City of North Salt Lake
Town Center Master Plan

The Landmark Design Team
August 2016

LANDMARK DESIGN

InterPlan
Transportation Planning

Acknowledgements

Town Center Master Plan Committee Members

Len Arave, Mayor
Robert Drinkall, Planning Commission Chairperson
Ted Knowlton, Planning Commission
Paul Ottoson, City Engineer
Barry Edwards, City Manager, City Recorder
Ken Leetham, Assistant City Manager, Community & Economic Development Director
Ali Avery, Long Range Planner
Sherrie Llewelyn, Senior Planner
Jim Spung, City Planner
Mark Vlasic, Landmark Design
Lisa Benson, Landmark Design
Tim Sullivan, InterPlan Company

Planning Commission

Robert Drinkall, Chairperson
Ted Knowlton, Vice-Chairperson
Ryan Mumford, City Council Representative
Lisa Watts Baskin, Commissioner
Kent Kirkham, Commissioner
Stephen Garn, Commissioner
Leslie Mascaro, Commissioner
Andrea Bradford, Minutes Secretary

Mayor

Len Arave

City Council

Len Arave, Mayor
Brian Horrocks, Council Member
James Hood, Council Member
Matt Jensen, Council Member
Ryan Mumford, Council Member
Stan Porter, Council Member

Landmark Design Team

Mark Vlasic, ASLA, PLA, AICP, LEED Green Associate - Landmark Design
Lisa Benson, ASLA, PLA, LEED Green Associate - Landmark Design
Tim Sullivan, AICP - InterPlan Company

Table of Contents

1 PURPOSE & VISION

BACKGROUND & CONTEXT

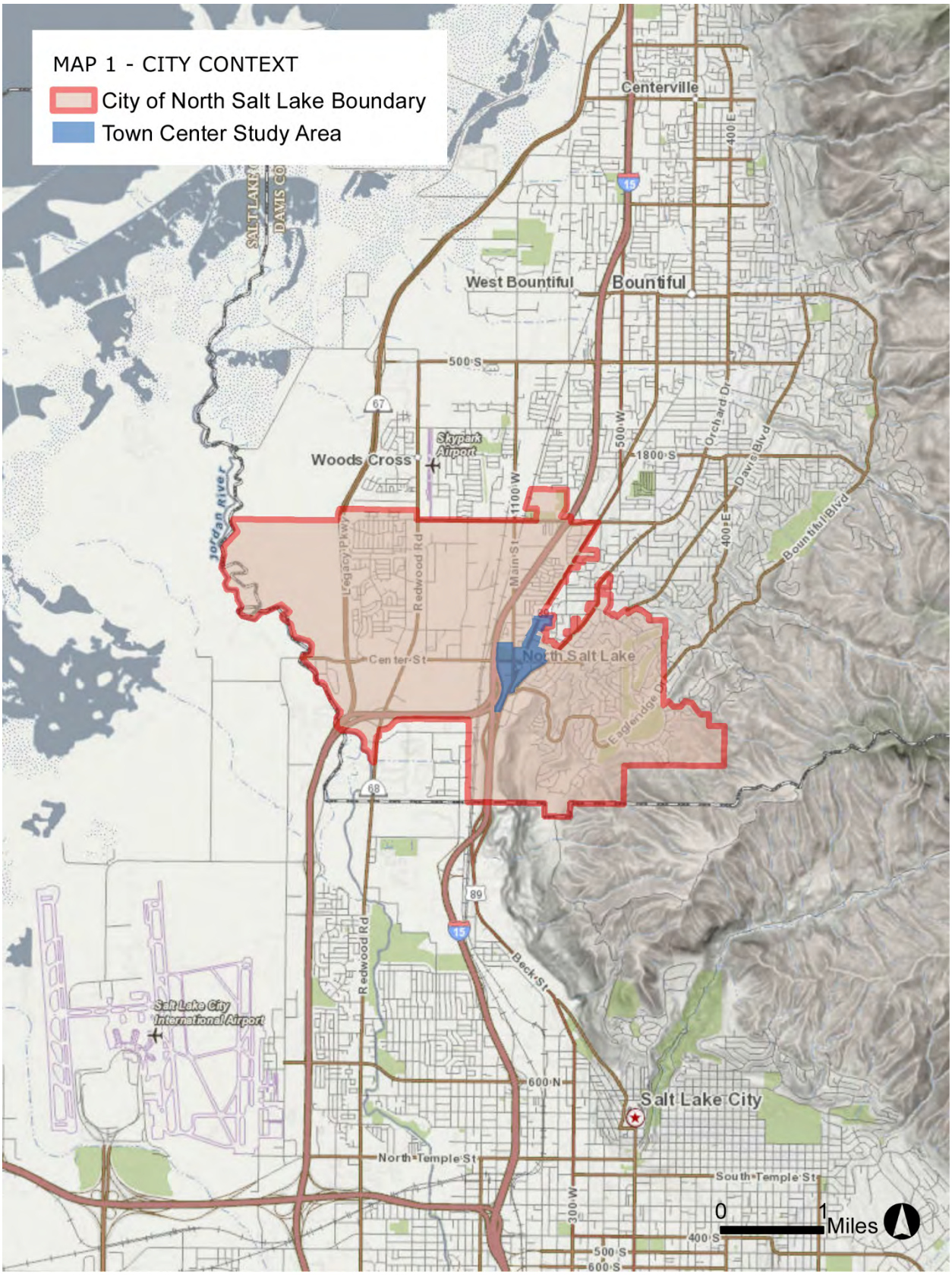
North Salt Lake is at a crossroads. As it transforms from a bedroom community into a center of business and culture, it is becoming a new place.

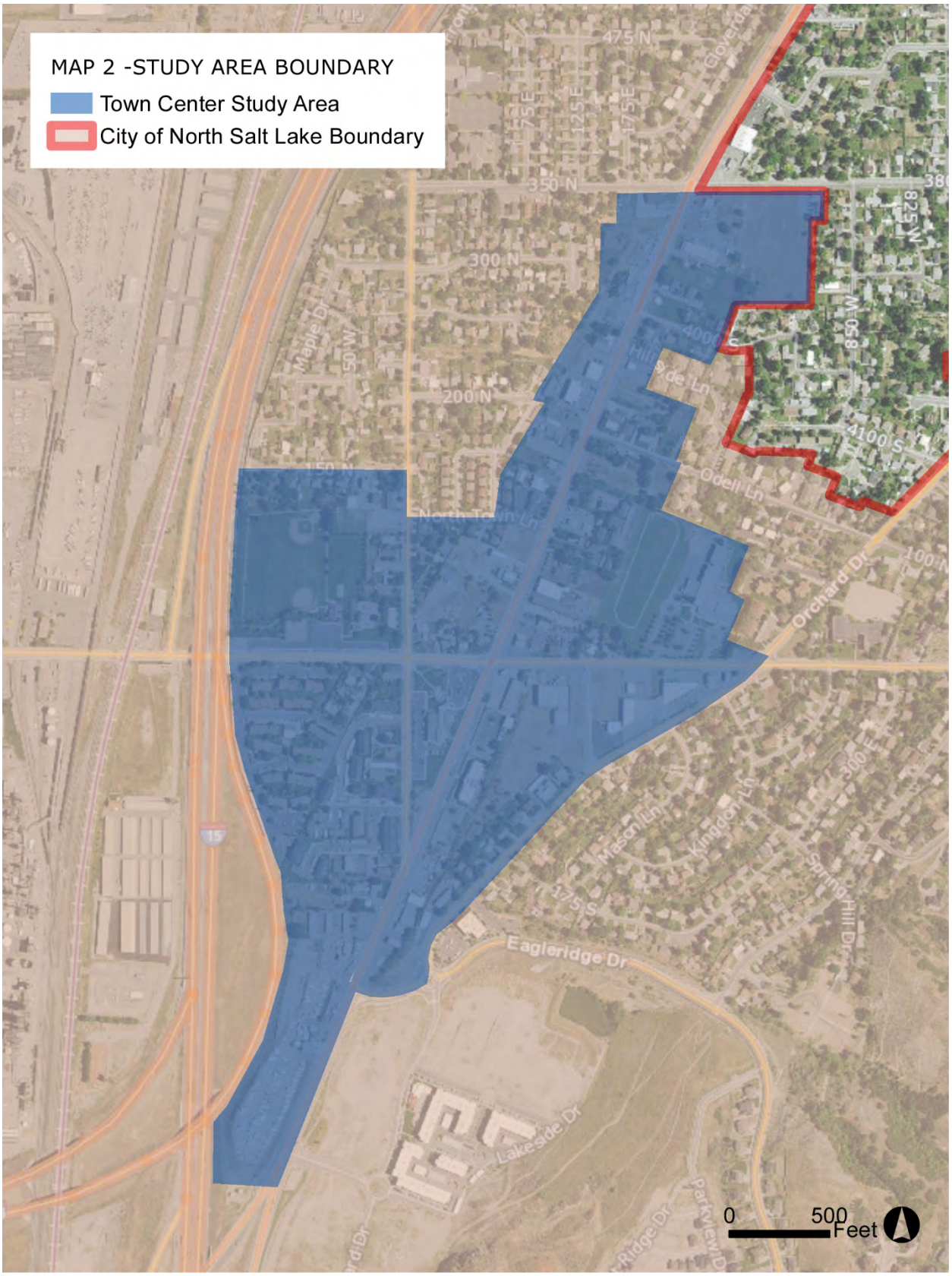
Created by people with shared values and an unusually common vision for the future, North Salt Lake is the type of place where people are encouraged to express their sense of independence, clearly differentiating it from Salt Lake City to the south and other Davis County communities. North Salt Lake is a community with a good heart and a maverick spirit, yet it lacks a distinctive town center, where the community can come together to shop, recreate, and take part in community events.

As illustrated in *Map 1 - City Context* (pg. 2) and *Map 2 - Town Center Study Area* (pg. 3), the proposed **North Salt Lake Town Center** was first envisioned as the "Heart of the City" as far back as the late 1940's, when the first general plan was created. Originally founded as a predominately agricultural area, the Town Center has evolved into an urban district over the years. It is currently comprised of a mix of land uses: low, medium and high-density residential uses interspersed with small commercial and retail sites, a few offices, and light industrial along the freeway edge. The current pattern developed sporadically over time, with little vision to guide growth and development. As a result, the area has had the following significant challenges as it has strived to establish the envisioned Town Center:

Fruit orchards used to blanket the hillsides in North Salt Lake, as shown in this photo of apricot orchard in the City. Significant transformation has taken place in the area over the years. Utah State Historical Society.

- a lack of a clear district identity;
- inconsistent form and structure;
- varying types of pedestrian amenities and furnishings;

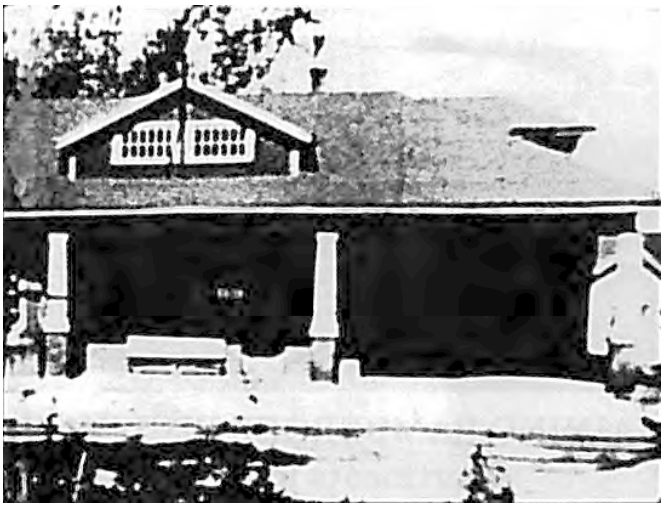

MAP 1 - CITY CONTEXT
City of North Salt Lake Boundary
Town Center Study Area
Centerville
West Bountiful
Bountiful
Woods Cross
Skypark Airport
North Salt Lake
Salt Lake City International Airport
Salt Lake City
500 S
1800 S
Center St
North Temple St
South Temple St
600 N
400 S
500 S
600 S
Redwood Rd
Legacy Pkwy
Main St
Beck St
400 E
500 W
1100 W
300 W
Orchard Dr
Davis Blvd
Eaglerridge Dr
Jordan River
0
1
Miles


MAP 2 -STUDY AREA BOUNDARY
Town Center Study Area
City of North Salt Lake Boundary
475 N
350 N
300 N
200 N
150 N
175 E
125 E
50 W
825 W
400 S
4100 S
Maple Dr
Hillside Ln
Odell Ln
North Town Ln
Orchard Dr
300 E
Mason Ln
Kingdon Ln
175 S
Eagleridge Dr
Lakeside Dr
Parkview Dr
Ridge Dr
15
0
500 Feet

- decaying infrastructure and aging buildings;
- incompatible land uses in several locations;
- fast-moving traffic adjacent to areas with the best potential for development; and
- poor connectivity between existing and potential uses and places.

Fortunately, the opportunities found in this area appear to outweigh the challenges, including a number of inherent features and conditions that can be utilized to help form a cohesive town center. Opportunities include:

- A unique sense of place and history;
- Key civic and public destinations already in place, including Hatch Park, City Hall and adjacent City Hall Park;
- Historical elements such as the Bamberger Railroad corridor and various preserved buildings;
- Significant areas of vacant, under-utilized or non-conforming land, ripe for transformation and redevelopment;
- Good access to regional roadways including Interstate 15 and Interstate 215; and
- Good potential for high-capacity Bus Rapid Transit (BRT) along the Highway 89 corridor, linking the Town Center with Salt Lake City and various Davis County destinations.



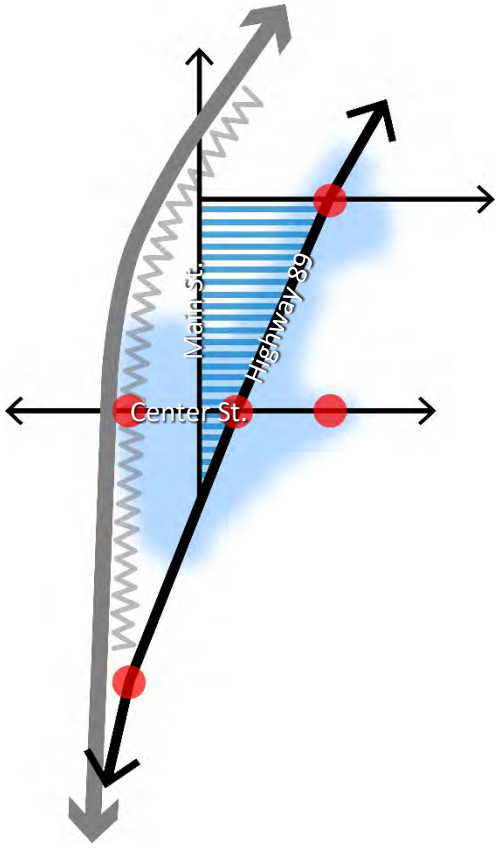
St. Joseph Bamberger Rail Station. City of North Salt Lake "50 Year Jubilee Edition."

The *North Salt Lake General Plan* was updated in 2013, and incorporated an extensive public outreach campaign that was established to help determine the issues that matter most to City residents. The results of this effort indicate overwhelming support for the creation of a town center around City Hall, including specific support for improved pedestrian amenities, public gathering spaces, and shopping, among others. Residents were also in favor of taller buildings and pedestrian-oriented building placement in this locale, as well as alternative parking solutions.

In fact, nearly every chapter of the updated *North Salt Lake General Plan 2013* provides some form of guidance on how the Town Center should be formed, including specific planning and design principles to help transform the area into the heart and economic engine of the community. Specifically, Chapter 7 of the updated General Plan addresses the Town Center and the Highway 89 Corridor; and Chapter 4 contains policies that encourage reduced parking requirements within the Town Center, designs to encourage parking to the rear and side of buildings, a right-of-way analysis to determine the

dimensional conditions of Highway 89, and a detailed vision statement supporting high-capacity transit along Highway 89.

The adjacent diagram illustrates how Highway 89, Main Street and Center Street can work together to create a unified town center out of three adjacent but distinctly different neighborhoods. It also shows the conceptual distribution of BRT stations along Highway 89, community gateways along Highway 89 and Center Street, and the need to buffer noise and other negative impacts emanating from I-15.



This *Town Center Master Plan* builds upon the findings and suggestions contained in the *North Salt Lake General Plan (2013).* The plan specifically acknowledges that the formation of a vital town center in this location needs to **stitch together three distinct neighborhoods** – Orchard District to the east, the historic Bamberger District to the west, and the Highway 89 Corridor to the north. In order to be most successful, these seemingly incongruous places should be merged into a single destination, where the unique qualities of each sub-district are nonetheless expressed as part of a **unified place.** When fully realized, the North Salt Lake Town Center will be a special destination that is attractive and unique in appearance, but also a place with both a heart and a soul.

2 TOWN CENTER CONCEPT

In order for the vision and goals of the North Salt Lake Town Center to be realized, the area must become a unique and distinctive place, easily distinguished from other centers and destinations. This can be achieved through good design, the support for mixed-uses, and the selective implementation of physical enhancements that will transform the area into a walkable, mixed-use gathering place.

Since the Town Center area has a unique, historic past, efforts to transform the area should leverage the best of those attributes, incorporating features from the past to create a new place that is genuine and grounded. A few of the changes envisioned include:

- The accommodation of a **Bus Rapid Transit** (BRT) line and stations along Highway 89;
- The conversion of Highway 89 into a **pedestrian-friendly corridor** that is unified with the rest of the Town Center;
- The inclusion of **mixed-uses** throughout the area, including dining and entertainment activities;
- The transformation of **Hatch Park** into a community gathering place;
- The development of additional **public open spaces**, including pedestrian corridors and plazas;
- Incorporation of the **historic Bamberger rail line** into the open space structure of the City Center through acquisition of the rights-of-way;
- The creation of a **distinct and positive identity** for the Town Center;
- Transformation of the Town Center into a **center of activity** and the **focal point** for the City;
- The establishment of **attractive and safe streets** for multiple modes of transportation;
- The inclusion of **active transportation and transit options** for district residents; and
- The expansion of **multi-family development** options around Hatch Park.

TOWN CENTER GOALS:

1. Create a distinct and positive identity for the Town Center.
2. Encourage intensity of activity in the Town Center. The Town Center should become a center of activity and the focal point for the City as a whole.
3. Improve the appearance and enhance the safety of the Town Center and Highway 89 Corridor.
4. Establish streets that work for multiple modes of transportation.
5. Bring high-capacity transit to Highway 89.
6. Expand multi-family development options around Hatch Park by examining use of transfer of development rights (TDR).

Source: – North Salt Lake General Plan (2013)

OVERALL TOWN CENTER CONCEPT

As illustrated on *Map 3 - Town Center Concept* (pg. 8), the proposed Town Center Concept transforms Highway 89 into an active movement corridor which encompasses BRT, bike and pedestrian movements. Gateway features are proposed as one enters the district, at the north and south ends of Highway 89 and the east and west ends of Center Street. It is envisioned that Highway 89 will primarily serve the needs of automobiles in the short-term, transitioning into a multi-modal corridor as the district matures.

Example of gateway signage/ entrance feature

The real focus of the proposed Town Center is at the side streets - Center Street, Main Street and Orchard Drive are envisioned to be transformed into great pedestrian corridors. City Hall and nearby Hatch Park form the core of the Town Center and are the heart of a proposed Civic/Cultural/Arts District.

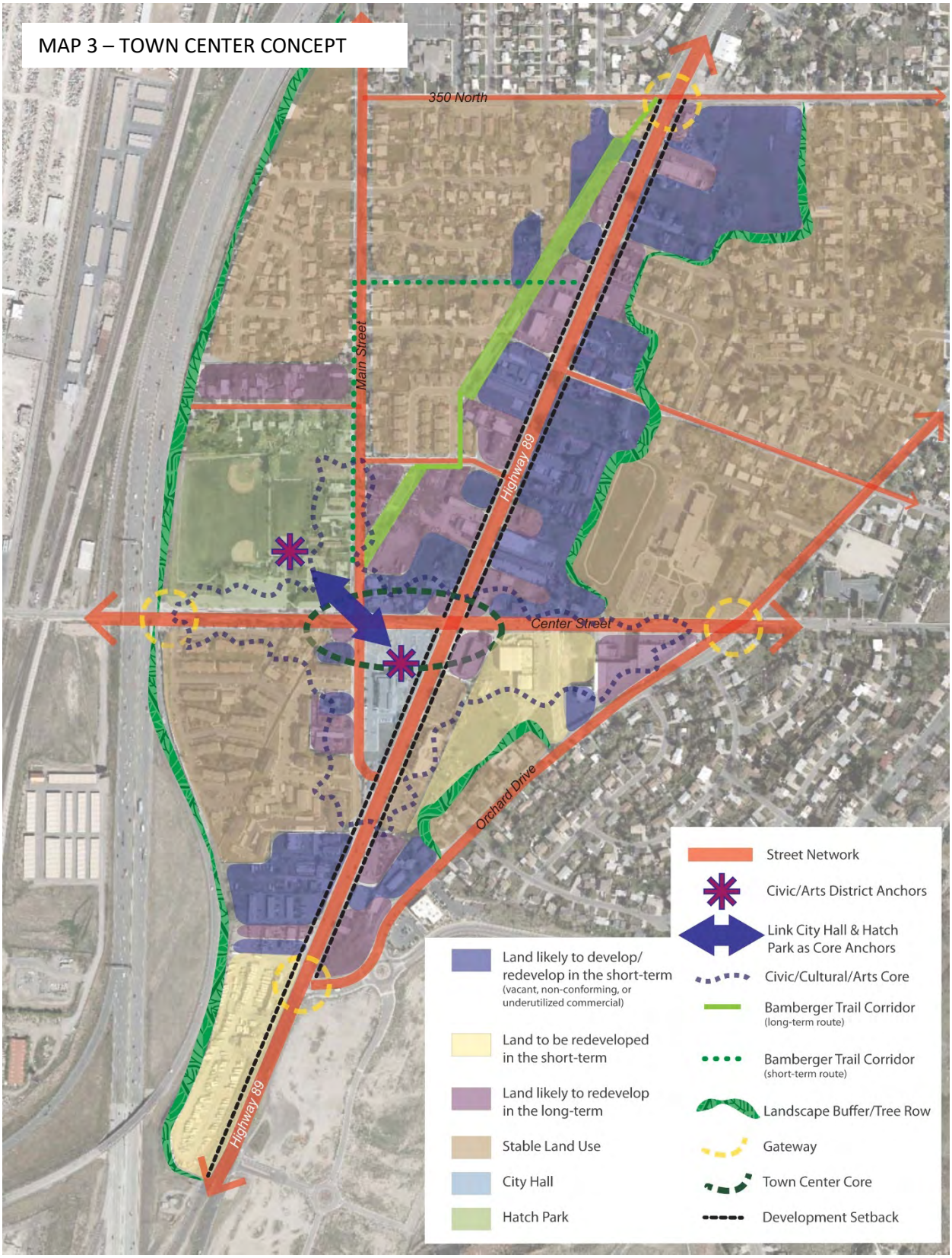
Example of multi-purpose pathway/greenway

The historic Bamberger Rail Corridor is to become a pedestrian and bicycle connector, linking the district core to the northern extent of Highway 89 along a ribbon green open space and a paved multi-purpose trail. The corridor terminates just shy of Center Street, where the corridor is transformed into a street side trail.

Existing front yard development setbacks along Highway 89 provide space to create public and semi-public pedestrian amenities, including fully separated pedestrian/bicycle facilities and entry plazas. These areas could potentially provide the setting for a dedicated BRT or other high-capacity transit system.

Several development projects are slated to be developed in the area in the near-term, helping to establish a high-quality town center in the process. Other redevelopment projects are to follow, taking advantage of vacant and underutilized properties. Potential new land uses envisioned for the area include garden apartments and similar multi-family residential, targeted commercial and a wide range of mixed-uses. It is anticipated that these changes will energize the district through the establishment of a 24/7 activity profile.

