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## MEMORANDUM

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**DATE:** August 5, 2010

**TO:** Council Members

**FROM:** Janice Jardine

**SUBJECT:** Petition No. PLNPCM2009-00510 – North Temple Boulevard Plan  
Petition No. PLNPCM2009- 00096 – Establishing the TSA Transit Station Area  
Zoning District and rezoning properties along North Temple Street

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- *One public hearing has been listed on the Council agenda to accept public comment on the North Temple Boulevard Plan and the new Transit Station Area zoning regulations because the two petitions are related.*
  - *The Council will need to make two separate motions, one for each petition. (Please see Potential Motions below.)*
  - *The two actions relate to temporary land use zoning regulations adopted by the City Council in February 2010 rezoning properties along North Temple Street with the Transit Corridor TC-75 Zoning District classification.*
  - *The temporary regulations expire on August 11, 2010.*
  - *A new zoning map has been prepared that would rezone properties in the 2200 West area with the Transit Station Area Zoning District Core Area. The map was adjusted based on discussion at the Council's briefing on July 6 regarding the potential for this area to become a gateway to the city.*
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### POTENTIAL MOTIONS:

➤ **North Temple Boulevard Plan**

1. ["I move that the Council"] Adopt the ordinance establishing the North Temple Boulevard Plan.
2. ["I move that the Council"] Not adopt the ordinance establishing the North Temple Boulevard Plan.

➤ **Transit Station Area Zoning District and rezone properties along North Temple Street**

1. ["I move that the Council"] Adopt the ordinance establishing the Transit Station Area Zoning District and rezoning properties along North Temple Street.
2. ["I move that the Council"] Not adopt the ordinance establishing the Transit Station Area Zoning District and rezoning properties along North Temple Street.

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The following information was provided previously for the Council Work Session on July 6, 2010. It is provided again for background purposes.

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The following schedule has been identified for Council action:

July 6	Council Work Session briefing/discussion
July 13	Set public hearing date for August 11, 2010
Aug. 10	Public hearing – potential adoption

Due to the expiration of the North Temple temporary land use regulations on August 11, 2010, the limited number of Council meetings available prior to that date, the need to move these items through the Council process quickly and previous discussions the Council has had relating to the North Temple Boulevard Plan and the Transit Station Area zoning regulations, a Council staff report and analysis has not been provided for these two items.

This memo will provide a brief summary of key elements related to the North Temple Boulevard Plan and the Transit Station Area zoning regulations. Please refer to the Administration's paperwork for both petitions for details. A copy of the North Temple Boulevard Plan, the Transit Station Area zoning regulations and the Transit Station Area Development Guidelines can be found in the Administration's paperwork at the end of the ordinance for each item.

➤ **North Temple Boulevard Plan**

- A. The study area includes properties along North Temple Street from 600 West to 2200 West, the North Temple Viaduct area (300 West to 600 West and 200 South to 600 North) and the Euclid neighborhood generally located between North Temple and I-80 and I-15 and the Jordan River. Although the light rail line will include a station at the Salt Lake International Airport, the Plan does not provide policies for future development or changes at the Airport.
- B. The proposed North Temple Boulevard Plan provides a framework for land use and urban design decisions that will be required as North Temple changes from an auto-oriented street to a street that accommodates mass transit, pedestrians, bicyclists and automobiles, and provides transportation options for people of all ages and abilities. The document is intended to provide direction to decision makers, property owners, business owners, designers and developers regarding the community's vision for North Temple Boulevard.
- C. The content of the Plan replaces earlier land use plans and is intended to be used in the decision making process for future land use decisions, public investments, allocation of resources and other processes that may impact the North Temple Corridor. Adoption of the Plan will change the Capitol Hill, Northwest and West Salt Lake Community Master Plans and replace the Euclid Small Area Plan. (Planning staff has noted that the Plan incorporates previous efforts underway in the Planning Division regarding updating the Euclid Small Area Plan.)
- D. The purpose of the North Temple Boulevard Plan is to:
  - 1. Turn North Temple into a boulevard street that is the main street that connects neighborhoods to one another;
  - 2. Create compact, walkable, transit-oriented neighborhoods around each station;
  - 3. Increase transit ridership;
  - 4. Improve the overall safety of the community;
  - 5. Establish guidelines for street design and connectivity that will accommodate all users;

6. Create opportunities for affordable and accessible living options while increasing the residential densities near the stations by providing a mix of housing types;
  7. Provide for a diverse mix of uses and building types around the transit stations; and
  8. Create long term economic stability for the station areas.
- E. Sections of the Plan applicable to the entire corridor include Development Principles (placemaking, diverse mix of uses, connectivity and circulation, location efficiency/compactness, compatibility, parking, and value capture e.g. economic stability, increased property values and return on public investment). Other sections addressed include Art in Transit; Transit-Oriented Development and Sustainability Concepts.
- F. The Plan notes that station area types are important in creating zoning regulations because it is difficult to develop a one-size-fits-all approach to transit-oriented zoning due to the unique character of each area. A station area typology is used to describe the physical characteristics and future vision for a specific transit station. There are several different station areas types identified along North Temple:
1. Urban Center Station Area (Viaduct Transfer Station)
  2. Urban Neighborhood Station Area (800 West Station)
  3. Mixed-Use Employment Station Area (1950 West, 2200 West and Cornell Stations)
  4. Special Purpose Station Area (Fairpark and Airport Stations)
- G. The Plan divides the study area into 5 smaller Station Area Plans:
1. Viaduct Transfer Station Area Plan - pgs. 23 – 44
  2. 800 West Station Area Plan - pgs. 45 – 69
  3. Fairpark Station Area Plan (approximately 1100 West) - pgs. 70 – 87
  4. Cornell Station Area Plan (1520 West) - pgs. 88 – 107
  5. 1950 West and 2200 West Station Area Plan (combined study areas) - pgs. 108 – 127
- H. Each station area plan contains sections that address:
1. Vision
  2. Community input
  3. Existing Conditions and Context
  4. Core, Transition and Stable areas (Please see attached map.)
    - a. Core areas – areas where an intense level of transit-oriented zoning is appropriate.
    - b. Transition areas – areas that are appropriate for mixed-use and less intensive transit-oriented zoning.
    - c. Stable areas – areas where little change is expected or desired or where the current zoning allows for the desired future land uses and intensities.
  5. Urban Design Framework Key Concepts and Recommendations
  6. Station Area Policies and Strategies
  7. Key Projects and Follow-up Actions

➤ **TSA Transit Station Area zoning regulations**

- A. The proposed zoning changes include establishing a new TSA Transit Station Area Zoning District, adding zoning regulations to the current parking and sign chapters and rezoning properties within the North Temple Boulevard Plan study area. (Please see the attached map for areas to be rezoned.)
- B. The North Temple corridor and surrounding areas include an existing mix of zoning districts:
1. M-1 Light Manufacturing
  2. BP Business Park
  3. CG General Commercial
  4. CS Community Shopping
  5. CC Corridor Commercial
  6. PL Public Lands
  7. GMU Gateway Mixed Use
  8. RMF-35
  9. RMF-30
  10. SR-1A
  11. R-1/5000
- C. On May 14, 2010, the Administration provided an advance briefing to the Council regarding the proposed zoning regulations. The regulations are a new concept combining commonly used zoning regulations with design and development standards and guidelines. The focus is how development relates to the street and surrounding neighborhoods in terms of development form rather than in terms of use. (Please see item E below for additional details.) A substantial amount of the information in the North Temple Boulevard Plan is incorporated into the zoning regulations. The North Temple Boulevard Plan and Station Area Plans are intended to work hand in hand with the proposed Transit Station Area Zoning District and Transit Station Area Development Guidelines and provide incentives for development that achieves the goals set forth in the Plan.
- D. The overall goals of the proposed zoning regulations are to:
1. Put public participation up front in the planning process, instead of as a reaction to individual developments.
  2. Make it easier for desirable development to be processed.
  3. Create options for applicants in terms of how they design their project and how they want to be processed.
  4. Provide the option of predefined outcomes.  
(An applicant has the option to determine their approval process. They can choose to go through the Conditional Building and Site Design Review, either at the Planning Commission level or Administrative Hearing, or they can go straight to administrative review and approval by incorporating a certain level of the development guidelines.)
- E. The proposed zoning regulations are intended to regulate the physical form of buildings and how they relate to transit, the street, public spaces, adjacent buildings, and adjacent neighborhoods. Less emphasis is placed on use. A table of prohibited uses, which varies depending on the type of station area, lists those uses that are not allowed. If an existing use is identified as a prohibited use, the use would continue as legal nonconforming use. All other uses would be permitted.
- F. The purpose statement includes a detailed overall description of the Transit Station Area District and specific descriptions of the Core and Transition Areas.
- G. A station area typology is used based on characteristics such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a

common vision for development of a transit station area. Station area types in the proposed zoning regulations include Urban Center, Urban Neighborhood, Mixed-Use Employment Center, and Special Purpose areas. Prior to classifying a transit station into a specific type, a station area plan must be adopted by the City Council in order to apply this zoning district to a geographic area. Only those stations that have an adopted station area plan will be classified.

- H. Design and development standards are identified in the proposed ordinance. Development projects will be required to comply with regulations that include:
  - 1. Building height and setbacks;
  - 2. Special setback provisions for properties along the Jordan River;
  - 3. Minimum lot coverage;
  - 4. Open space;
  - 5. Circulation and connectivity;
  - 6. Parking locations and structures; and
  - 7. Minimum design requirements including building façade architectural variety and scale, ground floor building materials, first floor glass, the location of doors and entrances, residential uses and densities, mechanical equipment and service areas.
  
- I. Additional development standards are identified in the “Transit Station Area Development Guidelines” that will be adopted by reference, but not include in the Zoning Ordinance. The intent is to reward high quality, desired development through the use of incentives (such as increased building height) and by allowing for a quicker review process. The development guidelines are to be used by the City Administration in the review process for each project located in the Transit Station Area Zoning District. Any amendment to the guidelines should be reviewed as an amendment to the Zoning Ordinance. The review process is outlined in the proposed zoning regulations.
  
- J. Following the guidelines is voluntary and not required for any project. Compliance with the guidelines entitles applicants to faster review and can guide new development and redevelopment towards implementing the vision in the Station Area Plans.
  
- K. Each guideline includes an assigned value based on several factors including the importance of the guideline in implementing the vision of a Station Area Plan or other applicable land use related policies of the City and the cost of addressing the guideline. (Please see the Transit Station Area Development Guidelines, Exhibit B at the end of the ordinance, for specific development guidelines and assigned value numbers. pgs. 9 – 42.) The resulting development score is established by adding the values of each guideline that has been incorporated into a project.
  
- L. The approval process for all new development and redevelopment is based on the development score. The higher the development score, the more streamlined the approval process. A series of threshold tiers has been established indicating which approval process is required.
  - 1. Tier 1 – projects with a development score less than 50 points will require Planning Commission approval through the Conditional Building and Site Design Review process and standards. This process requires public input prior to scheduling a public hearing with the Planning Commission. Estimated process timeframe – 3-6 months.
  - 2. Tier 2 – projects with a development score between 50 and 99 points require an Administrative Hearing. This process allows for a relatively quick review and approval process, but still requires a public hearing. Estimated process timeframe – 1-3 months.
  - 3. Tier 3 – projects with a development score of 100 points or more allows administrative approval without a public hearing, providing a streamlined approval process. Estimated process timeframe – similar to the permitted use “over-the-counter” building permit review process.

- M. Additional regulations are required for developments that exceed 5 acres. The primary purpose is to ensure that circulation and connectivity issues are addressed. The design of an internal circulation system and connectivity to public rights of way is subject to approval from the Transportation Division. This would not be a departure from the current review process, but would provide guidance to developers in terms of what is expected.
- N. Proposed changes to existing zoning regulations – parking ratios and signage.
1. Parking - (Sec. 21A.44.040.C Off Street Parking and Loading: Transportation Demand Management - Special Minimum And Maximum Parking For Certain Districts)
    - a. No minimum off-street parking requirements in the Core Area
    - b. Minimum off-street parking requirement in a Transition Area shall be equal to 50% of the current requirement in the Zoning Ordinance. (Sec. 21A.44.060 – Number of Off-Street Parking Spaces)
    - c. Maximum off-street parking:
      - Residential uses require one stall per dwelling unit in the Core Area and 1.5 stalls per dwelling unit in the Transition Area.
      - All other uses require 3 stalls for every 1,000 square feet of net floor space in the Core and Transition Areas.
      - Maximum off-street parking requirement for mixed use developments shall be calculated based on the above ratio for each different type of use that may occupy the building.
  2. Signage: The current Transit Corridor Zoning District TC-75 sign regulations will be applied to the Transit Station Area TSA Zoning District. (Please see pgs. 5-8 in the proposed ordinance for details.)

cc: David Everitt, Karen Hale, Bianca Shreeve, Holly Hilton, Ben McAdams, Ed Rutan, Lynn Pace, Paul Nielson, Frank Gray, Mary De La Mare-Schafer, Wilf Sommerkorn, Cheri Coffey, Joel Paterson, Nick Norris, Craig Spangenberg, Randy Isbell, Orion Goff, Les Koch, Larry Butcher, DJ Baxter, Rick Graham, Kevin Bergstrom, Jeff Niermeyer, Tom Ward, Brad Stewart, Tim Harpst, Kevin Young, John Naser, Maureen Riley, Alan McCandless, City Council Liaisons, Mayors Liaisons

File Location: Community Development Dept., Planning Division, North Temple Boulevard Plan and the Transit Station Area zoning regulations and Zoning Map Amendment, Mayor Ralph Becker and Planning Commission

**SALT LAKE CITY CORPORATION**

DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT  
OFFICE OF THE DIRECTOR

**RECEIVED**  
RALPH BECKER  
MAYOR

JUN 08 2010


FRANK B. GRAY  
DIRECTOR

MARY DE LA MARE-SCHAEFER  
DEPUTY DIRECTOR

ROBERT FARRINGTON, JR.  
DEPUTY DIRECTOR

Salt Lake City Mayor

**CITY COUNCIL TRANSMITTAL**

  
\_\_\_\_\_  
David Everitt, Chief of Staff

Date Received: 06/08/10

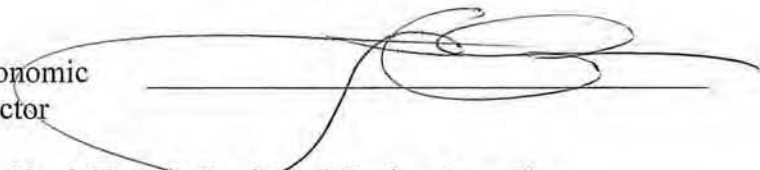
**SCANNED TO:** Mayor  
**SCANNED BY:** LB  
**DATE:** 06/08/2010

Date Sent to City Council: 06/09/10

**TO:** Salt Lake City Council  
JT Martin, Chair

**DATE:** June 7, 2010

**FROM:** Frank Gray, Community & Economic  
Development Department Director



**RE:** Petition PLNPCM2009-00510: North Temple Boulevard Station Area Plans

**STAFF CONTACTS:** Nick Norris, Senior Planner, at 801-535-6173 or  
nick.norris@slcgov.com

**RECOMMENDATION:** That the City Council hold a briefing and schedule a Public  
Hearing

**DOCUMENT TYPE:** Ordinance

**BUDGET IMPACT:** In order to implement some of the recommendations found in the  
North Temple Station Area Plans, the City would have to budget  
money for capitol improvements.

**DISCUSSION:**

**Issue Origin:** This petition originated in April 2009 when Mayor Ralph Becker initiated a  
petition directing the Planning Division to undertake a planning process to identify appropriate  
land use and urban design features for the North Temple Boulevard and surrounding areas. The  
original study area for the planning process is generally located between 300 North and I-80 and  
600 West and 2200 West. With the decision to rebuild the North Temple Viaduct, the study area  
expanded to include the area between 600 West and 300 West and 200 South to 600 North. The  
decision was also made to incorporate the Euclid Small Area Plan into the Station Area Plans.  
This decision was made because most of the land area addressed by the Euclid Small Area Plan  
was included in the North Temple Station Area Plans.



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

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

The proposed North Temple Boulevard Station Area Plans are generally consistent with the policies and guidelines of the City-wide and Community Master Plans. The Station Area Plans provide finer detail, are more specific to geographic areas and provide adequate guidance on future land use decisions. It is critical that future zoning be compatible with the Station Area Plans, reflect the community's vision for each station area and can provide the necessary flexibility, processes and regulations to produce desired development. The Plan provides for appropriate height, densities, and land use intensities in various geographic sections along the corridor. These policies are important to achieve the City's goals of environmental, economical and socially sustainability, as well as ensure the large public investment in infrastructure along North Temple is effective in revitalizing this area of the City and providing for the needs of the residents, business community and other stakeholders in the area. A more detailed analysis can be found in the February 24, 2010 and April 14, 2010 Planning Commission Staff Reports, found in section 5.b of this transmittal.

**Master Plan Considerations:** The North Temple Boulevard Station Area Plans impact land within the Capitol Hill (2001), Northwest (1992), and West Salt Lake Community Master Plans (1995). In addition, there are several City-wide plans that are relevant to the study area, including:

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

The proposed Station Area Plans are generally consistent with the policies found in these documents. The Station Area Plans are focused on a smaller geographical area than the City-wide or Community Plans. Therefore, the Station Area Plans include more specific detail in terms of recommended land use and development policies. The City wide policy documents generally have broad goals and policies. Although they were adopted some time ago, many of



the goals and policies are still relevant. For example, the Futures Commission Report groups recommendations into categories, including:

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

These are all categories that may be included if the document were created today. The proposed North Temple Boulevard Station Area Plans are consistent with the goals and policies found in these documents.

The Community Master Plans involve a more specific geographical area and the goals and policies of these documents are typically more relevant to specific places than what is found in the City-wide policy documents. However, the Northwest and West Salt Lake Community Master Plans are old enough that they do not adequately address the impact light rail may have on a community. These two plans cover most of the North Temple Corridor. The North Temple Boulevard Station Area Plans were created in part due to the lack of guidance these two community plans have in terms of development around transit.

The Capitol Hill Master Plan does reference the Airport Light Rail construction, but only briefly discusses the benefits and impacts of light rail. There are several goals and policies in the Capitol Hill Master Plan that are proposed to be updated or changed as a result of the Viaduct Station Area Plan.

The first issue deals with residential density in the area around 400 West and north of the North Temple Viaduct. The Capitol Hill Master Plan recommends medium density residential (15-30 dwelling units/acre) west of 500 West, mixed use with a medium residential density (15-30 dwelling units/acre) west of 400 West and north of 300 North and mixed use with a medium/high residential density (30-45 dwelling units/acre) east of 500 West. Research done by the Planning Division indicates that a station area with a density of at least 50 dwelling units per acre is necessary to support multiple modes of mass transit, increased commercial use and to create a demand for additional office space. Therefore, the Viaduct Station Area Plans recommend increasing the recommended residential density. Instead of placing ranges or limits on density, it is the recommendation of the plan that the density be limited by other factors, such as building height, maximum off street parking requirements, etc.

The Capitol Hill Community Master Plan recommends placing height limits in the West Capitol Hill neighborhood, which is generally between 200 and 400 West and North Temple and Victory Road. The primary reason for height limits in this area is to preserve view corridors towards the Capitol and from the West Capitol Hill Neighborhood towards Downtown and the LDS Salt Lake Temple. For mixed use projects, the recommended permitted height limit is 45 feet, with a conditional height limit up to 60 feet. The Viaduct Station Area Plan recommends a height up to 10 stories which would exceed 60 feet in height. This height would be along North Temple as part of the "Core Area". The actual height will be determined as a new zoning ordinance is considered. The Planning Commission recommended that City Council adopt the Viaduct plan,

with the recommended height in the Core Area. This recommendation is consistent with the recommendation from the Planning Division, which is based on feedback received during the public process. For a more detailed review of the Master Plan Considerations, please refer to the February 24, 2010 and April 14, 2010 Planning Commission Staff Reports in section 5.b of the transmittal.

### **PUBLIC PROCESS:**

The North Temple Boulevard Station Area Plans went through an extensive public process that included community workshops, open houses, meetings with key stakeholders, and presentations to community councils and advisory committees. A complete list of public meetings is outlined in detail in the transmittal Chronology (found in Attachment 1).

The process began with a community workshop (held in June 2009) intended to identify the vision for the corridor and the surrounding neighborhoods. This workshop was followed by a second workshop (August 2009) that focused on the urban design vision for public spaces. The purpose of the third community workshop (October 2009) was to focus on land use and development in and around North Temple Boulevard. The third community workshop included the neighborhoods around the 800 West, Fairpark, Cornell and 1950/2200 West Trax Stations. Due to the final decisions regarding the North Temple Viaduct, a land use and development workshop for this station area was held in February 2010.

In addition to the community workshops, the Planning Division made presentations to the community councils in the area, the North Temple Advisory Committee established by the City and UTA, area schools, and various City boards and commissions, including the Historic Landmark Commission, Transportation Advisory Board, and the Business Advisory Board. A request was sent to the Public Utilities Advisory Board to provide them with information as part of the Euclid Small Area Plan process. However, this Board was not interested in receiving additional information from Planning staff. Planning Commission briefings were given after each community workshop and as a draft version of each Station Area Plan was completed.

The Planning Commission held three public hearings, on February 24, 2010, April 14, 2010 and May 26, 2010 to fulfill the legal requirements for considering new master plans and amendments. The February Planning Commission public hearing included the Introduction, 800 West, Fairpark, Cornell and 1950/2200 West Station Area Plans. During this meeting, the Planning Commission unanimously adopted a motion to transmit a positive recommendation to the City Council regarding these sections of the North Temple Station Area Plans. At the April 14<sup>th</sup> Planning Commission meeting, the Planning Commission reviewed the Viaduct Station Area Plan. After a public hearing, the Planning Commission adopted a motion to transmit a favorable recommendation to the City Council regarding the Viaduct Station Area Plan. The vote on the motion was 6 in favor and 3 opposed. During the discussion on the matter, the Planning Commission was provided information from the Redevelopment Agency regarding the boundaries of the CDA (Community Development Area) that was created to use tax increment to pay for a portion of the cost of rebuilding the Viaduct. The RDA asked the Planning Commission to consider amending the proposed boundaries of the “Core Area” of the Station

Area Plan so that it included all of the CDA area. The motion that the Planning Commission adopted included extending the Core area north to 400 North (please refer to the Station Area Map in the Viaduct Station Area Plan). The three Commissioners who voted against the motion were opposed to extending the Core Area to match the CDA area.

The purpose of the May 26<sup>th</sup> public hearing was to clarify the station area maps at the Cornell and 1950/2200 West Stations. At Cornell and 1950 West, additional land was added to the Core Area. Near the 2200 West station, land that is owned by the Airport was removed from the plan.

**RELEVANT ORDINANCES:**

Master plans and amendments to master plans are not regulated by the Zoning Ordinance. However, sections 10-9a-204 and 205 of the Utah State Code Title 10, chapter 9a Municipal Land Use, Development and Management Act regulate the requirements for noticing a general plan amendment and land use ordinance amendment. The public hearings for the North Temple Station Area Plans were notified in accordance with this statute.

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## **1. Chronology**

## **CHRONOLOGY**

### **Petition PLNPCM2009-00510 North Temple Boulevard Station Area Plans**

May 4, 2009	City initiates a petition to create a master plan for the North Temple Corridor.
May 6, 2009	Petition assigned to Nick Norris.
June 18, 2009	First Community Workshop is held.
June 24, 2009	Planning Commission update.
July 8, 2009	Planning Commission briefing on Euclid Small Area Master Plan
August 6, 2009	Second Community Workshop.
August 26, 2009	Planning Commission briefing on the status of the station area plans.
October 26-29, 2009	Week long series of focus groups with property owners, business owners, residents and other stakeholders.
October 28, 2009	Planning Commission briefing on North Temple Design Elements
October 29, 2009	Third Community Workshop.
November 18, 2009	Planning Commission briefing on the status of the station area plans.
December 2, 2009	Presentation to Rose Park Community Council
December 3, 2009	Meeting with Euclid Neighborhood
December 7, 2009	Presentation to Transportation Advisory Board
December 7, 2009	Presentation to West High Community Council
December 9, 2010	Presentation to Business Advisory Board
January 13, 2010	Planning Commission briefing on draft version of North Temple Boulevard Station Area Plans.
January 13, 2010	Presentation to Jordan Meadows Community Council
January 14, 2010	Open House for North Temple Boulevard Station Area Plans
January 20, 2010	Presentation to West Point Community Council

January 21, 2010	Presentation to North Temple Advisory Committee
January 27, 2010	Presentation to Poplar Grove Community Council
January 28, 2010	Presentation to Fairpark Community Council
February 4, 2010	Open House for North Temple Boulevard Station Area Plans
February 9-12, 2010	Week long series of focus groups with property owners, business owners, residents and other stakeholders to discuss the North Temple Viaduct Station.
February 10, 2010	Planning Commission follow-up briefing on draft version of North Temple Boulevard Station Area Plans.
February 12, 2010	Community Open House for the Viaduct Station Area Plan.
February 16-19, 2010	Presentations to various school groups, including West High, Northwest Middle School, Salt Lake Center for Science, etc.
February 18, 2010	Open House for the North Temple Viaduct Station Area Plan.
February 11-12, 2010	Notice of public hearing published in the newspaper, posted on the City website and the State public hearing notice website and mailed to all property owners who would be affected by the North Temple Boulevard Station Area Plans.
February 24, 2010	The Planning Commission Public Hearing is held. The Planning Commission votes unanimously to transmit a positive recommendation to the City Council regarding the Introduction, 800 West, Fairpark, Cornell, and 1950/2200 West Station Area Plans.
March 10, 2010	Planning Commission briefing on Viaduct Station Area Plan.
March 10, 2010	Minutes from the February 24 <sup>th</sup> Planning Commission meeting are approved.
March 18, 2010	Open House for the North Temple Viaduct Station Area Plan is held.
April 2, 2010	Notice of public hearing published in the newspaper, posted on the City website and the State public hearing notice website and mailed to all property owners who would be affected by the Viaduct Station Area Plan.
April 14, 2010	Planning Commission public hearing is held for Viaduct Station Area Plan. The Planning Commission votes unanimously to transmit a positive recommendation to the City Council regarding the Viaduct Station Area Plan.
April 28, 2010	Minutes from the March 24, 2010 Planning Commission meeting are approved.

April 30, 2010

Notice of public hearing regarding final Station Area Maps published in the newspaper, posted on the City website and the State public hearing notice website and mailed to all property owners.

May 26, 2010

Planning Commission public hearing is held to clarify station area maps for Cornell and 1950 West/2200 West Station Areas. The Planning Commission votes unanimously to transmit a positive recommendation to the City Council regarding the proposed amendments to the Cornell and 1950/2200 West Station Areas.



## **2. Ordinance**

## **2.a Ordinance**

SALT LAKE CITY ORDINANCE  
No. \_\_\_\_\_ of 2010

(Adopting the North Temple Boulevard Plan)

An ordinance adopting the North Temple Boulevard Plan pursuant to Petition No. PLNPCM2009-00510.

WHEREAS, the Salt Lake City Planning Commission (“Planning Commission”) held a public hearing on February 24, 2010 on an application submitted by Mayor Ralph Becker (“Applicant”) to adopt the North Temple Boulevard Plan (Petition No. PLNPCM2009-00510) to develop land use policy for development near light rail facilities in the vicinity of the North Temple Boulevard; and

WHEREAS, at its February 24, 2010 meeting, the Planning Commission considered all of the proposed North Temple Boulevard Plan except for a portion of that plan pertaining to the proposed Viaduct Station area, since proposed plans for the Viaduct Station area had not yet gone through a public comment process; and

WHEREAS, at its February 24, 2010 meeting, the Planning Commission voted in favor of forwarding a positive recommendation to the Salt Lake City Council (“City Council”) on the portions of the proposed North Temple Boulevard Plan not including the proposed Viaduct Station area; and

WHEREAS, the Planning Commission held a public hearing on April 14, 2010 on that portion of Petition No. PLNPCM2009-00510 submitted by Mayor Ralph Becker pertaining to the Viaduct Station element of the North Temple Boulevard Plan; and

WHEREAS, at its April 14, 2010 meeting, the Planning Commission voted in favor of forwarding a positive recommendation to the City Council on said application; and

WHEREAS, the Planning Commission held a public hearing on May 26, 2010 to reconsider the boundaries of the proposed Cornell and 1950 West Station Area Plans, which area plans are included in the proposed North Temple Boulevard Plan; and

WHEREAS, at its May 26, 2010 meeting, the Planning Commission voted in favor of modifying its previous positive recommendation on the North Temple Boulevard Plan to adjust the boundaries of the proposed Cornell and 1950 West Station Area Plans; and

WHEREAS, adopting the North Temple Boulevard Plan requires amendments to the Capitol Hill, Northwest and West Salt Lake Community Master Plans as well as the Euclid Small Area Plan; and

WHEREAS, after a hearing before the City Council, the City Council has determined that this ordinance is in the best interest of the City.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Adopting the North Temple Boulevard Plan. The North Temple Boulevard Plan, which is attached hereto as Exhibit "A", is hereby adopted to apply to the areas adjacent to North Temple Street as depicted therein.

SECTION 2. Amending Master Plans of Adjacent Areas. That the Capitol Hill, Northwest and West Salt Lake Community Master Plans and the Euclid Small Area Plan, which include areas now governed by the North Temple Boulevard Plan, are hereby amended to reflect the transfer of such planning areas into the North Temple Boulevard Plan.

SECTION 3. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this \_\_\_\_\_ day of \_\_\_\_\_,  
2010.

\_\_\_\_\_  
CHAIRPERSON

ATTEST AND COUNTERSIGN:

\_\_\_\_\_  
CITY RECORDER

Transmitted to Mayor on \_\_\_\_\_.

Mayor's Action: \_\_\_\_\_ Approved. \_\_\_\_\_ Vetoed.

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CITY RECORDER

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HB\_ATTU-#12740-v4-Ordinance\_-\_North\_Temple\_Station\_Area\_Plan.DOC

**2.b Planning Commission  
Recommended Station Area Plans**

# NORTH TEMPLE BOULEVARD



Viaduct Transfer Station



800 West Station



Fairpark Station



Cornell Station



1950 West / 2200 West Station



Planning Commission Recommended Draft



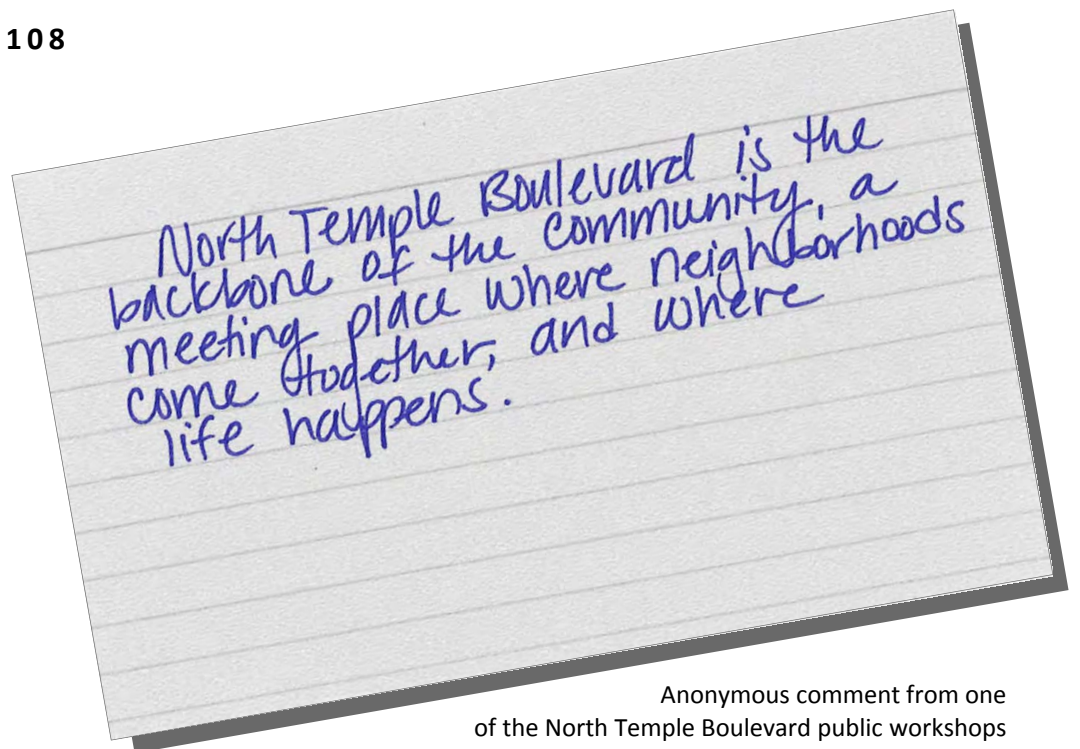
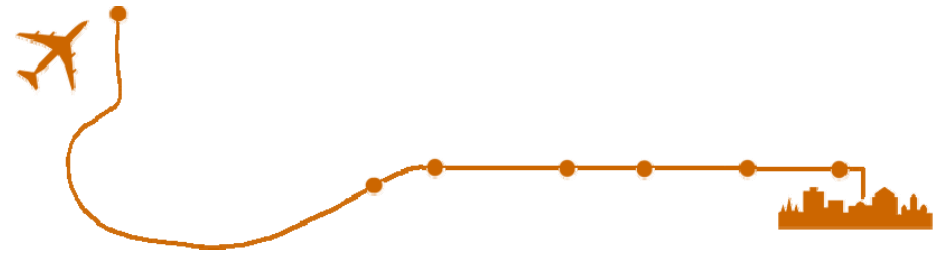
Prepared by the  
Salt Lake City Planning Division  
Department of Community &  
Economic Development



# NORTH TEMPLE BOULEVARD PLAN

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Anonymous comment from one of the North Temple Boulevard public workshops



# Introduction

## The Street: Historic Context

North Temple originally developed as a residential street served by a trolley line with City Creek running down the middle of the road. This pattern continued to about 1000 West through the first half of the 1900s. Once the Salt Lake International Airport was built and automobile use became more widespread, North Temple transformed into an auto-oriented street, lined with commercial uses that were designed to appeal to motorists.

Over time, the commercial uses extended further west to form a continuous commercial street between the Airport and Downtown. For decades, North Temple was the primary street to and from the Airport and points west. Once Interstate 80 was complete, motorists could bypass North Temple and the street carried less traffic. With the construction of the Airport Light Rail line, North Temple will be transformed again, this time into a mixed use, multi-modal boulevard that unites neighborhoods and becomes the main street for the community.



1900s: North Temple as a residential street, with City Creek running down the middle.



Today: The street is dominated by the automobile.



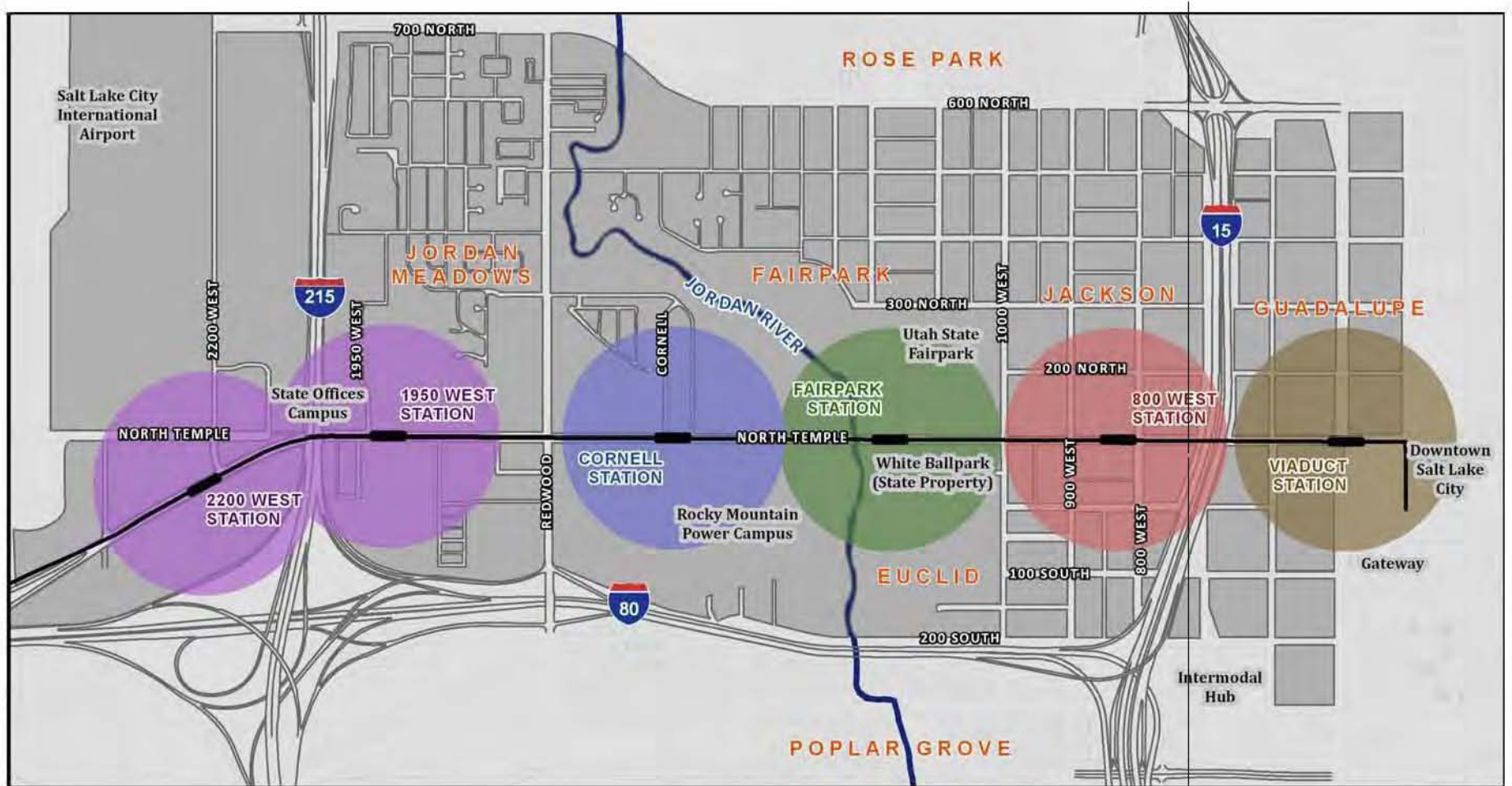
1940s—1950s: More auto-oriented land uses move in.

*What is the next stage in the life of North Temple?*



## North Temple Boulevard Study Area

The study area for the *North Temple Boulevard Plan* is approximately 2½ miles along North Temple Street from 600 West out to 2200 West. The plan breaks the study area down into 5 smaller study areas, called Station Areas: Viaduct, 800 West, Fairpark (approximately 1100 West), Cornell (1520 West), and finally, a combined study area for 1950 West and 2200 West (a future station). Below is a map showing the generalized study areas and the locations of important landmarks along the corridor.



- Viaduct Study Area
- 800 West Study Area
- Fairpark Study Area
- Cornell Study Area
- 1950 West & 2200 West Study Areas

- Future Trax Line & Station
- JACKSON** Community / Neighborhood
- Gateway** Major Origins/Destinations
- Blocks in Overall Study Area



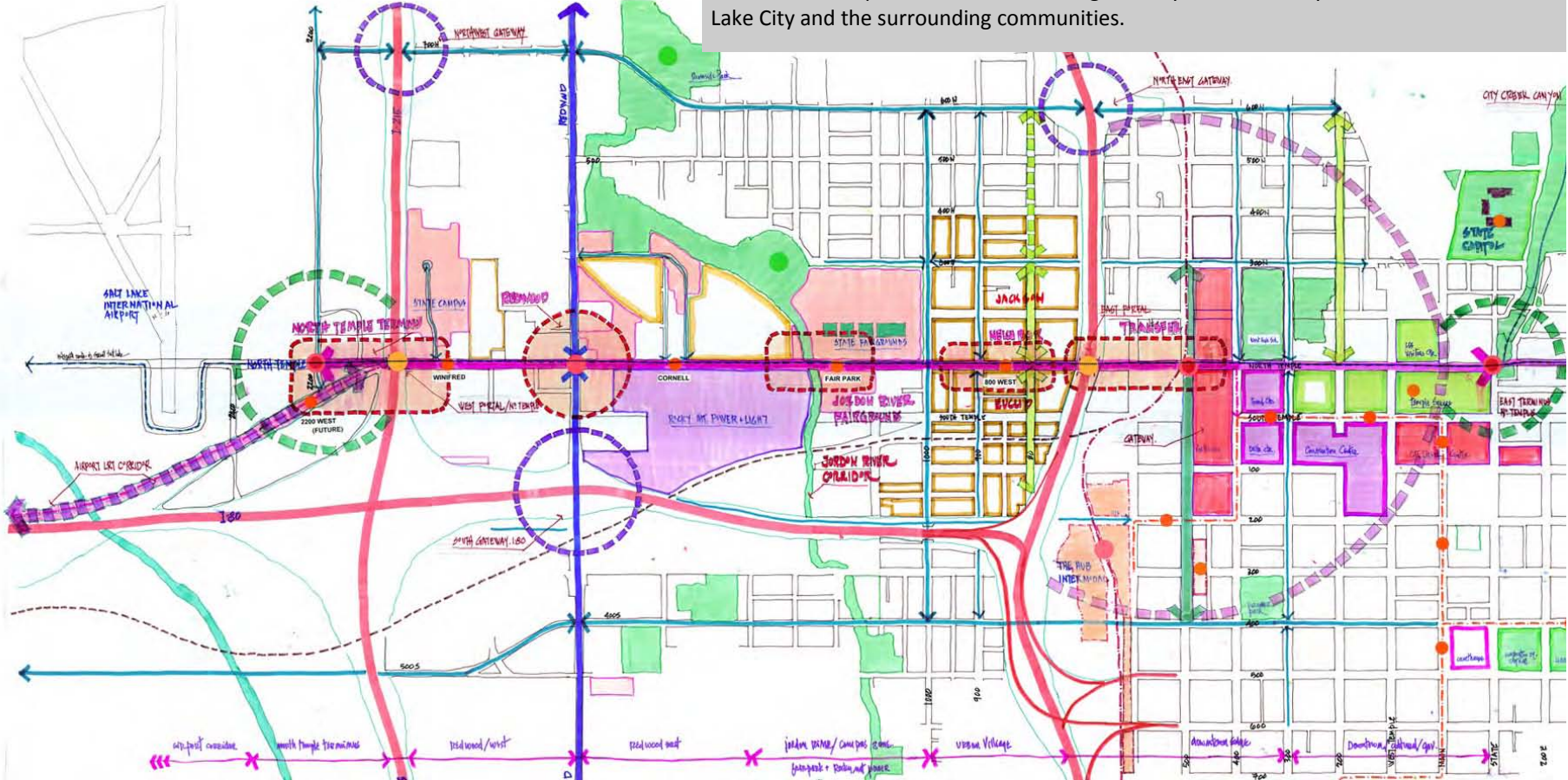
NOT TO SCALE

## North Temple Corridor Context

Prior to the completion of I-80, North Temple was the primary route to the Salt Lake International Airport. After I-80 was completed, traffic was able to bypass North Temple in favor of the highway. Today, the street serves as the major surface street connecting Downtown to the neighborhoods and businesses in the Northwest Community. Along the Corridor, the neighborhoods around the 800 West Station are the only neighborhoods that have frontage on North Temple. The other areas have developed as a mix of industrial, office, institutional and commercial uses, primarily accessed by private automobile. As a result, west of 1000 West there are few cross streets, bike lanes and sidewalks, which were secondary to the auto-oriented nature of the corridor.

With the addition of the Airport Light Rail Line, North Temple Boulevard will start to serve a new role in the community, City and region. North Temple will become a major piece of the regions mass transit system, connecting the entire system to the airport and strengthening Downtown as the center of the transportation system.

The context framework map, produced by Ron Straka, FAIA, shows the major street networks, block patterns, land uses and greenways and how they relate to downtown Salt Lake City and the surrounding communities.



## North Temple and the Airport Light Rail Line

Adding the Airport Light Rail Line to North Temple will forever change the character of the street and impact neighborhoods that are united by North Temple. Because construction of the light rail line will require major changes to the street, the City, UTA and the community have the chance to ensure the character is enhanced with the addition of light rail. The new North Temple will consist of several key elements, or ribbons, that unify the corridor, but also allow unique and special places to develop. These ribbons are made up of the light rail line, the vehicle lanes, bicycle lanes, landscaped edges, multi-use path, street lighting and other visual enhancements. When threaded together, North Temple Boulevard is born.

### The Light Rail Line

The light rail line will require the removal of a center turn lane and one vehicle lane in each direction. The rail line will consist of tracks embedded in concrete separated from the vehicle lanes and station platforms that are a new design compared to other stations in the City. New materials, artwork, new surfaces and new canopies will add unique character to the Airport light rail line and at each station along the line.



### The Stations

The Airport light rail line will include stations near Terminal 1 at Salt Lake International Airport, at 1950 West, Cornell Ave, the Jordan River crossing, 800 West and on top of the North Temple viaduct, which will serve as a transfer station with Frontrunner, the region's commuter rail line.

Although the line will include a station at the Salt Lake International Airport, this Plan does not provide policies for future development or changes at the Airport.

## North Temple Boulevard

The rebuilt North Temple will include 2 lanes of vehicle traffic in each direction, a bicycle lane on both sides of the street, an eight foot wide landscape strip where space permits and a 10 foot wide multi-use path, also where space permits. In those locations where there is not enough space, the City will work with adjacent properties to install the full width landscaping strip and multi-use path as the properties are redeveloped.

The North Temple and Redwood Road intersection will consist of double left turn lanes in all directions, two vehicle travel lanes and right hand turn lanes in all directions. The design of this intersection is subject to approval from the Utah Department of Transportation, which is requiring the double turn lanes to remain. Due to the extra turn lanes, there is not enough space through the intersection to install the full width landscaping strip and multi use path.



Policy A.1: North Temple Boulevard will have a cross section consisting of a ten foot wide multi use path, eight foot park strip, bicycle lane, two vehicle lanes and the Airport light rail line. This cross section applies to both sides of the street and extends from 600 West to 2400 West. In areas where this cross section does not currently exist, it shall be added as properties redevelop.

## Visual Enhancements

The entire corridor will see a number of visual enhancements. The station platforms and canopies add unique qualities and structures at each station. Enhanced concrete work at the stations, within the track, in crosswalks, and at major street corners will help unify the corridor and identify North Temple as the main street in the area. Vertical elements will help identify each transit station, special places, destinations and important intersections and allow key points to be visible from several blocks away. New lighting will be added, with the intent of creating an “Avenue of Lights” that unify the corridor and add to a vibrant atmosphere. When used correctly, the Avenue of Lights can create a rich composition of user experiences that are appealing to the senses and help make the Boulevard a special place.

## North Temple Boulevard/Airport Light Rail Design Book

The design of the future light rail line, the station platforms, and the visual enhancements for North Temple Boulevard are outlined in the North Temple Boulevard-Airport Light Rail Design Book, created by UTA, Salt Lake City, and their respective consultants. The book was created to guide the construction of the light rail line and is hereby adopted as a reference guide through the North Temple Boulevard Master Plan. Within this book are a series of goals and design principles that have guided the design of the infrastructure. The goals of the Boulevard Design Book are:

- Provide policy and urban design direction and guidelines.
- Promote high quality and functional street design with efficient project implementation.
- Develop a more balanced approach to street design, giving equal weight to transportation, transit, community and environmental goals.
- Ensure that the investment in high quality street infrastructure yields economic benefits and increases in residential and commercial property values and retail activity.
- Make all expenditures on this project cost effective.



Designing for safety includes adequate lighting and well designed streets.

The specific principles that accompany the goals are:

- **Design for transit:** Utilize transit as a catalyst. Integrate transit into the design of the street to improve the physical character, livability, functionality and economic vitality while providing a memorable welcoming experience for all users.
- **Design for safety:** Design safe and functional streets for all users.
- **Design for access and mobility:** Multi-modal streets should accommodate all users by prioritizing the most energy and space efficient modes.
- **Design for context:** Streets help define the character of the City and should respond to the unique qualities and the environment around the street.
- **Design for livability:** Create vibrant, high quality public spaces that facilitate civic, cultural, recreational and economic interactions.
- **Design for sustainability:** Contribute to a healthier, greener, and more sustainable environment.
- **Design for excellence:** Create memorable streets designed to the highest aesthetic standards possible, using durable materials.
- **Design for cost effectiveness:** Provide the greatest possible value to the public that meets today's needs as well as the needs of the future.

## The Purpose

The *North Temple Boulevard Plan* provides a framework for land use and urban design decisions that will be required as North Temple changes from an auto oriented street to a street that accommodates mass transit, pedestrians, bicyclists and automobiles, and provides transportation options for people of all ages and abilities. This document is intended to provide direction to decision makers, property owners, business owners, designers and developers regarding the community's vision for North Temple Boulevard.

The purpose of the *North Temple Boulevard Plan* is to:

- Turn North Temple into a boulevard street that is the main street that connects neighborhoods to one another;
- Create compact, walkable, transit-oriented neighborhoods around each station;
- Increase transit ridership;
- Improve the overall safety of the community;
- Establish guidelines for street design and connectivity that will accommodate all users;
- Create opportunities for affordable and accessible living options while increasing the residential densities near the stations by providing a mix of housing types;
- Provide for a diverse mix of uses and building types around the transit stations ; and
- Create long term economic stability to the station areas.

Due to the unique character of the areas around each station, the North Temple Corridor has been divided into station areas. The station areas are found in close proximity to the transit stations at the Viaduct, 800 West, the Utah State Fairpark, Cornell Street, 1950 West and 2200 West (a future station).



Inviting, safe, comfortable and familiar public spaces.



Housing options take different forms and designs.

The North Temple Boulevard Station Area Plans are amendments to the Northwest and West Salt Lake Master Plans. The content of this plan supercedes earlier land use plans and will be used in the decision making process for future land use decisions, public investments, allocation of resources and other important processes that may impact the North Temple Corridor.



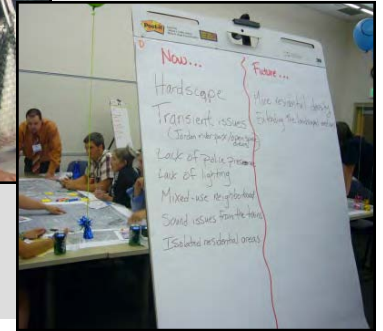
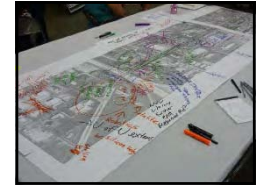
Mixed-use buildings.

## The Process

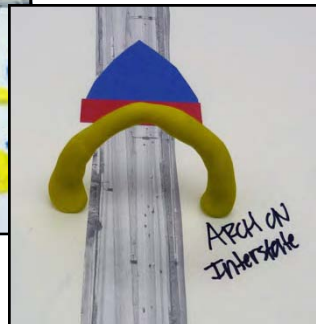
The North Temple Boulevard Plan was conceived during the design phase of the Airport Light Rail Line. In response to design decisions that would have a future impact on the communities adjacent to the light rail line, Salt Lake City initiated a process to create a framework for making decisions. Community involvement was the cornerstone of the process to create that framework. The public process began with a public workshop in June 2009 and continued with three additional workshops, meetings with property owners and key stakeholders, and meetings with community councils and West High School. These meetings were facilitated by the Planning Division with help from consultants Marilee Utter and Ron Straka, FAIA and representatives from other City Divisions.



Citizens and business owners participate in a hands-on visioning process for the North Temple Corridor.



Children participated in the process by creating artwork to express their visions for the corridor.



The *North Temple Boulevard Plan* grew out of these public workshops and associated meetings, the light rail design process and the City's desire to take full advantage of the Airport Light Rail to improve the community. In all, over 300 people participated in the process and provided input on the future of their community. The end result is a plan for the corridor with a foundation in public involvement and an overall goal of improving the North Temple Boulevard corridor, the adjacent neighborhoods, the City and the region. A complete summary of the community meetings are available from the Planning Division.



Workshop attendees hear about the benefits of transit-oriented development.



## June Workshop: Visioning the Future

In June, 2009, more than 100 residents, business owners, stakeholders and interested people participated in a visioning workshop for the North Temple Boulevard. The purpose of this workshop was to brainstorm what the Boulevard and adjacent neighborhoods would be like in 20 years. During the workshop, the participants learned about the changes that are associated with bringing a light rail line to a community. During small group discussions, attendees were given the opportunity to provide the City with feedback on what they liked and did not like about North Temple now and what they would like to see it become over the next 20 years or so.

Given that the corridor will change over the next 20-30 years, those things that people like about North Temple can be used to establish the foundation from which future development can build.

The future visions came in the form of many different comments that could be grouped into common themes. Generally speaking, the comments received indicated that the community recognizes the opportunities that a light rail line brings and supports development that includes a mix of uses around the light rail stations, increased activity at the transit stations, increasing residential densities where appropriate to support a strong, locally-oriented business community.

### Most frequently mentioned “likes”:

- Proximity and accessibility to the airport and downtown;
- The Fairpark;
- The Jordan River and Jordan River Parkway;
- A variety of businesses;
- A place with potential;
- The width of the street and the way it can support multiple uses; and
- Diversity.

