

NORTH TEMPLE BOULEVARD



Viaduct Transfer Station



800 West Station



Fairpark Station



Cornell Station



1950 West / 2200 West Station



Adopted August 10, 2010



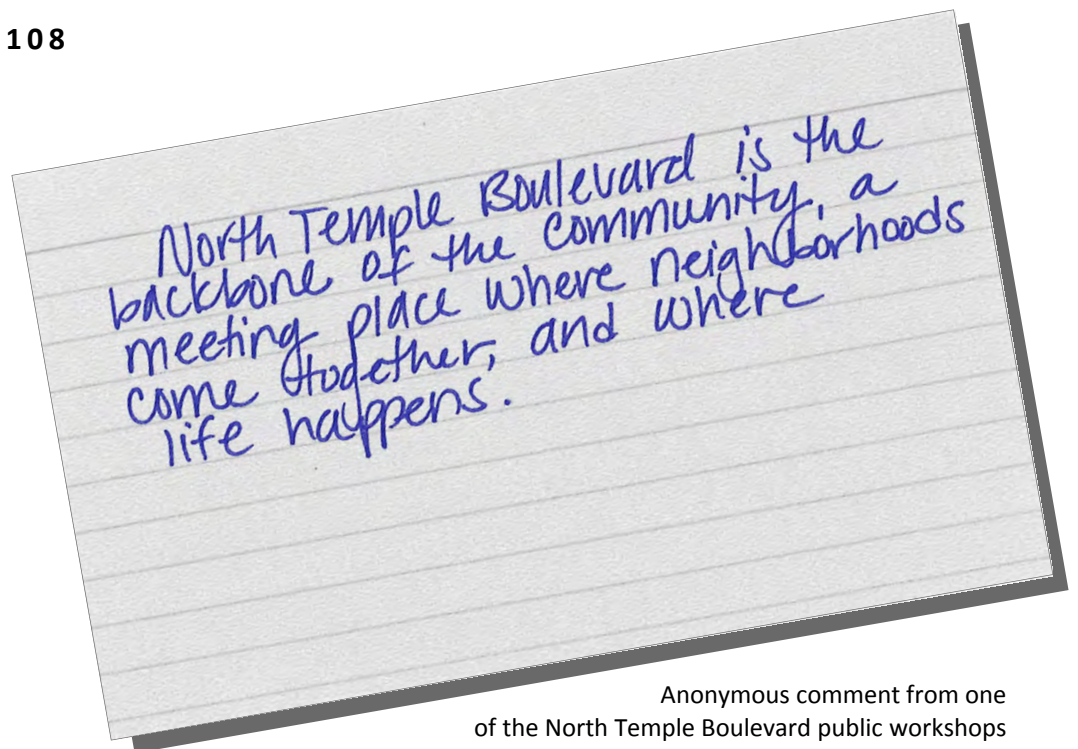
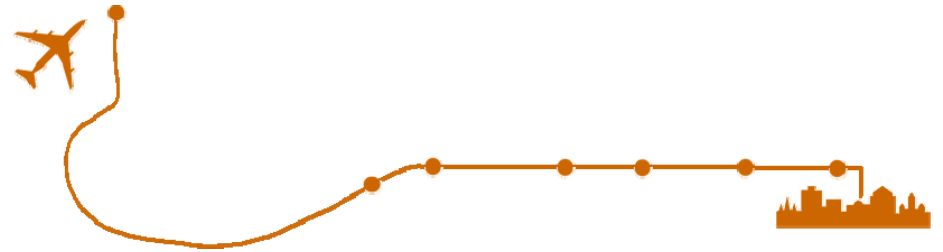
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Salt Lake City Planning Division
Department of Community &
Economic Development



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.



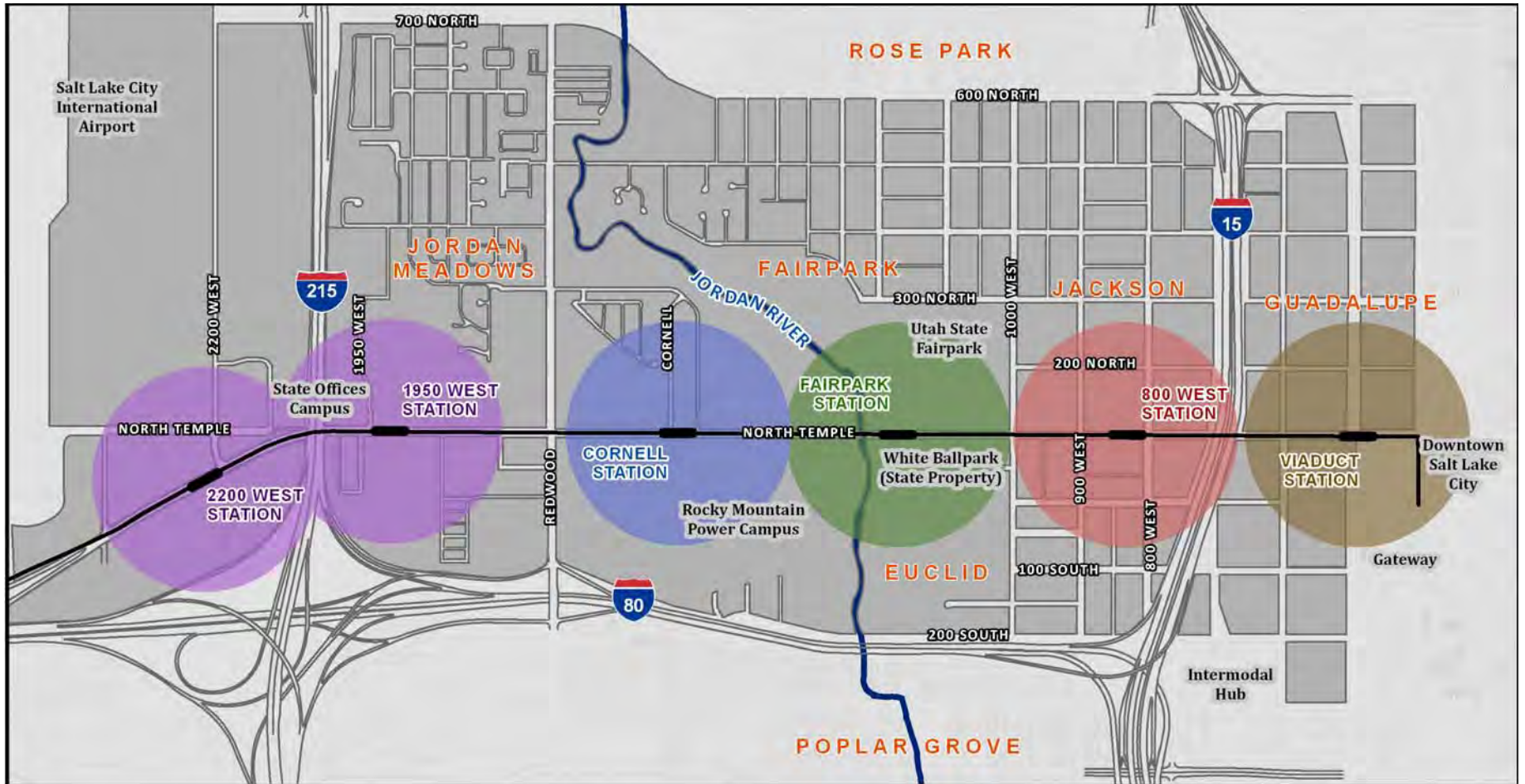
1940s—1950s: More auto-oriented land uses move in.

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



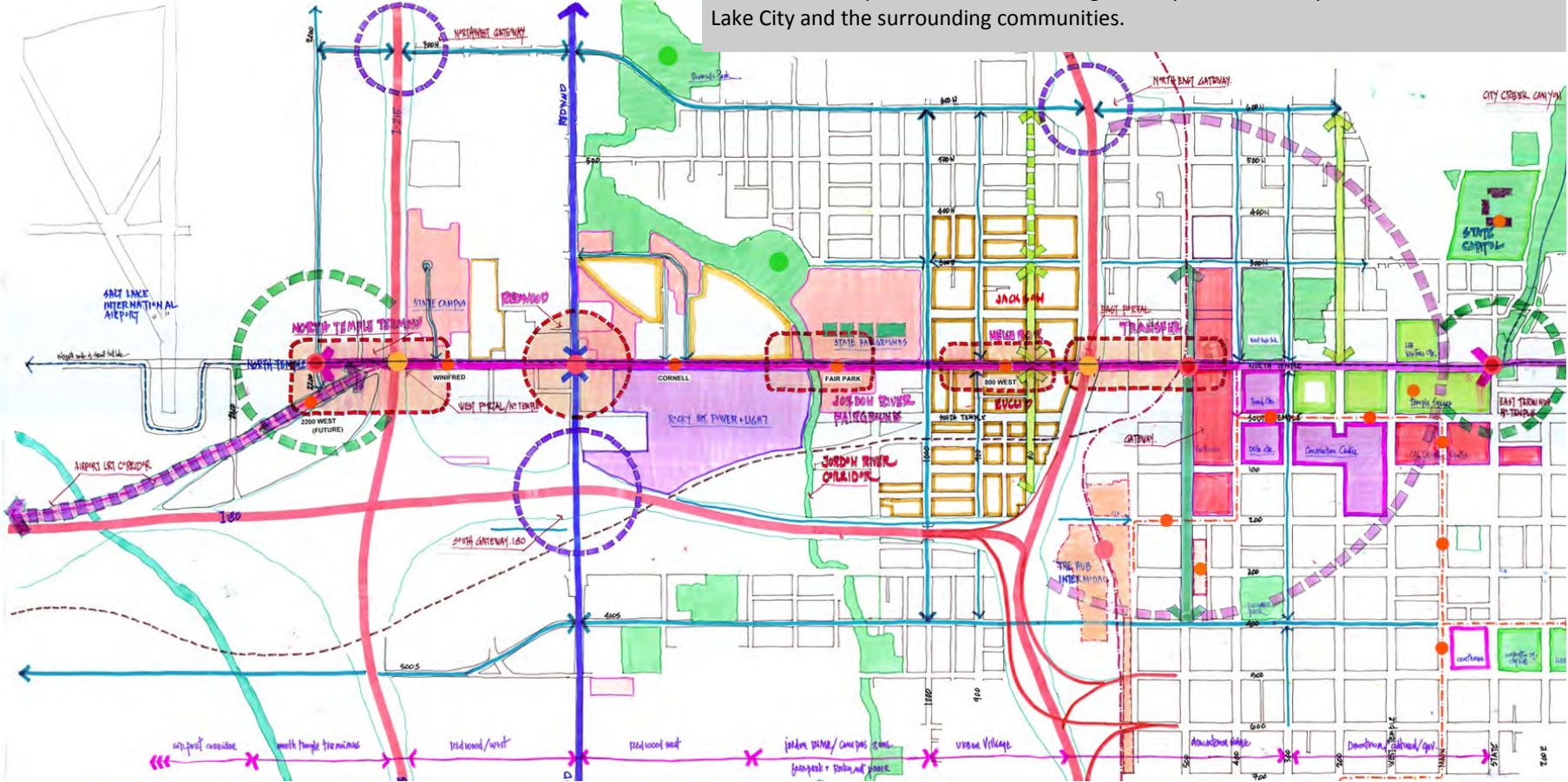
NOT TO SCALE

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

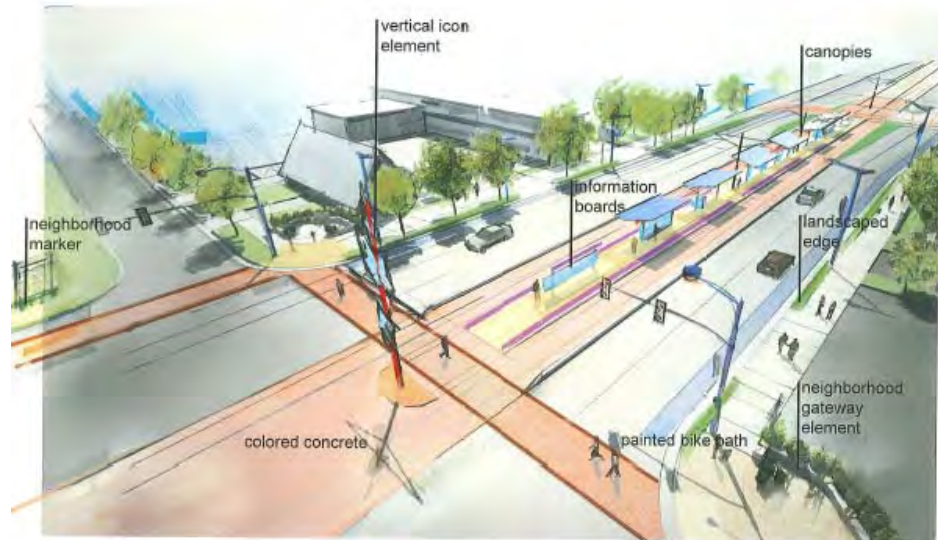
The Airport light rail line will include stations near Terminal 1 at Salt Lake International Airport, at 1950 West, Cornell Ave, the Jordan River crossing, 800 West and on top of the North Temple viaduct, which will serve as a transfer station with Frontrunner, the region's commuter rail line.

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.

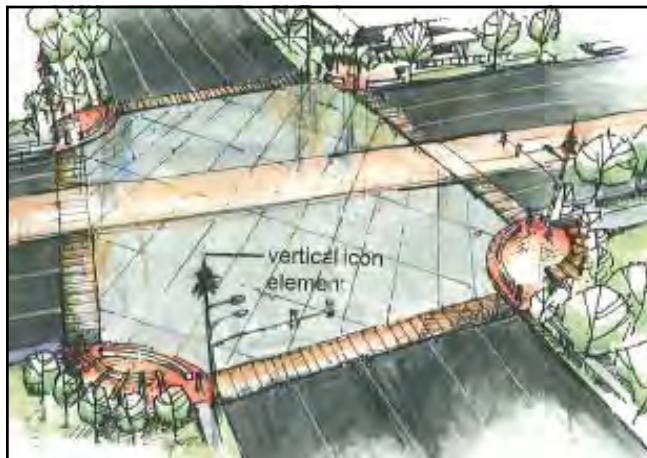
Visual Enhancements

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).

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.

Inviting, safe, comfortable and familiar public spaces.



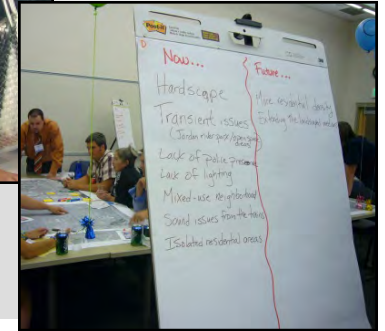
Housing options take different forms and designs.

The Process

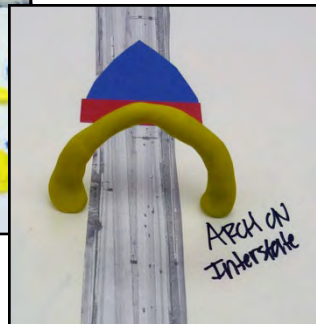
The North Temple Boulevard Plan was conceived during the design phase of the Airport Light Rail Line. In response to design decisions that would have a future impact on the communities adjacent to the light rail line, Salt Lake City initiated a process to create a framework for making decisions. Community 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.



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

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.



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.

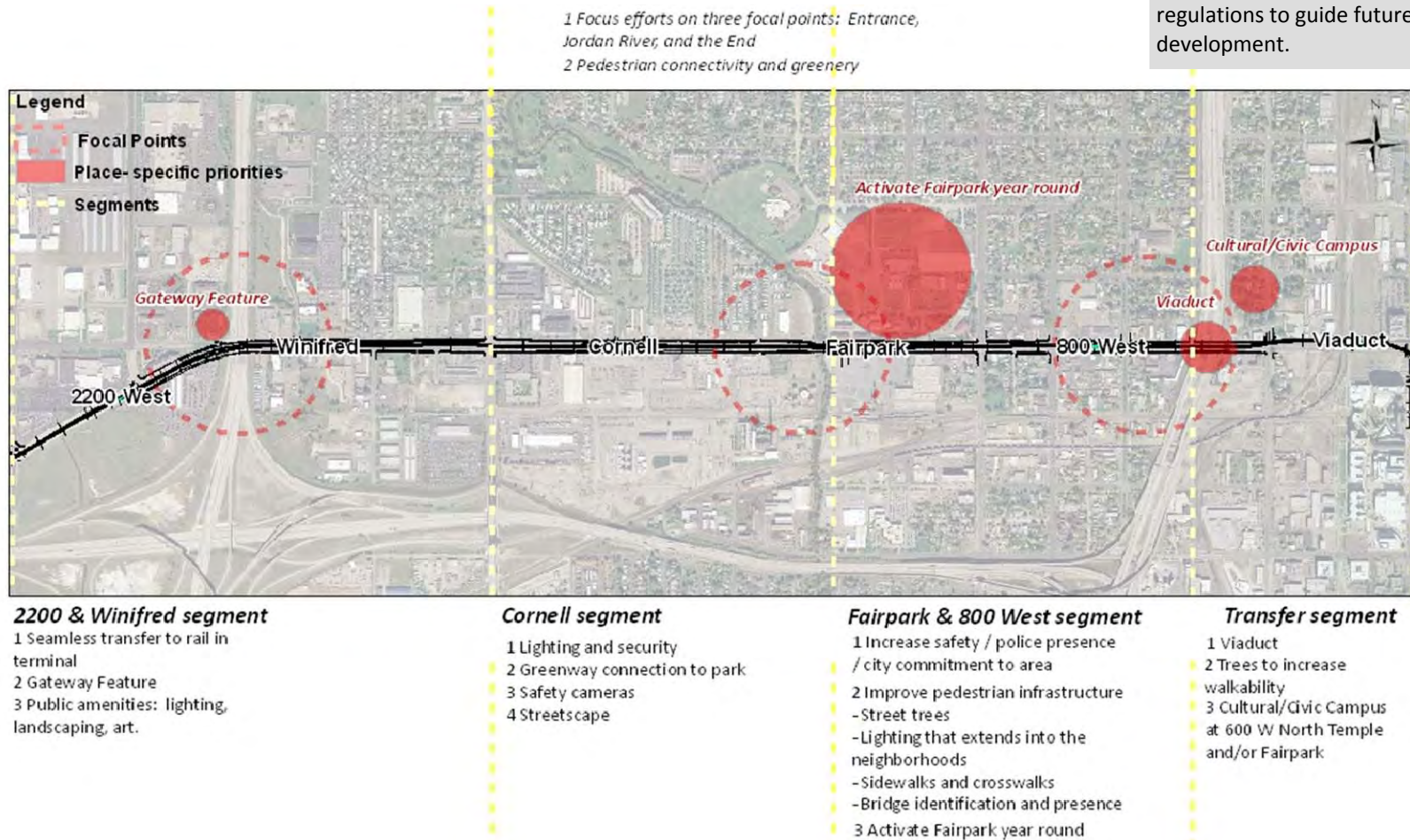
August Workshop: Focusing on the Street

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.