MAP 3 – TOWN CENTER CONCEPT



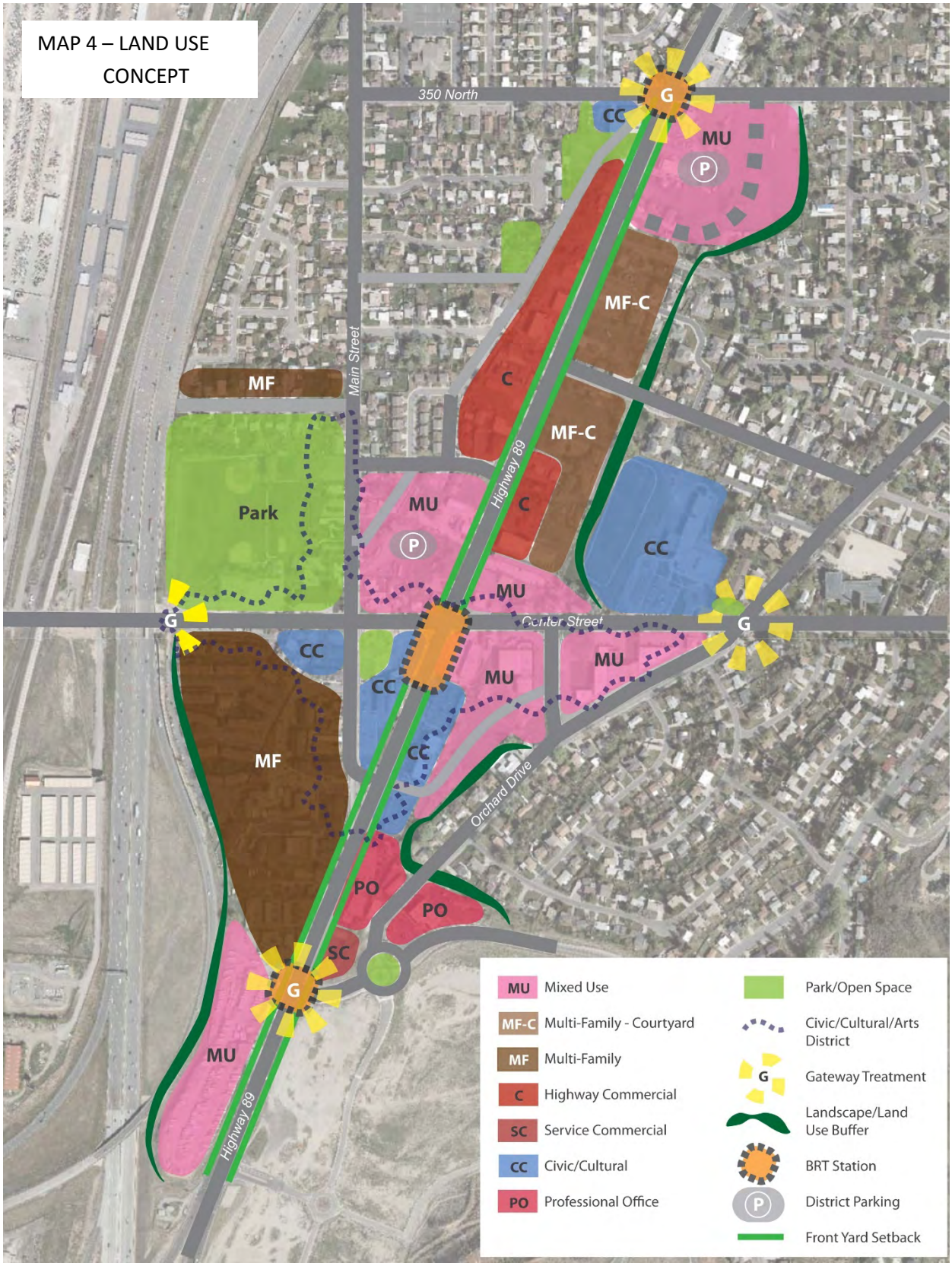
Concluding these enhancements is a landscaped buffer (see Design Guidelines) along the west side of the district adjacent to Interstate 15, helping to mitigate the noise, pollution and other negative impacts of the freeway.

LAND USE

As Highway 89 is transformed into an attractive and engaging active movement corridor, the uses along the street are envisioned to transition with the establishment of more cohesive and compatible land uses. As illustrated in *Map 4 – Land Use Concept* (pg. 10), mixed-use development should be focused at three key nodes along Highway 89 (350 North, Center Street and the southwest edge of the district). Two-story, courtyard-centric multi-family residential uses are proposed along the east side of Highway 89 just north of Center Street to diversify the homogenous single-family profile that currently exists further to the east. The west side of Highway 89 north of Center Street is envisioned to become a unified commercial district, encompassing both retail and office uses, all carefully designed to address the steep topography, which slopes to the west. Access to the proposed Bamberger trail corridor is assumed along this frontage.

Example of high-quality mixed-use development with transit incorporated into the roadway

MAP 4 – LAND USE CONCEPT



The City's proposed civic and cultural core is focused around the Highway 89/Center Street intersection, extending westward to Hatch Park. The area should build upon City Hall and the reimagined Hatch Cultural Park, incorporating a new library/community arts center in the vicinity of City Hall. The proposed civic and cultural core is highlighted by unique streetscape treatments, specially paved walkways, plazas and street intersections, and similar improvements along Center Street. Hatch Cultural Park is extended north and eastward in this scenario, encompassing the entire block and introducing new multi-family residences along the northern terminus.

Professional office uses and an upgraded gas station are located near Eagleridge Drive and the south terminus of Orchard Drive, with artists' lofts and similar live/work uses as part of a unique mixed-use district on the west side of Highway 89 south of Center Street.

Example of high-quality mixed-use development with highly-articulated architecture, unified street furnishings, and strong pedestrian circulation elements

Other highlights of the Town Center Concept include gateway treatments (see Design Guidelines) at the outer edges of the district along Highway 89 and Center Street, a robust urban trail system, and the careful integration of historic uses and sites within the framework of the district.

PARKING REQUIREMENTS

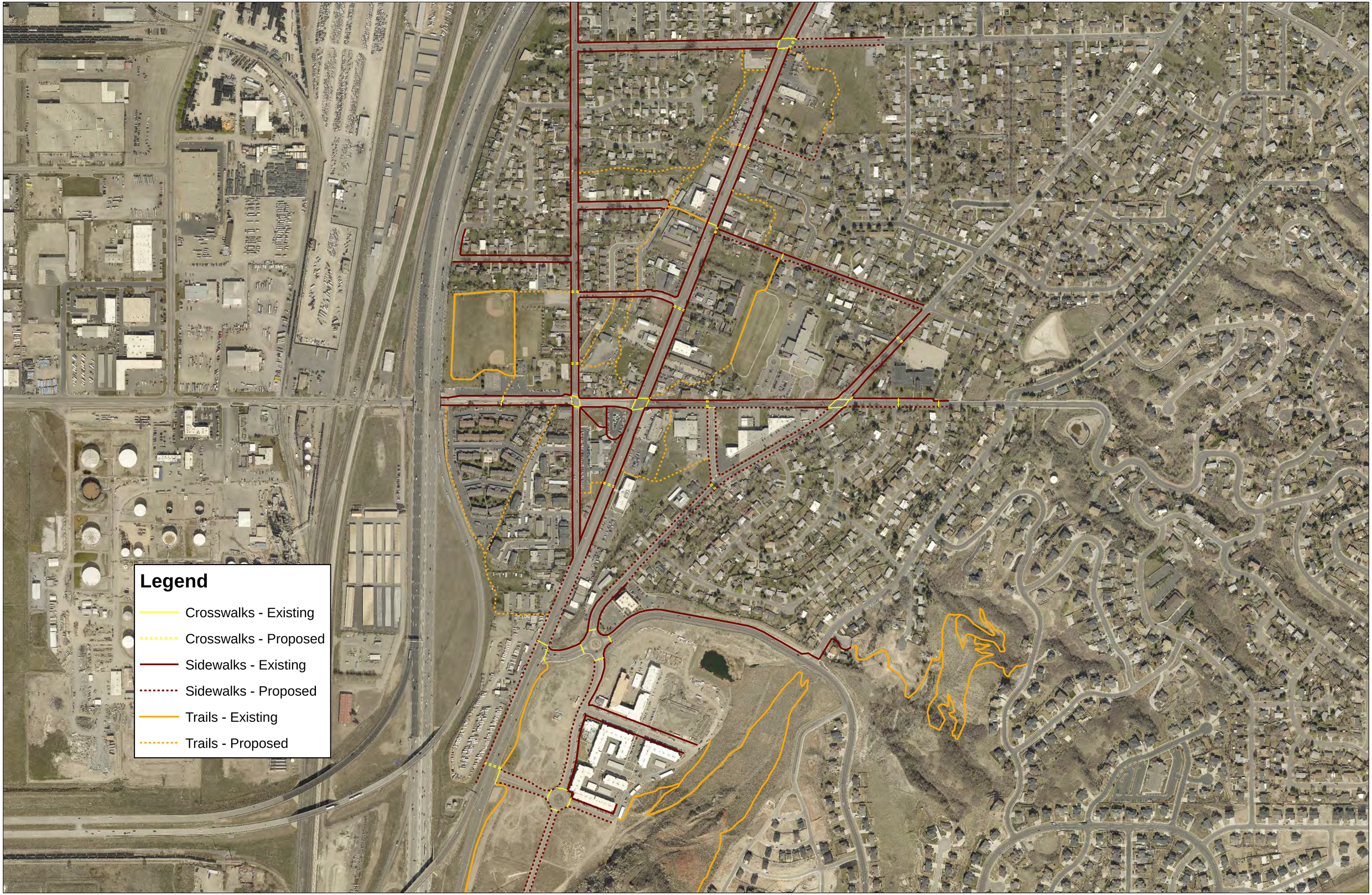
While it is envisioned that many visitors and residents will take advantage of transit options to access the district, some parking will still be required to meet anticipated needs. Based on a high-level assessment of the acres available for development or redevelopment, and the densities envisioned, it is estimated that 800 residential and 400 non-residential parking stalls will be necessary to meet the parking needs within the mixed-use areas. Such parking may be incorporated into the design of individual projects, be provided as part of district parking facilities, or included as on-street parking, depending on the specific designs and opportunities that emerge. It is assumed that some structured parking may be necessary to meet this need. Other uses, including commercial, residential (multi-family and multi-family courtyard) and civic projects, are anticipated to provide parking within their projects as required by the City Code at the time of development.

TRANSPORTATION

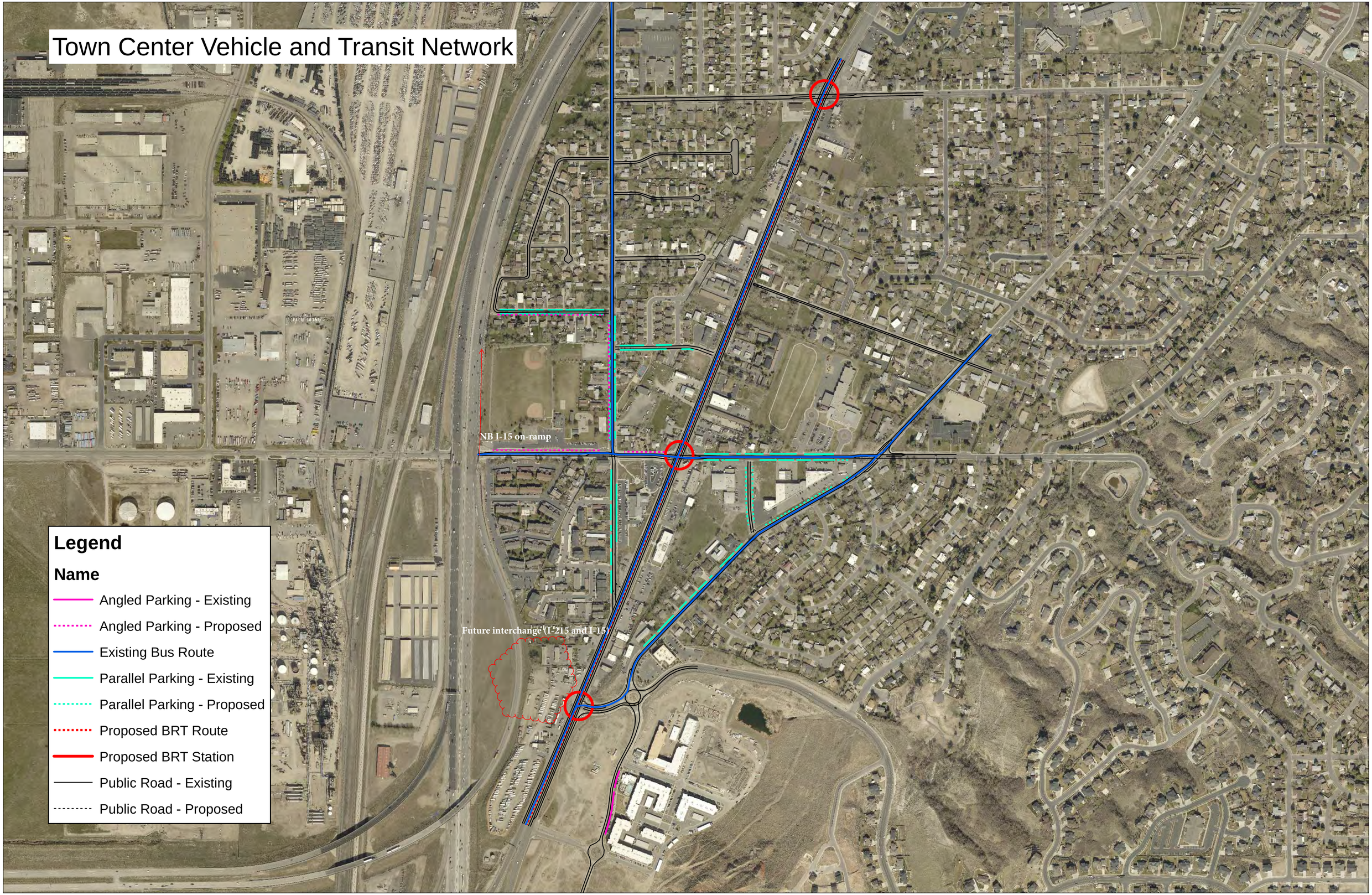
The proposed Transportation Network for the North Salt Lake Town Center Plan addresses all transportation modes and streets in a way that enables and supports a lively, people-oriented place in the heart of North Salt Lake (*see Maps 5.1-5.3* (Pages 14-16) for details.)


Town Center Pedestrian & Bicycle Network
Legend
Crosswalks - Existing
Crosswalks - Proposed
Sidewalks - Existing
Sidewalks - Proposed
Bike Lane - Existing
Bike Lane - Proposed
Multi-Use Path - Existing
Multi-Use Path - Proposed
Trails - Existing
Trails - Proposed

5.2 Town Center Pedestrian Corridors



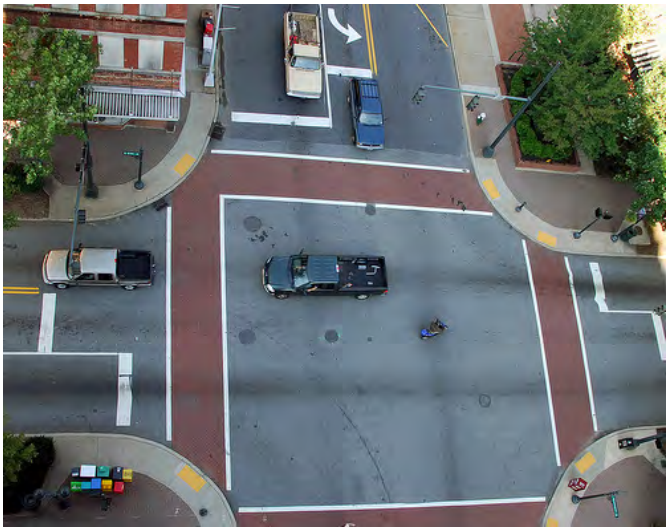
5.3 Town Center Vehicle and Transit Network



STREET NETWORK

VEHICLE NETWORK

It is vital that the proposed Town Center be accessible for vehicles circulating through and parking in the Town Center. It is equally important that these vehicles are encouraged to move slowly and park in an efficient way that does not detract from the character of the district. The Transportation Concept's vehicle network includes the following features:



Traffic calming with colored/textured paving

- Shared district parking lots on the interior of blocks, addressing retail, civic destinations, and Hatch Park;
- Increased on-street parking;
- Maintenance of regional mobility on Highway 89 with some potential traffic calming at key Town Center nodes;
- The realignment of Main Street to connect to U.S. 89 at a right angle, with the potential addition of a new traffic signal or pedestrian-activated signal or beacon;
- Completion of the I-15/I-215 interchange per recommendation of the General Plan; and
- Vehicle access and parking at the northern edge of Hatch Park.

TRANSIT NETWORK

Transit will be a major part of the Town Center both through the existing UTA routes that extend through the area and the proposed Bus Rapid Transit (BRT) line for Highway 89. The Town Center should both enable the planned BRT service and make taking transit to and from the Town Center a convenient and attractive choice. The Transportation Concept's transit network concept includes a series of features that achieve these goals:

- Three BRT stations as focal points for the Town Center at 350 North, Center Street, and Eagle Ridge Drive.
- One BRT station that will serve as a North Salt Lake Transit Center, where riders can catch the BRT or any UTA bus that passes through the Town Center, reinforcing the focal point of Center Street and Highway 89. This would require a slight re-routing of UTA buses so they all serve the Transit Center.
- Focused pedestrian and bicycle access to the three BRT Stations/Transit Center.

Example of BRT station

Example of transit shelter

Example of Intermodal Transit Center

BIKE NETWORK

Making the Town Center easier and safer for bicyclists to access will help enliven the area. The Transportation Concept includes a phased bicycle network, including the following features:

- In the near term, north-south bike travel relies on the first phases of the improved Bamberger rail alignment trail combined with Main Street and the Highway 89 bike path to the south to move

Example of protected bike lanes

cyclists into the Town Center core on Center Street.

- New bike lanes on Center Street will make this street the primary east-west bike corridor in the City. The General Plan identifies a separated bike path that will connect to the Town Center from the west.
- Bike lanes should be added to Orchard Drive.
- In the long term, a widening of Highway 89 can yield buffered bike lanes that will make cycling on Highway 89 safer and more comfortable.
- Meanwhile, the Bamberger Trail could potentially be completed from 350 North through Center Street to the southern part of the Town Center.
- If land uses turn over in other parts of the Town Center, alleys and paths can provide further bike connections.

PEDESTRIAN NETWORK

The most important aspect of the Transportation Concept is improved pedestrian infrastructure, including new sidewalks, paths, plazas and street crossings, which enable pedestrians to access the Town Center destinations as well as comfortable public spaces. The pedestrian network focuses on improving the pedestrian realm along Center Street to make it the focal point for the Town Center, with ample greening and public space. These improvements include:

Example of paved multi-purpose trail

- Near-term widening of Center Street pedestrian realm in strategic locations such as the Towne Plaza project, the edge of Hatch Park, the north side of Center Street between Main and US89 if and when the adjacent property is redeveloped.
- Capitalization on redevelopment projects such as Towne Plaza to make their frontages along Center Street pedestrian supportive.
- A transit center at Center and Highway 89 that is also a BRT station.
- A new, more human-scale and engaging edge for Hatch Park with the parking lot removed (parking replenished on the street and on shared lots elsewhere).
- A safer and more visible crossing of Highway 89 with features such as a pedestrian refuge or incorporation of the BRT station.

Once Center Street has been addressed, the focus should shift to other key streets, especially Main Street. Shifting pedestrian focus to these other streets, especially Highway 89, will depend on land use change and redevelopment: If more people-oriented land uses and destinations such as housing, retail,

restaurants, and offices appear along these streets, they should become more pedestrian oriented. Meanwhile, sidewalks should be added to Orchard Drive.

The way Hatch Park engages with the pedestrian realm of the Town Center is critical. Currently, the park is oriented more toward the parking lot than the surrounding streets. Trading the parking lot for on-street parking and district parking, adding wider sidewalks along Center Street, and tying in the Bamberger trail will improve the way the park relates to the rest of the Town Center.

Safer and more frequent crossings of busy streets like Highway 89 are also an important part of the pedestrian network. In particular, a new signalized or partly signalized (pedestrian activated signal or beacon) pedestrian crossing would be advantageous where Main Street intersects with Highway 89 – allowing the proposed path/stairs from Towne Plaza to Highway 89 to connect to Main Street.

A finer network of paths will also help to make the Town Center more accessible for surrounding neighborhoods. While some of these paths could likely be implemented in the near term, such as the path from Towne Plaza down the hill to the intersection of Highway 89 and Main Street, others would be more dependent on future land use change.

Example of artistic approaches to paving treatments and pedestrian pathways

STREETS AND FACILITIES

The vehicle, transit, bike and pedestrian networks come together in recommendations for street and other facility improvements throughout the Town Center, balancing the needs of the networks on the physical space of the streets. Many of these street improvements and connections are designed to be phased with land use changes and/or the emergence of new development. In the long-term, potential street connections that may make sense with land use changes should be identified, as part of establishing a more intensive mixed use profile of residential, retail, office and cultural.

KEY STREETS

CENTER STREET

Figure 1: Street Section - Center Street Between Highway 89 and Main Street (looking west)

Main Street to Highway 89 (Figure 1): The concept for this critical block of the Town Center builds on the recent improvements by adding diagonal parking and a widened 15-foot sidewalk to the north side of the street. This concept envisions a row of storefronts adjacent to the sidewalk that will create a Town Center place experience. In the future, a similar design could be added to the south side if a new development is added in the City Hall parking lot which complements City Hall.

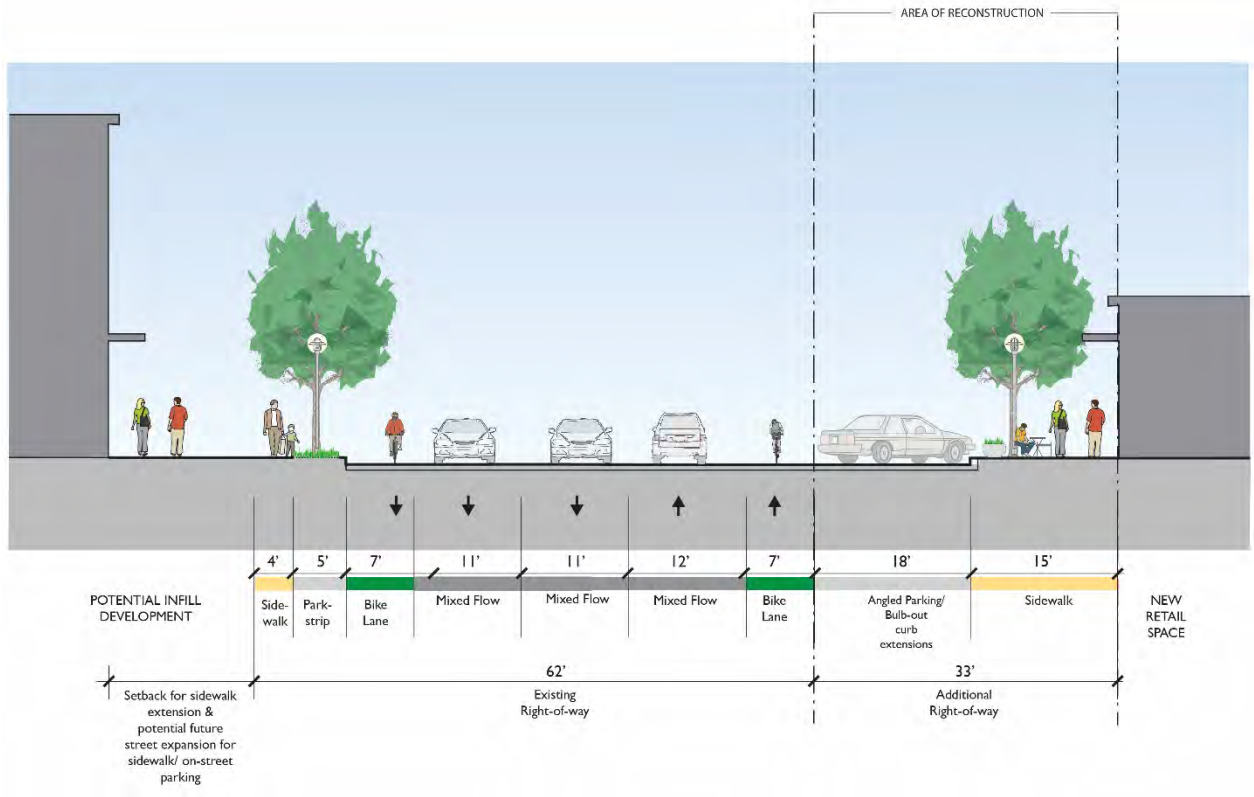
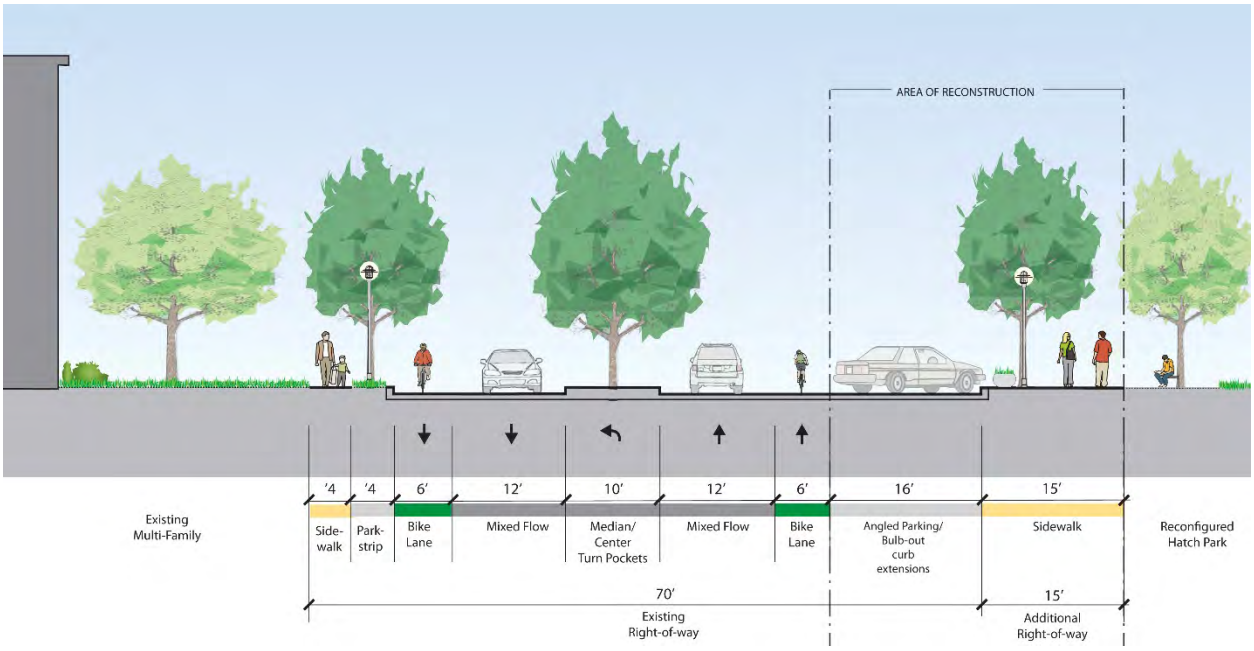
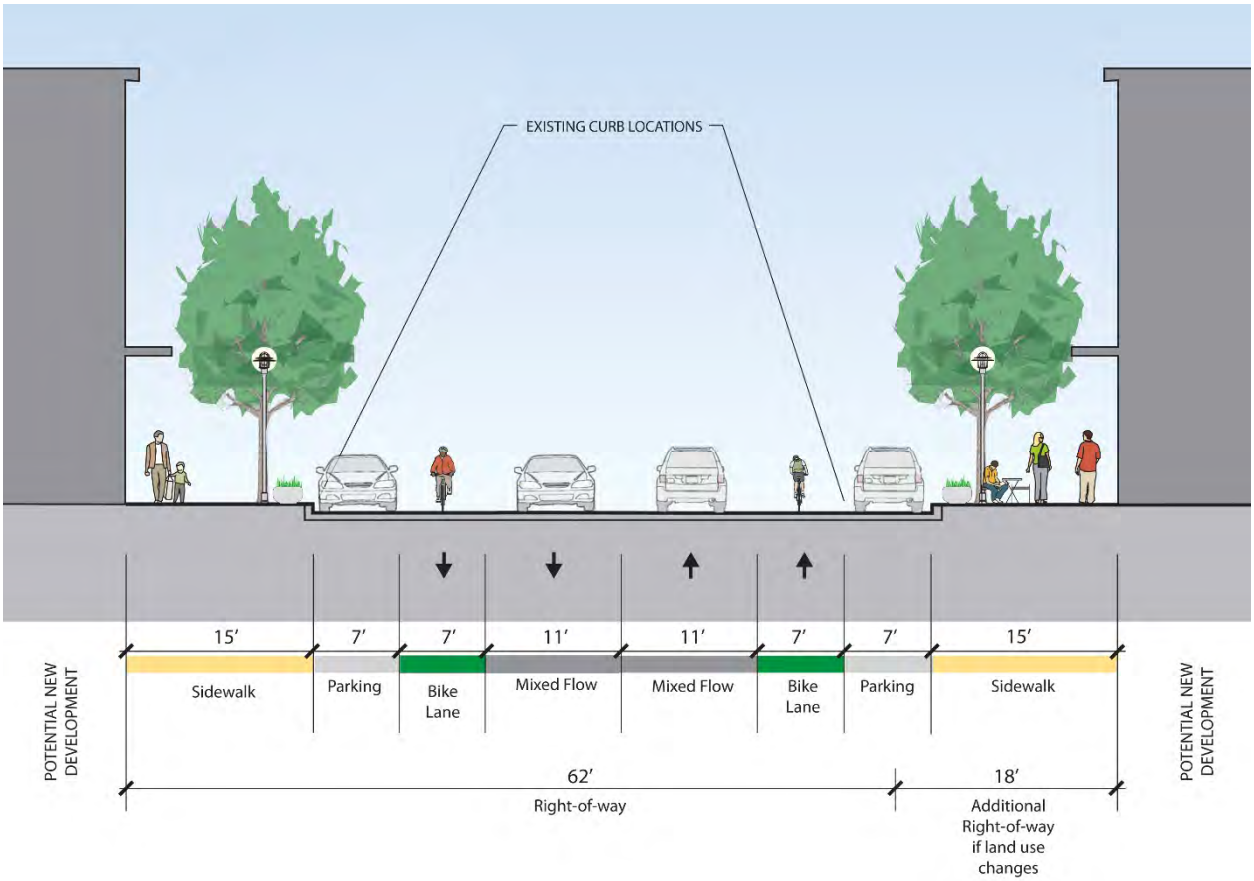


