipment placement, and park maintenance.	No progress
Support the proposed trail system that will serve the Central Community	No progress
Transit-Oriented Development	
Create Transit Oriented Development zoning regulations and apply to the transit areas depicted on the Future Land Use map.	Underway
Develop pedestrian amenities in high-density areas near light rail stations.	No progress

POLICY / ACTION <i>(continued)</i>	STATUS
Access and Mobility	
Improve circulation so it is safe for residents and children who must cross busy roadways to get to school or other public services.	Underway
Develop ways to address the isolation between major roadways and improve pedestrian orientation.	Underway
Incorporate the Transportation Master Plan policies during the site plan review process.	Unknown
Incorporate the Bicycle and Pedestrian Master Plan policies during site plan review of development applications. Continue to develop bike paths and trails on 300 East, 800 and 1300 South, and 200 West.	Unknown
Encourage interior mid-block access corridors for more convenient pedestrian and non-motorized circulation through the City's 10-acre block neighborhoods.	Underway
Coordinate with the Utah Transit Authority on the location of bus stops and transfer points to support the community land use patterns.	Underway
Provide improved and safer pedestrian corridors connecting People's Freeway to the residential areas east of State Street, especially for school children.	Implemented/Ongoing
Evaluate City policies for the conversion of private streets to public streets for roadways that do not comply with standard city street specifications.	Implemented
Investigate the use of shared parking between day and evening land uses to encourage off-street parking.	Implemented
Historic Preservation	
Investigate ways to assist property owners in maintaining or rehabilitating historic properties to satisfy design guidelines. Evaluate a grant or matching loan program to assist residential and commercial property owners in the maintenance and renovation of historic properties.	Implemented
Urban Design	
Consider creating a compatibility ordinance for new construction (infill), renovations, and restorations in some areas or neighborhoods.	No progress
Support design guidelines that support neighborhood and community development in Transit Oriented Development districts with emphasis on pedestrian and residential spaces and the public realm.	Implemented
Consider the use of CPTED principles of all public parks, open space and recreation facilities.	Implemented
Encourage the relocation of overhead utilities underground during new construction and when replacing outdated facilities.	No progress
Provide street trees and replace dead or damaged trees in parks and open space areas.	Implemented
Environment	
Review all building permits to determine if sites are located in 100-year floodplains. Require that buildings in a floodplain be designed to resist flooding.	Implemented
Develop programs and literature to help educate citizens about the importance of groundwater protection and appropriate handling and disposal of potential contaminants.	Underway
Consider policies to promote further conservation and decrease water waste.	Underway
Develop transportation and parking policies that favor use of mass transit and non-motorized transportation methods in order to help reduce cumulative air emissions.	Implemented/Ongoing

Amendments to the Central Community Plan

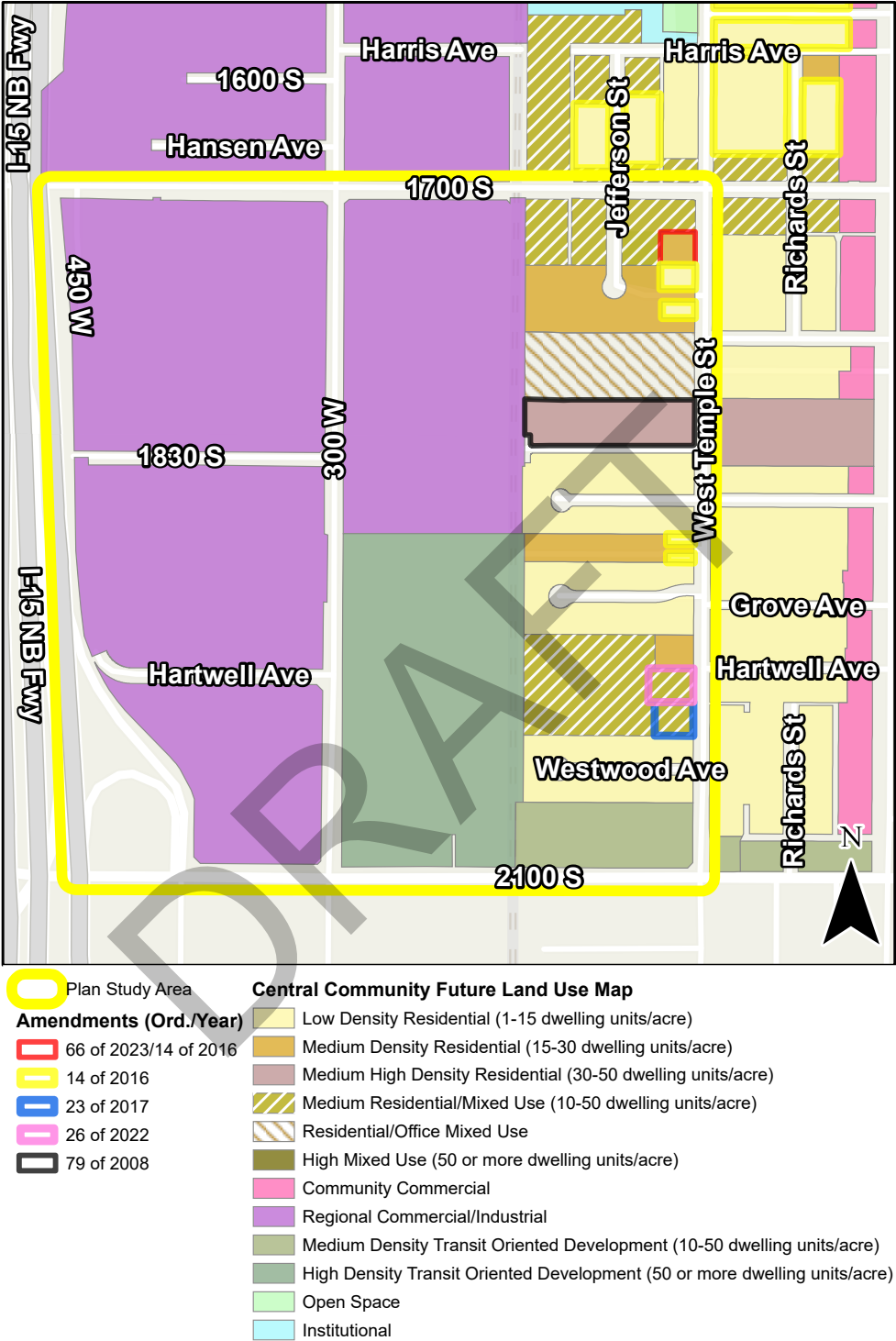
After the Central Community plan's original adoption, there were four amendments to the future land use designations of properties within the study area. The changes are reflected in the map in Figure 6. Each of the future land use designation amendments also included changing the zoning to a similar designation. The amendments and the properties they impacted are listed below:

Ordinance 79 of 2008 - This amended the property at 1812 S West Temple from low density residential (1-15 dwelling units an acre) to Medium High Density Residential (30-50 dwelling units an acre.) This amendment supported the building of a new multi-family development by the Salt Lake City Housing Authority.

Ordinance 14 of 2016 - This amendment was part of a City effort that affected several properties throughout the broader Ballpark neighborhood. Within the study area, it impacted five properties near 1746 S West Temple and two properties near 1888 S West Temple. The amendment changed their designation from Medium Density Residential (30 to 50 dwelling units an acre) to Low Density Residential (1 to 15 dwelling units an acre). The amendments were intended to stabilize housing in the neighborhood by encouraging investment in existing homes and to keep the development intensity compatible with the lower scale neighborhood.

Ordinance 23 of 2017 - This changed the designation of property at 1978 S West Temple from Medium Density Residential to Medium Residential/ Mixed Use. This change supported the expansion of an existing office building.

Ordinance 66 of 2023 - This changed the designation of property at 1720 and 1734 S West Temple from Low Density Residential (1 to 15 dwelling units an acre) to Medium Density Residential (30 to 50 dwelling units an acre.) The change was intended to support new residential development. The property was previously amended by Ordinance 14 of 2016, discussed previously in this section.



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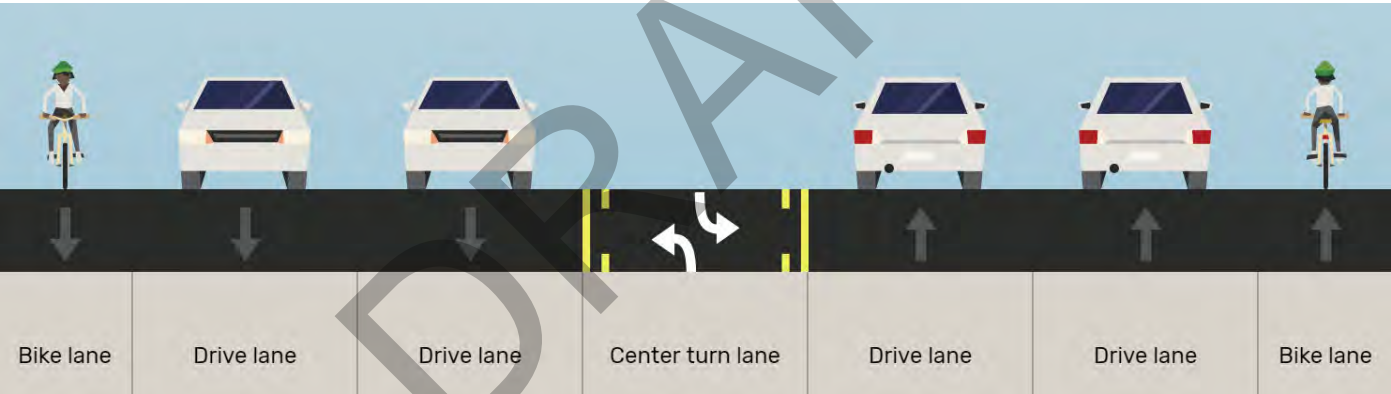
Figure 6: Map showing the future land uses designated in the Central Community Plan. The amendments to the plan since its adoption are also highlighted.

Future Near Term Transportation Improvements

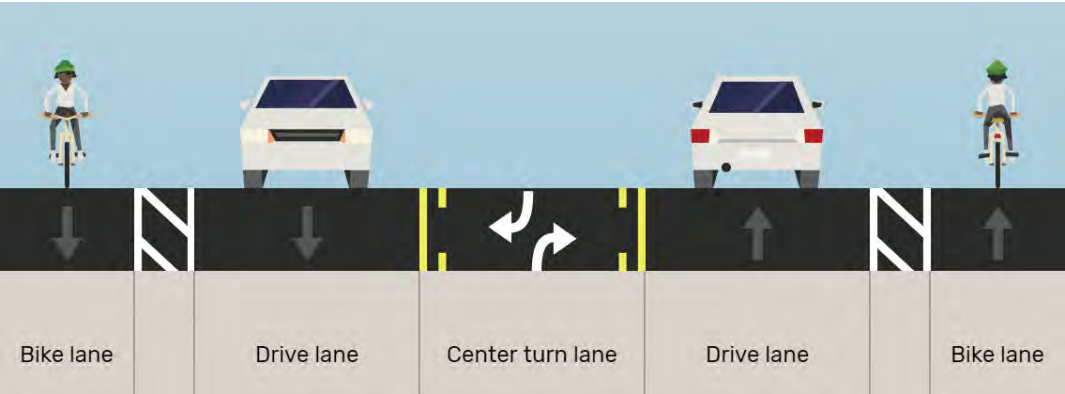
1700 South, from 300 West to Redwood Road is slated for resurfacing in summer of 2024. As part of this resurfacing, the lanes between 300 West and 900 West may be reconfigured. The Transportation Division has created a concept for the stretch between 300 West and 900 West that removes one vehicle travel lane in each direction while also creating wider and more comfortable buffered bike lanes. These changes are meant to improve safety and east-west

connections for people riding bicycles, since bike lanes will go from relatively narrow spaces at the edge of the roadway to much wider, paint-buffered lanes that are only next to one lane of vehicles. The Transportation Division has analyzed traffic volume data for the full project extent and is confident that one vehicle travel lane in each direction will support the relatively low vehicle traffic volumes on this corridor.

Figure 7: Cross-sections of 1700 South showing existing (four travel lanes) and proposed (two travel lanes) conditions.



Existing



Proposed

300 West Public Utilities Existing Conditions

Water

There is an existing 8" water main on the east side of 300 West, installed in 1995. This main is undersized and will need to be upsized to 12" to accommodate additional densification and fire demands. Public Utilities' current approach would be to require upsizing as Public Utilities analyzes each development on the east side that applies for a building permit.

the available capacity will last. This information is only accurate with the existing conditions (as of September 2023) - each new development, redevelopment, or change of use has the potential to decrease the available capacity. This applies to all work within the entire sewer shed that contributes to this line, not just development along the 2100 South corridor.

There is an existing 12" water main on the west side of 300 West, installed in 2021 with the roadway reconstruction project. This main is adequate in size and does not need any upgrades/improvements.

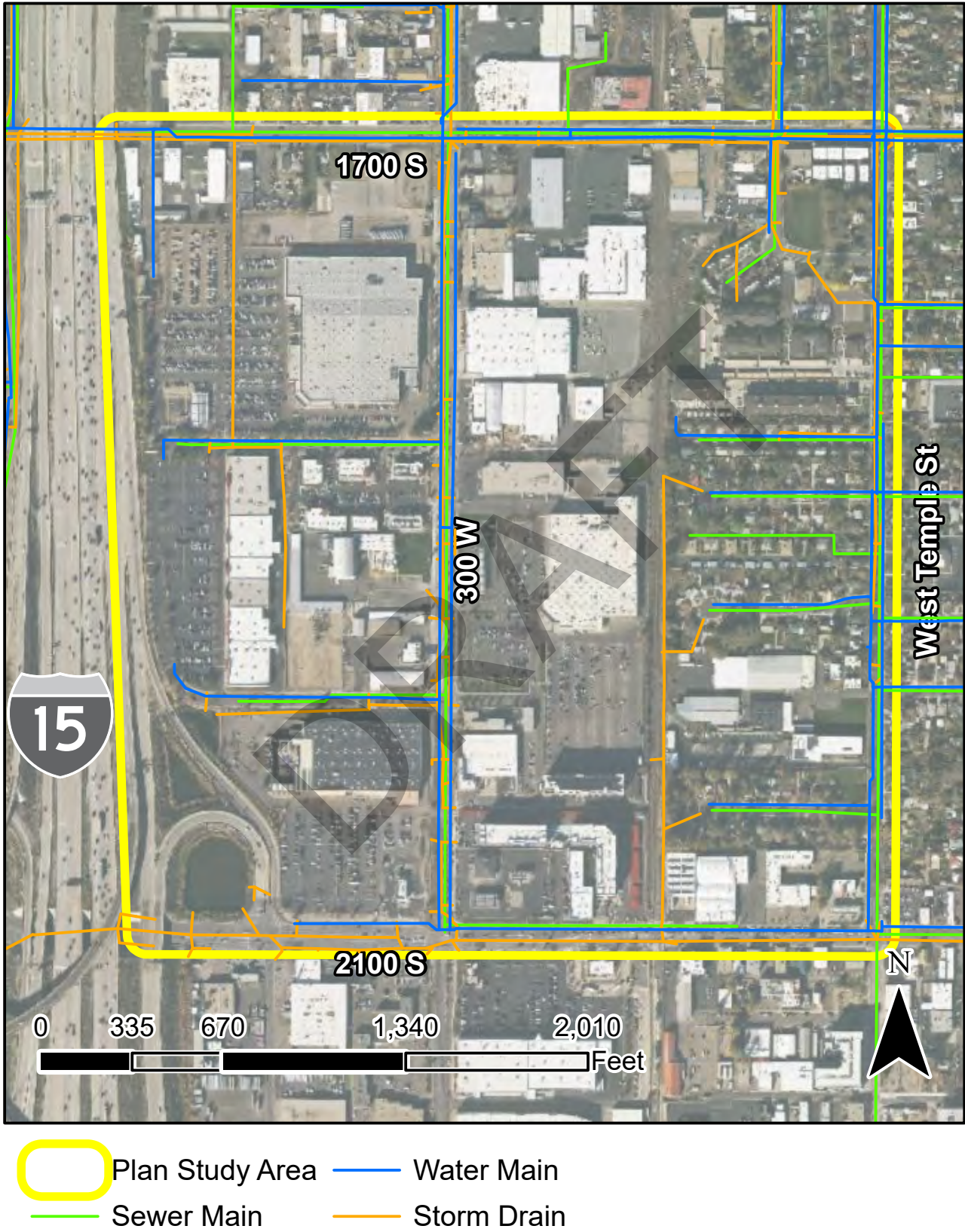
Storm Drain

There is a new storm drain in 300 West, installed in 2022 with the roadway reconstruction project, plus old (1898) storm drain that was not upgraded with the roadway project. The storm drain should be sufficient, as long as all developments are held to the 0.2 cfs/acre discharge requirements of Public Utilities. Public Utilities reviews each project that applies for building permits for conformance with this standard.

Sewer

There is an existing 21" sewer main down the center of 300 West, installed in 1939. This sewer main underwent repairs during the roadway reconstruction project. There are no current plans to address any other repairs/upsizes/improvements with this sewer main by Public Utilities. Based on Public Utilities' modeling of existing conditions, there appears to be adequate capacity for future development. The pipe is approximately 10% to 25% full in this area. Public Utilities analyzes the proposed sewer flow of every development that applies for building permits and requires upsizing when the sewer main reaches 75% capacity. With the high rates of development, it is difficult to anticipate how long

Figure 8: Map of water, sewer, and storm drain lines within the plan study area.



SOCIOECONOMIC CONDITIONS

This section describes the socioeconomic conditions of the study area (Figure 9) including population and growth projection, age, race and ethnicity.

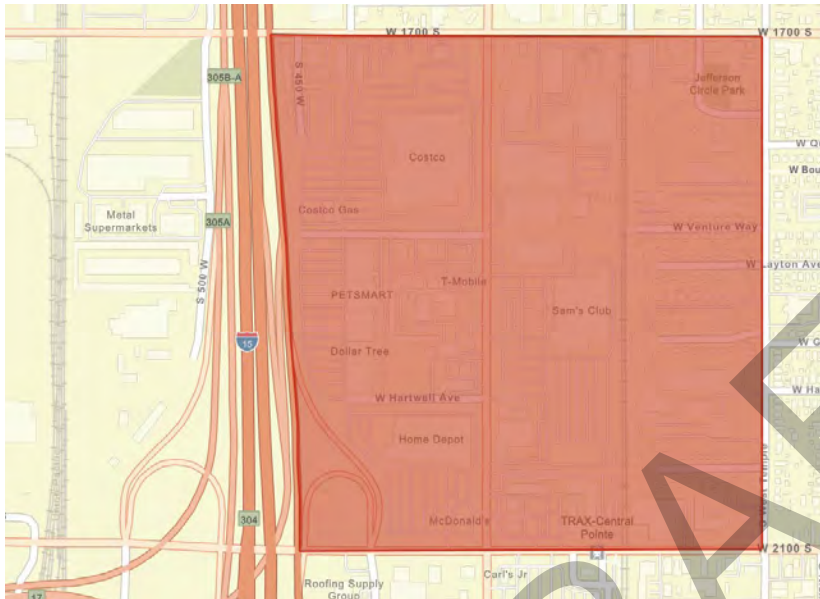


Figure 9: Socioeconomic Conditions of Study Area. Source: ArcGIS Business Analyst

Household & Growth Projections

There are 465 households in the study area, compared to 86,737 in the city and 420,281 in the county. Between 2020 and 2022, the study area experienced a significantly higher growth rate, 15.10%, than the city (2.83%) and the county (3.71%). This is likely a result of the construction of new multifamily apartment buildings in the study area. The annual growth rate between 2022 and 2027 is projected to be 4.95%, which is more in line with the city at 5.42% and the county at 4.14%.