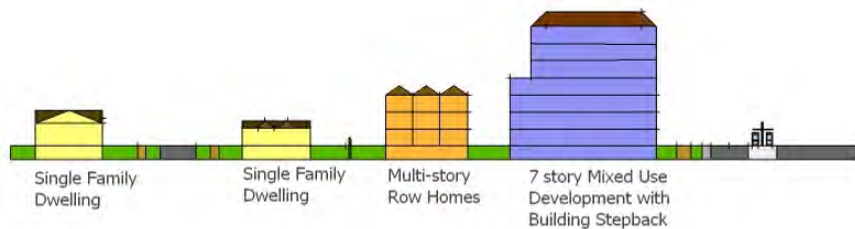


North Temple Development Principles

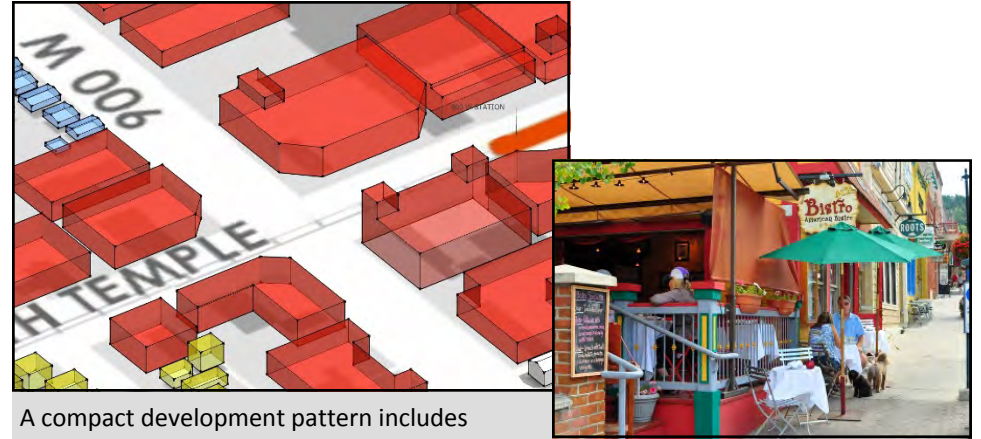
Placemaking: Transit-oriented development can be a major factor in creating a sense of place. With the right mixture of uses, infrastructure, and amenities, desirable, attractive places are formed. The policies in *the North Temple Boulevard Plan* establish the framework for creating a sense of place 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.



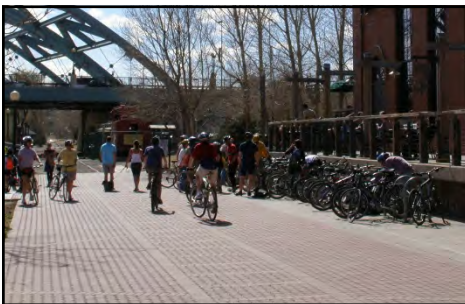
A compact development pattern includes buildings that are close together and activities close to the sidewalk that make walking convenient and interesting.

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.



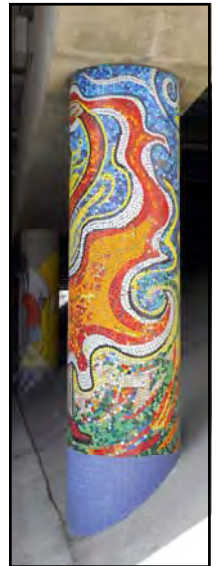
Transportation options help reduce the need for parking.



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

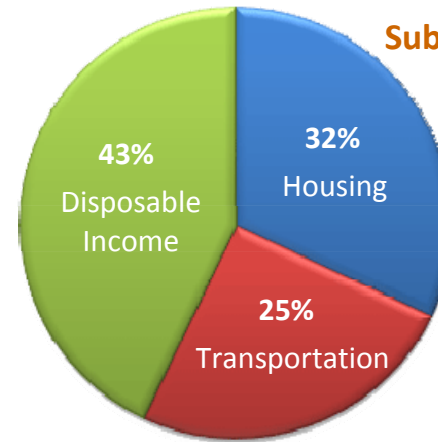
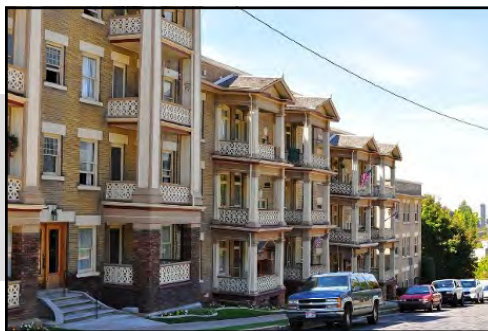
Transit-Oriented Development and Sustainability

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.

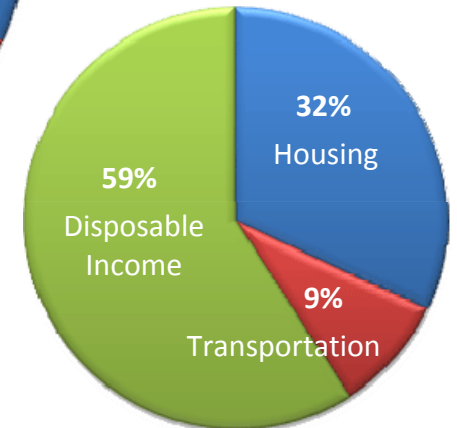


Living within transit-oriented developments can dramatically reduce the household expenditure on transportation.

(Source: Center for TOD and Transportation Affordability Index, 2004 Bureau of Labor Statistics)

Suburban Development

Transit-Oriented Development



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, CO₂ 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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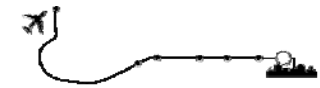
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Viaduct Transfer Station Area Plan



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

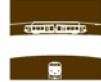
The February 2010 workshop consisted of a series of small group meetings held over a number of days. The meetings were attended by property owners, UTA, business owners, area residents and other stakeholders. The purpose of these small group meetings was to identify the types of land uses and general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

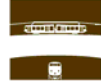
(Source: 2000 U.S. Census)

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.

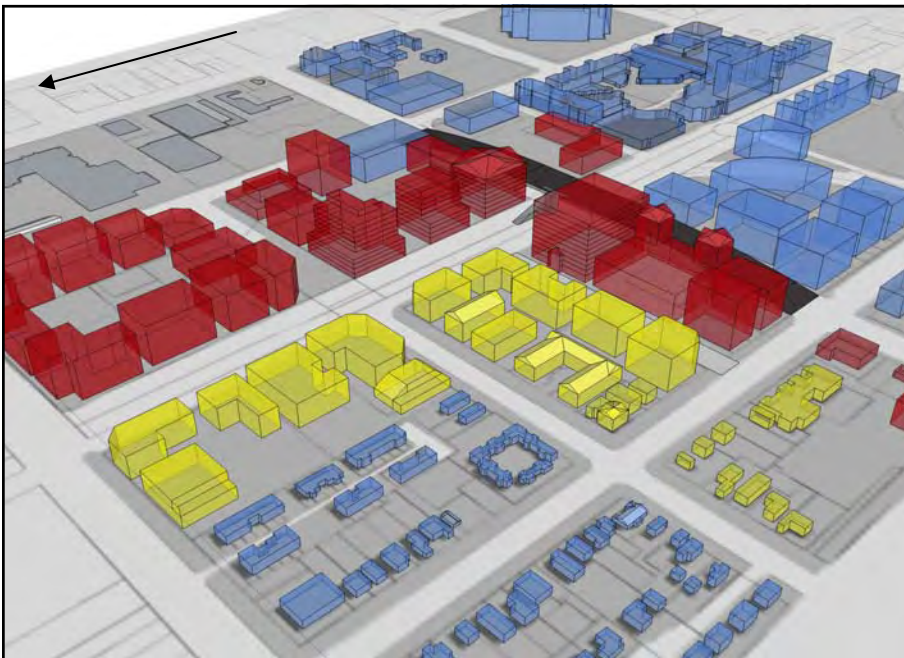


Looking south at the Gateway and 500 East from the viaduct.

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.



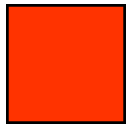
Viaduct Stable Area

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.

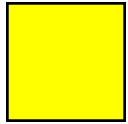
The Viaduct Transfer Station is unique because it has two stable areas that are very different from each other: the Gateway Neighborhood and the Guadalupe Neighborhood. The Gateway Neighborhood is more reflective of the scale and intensity of development that will likely occur in the Core Area. The Guadalupe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

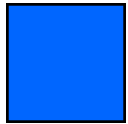
A model demonstrating one example of how the Viaduct Transfer Station Areas may develop. Heights are exaggerated to demonstrate the characteristics of the Core, Transition and Stable Areas.



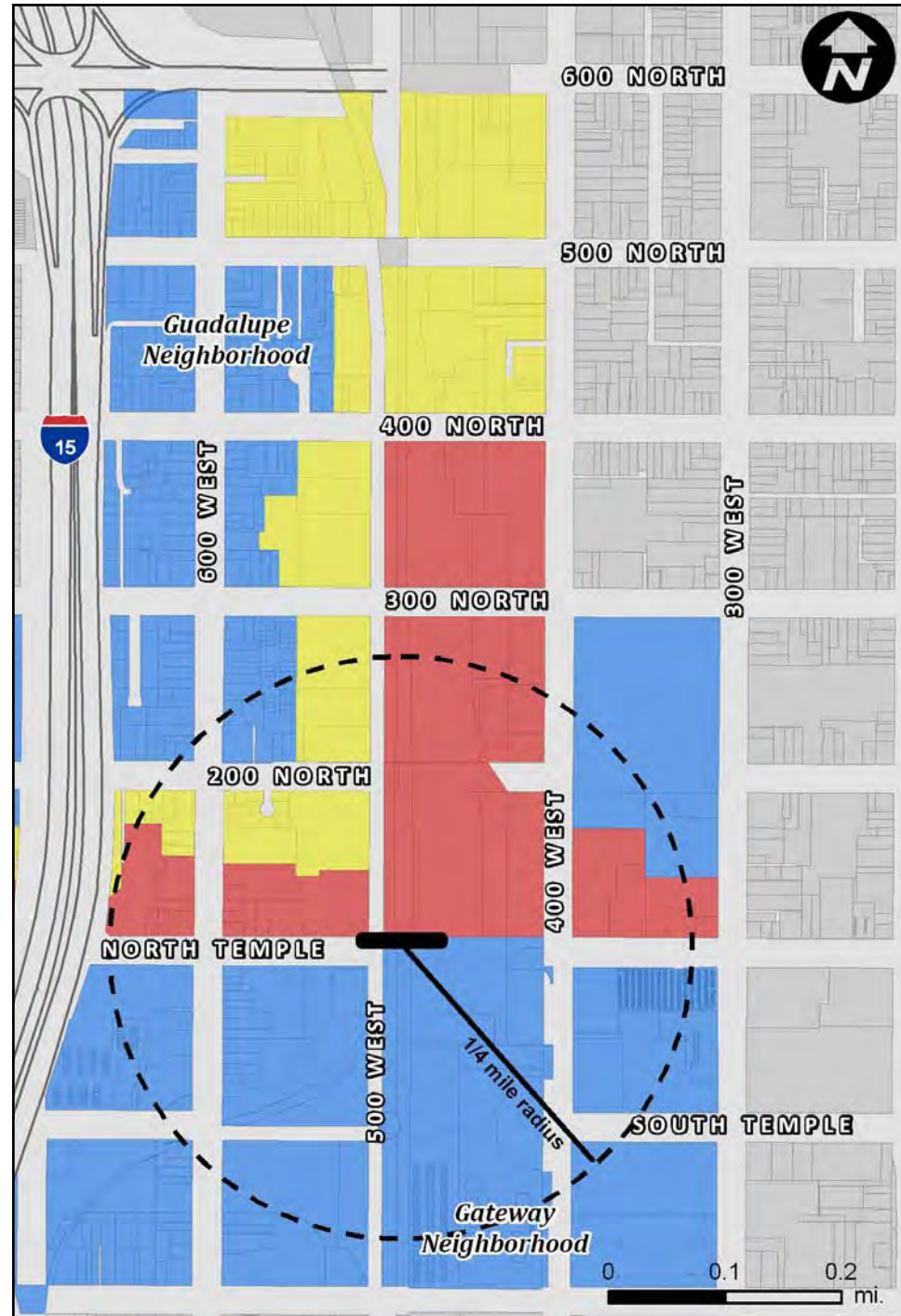
Parcels in **red** represent the Core Area, where an intense level of transit-oriented zoning is appropriate.



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

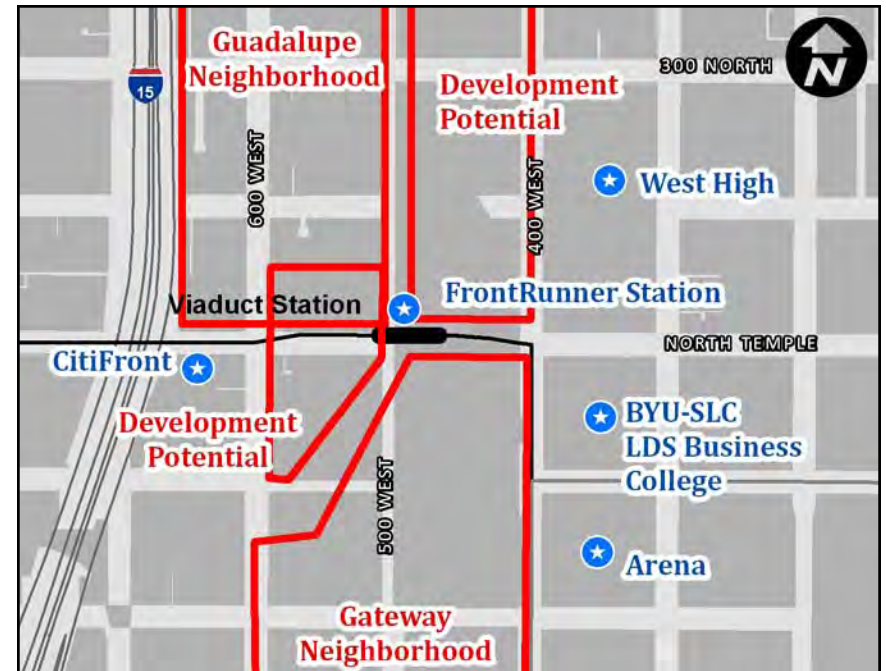
- The existing and future transit service in the area, including TRAX, FrontRunner, and local bus service;
- Adjacency of regional attractions, including The Gateway, Discovery Gateway, Clark Planetarium, Energy Solutions Arena and the Salt Palace Convention Center;
- Education facilities, including 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

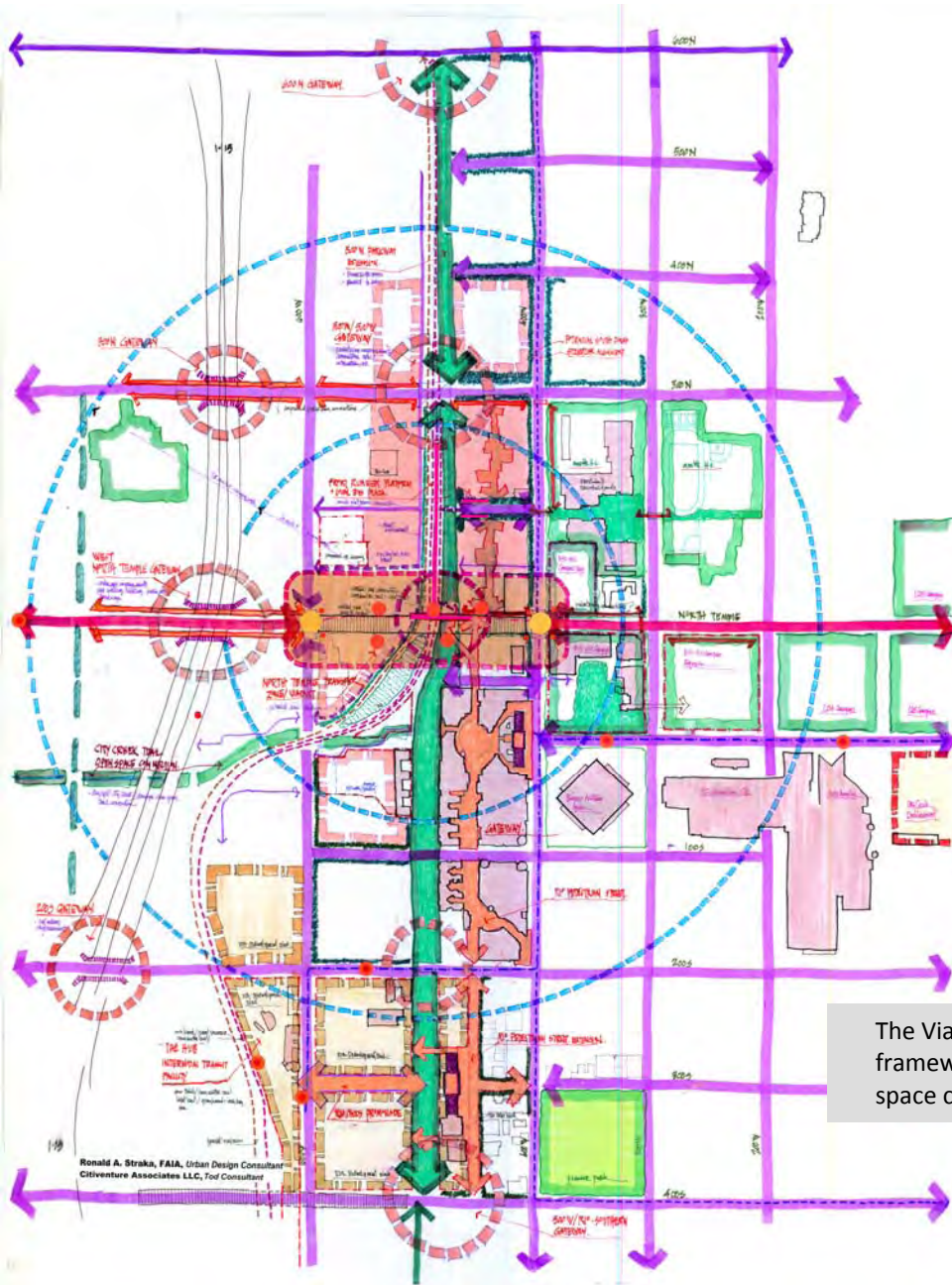
- Connectivity, both vertically and horizontally to the Viaduct TRAX Station and the FrontRunner station;
- Lack of connectivity to the regional destinations in the area;
- Lack of adequate pedestrian and bicycle infrastructure on some streets;
- The freight lines as a barrier between the east and west;
- 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).



