





 **FREGONESE**  
ASSOCIATES

**ZGF**  
ZIMMER GUNSUL FRASCA ARCHITECTS LLP

FEHR  PEERS

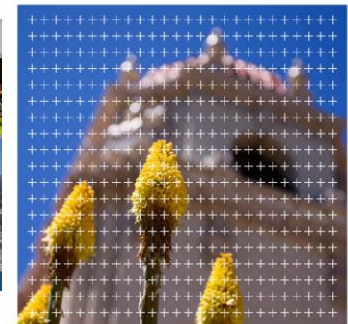
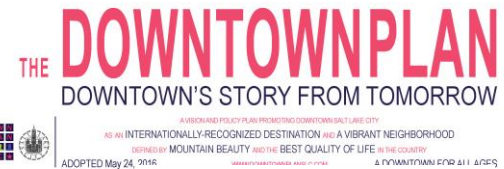
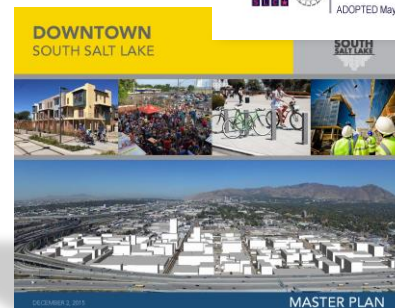
**LOCHNER**

# Build on Past Planning Efforts

Build on the 2010 *Life on State Vision*, and other recent planning efforts of the region.

The *Life on State Implementation Plan* will further refine the vision for Salt Lake and South Salt Lake.

The plan will deliver clear, actionable strategies and policy changes for implementation in the short, medium and long-term.



CITY OF SOUTH SALT LAKE  
**GENERAL PLAN**

ADOPTED DECEMBER 2009

# Wasatch Choice 2040 Vision

- Metropolitan Center
- Main Street

**Centers**

Centers are historical and emerging regional destinations of economic activity. The vision suggests that these centers should expand to provide even broader choices for residents to live, work, shop and play a mix of all of these activities is welcome. Centers should work with the long-term market, helping provide opportunities to residents who want to live close to work, walk or bike to shops and have both great transit and road access – especially needed as our population ages, gas prices and congestion increase, and housing prices inch upward.

**Metropolitan Center**

Overcomes Salt Lake City is the metropolitan center serving as the hub of business and cultural activity in the region. It has the most intensive form of development for both employment and housing with high-rise development in the central business district. It will continue to serve as the finance, commerce, government, retail, recreation, and entertainment center for the region. The metropolitan center benefits from pedestrian-friendly surroundings and an urban-style grid network. Overcomes Salt Lake is the central hub for public transportation in the region. Auto access is provided with access to several major highways and interchanges.

**Urban Center**

Urban Centers are the focus of commerce and local government service benefiting a market area of a few hundred thousand people. Urban Centers will be served by high-capacity transit and major streets. They are characterized by mixed-use employment and housing options.

**Town Center**

Town centers provide localized services to tens of thousands of people within a few to three mile radius. One to three story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well-served by transit and streets.

**Station Community**

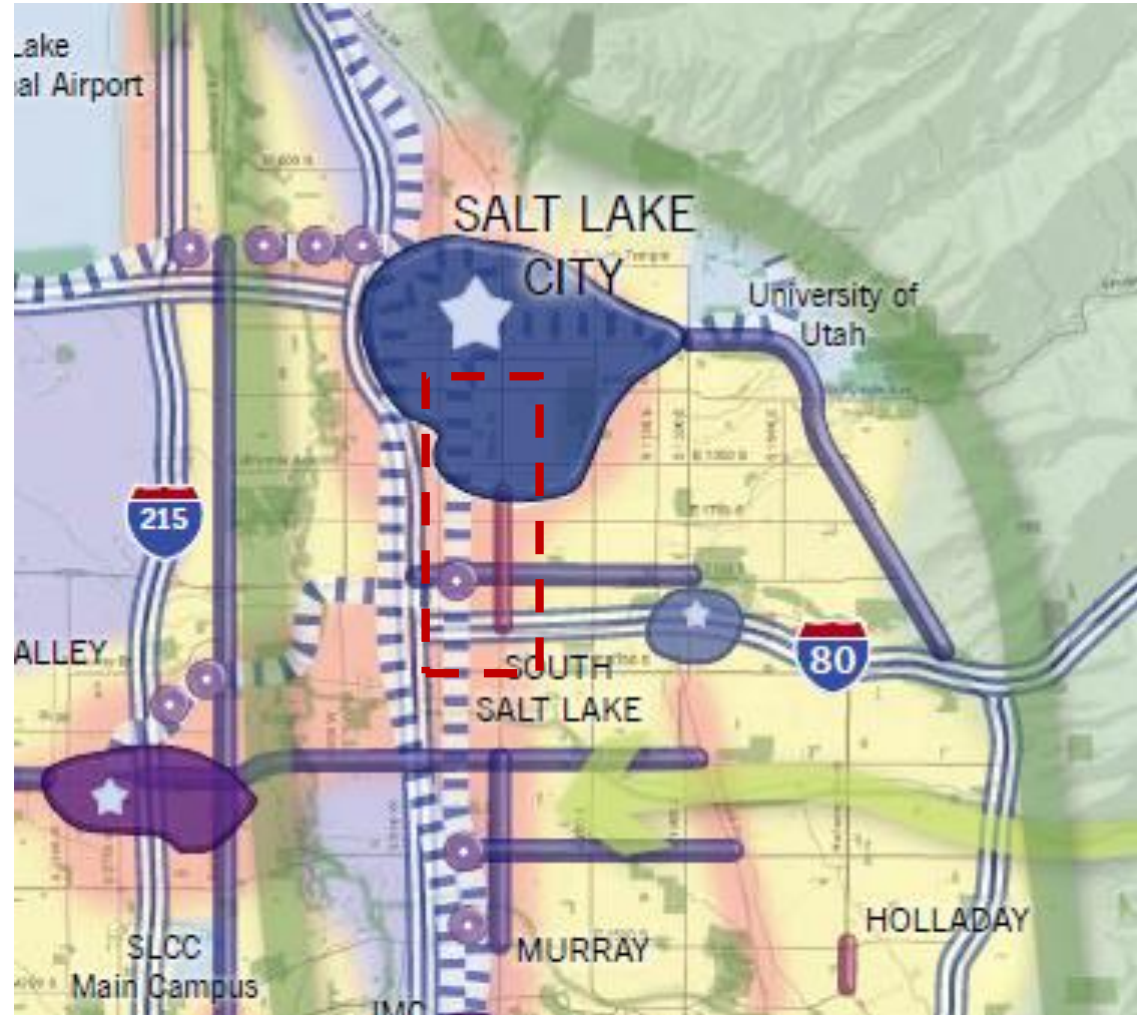
Station Communities are geographically small, high-density centers surrounding high-capacity transit stations. Such transit performance and provides access to transit without a car. Station Communities may include some leisure employment, vibrant housing and many will include a variety of shops and services.

**Main Street Community**

Main Streets are a basic town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhood. Main streets provide pedestrian-friendly features, but also benefit from good auto access and other transit.

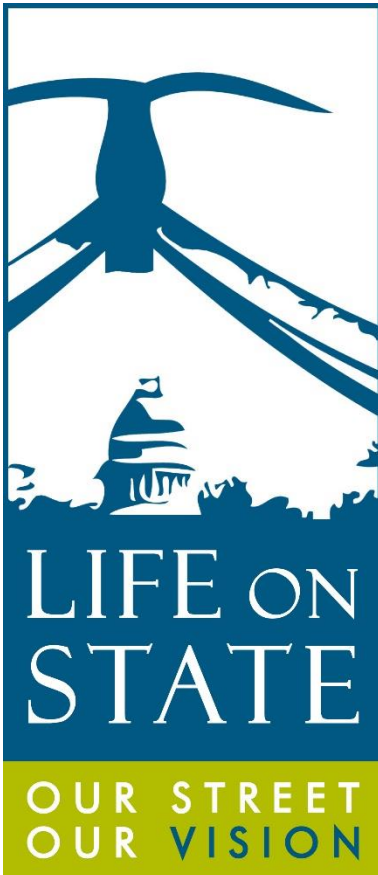
**Boardwalk Community**

Boardwalk Communities are a linear center created with a transit route. Unlike a Main Street, a Boardwalk Community may not necessarily have a commercial identity but may vary between housing, employment, and retail along any given stretch. Boardwalk Communities create a positive sense of place for adjacent neighborhoods by ensuring that walking and bicycling are safe and comfortable even as traffic flow is maintained.



# LIFE ON STATE OVERVIEW

19 DECEMBER 2016



Ted Knowlton AICP,  
Wasatch Front Regional Council

## Why should we care about Corridors?

### The 2040 Match of the Century:

# Corridors vs. Centers

**7 p.m.**  
**Wednesday,**  
**Sept. 26**  
 Council chamber  
 Metro Regional Center  
 600 NE Grand Ave.  
 Portland

Refereed by  
 Metro Councilor  
**Robert Liberty**

Featuring heavy-weight professors  
**Patrick ("Corridors") Condon,**  
 University of British Columbia ...

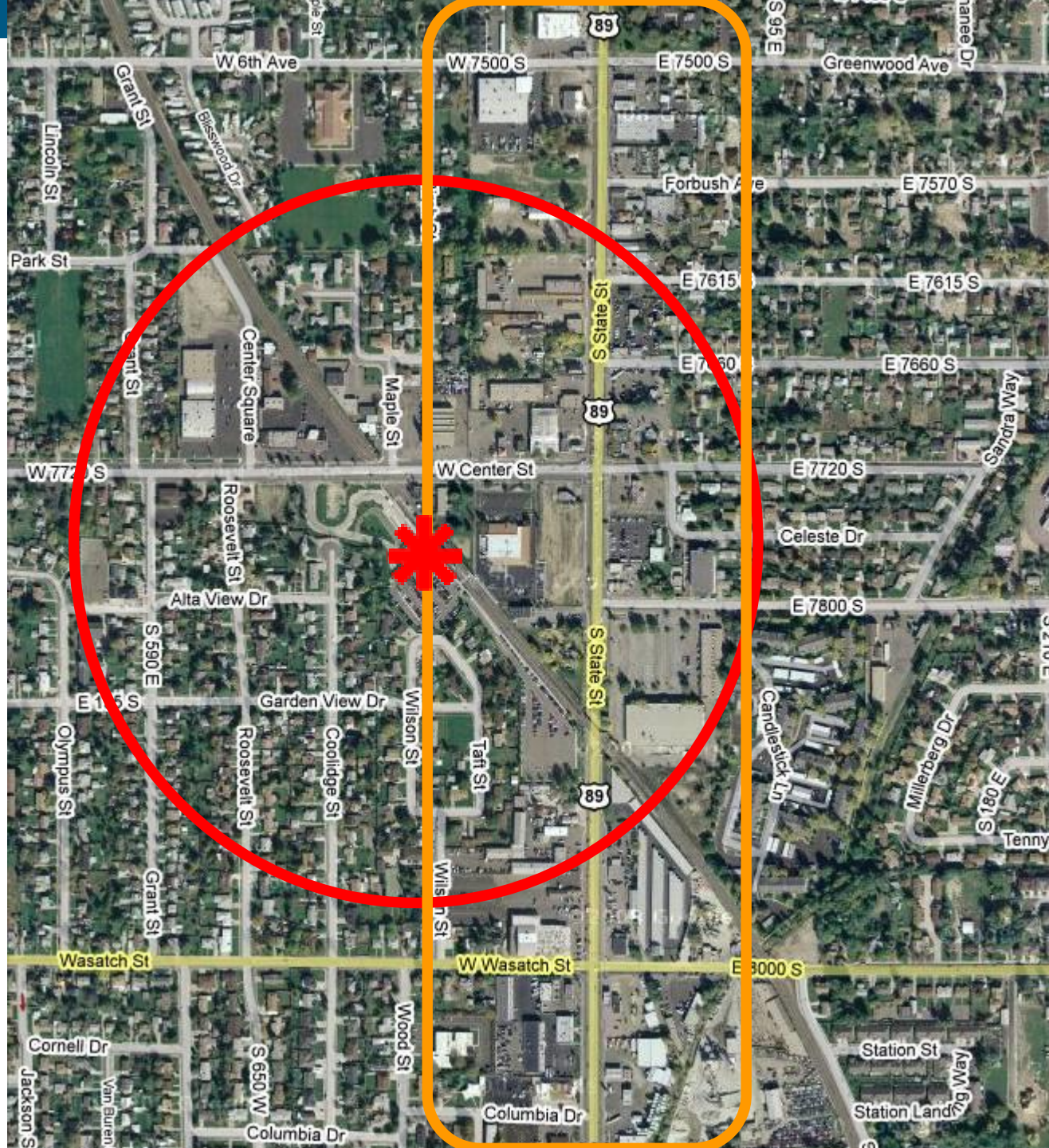
... and  
**Gordon ("Centers") Price,**  
 Simon Fraser University.

**Get a ringside seat** for a lively debate of different strategies for implementing the 2040 growth concept, our region's plan for the future – how we will manage growth, protect natural resources and make improvements to facilities and infrastructure while maintaining the region's quality of life.

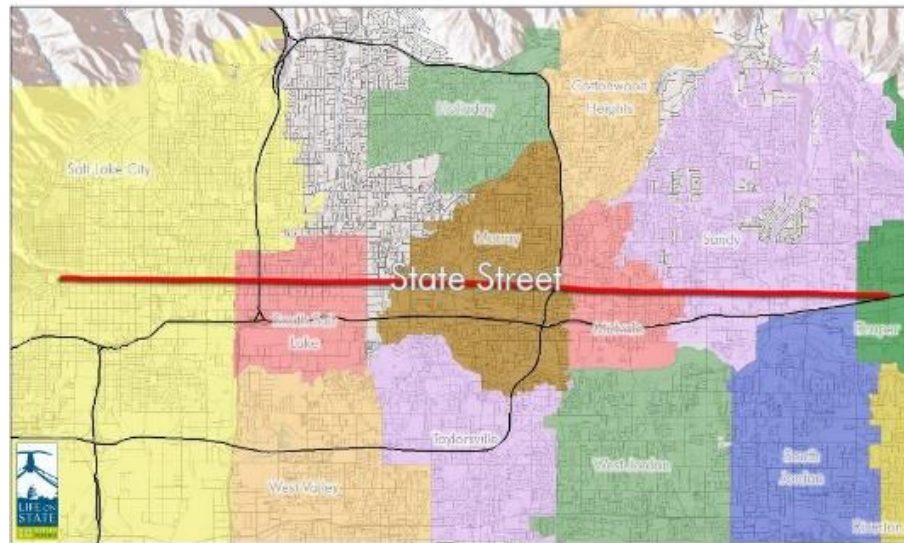
Both contenders are internationally recognized experts

**Gordon Price**, director of the City Program at Simon Fraser University and former Vancouver, British Columbia, city councilor, is a strong supporter of the strategy emphasizing growth in high-energy, high-density centers.

**Intensification  
with much less  
opposition**



# VISION PARTNERS



- Wasatch Front Regional Council
- UDOT
- UTA
- Salt Lake County/ Millcreek township
- Salt Lake City
- South Salt Lake
- Murray
- Midvale
- Sandy
- Draper
- Salt Lake Chamber
- Downtown Alliance



# THE STATE STREET PRINCIPLES


1. Cultivate State Street's Identity
2. Fit Solutions to State Street's Desired Contexts
3. Create a Thriving State Street Streetcar or Bus Rapid Transit
4. Balance Retail with Consumer Demand
5. Develop State Street Complete Communities

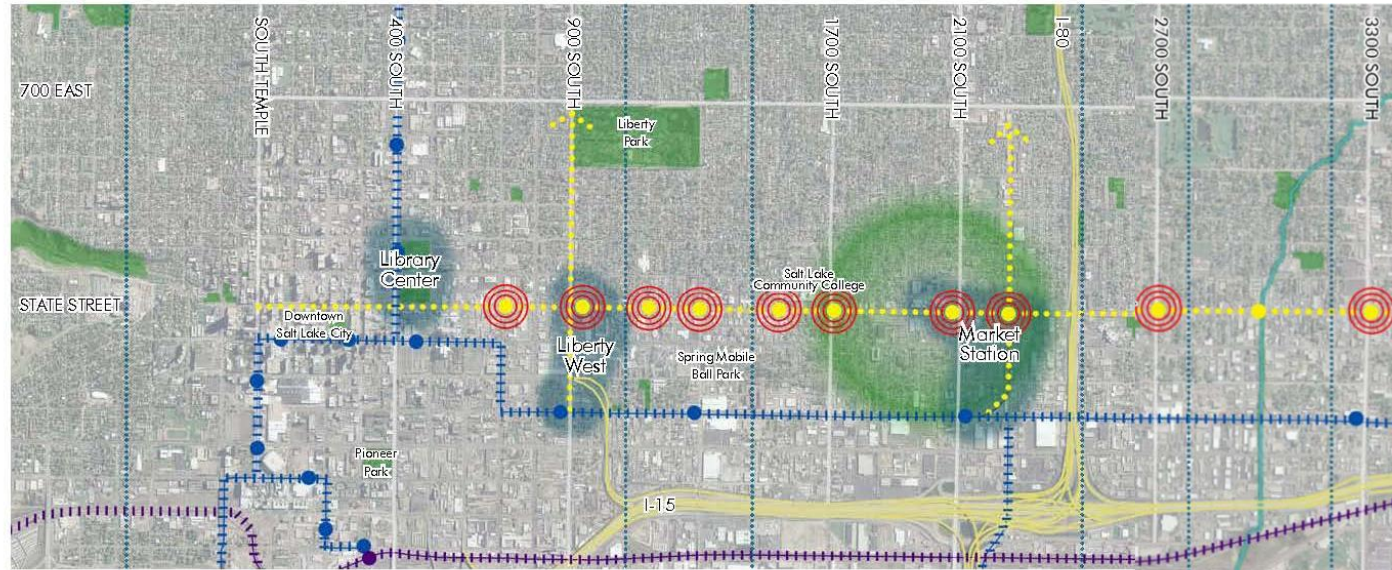
# Vision for Current Study Area

OUR STREET  
OUR VISION




## VISION MAP: CAPITOL TO I-80


-  TRAX
-  TRAX Station
-  FrontRunner
-  FrontRunner Station
-  Freeway
-  Major Roads
-  Existing Parks
-  Streetcar or BRT  
The service improvements and physical permanence of streetcar and BRT help to improve ridership and can drive investment in station areas.
-  State Street Transit Stations  
State Street transit should provide faster service than a local bus and more frequent stations than light rail.
-  Station Villages  
Landowners and cities should work for a minimum of 25 employees per acre or 20 housing units per acre in future station areas.




Corridor Type Type

 Complete Communities  
Complete Communities take care of all of a residents needs. Parks, entertainment, and shopping are all easily accessible.

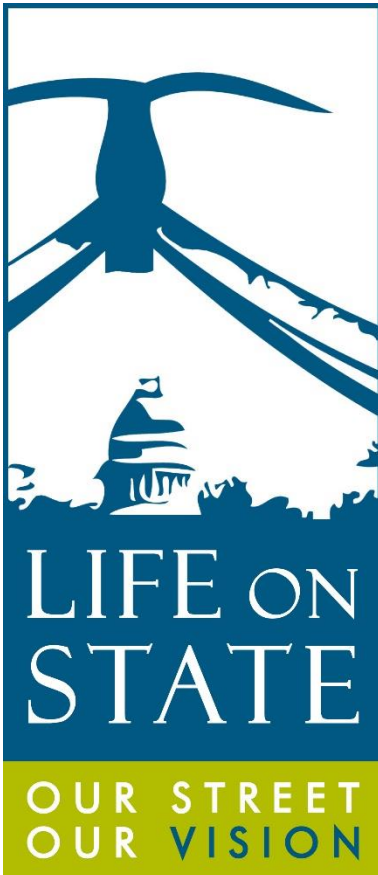
 Future Parks, Plazas, or Open Space  
Residents in these areas do not live close to a park or other open space. Cities should explore parks in these areas.

 Walkable Corridor  
A walkable corridor is a pleasant experience for anyone who visits the area, not just pedestrians. Landscaping, wide sidewalks, and large windows on buildings are key elements.

 Transit Way  
Offices, retail, and residential uses are easily accessible by a short walk from a transit station. The walking experience is safe and comfortable.

# LIFE ON STATE OVERVIEW

19 DECEMBER 2016



Ted Knowlton AICP,  
Wasatch Front Regional Council

# LIFE ON STATE

1

Existing Conditions

2

Public Engagement

3

Land Use and Transportation Scenarios

4

Demonstration Site Design

5

Final Report and Action Plan

**WE ARE HERE**

What's the general timeline?

Nov 2016 - Jan 2017

Jan - Ongoing

April - July

July - Sept

Sept - Oct

What are the steps?

Analyze current conditions including urban design, mobility, infill and redevelopment, and zoning and regulatory assessment

Understand key challenges and opportunities along the corridor

Host a community workshop to refine the vision

Continued engagement at key milestones

Develop Concept Plan to guide implementation of vision, and identify Priority Action Areas

Produce alternative scenarios for land use, transportation, and transit scenarios

Evaluate how potential "futures" would impact key issues important to the public

Develop three Demonstration Site Plans based on public input that provides specific recommendations for implementation

Host a public Open House to share the Concept Plan, Actions, and Demonstration Site Plans, and gather final feedback

Produce the Final Report and Actions for implementation of the Life on State Vision.

How can YOU get involved?

Stay up-to-date on what we learn from the analysis. The results will be available on the website.

Participate in a fun, hands-on Public Workshop, and share your vision for the State Street corridor.

Scenario alternatives will be available on the website. The public will have the opportunity to provide feedback online.

Provide comments and talk with the project team at a public Open House.

The public is welcome to attend presentations to City Councils for Salt Lake City and South Salt Lake.