### Most frequently mentioned “dislikes”:

- The run down character and lack of sense of place;
- The unsafe nature of the corridor and the crime that drives good people away;
- An unfriendly pedestrian environment with poor bicycle and bus connections;
- Lack of retail businesses;
- The corridor is auto-oriented; and
- Lack of green space and landscaping.

### Most frequently mentioned future visions:

- Mixed Use around nodes;
- Improve the overall connectivity;
- Economic development opportunities for small, locally owned businesses;
- Increase housing with a variety of housing types, but protect the lower density neighborhoods;
- Change the perception of the west side image; and
- Incorporate urban design into the corridor.

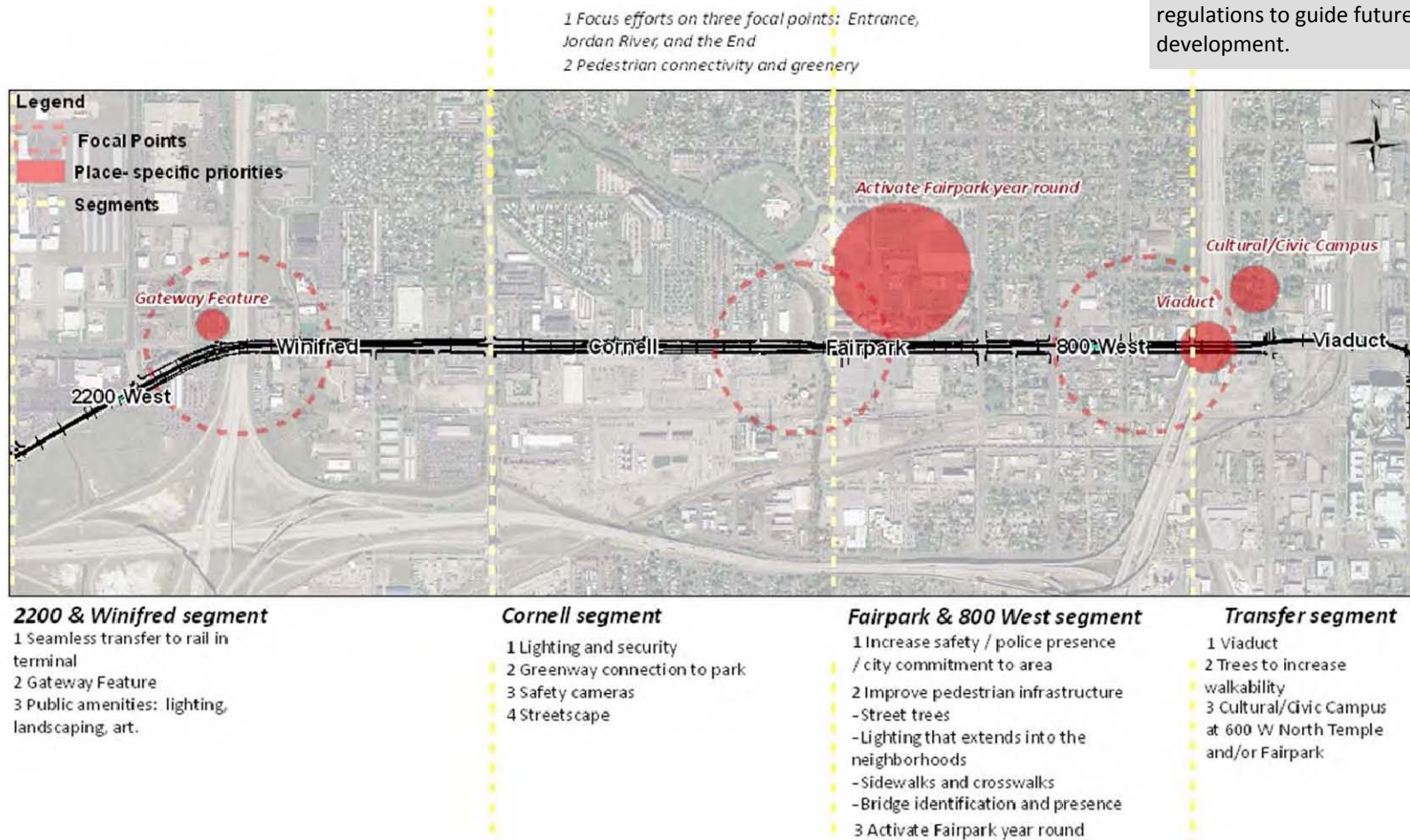
## August Workshop: Focusing on the Street

The second public workshop was held in August 2009 and focused on the unifying elements of the corridor. Approximately 70 people attended. The workshop including presentations as well as break out sessions, where people were given the option to focus on the entire corridor or in one of 4 segments. The attendees were asked several questions, including:

- What should be along the corridor right now?
- What should happen along the corridor in the future?
- How do we make each segment unique?
- What is one big idea from the group?

The image below summarizes the comments that pertain to the entire corridor as well as each segment. More specific comments about each segment received during the August workshop can be found in station area plans chapters.

The map below reflects comments received during the August Workshop. The comments received are used to create policies and regulations to guide future development.



## October Workshop: Land Use

The October 2009 (February 2010 for the Viaduct Station Area) workshop focused on land use issues around each transit station. Planning staff and consultants met with small groups, including key property owners, stakeholders, community council representatives and representatives from the State of Utah to discuss future land use and the types of issues that faced individual stakeholders as well as the community as a whole. The participation of stakeholders led to the creation of policies for each station. The comments received were specific to each station area and are discussed in greater detail in the station area plan chapters of this plan.

## How Public Comments are Used

After compiling all of the comments received during the workshops, open houses, advisory committee meetings and community council meetings, the Planning team organized all of the comments into themes and started to explore:

- How the community assets could be preserved and enhanced;
- Different methods to address the common dislikes about North Temple; and
- Best practice methods from around the country that have been successful at implementing the future visions identified through the workshops and how applicable the best practices are to North Temple.

After identifying best practices that are applicable to Salt Lake City and that can incorporate the communities vision for the Boulevard, the Planning team created specific transit-oriented development policies for each light rail station along North Temple. Each set of policies is called a station area plan, which are included later in this report.

### Viaduct Station Area Comments

- Improve connections to the station platform.
- Enhance the existing destinations in the station area with a mix of housing, office and commercial uses.
- Promote and protect the Guadalupe Neighborhood.

### 800 West Station Area Comments

- More intense mix of uses on North Temple; enhance mix of uses in Euclid.
- Preserve stable neighborhoods.
- Bring City Creek to the surface.

### Fairpark Station Area Comments

- More frequent and active uses at the Fairpark, particularly along North Temple.
- Community connections through Fairpark.
- Identify land uses that can benefit from proximity to the Jordan River.

### Cornell Station Area Comments

- Transit-friendly uses around station.
- Redeveloping run-down properties and improve streetscape.
- More community-serving issues.

### 1950/2200 West Station Area Comments

- Improve connectivity and walking experience.
- Activate corner of 1950 West and North Temple.
- Improve the mix of uses.
- Clean up and improve 1-215 underpass.

## North Temple Boulevard as the “Main Street” for the Community

Transforming North Temple into a Boulevard creates a unique Main Street type of place for the community. The Boulevard becomes the unifying element for adjacent neighborhoods and the place where people want to be. The Boulevard creates active and interesting community gathering places that lead to safer communities, diverse populations, a healthy business community and is a key neighborhood asset.



Examples of different scales of transit-oriented development: in Salt Lake City (right) and in Seattle (left).

## Development Around Transit Stations

The transit stations will become nodes of activity along the Boulevard and create unique development pressures. Such development typically creates a pedestrian-friendly environment that entices people to walk because they find that walking is safe, convenient, comfortable and interesting. There is usually a mix of uses, so each individual use is supported by other land uses in the area, primarily because they serve similar clients (i.e.; those that live nearby or come to the area for daily needs) and those that come from farther away because the area itself attracts them. The transit station increases the travel options by increasing the manner in which one place is connected to other places. Each of these major characteristics were identified as desirable future visions through the public workshops. This type of development is often referred to as Transit Oriented Development (TOD). There are generally two types of transit stations: those in existing neighborhoods and those with significant development opportunities. Along North Temple, both types of station areas can be found.

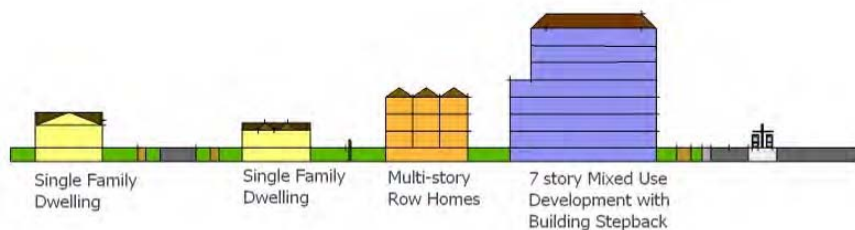


## North Temple Development Principles

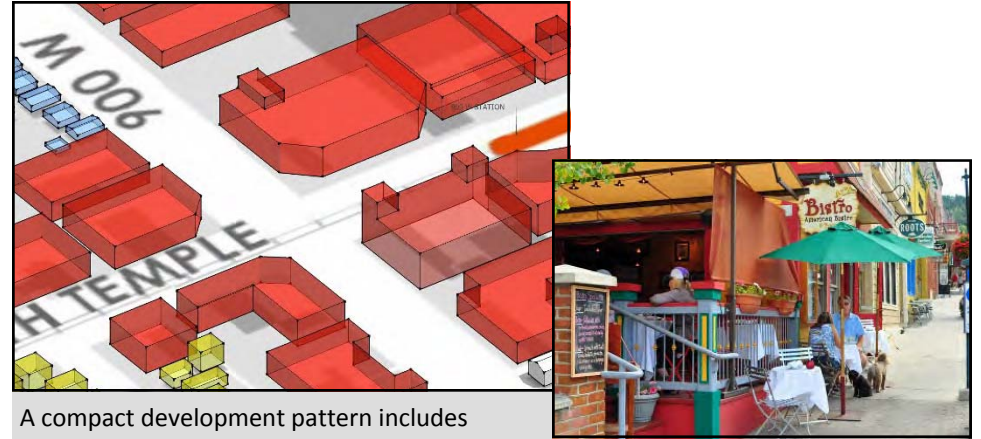
**Placemaking:** Transit-oriented development can be a major factor in creating a sense of place. With the right mixture of uses, infrastructure, and amenities, desirable, attractive places are formed. The policies in *the North Temple Boulevard Plan* establish the framework for creating a sense of place at each transit station. While review must be on a project by project basis, incorporating key design guidelines in every project is a major component of creating a special place, and not just a special project.

**Diverse Mix of Uses:** By having a diverse mix of uses, building types, connections, and transportation options, people have the choice of where they live, what type of building they live in, where they are going to eat or shop and how they are going to move around. These options provide choices regarding how people spend their money. Being able to move around on foot, bicycle, bus and train allows people to spend less money on transportation. Different housing sizes and types provide people options on where and how they live depending on their age, income, lifestyle, etc.

**Connectivity and Circulation:** Transit-oriented development must be well connected to adjacent neighborhoods and destinations. Connectivity ensures that there are wide range of transportation options.



Locating taller buildings close to the transit stations and gradually stepping down buildings heights helps create compatibility.



A compact development pattern includes buildings that are close together and activities close to the sidewalk that make walking convenient and interesting.

**Location Efficiency / Compactness:** Compact development allows people to spend less on transportation. People can live close to places where they work, shop and play. This can reduce the amount of pollution created and promotes cleaner air. Compact development results in less land being used by the inevitable new growth within the community. Smaller blocks and a lot of connections are necessary to achieve this.

**Compatibility:** Creating compatibility between existing neighborhoods and transit-oriented developments enhances the sense of place. Compatibility generally refers to the scale and character of a neighborhood. Older, well-established neighborhoods are a community asset to which new development should relate and reflect the existing scale and character. In other areas, different scales and design can be introduced to improve and build upon existing character.

**Value Capture:** Public investment through the construction of a transit system can be recaptured through transit-oriented development. Transit-oriented development can increase the number of residential units in an area which may create more viable businesses. This builds communities, property values, increases the sales tax dollars for the community, and can help a community be more economically stable.

**Parking:** Due to the increased transportation options and improved connectivity, people have the choice to own a private vehicle or not. This reduces the demand for parking. Often times, parking requirements are less because demand is less. Parking requirements can be lowered due to the decrease in demand. This reduces development costs and reduces local congestion.



Transportation options help reduce the need for parking.



## Art in Transit

Integrating art into public infrastructure enhances the unique character of neighborhoods. Designing the Airport Light Rail line in such a way to accommodate unique art work is a goal of the City and UTA. Art in Transit can include themes that apply to the entire Boulevard and art elements that make each station unique. Incorporating art into the project can enhance North Temple by:

- Creating a “common thread” throughout the line;
- Identifying neighborhoods at stations;
- Integrating the art into North Temple to maximize the impact;
- Providing opportunities for local partners and artists;
- Enhancing existing amenities and districts;
- Help tie bus shelters and TRAX stations together.



Art in Transit can take many themes that can be applied to an entire corridor, specific neighborhoods and each transit stations to enhance the unique character of an area.

## The Importance of Design

The areas around transit stations typically have a wide range of uses; uses that in the past have not been considered good neighbors. However, with advancements in technology and a desire for certain segments of the population to live within walking distance of their daily needs, in certain situations, uses that were once seen as incompatible can be designed and built to be compatible with one another.

In station areas, the physical form and design of buildings often becomes more important than what goes on inside of the building. Having certain design standards and guidelines ensures that buildings incorporate specific elements, such as windows on the ground floor, that can enhance the streetscape, the neighborhood and the City.

It is difficult to create a set of design standards and guidelines that would address the unique characteristics of each station area along North Temple. In order to incorporate the unique elements of each station and ensure that new development is consistent with the vision for each area, a flexible set of standards and guidelines is important. Future zoning regulations should incorporate the main design elements that are necessary to implement the vision for each station area as standards and then create a system for ensuring a desired level of design is incorporated into all new projects through the adoption of a set of design guidelines.

## *Design Standards vs. Design Guidelines: What's the difference?*

### Design Standards

- Incorporated into the zoning ordinance as a requirement.
- Identifies specific design elements that are required on all new developments and redevelopments.
- Specific in nature

### Design Guidelines

- Usually not adopted as specific requirement.
- Identifies key design concepts that should be incorporated into a development.
- More general in nature

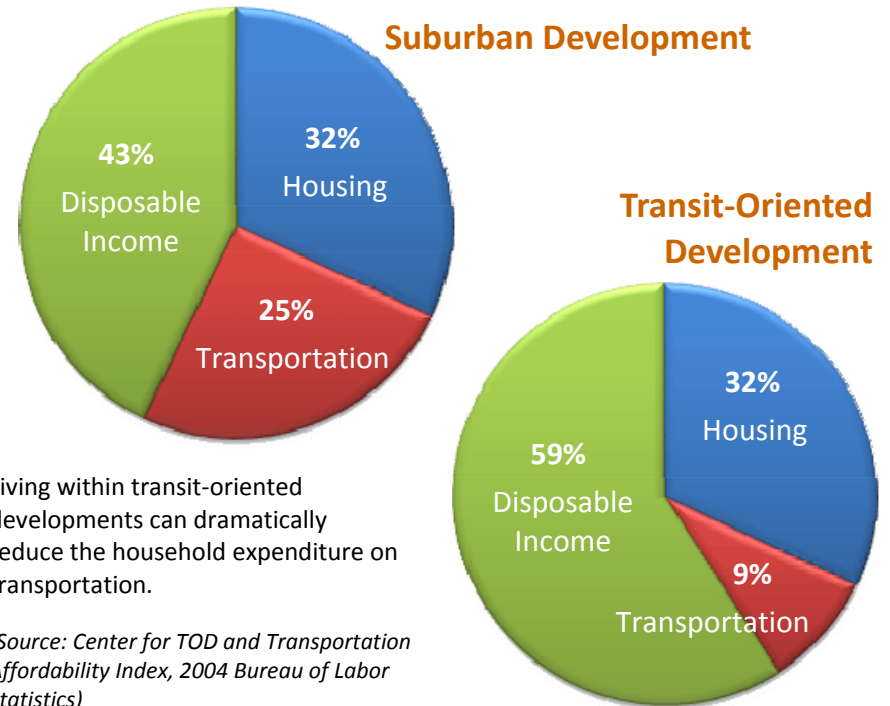
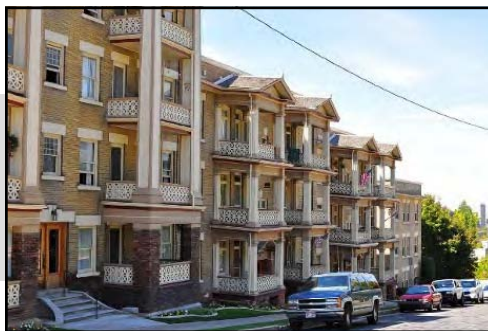
## Transit-Oriented Development and Sustainability

Transit-oriented development is inherently sustainable. Sustainability can be determined in different ways:

**Environmentally:** Recent studies in four California cities found that residents in a transit-oriented development (TOD) are five times more likely to ride transit than those who do not live in a TOD; and employees within a TOD are 3.5 times more likely to ride transit than employees who do not work within a TOD (source: Reconnecting America and the Center for Transit-Oriented Development). Another study by the Transit Cooperative Research Program found that people who live in a TOD use their cars half as much as the regional average. A decrease in private automobile usage decreases congestion on streets and reduces air pollution while accommodating inevitable future growth.

**Socially:** If designed right, transit-oriented development can have positive social impacts. The transit line can act as a main street that connects nearby neighborhoods. By creating safe and convenient walking and bicycling connections, people can get more exercise and increase their overall health. By incorporating Crime Prevention through Environmental Design (CPTED) techniques, natural surveillance increases and crime decreases. Creating a sense of place increases the level of pride that citizens and business owners have in their community, which can increase private investment and improve overall maintenance.

Apartment building with historic design that incorporates natural surveillance, one of the key CPTED principles.



**Economically:** Because TOD gives people options about how they spend their money, people can reallocate their personal expenditures. People have the option to spend less money on transportation costs, for example, which may make housing more affordable, increase savings, or free up more personal income for other necessary daily needs.

**Equitably:** Transit-oriented development provides people of all ages, incomes and abilities options on where they live, how they move, and where they are going. Those that are too young to drive or those that choose not to own or cannot afford a private vehicle can walk, bike or take transit in a safe, comfortable manner.



## Sustainability Concepts within TOD

Sustainability begins with a small project in a relatively small area and expands outward, eventually being adopted by neighborhoods seen along the corridor, and throughout the city. Certain concepts can be incorporated into the design of infrastructure, public spaces and new buildings. These concepts have the potential to improve the overall quality of life for a community by reducing energy consumption, improving air and water quality, and provide choices in lifestyle. The following concepts should be considered for all transit station areas:

- High performance infrastructure that provides efficient transportation options and waste removal;
- High performance buildings that require less energy to heat and cool;
- Effective storm water management that can reduce flooding and remove pollutants from runoff; and
- Sustainable materials that require less energy to create, come from renewable sources and can reduce maintenance and operating costs.



Renewable energy sources are a key component of building sustainable communities.



Storm water systems can be designed to serve multiple functions.

When these types of concepts are incorporated on a neighborhood basis, sustainable neighborhoods and communities are created. Expanding the use of these concepts can also reduce the long term costs of maintenance and operation of facilities, both for the private sector and public sector. Furthermore, some projects can be certified by third parties, most notably the United States Green Building Council's LEED certification program. The LEED certification system can apply to individual buildings as well as entire neighborhoods. Things that are considered as part of the LEED certification include building sites, water efficiency, energy consumption and efficiencies, building materials and resources, and locations and linkages. Building near a transit line, open space, and community resources is a major component of the LEED program.



LEED certified buildings incorporate energy savings, water efficiency, CO<sub>2</sub> emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts.

## Transit Station Area Types

Salt Lake City has a number of light rail stations, each with its own unique character. Many of the stations, however, have similar traits and development issues. These similarities can be used to create station types that help make long term land use, urban design and infrastructure decisions and illustrate how stations impact an area's functionality, its character, and the role it plays in the larger context of the city or region. The common characteristics include the types and scales of similar uses, the arrangement of streets and blocks, the role of mass transit in the area, and the physical context of the built and natural environment.

Station area types are important in creating zoning regulations for different areas. It is difficult to develop a one-size-fits-all approach to transit-oriented zoning due to the unique character of each area. For this reason, the *North Temple Boulevard Plan* identifies each station area as its own unique place. While some policies are consistent throughout the corridor, unique elements can be used to create development regulations that can address the specific development issues around each station and provide the an implementation tool to help the vision for each area and the corridor become a reality. Major principles that should be incorporated into each station area plan include:

- Mix of land uses
- Design standards and guidelines
- Circulation and connectivity
- Station access
- Public spaces
- Parking

## What is Station Area Typology?

A station area typology is a term used to describe the physical characteristic and future vision for a transit station. Those stations with similar characteristics and visions can be grouped into a single typology in order to improve development decisions . Along North Temple Boulevard, there are several different types of station areas:

- **Urban Center Station Area:** Transfer Station
- **Urban Neighborhood Station Area:** 800 West Station
- **Mixed-Use Employment Station Area:** 1950 West, 2200 West, and Cornell stations.
- **Special Purpose Station Area:** Fairpark and Airport Stations.



A Station Area generally includes the properties that are within a quarter-mile, or a 10 minute walk, of a station platform.



### Realities

The vision will only become a reality through strong partnerships between the various public and private sector entities. While the public sector is making a significant investment through the construction of the Airport Light Rail line and the improvements to North Temple Boulevard, the private sector is responsible for investing in the appropriate, quality redevelopment of the area, operating businesses, providing jobs, maintaining individual properties and patronizing businesses located in the corridor.

The community's vision anticipates that the areas in close proximity to the transit stations will see a high level of change over a period of 20 to 30 years. The change in the station areas will result in intense, compact development. The rate and intensity of change will decrease the farther away property is from a transit station, to the point that stable, single family neighborhoods will see little change over time. However, due to a neighborhoods proximity and access to a light rail line, it may increase the desirability of the neighborhood.

## Acknowledgements

The creation of the *North Temple Boulevard Plan* was completed through broad participation of the community, including property owners, residents, business owners, and interested stakeholders throughout the corridor and Salt Lake City.

Throughout the process, several entities have participated in the planning process, facilitated workshops, and provided general support to the entire process. Those entities include:

- Utah Transit Authority and their team of consultants;
- Utah Chapter of the American Planning Association;
- Utah Chapter of the American Institute of Architects;
- The Department of Metropolitan and City Planning at the University of Utah; and
- NeighborWorks Salt Lake.

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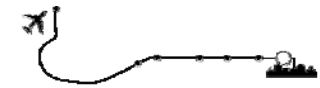
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# Viaduct Transfer Station Area Plan



**NORTH TEMPLE BOULEVARD**



# VIADUCT TRANSFER STATION AREA PLAN



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West High School's main entrance on 300 West.



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

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

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

Due to the unique nature of the Viaduct Transfer Station, the principles of the **Urban Design Framework Plan** are critical to creating a unique and special place around the viaduct and transfer station. The Viaduct Transfer Station is the only elevated station in the transit system, will be a major entrance to the City and a link between Downtown, the North Temple Neighborhoods and the Airport. The key principles are:

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

# Community Input

## June Workshop

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

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

## August Workshop

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

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

## February Workshop

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

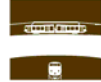
- Make the viaduct transfer station and commuter transfer station an iconic piece of urban infrastructure that create a memorable place for transit riders and the adjacent communities.
- Protect and strengthen the Guadalupe Neighborhood and Gateway Project.
- Inspire high quality development.
- Connections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

The public process included presentations to area schools.



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





## Existing Conditions

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

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



The four quadrants of the station area and its notable uses.

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

### Northwest Quadrant

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

### Southwest Quadrant

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

### Northeast Quadrant

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

### Southeast Quadrant

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

## Circulation

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

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

With the City's decision to rebuild the North Temple Viaduct, sidewalks and bike paths will be added. The rebuilt viaduct will be a filled structure, with a narrower opening over the railroad tracks. The opportunity for improved circulation in the area will be determined by the design of the new viaduct.

There are few bicycle lanes in the area with 600 West, 200 South and 300 North being the primary bicycle routes in the area. The North Temple viaduct is not currently very conducive to bicycling. However, the rebuilt Viaduct will include bicycle lanes on each side of the street. The new Viaduct will be much more friendly to bicycling.

## Key Demographics

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

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

### Demographic Data

Population	Dwelling Units	Jobs
2,333	969	7,801

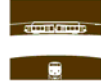
*(Source: 2000 U.S. Census)*

### 2030 Projected Demographic Data

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

*(Source: Wasatch Front Regional Council)*

# Viaduct Transfer Station Area



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

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

## Station Area Typology

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

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

## Viaduct Core Area

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

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



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

### Viaduct Transition Area

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

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



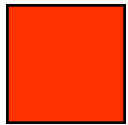
### Viaduct Stable Area

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

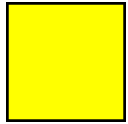
The Viaduct Transfer Station is unique because it has two stable areas that are very different from each other: the Gateway Neighborhood and the Guadalupe Neighborhood. The Gateway Neighborhood is more reflective of the scale and intensity of development that will likely occur in the Core Area. The Guadalupe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

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

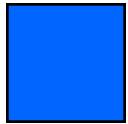
A model demonstrating one example of how the Viaduct Transfer Station Areas may develop. Heights are exaggerated to demonstrate the characteristics of the Core, Transition and Stable Areas.



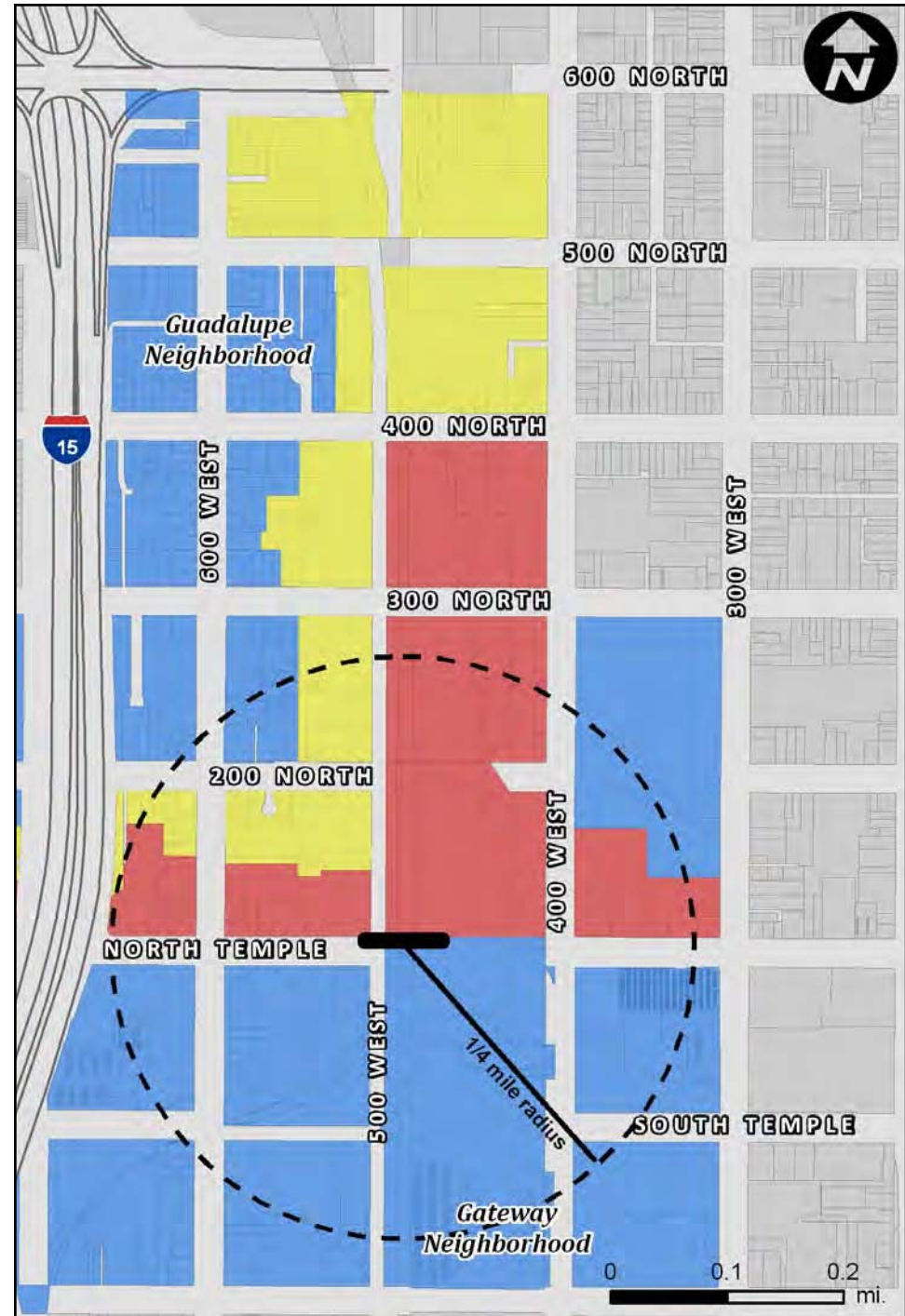
Parcels in **red** represent the Core Area, where an intense level of transit-oriented zoning is appropriate.



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



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



# Assets and Challenges

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

## Assets

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

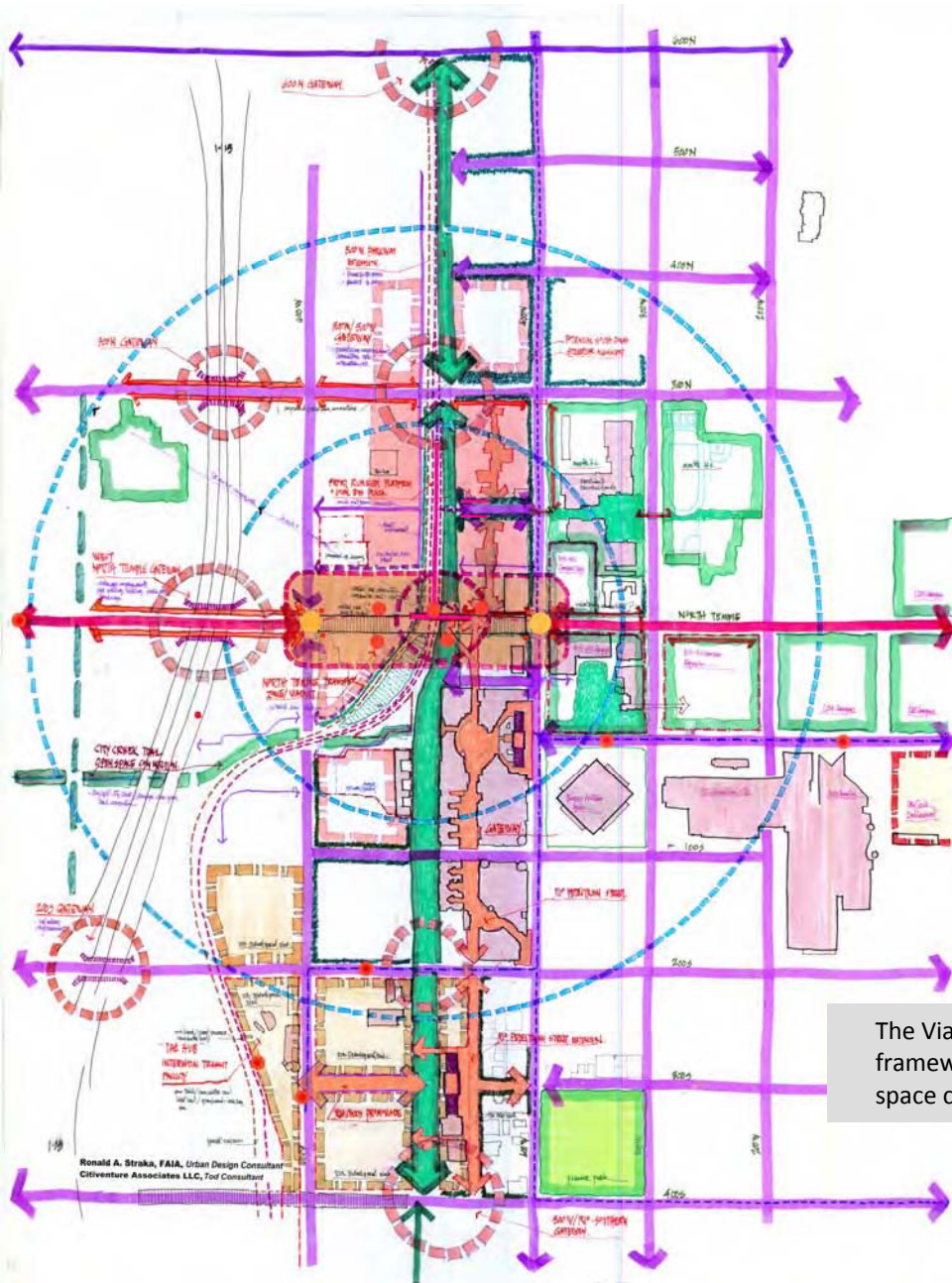
## Challenges

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



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





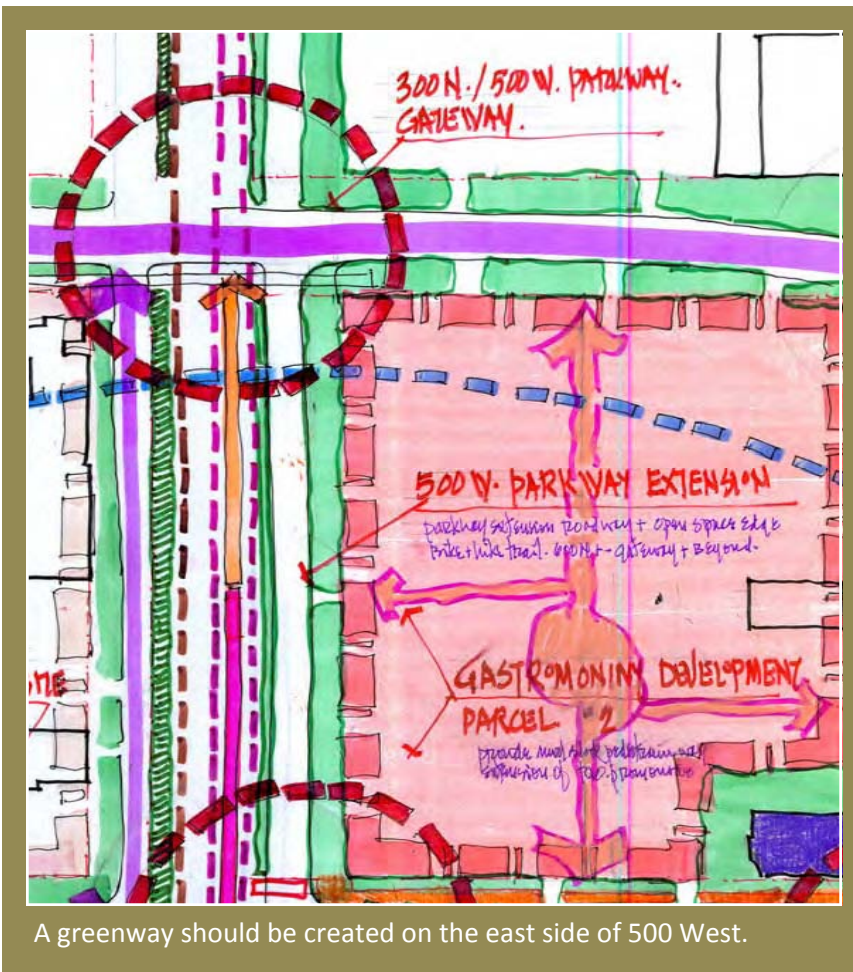
The North Temple Viaduct Transfer Station area is unique because of its location in the City and the region. The viaduct and the railroad tracks divide the area into four quadrants and the station platforms are separated vertically. Each quadrant has its own identity and development issues. When the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

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

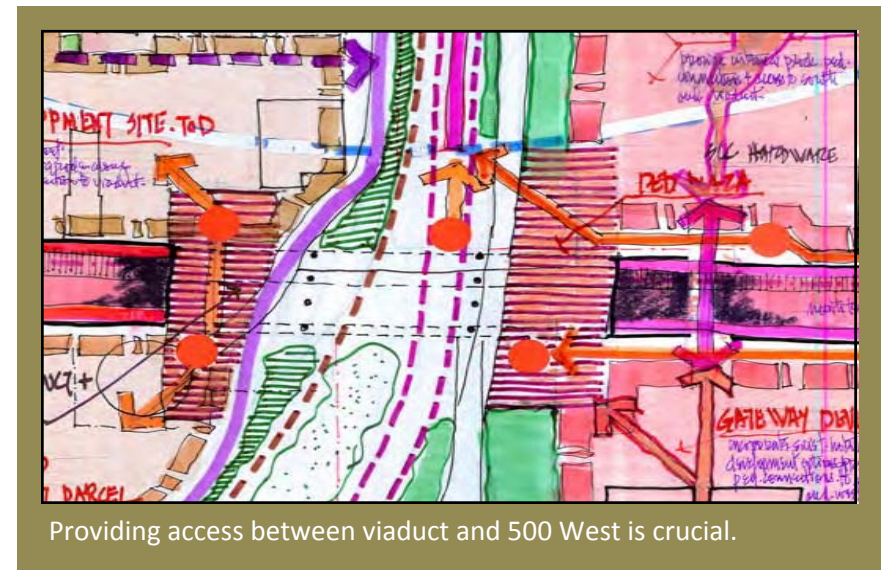
The Viaduct Transfer Station Area urban design framework, showing barriers (in red) and open space connections (in green).

## Key Concepts and Recommendations

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

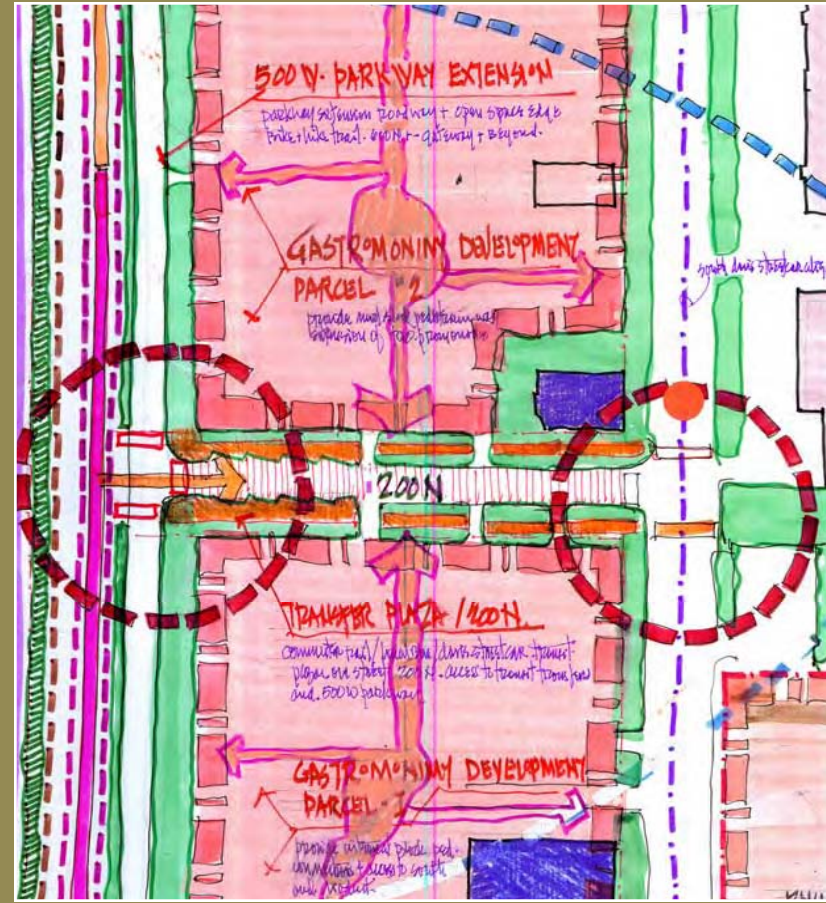


- 2. 500 West, west of the tracks:** There is no direct access to the transit stations from the west of the railroad tracks. The street does not have complete infrastructure. The following improvements would improve the character of the street and better connect the Guadalupe Neighborhood to the station platforms:
  - Install appropriate lighting, paving, curb, gutter, park strip and sidewalks.
  - Providing a new mid-block street to 600 West between North Temple and 200 North.
  - Providing pedestrian access adjacent to the viaduct at grade along UTA easement.
  - Providing pedestrian access, via a staircase, between the viaduct and 500 West.
  - Providing landscaping and screening between 500 West and the railroad corridor.
  - Activate the space under the viaduct with a plaza or other public space.



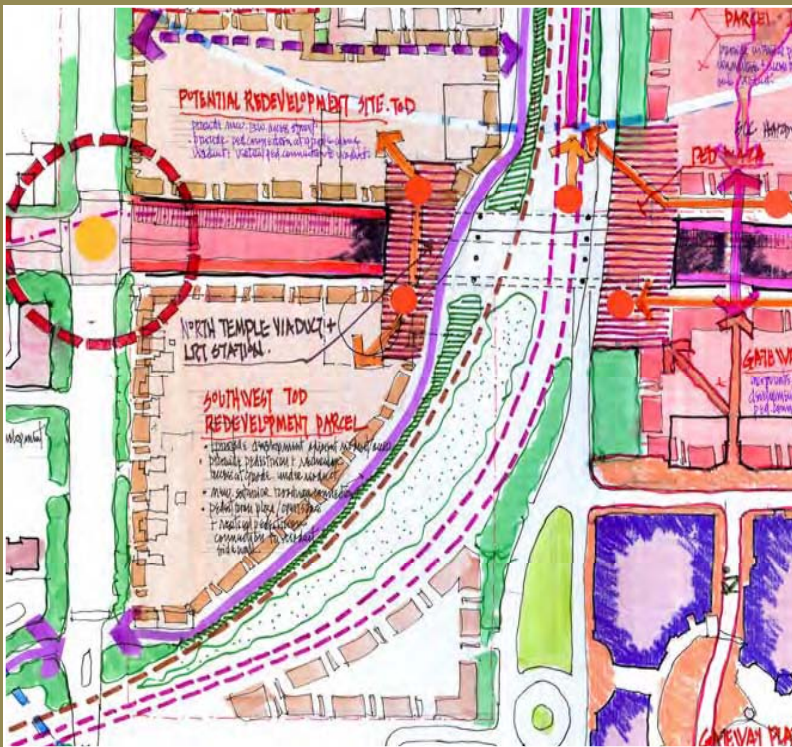


3. **500 West south of Viaduct:** The Viaduct and railroad tracks make it difficult to access the property directly south of the Viaduct and west of the railroad tracks. Access to this area could be improved by:
- Extending 500 West under the Viaduct along the railroad corridor to connect with 600 West.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



Extending 200 North to 500 West will improve connectivity.

4. **200 North:** Extending access along the abandoned 200 North right of way will improve access for pedestrians, bicyclists and automobiles if coordinated with the property owners development plans. It also could provide for an efficient location and effective transfer to buses from the transit stations.



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

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

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

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

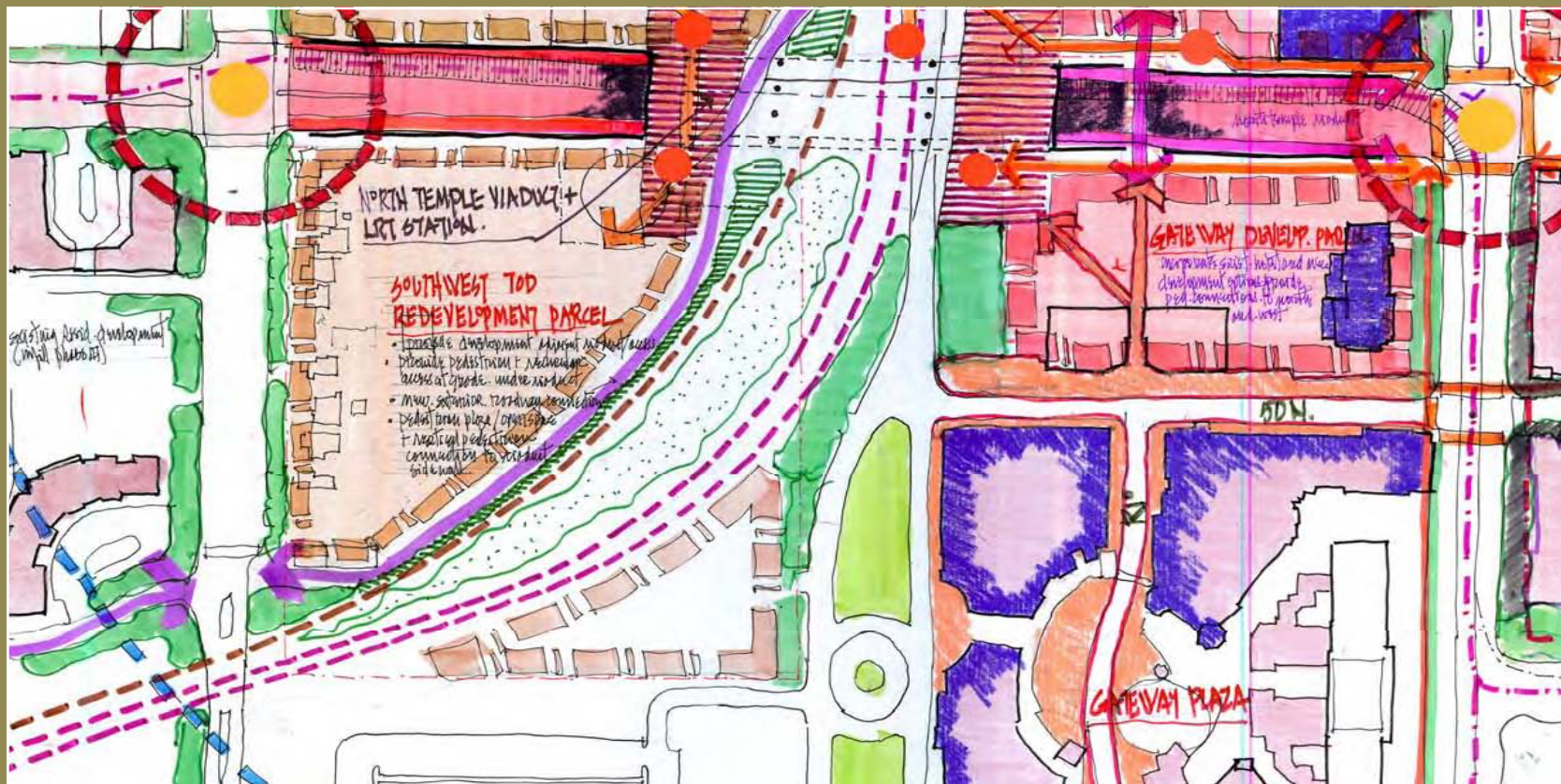
- a. The Viaduct should be designed as an iconic structure.
- b. The North Temple concept of “avenue of lights” should be continued across the Viaduct.
- c. The TRAX station should stand out from other stations because it is the only elevated station in the entire system and creates a great vista to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



Pedestrian connections from FrontRunner to 400 West are vital.

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

- 8. Rio Grande Street Connection:** Rio Grande Street extends from 400 South to 200 South as a public street and from 200 South to 50 North as a private street. Portions of the street are very vibrant and lively. Extending a pedestrian connection to the north of North Temple could improve the overall circulation pattern and vitality necessary for a vibrant pedestrian district. Options include creating a pedestrian tunnel under the viaduct, or integrating a pedestrian version of the street through future buildings to having a version of the street meander through the parcel eventually connecting to 400 West and 500 West.



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



# Viaduct Transfer Station Area Policies

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

## **Policy #1: Development**

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

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

- a. Develop land use regulations that help implement the agreed upon long term vision for the area, increases flexibility for mixed-use development, and uses incentives for development.
- b. Create a zoning system to ensure new development incorporates an acceptable level of design as outlined in the design standards and guidelines for the station areas.

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

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

## Policy #2: Connectivity

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

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

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

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



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

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

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

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

### Policy #3: Mix of Uses

#### *Intensify the mix of uses around the Viaduct Transfer Station.*

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

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

- a. Allow any use that is generally considered compatible with transit-oriented development.
- b. Identify auto-oriented and low intensity uses that should be prohibited around the Viaduct Transfer Station.
- c. Establish development standards that increase the level of compatibility between uses through appropriate building and site design standards.
- d. Allow single-use commercial buildings up to the allowed building height provided the building is designed in a manner that is consistent with adopted design guidelines and encourages street level activity throughout the day and evening hours.
- e. Allow residential densities that can help support the mass transit in the area and the station area as a regional destination.

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

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

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



## Policy #4: Placemaking

*Create safe, vibrant and useful public spaces.*

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

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

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

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



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

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

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

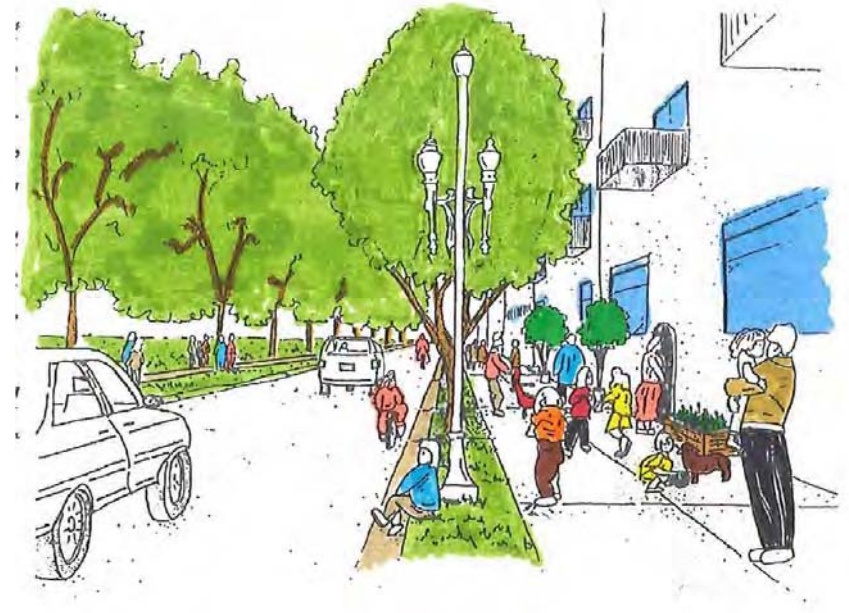
- a. Use quality materials, craftsmanship and design excellence for the viaduct, TRAX Station and FrontRunner Stations to ensure they are iconic elements.
- b. Work with UTA on the design of the Viaduct, TRAX and FrontRunner Stations to ensure that the sidewalks, platforms, and station canopy are attractive, accessible, well maintained, functional and provide adequate shelter from the weather.
- c. Use lighting not only to improve the safety of the area, but to help create a unique identity for the station platforms and viaduct.



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

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

- a. Extend a version of the 500 West parkway treatment north of the Viaduct, but do not require it to be located in the middle of the street.
- b. Use landscaping to soften the edges between the railroad tracks and adjacent Guadalupe neighborhood and future developments as well as along pedestrian and bicycle paths to create a more pleasant environment.



Landscaping is a vital element of pedestrian-friendly neighborhoods.



## Policy #5: Destinations

Enhance the station area as a regional destination, transit activity center and major entry point to the City.

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

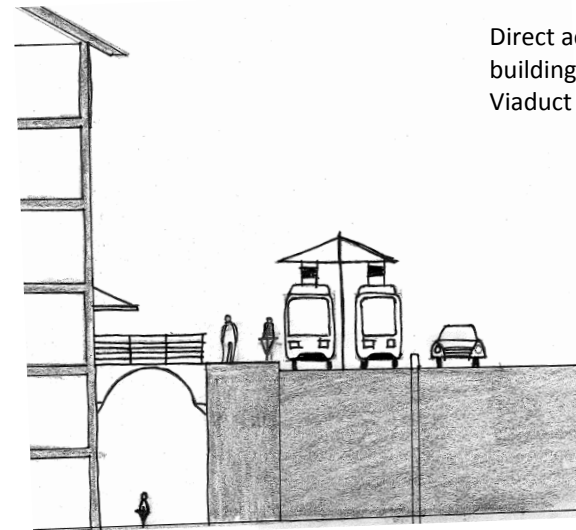
**Strategy 5-A: Use the existing destinations in the station area to encourage future development.**

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

**Strategy 5-B: Create development regulations that enhance the area as a regional destinations, but also has a dense, urban place where people live, work, shop and play.**

- a. Use development regulations that promote unique design materials, craftsmanship, open space, and connectivity that complements the regional destinations.
- b. Encourage building and site design that encourages people to explore the station area.
- c. Use way finding signs to direct people to the destinations in the station area and to other parts of Downtown.

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



Direct access from adjacent buildings to the North Temple Viaduct will add vitality.

*North Temple Viaduct*





## Key Projects and Follow Up Actions

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

### Rezone the Station Area

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

### Extend 500 West

500 West should be extended to the north under the viaduct in order to provide access to the light rail and commuter rail station platforms. Not only does this improve direct access, it also improves the connections between the station platforms and the Gateway development. Including edge landscaping continues a version of the 500 West open space corridor.