Urban Design Framework



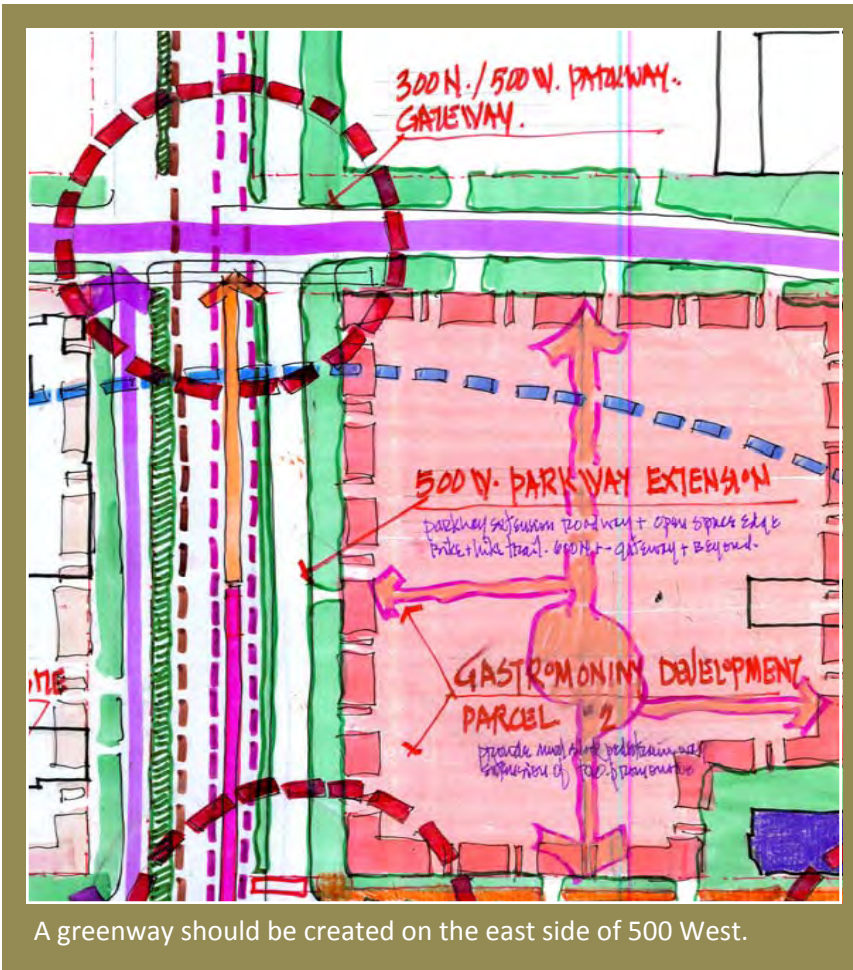
The North Temple Viaduct Transfer Station area is unique because of its location in the City and the region. The viaduct and the railroad tracks divide the area into four quadrants and the station platforms are separated vertically. Each quadrant has its own identity and development issues. When the 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.

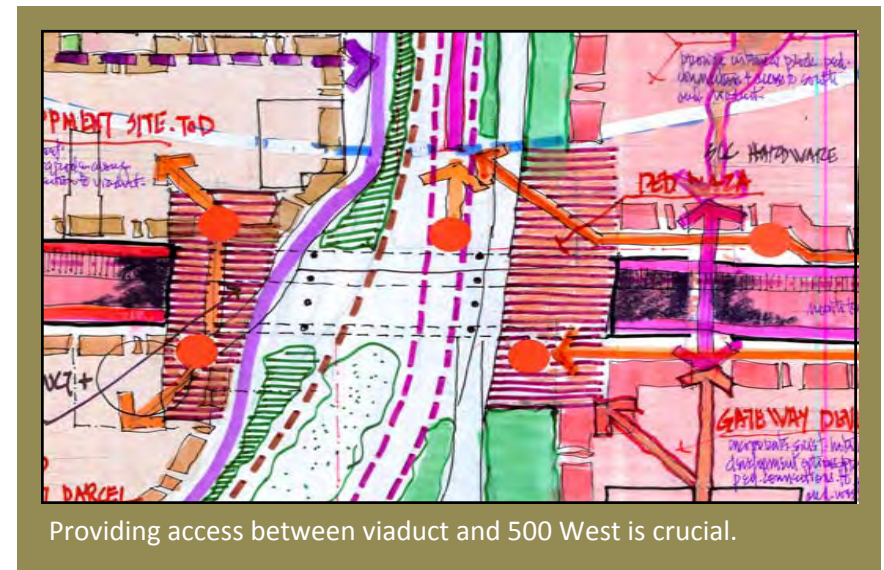
The Viaduct Transfer Station Area urban design framework, showing barriers (in red) and open space connections (in green).

Key Concepts and Recommendations

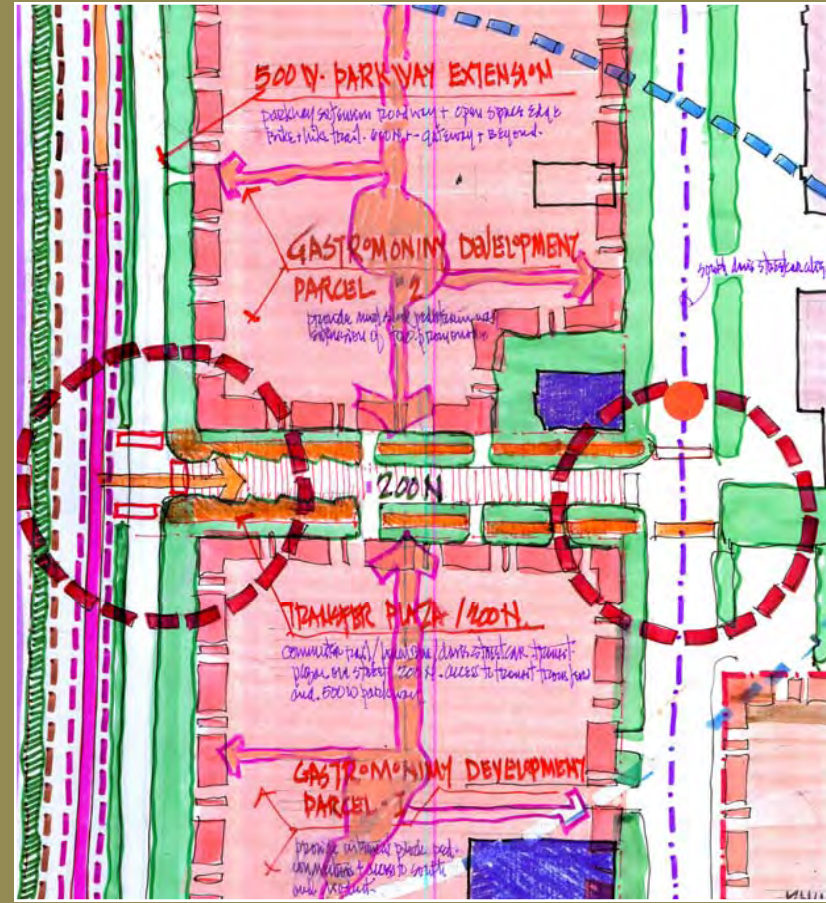
- 1. 500 West, east of the tracks:** Extend the 500 West Parkway to 300 North and eventually to 600 North. Extending linear open space on the east side of 500 West provides the pedestrian and bicycle access to the transit stations and provides open space that can be an amenity to adjacent development.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

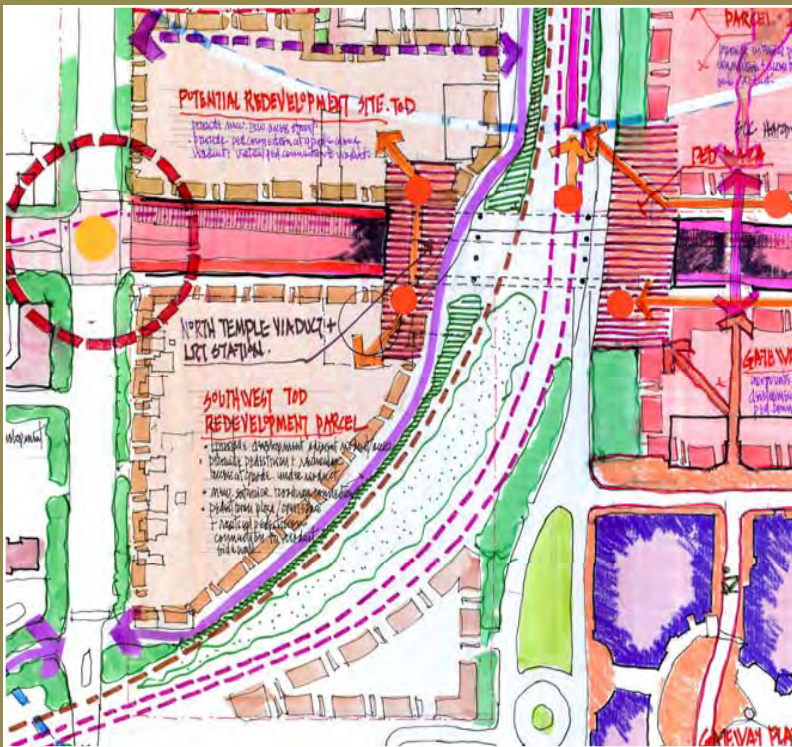


3. **500 West south of Viaduct:** The Viaduct and railroad tracks make it difficult to access the property directly south of the Viaduct and west of the railroad tracks. Access to this area could be improved by:
- Extending 500 West under the Viaduct along the railroad corridor to connect with 600 West.
 - 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.



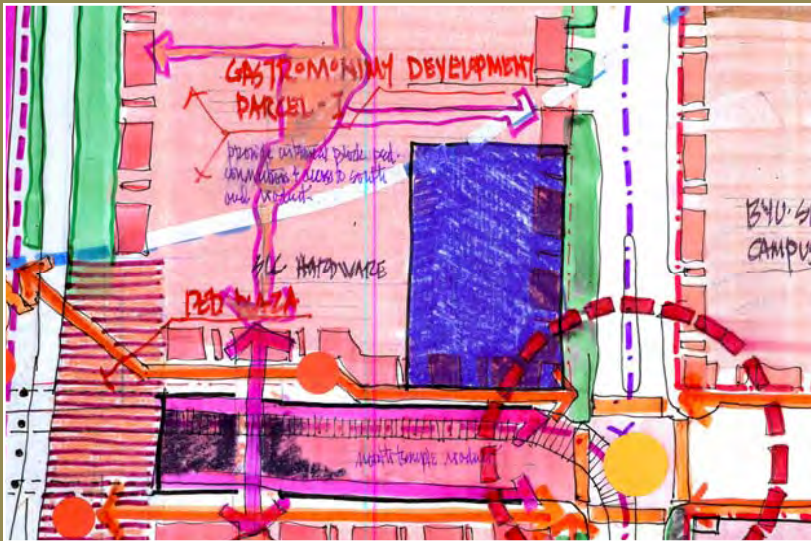
500 West should curve to the west and connect with 600 West.

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.

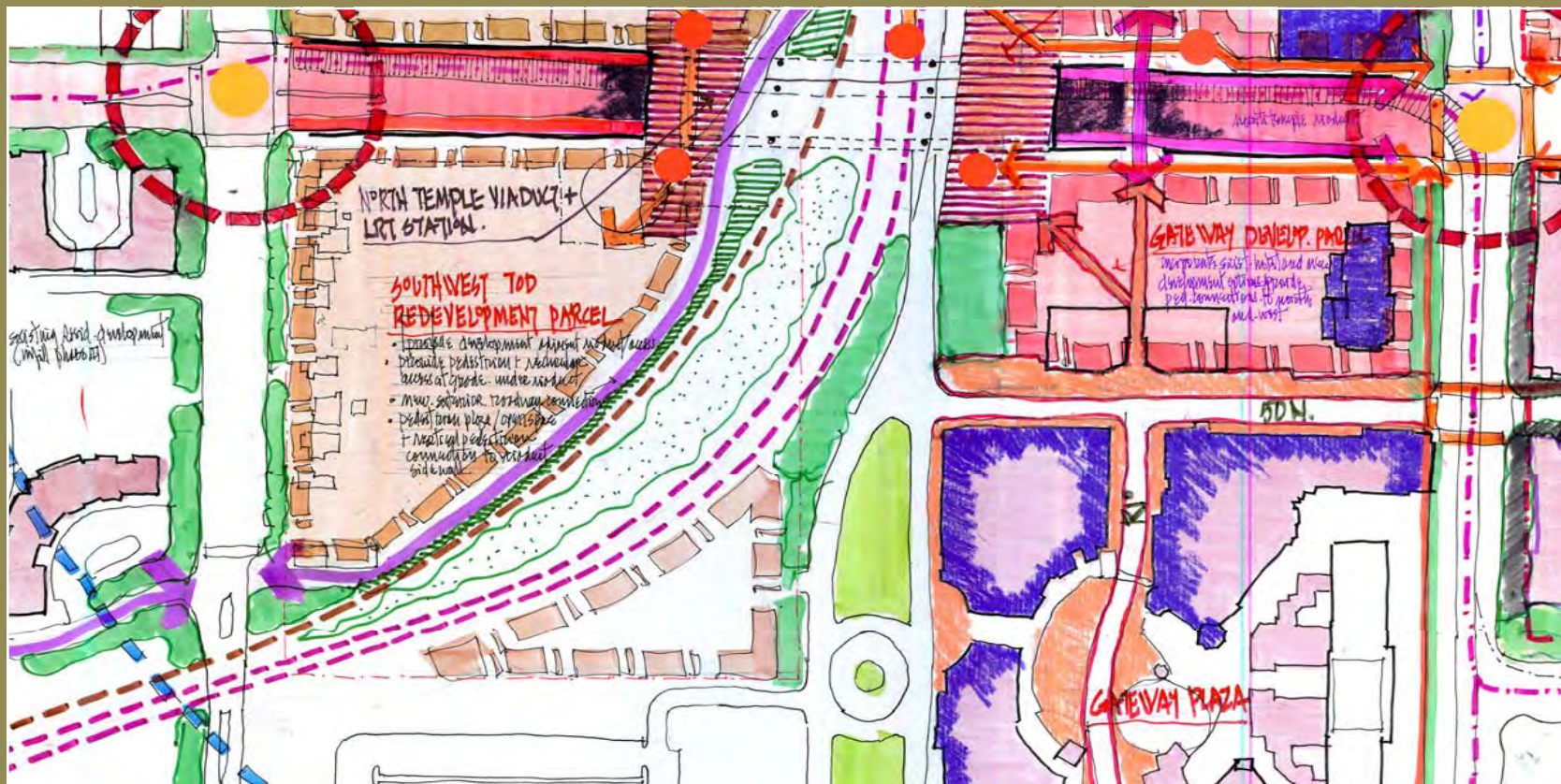
- a. The Viaduct should be designed as an iconic structure.
- b. The North Temple concept of “avenue of lights” should be continued across the Viaduct.
- c. The TRAX station should stand out from other stations because it is the only elevated station in the entire system and creates a great vista to 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.

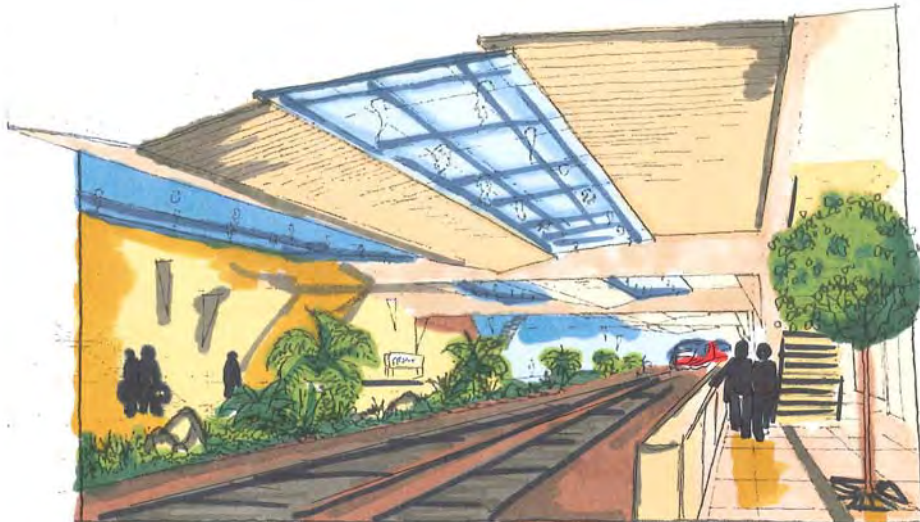


Strategy 4-B: Identify key elements of desirable public spaces that can contribute to the unique character of the area and enhance the connections between the transit stations and nearby developments.

- 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.

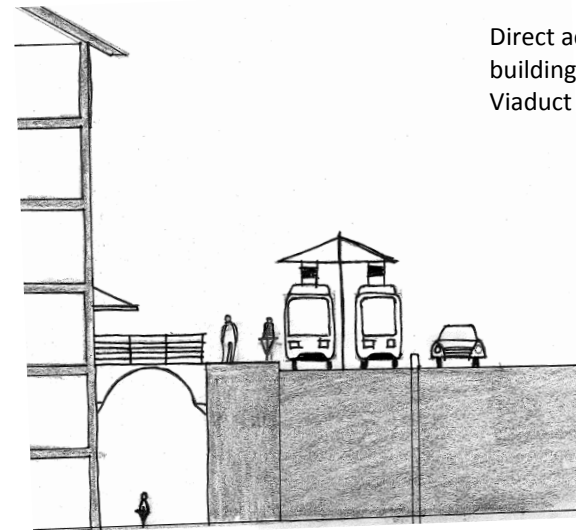
Strategy 5-A: Use the existing destinations in the station area to encourage future development.

- 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.