Figure 2: Street Section - Center Street at Hatch Park (looking west)



Hatch Park (Figure 2): To create a more pedestrian-oriented edge, the concept for this segment of Center Street also builds on the recent improvements by adding a 15-foot sidewalk and diagonal parking on the north side of Center Street, helping replace the existing parking. Similar to the adjacent block, a similar design could be added to the south side as the property is redeveloped.

Figure 3: Street Section - Center Street between Highway 89 and Orchard Drive (looking east)

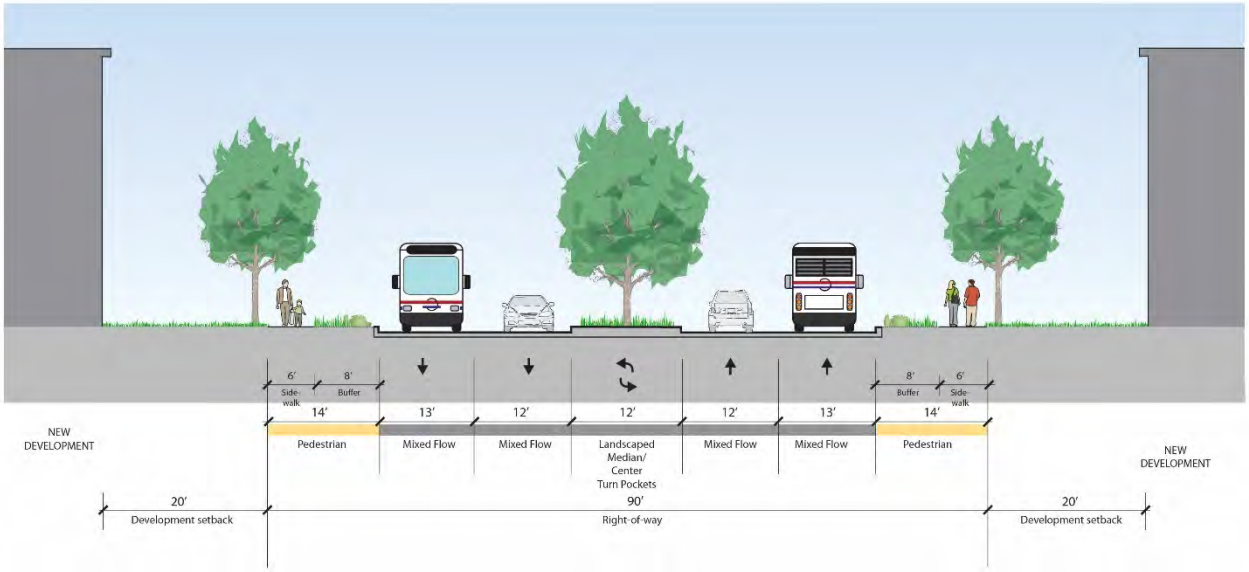


East of Highway 89 (Figure 3): Between Highway 89 and Orchard Drive, the sidewalks on both the north and south sides can be widened to 15 feet to match the other sections of Center Street. Bike lanes will be maintained and on-street parking included on both sides of the street.

HIGHWAY 89

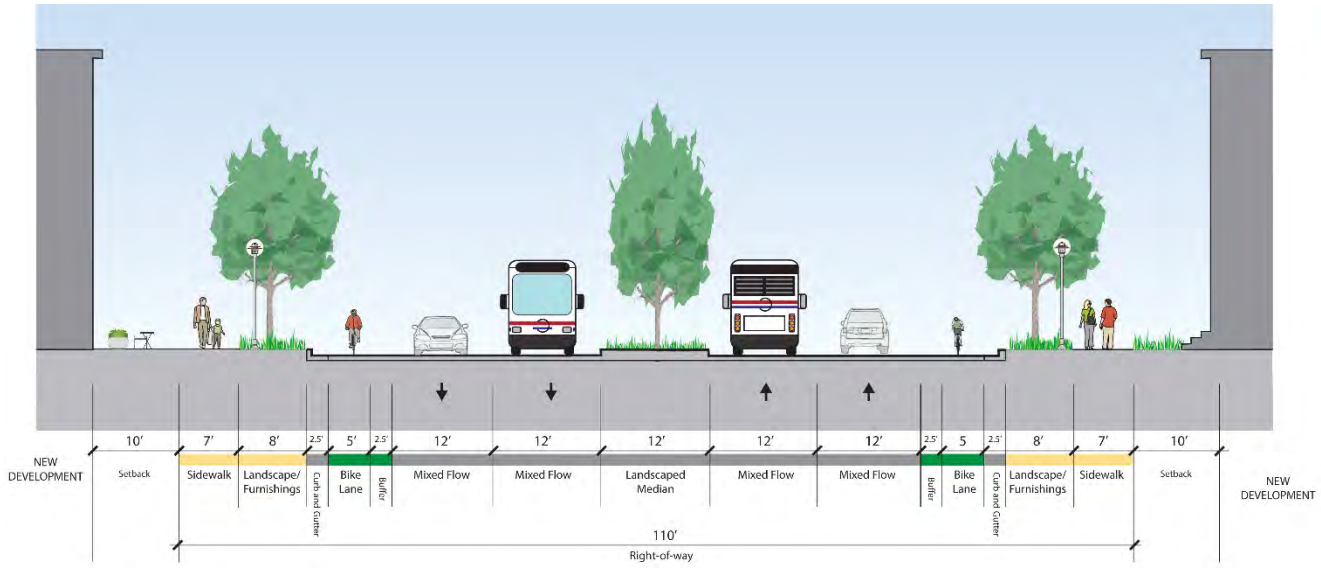
Highway 89 presents a challenge to incorporate into the plan as both a multi-modal asset of the Town Center and a regional transportation facility. This plan presents a phased concept that considers these needs as well as different market and land use outcomes. The plan also responds to the varying regional needs of the street.

Figure 4: Street Section – Highway 89 Near-Term (looking north)



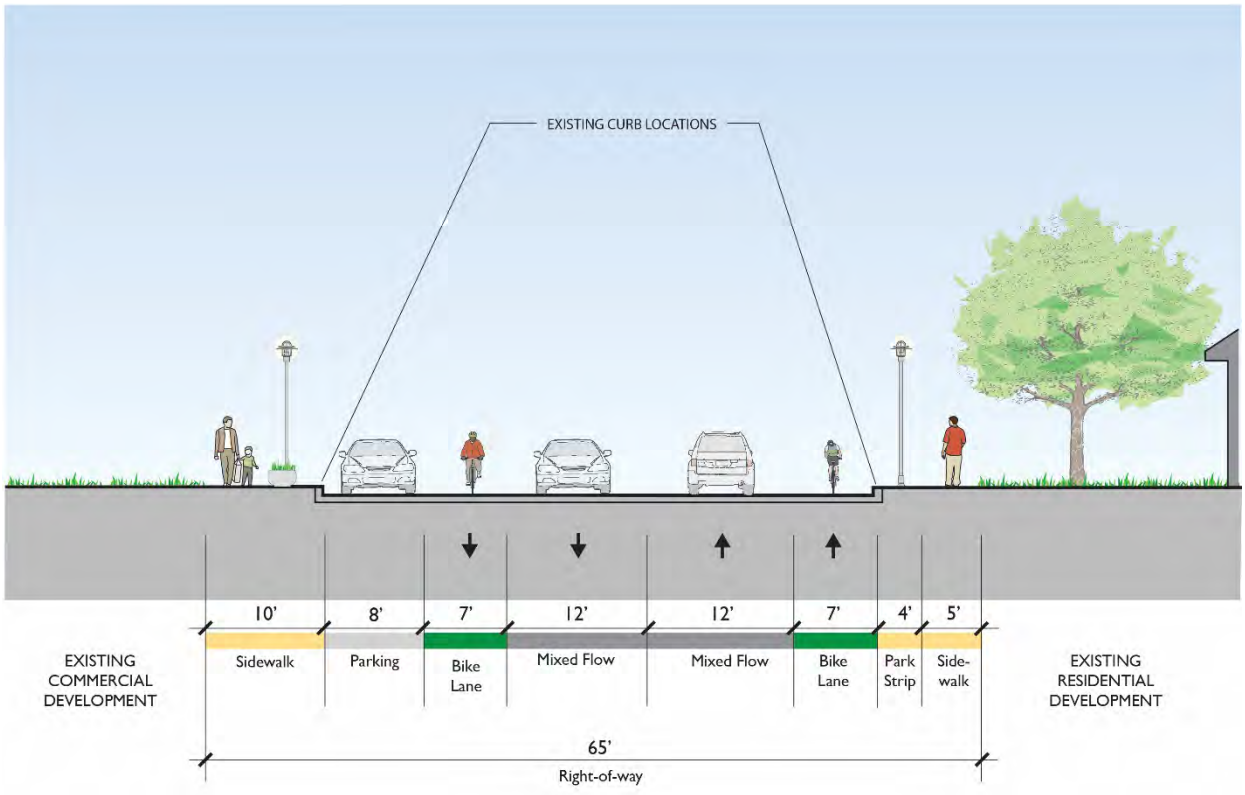
Near Term (Figure 4): In the near-term, the plan proposes focused changes on Highway 89 which include: leaving the curbs as they are, but creating new 14-foot pedestrian realm as new projects are implemented; a 12-foot center median; and a 20-foot setback for new projects that will allow for future widening if enough properties redevelop. These short-term changes include an increased number of street trees as envisioned by the City.

Figure 5: Street Section – Highway 89 Long-Term (looking north)



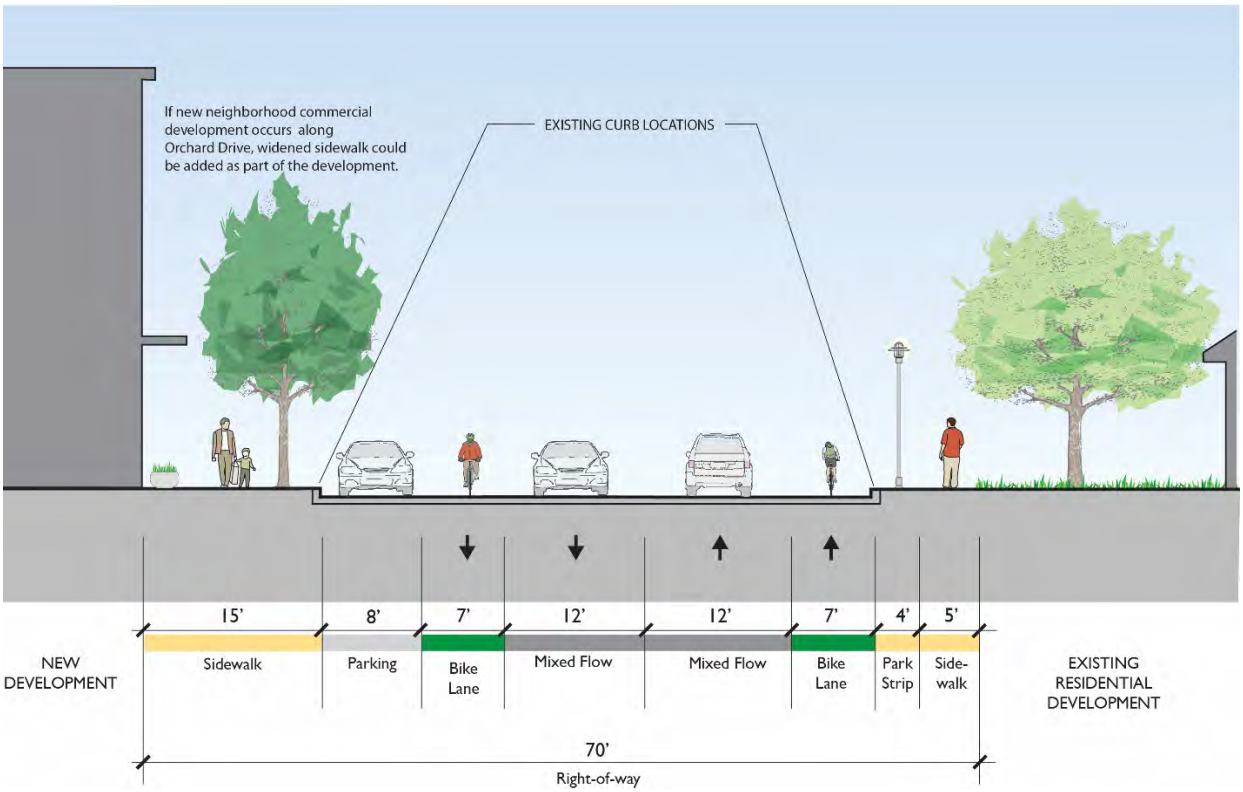
Long Term (Figure 5): The long term plan for Highway 89 assumes the BRT will run in mixed traffic and the right-of-way will expand to 110 feet. This concept keeps the center median and adds a buffered bike lane and an expanded pedestrian realm that could be configured a number of ways. Street trees maybe located behind the sidewalk as needed.

Figure 6: Street Section – Orchard Drive (looking northeast)



At Eagleridge Drive (Figure 6): this Plan proposes adding bicycle lanes and sidewalks to Orchard Drive, within the existing curbs. On street parking would be on the right (residential) side only. This cross section shows Orchard Drive where single family residences are on the right and commercial uses are on the left.

Figure 7: Street Section – Orchard Drive (looking northeast)



At Eagleridge Drive, future alternative (Figure 7): If the existing shopping center at Orchard Drive and Center Street is redeveloped under this plan with a more pedestrian-oriented frontage, Orchard Drive could be expanded to include on-street parking on the left (northwest) side and a wider pedestrian realm.

ACCESS MANAGEMENT

Improved management of vehicle access to properties is critical to making the Town Center safe, ensuring traffic flow, creating a walkable environment, and supporting the BRT project.

Currently, the Highway 89 corridor suffers from frequent driveways, and in some places a nearly constant curb cut, creating conflict points between vehicles turning on and off the roadway and through traffic. As properties along this corridor redevelop and the South Davis BRT project develops, it is recommended that driveways and other curb cuts be consolidated to reduce conflict points. In some cases it may be possible to negotiate shared driveways for multiple properties. Fewer driveways will also make more continuous pedestrian and bike facilities along the corridor.

Local access lane on right parallels road

At the Town Center core near Center Street and near the other two planned BRT station locations, placing access to the rear of a Highway 89-fronting property via an alley should also be considered. This change in access could be accomplished as properties redevelop. Emphasizing vehicle access to parking in the rear would also strengthen the pedestrian experience in these critical areas of the Town Center.

One potential design feature that could help manage vehicle access while also providing more parking for businesses and create a good pedestrian and bike environment is a Local Access Lane. A Local Access Lane can be inserted into U.S. Highway 89 for as short of a segment as a block, with "driveways" leading in and out of the additional lane for slow traffic accessing uses along Highway 89. In some segments of the corridor, a parallel street accessing properties from the back could also be considered.

Vehicle alleys can also serve as attractive pedestrian connections

Center and Main Streets do not have as much high-speed regional traffic as Highway 89, but they are critical to the pedestrian experience of the Town Center. It is critical to concentrate access to parking via shared driveways or back alleys in these areas as well.

PARKING

Parking is a key part of the Town Center's vehicle network and street concepts. It is critical that parking for the Town Center is available, legible, and easily accessible, yet visually de-emphasized to not detract from the character of the district.

Example of on-street parallel and angled parking integrated into mixed-use development

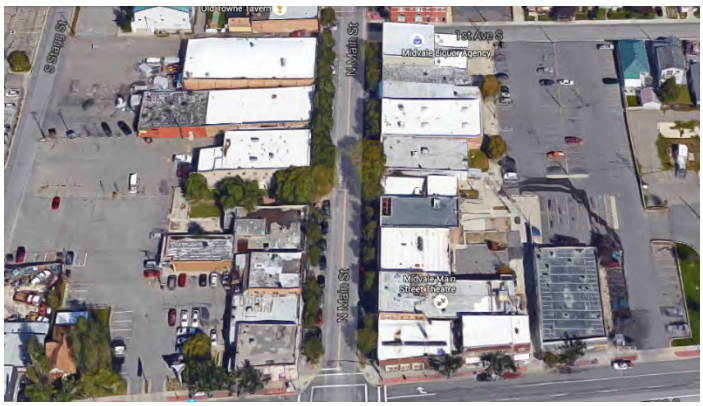
On-street parking should be a "first option" for many of those wanting to park in the Town Center, especially the core areas along Center Street. On-street parking provides a visible and convenient parking resource that gets people walking in the district's sidewalks immediately and also can help buffer pedestrians from moving traffic.

Many opportunities exist to increase the amount of on-street parking in the Town Center, including adding it where it currently does not exist (Center Street) and changing the orientation from parallel to angled parking. Parking requirements for new non-residential development should incorporate the provision of on-street parking. When designing on-street parking it is important to consider the safety of passing cyclists. If possible a buffer should be kept in the "door zone" between where a car's door swings open and where a cyclist passes. In the case of angled parking, street designers should consider back-in angled parking to increase visibility of cyclists when cars pull out.

Shared district parking is another effective way to provide parking for the range of destinations likely to comprise the Town Center. The shared nature of the parking accomplishes several goals. First, it creates efficiency between land uses with different peak parking demands, such as offices, parks, and retail, and even high capacity transit such as the planned BRT. Second, shared district parking emphasizes the district nature of the Town Center. Parking in a district lot communicates to visitors that they are visiting a larger mixed-use district rather than one destination, and when they get out of the car and walk to their destination they will likely walk along the public sidewalks and pass other places, encouraging them to explore the district.

In addition, widening associated with the BRT project may create the need for property acquisitions, which could reduce parking for existing properties. Depending on where this occurs, that parking could be replaced in a shared district lot.

Creating a shared district parking lot on the block north of Center Street between Main Street and Highway 89 is a key foundational piece of the Town Center core. Likewise, similar lots near the other BRT stations/Town Center nodes will also be important. Parking requirements for new non-residential development should consider shared district parking, if available by the time a project is completed.



Example of shared district parking

Ideally, shared district parking lots are located in the centers of blocks, allowing the street frontages to be occupied by pedestrian-focused buildings. The North Salt Lake Town Center area does have several large blocks big enough to incorporate such a lot into the middle of the block. In some cases it may be necessary to design parking lots so they abut a public street. In these cases it is important to create a buffer composed of landscaping, decorative walls, or even engaging displays such as public art.

However, shared district parking lots also need to provide easy wayfinding and navigation for drivers looking for parking, as well as wayfinding and navigation for people walking from the lot to their destination. If some of the parking for Hatch Park is incorporated into a shared district lot, as this plan recommends, it is important to have a clear and safe route from the shared lot to the Park.

The way private off-street parking is handled is also critical to success of the Town Center. As with shared district parking, designs for new development should strive to place private off-street parking behind buildings and in the centers of blocks.

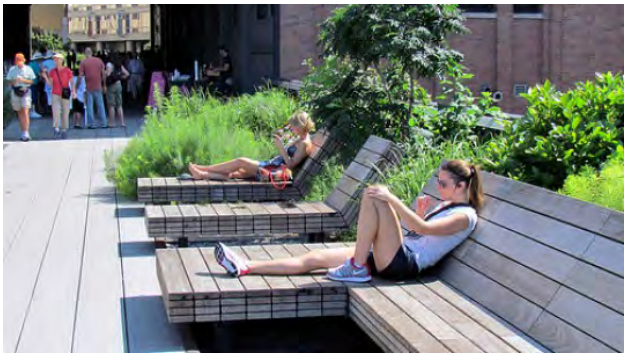
As the Town Center evolves and BRT service is activated, district and on-street parking should be developed to meet demand. As transportation choices and usage increase, the City should consider reducing off-street parking requirements for both residential and non-residential uses.

COMMUNITY SPACES

The inclusion of a range of high-quality public spaces is critical for establishing a vibrant town center. Such spaces are critical for providing essential places for recreation and respite, in addition to helping to link and merge the range of buildings and neighborhoods as part of a cohesive district.