### Improve 500 West

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

### Bus Service

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

## **Billboards**

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

## **Support Art in the Community**

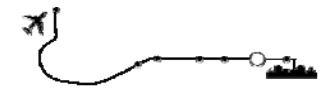
A local art community is beginning to form in the area. Supporting the arts in the community would help make the Viaduct Transfer Station Area unique and better unite adjacent neighborhoods with each other and transit. The youth in the area are particularly engaged in the arts. Several youth groups have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

## **Coordinate and Monitor the Transit Infrastructure**

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



# 800 West Station Area Plan



## NORTH TEMPLE BOULEVARD





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Landscaped medians along 800 West.

# Vision



The 800 West Station Area will become a transit-oriented neighborhood that is designed for the pedestrian, with safe, accessible streets, buildings with windows and doors next to the sidewalk, and public places where people can safely gather and interact with others. The area will be connected to nearby places through a series of sidewalks, bicycle paths, trails and streets that are safe, convenient, comfortable and interesting. North Temple is the common ground and Main Street between the Jackson, Euclid and Guadalupe neighborhoods and the station platform and connections to the platform act as an important center piece of a multi-cultural, diverse and sustainable community.

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

1. **Mobility:** Improve the pedestrian environment to create a walkable transit-oriented neighborhood.
2. **Mix of Uses:** Intensify the mix of uses around the 800 West Station.
3. **Placemaking:** Create safe, vibrant and useful public spaces.
4. **Residential Density:** Increase the residential density around the 800 West Station.

The 800 West Station's location in Salt Lake City's neighborhoods and rail system.



- Future TRAX Line / Stations
- Existing TRAX Line / Stations
- FrontRunner Line / Station
- JACKSON Community / Neighborhood





# Community Input

## June Workshop

The June workshop focused on the likes, dislikes, and future visions for the entire corridor. While the comments were directed for the entire length of North Temple Boulevard, several themes emerged that relate to 800 West:

- Mixed use around nodes.
- Improve the overall connectivity.
- Economic development opportunities for small, locally owned businesses.
- Increase housing with a variety of housing types, but protect the lower density neighborhoods.
- Change the perception of the west side image.
- Incorporate urban design into the corridor.

## August Workshop

The August workshop focused on those things that should be done now, those things that should be done in the future, and the big ideas that could be used to make each station unique. The comments received identified 800 West as an existing mixed use urban neighborhood that could be enhanced in the future with more residential density, enhanced diversity, and other exterior improvements to turn the station area into a gathering place. Desired improvements identified include more art, better architecture, more landscaping and more businesses.

## October Workshop

The topic of the October workshop was land use. Through a series of meetings with the public, key stakeholders and landowners, and major employers several principles were developed:

- More intense mix of uses on North Temple.
- Preserve stable neighborhoods.
- Make 900 West a neighborhood commercial street.
- Bring City Creek to the surface.
- Infill housing in undeveloped mid-block areas in Jackson neighborhood.
- Clean up I-15 underpass.
- Enhance the existing mix of uses in the Euclid neighborhood.

The comments received from the public workshops have been used to identify a vision for the station area, define what type of transit station the 800 West Station Area is, create land use policies, identify key projects and to recognize key characteristics of future zoning regulations.



# Existing Conditions and Context



## Existing Conditions in the Station Area

Today, the 800 West station area has an auto-oriented development pattern with a mix of land uses. There are two primary neighborhoods, Euclid and Jackson. Generally, North Temple at 800 West is defined by:

- Buildings set back from the street with parking lots in front;
- Large, auto-oriented business signs;
- Incomplete landscaping and unsafe sidewalks;
- Poor connections to areas beyond the station area;
- A lack of residential density to support more desired commercial uses; and
- Neighborhoods that extend to North Temple, the only location along the corridor where this happens.
- A block pattern and street network that promotes walking and bicycling.



**Euclid** is a small neighborhood south of North Temple, with a unique pattern of uses, characterized by:

- Residential, commercial and industrial uses side by side;
- Concentrations of single-family homes on the southern and eastern edges;
- The Fisher Mansion, a locally designated landmark site;
- Small streets that bisect many of the large blocks;
- A landscaped median on 800 West; and
- A lack of sidewalks, good roads, and curb and gutter.



**Jackson** is a large, stable, single-family neighborhood to the north of North Temple. It is characterized by:

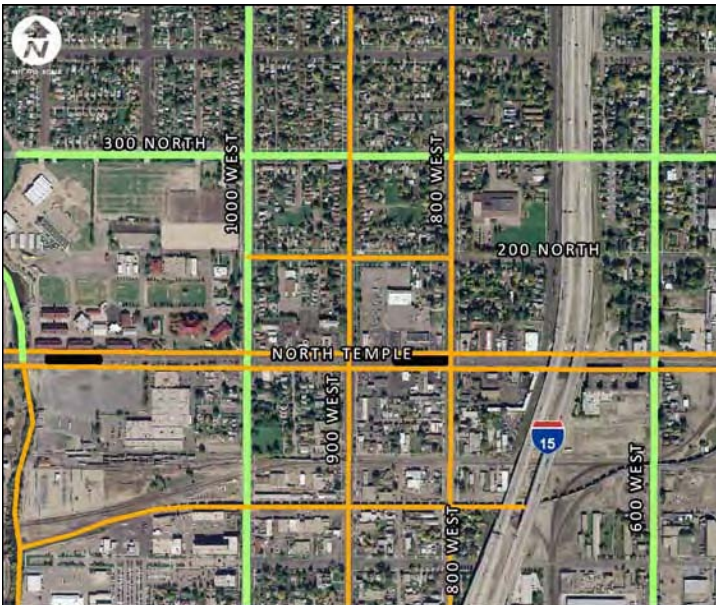
- Small streets that bisect many of the large blocks;
- Structures within the Northwest National Historic District;
- Mature street trees and landscaped park strips, with a landscaped median along 800 West; and
- Good sidewalks, roads, curb and gutter throughout the neighborhood.



## Streets and Connections

The 800 West Station Area has a well established street network that connects adjacent neighborhoods to North Temple. However, the area is separated from the Guadalupe and Gateway neighborhoods to the east by I-15 and the Poplar Grove neighborhood to the south by I-80. 900 West is the primary connection to neighborhoods north and south of the station area, while North Temple is the major east/west connection to Downtown and areas west. There are few connections under the interstates. The underpasses generally include an integrated curb and sidewalk and poor lighting.

The Euclid neighborhood is divided by a heavy freight rail line that creates a barrier between the southern and northern parts of the neighborhood. In some areas of the Euclid neighborhood, infrastructure such as curb, gutter and sidewalk is missing. There are few bicycle lanes in the area, with 1000 West being the primary bicycle street.



There are many options of improving the overall connectivity throughout the 800 West Station Area. Existing bicycle lanes (green) can be complemented with future bicycle lanes (orange).

## Key Demographics

Basic demographic data for the 800 West station area and adjacent neighbors indicate major changes in the number of people, dwelling units and jobs over the next 20 years. The area could add more than 3,000 new residents, almost 4,600 new dwelling units, and 4,000 new jobs. These numbers are based off of existing US census data as well as projections done by the Wasatch Front Regional Council, an entity who is charged with planning short, medium and long term transportation projects based on future growth scenarios. Many factors will contribute to the actual changes over time, including market trends, but it is important to anticipate the potential growth. Salt Lake City must plan for necessary infrastructure improvements and services to support increases in residents and workers. Attracting new residents to the area through increased density around the transit stations helps preserve existing neighborhoods, protects property values, supports local businesses and enhances the quality of life.

### Current Demographic Data

Population	Dwelling Units	Jobs
5,182	1,720	3,387

(Source: 2000 U.S. Census)

### 2030 Projected Demographic Data

Population	Dwelling Units	Jobs
8,358	6,409	7,716

(Source: Wasatch Front Regional Council)

# The 800 West Station Area



A *station area* is the space that surrounds a transit station. The station platform is the center of the area and the places that are generally within a 5 minute walk from the platform, approximately ¼ of a mile make up the remainder of the station. The 800 West Station is unique because it has a well established block and street pattern that promotes walking and bicycling. The existing uses, such as the locally owned restaurants, coffee shops and grocery store establish a solid foundation for creating a more diverse and intense mix of uses.

## Station Area Typology

The 800 West Station Area displays characteristics most commonly found in an **Urban Neighborhood Station**. This type of station area is characterized by the presence of an established neighborhood within or adjacent to the station area, an existing mix of uses and building types with different densities and intensities, a mix of transit services, and an existing block and street network that is compatible with transit-oriented development.

Within this type of station area are three distinct areas: the Core, Transitional, and stable areas. The core area is comprised of those areas that are the closest to the station platform and likely to see the biggest change. The transitional area are those areas that could see some change, but the intensity and scale of new development is less than what could occur in the Core. The Stable area are those properties that have well established land uses that are an asset to the station area or are likely to see minor development pressures as a result of the transit station being relatively close by.

## 800 West Core Area

The Core Area is comprised of the land closest to the station and most likely to see significant changes over time. Based on feedback received throughout the planning process, appropriate zoning regulations might include:

- Multi story buildings up to 7 stories in height, potentially more through the use of zoning incentives;
- Building design based upon design guidelines;
- Increased pedestrian activity;
- Buildings with multiple uses, such as ground floor retail with residential above;
- Buildings pulled closer to the sidewalk with doors and windows adjacent to the sidewalk;
- Reduced parking requirements with parking located behind buildings or in structures; and
- More diverse activities on the sidewalk, such as outdoor dining.



A model of what 800 West might look like in terms of building form and size. Building heights are exaggerated to show the differences in intensities.

## 800 West Transitional Area

The Transitional Area is the area that will see some change over the next 20 years, but the change will generally be smaller scale and less intense than the Core Area. Future development within this area should be used as a transition between North Temple and the neighborhoods nearby. Zoning regulations that could accomplish this would include the following characteristics:

- A mix of housing types, ranging from 3-4 story multifamily developments to single-family homes;
- A buffer between the Core and Stable areas;
- A mix of uses including residential and commercial uses that are less intense than what is found in the Core area;
- Buildings that are located at or near the sidewalk, possibly with landscaped yards or outdoor dining; and
- Parking located to the side or behind buildings.



The Euclid neighborhood is a transitional area with a wide range of land uses.

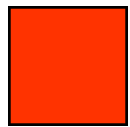
## 800 West Stable Area

Zoning regulations should be aimed at maintaining the existing development characteristics while allowing appropriately scaled residential infill development. Minor changes happen within the existing development pattern and are consistent with the overall scale of the surrounding structures. These areas may see smaller scale development, such as

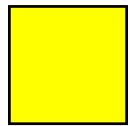
- Infill development such as twin homes and attached single-family dwellings, primarily in mid-block areas that are currently underdeveloped or under-utilized; and
- New development that is compatible in terms of scale to existing development in other parts of the Stable Area.



There are opportunities for infill development in the interiors of the blocks in the Jackson neighborhood. The 800 West and 900 West blocks between 200 and 300 North are examples.



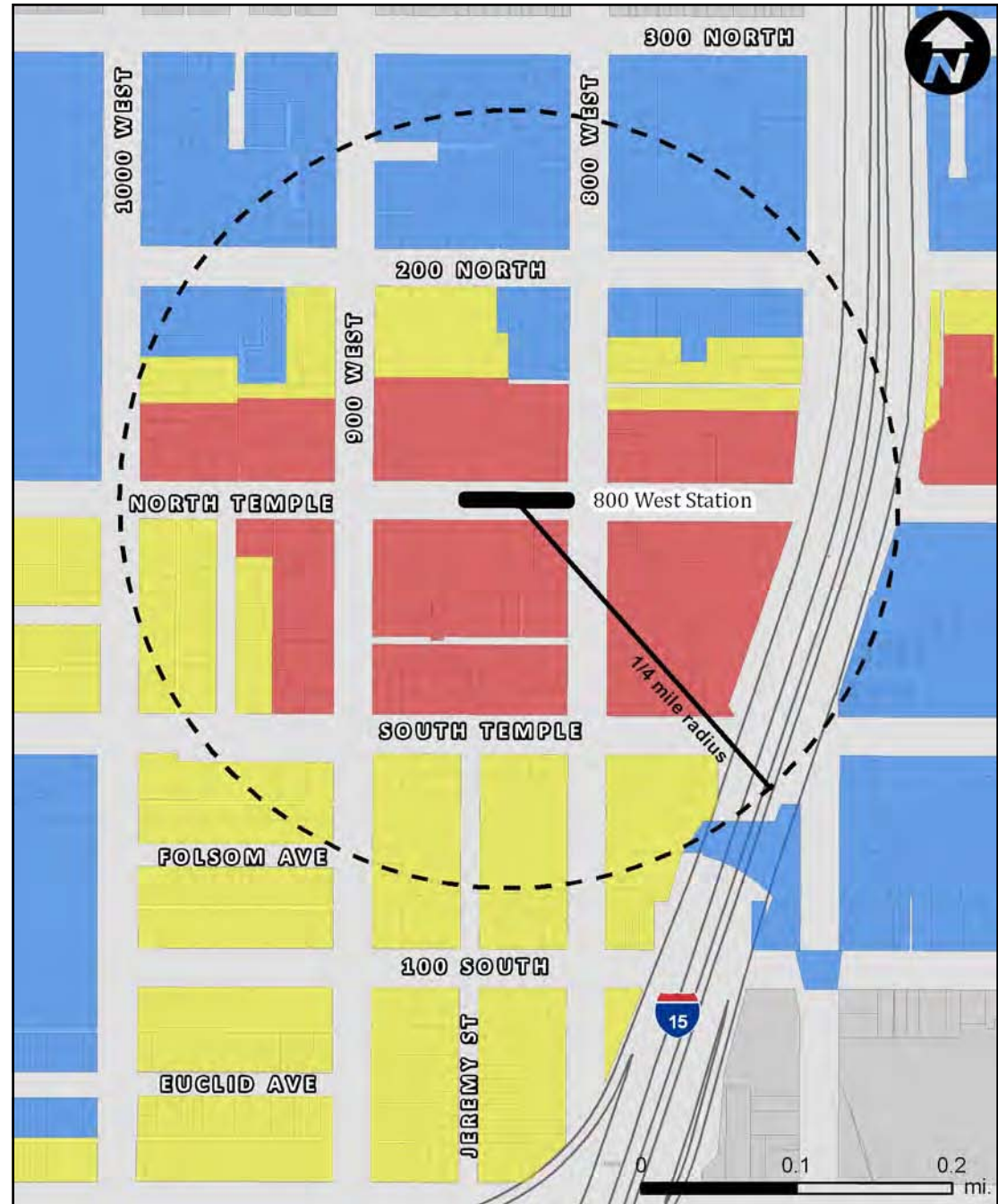
Parcels in **red** represent the Core Area, where an intense level of transit-oriented zoning is appropriate.



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



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





# Assets & Challenges

Like any developed corridor with a long history, North Temple presents a variety of both assets and challenges for redevelopment. The assets and challenges of 800 West, summarized below, were defined by the people who live, work and operate businesses in the area during workshops and conversations.

## Assets

- Popular local business such as the Red Iguana;
- Existing street grid and connections throughout the station area;
- Churches in the Jackson neighborhood;
- Jackson Elementary;
- Closest station to Downtown;
- Landscaped medians on 800 West;
- Relatively small blocks in the Euclid neighborhood promote walkability;
- Diverse land uses in Euclid;
- Well-preserved single family homes on 1000 West block of Euclid Avenue; and
- The main entrance to the Fairgrounds at 1000 West.



From top to bottom: the Red Iguana restaurant, landscaped medians on 800 West, and single-family homes in Euclid.

## Challenges

- Auto-oriented land uses;
- Parking lots occupy more than 50% of the land along North Temple;
- I-15 underpasses and sound walls;
- Lack of connections to Gateway neighborhood;
- Freight rail line;
- Crime, such as drugs and prostitution;
- Lack of public infrastructure in some parts of the Euclid Neighborhood;
- Too small a residential population to support more diverse commercial uses; and
- Fairgrounds is not integrated into the community.



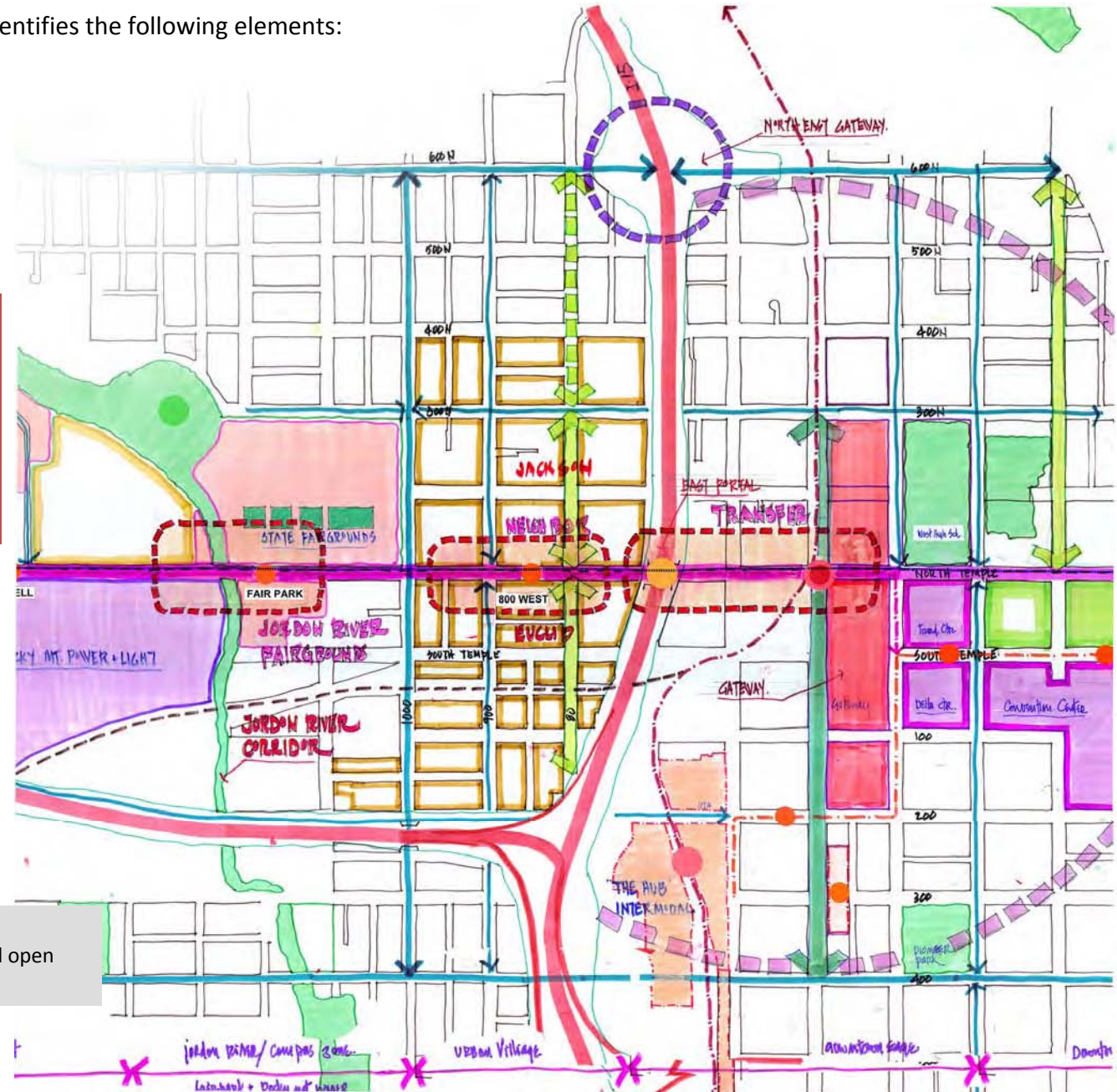
# Urban Design Framework



The Urban Design Framework Plan identifies the following elements:

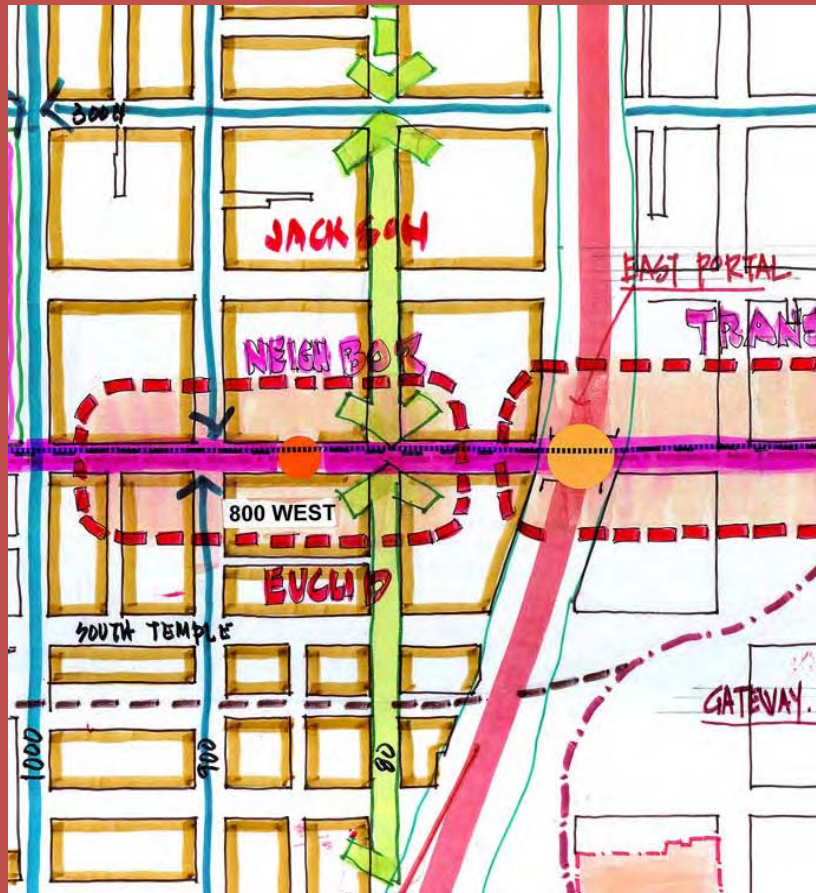
- Mobility & Connectivity
- Open Space Network
- Public Improvements
- Adjacencies

The Urban Design Framework Map identifies those elements, such as the block pattern and size, that establish the framework for future urban design improvements.



The 800 West Station Area urban design framework, showing barriers (in red) and open space connections (in green).

The purpose of the Urban Design Framework Plan is to identify those elements of the built environment that impact where people go and how they get there. Once these elements are identified, then the community can begin to focus on the infrastructure that impedes movement and discourages visits to certain destinations. This framework envisions a larger area than the station area plan because the destinations are often located outside of a station area, such as the Gateway, City Creek Center or Downtown.



## Key Recommendations

1. **Bridge Barriers:** Existing infrastructure creates physical barriers that prevent people from easily travelling outside of the station area, particularly to the Gateway Development, City Creek Center, LDS Campus and the Guadalupe neighborhoods to the east and the State Fairpark and Jordan River Parkway to the west.
  - Improve the streets, sidewalks, bicycle lanes and pathways between the 800 West Station Area and the destinations on the periphery of the station area.
  - Utilize wayfinding signs to mark convenient and safe pathways into and out of the station area.
2. **Connect the Open Space Network:** Bringing City Creek to the surface along the abandoned Folsom Avenue rail line and creating an associated trail system would improve the overall connectivity of the Station Area, Downtown and the Jordan River Parkway.
3. **Public Improvements:** Ensure that all streets have complete infrastructure, including bicycle lanes, park strip where space allows, curb, gutter and sidewalk. Innovative techniques and designs for such things as collecting storm water should be used where appropriate.



The policies for the 800 West Station Area are based on the future vision for the station area, which was developed through a series of workshops with property owners, stakeholders, and city staff. The policies incorporate the Transit-Oriented Development Principles outlined in the introduction to this plan. These policies will guide future infrastructure improvements and land use decisions and will provide the regulatory framework for development. Each policy has a number of specific strategies and action items that will foster and implement the policy.

## **Policy #1: Mobility**

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

Mobility refers to the manner in which people get from one place to another. Providing people with transportation options is a key principle for transit-oriented development. This means providing safe, comfortable and interesting facilities for pedestrians, bicyclists and other similar modes of travel, while also providing appropriately designed and located facilities for motor vehicles. Mobility is critical to the function of a neighborhood. It affects the business community, which relies on motor vehicles as the primary mode of transportation for a significant number of customers and daily needs, such as deliveries and residents who may need an automobile to travel to work, school or for daily needs.

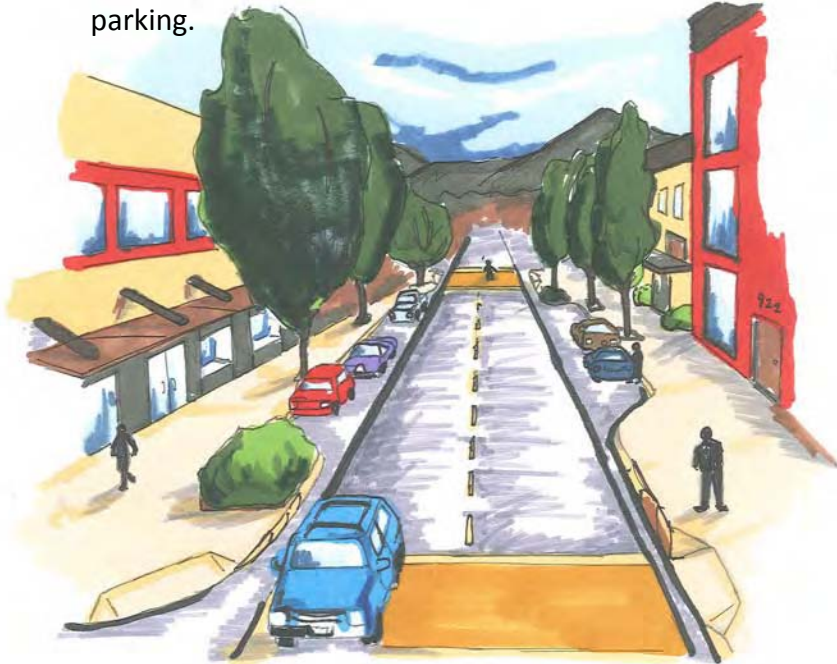
**Strategy 1-A: Develop design guidelines that focus on creating a pedestrian-friendly environment while still accommodating automobiles.**

- a. Develop handouts for developers which include the vision for the station area and a checklist that can be used to determine to what degree a project implements the community vision and goals for that area.
- b. Use a performance based point system to ensure new development incorporates an acceptable level of design guidelines. The point system should be incentive-based.



**Strategy 1-B: Effectively manage parking around the station.**

- a. Ensure that parking does not interfere with pedestrians by locating it to the side or rear of buildings and include safe pedestrian paths to the front of the building. When located to the side, the parking should be set back so it is behind the front wall of the building and in the side yard.
- b. Provide parking for other vehicles, such as bicycles or scooters, and space for drop-off and pick-up locations for transit riders.
- c. Establish minimum and maximum parking standards for all new development.
- d. Consider on street parking layouts that create the most parking stalls and the least amount of conflicts.
- e. Over time, establish criteria to develop a public parking structure in the area to support local businesses.
- f. Over time, transition from surface parking to structured parking.



Allowing on-street parking in mixed use areas helps commercial businesses and could result in new developments not having to build surface parking lots.



A cross-section of North Temple after Airport Light Rail construction shows a complete street, with space for pedestrians, bicyclists, cars and transit.

**Strategy 1-C: Design and build complete streets throughout the station area to accommodate all users, with emphasis placed on the safety and security of pedestrians and bicyclists.**

- a. Build streets with complete infrastructure that includes vehicle travel lanes, bicycle lanes, parking where space allows, curb and gutter, park strips where appropriate, and adequate width sidewalks as new development occurs.
- b. Design streets with the safety of pedestrians and bicyclists in mind. Include clearly marked sidewalks, appropriate crossing signals, bulb-outs at anticipated pedestrian routes, and adequate street lighting and sidewalk lighting on North Temple.
- c. Explore the possibility of building a one-way street couplet along City Creek for Folsom Avenue between 900 West and 1000 West to foster safety for the park and provide access to development along the corridor.
- d. Identify appropriate locations for mid-block walkways and crosswalks on North Temple.

## Policy #2: Mix of Uses

### *Intensify the mix of uses around the 800 West Station.*

Successful transit-oriented station areas include a mix of uses, including commercial, office, residential and, in some cases, light industrial, that create options for people. The uses are arranged and placed in areas where they can take full advantage of the light rail. A broad mix of uses provides people with choices on where to live, shop and work.



Uses can be mixed vertically (between floors) and horizontally (between buildings or entrances).

**Strategy 2-A: Create standards that produce compact, dense and intense development closer to the station and less intense, compatible development adjacent to stable single-family neighborhoods.**

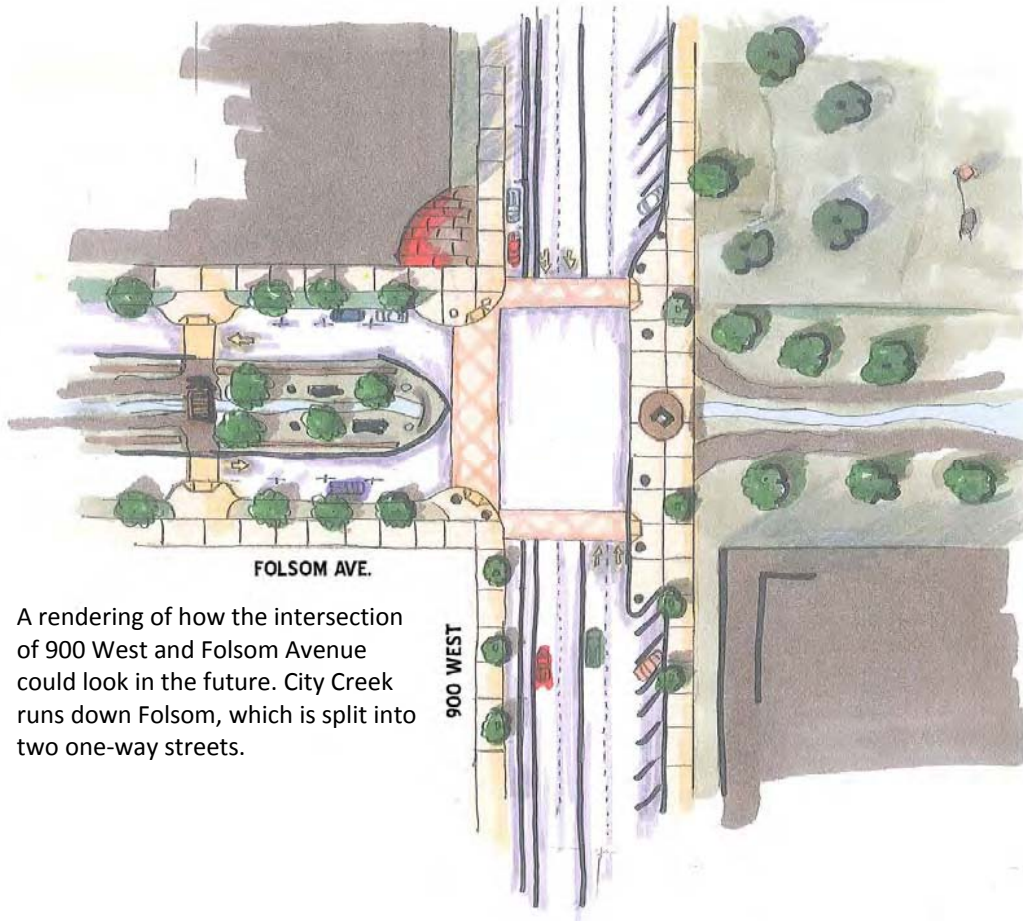
- a. Establish standards for minimum lot coverage, building setbacks and building design that will create a vibrant, active and safe pedestrian environment.
- b. Establish both minimum and maximum building heights in the station area, with the tallest buildings being located closer to the station platform on the north side of the Boulevard and shorter buildings on the south side. Building heights near the platform should be set to accommodate up to six floors.
- c. Develop regulations that require development to “step down” as it approaches stable, single-family dwelling areas, such as the Jackson neighborhood or the 1000 West block of Euclid Avenue.
- d. Use zoning incentives to promote vertical mixed use in the Core Area.
- e. Require the removal of billboards as properties redevelop and prohibit new billboards in the station area.

**Strategy 2-B: Identify transit-friendly land uses that are appropriate in the station area.**

- a. Allow any use that is generally considered compatible with transit-oriented development.
- b. Identify auto-oriented and low intensity uses that should be prohibited around the 800 West Transit Station.
- c. Establish development standards that increase the level of compatibility between conflicting uses through appropriate building and site design standards.
- d. Allow single-use commercial buildings up to the allowed building height provided the building is designed in a manner that is consistent with adopted design guidelines.

**Strategy 2-C: Allow for intense mix of uses in the Euclid neighborhood.**

- a. Encourage live/work units throughout the Euclid neighborhood.
- b. Rezone the Euclid neighborhood to a mixed use zoning district that allows a wide range of uses with appropriate scaled buildings.
- c. Develop Folsom Avenue between 900 West and 1000 West into a “neighborhood center” with commercial corners and residential development fronting the City Creek Corridor.



A rendering of how the intersection of 900 West and Folsom Avenue could look in the future. City Creek runs down Folsom, which is split into two one-way streets.

**Strategy 2-D: Create a neighborhood commercial district along 900 West.**

- a. Maximize on-street parking along 900 West to improve its economic vitality as a neighborhood commercial street.
- b. Improve the infrastructure, including curb and gutter, park strips, street lighting, and sidewalks along 900 West as development occurs.
- c. Create a neighborhood focal point at the intersection of 900 West and Folsom Avenue at the planned City Creek open space corridor.
- d. Locate prominent buildings on the corner of 900 West and North Temple to identify the importance of the intersection.
- e. Erect monuments at the corner of 900 West and North Temple to identify the Jackson and Euclid Neighborhoods.
- f. Establish standards for 900 West that allow building designers to use innovative design to orient buildings to the street.

A small neighborhood commercial district, recommended for 900 West, typically includes small scale buildings with storefronts located close to the sidewalk, street trees, lighting and on- street parking.



### Policy #3: Placemaking

#### *Create safe, vibrant and useful public spaces.*

The public spaces within the station area help create a sense of place and are important to the creation of urban “living rooms.” In the 800 West Station Area, the station platform is a distinct public space, which is connected to other living rooms throughout the station area. North Temple becomes the common area between the Jackson, Euclid and Guadalupe neighborhoods. In order for public spaces to be successful, they need to be safe, be used in diverse ways, and provide amenities to make people feel comfortable.



A rendering of a potential streetscape at 1000 West and North Temple.

#### **Strategy 3-A: Recognize streets as being important public spaces.**

- a. Create regulations that require buildings to be oriented toward the street, with doors and windows opening on the street and parking located behind or to the side of buildings.
- b. Set back buildings 15 feet from the property line to allow for street level activities, such as outdoor dining.
- c. Acquire adequate right of way as properties redevelop to install an eight foot wide park strip and ten foot wide multi-use pathway.
- d. Encourage a range of activities in and around public spaces to allow for natural surveillance, people watching, and active uses.

#### **Strategy 3-B: Identify key elements of desirable public spaces.**

- a. Public spaces should be designed to allow for a wide array of activities.
- b. Public spaces on private property, such as plazas at building entrances, should be inviting, comfortable and distinguishable from public property.
- c. Elements in public spaces should be appealing to the senses. This can be accomplished by using materials of various colors or textures, adding features that create sound and movement (such as water features or elements that move in the wind), and using native landscaping materials that produce different scents, or textures.
- d. Incorporate various types of art, inspired by the local community, into public spaces.



The City Creek Corridor (above) would be part of the open space link between the mountains, Downtown, the Jordan River, and ultimately the Great Salt Lake (right).

**Strategy 3-C: Bring City Creek to the surface along the abandoned rail corridor on Folsom Ave.**

- a. Develop design guidelines for the City Creek Corridor that focus on creating a safe, convenient, well-lit open space and trail system that will be a unique place in the City.
- b. Establish a program for the City Creek Corridor that will ensure the corridor can be used for a wide range of activities and by people of all ages and abilities.
- c. Require that all development along the City Creek Corridor and Folsom Avenue be oriented toward the open space to provide “eyes” on the park.



**Strategy 3-D: Relocate the existing Madsen Park to a new location on 900 West.**

- a. Explore various funding sources to acquire the necessary land and to build a public green space on 900 West to make the park more centrally located in the Euclid neighborhood.
- b. Encourage development around the park with a mix of residential and commercial uses that will maximize the use of the park and increase natural surveillance of the park.
- c. Design the park to accommodate a wide range of activities for people of all ages.
- d. Invite the community to actively participate in the planning and design of the open space.

**Policy #4: Residential Density**

**Increase the residential density around the 800 West Station area.**

In order to turn the 800 West Station area into a transit-oriented and pedestrian-friendly environment and to create a successful business district in the area, the overall residential density of the area must be increased. Housing options should be incorporated into the transit station with different housing types creating a diverse mix of options which in turn will help create a diverse community.

**Strategy 4-A: Allow residential uses on the ground floors of buildings.**

- a. Encourage developers to provide a mix of uses throughout a development, but do not require special approvals for residential uses on the ground floor.
- b. Ensure that first-floor residential development is safe and secure for residents by requiring appropriate landscaping, façade design and entrance design.

**Strategy 4-B: Establish a minimum residential density for new development located within the station area.**

- a. Set a goal of establishing a minimum of 20 dwelling units per acre in the core of the station area and a minimum of 10 dwelling units per acre in the transition areas of the station area. Research on transit oriented development suggests that 20 dwelling units per acre is the minimum density required to start supporting mass transit.
- b. Define a density pattern in the station area that is most intense around 800 West and 900 West and gradually decreases in intensity away from those intersections.
- c. Work with developers to ensure they provide appropriate densities without sacrificing open space or other amenities.



Residential uses on the first floor can be designed to be safe and secure. This rendering shows steps leading up to the main entrance, windows and doors on the street and parking that is partially underground and screened by vegetation.

Desired Density	Total Acres	Dwelling units per acre	Total needed to meet desired
<b>Core</b>	37	50	1,850
<b>Transitional</b>	32	30	960

Minimum Density	Total Acres	Dwelling units per acre	Total needed to meet minimum
<b>Core</b>	37	20	740
<b>Transitional</b>	32	10	320

**Strategy 4-C: Establish clear guidelines for residential development and redevelopment around 800 West.**

- a. Create design guidelines for new residential development and redevelopment within the station area.
- b. Establish zoning regulations to determine if a project adequately includes the principles of good transit-oriented development and adequately transitions to and buffers existing neighborhoods.

**Strategy 4-D: Allow for greater residential densities where appropriate.**

- a. Encourage higher-density development in Euclid and along the north side of North Temple to accommodate density while continuing the policy of lower density residential in the Jackson Neighborhood.
- b. Allow for flexibility in terms of building setbacks, parking requirements and heights to encourage a variety of housing types.
- c. Use zoning incentives to promote vertical mixed use buildings, such as more building height or increased densities for including ground floor retail.
- d. Explore the opportunity for developing incentives for developers wishing to provide affordable units and varied housing types in developments.
- e. Allow for appropriate residential development on undeveloped mid-block parcels.

Building Design		Y	N	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>			Do windows and doors of proposed buildings face the street and/or public parks and plazas?
<input checked="" type="checkbox"/>	<input type="checkbox"/>			Are buildings placed and designed to encourage access to the rest of the neighborhood?
<input checked="" type="checkbox"/>	<input type="checkbox"/>			Are building designs interesting by themselves and visually appealing?
<input checked="" type="checkbox"/>	<input type="checkbox"/>			Do buildings include the use of high-quality, sustainable materials and energy efficient design?
<input checked="" type="checkbox"/>	<input type="checkbox"/>			Do buildings include the use of high-quality, sustainable materials and energy efficient design?
<input checked="" type="checkbox"/>	<input type="checkbox"/>			Do buildings respect the scale and design of existing development and other planned development?
<input checked="" type="checkbox"/>	<input type="checkbox"/>			Do buildings come all the way to the street or build-to line?
<input checked="" type="checkbox"/>	<input type="checkbox"/>			Do buildings avoid placing blank walls along sidewalks and walkways?

A simple example of a checklist that can be used to determine how well the principles of transit-oriented development are integrated into specific projects.

Variety in housing means more options and a diverse population . These images are intended to show a broad range of building types, and not specific recommendations.



Multi-level attached single-family dwellings



A duplex next to a single-family dwelling



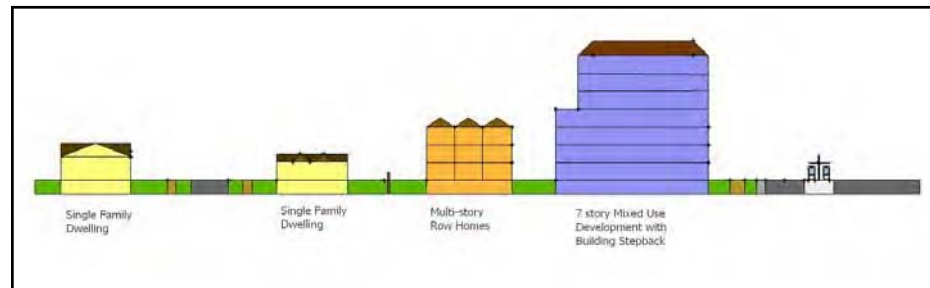
Single-family infill development on a narrow lot



Vertical, high-density multi-family dwellings near a transit station

**Strategy 4-E: Provide a range of housing options within the Core, Transitional and Stable areas.**

- a. Protect the low density enclave on the 1000 West block of Euclid Avenue with transitional regulations on height and bulk of new development.
- b. Require appropriate buffering and spacing for new residential development from incompatible uses.
- c. Promote live/work spaces throughout the station area.
- d. Allow undeveloped or underutilized mid-block areas in the Jackson neighborhood to be developed with a variety of appropriately scaled housing types, such as twin homes or attached single-family dwellings.



Gradually decreasing building height and using step backs on taller buildings can decrease the impacts related to building height.





## Key Projects & Follow-up Actions

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

### Rezone the Station Area

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

### Build a “Signature Project” at North Temple and 900 West

The North Temple and 900 West intersection is a highly visible intersection in the 800 West Station Area. This is a prime spot for a “signature project” that incorporates the best practices for transit-oriented development and serves as an example for future development in the core of the station area. Depending on the design and uses, this type of project could address several of the challenges identified earlier, including reducing auto-oriented uses, reclaiming parking lots for more intense use and improving the outside perception of the area.



Appropriate zoning can produce development that is consistent with the vision of the station area.



A highly visible project located near the station platform can serve as an example for future development in the core area.

## Finalize and Develop the City Creek Corridor

The daylighting of City Creek along the abandoned Folsom Avenue rail line to the Jordan River is a public infrastructure project that would improve the connections between the Euclid neighborhood and Downtown. A trail associated with the day lighting project would also be a major link in a regional trail system, connecting the Bonneville Shoreline Trail, City Creek Canyon, Downtown and the Jordan River Parkway and communities north and south of Salt Lake City.

The specific design may vary block by block due to variations in the size of the right-of-way. The corridor would also intersect a new public park proposed at 900 West and Folsom Avenue. This would provide a suitable rest area for bicyclists and runners while providing opportunities for recreation in the neighborhood. It may also be worthwhile to explore the possibilities of establishing a trailhead at City Creek near I-15 with educational and historic information regarding City Creek and North Temple.

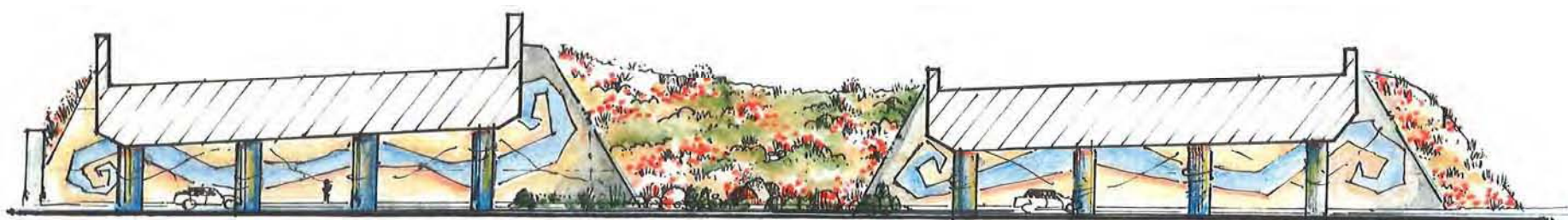
Folsom Avenue, a mid-block road between 900 West and 1000 West, provides an opportunity to create a focal point in Euclid. The right-of-way on Folsom Avenue is wide enough to allow for coupled one-way streets surrounding the City Creek Corridor with on-street parking and park strips. Development on either side of Folsom Avenue would have to be respectful of existing development.



The City Creek Corridor could be the centerpiece of a citywide open space network.

## Improve Interstate Underpasses

I-15 and I-80 create major barriers between the neighborhoods on the west side of the interstate and the neighborhoods on the east side. The Guadalupe Neighborhood is further separated by the major rail corridor to the east and the Interstate to the west. The underpasses are portals into the communities and the first thing people see when they enter the community and the last thing they see when they leave. One example of how to improve these barriers exists at the 300 North underpass where the art project “Pillars of the Community” is located. The neighborhood’s underpasses at North Temple, 900 West and 200 South should be enhanced with adequate lighting and the concrete decorated with art to create a community landmark. Improving the underpasses provides safer and more interesting pedestrian environment between the station area and Downtown and Gateway to the east.



Landscaping and bright, colorful design elements can improve the pedestrian experience underneath the I-15 viaducts.

### **Develop 900 West into a “Main Street”**

900 West is one of the few north/south streets that continues south of I-80 on the west side of the city. The street, particularly in the area between North Temple and Folsom Avenue has the potential to become a neighborhood “Main Street” that includes small-scale dining, service, and retail options. The availability of on street parking, which is not present on North Temple, could be used as an incentive for smaller businesses to locate along this street. Over time, additional improvements may include complete pedestrian-oriented infrastructure, street trees and lights, and banners that create a sense of place for a neighborhood commercial district.

### **Retain a Grocery Store**

There is an existing grocery store located at North Temple and 900 West, close to the 800 West Station. The grocery store is an attractive use because it brings people into the area and provides a certain level of economic security to other small businesses. This intersection is one of the places likely to see significant changes over the next 20 to 30 years. Keeping the grocery store in the area is key to the long term vitality of the 800 West Station Area. The City should work with property owners and grocery store operators to ensure that a store remains in the neighborhood, even if the property is redeveloped.

### **Create a New RDA District**

Creating a RDA District in the area allows the City’s Redevelopment Agency to create public/private partnerships that can stimulate new development, make public improvements, and use tax increment funding to improve the community. An RDA District in the 800 West Station Area may be necessary for major improvements to occur and to stimulate private investment.

### **Create a North Temple Merchants’ Association**

The existing businesses and future businesses may benefit from organizing into an association to address their needs and improve the business climate along North Temple. Merchant groups can become vital parts of the greater community and build relationships between residents, business owners and others. Merchant groups can also help new businesses succeed and advise the city on economic development issues.

### **Establish Housing Partnerships**

There are various entities that have programs to build new housing and that could provide incentives for new home buyers in the area. Housing and Neighborhood Services Division of the City administers a number of programs that relate to increasing the housing stock and maintaining existing housing. In addition, property owners in the Northwest Historic District may be eligible for federal grants and tax credits for maintaining their homes. The City should also continue to support non-profits who build housing in the area, such as Neighborworks, as well as those for profit developers who are interested in building housing.

### **Increase Police Presence and Code Enforcement**

Due to the issues with crime and property maintenance in the area, increased police presence and code enforcement is critical to improving the safety of the station area. The City could use innovative, multi-disciplinary approaches, and include zoning enforcement, building inspection, animal control, and the Salt Lake Valley Health Department to address the crime and code enforcement issues in the area. The presence of the police and cleaning up properties also works to change both the internal and external perception of the area.

### **Create a Special Assessment Area**

Given the extent of the public improvements being constructed along North Temple, the City hopes to establish a special assessment area to provide consistent maintenance to the area, such as snow removal or landscaping care. Doing so includes communicating the benefits of special improvement districts and the necessary steps for participating and the administration of the district.

### **Public Parking**

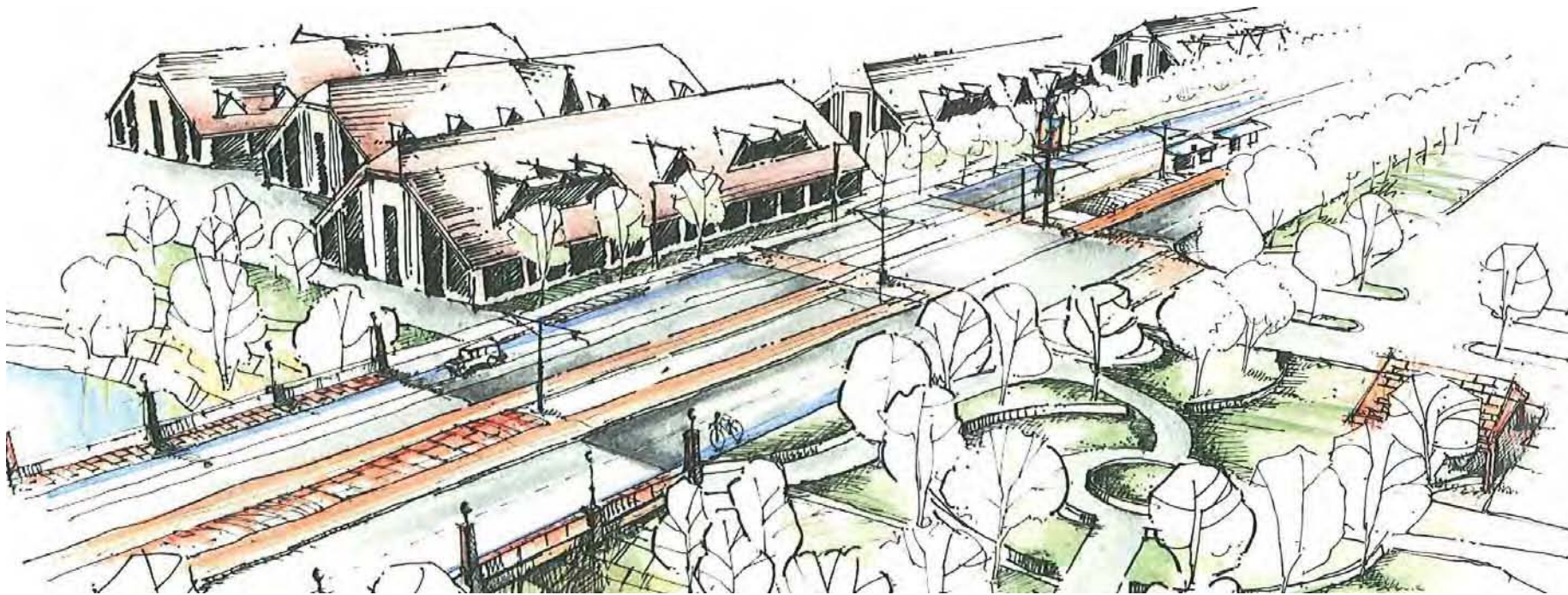
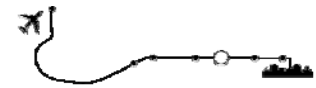
Although it is a goal of the Station Area Plan to reduce the use of automobiles, it is important to provide adequate parking for businesses and residents. Over time and as properties redevelop, the City should explore opportunities to establish a central parking facility that can support the establishment of new businesses in the area, prevent parking from spilling over into neighborhoods and support transit oriented development in the station core.

### **Support Art in the Community**

A local art community is beginning to form around the 800 Station Area, particularly in the Euclid Neighborhood. Supporting the arts in the community would help make the 800 West Station Area a unique and special place. The youth in the area are particularly engaged in the arts. Several youth groups have indicated they would like to see artists walls established in the area, as well as an art center where local artists can display their work.



# Fairpark Station Area Plan



## NORTH TEMPLE BOULEVARD



# FAIRPARK STATION AREA PLAN



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The Jordan River Parkway.

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# Vision

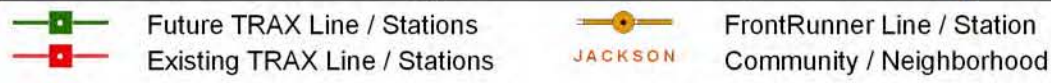


The Fairpark Station Area will become a center for recreation with safe public spaces and connections between nearby neighborhoods, the Fairpark Station, the Utah State Fairpark and the Jordan River Parkway. The station will become a unique destination where the regions transit and trail systems meet. The area will develop around the unique natural and man made features and be enhanced by new transit-oriented development that provides a rich mix of choices for people of all ages and abilities.

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

1. **Mobility:** Improve the pedestrian environment to create a walkable transit-oriented neighborhood.
2. **Mix of Uses:** Intensify the mix of uses around the Fairpark Station and the Jordan River.
3. **Placemaking:** Create safe, vibrant and useful public spaces.
4. **The Jordan River:** Transform the Jordan River into a centerpiece of the corridor.

The Fairpark Station's location in Salt Lake City's neighborhoods and rail system.