The average household size for the study area (1.75) is smaller than both the city (2.26) and county (2.86). This suggests that there are fewer families with children in the study area and a higher percentage of single-income households, which could also be a product of the type of housing currently available.

Population & Growth Projections Age

Between 2020 and 2022, the population in the study area grew from 668 to 829, a 24.10% growth rate, significantly higher than the city (2.11%) and county (3.37%) (Table 1). This may be due to the recent construction of multifamily buildings, including 21Lux (204 2100 S) and @2100 Apartments (1977 S 300 W). Projected growth for the study area between 2022 and 2027 is projected to be 3.98%, which is closer to the city (4.06%) and county (3.63%).

The median age for the study area is 36.2, which is higher than both the city (33.1) and county (33.0). The population of residents from the Baby Boomer generation (born between 1946 and 1964) is higher for the study area than for the city and county. This suggests a higher population of people who are retired and on fixed incomes. Taylor Gardens and Taylor Springs are 55+ senior apartment communities owned and managed by HASLC within the study area. These two apartment complexes most likely account for the high proportion of Baby Boomers.

Table 4: Population and Growth Projections

POPULATION	STUDY AREA	SALT LAKE CITY	SALT LAKE COUNTY
2010 Total Population	582	186,411	1,029,629
2020 Total Population	668	199,723	1,185,238
2010-2020 Growth Rate	14.8%	7.1%	15.1%
2022 Total Population	829	203,928	1,225,168
2020-2022 Growth Rate	24.10%	2.11%	3.37%
2027 Total Population	862	212,210	1,269,661
2022-2027 Growth Rate	3.98%	4.06%	3.63%
2030 Projected Population	-	243,898	-
2040 Projected Population	-	263,717	-
2050 Projected Population	-	277,920	-

Source: ESRI

Table 5: Average Household Size and Annual Growth Rate, 2010-2027

HOUSEHOLDS	STUDY AREA	SALT LAKE CITY	SALT LAKE COUNTY
2010 Households	291	74,547	342,613
2020 Households	404	84,349	405,229
2010-2020 Annual Growth Rate	38.83%	13.15%	18.28%
2022 Households	465	86,737	420,281
2020-2022 Annual Growth Rate	15.10%	2.83%	3.71%
2027 Households	488	91,442	437,683
2022-2027 Annual Growth Rate	4.95%	5.42%	4.14%
2010 Average Household Size	2.00	2.44	2.96
2020 Average Household Size	1.62	2.27	2.88
2022 Average Household Size	1.75	2.26	2.87
2027 Average Household Size	1.74	2.24	2.86

Source: ESRI

The proportion of people under 18 is projected to decline and the proportion of those over 70 is projected to increase between 2022 and 2027. There is also growth projected in the 20 to 29 age range, likely due to the newer construction of multi-family units in the area that may attract students and young adults.

Area Median Income

The median income for the study area (\$39,758) is significantly lower than both the city (\$70,189) and county (\$85,944) (Table 5). The 2022-2027 projected growth rate in median incomes is 13.34%, which is also lower than the city (25.44%) and county (19.35%). More than one-third of residents in the study area (37.63%) earn less than \$25,000, compared to the city (17.72%) and county (9.97%). The distribution of households earning \$100,000 or more is lower in the study area (6.24%) than both the city (33.39%) and county (42.19%). This may be due in part to the higher percentage of the population above age 60 and the prevalence of public housing.

\$39,758

Study area median income (ESRI)

Area Race and Ethnicity

The racial makeup of the study area is similar to the city and county, with a majority white population (Table 6). The distribution is slightly higher for Black/African American (3.98%) American Indian/Alaska Native populations

(2.29%) Other Race Population (11.58%) and Population of Two or More Races (11.82%) than the city and county. The diversity index for the study area is 71.6, compared to the city (67.4) and the county (63.7). The ESRI Diversity Index is a measure of diversity that includes race and ethnicity – from 0 (no diversity) to 100 (complete diversity). When the index is closer to 100, an area's population is more evenly divided across all racial and ethnic groups.

EMPLOYMENT & COMMERCE

Employment Population

The total daytime population in the study area is 2,464, a 197% increase from the total residential population of 829 (Table 7). The daytime population of workers is 2,015, an 81.78% increase. The unemployment rate in the study area is 4.9%, more than double the city (2.1%) and county (1/9%) unemployment rates.

Business Profile

The study area is primarily a commercial corridor with food and dining accounting for a quarter of businesses followed by retail at 22.03% of businesses¹. There are anchor tenants occupying pad sites with large parking lots including Costco, Sam's Club, and Home Depot. Food and beverage businesses include fast food and fast casual national chains including McDonald's and Jimmy

¹ Accommodation/Food Services (NAICS 72) and Food Services and Drinking Places (NAICS 722) account for 12.72% of businesses each in the study area. Source: ESRI, July 2023.

Table 6: Median Household Income and Income Distribution

HOUSEHOLD INCOME	STUDY AREA	SALT LAKE CITY	SALT LAKE COUNTY
2022 Median Household Income	\$39,578	\$70,189	\$85,944
2027 Median Household Income	\$44,856	\$88,045	\$102,572
2022-2027 Annual Growth Rate	13.34%	25.44%	19.35%
<\$15,000	23.01%	10.82%	5.48%
\$15,000-\$24,999	14.62%	6.90%	4.49%
\$25,000-\$34,999	5.16%	7.33%	5.26%
\$35,000-\$49,999	18.49%	10.23%	8.99%
\$50,000-\$74,999	13.98%	17.19%	17.53%
\$75,000-\$99,999	18.49%	14.15%	16.05%
\$100,000-\$149,999	4.09%	17.31%	22.28%
\$150,000-\$199,999	0.00%	7.42%	10.79%
\$200,000+	2.15%	8.66%	9.12%

Source: ESRI

Table 7: Racial Distribution

RACIAL DISTRIBUTION	STUDY AREA	SALT LAKE CITY	SALT LAKE COUNTY
White Population	66.10%	67.87%	71.22%
Black/African American Population	3.98%	2.99%	2.03%
American Indian/Alaska Native Population	2.29%	1.49%	1.13%
Asian Population	3.62%	5.69%	4.43%
Pacific Islander Population	0.60%	2.11%	1.84%
Other Race Population	11.58%	9.79%	9.35%
Population of Two or More Races	11.82%	10.07%	10.02%
2023 Hispanic Population	296	2,479	247,622
2023 Hispanic Population (%)	27.85%	17.24%	20.16%
2022 Diversity Index	71.6	67.4	63.7

Source: ESRI

Table 8: Employment

EMPLOYMENT	STUDY AREA	SALT LAKE CITY	SALT LAKE COUNTY
Total Population	829	203,928	1,225,168
Total Daytime Population	2,464	354,099	1,302,595
Daytime Population: Workers	2,015	265,978	741,325
Daytime Population: Workers (%)	81.78%	75.11%	56.91%
Daytime Population: Residents	449	88,121	561,270
Daytime Population: Residents (%)	18.22%	24.89%	43.09%
Civilian Population Age 16+ in Labor Force	408	120,140	682,155
Employed Civilian Population Age 16+	388	117,625	669,524
Unemployment Rate (%)	4.9%	2.1%	1.9%

Source: ESRI

John's, as well as local restaurants, including Beans and Brews, Squatters and Wasatch Taproom, and Kathmandu II. Many of the businesses are auto oriented, such as autobody and repair shops.

HOUSING

What is Moderate Income Housing?

Moderate income households are considered by the State of Utah to be those making less than 80% of the area median income (AMI). AMI is determined by the county in which the city is located. Other targeted income groups are defined as those making less than 50% and 30% of AMI (identified as very low-income and extremely low-income respectively). According to the U.S. Department of Housing and Urban Development (HUD), the affordable monthly housing payment for either mortgage or rent should be no more than 30% of gross monthly income (GMI) and should include utilities and housing costs such as mortgage, property taxes, and hazard insurance. To calculate affordability in relation to household size, HUD estimates median family income (MFI) annually for each metropolitan area and non-metropolitan county.

It is not clearly stated in the Utah Code whether those of moderate income must be able to purchase a home, so the allowance is applied to both rental rates and mortgages. Affordable housing is any housing option that accommodates the

targeted income groups and meets the payment requirements. Per HB462, if a municipality intends to apply for Housing and Transit Reinvestment Zone (HTRZ) funding for station areas, then greater than or equal to 20% of the housing units must meet the definition of moderate income housing units.

Area Median Income

The area median income (AMI) is the midpoint of a region's income distribution—half of the households in the region earn more and half earn less. AMI is important because each year HUD calculates the median income for every metropolitan region in the country and this statistic is used to determine whether families are eligible for certain affordable housing programs.

HUD focuses on the entire region, not just the city, because families searching for housing are likely to look beyond the city itself to find a place to live. AMI is typically distinguished between three types of households. Per HUD, low-income is defined as households earning less than 80% of the AMI. Very low-income is defined as households earning less than 50% of the AMI. And extremely low-income is defined as households earning less than 30% of the AMI.

Note: Moderate income housing, as defined by the State of Utah, is "housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the

median gross income for households of the same size in the county in which the city is located.”

Salt Lake City’s 2023 Housing Plan includes the goal of entitling 10,000 new housing units throughout the city, with a minimum 2,000 units that are deeply affordable (30% AMI or below) and a minimum 2,000 units that are affordable (31-80% AMI).²

HUD Area Median Income Limits

The area median income (AMI) for a family of four in the Salt Lake City MSA is \$106,000. Table 9 shows the distribution of income levels for a family of four. Two-thirds of households in the study area are classified as low or extremely low income, with 48.80% of those being extremely low income.

Because AMI thresholds outlined by HUD do not exactly match the distribution of households by income bracket as recorded by the U.S. Census Bureau, which is the source for ESRI data, the estimated number of households within each income level are matched as closely as possible with their corresponding income bracket. Therefore, the number of households within each AMI threshold should be considered an approximation.

Housing Stock Existing Conditions

Single vs. Multifamily Housing

There are 137 single-family units in the study area, which are primarily located on the eastern edge of the study area, between the railroad tracks and W Temple Street. There are 559 existing multi-family units in the study area³. The neighborhood has seen a dramatic population increase due to the construction of multifamily buildings between 2016-2023. Additionally, there is one planned development of 47 units slated for 2023. The recent and planned construction includes luxury studio, 1- and 2-bedroom units, including a 160-unit market rate development at 1967 S 300 W. Four of the existing multi-family complexes are owned by the Housing Authority of Salt Lake City (HASLC), one caters to seniors and another houses Veterans. All four provide affordable housing.

Total Occupied Units and Average Housing Tenure

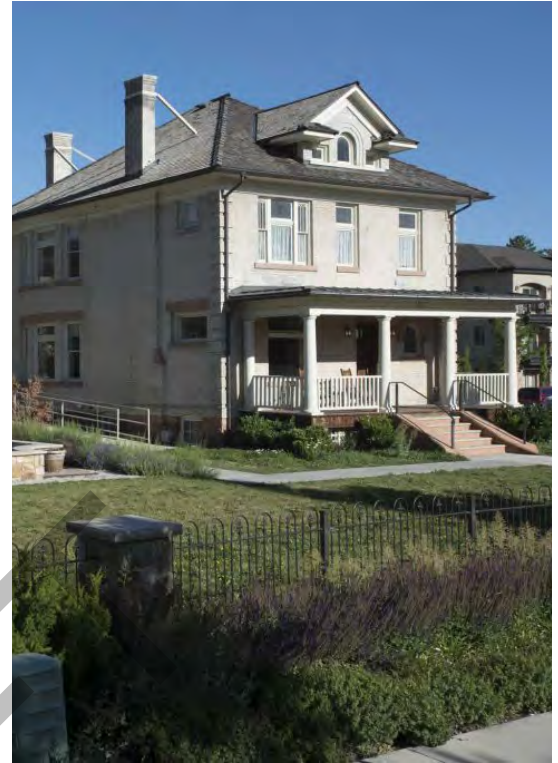
The study area has a higher percentage of renter occupied housing than the city and county. There is also a higher percentage of vacant housing units in the study area than in the city and county. Vacancy is defined as any housing unit that is neither owner- nor renter-occupied. For example, short-term rental (i.e., Airbnb) properties are included in the vacancy rate. Projections for the area include 29.30% owner occupied housing and 70.70% renter occupied housing in 2027, with

² https://www.slc.gov/can/wp-content/uploads/sites/8/2023/05/Housing-SLC-Plan_No-Appendices.pdf

³ HASLC, CoStar

10.95% vacancy . Rental housing generally indicates apartments.

The percentage of renter-occupied housing within the study area has steadily increased over the past 12 years. While this isn't necessarily a negative, generally it is preferred to see more of a balance between renter and owner-occupied housing because of the ability to cater to different household types and individuals. A wide variety of rental and for-sale homes can help to create economically and demographically diverse neighborhoods. For example, due to the existing housing stock of smaller rental units within the study area, it would be difficult for a growing family to stay in this neighborhood because of the lack of larger homes for purchase.



Taylor Springs is one of two 55+ affordable housing developments in the study area. Source: HASLC

Affordability Monthly Allowance for Rental and For-sale Products

Table 10 illustrates the monthly allowance for rental and for-sale products based on the household size. An extremely low-income household with one person, which is 42.80% of the study area population, should pay no more than \$558 per month in housing expenses ($\$22,300/12 \times 30\% = \558). These numbers are based on the assumption that households spend no more than 30% of their income on housing, which includes rent and expenses such as utilities and insurance.

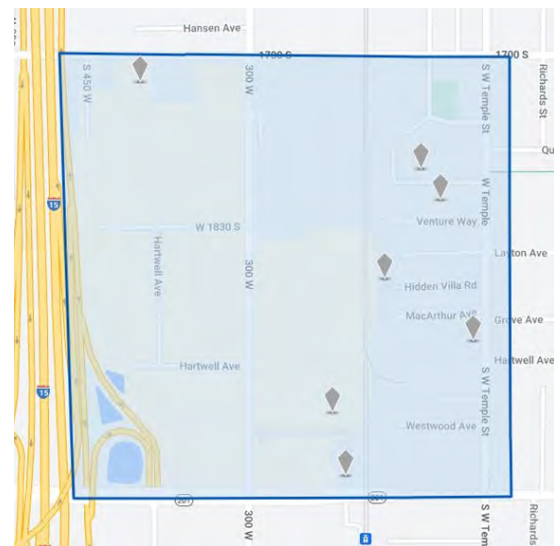


Figure 10: Location of multi-family buildings in the study area. Source: CoStar

Table 9: Distribution of Household Income

INCOME LEVEL	INCOME CLASSIFICATION	AMI THRESHOLD FOR A FAMILY OF FOUR	ESTIMATED HOUSEHOLDS	PERCENTAGE
<30% of AMI	Extremely Low Income	\$31,800.00	199	42.80%
30% to 50% of AMI	Low Income	\$31,800 - \$53,000	86	18.49%
50% to 80% of AMI	Moderate Income	\$53,000 - \$84,800	65	13.98%
80% to 100% of AMI	N/A	\$84,800 - \$106,000	86	18.49%
100% to 120% of AMI	N/A	\$106,000 - \$127,200	19	4.09%
>120% of AMI	N/A	>\$127,200	10	2.15%

Source: ESRI, HUD

Table 10: Area Median Income by Household Size

INCOME CATEGORY	PERSONS IN HOUSEHOLD							
	1	2	3	4	5	6	7	8
Extremely Low Income (30% AMI)	\$22,300	\$25,450	\$25,650	\$31,800	\$35,140	\$40,280	\$45,420	\$50,560
Very Low Income (50% AMI)	\$37,100	\$42,400	\$47,700	\$53,000	\$57,250	\$61,500	\$65,750	\$70,000
Low Income (80% AMI)	\$59,400	\$67,850	\$76,350	\$84,800	\$91,600	\$40,280	\$105,200	\$111,950
Median Family Income (100% AMI)	\$74,200	\$84,800	\$95,400	\$106,000	\$114,500	\$123,000	\$131,500	\$140,000
Above Median Income (120%)	\$89,040	\$101,760	\$114,480	\$127,200	\$137,400	\$147,600	\$157,800	\$168,000

Source: HUD

Table 11: Affordability Monthly Allowance for Rental and For-Sale Products

INCOME CATEGORY	PERSONS IN HOUSEHOLD							
	1	2	3	4	5	6	7	8
Extremely Low Income (30%)	\$558	\$636	\$641	\$795	\$879	\$1,007	\$1,136	\$1,264
Very Low Income (50%)	\$928	\$1,060	\$1,193	\$1,325	\$1,431	\$1,538	\$1,644	\$1,750
Low Income (80%)	\$1,485	\$1,696	\$1,909	\$2,120	\$2,290	\$1,007	\$2,630	\$2,799
Median Family Income (100%)	\$1,855	\$2,120	\$2,385	\$2,650	\$2,863	\$3,075	\$3,288	\$3,500
Above Median Income (120%)	\$2,226	\$2,544	\$2,862	\$3,180	\$3,435	\$3,690	\$3,945	\$4,200

Source: HUD

Table 12: Multifamily Properties in the study area

PROPERTY ADDRESS	PROPERTY NAME	NUMBER OF UNITS	YEAR BUILT
1977 S 300 W	@2100 Apartments	82	2020
385 W 1700 S	SUR17 Townhomes ⁺	47	2023
204 W 2100 S	21Lux	206	2021
1790 S West Temple	Taylor Gardens Senior Apartments*	112	2016
1812 S West Temple	Taylor Springs*	95	1901
1882 S West Temple	Hidden Villa Apartments	32	1965
1926-1934 S West Temple	Cedar Crest*	12	1967
1750 S Jefferson Circle	Jefferson Circle Apartments*	20	-
Total number of Units		606	

Source: CoStar, HASLC

⁺Under Construction

*Indicates HASLC complex

REAL ESTATE TRENDS

Retail

Retail exists mostly along the 300 West corridor and includes big box stores like Home Depot, Costco, and Sam’s Club. Of the 847,000 square feet of retail along the corridor, 98.1% is leased and occupied. The 1.9% vacancy rate indicates that the retail in the study area is performing well. There has not been new retail in the last decade, suggesting demand and opportunity to develop, especially with the existing low vacancy rate.

Office

Many of the office buildings are located along West Temple on the eastern edge of the study area (Figure 10). There is 83,500 square feet of office space in the study area with a 0% vacancy rate. The area has not seen new office space since 1997 (Table 13). The negative net deliveries in the 2010s indicate demolition of two office buildings (Figure 11). The 100% lease rate indicates an opportunity for more office space.

Market Rent per square foot for office space within the study area has steadily increased since 2013, with current rental rates at \$20.40 per square foot. Rental rates have increased annually, often keeping pace with inflation. Over the past ten years rental rates have increased on average between 0.5% and 6.6% annually.

Class C office space is the lowest commercial rental option. They are often older buildings with lower quality finishes and few amenities. Class A and B buildings are newer, in premier locations, and feature amenities such as on-site parking, security, bike storage, valet, gyms, private outdoor space, and daycare centers.

Industrial

The study area includes 35 industrial properties, many of which are clustered along 1700 S on the northern edge of the study area, near the I-15 on/off ramp. Industrial space in the study area has a vacancy rate of 5.0% (35,000 square feet) (Figure 12).