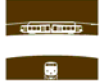
- a. Use development regulations that promote unique design materials, craftsmanship, open space, and connectivity that complements the regional destinations.
- b. Encourage building and site design that encourages people to explore the station area.
- c. Use way finding signs to direct people to the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





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

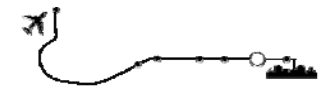
A local art community is beginning to form in the area. Supporting the arts in the community would help make the Viaduct Transfer Station Area unique and better unite adjacent neighborhoods with each other and transit. The youth in the area are particularly engaged in the arts. Several youth groups have 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

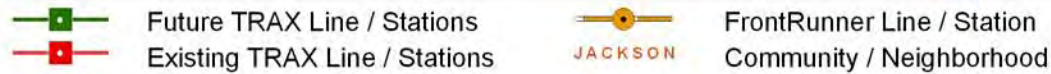
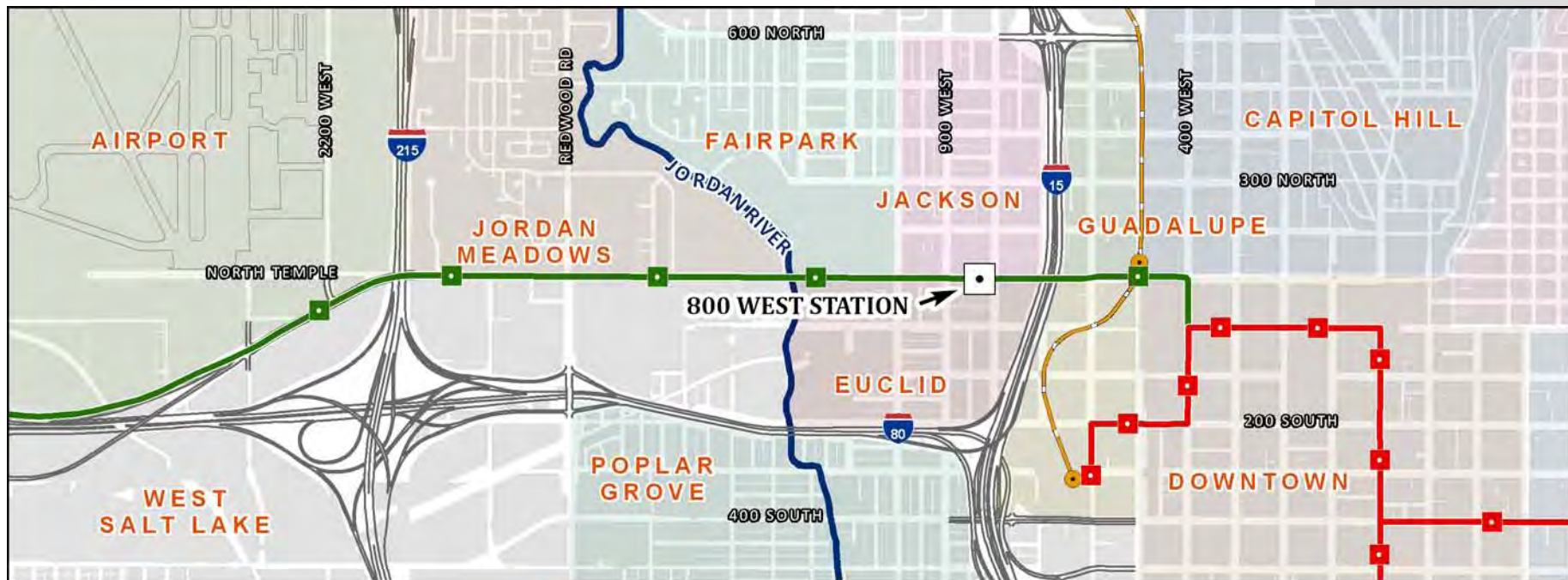


The 800 West Station Area will become a transit-oriented neighborhood that is designed for the pedestrian, with safe, accessible streets, buildings with windows and doors next to the sidewalk, and public places where people can safely gather and interact with others. The area will be connected to nearby 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.



NOT TO SCALE



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.



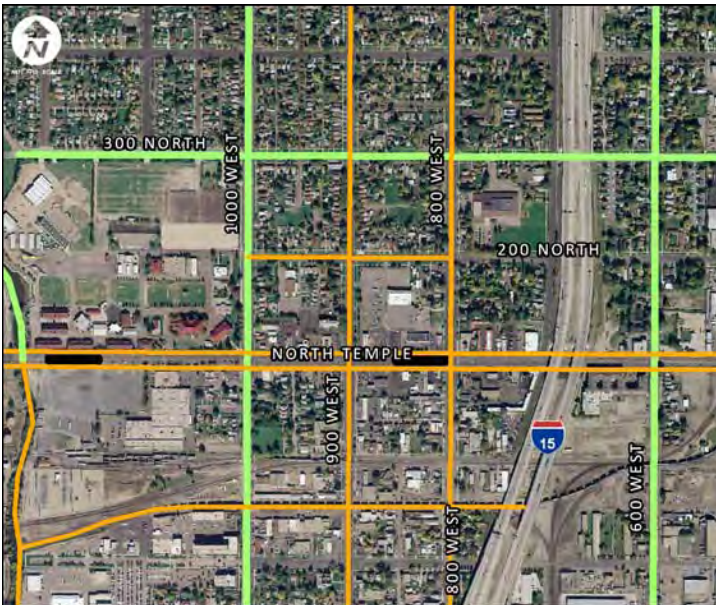
Jackson is a large, stable, single-family neighborhood to the north of North Temple. It is characterized by:

- 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 $\frac{1}{4}$ 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.

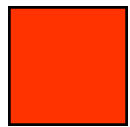
800 West Stable Area

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

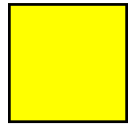
- Infill development such as twin homes and attached single-family dwellings, primarily in mid-block areas that are currently underdeveloped or under-utilized; and
- New development that is compatible in terms of scale to existing development in other parts of the Stable Area.



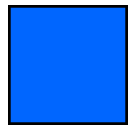
There are opportunities for infill development in the interiors of the blocks in the Jackson neighborhood. The 800 West and 900 West blocks between 200 and 300 North are examples.



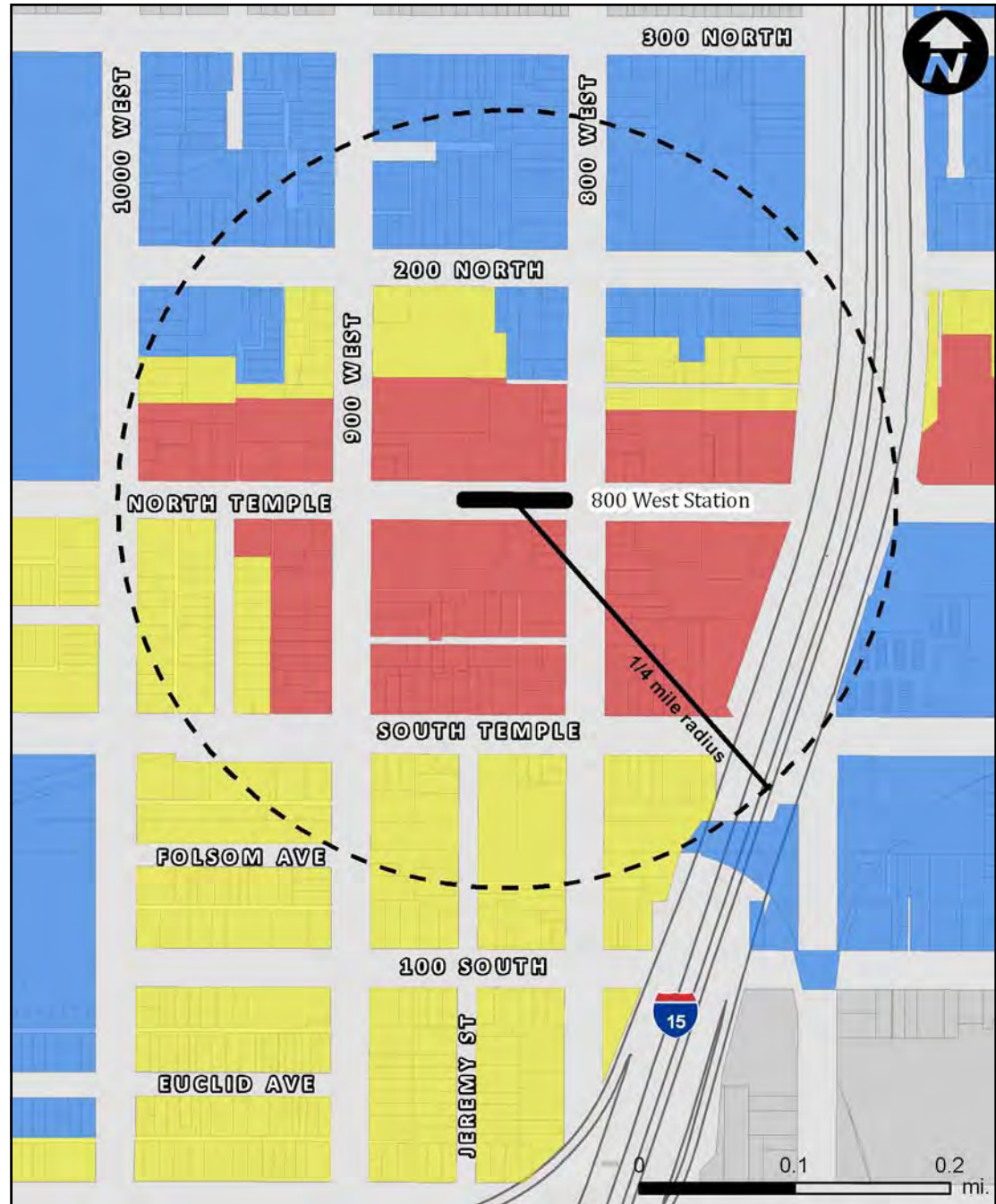
Parcels in **red** represent the Core Area, where an intense level of transit-oriented zoning is appropriate.



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.



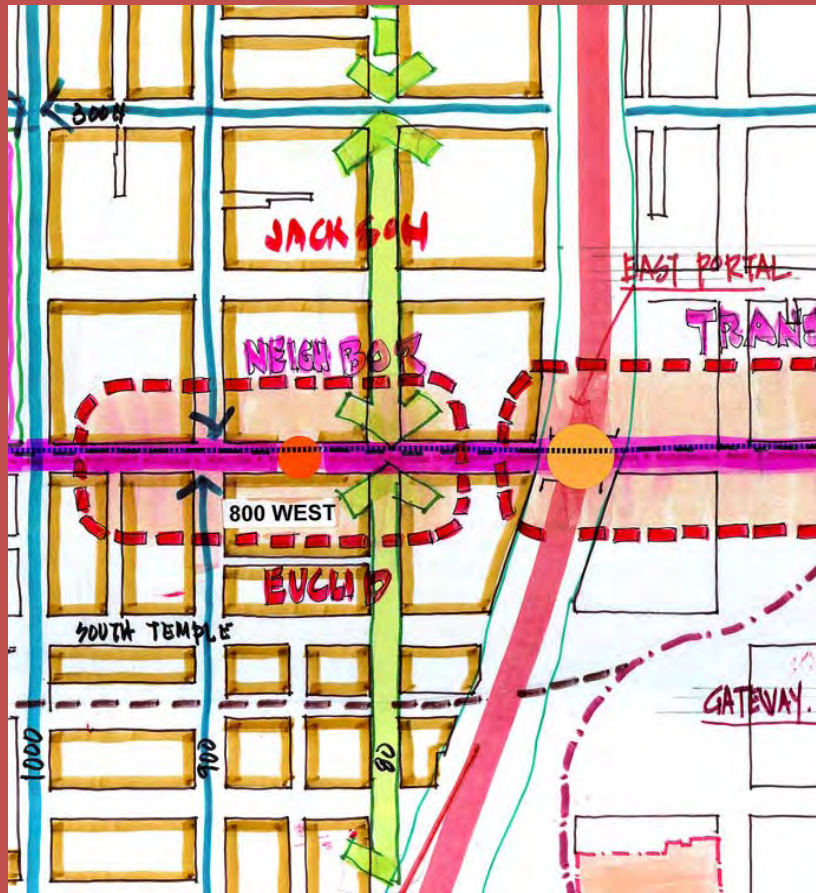
From top to bottom: the Red Iguana restaurant, landscaped medians on 800 West, and single-family homes in Euclid.

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.



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.

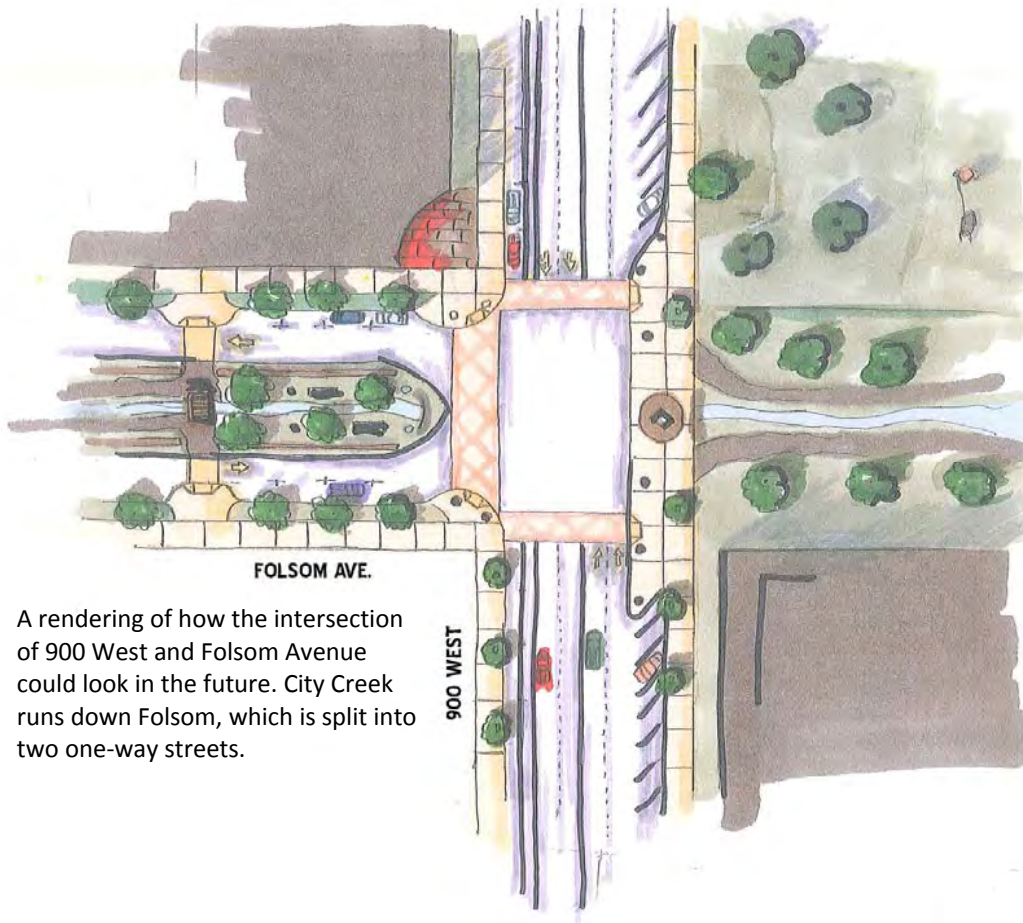
- a. Establish standards for minimum lot coverage, building setbacks and building design that will create a vibrant, active and safe pedestrian environment.
- b. Establish both minimum and maximum building heights in the station area, with the tallest buildings being located closer to the station platform 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.

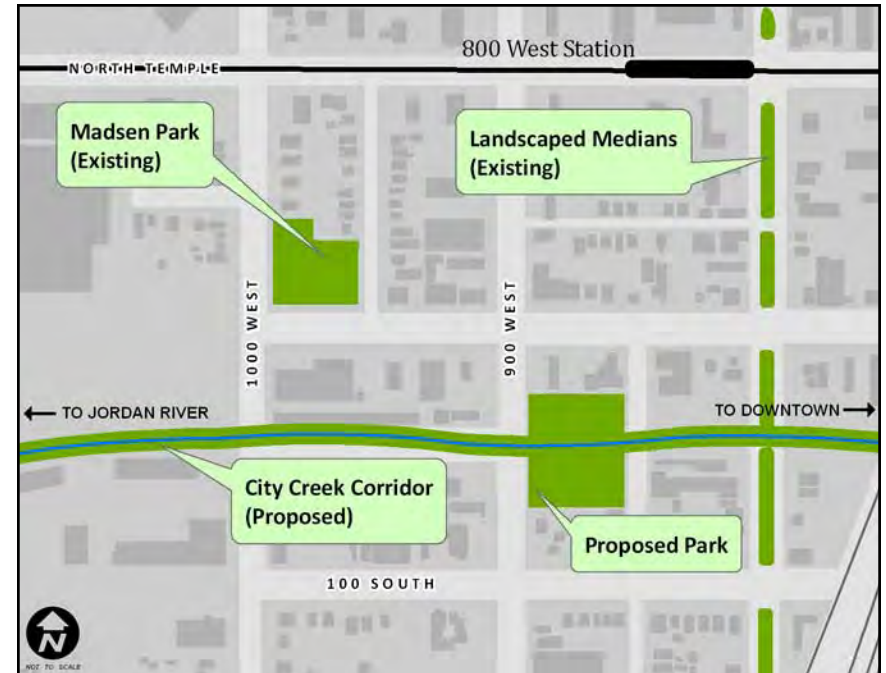
- a. Create regulations that require buildings to be oriented toward the street, with doors and windows opening on the street and parking located behind or to the side of buildings.
- b. Set back buildings 15 feet from the property line to allow for street level activities, such as outdoor dining.
- 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
Core	37	50	1,850
Transitional	32	30	960

Minimum Density	Total Acres	Dwelling units per acre	Total needed to meet minimum
Core	37	20	740
Transitional	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



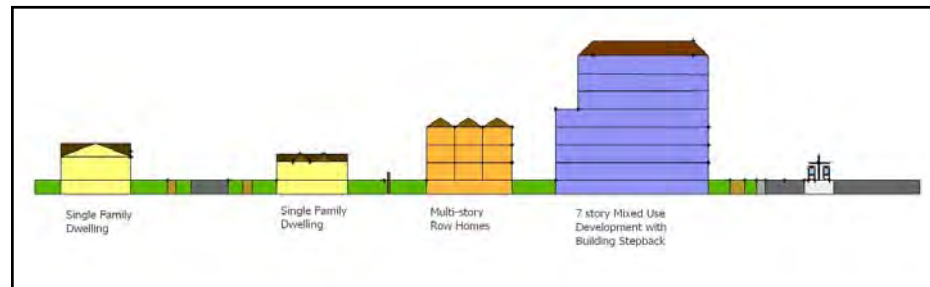
Single-family infill development on a narrow lot