# Community Input

## June Workshop

The June workshop focused on the likes, dislikes, and future visions for the entire corridor. While the comments were directed for the entire length of North Temple Boulevard, several themes emerged that relate to 800 West:

- Mixed Use around nodes.
- Improve the overall connectivity.
- Economic development opportunities for small, locally owned businesses.
- Increase housing with a variety of housing types, but protect the lower density neighborhoods.
- Change the perception of the west side image.
- Incorporate urban design into the corridor.



## August Workshop

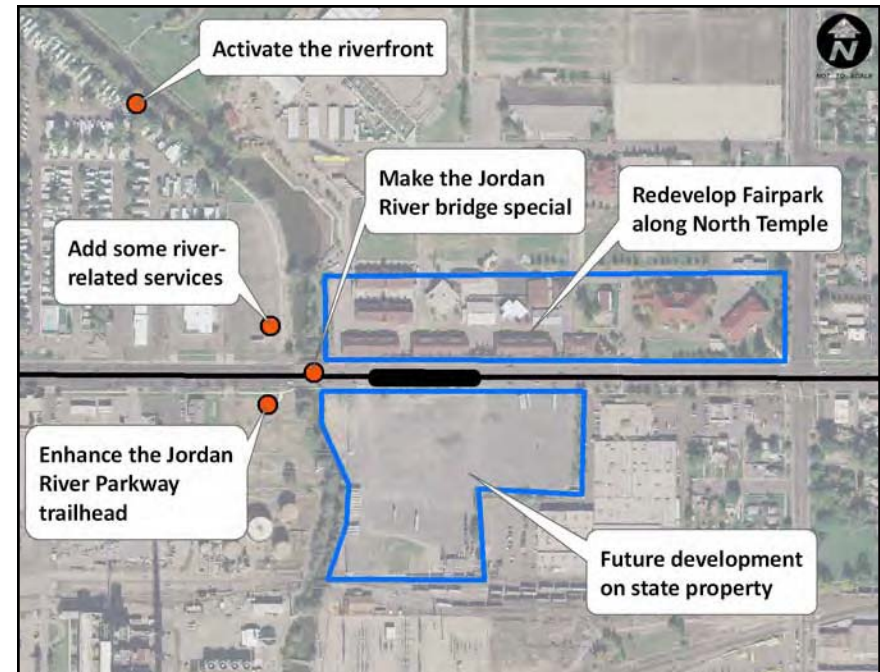
The August workshop focused on those things that should be done now, those things that should be done in the future, and the big ideas that could be used to make each station unique. The key concepts identified were to recognize and celebrate the Jordan River and enhance the State Fairpark through improved connections to the neighborhood and by bringing in more active uses. Improving the public right of way by adding trees, shade, benches, improved lighting and wider paths to the Jordan River were seen as actions that should be undertaken quickly.

The comments received from the public workshops have been used to identify a vision for the station area, define what type of transit station the Fairpark Station Area is, create land use policies, identify key projects and to recognize key characteristics of future zoning regulations.

## October Workshop

The topic of the October workshop was land use. Through a series of meetings with the public, key stakeholders and landowners, and major employers several principles were developed:

- More frequent and active uses at the Fairpark.
- Park and Ride Lot south of Fairpark.
- Community connections through Fairpark.
- Activate Fairpark frontage on North Temple.
- Land uses that can benefit from proximity to the Jordan River.



A summary of the major comments received for the Fairpark Station Area.





## Existing Conditions in the Station Area

The Fairpark Station is located at 1100 West, just east of the Jordan River. There is very little activity around this area most of the year because of the adjacent land uses. On the north side of the station is the Utah State Fairpark, which is primarily accessed from 1000 West. The White Ballpark property, which is now a vacant lot owned by the State of Utah, is on the south side of the station. Generally, the station area is characterized by:

- Mature trees in the park strip along the Fairpark's frontage from 1000 West to the Jordan River;
- The Fairpark complex, which is closed off from the adjacent communities;
- No sidewalk on the south side of North Temple in front of the White Ballpark property;
- The Fairpark Neighborhood, a large low density residential neighborhood north of the State Fairpark.
- Very few residential uses other than a few houses on the 1000 W block of Learned Avenue; and
- Restaurants and manufacturing uses between 1000 West and the Jordan River.

A stoplight at approximately 1100 West allows pedestrians and bicycles to safely access the Jordan River Parkway from the trailhead on the south side of the street. The Jordan River Parkway has not been completed between I-80 and North Temple, which is a missing link in a regional trail network.

## Streets and Connections

There is no developed street network around the Fairpark Station. The developments in the area generally have private internal circulation systems. Connections to the Fairpark Station will be almost exclusively via sidewalks and other pedestrian pathways such as the Jordan River Parkway. The lack of a street network results in two large blocks between 1000 West and the Jordan River, both of which are owned mostly by the State of Utah. Development on both sides of the street should improve the pedestrian experience and provide connections to the Fairpark and Euclid Neighborhoods.



The Utah State Fairpark and the Jordan River looking to the east from the air.



## The Fairpark Station Area

A *station area* is the space that surrounds a transit station. The station platform is the center of the area and the places that are generally within a 5 minute walk, approximately  $\frac{1}{4}$  of a mile, make up the remainder of the station area. The 1950 West Station area is unique because it has limited opportunities for residential development and the nature of the area is not what one would typically think of as a walkable environment. However, with the high number of jobs around this station, there is the potential for a high transit ridership for those commuting for work and walkability is a major factor for those choosing to utilize the Airport Light Rail Line.

### Station Area Typology

The Fairpark Station Area displays characteristics most commonly found at a **Special Purpose Station**. This type of station is typically centered around a single, dominant land use that is usually a regional attraction, such as the Fairgrounds. There are typically multiple transit options, including rail, regional bus and local bus service. Supportive uses, such as restaurants and retail sales, support the primary use.

### Fairpark Core Area

The Core Area is the land closest to the station that is likely to see the most significant changes over time. Due to the nature of existing development, it is anticipated that it will be limited to the Utah State Fairpark frontage and the former White Ballpark property. Appropriate zoning regulations should include the following:

- Buildings up to 6 stories in height;
- Increased pedestrian activity;
- Buildings with multiple uses, such as ground floor retail with residential or office above;
- Buildings pulled closed to the sidewalk with doors and windows adjacent to the sidewalk;
- Buildings with a high level of design and quality materials;
- Presence and activity along the Jordan River;
- Parking located behind building or within a structure;
- More diverse activities on the sidewalk, such as outdoor dining and seating; and
- Strong pedestrian connections to the Jordan River and the nearby neighborhoods.

## Fairpark Transitional Area

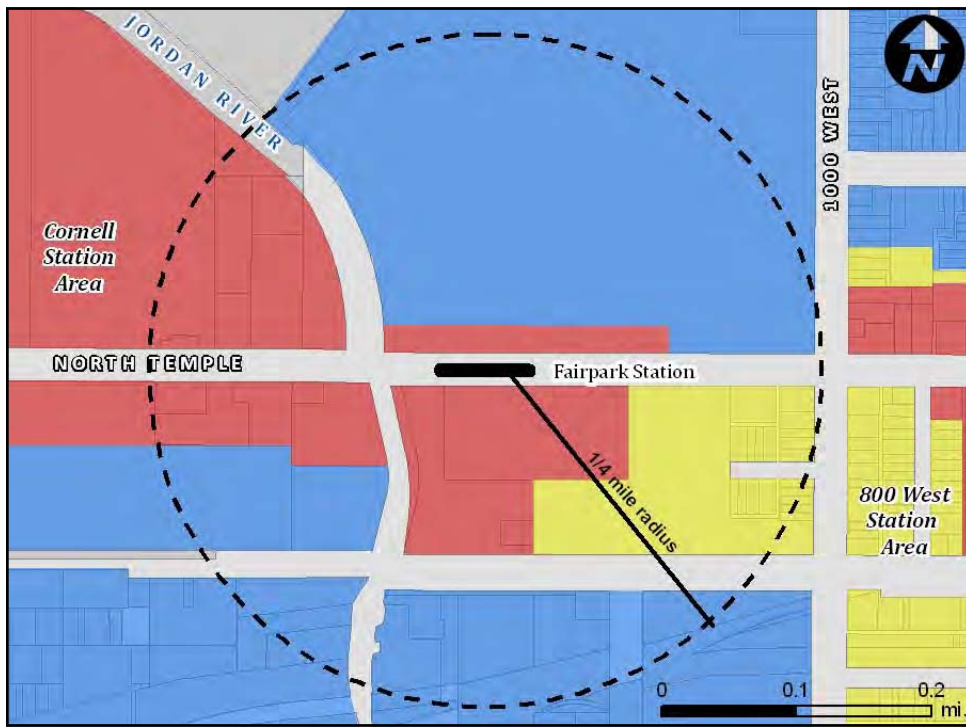
The Transitional Area is the area that will see some change over the next 20 years, but the change will generally be smaller scale and less intense than the Core Station area. Appropriate zoning regulations would be characterized by:

- Buildings up to 4 stories in height;
- A buffer between the Core and Stable areas;
- A less intense mix of uses as found in the core area;
- Buildings located at or near the sidewalk, possibly with landscaped yards or outdoor dining; and
- Parking located to the side or behind buildings.

## Fairpark Stable Area

The Stable Areas are those areas that are likely to see very minor or no changes over time. Future zoning regulations would be characterized by:

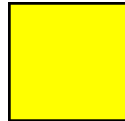
- Appropriate pedestrian infrastructure and connections to the Jordan River and the Fairpark and Euclid neighborhoods;
- Orientation toward the river in an effort to provide natural surveillance of the Jordan River Parkway; and
- Regulations that promote new development that is consistent with the scale and intensity of existing development.



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



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



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





# Assets & Challenges

Because of the unique property ownership pattern around the Fairpark Station, certain issues can be seen as both assets and challenges for redevelopment. These issues were defined by the community's residents and business owners during workshops and conversations.

## Assets

- The Jordan River and the Jordan River Parkway, including the trailhead on the west side of the river;
- The Utah State Fairpark, regarded by many as the iconic feature of the corridor and the City's west side;
- Historic buildings at the Fairpark;
- Mature street trees along Fairpark frontage;
- Development opportunity on the former White Ballpark property.
- The Fisher Mansion located on 200 South and just east of the Jordan River;



The Jordan River and the Fisher Mansion are some of the assets around the Fairpark Station.

## Challenges

- Lack of pedestrian connections through Fairpark to neighborhoods to the north;
- Incomplete Jordan River Parkway from 200 South to North Temple;
- Missing sidewalk along North Temple in places;
- Infrastructure problems on the 1000 West block of Learned Avenue;
- Concerns for safety, especially by Jordan River; and
- Vacant lot (White Ballpark property) is unappealing.



# Urban Design Framework

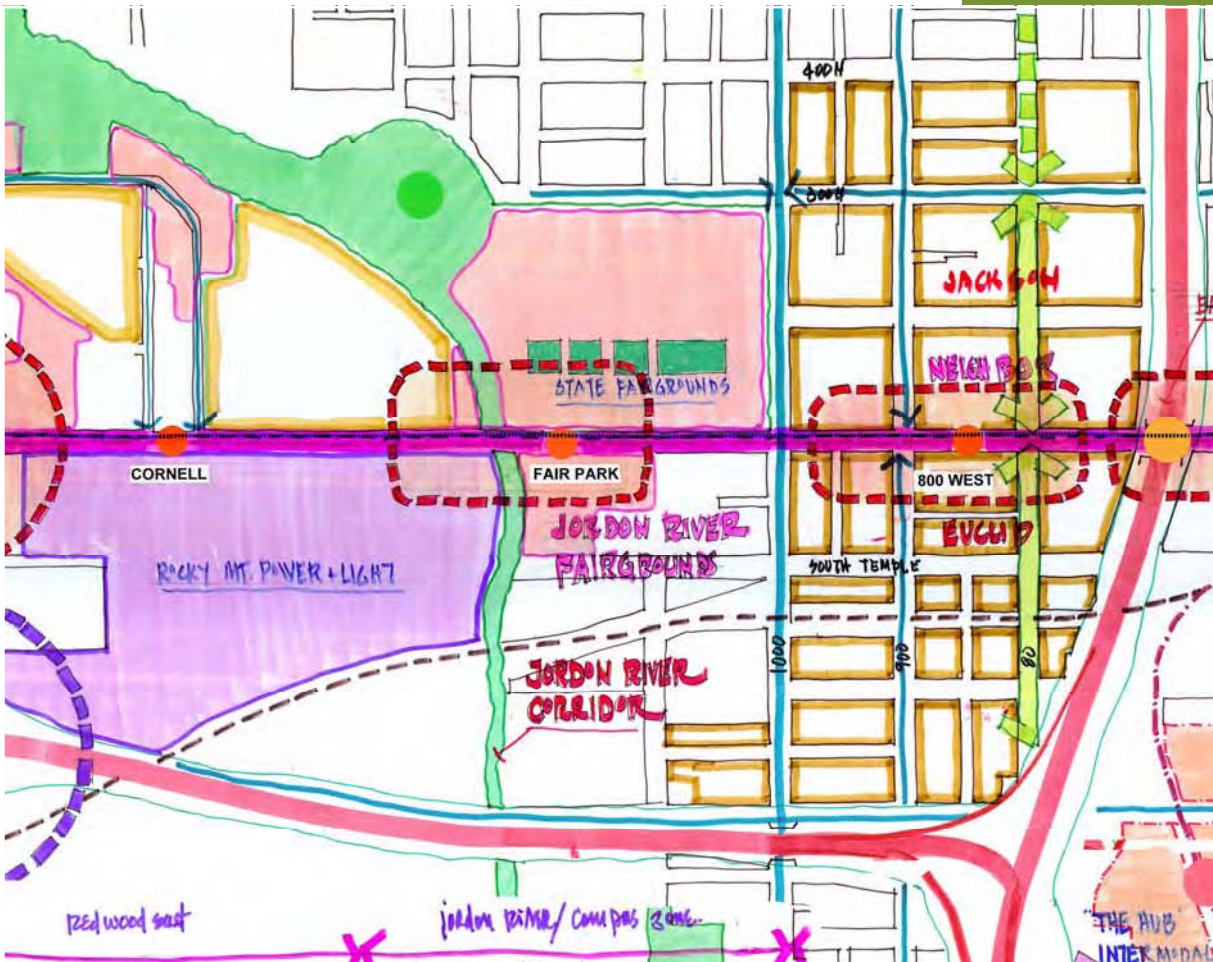


The Urban Design Framework Plan identifies the following elements:

- Connectivity
- Open Space Network
- Public Improvements
- Adjacencies

The purpose of the Urban Design Framework Plan is to identify those elements of the built environment that impact where people go and how they get there. Once these elements are identified, then the community can begin to focus on the infrastructure that impedes movement and discourages visits to certain destinations.

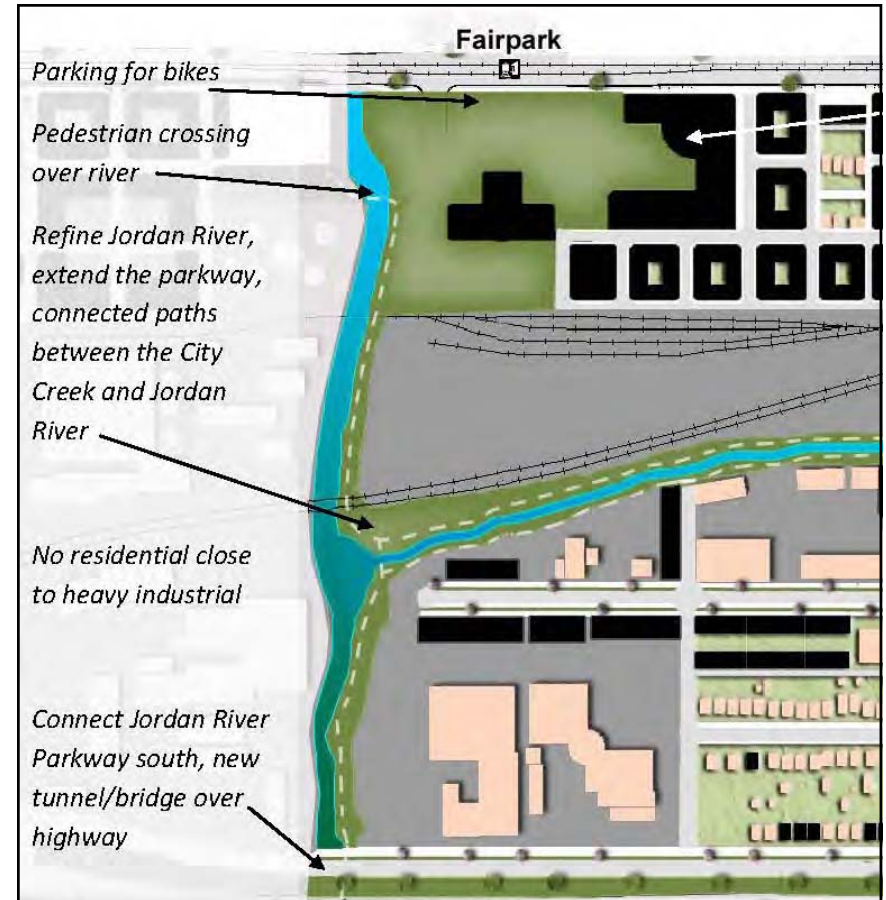
This framework envisions a larger area than the station area plan because the destinations are often located outside of a station area, such as the Northwest Community Center, Gateway, City Creek Center or Downtown.



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

## Key Recommendations

1. **Make Connections:** Existing development at the Fairpark and a lack of development south of North Temple create a sense of isolation.
  - Create a pedestrian route through the Fairpark between 300 North and North Temple.
  - Utilize wayfinding signs to mark convenient and safe pathways into and out of the station area and to station area destinations, such as the Jordan River.
2. **Complete the Open Space Network:** The Jordan River Parkway is a significant trail system that has a missing link in Salt Lake City between 200 South and North Temple. This link should be made so the open space network is more complete and people are connected to other parts of the City and the valley.
3. **Public Improvements:** Ensure that all streets have complete infrastructure, including sidewalk, park strip where space allows, curb, gutter and bicycle lanes. Innovative techniques and materials should be used where appropriate.
4. **Adjacencies:** Connect the Fairpark and Euclid Neighborhoods to the station area with pedestrian connections and signage.



Completing the green space network includes building sections of the Jordan River Parkway that are missing as well as the City Creek Corridor.

Impervious surfaces, such as the impervious asphalt in this parking area, can reduce the impacts from storm water.



Strategically located signs can direct people to destinations within the station area.

# Fairpark Station Area Policies



The policies for the Fairpark Station Area are based on the future vision for the station area, which was developed through a series of workshops with property owners, stakeholders, and City staff. The policies incorporate the Transit-Oriented Development Principles outlined in the Introduction to the *North Temple Boulevard Plan*. These policies will guide future infrastructure improvements and land use decisions and will provide the regulatory framework for development. Each policy has a number of specific strategies and action items that will foster and implement the policy.



Transit-oriented neighborhoods include safe places for pedestrians, bicyclists and automobiles.

## Policy #1: Mobility

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

Mobility refers to the manner in which people get from one place to another. Providing people with transportation options is key principle for transit-oriented development. This means providing safe, comfortable and interesting facilities for pedestrians, bicyclists and other similar modes of travel while also providing appropriately designed and located facilities for motor vehicles. Mobility is critical to the function of a neighborhood. It affects the business community, which relies on motor vehicles as the primary mode of transportation for a significant number of customers and daily needs, such as deliveries and residents who may need an automobile to travel to work, school or for daily needs.

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

- a. Develop handouts for developers which include the vision for the station area, and a checklist that can be used to determine the degree to which a project implements the community vision and goals.
- b. Use a performance based point system to ensure new development incorporates an acceptable level of design guidelines. The point system should be incentive-based.

**Strategy 1-B: Design and build complete streets throughout the station area to accommodate all users, with emphasis placed on the safety and security of the pedestrian and bicyclist.**

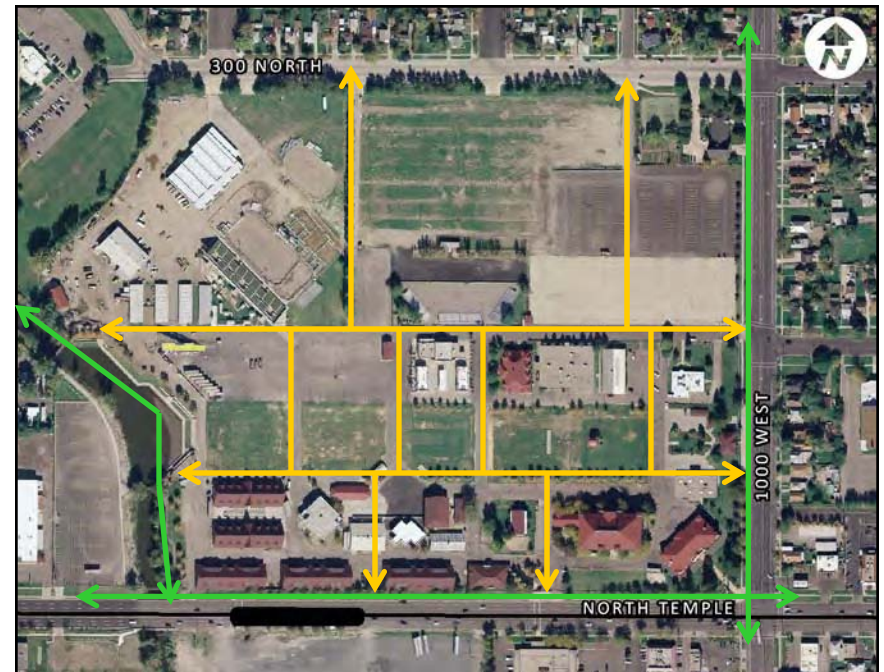
- a. Build streets with complete infrastructure that includes vehicle travel lanes, bicycle lanes, parking where space allows, curb and gutter, park strips where appropriate, and adequate width sidewalks.
- b. Design streets with the safety of pedestrians and bicyclists in mind. Include clearly marked sidewalks, appropriate crossing signals, bulb-outs at anticipated pedestrian routes, and adequate street and sidewalk lighting.
- c. Identify appropriate locations for mid-block walkways and crosswalks.



Complete streets meet the needs of multiple types of transportation.

**Strategy 1-C: Establish more direct pedestrian routes from the residential neighborhoods to the Fairpark Station.**

- a. Work with the State of Utah and the Utah State Fairpark to create a series of safe, well lit and connected pedestrian and bicycle paths through the Fairpark property.
- b. Complete the Jordan River Parkway between I-80 and North Temple.
- c. Ensure that pedestrian connections between the station and the potential park 'n' ride lot are clearly designated, safe and secure.
- d. Use clear signage on pedestrian routes to direct people from the Euclid and Jackson Neighborhoods, as well as other properties within the station area to the Fairpark Station.



There are many possible options for pedestrian pathways (orange lines) through the State Fairpark connecting with existing pedestrian routes (green).



## Policy #2: Mix of Uses

*Intensify the mix of uses around the Fairpark Station and the Jordan River.*

Successful transit-oriented station areas include a mix of uses, including commercial, office, residential and, in some cases, light industrial. The uses are arranged and placed in areas where they can take full advantage of the light rail. A broad mix of uses provides people with choices on where to live, shop and work.

**Strategy 2-A: Create standards that produce compact, dense and intense development closer to the station and less intense, compatible development adjacent to stable single-family neighborhoods.**

- Establish standards for minimum lot coverage, building setbacks and building design that will create a vibrant, active and safe pedestrian environment.
- Establish both minimum and maximum building heights in the station area, with the tallest buildings being located closer to the station platform. Building heights near the platform should be set to accommodate up to six stories.
- Over time, transition from surface parking to structured parking.
- Require the removal of billboards as properties redevelop and prohibit new billboards in the station area.

**Strategy 2-B: Identify transit-friendly land uses that are appropriate in the station area.**

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

**Strategy 2-C: Encourage the intensification of the state-owned properties on North Temple at the Jordan River.**

- Work with the State of Utah to develop an office building on the former White Ballpark property that has retail and dining uses on the first floor uses that are oriented toward both North Temple and the Jordan River.
- Encourage the State of Utah and the Utah Transit Authority (UTA) to locate a park 'n' ride lot on the former White Ballpark south of North Temple and to incorporate a future park 'n' ride as part of future development.
- Work with the State of Utah and State Fairpark to allow year round, active use of the historic Fairpark buildings that have frontage on North Temple.



Future development on the state owned land (formerly the White Ballpark) should be located close to North Temple with parking located behind the buildings. Development should also incorporate and respect the Jordan River.

### Policy #3: Placemaking

*Create safe, vibrant and useful public spaces.*

The public spaces within the station area help create a sense of place and are important to the creation of urban “living rooms.” The Fairpark station platform is a distinct public space, which is connected to other living rooms throughout the station area by a series of walkways, sidewalks, paths and trails. The transit station will become the center of activity at this point on North Temple and the starting point for activities on the Jordan River and at the Utah State Fairpark, as well as other Fairpark events.

#### Strategy 3-A: Recognize streets as being important public spaces.

- a. Create regulations that require buildings to be oriented toward the street, with doors and windows opening on the street and parking located behind or to the side of buildings.
- b. Acquire adequate right of way as properties redevelop to install an eight foot wide park strip and ten foot wide multi-use pathway.
- c. Encourage a range of activities in and around public spaces to allow for natural surveillance, people watching, and active uses.



Activity should be close to the street and enliven the sidewalks.

#### Strategy 3-B: Identify key elements of desirable public spaces.

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



Public spaces should be interesting and appeal to senses.



**Strategy 3-C: Activate the Jordan River with a variety of public spaces to complement the existing trailhead.**

- a. Work with the State of Utah to ensure that the corners of North Temple at the Jordan River are open to the public and encourage an array of different activities for residents, employees, and visitors.
- b. Increase the activity at the Jordan River trailhead by including public art and other open space amenities that encourage more use of the trailhead.



Expansion and improvement of the existing Jordan River Parkway trailhead at the Jordan River (top) can make the Fairpark Station a unique public space.

## Policy #4: The Jordan River

*Transform the Jordan River into a centerpiece of the corridor.*

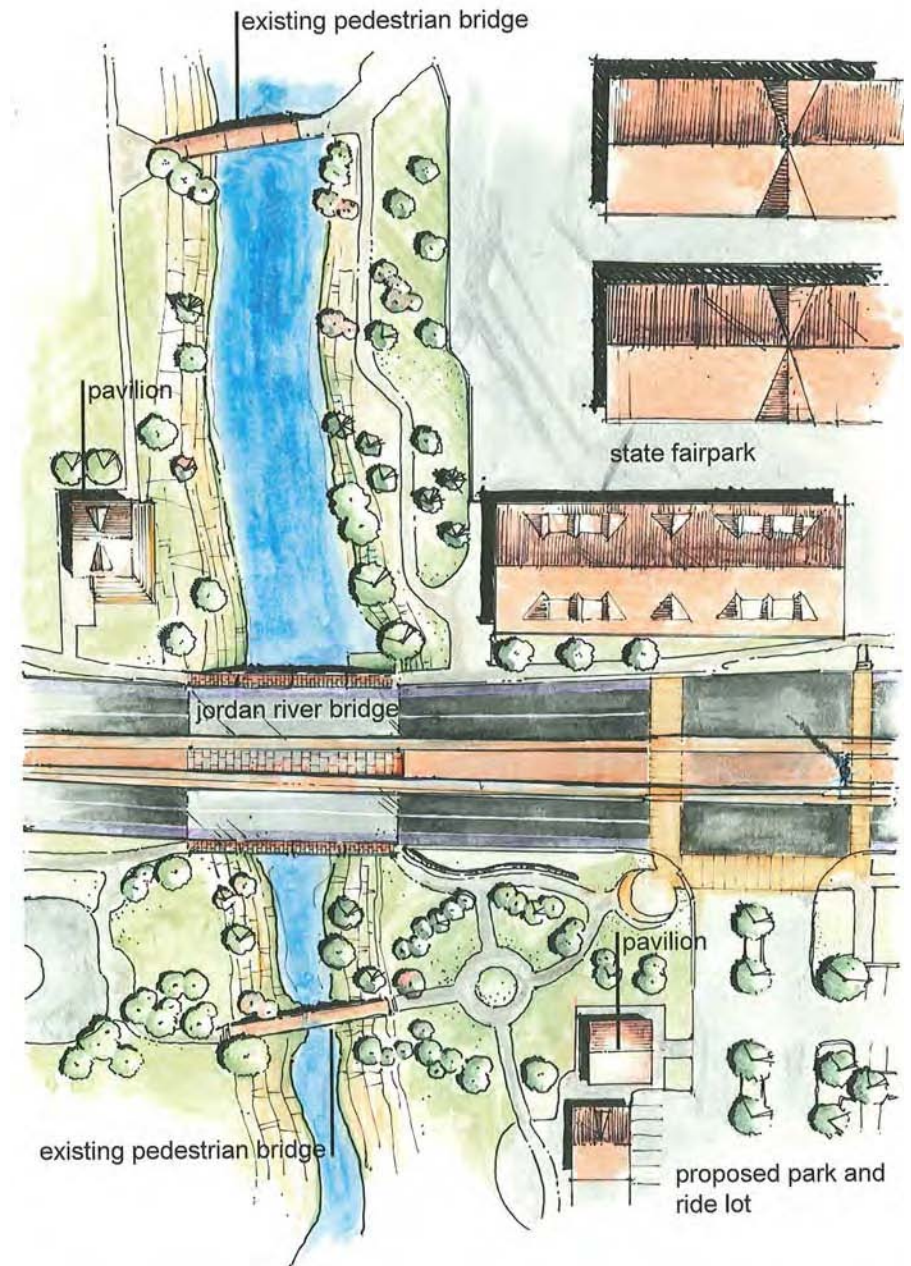
The Jordan River should function as a centerpiece along the North Temple Boulevard, highlighting Salt Lake City's natural resources and its connections to the rest of the Salt Lake Valley.

### Strategy 4-A: Complete and maintain the Jordan River Parkway.

- Collaborate with the Salt Lake City Public Services, the State of Utah, and other stakeholders to establish the Jordan River Parkway from I-80 to North Temple.
- Develop a signage system that increases awareness in both the Jordan River and the Jordan River Parkway and provides information on destinations on the trail and the natural and cultural history of the Jordan River for visitors and residents.
- Work with the Salt Lake City Police Department to establish a presence on the Jordan River Parkway with patrols and increased enforcement along the trail throughout the City.

### Strategy 4-B: Increase the visibility and awareness of the Jordan River on North Temple.

- Erect a monument near the Jordan River that is highly visible and announces the presence of the river.
- Design the North Temple bridge over the Jordan River in a manner that celebrates and highlights the Jordan River. This can be done with public art, creative use of paint, or different pedestrian lighting.
- Advertise the presence of the Jordan River on the Fairpark Station platform.



Completing the Jordan River Parkway and enhancing the trailhead at the North Temple intersection will increase the visibility and awareness of the Jordan River and the Parkway.

## Key Projects & Follow-up Actions



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

### State Office Building

The former White Ballpark, now owned by the State, on the south side of North Temple at the Jordan River is a key piece of the North Temple Boulevard because it is the largest undeveloped parcel in the corridor and creates a vacancy in the streetscape. Currently, it is a gravel parking lot used for overflow Fairpark parking.

There have been discussions about constructing an office building here for state agencies. Ideally, the site would be laid out with retail and services on the ground floor along North Temple. The State could work on establishing public/private partnerships to create a mixed use development, including residential, on the site. Additionally, the State could take advantage of the Jordan River and provide an amenity to its employees by establishing a plaza at the corner of North Temple and the Jordan River. This plaza could be a natural expansion of the Jordan River Parkway and a focal point along the North Temple Corridor.

### Park 'n' Ride Lot

The only planned park 'n' ride lot along the North Temple Boulevard would be at the Fairpark Station. The most appropriate spot for a park 'n' ride lot is on the south side of North Temple on the State-owned property (former White Ballpark). A temporary surface lot could be put on the site in anticipation of the state developing the property in the future. Once developed, a park 'n' ride could be incorporated into the development.

### Reorganization and Revitalization of the Utah State Fairpark

The Utah State Fairpark is an important cultural and historical landmark of the Northwest Community. This plan anticipates that the Fairpark will continue to operate from its current location and that the State and Salt Lake City can work together to make the Fairpark an attractive venue for additional regional events, including major sporting events, trade shows and other similar activities. The State Fairpark has indicated that they would like to build a 5,000 seat arena on the site, which could bring in these types of regional events that are now going to other locations in the region. Adding more active, year round use, particularly along North Temple, would improve the activity level close to the station and perhaps generate revenue for the Fairpark.

## Create Connections through the Fairpark

While the Fairpark is generally seen as a community asset, it is not appropriately integrated into the community. Creating a series of sidewalks and bike paths through the Fairpark would improve the overall connectivity in the area and make the Fairpark a larger asset to the community.

## Partnership with the State of Utah

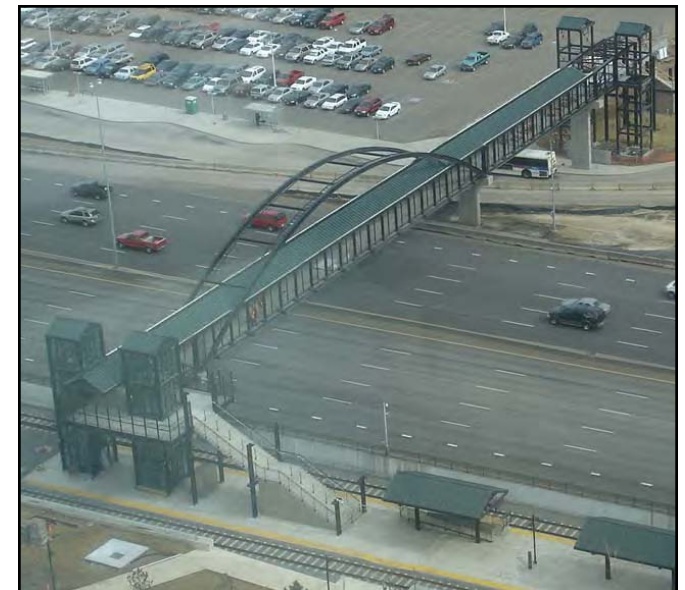
Because the State of Utah is the primary property owner around the Fairpark Station, it is important that Salt Lake City and the State work together to ensure that new development and redevelopment meets both the state's needs and the goals of Salt Lake City. While the State does not expect to develop the former White Ballpark property for 20 years or so, the property could serve as a temporary park and ride lot for the Airport Light Rail Line. When the property is developed, it could be designed to meet the State's requirements, but also include a mix of uses, including commercial, office, recreation, and perhaps residential.

## Complete the Jordan River Parkway

The missing section of the Jordan River Parkway south of the station creates a hole in the regional trail system and prevents the Fairpark station from living up to its potential. Completing this section would make the Fairpark section a major activity node along the regional transit and trail system and help make new commercial development more viable by providing a different transportation option.



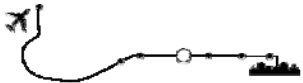
A pedestrian bridge over the railroad tracks will be necessary to complete the Jordan River Parkway.



Completing the Jordan River Parkway is a key component of the Fairpark Station Area.



# Cornell Station Area Plan



## NORTH TEMPLE BOULEVARD



# CORNELL STATION AREA PLAN



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Rocky Mountain Power's office building on North Temple near Cornell Street.



# Vision



The Cornell Station will become a well-maintained, pedestrian-friendly neighborhood with safe, accessible streets and a mix of residential, commercial and office uses that are well connected to nearby amenities through a series of improved sidewalks, streets, paths and the Airport Light Rail Line. The Cornell Station Area will become a great place to work that is supported by a mix of uses, including housing, to provide employees, residents, and visitors with a range of options on how they commute, where they eat, and opportunities to live close to where they work.

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

1. **Mobility:** Improve the pedestrian environment to create a walkable transit-oriented neighborhood.
2. **Compact Mix of Uses:** Allow for a more intense, compact mix of uses around Cornell and 1460 West streets.
3. **Placemaking:** Create safe, vibrant and useful public spaces.

The Cornell Station's location in Salt Lake City's neighborhoods and rail system.





## Community Input

### June Workshop

The June workshop focused on the likes, dislikes, and future visions for the entire corridor. While the comments were directed for the entire length of North Temple Boulevard, several themes emerged that relate to 800 West:

- Mixed use around nodes.
- Improve the overall connectivity.
- Economic development opportunities for small, locally owned businesses.
- Increase housing with a variety of housing types, but protect the lower density neighborhoods.
- Change the perception of the West Side image.
- Incorporate urban design into the corridor.

### August Workshop

The August workshop focused on those things that should be done now, those things that should be done in the future, and the big ideas that could be used to make each station unique. The Cornell station was seen as a place with too much crime and too many rundown properties. The community said that making the corridor appealing to the eye through use of landscaping, different materials, colors and textures, and more street lighting would help address these issues. Aesthetic improvements, better connections to the Jordan River and Redwood Road and overall improved streetscape would help make this station area a place where people wanted to be.

### October Workshop

The topic of the October workshop was land use. Through a series of meetings with the public, key stakeholders and landowners, and major employers several principles were developed:

- Transit-friendly uses around station.
- Redeveloping run-down properties.
- Improved streetscape.
- More community-serving issues.
- Public services and uses moved to the street.



The comments received from the public workshops have been used to identify a vision for the station area, define what type of transit station the 800 West Station Area is, create land use policies, identify key projects and to recognize key characteristics of future zoning regulations.



Views of the park strip in front of Rocky Mountain Power during the winter (above), underdeveloped land along North Temple (middle), and car-oriented signage (right).

## Existing Conditions in the Station Area

Within the Cornell Station Area, the existing development pattern includes mostly auto-oriented land uses and buildings that were constructed as a result of the convenience of an automobile. The area is characterized by:

- Most buildings set back from the street;
- Large parking lots fronting on North Temple, often in front of the buildings;
- Lack of a street network;
- Small park strips on the north side of North Temple that lack street trees;
- Larger park strips with street trees on the south side;
- A sparse development pattern in the station area resulting in under-utilized land;
- Lack of pedestrian or bicycle facilities and connections;
- Power lines along and crossing North Temple;
- Large parcels of land; and
- Some properties that are not well maintained.



## Streets and Connections

North Temple is intersected by two public streets in the Cornell Station Area: Cornell Street and 1460 West. Both of these streets are located to the north of North Temple and provide access to the State Office Complex, All Seasons Mobile Home Park, and the Jordan River Parkway. There are no public streets south of North Temple in the station area. The existing public streets are the only connections in the area and carry all vehicle, bus, bicycle and pedestrian traffic. There is a large development on the north side of North Temple that has an internal circulation network that serves a mobile home park, campground and the commercial establishments on the property.

The current land use and the lack of an existing street network around the Cornell Station.



## Key Demographics

Basic demographic data for the Cornell station area and adjacent neighborhoods indicates minor changes in the number of people and dwelling units over the next 20 years. However, the station area will see more than a 60% growth in the number of jobs. Many factors will contribute to the actual changes over time, including market trends, but it is important to anticipate for the potential changes. With the introduction of the light rail line, it is also possible that the projected data will change because the light rail can impact the demand for housing and jobs.

### Current Demographic Data

Population	Dwelling Units	Jobs
1,246	519	3,757

(Source: 2000 U.S. Census)

### 2030 Projected Demographic Data

Population	Dwelling Units	Jobs
1,371	618	5,786

(Source: Wasatch Front Regional Council)

# The Cornell Station Area



A *station area* is the space that surrounds a transit station. The station platform is the center of the area and the places that are generally within a 5 minute walk, approximately ¼ of a mile, make up the remainder of the station area. The Cornell Station area is unique because it has limited opportunities for residential development and the nature of the area is not what one would typically think of as a walkable environment. However, with the high number of jobs around this station, there is the potential for a high transit ridership for those commuting for work and walkability is a major factor for those choosing to utilize the Airport Light Rail Line.

## Mixed Use Employment Centers have:

- A major employment anchor, such as Rocky Mountain Power or the State of Utah;
- Retail, restaurant, and service industries that support the high number of employees;
- Multiple story office buildings;
- The opportunity for compatible uses to be added, such as high density residential;
- The opportunity for creating more jobs in the area;
- The potential for high transit ridership.

## Station Area Typology

The Cornell Station Area is unique because of the existing types of uses, the arrangement of buildings, and the overall lack of a street network. The potential and the vision for the area plays a major influence on the station becoming a **Mixed-Use Employment Center**. This type of station area is defined by the presence of major job centers, in this case the State Of Utah and Rocky Mountain Power, and an existing mix of uses including retail, commercial and some limited residential uses. A Mixed-Use Employment Center has the potential to see an assortment of new uses that build upon the existing uses. New uses, or increased intensities of existing uses, are appropriate provided so they can be compatible with the area and are generally transit friendly. This type of station area is typically served by at least two types of mass transit, usually rail and bus.



The Rocky Mountain Power office building is typical of an office building found in a Mixed-Use Employment Center station area.

## Cornell Core Area

The Core Area includes the land that is closest to the station and most likely to see significant changes over time. Appropriate zoning regulations would be those that promote transit oriented development and include a mix of uses, including residential, retail, services, office, and other uses that are transit friendly. Those uses that are auto-oriented or that do not make efficient use of land, such as those that require large parking lots, should not be located within the core station area. Characteristics include:

- Multi-story buildings up to 7 stories in height, potentially more through the use of zoning incentives;
- Increased pedestrian activity;
- Buildings with multiple uses, such as ground floor retail with office or residential above;
- Buildings pulled closer to the sidewalk with doors and windows adjacent to the sidewalk;
- Reduced parking requirements with parking located behind buildings or in structures; and
- More diverse activities on the sidewalk, such as outdoor dining, seating, etc.



An example of what Cornell's future development may look like.

## Cornell Transitional Area

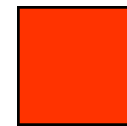
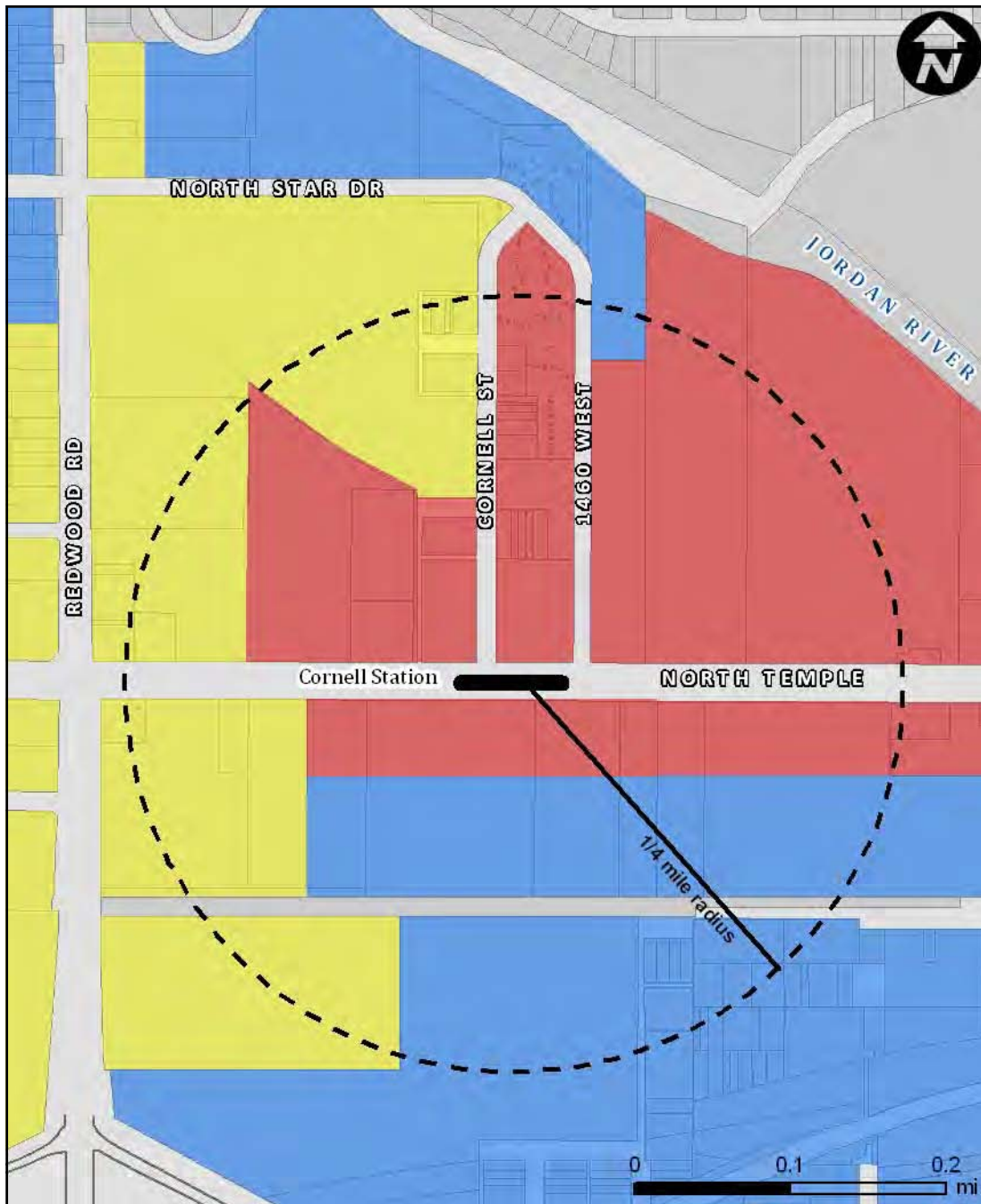
The Transitional Area is the area that will see some change over the next 20 years, but the change will generally be smaller scale and have less intensity than the Core Area. The area and future zoning regulations would be characterized by:

- 3-4 story buildings containing a mix of uses that are less intense than the core area;
- A mix of housing types, from multi-family developments to single family homes;
- A buffer between Core area and Stable area;
- Buildings that are located in close proximity to the sidewalk, possibly with landscaped yards or outdoor dining; and
- Parking located to the side or behind buildings.

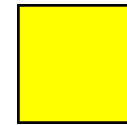
## Cornell Stable Area

The Stable Areas are the areas that are likely to see minor changes over time. Minor changes happen within the existing development pattern and are consistent with the overall scale of the surrounding structures and are characterized by:

- Compatibility with existing development in terms of scale;
- Zoning regulations aimed at maintaining the existing development characteristics while allowing appropriately scaled infill development; and
- Land uses that will not negatively impact the community and that are compatible with adjacent areas.



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



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



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



# Assets & Challenges

Like any developed corridor with a long history, North Temple presents a variety of both assets and challenges for redevelopment. The assets and challenges of the Cornell Station Area, summarized below, were defined by the people who live, work and operate businesses in the area during workshops and conversations.

## Assets

- High concentration of State employees;
- High concentration of Rocky Mountain Power employees;
- Proximity to the Jordan River Parkway and Constitution Park;
- Proximity to State Fairpark;
- Residents who live in the mobile home parks in the area; and
- Large properties with high development potential.



Rocky Mountain Power is a major employer in the Cornell Station Area (left); the Jordan River is easily accessible from the station platform (right).

## Challenges

- Lack of street network;
- Lack of pedestrian or bicycle connections;
- The Rocky Mountain Power facility’s surface parking lots and outdoor storage areas;
- Concerns for safety and well-being;
- Crime and undesirable activities;
- A lack of code enforcement;
- Spread out nature of current development pattern.



The existing residential land uses, employment centers, and development opportunities are key assets for the Cornell Station Area.

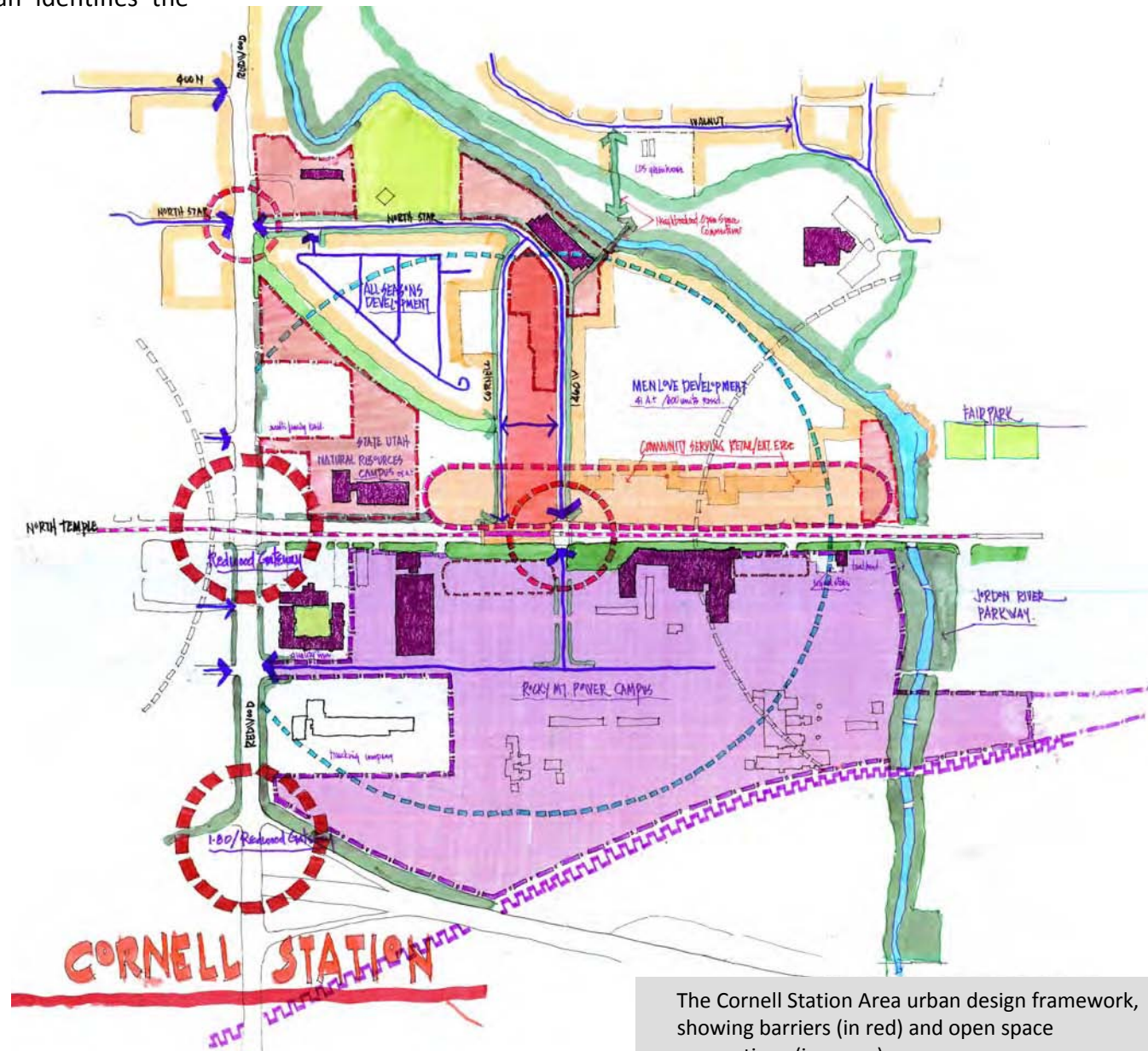


# Urban Design Framework



The Urban Design Framework Plan identifies the following elements:

- Mobility & Connectivity
- Open Space Network
- Public Improvements
- Adjacencies

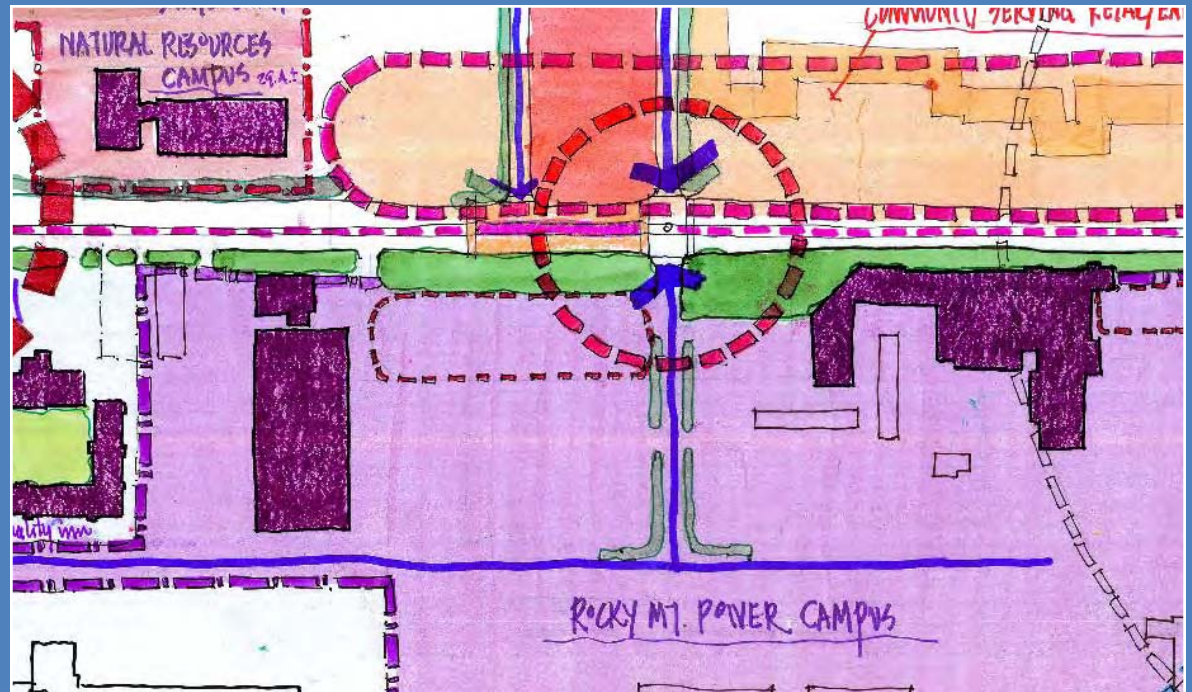


The Cornell Station Area urban design framework, showing barriers (in red) and open space connections (in green).