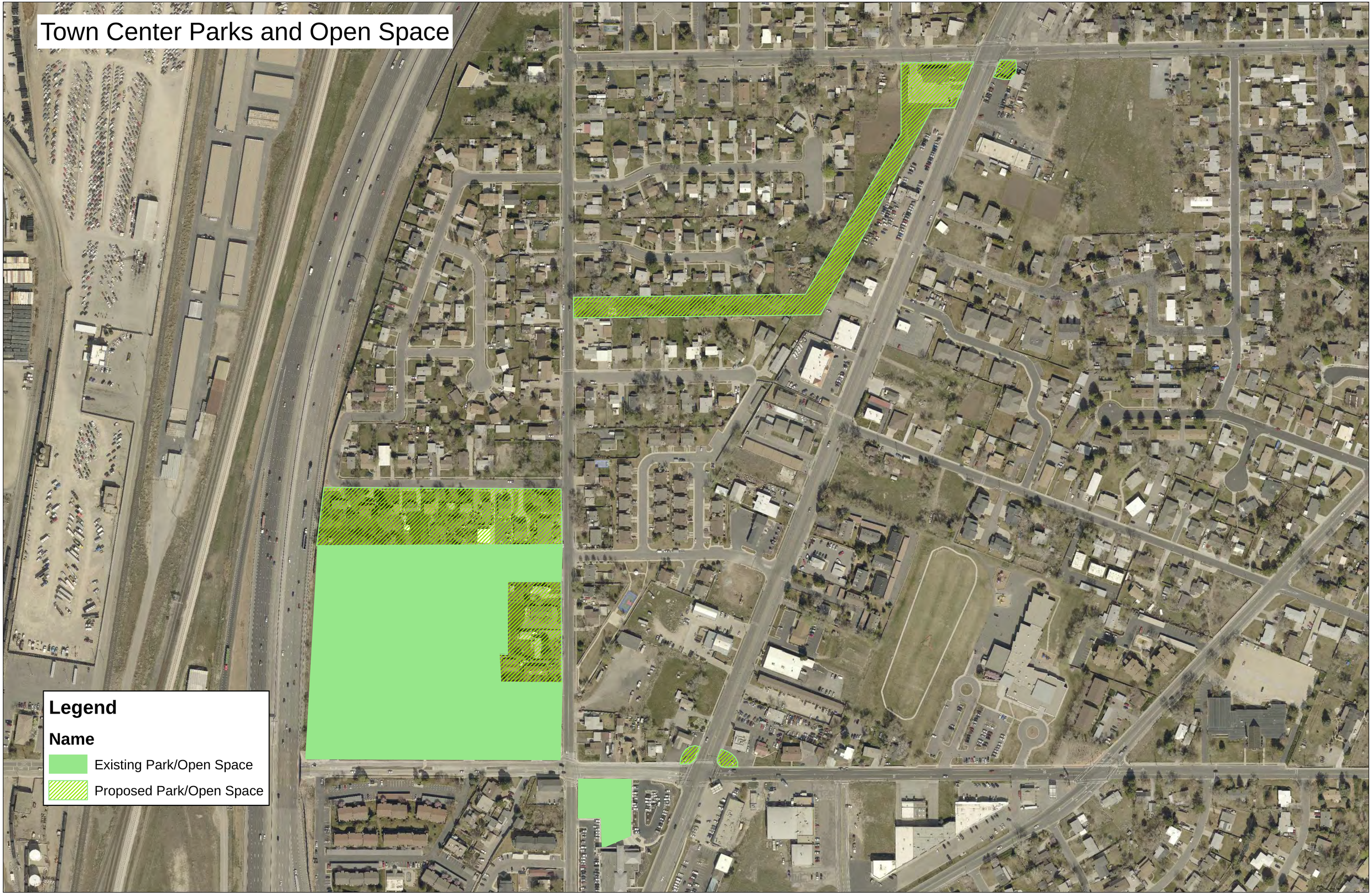
Example of open space for passive recreation

The North Salt Lake Town Center area is blessed with a range of parks, open spaces, vacant land and undeveloped sites, each of which should be leveraged as part of creating a great town center. Hatch Park and City Hall Park, for example, form a centrally-located, green gathering place at the center of the district. As illustrated in *Map 6 – Town Center Parks & Open Space* (pg. 32), it is essential that additional parks, plazas and public spaces are established to form a complete and interconnected system of public spaces.



Examples of active community spaces

Map 6 - Town Center Parks and Open Space



A significant swath of the historic **Bamberger Rail Corridor** needs to be preserved on the west side of Highway 89. The corridor is favorably sited to serve as a green multi-use corridor, removed from the busy traffic of Highway 89. The corridor links the northern Bamberger Trail alignment, Post Office and the earmarked northern BRT station with the heart of the Town Center at the intersection of Main Street and Center Street and has opportunities for the development/preservation of several open space areas. The Bamberger Trail also presents an opportunity to develop an additional trail and open space corridor in the space between back yards of homes north of 200 North and south of 250 North, just east of Main Street, providing access from residential areas to commercial areas on Highway 89 and the Post Office.

Examples of active public open spaces

In addition to these major open space connections and corridors, the Town Center Master Plan features a network of trails along Highway 89, Center Street, Main Street, 150 North, North Towne Lane, Old Station Way, and Bamberger Road. Similar features are proposed near the residential areas south of Center Street. These routes may take the shape of wide pedestrian walkways, such as those recommended along Highway 89 and Center Street; multi-purpose trails, as found at the Bamberger Trail Corridor; or smaller sidewalks and passages located in residential areas along Main Street and North Towne Way. The Master Plan further recommends the connection of the existing multi-purpose pathway south of the Town Center to the City's proposed Springhill Geological Park and the Eaglepointe Development beyond (see *Map 6 – Town Center Parks and Open Space* (pg. 32)).

A third layer of linkages connect residential areas to major areas of development and important Town Center destinations, including the recently-approved Towne Plaza Project which will redevelop the current site of Orchard Lanes. Access to Highway 89 is also enhanced through the inclusion of smaller pathways, stairs and pedestrian alleyways throughout the district. Bicycle facilities are envisioned along key corridors such as Highway 89, Center Street, Main Street and Eagle Ridge Drive. Where space allows, designated bike lanes are proposed, although signed shared roadways may be required where space for accommodating bike lanes is limited.

MAP 7.1 – ILLUSTRATIVE PLAN

MAP 7.2 – ILLUSTRATIVE PLAN

ILLUSTRATIVE PLAN

The land use and transportation concepts discussed in the previous sections are synthesized in *Maps 7.1 & 7.2 – Illustrative Plan* (pgs. 34-35), which provides a graphic vison of how the Town Center may appear once fully implemented. The plan incorporates new and existing buildings as part of creating complete and unified blocks in the core, with shared parking areas, landscaping, and open spaces helping to form a complete picture of the future district.

Example of Active Street with transit and wide pedestrian-friendly streetscape

As clearly indicated in the illustration, Center Street is a key Town Center connector, linking the civic/arts/cultural district with the central Transit Hub along Highway 89. A two-block segment of the roadway located between Main Street and 130 East features multi-story, mixed-use buildings with a shared parking facility in the middle of the block. The area is unified through the use of consistent paving treatments, which are extended to other blocks as part of a cohesive design approach. The use of unique paving treatments at key locations throughout the area help link City Hall, City Hall Park, Hatch Park and the new mixed-use development envisioned for the area. The reimagined Hatch Cultural Park is transformed into the focal open space of the district, providing both recreational opportunities and space for public events.

Main Street south of Center Street is transformed into a shared street in the long-term, with special paving and street trees helping to extend the space for public events from the core area southward, providing enhanced connection with City Hall. With Hatch Park extending northward to encompass the full block, the homes on the north side of 150 North should be replaced with new multi-family units, helping to form a more active park and a livelier, more diverse town core.

Examples of shared street with special paving

Two BRT stations are located at each end of Highway 89 within the Town Center boundaries. These transit access points should be enhanced with special paving and coordinated station design treatments, helping to signal entry into this special place as part of a unique gateway experience. Each of these BRT stations are supported by the location of nearby mixed-use developments.

Street trees help cool the street and buildings

Street tree design is used to denote the key corridors - Highway 89, Center Street, and Main Street – helping to create a greener, shadier and more sustainable town center. The trees also soften the visual impact of the roadways, in addition to separating sidewalk activities from vehicular traffic movements.

The historic Bamberger Rail Corridor is linked with new open spaces, providing additional green space within the Town Center and a place that connects nearby neighborhoods. A tree row south of Center Street pays visual homage to the past, tracing the route of the historic rail alignment through existing neighborhoods.

Additional trails, bike lanes, sidewalks, stairs, and pathways provide multiple options for linking with surrounding uses and neighborhoods. The courtyard-centric residential and high-quality commercial development and redevelopment envelope the northern stretch of Highway 89, with parking to the rear of buildings mitigated through the use of landscape buffers between these sites and surrounding uses.

The pending Towne Plaza project, which was recently approved, sets the tone for future development along the east-west running roadways. Special paving, sidewalks, street furnishings, lighting and similar features used in this location should be repeated in similar locations, in addition to the use of a more traditional, turn-of-the-century look and feel.

Overlaying the new structure, form, and character of the Town Center is a series of wayfinding/signage elements, including gateway and landmark features that designate entry into the Town Center and help residents and visitors easily navigate their way through the area and contribute to a strong sense of identity.

3 DESIGN GUIDELINES

The preceding sections establish general concepts for land use and transportation improvements to the Town Center area. This section begins with general principles for the design of the Town Center, delving into more detailed design guidelines that set the groundwork for implementing the as development and redevelopment takes place.

GENERAL URBAN DESIGN & STREETSCAPE PRINCIPLES

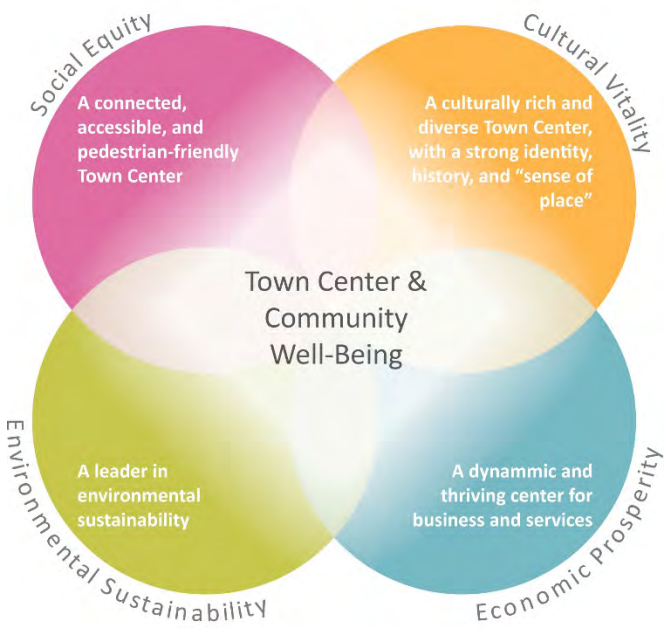
Urban design deals with the physical structure of a community – from the buildings and structures to the spaces that separate and surround them. Urban design addresses the community's streets, sidewalks and plazas, as well as its parks, open spaces and trails. It is a process, incorporating the rules and standards of good community design.

The relationship between the physical structure of a City, the comfort provided, and the health of the local environment has been heavily studied over the years. Several elements have emerged as key considerations for the urban design of North Salt Lake's Town Center, as discussed below.

BECOMING A SUSTAINABLE PLACE

With growing populations and increasing pressure on limited resources, the question of what makes a place sustainable is constantly being explored and changed. Sustainable development has become a rallying call during the past decades, although a clear approach or understanding of how to achieve this lofty goal is often lacking.

Figure 8: The Four Pillars of Sustainability



For the purposes of this plan, sustainability refers to the dynamic processes that enable people to realize their potential and improve their quality of life in a manner that simultaneously protects and enhances the earth's life support systems. For the North Salt Lake Town Center milieu, applying a sustainable approach is not only achievable, it is essential for transforming the district into an improved place that is better-positioned to meet future needs and changes in a responsive manner.

As illustrated in *Figure 8 – the Four Pillars of Sustainability* (pg. 39), an integrated approach is required to make the Town Center sustainable. According to this concept, efforts are required that balance **social, cultural, economic and environmental considerations** in order to reach a point of equilibrium, i.e. sustainability.

Example of natural stormwater management doubling as attractive urban landscape

The preservation of the environment and the responsible use of natural resources are central aspects to be applied in the Town Center in order to meet this goal. However, ensuring that the district is balanced from cultural and economic perspectives is also critical for making the district truly sustainable. Taken together, sustainable practices help create more balanced places where we can come together, celebrate who we are, and encourage visitors and newcomers to take part and engage in a special place.

As the City of North Salt Lake begins to implement the vision for the Town Center, it is hoped that a balance between the four pillars will be achieved, setting a new standard for the City and the surrounding region as a sustainable place, and thereby improving the quality of life and enhancing the well-being of residents and visitors in the process.

Planter boxes with built-in seating can enhance the environmental and social structure of the Town Center

BECOMING A MORE COMFORTABLE PLACE

The provision of comfortable, inviting places to meet, sit and wait is one of the fundamental factors for a

successful and well-used public place. This can take many forms – from leaning against a warm building wall on a cold day to sitting on an inviting lawn in a park or plaza. Seating in town centers should be frequent and wide-ranging, including appropriately-scaled walls and stairs, fixed benches and stools, moveable chairs and tables, lawns, planter box edges and sculptural elements to name a few. Consideration should also be given to the needs of children and aged persons, with adjustments made to the height and accessibility of seating features to meet their needs.

RESPONDING TO THE ELEMENTS

MITIGATING AND MANIPULATING THE EFFECTS OF THE SUN

Manmade buildings, roads and other pavement and infrastructure collect and radiate a significantly greater amount of heat than open land and vegetation. The 'Heat Island Effect' is a name that describes the tendency for developed areas to be hotter than green areas. The shift is a result of the land cover, with natural, lighter-colored surfaces being cooler or more reflective than darker, unshaded surfaces.

Flexible seating allows people to adjust to their desired level of sun

The heat island effect can be beneficial in cold winter areas, where radiating heat may help reduce energy costs for surrounding buildings and create warmer outdoor public spaces. However, it can significantly increase energy costs in the heat of the summer, with air-conditioning required for the comfort of occupants, and outdoor spaces may become undesirable or unusable due to high temperatures and absorbed heat. Strategies for reducing heat island effect include reducing areas of unnecessary paving, using light-colored paving and rooftop materials, shading paved areas and buildings with large shade trees, and increasing the amount of vegetation in a given area.

Example of fabric shade structure

Since human beings are creatures of comfort, we have a tendency to occupy and use spaces more frequently that provide opportunities for comfort. On cooler days, for example, sitting in the sunshine is desirable, while the same exposure may be too hot during a hot summer day. The design of the Town Center should not only provide choices for shade and sun, it should also include a range of choices that provide comfort during hot and warm extremes as well as more moderate conditions. The provision of dappled shade is one example, which can be achieved through the use of appropriately-selected trees, building details, awnings, shade sails, pergolas, and other shade structures.

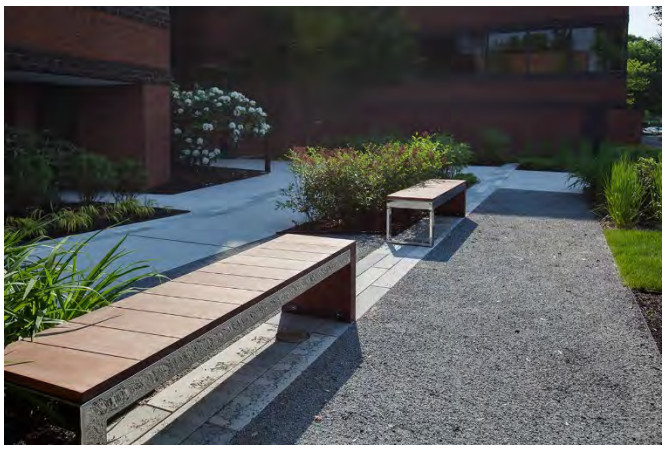
BREATHING EASY

Trees not only provide shade and beauty, they also filter particulates from the air, helping to mitigate air pollution and improve overall air quality. This function is most effective if the trees are hardy species with hairy leaves and a large leaf circumference and surface area. Likewise, the trees should be dense, with rough branches and twigs, and rough bark. Using trees to cleanse the air is most effective when mixed species are massed together in groups, and some form of understory vegetation or groundcover is provided below the trees.

Broad leaves help filter particulates in the air

THE EFFECTS OF WIND

Wind is an important consideration when designing outdoor places and destinations. Wind can mitigate ambient air temperature, providing comfort on hot days and increasing discomfort on cold days. Wind not only affects comfort, but can also have a direct impact on local air quality. Applying knowledge of local wind patterns and characteristics can be a valuable tool in downtown areas in particular, allowing the re-direction of prevailing winds to cool warmer spaces and providing shelter from the wind in areas where winds are likely to create discomfort. The careful design and layout of buildings and streets in areas such as the Town Center can be paired with well-placed tree



Seating tucked in near buildings or site walls provide protection from wind gusts

clusters, walls, street furnishings and other features to help manage wind patterns and maximizing comfortable and functional outdoor gathering spaces.

KEEPING DRY

A bio-swale located in a parking lot is an example of Low Impact Development (LID)

The control and management of storm water in developed areas has typically been handled collecting and piping runoff to detention/retention basins, storm water collection systems, sewers, or directly into natural waterways. In recent years, the rising costs of infrastructure, the increasing severity of storm events, and concerns about pollution of limited water supplies, many communities are rethinking their approaches for handling storm water. A more holistic storm water approach is becoming the norm, not only for managing flow and collection, but for increasing the direct recharge of groundwater supplies and preventing flooding. This is being achieved through alternative approaches, known as Low Impact Development (LID).

According to the Environmental Protection Agency (EPA), "LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat storm water as a resource rather than a waste product. There are many practices that have been used to adhere to these principles such as bio-retention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements. By implementing LID principles and practices, water can be managed in a way that reduces the impact to built areas and promotes the natural movement of water within an ecosystem or watershed. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions."

Increased use of vegetation on the ground plane and rooftops and the use of porous pavement can slow the runoff of storm water, allowing more water to infiltrate into the soil, reducing the velocity of water across the ground plane, and decreasing the volume of water entering detention/retention basins, water treatment systems, and natural waterways. In addition, the vegetation can reduce the transfer of pollutants from roadways and parking lots to ground and surface water supplies. Not only do these 'green infrastructure' systems provide functional ecosystem benefits, they contribute to the quality of urban spaces by providing attractive visual elements.

Example of plaza with permeable paving

Example of green roof plantings & deck

UNIQUE FEATURES

In addition to the approaches mentioned, other unique elements can create more active and lively public spaces. Key examples include water features, special landscape design, and public art, in addition ensuring that food and drink are readily available.

Water features are expensive to construct and maintain, and should be located in places where they will have the greatest impact. The mechanical systems for these features should apply the latest technology as part of making the Town Center more sustainable. While the final designs will vary depending on the purpose and intent, they should be thoughtfully designed as part of enhancing the opportunities for public interaction. For example, water features can be as simple as manually-operated water spigots and basins, or as elaborate as automatic fountains or user-activated splash pads. The key is to make sure the feature matches the need and setting.

Example of public art installations

Public art can bring imagination and whimsy to public space, encouraging curiosity and at times, interaction. Art can also provide visual relief and lively energy to an otherwise harsh urban environment predominated by hardscape paving and buildings. Paring these creative elements with food and seating

can be particularly refreshing, perhaps at a location that accommodates festivals, concerts or food trucks. Other places where the impact of public art can be effective include farmers markets, parks, and similar public locations where people come together and gather. Fortunately, there are numerous possible locations in the Town Center where art can be properly sited.

Example of a simple interactive water feature

Example of food truck festival in a downtown location

IT'S ALL ABOUT PEOPLE

According to William Whyte in *The Social Life of Small Urban Spaces*, "What attracts people most, it would appear, is other people." Employing the general urban design principles described above in the development of the Town Center can help activate the core, attracting people to the heart of the City, and thus, attracting even more people. When the Town Center has become a place for "people watching", the City will have succeeded in creating a great place.

People are attracted to places with other people

TOWN CENTER DESIGN GUIDELINES

The following guidelines have been developed to promote high-quality development as the Town Center emerges as a hub for North Salt Lake activity. They include recommendations for the design and layout of new buildings, streets, plazas, sidewalks, pathways and landscapes, including key new development sites. They are intended to provide guidance and inspiration to City staff and leaders, developers, landowners and the general public, so there is common understanding of the general expectations for how the Town Center should be developed, and to plan for improvements and modifications in a manner that meets the overall vision for the district.

DESIGN INTENT

The overall design intent is to create a unique but unified town center destination. It is generally intended that development along Highway 89 should have a more modern appearance, incorporating contemporary architecture with existing buildings, and utilizing high quality furnishings, light fixtures, and design treatments. This approach will help mitigate traffic and leverage the BRT line as a positive feature.

In contrast, developments located along Center Street and Main Street, both east and west of Highway 89, are encouraged to be more traditional in appearance, building upon the local history and lending a sense of timelessness to the area.

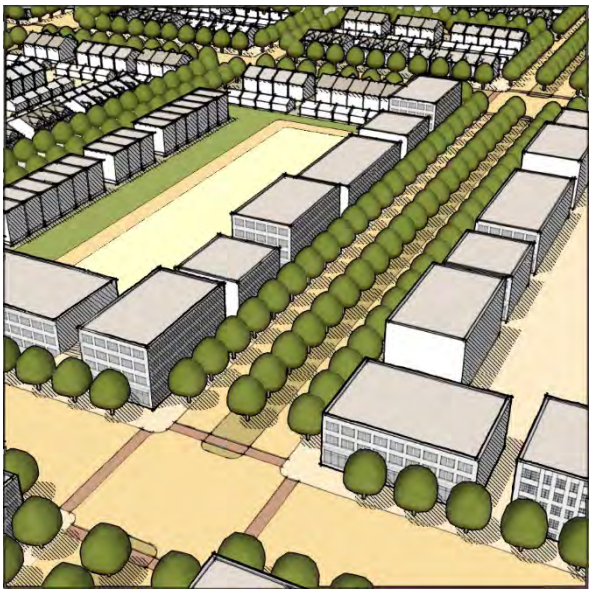
BUILDING TYPES & ARCHITECTURE

The North Salt Lake Town Center is planned to become a new hub of activity in the City. Its primary focus is on civic and commercial uses in general, with mixed use and multi-family uses located in concentrated areas, eventually tapering out to residential uses on the edges. The spaces between the buildings are equally important, encompassing a range of high-quality parks, plazas, pedestrian zones and small respite areas. The Town Center area is composed of several sub-districts each of which are intended to have a different character, which will be enhanced by the architectural form and massing, high-quality materials, site furnishings, surfaces and landscape treatments.

BUILDING TYPES

HIGHWAY 89 CORRIDOR

The place types outlined on the *Wasatch Choice for 2040* website have been utilized to help guide the look and development of the area (http://wasatchchoice2040.com/wasatch-choice-toolbox/tool-form-based-code/item/222-place-types). The **Boulevard Community Place Type** generally applies to the intensive Highway 89 corridor, which assumes that buildings containing a wide mix of uses will be concentrated, particularly around three planned BRT transit stations along the Highway (350 North, Center Street, and Eagle Ridge Drive.)



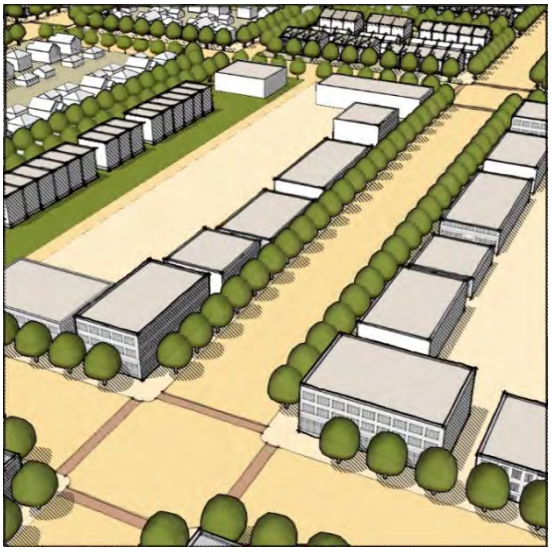
Boulevard Community Place Type appropriate for Highway 89

The Highway 89 corridor transitions into lower intensity uses and single family homes relatively quickly, both north to south from Center Street, and

more particularly for east to west behind the core building area. The core is envisioned to be a real mixed-use place, accommodating civic buildings, storefront buildings, commercial housing uses, stoop buildings, multi-family housing units, offices, and courtyard style multi-family buildings (*see Figures 9-14*). This latter use is particularly important for blending residential uses into the structure of the street, helping to mitigate the impacts of the fast and loud traffic anticipated along the roadway. Some warehouse style stores are also recommended in the Highway Commercial areas are shown on *Map 4 – Land Use Concept* (pg. 10) near the southern extents of the district, and should be carefully designed to help contribute to the overall sense of being part of a unified district. Existing buildings should be maintained when they contribute to the overall design concept, transitioning into row type housing and single family units further away from Highway 89.

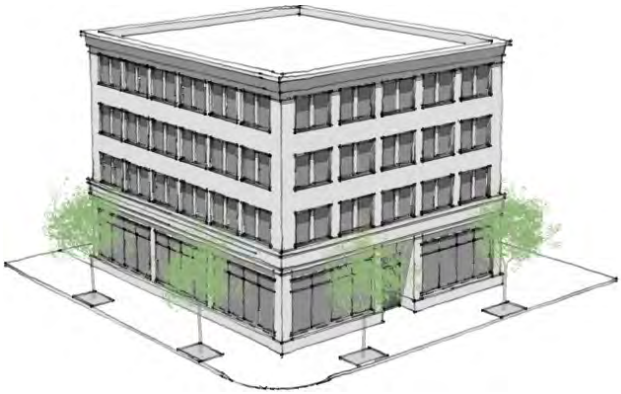
CENTER STREET & MAIN STREET

The **Main Street Place Type** generally applies to the less intensive Center Street and Main Street corridors. Main Street style mixed-use buildings should be located along Center Street between Main Street near Hatch Park and 130 East where the future Towne Plaza Project is soon to be underway. Storefront building types should be the dominant form of new development in these areas, concentrated between Main Street and Highway 89. A mix of storefront and stoop buildings should extend east of Highway 89 to Orchard Drive (*see figures 9 and 10*).