Visit the website



Public Workshop

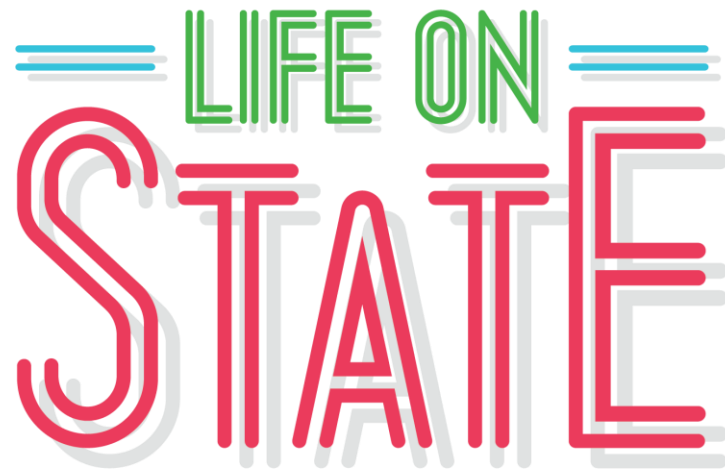


Open House



Public Meeting

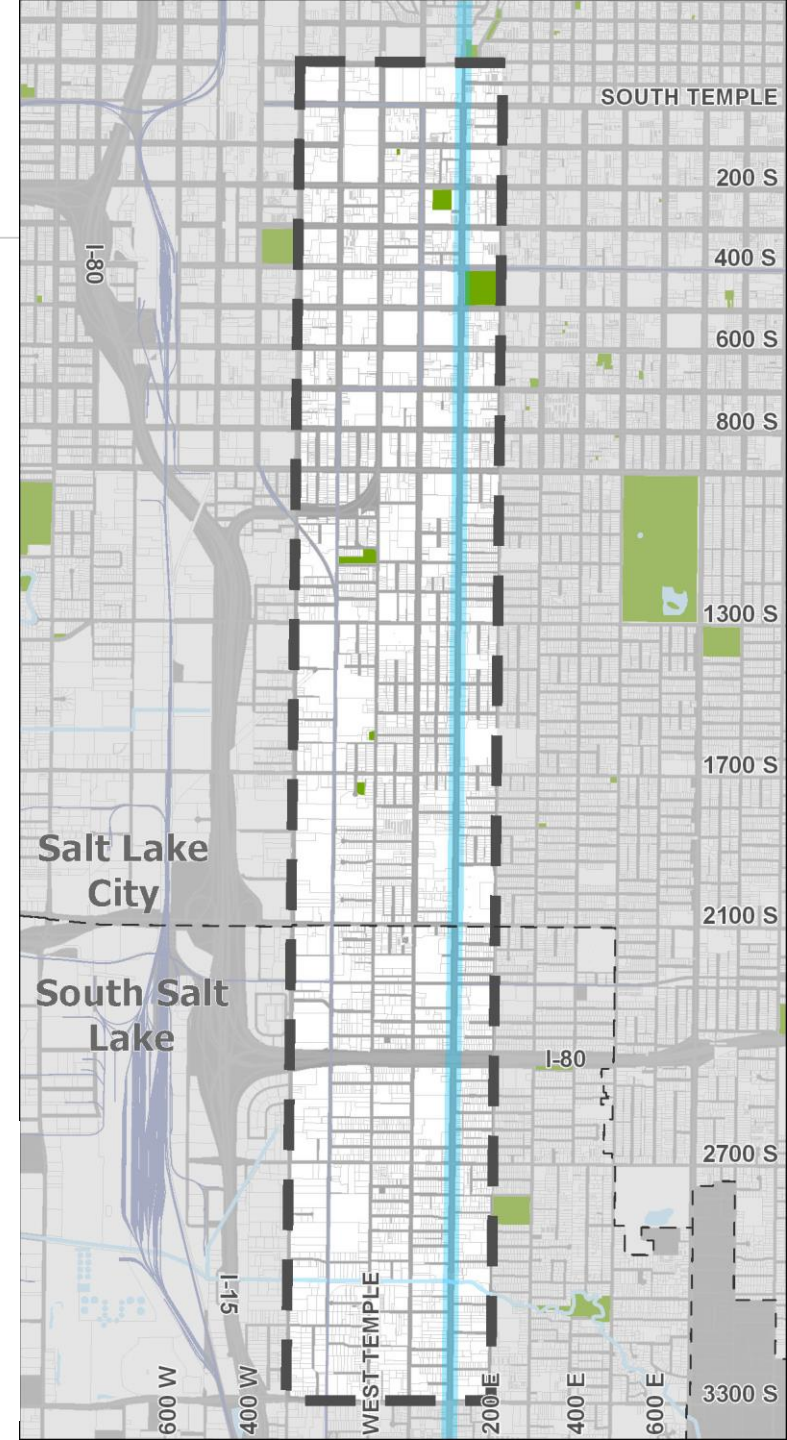
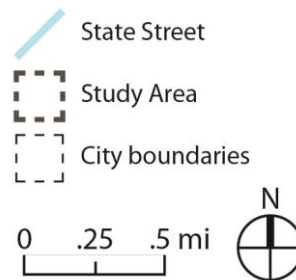




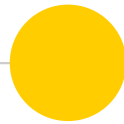
## **Existing Conditions Analysis**

# Life on State Implementation Plan Study Area

- 4.95 miles of State Street
- 3.73 square miles
  - 2,390 acres
- 2010 Census:
  - People: 13,869
  - Housing Units: 7,775
  - Jobs: 54,457
  - 7-to-1 Jobs-Housing Balance

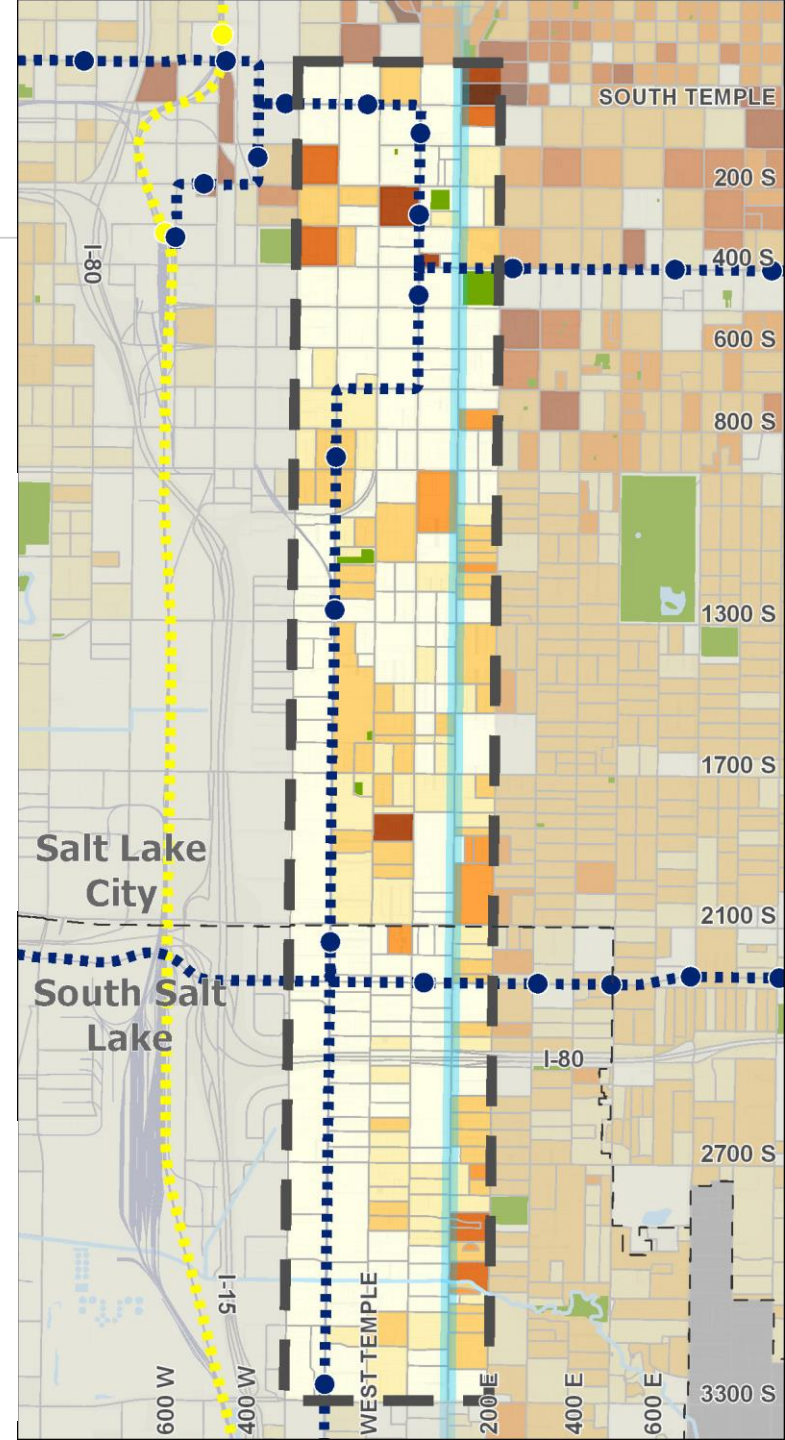
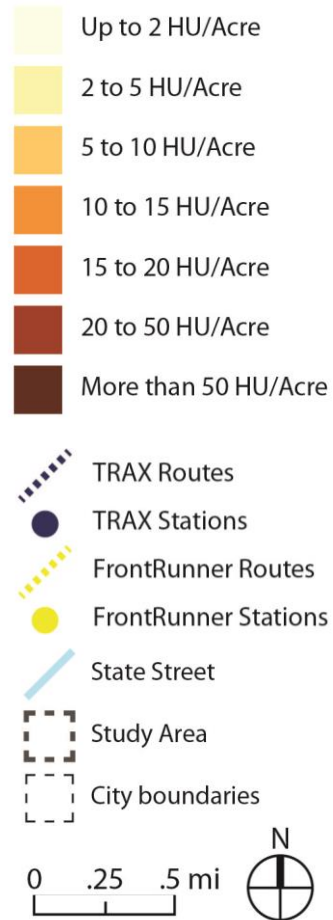


# Demographics



# Housing Unit Density

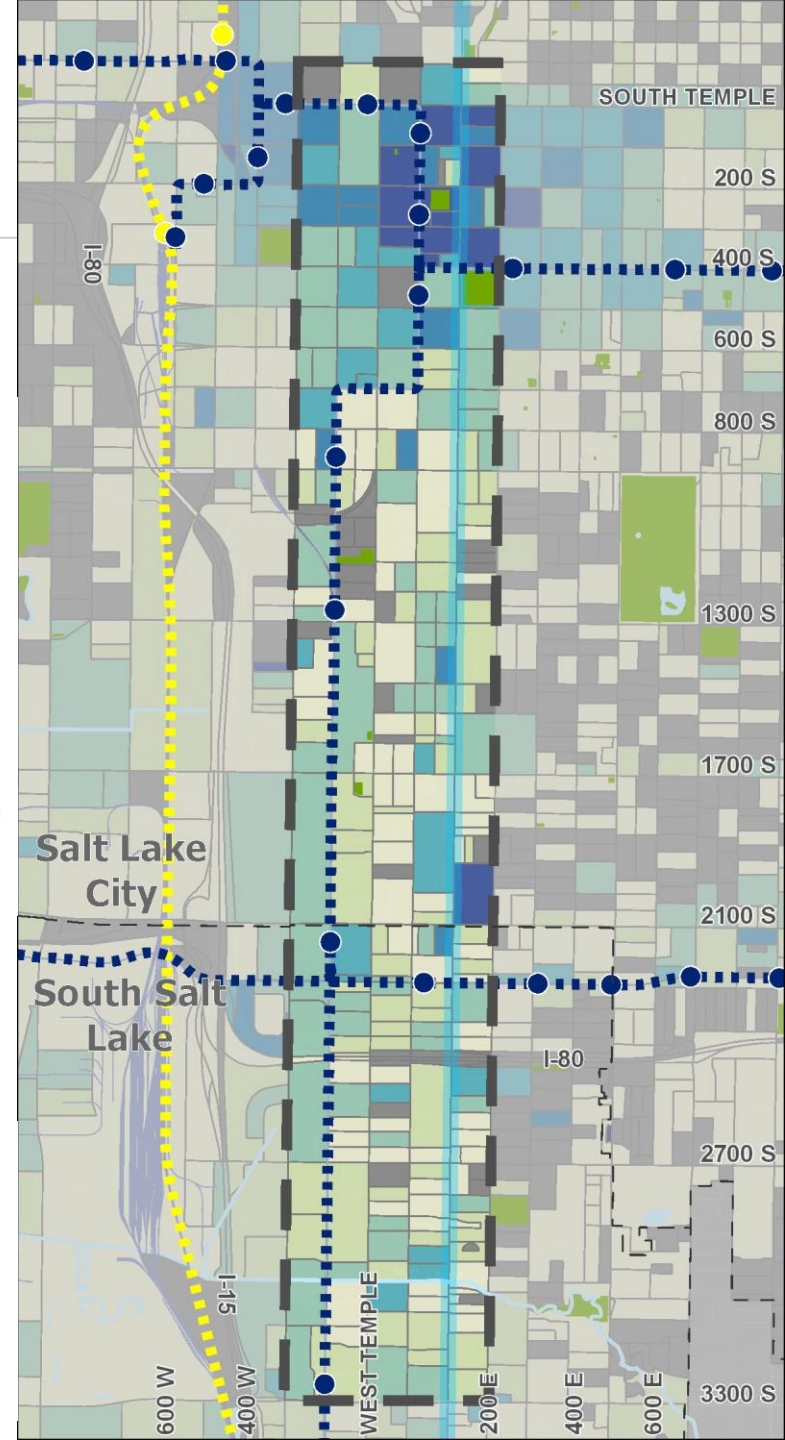
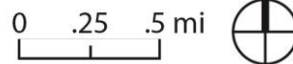
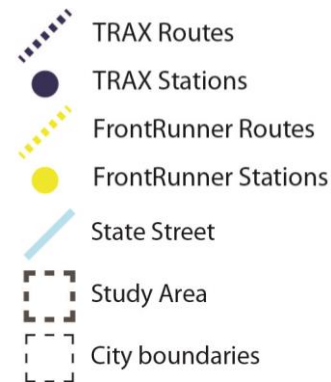
- Lack of residential uses, particularly at transit stops
- Few areas above 15 units an acre: a transit-supportive density





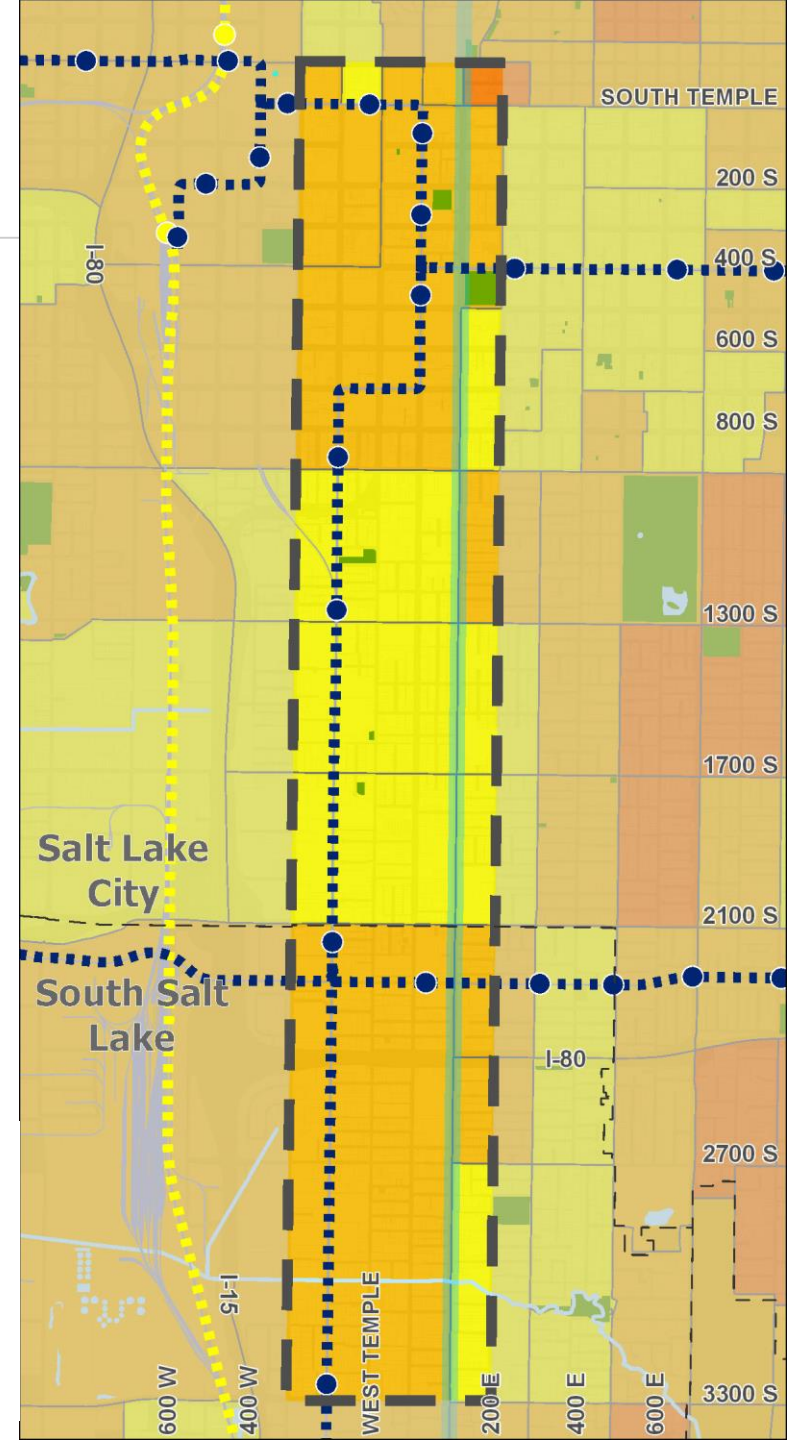
# Employment Density

- Already a mixed use district: Horizontally mixed-use
- Densest employment at north end in CBD
- Lower intensity employment through rest of corridor



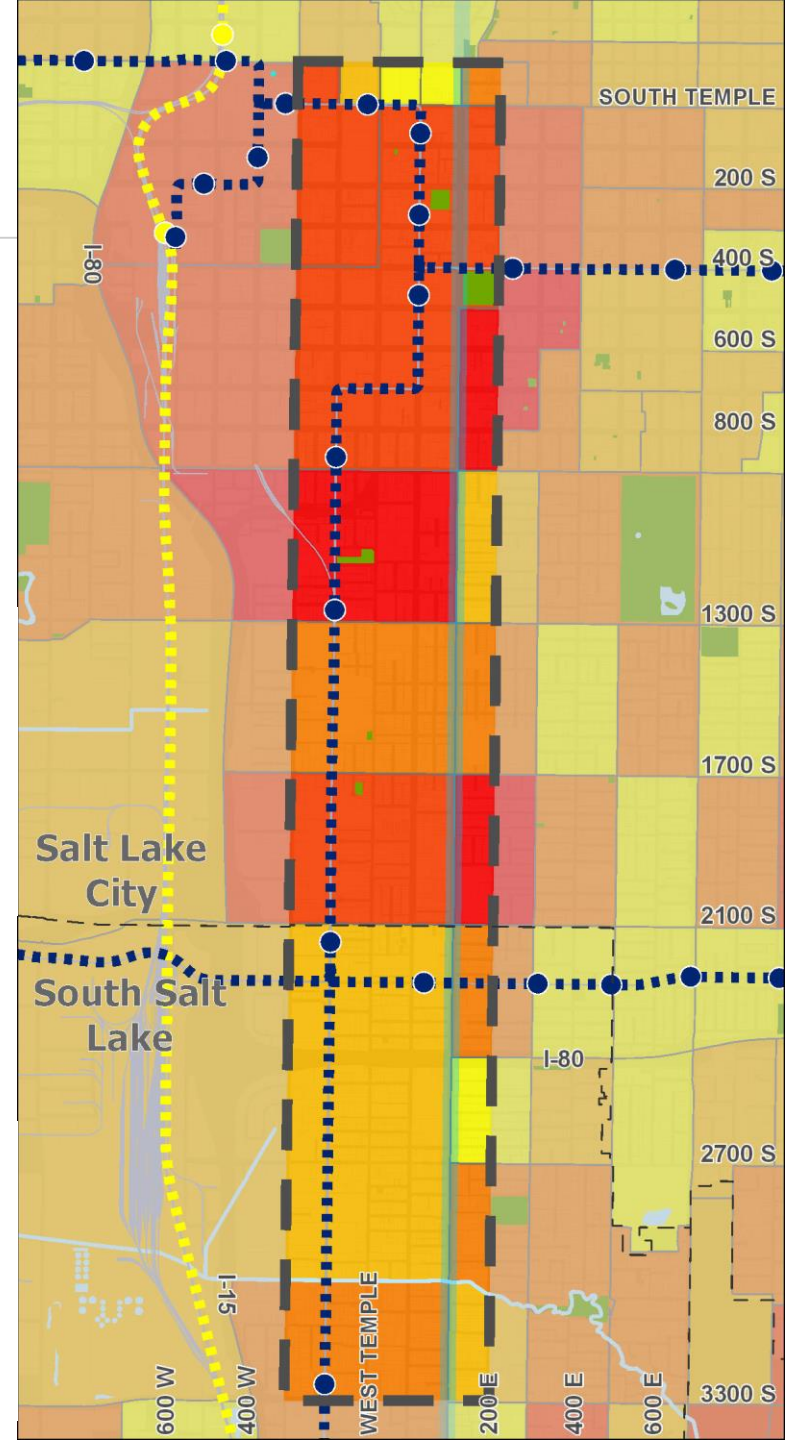
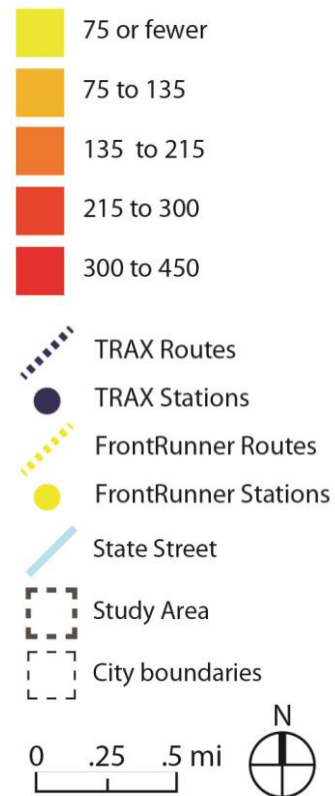
# Median Household Income: ACS 2014

- Low to moderate income households in and around the study area
  - Lower income households benefit from transportation choices such as transit, walking and bicycling
- Higher income neighborhoods to east
  - Opportunity for walkable retail destinations on State

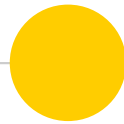


# Households with 1+ Persons with a Disability

- High concentration of disabled individuals within the study area
- Need for mobility options such as transit and safe ADA connections

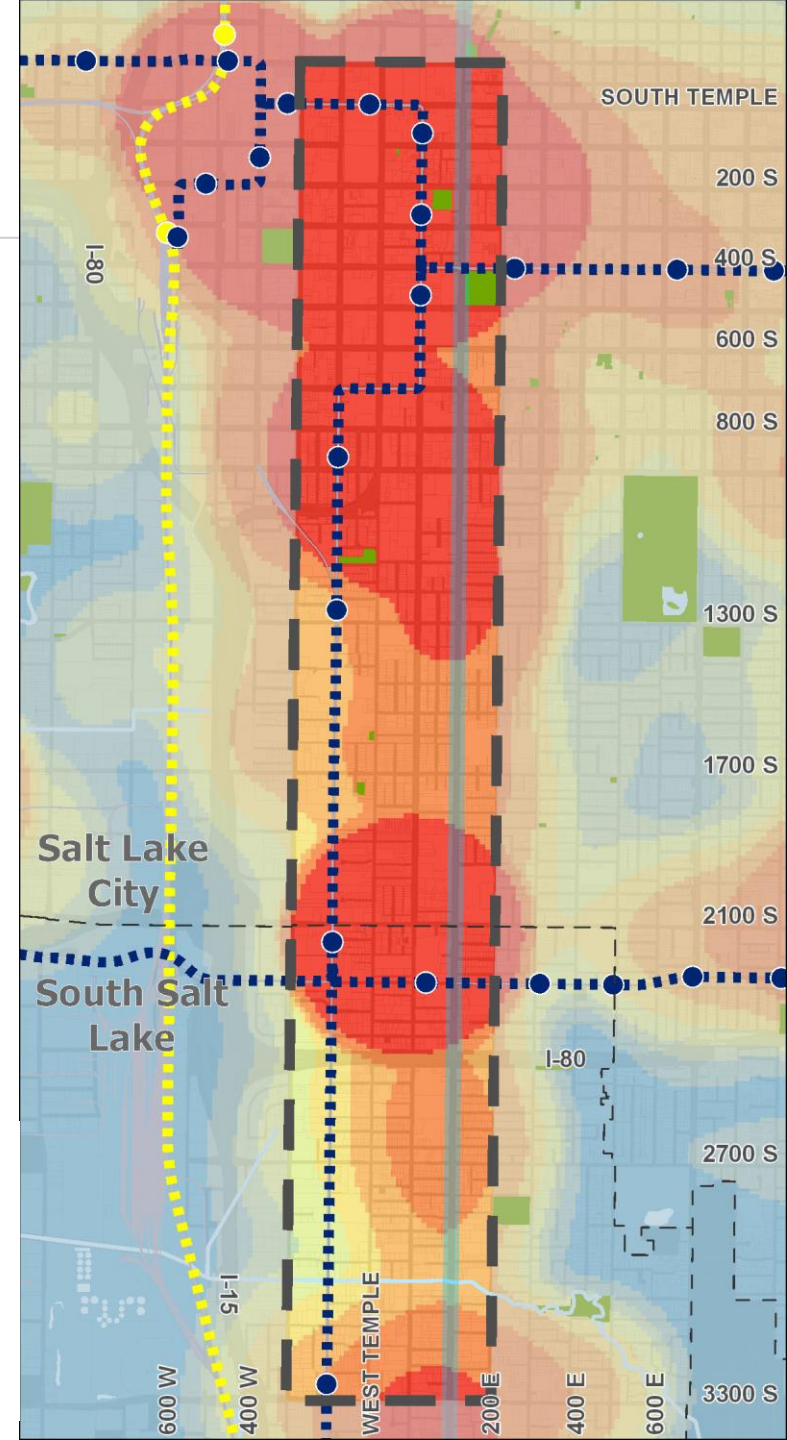
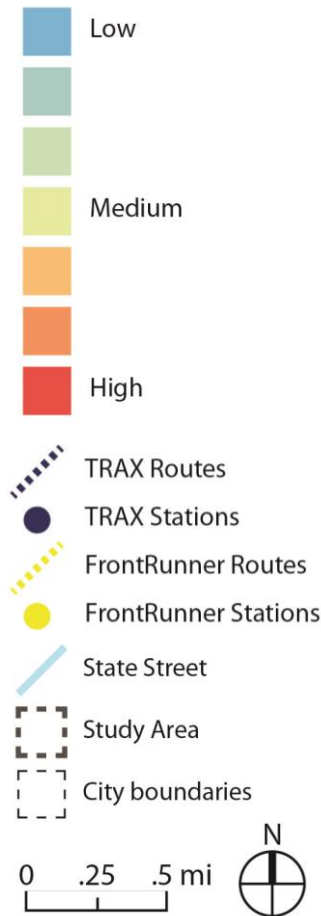