## Key Recommendations

- 1. Mobility:** The spread out nature of the existing land uses, large parcel sizes, and the lack of connections make moving around within the station area difficult because there are few options.
  - Place new buildings closer together to promote walking and a more efficient use of land.
  - Create new connections between the station platform, the station area and the neighborhoods beyond the station area.
  - Acquire adequate right of way as properties redevelop to install an 8 foot wide park strip and 10 foot wide multi-use pathway.
- 2. Connect the Community:** Due to the lack of connectivity, creating new connections is required. Adding new sidewalks and pathways, bicycle lanes, and street networks where appropriate, will improve the overall connectivity and functionality of the station area and adjacent areas to the north, west and east.
- 3. Public Improvements:** Public Improvements should be made throughout the station area, including streets, sidewalks and bicycle paths as well as improvements to public utilities and public amenities.

The purpose of the Urban Design Framework Plan is to identify those elements of the built environment that impact where people go and how they get there. Once these elements are identified, then the community can begin to focus on the infrastructure that impedes movement and discourages visits to certain destinations. This framework envisions a larger area than the station area plan because the destinations are often located outside of a station area, such as Downtown.



# Cornell Station Area Policies



The policies for the Cornell Station Area are based on the future vision for the station area, which was developed through a series of workshops with property owners, stakeholders, and city staff. The policies incorporate the Transit-Oriented Development Principles outlined in the Introduction to the *North Temple Boulevard Plan*. These policies will guide future infrastructure improvements and land use decisions and will provide the regulatory framework for development. Each policy has a number of specific strategies and action items that will foster and implement the policy.

## Policy #1: Mobility

***Improve the overall mobility within the station area, with a focus on the pedestrian environment to create a walkable transit-oriented neighborhood with improved connections.***

Mobility refers to the manner in which people get from one place to another. Providing people with transportation options is key principle for transit-oriented development. This means providing safe, comfortable and interesting facilities for pedestrians, bicyclists and other similar modes of travel while also providing appropriately designed and located facilities for motor vehicles. Mobility is critical to the function of a neighborhood. It affects the business community, which relies on motor vehicles as the primary mode of transportation for a significant number of customers and daily needs, such as deliveries and residents who may need an automobile to travel to work, school or for daily needs.

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

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



Buildings close to the sidewalk, active ground floor uses, appropriate landscaping and quality materials help create a pedestrian friendly environment.

**Strategy 1-B: Improve connections for all modes of transportation.**

- a. Require the creation of a street network that connects land locked parcels to North Temple and allows cross access between adjacent properties.
- b. Establish standards for parking of alternative transportation modes, including motorized scooters and bicycles.
- c. Establish maximum parking standards for all new development.
- d. Find creative and unique solutions for instances where placing sidewalks may be difficult, such as when mature trees, utility structures, etc. require modifications to the design and placement of the sidewalk.
- e. Work with the Utah Department of Transportation to install a traffic signal at the intersection of Redwood Road and 300 North in order to encourage pedestrian activity between the station platform and the Jordan Meadows neighborhood.



**Strategy 1-C: Design, build and improve streets throughout the station area to accommodate all users, with emphasis placed on the safety and security of the pedestrian and bicyclist.**

- a. Build streets with complete infrastructure that includes vehicle travel lanes, bicycle lanes, parking when space allows, curb and gutter, park strips when appropriate and adequate width sidewalks.
- b. Design streets with the safety of pedestrians and bicyclists in mind. Include clearly marked sidewalks, appropriate crossing signals, bulb-outs at anticipated pedestrian routes, and adequate street and sidewalk lighting.

**Strategy 1-D: Enhance the North Temple / Redwood Road intersection.**

- a. Work with the Utah Department of Transportation to identify functional and pedestrian safety improvements for the intersection.
- b. Make necessary public improvement to the Redwood Road intersection to improve the visual appearance of the intersection.
- c. Include features that are aimed at improving pedestrian and bicycle safety in and around the intersection.
- d. Find creative ways to create a barrier, such as a low fence, in places where a park strip does not separate the sidewalk and the street.

Walkable streets are more active and provide pedestrians and bicyclists with safer public spaces.

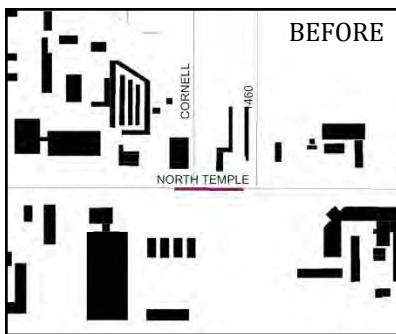
## Policy #2: Compact Mix of Uses

*Allow for a more intense, compact mix of uses around Cornell Street and 1460 West.*

Successful transit-oriented station areas include a mix of uses, including commercial, office, residential and in some cases, light industrial. The uses are arranged and placed in areas where they can take full advantage of the light rail station.

### Strategy 2-A: Create standards that produce compact, dense and intense development closer to the station.

- Establish standards for minimum lot coverage, building setbacks and building design that will create a vibrant, active and safe pedestrian environment
- Use zoning incentives to promote vertical mixed use in the Core Area.
- Remove barriers and unnecessary processes that impede desired development and land uses in the station areas.
- Establish maximum parking requirements for future development.
- Over time, replace surface parking with structured parking.
- Require the removal of billboards as properties redevelop and prohibit new billboards in the station area.



Spread-out development pattern.



Compact development pattern.

### Strategy 2-B: Identify transit-friendly land uses that are appropriate in the station area.

- Permit land uses that are generally considered transit friendly within the core area.
- Identify and prohibit those land uses that negatively impact the development of the station areas as an employment center.
- Establish development standards that increase the level of compatibility between conflicting uses through appropriate building and site design standards.

### Strategy 2-C: Increase the residential density within the station area.

- Allow for high density housing, in a variety of building types, within the core area. Set a goal of establishing a minimum of 20 dwelling units per acre within the core area.
- Allow for a mix of housing types and densities within the transition area. Set a goal of establishing a minimum of 10 dwelling units per acre within the core area.

Mixed use development should take advantage of proximity to light rail stations.

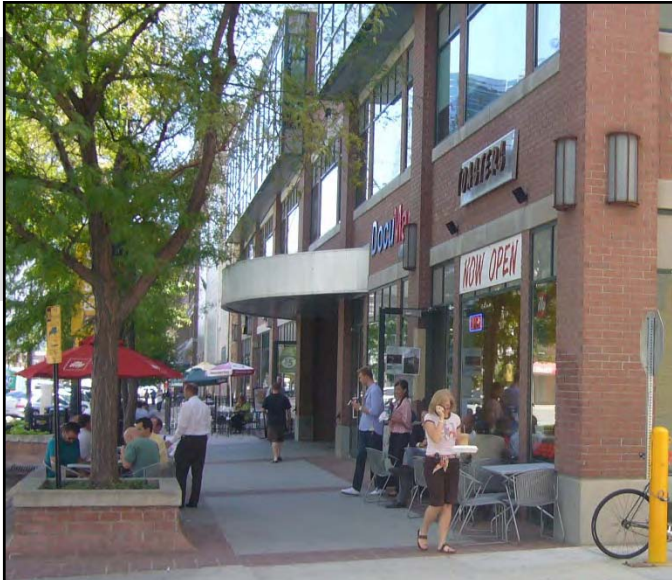


### Policy #3: Placemaking

*Improve the connections between the Cornell Station and the nearby open spaces.*

The public spaces within the station area help create a sense of place and are important to the creation of urban “living rooms.” The station platform is the center of the public spaces and creates a common area for people within the station area. In order for these public spaces to be inviting and full of life, they need to be safe, be used by a diverse group of people for a variety of reasons, and provide amenities to make people feel comfortable.

Streets are important public spaces where a variety of activities take place.



**Strategy 3-A: Recognize streets as being important public spaces.**

- a. Create regulations that require buildings to be oriented toward the street, with doors and windows opening on the street and parking located behind and to the side of buildings.
- b. Acquire adequate right of way as properties redevelop to install an 8 foot wide park strip and 10 foot wide multi-use pathway.
- c. Encourage a range of activities in and around public spaces to allow for natural surveillance, people watching, and active uses.

**Strategy 3-B: Identify key elements of desirable public spaces.**

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



A cross-section of the future North Temple shows a 10 foot wide sidewalk, an 8 foot wide park strip, a bike lane, two vehicle lanes, and the light rail down the middle of the street.



The existing pathways (green) are not connected to the station platform. Creating new pathways (orange) will improve the overall connectivity within the station area.

**Strategy 3-C: Create a series of pathways throughout the station area.**

- a. Create a pathway along the existing canal that runs between the station platform and Redwood Road.
- b. All pathways should be designed to accommodate walking, bicycling and other non-motorized forms of transportation and be designed to be safe, comfortable and attractive for users of all ages.
- c. New development adjacent to the pathways should be designed to increase the natural surveillance of the pathway.



Signs identifying neighborhoods or districts can come in various forms and sizes to match the place's character.



**Strategy 3-D: Identify the station area by using unique markers and monuments at the east and west boundaries of the station area.**

- a. A distinctive welcoming entrance or marker should be created at the Jordan River that demarcates the end of the Cornell Station Area and the beginning of the Fairpark Station Area and vice versa.
- b. A distinctive entrance feature or monument should be created at both corners of the intersection of Redwood Road and North Temple to announce the beginning of the Cornell Station.



## Key Projects & Follow-up Actions

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

### Rezone the Station Area

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



### Build a “Signature Project” at North Temple and Cornell

The property between Cornell and 1460 West is an ideal spot for a signature transit-oriented development which incorporate the best practices for these type of developments, and serve as a model for other development within the station area. Depending on the design and the mix of uses, such a project could address a number of the challenges identified earlier: redeveloping run down properties, reducing crime, reducing the auto-oriented uses.

### Create a Multi-Use Path along Canal

A canal that cuts diagonally from North Temple to Redwood Road could provide an alternative pedestrian and bicycle route around the North Temple and Redwood Road intersection and between the station platform and nearby neighborhoods. This intersection despite the light rail line, will continue to be a heavily-used vehicular intersection, which generally conflicts with the goal of making the corridor more pedestrian friendly.



### Signalize Intersection at 300 North and Redwood Road

This intersection is a major access point to the State Office Buildings. Salt Lake City should work with UDOT to install a traffic signal at this intersection. Doing so would improve the overall connectivity of the station area and could also be a significant pedestrian crossing between the Jordan Meadows neighborhood and the Jordan River Parkway. It would also reduce the walking distance between safe pedestrian crossings on Redwood Road.

### Reconfigure and Activate the Rocky Mountain Power Street Frontage

Rocky Mountain Power plays a significant role in the Cornell Station Area. Their site includes a large amount of street frontage on North Temple that is mostly occupied by surface parking and outdoor storage, uses which are inconsistent with the vision for the Cornell Station Area. The City should work with Rocky Mountain Power to explore ways that they could reconfigure their site to meet their operational needs as well as develop the portions of their property that front on North Temple in a manner that is consistent with the vision for the station area. This may include locating future buildings along the frontage that could accommodate future growth and needs, such as additional office space, customer service facilities, employee cafeterias, etc.

### Demonstrate Alternative Energy Projects

Given the influence of the Rocky Mountain Power facility on North Temple and the City's overall goal of increasing the use of renewal energies, the area around the Rocky Mountain Power facility presents an opportunity to create a demonstration project for alternative energy. Light rail is generally considered a better use of energy than other forms of motorized transportation and incorporating an alternative energy theme would help make the Cornell Station unique. Such projects may include solar arrays, energy efficient buildings (such as the Department of Natural Resources on North Temple), or using solar panels at the stations to help offset the power needed for lights or ticket machines on the station platform.



A solar array at the Gateway development in Salt Lake City.

## Increase Code Enforcement

During the planning process, the City has received numerous complaints about property maintenance in the vicinity of the Cornell Station. Improving the appearance of the run down properties in the area is vital to changing the perception of the station area. The City should take a comprehensive, multi-disciplinary approach to cleaning up these properties.

There are four key CPTED (Crime Prevention Through Environmental Design) principles:

1. **Natural Surveillance:** Someone is less likely to commit a crime if they think someone will see them do it. Eyes on the street, lighting and landscaping are important for increasing natural surveillance.
2. **Natural Access Control:** This principle includes using walkways, fences, lighting, signs, landscaping and paving materials to clearly guide people to primary entrances.
3. **Territorial Reinforcement:** This principle includes clearly marking where public space ends and private space begins. This principle is closely related to natural access control and can utilize many of the same ideas to implement.
4. **Maintenance:** Neglected and poorly maintained properties are more likely to attract other crimes. This principle addresses the “broken window theory” which suggests if one nuisance is allowed to continue, it will lead to other nuisances and an eventual decline.

## Increase Police Presence

Due to the overall concern towards crime along North Temple, an increased police presence in the corridor is important. The City should use a multi disciplinary approach to address crime in the area. Furthermore, development regulations should include crime prevention through environmental design principles (CPTED), which are aimed at using building and site design to reduce the opportunities for crime to occur.



1

Adequate street lighting is important for natural surveillance.

2

Easily identified entrances direct the flow of people.



3

Clearly marking public and private space creates a sense of ownership.

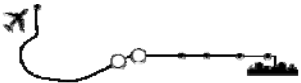
4

Well-maintained properties build pride in a neighborhood.





# 1950 West & 2200 West Station Area Plan



## NORTH TEMPLE BOULEVARD



# 1950 WEST / 2200 WEST STATION AREA PLAN



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The new Multi-Agency State Office Building on 1950 West.

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# Vision



The 1950/2200 West Station Area is a major employment and economic development center in the City. Future development will enhance the area as an employment center by improving pedestrian and vehicular connections throughout the area, enhancing the mix of uses to better serve the major employment centers, and by improving public spaces for all users.

The following policies will help implement the vision:

1. **Mobility:** Improve the overall connectivity around the station area.
2. **Compact Mix of Uses:** Intensify the mix of uses around the 1950 West Station and the future 2200 West Station.
3. **Placemaking:** Create safe, vibrant and useful public spaces.
4. **Integrating Redwood Road:** Improve the area between Redwood Road and the 1950 West Station.

The 1950 West and 2200 West Stations' location in Salt Lake City's neighborhoods and rail system.





# Community Input

## June Workshop

The June workshop focused on the likes, dislikes, and future visions for the entire corridor. While the comments were directed for the entire length of North Temple Boulevard, several themes emerged that relate to 1950 West and 2200 West:

- Mixed Use around nodes.
- Improve the overall connectivity.
- Economic development opportunities for small, locally owned businesses.
- Increase housing with a variety of housing types, but protect the lower density neighborhoods.
- Change the perception of the west side image.
- Incorporate urban design into the corridor.

The comments received from the public workshops have been used to identify a vision for the station area, define what type of transit station the 800 West Station Area is, create land use policies, identify key projects and to recognize key characteristics of future zoning regulations.



## August Workshop

The August workshop focused on those things that should be done now, those things that should be done in the future, and the big ideas that could be used to make each station unique. The community felt that this area should be defined by an aesthetically pleasing entrance from the Airport and include features such as enhanced landscaping, art and lighting. The I-215 underpass was identified as a place to improve the connections and overall safety of the station area and a good place for a defining entry feature.

## October Workshop

The topic of the October workshop was land use. Through a series of meetings with the public, key stakeholders and landowners, and major employers several principles were developed:

- Improve connectivity.
- Activate corner of 1950 West and North Temple.
- Improve the walking experience.
- Allow for the redevelopment of older properties.
- Build on the campus-style development of the State Complex.
- Improve the mix of uses.
- Clean up and improve I-215 underpass.



## Existing Conditions at the Station Areas

The 1950 West and 2200 West Stations are in close proximity to each other. However, at this point, the 2200 West Station is considered a “future station,” meaning it will be built at a later date. For the purposes of this plan, the two stations are considered one station area.

The area around the 1950 West and the future 2200 West stations is suburban in nature with large buildings and spread-out land uses which are designed for the automobile. The area around 1950 West and 2200 West is characterized by:

- A high concentration of jobs;
- Land uses commonly found in research or business parks;
- Large parking lots that surround most buildings;
- A concentration of airport-related services, such as private airport parking facilities and hotels/motels;
- Restrictions on certain land uses and building heights near the airport;
- A large residential neighborhood to the north;
- A large apartment complex near the station;
- Unique facilities required by the light industrial uses;
- Direct access to I-80 and the Salt Lake City International Airport;
- A physical and visual barrier between the two stations with the I-215 overpass;
- Proximity to the Redwood Road / North Temple intersection; and
- The termination of North Temple near the 2200 West station.

## Streets and Connections

The 1950 West station has very limited connections for all modes of travel. The State Office Complex is served by bus lines that enter the complex and then return to North Temple. 1950 West is the primary cross street on North Temple between Redwood Road and 2200 West. This street has sidewalks on the east side along the entire length. The sidewalk does not extend to North Temple on the west side. The Jordan Meadows neighborhood is connected through the State complex to North Temple. A privately owned commercial parking lot that serves airport patrons occupies a large amount of land on the south side of North Temple. Orange Street (1850 West) provides access to some of the properties between North Temple and I-80, but otherwise access is through private property.



Large parking lots are common in the 1950 West Station Area.

The 1950 West station area is connected to the 2200 West via an underpass under I-215. The underpass contains sidewalks on both sides of the street and a bicycle lane on the north side of the street. North Temple splits west of the underpass: North Temple continues to the west and the ramp to I-80 and the Airport veers to the south.

The intersection of North Temple and 2200 West is a stoplight-controlled 3-way intersection while the intersection between 2200 West and the I-80/Airport access ramp is a signalized intersection. This will also be the primary access to the future station at 2200 West. 2200 West is a two lane road with a center turn lane and bicycle lanes on each side of the street.



There are few existing bike lanes (shown in green) in the station area. Future bike lanes (orange) will improve connections, but the station area has connections for pedestrians, bicyclists and automobiles.

### Key Demographics

Simple demographics for the 1950 West and 2200 West Station areas and adjacent neighborhoods indicate an overall decrease in total population, an increase in number of households and a 25% increase in the number of jobs in the future. A decrease in population but an increase in dwelling units indicates that household size will decrease in the area and additional residential building types will be added. These numbers are based off of existing US Census data as well as projections done by the Wasatch Front Regional Council, an entity who is charged with planning short, medium and long term transportation projects based on future growth scenarios. Many factors will contribute to the actual changes over time, including market trends, but it is important to anticipate the potential growth. Salt Lake City must plan for necessary infrastructure improvements and services to support increases in residents and

#### Current Demographic Data

Population	Dwelling Units	Jobs
4,799	1,573	21,320

*(Source: 2000 U.S. Census)*

#### 2030 Projected Demographic Data

Population	Dwelling Units	Jobs
4,415	1,740	26,771

*(Source: Wasatch Front Regional Council)*





A station area is the space that surrounds a transit station. The station platform is the center of the area and the places that are generally within a 5 minute walk, approximately 1/4 of a mile, make up the remainder of the station area. The 1950 West Station area is unique because it has limited opportunities for residential development and the nature of the area is not what one would typically think of as a walkable environment. However, with the high number of jobs around this station, there is the potential for a high transit ridership for those commuting for work and walkability is a major factor for those choosing to utilize the Airport Light Rail Line.

### Station Area Typology

The 1950 West and 2200 West Station Area displays characteristics most common to a **Mixed Use Employment Center**. These characteristics include land uses that employ a high number of people. These areas could have a campus style development pattern and tend to attract other similar uses to the area and those uses that can support the high number of jobs, such as restaurants, retail services, etc. The station area is usually served by at least two type of mass transit, usually rail and bus but is primarily auto oriented. Special considerations are often made due to the large delivery and service trucks that frequent the businesses in the area. The area typically is not well connected to adjacent neighborhoods and generally lacks residential land uses.

### 1950 West / 2200 West Core Area

The Core Area is comprised of the land closest to the station and most likely to see significant changes over time. Appropriate zoning regulations should include the following characteristics:

- Larger scale buildings with taller buildings located east of the 1950 West Station and compatible with the Airport Flight Path Protection Overlay District;
- High percentage of lot coverage;
- Buildings with a mix of uses on multiple floors;
- Parking located in structures or behind the buildings;
- Increased level of pedestrian activity at the street level;
- Residential development in appropriate locations where compatible with the airport;
- Permitted uses that support the area as an employment center;
- Permitted uses that include a high number of jobs;
- Better access to existing residential neighborhoods.

- Parcels in **red** represent the Core Area, where an intense level of transit-oriented zoning is appropriate.
- Parcels in **yellow** are part of the Transitional Area. These areas are appropriate for mixed use and less intensive transit-oriented zoning.
- Parcels in **blue** are part of Stable Areas, areas where little change is expected or desired or where the current zoning allows for the desired future land uses and intensities.



### 1950 West / 2200 West Transitional Area

The Transitional Area is the area that will see some change over the next 20 years, but the change will generally be smaller scale and less intense than the Core Station Area. Appropriate zoning regulations would be characterized by:

- Smaller scale building up to 4 stories in height
- A horizontal mix of land uses
- Parking behind or to the side of buildings
- Appropriate scaled residential development where compatible with airport overlay zones.
- Permitted uses that support the role of the area as an employment and airport service center

### 1950 West / 2200 West Stable Area

The Stable Area are those areas that are likely to see minor changes over time. Minor changes happen within the existing development pattern and are consistent with the overall scale of the surrounding structures, such as the single family residential neighborhood to the north.

# Assets & Challenges



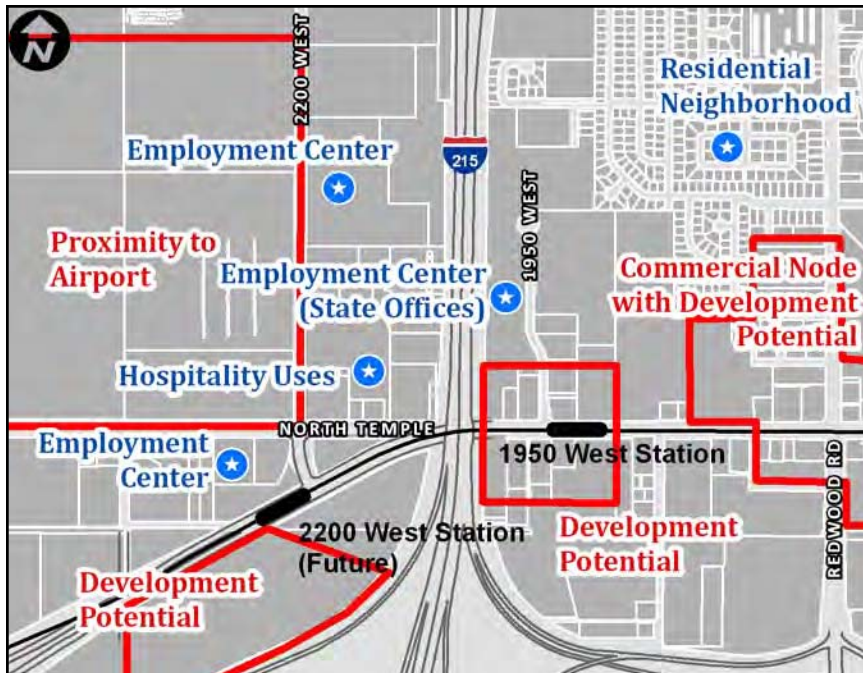
Like any developed corridor with a long history, North Temple presents a variety of both assets and challenges for redevelopment. These characteristics, summarized below, were defined by the people who live, work and operate businesses in the area through workshops and conversations.

## Assets

- Large employment base;
- Potential for redevelopment;
- Proximity to Airport;
- Number of hotels in the area; and
- Proximity to commercial center at Redwood Road and North Temple.

## Challenges

- Hostile pedestrian environment and overall lack of pedestrian-oriented activity between Redwood Road and I-215;
- The I-215 underpass;
- Lack of services, especially restaurants;
- A long distance between the station and the neighborhood to the north;
- Limited residential opportunities;
- Lack of transit-oriented land uses on North Temple;
- Existing land uses that require large, underutilized parcels;
- Area is isolated from surrounding community and the rest of the City; and
- Lack of overall connectivity to and from North Temple.



The Radisson Hotel near 2200 West (bottom, left) and the new Multi-Agency State Office Building on 1950 West are some of the assets of the area (see full map on left).



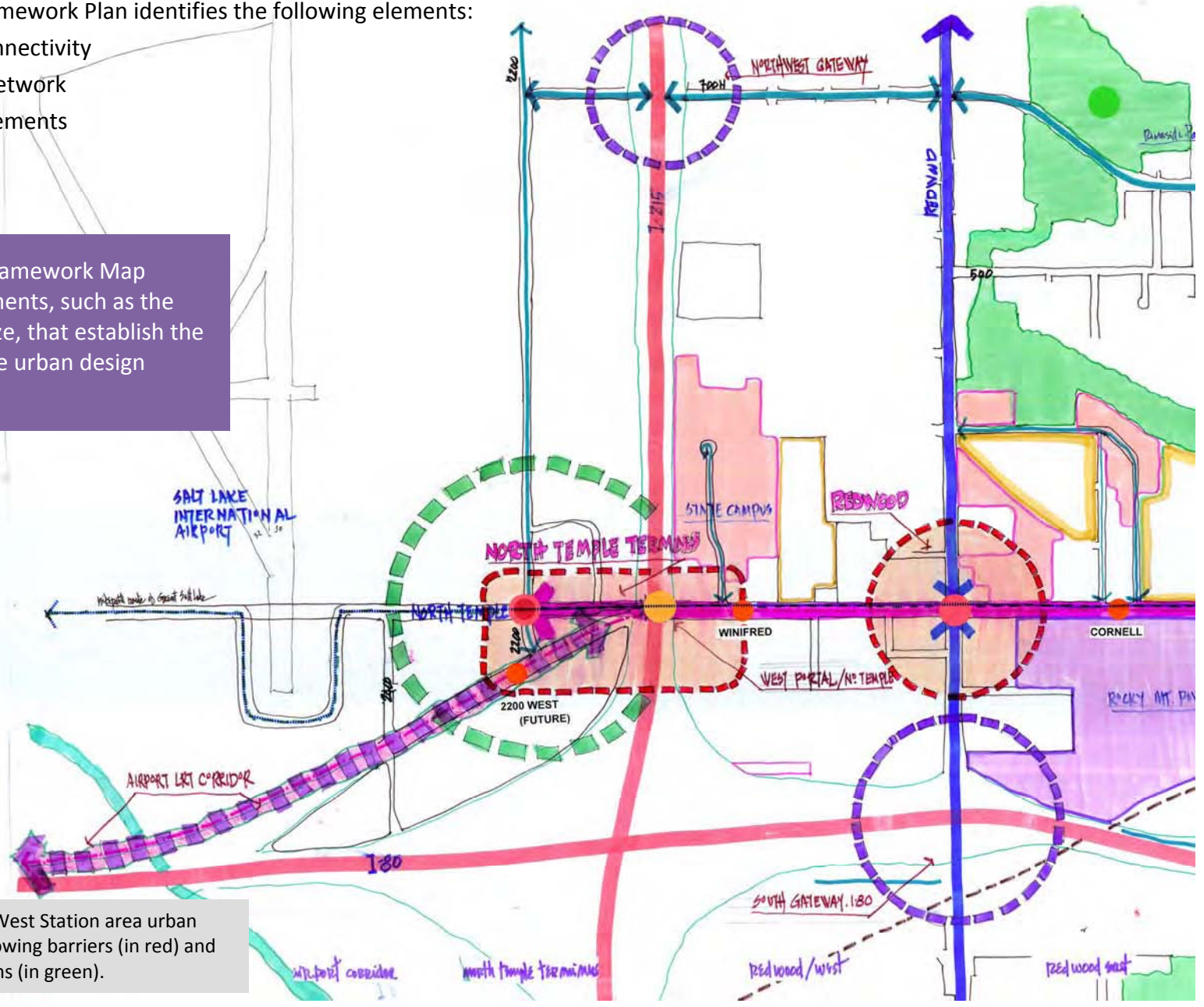


# Urban Design Framework

The Urban Design Framework Plan identifies the following elements:

- Mobility & Connectivity
- Open Space Network
- Public Improvements
- Adjacencies

The Urban Design Framework Map identifies those elements, such as the block pattern and size, that establish the framework for future urban design improvements.



The 1950 West/2200 West Station area urban design framework, showing barriers (in red) and open space connections (in green).



The purpose of the Urban Design Framework Plan is to identify those elements of the built environment that impact where people go and how they get there. Once these elements are identified, then the community can begin to identify those elements of the infrastructure that impede movement and discourage visits to certain destinations. This framework envisions a larger area than the station area plan because the destinations are often located outside of a station area.

## Key Recommendations

1. **Mobility.** Improve the public ways between the Station Area and the destinations on the periphery of the Station Area.
  - Improve the design and safety of the I-215 underpass to better connect the station areas.
  - Create a street network in the area south of North Temple.
  - Utilize wayfinding signs to mark convenient and safe pathways into and out of the station area.
  - Install a traffic signal at 300 North and Redwood Road.
  - Identify the mechanism that will trigger the completion of the 2200 West Station.
  - Improved access routes to the neighborhood to the north.
2. **Public Improvements:** Improve the streetscape by adding functional elements.
  - Incorporate the elements of the North Temple Boulevard Design book throughout the station area.
3. **Open Space Network:** Improve the green ways throughout the corridor
  - Enhance the landscaping where the light rail enters the 2200 West station area.
  - Enhance the landscaping along the Interstate embankments.



# 1950 West / 2200 West Station Area Policies

The policies for the 1950 West and 2200 West Station Area are based on the future visions for the station area, which was developed through a series of workshops with property owners, stakeholders, the public, and city staff. In turn, these policies will guide future infrastructure improvements and land use decisions and will provide the regulatory framework for development. Each policy has a number of specific strategies and action items that would foster and implement the policy.

## Policy #1: Mobility

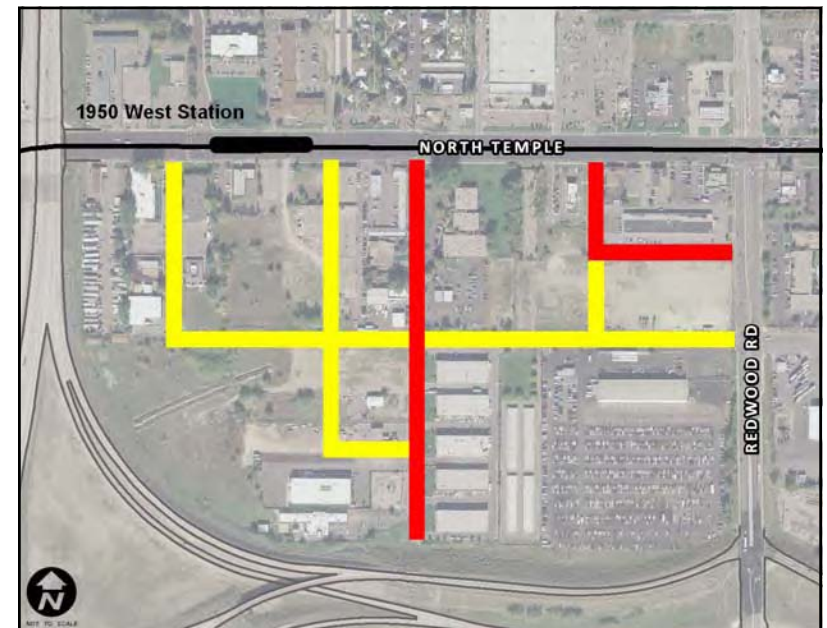
***Improve the pedestrian environment to create a walkable transit-oriented neighborhood with improved connections for other types of vehicles that are required to serve the area.***

Mobility refers to the manner in which people get from point A to point B. Providing people with transportation options is a key principle for transit oriented development. This means providing safe, comfortable and interesting facilities for pedestrians, bicyclists and other similar modes of travel while also providing appropriately designed and located facilities for motor vehicles. Mobility is critical to the function of a neighborhood. It affects the business community, which relies on motor vehicles as the primary mode of transportation for a significant number of customers and daily needs, such as deliveries and residents who may need an automobile to travel to work, school or for daily needs.

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

- a. Develop land use regulations that require all new buildings and redevelopment to be oriented to the street and pedestrian first and automobiles second.
- b. Develop handouts for developers that include the vision for the station area, and a checklist that can be used to determine the degree to which a project implements the community vision and goals.
- c. Design guidelines should explore creative ways to accommodate the existing types of land uses, particularly the industrial uses that require the use of large trucks or have unique building requirements, such as large mechanical systems.

New roads can improve the connectivity of the 1950 West Station Area. Yellow roads represent new roads or extensions to complement existing (red) roads.



**Strategy 1-B: Improve connections for all modes of transportation.**

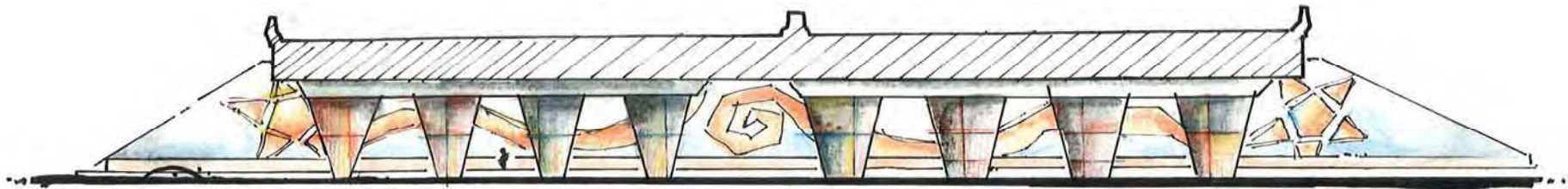
- a. Require development of a street network on the south side of North Temple that connects land-locked parcels to North Temple and allows cross access between adjacent properties.
- b. Establish parking standards for alternative transportation modes, including motorized scooters and bicycles.
- c. Establish maximum parking standards for all new development.
- d. Over time, transition from surface parking to structured parking.
- e. Find creative and unique solutions for instances where placing sidewalks may be difficult, such as when mature trees, utility structures, etc. require modifications to the design and placement of the sidewalk.
- f. Establish a bus center along Redwood Road that is integrated into the 1950 West Station Area due to the high bus ridership on Redwood Road.

**Strategy 1-C: Design and build streets throughout the station area to accommodate all users, with emphasis placed on the safety and security of the pedestrian and bicyclist.**

- a. Build streets with complete infrastructure that includes vehicle travel lanes, bicycle lanes, parking when space allows, curb and gutter, park strips when appropriate and adequate width sidewalks.
- b. Design streets with the safety of pedestrians and bicyclists in mind. Include clearly marked sidewalks, appropriate crossing signals, bulb-outs at pedestrian routes, and adequate street and sidewalk lighting.
- c. Acquire adequate right of way as properties redevelop to install an 8 foot wide park strip and 10 foot wide multi-use pathway.

**Strategy 1-D: Improve the connections under the I-215 viaduct.**

- a. Improve the amount and quality of lighting under the I-215 underpass on North Temple.
- b. Improve the visual appearance of the underpasses with public art and appropriate design.
- c. Explore effective ways to separate the sidewalk from the travel lanes.
- d. Partner with the UDOT to install water-wise landscaping on interstate embankments at the viaducts.



The I-215 underpass can be improved by adding color and artwork to the embankments and supports.

**Strategy 1-E: Build the 2200 West Station.**

- a. Establish criteria to determine when the 2200 West Station should be built.
- b. Identify appropriate land use types that are compatible with the nature of the 2200 West Station Area and the requirements of the Airport Flight Path Protection Overlay District.



The 2200 West Station should be built when demand reaches a minimum level to support it.



Future development around the 2200 West Station platform will have special development regulations due to the proximity to the Salt Lake International Airport.



## Policy #2: Compact Mix of Uses

*Develop a more intense, compact mix of uses around both the 1950 West and 2200 West Stations.*

Successful transit-oriented station areas include a mix of uses, including commercial, office, and in this case, light industrial. The uses are arranged and placed in areas where they can take full advantage of the light rail. Intensifying the mix of uses includes eliminating zoning regulations that may hinder transit oriented development, and minimizing land use conflicts, by prohibiting auto-dependent uses and those uses that may hinder future development in the area.



Manufacturing uses can be designed and located to be pedestrian-friendly. This rendering shows an industrial building with windows facing the street, mechanical equipment that is designed as an architectural feature and loading docks screened from the street.

**Strategy 2-A: Create standards that produce compact, dense and intense development closer to the station.**

- a. Establish standards that will allow high lot coverages, limited landscaping buffers between compatible land uses and lower parking requirements and building heights that are compatible with the operation of the Salt Lake International Airport.
- b. Activate landscaped setbacks with appropriate outdoor activities, such as plazas or outdoor dining.
- c. Identify and prohibit those land uses that negatively impact the development of the station areas as employment and hospitality centers.
- d. Remove barriers and unnecessary processes that impede desired development and land uses in the station areas.
- e. Work with the economic development partners to diversify the types of daily service land uses in the area, particularly restaurants and services which will provide for the needs of those working in the station area as well as those that live or work nearby.
- f. Require the removal of billboards as properties redevelop and prohibit new billboards in the station area.

**Strategy 2-B: Identify transit-friendly land uses that are appropriate in the station area.**

- a. Identify and prohibit those land uses that negatively impact the development of the station areas as transit oriented employment and hospitality centers, such as pawn shops, drive through restaurants, or privately owned surface parking facilities.
- b. Establish development standards that increase the level of compatibility between conflicting uses through appropriate building and site design standards, such as appropriate landscape screening and buffering.

Vibrant public spaces include many amenities.



### Policy #3: Placemaking

*Create safe, vibrant and useful public spaces.*

The public spaces within the station area help create a sense of place and are important to the creation of urban “living rooms.” In order for public spaces to be successful, they need to be safe, be used in diverse ways and provide amenities to make people feel comfortable.

#### Strategy 3-A: Recognize streets as being important public spaces.

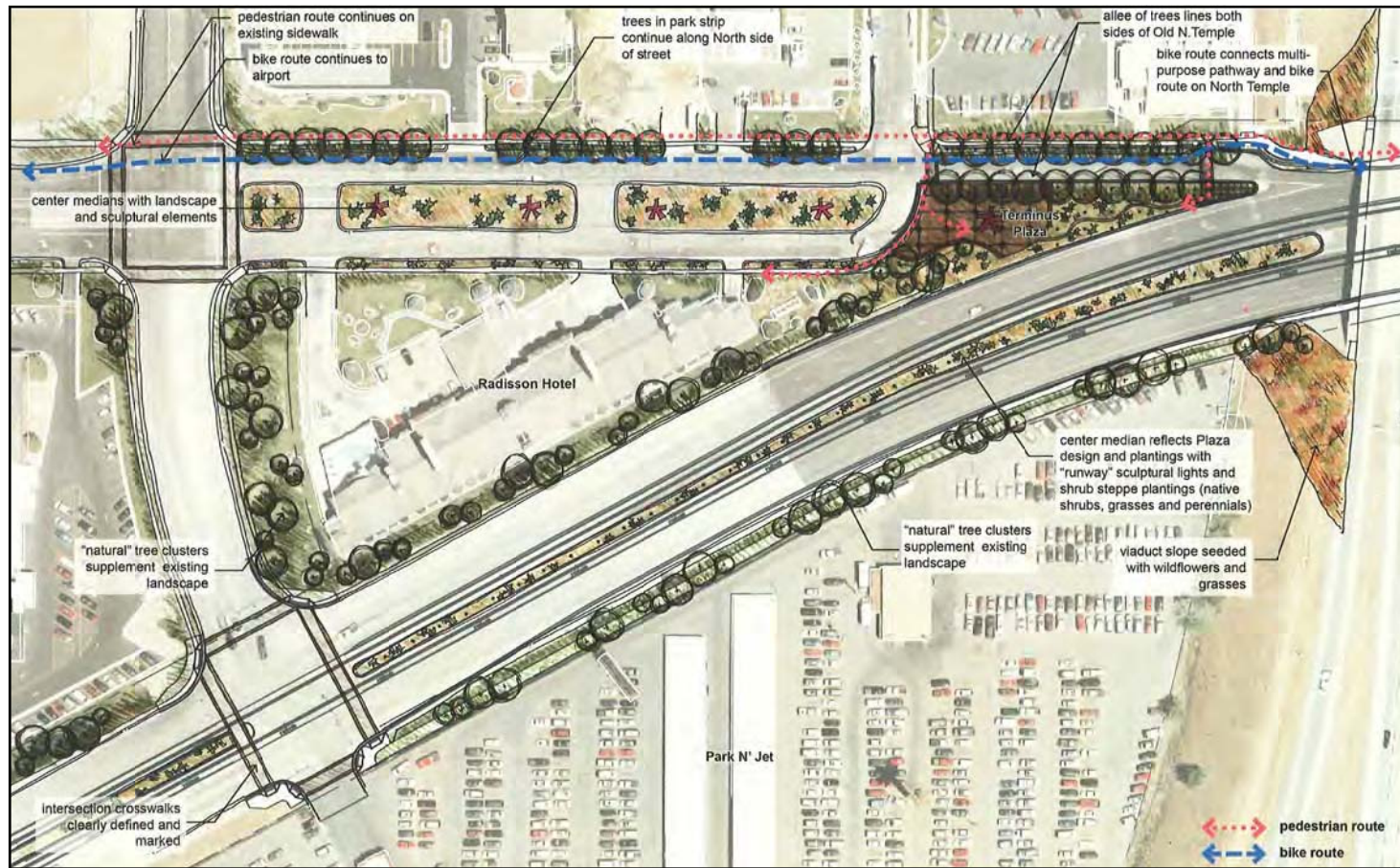
- a. Create regulations that require buildings to be oriented to the street, with doors and windows opening to the street and parking located behind or to the side of buildings.
- b. Allow buildings to be set back from the property line when the space is to be used for public plazas or active use, such as outdoor dining.
- c. Encourage a range of activities in and around public spaces to allow for natural surveillance, people watching, active uses, etc.

#### Strategy 3-B: Identify key elements of desirable public spaces.

- a. Public spaces should be designed to allow for a wide array of activities
- b. Public spaces on private property, such as plazas at building entrances, should be inviting, comfortable and distinguishable from public property.
- c. Elements in public spaces should be appealing to the senses. This can be accomplished by using materials of various colors or textures, adding features that create sound and movement (such as water features, or elements that move in the wind), and using landscaping materials that produce different scents, textures, etc. and that are appropriate for the local climate.
- d. Incorporate Crime Prevention through Environmental Design (CPTED) principles into the design of buildings and public spaces.

**Strategy 3-C: Create a public space between “old” North Temple and the “new” North Temple.**

- a. Enhance the land uses on North Temple between the I-215 underpass and 2200 West by adding uses that complement and serve the area and create natural surveillance of the open space.
- b. Design an open space west of the I-215 underpass that will attract users from nearby hotels and businesses.
- c. Design the open space with safety in mind and keep site lines between the station platforms, nearby businesses, hotels and the open space clear.
- d. Design the park to accommodate a wide range of activities for people of all ages.
- e. Invite the community to actively participate in the planning and design of the open space.
- f. Create an entry feature along the light rail line as it enters the 2200 West Station area.



A potential design for the public spaces around the future 2200 West Station.

## Policy #4: Integrating Redwood Road

***Integrate and connect Redwood Road and the 1950 West Station.***

Redwood Road is the busiest intersection along the corridor but it is a long walking distance between the intersection and the station platform. The west side of the intersection, particularly the northwest corner, has the potential to be a community shopping center. This area could develop as a mixed use center given that it is approximately one half mile from both the 1950 West station and Cornell Station to the east, the access to Redwood Road and I-80 as well as the airport and Downtown.

**Strategy 4-A: Improve the connections through existing and future development.**

- a. Find immediate, temporary ways to improve the walking and bicycle paths through the development on the north west corner of North Temple and Redwood Road.
- b. Require pedestrian and bicycle connections in all future development.
- c. After North Temple Boulevard is rebuilt and all improvements are in place, work with the Utah Department of Transportation to add similar improvements along Redwood Road, particularly north of North Temple.
- d. Integrate bus service to and from the station, particularly with the frequency of bus service along Redwood Road and North Temple and as the bus service transforms into bus rapid transit in the future.



The area around North Temple and Redwood Road should be rezoned to allow a variety of uses, including residential.

**Strategy 4-B: Zone the property around the North Temple and Redwood Road intersection to a mixed use zoning district.**

- a. Research appropriate zoning districts that have already been established to determine the most feasible type of zoning for this area.
- b. Ensure that future zoning regulations allow for high density residential development in the station core and transition areas.

## Key Projects & Follow-up Items



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

### Rezone the Station Area

The Core and Transitional Station Areas should be rezoned to reflect the vision for the station area. The rezoning should be consistent with the policies for the 1950/2200 West Station Area. Removing processes that increase the permitting process should be a main focus and can be a major incentive for new development.

### Focus on the Redwood Road and North Temple Intersection

The Redwood Road and North Temple Boulevard intersection is a highly used, highly visible intersection and is the busiest intersection in the corridor. Encouraging high density mixed use development on all four corners of this intersection is important to take advantage of the intersection as a major activity center. Working with the Utah Department of Transportation and the Utah Transit Authority, the City should find ways to visually, functionally and safely improve the intersection. Such improvements may include enhanced sidewalks and crosswalks, visual elements and bollards at the corners, pedestrian oriented street lights, and some vertical art elements added along the light rail line.

### Activate the 1950 West and North Temple Intersection

The properties on the north side of the boulevard are under utilized and primed for redevelopment. Given that both corners are adjacent to the station platform, activating these corners with high intensity land uses has the potential to increase transit ridership and set the example for future development. Potential active first floor uses and public/private partnerships should be established to ensure that an active use, such as a restaurant, is included in any development on these corners. If the State Office Complex expands south towards North Temple, it is critical that the ground floor of the building contains uses, such as a restaurant, that can activate the street front and improve the north side of the boulevard.



Examples of vertical elements that can visually enhance an intersection.

### **Expand State Office Complex at 1950 West**

The State Office Complex at 1950 West is removed from North Temple. The State of Utah has indicated that the campus will be expanded in the future. Future expansion should have an emphasis of intensifying the development in the area. Future development along 1950 West should include land uses that can support this increased intensity but that can also be a neighborhood destination.

### **Retain and Enhance 2200 West Job Base**

The area around the 1950 West Station and the future 2200 West station has become a major employment base for the City. The jobs are generally considered to be professional level jobs. For example, in 2009 L3 Communications employs about 1,500 engineers. Working with Economic Development to retain and expand the employee base is beneficial to the City and would increase the ridership for the light rail line. Despite the high number of jobs, the area is lacking in daily services and many of the jobs are more than a 10 minute walk from the station platform. The Economic Development Division of the City should work to attract businesses, such as sit down restaurants into the area. The challenge will be to attract the type of establishments that can be successful based on the midweek, day time population of the area as the area has a lack of weekend traffic. A coordinated shuttle service that would run along 2200 West could increase transit ridership by making it more convenient for employees to get from the station platform to their workplace.

### **Develop Airport Property on 2200 West**

The area around the 2200 West Station does not have a lot of daytime services, particularly restaurants. The Airport has several properties that may be able to accommodate these types of land uses while still meeting the Airport's requirements for security and safety. These areas should be identified by the Airport and public/private partnerships should be explored to determine if such uses are viable and compatible with the Airport's needs, such as the Salt Lake Community College Flight Training Center.

### **Improve Area Connectivity**

The 1950 and 2200 West station areas generally have large properties with a limited number public streets and connections for pedestrians and bicyclists. Of particular importance is the connection between the station platform and the Jordan Meadows neighborhood. When property is redeveloped, the City needs to find innovative ways to allow infrastructure, such as sidewalks, walkways, and bicycle paths. For example, the City should allow sidewalks to meander around mature trees if necessary.

### **Increase the Police Presence and Code Enforcement**

Due to the issues with crime and property maintenance in the area, an increased police presence and code enforcement is critical to improving the safety of the station area. The City could use innovative, multi disciplinary approaches to addressing the crime and code enforcement issues in the area. The presence of the police and cleaning up properties also begins to change both the internal and external perception of the area.

### **3. City Council Public Hearing Notice**

## **NOTICE OF PUBLIC HEARING**

The Salt Lake City Council is considering Petition PLNPCM2009-00510 North Temple Boulevard Station Area Plans; a Master Plan Amendment to the West Salt Lake, Northwest and Capitol Hill Community Master Plans. The amendment consists of creating new Station Area Plans to guide future development around the transit stations along the Airport Trax Line. The Station Area Plans cover the area generally between 300 West and 3400 West and I-80 and 600 North.

The City Council will hold a public hearing to receive comments regarding the petition. During this hearing, the Planning staff may present information on the petition and anyone desiring to address the City Council concerning this issue will be given an opportunity to speak. The hearing will be held:

**DATE:**

**TIME:**

**PLACE:** Room 315  
City and County Building  
451 South State Street  
Salt Lake City, Utah

Salt Lake City complies with all ADA guidelines. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this hearing. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the ADA Coordinator at 801-535-7976; TDD 801-535-6220.

If you have any questions relating to this proposal, please attend the meeting or contact Nick Norris at 801-535-6173 or via e-mail [nick.norris@slcgov.com](mailto:nick.norris@slcgov.com).