Table 13: Office properties in the study area

PROPERTY ADDRESS	BLDG. CLASS	YEAR BUILT	STORIES	PARKING SPACES	PARKING RATIO
1719 S 300 W	C	1979	1	-	-
2005 S 300 W	C	1976	2	30	4.74
140 W 2100 S	C	1975	2	84	2.89
1776 S West Temple	C	-	1	45	3.73
1978 S West Temple	B	1997	2	55	2.15

Source: CoStar

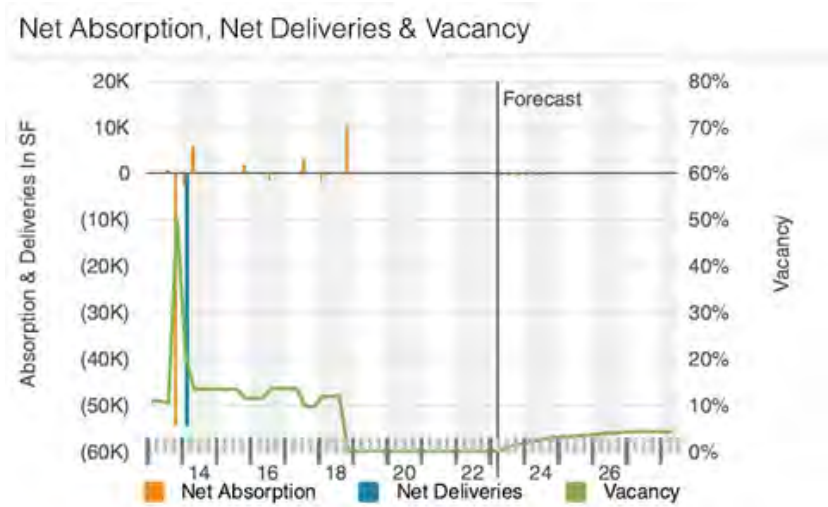


Figure 11: Office Net Absorption, Net Deliveries, and Vacancy. Source: CoStar

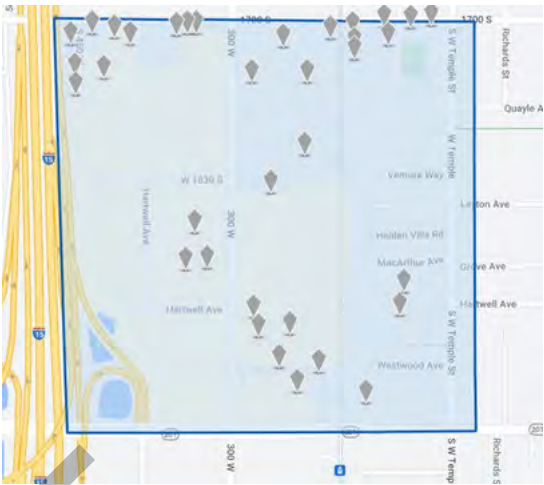


Figure 12: Industrial Locations. Source: CoStar

Retail

Retail exists mostly along the 300 West corridor and includes big box stores like Home Depot, Costco, and Sam’s Club. Of the 847,000 square feet of retail along the corridor, 98.1% is leased and occupied. The 1.9% vacancy rate indicates that the retail in the study area is performing well (Figure 13). There has not been new retail in the last decade, suggesting demand and opportunity to develop, especially with the existing low vacancy rate.

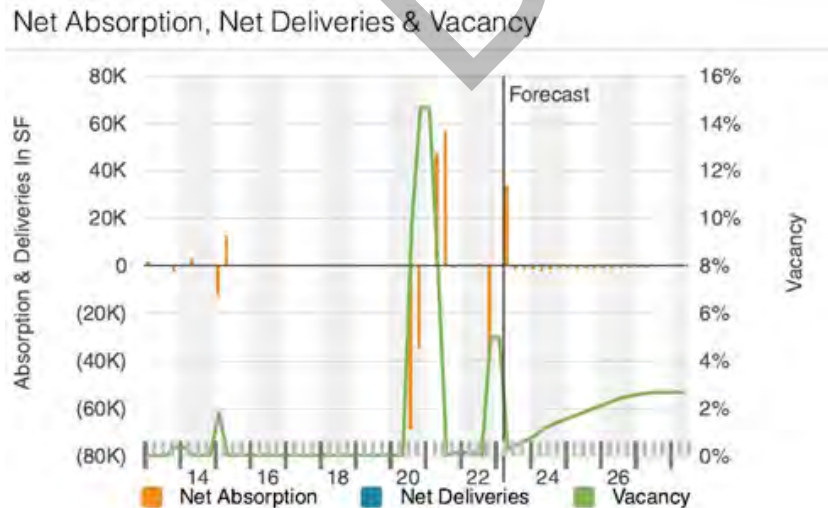


Figure 13: Retail Net Absorption, Net Deliveries, and Vacancy. Source: CoStar

DRAFT



View of 300 West looking east. Source: Design Workshop..

Real Estate Glossary of Terms

Net Absorption: For existing buildings, the measure of total square feet occupied less the total space vacated over a given period of time. Lease renewals are not factored into net absorption. However, in a lease renewal that includes the leasing of additional space, that additional space is counted in net absorption. Pre-leasing of space in non-existing buildings (Planned, Under Construction or Under Renovation) is not counted in net absorption until actual move in, which by definition may not be any earlier than the delivery date.

Absorption: Refers to the change in occupancy over a given time period. Lease renewals are not factored into absorption unless the renewal includes the occupancy of additional space. (In that case, the additional space would be counted in absorption.) Pre-leasing of space in non-existing buildings (e.g., Proposed, Under Construction, Under Renovation) is not counted in absorption until the actual move-in date.

Delivery Assumption: In context of Property Professional analytic forecasting, a user-entered variable for projecting vacancy rates. This assumption variable is for net deliveries and can be entered as a fixed or variable rate.

Vacancy Rate: Expressed as a percentage - it identifies the amount of New/Relet/Sublet space vacant divided by the existing rentable building area. This can be used for buildings or markets.

MOBILITY

Existing Strengths & Assets

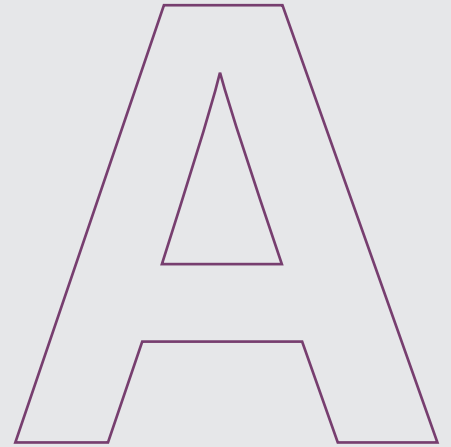
Existing Barriers &
Challenges

Future Improvements
(Relevant Plan
Recommendations)

**OBSERVATIONS &
RECOMMENDATIONS**

DRAFT

DRAFT



ADDITIONAL PLAN REVIEW

DRAFT

DRAFT

DRAFT

PLANNING CONTEXT - SALT LAKE CITY AND SOUTH SALT LAKE

Several Salt Lake City plans provide policies and guidance directly or indirectly related to the study area and immediately adjacent areas. The study area is adjacent to South Salt Lake, which has a few different plans that cover the area. Salt Lake City's and South Salt Lake's plans that affect the area are discussed below.

Plan Salt Lake

Plan Salt Lake is the City's Citywide general plan. The plan establishes general policies that are intended to be implemented throughout the City. The plan includes policies related to housing, transportation, sustainability, economic development, and recreation. Most of the policies in the plan can be applied to any area of the City and are focused on preparing the City for growth, while being sustainable and maintaining and improving livability in the City's neighborhoods. The policies are intended to guide the City toward the plan's long-term vision for the City in 2040. The plan provides a framework for all neighborhood, community, and element plans, and that framework also applies to the forthcoming *300 West Corridor* and *Central Pointe Station Area Plan*.

There are several "2040 Targets," or long-term goals, from the plan that are applicable to this planning effort. Examples include:

1. **Neighborhoods:** Community amenities (parks, natural lands, libraries, schools, recreation centers) located within 1/4th mile walking distance of every household
2. **Housing:** Increase diversity of housing types for all income levels throughout the city
3. **Growth:** Increase Salt Lake City's share of the population along the Wasatch Front
4. **Transportation:** Reduce single occupancy auto trips
5. **Parks:** Parks or open space within walking distance of every household.
6. **Air Quality:** Reduce emissions.
7. **Beautiful City:** Pedestrian oriented design standards incorporated into all zoning districts that allow residential uses.
8. **Equity:** Decrease combined cost of housing and transportation
9. **Government:** Increase public participation



Figure 1: The *Plan Salt Lake* cover page.

Housing SLC – 2023 to 2027

The City recently adopted a new citywide housing "element" or plan, titled *Housing SLC – 2023 to 2027*. This plan builds on the prior City housing plan *Growing SLC – 2018 to 2022* and was structured to comply with recent State requirements for each Utah city to create a "moderate income housing plan" that "provides a realistic opportunity to meet the need for additional moderate income housing within the municipality during the next five years." The State defines moderate income housing as "housing occupied or reserved for occupancy by households with a gross household income equal

to or less than 80% of the median gross income for households of the same size in the county in which the housing is located.” Within the plan, Cities are required to choose from a selection of specific State required “strategies” to help meet the city’s need for moderate income housing.

The plan establishes three key goals with metrics intended to track those goals. These are:

Goal 1: Make progress toward closing the housing gap of 5,500 units of deeply affordable housing and increase the supply of housing at all levels of affordability.

Metric:

- A. Entitle 10,000 new housing units throughout the city.
1. Minimum 2,000 units deeply affordable (30% AMI or below)
 2. Minimum 2,000 units affordable (31% - 80% AMI)

Goal 2: Increase housing stability throughout the city.

Metrics:

- A. Track, analyze, and monitor factors that impact housing stability in the city.
- B. Assist 10,000 low-income individuals annually through programs funded to increase housing stability by the City.
- C. Dedicate targeted funding to:
1. Mitigate displacement
 2. Serve renter households
 3. Serve family households
 4. Increase geographic equity
 5. Increase physical accessibility

Goal 3: Increase opportunities for homeownership and other wealth and equity building opportunities.

Metric:

- A. Provide affordable homeownership and wealth and equity building opportunities to a minimum of 1,000 low-income households.

The City is required to choose from a number of State established “strategies” to accomplish the moderate-income housing goals. Many of the strategies apply citywide and could have some level of impact to this area; however, strategies more directly related to this area include:

Strategy E: Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers

- 2023 Action: Adopt zoning or land use ordinance to increase density limits in the Ballpark neighborhood of the city
- 2024 Action: Monitor response to increased density in the Ballpark neighborhood through annual reporting on number of new permits, number of units created, etc. (ongoing)

Strategy G: Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors

- Action: Increase building height limits in compatible areas of the city

Strategy J: Implement zoning incentives for moderate income units in new developments

Strategy P: Create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment Zone Act

- Action: Establish at least one housing and transit reinvestment zone (HTRZ) in the city

- 2023 Action: Redevelopment Agency to engage in conversations with interested parties
- 2024 Action: Work through details and application to establish an HTRZ
- 2025 Action: Establish HTRZ

Strategy V: Develop and adopt a station area plan in accordance with Section 10-9a-403.1

- 2024 Action: Planning staff work with Planning Commission, City Council, and the public to develop new SAPs for station areas where such SAPs are needed

Strategy W: Create or allow for, and reduce regulations related to, multifamily residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones



Figure 2: The *Housing SLC* cover page.

Thriving in Place

The City recently adopted a plan intended to help mitigate housing displacement and prevent the loss of existing affordable housing in the City, titled *Thriving in Place*. The plan includes a wide range of policies intended to limit displacement. These include policies aimed at the creation of new regulations to prevent displacement and creation of tenant rights information and assistance resources. Most of the policies relate to the creation of Citywide programs to support the plan's goals. Policies more directly related to the subject area include:

Strategic Priority 3C: Facilitate Creation of More Diverse Housing Choices

- Create More Diverse Housing Choices in All Areas so that people can find housing that meets their needs in locations that work for them.
- Adopt and implement additional middle housing policies and programs as part of the Housing SLC plan and in conjunction with other Thriving in Place actions to ensure a diversity of also include the ADU policies, tools, and resources described in Strategic Priority 3B.

Strategic Priority 3E: Prioritize Long-Term Affordability, Integrated Services, and Transit Access

- Prioritize Long-Term Affordability, Integration of Support Services, and Access to Transit and Other Amenities to create stable living environments where lower income families and residents can thrive.



Figure 3: The City's *Thriving in Place* plan includes policies to help mitigate housing displacement

Community Preservation Plan – (Historic Preservation Policy Plan)

The City's *Community Preservation Plan*, adopted in 2012, provides goals and policies generally related to preservation of historic buildings and neighborhoods. There are a wide range of policies that cover items such as historic preservation regulations and administration of those regulations, narrowing the focus of new historic districts to preserving significant history rather than just character preservation, encouraging adaptive reuse of historic structures, and encouraging historic structure preservation as a means of meeting City sustainability goals.

There are no location specific policies that apply to the study area. There are a limited number of historically significant buildings identified in City materials and datasets within the study area; however, there may be other historically significant properties that could be identified with a historic survey. Please see the discussion of existing historic resources on page 49 of the Additional Existing Conditions chapter in the Appendix.

Urban Forest Action Plan

The *Urban Forest Action Plan*, adopted in February 2023, contains policies related to growing and protecting the City's urban forest. A large amount of the plan focuses on identification of the existing urban forest condition and conditions or policies that may be negatively impacting the urban forest.

The plan includes maps showing tree coverage (both private and public trees) by census tract (Figure 4). The census tract that covers the study area extends from 900 South to 2100 South and from I-15 to State Street. The plan notes that the census tract has "1 – 11%" tree coverage. This compares to the highest coverage rates in the City of "27 - 36%" found generally in or near highly single-family residential areas, such as Sugar

House, East Bench, Avenues, and parts of Capitol Hill.

The plan also includes a map of surface temperatures by Census Tract for a specific date – July 31, 2020. The census tract covering this area notes a range of 118 – 121 degrees Fahrenheit. This area of the City is more commercial than other areas of the City and those commercial uses generally do not have yards with vegetation, including trees, and often do not have enough park strip space to include street trees. These factors contribute to the low tree canopy rating and higher average surface temperatures in the area.

The Urban Forest Action Plan outlines several key goals, objectives, and actions to enhance the city's urban environment. Most of these are general and apply citywide, but some that relate more specifically to this planning effort include:

Goal: Incorporate the urban forest into all of Salt Lake City's planning and project implementation efforts to mitigate environmental impacts.

Mid-Term Action: Incorporate canopy cover (or tree stocking) goals into all new master and area plans.

Goal: Improve growing conditions for the urban forest in challenging sites

Objective: Amend the city code to strengthen tree protection and codify ecosystem service value.

Near-Term Action: Recommend changes to the zoning code to increase trees where they will mitigate environmental impacts.

Goal: Protect trees on city-owned land and in the right of way

Objective: Incorporate Mitigation Techniques into Urban Forestry's Planting Strategies

SALT LAKE CITY CENSUS TRACT ANALYSIS

2019 AMERICAN COMMUNITY SURVEY (ACS) TRACT DATA

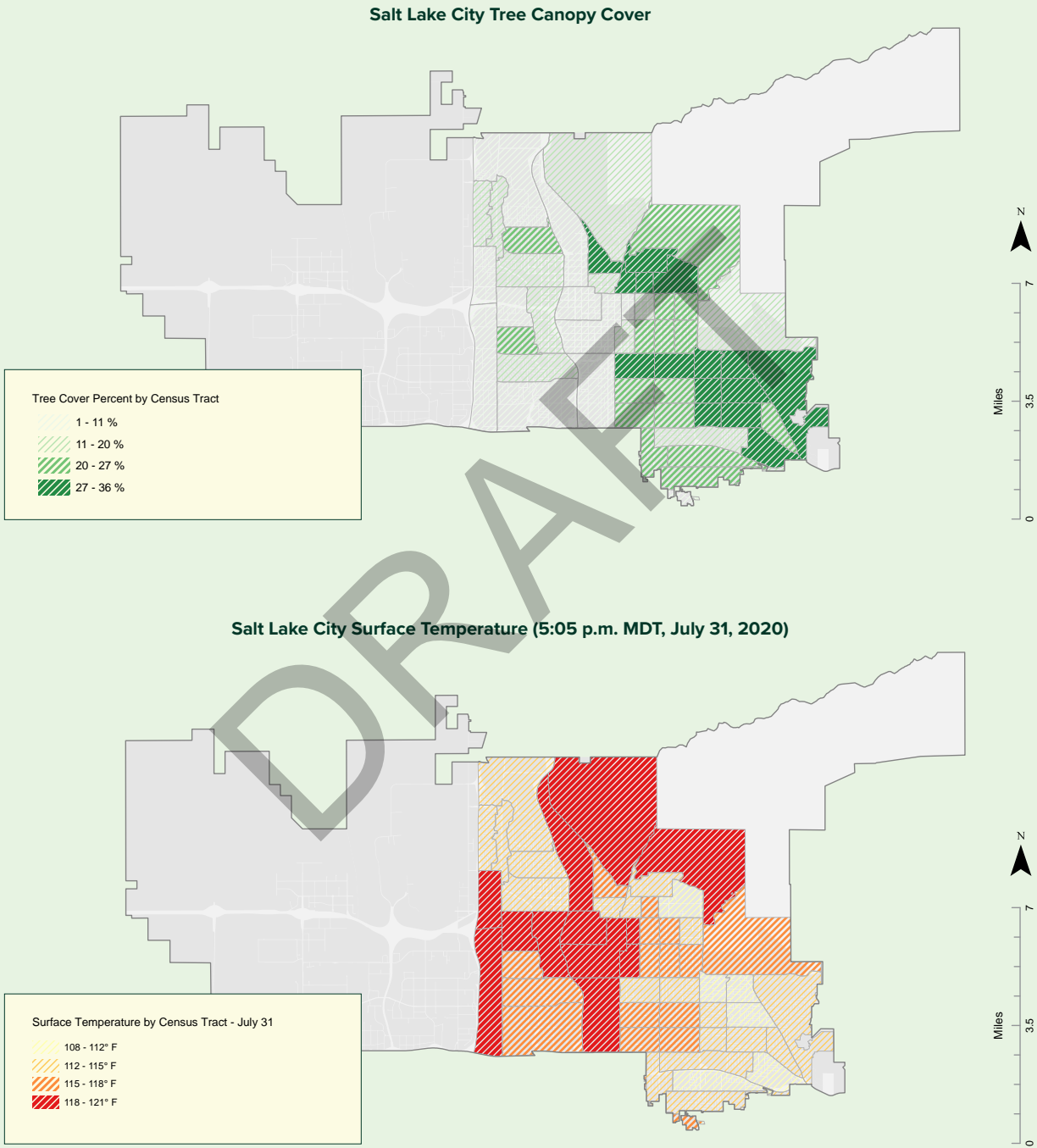


Figure 4: Map from the *Urban Forestry Action Plan* showing the percentage of land covered by tree canopy per census tract.

Near-Term Action: Identify and prioritize large park strips that would give ample space for large trees, even allées (double rows) of trees.

Near Term Action: Plant large evergreens property bordering freeways to mitigate air pollution.

Long Term Action: Plant deciduous trees on the north and east sides of streets to conserve energy (blocking the southern and western sun in the summer and allowing it to passively warm buildings in the winter).

Goal: Coordinate with Regional Agencies and neighboring municipalities on urban forest planning and expansion to improve air and water quality. Partner with neighboring municipalities to add trees to high-volume traffic corridors, or other shared areas with poor air quality.