# **Transit Orientation & Urban Form**



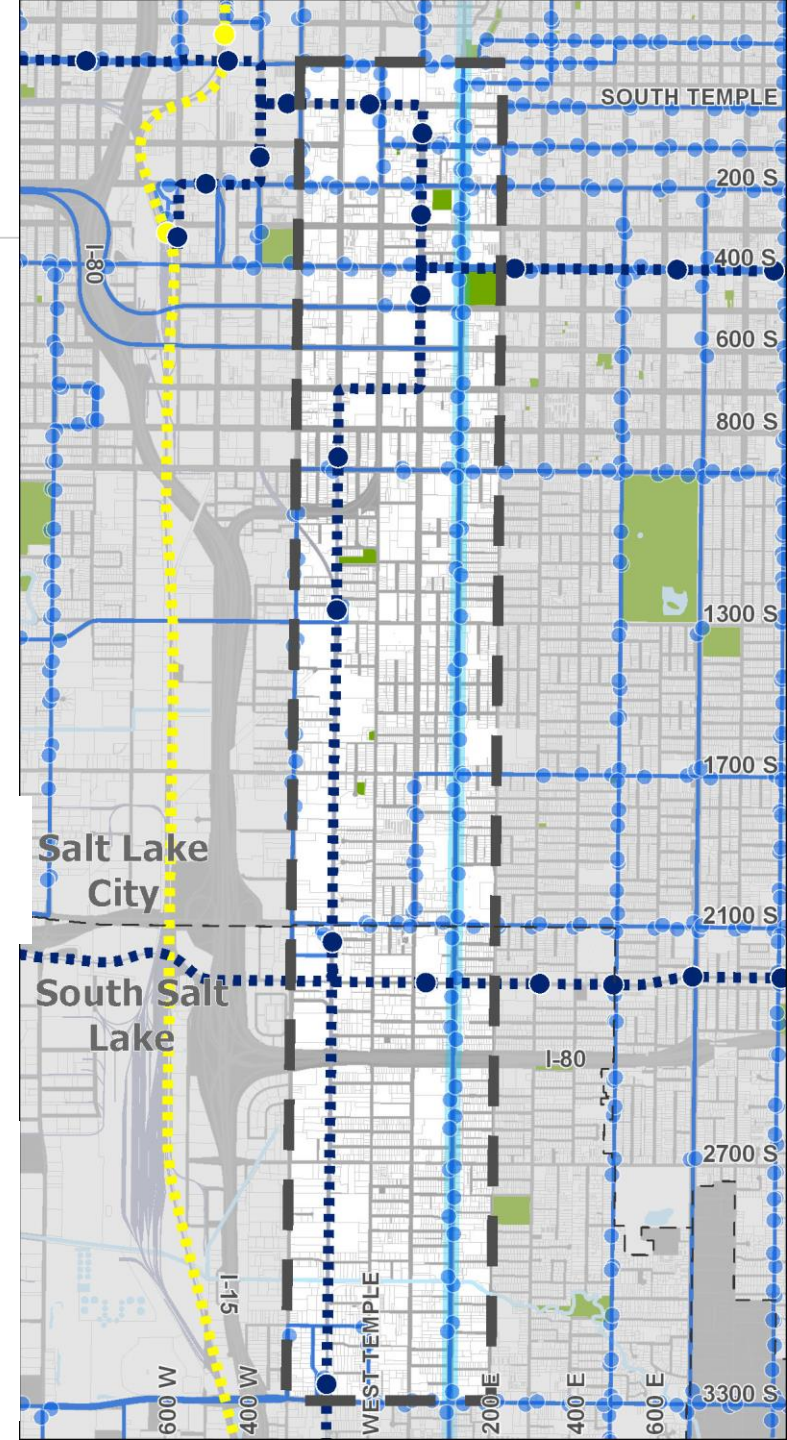
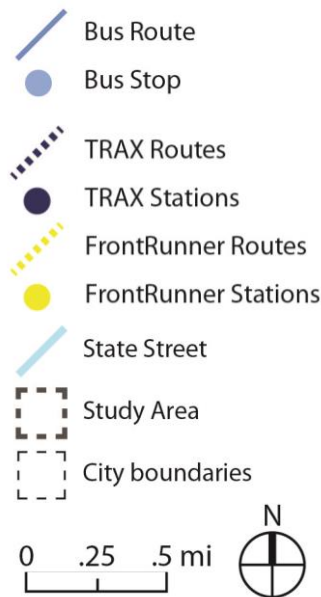
# Retail Density

- Retail density focused north of 13th S
- Retail center in downtown South Salt Lake
- These areas represent the major destination hubs of the study area



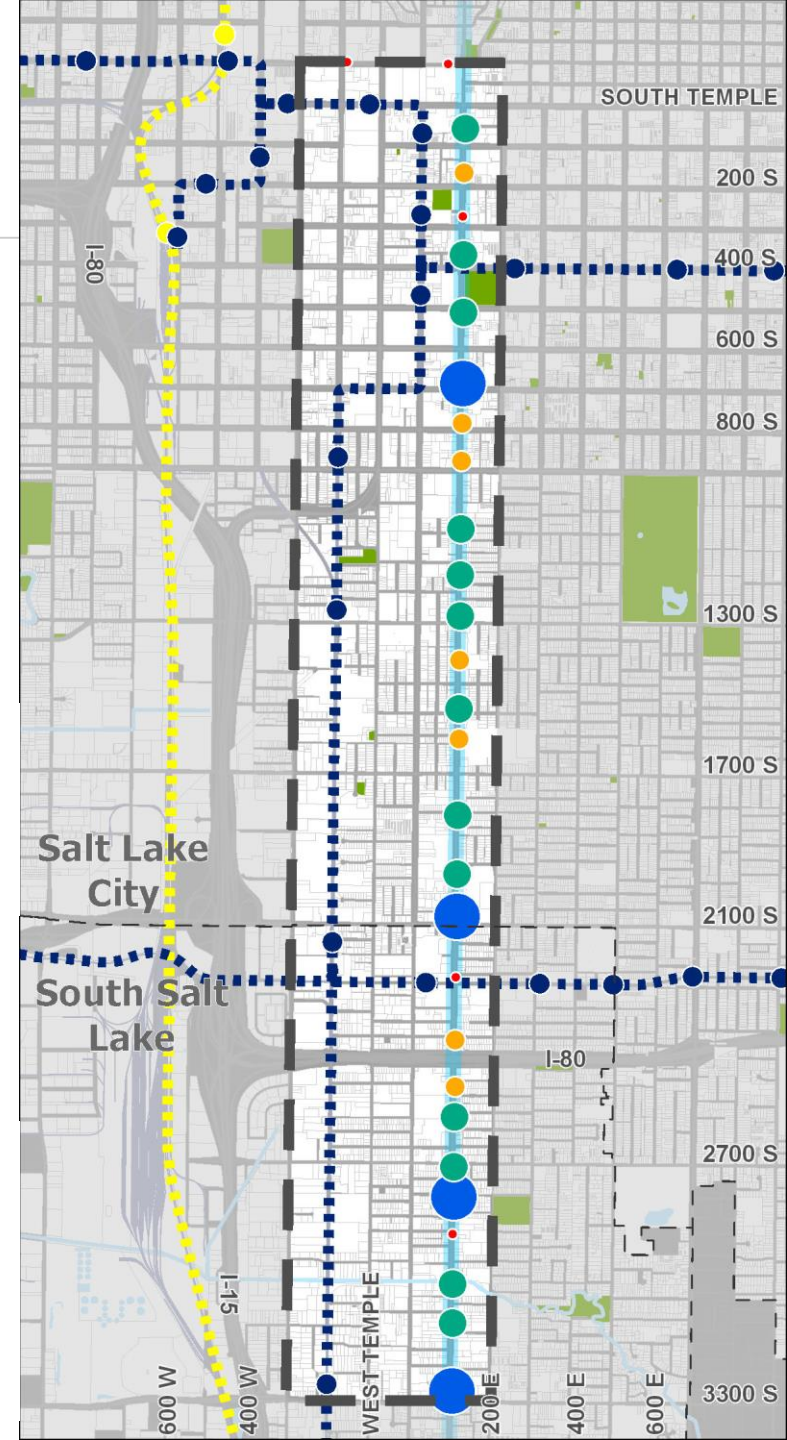
# Transit System

- Strong North-South Transit
  - TRAX Red, Blue and Green lines
- More limited East-West connections south of 4<sup>th</sup> South
  - 9<sup>th</sup>, 17<sup>th</sup> and 33<sup>rd</sup>
  - Sugarhouse Streetcar
- 1+ mile separations on East-West lines



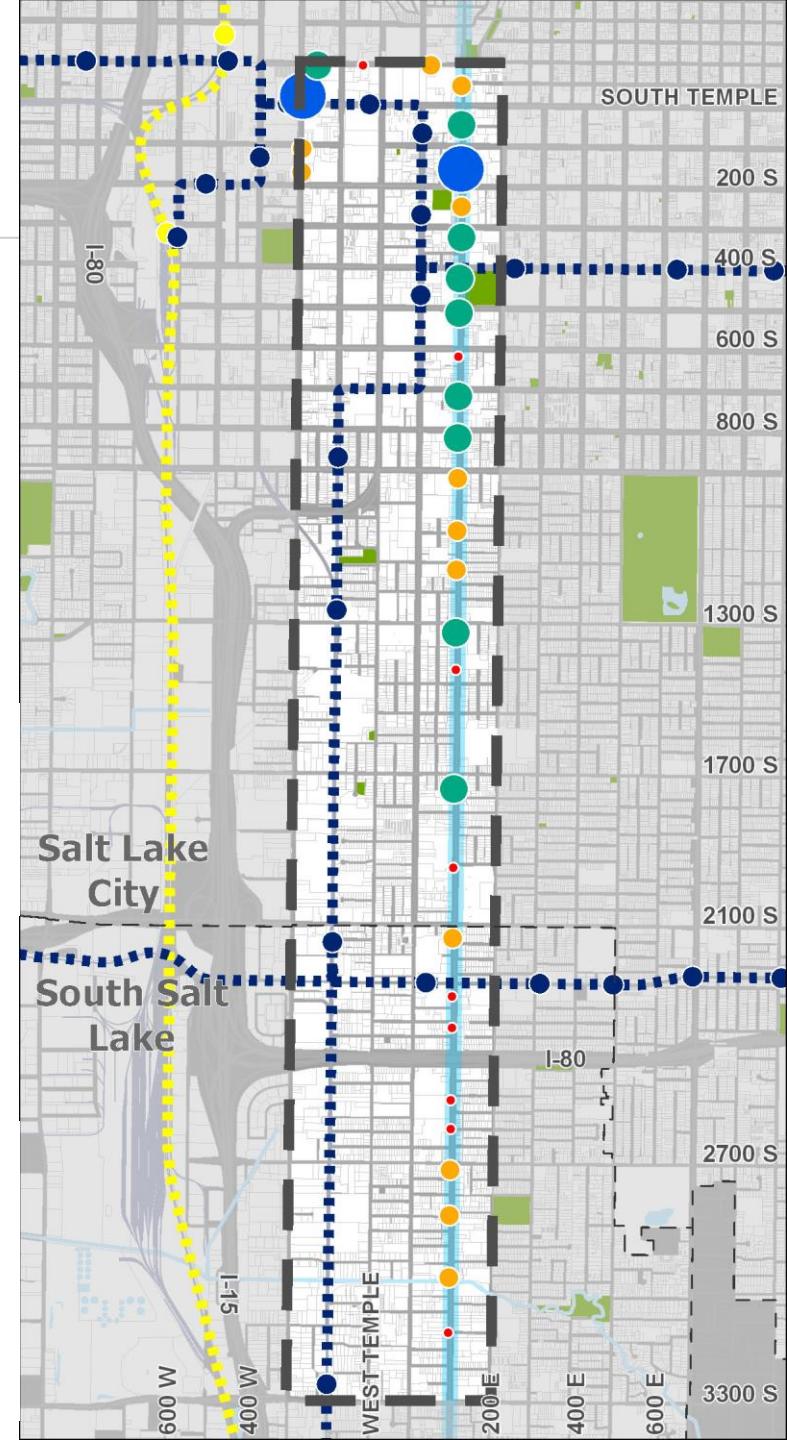
# UTA Route 200 Northbound Daily Boardings

- Northbound commuters throughout corridor
- Nearby residents use State as major transit connection to downtown and to other regional transit lines



# UTA Route 200 Southbound Daily Boardings

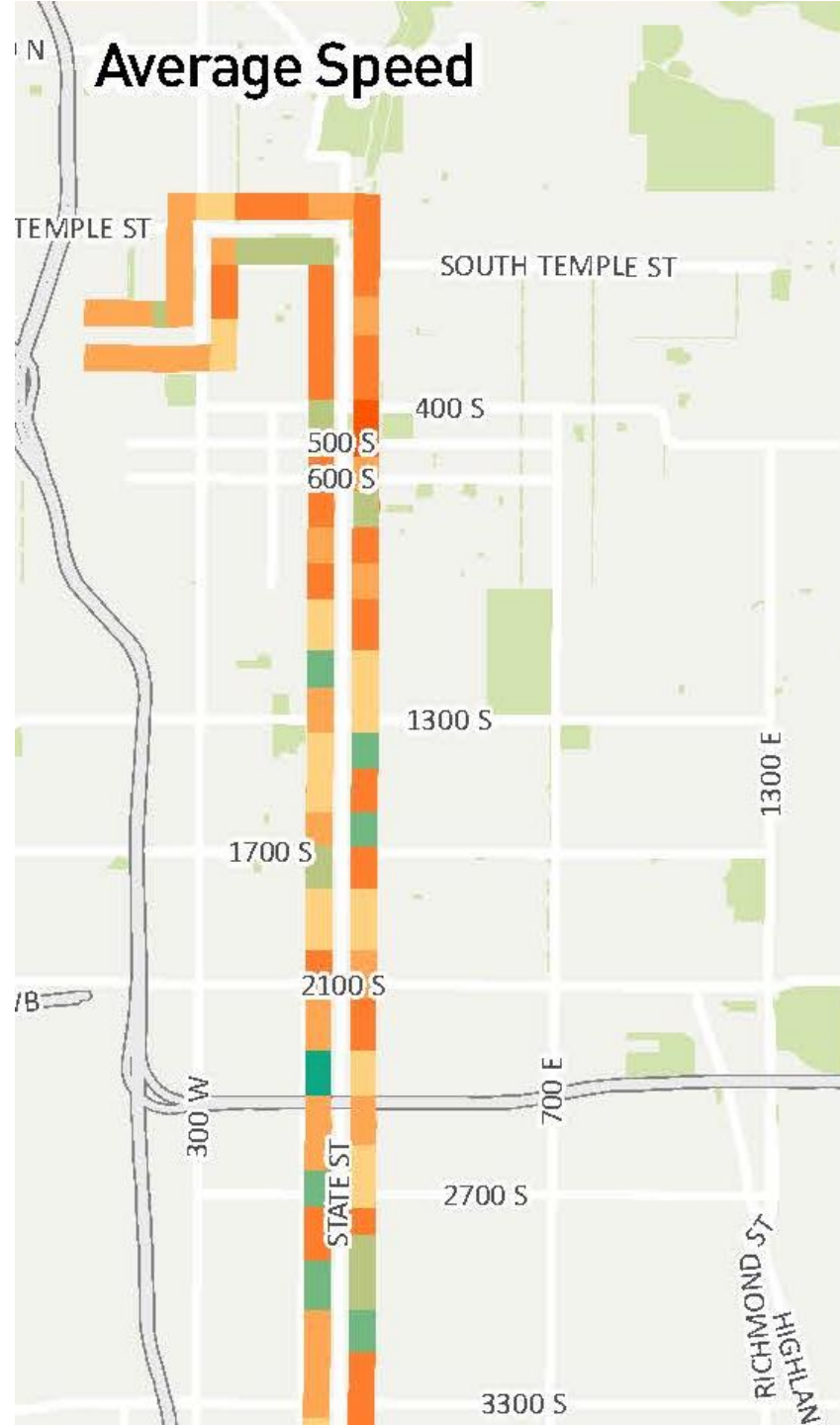
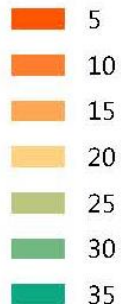
- Southbound trips mostly start in downtown Salt Lake City
- Fewer southbound transit trips start within study area





# UTA Route 200 Average Speed – PM Peak Period

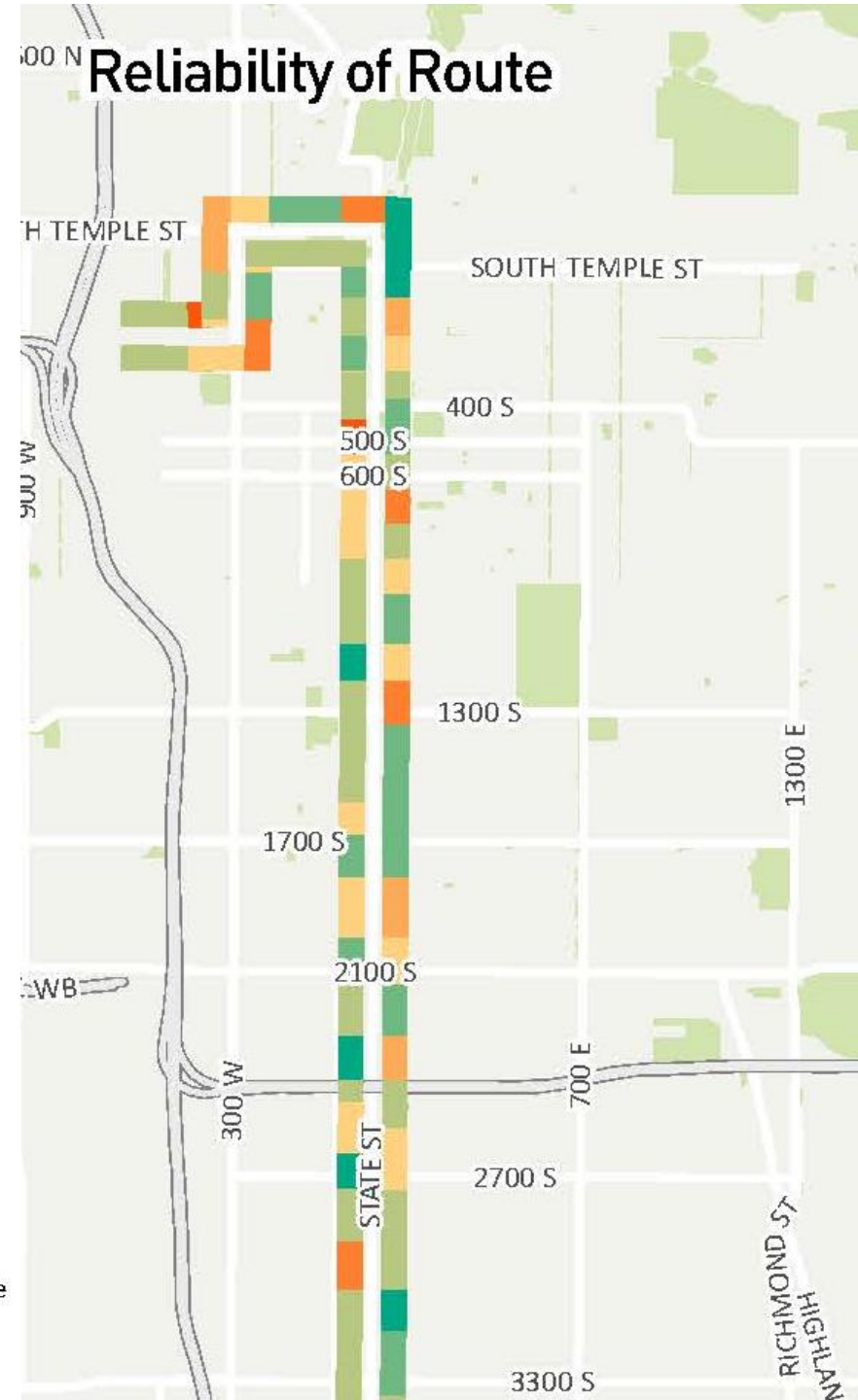
Average Speed (miles per hour)



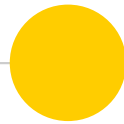
# UTA Route 200 Reliability – PM Peak Period

- Aggregation of travel times (using AVL (automatic vehicle location) data) and speeds with defined route segmentation.
- The key metric is coefficient of variation of travel time.
  - This is the standard deviation divided by the average travel time, then normalized by average travel time.
- The oranges and reds are the segments of the routes with low reliability on otherwise speedy routes, which may be easier to improve than low reliability on slow routes.

