

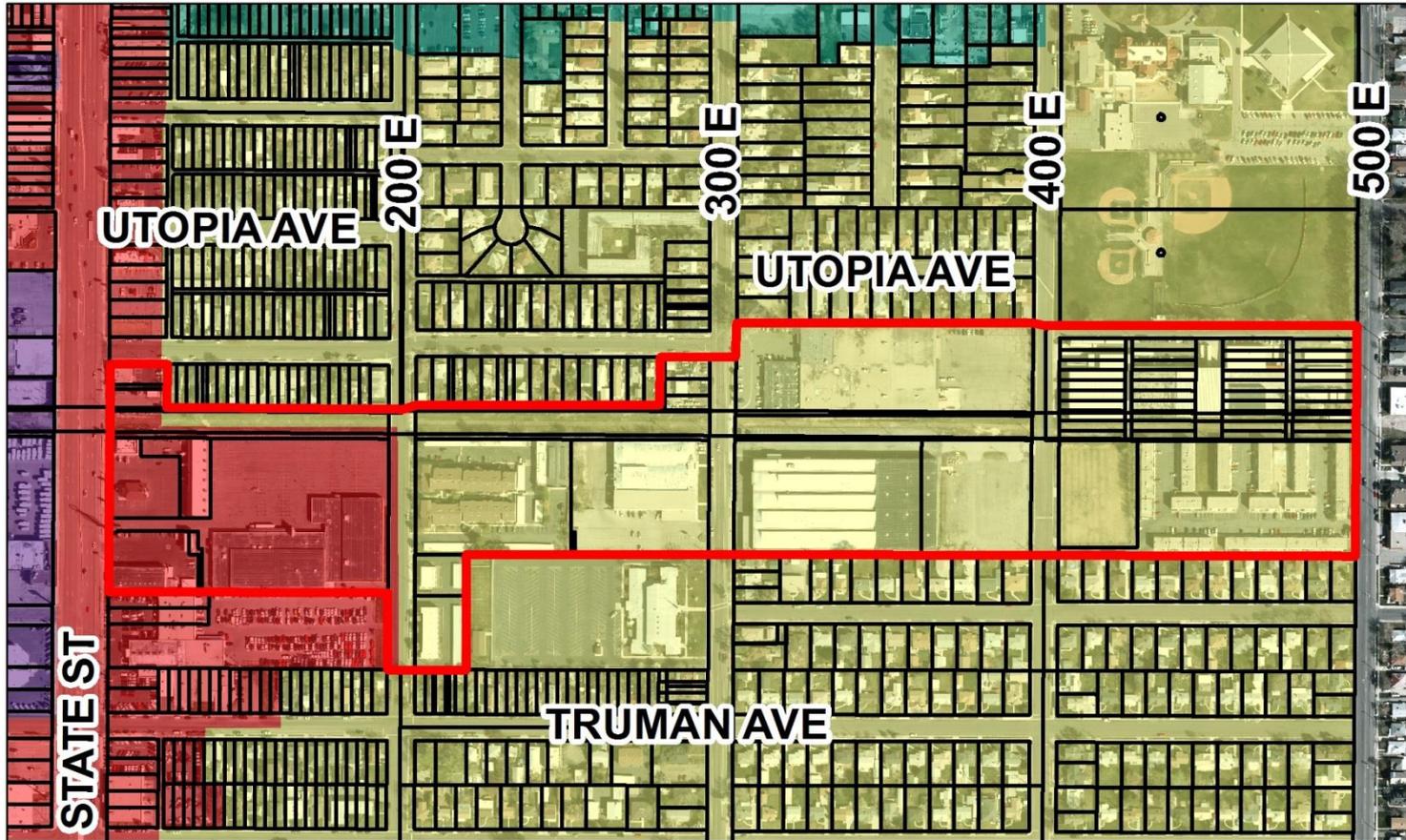
Programs for Local Governments

Regional Growth Committee
August 21, 2014



WFRC Programs for Local Governments

1. Surface Transportation Program (STP)
2. Congestion Mitigation Air Quality (CMAQ)
3. Transportation Alternatives Program (TAP)
4. Local Planning Resource Program
5. Community Development Block Grant Program
6. Wasatch Front Economic Development District