## **4. Mailing Labels**

A H L UTAH  
560 N 500 W  
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORATION  
PO BOX 726  
WORLAND WY 82401

AHO, ED JAMES  
14 N 600 W  
SALT LAKE CITY UT 84116

ALLEN, DAVID B  
PO BOX 510818  
SALT LAKE CITY UT 84151

ALVEY, SHANNON M  
265 N 600 W  
SALT LAKE CITY UT 84116

AMERICAN TRAVEL ASSOCIATION INC;  
ET AL  
880 E EIGHTEENTH AVE  
SALT LAKE CITY UT 84103

AND JUSTICE FOR ALL  
205 N 400 W  
SALT LAKE CITY UT 84103

ANDERSON, JEFF  
546 W 8360 S  
SANDY UT 84070

ANDERSON, JERED & JENTZ, DAVE  
2116 S 750 W  
WOODS CROSS UT 84087

ANDREA & HERB ENTERPRISES LLC  
P O BOX 34011  
PHOENIX AZ 85067

ANGILAU, ULLISONI T & TELENIA L; JT  
638 W HODGES LN  
SALT LAKE CITY UT 84116

ARCHULETA, PATRICIA M  
922 S 800 E  
SALT LAKE CITY UT 84105

ARCHULETA, RAITOS L  
245 N RENDON CT  
SALT LAKE CITY UT 84116

ARCHULETA, TERESA & CULLIS,  
JEANINE; TC  
626 W 400 N  
SALT LAKE CITY UT 84116

ARCIA, ESTHER  
515 N 600 W  
SALT LAKE CITY UT 84116

ARGUETA, JUAN  
514-516 N 600 W  
SALT LAKE CITY UT 84116

ARGUETA, JUAN  
576-578 W 500 N  
SALT LAKE CITY UT 84116

AUBELE, DARLENE K; ET AL  
CO BOX 31547  
PHOENIX AZ 85046

AVDIU, ALI & BAHRUJE; TC  
253 N RENDON CT  
SALT LAKE CITY UT 84116

B & E PROPERTIES LLC  
509 W 300 N  
SALT LAKE CITY UT 84116

BACA, F OLIVIA  
633 W 500 N  
SALT LAKE CITY UT 84116

BAHENA, FILOGONIO & REYNA; JT  
616 W 500 N  
SALT LAKE CITY UT 84116

BAHENA, JOSE  
604 W 500 N  
SALT LAKE CITY UT 84116

BARAJAS, JORGE & MARIA D; JT  
326 N 600 W  
SALT LAKE CITY UT 84116

BECERRA, JESUS; ET AL  
343 N 600 W  
SALT LAKE CITY UT 84116

BENAVIDEZ, ANNA  
450 N 600 W  
SALT LAKE CITY UT 84116

BENAVIDEZ, JOHNNIE P & FLORENCE  
(JT)  
604 W 400 N  
SALT LAKE CITY UT 84116

BENEDICT, HEATHER  
209 N 600 W  
SALT LAKE CITY UT 84116

BOARD OF EDUCATION OF SALT LAKE  
CITY  
440 E 100 S  
SALT LAKE CITY UT 84111

BOLINDER, DAVID V  
2045 E 6060 S  
HOLLADAY UT 84121

BONHAM, SHANE G  
338 N 600 W  
SALT LAKE CITY UT 84116

BONNEVILLE INTERNATIONAL CORP  
PO BOX 1160  
SALT LAKE CITY UT 84110

BOOKS, SIGNATURE  
564 W 400 N  
SALT LAKE CITY UT 84116

BOUZEK, JOHN  
407 E 300 S  
SALT LAKE CITY UT 84111

BOYER 500 WEST LC  
90 S 400 W # 200  
SALT LAKE CITY UT 84101

BOYER GATEWAY HOTEL LC  
90 S 400 W # 200  
SALT LAKE CITY UT 84101

BRADY, ANNETTE  
249 N 600 W  
SALT LAKE CITY UT 84116

BRIDGES AT CITIFRON HOMEOWNERS  
ASSOCIATION INC  
5295 S COMMERCE DR # 175  
MURRAY UT 84107

BRIMHALL, GRACE & SANCHEZ, RUTH  
M  
529 W 500 N  
SALT LAKE CITY UT 84116

BRIMHALL, IVAN & GRACE & SANCHEZ,  
RUTH M; JT  
529 W 500 N  
SALT LAKE CITY UT 84116

BRIMHALL, IVAN & GRACE & SANCHEZ,  
RUTH M; JT  
529 W 500 N  
SALT LAKE CITY UT 84116

BRIMHALL, IVAN & GRACE & SANCHEZ,  
RUTH M; JT  
529 W 500 N  
SALT LAKE CITY UT 84116

BROUSE, DONALD  
622 W GIRARD AVE  
SALT LAKE CITY UT 84116

BROWN, RODGER & CONNIE; JT  
640 W GIRARD AVE  
SALT LAKE CITY UT 84116

BROWN, RODGER D & CONNIE M; JT  
14711 S ROSE CANYON RD  
HERRIMAN UT 84096

BURGE, WILLIS M & LESLIE L; JT  
253 N BLISS CT  
SALT LAKE CITY UT 84116

BUSTILLOS, ANTONIETTE  
273 N 600 W  
SALT LAKE CITY UT 84116

CANNON, LAURA J  
328 N ARGYLE CT  
SALT LAKE CITY UT 84116

CARDENAS, LUIS F & MARGOT; JT  
256 N BLISS CT  
SALT LAKE CITY UT 84116

CARESS, ELIAS S  
576 W 300 N  
SALT LAKE CITY UT 84116

CARLI, TIM R & JULIE; JT  
11331 S EAGLE VIEW CV  
SANDY UT 84092

CARTER, COLLEEN; TR  
1810 W INDIANA AVE  
SALT LAKE CITY UT 84104

CARTER, DOUGLAS W  
464 N 600 W  
SALT LAKE CITY UT 84116

CHEN, HUI-CHUN & HSUEH-HWA HSU;  
JT  
241 N BLISS CT  
SALT LAKE CITY UT 84116

CHESTER, CARLYN  
270 N RENDON CT  
SALT LAKE CITY UT 84116

CITY FRONT PARTNERS II LLC  
5295 S COMMERCE DR # 175  
MURRAY UT 84107

CJM PROPERTIES LLC  
902 ESTHER ST  
VANCOUVER WA 98660

CLEVELAND DEVELOPMENT  
3771 E AERIE CV  
COTTONWOOD HTS UT 84121

COOPER, MYLES D  
631 W 400 N  
SALT LAKE CITY UT 84116

CORBALEY, GLENN D & MARY J; JT  
624 W 500 N  
SALT LAKE CITY UT 84116

CORP OF PB OF CH JC OF LDS  
50 E NORTHTEMPLE ST #1200  
SALT LAKE CITY UT 84150

CORP OF PB OF CH JC OF LDS  
50 E NORTHTEMPLE ST  
SALT LAKE CITY UT 84150

CORREA, FELIX G  
6312 W WENDING LN  
WEST VALLEY UT 84128

COSTELLO, ANTONIO; TR  
67 E PINEHURST AVE  
TOOELE UT 84074

COYNE, THEODORA C  
312 N ARGYLE CT  
SALT LAKE CITY UT 84116

CRUZ, LISA M  
562 W GIRARD AVE  
SALT LAKE CITY UT 84116

CRUZ, MARGERLY  
20455 MEADOWVALE RD NW  
ELK RIVER MN 55330

CUNNINGHAM, JOAN E  
322 N ARGYLE CT  
SALT LAKE CITY UT 84116

D & R G W RAILROAD CO  
1700 FARNAM ST 10FL SOUTH  
OMAHA NE 68102

D IZZY STUDIOS LLC  
PO BOX 4142  
SALT LAKE CITY UT 84110

DAVIS, ANDREW  
633 W 200 N  
SALT LAKE CITY UT 84116

DC SNAPS INC  
464 N 600 W  
SALT LAKE CITY UT 84116

DE GODINA, CLEMENTE &  
CONCEPCION,  
638 W 400 N  
SALT LAKE CITY UT 84116

DEMANN, BETSY D & LUCAS, BRANT D;  
JT  
245 N BLISS CT  
SALT LAKE CITY UT 84116

DENVER & RIO GRANDE W RR CO  
1700 FARNAM ST 10FL SOUTH  
OMAHA NE 68102

DEWITT, DEANN; ET AL  
238 N BLISS CT  
SALT LAKE CITY UT 84116

DIAMANT, MARY K  
PO BOX 58048  
SALT LAKE CITY UT 84158

DINSMORE, TRAVIS J & VALERIE; JT  
412 N 600 W  
SALT LAKE CITY UT 84116

DLP PROPERTIES INC  
1530 S MAIN ST  
SALT LAKE CITY UT 84115

DRAWN, GARY U  
522 W SHORTLINE AVE  
SALT LAKE CITY UT 84116

EAST TO WEST PROPERTIES LLC  
418 N 600 W  
SALT LAKE CITY UT 84116

EGE, JUDY  
254 N BLISS CT  
SALT LAKE CITY UT 84116

ERICKSON, JUNIUS L  
613 W GUNNELL PL  
SALT LAKE CITY UT 84116

ERICKSON, TIFFANY J  
319 N ARGYLE CT  
SALT LAKE CITY UT 84116

ERKELENS, THOMAS A & KRISTINE A; JT  
466 N 'D' ST  
SALT LAKE CITY UT 84103

ESTRADA, HILARION & ROSITA O; JT  
311 N 600 W  
SALT LAKE CITY UT 84116

EVANS DEVELOPMENT GROUP LLC  
136 S MAIN ST # 318  
SALT LAKE CITY UT 84101

EVANS, ALLISON B  
246 N BLISS CT  
SALT LAKE CITY UT 84116

EXTREME BLUE LLC  
153 N 600 W  
SALT LAKE CITY UT 84116

FAGEN, LINDA M; TR  
539 N 600 W  
SALT LAKE CITY UT 84116

FIGUEROA, MARY; ET AL  
PO BOX 16053  
SALT LAKE CITY UT 84116

FINE THINGS LLC  
560 N 500 W  
SALT LAKE CITY UT 84116

FISHER, JAMES A & JANET A; JT  
331 N ARGYLE CT  
SALT LAKE CITY UT 84116

FONG, LEONARD K M; TR  
3868 POKAPAHU PLACE  
HONOLULU HI 96816

FONG, LEONARD K M; TR  
3868 POKAPAHU PLACE  
HONOLULU HI 96816

GALLARDO, LEOPOLDO  
269 N RENDON CT  
SALT LAKE CITY UT 84116

GARCIA, ADRIAN A & SHERMAN, MARY  
C; JT  
630 W HODGES LN  
SALT LAKE CITY UT 84116

GARCIAZ, MARIA  
440 N 600 W  
SALT LAKE CITY UT 84116

GATEWAY ASSOCIATES LTD  
90 S 400 W # 200  
SALT LAKE CITY UT 84101

GATEWAY BLOCK B CONDOMINIUM  
OWNERS ASSOCIATION  
90 S 400 W # 200  
SALT LAKE CITY UT 84101

GATEWAY BLOCK C-2 CONDOMINIUM  
OWNERS ASSOCIATION  
90 S 400 W # 200  
SALT LAKE CITY UT 84101

GATEWAY OFFICE 4 LC  
90 S 400 W # 200  
SALT LAKE CITY UT 84101

GATEWAY TOWN HOMES PUD DEV  
ASSOC COMMON AREA MASTER CARD  
242 N BLISS CT  
SALT LAKE CITY UT 84116

GCII INVESTMENTS LC  
242 S 200 E  
SALT LAKE CITY UT 84111

GIRON, ANNA MARIE  
375 N 600 W  
SALT LAKE CITY UT 84116

GLEASON, CHRISTOPHER  
1122 E BUENO AVE  
SALT LAKE CITY UT 84102

GOLLAHER, SHARON W  
131 E FIRST AVE # 502  
SALT LAKE CITY UT 84103

GOLOSHCHAPOV, ANNA  
2779 E OAK GROVE DR  
SANDY UT 84092

GOMEZ, MARGARITA & PERALES,  
GRACIELA; TC  
1788 N STALLION LN  
SALT LAKE CITY UT 84116

GOODWIN, PENNY G  
251 N BLISS CT  
SALT LAKE CITY UT 84116

GRAHAM, ROSIE; ET AL  
353 N 600 W  
SALT LAKE CITY UT 84116

GRIFFITH, JOSEPH D; ET AL  
PO BOX 682453  
PARK CITY UT 84068

GRUTTER, DELIA & GRUTTER-JONES,  
PATRICIA G; JT  
1187 E LAIRD AVE  
SALT LAKE CITY UT 84105

GUERRA, MAXIMO R  
5576 JONQUIL CIR APT 102  
NAPLES FL 34109

GUESS, KIM H  
624 W 200 N  
SALT LAKE CITY UT 84116

HACHIYA, STEVEN R  
372 N 600 W  
SALT LAKE CITY UT 84116

HALL, JAROD D & JAMIE L; JT  
454 N 600 W  
SALT LAKE CITY UT 84116

HANSEN PROPERTY INVESTMENTS LP  
1432 E PEACH ORCHARD CT  
DRAPER UT 84020

HAUSEN, DONALD M & MARY J; JT  
PO BOX 17844  
HOLLADAY UT 84117

HAWLEY, JACOB C & MONROE, SARA T;  
JT  
627 W 400 N  
SALT LAKE CITY UT 84116

HAYES, EDWARD E & TONYA L; (LIFE)  
ETAL  
351 E 6310 S  
MURRAY UT 84107

HERNANDEZ, ADAM  
345 N 600 W  
SALT LAKE CITY UT 84116

HOLLOWAY, BERT & TIFANI; JT  
254 N RENDON CT  
SALT LAKE CITY UT 84116

HOOD, JANA L  
875 E SILVERADO RANCH BLV  
LAS VEGAS NV 89183

HOODALL, HOWARD N & BETSY M; JT  
9 SEA COUNTRY LANE  
RANCHO MARGARITA CA 92688

HORIZON SNACK FOODS, INC  
7066 LAS POSITAS RD,# A  
LIVERMORE CA 94550

HOUSING AUTHORITY OF SALT LAKE  
CITY  
158 N 600 W  
SALT LAKE CITY UT 84116

HULLINGER, JEFFREY D  
520 W SHORTLINE AVE  
SALT LAKE CITY UT 84116

HURST, FAYE D; TR  
5242 S 5120 W  
SALT LAKE CITY UT 84118

ILOA, HINGANO & LOUAKI K; JT  
368 N 600 W  
SALT LAKE CITY UT 84116

INLAND WESTERN SALT LAKE CITY  
GATEWAY, LLC  
P O BOX 9273  
OAKBROOK IL 60522

INTERMOUNTAIN HOME SOLUTIONS  
LC  
3624 E BRIGHTON POINT DR  
COTTONWOOD HTS UT 84121

JENKINS, EARL W & MARTINEZ, MARIA  
S; JT  
305 N ARGYLE CT  
SALT LAKE CITY UT 84116

JENNINGS, PATRICK D  
425 E HARRISON AVE  
SOUTH SALT LAKE UT 84115

JENSEN, TRACEY R  
606 W 300 N  
SALT LAKE CITY UT 84116

JEPPESON, ALLEN & HASLAM,  
MICHAEL G; TC  
1346 N COLORADO ST  
SALT LAKE CITY UT 84116

JOHNSON, AARON  
646 W 500 N  
SALT LAKE CITY UT 84116

JOHNSON, ARDIE KAY  
264 N 600 W  
SALT LAKE CITY UT 84116

JONES, KEIKO F  
624 W HODGES LN  
SALT LAKE CITY UT 84116

JORDAN-HORNOR, SANDRA  
340 N ARGYLE CT  
SALT LAKE CITY UT 84116

JOSEPH, CHRISTINA  
343 N EDMONDS PL  
SALT LAKE CITY UT 84116

KAMAI, BRUCE & SONIA IM; JT  
287 N RENDON CT  
SALT LAKE CITY UT 84116

KANE, DANIEL  
133 NASSAU  
ATLANTA GA 30303

KAUFMANN, HENRY A  
2004 TOMMY MOE CT  
PARK CITY UT 84098

KEIFERT, DAVID T  
466 N 600 W  
SALT LAKE CITY UT 84116

KIEM, NGAN & NGUYEN, LIEN T; JT  
625 W 400 N  
SALT LAKE CITY UT 84116

KSL BROADCAST HOUSE TRIAD CEN  
AMD COMMON AREA MASTER CARD  
55 N 300 W  
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC  
445 W 500 N  
SALT LAKE CITY UT 84103

LE DUC PROPERTIES LLC  
402 W 300 N  
SALT LAKE CITY UT 84103

LEDESMA, JUAN SR & AUDELIA M; JT  
427 N 600 W  
SALT LAKE CITY UT 84116

LIBERTY GATEWAY PROPERTIES LC; ET  
AL  
6440 S WASATCH BLVD # 100  
HOLLADAY UT 84121

LIN, BRYAN M  
257 N BLISS CT  
SALT LAKE CITY UT 84116

LISKA, MICHAEL; ET AL  
6861 S VIRGINIA HILLS DR  
COTTONWOOD HTS UT 84121

LOZANCICH, PETER S & FORTIER,  
CHELENE; JT  
327 N 600 W  
SALT LAKE CITY UT 84116

LOZENCICH, PETER S & FORTIER,  
CHELENE; JT  
327 N 600 W  
SALT LAKE CITY UT 84116

MACKENZIE, MICHAEL R  
521-523 N 600 W  
SALT LAKE CITY UT 84116

MAESTAS, BETTY A  
277 N BLISS CT  
SALT LAKE CITY UT 84116

MAESTAS, LLOYD & DOROTHY; JT  
458 N ERIE ST  
SALT LAKE CITY UT 84116

MARSHALL, BRENDA J  
622 W 500 N  
SALT LAKE CITY UT 84116

MARTIN, CRAIG D & CAROLYN T; JT  
1717 DE LA VINA ST # 2  
SANTA BARBARA CA 93101

MARTIN, IRA L. & EDNA M.  
1943 W 800 N  
SALT LAKE CITY UT 84116

MARTIN, IRA L. & EDNA M.  
1943 W 800 N  
SALT LAKE CITY UT 84116

MARTIN, JANICE  
356 S POST ST  
SALT LAKE CITY UT 84104

MARTINES, SHARON M; TR  
36 N 600 W  
SALT LAKE CITY UT 84116

MARTINEZ, CHRISTINA R  
359 N 600 W  
SALT LAKE CITY UT 84116

MATEAKI, SHARON N  
612 W 200 N  
SALT LAKE CITY UT 84116

MCCORMICK, JOHN B & SONJA V; TRS  
1481 S PRESTON ST  
SALT LAKE CITY UT 84108

MCCRACKEN, CAROL A  
242 N BLISS CT  
SALT LAKE CITY UT 84116

MCKINNEY, DANIEL & STEPHANIE; JT  
633 W HODGES LN  
SALT LAKE CITY UT 84116

METCALF, BRAD  
620 W GIRARD AVE  
SALT LAKE CITY UT 84116

MILICEVIC, ARMANDO; ET AL  
341 N EDMONDS PLACE  
SALT LAKE CITY UT 84116

MILICEVIC, ASMIR & MIRSADA; JT  
337 N ARGYLE CT  
SALT LAKE CITY UT 84116

MILLER, JUSTIN J  
162 N 600 W  
SALT LAKE CITY UT 84116

MISSOURI PACIFIC RAILROAD CO  
1400 DOUGLAS ST STOP 1640  
OMAHA NE 68179

MONTOYA, LEO  
246 N 600 W  
SALT LAKE CITY UT 84116

MONTOYA, VERONICA M  
279 N RENDON CT  
SALT LAKE CITY UT 84116

MORAN, SUSAN E  
244 N BLISS CT  
SALT LAKE CITY UT 84116

MORGAN, GEORGE R & RUTH A (JT)  
2726 S ALDEN ST  
SALT LAKE CITY UT 84106

MOSQUERA, VICTOR R; ET AL  
237 N 600 W  
SALT LAKE CITY UT 84116

MUNICIPAL BUILDING AUTHORITY OF  
SALT LAKE CITY  
PO BOX 145455  
SALT LAKE CITY UT 84114

MUNOZ, OTELIA S  
147 N 600 W  
SALT LAKE CITY UT 84116

MURDOCK, DELONE C; TR  
2087 E RAINBOW POINT DR  
HOLLADAY UT 84124

NATALIE ENTERPRISES LLC  
1788 W NOBILITY CIR  
SALT LAKE CITY UT 84116

NELDON, LINDA E; TR  
PO BOX 8000  
MESQUITE NV 89024

NELSON, DALE L & BARBARA B; JT  
569 W 500 N  
SALT LAKE CITY UT 84116

NIELSEN, NELDEN C & MARY Y (JT)  
238 E 3100 S  
BOUNTIFUL UT 84010

NISSSEN, ANTONIO L  
456 N 600 W  
SALT LAKE CITY UT 84116

NOLAN, ALAN R & WENDY M; JT  
25 W BURTON AVE # 7  
SALT LAKE CITY UT 84115

NORTHWESTERN HOSPITALITY  
CORPORATION  
121 N 300 W  
SALT LAKE CITY UT 84103

OCAMPO, EFRAIN & NORMA; JT  
320 N 600 W  
SALT LAKE CITY UT 84116

OREGON SHORT LINES RR CO  
1700 FARNAM ST #10TH FL-S  
OMAHA NE 68102

ORTEGA, BENNY J. & SINFOROSA  
364 N 600 W  
SALT LAKE CITY UT 84116

ORTEGA, SILVERIA D  
624 W 400 N  
SALT LAKE CITY UT 84116

OVERSON, BLAINE & ANNETTE; JT  
428 W 200 N  
SALT LAKE CITY UT 84103

PACE, ALMA-CHERIE  
375 N VIRGINIA ST  
SALT LAKE CITY UT 84103

PARK, HUNG-YOUNG & KYUNG-JA; JT  
346 N EDMONDS PL  
SALT LAKE CITY UT 84116

PARSONS, ALAN T &  
131 S MCCLELLAND ST # 3  
SALT LAKE CITY UT 84102

PONDER, DAVID W & KAORU; JT  
PO BOX 16962  
SALT LAKE CITY UT 84116

PREBBLE, BRAD E  
258 N BLISS CT  
SALT LAKE CITY UT 84116

PROPERTY RESERVE INC  
PO BOX 511196  
SALT LAKE CITY UT 84151

PROPERTY RESERVE INC  
PO BOX 511196  
SALT LAKE CITY UT 84151

PUCKETT, BILL  
540 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

PUCKETT, BILL D & JO ELAINE; JT  
540 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

PUCKETT, JAMES W  
540 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

PUCKETT, KIMBERLY A  
540 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

QUETZAL IMPORTS LLC  
413 N 600 W  
SALT LAKE CITY UT 84116

QUIJADA, DAVID & ALVAREZ,  
GEORGINA; JT  
531 N 600 W  
SALT LAKE CITY UT 84116

QUINTANA, MARY & MAESTAS, MARY  
E; TC  
630 W 300 N  
SALT LAKE CITY UT 84116

QUINTANA, MARY L  
630 W 300 N  
SALT LAKE CITY UT 84116

RAMIREZ, JOHNNY R  
255 N 600 W  
SALT LAKE CITY UT 84116



REALCO LC  
437 N 500 W  
SALT LAKE CITY UT 84116

REDINGTON, KERRY L  
273 N BLISS CT  
SALT LAKE CITY UT 84116

REEVES, RUSSELL R  
271 N BLISS CT  
SALT LAKE CITY UT 84116

RENDON, ROBERT B  
356 N 600 W  
SALT LAKE CITY UT 84116

RIOS, HERACLIO & ELIZABETH; JT  
444 N ERIE ST  
SALT LAKE CITY UT 84116

RIVERA, JOSE L  
342 W CLINTWOOD DR  
DRAPER UT 84020

RIZZO-PEA, ELAINE A  
354 N 600 W  
SALT LAKE CITY UT 84116

ROBINSON, JON J; TR  
129 N 600 W  
SALT LAKE CITY UT 84116

ROMAN CATHOLIC BISHOP OF SALT  
LAKE CITY  
27 N 'C' ST  
SALT LAKE CITY UT 84103

ROMERO, ALBERT M; TR  
621 W 400 N  
SALT LAKE CITY UT 84116

RR COMPANY OF AMERICA LLC  
1100 CAMELLIA BLVD #201  
LAFAYETTE LA 70508

S K HART PROPERTIES LC  
PO BOX 11623  
SALT LAKE CITY UT 84147

SALGADO, JUAN E  
450 N ERIE ST  
SALT LAKE CITY UT 84116

SALT LAKE BOYS & GIRLS CLUB INC  
968 E SUGARMONT DR  
SALT LAKE CITY UT 84106

SALT LAKE CITY CORP  
PO BOX 145455  
SALT LAKE CITY UT 84114

SALT LAKE CITY CORPORATION  
4501 S 2700 W  
TAYLORSVILLE UT 84119

SALT LAKE CITY CORPORATION  
451 S STATE ST # 225  
SALT LAKE CITY UT 84111

SALT LAKE COUNTY  
2001 S STATE ST # N4500  
SALT LAKE CITY UT 84115

SALT LAKE NEIGHBORHOOD HOUSING  
SERVICES  
622 W 500 N  
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HOUSING  
SERVICES  
645-647 W 400 N  
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HOUSING  
SERVICES INC  
616 W 400 N  
SALT LAKE CITY UT 84116

SAMORA, ANITA L & LEE; JT  
261 N RENDON CT  
SALT LAKE CITY UT 84116

SAMPSON, ROBERT E & LUCINDA C (JT)  
605 N 'K' ST  
SALT LAKE CITY UT 84103

SCHLENKER, SCOTT D & HYDE,  
JENNIFER K; JT  
205 N 600 W  
SALT LAKE CITY UT 84116

SEDONIA ASSOCIATES LC  
223 W 700 S # C  
SALT LAKE CITY UT 84101

SEVILLA, JOEL & BUTLER, JEREMY F; TC  
4764 LA VILLA MARINA #C  
MARINA DEL REY CA 90292

SIGNATURE BOOKS INC  
564 W 400 N  
SALT LAKE CITY UT 84116

SINE, JERRY; ET AL  
643 E ALOHA RD  
SALT LAKE CITY UT 84103

SISNEROS, HENRIQUE R & NISA J; TC  
577 W 200 N  
SALT LAKE CITY UT 84116

SIXTH NORTH PROPERTIES, LLC  
1775 N WARM SPRINGS RD  
SALT LAKE CITY UT 84116

SLAUGHTER, NATHAN S & DAVID W; JT  
537 W 500 N  
SALT LAKE CITY UT 84116

SLEATER, NILLA C  
565 W 500 N  
SALT LAKE CITY UT 84116

SLHNET INVESTMENTS LC  
48 W MARKET ST # 250  
SALT LAKE CITY UT 84101

SMITH, DENISE M  
1122 E HUDSON AVE  
SALT LAKE CITY UT 84106

SMITH, HAILEY  
278 N BLISS CT  
SALT LAKE CITY UT 84116

SMITH, KIRK A & HALL, JUDY; JT  
1349 W 1300 S  
WOODS CROSS UT 84087

SMITH, LAWRENCE P & JILL J; JT  
566-68 W 300 N  
SALT LAKE CITY UT 84116

SMITH, MARIA  
9458 EMIGRATION CANYON RD  
SALT LAKE CITY UT 84108

SMITH, MARILEE M  
279 N BLISS CT  
SALT LAKE CITY UT 84116

SMITH, REED G  
347 N 600 W  
SALT LAKE CITY UT 84116

SMITH-PETTIT FOUNDATION, THE  
514 W 400 N  
SALT LAKE CITY UT 84116

SOEKOTJO, THAM M & SUTARTO,  
PATRICIA; JT  
434 N HODGES LN  
SALT LAKE CITY UT 84116

SOLO HOLDINGS, LLC  
455 N 400 W  
SALT LAKE CITY UT 84103

SPARROW, THOMAS C & CARMEN  
648 W HODGES LN  
SALT LAKE CITY UT 84116

SPIRITMOON LLC  
327 W 200 S # 404  
SALT LAKE CITY UT 84101

SPRAGUE, RYAN G & DANIELLE T; JT  
511 W 500 N  
SALT LAKE CITY UT 84116

SPYGLASS PROPERTIES, LLC  
10421 S JORDAN GATEWAY  
SOUTH JORDAN UT 84095

STATE ROAD COMMISSION OF UTAH  
PO BOX 148420  
SALT LAKE CITY UT 84114

STEIN, AMANDA J  
613 W 200 N  
SALT LAKE CITY UT 84116

STEPHENS, BRUCE L  
73580 GORDON CREEK LANE  
ELGIN OR 97827

STOTT, MICHELLE  
446 N 900 W  
SALT LAKE CITY UT 84116

SUBARDJO, DAHONO & SARA J; JT  
278 N RENDON CT  
SALT LAKE CITY UT 84116

SWEENEY, JOHN J III & SWEENEY,  
ALLYSON; JT  
449 N 600 W  
SALT LAKE CITY UT 84116

TEA, CHARLES  
468 N 600 W  
SALT LAKE CITY UT 84116

TESORO WEST COAST COMPANY  
13111 NORTHWEST FWY #125  
HOUSTON TX 77040

THE D & R G W RAILROAD COMPANY  
1700 FARNAM ST 10FL SOUTH  
OMAHA NE 68102

THIEBAULT, THOMAS  
423 N 600 W  
SALT LAKE CITY UT 84116

THOMAS, JODY  
245 N 600 W  
SALT LAKE CITY UT 84116

TORRES, HOMER J  
275 N BLISS CT  
SALT LAKE CITY UT 84116

TRAN, LEAH  
276 N BLISS CT  
SALT LAKE CITY UT 84116

TRISHMAN, CINDY LOU R & ROBERT D,  
JR.; JT  
286 N RENDON CT  
SALT LAKE CITY UT 84116

UCKERMAN, CLIFTON R  
438 N HODGES LN  
SALT LAKE CITY UT 84116

URQUHART LLC  
1873 N 1200 W  
CLINTON UT 84015

UTAH DEPARTMENT OF  
TRANSPORTATION  
PO BOX 148420  
SALT LAKE CITY UT 84114

UTAH TRANSIT AUTHORITY  
3600 S 700 W  
SOUTH SALT LAKE UT 84119

V J ENVIRONMENTAL ENTERPRISES  
CORP  
155 N 500 W  
SALT LAKE CITY UT 84116

VALDEZ, ILENE R  
515 W 500 N  
SALT LAKE CITY UT 84116

VANRY, CORY & PRICE, KEVIN; TC  
424 N 600 W  
SALT LAKE CITY UT 84116

VELASQUEZ, LEE I  
643 W 500 N  
SALT LAKE CITY UT 84116

VELAZQUEZ, ADRIAN & MARIAM; JT  
560 W 300 N  
SALT LAKE CITY UT 84116

VILLARREAL, MARY ANN  
2730 XAVIER ST  
DENVER CO 80212

VOLGGER, FRODY  
311 N ARGYLE CT  
SALT LAKE CITY UT 84116

W V JACOBSON, LLC  
523 W 200 N  
SALT LAKE CITY UT 84116

WALSH, SCOTT V  
635 W 400 N  
SALT LAKE CITY UT 84116

WARNAS, ISABELLE  
260 N BLISS CT  
SALT LAKE CITY UT 84116

WATANABE, KIYOKO  
618 W 500 N  
SALT LAKE CITY UT 84116

WELLS, KEITH T  
272 N BLISS CT  
SALT LAKE CITY UT 84116

WESTERN PACIFIC RAILROAD CO  
1700 FARNAM ST 10FL SOUTH  
OMAHA NE 68102

WESTERN-GOLLAHER, SHARON  
131 E FIRST AVE  
SALT LAKE CITY UT 84103

WHEELER, JODI  
540 W 200 N  
SALT LAKE CITY UT 84116

WHITE, RACHEL  
625 W 500 N  
SALT LAKE CITY UT 84116

WHORTON, WILLIAM A &  
ANNJEANETTE; JT  
630 W 500 N  
SALT LAKE CITY UT 84116

WOODALL, HOWARD N & BETSY M; JT  
9 SEA COUNTRY LANE  
RANCHO MARGARITA CA 92688

WOODLAND, JASON W  
248 N BLISS CT  
SALT LAKE CITY UT 84116

WRIGHT, WILLIAM C & LISA M; JT  
274 N BLISS CT  
SALT LAKE CITY UT 84116

YEUNG, WING CHIP  
246 N RENDON CT  
SALT LAKE CITY UT 84116

ZHANG, LI & FENG, XI; JT  
200 N WYNNEWOOD AVE #A206  
WYNNEWOOD PA 19096

ZHANG, XIAOGNAG & YUAN; JT  
11545 CAMINITO LA BAR #73  
SAN DIEGO CA 92126

TOM DEVROOM  
213 North 800 West  
Salt Lake City, UT 84116

Nick Norris  
1319 East Kensington Ave  
Salt Lake City, UT 84105

Bill Coker  
135 North 700 West  
Salt Lake City, UT 84116

Christian Harrison  
336 West Broadway  
Salt Lake City, UT 84101

Gordon Stoops  
223 North 800 West  
Salt Lake City, UT 84116

Ruby Chacon  
346 North 600 West  
Salt Lake City, UT 84116

Joe Beesley  
3579 South Main Street  
Salt Lake City, UT

[08-36-352-018-0000]  
PUCKETT, JAMES W  
348 WILD WILLOW DR  
FRANCIS, UT 84036-9213

Tracey James  
90 South 400 West  
Salt Lake City, UT 84101

Dave Galvan  
440 North 600 West  
Salt Lake City, UT 84116

Shawney Robinson  
129 North 600 West  
Salt Lake City, UT 84116

Amanda Thorderson  
1972 Sir Timothy  
Salt Lake City, UT 84116

Dylan Bushnell  
641 West North Temple  
Salt Lake City, UT 84116

Richard Young  
967 Euclid Ave  
Salt Lake City, UT 84116

Leslie Reynolds Benz  
1402 Miami Road  
Salt Lake City, UT 84116

Mike Fife  
241 North Vine Street  
Salt Lake City, UT 84116

Victoria Orme  
159 North 1320 West  
Salt Lake City, UT 84116

Tim Peel  
1075 West North Temple  
Salt Lake City, UT 84116

Michael Gallegos  
625 North Redwood Road #9  
Salt Lake City, UT 84116

Mike Christensen  
475 North Redwood Road #50  
Salt Lake City, UT 84116

Barbara Brown  
University of Utah  
228 South 1400 East #228  
Salt Lake City, UT 84112

Bob Young  
217 B Street  
Salt Lake City, UT 84103

Grant Sorenson  
Howard Johnson Express  
121 North 300 West  
Salt Lake City, UT 84103

10TH WEST 1-80, LLC  
1775 N WARM SPRINGS RD  
SALT LAKE CITY UT 84116

2ND STATE CORPORATION  
1380 UNIVERSITY AVE  
PROVO UT 84601

300 JUDGE, LLC  
1000 S MAIN ST # 100  
SALT LAKE CITY UT 84101

4 STEADY'S LLC  
772 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

4 STEADY'S LLC  
772 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

42 HOTEL SLC LLC  
10390 SANTA MONICA BLVD  
LOS ANGELES CA 90069

ACORD, DEAN C & LORRAINE J; TRS  
(D&LA LIV TR)  
1730 W 4160 S  
TAYLORSVILLE UT 84119

ADAMS, JOY  
864 W 200 S  
SALT LAKE CITY UT 84104

AGUAYO, CLARENCE V & VICTORIA R;  
JT  
7962 S DAVINCI DR  
COTTONWOOD HTS UT 84121

AIRPORT PARK SALT LAKE CITY LP  
1301 DOVE ST SUITE 1080  
NEWPORT BEACH CA 92660

ALLEN, DAVID B  
PO BOX 510818  
SALT LAKE CITY UT 84151

ALPHA & OMEGA COMMUNICATIONS  
LLC  
PO BOX 352  
SALT LAKE CITY UT 84110

ALVAREZ, CARLOS  
44 N 1000 W  
SALT LAKE CITY UT 84116

ALVAREZ, GABRIEL & BRANDY; JT  
117 S 1000 W  
SALT LAKE CITY UT 84104

ANDREWS, J ROBERT; TR  
4001 INTERNATIONAL PKWY  
CARROLLTON TX 75011

ANDREWS, RICKY L  
920 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

ARMBRUST, ARNOLD J & JENI J; TC  
737 W JACKSON AVE  
SALT LAKE CITY UT 84116

ATF V 1973, LLC  
1973 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

AUTOZONE INC  
DEPT 8700 PO BOX 2198  
MEMPHIS TN 38101

AVILA, DORA  
1165 W LAFAYETTE DR  
SALT LAKE CITY UT 84116

AVILES, ALBERTO & SILVIA Y; JT  
951 W EUCLID AVE  
SALT LAKE CITY UT 84104

BACKMAN, RANDY L & THERESA A; JT  
1023 W LEARNED AVE  
SALT LAKE CITY UT 84116

BARLOW, DIANE C; ET AL  
859 S 2300 E  
SALT LAKE CITY UT 84108

BARR, ROBERT E  
PO BOX 526133  
SALT LAKE CITY UT 84152

BARROWES, BRIDGETTE A & EDWARD  
C; JT  
859 W 100 S  
SALT LAKE CITY UT 84104

BAUER, ROBERT C & WOODHEAD,  
MARY J; JT  
880 W 200 S  
SALT LAKE CITY UT 84104

BEENY, O. L. & RAYOLA  
1397 W SUNSET DR  
SALT LAKE CITY UT 84116

BELMAN, MATTHEW B & SALLY J; TC  
44 N 800 W  
SALT LAKE CITY UT 84116

BERNARDINO, GLADYS O & LOPEZ,  
ROBERTO; TC  
148 S JEREMY ST  
SALT LAKE CITY UT 84104

BINCH, JOHN W & SHELLY E; JT  
1564 E CREST CIR  
SANDY UT 84093

BINKS, MARY ANN  
PO BOX 900310  
SANDY UT 84090

BLUEGRASS SLC CORP  
1881 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

BOHMAN, CHARLES L & JOAN W; TRS  
856 W EMERIL AVE  
SALT LAKE CITY UT 84116

BONILLA, CONSUELO  
38 N CHICAGO ST  
SALT LAKE CITY UT 84116

BOYER, CRAIG L & JALENE; JT  
3527 S CRESTWOOD DR  
SALT LAKE CITY UT 84109

BOYER, CRAIG L & MARGARET J; JT  
3527 S CRESTWOOD DR  
SALT LAKE CITY UT 84109

BRADSHAW, JACK A. & ILENE  
8687 S BUENA VISTA DR  
SANDY UT 84094

BRIGHT, BRADLEY D & SYLVIA I (JT)  
140 N 1000 W  
SALT LAKE CITY UT 84116

BRIGHT, LARRY D  
844 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

BRONSON, JEFFREY S & NICHOLAS,  
SHELLEY M; JT  
54 S 800 W  
SALT LAKE CITY UT 84104

BROSCHINSKY, JOSEPH L & BATES,  
WARREN W (TC)  
14 S JEREMY ST  
SALT LAKE CITY UT 84104

BROWNING, JOSIE K & BUSICO,  
DAVORKA K; TC  
3108 APPLEWOOD DR  
BOUNTIFUL UT 84010

BURDETTE, DAVE G; ET AL  
846 W EMERIL AVE # B  
SALT LAKE CITY UT 84116

C & H APARTMENTS LLC  
2578 MAPLE HILLS DR  
BOUNTIFUL UT 84010

CALDER BROS. CO.  
PO BOX 1903  
PROVO UT 84603

CAMPBELL, JOY F  
41 N CHICAGO ST  
SALT LAKE CITY UT 84116

CAMPET CORP  
1023 N 1400 W  
SALT LAKE CITY UT 84116

CAPITAL ASSETS MANAGEMENT LLC  
9060 N LAKE SHORE DR  
LAKE POINT UT 84074

CAPITOL INDUSTRIES INC  
PO BOX 65501  
SALT LAKE CITY UT 84165

CARDENAS, JUAN M  
918 W EUCLID AVE  
SALT LAKE CITY UT 84104

CARDENAS, LUZMARIA & COKER,  
WILLIAM; JT  
135 N 700 W  
SALT LAKE CITY UT 84116

CARLSON, GEORGIA E; ET AL  
299 S MAIN ST # 8-FLR  
SALT LAKE CITY UT 84111

CARN, THOMAS H & DOROTHY T; JT  
1559 S DEVONSHIRE DR  
SALT LAKE CITY UT 84108

CARRILLO, JOSE G & JENNIFER M; JT  
1033 W LEARNED AVE  
SALT LAKE CITY UT 84116

CASTANEDA, MARIO W  
992 W 200 S  
SALT LAKE CITY UT 84104

CHEN'S INTERNATIONAL CORP  
PO BOX 1385  
SALT LAKE CITY UT 84110

CHIN LLC  
688 RADBURY PLACE  
DIAMOND BAR CA 91765

CLAPP, JOHN D & CLARK, GEOFFREY;  
JT  
857 W EMERIL AVE  
SALT LAKE CITY UT 84116

CLAUSING, STEVEN C  
211 N CORNELL ST  
SALT LAKE CITY UT 84116

COLEMAN, LORETTA S  
923 W EUCLID AVE  
SALT LAKE CITY UT 84104

COLON, MELINDA & JULIO A; JT  
853 W EMERIL AVE  
SALT LAKE CITY UT 84116

COMMUNICATION WORKERS OF AM  
AFL-CIO LOCAL 7704 DIST # 7  
1743 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

COMMUNITY FINANCIAL SERVICES,  
INC  
5650 W 4100 S # 121  
WEST VALLEY UT 84128

CONKLING, PAUL SR & PAUL JR; JT  
37 N 900 W  
SALT LAKE CITY UT 84116

CONSOLIDATED LAWRENCE  
COMPANIES INC  
PO BOX 11645  
SALT LAKE CITY UT 84147

COOKE, DAVID M  
148 N LAXON CT  
SALT LAKE CITY UT 84116

COTTONTREE HOSPITALITY GROUP  
PO BOX 540533  
NORTH SALT LAKE UT 84054

COTTONTREE PARTNERS LIMITED  
PARTNERSHIP  
1030 N 400 E  
NORTH SALT LAKE UT 84054

CRAWFORD, THOMAS M & MARCIA D;  
JT  
218 E FIRST AVE  
SALT LAKE CITY UT 84103

CROFTS HOLDINGS LLC  
3020 CREEK RD  
PARK CITY UT 84098

CRUZ, JUAN L  
930 W 200 S  
SALT LAKE CITY UT 84104

CURRAN FAMILY LIMITED  
PARTNERSHIP  
PO BOX 2307  
GREAT FALLS MT 59443

D & S NORTH TEMPLE, LC  
3252 E SHELBY CT  
COTTONWOOD HTS UT 84121

D U COMPANY  
53 W ANGELO AVE  
SALT LAKE CITY UT 84115

DAHLE, LARRY F  
995 FAIRWAY DR  
PRESTON ID 83263

DAHM, MILDRED A  
138 S 800 W  
SALT LAKE CITY UT 84104

DAIR, PERRY; TR  
4934 S 1470 W  
TAYLORSVILLE UT 84123

DALEY, JOHNNY  
730 W JACKSON AVE  
SALT LAKE CITY UT 84116

DARLING, AARON E  
914 W 200 S  
SALT LAKE CITY UT 84104

DE LEON, CECILIO B & URQUIZA,  
REYNA D L; JT  
720 W JACKSON AVE  
SALT LAKE CITY UT 84116

DEATON INVESTMENTS INC  
PO BOX 1169  
REDLANDS CA 92373

DGH ASSOCIATES, LTD  
7101 S HIGHLAND DR  
COTTONWOOD HTS UT 84121

DIAZ, NAPOLEON R  
139 S JEREMY ST  
SALT LAKE CITY UT 84104

DIOSES, WALTER J & TABITA; JT  
2998 S GAZELLE RD  
WEST VALLEY UT 84128

DIV OF FACILITIES CONSTR &  
MANAGEMENT  
450 N STATE ST # 4110  
SALT LAKE CITY UT 84114

DOS AMIGOS GSDUV  
410 17TH ST STE 1175  
DENVER CO 80202

DRAIN, JOSEPHINE K  
947 W EUCLID AVE  
SALT LAKE CITY UT 84104

DUKES, JEFF  
774 W 100 S  
SALT LAKE CITY UT 84104

DURAN, LEO B  
57 N 1000 W  
SALT LAKE CITY UT 84116

DWENGER, LEONARD R  
810 SAINT JOSEPH ST #306  
RAPID CITY SD 57701

EARLY HOLDINGS LLC  
PO BOX 9637  
SALT LAKE CITY UT 84109

EAST WING OWNERS ASSOCIATION  
208 N 2100 W  
SALT LAKE CITY UT 84116

EDER, ROBERT A JR  
11273 S JANALYNN DR  
SOUTH JORDAN UT 84095

EGBERT, ANGELA  
843 W EMERIL AVE  
SALT LAKE CITY UT 84116

EK, ANGEL Z  
727 W JACKSON AVE  
SALT LAKE CITY UT 84116

ELAND DEVELOPMENT CORP  
7700 IRVINE CTR DR #550  
IRVINE CA 92618

ELJ GROWTH LLC  
850 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

ELLIS, COLBY S  
900 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

ENGEL, ROBERT L  
150 S JEREMY ST  
SALT LAKE CITY UT 84104

ENTROPY LLC  
PO BOX 1387  
SALT LAKE CITY UT 84110

EPC INTERNATIONAL LTD INC  
1540 DAYLILY DR  
TRINITY FL 34655

ERICKSON, HAROLD E; TR  
1959 E RAMONA AVE  
SALT LAKE CITY UT 84108

EXCHANGE INVESTMENTS LLC; ET AL  
2180 S 1300 E # 410  
SALT LAKE CITY UT 84106

EXCHANGE PROPERTIES INC  
265 E 8880 S # 4  
SANDY UT 84070

EZ CAR WASH LLC  
990 S 500 W  
BOUNTIFUL UT 84010

FAIRBANKS, JAMES L; TR  
1230 W SUNSET DR  
SALT LAKE CITY UT 84116

FAJARDO, LUCAS S & AUGUSTA; JT  
159 N 700 W  
SALT LAKE CITY UT 84116

FARHABG-BOROUJENI, BEHROUZ  
32 W 200 S # 222  
SALT LAKE CITY UT 84101

FEDERAL NATIONAL MORTGAGE  
ASSOCIATION  
PO BOX 650043  
DALLAS TX 75265

FERRETI HOLDINGS, LLC  
770 W 100 S  
SALT LAKE CITY UT 84104

FIDLER, JEANNE C  
4620 S 600 E  
MURRAY UT 84107

FIFTY FIVE INVESTMENT CO  
2733 E PARLEYS WY # 300  
SALT LAKE CITY UT 84109

FINAU, KAPUKAVA & TALANOVA; JT  
49 S 800 W  
SALT LAKE CITY UT 84104

FIRST INTERSTATE BANK OF UTAH NA  
(TR), ET AL  
PO BOX 13519  
ARLINGTON TX 76094

FISCHER, BLAKE V  
853 W 100 S  
SALT LAKE CITY UT 84104

FOLSOM-961 LLC  
2856 S WOOD HOLLOW WAY  
BOUNTIFUL UT 84010

FOUR-TEN LLC  
736 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

FREEMAN VENTURES, LLC  
5156 W 3800 S  
REXBURG ID 83440

FUCHS, TREVOR R  
806 W 100 S  
SALT LAKE CITY UT 84104

GALINDO, ELVIA  
1406 S 700 W  
SALT LAKE CITY UT 84104



GALKE, DANIEL  
51 N CHICAGO ST  
SALT LAKE CITY UT 84116

GAMBILL, RICK  
1030 W 200 S  
SALT LAKE CITY UT 84104

GARCIA, CRUZ; ET AL  
815 W 100 S  
SALT LAKE CITY UT 84104

GARCIA, ABDULIA  
119 S 1000 W  
SALT LAKE CITY UT 84104

GARDNER LEGACY LLC  
1433 E 250 N  
BOUNTIFUL UT 84010

GARDNER LEGACY LLC  
15 N ORANGE ST  
SALT LAKE CITY UT 84116

GETZELMAN, BRIAN  
872 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

GIFFORD, MICHAEL  
66 S 800 W  
SALT LAKE CITY UT 84104

GOMEZ MANAGEMENT INC  
927 W FOLSOM AVE  
SALT LAKE CITY UT 84104

GONZALES, GILBERT, JR  
15 W 780 S  
CENTERVILLE UT 84014

GORDON, STEVEN L & BRIDGET R; TRS  
1591 S TUSCANY COVE DR  
FARMINGTON UT 84025

GREEN, RALPH H; TR  
PO BOX 222  
FOUNTAIN GREEN UT 84632

GREENBURG, LAWRENCE K & HENDRY,  
SUSAN G; JT  
851 W EMERIL AVE  
SALT LAKE CITY UT 84116

GREENWAY, EDWIN  
915 W EUCLID AVE  
SALT LAKE CITY UT 84104

GROEN, DIRK A & BARBARA J; JT  
4726 W PALMER DR  
WEST VALLEY UT 84120

GSDUV, DOS AMIGOS  
410 17TH ST STE 1175  
DENVER CO 80202

GUTIERREZ, SARAH M & MICHAEL A;  
JT  
64 S JEREMY ST  
SALT LAKE CITY UT 84104

GUZMAN, GEORGE & LINDA; JT  
545 N OAKLEY ST  
SALT LAKE CITY UT 84116

HAARBRINK, LARIE A  
938 W EUCLID AVE  
SALT LAKE CITY UT 84104

HANSEN, THOMAS F; TR  
1317 E FOURTH AVE  
SALT LAKE CITY UT 84103

HANSEN, VICKIE C  
558 S 900 W  
SALT LAKE CITY UT 84104

HARBOUR LC  
4079 S JUPITER DR  
SALT LAKE CITY UT 84124

HARPER, TIMOTHY D & LEZLIE H; JT  
11229 S BROOKE N LANCE LN  
SOUTH JORDAN UT 84095

HART, BRADLEY J  
150 N 1000 W  
SALT LAKE CITY UT 84116

HERNANDEZ, JESUS; ET AL  
3715 S 3100 E  
SALT LAKE CITY UT 84109

HEUSER, ANGELINA C  
941 W EUCLID AVE  
SALT LAKE CITY UT 84104

HIGLEY, STAN R  
25 N ORANGE ST  
SALT LAKE CITY UT 84116

HILF-PAYARES PROPERTIES INC  
PO BOX 1830  
SAN PEDRO CA 90733

HILL, EMMA D; TR  
826 W 200 S  
SALT LAKE CITY UT 84104

HOLMES, KEVIN  
145 S JEREMY ST  
SALT LAKE CITY UT 84104

HORNE, THOMAS B  
367 W 900 N  
SALT LAKE CITY UT 84103

HOWELL, CAROLYN A  
48 N 1000 W  
SALT LAKE CITY UT 84116

HPT CW PROPERTIES TRUST  
PO BOX 4549  
CARLSBAD CA 92018

HUBER & ROWLAND CONSTRUCTION  
CO.  
PO BOX 16001  
SALT LAKE CITY UT 84116

HYMER, TIMOTHY J  
755 W JACKSON AVE  
SALT LAKE CITY UT 84116

IBC SALES CORPORATION  
PO BOX 419627  
KANSAS CITY MO 64141

IHC HEALTH SERVICES INC  
201 S MAIN ST # 1100  
SALT LAKE CITY UT 84111

INTERNATIONAL COMMERCIAL  
PROPERTIES LLC  
1620 W HILLFIELD RD  
LAYTON UT 84041

INTERNATIONAL WAY LLC  
1425 E HARVARD AVE  
SALT LAKE CITY UT 84105

INTERNATIONAL WAY LLC  
PO BOX 339  
MIDVALE UT 84047

JACKSON, SHANE  
1024 W 200 S  
SALT LAKE CITY UT 84104

JACOBSEN, HEBER S  
1400 S FOOTHILL DR # 25  
SALT LAKE CITY UT 84108

JAMES GADDIS INVESTMENT CO LTD  
675 E 2100 S  
SALT LAKE CITY UT 84106

JANG, DUK SOON  
1865 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

JANZEN, ROBERT G & OKEEFE,  
PATRICIA; TC  
1724 E BUNKERHILL RD  
HOLLADAY UT 84117

JARAMILLO, EPIFANIO & QUINTANA,  
MARIO; JT  
173 N 900 W  
SALT LAKE CITY UT 84116

JEREMY LLC  
15 S JEREMY ST  
SALT LAKE CITY UT 84104

JEREMY STREET LLC  
663 S 600 W  
SALT LAKE CITY UT 84101

JEWKES, ROBERT F & LINDA N; TRS  
221 RAINBOW DR # 12181  
LIVINGSTON TX 77399

JIC LLC  
605 FIRST AVE #600  
SEATTLE WA 98104

J-J BAKD LC  
1370 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

JNP PROPERTIES LLC  
1292 W BATEMAN PONDS WY  
WEST JORDAN UT 84084

JOHNSON, JAMES F & AMBER R; JT  
971 W EUCLID AVE  
SALT LAKE CITY UT 84104

JUN, JAE JU & LIB BUN; JT  
1500 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

JUSTESEN, GARY K  
249 S RIO GRANDE ST  
SALT LAKE CITY UT 84101

KARPOS, VICTORIA  
947 W FOLSOM AVE  
SALT LAKE CITY UT 84104

KELLE, SARA V  
7302 S 145 E  
MIDVALE UT 84047

KHACHATURYAN, SAMVEL  
9638 SALUDA AVE  
TUJUNGA CA 91042

KIM, KYOUNGAE; TR ET AL  
PO BOX 600244  
SAN DIEGO CA 92160

KNUDSON INVESTMENTS LLC  
1409 E 2100 S  
SALT LAKE CITY UT 84105

KNUDSON INVESTMENTS LLC  
PO BOX 256  
DUBLIN OH 43017

KRUEGER INVESTMENT; ET AL  
1150 E IRIS LN  
SALT LAKE CITY UT 84106

KUGHLER, FLORENCE B  
406 E 300 S # 185  
SALT LAKE CITY UT 84111

KZT UTAH LLC  
PO BOX 233  
LOS GATOS CA 95031

LA DIANA LLC  
46 S 900 W  
SALT LAKE CITY UT 84104

LA DIANA LLC  
919 W FOLSOM AVE  
SALT LAKE CITY UT 84104

LAMALFA, KYLE & KILMER, COLYN A; JT  
150 S 800 W  
SALT LAKE CITY UT 84104

LANDING POINT APARTMENTS LC  
3101 SO BOUNTIFUL BLVD  
BOUNTIFUL UT 84010

LARANE INVESTMENTS LLC  
780 S 5600 W  
SALT LAKE CITY UT 84104

LATTER DAY CHURCH OF CHRIST  
PO BOX 65644  
SALT LAKE CITY UT 84165

L'AUBERGE INC  
2733 E PARLEYS WY # 300  
SALT LAKE CITY UT 84109

LEE, JAKE  
155 N 700 W  
SALT LAKE CITY UT 84116

LEE, REITA T  
69 N CHICAGO ST  
SALT LAKE CITY UT 84116

LEWIS JONES LC  
1702 CANYON CIRCLE  
FAMINGTON UT 84025

LEWIS, OLIVER  
948 W 200 S  
SALT LAKE CITY UT 84104

LEYBA, GEORGE G & JOSIE  
1839 W NEW YORK DR  
SALT LAKE CITY UT 84116

LIGHTSTREAM PROPERTY  
MANAGEMENT LLC  
240 E MORRIS AVE # 325  
SOUTH SALT LAKE UT 84115

LISTNERS COMMUNITY RADIO OF  
UTAH INC  
1971 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

LITTON INDUSTRIES OF CALIFORNIA  
2211 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