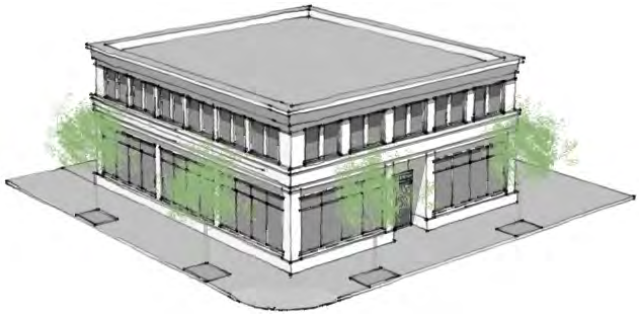


Main Street Place Type appropriate for Center Street

Figure 9: Examples of Recommended Building Types for the Town Center (Storefront)



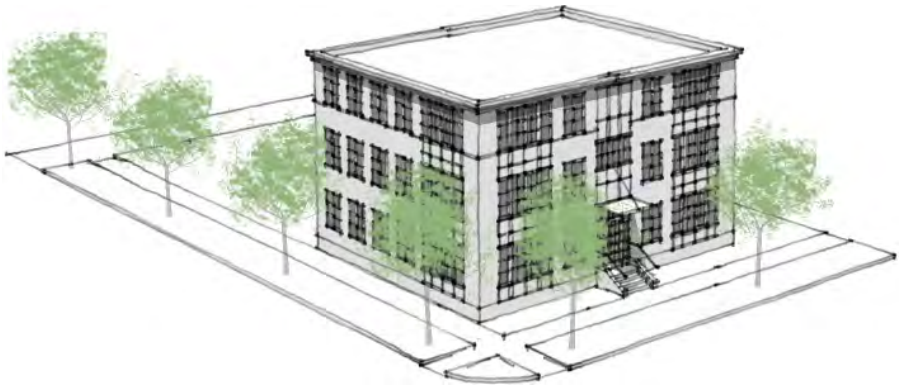
Storefront building type (4-story example)



Storefront building type (2-story example)

Storefront building type (3-story example)

Figure 10: Examples of Recommended Building Types for the Town Center (Stoop)



Stoop building type (3-story example)

Stoop building type (2-story example)

Figure 11: Examples of Recommended Building Types for the Town Center (Civic)

Civic building type (4-story example)

Civic building type (2-story examples)

Figure 12: Examples of Recommended Building Types for the Town Center (Courtyard)

Courtyard-Centric Multi-Family building type (3-story examples)

Courtyard-Centric Multi-Family building type (2-story example)

Figure 13: Examples of Recommended Building Types for the Town Center (Row)

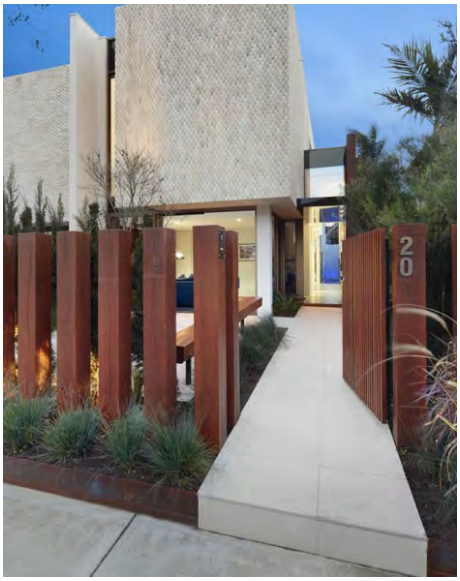
Row building type (2-story example)

Live-Work Row building type (4-story example)

Row building type (3-story example)

Figure 14: Examples of Recommended Building Types for the Town Center (Yard)

Yard building type (1, 2, and 3-story examples)



Yard building type (2 and 3-story examples)

BUILDING HEIGHT

In general, buildings east of Highway 89 should be two stories minimum. West of Highway 89, where the land slopes steeply to the west, buildings should be a minimum of three-stories. This will help bring the necessary density required, enhancing the mixed-use profile, and helping to form new and engaging view corridors.

Example of two-story mixed-use building

Example of three-story mixed-use development

In order for the Town Center to be realized as envisioned, detailed plans and designs should be submitted as part of the approval process.

ARCHITECTURAL FORM

New development in the Town Center should apply careful attention to form and the application of exterior elements. This will create an aesthetically pleasing environment that is compatible with and complimentary to the existing urban form and milieu. Successful architectural projects can be gauged in large part with how they fit with the existing setting and adjacent buildings and spaces to form a high-quality spatial experience.

Example of high–quality, well-articulated architecture with varying planes and materials and obvious entrances

Creativity in developing high-quality architecture is expected, although individual needs and desires should be balanced with the surrounding areas to create an aesthetic connection and comprehensive image for the Town Center.

All building and site walls that are visible from any direction or perspective should be well-articulated through the use of offsets, recesses, changes in height, changes in plane, variations in window layout, vertical and horizontal variation in the roofline and similar embellishments, particularly along street and parking frontages or where visible from nearby residential areas.

Example of well-articulated back and side of building

Building elements such as windows, doors, and soffits should be in proper proportion to the overall building façade and to other neighboring elements. Window configurations that allow ample natural light into interior spaces while minimizing glare are also recommended.

The mixing of architectural styles should be avoided within a single project, although there should be a range of styles and looks to create a unique place and to avoid the pitfalls of derivative design that prevails nearby. Massing and form should be appropriate to relative pedestrian and vehicular scales. Primary public entrances should be well-defined through architectural form and materials. Areas for pedestrian circulation and access should be designed at a pedestrian scale, with pleasing spaces created with high-quality materials and attractive site details.

Plumbing, maintenance access, and electrical and mechanical equipment should be located on the interior of buildings whenever possible. If necessary to locate such features outside or on the roof, they should be screened through the use of parapet walls, high-quality walls, and other screening methods that match the quality and look of the building.

Example of buildings with appropriate proportions between architectural features

Some areas in the Town Center are steeply sloping. Architectural design in such locations should ensure that foundation walls are not

exposed, and that the slope-side of the building is occupied with uses that contribute to the overall look and feel of the district.

AWNINGS

Awnings offer shade and protection from the elements as well as protecting the storefront from direct sunlight. They are also useful for building identification. When used in the Town Center, awnings should fill the openings above the glass, but not extend beyond these openings to cover the structural piers of a storefront. They should also not cover the space between the second-story window sills and the building cornice and not obscure architectural features of the building. They must be designed to maintain sufficient headroom above the sidewalk and be attached to a vertical wall.

Example of appropriate fabric awnings

Awnings should project as least four feet from the building when located over a pedestrian traffic area, and no less than two feet otherwise. They should be made of woven cloth or architectural metal materials. Design, color, and materials should be compatible with the building to which it is attached, and designed to enhance the exterior of the building as an aesthetic element and not as an advertising medium. Awnings that are backlit are inappropriate and should not be used.

SIGNS AND LIGHTING

Signs are an important feature in the overall streetscape helping to identify individual stores or places of business. Well-designed signs contribute significantly to the continuity of building facades in mixed-use or commercial district. Signs should be limited in number and placed in areas that contribute to the architecture of the building. They should not overpower the storefront nor obscure display windows or significant building features. Flashing or electronic signs are inappropriate and should not be used.

Example of appropriate architectural signage

Lighting of buildings should not flood the whole façade of the building. Florescent lights are particularly not appropriate, with the use of protected and indirect lighting from interior windows or above

entrances, windows, and signs preferred. No exterior or façade lighting should be allowed to extend or flood onto adjacent properties or public spaces.

Example of appropriate architectural lighting

ARCHITECTURE MATERIALS/COLORS

The use of appropriate materials should be used to convey a sense of permanence. No more than four types of building materials should be used on a building exterior, excluding glass for windows and doors. One or two materials should compose approximately 70% - 80% of a building exterior as the primary material, with the remaining 20% - 30% in accent materials.

Example of quarried stone facade material

Preferred primary materials include:

- Quarried stone
- Full veneer brick
- Cultured stone
- Composite lap siding
- Glass

Preferred accent materials include:

- Quarried stone
- Full veneer brick
- Cultured stone
- Architectural metals (insulated architectural grade panels)
- Precast concrete
- Stucco

Example of full brick veneer material

- Glass
- Metal trim
- Wood

The use of hardie board, composites, stucco and CMU block should be avoided or used only as accent details on the primary facades. The use of such materials for additions and on secondary frontages may be appropriate.

Ground-level architecture should utilize strong base material that is durable and massive including, but not limited to, quarried stone, full veneer brick, cultured stone or metal. Materials not noted above and new materials may be proposed to the City for approval. Large expanses of a single material should be avoided. Window reflectivity should minimize the amount of glare reflected into surrounding buildings and into vehicular corridors. Energy efficient glass that allows natural light into buildings is encouraged for windows and doors.

In the example above, red and yellow brick form the bulk of the material and color palette, with light red stone and black metal awnings serving accents.

DEVELOPMENT SETBACKS

As illustrated in *Figure 4* in the Transportation Section, a development setback of 10-feet from the final dedicated right-of-way is required for new projects along Highway 89. The City requires an 8-foot park strip, 7-foot sidewalk, and a 10-foot setback area which can be increased for outdoor seating, plazas,

etc. This allows for a substantial pedestrian realm bordered by green, landscaped front yards for businesses, while providing space for the City to eventually establish desired street trees along Highway 89. In the future, once development and redevelopment has occurred along Highway 89, setback zone could potentially be reconfigured to accommodate additional transit and active transportation options, including wider pedestrian/cycle facilities and specially-designed transit stops.

Examples of wide development setbacks

Clear glass allows natural light into interiors and also encourages window shopping as pedestrians stroll along the street

Examples of green setbacks

CORRIDORS/STREET NETWORKS

As the area develops and redevelops, efforts should be focused on the creation of "Complete Streets" system within the Town Center. The "Complete Streets" approach creates streets for everyone – allowing people of all ages and mode types to safely navigate around an area, including pedestrians, bicyclists, transit riders, and vehicular users. Strategies for accommodating pedestrians include wide pedestrian zones, as previously described, and traffic calming such as raised crosswalks or crosswalks with special paving or lighting, pedestrian safety islands, and pedestrian hawk traffic signals.

Pedestrian hawk signal

Special pedestrian crosswalk paving

Bicycle users in the Town Center should be well-accommodated throughout the district, using a variety of facilities suited to the specific conditions of the district. Examples of the bicycle facilities envisioned for the Town Center include signed shared roadways; painted lanes where bicyclists can assume the entire lane (known as sharrows); dedicated bike lanes; fully-separated cycle tracks; and multi-purpose pathways that are separated from roadways entirely. The following images illustrate two possible facilities.

Cycle Tracks/Painted Bike Lane

Painted "Sharrow"

Recommended strategies for accommodating both vehicles and transit are discussed in the *Transportation* section.

SITE DESIGN

Sites located within the Town Center should be designed in a clear and legible manner that contribute to a sense of unity and results in clear, legible layouts for all users, including those accessing the site via vehicle, bike, or on foot. Developments should provide convenient pedestrian connections, not only to the street frontage/sidewalk zones, but between buildings, within parking lots, within plazas and parks and along pathway corridors that link the spaces and places together.

Example of well landscaped/buffered parking areas

PARKING

On-street parking should be located wherever possible. Parking courts or shared district parking lots are recommended throughout the area and should be located to the rear of buildings or in the center of blocks. Off-street parking should be screened from surrounding land uses with perimeter landscape buffers, cooled with shade tree plantings, and rows of parking should be separated and softened with landscaping. Safe circulation routes should be provided for pedestrians to navigate through parking lots to buildings, plazas, sidewalks, or trails.

Parking court examples

STREETSCAPE DESIGN

The street and its edges are perhaps one of the single most important elements for unifying the Town Center as a cohesive place. The following concepts and guidelines should apply throughout the district (except where noted) to help ensure a comprehensive vision is maintained throughout the Town Center as development occurs (see *Figures 15 and 16* (pgs. 63 & 64) for details.)

As Highway 89 develops into the envisioned transit boulevard in the long-term, a new and comprehensive streetscape design will be required, distinguishing the corridor from other streets through the use of a contemporary design aesthetic, wide pedestrian and cycling zones, special treatments at transit stations to accommodate wider right-of-way, etc.

30-FOOT ORGANIZATIONAL GRID

While it is recommended that Highway 89 be developed with a more contemporary feel and design, accommodating transit and significant vehicular traffic flows, the primary side streets in the Town Center including Center Street, Main Street, and Orchard Drive are envisioned with a more traditional feel and smaller scale. One of the primary methods for achieving this design goal is to use a 30-foot grid to distribute streetscape elements such as street trees, site furnishings, lighting, planters, and paving patterns in new mixed-use, commercial, multi-family, office, and civic developments. A 5-foot break in this pattern should be allowed every 30-feet to accommodate the needs and adjustments as necessary. Other variations may be approved by City officials as necessary.

Sidewalks should be at least 14-feet in width, with 18-foot wide sidewalks encouraged where possible. Special detailed design plans will need to be developed for these streets as implementation takes place.

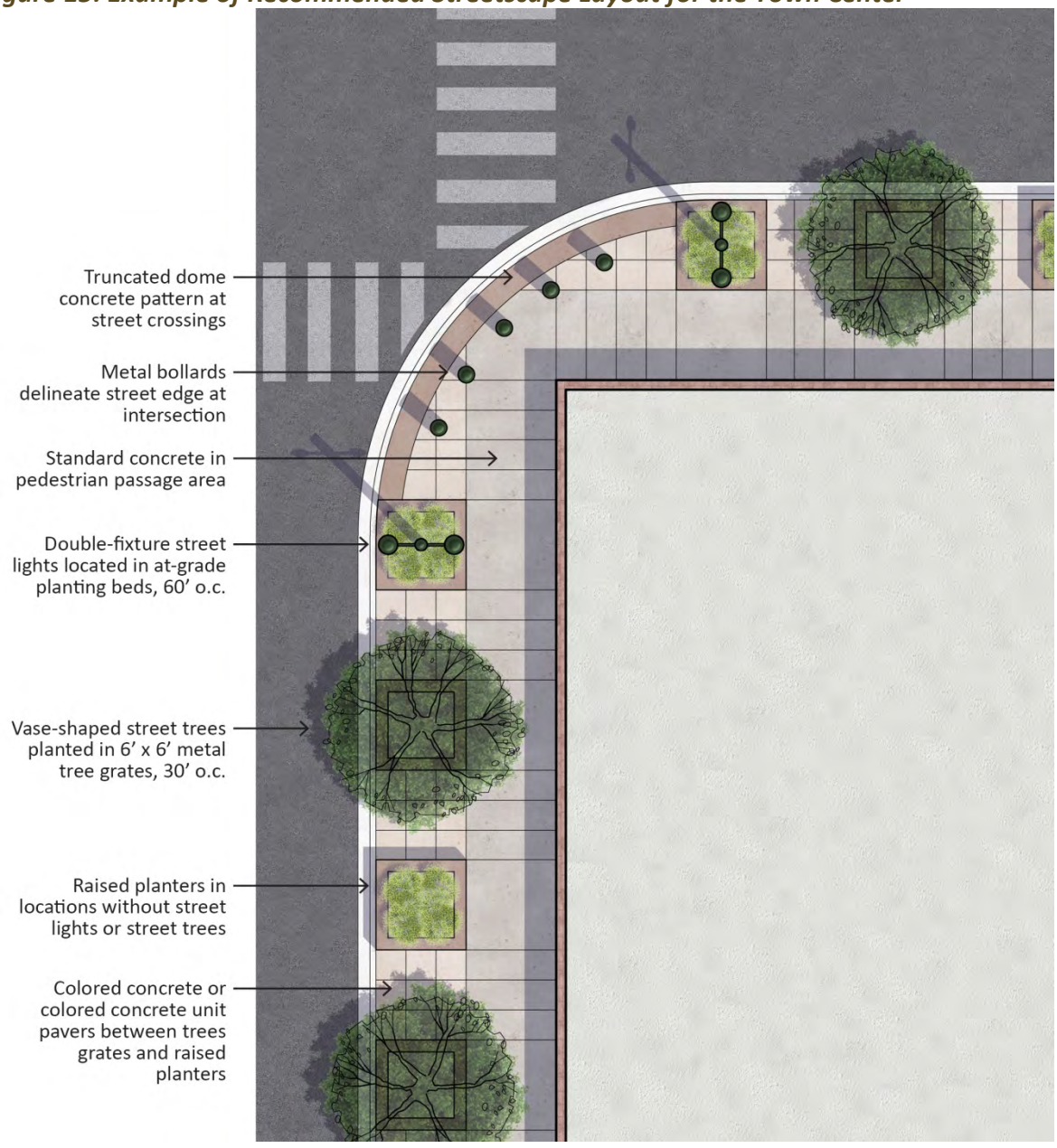
In general, the typical 14-foot sidewalk should be divided into two segments, as follows:

1. A 7-foot portion adjacent to the building, which should be kept clear of furnishings and amenities to facilitate walking and pedestrian movement. The paving should be standard concrete, simply scored to match the outer zone paving treatment; and
2. A 7- foot portion adjacent to the street, where street trees, light poles, street furnishings and amenities should be located, including but not necessarily limited to the following:
    a. Lighting should be more traditional in style, and is to be approved by the City. The height of the fixtures should be consistent, approximately 12' in height, depending on photometric design requirements. The selected lights should be LED, night-sky friendly, and adequate for promoting safe night time movements by pedestrians and vehicles alike.
    b. See Street Trees in the next section for a list of recommended species.
    c. Metal tree grates, 4-6' square to meet specific needs of the final design. Concrete or steel planter boxes with seating edges. Although the illustration

indicates 6'x6' planters, the layout could be adjusted to 4' x 8' planters to meet the specific design requirements of the project. The planters should be 24" high with walls 9" thick to accommodate seating. Planting design should be attractive, water-wise and easy to maintain. Decorative grasses and similar perennial plants are recommended.

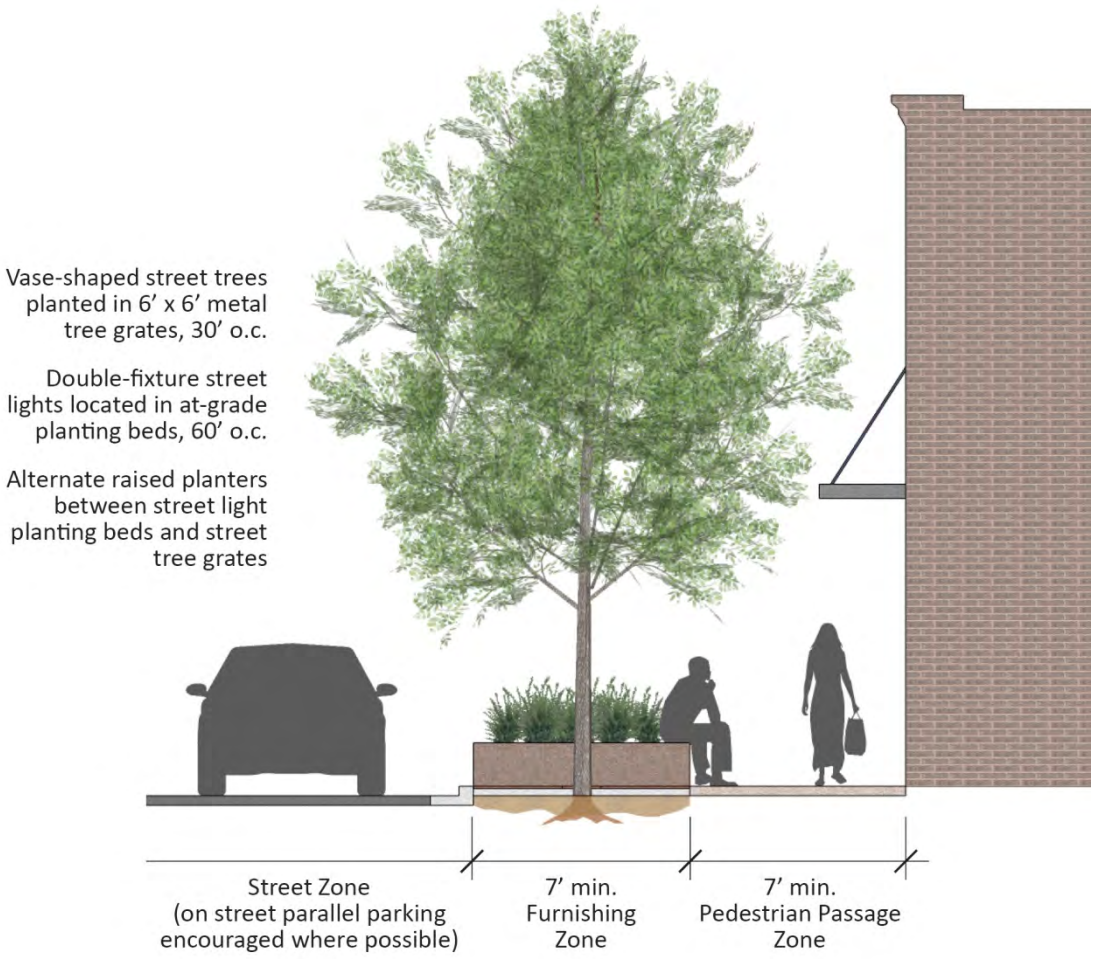
d. Richly-scored, dark-colored earth-tone concrete paving and/or earth-toned concrete unit pavers should be located between the trees grates and planter boxes.
e. Adjustments should be made for sidewalks greater than 14 feet in width.

Figure 15: Example of Recommended Streetscape Layout for the Town Center



Metal bollards should be located at the street corners. If not furnished by individual developments, benches and trash receptacles in the street furnishing zone may be installed by the City as development is completed.

Figure 16: Example of Recommended Streetscape Layout for the Town Center

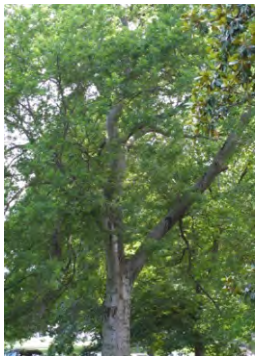


STREET TREES/LANDSCAPE PLANTINGS

Landscaping plays a key role in defining both the aesthetics and the function of development in the Town Center. General landscape guidelines are provided below.

STREET TREES

As described and illustrated below, a range of street tree sizes may be used in the Town Center, depending on the space available for the root zone, as well and the overhead tree canopy. Minimum caliper size at planting should be 2 inches.

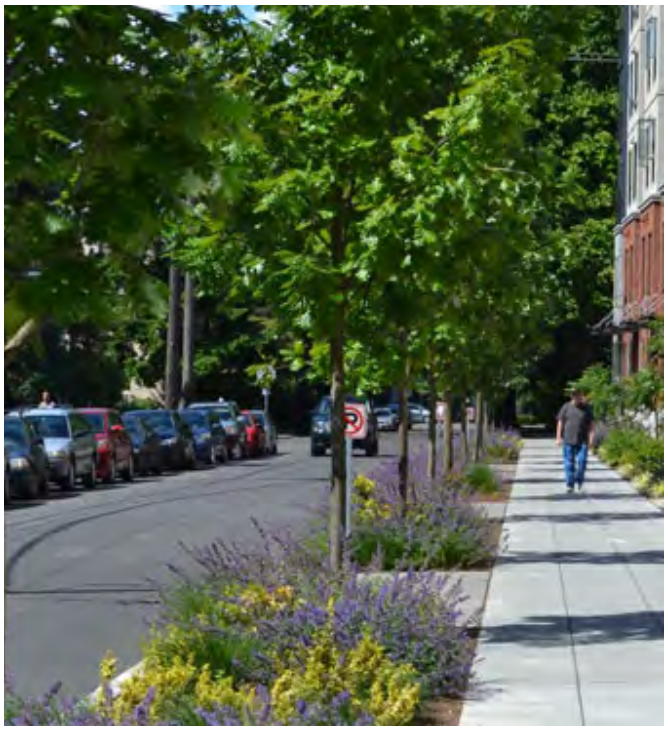
<table>
<tr><th colspan="3">Large/Medium Street Trees</th></tr>
<tr>
<td> 
Acer campestre ‘Queen Elizabeth’
Hedge Maple
H 45’ W 45’</td>
<td> 
Acer x freemanii ‘Autumn Blaze’
Autumn Blaze Maple
H 50’ W 40’
Fast growing tree with light gray smooth bark. Brilliant orange-red fall color</td>
<td> 
Celtis laevigata
Sugarberry
H 60' W 60'
Inconspicuous flowers; small fruit.</td>
</tr>
<tr>
<td> 
Celtis occidentalis
Common Hackberry
H 40' W 30'
Upright, arching branches. Yellow fall color. Resistant to insects/disease.</td>
<td> 
Gingko biloba ‘Shangri-la’
Maidenhair Tree
H 45’ W 25’
Males should be planted. Excellent yellow fall color.</td>
<td> 
Gymnocladus dioica
Kentucky Coffeetree
H 50' W 35'
Erect, rounded crown. Mahogany seed pods provide winter interest. Yellow fall color. Tolerates alkaline/salt.</td>
</tr>
</table>

 *Pyrus calleryana* 'Chanticleer' **Flowering Pear** **H** 35-40' **W** 15' White flowers in the spring. Orange-red fall color. Known to be one of the best columnar varieties.	 *Quercus robur* 'fastigiata' **Columnar English Oak** **H** 60' **W** 15' Prefers well-drained soil and alkaline conditions.	 *Tilia tomentosa 'Sterling Silver'* **Silver Linden** **H** 45' **W** 35' Dark green leaves are silvery, white underneath. Yellow flower in early summer. Drought and pollution tolerant.
 *Ulmus carpinifolia x parvifolia* 'Frontier' **Frontier Elm** **H** 40' **W** 30' Beautiful reddish-purple to burgundy fall color.	 *Ulmus parvifolia* **Lacebark Elm** **H** 50' **W** 30' Foliage turns orange-rust in fall. Attractive exfoliating bark.	 *Zelkova serrata sp.* **Zelkova** **H** 45' **W** 40' 'Green Vase' or 'Village Green' are great varieties. Green Vase - vase shaped tree with finely serrated leaves. Green foliage turns bronze in fall. Village Green - Green foliage turns rusty-red in fall.