## Reliability of Route

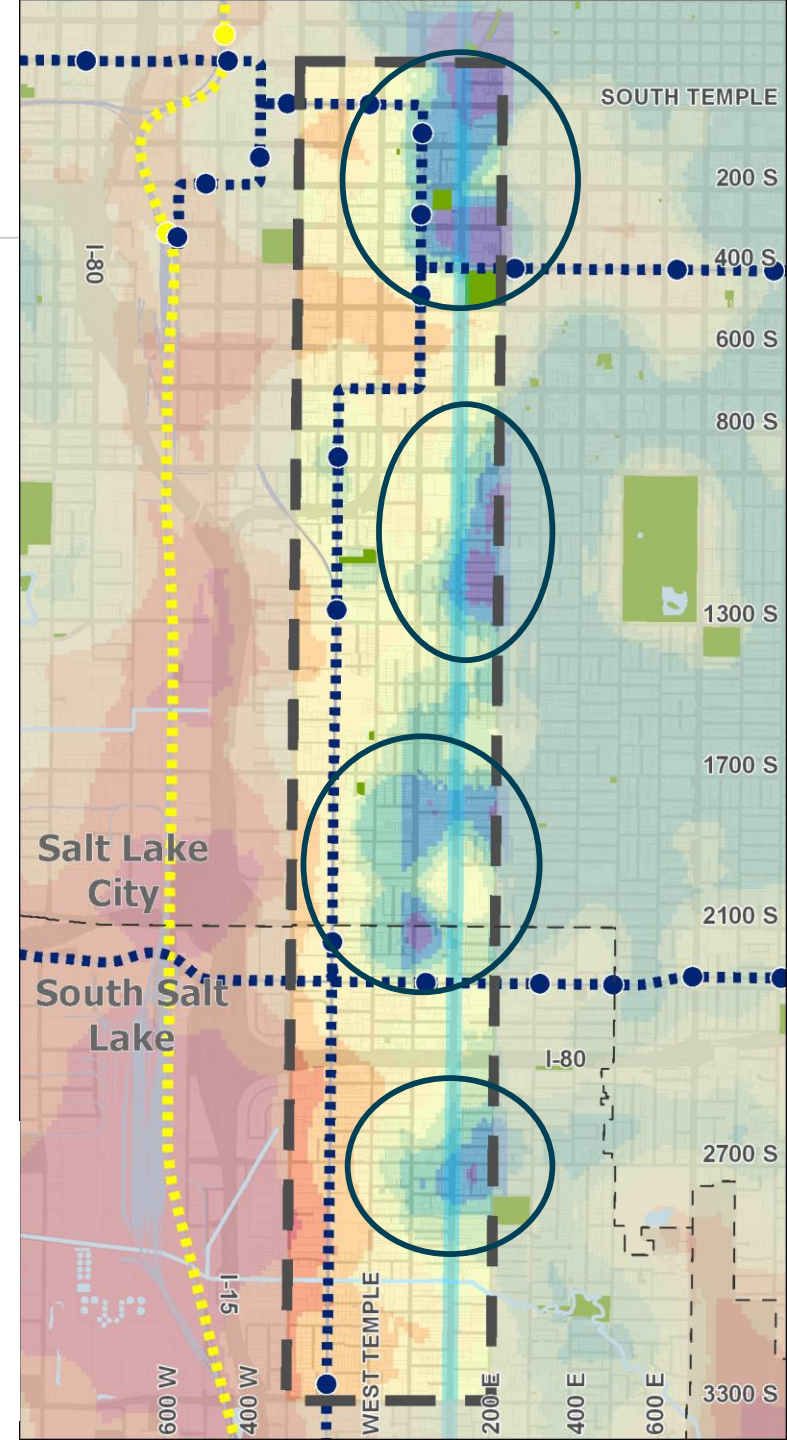
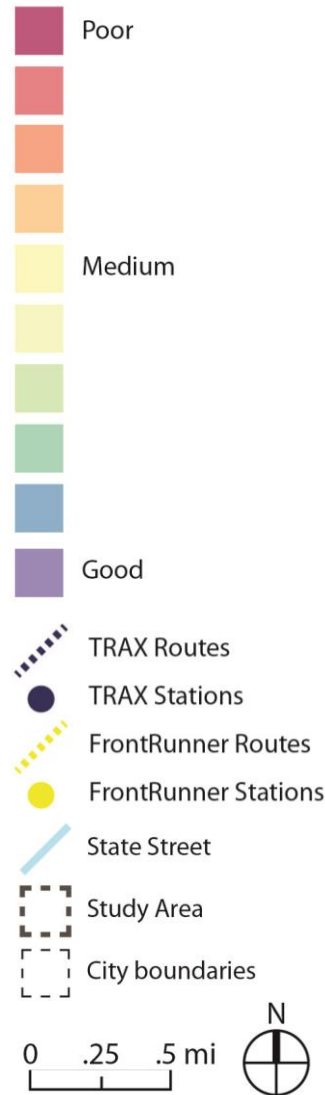


# Built Environment



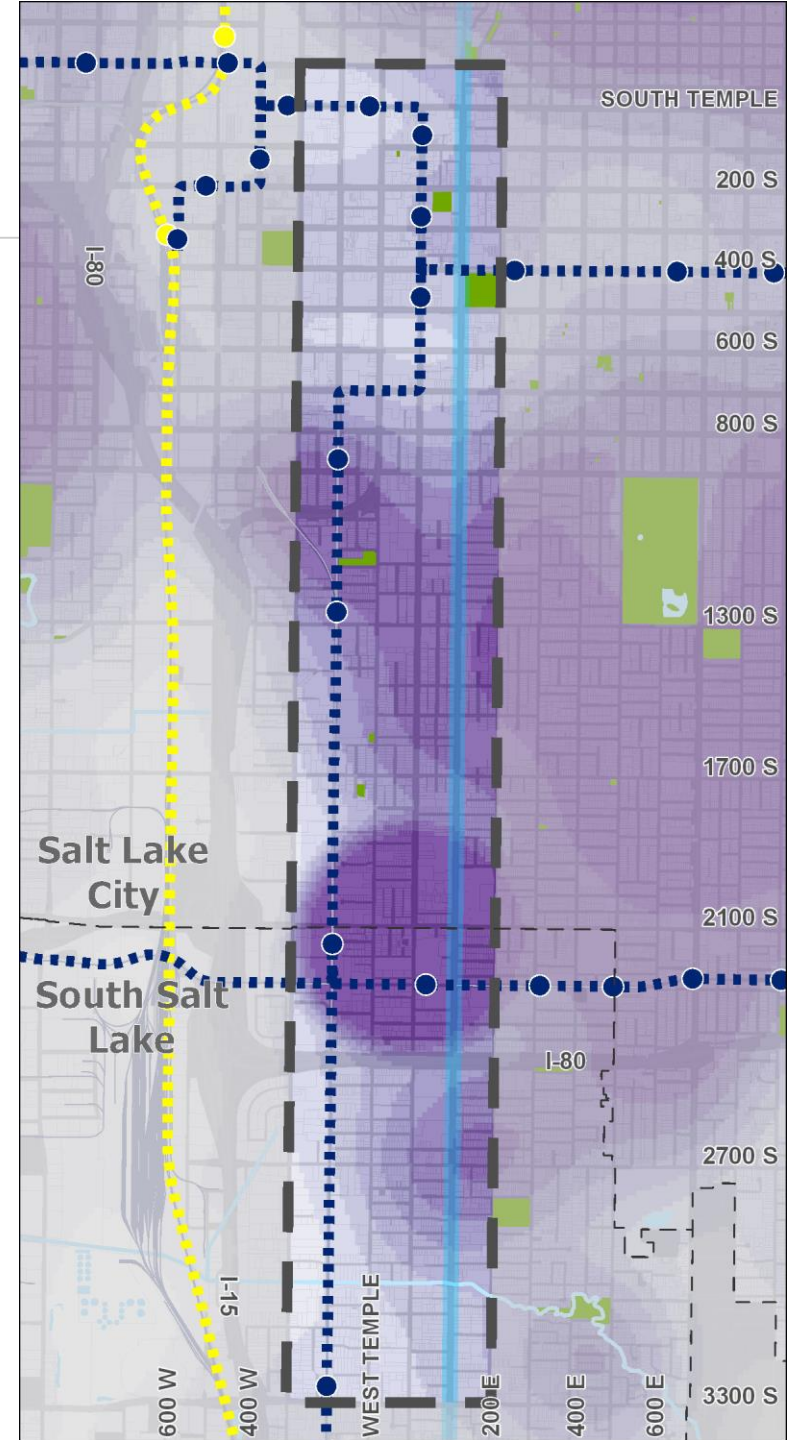
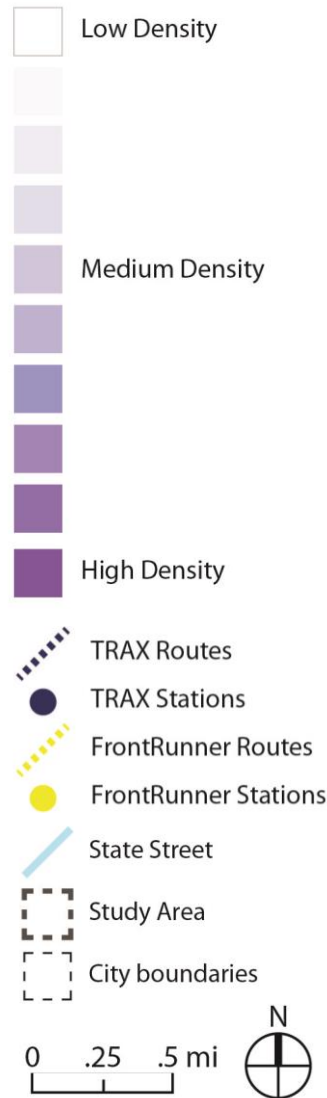
# Urban Form Composite

- 4 areas with relatively good urban form
  - Block density
  - Intersection density
  - Street crossings
  - Sidewalks
  - Bike and trail network
  - Proximity to transit
- Opportunity to enhance these areas further
  - Possible demonstration site locations
- How to improve the “in between” areas?



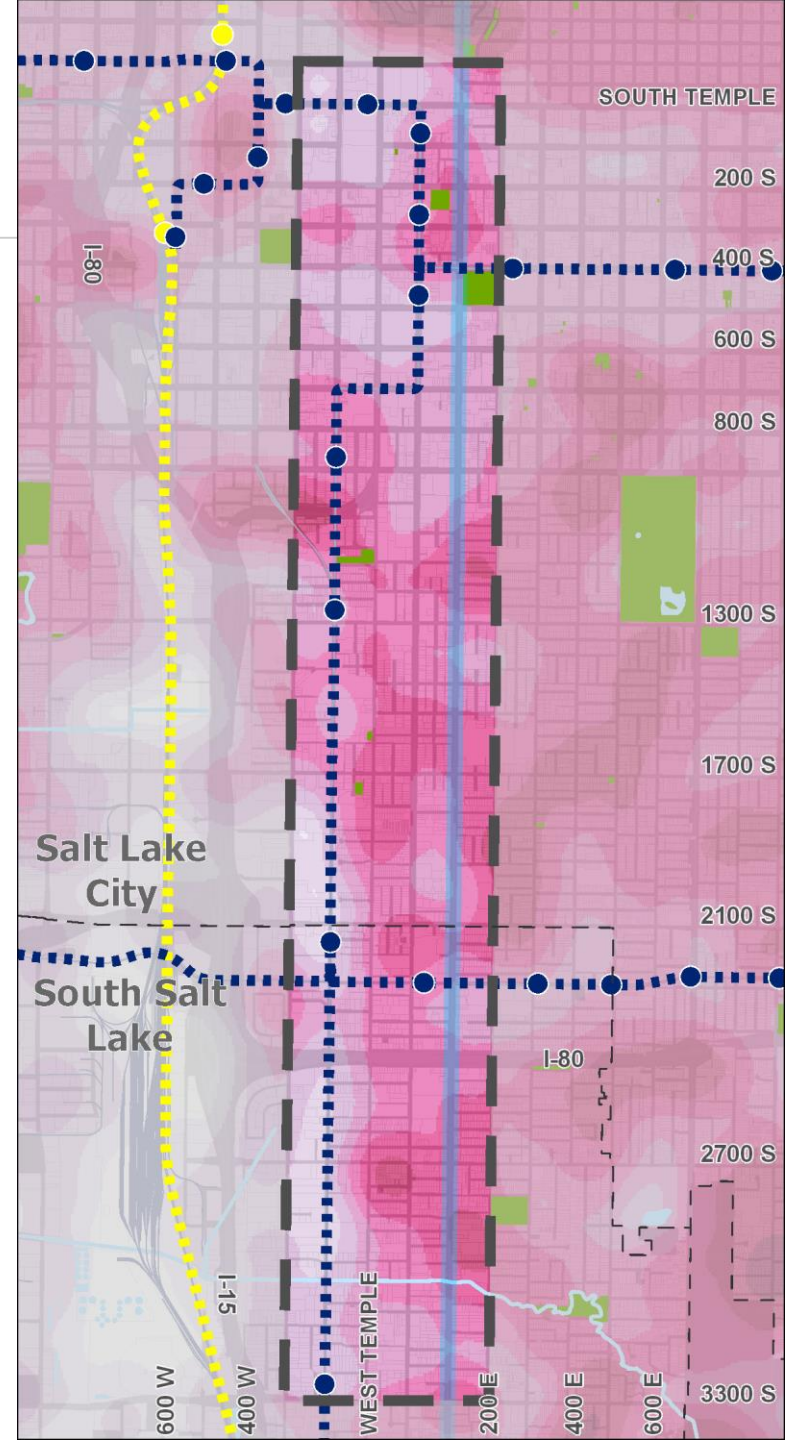
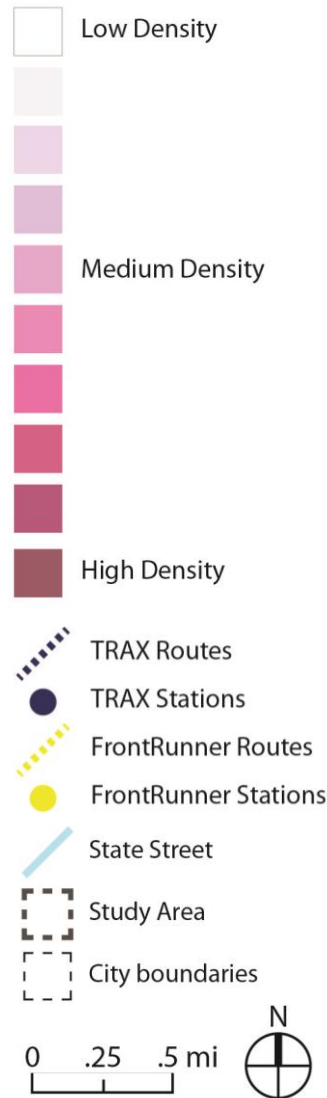
# Block Density

- Downtown SLC has lowest block density in the corridor
- Downtown South Salt Lake and between 8<sup>th</sup> S and 17<sup>th</sup> S have highest density
  - Most potential for increased walkability



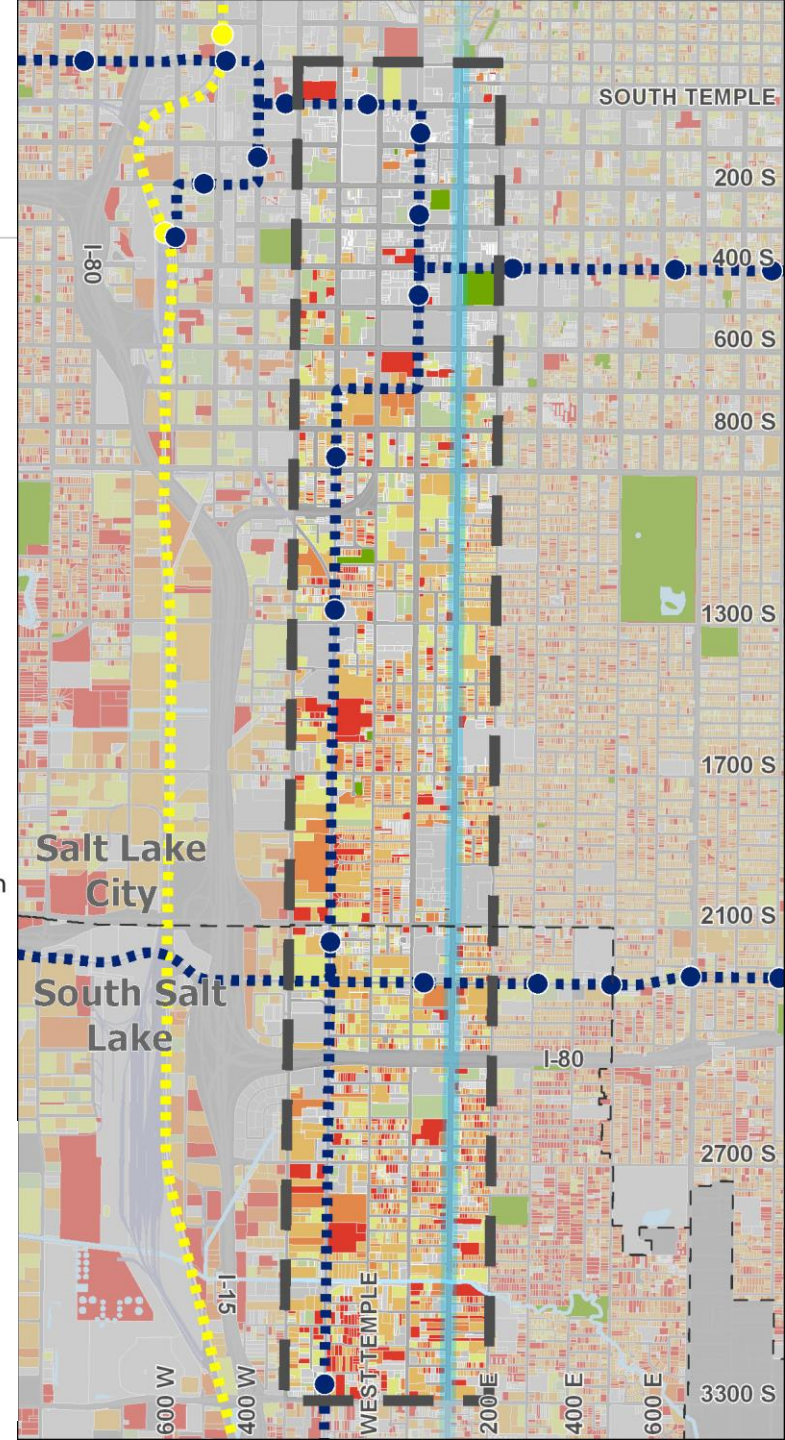
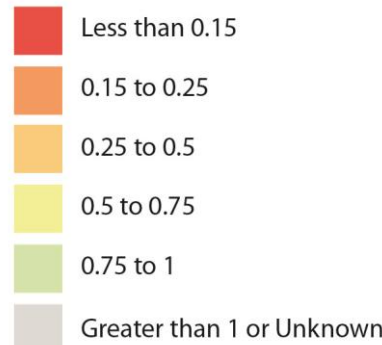
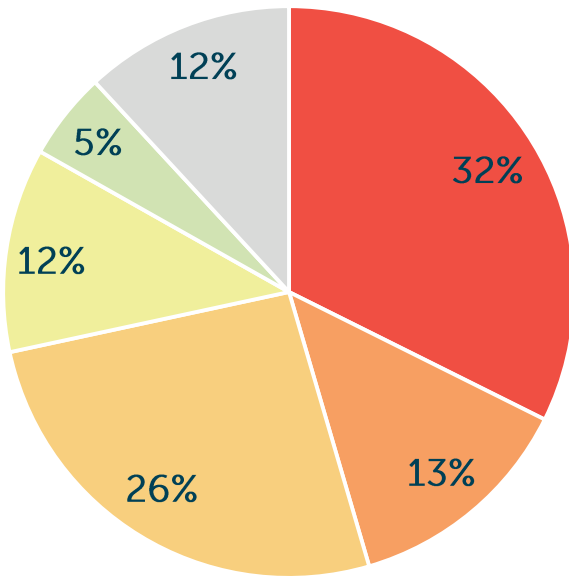
# Intersection Density

- Higher density along State St between 9<sup>th</sup> S and 21<sup>st</sup> S, and around 27<sup>th</sup> S in SSL
- Lowest intersection density along TRAX line
  - Opportunities for improved connectivity



# Building Intensity - Floor Area Ratio (FAR)

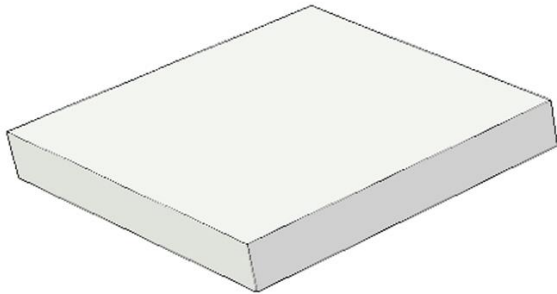
- Very low building scale intensity of 9<sup>th</sup>



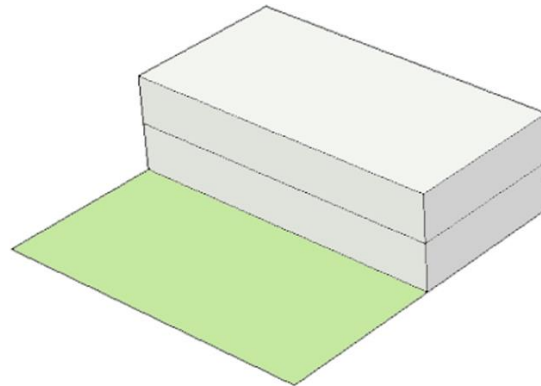
# Floor Area Ratio (FAR)

$\text{FAR} = \text{Total Building Square Footage} / \text{Lot Square Footage}$

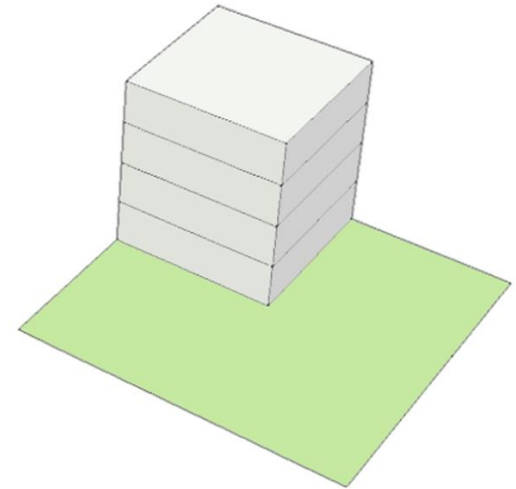
**Floor Area Ratio (FAR)**  
An example of 1.0 FAR



1 storey  
(100% lot coverage)



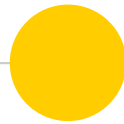
2 storeys  
(50% lot coverage)



4 storeys  
(25% lot coverage)