LOFTE'S LLC  
2118 E TERRA LINDA DR  
HOLLADAY UT 84124

LOFTE'S LLC  
2106 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

LOPEZ, GERMAN; ET AL  
5806 W COPPER STONE DR  
SOUTH JORDAN UT 84095

MARES, MANUEL & ALICIA; TC  
130 S JEREMY ST  
SALT LAKE CITY UT 84104

MARKS, DON H & ROCHELLE C; TRS  
320 S SPALDING DR  
BEVERLY HILLS CA 90212

MARTIN, DIANA C; TR  
6205 S LORREEN DR  
SALT LAKE CITY UT 84121

MARTIN, JOSEPH R & KATHERINE A; JT  
944 W 200 S  
SALT LAKE CITY UT 84104

MARTINEZ, ALFONSO A, JR.  
19 N 1000 W  
SALT LAKE CITY UT 84116

MARTINEZ, CESAR & MARIA DEL R; JT  
970 W 200 S  
SALT LAKE CITY UT 84104

MARTINEZ, MARIO A  
1535 S BRAVA ST  
SALT LAKE CITY UT 84104

MARTINEZ, MARTIN  
57 S 900 W  
SALT LAKE CITY UT 84104

MARTINEZ, MARTIN  
PO BOX 165092  
SALT LAKE CITY UT 84116

MARTINEZ, MARY J; ET AL  
935 W 100 S  
SALT LAKE CITY UT 84104

MARTINEZ, ROBERT & ANNABELL; TC  
144 N 1000 W  
SALT LAKE CITY UT 84116

MATTENA, GEORGE T & PHYLLIS; JT  
974 W 100 S  
SALT LAKE CITY UT 84104

MATULICH, PAUL J; ET AL  
PO BOX 233  
LOS GATOS CA 95031

MC DONALD'S CORP  
5650 W 4100 S # 121  
WEST VALLEY UT 84128

MCCRAY, CHRISTIAN & NATALIE G; JT  
62 N 1000 W  
SALT LAKE CITY UT 84116

MCGEE, SARAH Y & ELIZABETH S; JT  
46 N CHICAGO ST  
SALT LAKE CITY UT 84116

MEETOO CORPORATION  
754 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

MENA, GUSTAVO & NERY (JT)  
47 S 900 W  
SALT LAKE CITY UT 84104

METCALFE, AUSTIN E & ADAMS,  
KIMBERLY S; TC  
39 N CHICAGO ST  
SALT LAKE CITY UT 84116

MHC OPERATING LIMITED  
PARTNERSHIP  
2 N RIVERSIDE PLAZA #800  
CHICAGO IL 60606

MILLSTREAM PROPERTIES LTD  
380 E MAIN ST # B-2ND-FL  
MIDWAY UT 84049

MIRACLE ROCK CHURCH  
PO BOX 352  
SALT LAKE CITY UT 84110

MONDRAGAN, EUGENE J &  
GERALDINE M; JT  
945 W 100 S  
SALT LAKE CITY UT 84104

MONTROY HOLDINGS LTD  
PO BOX 260888  
PLANO TX 75026

MORGAN SCOTT BUILDING LLC  
2856 S WOOD HOLLOW WY  
BOUNTIFUL UT 84010

MORZELEWSKI, TROY W  
164 N LAXON CT  
SALT LAKE CITY UT 84116

MOSHI MOSHI INC  
2470 S REDWOOD RD # 207  
WEST VALLEY UT 84119

MOUNTAIN STATES TELEPHONE &  
TELEGRAPH CO  
1801 CALIFORNIA ST #2500  
DENVER CO 80202

MT PROPERTY MANAGEMENT LLC  
46 S ORANGE ST # D  
SALT LAKE CITY UT 84104

NACEY FAMILY LC  
PO BOX 2609  
CARLSBAD CA 92018

NAKAMURA, BLAKE  
142 E 200 S # 312  
SALT LAKE CITY UT 84111

NAMAUU, GLADIOL & DONNA; JT  
124 S 800 W  
SALT LAKE CITY UT 84104

NATIONAL WAREHOUSE  
INVESTMENT CO  
1875 E PECKHAM LN  
RENO NV 89502

NELSON, JESSE E & OLIVE C (JT)  
27 N CHICAGO ST  
SALT LAKE CITY UT 84116

NESI, SAM J & LEONA M; TRS  
942 W EUCLID AVE  
SALT LAKE CITY UT 84104

NEVINS/ADAMS-40 LP  
920 GARDEN ST STE A  
SANTA BARBARA CA 93101

NEWBY, RODNEY W & CYNTHIA A; JT  
1032 W LEARNED AVE  
SALT LAKE CITY UT 84116

NIELSON, JENNIELEAN  
52 S 800 W  
SALT LAKE CITY UT 84104

NISH, TERRY  
28 N CHICAGO ST  
SALT LAKE CITY UT 84116

NON-STOP PRODUCTIONS  
915 W 100 S  
SALT LAKE CITY UT 84104

O'BRYAN, SHANE  
966 W 200 S  
SALT LAKE CITY UT 84104

O'KEEFE, KELLY C  
358 S 700 E # 9-104  
SALT LAKE CITY UT 84102

OLIVERA, HUGO H & ARTEAGA,  
ALFREDO; JT  
830 W EMERIL AVE  
SALT LAKE CITY UT 84116

OLSEN, ROD B & JERI P; JT  
488 E THIRD AVE  
SALT LAKE CITY UT 84103

OPERATING ENG LOCAL UNION #3  
BUILDING HOLDING ASSN  
1620 S LOOP RD  
ALAMEDA CA 94502

ORNELAS, BEATRICE M; TR  
2045 W 4620 S  
TAYLORSVILLE UT 84119

ORTIZ, EMILIO R & DELORES R; TRS  
(ERO&DROF TR)  
143 N 700 W  
SALT LAKE CITY UT 84116

OUTLAND PROPERTIES, LLC  
2250 S 1200 W  
WEST HAVEN UT 84401

OVERMOE, TERRY H  
PO BOX 1114  
SALT LAKE CITY UT 84110

PACIFICORP  
825 NE MULTNOMAH ST #1900  
PORTLAND OR 97232

PARKER, BETTY J; ET AL  
817 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

PARKINSON, MARY J  
PO BOX 25785  
SALT LAKE CITY UT 84125

PARTINGTON, JACKIE K & MILDRED V;  
JT  
480 N 300 W  
SALT LAKE CITY UT 84103

PATE, AARON J & AMANDA; JT  
22 N 800 W  
SALT LAKE CITY UT 84116

PATTERSON, JAMES R;TR ET AL  
1797 E GREY OAK CIR  
MURRAY UT 84121

PAY LESS DRUG STORES NORTHWEST  
INC  
P O BOX 3165  
HARRISBURGH PA 17105

PAYNE, MISTY  
42 N 800 W # REAR  
SALT LAKE CITY UT 84116

PEACO LTD; ET AL  
1434 E CIRCLE WY  
SALT LAKE CITY UT 84103

PECK, GRAIG T  
3424 S MEDFORD DR  
BOUNTIFUL UT 84010

PECK, THOMAS H & BEVERLY A; TRS  
1183 S 800 W  
SALT LAKE CITY UT 84104

PENTECOSTALS OF SALT LAKE  
2393 S 800 W  
WOODS CROSS UT 84087

PEREZ, JOSE A  
161 S JEREMY ST  
SALT LAKE CITY UT 84104

PERFECT PASTA INC  
9916 S 2270 E  
SANDY UT 84092

PETERSON, RANDY C & DEIEDRE L; TRS  
457 E EMERSON AVE  
SOUTH SALT LAKE UT 84115

PL ACQUISITION CORP  
P O BOX 3165  
HARRISBURGH PA 17105

PREMIER ROOFING, LLC  
642 S CHEYENNE ST  
SALT LAKE CITY UT 84104

PREMIUM OIL COMPANY  
2005 S 300 W  
SOUTH SALT LAKE UT 84115

PURE WATER TECHNOLOGIES 1 LLC  
11 S JEREMY ST  
SALT LAKE CITY UT 84104

QUALITY OIL CO  
4625 S 2300 E # 203  
HOLLADAY UT 84117

QUESTAR GAS COMPANY  
PO BOX 45360  
SALT LAKE CITY UT 84145

QUIROS, OSVALDO & ALONSO, MARIA  
T; JT  
163 S 1000 W  
SALT LAKE CITY UT 84104

RAMOS, CHRISTOPHER M  
PO BOX 571130  
MURRAY UT 84157

RAMOS, ROLANDO R  
922 W EUCLID AVE  
SALT LAKE CITY UT 84104

RAYMOND, MAJOR M P & SUSAN M;  
TC  
35 N ORANGE ST  
SALT LAKE CITY UT 84116

REAGAN, WILLIAM K  
1492 E PENROSE DR  
SALT LAKE CITY UT 84103

RED DOOR INVESTMENTS LP  
59 N CHICAGO ST  
SALT LAKE CITY UT 84116

REMIGI, J RONALD & LAURELEE S; TRS  
3082 S 975 E  
BOUNTIFUL UT 84010

RENTERIA, ROSA  
969 W 100 S  
SALT LAKE CITY UT 84104

RIBE, BRUCE G  
190 N CORNELL ST  
SALT LAKE CITY UT 84116

RIBE, LUELLA F (TR)  
190 N CORNELL ST  
SALT LAKE CITY UT 84116

RIBE, MICHAEL A & JOYLYNN; JT  
216 N CORNELL ST  
SALT LAKE CITY UT 84116

RICE LLC  
1773 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

RICK'S ENTERPRISES CORP  
30 S 900 W  
SALT LAKE CITY UT 84104

RKG ENTERPRISES LLC; ET AL  
2672 W KAMAS DR  
TAYLORSVILLE UT 84118

ROBERTS, APRIL L  
PO BOX 3041  
SALT LAKE CITY UT 84110

ROBLES, CAMILO  
914 W EUCLID AVE  
SALT LAKE CITY UT 84104

RUCKER, DENISE D  
2147 W RAINY BROOK CT  
RIVERTON UT 84065

SALAZAR, BOLIVAR  
5061 S 1130 W  
TAYLORSVILLE UT 84123

SALAZAR, BOLIVAR & GUANUNA,  
NELSON; JT  
5061 S 1130 W  
TAYLORSVILLE UT 84123

SALT LAKE CITY  
PO BOX 145455  
SALT LAKE CITY UT 84114

SALT LAKE CITY CORPORATION  
451 S STATE ST # 225  
SALT LAKE CITY UT 84111

SALT LAKE CITY CORPORATION  
451 S STATE ST # 225  
SALT LAKE CITY UT 84111

SALT LAKE CITY TS LIMITED  
PARTNERSHIP  
1900 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

SALT LAKE COMMUNITY CLUB  
742 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

SALT LAKE COUNTY  
2001 S STATE ST # N4500  
SALT LAKE CITY UT 84115

SALT LAKE EXCHANGE  
ACCOMMODATIONS 399 LLC  
PO BOX 572594  
SALT LAKE CITY UT 84157

SALT LAKE NEIGHBORHOOD HOUSING  
SERVICES  
622 W 500 N  
SALT LAKE CITY UT 84116

SALT LAKE RIVERSIDE STAKE OF THE  
CH OF JC OF LDS  
50 E NORTHTEMPLE # FL-22  
SALT LAKE CITY UT 84150

SALT LAKE VALLEY MENTAL HEALTH  
BOARD INC  
5965 S 900 E # 320  
SALT LAKE CITY UT 84121

SANCHEZ, ARGUIN & YOLANDA G; JT  
553 S GARN WY  
SALT LAKE CITY UT 84104

SANCHEZ, ARGUIN & YOLANDA G; JT  
5001 W 7730 S  
WEST JORDAN UT 84081

SANDBERG INVESTMENTS LLC  
1055 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

SANDERSON, WILLIAM, JR & ROBERT  
W; TRS  
2033 W NORTH LN STE 14  
PHOENIX AZ 85021

SCHAAF, V PAUL & KAREN; TC  
1140 E HARRISON AVE  
SALT LAKE CITY UT 84105

SCHMIDT, GERALD H & MARY A; JT  
818 W 100 S  
SALT LAKE CITY UT 84104

SCHOVAERS ELECTRONIC CORP  
22 S JEREMY ST  
SALT LAKE CITY UT 84104

SCSB, LLC; ET AL  
163 S MAIN ST  
SALT LAKE CITY UT 84111

SECURITYNATIONAL MORTGAGE  
COMPANY  
5300 S GREEN ST  
MURRAY UT 84123

SEGURA, JUAN J  
40 N CHICAGO ST  
SALT LAKE CITY UT 84116

SERVI-TECH INC  
764 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

SHAARAY PROPERTIES LLC  
PO BOX 711  
DALLAS TX 75221

SHOOK, PATRICIA M G; TR  
7444 S 2300 E # B  
COTTONWOOD HTS UT 84121

SKANKEY, RICHARD L & ROBERT L (TC)  
5650 W 4100 S # 121  
WEST VALLEY UT 84128

SMITH, GUY; TR  
817 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

SMITH, STEPHEN A & BOKRYUN E; JT  
165 S 1000 W  
SALT LAKE CITY UT 84104

SNYDER, JERRY G  
1234 E 4130 S  
SALT LAKE CITY UT 84124

SOCCI, JASON R & LENET M; JT  
41 N ORANGE ST  
SALT LAKE CITY UT 84116

SONS OF A GUNN LC  
738 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

SOTO, ISMAEL  
915 W 200 N  
SALT LAKE CITY UT 84116

SS NA2-5 LLC  
332 E STADIUM AVE  
PROVO UT 84604

STATE OF UTAH DEPT OF ADM SERV,  
DIV FAC CONST & MGMT  
450 N STATE OFFICE BLDG  
SALT LAKE CITY UT 84114

STATE OF UTAH DIV OF FACILITIES  
CONSTR & MANAGMENT  
7181 S CAMPUS VIEW DR  
WEST JORDAN UT 84084

STATE ROAD COMMISSION OF UTAH  
PO BOX 148420  
SALT LAKE CITY UT 84114

STEELE, LARRY A; TR  
PO BOX 1585  
VERNAL UT 84078

STEWART, SANDRA R & ANDERSON,  
MIKE A  
57 S SHAGGY MOUNTAIN RD  
HERRIMAN UT 84096

STEWART, VALARIE P  
1026 W 200 S  
SALT LAKE CITY UT 84104

STODDARD, E W  
53 W ANGELO AVE  
SALT LAKE CITY UT 84115

STORAGE EQUITIES INC  
PO BOX 25025  
GLENDALE CA 91201

STROUD, BONNIE L; TR  
210 N CORNELL ST  
SALT LAKE CITY UT 84116

STURGILL, TERISA A  
854 W SOUTHTEMPLE ST  
SALT LAKE CITY UT 84104

SUAREZ, JOSE J  
1357 W 4505 S  
TAYLORSVILLE UT 84123

SUTHERLAND BLDG MATERIAL  
SHOPPING CENTERS INC  
4000 MAIN  
KANSAS CITY MO 64111

SWANER PROPERTIES LLC  
3459 S FLEETWOOD DR  
SALT LAKE CITY UT 84109

SWAYDAN, JAMES B & LORIE R (JT)  
2959 S PALMETTO CIR  
ST GEORGE UT 84790

SWAYDEN, JIM  
2959 PALMETTO CIR  
WASHINGTON UT 84790

SWENSON, DOUG  
843 W EMERIL AVE  
SALT LAKE CITY UT 84116

SWENSON, HARRY G & JANICE; TRS  
3168 S PARK COMMONS WY  
WEST VALLEY UT 84120

T & H ENTERPRISES LLC  
14711 S DRAPER VIEW CV  
DRAPER UT 84020

TABATABAEE, MOHAMMAD  
2411 HENDERSON RD  
TUCKER GA 30084

TAFOLLA, JOSE T  
962 W 200 S  
SALT LAKE CITY UT 84104

TANNER, MYRLE F; TR  
PO BOX 594  
MONTICELLO UT 84535

TAYLOR, BRAD E  
931 W EUCLID AVE  
SALT LAKE CITY UT 84104

TERASAWA, KAZUKO; ET AL  
822 W SIMONDI AVE  
SALT LAKE CITY UT 84116

THE CHURCH OF TONGA (SIASI 'O  
TONGA) IN UTAH  
532 E 700 S  
SALT LAKE CITY UT 84102

THE FORT LLC  
317 N 'D' ST  
SALT LAKE CITY UT 84103

THRIFTY RENT A CAR SYSTEM INC  
5330 E 31ST ST  
TULSA OK 74135

TIMOTHY, GUY & DONNA T  
810 E 4200 S  
MURRAY UT 84107

TINGEY, DIANA L  
940 W 200 S  
SALT LAKE CITY UT 84104

TORRES, SANDRA L; ET AL  
826 W EMERIL AVE  
SALT LAKE CITY UT 84116

TORREZ, TONY & VANESSA; JT  
958 W EUCLID AVE  
SALT LAKE CITY UT 84104

TRAN, ANDY HAI  
3213 W BROOKWAY DR  
WEST VALLEY UT 84119

TROPHIES INC  
831 W 100 S  
SALT LAKE CITY UT 84104

TUNNEL INVESTMENTS LLC  
PO BOX 645  
LEHI UT 84043

TURNBOW, RICHARD B  
149 N 900 W  
SALT LAKE CITY UT 84116

U S B PROPERTIES INC  
556 S 1200 E  
BOUNTIFUL UT 84010

UNDERWOOD, FRANK & CATHERINE;  
JT  
965 W 100 S  
SALT LAKE CITY UT 84104

US SPRINT COMMUNICATIONS CO LTD  
PARTNERSHIP  
PO BOX 12913  
SHAWNEE MISSION KS 66282

UTAH POWER & LIGHT CO  
825 NE MULTNOMAH ST #1900  
PORTLAND OR 97232



UTAH QUALITY SERVICE INC  
1564 E CREST CIR  
SANDY UT 84093

UTAH STATE BUILDING OWNERSHIP  
AUTHORITY  
450 N STATE OFFICE BLDG  
SALT LAKE CITY UT 84114

VALDEZ, ANTONIO J & MELODY A; JT  
121 S JEREMY ST  
SALT LAKE CITY UT 84104

VARGAS, GUSTAVO & DONOSO,  
MARIA L; JT  
52 N CHICAGO ST  
SALT LAKE CITY UT 84116

VASQUEZ, JOSE A & VARGAS, MAYRA  
M; JT  
950 W EUCLID AVE  
SALT LAKE CITY UT 84104

VIOLETTE, PETER R AKA CLARANCE W  
& ALANA C; JT  
1576 ELVADO DRWAY #6  
SIMI VALLEY CA 93065

VIRTO, GABINO  
152 S JEREMY ST  
SALT LAKE CITY UT 84104

VORMELKER, JUDI  
971 W 300 N  
SALT LAKE CITY UT 84116

WADE REES REAL ESTATE LLC  
PO BOX 1190  
RIVERTON UT 84065

WALKER-SOUTHWEST PROPERTIES LLC  
PO BOX 17967  
SAN ANTONIO TX 78217

WALTERS, MILTON  
PO BOX 462  
WEST JORDAN UT 84084

WANLACE, ROBERT E & PARR-  
WANLACE, LILLIAN M; JT  
35 N CHICAGO ST  
SALT LAKE CITY UT 84116

WARREN, CURT  
864 W 100 S  
SALT LAKE CITY UT 84104

WATSON, RANDI W  
1030 W LEARNED AVE  
SALT LAKE CITY UT 84116

WENG, JIA D  
1022 W LEARNED AVE  
SALT LAKE CITY UT 84116

WESTERN PACIFIC RAIL ROAD CO  
1700 FARNAM ST 10FL SOUTH  
OMAHA NE 68102

WESTERN TELE-COMMUNICATIONS  
INC  
101 E PARK BLVD STE 600  
PLANO TX 75074

WILSON, STEPHEN E & MURIEL S; JT  
1762 W LAWRENCE CIR  
SOUTH JORDAN UT 84095

WINN UTAH PROPERTIES LLC  
1849 W NORTHTEMPLE ST  
SALT LAKE CITY UT 84116

WINN, JACK G  
PO BOX 26264  
SALT LAKE CITY UT 84126

WORLD ENTERPRISES  
PO BOX 65644  
SALT LAKE CITY UT 84165

WORLD PEACE MOVEMENT OF  
AMERICA  
PO BOX 510967  
SALT LAKE CITY UT 84151

WRIGHT, DAVID T JR & SUSAN G; JT  
2281 E ALTA CANYON DR  
SANDY UT 84093

WU, LI TANG  
104 E 6980 S  
MIDVALE UT 84047

YAMAMOTO, TOMEJIRO & KOMATSU  
& NATAISHI, YUKIKO (JT)  
820 N WARM SPRINGS RD  
SALT LAKE CITY UT 84116

YASEEN, FAISAL  
52 E MILLER AVE  
SOUTH SALT LAKE UT 84115

YOUNG ELECTRIC SIGN COMPANY  
2401 S FOOTHILL DR  
SALT LAKE CITY UT 84109

YOUNG, RICHARD D & SHELLEY O; JT  
967 W EUCLID AVE  
SALT LAKE CITY UT 84104

YOUTH INC  
1136 W WINDFIELD CT  
WEST JORDAN UT 84088

Y-Z INVESTMENTS & YASEEN, FAISAL;  
TC  
52 E MILLER AVE  
SALT LAKE CITY UT 84115

[08-34-401-017-0000]  
Residents  
260 N FALL ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
260 N WINTER ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
273 N WINTER ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
262 N SUMMER ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
263 N FALL ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
276 N WINTER ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
264 N FALL ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
264 N WINTER ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1540 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
266 N SUMMER ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
267 N FALL ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1546 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
268 N FALL ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
268 N WINTER ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1550 W HARVEST ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
270 N SUMMER ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
271 N SUMMER ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1553 W HARVEST ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
273 N FALL ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1557 W HARVEST ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1590 W SPRING ST  
Salt Lake City, UT 84116

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Residents  
275 N SUMMER ST  
Salt Lake City, UT 84116

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Residents  
1561 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1597 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
290 N REDWOOD RD  
Salt Lake City, UT 84116-3114

[08-34-401-017-0000]  
Residents  
1566 W SPRING ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1605 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

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Residents  
1545 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

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Residents  
1573 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1613 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

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Residents  
1549 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1578 W SPRING ST  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1620 W SPRING ST  
Salt Lake City, UT 84116

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Residents  
1551 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

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Residents  
1585 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

[08-34-401-017-0000]  
Residents  
1626 W SPRING ST  
Salt Lake City, UT 84116

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Residents  
1582 W SPRING ST  
Salt Lake City, UT 84116

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Residents  
1555 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

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Residents  
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Salt Lake City, UT 84116

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Residents  
1589 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

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Residents  
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Salt Lake City, UT 84116

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Residents  
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Salt Lake City, UT 84116

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Residents  
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Salt Lake City, UT 84116

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Residents  
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Salt Lake City, UT 84116

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Salt Lake City, UT 84116

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Salt Lake City, UT 84116

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Salt Lake City, UT 84116

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Salt Lake City, UT 84116

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Residents  
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Salt Lake City, UT 84116

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Salt Lake City, UT 84116

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Salt Lake City, UT 84116

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Salt Lake City, UT 84116

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Salt Lake City, UT 84116

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Salt Lake City, UT 84116

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Residents  
1651 W INDIAN SUMMER DR  
Salt Lake City, UT 84116

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Residents  
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Salt Lake City, UT 84116-3237

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Residents  
103 N 1300 W  
Salt Lake City, UT 84116-3226

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Salt Lake City, UT 84116-3261

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Salt Lake City, UT 84116-3226

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Residents  
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Residents  
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Salt Lake City, UT 84116-3208

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Residents  
1322 W 200 N  
Salt Lake City, UT 84116-3210

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Residents  
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Residents  
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Salt Lake City, UT 84116-3255

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Salt Lake City, UT 84116-3256

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Salt Lake City, UT 84116-3256

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193 N 1300 W  
Salt Lake City, UT 84116-3226

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Salt Lake City, UT 84116-3222

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1310 W 280 N  
Salt Lake City, UT 84116-3255

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Residents  
1400 W NORTH TEMPLE ST  
Salt Lake City, UT 84116-3153

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Residents  
196 N 1340 W  
Salt Lake City, UT 84116-3261

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Salt Lake City, UT 84116-3208

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Salt Lake City, UT 84116-3213

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Residents  
234 N FALL ST  
Salt Lake City, UT 84116

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Residents  
236 N FALL ST  
Salt Lake City, UT 84116

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236 N WINTER ST  
Salt Lake City, UT 84116

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259 N FALL ST  
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Salt Lake City, UT 84116-3213

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Residents  
1390 W NORTH TEMPLE ST  
Salt Lake City, UT 84116-3221

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Residents  
1294 W 280 N  
Salt Lake City, UT 84116-3254

[08-34-428-010-0000]  
Residents  
1320 W 280 N  
Salt Lake City, UT 84116-3255



ZENDEJAS, MOISES HERNANDEZ,  
MANUEL Z; JT  
932 W 200 S  
SALT LAKE CITY UT 84104

ZIMMERLA, ARTHUR W; TR  
134 CREEKGATE CT  
MILLERSVILLE PA 17551

W. GARY SANDBERG  
2200 SOUTH MAIN  
SALT LAKE CITY, UT 84115

*Marie Ginman  
755 E. Northcrest Dr.  
Salt Lake City UT 84103*



## **5. Planning Commission**

**5.A. Postmark of Planning Commission Notice**

**February 24, 2010**

**April 14, 2010**

**May 12, 2010**

**May 26, 2010**

**SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA**  
**In Room 326 of the City & County Building at 451 South State Street**  
**Wednesday, February 24, 2010 at 5:45 p.m.**

**The field-trip is scheduled to leave at 4:00 p.m.** Dinner will be served to the Planning Commissioners and Staff at 4:45 p.m., in Room 126. **Work Session**—The Planning Commission may discuss project updates and minor administrative matters. This portion of the meeting is open to the public for observation. The Planning Commission may also discuss:

- **Planning Commission Expectations.** Review the expectations which were developed by the Commission in March 2009.
- **Review the Various Roles of Decision-Makers in the Planning Process.**
- **City Council Policy Regarding Master Plans.**

**Approval of Minutes from Wednesday, February 10, 2010**

**Report of the Chair and Vice Chair**

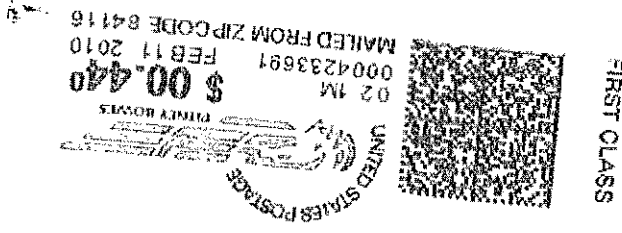
**Report of the Director**

**Public Hearings**

1. **Petition PLNPCM2009-00929 719 Redevelopment Master Plan Amendment**—a request by Joe Johnson, Westfield Properties, to amend the Sugar House Community Master Plan from Low Density Residential (5 to 10 dwelling units per acre) to Mixed Use-Low Intensity for property located at 2028 S Lake Street. The purpose for the amendment is to facilitate redevelopment of the subject property for commercial use. The Property is currently zoned Single Family R-1/7,000 and is located in Council District 7, represented by Soren Simonson (Staff: Michael Maloy at 801.535.7118 or [michael.maloy@slcgov.com](mailto:michael.maloy@slcgov.com)).
2. **Petition PLNPCM2009-00510 North Temple Boulevard Station Area Plans**—an amendment to the West Salt Lake and Northwest Community Master Plans regarding station area plans along the Airport Light Rail Line. The Planning Commission will hold a public hearing to consider specific sections of the North Temple Boulevard Station Area Plans, including the Introduction, 800 West, Fairpark, Cornell and 1950/2200 West Station Area Plans. A public draft of the plan can be viewed on the project website at [www.northtempleboulevard.com](http://www.northtempleboulevard.com). Located in Council District 1 represented by Carlton Christensen and Council District 2 represented by Van Turner (Staff: Nick Norris at 801.535.6173 or [nick.norris@slcgov.com](mailto:nick.norris@slcgov.com)).
3. **Work Session** (Continued from the dinner hour if needed)

*Visit the Planning Division's website at [www.slcgov.com/CED/planning](http://www.slcgov.com/CED/planning) for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission.*

PLANNING DIVISION  
PLANNING COMMISSION AGENDA



Salt Lake City Planning Division  
PO Box 145480  
Salt Lake City UT 84114

1. Fill out registration card and indicate if you wish to speak and which agenda item you will address.
2. After the staff and petitioner presentations, hearings will be opened for public comment. Community Councils will present their comments at the beginning of the hearing.
3. In order to be considerate of everyone attending the meeting, public comments are limited to two (2) minutes per person, per item. A spokesperson who has already been asked by a group to summarize their concerns will be allowed five (5) minutes to speak. Written comments are welcome and will be provided to the Planning Commission in advance of the meeting if they are submitted to the Planning Division prior to noon the day before the meeting.

Written comments should be sent to:

Salt Lake City Planning Commission  
451 South State Street, Room 406  
Salt Lake City UT 84111

4. Speakers will be called by the Chair.
5. Please state your name and your affiliation to the petition or whom you represent at the beginning of your comments.
6. Speakers should address their comments to the Chair. Planning Commission members may have questions for the speaker. Speakers may not debate with other meeting attendees.
7. Speakers should focus their comments on the agenda item. Extraneous and repetitive comments should be avoided.
8. After those registered have spoken, the Chair will invite other comments. Prior speakers may be allowed to supplement their previous comments at this time.
9. After the hearing is closed, the discussion will be limited among Planning Commissioners and Staff. Under unique circumstances, the Planning Commission may choose to reopen the hearing to obtain additional information.
10. The Salt Lake City Corporation complies with all ADA guidelines. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the Planning Office at 535-7757; TDD 535-6220.

4770 S. 5600 W.  
P.O. BOX 704005  
WEST VALLEY CITY, UTAH 84170  
FED.TAX I.D.# 87-0217663

PROOF OF PUBLICATION

CUSTOMER'S  
COPY

CUSTOMER NAME AND ADDRESS	ACCOUNT NUMBER	DATE
PLANNING DIVISION, PO BOX 145480  SALT LAKE CITY UT 84114	9001394298	2/15/2010

ACCOUNT NAME	
PLANNING DIVISION,	
TELEPHONE	AD ORDER# / INVOICE NUMBER
8015356184	0000546414 /
SCHEDULE	
Start 02/12/2010	End 02/12/2010
CUSTOMER NO	
Petition PLNPCM2009-0051C	
CAPTION	
Salt Lake City Master Plan Amendments	
SIZE	
45 Lines	1.00 COLUMN
TIMES	RATE
4	
MISC CHARGES	AD CHARGES
TOTAL COST	
80.60	

Salt Lake City  
Master Plan Amendments

On February 24, 2010, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to the City Council regarding the following petition:

Petition PLNPCM2009-0051C North Temple Boulevard Station Area Plans an amendment to the West Salt Lake and Northwest Community Master Plans regarding station area plans along the Airport Light Rail Line. The public hearing will include the introduction, 800 West Fairpark, Cornell and 1950/2200 West Station Area Plans. A public draft of the plan can be viewed on the project website at [www.northtempleboulevard.com](http://www.northtempleboulevard.com). (Staff: Nick Norris at 801.535.6173 or [nick.norris@slc.gov](mailto:nick.norris@slc.gov)).

The public hearing will begin at 6:45 p.m. in room 326 of the City County Building, 451 South State Street, Salt Lake City, UT. For more information or for special ADA accommodations, which may include alternate formats, interpreters, and other auxiliary aids or additional information, please contact Nick Norris at 535-6173 or call TDD 535-6220.

546414 UPAKLP


AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY CORPORATION LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF Salt Lake City Master Plan Amendments FOR PLANNING DIVISION, WAS PUBLISHED BY THE NEWSPAPER AGENCY CORPORATION, AGENT FOR THE SALT LAKE TRIBUNE AND DESERET NEWS, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINATELY.

PUBLISHED ON Start 02/12/2010 End 02/12/2010

SIGNATURE *Annex Craft*

DATE 2/15/2010

 Elizabeth G Cordova  
Notary Public, State of Utah  
Commission #581304  
My Commission Expires  
January 16, 2014

THIS IS NOT A STATEMENT BUT A "PROOF OF PUBLICATION"  
PLEASE PAY FROM BILLING STATEMENT

*Elizabeth G Cordova*

**SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA**  
In Room 326 of the City & County Building at 451 South State Street  
Wednesday, April 14, 2010 at 5:45 p.m.

The field trip is scheduled to leave at 4:00 p.m. Dinner will be served to the Planning Commissioners and Staff at 5:00p.m., in Room 126. **Work Session**—The Planning Commission may discuss project updates and minor administrative matter. This portion of the meeting is open to the public for observation.

**Approval of Minutes from Wednesday, March 24, 2010**

**Report of the Chair and Vice Chair**

**Report of the Director**

**Public Hearing**

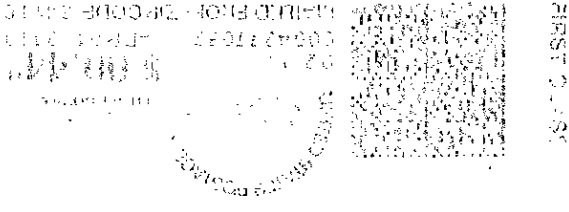
1. **PLNPCM2009-00510; North Temple Boulevard Station Area Plans**—a master plan amendment regarding the North Temple Viaduct Station Area Plan, a section of the North Temple Boulevard Station Area Plans. A public draft of the plan can be viewed on the project website at [www.northtempleboulevard.com](http://www.northtempleboulevard.com). Located in Council District 3 represented by Stan Penfold and District 4 represented by Luke Garrott (Staff: Nick Norris at 801.535.6173 or [nick.norris@slcgov.com](mailto:nick.norris@slcgov.com)).
2. **Eastside Apartments Development Project**—a request by Peg Development LLC to develop multi-family housing on the properties at approximately 556 East 300 South and approximately 350 South 600 East. The property is located within Council District 4 represented by Luke Garrott (Staff contact: Doug Dansie at 801.535.6182 or [doug.dansie@slcgov.com](mailto:doug.dansie@slcgov.com)).
  - a. **PLNPCM2009-01347; Rezoning**- a request for a zoning map amendment to change the zoning on the property at approximately 556 East 300 South from Residential Office (RO) to Residential Mixed Use (RMU) and to change the zoning on the property at approximately 350 South 600 East from Residential Multi-Family -35 (RMF-35) to Residential Mixed Use (RMU).
  - b. **PLNPCM2009-01348; Planned Development / Conditional Use**- a request for Planned Development/Conditional Use approval to construct two a multi-family apartment buildings one of which be built at approximately 556 East 300 South and one of which will be built at approximately 350 South 600 East. The applicant is requesting the Planning Commission modify the rear yard setback requirements in the RMU zoning district to accommodate access to the shared underground parking garage in the middle of the block and to allow for cross access between the properties. The applicant is also requesting modification to design regulations of the Conditional Building and Site Design Review regulations in order to ensure consistency with the H Historic Preservation Overlay Zoning District regulations.
3. **PLNPCM2010-00028; Regional Sports Complex Master Plan Amendment and Zoning Map Amendment**—a request by Mayor Ralph Becker to accommodate the future construction of a field house and the construction of additional sport play fields as part of the Regional Sports Complex at approximately 2223 -2349 North Rose Park Lane. The subject property is located in Council District 1, represented by Carlton Christensen (Staff contact: Everett Joyce at 801.535.7930 or [everett.joyce@slcgov.com](mailto:everett.joyce@slcgov.com)).
  - a. **Master Plan Amendment**-a request to amend the Rose Park Small Area Master Plan future land use map to identify the property as Open Space rather than Agriculture. The proposal is to acknowledge the City's purchase of this property for the purpose of incorporating the land into the Regional Sports Complex facility.
  - b. **Zoning Map Amendment**- a request to rezone the property from AG-2, Agriculture to OS – Open Space and PL – Public Lands zoning. The request also includes rezoning a portion of the OS – Open Space zoning to PL – Public Lands in order to accommodate a future field house at the Regional Sports Complex.

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Nick Norris  
1319 East Kensington Ave

PLANNING COMMISSION AGENDA

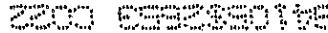
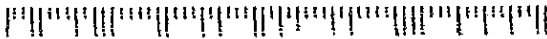


Salt Lake City Planning Division  
PO Box 145480  
Salt Lake City UT 84114

Planning Commission Public Hearing Procedures

1. Fill out registration card and indicate if you wish to speak, and which agenda item you will address.
2. After staff and petitioners presentations, hearings will be opened for public comment. Recognized Community Councils will present their comments at the beginning of the public hearing.
3. Speakers will be called by the Chair.
4. Please state your name and your affiliation to the petition, or whom you represent at the beginning of your comments.
5. Speakers should address their comments to the Chair. PC members may have questions for the speaker. Speakers may not debate with other meeting attendees.
6. Speakers should focus their comments on the agenda item. Extraneous and repetitive comments should be avoided.
7. After those registered have spoken, the Chair will invite other comments. Prior speakers may be allowed to supplement their previous comments at this time.
8. After the Hearing is closed the discussion will be limited among the Planning Commissioners and staff. Under unique circumstances, the PC may choose to reopen the hearing to obtain additional information.
9. The Salt Lake City Corporation complies with all ADA guidelines. People with disabilities may make special requests for reasonable accommodation no later than 48 hours in advance, in order to attend this meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the Planning Offices at 801-535-7757 or TDD at 801-535-6220.
10. Public comments are limited to two (2) minutes per person, per item. Written comments are welcome and will be provided to the Planning Commission in advance of the meeting if they are submitted to the Planning Division prior to noon the day before the meeting. Written comments should be sent to:

Salt Lake City Planning Commission  
PO Box 145480  
Salt Lake City, UT 84114



PROOF OF PUBLICATION

CUSTOMER'S  
COPY

CUSTOMER NAME AND ADDRESS	ACCOUNT NUMBER	DATE
PLANNING DIVISION, 451 SOUTH STATE STREET, ROOM 406  SALT LAKE CITY UT 84111	9001394298	4/5/2010

ACCOUNT NAME	
PLANNING DIVISION,	
TELEPHONE	AD ORDER# / INVOICE NUMBER
8015356184	0000562374 /
SCHEDULE	
Start 04/04/2010	End 04/04/2010
CUST. REF. NO.	
Viaduct Station Area Plan	
CAPTION	
Salt Lake City Master Plan Amendments	
SIZE	
42 Lines	1.00 COLUMN
TIMES	RATE
4	
MISC. CHARGES	AD CHARGES
TOTAL COST	
75.56	

**Salt Lake City Master Plan Amendments**  
On April 14, 2010, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to the City Council regarding the following petition:  
Petition PLNFCM2009-00510 North Temple Boulevard Station Area Plans-a Master Plan amendment to the Capitol Hill Community Master Plan regarding station area plans along the Airport Light Rail Line. The public hearing will include the Viaduct Station Area Plan. A public draft of the plan is available on the project website at [www.northtempleboulevard.com](http://www.northtempleboulevard.com). Staff: Nick Norris at 801.535.6173 or [nicknorris@slc.gov](mailto:nicknorris@slc.gov).  
The public hearing will begin at 5:45 p.m. in room 324 of the City County Building, 451 South State Street, Salt Lake City, UT. For more information on special ADA accommodations, which may include alternate formats, interpreters, and other auxiliary aids or additional information, please contact Nick Norris at 801-535-6173 or call TDD 535-6220.  
562374 UPXLP

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY CORPORATION LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF Salt Lake City Master Plan Amendments FOR PLANNING DIVISION, WAS PUBLISHED BY THE NEWSPAPER AGENCY CORPORATION, AGENT FOR THE SALT LAKE TRIBUNE AND DESERET NEWS, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINATELY.

PUBLISHED ON Start 04/04/2010 End 04/04/2010

SIGNATURE *Wendy P. [Signature]*

**VIRGINIA CRAFT**  
Notary Public, State of Utah  
Commission # 581469  
My Commission Expires  
January 12, 2014

DATE 4/5/2010

*Virginia Craft*

**THIS IS NOT A STATEMENT BUT A "PROOF OF PUBLICATION"  
PLEASE PAY FROM BILLING STATEMENT**

**Norris, Nick**

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**From:** ced@slcgov.com  
**Sent:** Wednesday, May 12, 2010 2:18 PM  
**Subject:** Cancellation May 12 Planning Commission

*This information was sent with automated software and is not monitored for replies. [ced@slcgov.com](mailto:ced@slcgov.com) is the group responsible for this information.*

May 12, 2010

To All Interested Parties:

Tonights meeting of the Planning Commission has been cancelled due to a lack of quorum. All items from tonights agenda will be postponed until the next scheduled meeting, May 26, 2010.

Thank You,

Angela Hasenberg  
Senior Secretary, Planning Commission  
801-535-6171

You received this e-mail because you requested information from Salt Lake City Corporation. If you would like to unsubscribe from this information [click here](#) or <http://asp.slcgov.com/General/ListServer/userdata/subform.asp>

**SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA**  
**In Room 326 of the City & County Building at 451 South State Street**  
**Wednesday, May 12, 2010 at 5:45 p.m.**

**The field trip is scheduled to leave at 4:00 p.m.** Dinner will be served to the Planning Commissioners and Staff at 5:00p.m., in Room 126 **Work Session**—The Planning Commission may discuss project updates and minor administrative matters. Discussion will include the potential Historic District designation of the Westmoreland District. This portion of the meeting is open to the public for observation.

**Approval of Minutes from Wednesday, April 14 and April 28, 2010**

**Report of the Chair and Vice Chair**

**Report of the Director**

Petitions 410-761 and 490-06-04 Time Extension for Bouck Village Planned Development (now known as Macland Subdivision Planned Development)—a request by Monte Yedlin for a time extension for the approval of the Bouck Village Planned Development and preliminary subdivision. The property is located at approximately 1556 West 500 North in a Single Family Residential (R-1/5,000) zoning district. The project was originally approved by the Planning Commission on May 10, 2006. This project is located in Council District 1, represented by Carlton Christensen. (Staff contact: Cheri Coffey at 801-535-6188 or [cheri.coffey@slcgov.com](mailto:cheri.coffey@slcgov.com))

**Public Hearing**

1. **PLNPCM2010-00071: 900 South Railroad Rezoning:** A request by Mayor Becker to rezone 1.385 acres of land that is currently zoned Open Space to M-1 Light Industrial. The subject property is within the right of way of the Union Pacific Railroad property on the south side of 900 South, between 700 and 800 West. This rezoning is for the south half of the property. The subject property is in Council District 2 represented by Van Turner. (Staff contact: Bill Peperone at 801-535-7214 or [bill.peperone@slcgov.com](mailto:bill.peperone@slcgov.com)).
2. **PLNPCM2010-00173: Conditional Use for Crematorium** – A request by Russon Brothers Mortuary for a conditional use to install a crematorium in an existing funeral home located at approximately 255 South 200 East. The property is zoned D-1 Central Business District in City Council District 4, represented by Luke Garrott (Staff contact: Ray Milliner at 801-535-7645 or [ray.milliner@slcgov.com](mailto:ray.milliner@slcgov.com)).
3. **PLNPCM2010-00132: Conditional Use for an Animal Cremation Service** – A request by Major Street Pet Services for a conditional use to install an animal cremation service in an existing building located at approximately 1727 South Major Street. The property is zoned CC Corridor Commercial in City Council District 5 represented by Jill Remington Love (Staff contact: Ray Milliner at 801-535-7645 or [ray.milliner@slcgov.com](mailto:ray.milliner@slcgov.com)).
4. **PLNPCM2009-00346: Zoning Map Amendment**— A request by Mayor Becker to amend the Salt Lake City Zoning Map for properties south of OC Tanner between approximately 2000 South and 2100 South and between State Street and Main Street. The proposed Zoning Map amendment would change the current zoning from Business Park (BP) to Residential Mixed Use RMU-45 and Commercial Corridor (CC) to Residential Mixed Use (RMU) in Council District 5 represented by Council Member Jill Remington Love (Staff contact: Ray Milliner at 801-535-7645 or [ray.milliner@slcgov.com](mailto:ray.milliner@slcgov.com)).
5. **PLNPCM2010-00096: North Temple Boulevard and Vicinity Rezoning:** A request by the Salt Lake City Planning Commission regarding the adoption of the TSA Transit Station Area Zoning District and amending the official zoning map by rezoning certain properties along North Temple Boulevard and other properties in close proximity to the Airport Light Rail Line between approximately 300 West and 2400 West. The properties are located in Council District 1 represented by Carlton Christensen, District 2 represented by Van Turner and District 3 represented by Stan Penfold (Staff contact: Nick Norris at 801-535-6173 or [nicknorris@slcgov.com](mailto:nicknorris@slcgov.com)).
6. **PLNPCM2009-00510 :North Temple Boulevard Station Area Plans:** a request to the Planning Commission to reconsider the boundaries of the draft Cornell and 1950 West Station Area Plans. The Planning Commission will hold a public hearing to consider a clarification on the station area map within the Cornell and 1950 West Station Areas. A public draft of the plan can be viewed on the project website at [www.northtempleboulevard.com](http://www.northtempleboulevard.com). The properties are located in Council Districts 1 represented by Carlton Christensen and District 2 represented by Van Turner. (Staff: Nick Norris at 801.535.6173 or [nick.norris@slcgov.com](mailto:nick.norris@slcgov.com)).

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**MEETING GUIDELINES**

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Salt Lake City Planning Commission  
 PO Box 145480  
 Salt Lake City UT 84111

4. Speakers will be called by the Chair.
5. Please state your name and your affiliation to the petition or whom you represent at the beginning of your comments.
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Salt Lake City Planning Commission  
 PO Box 145480  
 Salt Lake City UT 84111

STATEMAIL EVCS 05/07/2010 04:14

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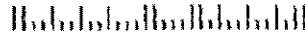
[08-33-401-001-6091]  
 Residents  
 300 N 2260 W #ROW 7  
 Salt Lake City, Utah 84116-2948

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RETURN TO SENDER  
 NO SUCH NUMBER  
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BC: 04114 \*0236-01305-01-35

0411632948



## SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA

In Room 326 of the City & County Building at 451 South State Street

Wednesday, May 26, 2010 at 5:45 p.m.

The field trip is scheduled to leave at 4:00 p.m. Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m., in Room 126. **Work Session**—The Planning Commission may discuss project updates and minor administrative matters. This portion of the meeting is open to the public for observation.

### Approval of Minutes from Wednesday, April 14 and April 28, 2010

### Report of the Chair and Vice Chair

### Report of the Director

Petitions 410-761 and 490-06-04 Time Extension for Bouck Village Planned Development (now known as Macland Subdivision Planned Development)—a request by Monte Yedin for a time extension for the approval of the Bouck Village Planned Development and preliminary subdivision. The property is located at approximately 1566 West 500 North in a Single Family Residential (R-1/5,000) zoning district. The project was originally approved by the Planning Commission on May 10, 2006. This project is located in Council District 1, represented by Carlton Christensen. (Staff contact: Cheri Coffey at 801-535-6188 or [cheri.coffey@slcgov.com](mailto:cheri.coffey@slcgov.com))

### Public Hearings

1. **PLNHL2010-00181 Westmoreland Historic District**. A request by the Salt Lake City Council to amend the Salt Lake City Zoning Map and establish an H Historic Preservation Overlay District for the area known as Westmoreland Place. The property is generally located between 1500 and 1600 East and 1300 South and Browning Avenue. This request requires the Historic Landmark Commission and Planning Commission to forward a recommendation to the City Council. The property is zoned R-1-7000 and R-1-5000 (Single-Family Residential District) and is located in City Council District 5; represented by Jill Remington Love. (Staff contact: Janice Lew, 801-535-7625, [janice.lew@slcgov.com](mailto:janice.lew@slcgov.com))
2. **PLNPCM2010-00173: Conditional Use for Crematorium**—A request by Russon Brothers Mortuary for a conditional use to install a crematorium in an existing funeral home located at approximately 255 South 200 East. The property is zoned D-J Central Business District in City Council District 4; represented by Luke Garrott (Staff contact: Ray Milliner at 801-535-7645 or [ray.milliner@slcgov.com](mailto:ray.milliner@slcgov.com)).
3. **PLNPCM2010-00132: Conditional Use for an Animal Cremation Service**—A request by Major Street Pet Services for a conditional use to install an animal cremation service in an existing building located at approximately 1727 South Major Street. The property is zoned CC Corridor Commercial in City Council District 5 represented by Jill Remington Love (Staff contact: Ray Milliner at 801-535-7645 or [ray.milliner@slcgov.com](mailto:ray.milliner@slcgov.com))
4. **PLNPCM2010-00096 North Temple Boulevard and Vicinity Rezoning**: A request by the Salt Lake City Planning Commission regarding the adoption of the TSA Transit Station Area Zoning District and amending the official zoning map by rezoning certain properties along North Temple Boulevard and other properties in close proximity to the Airport Light Rail Line between approximately 300 West and 2400 West. The properties are located in Council District 1 represented by Carlton Christensen, District 2 represented by Van Turner and District 3 represented by Stan Penfold (Staff contact: Nick Norris at 801-535-6173 or [nicknorris@slcgov.com](mailto:nicknorris@slcgov.com)).
5. **PLNPCM2009-00510 North Temple Boulevard Station Area Plans**: a request to the Planning Commission to reconsider the boundaries of the draft Cornell and 1950 West Station Area Plans. The Planning Commission will hold a public hearing to consider a clarification on the station area map within the Cornell and 1950 West Station Areas. A public draft of the plan can be viewed on the project website at [www.northtempleboulevard.com](http://www.northtempleboulevard.com). The properties are located in Council Districts 1 represented by Carlton Christensen and District 2 represented by Van Turner. (Staff: Nick Norris at 801.535.6173 or [nick.norris@slcgov.com](mailto:nick.norris@slcgov.com)).
6. **PLNPCM2010-00071 900 South Railroad Rezoning**: A request by Mayor Becker to rezone 1.385 acres of land that is currently zoned Open Space to M-1 Light Industrial. The subject property is within the right of way of the Union Pacific Railroad property on the south side of 900 South, between 700 and 800 West. This rezoning is for the south half of the property. The subject property is in Council District 2 represented by Van Turner. (Staff – Cheri Coffey at 801.535.6188 or [cheri.coffey@slcgov.com](mailto:cheri.coffey@slcgov.com)).
7. **PLNPCM2009-01347: Eastside Apartments**: A request by Peg Development LLC for a zoning map amendment to change the zoning at approximately 556 East 300 South (including 419 S 600 East) from RMF-35 (Residential Multi-Family) and RO (Residential Office) to RMU (Residential Mixed-Use). The purpose is to construct a multi-family apartment/senior living complex in Council District 4 represented by Luke Garrott (Staff contact: Doug Dansie at 801-535-6182 or [doug.dansie@slcgov.com](mailto:doug.dansie@slcgov.com))

### ISSUES ONLY HEARING

8. **PLNSUB2010-00044 Alder-Robinson Subdivision**—a request by Greg Robinson to amend the Amended Plat of the Arcadia Heights Plat A Subdivision. The proposed subdivision is located at approximately 2857 East 2100 South in the FR-3 Foothills Residential zoning district in Council District 7 represented by Council Member Soren Simonsen. (Staff Contact: Wayne Mills at 801-535-7282 or [wayne.mills@slcgov.com](mailto:wayne.mills@slcgov.com))

Visit the Planning Division's website at [www.slcgov.com/CED/planning](http://www.slcgov.com/CED/planning) for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are

ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived, and may be viewed at [www.slctv.com](http://www.slctv.com)

#### MEETING GUIDELINES

1. Fill out registration card and indicate if you wish to speak and which agenda item you will address.
2. After the staff and petitioner presentations, hearings will be opened for public comment. Community Councils will present their comments at the beginning of the hearing.
3. In order to be considerate of everyone attending the meeting, public comments are limited to two (2) minutes per person, per item. Written comments are welcome and will be provided to the Planning Commission in advance of the meeting if they are submitted to the Planning Division prior to noon the day before the meeting. Written comments should be sent to:

Salt Lake City Planning Commission  
PO Box 145480  
Salt Lake City UT 84111

4. Speakers will be called by the Chair.
5. Please state your name and your affiliation to the petition or whom you represent at the beginning of your comments.
6. Speakers should address their comments to the Chair. Planning Commission members may have questions for the speaker. Speakers may not debate with other meeting attendees.
7. Speakers should focus their comments on the agenda item and repetitive comments should be avoided.
8. After those registered have spoken, the Chair will invite comments. Prior speakers may be allowed to supplement their previous comments at this time.
9. After the hearing is closed, the discussion will be limited among Planning Commissioners and Staff. Under unique circumstances, the Planning Commission may choose to reopen the hearing to obtain additional information.
10. Salt Lake City Corporation complies with all ADA guidelines. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the Planning Office at 535-7757; TDD 535-6220.

Salt Lake City Planning Commission  
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Salt Lake City UT 84111

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8015356184		0000578138 /	
SCHEDULE			
Start 05/20/2010		End 05/20/2010	
CUST. REF. NO.			
PC 5/26/10 Hearing			
CARTON			
SALT LAKE CITY ZONING AMENDMENTS On Wed			
SIZE			
59	Lines	2.00	COLUMN
TIMES		RATE	
4			
MISC. CHARGES		AD. CHARGES	
TOTAL COST			
203.24			

SALT LAKE CITY ZONING AMENDMENTS

On Wednesday, May 26, 2010, the Salt Lake City Planning Commission will hold a public hearing to consider making a recommendation to the City Council regarding the following petitions:

PLNPCM2010-00071 - 900 South Railroad Rezoning - A request by Mayor Becker to rezone 1,385 acres of land that is currently zoned Open Space to M-1 Light Industrial. The subject property is within the right of way of the Union Pacific Railroad property on the south side of 900 South, between 700 and 800 West. This rezoning is for the south half of the property.

PLNPCM2009-00346 - Zoning Map Amendment - A request by Mayor Becker to amend the Salt Lake City Zoning Map for properties south of OC Tanner between approximately 2000 South and 2100 South and between State Street and Main Street. The proposed Zoning Map amendment would change the current zoning from Business Park (BP) to Residential Mixed Use (RMU)-45 and Commercial Corridor (CC) to Residential Mixed Use (RMU).

PLNPCM2010-00096 - North Temple Boulevard and Vicinity Rezoning - A request by the Salt Lake City Planning Commission regarding the adoption of the TSA Transit Station Area Zoning District and amending the official zoning map by rezoning certain properties along North Temple Boulevard and other properties in close proximity to the Airport Light Rail Line between approximately 380 West and 2400 West. The properties are located in Council District 1 represented by Carlton Christensen, District 2 represented by Van Turner and District 3 represented by Stan Penfold.