Objective: Create framework for partnerships between municipal and state agencies, nonprofits, and volunteers to equitably preserve and grow the urban forest.

Long Term Action: Partner with neighboring municipalities to add trees to high-volume traffic corridors, or other shared areas with poor air quality.

Long Term Action: Planning to create policies and incentives to expand the urban forest on private land, including parking lots, using existing regulations in the City code), including amendments to the City Code where feasible.

Goal: Implement equity through irrigation distribution

Objective: The city assumes irrigation responsibility for all park strip trees, beginning in the most impacted neighborhoods.

Mid-Term Action: Assume responsibility for watering park strip trees in locations

where local urban heat island effects are greatest.

Goal: Plan for equitable urban forest expansion in neighborhoods and business districts

Near Term Action: Plant trees to create microclimates that increase access to summer shade and winter sun.

Near Term Action: Plant trees to strategically provide shade on roadways to increase asphalt lifespan.

Goal: Rethink row to allocate more space for trees & pedestrians

Objective: On streets with low traffic volumes, create a strategy to reduce vehicle lanes, and lane widths, where supported by future traffic projection data.

Goal: Enhance City's image and livability through incorporating pedestrian-first streetscape design.

Objective: Amend zoning code to introduce new urban design criteria for spacing and scale of trees

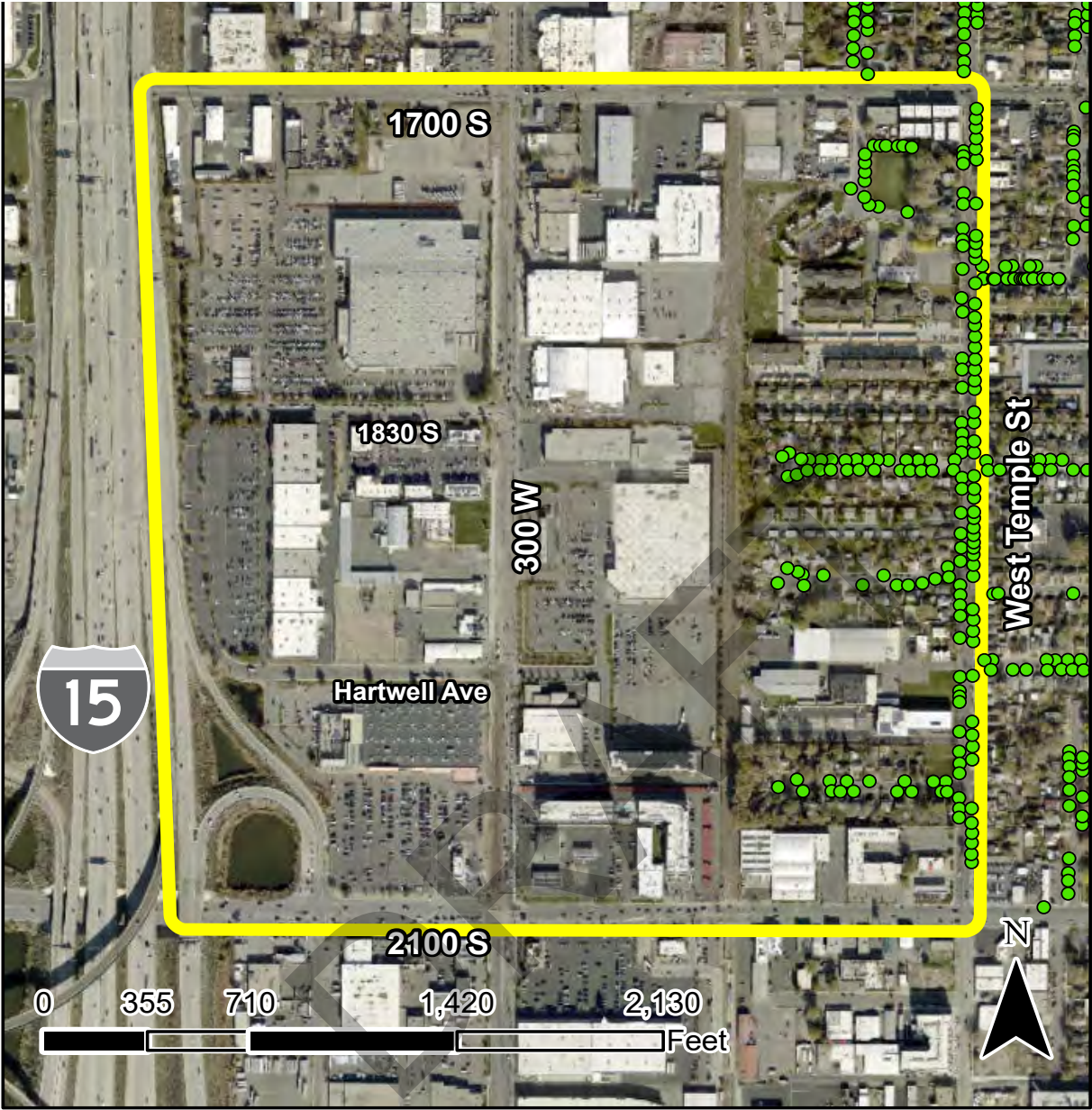
Near Term Action: Recommend new tree spacing requirements based on environmental benefit and urban design criteria.

Near Term Action: Recommend tree height and scale at maturity requirements based on average heights in zoning districts.

Near Term Action: Recommend including shade on all active transportation routes in the City's revised Complete Streets ordinance.

Near Term Action: Require additional trees at transit stops and along transit routes.

Goal: Develop urban forest districts throughout residential and commercial areas to enhance



 Plan Study Area **Street Tree Inventory - 2019**
 Street Tree

Figure 5: Map showing the location of street trees in the study area. The data is from 2019 and does not reflect the tree plantings done along 300 West in 2023.

sense of place. (This goal includes several actions related to the creation of specific urban forest “districts” that would ultimately provide guidance for specific types of trees in particular districts.)

Open Space Plan

The 1992 City *Open Space Plan* shows the location of potential trails throughout the City. The plan includes one trail adjacent to the study area,

located within the Ballpark Plan area on the north end of the study area. The proposed trail is shown on an abandoned rail line. However, the rail line property was sold to private property owners and so the trail was never implemented by the City.

The 2005 *Central Community Plan* includes a policy supporting implementation of the trail

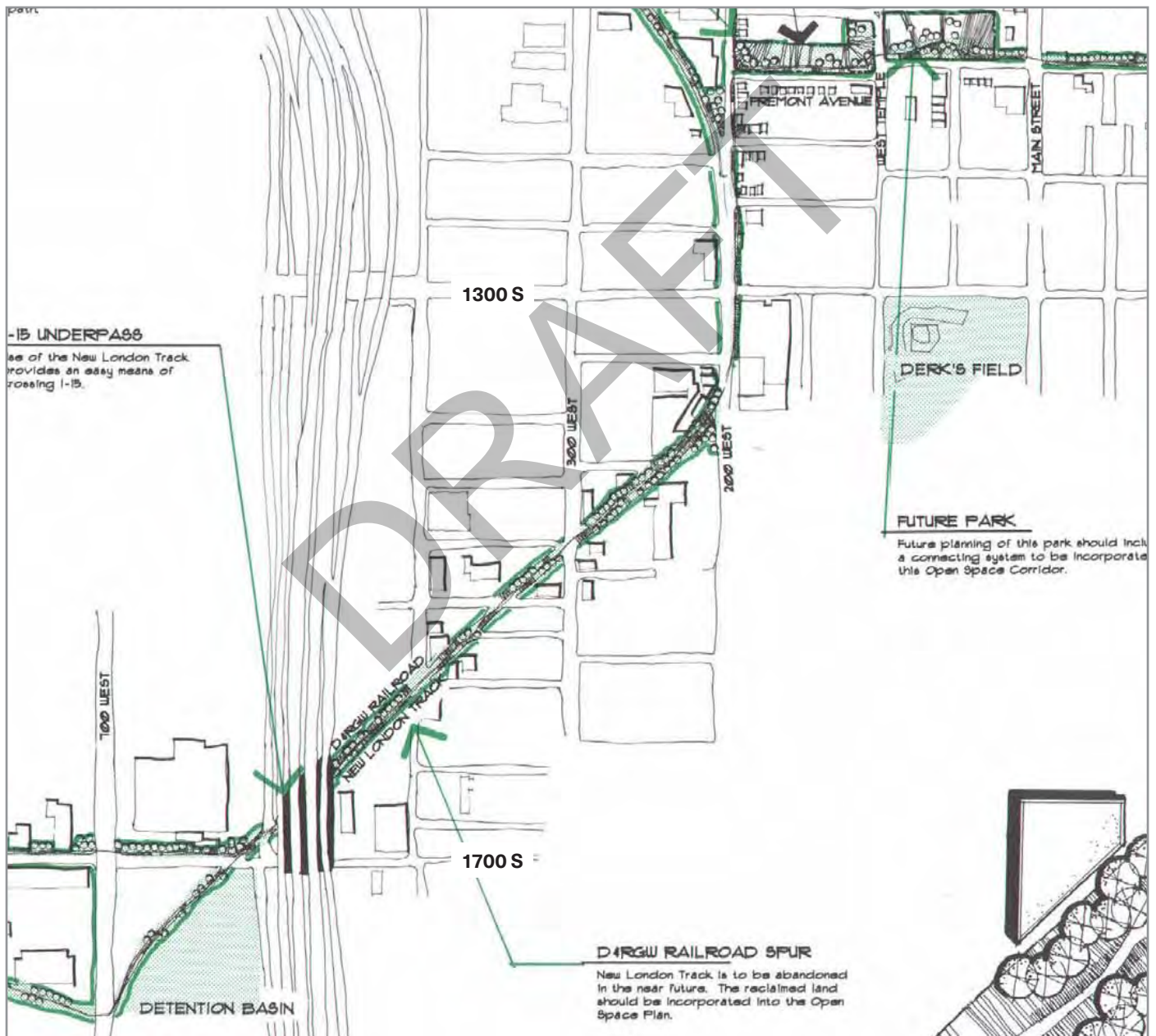


Figure 6: Map showing the trails proposed near the study area in the *Open Space Plan*

system shown in the *Open Space* plan, but no progress has been made on the rail spur trail in Ballpark since that time. There are currently no near-term plans for implementation of the trail.

Public Lands General Plan – Imagine Nature

The City recently adopted a new plan focused on City public lands, titled *Reimagine Nature*. Though there isn't a specific public lands improvement identified in the study area, the plan has several general policies and "action items" applicable to the area and this small area planning effort. These include the following:


▪ **Central City Near Term Investments** (Policies)

- Identify opportunities for separated bike lane/multiuse paths
- Encourage developers to create park space as part of their development for their residents, at a minimum.
- Look for community garden and pocket park opportunities



- **Action 1.3B** Engage the community and the Planning Division to develop or update holistic Community/Neighborhood Master Plans which include community priorities for park and public space investment and redesign, and which manage the impacts park renewal can have on the immediately adjacent community (i.e. gentrification) by developing innovative partnerships (such as with housing providers), considering impacts, using a community-led approach to design and management, and advocating for planning and policy that reduces displacement.
- **Action 1.2D** Engage with the Planning Division, Housing & Neighborhood Development, Economic Development Department, and other City entities to further community goals for housing, business development, community health and livability through collaboration with Public Lands.
- **Action 1.3A** Modify city development codes to simplify park improvement projects and mitigate technical obstacles like inaccurate park zoning

LEGEND

NEAR-TERM
CAPITAL
IMPROVEMENT
PROJECTS

-  HIGH EQUITY PRIORITY
-  MEDIUM EQUITY PRIORITY
-  LOW EQUITY PRIORITY

TRANSFORMATIVE
PROJECTS

-  HIGH EQUITY PRIORITY
-  MEDIUM EQUITY PRIORITY
-  LOW EQUITY PRIORITY
-  PROPOSED TRAILS

EXISTING
ELEMENTS

-  PARKS AND NATURAL LANDS
-  GOLF COURSES
-  CEMETERY
-  EXISTING TRAILS
-  STUDY AREA

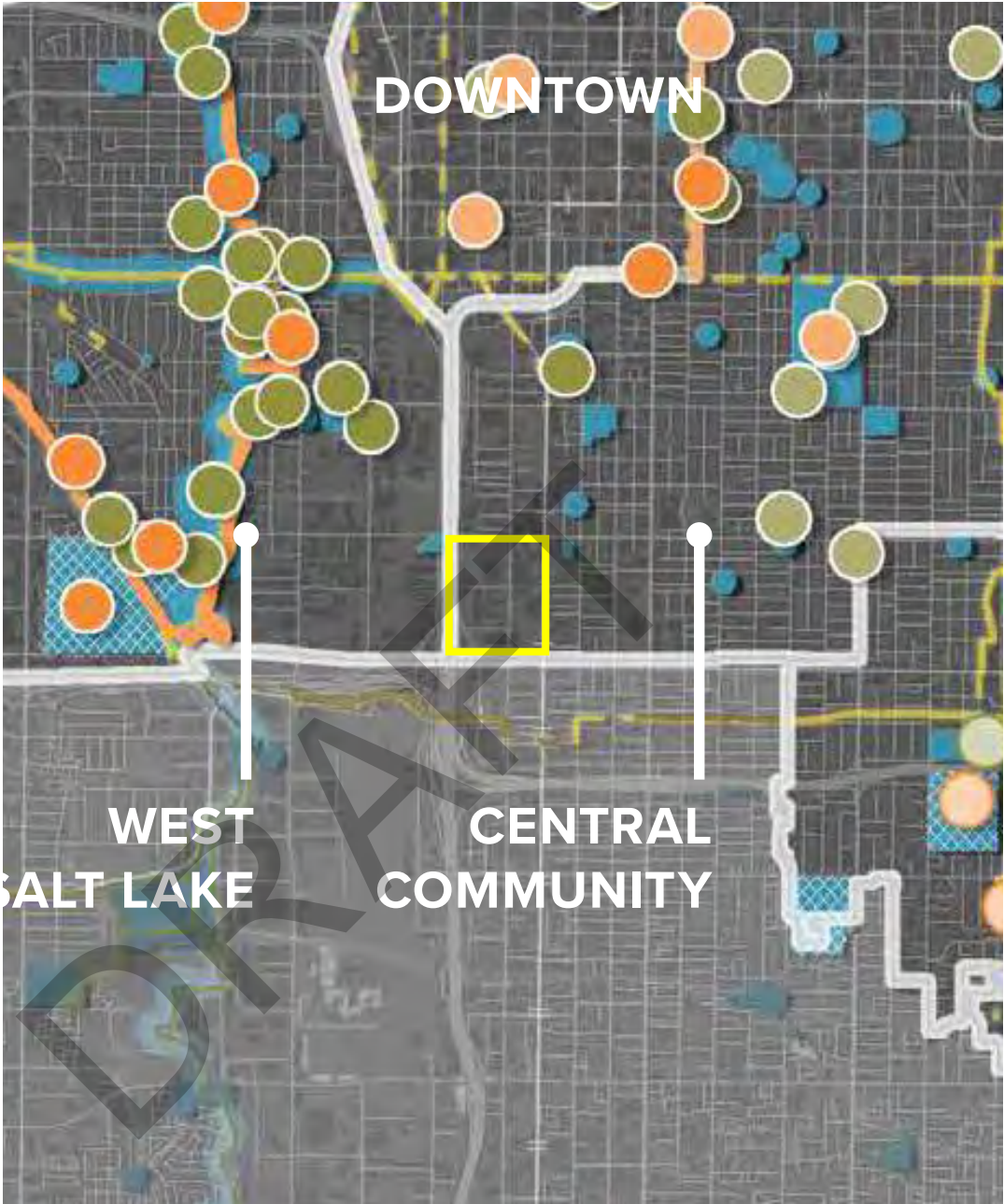


Figure 7: Map from the Public Land plan showing near term and transformative project sites near the study area.

or internal property subdivisions within park spaces.

- **Action 1.3C** Integrate the work of Planning & Public Lands; actively engage Public Lands staff in future Area and Neighborhood Master Plans, and engage Planning staff in future park master plans and improvement plans.

Lighting Master Plan

The Salt Lake City *Lighting Master Plan* was adopted in 2021. The plan provides guidance on transitioning the City's lighting to LED based

lighting and balancing lighting needs with energy use and environmental (light pollution) concerns.

The plan prioritizes lighting improvements in areas underserved by existing lighting, that are in or near "high priority conflict areas" defined as areas where there is increased pedestrian or bicycle activity. These "conflict areas" include bus stops, light rail stops, and neighborhood byways (pedestrian and bicycle priority corridors identified in the City *Bicycle and Pedestrian Plan* discussed

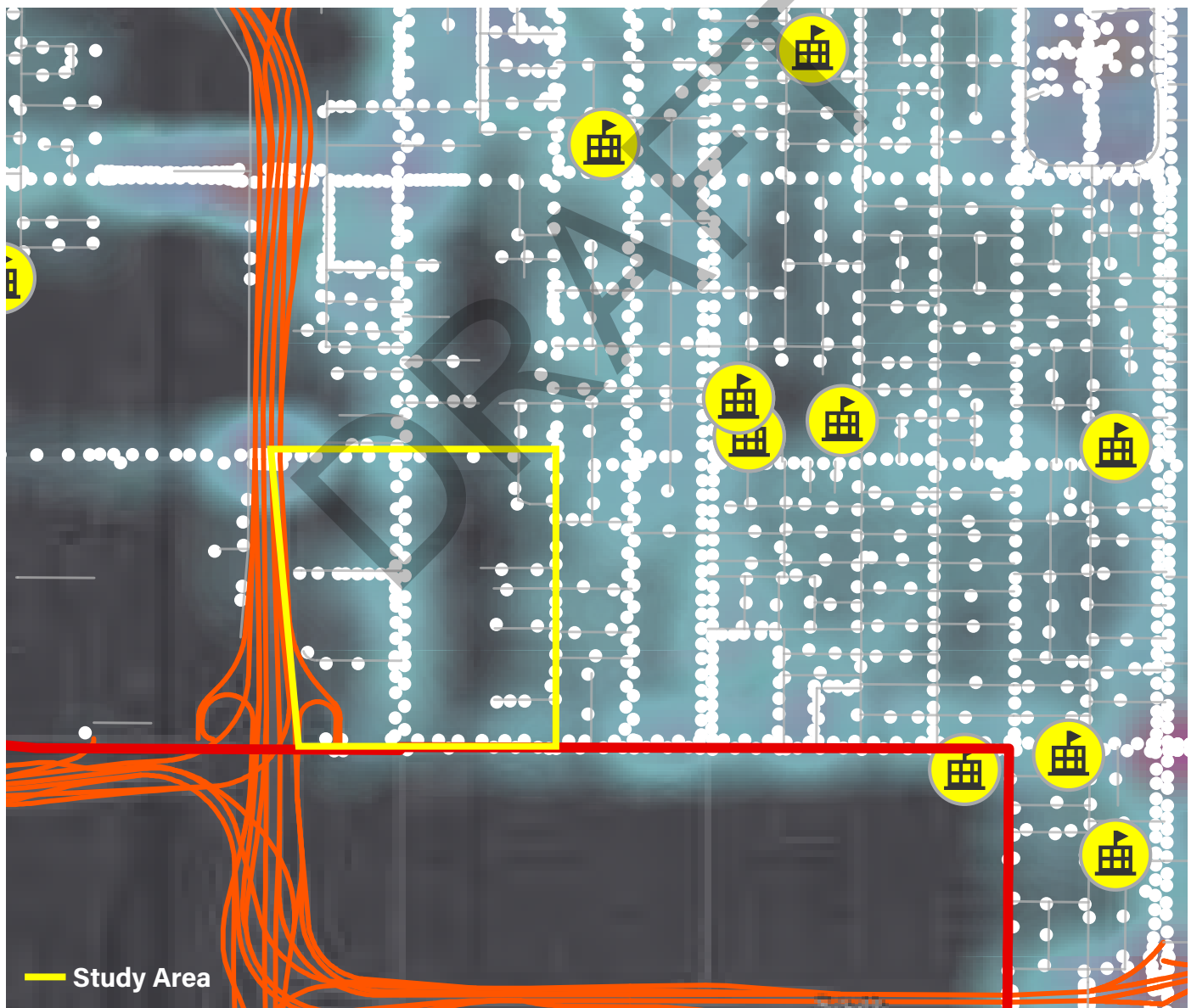


Figure 8: FMap of streetlight density from *Lighting Master Plan*

in a following section). The plan includes a map showing streetlight locations and the subject area does not appear to be underserved in general. However, there may be small areas, such as along the 1700 West bike route near 300 West, that may warrant being prioritized based on the plan's direction.