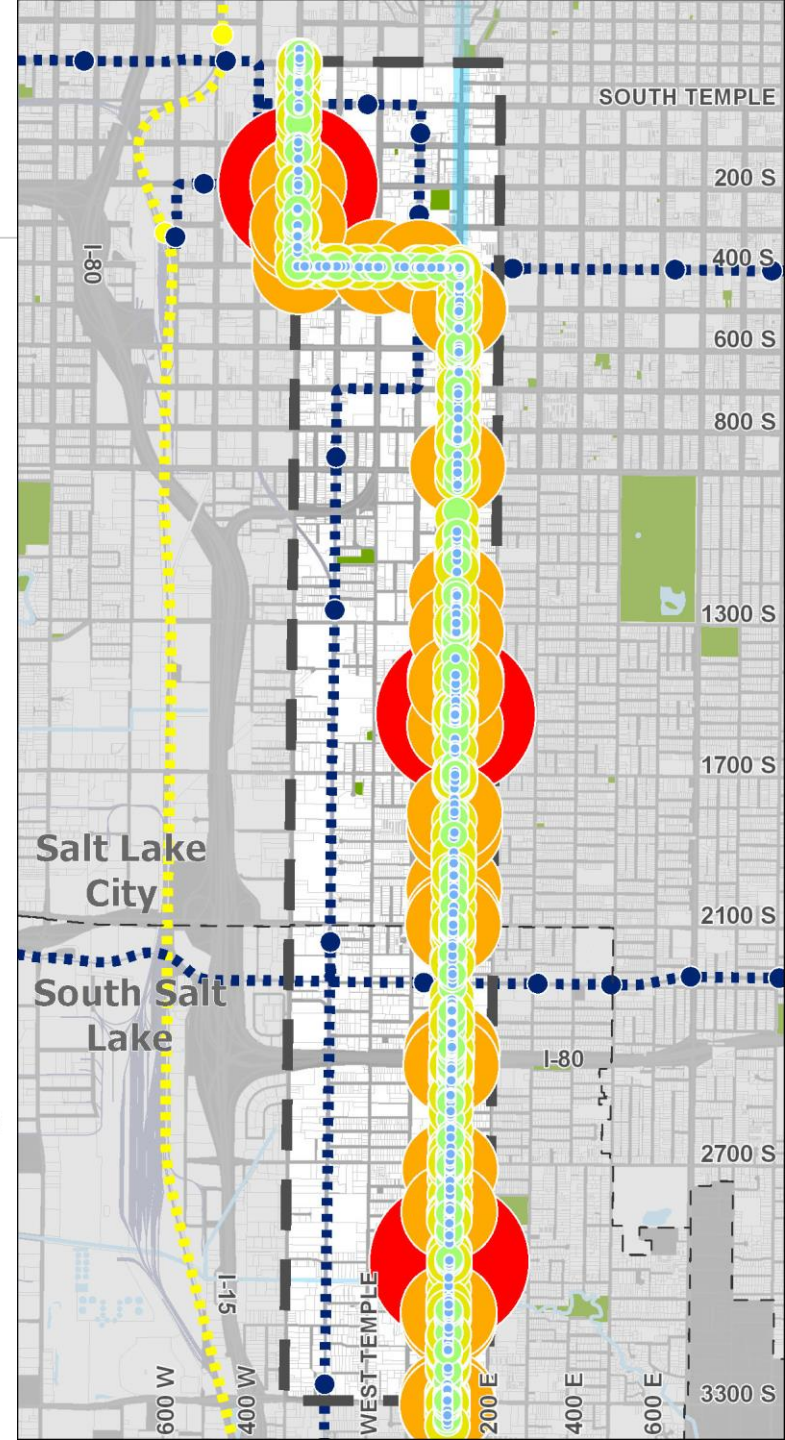
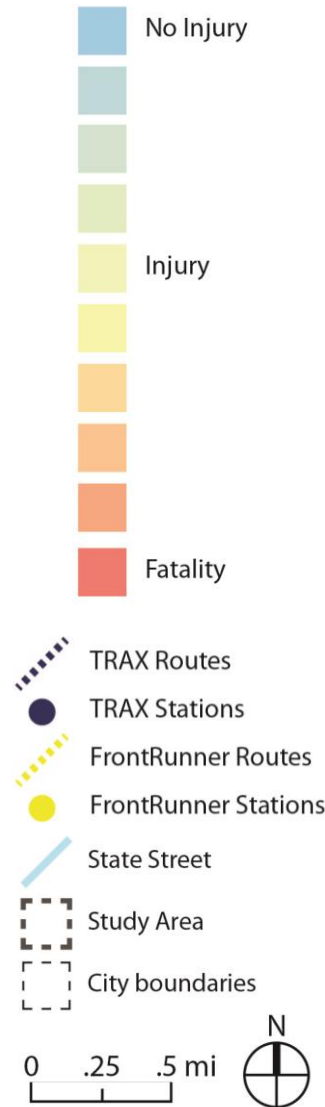
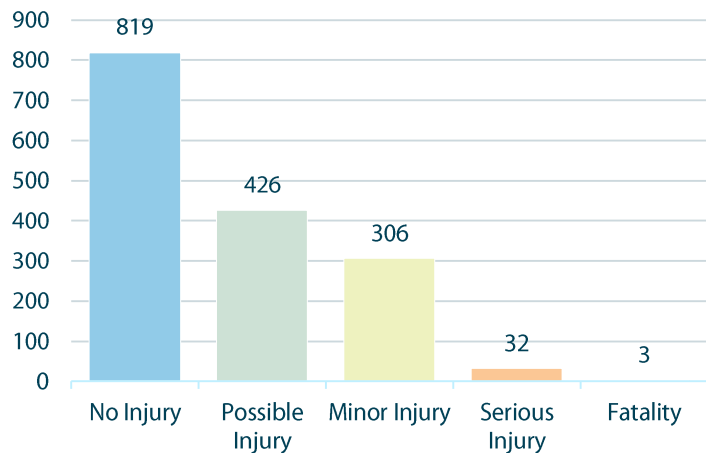


# Transportation & Safety



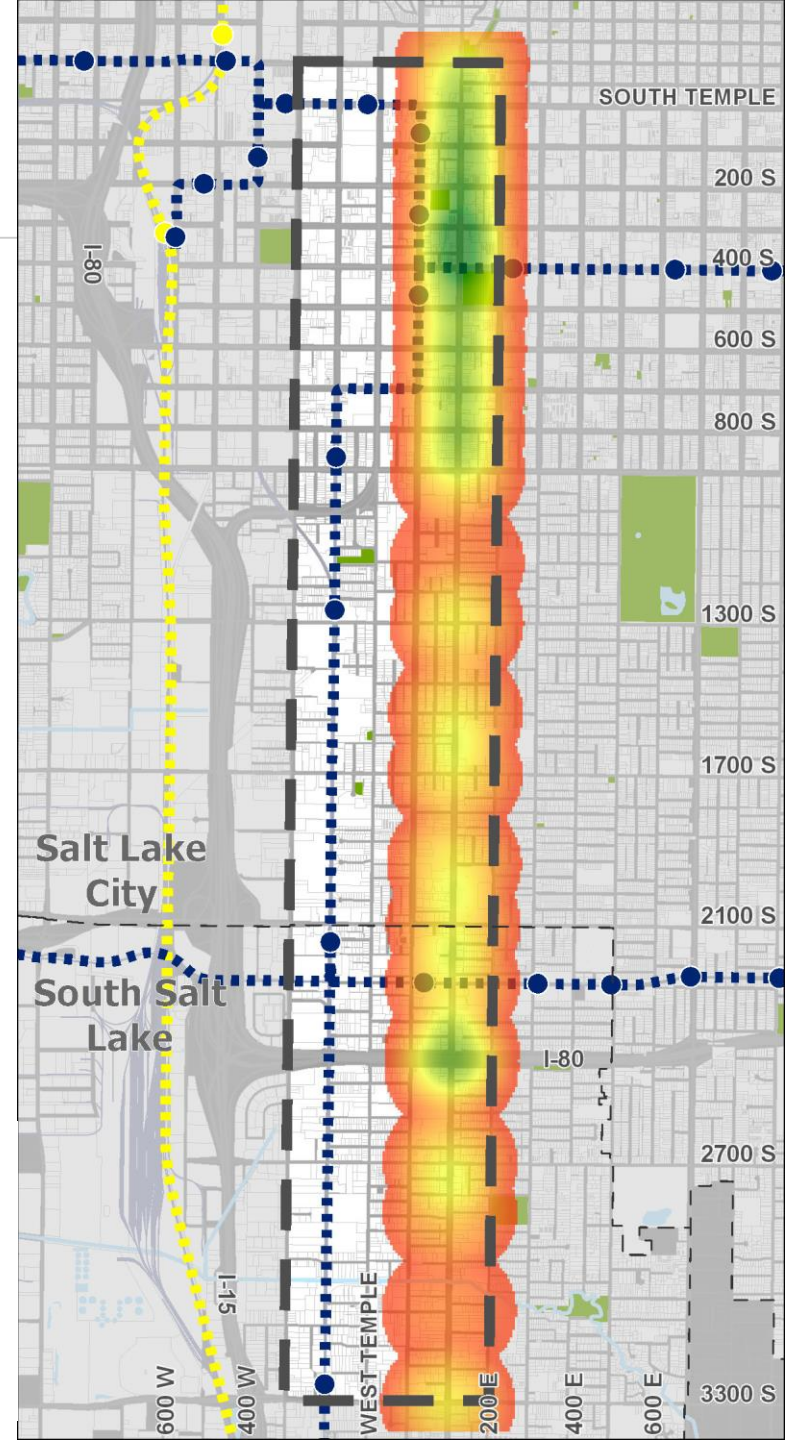
# State Street Crashes by Severity 2010-Present

- 341 documented injuries with 3 fatalities in 6 years
- Still gathering complete crash data – only State Street currently



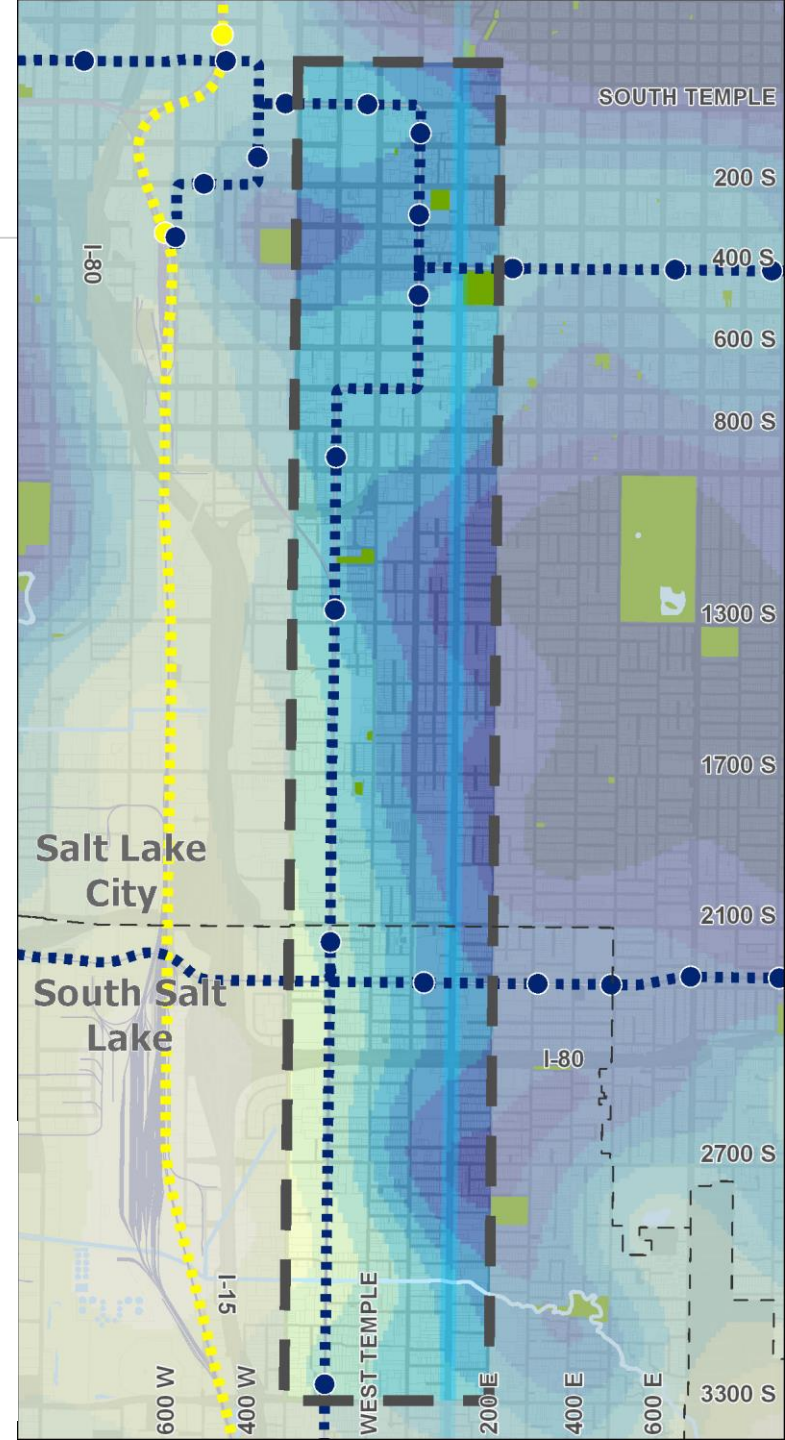
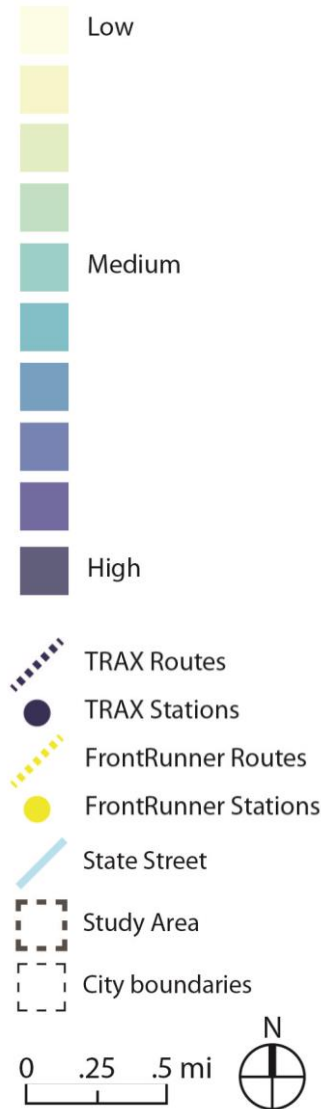
# State Street Crossing Density

- Quarter mile separation between crossings along most of corridor
- Frequency decreases south of 9<sup>th</sup> S



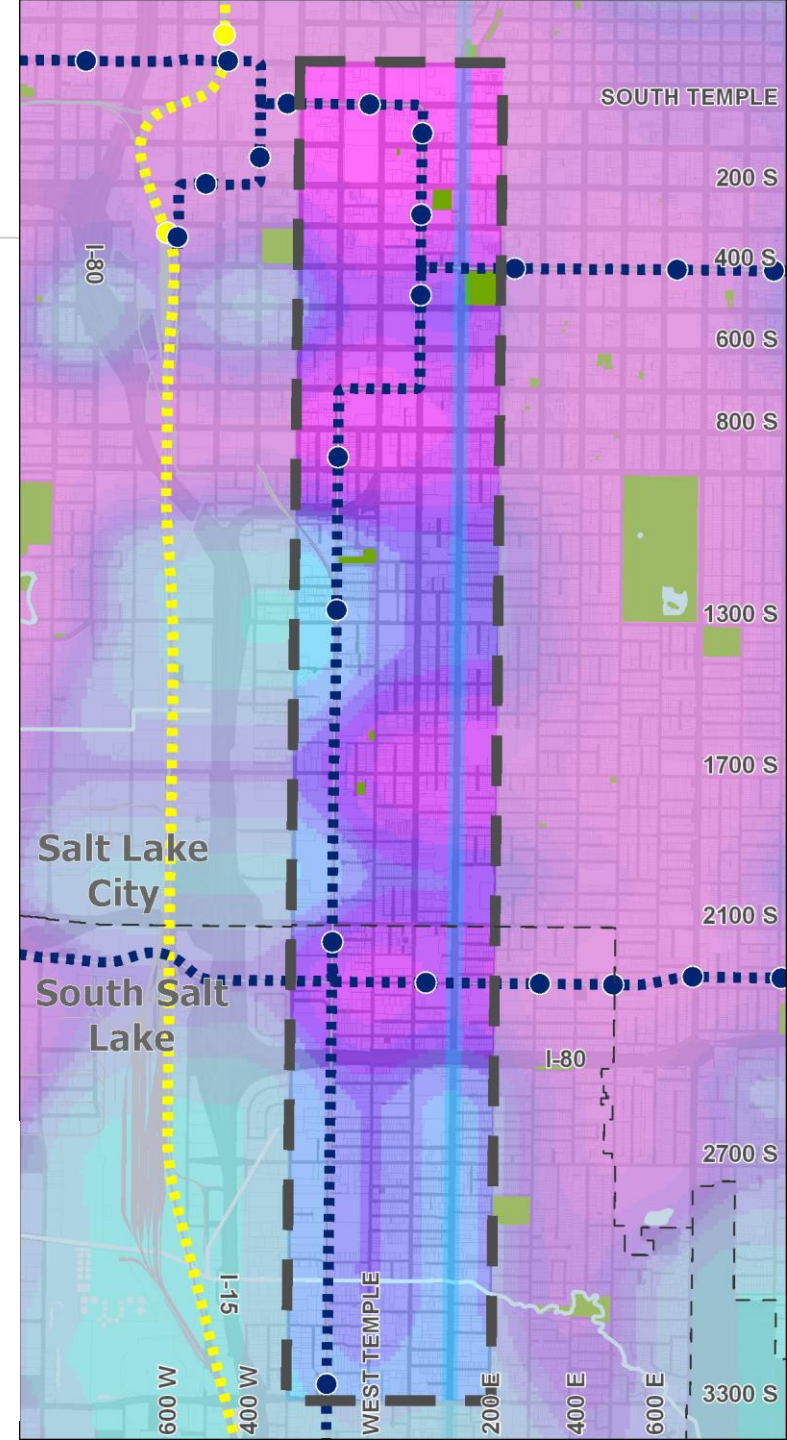
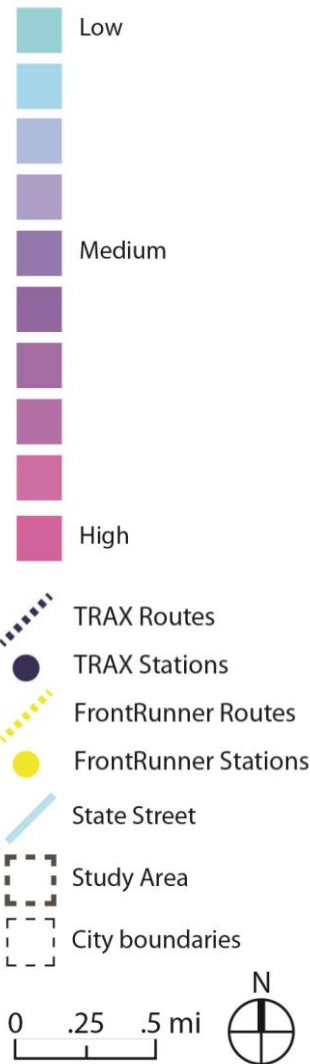
# Sidewalk Coverage Density

- Lack of sidewalk coverage west of Temple and south of 13th
- Very low sidewalk coverage around TRAX
- Very limited sidewalk connections across I-15



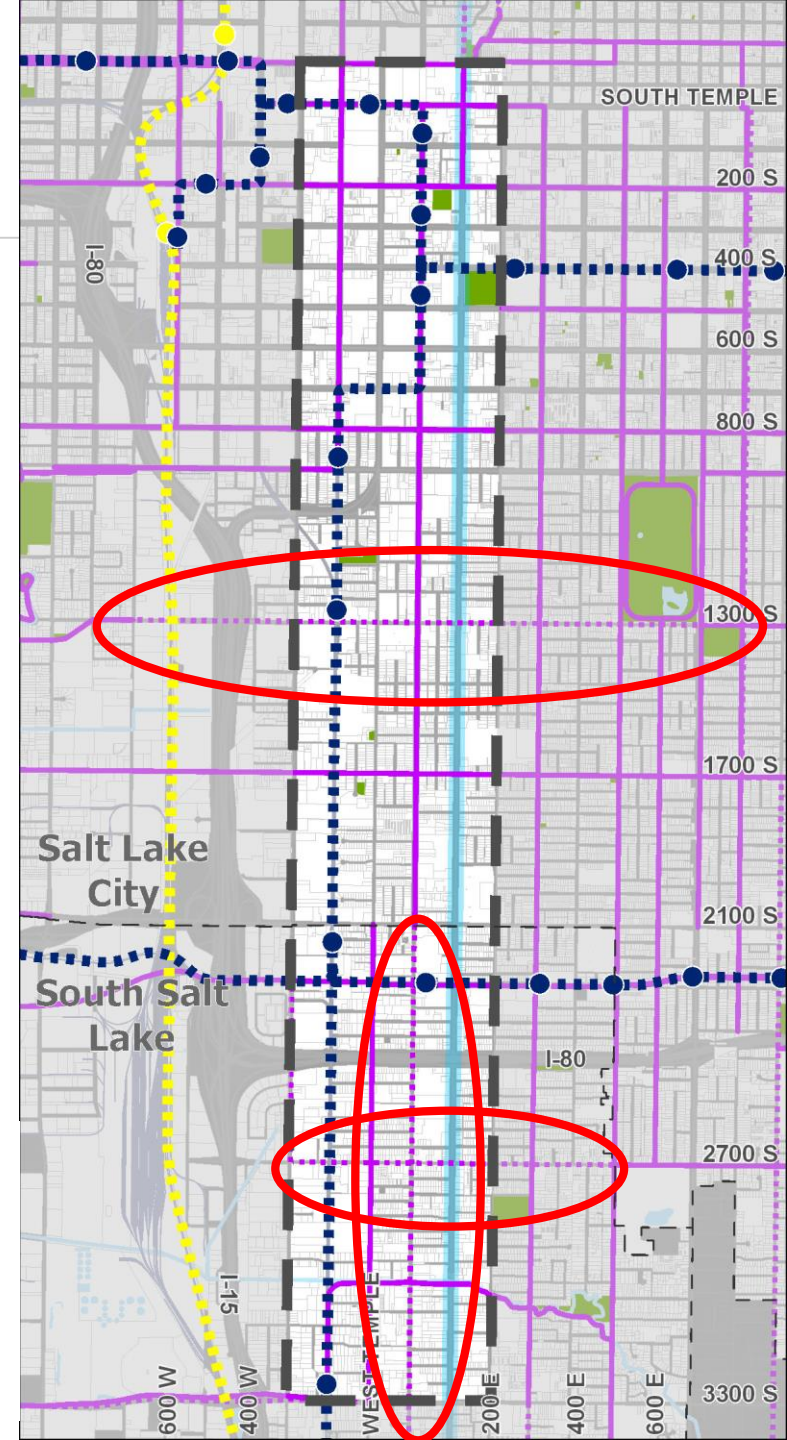
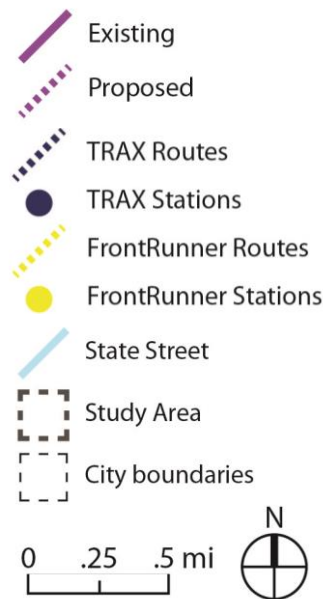
# Bike and Trail Network Density

- Lack of bike facilities and trails south of I-80
- Freeway presents a east-west barrier for trails
  - Identify critical east-west connections here