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

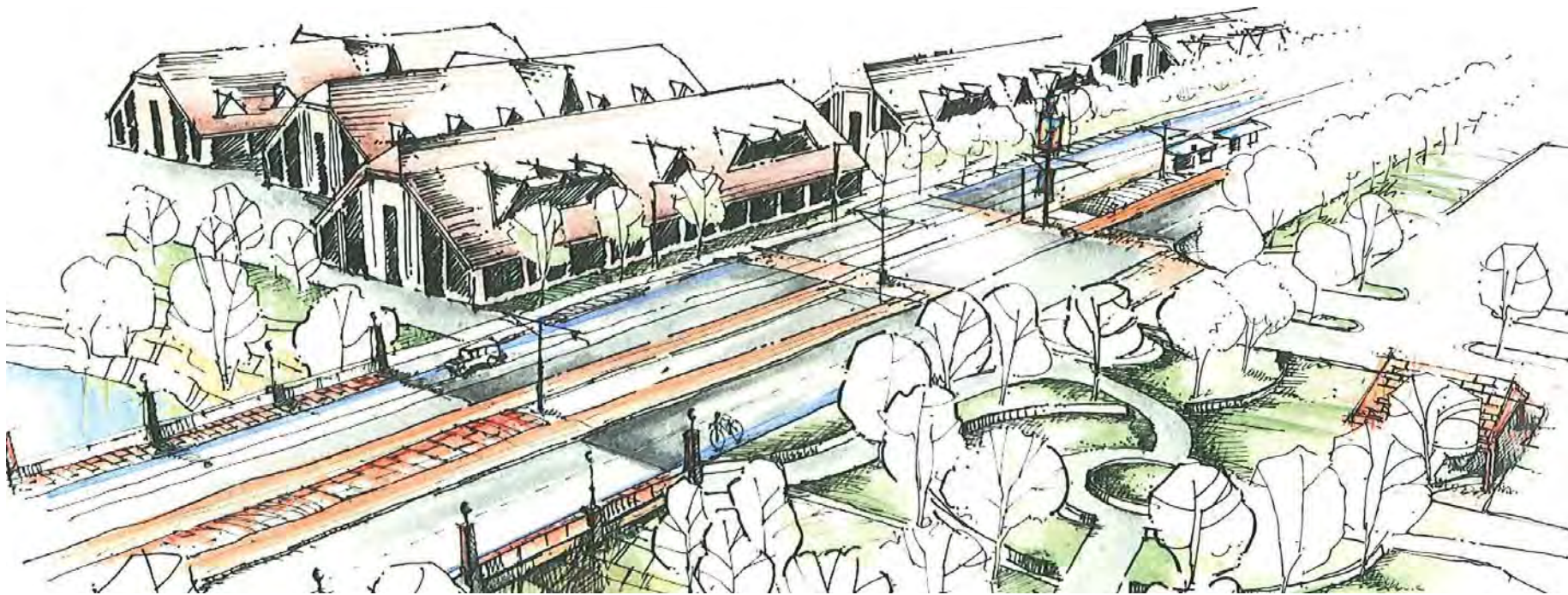
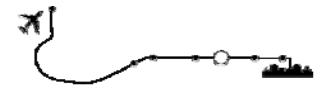
Although it is a goal of the Station Area Plan to reduce the use of automobiles, it is important to provide adequate parking for businesses and residents. Over time and as properties redevelop, the City should explore opportunities to establish a central parking facility that can support the establishment 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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Vision

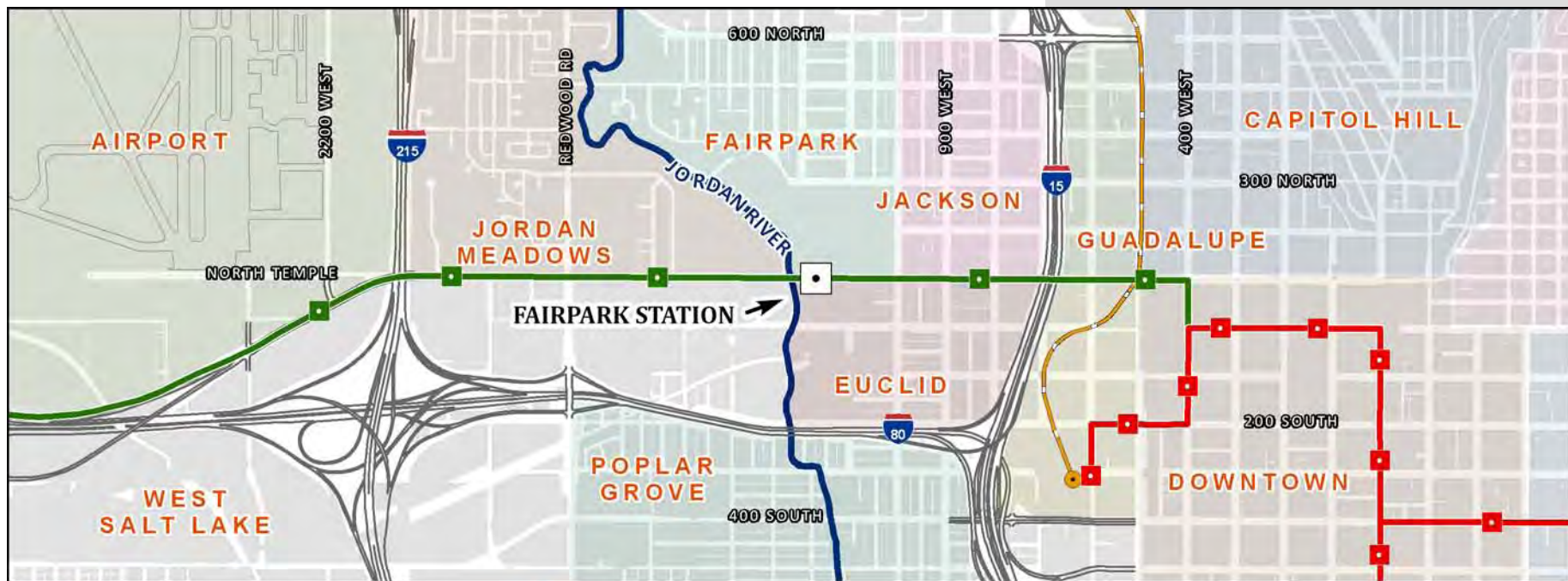


The Fairpark Station Area will become a center for recreation with safe public spaces and connections between nearby neighborhoods, the Fairpark Station, the Utah State Fairpark and the Jordan River Parkway. The station will become a unique destination where the regions transit and trail systems meet. 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

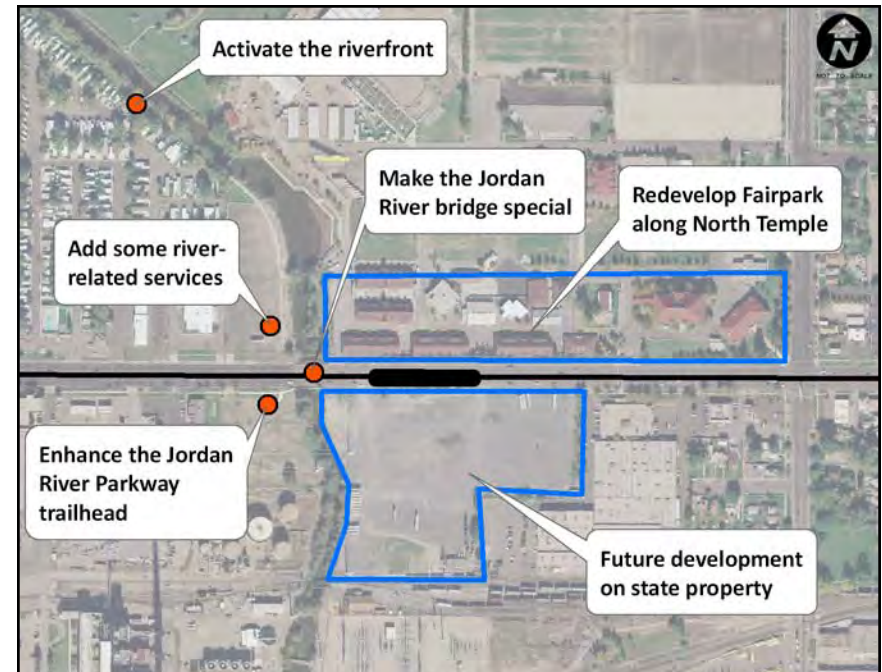
The August workshop focused on those things that should be done now, those things that should be done in the future, and the big ideas that could be used to make each station unique. The key concepts identified were to recognize and celebrate the Jordan River and enhance the State Fairpark through improved 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

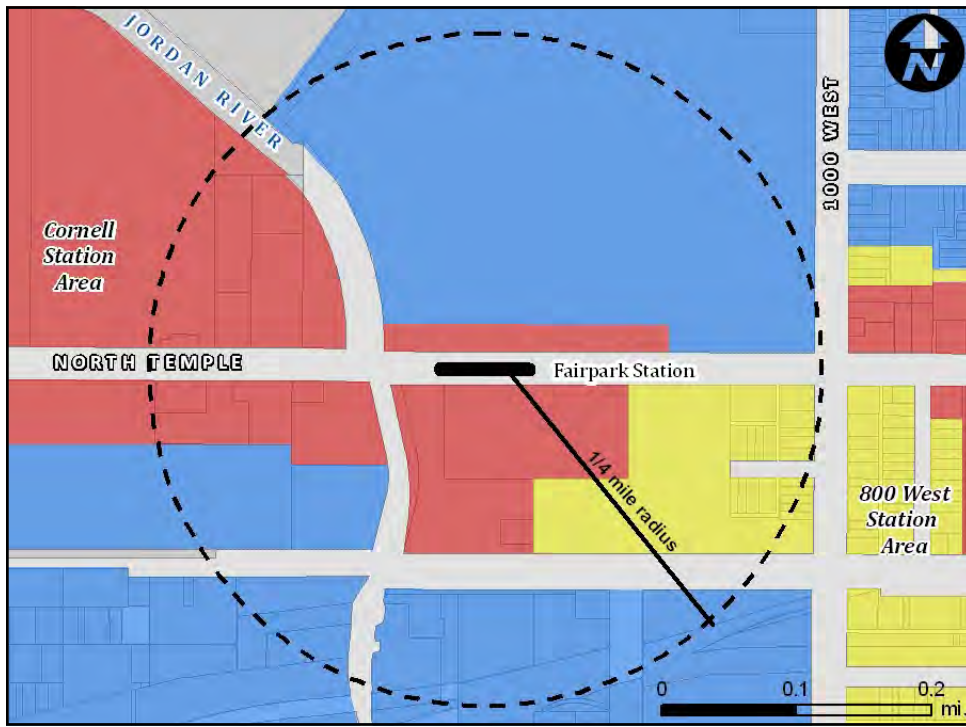
The Transitional Area is the area that will see some change over the next 20 years, but the change will generally be smaller scale and less intense than the Core Station area. Appropriate zoning regulations would be characterized by:

- 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:

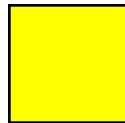
- Appropriate pedestrian infrastructure and connections to the Jordan River and the Fairpark and Euclid neighborhoods;
- Orientation toward the river in an effort to provide natural surveillance of the Jordan River Parkway; and
- Regulations that promote new development that is consistent with the scale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

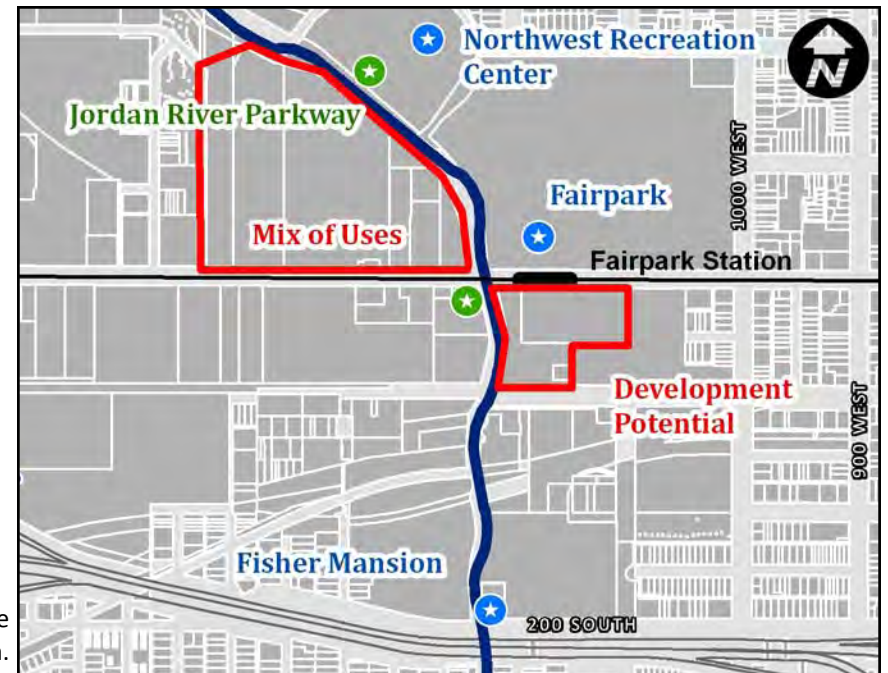
- The Jordan River and the Jordan River Parkway, including the trailhead on the west side of the river;
- The Utah State Fairpark, regarded by many as the iconic feature of the corridor and the City's west side;
- Historic buildings at the Fairpark;
- Mature street trees along Fairpark frontage;
- Development 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

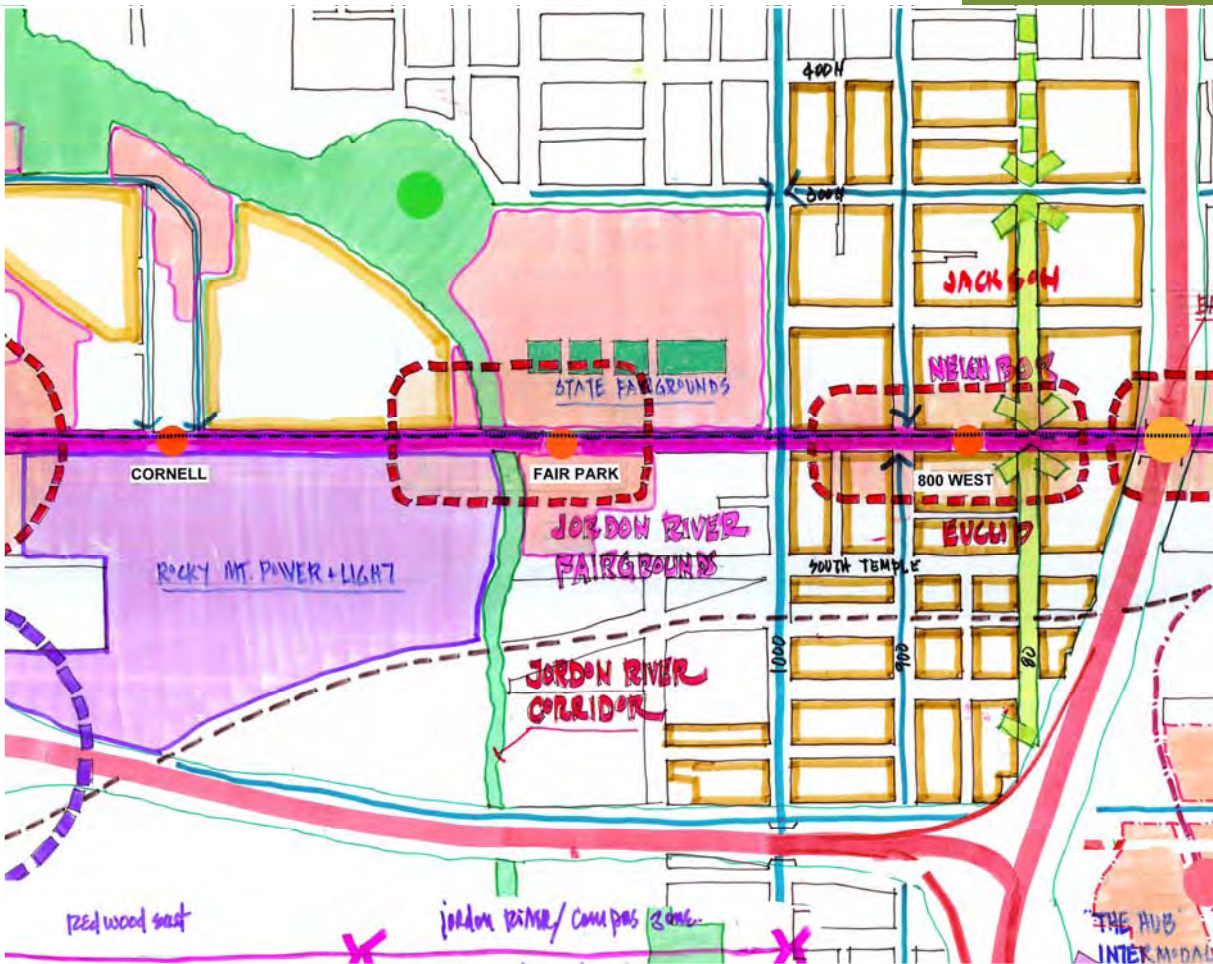


The Urban Design Framework Plan identifies the following elements:

- 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.