Small Street Trees		
 *Acer platanoides* 'Columnar' **Columnar Norway Maple** **H** 35' **W** 15' Columnar yellow form is ideal for narrow spaces. Foliage turns yellow in the fall.	 *Acer tataricum* **Tatarian Maple** **H** 25' **W** 20' Tolerates cold, drought, high ph soils. Excellent red fall color.	 *Amelanchier x. grandiflora* 'Autumn Brilliance' **Autumn Brilliance Serviceberry** **H** 25' **W** 20' Cream white fragrant flower. Tolerates poor soils.
 *Maackia amurensis* **Amur Maackia** **H** 20' **W** 20' Bronzy or coppery-red fall color with white flowers in spring and bright red persistent berries into winter.	 *Malus* 'Spring Snow' **Spring Snow Crabapple** **H** 25' **W** 22' Dense oval tree with profuse white flowers in spring are followed by medium green foliage. Yellow fall color. Fruitless.	 *Morus alba 'Stribling'* **White Mulberry** **H** 30' **W** 40' Fast growing. Large maple-like leaves.

AT-GRADE PLANTING BEDS

At-grade planting areas adjacent to walkways should be simply formed with concrete edges to match the raised planters and concrete sidewalk patterns. Planting design should be carefully conceived to minimize maintenance requirements, conserve water and discourage pedestrian pass-through. Small metal fences may be appropriate as barriers and edge delineators, depending on the final design.



Examples of at-grade landscape planters

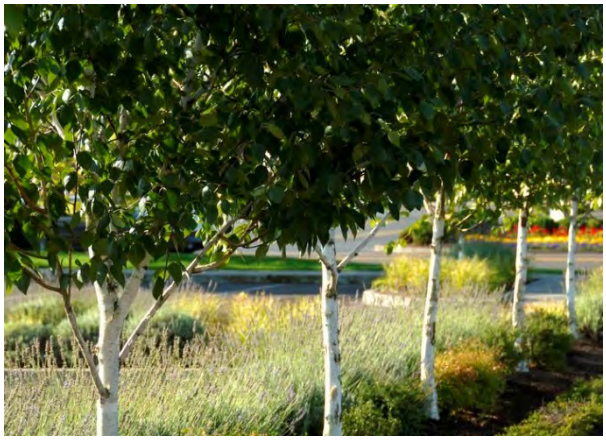
GENERAL LANDSCAPE TREATMENTS

Landscaping should be regionally appropriate, while incorporating water-wise principles contributing to the development of a unique image for the Town Center. Special landscape treatments should be used to soften parking lots, street edges, the perimeter of buildings, buffering land uses and providing shade. Landscaping may also be used to delineate space, helping create a legible site for all users, and to assist with stormwater management. Landscape treatments should be used that minimize the amount of maintenance, fertilizers and pesticides required, whenever possible. Plants should be placed with consideration given to their mature size to reduce the amount of pruning and/or trimming required and to allow plants to retain their natural shape and form.

Contemporary plantings are recommended for developments along Highway 89, in general, while more traditional, designs and species of trees and plantings are recommended along Center Street, Main Street, and Orchard Drive.



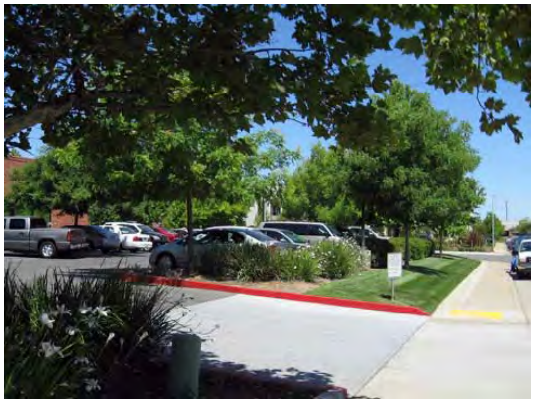

Examples of contemporary styles of landscaping, with simple, bold lines and large massings of plant materials

Examples of attractive, lower-maintenance landscapes with a softer, organic style of planting

LANDSCAPE BUFFERS

Landscape buffers are encouraged where appropriate to provide visual and spatial transitions in a variety of development scenarios. For example, they can be used to separate two different land uses, such as commercial land uses that are adjacent to single-family residential areas, or to screen parking lots and large roadways from surrounding uses. Large-scale locations for landscape buffers in the Town Center include the east edge of the freeway, the west edge of new development along Highway 89, and around parking lots. Landscape buffers should be of a sufficient width to provide some spatial separation. A minimum width of 20-feet is recommended along the freeway on the west edge of the Town Center. A minimum width of 10-feet is recommended along the east edge of new development along Highway 89 where new development abuts residential land uses. A minimum width of 6-feet is recommended around the perimeter of parking lots in the Town Center.



Examples of well landscaped/buffered parking areas

Landscape buffers should be planted with appropriate trees every 30-feet, with understory plantings composed of shrubs, ornamental grasses, and groundcovers. Bark or stone mulch is recommended in buffers where groundcover is not included.

Examples of well landscaped/buffered freeway treatments

SITE FURNISHINGS AND AMENITIES

Benches, bike racks, bollards, and trash receptacles are encouraged. Such features should be high quality, complementing the street lights, tree grates and other elements to the greatest degree possible. Powder-coated steel and aluminum are generally appropriate and should be encouraged. Furnishings along Highway 89 should be contemporary in design, while those along Center Street, Main Street, and Orchard Drive should be more traditional in design and materials.

Examples of contemporary styles of site furnishings

Examples of more traditional styles of site furnishings

TREE GRATES

High-quality 4’x4’ to 6’x6’ steel grates should be used that match the selected style of street light and other metal furnishings. Complementary steel tree protectors may be used, although they are not required. Along Highway 89, tree grates should be more contemporary designs with clean lines, while those for Center Street, Main Street, and Orchard Drive should be more traditional in their designs and finishes.

Example of more contemporary tree grate

Example of appropriate tree grate

RAISED PLANTERS

It is assumed that raised planters will be custom built and designed, although high-quality planters from readily-available sources may also be appropriate. Materials should be limited to concrete and/or metal. Maximum height should be 24", with a minimum wall depth of 9" to comfortably accommodate sitting.

Examples of raised planters

STREET LIGHTING

High-quality, commercial-grade metal fixtures should be used in the Town Center. Street lights should be located approximately 60' o.c. or to meet required lighting standards, with adjustments allowed to accommodate unique site and photometric design requirements. Double or single-headed street lights, approximately 12' in height, with night-sky cutoff capability and powder-coated metal poles should be used consistently throughout the area (see photos for appropriate examples). Light fixtures for Highway 89 should be contemporary with simple, clean lines, and should be powder-coated gray, silver, or another color to be approved by the City. All street lights for use on Center Street, Main Street, and Orchard Drive should be energy efficient and be powder-coated in black or another color approved by the City.

Examples of contemporary light fixtures

Example of traditional light fixture

PAVING TYPES/MATERIALS

Standard gray, poured-in-place concrete should be the primary paving material, with color and textural enhancements provided in key areas. Embellished paving could include colored and scored concrete, concrete unit pavers and granite sets, depending on the final design. Stamped concrete should be avoided.

Examples of accent paving: unit pavers, colored, poured-in-place concrete and granite sets

CIVIC/ARTS/MIXED-USE SUB-DISTRICT

The guidelines presented establish the baseline streetscape treatment throughout the district. As shown on *Maps 7.1 and 7.2 – Illustrative Plan*, there are several special locations where a more eclectic approach is required. One of the most important of these is the Civic/Arts/Mixed-Use sub-district, which is planned in the southwestern corner of the Town Center. Since this area is envisioned to be a more artistic and "funky" place, the architecture, site design, streetscape and other features should reflect these special qualities, utilizing more rustic materials including brick, roughhewn wood, and weathering steel as the primary materials.





Examples of materials/styles envisioned in the civic/arts/mixed-use sub-district

GATEWAYS/ENTRY SIGNALS

Establishing the Town Center as a special district within the City requires the use of special gateway treatments and entry signals. Such treatments will let people know when they are arriving in this unique place. Gateways and entry signals can be literal – utilizing signs to indicate entrance. They can also include special plantings, incorporate public art elements, or be part of a unified artistic expression, further delineating the district and creating surprise. Signs and entry signals should be installed by the City as the Town Center identity begins to emerge and critical mass of new development has begun to take form.

In addition to assisting with the establishment of the Town Center identity, gateway and entry elements also help with wayfinding, which is discussed in more detail below. See *Map 4 – Land Use Concept* for the locations of gateways and entry signals.

SIGNAGE & WAYFINDING

Wayfinding refers to the process of navigating for finding one's way through a place. It begins with the establishment of a clear and logical layout of site elements and the establishment of hierarchical spaces, which helps visitors form a mental image of a site or area.

Circulation paths should be understandable, with key nodes or landmarks provided to help one navigate through the area. Landmarks tend to be vertical features that can be seen from afar, such as clock towers, obelisks, a tall building, public art or a unique architectural element.


Examples of landmarks which assist with wayfinding & the development of spatial hierarchy

The use of specific wayfinding signage is a more direct form of directing people to and through the Town Center. Signage may be project specific or related to the district or City at large. Project signage should be developed as part of the overall architectural theme of a development for the Town Center and designed to be consistent while helping to create a unique identity. Wayfinding signage types may include the following:

- Town Center Identification Signs
- Sub-District Signs (Bamberger, Orchard and Highway 89 Districts)
- District Directional Signs
- District Parking Identification Signs
- Information Kiosks
- Interpretive Destination/District Information Signs
- Special Area Entry Signs

Examples of wayfinding signage

Wayfinding signs along US-89 and state roadways should located according to UDOT standards, which includes specifications for clear zones from the travel ways, parking, and curb and gutters. Signage within the Utah Department of Transportation (UDOT) rights-of-way must be submitted to UDOT Headquarters and go through the permitting process prior to installation.

Wayfinding signage should be located away from other signs, streetscape elements, and vegetation. In general, signs should be located far enough apart from other vertical elements, such as trees, light poles, and other signage, to still be legible from the road. The signs should be located at a sufficient distance from the intersection so that drivers and bicyclists have adequate time to read the sign and make a decision.

The City of North Salt Lake should pursue the development of a signage and wayfinding plan for the Town Center and its sub-districts, which includes specific signage designs, messaging, location identification, and standards and specifications.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Development in the North Salt Lake Town Center should incorporate Crime Prevention Through Environmental Design (CPTED) principles. The goal of CPTED is to deter criminal activity and promote safety though the intentional design and/or alteration of the built environment. CPTED encourages a broad range of solutions from small-scale strategies such as the appropriate use of plant materials to large-scale strategies such as designing developments with a mix of uses to promote “eyes on the street.” The four primary principles of CPTED include:

1. **Natural Surveillance** - eliminating dark, hidden places through lighting and open landscaping,
2. **Natural Access Control** - guiding people through high-quality landscape and site design to natural entrances and discouraging unwanted access
3. **Territorial Reinforcement** - creating the strong distinctions between private, semi-public, and public spaces, discouraging access into private areas, and
4. **Maintenance** - staying on top of maintenance discourages the downward spiral of deterioration and neglect.

4 IMPLEMENTATION

The Town Center Master Plan is a refinement of the *North Salt Lake General Plan (2013), which* identified six key goals for the district, as follow:

1. Create a distinct and positive identity for the Town Center.
2. Encourage intensity of activity in the Town Center.
3. Improve the appearance and enhance the safety of the Town Center and Highway 89 Corridor
4. Establish streets that work for multiple modes of transportation.
5. Bring high-capacity transit to Highway 89.
6. Expand multi-family development options in the Town Center.

In order to ensure the area develops in a manner that will meet these goals, a number of modifications and actions are necessary, as detailed below.

ADOPT THE TOWN CENTER MASTER PLAN

The North Salt Lake Town Center Master Plan should be adopted by the City Council to ensure it becomes the guiding policy document for directing growth and development in the area.

ADOPT THE TOWN CENTER DESIGN GUIDELINES

The detailed architectural and site design guidelines contained in this master plan should be specifically adopted, thereby providing clear direction for the type of growth and development anticipated in the district. As the area begins to transform and change, it is recommended that the guidelines be revised and updated as necessary to maintain the desired integrity of design anticipated for the area.

IMPLEMENT POLICY, ORDINANCE AND ZONING CHANGES

Once the North Salt Lake Town Center Master Plan and associated design guidelines have been adopted, supporting actions should be implemented to direct change and development in the area. As detailed below, some of these are short-term actions (0-5 years), such as modifying the existing zoning ordinance and city codes to meet immediate needs. Other changes are more comprehensive in nature, helping to meet the long-term (5 years +) needs of the district.

- **The Town Center should be designated as a special district or overlay zone**. This will clarify the extent of the district and indicate that the type of development that is envisioned. The chapter should be drafted to ensure it meets the unified vision for the Town Center.

- A **Form-based Code** should replace the Redevelopment Overlay Zone and associated zoning tools which apply in the district. Since this is a major change which requires detailed study, it should be a long-term implementation action.

- A **Branding Study** should be undertaken to establish a clear and logical hierarchy of street and place names that contribute to establishing Town Center as the "Heart of Our City". The study

should also include a wayfinding element, including the establishment of specific sign and graphic iconography for the district. This is a short-term strategy.

- The remnants of **the Bamberger Rail Corridor should be designated as a historic resource** to be preserved, protected and maintained as a cultural/recreational resource. Beginning with the preparation of a Historic American Landscape Survey report as outlined in the National Park Service Historic Documentation Program (http://www.nps.gov/hdp/hals/), the corridor should be documented, then specific preservation tools developed to ensure the corridor is preserved, protected and possibly expanded, as appropriate.

- Completion of an **economic analysis** on the approved land use plan. This project includes demand modeling and strategic locations for retail, office and non-residential uses.

- Creation of a **pathway/trail building capital facilities plan** so that planned trails are constructed.

- Completion of a **parking analysis** to determine how much parking and what type of parking should be included in future City ordinances.

- Creation of an aggressive landscaping and **streetscape beautification plan** first for City-owned property and then move to private locations (Sinclair, Truck Trim, Bountiful Pointe Apartments).

- Implementation of **tree planting/landscaping plans for Center Street between Town Center and Redwood Road** (already in the 2013 General Plan).

FUNDING AND FINANCING

The following is an overview of the financing tools and incentives for capital infrastructure, park, trail and open space within the Town center district. Funding for BRT and the associated transformation of Highway 89 are not addressed, as these are highly dependent on special funding to be determined through additional study and research.

CAPITAL INFRASTRUCTURE FINANCING

General Obligation Bonds - General Obligation bonds ("GO") are subject to simple majority voter approval by the constituents of the issuing entity. Following a successful election, it is not necessary to issue bonds immediately, but all bonds authorized must be issued within ten years. Once given the approval to proceed with the issuance of the bonds, it would take approximately sixty days to complete the bond issuance.

A revolving loan fund - may be a good tool to encourage façade and building renovations in Town Center. Capitalization could potentially be obtained through CDBG funds.

Business Improvement District (BID) - BID's are a legal mechanism to raise funds to enhance the maintenance and management of a particular section of a city or town. They are guided by the philosophy that the value of property is not driven solely by the investment made in an individual

property, but rather that a major portion of property value is derived from how investors, businesses and visitors view the entire area as a business, retail and cultural center. In a sense, BID's are to a district's public spaces what mall managers are to mall common areas.

The purpose of a BID is to create a sustainable funding system that makes possible the formulation of multiyear plans and budgets. In a BID, property owners and businesses cooperate to share the costs of solving common problems or realizing economic opportunities. Common activities funded through a BID include: removal of litter and graffiti, clean sidewalks, shovel snow, cut grass, trim trees, plant flowers, increased security presence (uniformed), hospitality personnel, festivals and events, coordinated sales promotions, signage, market research, marketing to investors, planning and advocacy for parking, management organization, development of urban design guidelines, lighting guidelines, façade and storefront improvement programs, homeless assistance, lighting, street furniture and public space improvements.

The formation of a BID could be a very effective tool for Town Center, especially in coordinating promotions, events, façade renovations and streetscape improvements.

PARKS, TRAILS AND OPEN SPACE FINANCING

This plan calls for significant enhancements to parks and recreation facilities, including the major enhancements to Hatch Park, the designation of the Bamberger Corridor as a historic landscape, and the establishment of a multi-purpose trail system. Unfortunately, the funding for parks, trails and open space projects can be challenging, and often requiring willing taxpayers to influence the allocation of tax monies toward such efforts, or their willingness to pay additional taxes in one form or another. Fortunately, a range of funding options and opportunities are available for exploration, although such options are more difficult to obtain, and many programs are either not being funded or have been substantially reduced by the agencies which oversee them. Funds from foundations and other philanthropic organizations and groups is also difficult to acquire, in part because they are highly sought-after and the process for acquiring them is very competitive. Nevertheless, all potential sources should be acknowledged and explored for implementing the Town Center Vision, as follow:

PRIVATE FUNDS FOR PARKS AND RECREATION

Private and Public Partnerships – North Salt Lake and a private developer may cooperate on a facility that services the public, yet is also attractive to an entrepreneur. These partnerships can be effective funding methods for special use facilities such as Hatch Park and the associated Arts District, although such funding is generally not feasible when the objective is to develop neighborhood and community parks, plazas and trails that are generally available to the public free of charge.

Private Fundraising - While not addressed as a specific strategy for individual recreation facilities, it is not uncommon that public monies are leveraged with private donations. Private funds will most likely be attracted to high-profile facilities, and generally require aggressive promotion and management on behalf of the city administration.

Service Organization Partners **-** Many service organizations and corporations have funds available for park and recreation facilities. For example, local Rotary Clubs have combined resources to develop parks and park facilities in numerous communities throughout Utah and elsewhere. Organizations such as

Home Depot are often willing to partner with local communities in the development of playground and other park and recreation equipment and facilities.

LOCAL FUNDING SOURCES FOR PARKS, RECREATION FACILITIES, TRAILS AND OPEN SPACES

Joint Development Partnerships - Joint development opportunities may also occur between municipalities and among agencies or departments within a municipality. The potential advantages of cooperative relationships between the City of North Salt Lake and Davis County should be explored. Other opportunities to merge efforts with larger development interests should be explored whenever possible in order to maximize recreation opportunities and minimize costs. In order to make these kinds of opportunities happen there must be on-going and constant communication between people, governments, business interests, and others.

RAP Taxes - Several Davis County communities have approved Recreation, Arts, and Parks (RAP) taxes, which can be very effective in raising funds to develop parks, recreation, trail, cultural and open space projects.

Park and Recreation Impact Fees - The use of impact fees for park and trails development vary from community-to-community. Impact fees are especially useful in areas of rapid growth, such as the Town Center district. They help maintain a specified level of service as new development puts strain on existing facilities, and assure that new development pays its fair share to maintain quality of life standards for its residents.

Dedications - The dedication of land for parks has long been an accepted development requirement and is another valuable tool for implementing parks. Such requirements are most common in new subdivision areas, but may be applicable as part of infill and redevelopment projects within the study area.

City Funding: General Fund or Bonding – The City of North Salt Lake can fund parks directly from its general fund or can bond for park development and spread the cost over many years. Bonding is a very common approach, where repayment of the bonds comes from general City revenue sources such as property and sales tax, or other earmarked tax revenue. Bonding associated with plan implementation should be kept as low as possible. However, for large developments or large land acquisition priorities, bonding is likely to be the best option.

Special Taxes - Tax revenue collected for special purposes may be earmarked for park development. In Sandy City, for instance, the room tax applied to hotel and motel rooms in the city was earmarked for parks, recreation, and trails development.

Community Development Block Grants - Community Development Block Grants (CDBG) can be used for park development in areas of the City that qualify as low and moderate-income areas. CDBG funds may be used to upgrade parks, purchase new park equipment, and improve accessibility through the Americans With Disabilities Act (ADA). Additionally, CDBG funds may be used for projects that remove barriers to access for the elderly and for persons with severe disabilities.

User Fees - Fees can be charged for reserved rental on park pavilions and organized recreation programs using city facilities. The redistribution of such fees should be evaluated as a potential way for acquiring

and developing the parks, trails and open spaces earmarked for the Town Center. Some cities, such as Herriman, Utah also charge all property owners a monthly park maintenance fee, collected with the water bill. This approach may free up more park funds for capital improvements, as maintenance costs can be offset with the monthly fees.

Redevelopment Agency Funds - Generally, Redevelopment Agency (RDA) Funds are available for use in redevelopment areas. As new RDA areas are identified and developed, tax increment funds generated can, at the discretion of the city, be used to fund park acquisition and development.

STATE AND FEDERAL PROGRAMS FOR PARKS AND RECREATION

The availability of these funds may change annually depending on budget allocations at the state or federal level. It is important to check with local representatives and administering agencies to find out the current status of funding.

IN-KIND AND DONATED SERVICES OR FUNDS FOR PARKS AND RECREATION

Several options for local initiatives are possible to further the implementation of the parks, recreation, and trails plan. These kinds of programs would require the City to implement a proactive recruiting initiative to generate interest and sponsorship, and may include:

Adopt-a-Park or Adopt- a Trail - whereby a service organization or group either raises funds or constructs a given facility with in-kind services;

Corporate sponsorships - whereby businesses or large corporations provide funding for a particular facility, similar to adopt-a–trail or adopt-a-park;

Public trail and park facility construction programs - in which local citizens donate their time and effort to trail and park facility construction and/or maintenance.

Appendix A: Existing Conditions[1]

The Town Center has experienced many transformations through time. Originally founded as a predominately agricultural area, the Town Center was home to farms and orchards with modest residences scattered throughout the area. In the late 1800s the introduction of the Bamberger Railroad, a major transportation corridor and trade route, transformed the Town Center to a key destination for those traveling to and from Salt Lake City along the Wasatch Front. The establishment of the Salt Lake Union Stockyards and Cudahy Meat Packing Company triggered growth in the area through the early 20th Century and eventually led to the first residential subdivisions west of U.S. Highway 89 in approximately 1916. As North Salt Lake experienced growth in the late 1940s, the Town Board, with the aid of residents began developing a general plan. The first general plan contemplated a City Center at the intersection of Center Street and Main Street, the historical location of the Bamberger Railroad stop and the center of the growing area.

This section provides an overview of the demographic, land use, mobility, infrastructure, and natural conditions of North Salt Lake's Town Center which has informed the planning process for the *Town Center Master Plan*. This information also contributed to the development of *Chapter 8 - Implementation*, which provides guidance on future policy direction and specific steps for achieving the vision contained in this Master Plan.