Salt Lake City Transit Plan

The *Transit Master Plan*, adopted in 2017, primarily discusses goals, policies, and priorities related to

the City's "Frequent Transit network" (FTN.) The FTN is a set of "designated transit corridors that offer frequent, reliable service connecting major destinations and neighborhood centers seven days a week and in the evenings." The network is divided into Tier 1 and Tier 2 lines, intended for near- and medium-term implementation and longer-term implementation based on future conditions and community input, respectively.

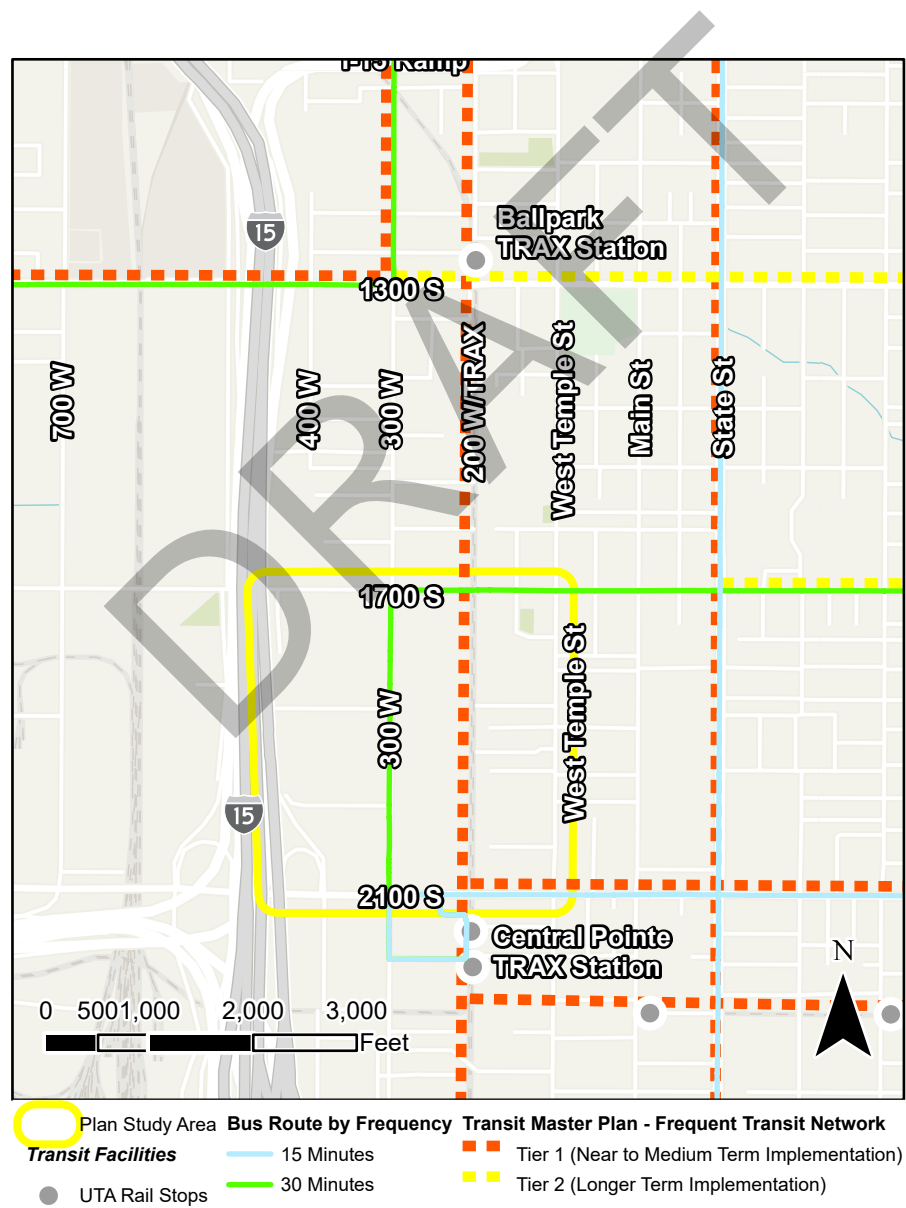


Figure 9: Map of the Frequent Transit Network plan from the *Transit Master Plan* along with current bus routes by frequency.

There is one FTN Tier 1 bus route in the project area on 2100 South. The next nearest FTN bus route is on State Street, two blocks to the east of the project area. The plan also identifies the TRAX line on 200 West as a Tier 1 FTN line. Although not identified as an FTN route, 300 West is currently served by bus route 17 between 1700 South and 2100 South.

The plan also priorities specific corridors for moderate or high levels of investment. The nearest corridor identified as a high priority on State Street and is designated for a moderate level of investment.

The plan includes a map identifying “transit propensity” by census block group. The “propensity” level is based on the combine densities of low-income households, zero vehicle households, seniors aged 65 and older, and the disabled population. The blocks in this area are shown as being somewhere near the middle of the higher end of the spectrum.

The *Transit Master Plan* explains that the plan does not include any specific land use or zoning recommendations; rather it provides information for coordination of land use plans to ensure that growth is supportive of goals in the plan. The plan discusses several goals that are intended to improve connections to transit.

The following goals and policies from the plan are applicable to the *300 West Corridor* and *Central Pointe Station Area Plan*:

- Create economically vibrant, livable places that support use of transit. Align transit investments with transit-supportive land use policies and development.

- Land use density and transit service should be developed in concert to ensure their mutual benefit and success. High-quality transit modes that provide frequent service and a high-level of amenities require supportive land use to generate enough riders to be cost-effective.
- The *Transit Master Plan* does not dictate priorities for land use plan updates; rather it provides information for coordination of land use plans, to ensure that future land development patterns are supportive of *Transit Master Plan* goals.
- Pages 85 and 141 of the plan provide guidelines for transit service upgrades based on density, such as development density around Central Pointe Station.
- Create pedestrian and bicycle routes using mid-block crossings and passageways, wide sidewalks, and signage;
- Designate a well-connected network of multiuse paths; buffered and protected bike lanes; neighborhood byways; and regular bike lanes that provide direct connections to local destinations
- Provide interior block connections, mid-block crossings, and a pedestrian and bicycle network that connects to destinations and transit stops

Pedestrian and Bicycle Master Plan

The City adopted a plan focused on bicycle and pedestrian improvements in 2015 titled the *Salt Lake City Pedestrian and Bicycle Master Plan*. The plan establishes recommended routes for enhanced pedestrian and transportation improvements, such as trails, wide multi-use paths, or enhanced bicycle lanes.

The plan recommends that West Temple be a “neighborhood byway” with a timeframe for any needed improvements to fully realize this designation to be completed in the next 10-20 years. The plan defines neighborhood byways as the following and notes the types of improvements intended for these:

Neighborhood byways are multi-modal linear facilities on streets with low traffic volumes and speeds. Additionally, intersection improvements that allow bicyclists and pedestrians to cross large or busy streets are critical to their utility. Wayfinding signage and shared lane markings are also important components. Traffic diversion and calming measures are often used when traffic volumes or speeds are higher than desirable.

A proposed network of “neighborhood byways” taps quiet neighborhood streets and formalizes them into transportation corridors designed to crisscross the city and link to key destinations including neighborhood retail areas and corridors, parks, schools, and transit stations. Few changes are needed on the quiet streets themselves; the network is realized by providing for safe, often signalized crossings at the major barrier streets, and reducing traffic volumes to make walking safer and more enjoyable. “Neighborhood byways” is a term recognizing that these corridors create a network for both pedestrians and bicyclists.

The plan identifies 1700 South as an “East-West Pedestrian Priority Corridor” targeted as a

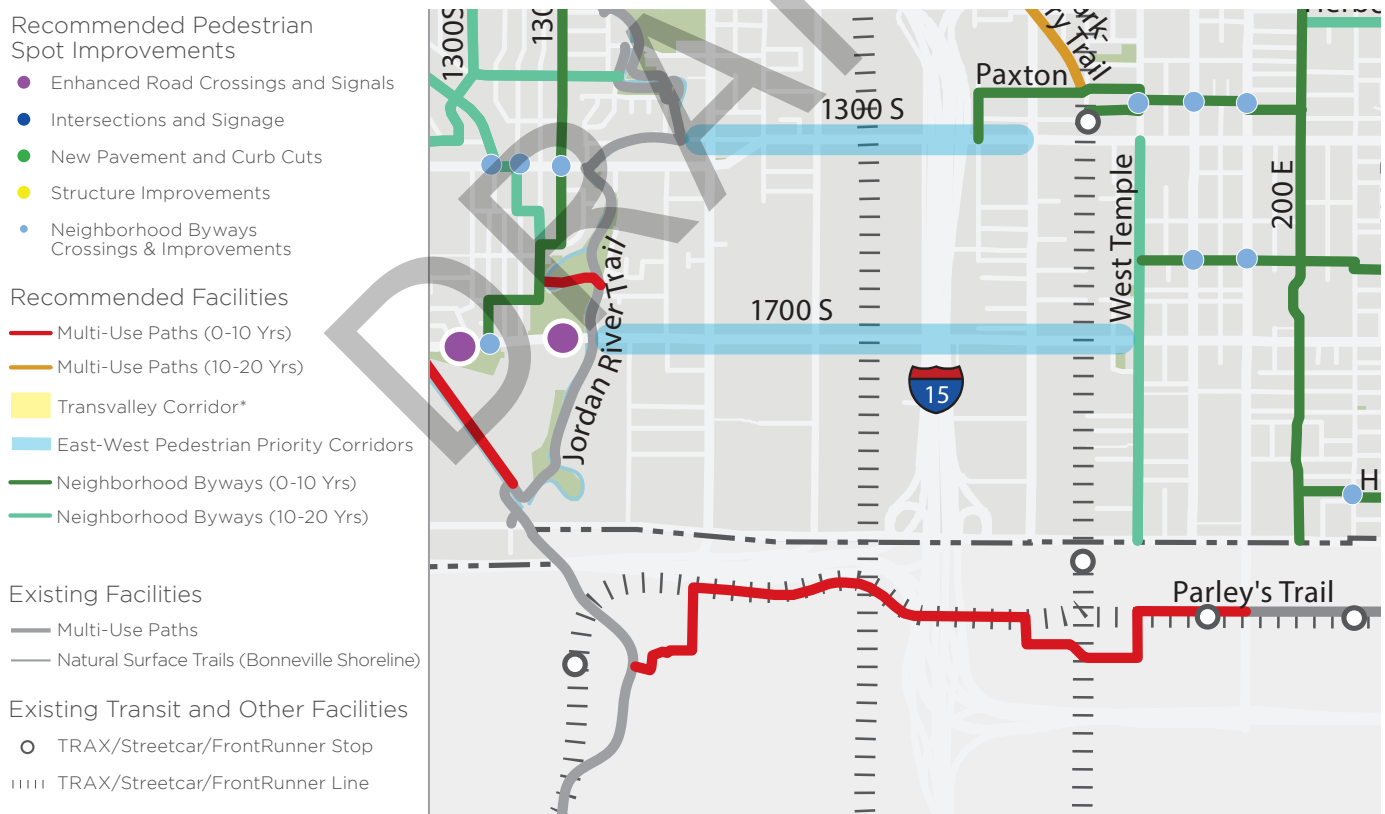


Figure 10: Multi-use trails, neighborhood byways, and enhanced pedestrian crossing map from the *Pedestrian and Bicycle Plan*.

priority for pedestrian improvements. 1700 South currently includes a striped bike lane, separated by vehicle traffic by a single lane striping. The plan recommends buffered or protected bike lanes on 1700 South from State Street to just west of I-215 as a long term (10-20 year) recommendation. The City is considering near term changes to some of this section of 1700 South, including within the plan study area, to implement this. Please see the discussion on page 20 of the Existing Conditions chapter.

300 West is also identified for the same “buffered or protected bike lane” improvements as another long term recommendation. These were

implemented with fully separated, raised bike lanes (separated from vehicle traffic by curb and park strip) constructed on the west side of 300 West, with the City’s reconstruction of 300 West in 2023. The lanes end short of 2100 South at Hartwell Avenue (1940 S), so future opportunities could be explored by the City to fully link the path to South Salt Lake’s bicycle path on the south side of 2100 South.

There are no specific improvements identified for 2100 South. 2100 South is a State road and is planned and maintained by the State; however, the City has ownership and responsibility for improvements outside of the vehicle roadway

Recommended Bikeways

- Multi-Use Paths
- Buffered or Protected Bike Lanes
- Bike Lanes
- Neighborhood Byways
- Neighborhood Byways Crossings & Improvements
- Shared Roadways*
- Bikeways Proposed in Univ. of Utah Bicycle Master Plan
- Requires Further Study
- Transvalley Corridor**

Existing Bikeways

- All Existing Bikeways
- Natural Surface Trails (Bonneville Shoreline)

Existing Transit Facilities

- TRAX/Streetcar/FrontRunner Stop
- ||||| TRAX/Streetcar/FrontRunner Line

*Includes marked & signed shared roadways

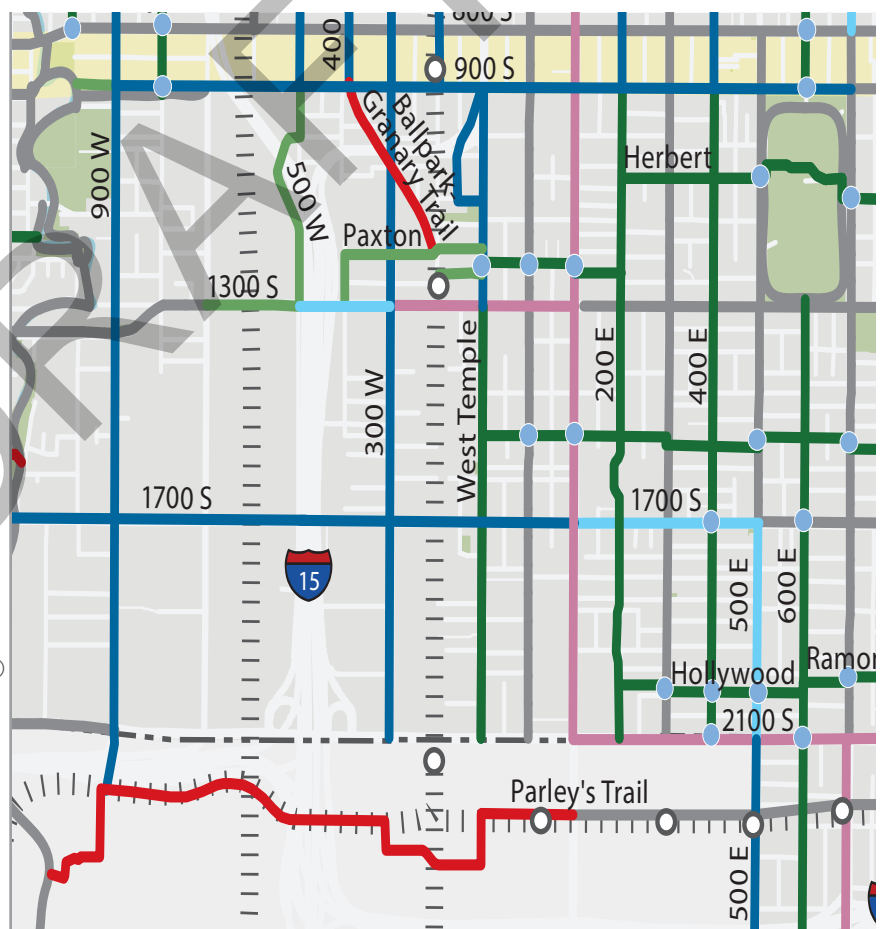


Figure 11: Bicycling Network Existing Conditions and 20 Year Vision Map from the *Pedestrian and Bicycle Master Plan*.

behind the curb, such as park strips and sidewalks.

The plan also includes several general policies that apply citywide that are intended to help encourage bicycling and walking and promote its safety. Examples include intersection updates, signal light timing changes, improved bike lane maintenance, wayfinding, event promotion, and safety enforcement efforts.

South Salt Lake Bike Lane Context

South Salt Lake's portion of 300 West, south of 2100 South, currently does not have any specific bicycle improvements within about a block of 2100 South, similar to Salt Lake City on the north side. However, a block south of 2100 South, the road layout includes a narrow, unprotected bike lane within the shoulder of the road. There is an

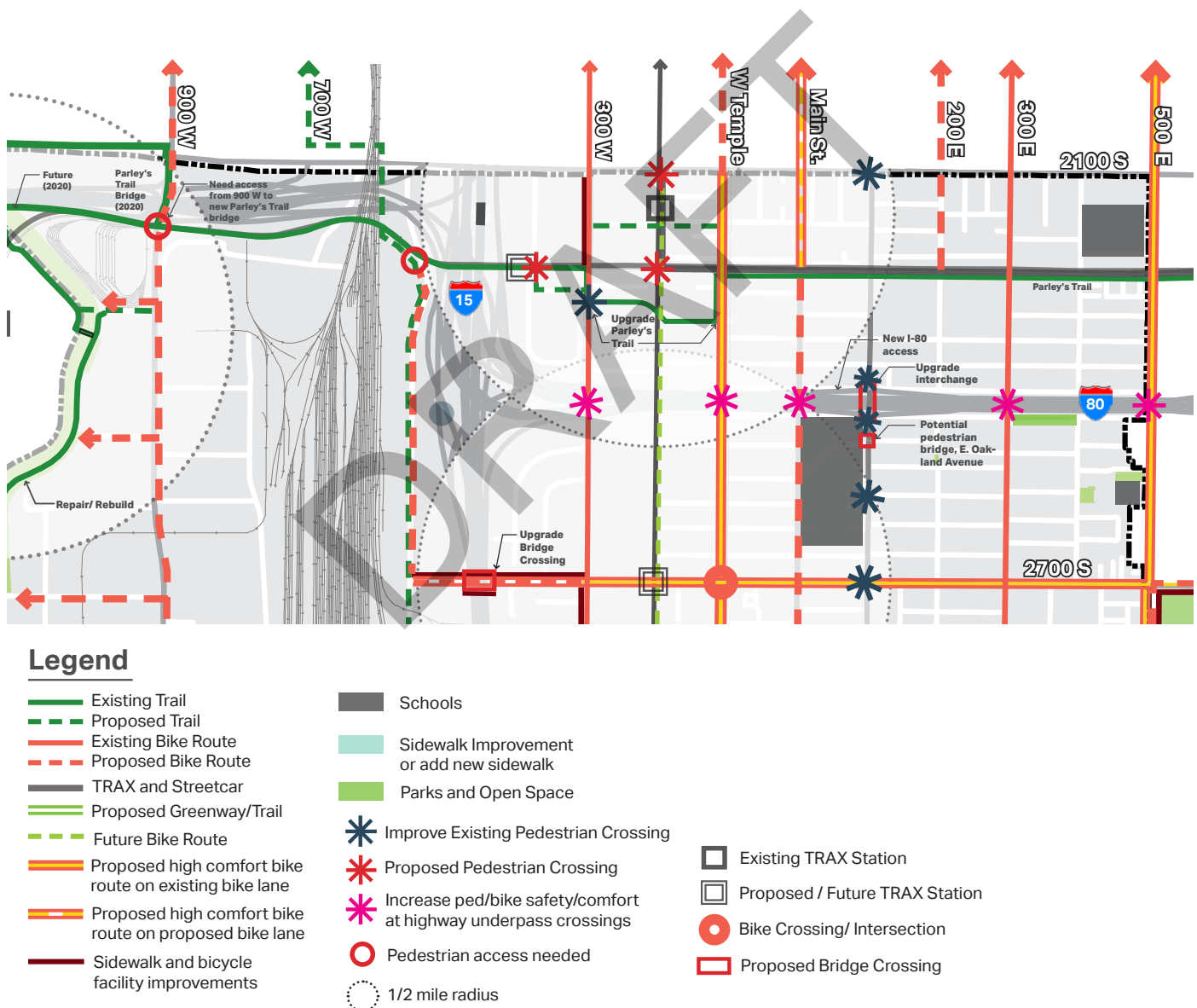


Figure 12: Map from the *South Salt Lake Strategic Mobility Plan* showing existing and proposed bicycle and pedestrian improvements within the study area.

unsigned, segment of striped shoulder that may function as a bike lane on the west side of 300 West that extends from about 2100 South to Andy Ave/TRAX line.