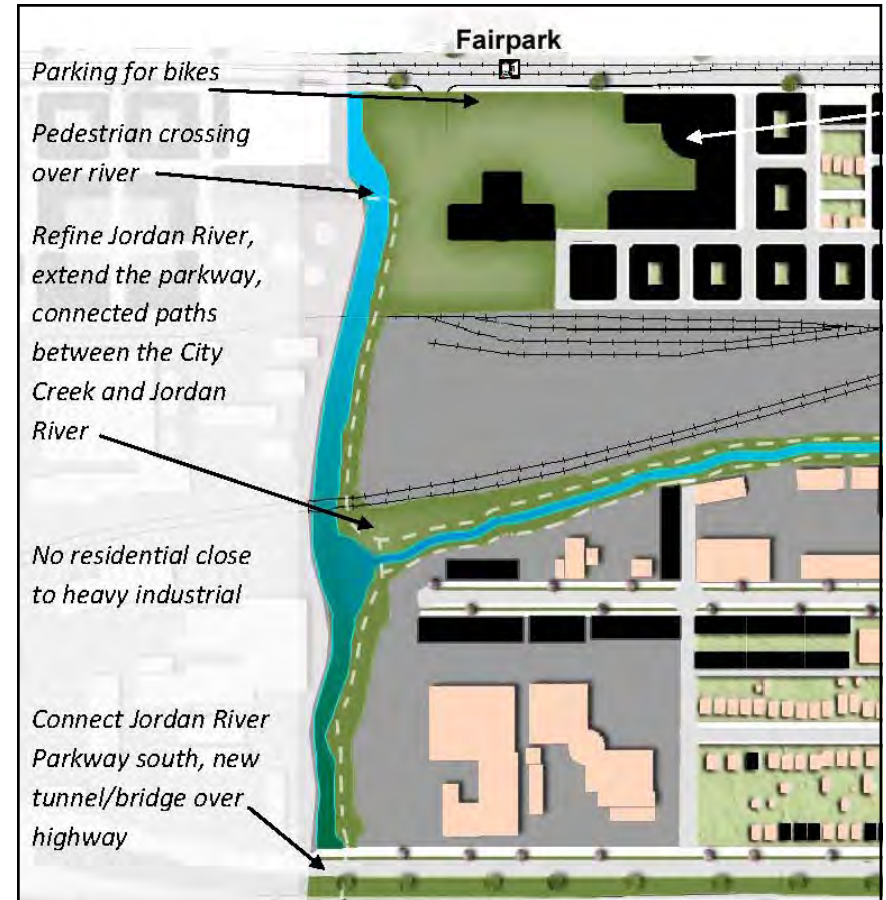
This framework envisions a larger area than the station area plan because the destinations are often located outside of a station area, such as the Northwest Community Center, Gateway, City Creek Center or Downtown.



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.

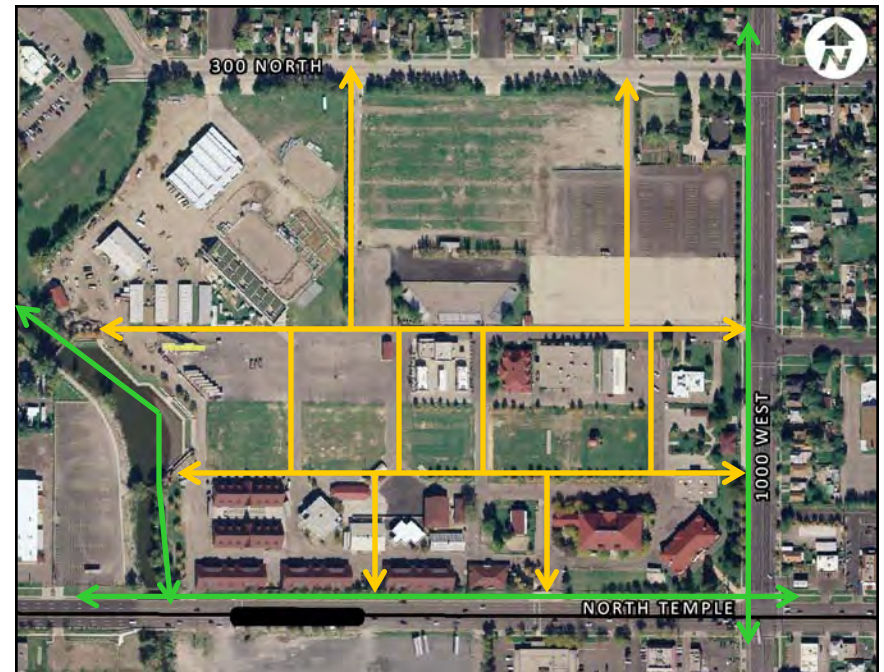
- a. Build streets with complete infrastructure that includes vehicle travel lanes, bicycle lanes, parking where space allows, curb and gutter, park strips where appropriate, and adequate width sidewalks.
- b. Design streets with the safety of pedestrians and bicyclists in mind. Include clearly marked 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.

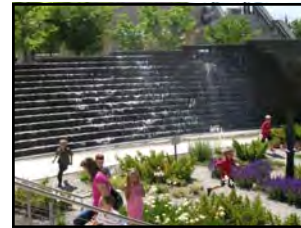
- a. Create regulations that require buildings to be oriented toward the street, with doors and windows opening on the street and parking located behind or to the side of buildings.
- b. Acquire adequate right of way as properties redevelop to install an eight foot wide park strip and ten foot wide multi-use 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.

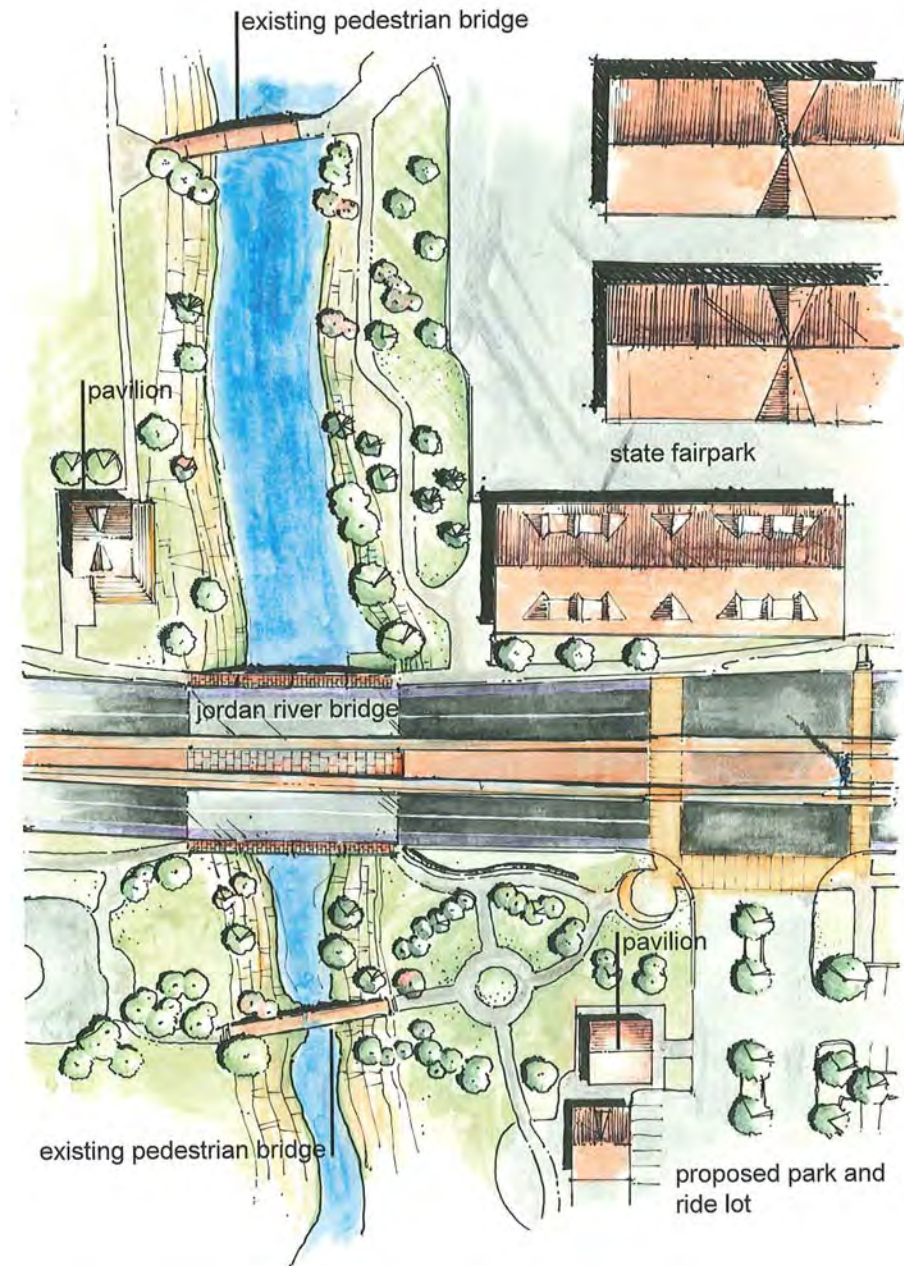
The Jordan River should function as a centerpiece along the North Temple Boulevard, highlighting Salt Lake City's natural resources and its connections to the rest of the Salt Lake Valley.

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.



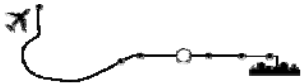
A pedestrian bridge over the railroad tracks will be necessary to complete the Jordan River Parkway.



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

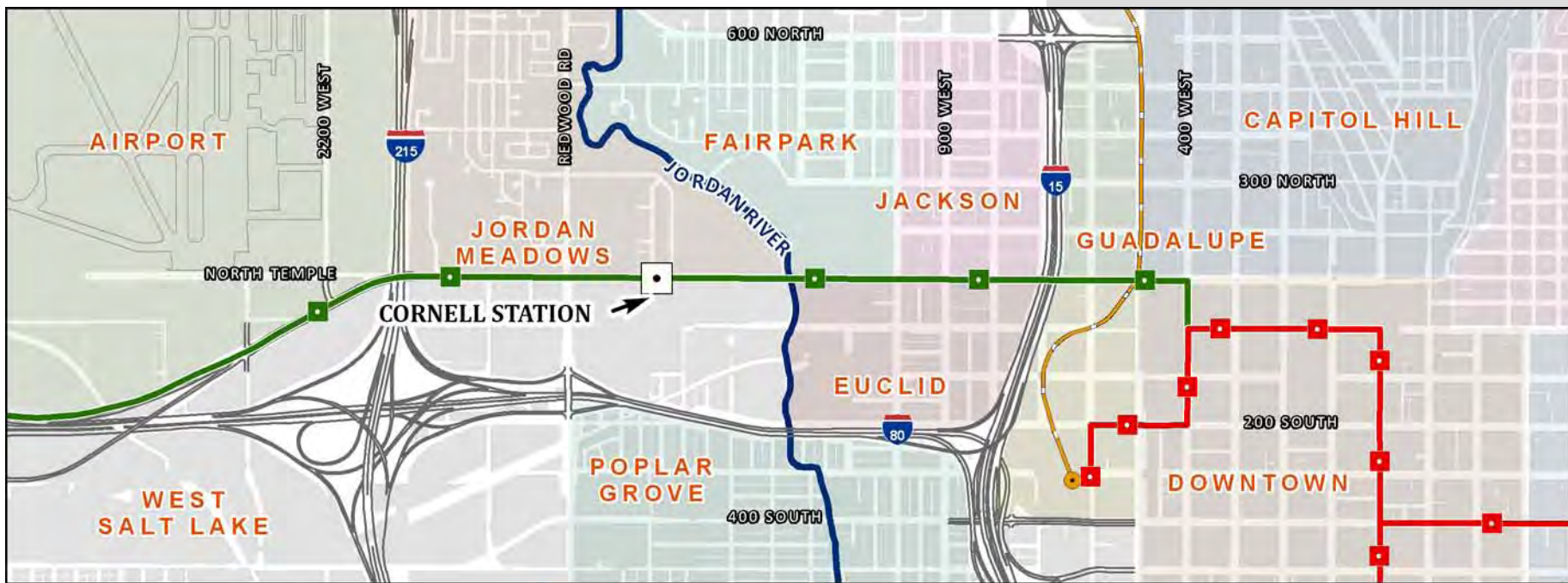


The Cornell Station will become a well-maintained, pedestrian-friendly neighborhood with safe, accessible streets and a mix of residential, commercial and office uses that are well connected to nearby amenities through a series of improved sidewalks, streets, paths and the Airport Light Rail Line. The 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:

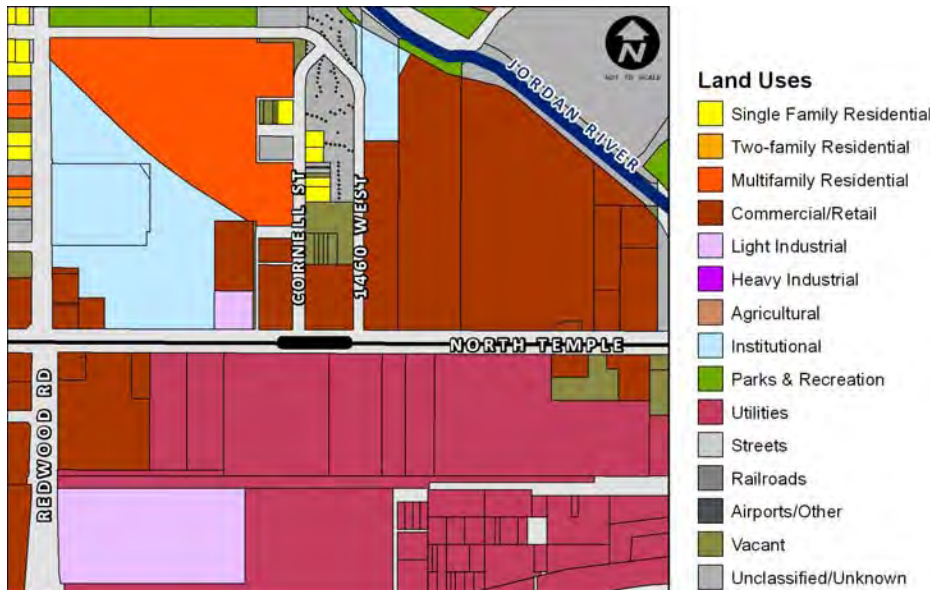
- Most buildings set back from the street;
- Large parking lots fronting on North Temple, often in front of the buildings;
- Lack of a street network;
- Small park strips on the north side of North Temple that lack street trees;
- Larger park strips with street trees on the south side;
- A sparse development 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

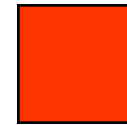
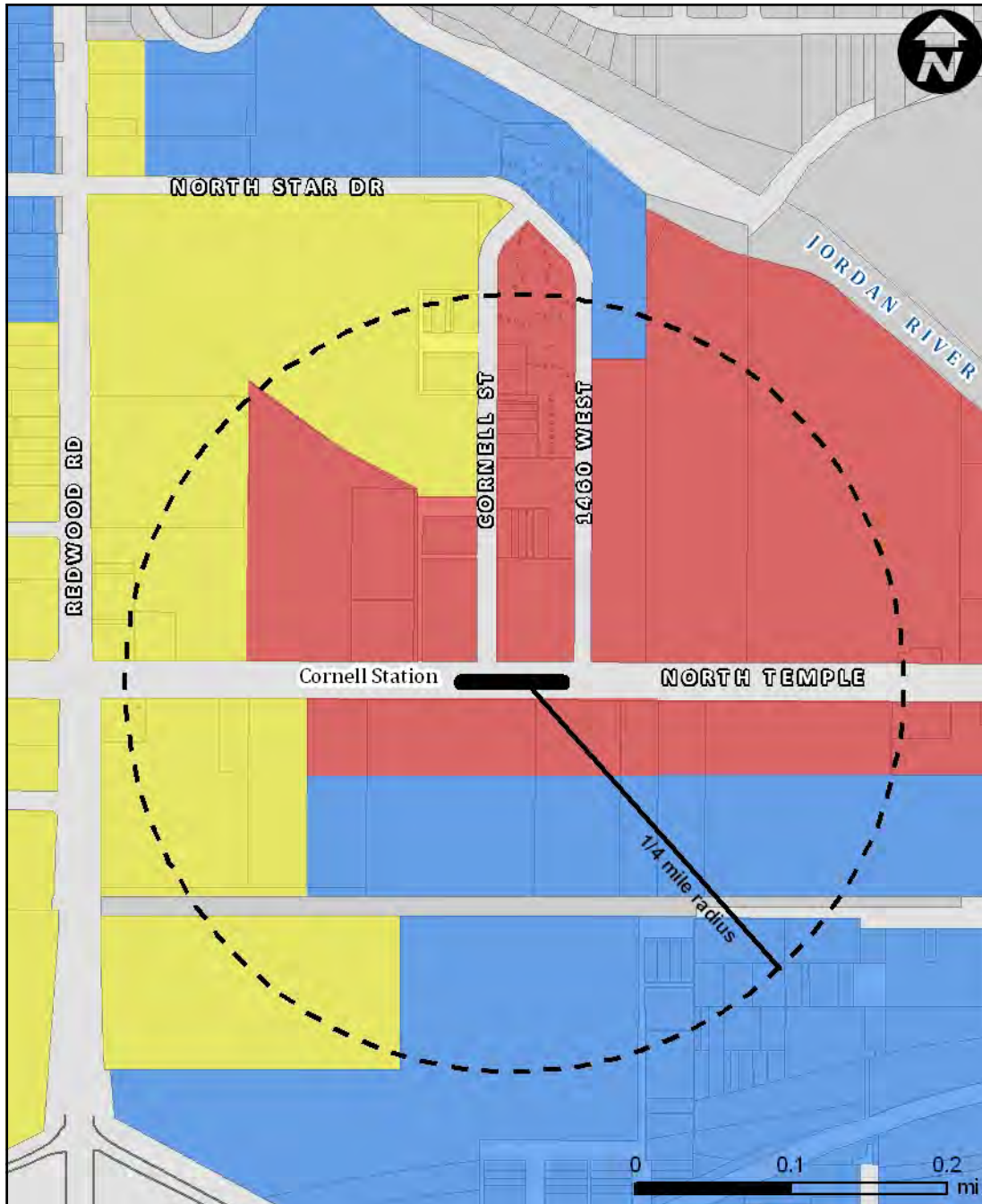
The Transitional Area is the area that will see some change over the next 20 years, but the change will generally be smaller scale and have less intensity than the Core Area. The area and future zoning regulations would be characterized by:

- 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.

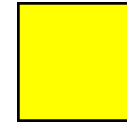
Cornell Stable Area

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.