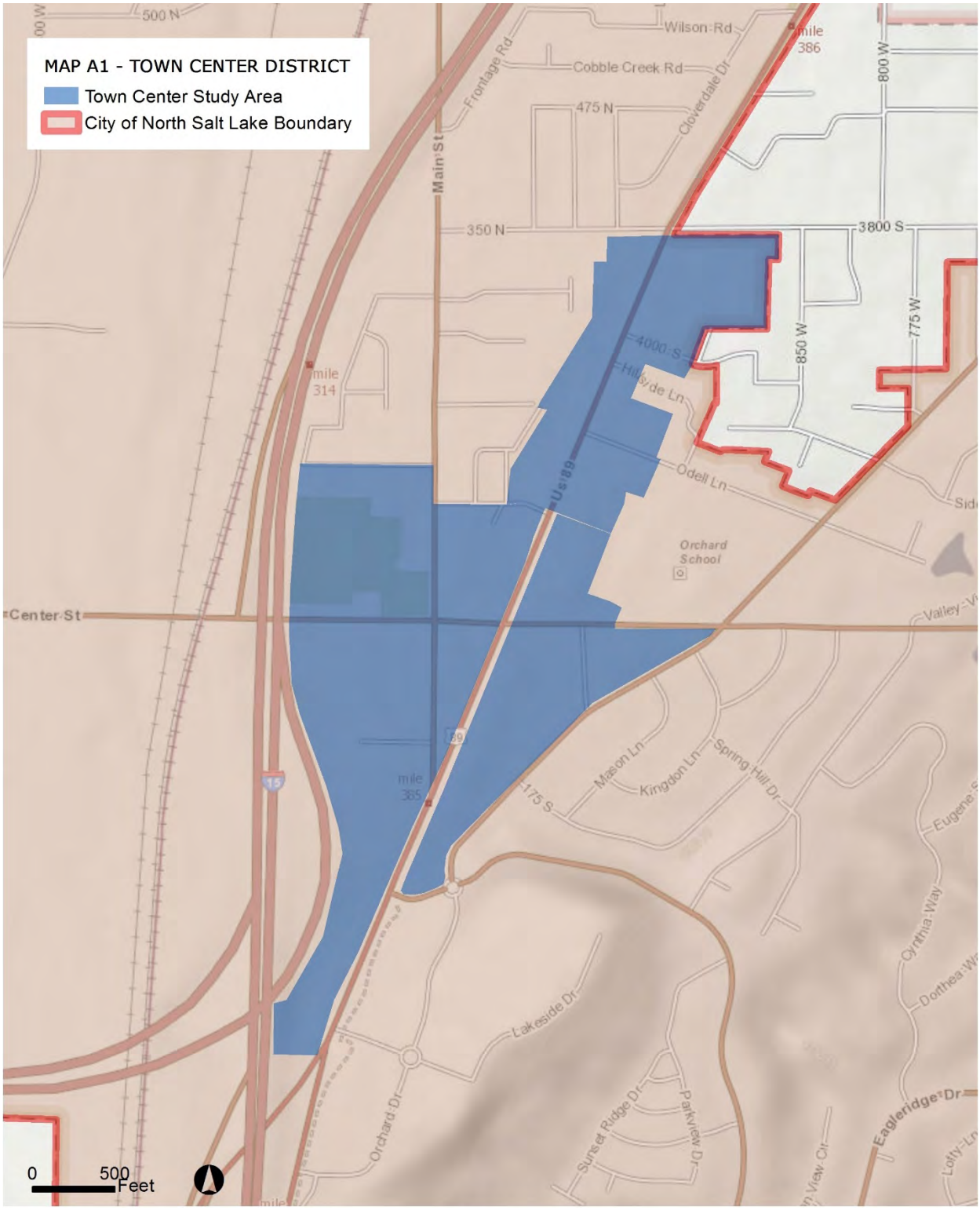
DEMOGRAPHICS

Introduction

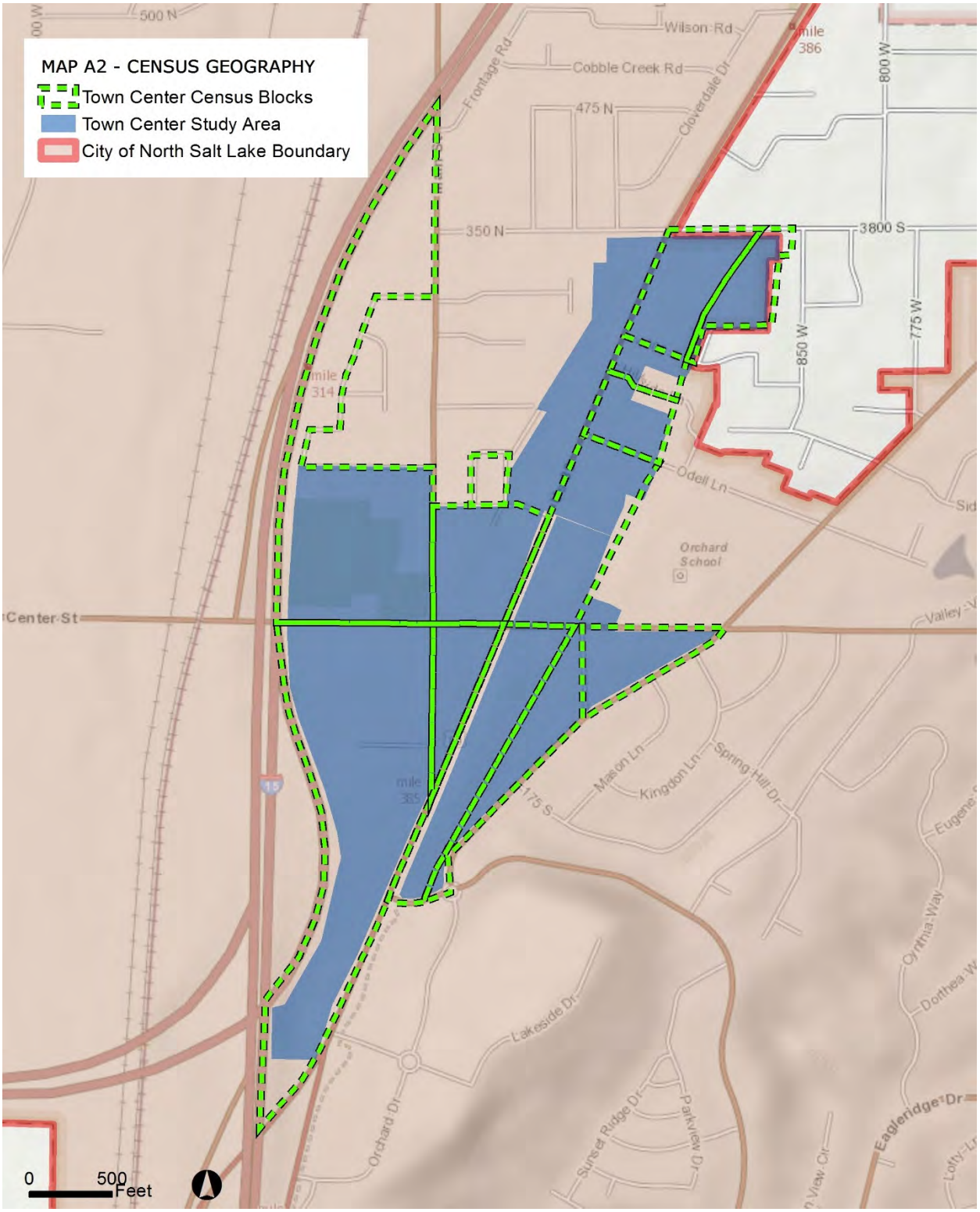
The following chapter summarizes demographic research based on data obtained from the 2010 Census, as well as the 2010 5-year data from the American Community Survey. Much of the data included in this chapter refers to specific districts within the Town Center. These districts are displayed in the Town Center district map (*see Map A1,* pg. A2). The statistics in this chapter are derived from census block data for areas in the Town Center *Map A2* (pg. A3). The Town Center study area boundary does not parallel exactly with the census block group geographies, therefore some minor data inaccuracies may exist.

[1] The Existing Conditions section was prepared by North Salt Lake Staff, with some updated by the Planning Team.

Map A1: Town Center District



Map A2: Census Geography



Population & Households

The overall population of the Town Center according to the 2010 census is 1,200 (*see Map A3, pg. A5)*. The population estimate for 2015 is estimated to be similar to the population count in 2010 due to the lack of new residential unit construction. The median age of residents is 24.6 years, which is very young when compared with North Salt Lake (28.8), Davis County (29.2), the State of Utah (29.2), and the Nation (37.2) (*see Fig 1, pg. A6)*. Nearly half the Town Center population is between the ages of 24-34, which suggests a strong presence of the millennial generation (people born between 1982 and 2004) (*see Fig. 2, pg. A6)*. Household size in the Town Center is also lower than North Salt Lake, Davis County, and the State of Utah (*see Fig. 3, pg. A7*). A quarter of households have only 1 occupant, 1 in 3 households have 2 occupants, and 1 in 5 households have 3 occupants (*see Fig. 4, pg. A9*).

Map A3: Population

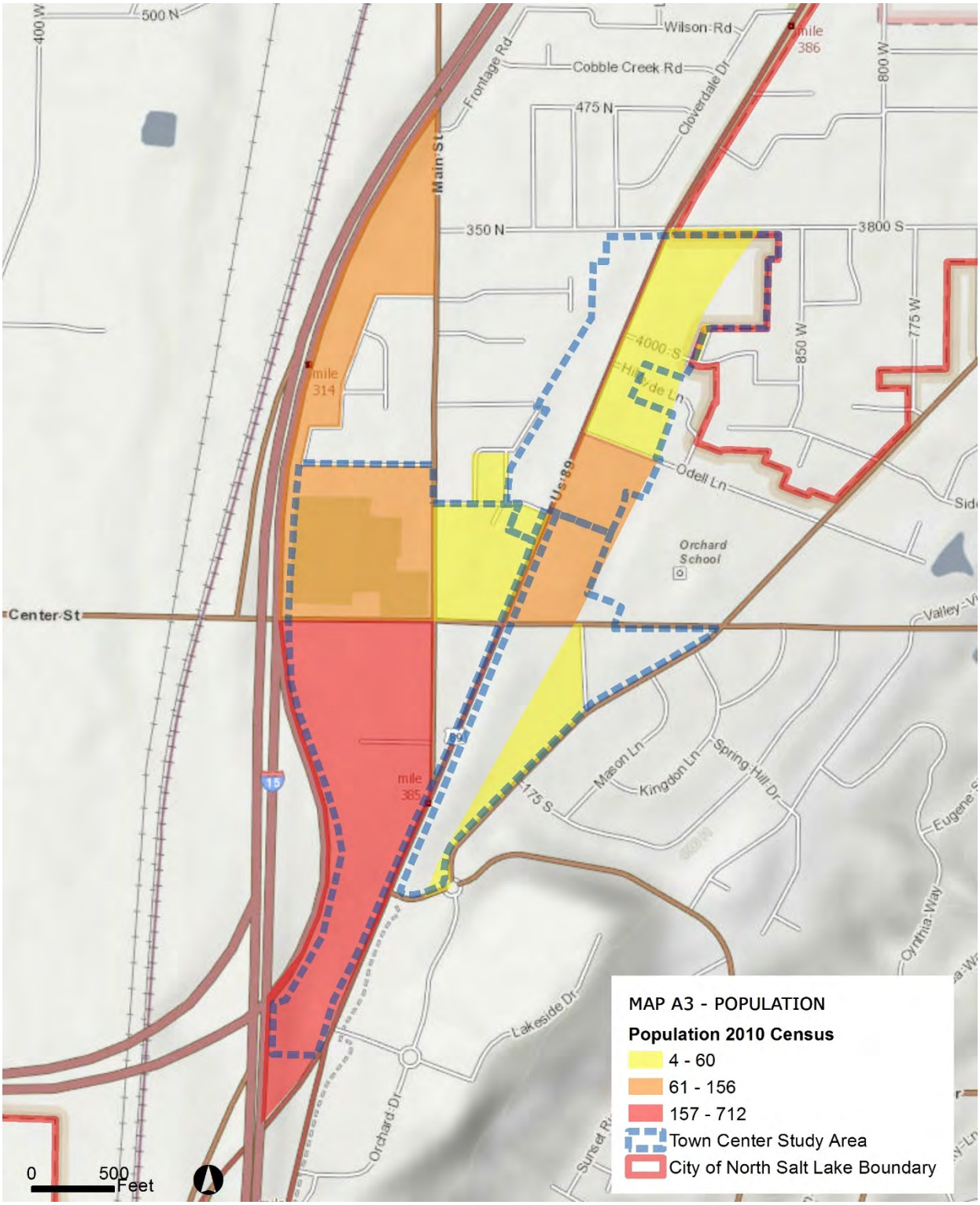


Figure 1: Population Pyramids - Age & Sex

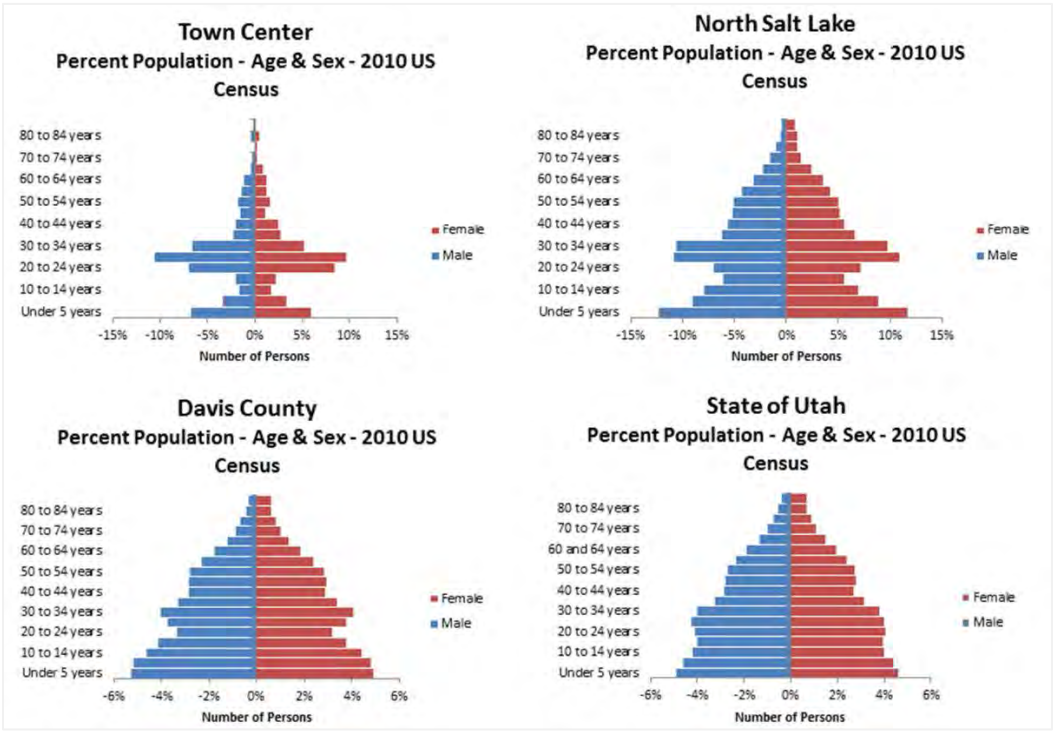


Figure 2: Age Distribution - Millennials

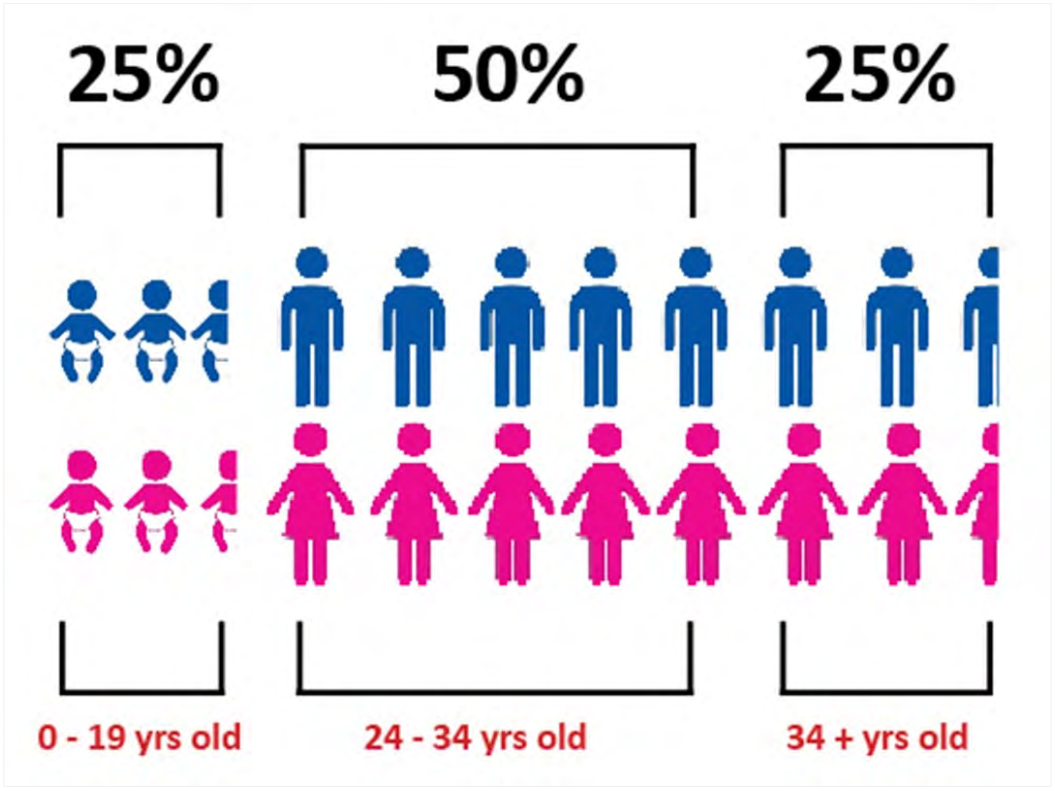
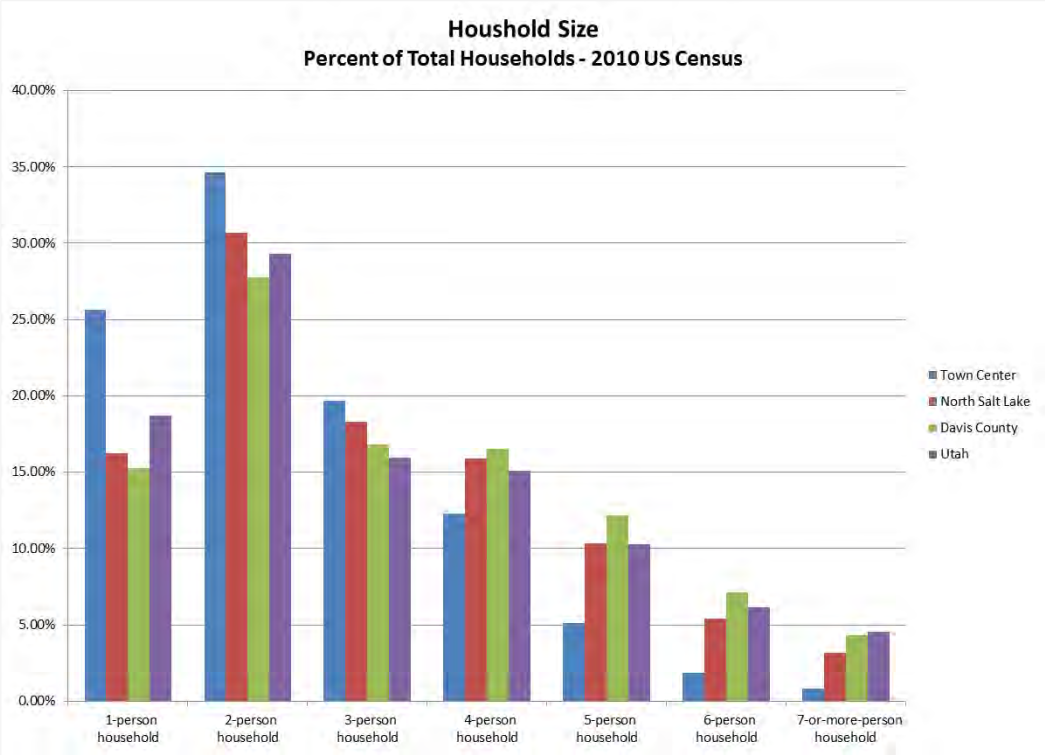


Figure 3: Household Size



The number of households in the Town Center has remained steady for several years. From 2009 to 2012 the Ridgeview Apartment project added 103 residential units in the Bamberger District to bring the total residential dwelling unit count in the Town Center to 541 residential dwelling units.

Density

The density of development in the Town Center area on a units per acre basis ranges from 0 (where there is no development) to 22 units per acre (*see Map A4 (pg. A8) & Figure 4 (pg. A9)*). Development is generally more dense in the Bangerter District where there are higher concentrations of multi-family housing. The existing residential neighborhoods in the Town Center are less dense with pockets of higher densities due to duplex properties near Hatch Park.

Map A4: Population per Acre

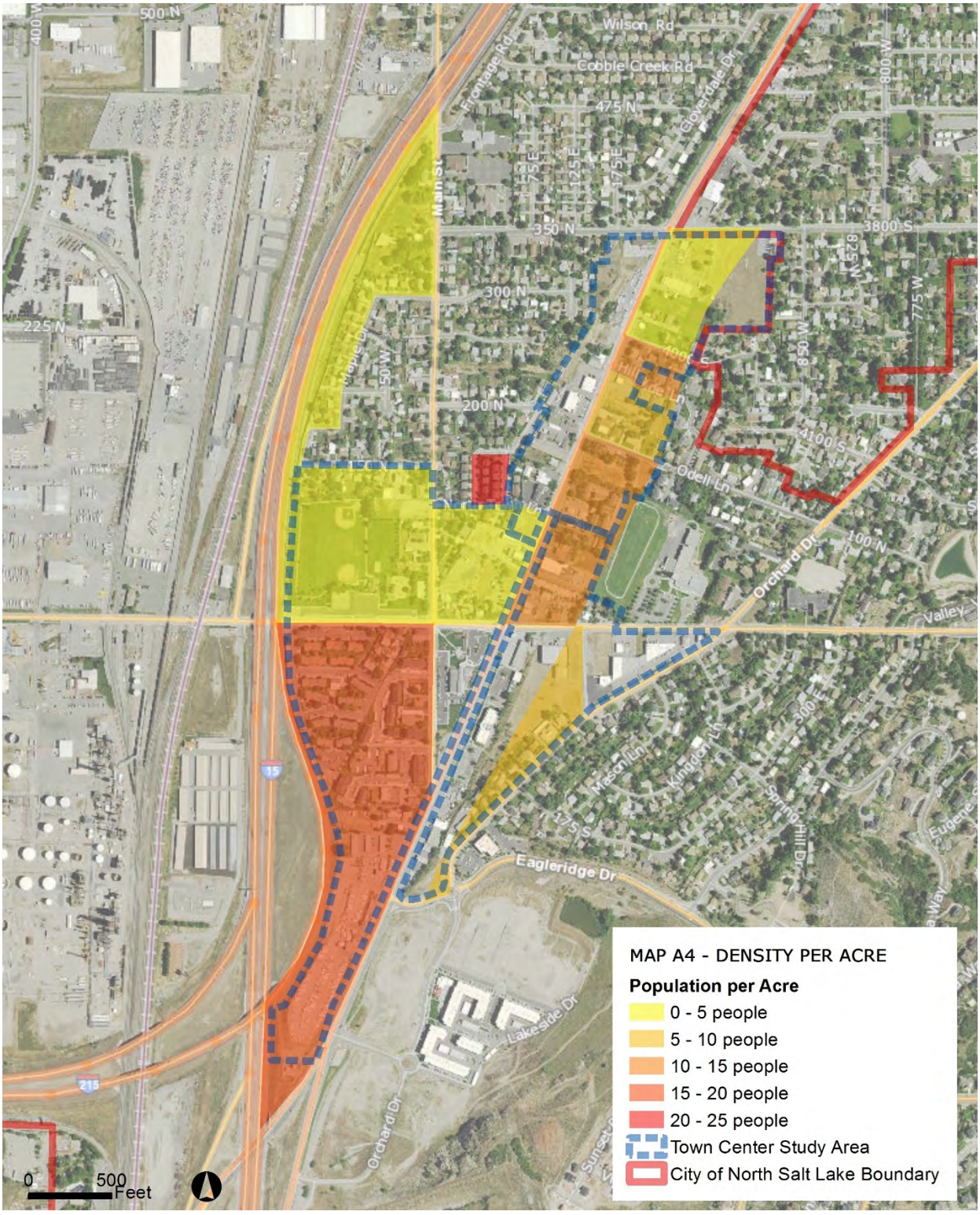
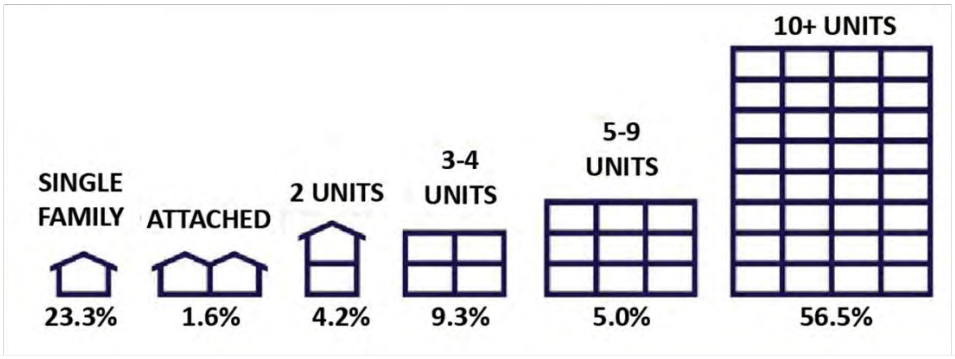


Figure 4: Residential Density by District

Housing & Population Density, U.S. Census, 2010

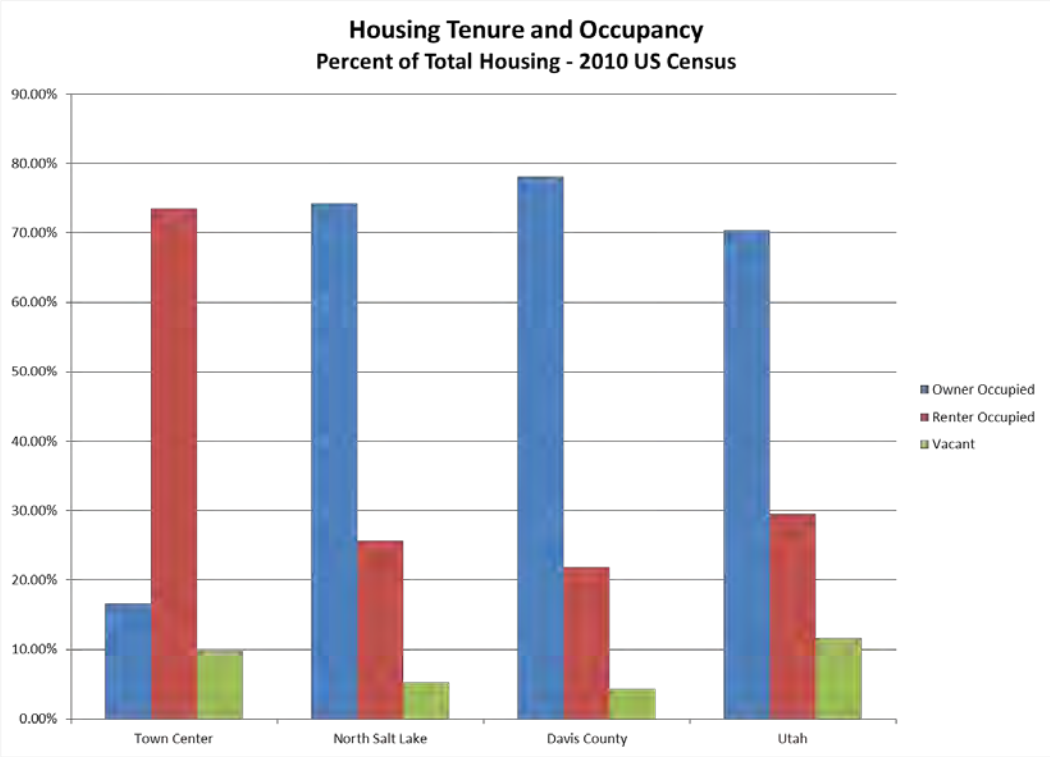
	Total Area (acres)	Units per acre	People per acre
Highway 89 District	29.35	2.03	5.08
Orchard District	32.36	1.81	4.26
Bamberger District	62.24	6.80	14.67
Town Center	123.95	4.36	9.68
North Salt Lake	4,838.48	1.17	3.37
Davis County	37,742.58	2.59	8.12
Utah	5,046,111.76	0.19	0.55



Home Ownership

Home ownership rates in the Town Center are much lower than North Salt Lake, Davis County, and the State of Utah (*see Fig. 5, pg. A10*). Approximately 71% of the housing stock is apartments or condos while single family homes makes up only 23%. This attributes to a higher than average number of renter occupied units in the Town Center (74%) compared with North Salt Lake (26%), Davis County (21%), and the State of Utah (27%).