South Salt Lake's portion of West Temple has bike lanes that extend all the way to the 2100 South intersection. The lanes are a mix of conventional on road bike lanes, both buffered (with buffer striping) and simply striped. The street is identified in *South Salt Lake's Strategic Mobility Plan* as a "Proposed high comfort bike route on (an) existing bike lane."

Trails

Nearby existing and planned trails include the Parley's Trail, located generally along the east-west running S-line (east of 200 West) and TRAX lines (west of 200 West, heading west to West Valley) in the area.

South Salt Lake Context

The *South Salt Lake Strategic Mobility Plan* identifies a trail corridor along Interstate 15, proposing that it be located either on the east or west side of that freeway and continuing north into Salt Lake City.

Crossings

The *Pedestrian and Bicycle Master Plan* doesn't identify any specific crossing improvements within or adjacent to the study area boundary.

South Salt Lake Context

The *South Salt Lake Mobility Plan* calls for a crossing on 2100 South at the TRAX line at approximately 200 West.

Major Street Plan (Part of the City's Transportation Master Plan)

The City has an adopted *Major Streets Plan* (last amended in 2018) that identifies the location of existing and future planned City streets. It also classifies streets by type, which provides guidance for the width and type of improvements that should be constructed within the street, such as the number of vehicle lanes, park strips, and sidewalk requirements, that a street should include.

The *Major Streets Plan* identifies the following streets and designations in the plan area:

- West Temple – Collector Street
- 300 West - Arterial City Street
- 1700 South – Arterial City Street
- 2100 South – Arterial State Route
- All other streets are local streets.

The plan describes these streets as the following:

Arterial State Routes: These are State Highways operated and maintained by the Utah Department of Transportation. State Routes typically operate as Arterial streets.

Arterial City Streets: These streets 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.

Collector Streets: Collector streets provide the connection between Arterial and Local streets.

Collectors can be Multi-Lane but are meant to carry less traffic at lower speeds and for shorter distances than Arterials. They provide direct access to abutting property and carry a mix of local traffic and commuter traffic headed for nearby destinations.

There are no new streets proposed for the study area in the *Major Streets Plan*. As the guiding document for the location of new City streets, if new streets are proposed within a new general plan, the *Major Streets Plan* should be amended to reflect those.

Utah Unified Transportation Plan (2023 - 2050)/WFRC Regional Transportation Plan

The *Utah Unified Transportation Plan* is a statewide transportation plan, representing a collaboration among the state's metropolitan planning organizations (MPOs), the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA). These organizations come together to compile and prioritize a variety of transportation projects or improvements across the state. These are categorized into one of three phases or priorities - 2023 to 2032 (phase 1), 2033 to 2042 (phase 2), and 2043 to 2050 (phase 3). The projects identified in the plan area come from the *Regional Transportation Plan* managed by the Wasatch Front Regional Council, the MPO that covers the study area.

The most recent version of the plan (2023-2050) identifies three future bicycle related improvements (shown in the associated map as "AT" or Active Transportation projects) on the edges of the study area. These include a bicycle

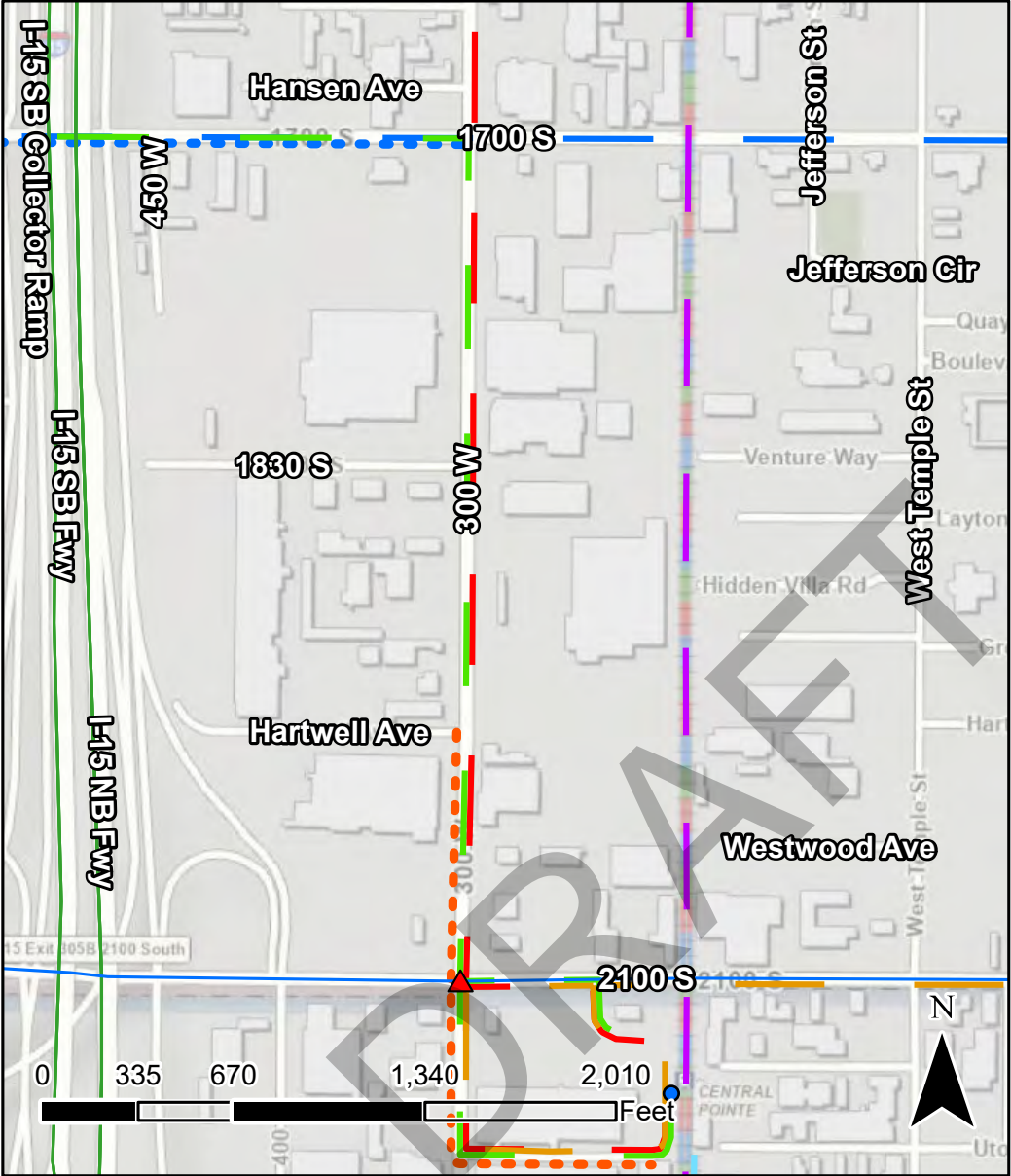
lane on 300 West from Hartwell Avenue (1940 S) to the Central Pointe TRAX Station, an at-grade pedestrian crossing at 300 West across the 2100 South intersection, and new buffered bike lanes on 1700 South from 300 West to Redwood Road.

For context, currently the bike lanes on 300 West stop about one block short of the 2100 South intersection, on both the South Salt Lake (south) and Salt Lake City (north) sides of the street. The proposed improvements would connect those two routes. The buffered bike lanes proposed for 1700 South may be implemented by the City with forthcoming restriping to 1700 South (Figure 14).

For automobile related improvements, the plan identifies general 2100 South "operational improvements" from I-15 to State Street as a phase 1 improvement. The plan also identifies the following improvements to I-15:

- Managed motorways implementation – *Phase Needed 1*
- Variable Pricing Implementation (I-15 Variable-Priced Freeway Lanes Operations from Davis County Line to Utah County Line) – *Phase Needed 2*
- Freeway Widening, I-15 (Northbound) Widening from 400 South to I-215, *Phase Needed 1*
- Freeway HOT Lanes (I-15 Dual HOT Operations from Davis County Line to Utah County Line) – *Phase Needed 3*

The plan also identifies the following transit improvements:



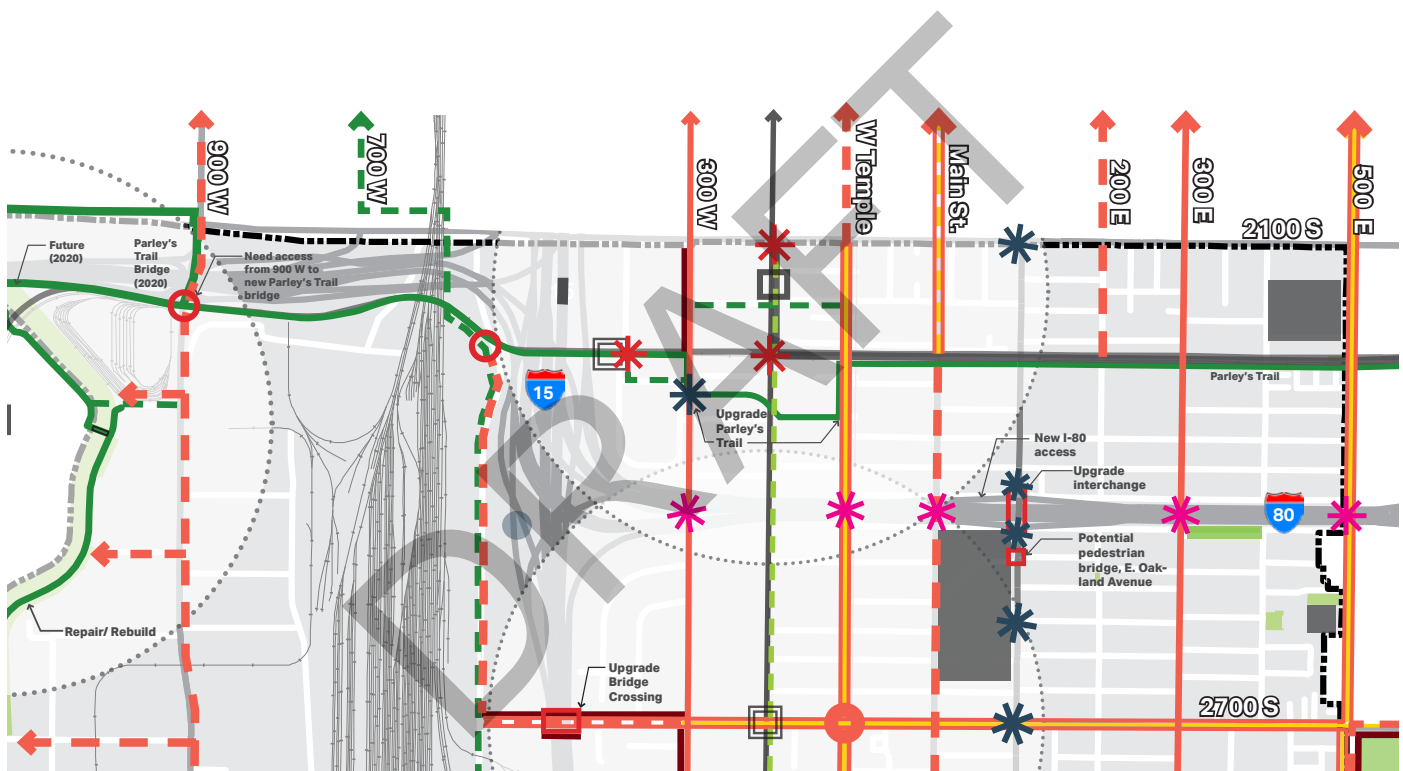
- Highway**
- 2100 South Operations from I-15 to State Street
 - I-15 Improvements
- Active Transportation**
- 1700 South Buffered Bike Lane from Redwood Road to 300 West
 - 300 West Protected Bike Lane from Hartwell Avenue to Central Pointe TRAX Station via Utopia Avenue
- Transit**
- 1700 South Core Route (15 min service) from Redwood Road to Foothill Drive
 - 300 West Corridor Core Route (10 min service) from North Temple FrontRunner Station to Central Pointe TRAX
 - Foothill Drive - 2100 South Core Route (10 min service) from University South Campus TRAX Station to Central
 - Lake Park Core Route (15 min service) from 5600 West to Central Pointe TRAX Station
 - Mainline TRAX Improvements from 1300 South to I-80
 - S-Line Street Car Double Tracking from Central Pointe S-Line Station to Highland Drive
- Site Specific Improvements**
- 300 West At-Grade Pedestrian / Bike Crossing @ 2100 South
 - Central Pointe Station Transit Hub @ 2100 South and TRAX

Figure 13: Transportation improvements identified in the 2023-2050 *Unified Transportation Plan*.

- 300 West Corridor Core Route (10 min service) from North Temple FrontRunner Station to Central Pointe TRAX Station – *Phase 1*
- Foothill Drive - 2100 South Core Route (10 min service) from University South Campus TRAX Station to Central Pointe TRAX Station – *Phase 1*
- Lake Park Core Route (15 min service) from 5600 West to Central Pointe TRAX Station – *Phase 2*

Adjacent Jurisdiction Plans – South Salt Lake

The plan's study area is located on the south edge of the City boundary, which for this area is 2100 South. The neighboring jurisdiction is South Salt Lake. Their future plans may impact Salt Lake City's plans and vice versa. It's important to coordinate planning efforts to help ensure the area functions cohesively.



Legend

Existing Trail	Schools
Proposed Trail	Sidewalk Improvement or add new sidewalk
Existing Bike Route	Parks and Open Space
Proposed Bike Route	Improve Existing Pedestrian Crossing
TRAX and Streetcar	Proposed Pedestrian Crossing
Proposed Greenway/Trail	Increase ped/bike safety/comfort at highway underpass crossings
Future Bike Route	Pedestrian access needed
Proposed high comfort bike route on existing bike lane	1/2 mile radius
Proposed high comfort bike route on proposed bike lane	Existing TRAX Station
Sidewalk and bicycle facility improvements	Proposed / Future TRAX Station
	Bike Crossing/ Intersection
	Proposed Bridge Crossing

Figure 14: Map from the *South Salt Lake Strategic Mobility Plan* showing existing and proposed bicycle and pedestrian improvements within the study area.

Although South Salt Lake's current plans are cited here, South Salt Lake is in the process of creating a new small area plan that will provide new guidance for the area around Central Pointe Station, so the policies cited here may change in the near term.

South Salt Lake Mobility Plan Context

South Salt Lake has an adopted transportation element plan titled the *South Salt Lake Strategic Mobility Plan*. The plan includes policies that cover all forms of transportation including walking, bicycling, and driving. The plan identifies 300 West as an "existing bike route" and calls for "Sidewalk and bicycle facility improvements" to the section of 300 West located between 2100 South and the S-Line Corridor/Parley's Trail. Other related policies from the plan are discussed in the context of the *Salt Lake City Bicycle and Pedestrian Plan* on page 34.

South Salt Lake General Plan and Future Land Uses

The *South Salt Lake General Plan*, adopted in 2021, identifies the area south of 2100 South between I-15 and State Street as the "Downtown South Salt Lake Area" with the area divided into the "Core" and "Transition" areas. The plan's discussion of these areas is below:

This area is divided into subareas based on distance from the station platforms. This area should be considered for a future civic center with a community gathering area for public use. The core subarea is 1/4 mile from the station platform. The transitional subarea is the remaining area of the Neighborhood.

Core Area: This area is the closest to transit and supported by access to major arterials and the I-15 interchange. This area can support the highest densities in the city.

- Within 1/4 mile of TRAX or Streetcar Station
- Density is not limited. Buildings must meet minimum and maximum setback, height minimum, and parking requirements only
- Retail and service uses existing or planned in the immediate area
- Public realm improvements to enhance the pedestrian environment, provide connectivity to community amenities and services and encourage community interaction
- Installation of pedestrian amenities on primary street frontages to create walkable and human-scaled environments that encourage walking, bicycling, and transit use.
- Street trees and landscaping

Transition Area: This area is beyond the 1/4 mile distance from the transit station, but is within the Downtown South Salt Lake Neighborhood. This area can support high densities.