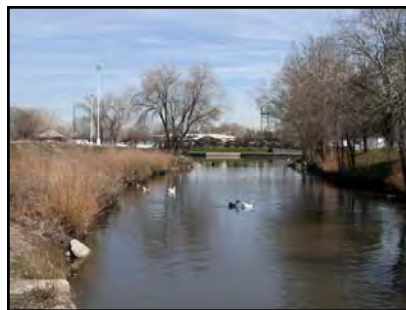


Assets & Challenges

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

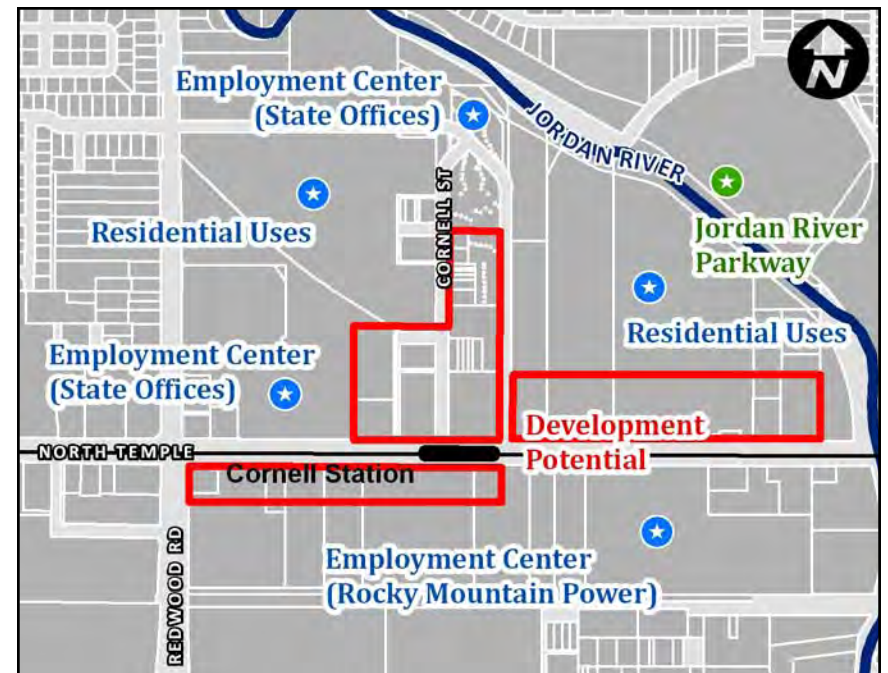
- High concentration of State employees;
- High concentration of Rocky Mountain Power employees;
- Proximity to the Jordan River Parkway and Constitution Park;
- Proximity to State Fairpark;
- Residents who live in the mobile home parks in the area; and
- Large properties with high development potential.



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.



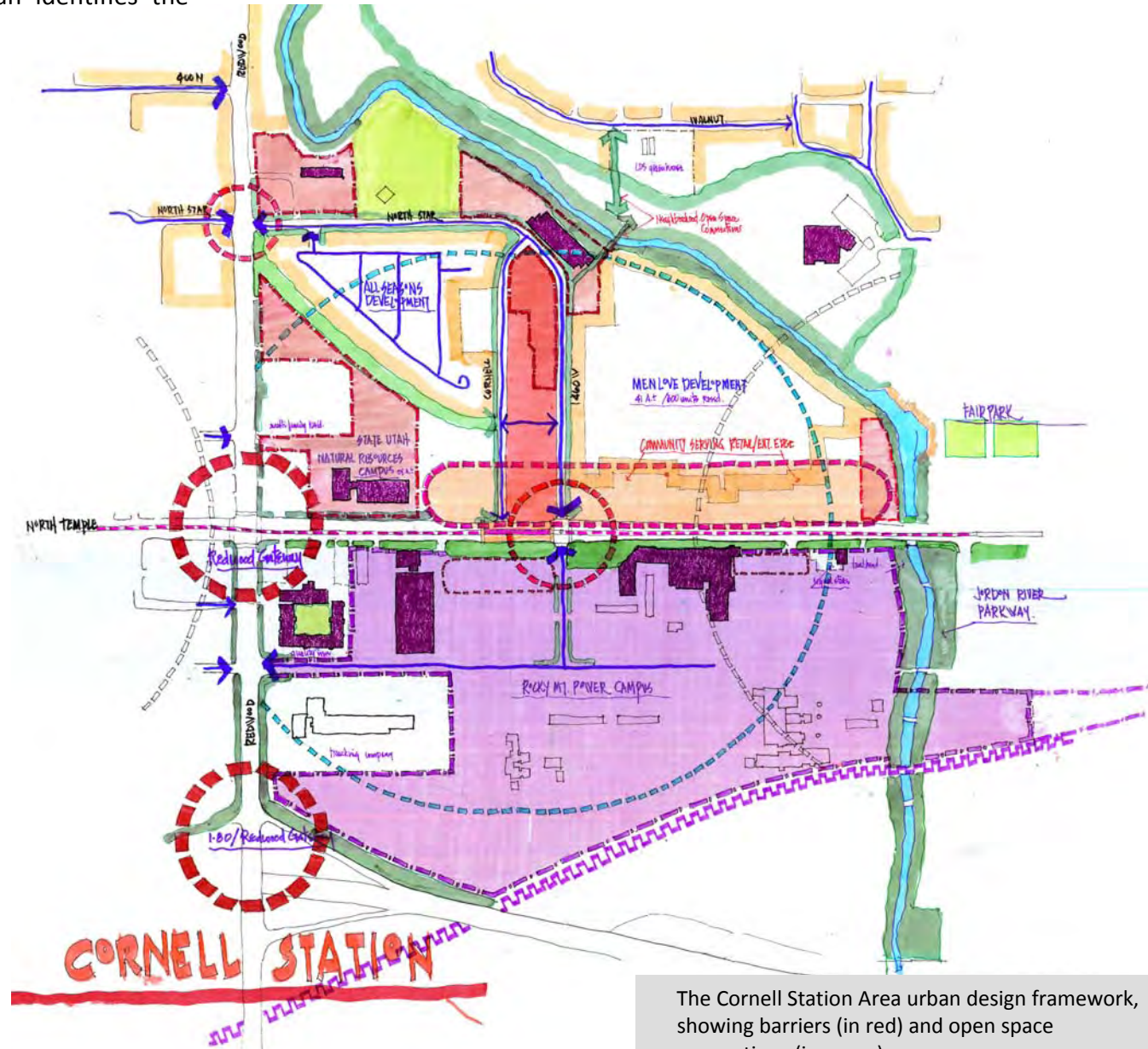
The existing residential land uses, employment centers, and development opportunities are key assets for the Cornell Station Area.

Urban Design Framework



The Urban Design Framework Plan identifies the following elements:

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

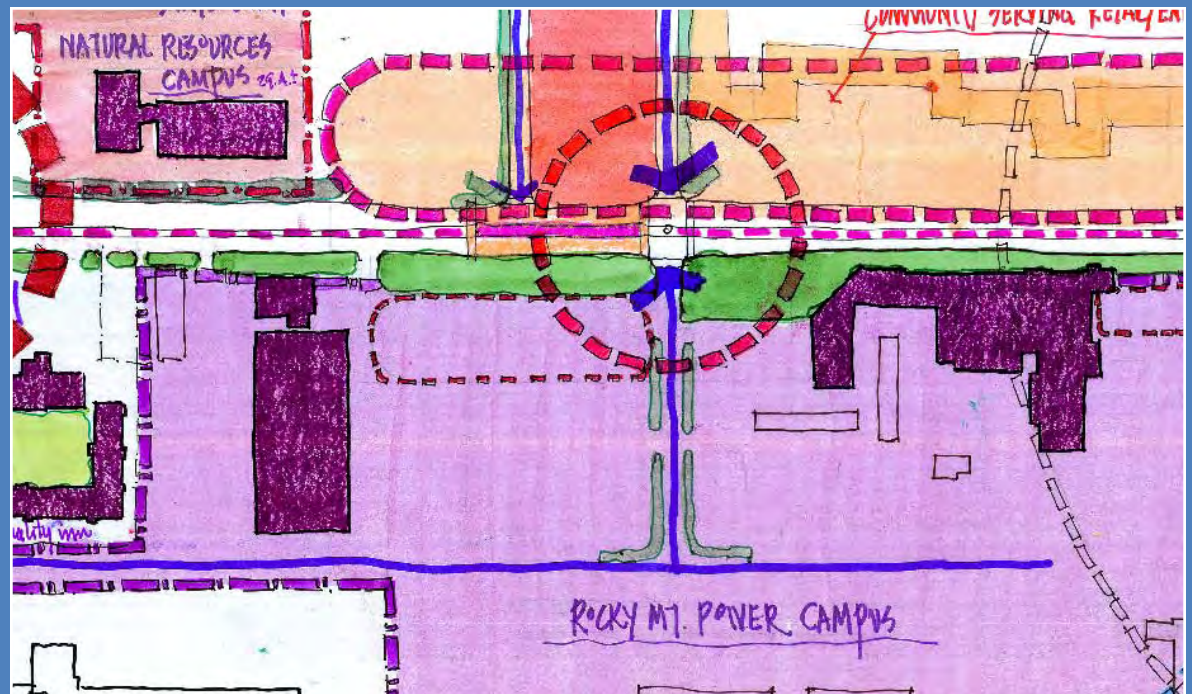


The Cornell Station Area urban design framework, showing barriers (in red) and open space connections (in green).

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.

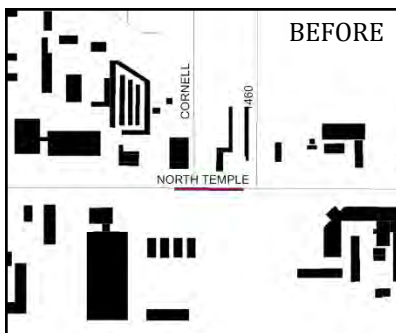
Policy #2: Compact Mix of Uses

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.

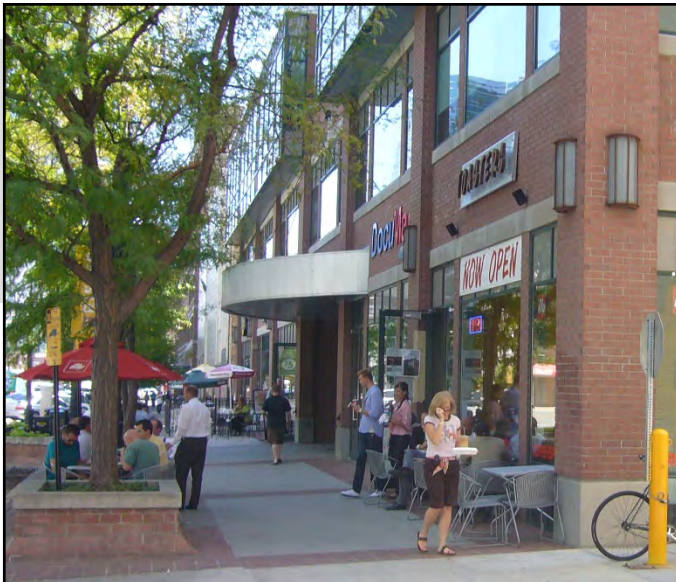


Policy #3: Placemaking

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

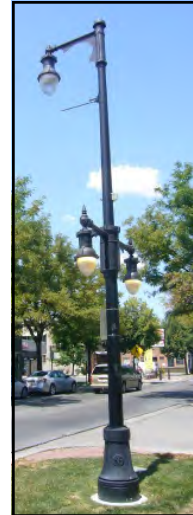
During the planning process, the City has received numerous complaints about property maintenance in the vicinity of the Cornell Station. Improving the appearance of the run down properties in the area is vital to changing the perception of the station area. The City should take a comprehensive, multi-disciplinary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

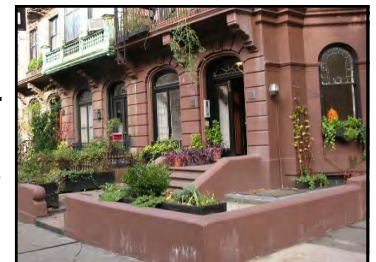


3

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

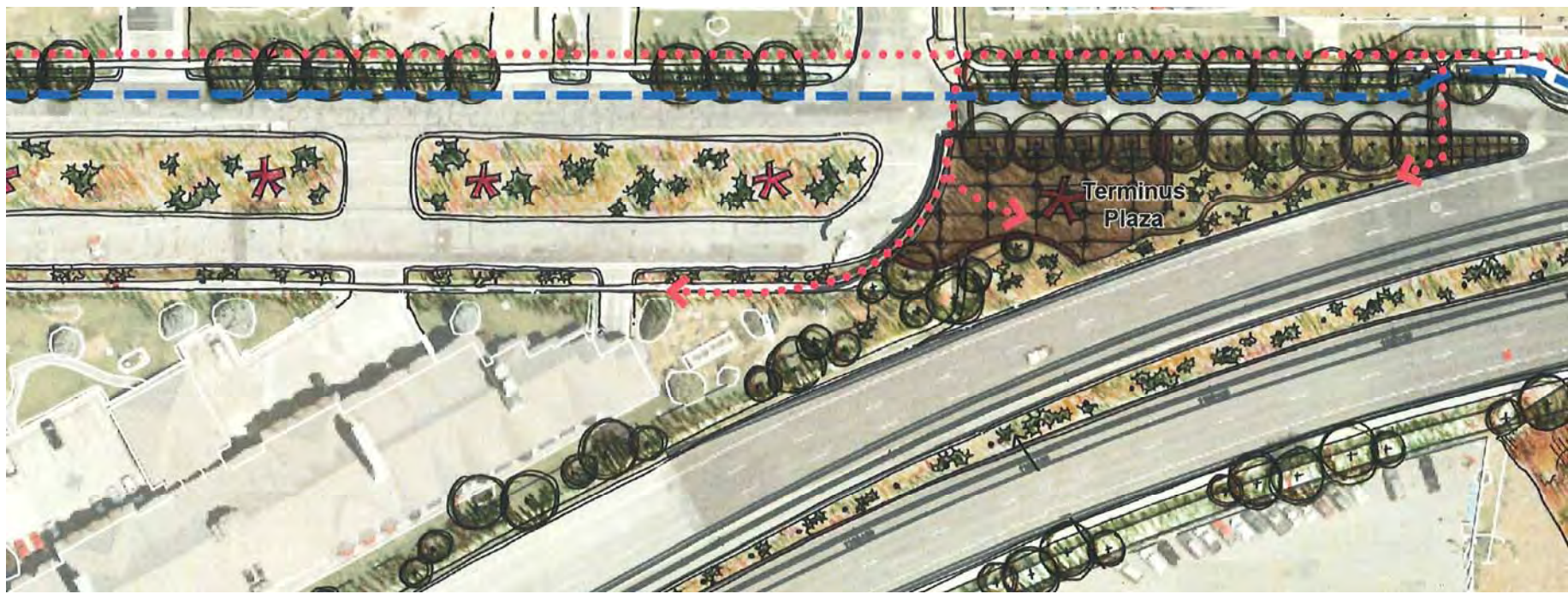
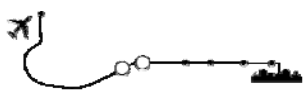
4

Well-maintained properties build pride in a neighborhood.





1950 West & 2200 West Station Area Plan



NORTH TEMPLE BOULEVARD





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Vision

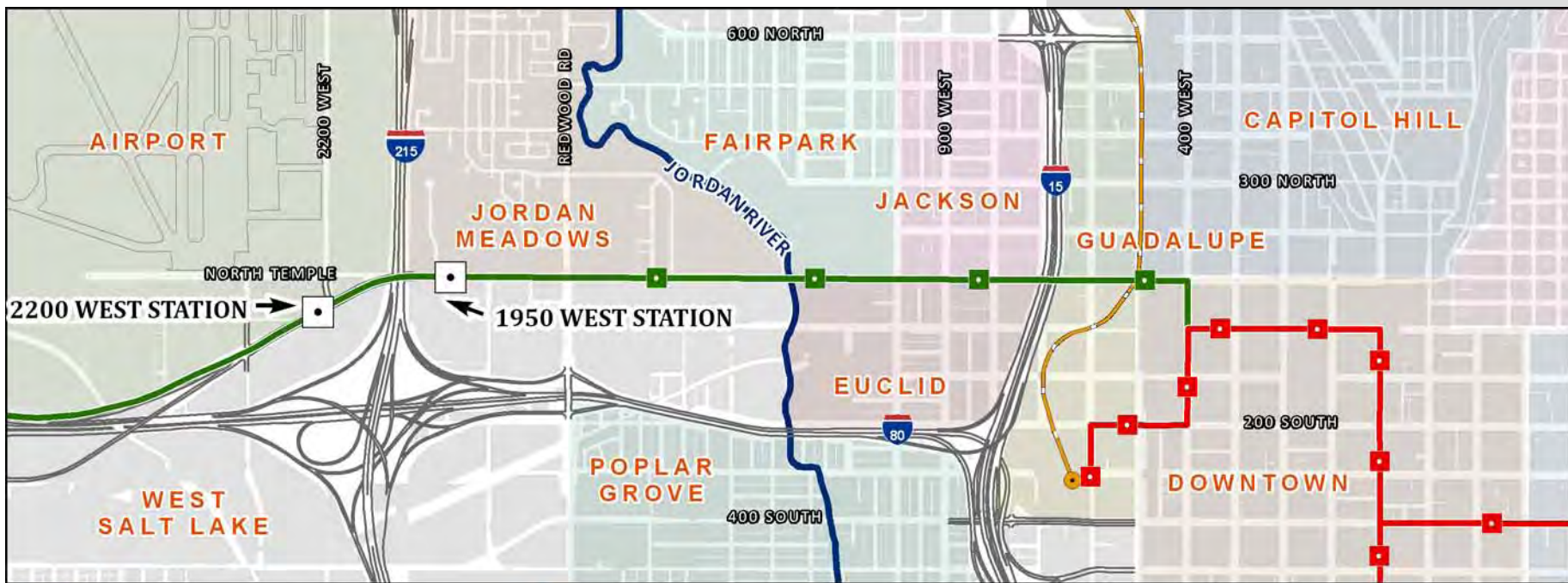


The 1950/2200 West Station Area is a major employment and economic development center in the City. Future development will enhance the area as an employment center by improving pedestrian and vehicular connections throughout the area, enhancing the mix of uses to better serve the major employment centers,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



- 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 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

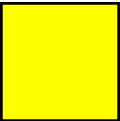
The 1950 West and 2200 West Station Area displays characteristics most common to a **Mixed Use Employment Center**. These characteristics include land uses that employ a high number of people. These areas could have a campus style development pattern and tend to attract other similar uses to the area 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

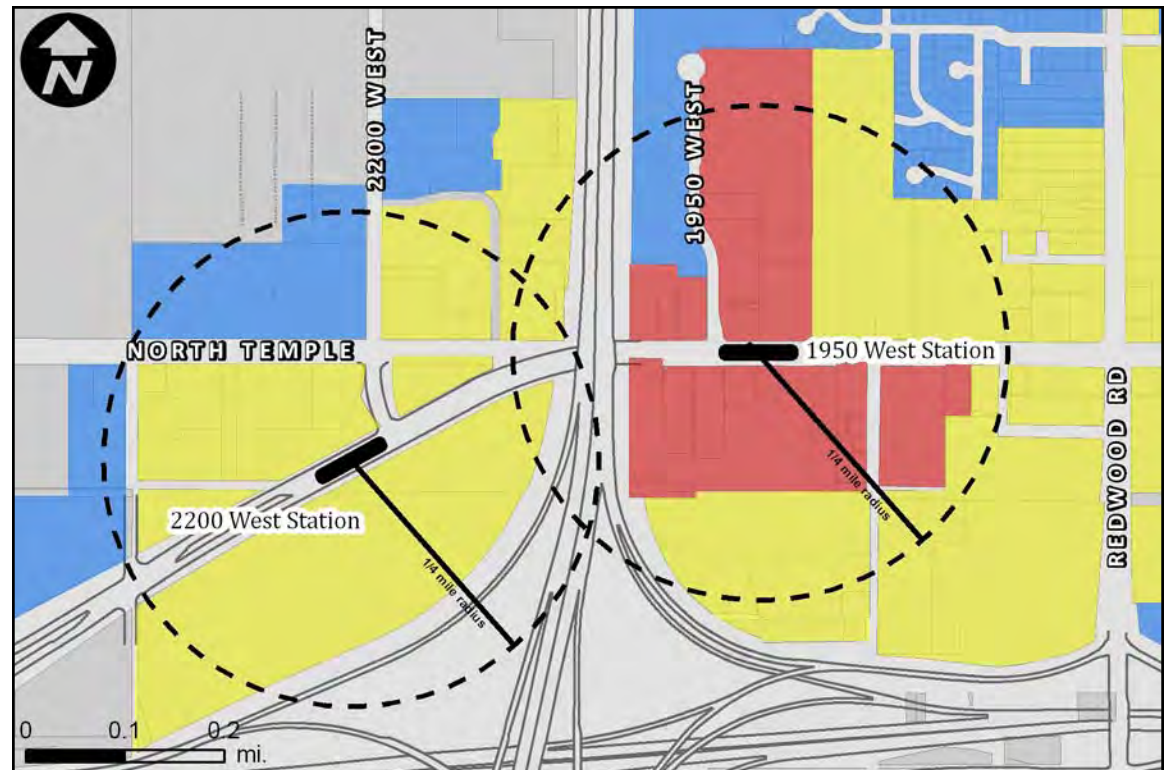
The Core Area is comprised of the land closest to the station and most likely to see significant changes over time. Appropriate zoning regulations should include the following characteristics:

- 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.