PLNPCM2009-00510 - North Temple Boulevard Station Area Plans - A request to the Planning Commission to reconsider the boundaries of the draft Cornell and 1950 West Station Area Plans. The Planning Commission will hold a public hearing to consider a clarification on the station area map within the Cornell and 1950 West Station Areas. A public draft of the plan can be viewed on the project website at [www.northtempleboulevard.com](http://www.northtempleboulevard.com).

PLNPCM2009-01347 Eastside Apartments: A request by Peg Development LLC for a zoning map amendment to change the zoning at approximately 556 East 300 South (including 419 S 300 East) from RMP-35 (Residential Multi-Family) and RO (Residential Office) to RMU (Residential Mixed-Use). The purpose is to construct a multi-family apartment/senior living complex.

The public hearing will begin at 5:45 p.m. in Room 326 of the City & County Building, 451 South State Street, Salt Lake City, Utah. For more information, please contact the Staff Contact. For special ADA accommodations, which may include alternative formats, interpreters and other auxiliary aids, please contact or call TDD 801-535-6220. 578138 UPAXLP

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY CORPORATION LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF **SALT LAKE CITY ZONING AMENDMENTS On Wed** FOR **PLANNING DIVISION**, WAS PUBLISHED BY THE NEWSPAPER AGENCY CORPORATION, AGENT FOR THE SALT LAKE TRIBUNE AND DESERET NEWS, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINATELY.

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Notary Public, State of Utah  
Commission # 581469  
My Commission Expires  
January 12, 2014

DATE 5/24/2010

*[Handwritten Signature: Virginia Craft]*

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**5.B. Planning Commission Staff Report**  
**February 24, 2010**  
**April 14, 2010**  
**May 12, 2010**  
**May 26, 2010**

# PLANNING COMMISSION STAFF REPORT

## North Temple Boulevard Station Area Plan, Master Plan PLNPCM2009-00510. February 24, 2010



Planning and Zoning Division  
Department of Community and  
Economic Development

**Applicant:** Mayor Ralph  
Becker

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

**Tax ID:** NA

**Current Zone:** NA

**Master Plan Designation:**  
NA

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

**Lot Size:**  
NA

**Current Use:**

**Notification**

- Notice mailed on February 12, 2010
- Notice posted in the newspaper on February 14, 2010
- Agenda posted on the Planning Division and Utah Public Meeting Notice websites February 12, 2010

**Attachments:**

- A. Summary of changes
- B. Public Comment received since Feb. 10, 2010

### ***Request***

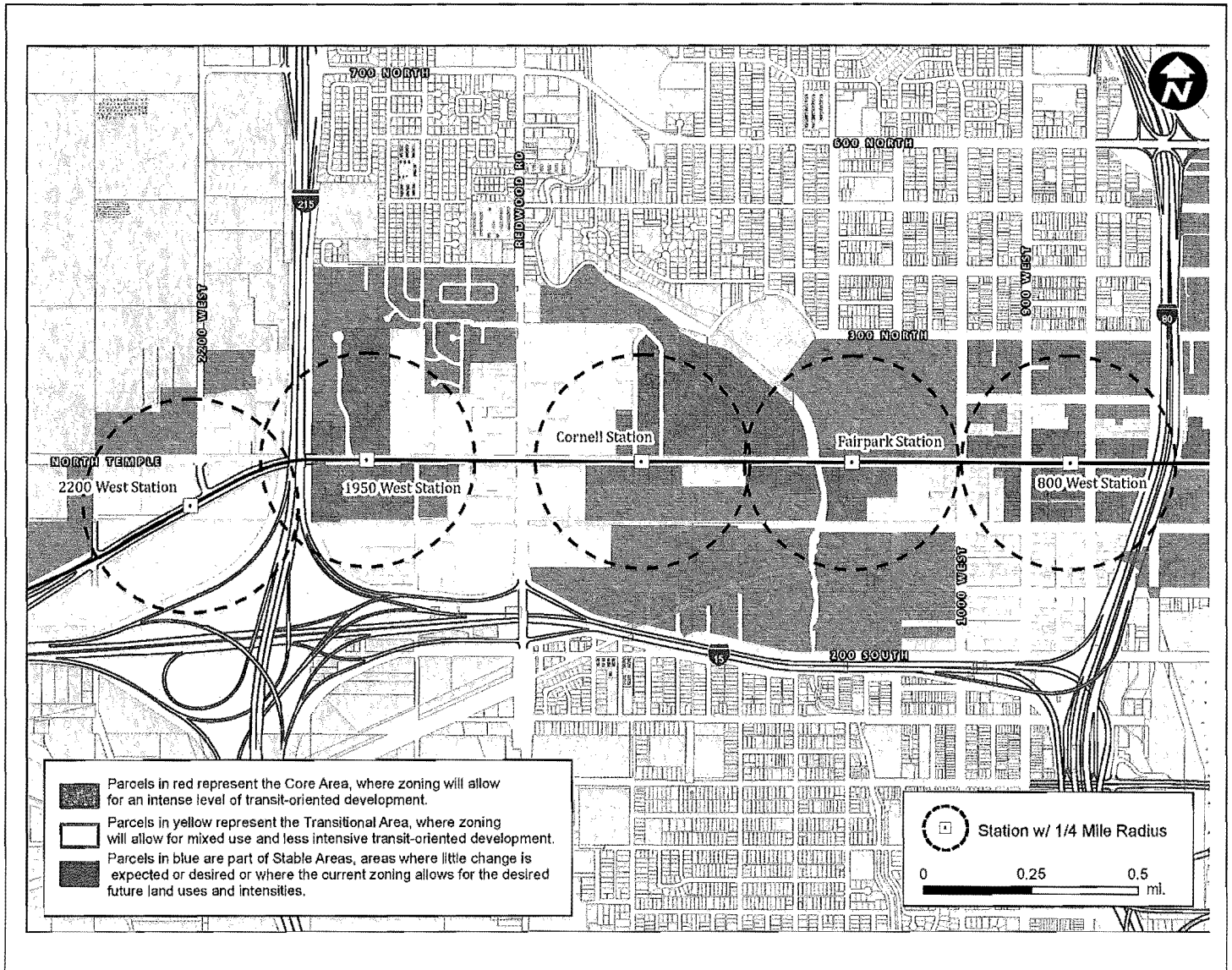
The North Temple Boulevard Station Area Plans project was initiated by Mayor Ralph Becker due to the construction of the Airport light rail line and because the West Salt Lake and Northwest Community Master Plans do not provide policy direction as it relates to development near light rail. The North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

### ***Staff Recommendation***

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

1. The proposed station area plans are compatible with city wide policies related to land use, including the:
  - Salt Lake City Futures Commission Report (1998)
  - Salt Lake City Urban Design Element (1990)
  - Salt Lake City Community Housing Plan (2000)
  - Salt Lake City Transportation Plan (1996)
2. The proposed station area plans update the Northwest (1992) and West Salt Lake Community Master Plans (1995);
3. The proposed station area plans are generally consistent with the comments received during an extensive public participation process; and
4. The proposed plans include best practices to guide future development along and adjacent to North Temple Boulevard.

## VICINITY MAP



## Background

### Project Description

The Airport light rail line has been in the planning stages for a number of years. Now that the project is under construction, the City Administration anticipates that development near North Temple will be different from the existing development type. The West Salt Lake and Northwest Community Master Plans were developed prior to the planning of the Airport Light Rail Line and called for General Commercial, Business Park, Industrial, Institutional and Low Density Residential along and near North Temple. The presence of light rail provides the community with the opportunity to update the long term vision for the corridor. Light rail has the potential to generate new development types than what currently exist along North Temple. The Planning Commission received a copy of the plan in January and a summary of changes to the draft plan can be found in Attachment

A. Therefore, we have not attached a copy of the public draft to this staff report. The public draft can be viewed at [www.northtempleboulevard.com](http://www.northtempleboulevard.com)

## **Comments**

### **Public Comments**

The North Temple Station Area Plans project began with an intense series of community workshops intended to provide the community with an opportunity to identify the vision for North Temple, identify the public infrastructure needs and what the area around each station would look like in the future. Summaries of these workshops can be found on the project website at [www.northtempleboulevard.com](http://www.northtempleboulevard.com). The following community workshops were held:

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

In addition to these workshops, the Planning team has been actively involved with the North Temple Community Advisory Committee. This committee was created by UTA and includes local business and property owners, community council representatives and major stakeholders along North Temple. The committee has approximately 40 representatives. Several presentations have been made to this committee specific to the Station Area Plans. On January 21, 2010 Planning staff provided an overview of the draft plan to the advisory committee. At the time of publication, the Advisory Committee had submitted no official comments to the Planning Team. However, individual members of the committee did indicate that they generally supported the plan.

Several presentations have been made to various community councils along the corridor. These include:

- Rose Park
- Jordan Meadows
- Westpointe
- Poplar Grove
- Fairpark

Few comments were received during these presentations. In general, those comments were positive about the idea of light rail on North Temple and expressed excitement for the infrastructure improvements associated with the light rail. Several people mentioned that they liked the direction that the plan was going in terms of the long term vision and future land use. There were a few people who were generally opposed to some aspect of the construction of the light rail line, mainly that they would no longer be able to make left hand turns or that the bicycle lanes were not necessary. These comments generally came from those who operate businesses along the corridor. They are concerned that the light rail line will not bring more customers to the area.

In December 2009, the Planning team made a presentation to the Transportation Advisory Board (TAB) that focused on the general direction of the plan and the relationship between land use and the City's transportation network. The TAB did not provide specific comments regarding the content of the plan.

The Planning Division held several open houses that were intended to solicit comments regarding the future vision for North Temple. These open houses were held in November and December 2009 and January 2010. An additional community open house was held on February 4, 2010 to provide an additional opportunity for the public to comment on the draft plan. No comments were received during the open houses held from November 2009 to January 2010. The comments received during the February 4<sup>th</sup> open house were similar to those

comments received during the public workshops. One person at the open house was concerned with what types of uses would or would not be allowed around the Fairpark station. He stated that the businesses on his property provide good jobs and that the City should not want those jobs to go elsewhere. These types of comments are important to the creation of the plan and the Planning team explained to the individual that his type of land use would not be displaced by the planning policies identified in the Plan.

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

### **City Department Comments**

Several City Departments and Divisions have participated in the planning process for North Temple. The draft copy of the plan was routed to the applicable City Departments on January 29, 2010. The Planning Division does not believe that there are any comments from other City Departments or Divisions that cannot be accommodated in the Plan and the recommendations made have been incorporated into the plan. Public Utilities did note that there was not much discussion of public utility improvements in the plan and that upgrades are being done as part of the construction of the light rail line. This is a correct assessment. As with any new development, the developer must ensure that all public utilities are capable of servicing their project. The comments received from pertinent City Departments / Divisions are as follows:

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

**Transportation:** (Kevin Young) Under section d of “Strategy 1-B... ,we don’t agree with the statement that on-street parking should be allowed to be counted towards the minimum parking requirement. On-street parking could be removed for any number of reasons, leaving less than the minimum parking needed. (Note: Transportation made additional comments related to spelling, missing words, and other grammatical errors)

**Public Utilities:** (Justin Stoker) I have reviewed the draft version of the North Temple Boulevard Station area plans and appreciate the work and effort that went into the report. It appears, however, that this report focuses more upon the architectural elements of the project than engineering elements. I could find no mention of how the existing utility infrastructure will be accommodated as part of the North Temple street reconstruction.

I expect that as the planning moves to actual design, UTA will continue to work closely with the SLC Department of Public Utilities regarding the existing utility infrastructure and that the existing infrastructure will be either protected, relocated, or reconstructed (in cooperation with this department) in a cooperative effort to ensure that the both parties interests are protected and achieved.

As UTA continues in planning and looks towards design, they are encouraged to meet with Nick Kryger (801-483-6834), the GIS Manager in Public Utilities in locating all impacted wet utility infrastructure and cooperate with Chuck Call (801-483-6840), Chief Engineer, about the possibility of utility upgrades during the street reconstruction. We look forward to working with UTA to ensure a successful quality project.

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

Police Department: (Lt. Richard Brede) I think this will be a big boost for Salt Lake City. North Temple has been a corridor with older motels while I've been a police officer. I can see how visitors from the airport are directed to 600 S. via I-80 and that North Temple has fallen to the wayside. I believe this will change with the addition of Light Rail. The "Avenue of lights", neighborhood markers, and colored concrete are all fantastic. I would encourage the use of graffiti-resistant materials for these items.

I feel like the visioning workshops with citizens and business owners inputs have addressed the police departments concerns in the frequently mentioned dislikes section. This project will bring in new businesses and create a nice "first impression of the city" for those visitors coming from the airport on Light rail.

Fire: No comments returned

Airport: No comments returned

## ***Analysis and Findings***

### **Options**

The proposed North Temple Boulevard Station Area Plans project is a reflection of the community's vision for North Temple. The creation of the plan was done with the intent of incorporating the major themes identified through the public process. Once these themes were identified, a series of best practices that were applicable to the community's vision were incorporated into the plan to guide future development in a manner that can help turn the community vision into a reality. While there are many options in terms of how to address land use, the draft station area plans represents the preferred option of the community and Planning staff. Other options are:

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

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

### **Findings**

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

- Salt Lake City Futures Commission Report (1998)
- Salt Lake City Urban Design Element (1990)
- Salt Lake City Community Housing Plan (2000)
- Salt Lake City Transportation Plan (1996)
- Northwest Community Master Plan (1992)
- West Salt Lake Master Plan (1995)

## Salt Lake City Futures Commission Report

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

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

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

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

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

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

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

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

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

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

Safety is an important theme that was identified in each of the community workshops. The Futures Commission report identifies that safe sidewalks, parks and other public spaces essential to a vibrant City. The

proposed plan recommends adopting Crime Prevention Through Environmental Design concepts into future zoning regulations to improve the safety of our community.

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

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

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

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

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

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

## **Salt Lake City Urban Design Element**

The purpose of the Urban Design Element is to define urban design objectives for the City and illustrate a process for making decisions regarding the City's future character. To that end, the Urban Design Element recommends a number of policies and strategies. A key strategy is to recognize that land use intensities and building heights should reflect relationship between the district that they are located within and adjacent neighborhoods and their respective role in the City. The document goes on to say “indiscriminate high rise construction outside of the downtown core adversely affects the strong downtown development concentration characteristic of the City.” The station area plans recognize this concept by limiting building height to a level



that transitions from the core of a stations down towards existing neighborhoods. In addition, the building height complements Downtown by having lower building heights and continues the downward progression of building height between Downtown, the Gateway Neighborhood and into the 800 West Station Area. The Urban Design Element lists many other policies and strategies that are relative to North Temple and addressed in the station area plans, including:

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

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

### **Salt Lake City Community Housing Plan**

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

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

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

## **Salt Lake City Transportation Plan**

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

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

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

## **Northwest Community Master Plan**

The Northwest Community Master Plan was adopted in 1992 and includes the north side of North Temple. It does not adequately address the future development along North Temple. In talking about North Temple, the plan recommends “that a specific plan be prepared to establish definitive design and development criteria and standards.” The Northwest plan identifies the corridor as a General Commercial corridor. With the addition of the Airport Light Rail, development pressure will change and general commercial type of development is typically not very compatible with light rail systems that are placed in the roadway.

## **West Salt Lake Community Master Plan**

The West Salt Lake Community Master Plan was adopted in 1995. It discusses commercial corridors and describes them as “prime examples of urban sprawl and represent some of the least attractive areas along major thoroughfares in the City.” In the Urban Design section of the West Salt Lake Plan, it discusses focusing urban design resources on the commercial corridors, including North Temple. The Station Area Plans include a section on urban design and provide additional information on how to implement urban design principles into North Temple.

## **Summary**

The Proposed North Temple Station Area Plan are generally consistent with the polices and guidelines of the listed City wide and Community Master Plans. The Station Area Plans provide finer detail, are more specific to geographic areas and provide adequate guidance on future land use decisions. It is critical that future zoning be compatible with the Station Area Plans, reflect the Communities vision for each station area and can provide the necessary flexibility, processes and regulations to produce desired development. The Plan provides for appropriate height, densities, and land use intensities in various geographic sections along the corridor. These policies are important to achieve the City’s goals of environmental, economical and socially sustainability as well as ensure the large public investment in infrastructure along North Temple is effective in revitalizing this area of the City and providing for the needs of the residents, business community and other stakeholders in the area.

**Attachment A  
Summary of Changes**

## Summary of Changes

Below is a summary of changes to the content of the North Temple Station Area Plans. These are changes that have been made since the public draft was provided to the Planning Commission.

### 800 West

- Graphics and maps were improved throughout the 800 West Station Area Plan.
- Pg. 30: Station Area map: the map was modified by adding a transition zone along the 800 West block of North Temple. The change will provide a transition between the station area core and the Jackson neighborhood north of 200 North.
- Pg. 30: Station Area Map: The description of the core, transition and stable areas on the map was changed to clarify the intent of each subarea.
- Pg. 35: Strategy 1-B action d was modified to remove the statement about allowing on-street parking to count towards the off-street parking requirement at the request of the Transportation Division. The action now reads: "consider on street parking layouts that create the most parking stalls and the least amount of conflicts."
- Pg. 36: Strategy 2-A action e was added to require the removal of billboard as properties redevelop and prohibit future billboards within the station area.
- Pg. 46: Added a follow up item titled "support Art in the Community" based on feedback from local school aged children who would like art, particularly created by the youth who live in the area, to be incorporated into public spaces as well as in some sort of art center where their work can be displayed.

### Fairpark

- Graphics and maps were improved throughout the Fairpark Station Area Plan.
- Pg. 53 Station Area Map: the boundaries of the core were and transition areas on the south side of North Temple were modified to follow property lines.
- Pg. 53 Station Area map: the description of the core, transition, and stable areas on the map was changed to clarify the intent of each subarea.
- Pg. 59 Strategy 2-A action d was added to require the removal of billboards as properties redevelop and to prohibit any new billboard in the station area.

### Cornell

- Graphics and maps were improved throughout the Station Area.
- Pg. 73 Station Area Map: the description of the core, transition, and stable areas on the map was changed to clarify the intent of each subarea.
- Pg. 79 Strategy 2-A action F was added to require the removal of billboards as properties redevelop and prohibit new billboards within the station area.

## 1950-2200 West

- Graphics and maps were improved throughout the station area.
- A discussion on why the Redwood Rd. intersection is a transition subarea instead of a core subarea.
- Pg. 92 Station Area Map: the stable area located on the west side of Redwood Rd. was changed to a transition area.
- Pg. 92 Station Area Map: the description of the core, transition, and stable areas on the map was changed to clarify the intent of each subarea.
- Pg. 99 Strategy 2-A section f was added to require the removal of billboards as properties redevelop and to prohibit new billboards in the station area.

**Attachment B**  
**Public Comment received since Feb. 10, 2010**

## Norris, Nick

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**From:** Larry A. Steele [ljsteele@easilink.com]  
**Sent:** Tuesday, February 16, 2010 5:01 PM  
**To:** Norris, Nick  
**Subject:** North Temple Station Area Plans

Nick – I received the notice hearing on Feb 24, 2010. I will not be able to attend, but did want you to know that I favor the plan generally and favor the placement of the Station at 800 West. This location would provide great access to a large area of the population. Thank you.

Larry A. Steele  
804 W. 100 S.  
SLC.

# PLANNING COMMISSION STAFF REPORT

## North Temple Viaduct Station Area Plan Master Plan PLNPCM2009-00510. April 14, 2010



Planning and Zoning Division  
Department of Community and  
Economic Development

**Applicant:** Mayor Ralph  
Becker

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

**Tax ID:** NA

**Current Zone:** NA

**Master Plan Designation:**  
NA

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

**Lot Size:**  
NA

### **Notification**

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

### **Attachments:**

- A. Draft Plan
- B. Department Comments

### **Request**

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

### **Staff Recommendation**

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

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



## VICINITY MAP



### **Background**

#### **Project Description**

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

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

## **Comments**

### **Public Comments**

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

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

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

The primary comments received during the public process focused on:

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

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

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

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

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

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

### **City Department Comments**

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

## ***Analysis and Findings***

### **Options**

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

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

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

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

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

## Findings

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

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

## Salt Lake City Futures Commission Report

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Salt Lake City Urban Design Element**

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

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

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

## **Salt Lake City Community Housing Plan**

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

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

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

## **Salt Lake City Transportation Plan**

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

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

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

## **Capitol Hill Community Master Plan (2001)**

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

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

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

### **Central Community Master Plan (CCMP, 2005)**

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

### **Gateway Master Plan (1998)**

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

### **Summary**

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



**Attachment A  
Draft Plan**

## **Attachment B Department Comments**

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

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

Transportation: (Kevin Young) For the viaduct station area plan, I just have a few comments.

Page 26

The last paragraph on the left side of the page says “The North Temple viaduct is not very conducive to bicycling.” With the addition of light rail on North Temple, we are also adding on-street bike lanes as well as a 10’ multi-use path, which can be used by bicyclists. The bike lanes will be continued over the viaduct as well. After the light rail project is completed, including the rebuild of the viaduct, North Temple will be very conducive to bicycling. The wording should be changed to reflect a more positive position on bicycling in this area.

Page 30

Under challenges, one of the bullet statements indicates “Lack of adequate pedestrian and bicycle infrastructure”. This statement makes it sound like we don’t have any pedestrian or bicycle infrastructure in this area. Most streets do have sidewalks and with the addition of the bike lane on North Temple, we will then have east/west bike lanes on 200 South, North Temple, and 300 North and a north/south bike lane on 600 West. Perhaps different wording could be used to convey the challenge of increasing or enhancing the pedestrian and bicycle infrastructure.

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

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

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

Fire: No comments returned

Airport: No comments returned

Redevelopment Agency: (Ed Butterfield) DJ asked that we include a comment that the northern block (300 to 400 North/ 500 to 600 West) of the North Temple Viaduct CDA (see attachment) is zoned Transitional Area under the current proposal and limits the properties development potential. As we discussed, this maybe an issue since the City is depending the tax increment from the CDA to pay for a portion of the Viaduct construction costs. DJ would prefer that we zone the entire area in the CDA boundaries Core Area.

Please call me when you have a chance so we can go over this in more detail.

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

DJ Baxter, RDA

Chief Chris Burbank: Police Department

Chief Kurt Cook: Fire Department

Mary DeLaMere-Schaefer: Deputy Director Community and Economic Development

Rick Graham Public Services

Frank Gray: Director Community and Economic Development

Cindy Gust Jensen: Executive Director City Council

Jeff Niermeyer: Public Utilities

Maureen Riley: Airports

Ed Rutan: City Attorney



# Memorandum

Planning Division  
Community & Economic Development Department

**To:** Planning Commission

**From:** Nick Norris, Senior Planner

**Date:** May 5, 2010

**Re:** Petition PLNPCM2009-00510 North Temple Boulevard Station Area Plan

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On February 24<sup>th</sup> the Planning Commission adopted a motion to transmit a favorable recommendation to the City Council regarding the Cornell and 1950/2200 West Station Area Plans. Recently, the consultants for the project have suggested that the Core of these two station areas be expanded. Planning staff supports this proposal. Because this proposal would amend the map recommended by the Planning Commission, Planning staff is recommending that the Planning Commission reconsider the map for these two station areas. Attached to this memo are maps of the areas in question.

The proposed change around the Cornell Station would add additional property to the Core Area. The involved properties are 1558, 1560, and 1588 West North Temple. All of these properties are located within  $\frac{1}{4}$  mile of the Cornell Station and are accessed from North Temple.

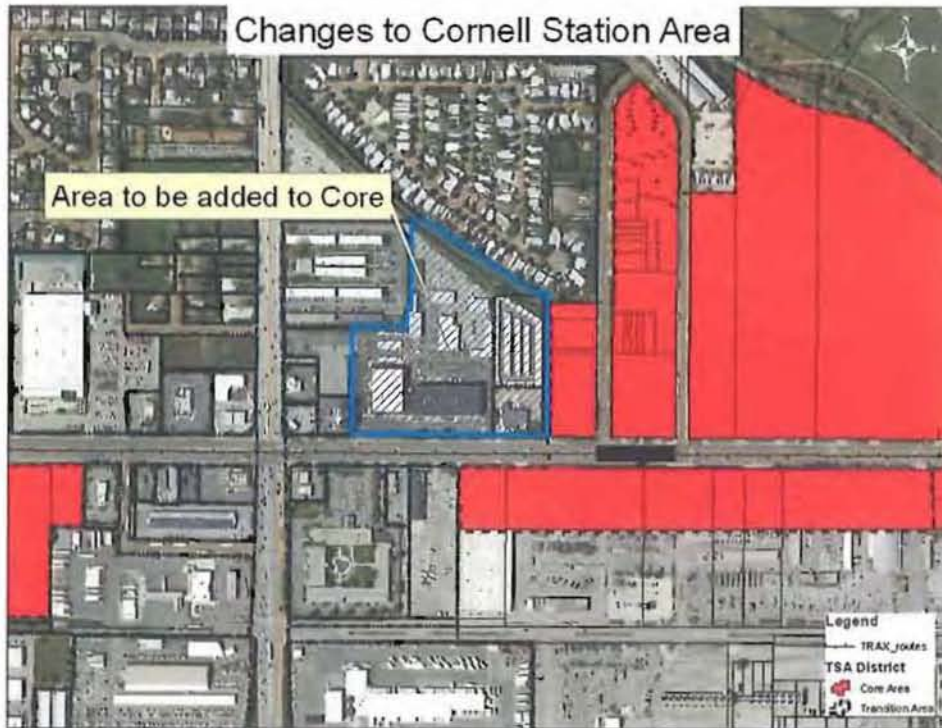
The proposed change around the 1950 West would add State owned land to the Core Area. This land currently includes the recently completed Multi-Agency Office Building and associated parking lots. Adding this area to the Core would help guide the State in future construction decisions where new buildings may be built on what is now surface parking lots.

At the 2200 West Station, the Airport has requested that a parcel of Airport owned land be removed from the station area. The land was acquired by the Airport so that the land would not be developed as it could interfere with Airport operations.

### Changes to 1950/2200 West Station Area



### Changes to Cornell Station Area



**5.C Planning Commission Minutes**  
**February 24, 2010**  
**April 14, 2010**  
**May 12, 2010**  
**May 26, 2010**

**SALT LAKE CITY PLANNING COMMISSION MEETING**  
**In Room 326 of the City & County Building**  
**451 South State Street, Salt Lake City, Utah**  
**Wednesday, February 24, 2010**

Present for the Planning Commission meeting were Chair Babs De Lay and Vice Chair Frank Algarin; and Commissioners Tim Chambless, Angela Dean, Michael Fife, Michael Gallegos, Susie McHugh, Matthew Wirthlin, and Mary Woodhead. Commissioner Kathleen Hill was excused.

There field trip prior to the meeting was cancelled. A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at 5:49 p.m. Audio recordings of the Planning Commission meetings are retained in the Planning Office for an indefinite period of time. Planning staff members present at the meeting were: Wilford Sommerkorn, Planning Director, Joel Paterson, Programs Manager; Michael Maloy, Principal Planner; Nick Norris, Senior Planner; Nick Britton, Principal Planner; Ana Valdemoros, Associate Planner; Paul Nielson, City Attorney; and Tami Hansen, Senior Secretary.

**Petition PLNPCM2009-00510 North Temple Boulevard Station Area Plans**—an amendment to the West Salt Lake and Northwest Community Master Plans regarding station area plans along the Airport Light Rail Line. The Planning Commission will hold a public hearing to consider specific sections of the North Temple Boulevard Station Area Plans, including the Introduction, 800 West, Fairpark, Cornell and 1950/2200 West Station Area Plans. A public draft of the plan can be viewed on the project website at [www.northtempleboulevard.com](http://www.northtempleboulevard.com). Located in Council District 1 represented by Carlton Christensen and Council District 2 represented by Van Turner.

Chair De Lay recognized Nick Norris as staff representative.

Mr. Norris stated this would be a two or three part hearing due to the decision to move forward with the rebuild of the North Temple viaduct the City Council made late in the process, so it would be heard separately.

He stated he would summarize what aspects of the plan had changed from the draft version of the plan given to the Planning Commission back in January, which was based on comments staff had received since then. He stated the concept of the core transition and stable areas was clarified through graphics and updated images, so people had a better understanding of what it meant. He stated each station area had its own description of what future zoning would entail.

Mr. Norris stated at the 800 West station area, zoning changes were made to better fit the neighborhood. Mixed-use buildings up to seven (7) stories in height would be allowed and there was a reduced parking requirement, with parking located behind the buildings. He stated there was a lot of confusion regarding the stable areas, which are areas where the existing zoning either supported the desired type of development, or there was little change anticipated because of the light rail line.

He stated based on some input from the Transportation Division, staff removed an action item that would allow on-street parking to be counted toward the minimum parking requirements for land uses, which they felt would push parking into residential neighborhoods and would not be as desirable.



Mr. Norris stated around the Fairpark station some boundary changes were made to follow property lines under common ownership.

Commissioner Gallegos stated some of the roads in that area were fairly wide and inquired if those streets would keep their width.

Mr. Norris stated there was no plan to reduce the widths, but the plan did state that the streets in the area should be complete streets and would be visually reduced by adding bicycle lanes and other elements if there were space.

He stated there were no changes to the Cornell station area, just some grammar changes. The biggest focus at the 1950 West station was explaining why the Redwood Road and North Temple intersection was not considered part of a core area. He stated there were a number of reasons for this including the distance the intersection were from the two stations; a half mile from the 1950 West, as well as the Cornell stations. He stated with existing traffic along that intersection, as well as the freeway connection, staff felt it would add additional cars, which would push more of those intersections further into failure. He stated development would be limited to the transition area due to that, which would allow mixed-use development, just not on a massive scale.

Mr. Norris stated the City Council did implement temporary zoning regulations along North Temple Boulevard that would apply to all of the properties zoned Corridor Commercial (CC) and Community Shopping (CS). He stated those temporary zones expired after six months, and essentially would aid in putting the TC-75 zoning district in place, the intent was to prohibit any new development that would not fit into that zone, while still allowing for new development until the zoning was made permanent.

Commissioner Gallegos inquired about the 1950 West station, and if it would prohibit the development of the vacant land to the northwest.

Mr. Norris stated it would not; it would just be development that was a little less intense due to existing traffic problems.

Commissioner Chambless inquired if staff knew of future State plans in regards to the area around the 1950 West station.

Mr. Norris stated that was a major campus for the State and they did have a twenty year extension plan for that area.

Chair De Lay inquired why three community council districts were included in this petition.

Mr. Norris stated it had to do with the way the boundaries for those districts came together in the area, the Capitol Hill and Downtown areas would be more involved with the viaduct station.

## **Public Hearing**

Chair De Lay opened the public hearing portion of the petition. She noted there was no one present to speak, and closed the public hearing.

## **Motion**

**Commissioner Gallegos made a motion regarding Petition PLNPCM2009-00510; North Temple Boulevard Station Area Plan, Master Plan that the Planning Commission forwards a favorable recommendation to the City Council for the following reasons:**

- 1. The proposed station area plans are compatible with city-wide policies related to land use, including the:**
  - Salt Lake City Futures Commission Report (1998)**
  - Salt Lake City Urban Design Element (1990)**
  - Salt Lake City Community Housing Plan (2000)**
  - Salt Lake City Transportation Plan (1996)**
- 2. The proposed station area plans update the Northwest (1992) and West Salt Lake Community Master Plans (1995);**
- 3. The proposed station area plans are generally consistent with the comments received during an extensive public participation process; and**
- 4. The proposed plans include best practices to guide future development along, and adjacent to North Temple Boulevard.**

**Commissioner Algarin seconded the motion.**

**Commissioners McHugh, Dean, Fife, Gallegos, Wirthlin, Chambless, Woodhead, and Algarin voted, "Aye". The motion passed unanimously.**

## **SALT LAKE CITY PLANNING COMMISSION MEETING**

**In Room 326 of the City & County Building**

**451 South State Street, Salt Lake City, Utah**

**Wednesday, April 14, 2010**

Present for the Planning Commission meeting was Chair Babs De Lay and Vice Chair Frank Algarin, and Commissioners Tim Chambless, Angela Dean, Michael Fife, Michael Gallegos, Kathleen Hill, Susie McHugh, Matthew Wirthlin, and Mary Woodhead.

There was no field trip prior to the meeting. A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at 5:47 p.m. Audio recordings of the Planning Commission meetings are retained in the Planning Office for an indefinite period of time. Planning staff members present at the meeting were Wilford Sommerkorn, Planning Director, Joel Paterson, Programs Manager; Nick Norris, Senior Planner; Everett Joyce, Senior Planner; Doug Dansie, Senior Planner; Paul Nielson, City Attorney; and Angela Hasenberg, Senior Secretary.

### **Approval of Minutes from Wednesday, March 24, 2010**

Commissioner McHugh made a motion to approve the minutes as written. Commissioner Gallegos seconded the motion. All in favor voted, "Aye". Commissioner Woodhead abstained. The motion passed unanimously.

### **Report of the Chair and Vice Chair**

Chair De Lay stated neither she nor Vice Chair Algarin had any business to report.

### **Report of the Director**

Mr. Sommerkorn stated actions taken by the City Council since the Commission last met included the cremation services ordinance amendments were passed, the redesignation of the Odd Fellow's building as a historic landmark site at its new address was passed, the historic preservation plan public hearing was continued, the Scenic Motel zoning ordinance change was approved by the City Council, and the City Council changed their policy and will now consider adopting additional designations of historic districts and enacted the temporary regulations for the Yalecrest and Westmorland districts, placing a moratorium on any demolitions in that area. The City Council also approved the amendments to the planned development ordinance.

### **Public Hearings**

**PLNPCM2009-00510; North Temple Boulevard Station Area Plans**—a master plan amendment regarding the North Temple Viaduct Station Area Plan, a section of the North Temple Boulevard Station Area Plans. A public draft of the plan can be viewed on the project website at **[www.northtempleboulevard.com](http://www.northtempleboulevard.com)**. Located in Council District 3 represented by Stan Penfold and District 4 represented by Luke Garrott.

Chair De Lay recognized Nick Norris as staff representative.

Mr. Norris gave a PowerPoint presentation and noted he would focus on recent issues because the Commission had received a detailed briefing at the last meeting. He stated there had not been a lot of change in terms of the content of the plan but a couple things have changed on the stationary map. He noted the area along North Temple between 400 West and 300 West was initially identified as a transition area and that was changed to a core area.

Mr. Norris stated there were a few areas where the North Temple Boulevard Station Area Plan differed from the Capitol Hill Community Master plan and one of the big discrepancies was density. The recommended density in the Capitol Hill plan is too low for the type of development and level of transit in the area with the installation of Frontrunner and Trax. Staff is recommending changing that policy to allow the market to dictate the density which would also be reflective in the zoning ordinance.

Mr. Norris stated there were questions about the building heights and he noted that the Capitol Hill master plan is vague regarding this topic except for stating that views of prominent buildings in the area should be preserved, including the capitol building and the LDS Temple. He stated the recommended ten story building heights in the station area plan would prohibit some of those views mainly along streets that have an east to west orientation. He stated currently the views of the LDS temple are already blocked so staff felt that these views would not be more compromised with the new plan than it currently is.

**Public Hearing:**

Chair De Lay opened the public hearing.

The following person spoke in support of the petition: **Tom DeVroom** (213 North 800 West) stated he would like to address the structure and pedestrian pathways on the North Temple Viaduct. He stated he had attended a few of the open houses but had not seen important suggestions from those meetings included in the plan. He stated he had addressed a letter to the Commission that discussed pedestrian flow and accesses being hampered by the retaining walls and widths of this structure. He stated mitigating suggestions included at a minimum established pedestrian sidewalk paths and easements provided by the City, or required of the developers, around the entire structure so there were no dead pockets but instead a free flow of access by pedestrians. He suggested that a stairway be built from the station to the Guadalupe neighborhood from the top of the light rail station to 500 West so pedestrians would not have to walk all the way around. The Rio Grande Street corridor should continue under the viaduct into Gastonomy's Land from the Gateway development, with routes to the transit stations. He also suggested generous lighting and public art should be designed into this project to facilitate safety and to soften the extraordinary retaining walls.

Chair De Lay stated it was already decided that this project would spend at least one percent of the project budget on art.

Mr. DeVroom stated maybe that was the case, but the City had the opportunity to incorporate a lot of great art and there was also a lot of concern about safety so lighting would be the key.

Commissioner Chambless stated safety and walkability were important in this neighborhood and the lighting should not be blight but should add to the area as a positive visual.

Mr. Devroom stated this would be an intense land use where a lot of people were going to go and if they felt safe it would be great for the neighborhood. He stated to get to the Gateway development pedestrians would have to walk quite a ways along the retaining wall and it seemed counterproductive to put up so much of a barrier to get to the cool features in the area.

Chair De Lay stated that she lived in this area and there is a lot of lighting but not necessarily good lighting in the right areas.

Mr. Devroom stated the structure would also be built wide so there would be no room for sidewalks around the retaining walls which inhibited the ability for development to occur. He stated the City should not overlook this because it could be the downfall of this project.

Chair De Lay stated the safety and design of this station had been discussed in a lot of meetings and Mr. Devroom seemed to be echoing the views of the Commission.

Mr. Devroom also suggested a pedestrian tunnel underneath the viaduct.

Chair De Lay noted there was no one else present to speak to this petition and closed the public hearing.

Commissioner McHugh stated the idea of a pedestrian tunnel seemed like a bad idea.

Mr. Norris stated as far as a tunnel on Rio Grande Street, the station area plan did mention some version of that. He stated it might be an automobile access or a pedestrian/bicycle pathway. He stated as far as a pedestrian circulation the plan does talk about putting staircases in and enlivening and lighting the area under the viaduct to make it a safe and unique public space. He stated that philosophy is continued throughout the rest of the corridor as well through the construction process and in the future when properties redevelop.

He stated as far as circulation around the viaduct, there would be a six to eight foot walkway from 400 West to the transit stations in that area. He stated further to the west there will also be an approximate ten foot easement along the viaduct. He stated it is unlikely there will be any automobile streets on either side of the viaduct as there is currently. Mr. Norris stated that currently the right-of-way is approximately 130 feet and of that 80 feet is the current viaduct. After the new viaduct and TRAX lines are built the width will increase to 132 feet. He stated if another 25 feet of travel lane, whether they were one way or not, was added to either side of the viaduct the street would essentially be 185 feet wide which is not conducive to pedestrian crossing because it would interfere with the timing of traffic lights as well as the train itself. He stated alternatives regarding where different streets could be placed were included in the station area plan which might be midblock between North Temple and 200 North, and to the south streets could follow the rail line as it bends to the west or built as properties in the area redevelop in the future.

Commissioner Fife inquired if the Commission would have a chance to weigh in on the design of the viaduct.

Mr. Norris stated those details are for the most part finalized.

Mr. Sommerkorn stated that UTA needed those design details to be able to move forward quickly. He stated those decisions were made in late 2009.

Commissioner Fife inquired if Rio Grande Street would tunnel under the viaduct.

Mr. Norris stated it would not. Staff spoke to UTA about that issue and there would obviously have to be a change to the engineering of the structure because it would either be an earth or compact dense foam fill.

Commissioner Fife inquired if there would be a barrier between Gateway and Gateway north.

Mr. Norris stated the viaduct would be between those. 500 West currently ends on the south edge of the viaduct and would be extended to either 200 or 300 North, which is yet to be decided. There is always an opportunity to add more staircases that would lead from the viaduct down to the street. There would also be elevator and escalator access on the north side next to the TRAX platform.

Commissioner Fife inquired if the current plans included a connection on Rio Grande Street between the North and South sides.

Mr. Norris stated some of the drawings show an arrow through there, but there is nothing in the plan that states there will be a tunnel under the viaduct.

Mr. Sommerkorn stated the designs he reviewed showed there was the ability to have a walkway under the viaduct but not a street.

Mr. Fife stated a walkway would at least provide some access through that area.

Mr. Sommerkorn stated there had been a lot of discussion regarding the viaduct itself and with the barrier it presents. He stated everyone involved was sympathetic to the idea of making that area as open as possible but the issue became one of cost. It is much cheaper to do fill and build the bridge that way rather than having an open span with designed hugely expensive girders.

Commissioner Dean stated it seemed designs had progressed beyond the master plan the Commission was being asked to approve which would supposedly influence the design so there was obviously a disconnect. She stated even though the Commissioners had no say over the design process, it would be helpful for the Commissioners to review the designs while also reviewing the master plan.

Mr. Norris stated staff had also not seen a final copy of those designs.

Commissioner Dean stated there was a note in the staff report regarding the integration of the crime prevention design but she did not see it integrated in the draft document.

Mr. Norris stated they were integrated into what was the introduction for the entire set of plans. He stated it was one of those elements that would be incorporated into the plans for all of the stations and was incorporated as part of the introduction as one of the guiding principles for the entire document.

Commissioner Dean stated the plan also referenced the design guidelines throughout the document and inquired if there was a draft version of these guidelines that was ready to review.

Mr. Norris stated staff was working on those guidelines and they would be available in the near future. He stated the Commission would be briefed on the zoning ordinance and design guidelines on May 28.

Commissioner Hill stated this hearing seemed premature. She stated under the Salt Lake City Design Element it talks about maintaining pedestrian-oriented ground floor buildings and encouraged pedestrian walkway networks that connect individual buildings, blocks, groups of blocks, and entire districts. She stated she felt strongly about incorporating a pedestrian thoroughfare for the North Temple viaduct so there would be a connection.

Mr. Sommerkorn stated the Commission could include that suggestion in their recommendation to the City Council.

Mr. Norris stated in the urban design framework portion of the plan the Commission would see a number of places where those connections were discussed. He stated it might not say it in those exact words, but it addresses finding ways to connect pedestrians around, over, and through the viaduct. He stated one of the things staff would be doing with the Urban Design Framework section of the plan was cleaning up some of the drawings because they did not transfer to print very well. He stated those would be easier to read and an emphasis would be placed on the pedestrian connection under the viaduct, but whether that happens sooner or later would depend on what the City Council decides to do budget wise in the future.

Commissioner Woodhead stated she wanted to echo the importance of the pedestrian connection, one of the things about the Gateway was it tended to be self enclosed and she felt the developers had seen it as sort of an inside mall that happens to be outside so the Gateway has not really done much for the neighbors around it. She stated that to the extent that the Gateway could connect northward is really important and she would love to see something stated in the plan that states the City is committed to doing that. She stated she walked over the viaduct today and she was passed by somebody in their wheelchair and inquired if people in wheelchairs and on bicycles would be accommodated as well.

Mr. Norris stated there would be bicycle lanes over the viaduct and the sidewalk would be wide enough to accommodate wheelchair users, particularly on the north side where the sidewalk would be separated from the vehicle travel lanes by the rail lines.

Commissioner Woodhead stated she read the vision section at the beginning of the document and it mentioned that safe, vibrant, and useful public spaces should be created. She inquired if there should also be a reference to safety under connectivity where it states, "Improve the pedestrian environment to create a walkable, transit-oriented neighborhood."

Mr. Norris stated that would not be a problem.

Commissioner Wirthlin stated a lot of the comments had referred to the design of the project, which was not what was before the Commission, but rather approving the station area master plan. He stated the Commission would have more input on the design in respect to the zoning ordinance. Commissioner Wirthlin also agreed with the pedestrian connectivity at Rio Grande Street.

Commissioner Chambless stated he agreed with Commissioner Woodhead regarding the ADA accommodations, he stated if so much time and money is going to be invested in this project it might as well be done right and well. He stated just to the west of North Temple the areas around the fairgrounds would eventually be fully developed and he inquired if that was considered.

Mr. Norris stated in this past legislative session there was a bill passed that allowed the department of facilities and construction management and the Utah State Fair Nonprofit Organization to enter into a long term lease to use that site. He stated part of that lease would relinquish the fairpark's rights to the white ballpark, which would allow the DCFM to start planning for development on that site. He stated it would also allow them to enter into a lease agreement that would allow the fairpark organization to find alternative year-round uses for that site that would include possible private/public partnerships.

**Motion:**

**Commissioner Wirthlin made a motion regarding Petition PLNPCM2009-00510, based on the information listed in the staff report and the discussion at the meeting, the Planning Commission transmits a favorable recommendation to the City Council, regarding the North Temple viaduct station area plan as amended to add the word "safe" to #2 on Page 23 to create a safe, walkable, transit- oriented neighborhood with respect to Page 37 under policy #2 Connectivity, to have specific language that recommends a pedestrian connector under the viaduct at the Rio Grande Street at ground level for the following reasons:**

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

**Commissioner Gallegos seconded the motion.**

Discussion of the Motion

Mr. Norris inquired if the Commission wanted to include something in the motion about the area north of North Temple.

**Mr. Wirthlin amended the motion to include that the block area north of North Temple should be moved from transitional to core.**

**Commissioner Gallegos seconded the amendment.**



Commissioner Woodhead stated she would like to comment on the public testimony of Mr. Devroom. She noted that he did bring up a lot of great ideas that would be appropriately raised at the design phase.

Chair De Lay stated Mr. Devroom's letter would also be included as part of the record.

**Commissioner Gallegos, Hill, Woodhead, Wirthlin, Chambless, and Algarin voted, "Aye". Commissioner Fife, Dean, McHugh voted, "No". The motion passed.**

**Eastside Apartments Development Project**—a request by Peg Development LLC to develop multi-family housing on the properties at approximately 556 East 300 South and approximately 350 South 600 East. The property is located within Council District 4 represented by Luke Garrott.

- a. **PLNPCM2009-01347; Rezoning**—a request for a zoning map amendment to change the zoning on the property at approximately 556 East 300 South from Residential Office (RO) to Residential Mixed Use (RMU) and to change the zoning on the property at approximately 350 South 600 East from Residential Multi-Family -35 (RMF-35) to Residential Mixed Use (RMU).
- b. **PLNPCM2009-01348; Planned Development / Conditional Use**—a request for Planned Development/Conditional Use approval to construct two a multi-family apartment buildings one of which be built at approximately 556 East 300 South and one of which will be built at approximately 350 South 600 East. The applicant is requesting the Planning Commission modify the rear yard setback requirements in the RMU zoning district to accommodate access to the shared underground parking garage in the middle of the block and to allow for cross access between the properties. The applicant is also requesting modification to design regulations of the Conditional Building and Site Design Review regulations in order to ensure consistency with the H Historic Preservation Overlay Zoning District regulations.

Commissioner Wirthlin noted that his firm represented an entity that has an interest and recused himself.

Chair De Lay recognized Doug Dansie as staff representative.

Mr. Dansie stated there is a third petition that is also associated with these apartments. The Historic Landmark Commission (HLC) would be hearing and approving that. He stated if the Planning Commission approved the rezone and the planned development the Historic Landmark Commission would review the decision to ensure compatibility with the Central City Historic District.

He stated the site is located between 500 and 600 East and 300 and 400 South and this project had been around for approximately twelve years in some form, a planned development and rezone was approved about six years ago in three phases, Emigration Court and two other apartment buildings around the central courtyard which is built atop a parking garage. He stated because of the economy the second and third phases were never built so basically a new developer had proposed to build what were originally those last phases.

Mr. Dansie stated a subcommittee met that included members of the Planning and Historic Landmark Commissions, and the design was reviewed and revamped by the HLC. Originally the developer proposed that this project would facilitate assisted living but now this development would

May 12, 2010 Planning Commission Meeting was postponed due to a lack of a quorum.

## **DRAFT MINUTES OF THE MAY 28, 2010 PLANNING COMMISSION PUBLIC HEARING**

**PLNPCM2009-00510 North Temple Boulevard Station Area Plans:** a request to the Planning Commission to reconsider the boundaries of the draft Cornell and 1950 West Station Area Plans. The Planning Commission will hold a public hearing to consider a clarification on the station area map within the Cornell and 1950 West Station Areas. A public draft of the plan can be viewed on the project website at [www.northtempleboulevard.com](http://www.northtempleboulevard.com). The properties are located in Council Districts 1 represented by Carlton Christensen and District 2 represented by Van Turner. (Staff: Nick Norris at 801.535.6173 or [nick.norris@slcgov.com](mailto:nick.norris@slcgov.com)).

Chairperson De Lay recognized Nick Norris as staff representative

6:19:47 PM Mr. Norris stated that this was a reconsideration of the maps of two station areas, one at Cornell, which would be added to the core, rather than the transition area, and 1950 W, adding the rest of the State Office Complex to the core and remove the area that is owned by the airport, and which was requested that it be taken out of the plan.

Commissioner Chambless asked if it was going to be permanent open space.

Mr. Norris responded that it would likely remain undeveloped given the proximity of the runways to the north.

Commissioner Fife asked the reasoning of adding the two areas.

Mr. Norris responded that the Cornell area is something that the consultants were pushing for, and that the State has room to do something with the area in the future.

Commissioner Chambless asked for clarification of the ownership of the buildings along 1950 W.

Mr. Norris replied that buildings on 1950 W are State owned, but the properties along North Temple are not.

### **Public Hearing**

Chair De Lay opened the public hearing portion of this petition.

Myra Close, resident of All Season Mobile Home Park, She is also the Chairperson of the All Seasons Manufacturer Home Association, on the corner of Redwood Road and 3<sup>rd</sup> North. Ms. Close was concerned with how the changes would impact their mobile home park.

Mr. Norris stated that it would not have an impact, and that zoning issues would be discussed with the next item on the agenda.

Jeff Salt with Great Salt Lake Keeper, addressed the definition of the core and transition zones, noting that the application stated that the core zone was to be a quarter mile from the station, and the transition zone was to be a half mile. He observed that the current drawings indicate that near the Fair Park, the core area exceeds the quarter mile description, indicating a discrepancy. He suggested that the map and the description need to match.

Commissioner Fife asked if the distance was a general description, and the maps indicate the actual area.

Mr. Norris stated that the descriptions are intended to describe the area and the type of development that could occur there. When the wording says it is a quarter mile, it is generally within a quarter mile, and that it actually indicated an average. Mr. Norris stated that it isn't a regulation, but gives administrative direction. He gave examples outlining how a strict guideline in these cases would create split zone properties which are issues the city is trying to avoid.

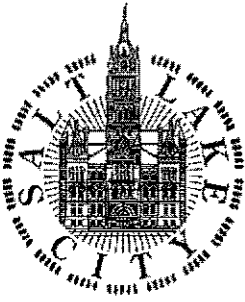
**Motion:**

**Commissioner Woodhead made a motion regarding Petition PLNPCM2009-00510 North Temple Boulevard Station Area Plans: The Planning Commission transmits a favorable recommendation to the City Council regarding the amendments to the station area plans proposed in the May 5, 2010 memorandum from Nick Norris, making amendments as to the Cornell Station and the 1950- 2200 W Station Area plans.**

**Kathleen Hill seconded the motion**

**Vote: Commissioner Woodhead, Chambless, Dean, Fife, Hill, and Wirthlen all voted aye, the motion passed unanimously.**

## **6. Original Petition**



# Petition Initiation Request

Planning Division  
Community & Economic Development Department

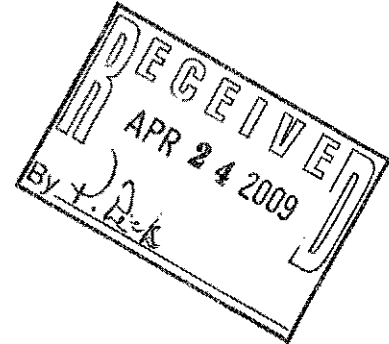
To: Mayor Becker

From: Wilf Sommerkorn, Planning Director *WS*

Date: April 23, 2009

CC: Frank Gray, Community & Economic Development Director; Mary De La Mare-Schaefer, Community & Economic Development Department Deputy Director; Pat Comarell, Assistant Planning Director; Cheri Coffey, Planning Manager; Nick Norris, Project Manager; file

Re: Initiate Petition to amend the Northwest and West Salt Lake Community Master Plans as proposed through the North Temple Grand Boulevard Planning Project.



This memo is to request that you initiate a petition directing the Planning Division to undertake a planning process to identify appropriate land use and urban design features for the North Temple Grand Boulevard and surrounding areas. The study area for the planning process is generally located between 300 North to I-80 and between 600 West and approximately 2200 West.

The general purpose of the plan is to identify appropriate land use types, density, intensity and design policies to promote sustainable development which will take advantage of the public investment in Light Rail Transit and infrastructure improvements along the corridor. The plan vision is to foster development that provides appropriate levels of housing, employment and services in the area to create a destination point and celebrate the west side of the City.

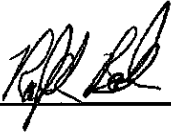
The Planning Division will follow the City adoption process for master plan development and amendments which includes citizen, property owner, interest groups and various city boards' input as well as public hearings with the Planning Commission and City Council.

If you have any questions, please contact me.

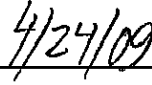
Thank you.

INCLUDE MAP OF STUDY AREA.

***Concurrence to initiate the rezoning petition as noted above.***



**Ralph Becker, Mayor**



**Date**

**Remarks:**

Petition No: **PLNPCM2009-00510**

By: **Salt Lake City Planning Division**

Northwest and West Salt Lake Community Master Plans  
Amendments as proposed through the North Temple  
Grand Boulevard Planning Project

Date Filed: 04/23/2009

Address: North Temple Grand Boulevard