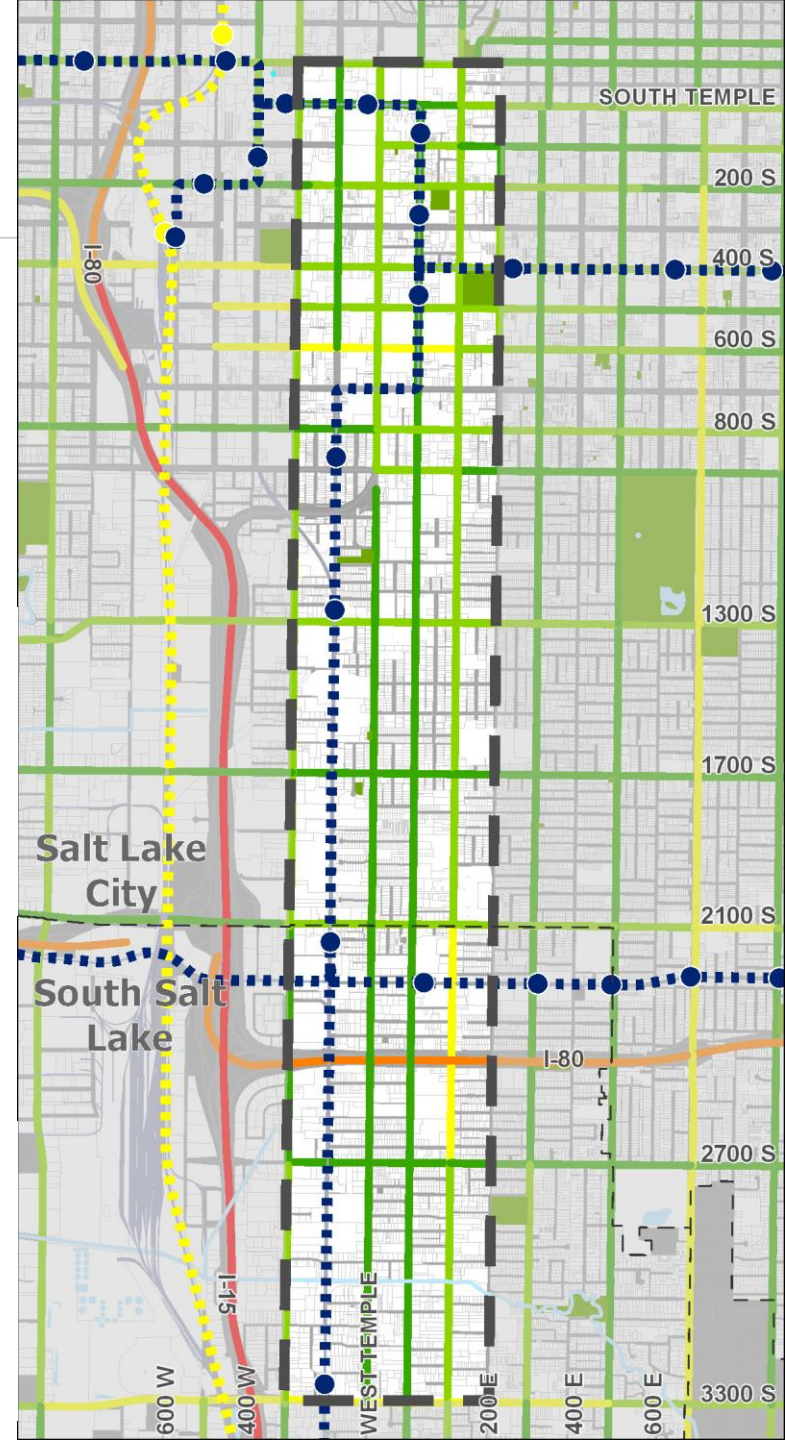
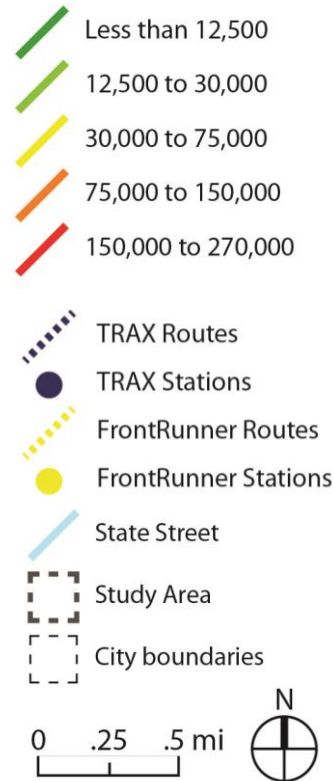
# Bike and Trail Network

- Several new proposed bike and trail connections
- Opportunity to identify additional critical missing links



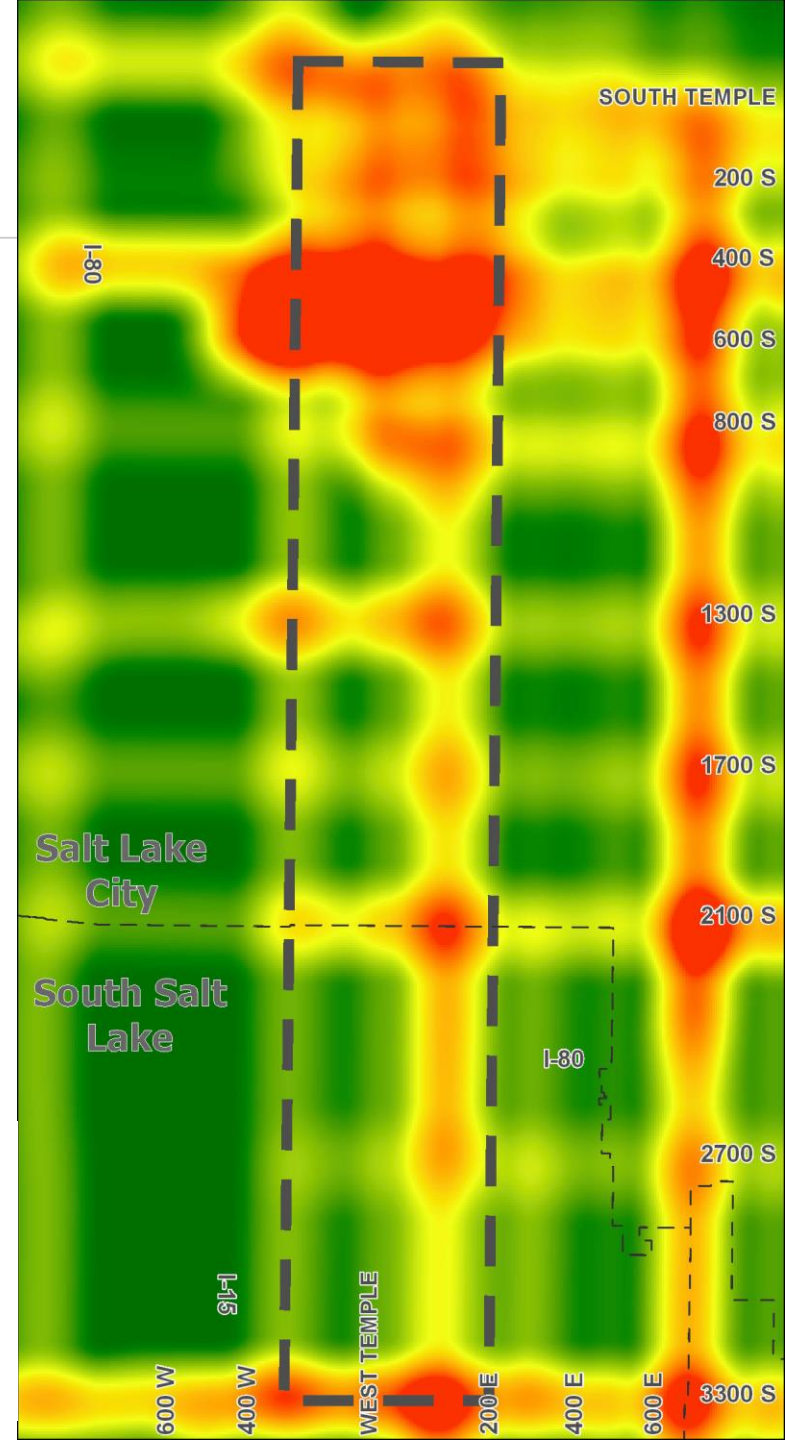
# Average Annual Daily Traffic - 2014

- State Street has less than 30,000 daily auto trips for most of the corridor
- Highest traffic volume along State Street centered around I-80
- 7<sup>th</sup> E (HWY 71) has higher traffic volume than State St



# Average Annual Daily Traffic - 2014

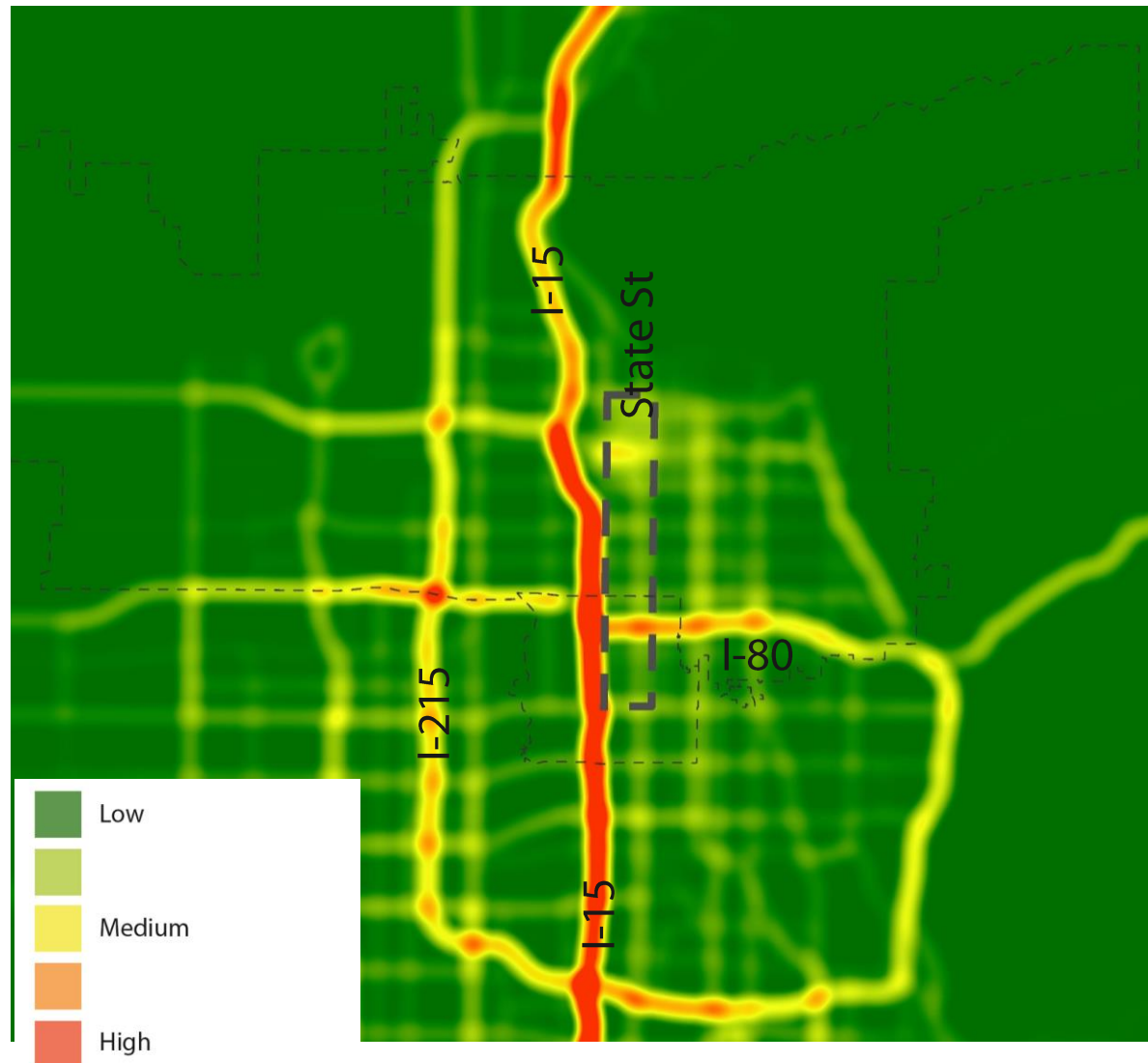
- State Street has less than 30,000 average daily auto trips for most of the corridor
- Highest traffic volume at I-15/I-80 access on 4<sup>th</sup>/5<sup>th</sup>/6<sup>th</sup>
- 7<sup>th</sup> E (HWY 71) has higher traffic volume than State St



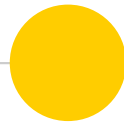


# Average Annual Daily Traffic - 2014

- I-15 carries most daily traffic
- I-80 and I-215 carry lower traffic volume in comparison

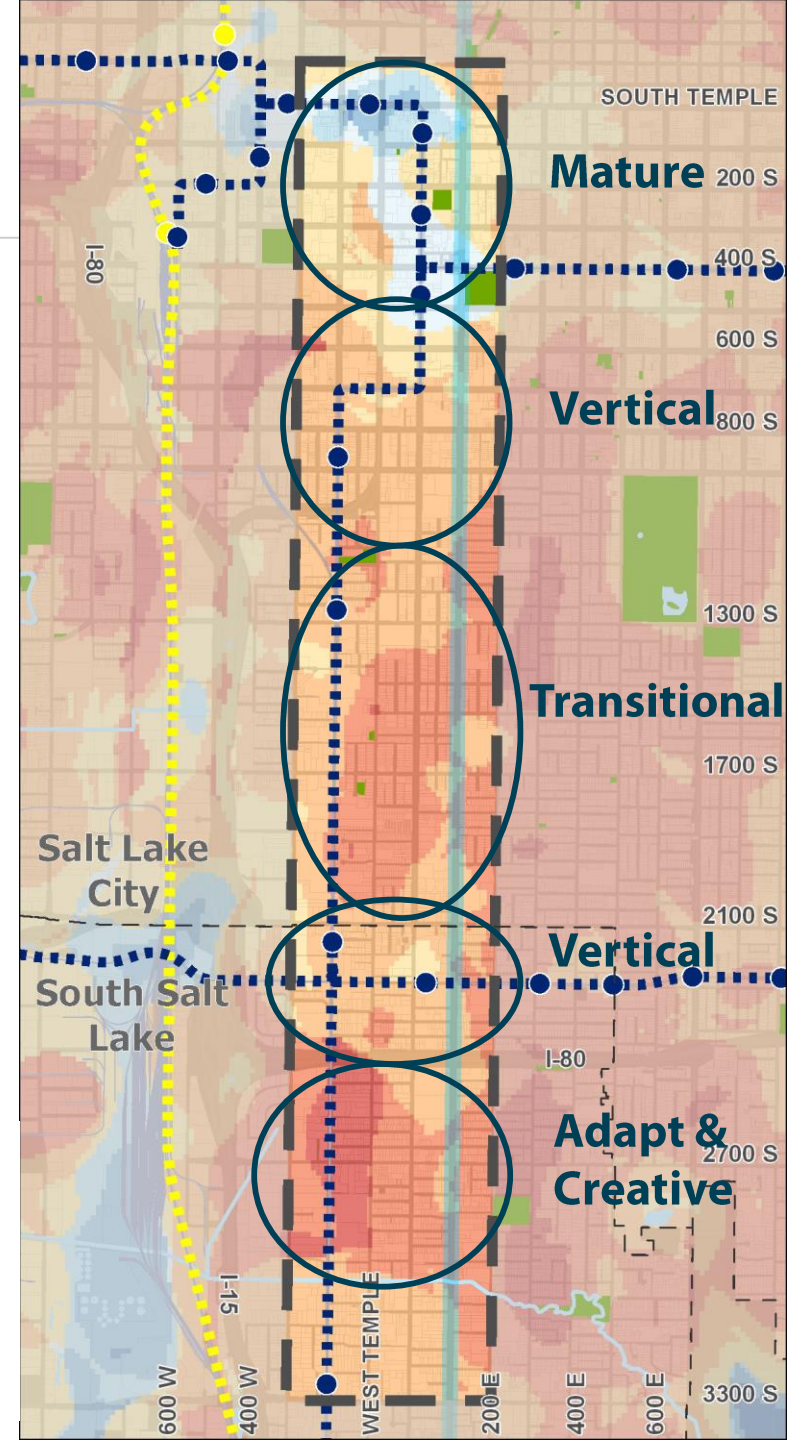
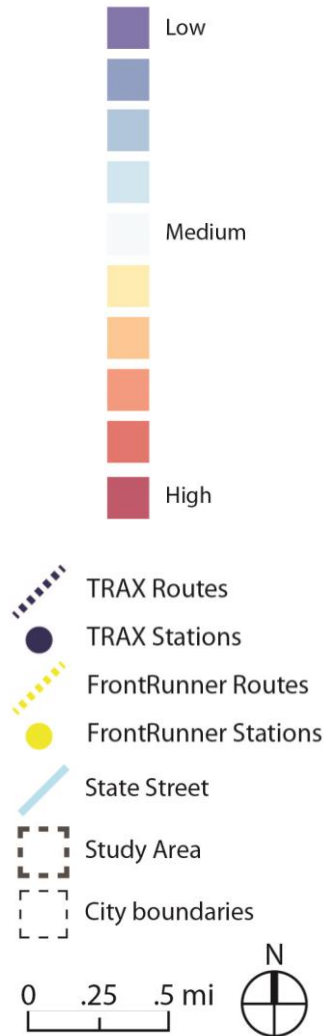


# Redevelopment Potential



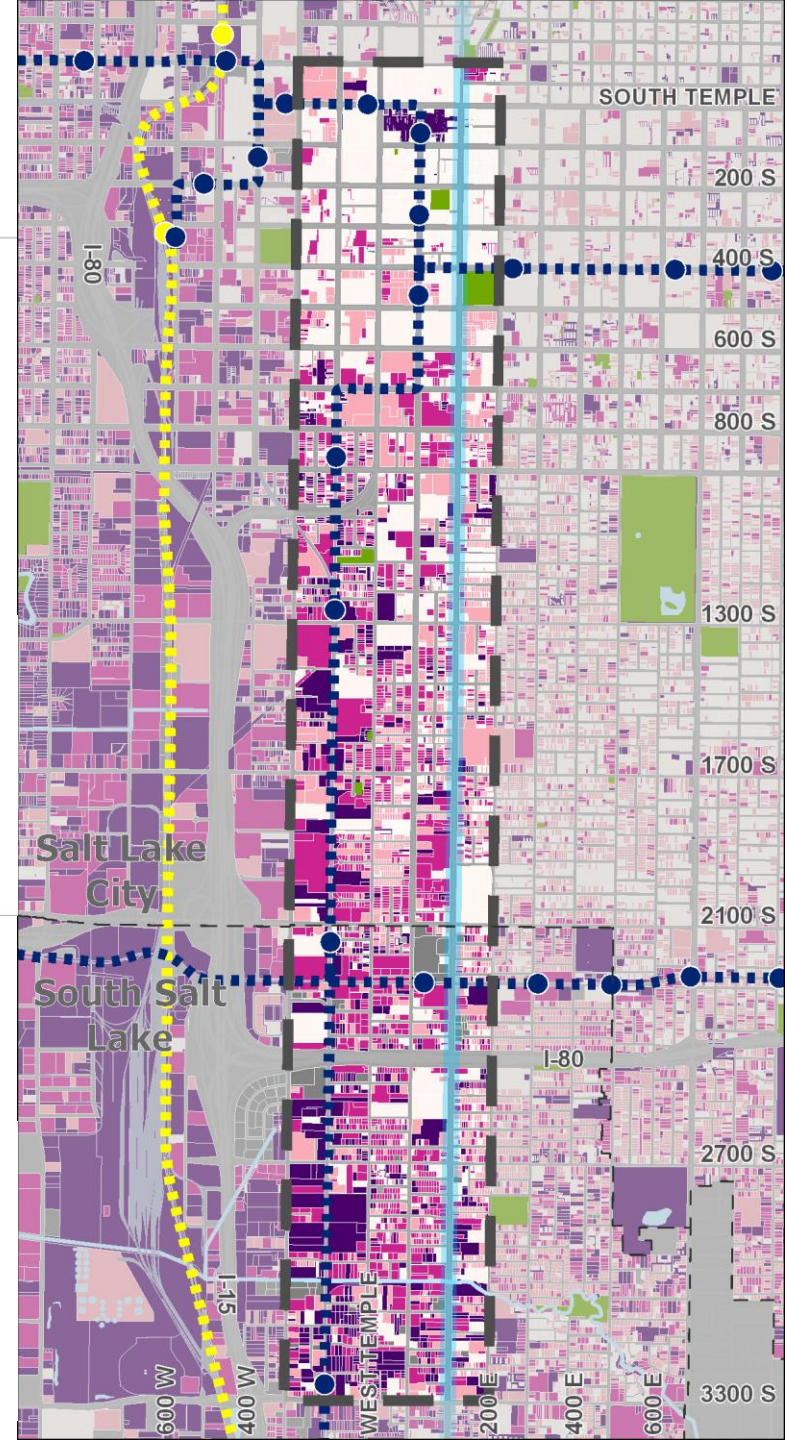
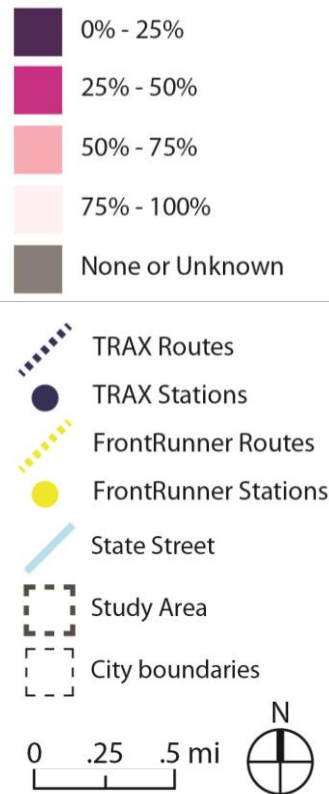
# Redevelopment & Infill Potential

- Redevelopment potential throughout the study area
- High potential between 13<sup>th</sup> S and 21<sup>st</sup> S
- SSL south of I-80



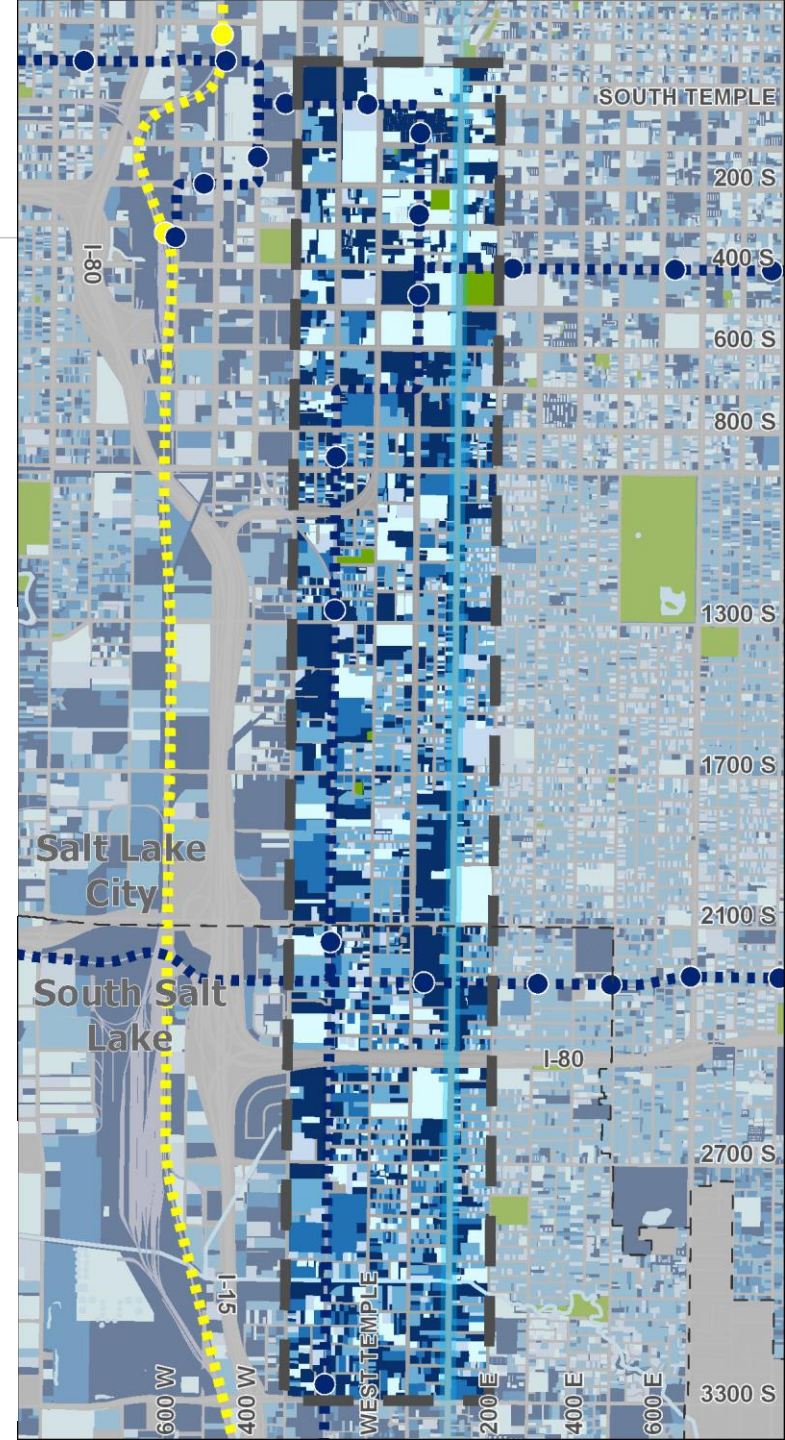
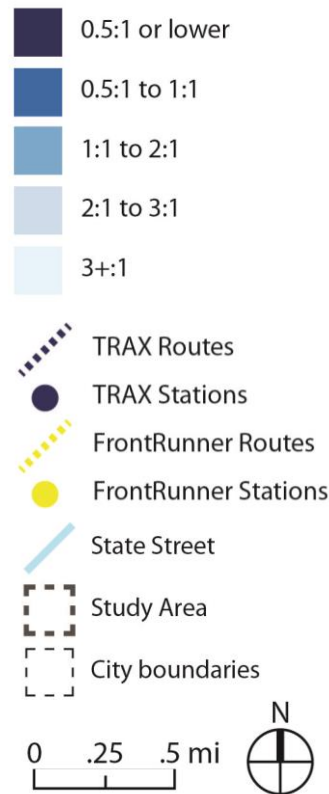
# Total Value per Square Foot - Quartiles