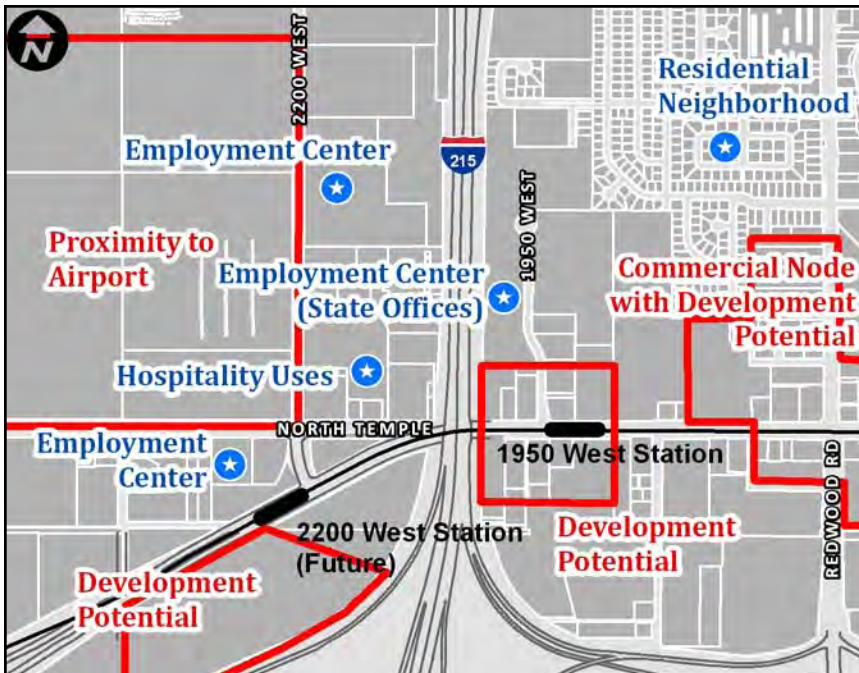
Assets & Challenges



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).



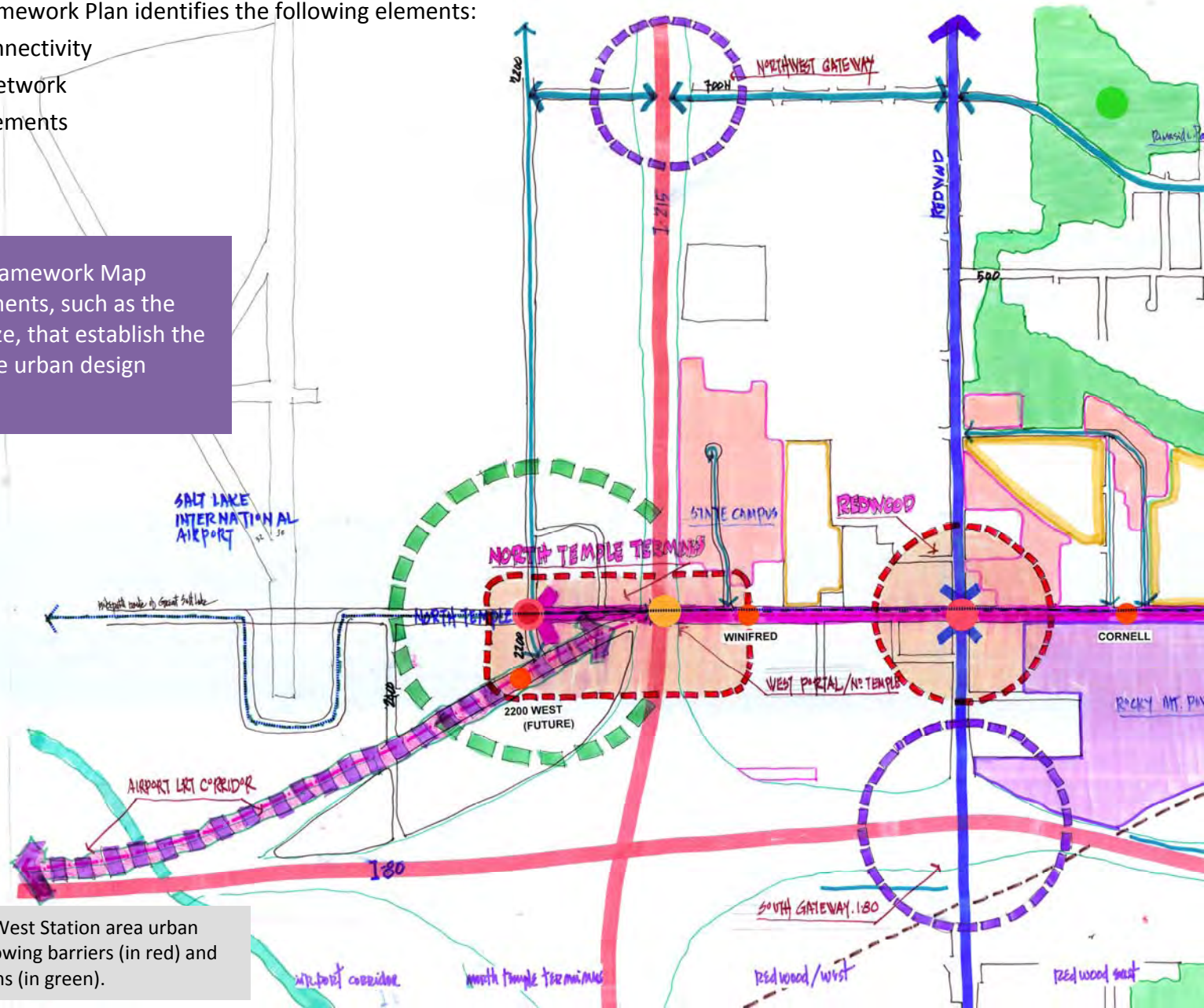


Urban Design Framework

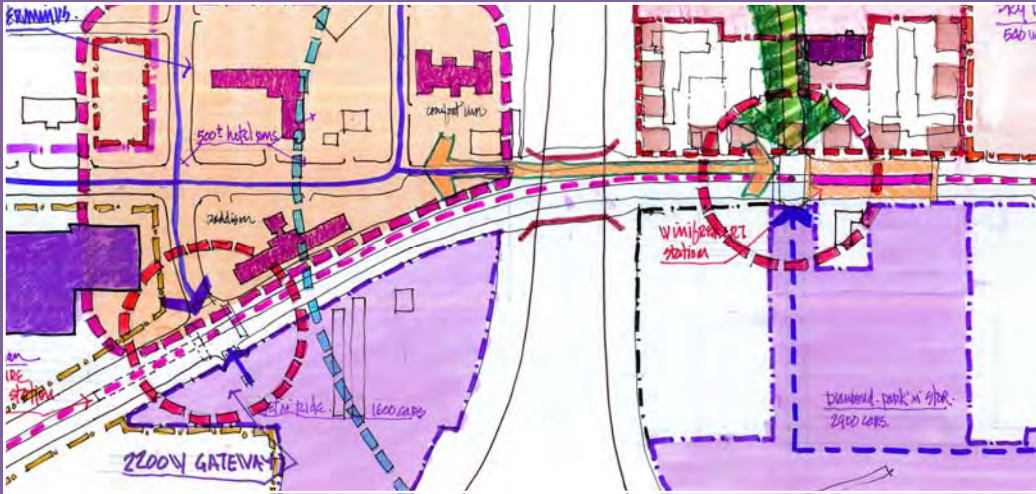
The Urban Design Framework Plan identifies the following elements:

- 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

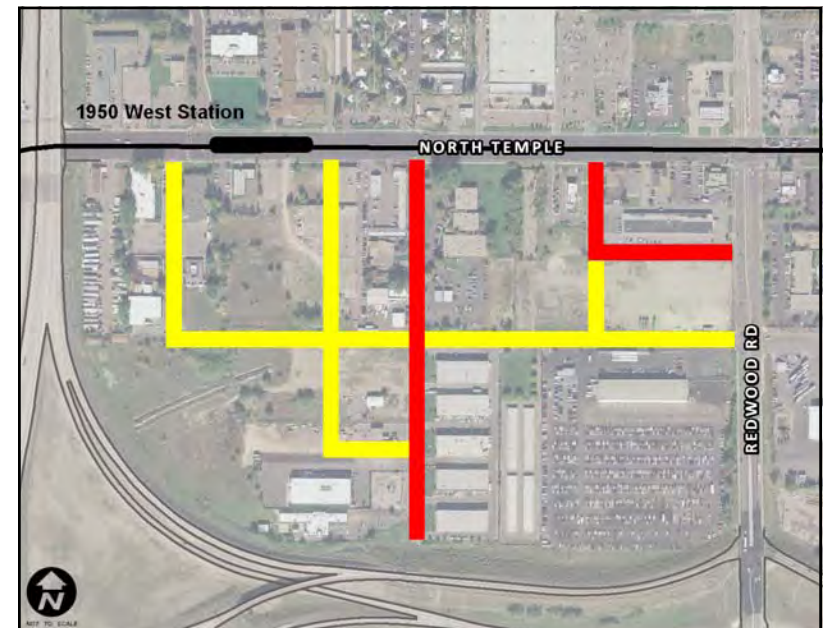
Improve the pedestrian environment to create a walkable transit-oriented neighborhood with improved connections for other types of vehicles that are required to serve the area.

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.

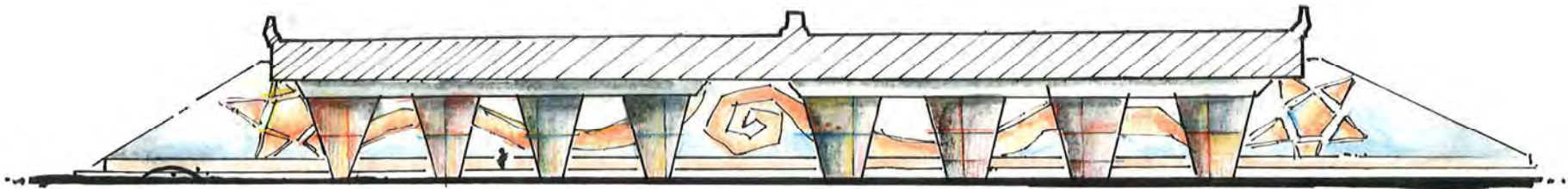
- a. Require development of a street network on the south side of North Temple that connects land-locked parcels to North Temple and allows cross access between adjacent properties.
- b. Establish parking standards for alternative transportation modes, including motorized scooters and bicycles.
- c. 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.

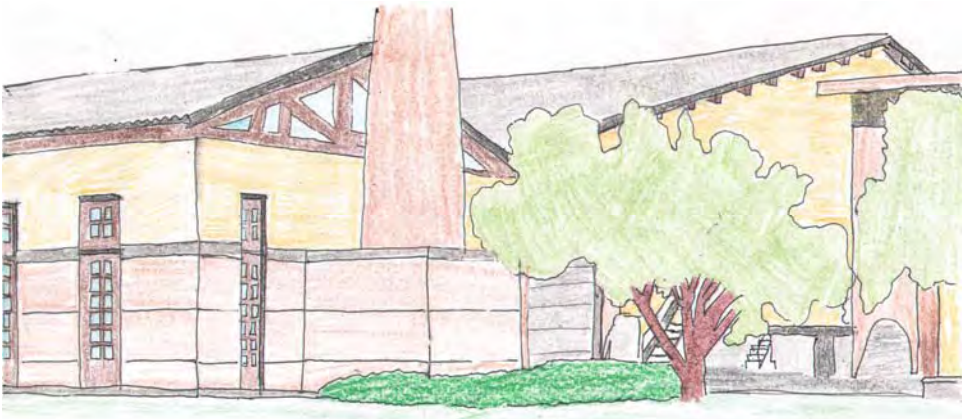


Future development around the 2200 West Station platform will have special development regulations due to the proximity to the Salt Lake International Airport.

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.

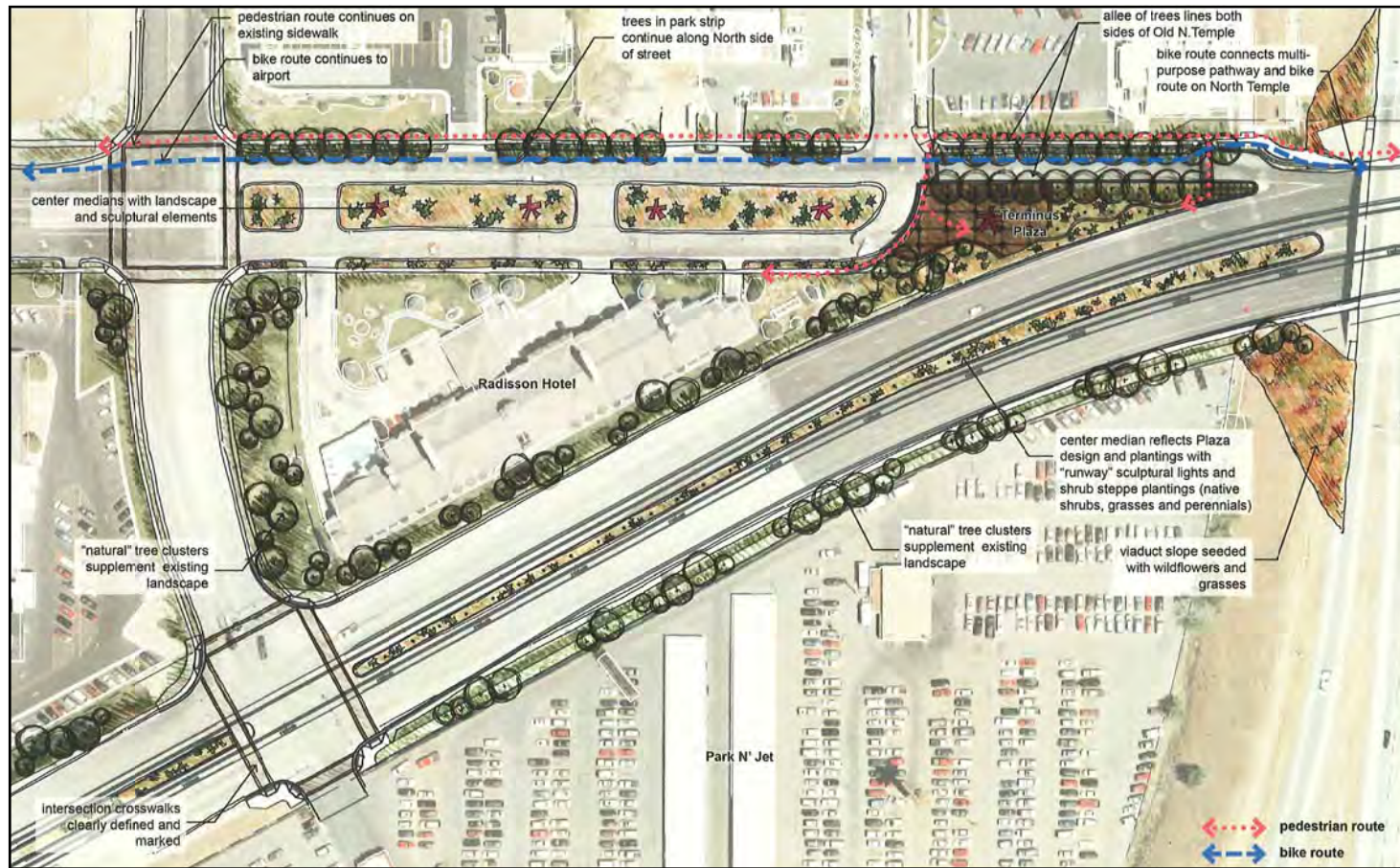
- a. Create regulations that require buildings to be oriented to the street, with doors and windows opening to the street and parking located behind or to the side of buildings.
- b. Allow buildings to be set back from the property line when the space is to be used for public plazas or active use, such 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

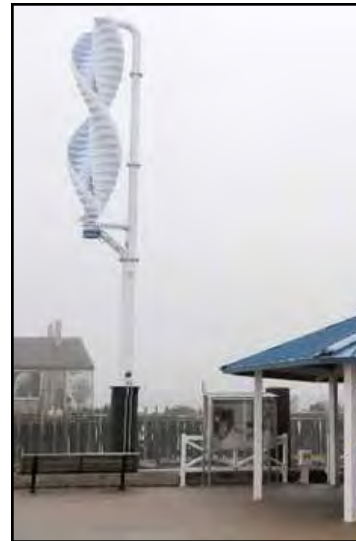
The Core and Transitional Station Areas should be rezoned to reflect the vision for the station area. The rezoning should be consistent with the policies for the 1950/2200 West Station Area. Removing processes that increase the permitting process should be a main focus and can be a major incentive for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