East Streetcar Corridor - Proposed District Boundary

- Corridor Commercial
- North District
- Professional Office
- Single Family Residential
- Proposed Boundary for East Streetcar Corridor Zone



Defining a Vision over Ten Years:

1. Streetcar Corridor Planning

- Building community support for transit type (light rail vs. streetcar).
- Defining and understanding South Salt Lake City's role in a regional vision – from the Quality Growth Strategy through Wasatch Choice for 2040
- Developing a Vision for Corridor Amenities.
- Defining a broad vision for mixed-use higher-density development done carefully, to preserve existing single-family neighborhoods.
- Working with partners (PRATT, Salt Lake City, Salt Lake County, UTA, WFRC).
- Updated City General Plan in 2010.
- Developing a citywide housing strategy, including higher design and amenity standards for multifamily construction.

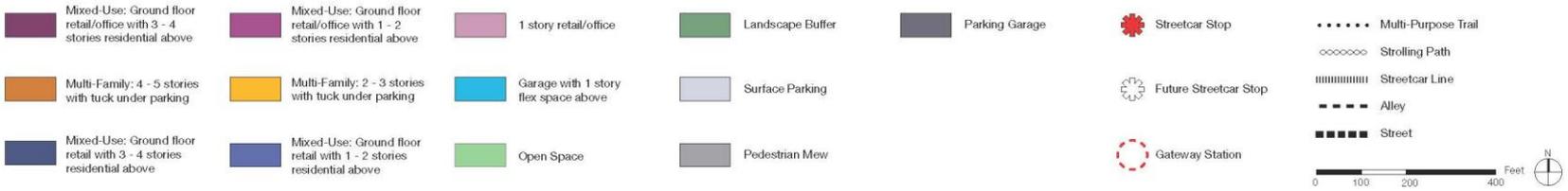
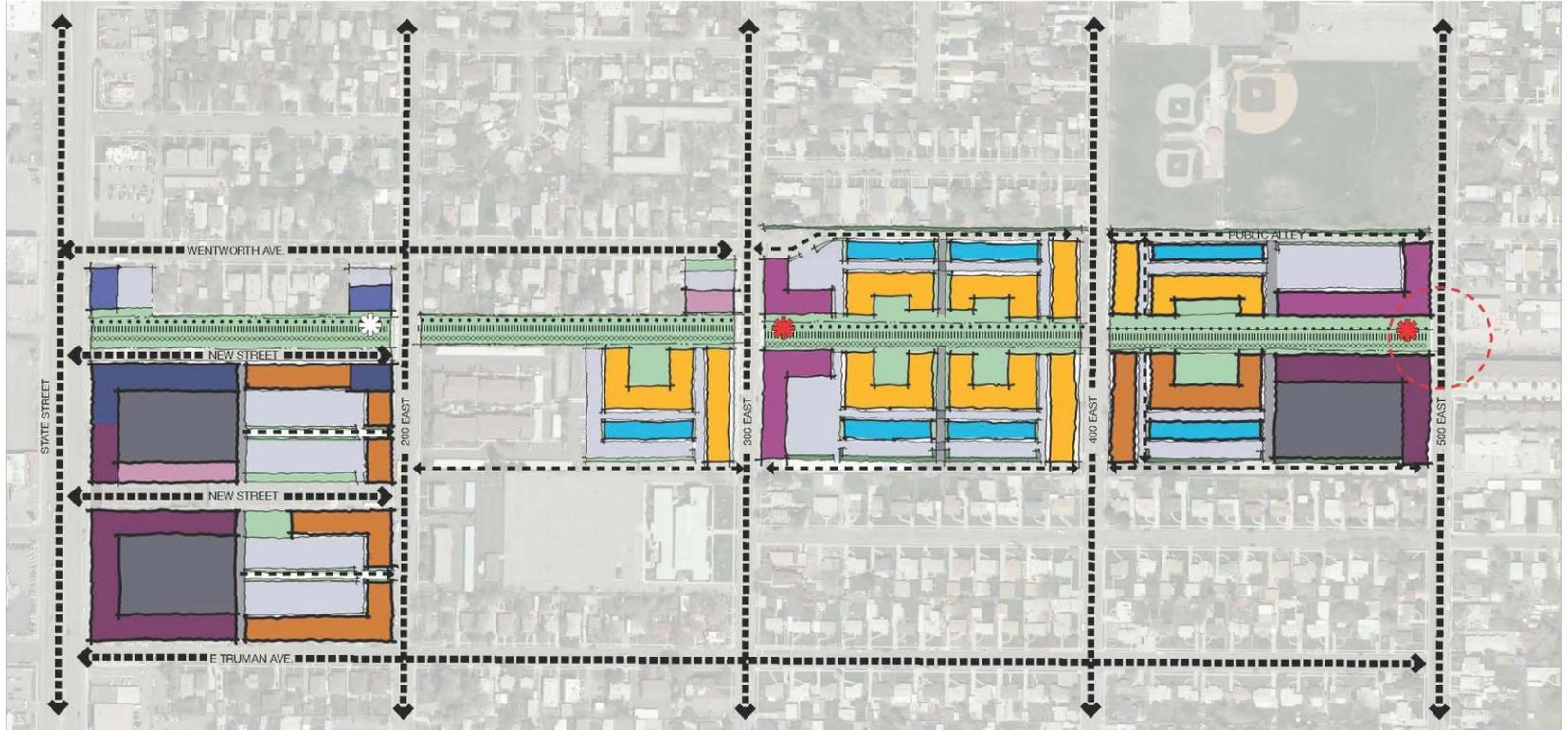
Defining a Vision over Ten Years:

2. Understanding Land Values, Density, and Traffic Impacts

- Develop a Density Study – a tool to anticipate impacts and to promote a discussion.
- Density Study Outreach – to property owners, developers, financing partners.
- Early discussion on traffic patterns and circulation.



East Streetcar Corridor Visioning and Form-Based Code



Defining a Vision over Ten Years:

3. Defining Possible Building Forms

- Assess feasibility of new development and compatibility with surrounding neighborhoods.
- Development of a design study that defined the corridor and rights of way, and adapted real-world TOD examples into the corridor.
- Completion of a detailed survey of surrounding neighborhood conditions, including heights and rear yards of existing single-family homes.

Site Plan



Block 1: State Street - 200 East

- ① Proposed One-Way Street
- ② Chicago Ave, Minneapolis Case Study
- ③ Verizon Building, Chicago Case Study
- ④ Portland Ave, Minneapolis Case Study
- ⑤ Eastside Apartments Case Study
- ⑥ S-Line Corridor & Trails
- ⑦ Existing Residential

Block 2: 200 East - 300 East

- ① Proposed One-Way Street
- ② Axis Apartments Case Study
- ③ Markea Court Case Study
- ④ S-Line Corridor & Trails
- ⑤ Existing Residential

Block 3: 300 East - 400 East

- ① Proposed One-Way Street
- ② Mission Meridian Lofts Case Study
- ③ Mission Meridian Courtyard Housing Case Study
- ④ S-Line Corridor & Trails
- ⑤ Brickstone on Main Case Study
- ⑥ Portland Ave, Minneapolis Case Study
- ⑦ Mission Meridian Case Study
- ⑧ Existing Residential

Block 4: 400 East - 500 East

- ① Proposed One-Way Street
- ② Tassafaronga Case Study
- ③ Chicago Ave, Minneapolis Case Study
- ④ S-Line Corridor & Trails
- ⑤ Artspace Case Study
- ⑥ Birkhill on Main Case Study
- ⑦ Tassafaronga Case Study
- ⑧ Existing Residential

Defining a Vision over Ten Years:

4. Development of a Master Plan

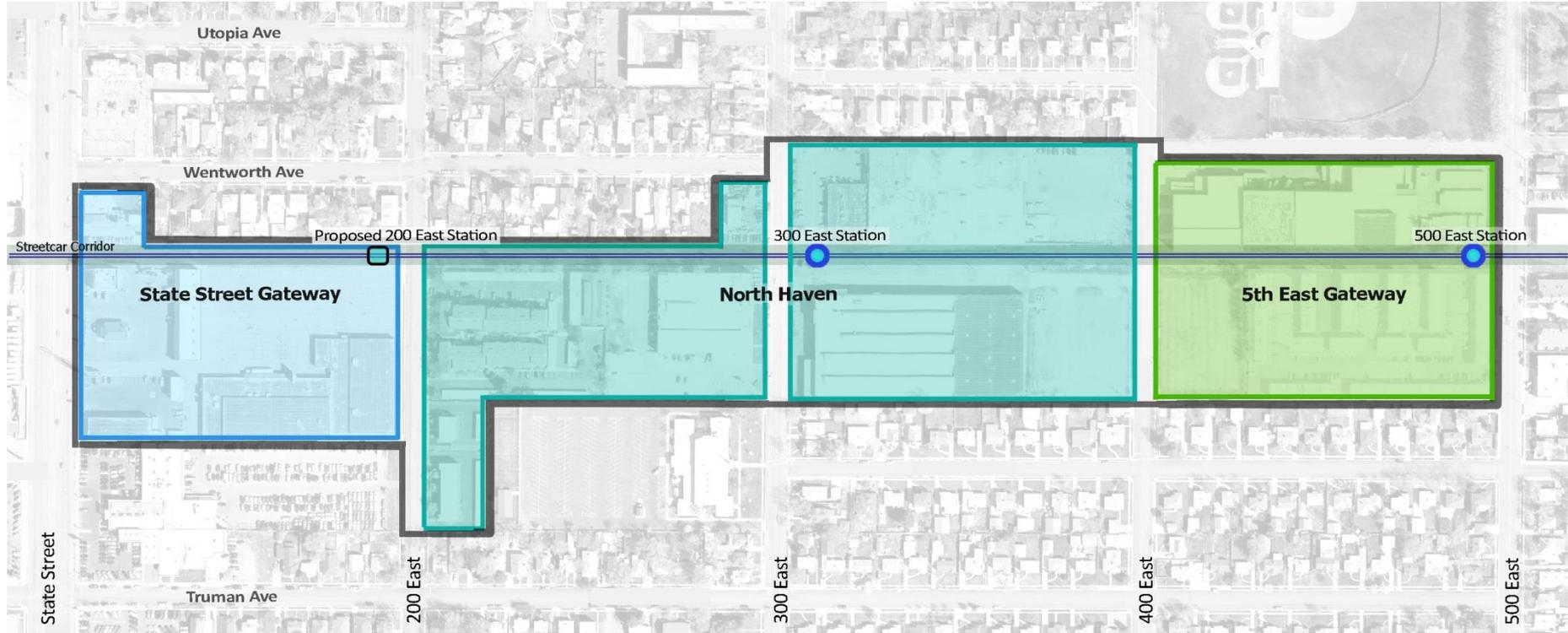
- Goals: economic development, neighborhood preservation, placemaking.
- Outreach:
 - Door-to-door conversations with Ombudsman
 - Six neighborhood meetings, block-by-block.
- Adoption in March 2014.

Defining a Vision over Ten Years:

5. Development of Form-Based Code

- Participation in the Local Planning Resource Program.
- Use of the Wasatch Choice for 2040 Template Form Based Code.
- Quick timeline – first draft to adoption in 3-4 months.
- A final neighborhood meeting – did we wear them out?

East Streetcar Corridor Visioning and Form-Based Code



Summary of Outreach Efforts over Three Years

- Two neighborhood meetings – presenting the density study and vision, and the form based code.
- Two developer and financier workshops – presenting the design study, and the form based code.
- Six block meetings – recognizing that the issues with each block were different. This allowed for better information, and the feeling that each neighbor gets heard.
- Door-to-Door Contact with Ombudsman, acting as a neutral party.
- Regular updates to elected and appointed officials.

A Strong Vision

1. A strong vision is necessary for a form based code to be successful.
2. Components of a strong vision:
 - Clearly defined goals
 - Complete streets
 - Preservation of Existing Single Family Neighborhoods
 - Quality Design
 - Placemaking
 - Community buy-in
 - Support from Elected and Appointed Officials – built over years.
 - Feasible
3. Understanding of existing and anticipated site conditions:
 - Traffic Study
 - Parking Study
 - Housing Study

Lessons Learned

- Take time establishing your vision.
- Outreach often. Remember that your stakeholders include residents, property owners, developers, and financing partners. Know what they want, and what their concerns are.
- Understand what the political expectations are early on, and plan to address them. In our case, height and building form were the most important issues.
- Assess feasibility. Rely on private sector expertise and commission independent studies.
- Use the form based code as a tool to promote the vision, and to address the important issues and political expectations.
- Form Based Codes work best when the vision is strong, and where a community wants to preserve or create a place.

Programs for Local Governments

Regional Growth Committee
August 21, 2014