- Concentrations of lower value as you move south through the corridor
- Low value surrounding transit stops are high opportunity areas for redevelopment
- Land + Building Value / Lot Size



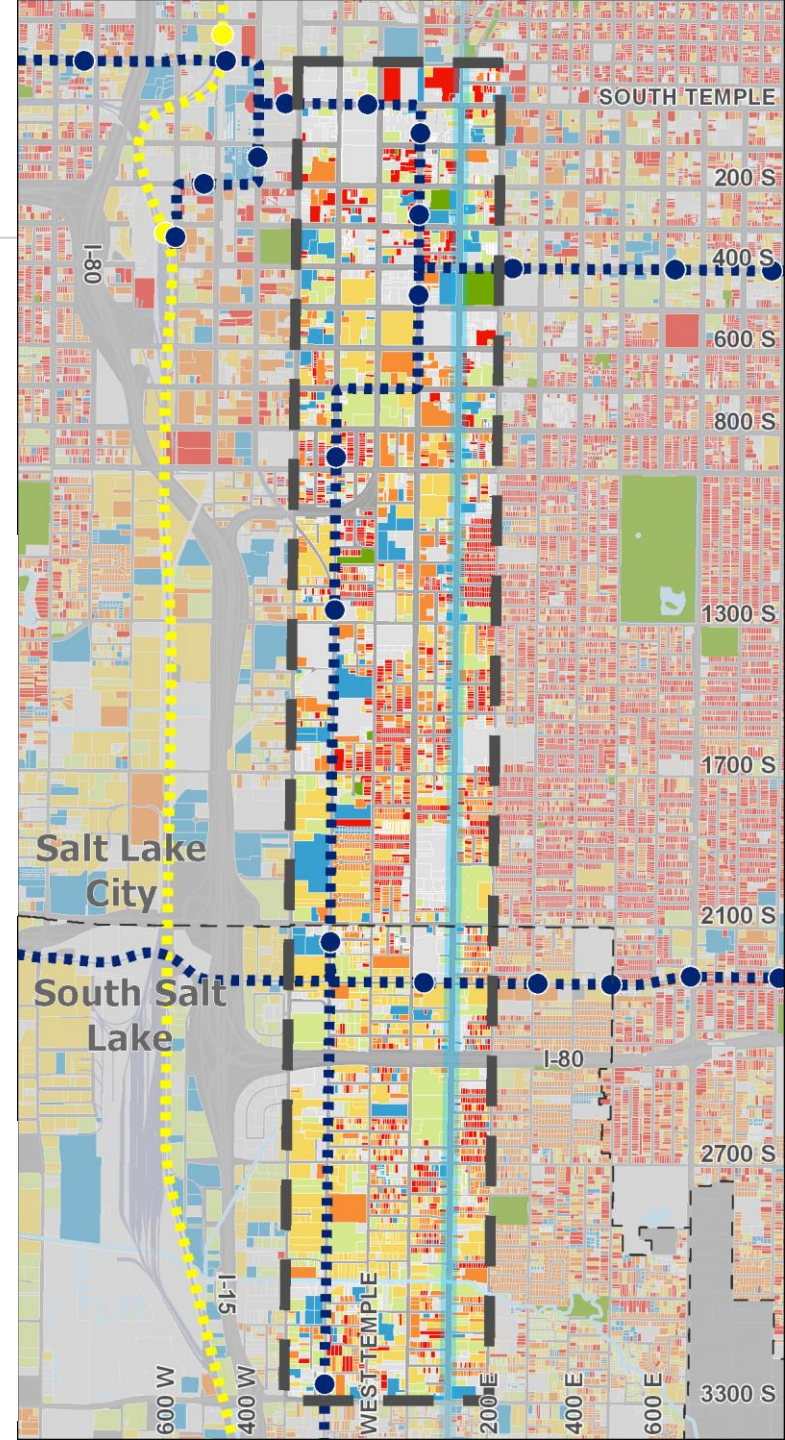
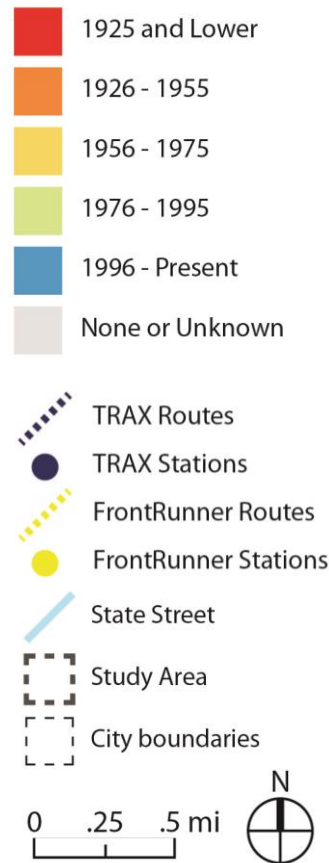
# Improvement to Land Value Ratio

- Concentrations of lower value as you move south through the corridor
- Low value surrounding transit stops are high
  - Opportunity areas for redevelopment



# Year Built

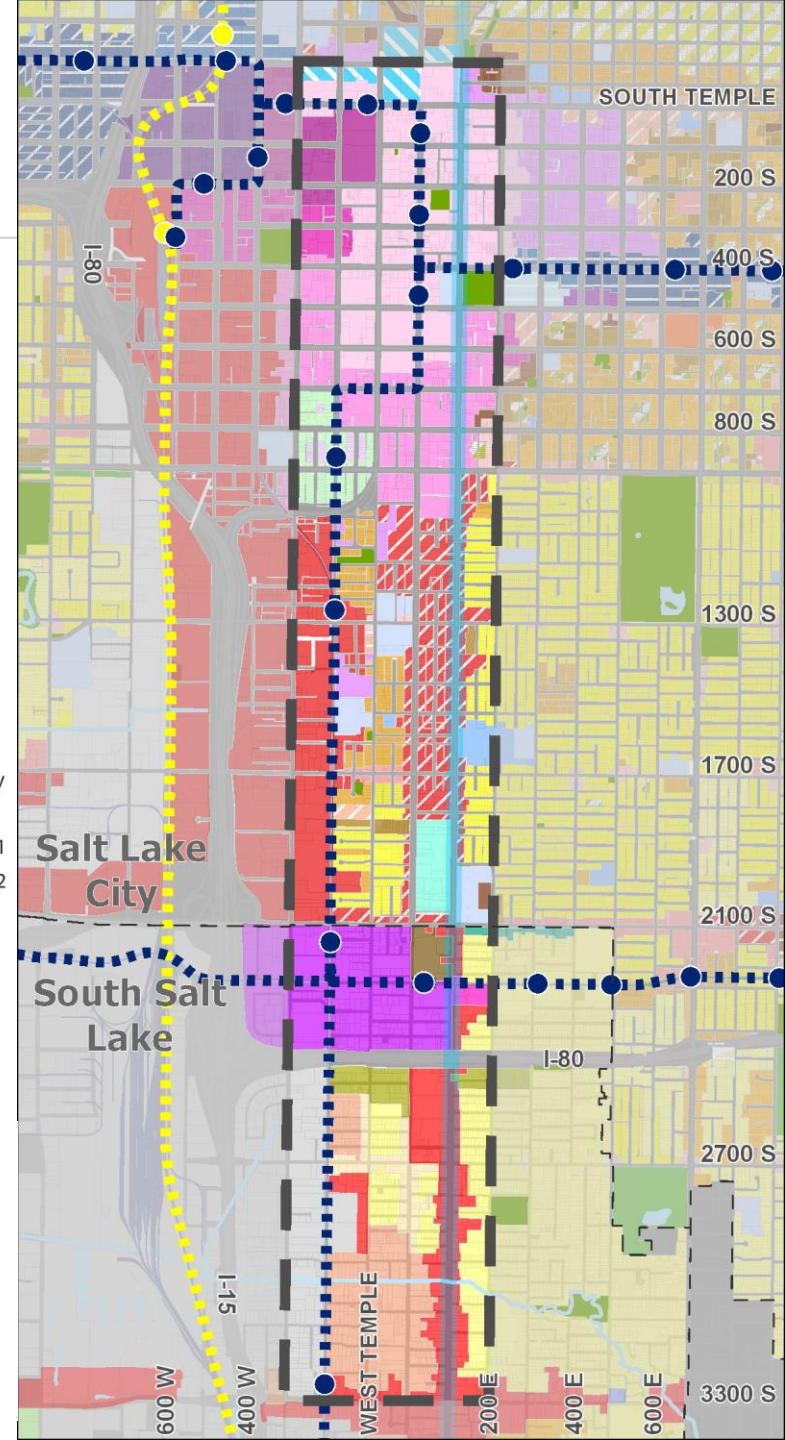
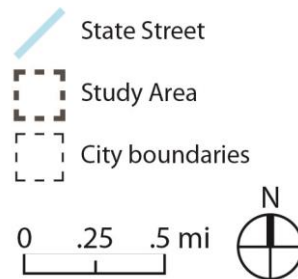
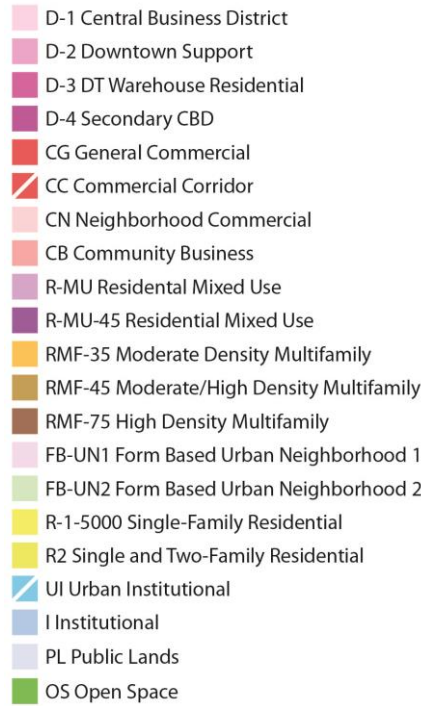
- Older buildings have higher potential for redevelopment
  - Unless historic and/or renovated and leased
- Many early-to-mid 20<sup>th</sup> century buildings located between 8<sup>th</sup> S and 21<sup>st</sup> S



# Salt Lake City Current Zoning

## SLC Zoning Category Study Area Acreage

D-1	223
CG	152
D-2	145
CC	142
R-1-5000	109
PL	55
D-4	45
FB-UN2	33
RMF-35	30
BP	27
R-MU	23
I	22
UI	19
D-3	16
RMF-45	9
CN	6
RMF-75	6
FB-UN1	6
RO	4
R-2	4
CB	3
OS	2
SR-3	1
RB	1
R-MU-45	0.68



# South Salt Lake Current Zoning

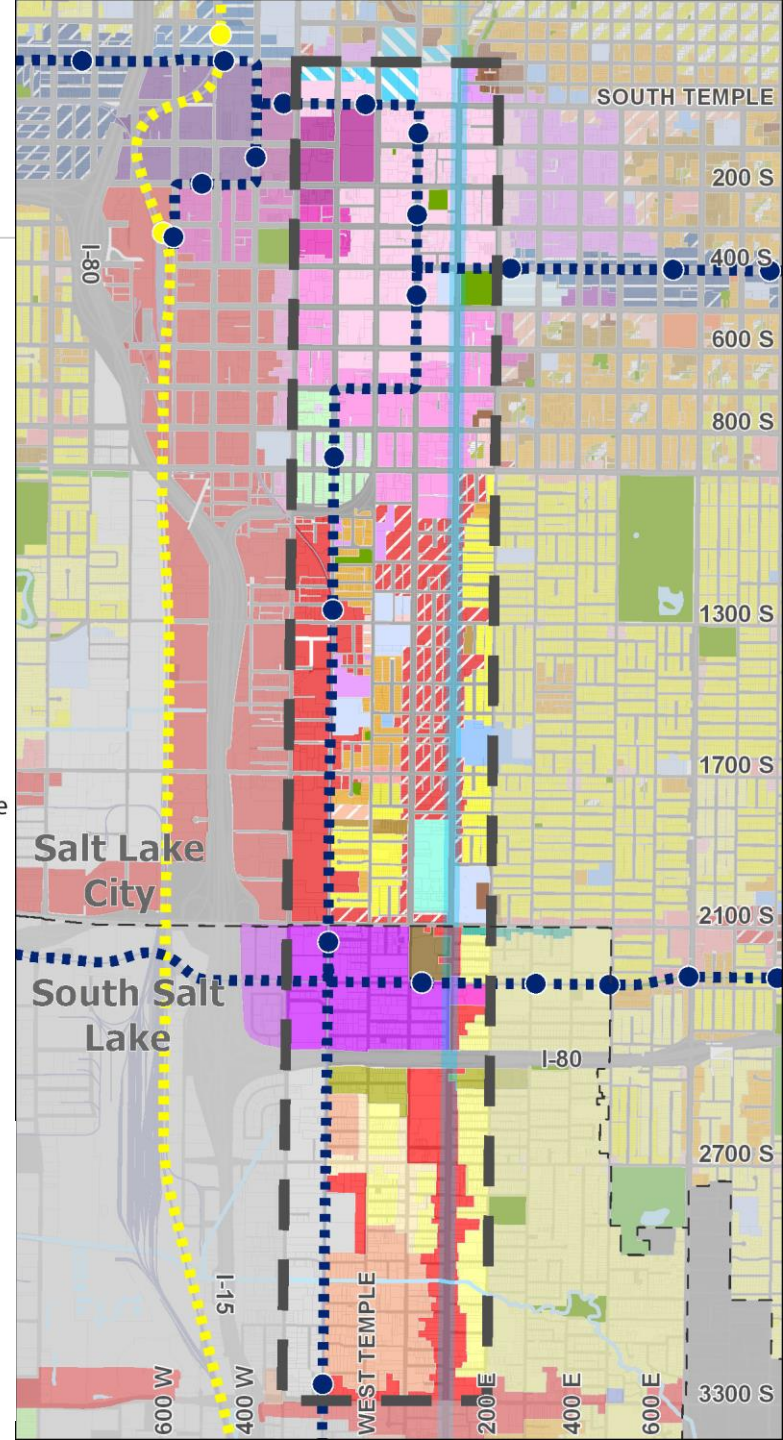
## SSL Zoning Category Study Area Acreage

CC	165
DT	158
CG	149
LIGHT INDUSTRIAL	140
R-1	129
CN	34
MIXED	33
MPMU	17
East Streetcar Neighborhood	8
PO	2

- DT Downtown District
- CC Corridor Commercial
- CG General Commercial
- CN Neighborhood Commercial
- East Streetcar Neighborhood
- Light Industrial
- Mixed
- MPMU Master Planned Mixed Use
- PO Professional Office
- R-1 Single Family Residential

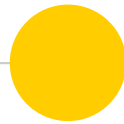
- TRAX Routes
- TRAX Stations
- FrontRunner Routes
- FrontRunner Stations
- State Street
- Study Area
- City boundaries

0 .25 .5 mi





# Project Goals



# Project Goals

- Improve Identity of Place
- Expand Connectedness
- Optimize Mobility Options
- Drive Economic Prosperity
- Support Equitable Living Opportunities
- Encourage Healthy & Sustainable Design
- Improve Safety & Security



# Improve Identity of Place

**Goal Statement:** Establish and strengthen a unique sense of place that supports State Street's cultural significance in the region, encourages civic pride in the surrounding neighborhoods, and leads to economic success.

**Key Issues:** State Street area currently lacks a unique sense of place that hinders its cultural significance and limits its economic potential.

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# Expand Connectedness

**Goal Statement:** Expand opportunities to safely cross State Street, connect more people to more places in and around the area, and improve access to nearby schools, businesses and community services.

**Key Issues:** Connections across State Street are limited and State Street often acts as a barrier between surrounding neighborhoods and nearby schools, businesses, and transit services.

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# Optimize Mobility Options

**Goal Statement:** Improve access for commuters, residents, and businesses along the State Street corridor by enhancing safe and comfortable travel for all modes of transportation.

**Key Issues:** State Street is a major transportation corridor for all modes, but access for pedestrians, bicyclists and transit riders is a concern.

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# Drive Economic Prosperity

**Goal Statement:** Examine opportunities for infrastructure improvements, regulatory changes and public-private partnerships that increase investment, job growth and promote a multi-faceted, internationally competitive corridor.

**Key Issues:** State Street is a center of employment and economic activity today, but the existing roadway and regulatory environment is hindering economic growth.

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# Support Equitable Living Opportunities

**Goal Statement:** Expand and attract new housing options along State Street for all life stages and incomes, and enable sustainable, urban living with improved access to local businesses and community services.

**Key Issues:** State Street and the surrounding area has long been identified as a key location for more housing and vitality, and a wider range of housing options are needed along this major transportation and transit corridor.

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# Encourage Healthy & Sustainable Design

**Goal Statement:** Create a public realm and built environment that promotes healthy lifestyles and reduces the environmental impacts of new and existing development.

**Key Issues:** Air quality, aging infrastructure and a lack of green and public spaces are major issues along the State Street corridor.

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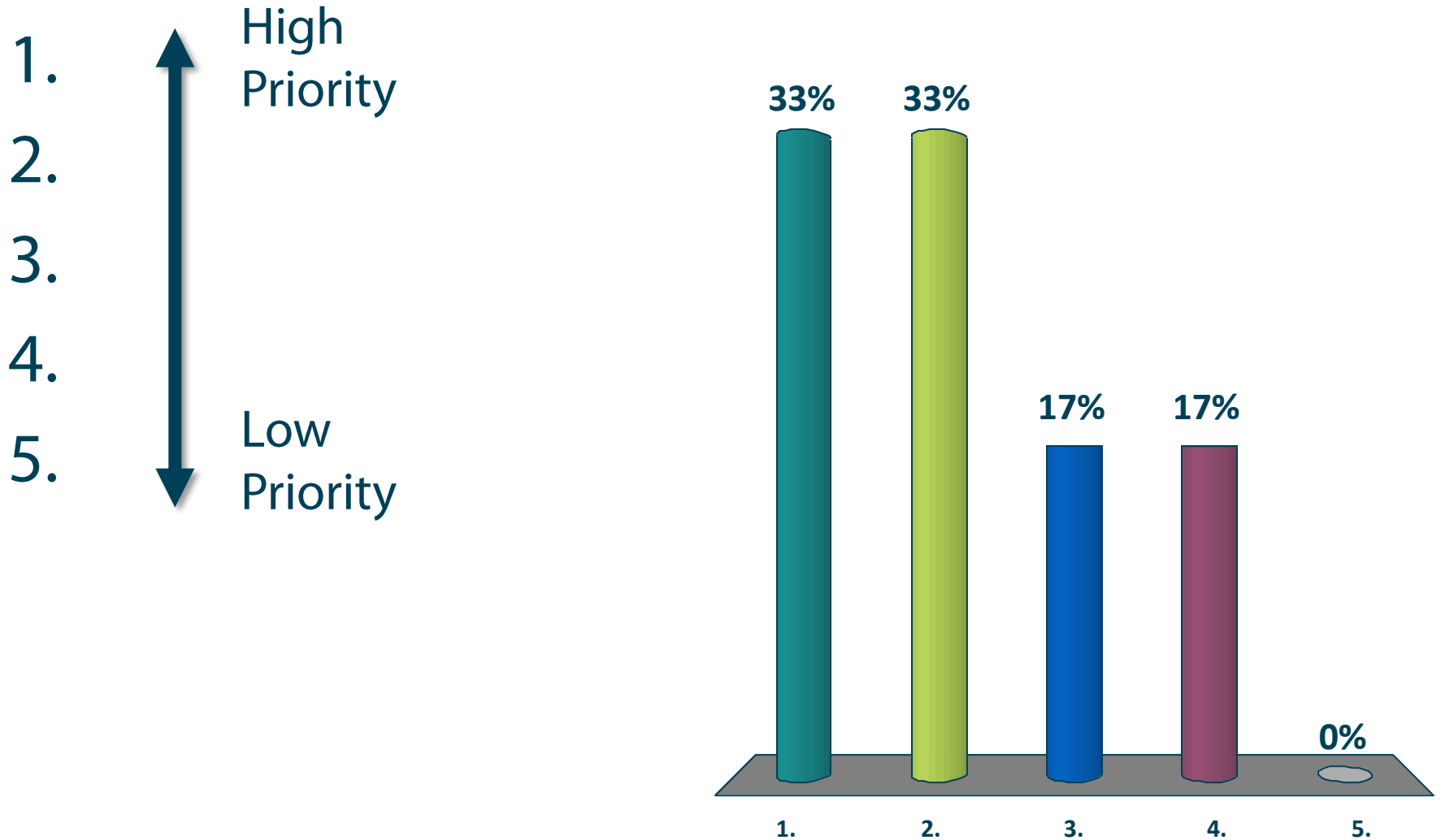
# Improve Safety & Security

**Goal Statement:** Create a State Street that is welcoming, safe, and healthy by improving traffic safety for drivers, pedestrians, bicyclists and transit riders, as well as addressing crime prevention and security through urban design.