- Within the Downtown South Salt Lake Neighborhood
- More than 1/4 mile from transit station
- Density is not limited. Buildings must meet minimum and maximum setback, height minimum and maximum, and parking requirements
- Retail and service uses existing or planned in the immediate area
- Public realm improvements to enhance the pedestrian environment, provide connectivity to community amenities and services, and encourage community interaction
- Installation of pedestrian amenities on all street frontages to create walkable and human-scaled environments that encourage walking, bicycling, and transit use

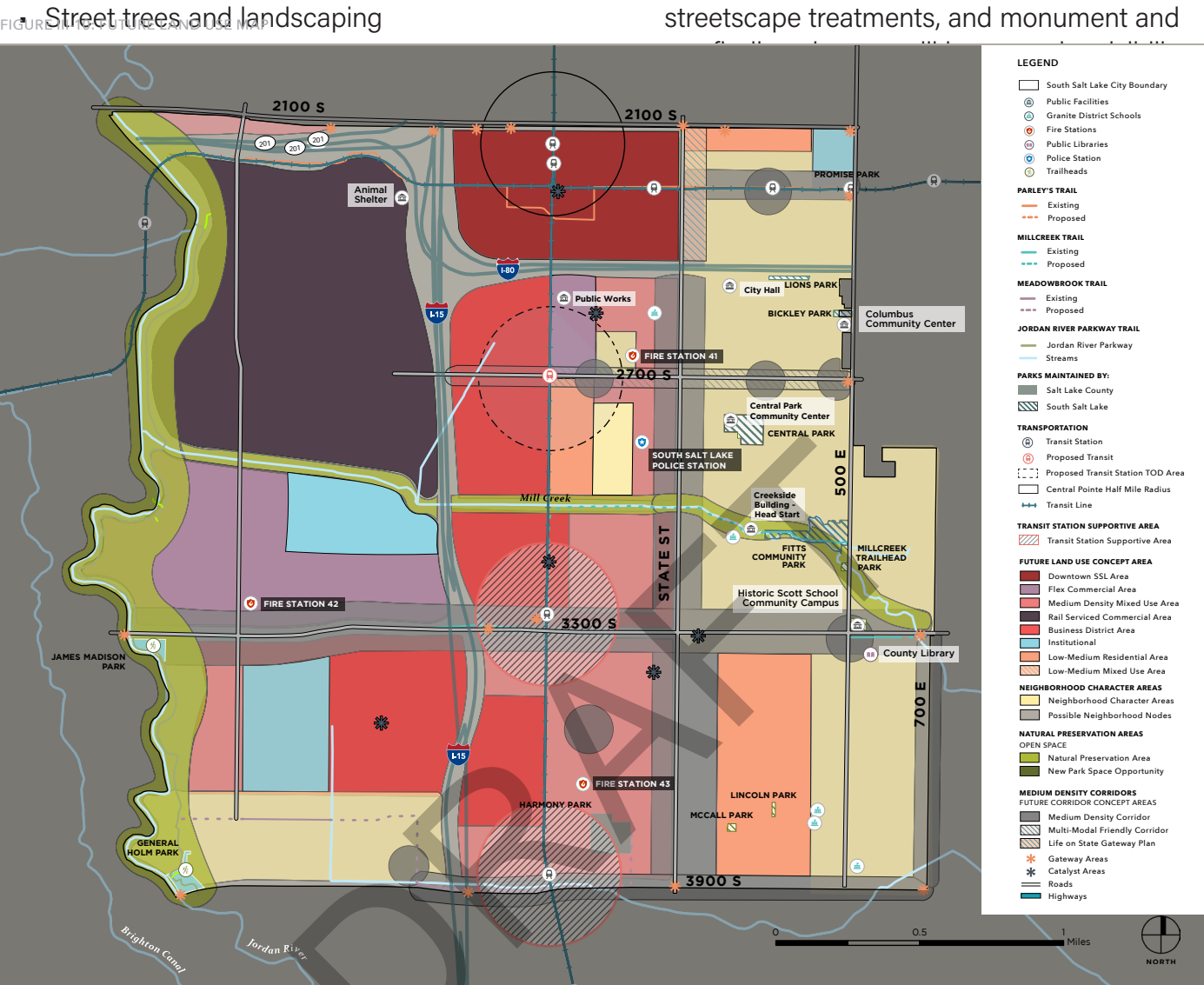


Figure 15: Future land use map from the South Salt Lake General Plan showing the proposed future land uses near the study area.



ADDITIONAL EXISTING CONDITIONS REVIEW

DRAFT

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ADDITIONAL NON-PLAN EXISTING CONDITION ITEMS

South Salt Lake Current Zoning

To the south of the project area is South Salt Lake's Downtown MPMU (Master Planned Mixed Use) district (Figure 16). Zoning regulations for this district can be found in the Downtown South Salt Lake Form Based Code and Design Standards. Within this district are three subdistricts which abut the project area on 2100 South: Mixed Use, Retail Destination, and Station. These subdistricts

allow for most commercial uses that are allowed in other commercial zones, although auto-oriented and high-intensity uses are prohibited in the station subdistrict. The minimum building height is 50' in the Station subdistrict, 32' in the Mixed Use subdistrict, and 26' in the Retail Destination subdistrict. There is no maximum building height.

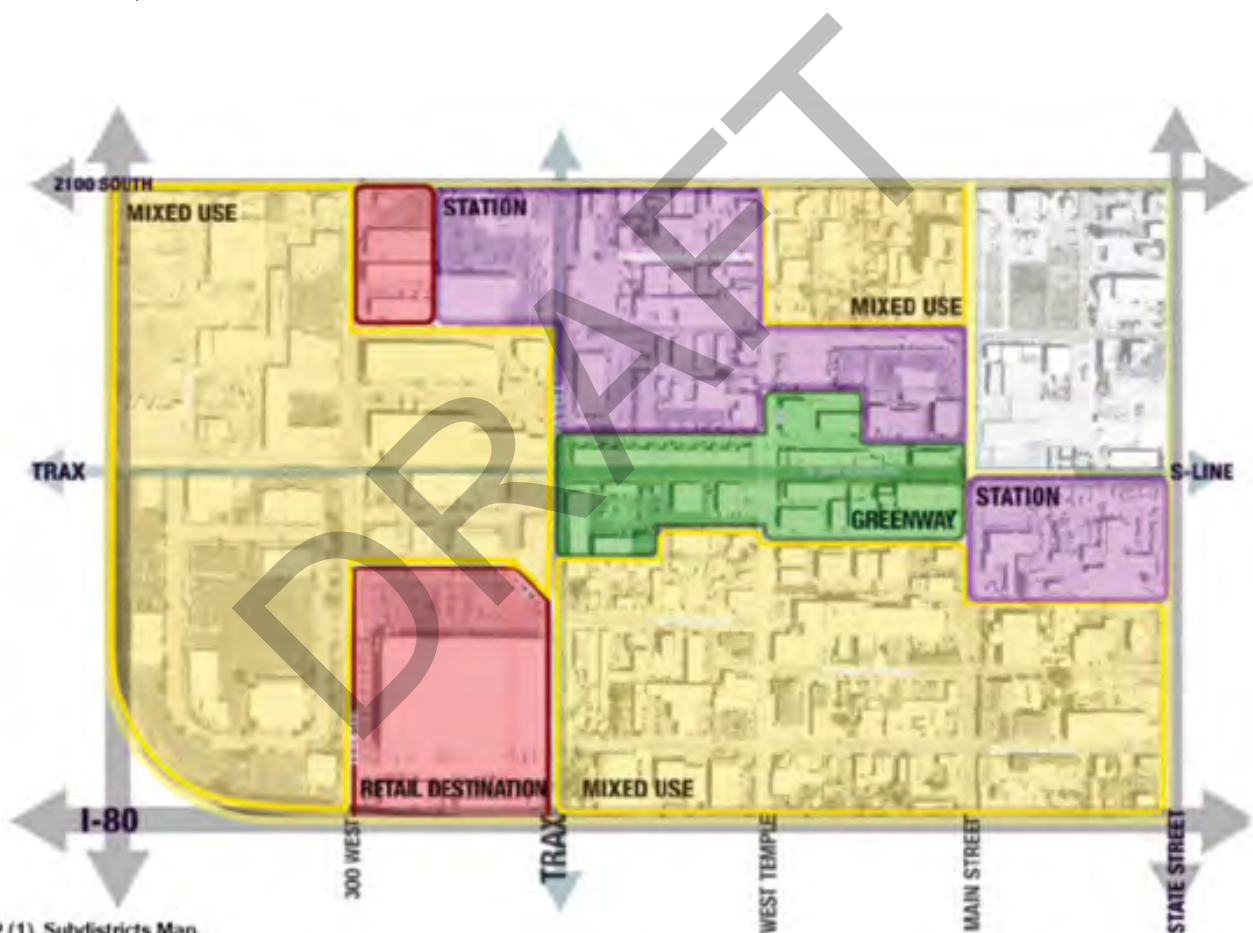


Figure 3.2 (1). Subdistricts Map.

Figure 16: Map of the South Salt Lake zoning subdistricts in the MPMU zone.

State of Utah Transit Station Area Plan Requirements Context

The Utah legislature has adopted a requirement for municipalities to adopt "Station Area Plans" around transit stations. The plan being developed for this study area is intended to satisfy those requirements.

Station area plans are required to promote the following objectives:

- i. Increasing the availability and affordability of housing, including moderate income housing;
- ii. Promoting sustainable environmental conditions;
- iii. Enhancing access to opportunities; and
- iv. Increasing transportation choices and connections.

The requirements also provide guidance on actions the City may consider implementing as part of the station area plan to promote each of the above objectives. These include:

Objective (i)

- A. Aligning the station area plan with the moderate income housing element of the municipality's general plan;
- B. Providing for densities necessary to facilitate the development of moderate income housing;
- C. Providing for affordable costs of living in connection with housing, transportation, and parking; or
- D. Any other similar action that promotes the objective.

Objective (ii)

- A. Conserving water resources through efficient land use;
- B. Improving air quality by reducing fuel consumption and motor vehicle trips;
- C. Establishing parks, open spaces, and recreational opportunities; or
- D. Any other similar action that promotes the objective.

Objective (iii)

- A. Maintaining and improving the connections between housing, transit, employment, education, recreation, and commerce;
- B. Encouraging mixed-use development;
- C. Enabling employment and educational opportunities within the station area;
- D. Encouraging and promoting enhanced broadband connectivity; or
- E. Any other similar action that promotes the objective.

Objective (iv)

- A. Supporting investment in infrastructure for all modes of transportation;
- B. Increasing utilization of public transit;
- C. Encouraging safe streets through the designation of pedestrian walkways and bicycle lanes;
- D. Encouraging manageable and reliable traffic conditions;
- E. Aligning the station area plan with the regional transportation plan of the applicable metropolitan planning organization; or
- F. Any other similar action that promotes the objective.

Preservation and Historic Resources

There are no national or local historic districts and no local or national landmarks within the study area. One national historic district, Boulevard Gardens, abuts the study area on the east side of West Temple at about 1791 S West temple. One building within the study area that isn't covered by a landmark designation, but that has some historical significance is the Stanley F Taylor Home, located on the Salt Lake Housing Authority property at 1812 S West Temple. The building was required to be preserved as part of a development approval process for the multi-family housing that surrounds it. Although the Stanley F Taylor Home subsequently went through a landmark designation process, it ultimately was not designated as a landmark by the City due in part to building alterations done after its original construction. There may be other buildings or properties that warrant a historic designation in the study area; however, no historic surveys have been done within the study area.

Environmental Hazards

The Utah Department of Environmental Quality (DEQ) maintains a database of facilities or sites that may have the potential for environmental impacts, such as fuel tanks, or that are associated with existing environmental contamination (Figure 17). Contaminated sites identified and regulated under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) are commonly known as Superfund sites. There are no Superfund sites identified in the DEQ database in this area. There are a number of fuel tanks within the planning area, generally associated with existing or former gas stations. There is one site within the area on the department's air emissions inventory and that is a printing company with large printing presses. There is a site on the north end of West Temple associated with the department's voluntary cleanup program whereby the property owner

has agreed to actions to prevent exposure to the existing contamination. This was done as part of a redevelopment of the property for a large multi-family housing development.

Traffic Counts

The Utah Department of Transportation (UDOT) maintains annual average daily traffic data for their streets and higher traffic City streets that intersect their streets. UDOT defines this as:

The total volume of vehicle traffic of a highway or road for a year divided by 365 days. It is meant to represent traffic on a typical day of the year.

UDOT maintains data for 2100 South, West Temple, 300 West, and 1700 South. Traffic counts for these routes from the most recent 11 years is shown in the graph (Figure 18).

300 West saw a gradual increase in traffic between 2013 and 2019. 1700 South remained relatively stable from 2010 to 2019, declining by about 1,000 vehicles from 2010 to 2013, and then gradually increasing back to a peak of 12,232 in 2019. For West Temple, the data shows a jump from 3,490 to 5,180 from 2010 to 2011 and saw a gradual increase to a peak of 5,804 in 2019. For 2100 South, the data shows yearly increasing levels of traffic from 2013 to 2019, but then a drop in 2020. All the 2020 traffic counts are lower than the 2019 counts, likely due to COVID-19's impact on travel that year.

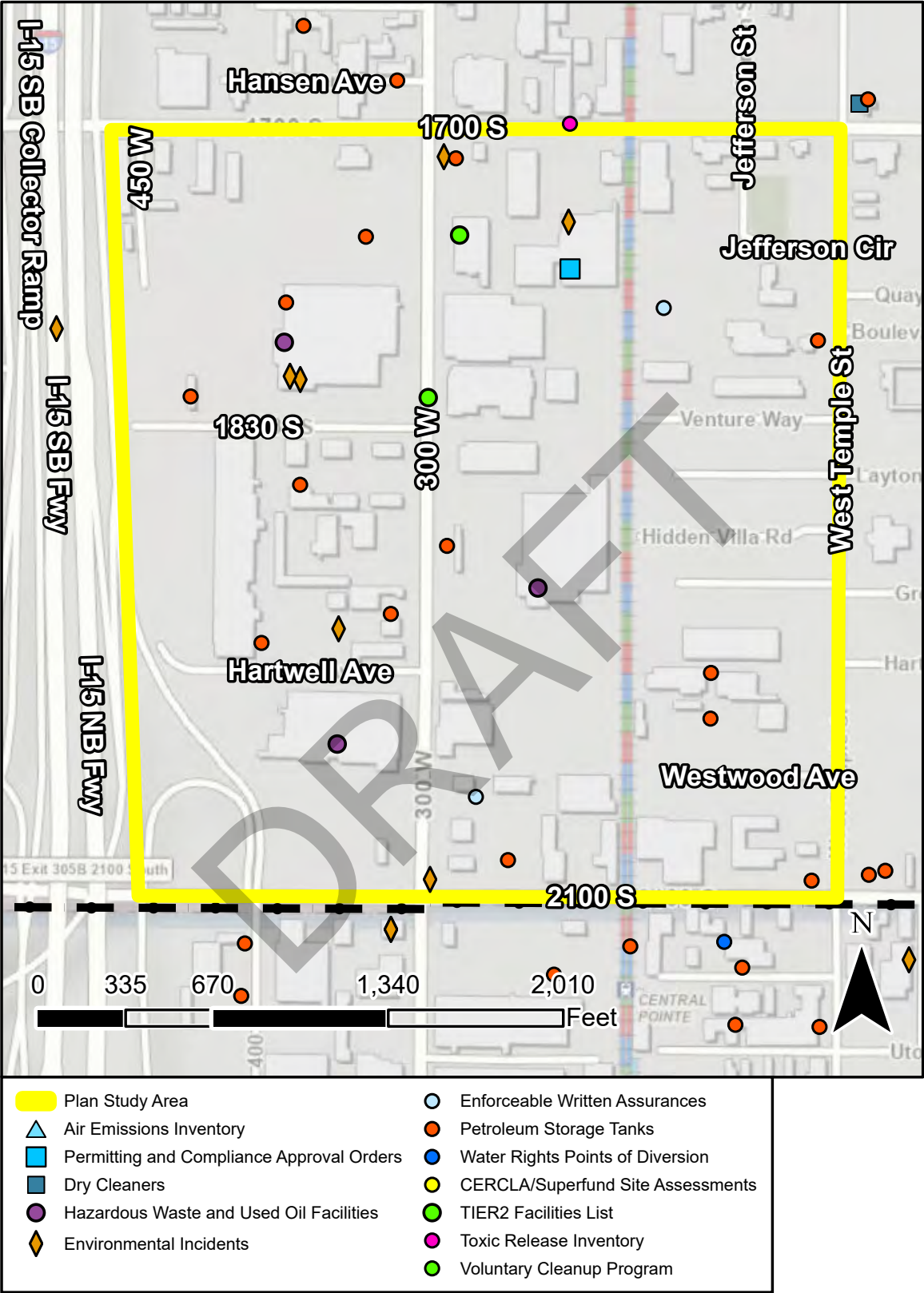


Figure 17: Map showing DEQ data points in the area.

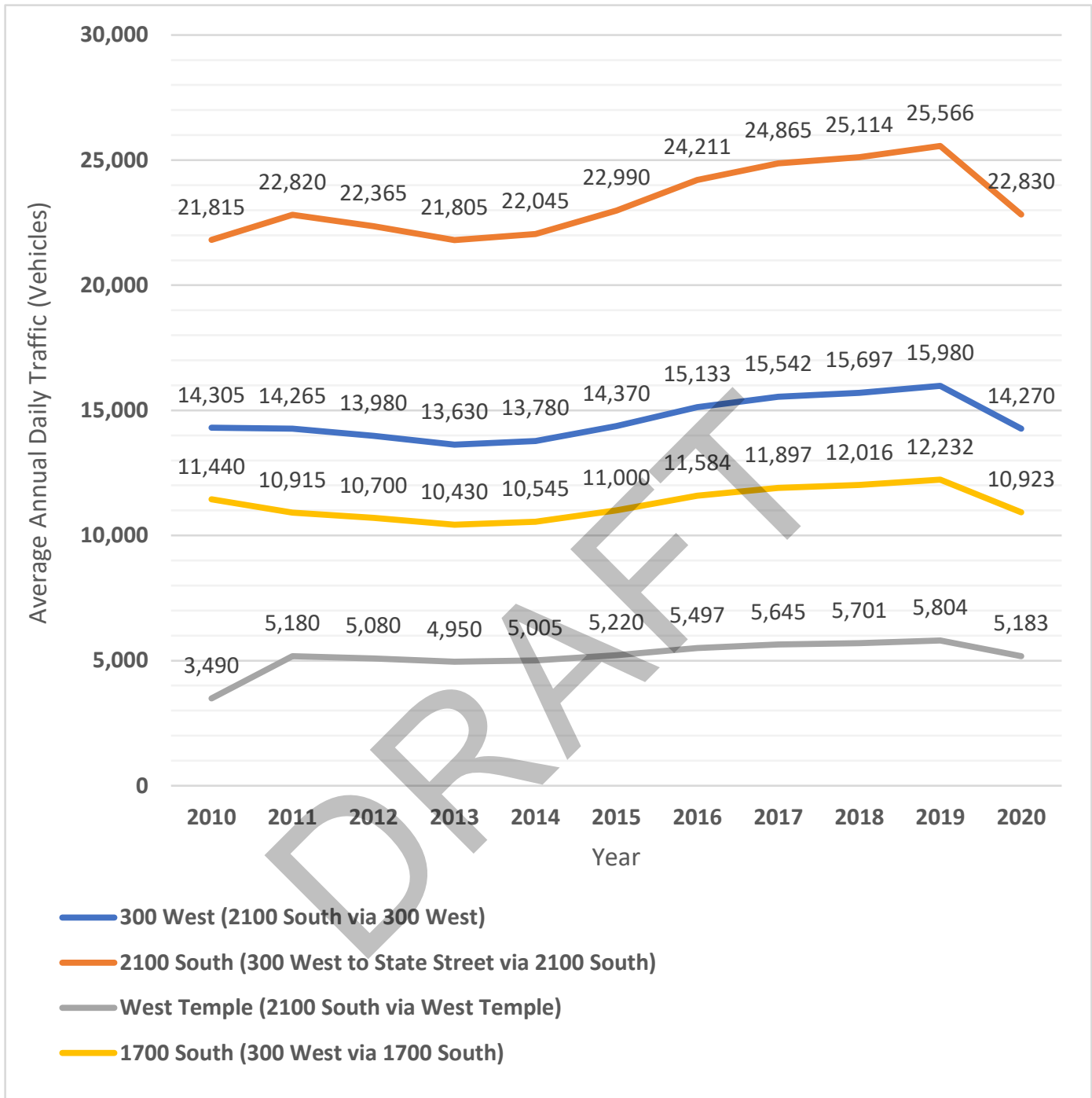


Figure 18: Average annual daily traffic for routes within or along the study area for the period from 2010 to 2020, excluding Interstate 15. The numbers from 2020 are lower due to declines in traffic related to COVID-19.

Public Facilities

Public facilities include things like parks, fire stations, police stations, community centers, and libraries. There are no such facilities within the study area, but there are some facilities just outside the boundary of the area.

There is one small City park located at 1560 S West Temple known as Ballpark Playground (previously named People’s Freeway Park.) The recently adopted Ballpark Plan also identifies the existing Public Utilities facility that surrounds this playground as a future larger park site if the facility moves locations.

There is a greenspace identified on some online mapping services as Jefferson Circle Park, located at about 1750 S Jefferson Circle. However, this is a private green space associated with the Salt Lake Housing Authority’s residential development and not a public park.

There is a fire station located at 77 W 1300 s on the north-east corner of the baseball park property (City owned) and the ballpark stadium building itself currently houses a police substation that was added in 2022. The City is also planning to build a new public library at approximately 1410 S West Temple.

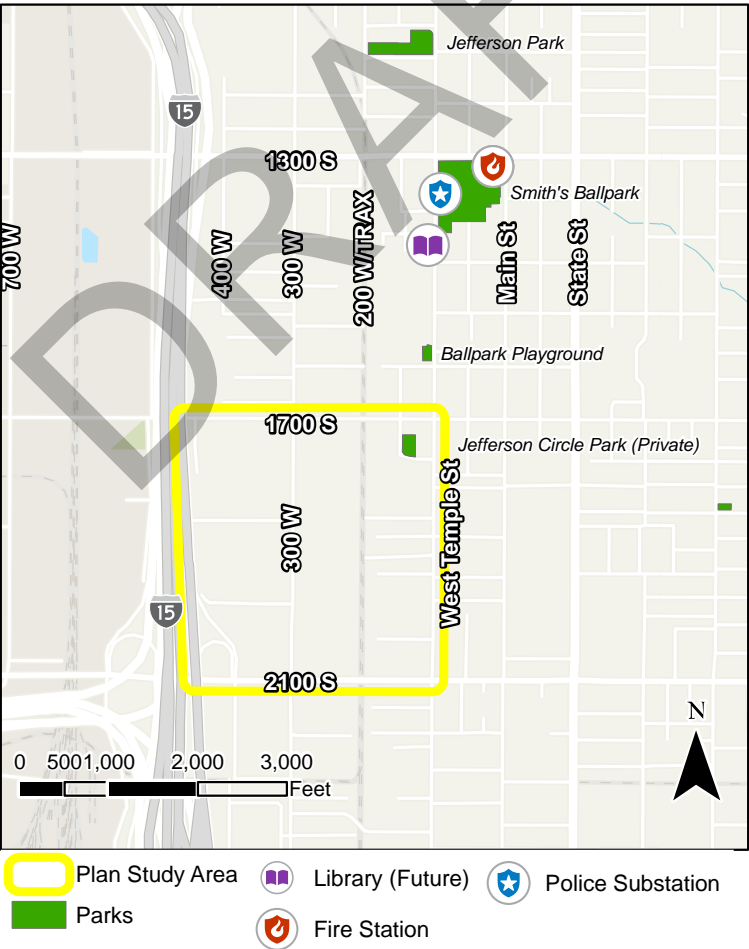


Figure 19: Map showing the location of public facilities near the study area.

Parks Needs Assessment

In 2019, the City published the Salt Lake City Parks and Public Lands Needs Assessment report, which was an effort to identify the areas of the city with the most needs for parks and/or open spaces to help inform future park and open space site selection efforts. The report analyzed the entire City to identify areas with high needs for such spaces, using a combination of population density, household income, density of persons under 18, density of seniors, and areas of potential future growth. Within the study area, the report identified the area between 200 West and West Temple under “Greater Need” and the area between I-15 and 200 West as being one level below that. As noted in the “Public Facilities” section above, the nearest public park to the study

area is a small playground a block north of 1700 South. Future development of the Public Utilities property for additional community park or open space could help meet the open space needs in the area.

The plan includes a map showing areas of the City that are within one-half mile walking distance to a park. Most of the study area is not within one-half mile walking distance to park. Although those areas generally are not residential, in recent years the area has seen an increase in multi-family residential uses, including following publication of the report, and those uses could support the inclusion of additional park space in the area.

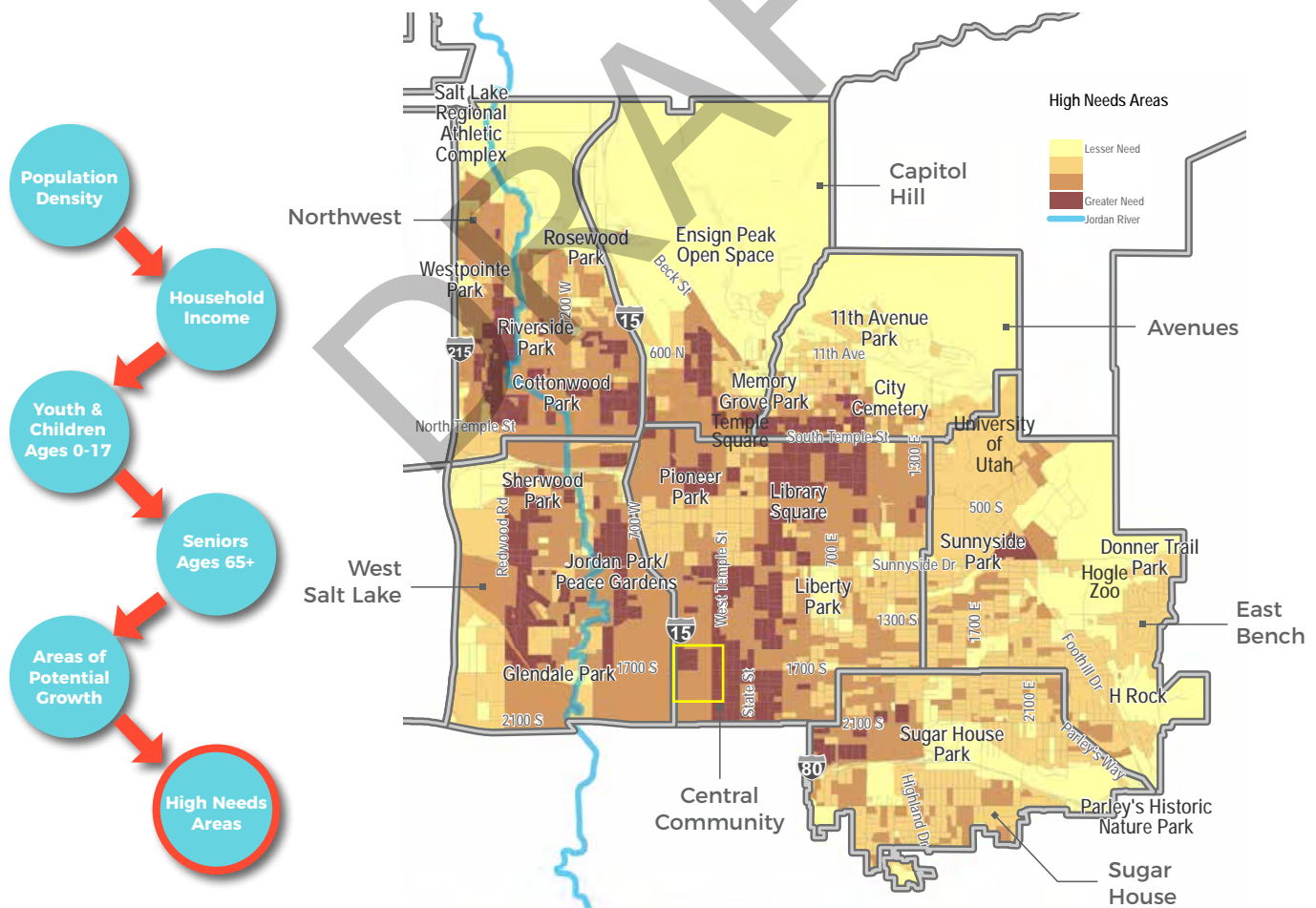


Figure 20: The needs assessment map from the Parks and Public Lands Needs Assessment shows the area generally having a high need for additional parks and open space.

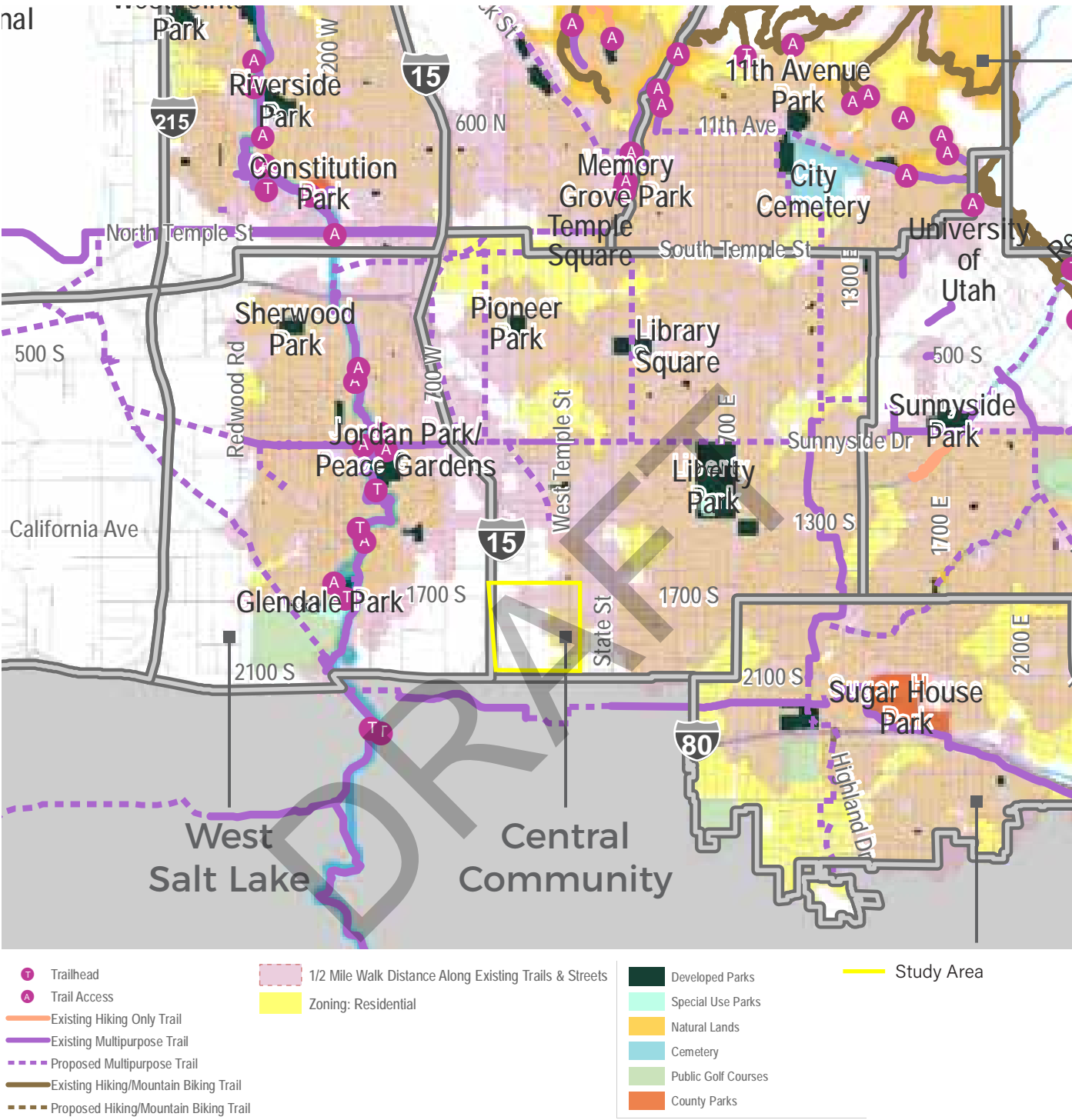


Figure 21: The report identifies areas within 1/2 walking distance to a park, showing much of the study area not being within 1/2 mile walking distance of a park.

Public Street Trees

The City has an inventory of existing public street trees. The inventory does not reflect the most recent tree planting efforts along 300 West. However, in general there is a lack of street trees in the study area, excepting the more residential areas on West Temple Street. Streets such as

1700 South and 2100 South have little or no park strip and the addition of street trees would require modifications to the curb line in some cases.

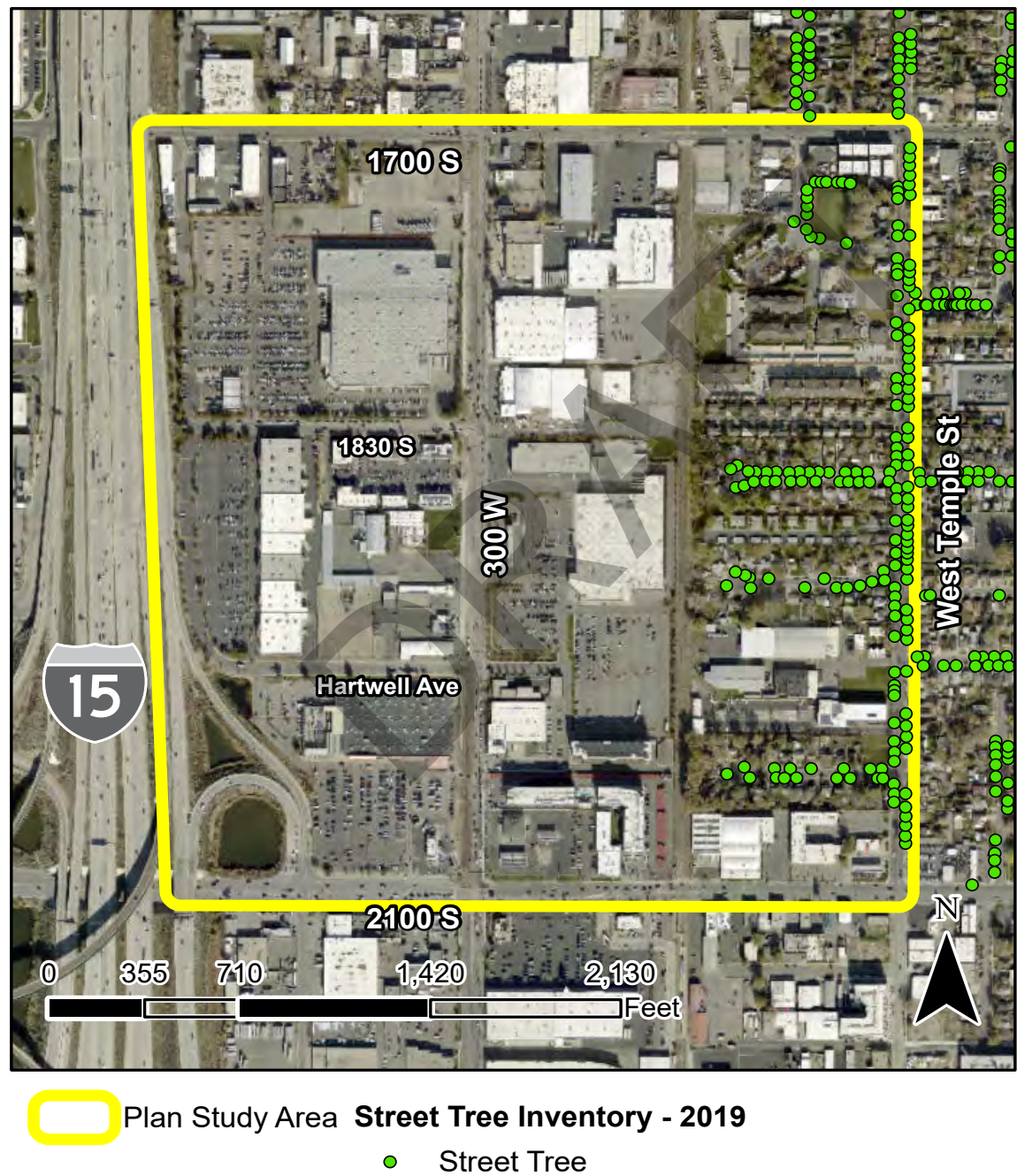


Figure 22: Map of street trees in the study area. The map does not reflect recent tree planting done by the City along 300 West.

Geological Hazards

Faults: There are no fault lines that run through or immediately adjacent to the study area.

Flood Hazards: Most of the study area is not within a flood hazard zone based on Federal Emergency Management Agency (FEMA) flood hazard maps. A small area toward the north-west corner is shown as being in an area with a 1% annual chance of a flood hazard, with the edges of that showing a 0.2 annual chance of a flood hazard. There is also a strip shown in the south-west corner showing a 1% flood hazard, but the strip may reflect an older topographic condition prior to the developments that currently exist on the property.

City Neighborhood Business Improvement Program (NBIP) Façade Grants

The Neighborhood Business Improvement Program (NBIP) is a resource offered by Salt Lake City's Housing Stability Division to help strengthen the City's neighborhoods. Housing Stability utilizes federal funding to support local for-profit businesses by offering up to \$50,000 in grants to improve their façades. The program boundary currently includes buildings and properties in the study area, but there have been no recipients within the study area since being expanded to cover the area in 2021.

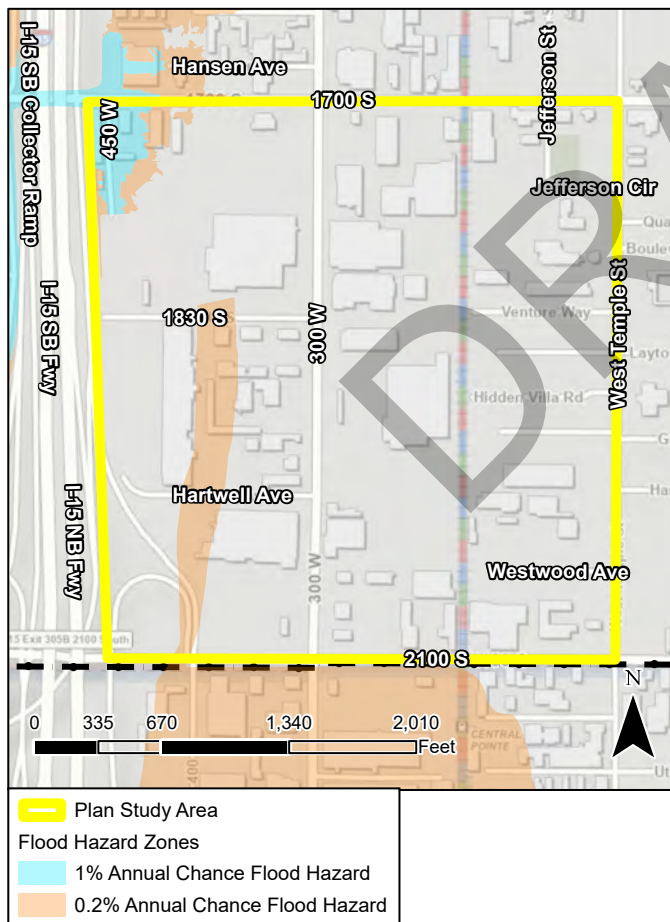
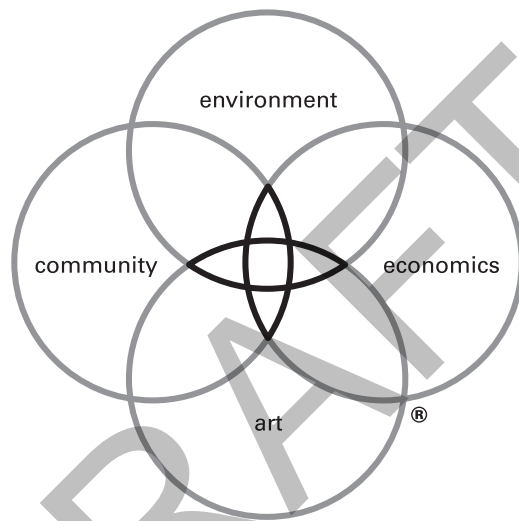


Figure 23: Flood hazard map from FEMA showing limited flood hazards in the study area.



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Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.