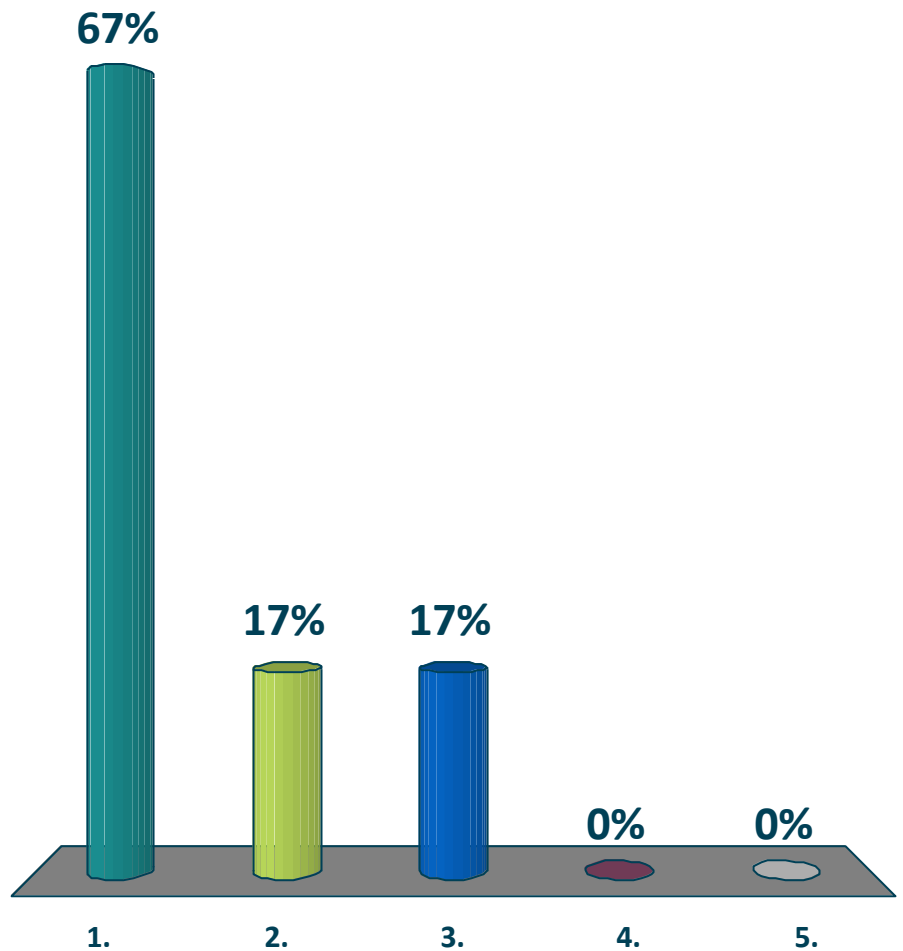
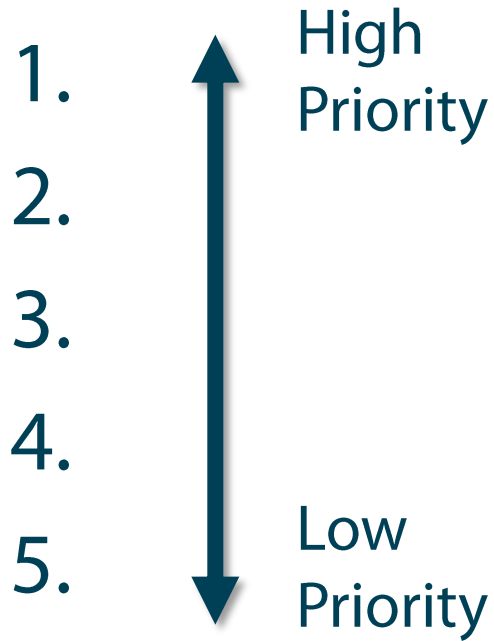
**Key Issues:** Traffic safety and personal security are major concerns on and around State Street.

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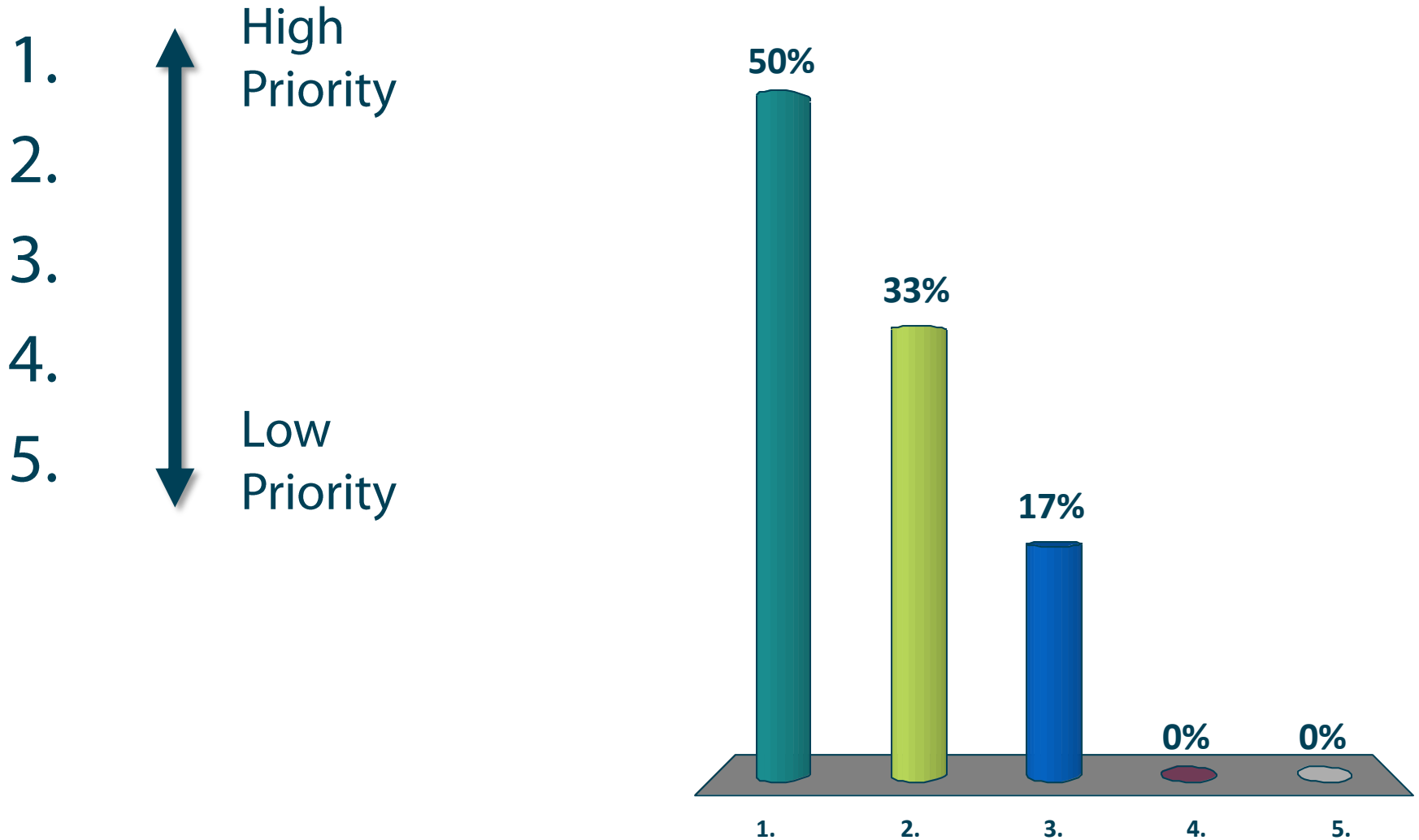
# How high of a priority is the goal: **Improve Identity of Place**



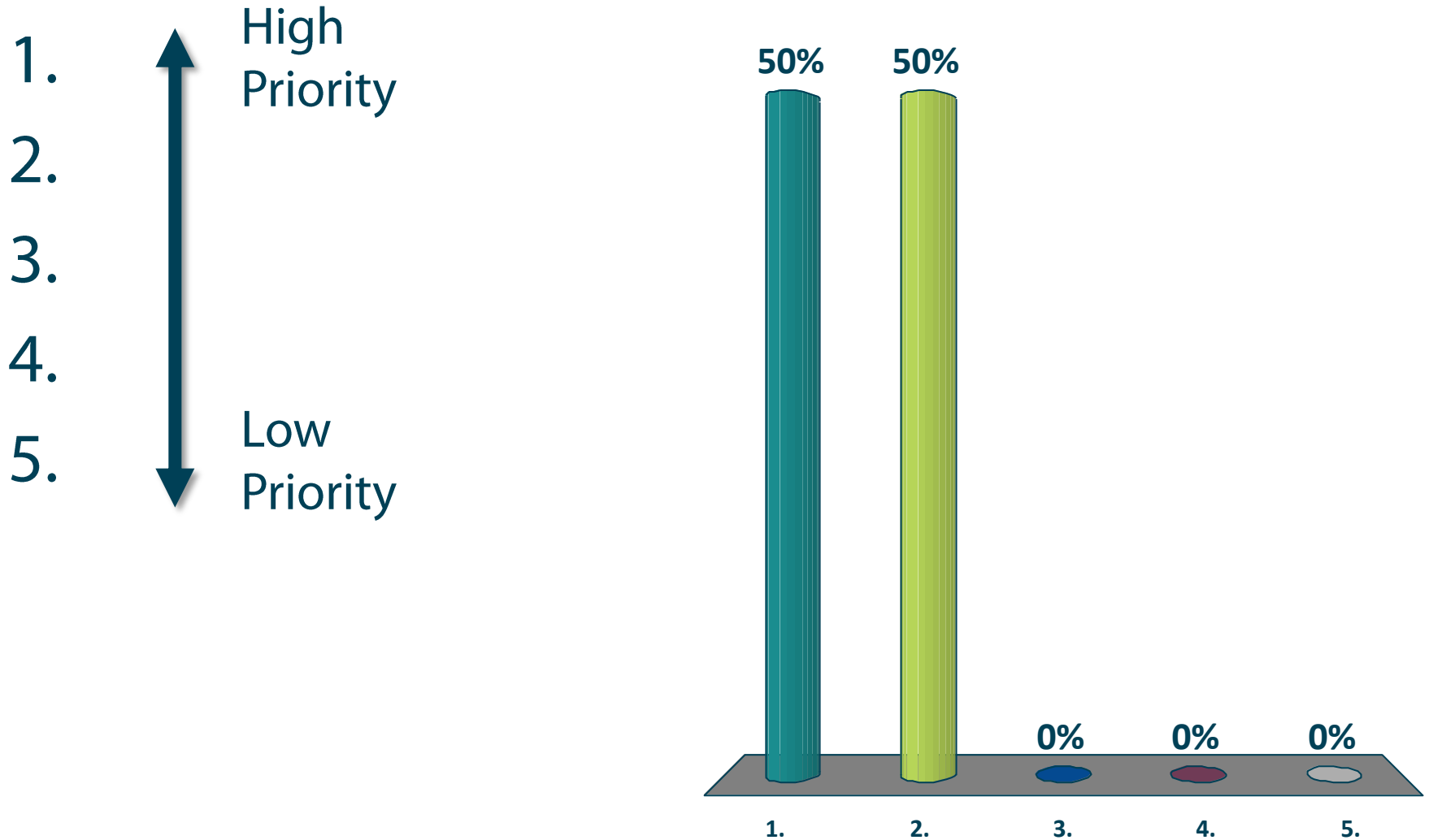
# How high of a priority is the goal: **Expand Connectedness**



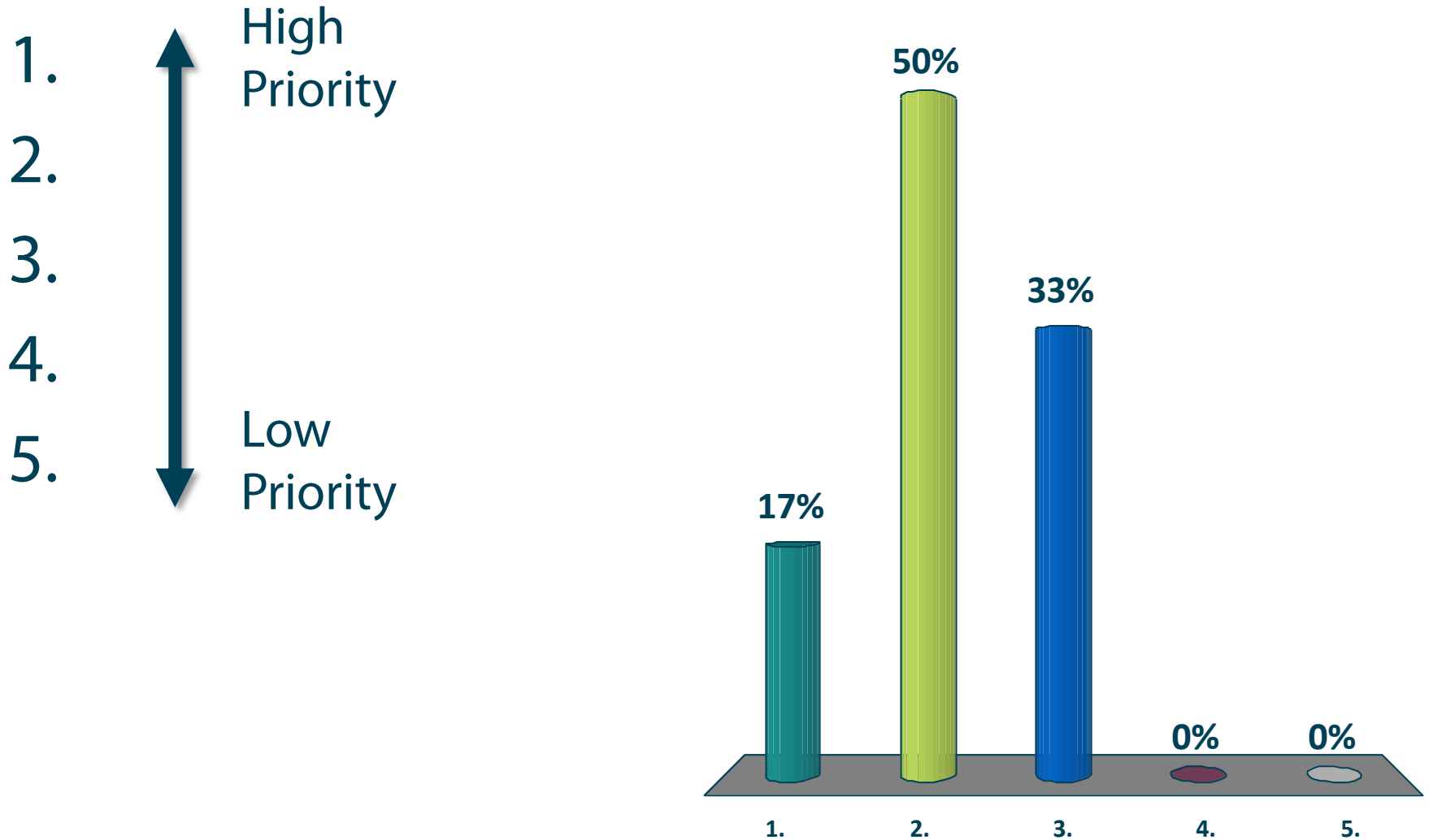
# How high of a priority is the goal: **Optimize Mobility Options**



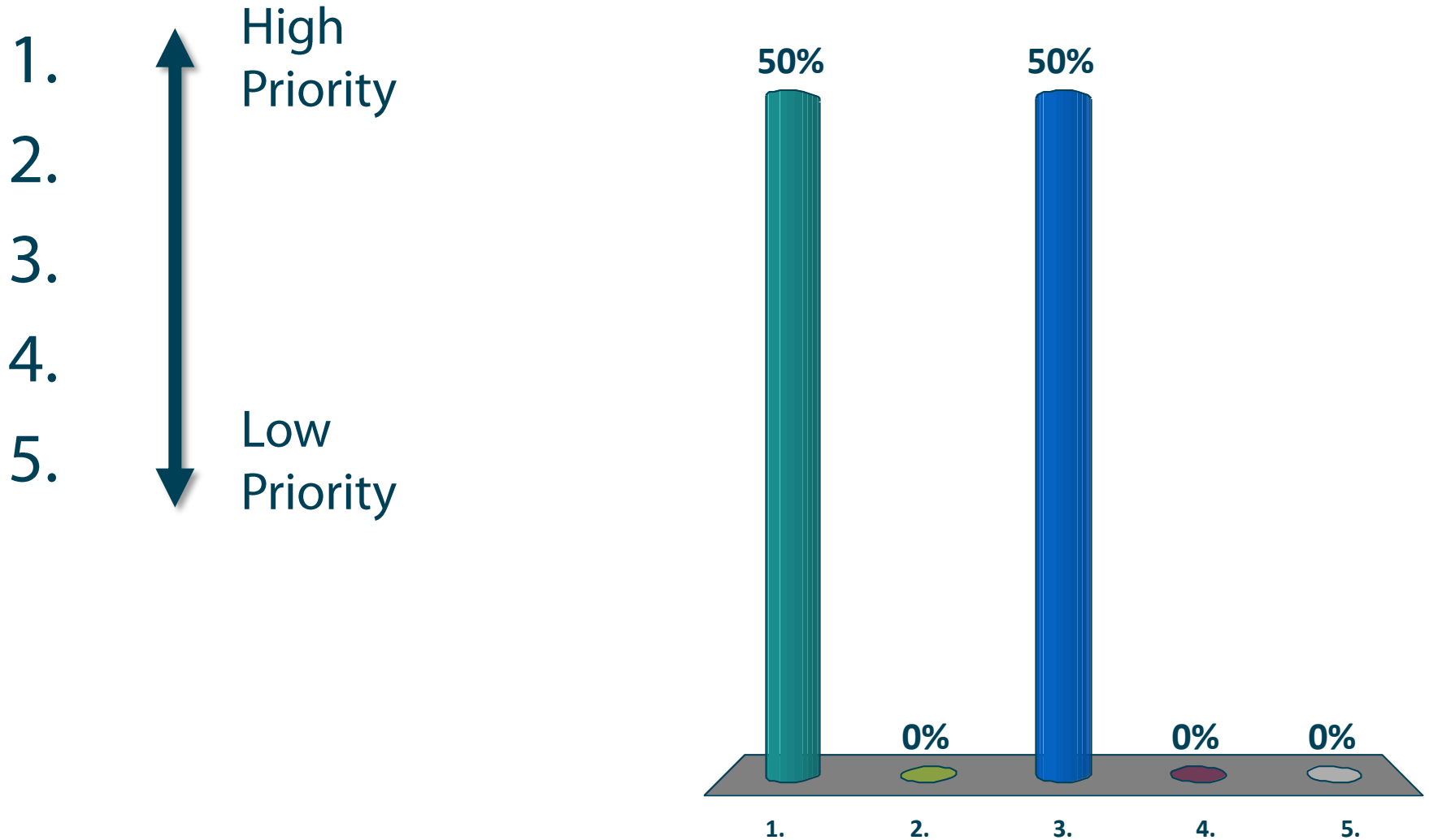
# How high of a priority is the goal: **Drive Economic Prosperity**



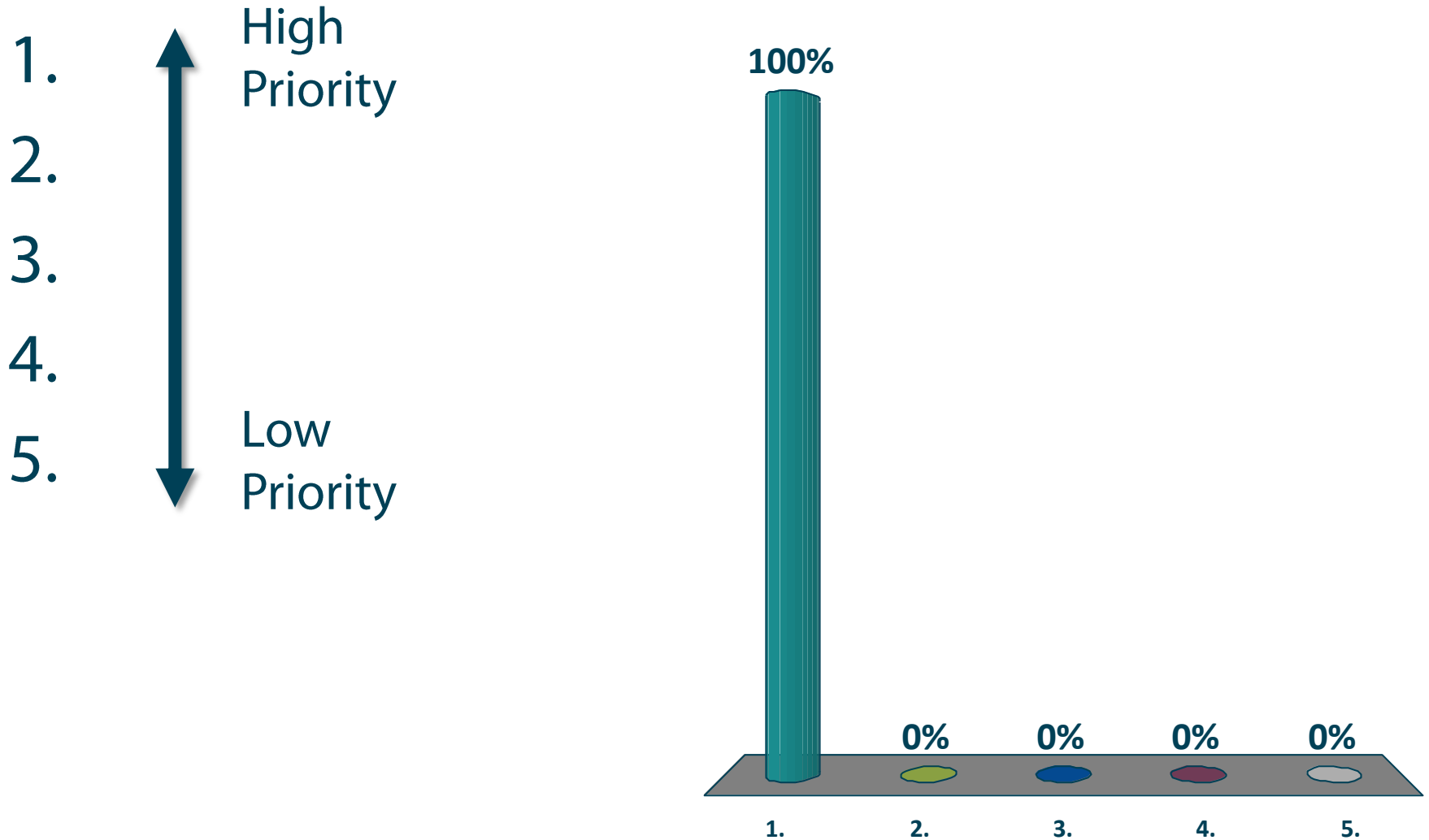
# How high of a priority is the goal: **Support Equitable Living Opportunities**



# How high of a priority is the goal: **Encourage Healthy & Sustainable Design**



# How high of a priority is the goal: **Improve Safety & Security**





# LIFE ON STATE

**1**

Existing Conditions

**2**

Public Engagement

**3**

Land Use and Transportation Scenarios

**4**

Demonstration Site Design

**5**

Final Report and Action Plan

**WE ARE HERE**

What's the general timeline?

Nov 2016 - Jan 2017

Jan - Ongoing

April - July

July - Sept

Sept - Oct

What are the steps?

Analyze current conditions including urban design, mobility, infill and redevelopment, and zoning and regulatory assessment

Understand key challenges and opportunities along the corridor

Host a community workshop to refine the vision

Continued engagement at key milestones

Develop Concept Plan to guide implementation of vision, and identify Priority Action Areas

Produce alternative scenarios for land use, transportation, and transit scenarios

Evaluate how potential "futures" would impact key issues important to the public

Develop three Demonstration Site Plans based on public input that provides specific recommendations for implementation

Host a public Open House to share the Concept Plan, Actions, and Demonstration Site Plans, and gather final feedback

Produce the Final Report and Actions for implementation of the Life on State Vision.

How can YOU get involved?

Stay up-to-date on what we learn from the analysis. The results will be available on the website.

Participate in a fun, hands-on Public Workshop, and share your vision for the State Street corridor.

Scenario alternatives will be available on the website. The public will have the opportunity to provide feedback online.

Provide comments and talk with the project team at a public Open House.

The public is welcome to attend presentations to City Councils for Salt Lake City and South Salt Lake.

-  Visit the website
-  Public Workshop
-  Open House
-  Public Meeting