Figure 5: Home Ownership Rates



Racial Composition

The population of the Town Center has been and continues to be predominantly white or Caucasian, though this area has a higher than average share of minorities (*see Figs. 6 & 7, pg. A11*). The population identifying themselves as Hispanic or Latino makes up 20% of the Town Center population, which is significantly higher than the share of Hispanics/Latinos in North Salt Lake (12%), Davis County (8%), and the State of Utah (13%). One racial group with a strong presence in the Town Center is those identifying themselves as Native Hawaiian and Other Pacific Islander, which makes up 5% of the population; a much higher share than North Salt Lake (1.7%), Davis County (0.6%), and the State of Utah (0.9%). Those identifying themselves as some other race is 7%. All other individual racial groups counted by the Census have each accounted for less than 2% of the population in the Town Center.

Figure 6: Racial Composition

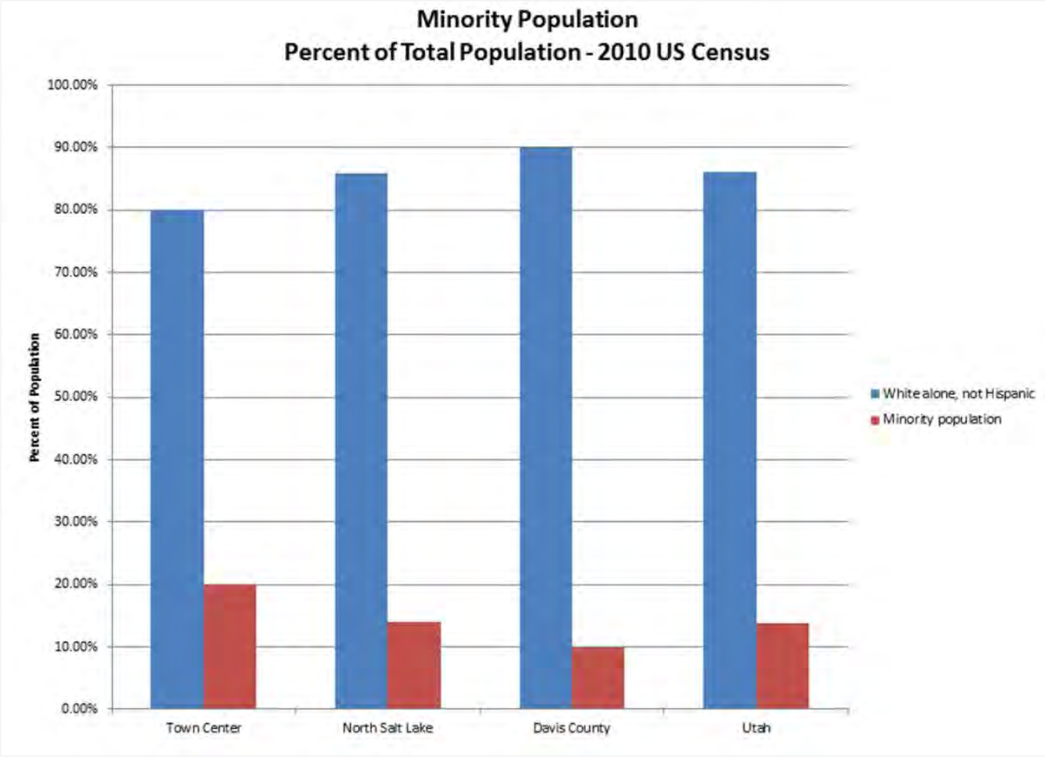
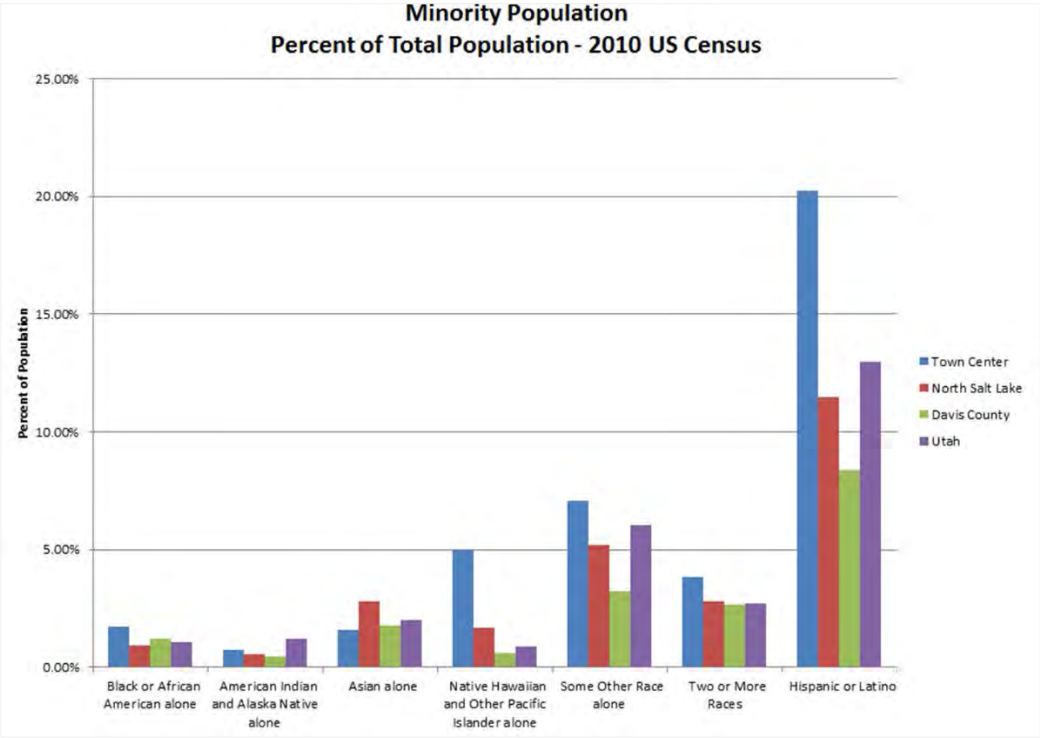


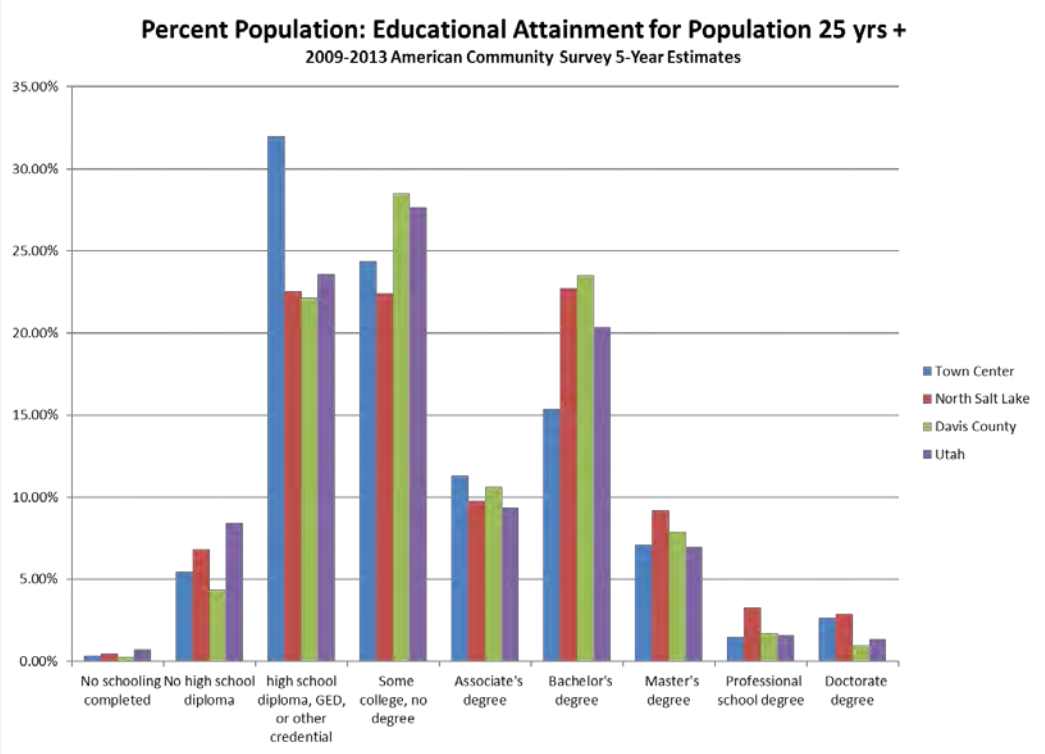
Figure 7: Racial Composition – Minority Population Breakdown



Education

Approximately 62% of the Town Center's population does not have a college degree (*see Fig. 8, below*). The share of people with a college degree in the Town Center (38%) is less than the share in North Salt Lake (48%), Davis County (45%), and the State of Utah (37%). This slump in educational attainment may be related to the younger than average population in the Town Center, because the census bureau only considers educational attainment for those above the age 25. There may be a higher share of persons enrolled in college pursuing a degree, but are under the age of 25 and have not yet reported to the census bureau.

Figure 8: Educational Attainment



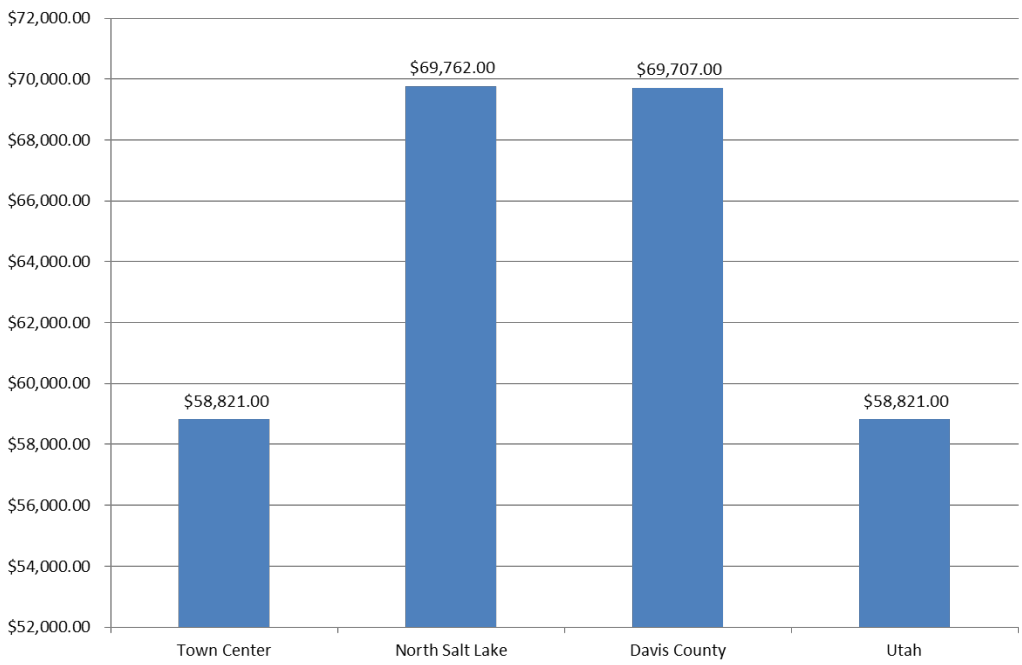
Children

The Town Center's population has a higher share of children under 5 years of age (12.8%) than North Salt Lake (12.1%), Davis County (10.2%), and the State of Utah (9.6%) (*see Figs. 1 & 2, pg. A6*). This data coupled with the smaller than average household size means this area is made up of young families. Nearly 48% of all people in the Town Center are between the ages of 20-34, which is typically during peak child-bearing years. Interestingly, the share of children aged 6 to 19 years is lower than North Salt Lake, Davis County, and the State of Utah, which suggests families leave the Town Center area as their children age or as their families grow. This may be attributed to a lack of housing option prohibiting one to "age in place".

Household Income

The 2009-2013 American Community Survey (5 Year Estimate) data shows the median household income for the Town Center is $58,821 in 2013 inflation adjusted dollars (*see Fig. 9, below*). This compares to a median of $69,762 for North Salt Lake, $69,707 for Davis County, and $58,821 for the State of Utah. In all, the median household income is on par with state averages, but below average on a city and county level.

Figure 9: Household Income



Town Center		North Salt Lake		Davis County		State of Utah	
Estimate	**Margin of Error**	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
$ 58,821.00	**+/-12,962**	$ 69,762.00	+/-6,730	$ 69,707.00	+/-1,126	$58,821.00	+/-388

Land Use

The Town Center plan area is approximately 146 acres (0.23 square miles) in size. Not counting streets, there is approximately 118 acres of land in the area. The predominant land uses are residential, commercial and office with about 5% of the property currently vacant (*see Map A5 (pg. A14) & Fig. 10 (pg. A11)*). The following is a summary of the generalized land use characteristics of the Town Center:

Map A5: Existing Land Use

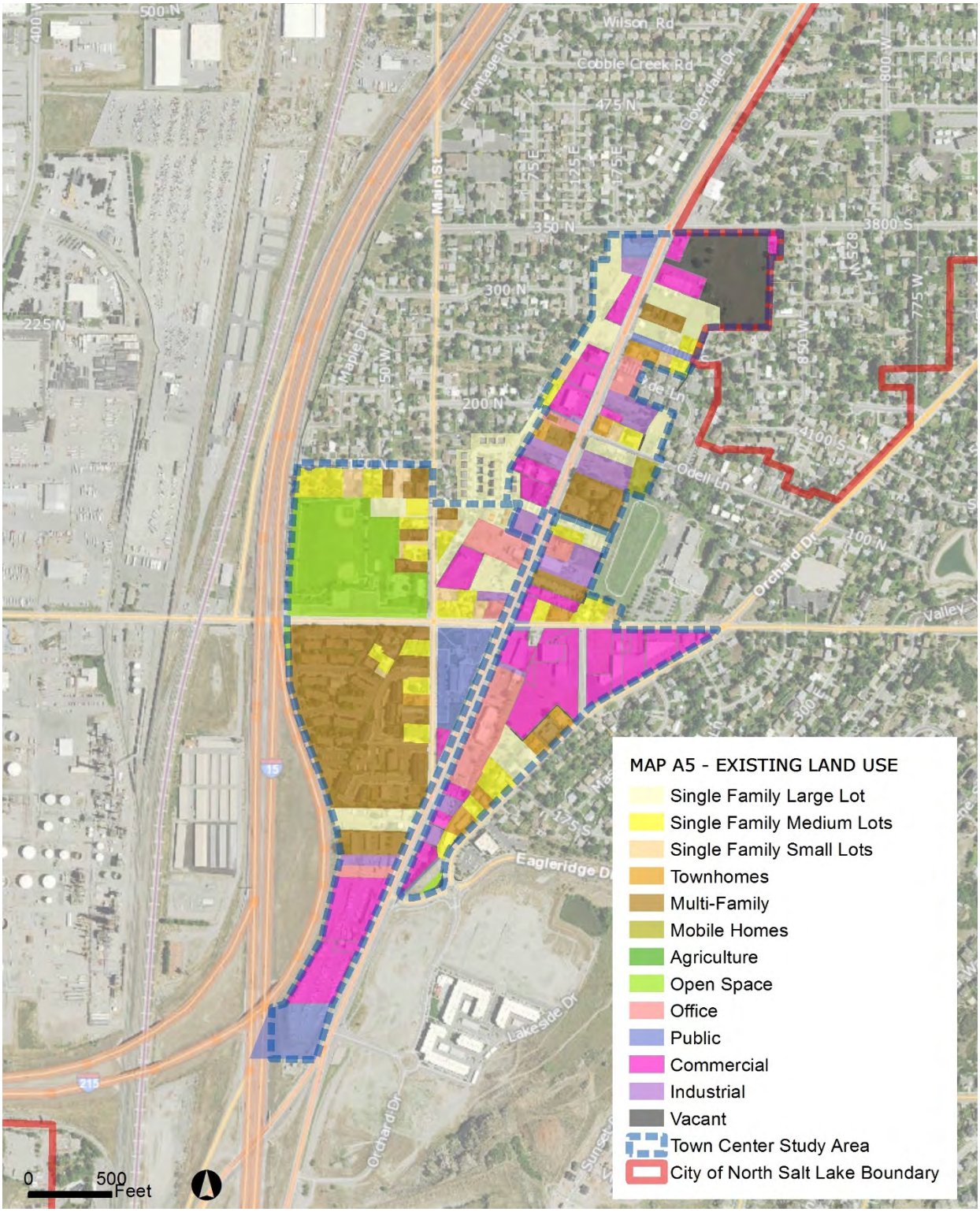


Figure 10: Land Use Percentage

Land Use	Acres	Percentage
Single Family Residential	27.1	23.0%
Townhomes	2.6	2.2%
Multi-Family	24.9	21.2%
Mobile Homes	0.7	0.6%
Open Space	11.7	10.0%
Office	7.6	6.5%
Public	7.4	6.3%
Commercial	22.9	19.5%
Industrial	6.6	5.6%
Vacant	6	5.1%
	117.5	**100.0%**

Residential Land Use

Single-Family Residential

(23.0% of land area)
Refers to single-family homes.

Townhomes

(2.2% of land area)
Refers to properties with attached townhomes.

Multi-Family Residential

(21.2% of land area)
Refers to properties containing three or more dwelling units. In some cases a development may contain multiple parcels where each parcel may only contain one or two dwelling units. In this case the whole development was classified as a multi-family development instead of individual one or two-family use parcels.

Mobile Homes
(0.6% of land area)
Refers to properties with mobile homes.

Commercial

(19.5 % of land area)

The commercial land use designation includes restaurants, retail sales (grocery, convenience store, clothing, auto sales, part dealers, etc.), and retail service (banks, dry cleaners auto repair, etc.).

Office

(6.5% of land area)
Refers to all property used for general office, medical, and research uses, including City Hall.

Industrial

(5.6% of land area)
Industrial land includes light manufacturing and assembly.

Public

(6.3% of land area)
Refers to all property owned by City, County, or State.

Parks, Recreation, Open Space

(10.0% of land area)
Includes designated parks; including Hatch Park and City Hall Plaza.

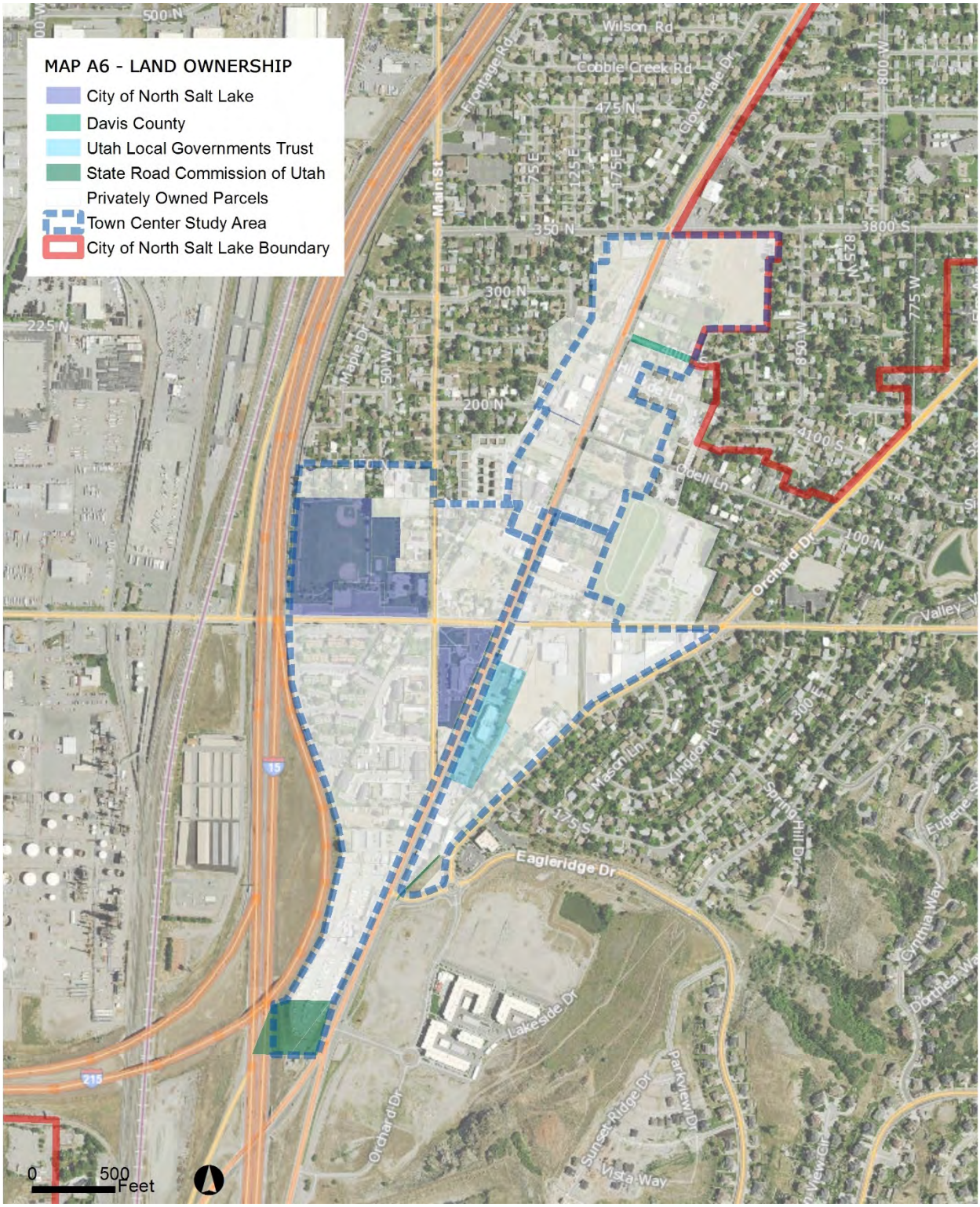
Vacant

(5.1% of land area)
Vacant land is privately or publicly owned and could be developed according to existing zoning. This classification was based on the ability of the land to be developed according to existing zoning only. There may be natural or other constraints associated with the land that limits its ability to be developed.

LAND OWNERSHIP

Approximately 87.02% of the land within the master plan area is privately owned (*see Map A6, pg. A17*). The City of North Salt Lake owns 16.09 acres within the Town Center area (12.98%). The majority of City owned property is Hatch Park and the City Hall Building.

Map A6: Land Ownership



ZONING

Approximately 56% of the land area in the Town Center is zoned commercial (CS and CH). Nearly 40% of the Town Center is zoned for residential (RM-7, RM-20, R1-7, and R1-12). The planned zone occupies approximately 5.3% (*see Map A7 (pg. A19) & Fig. 11 (pg. A20*).

Map A7: Zoning

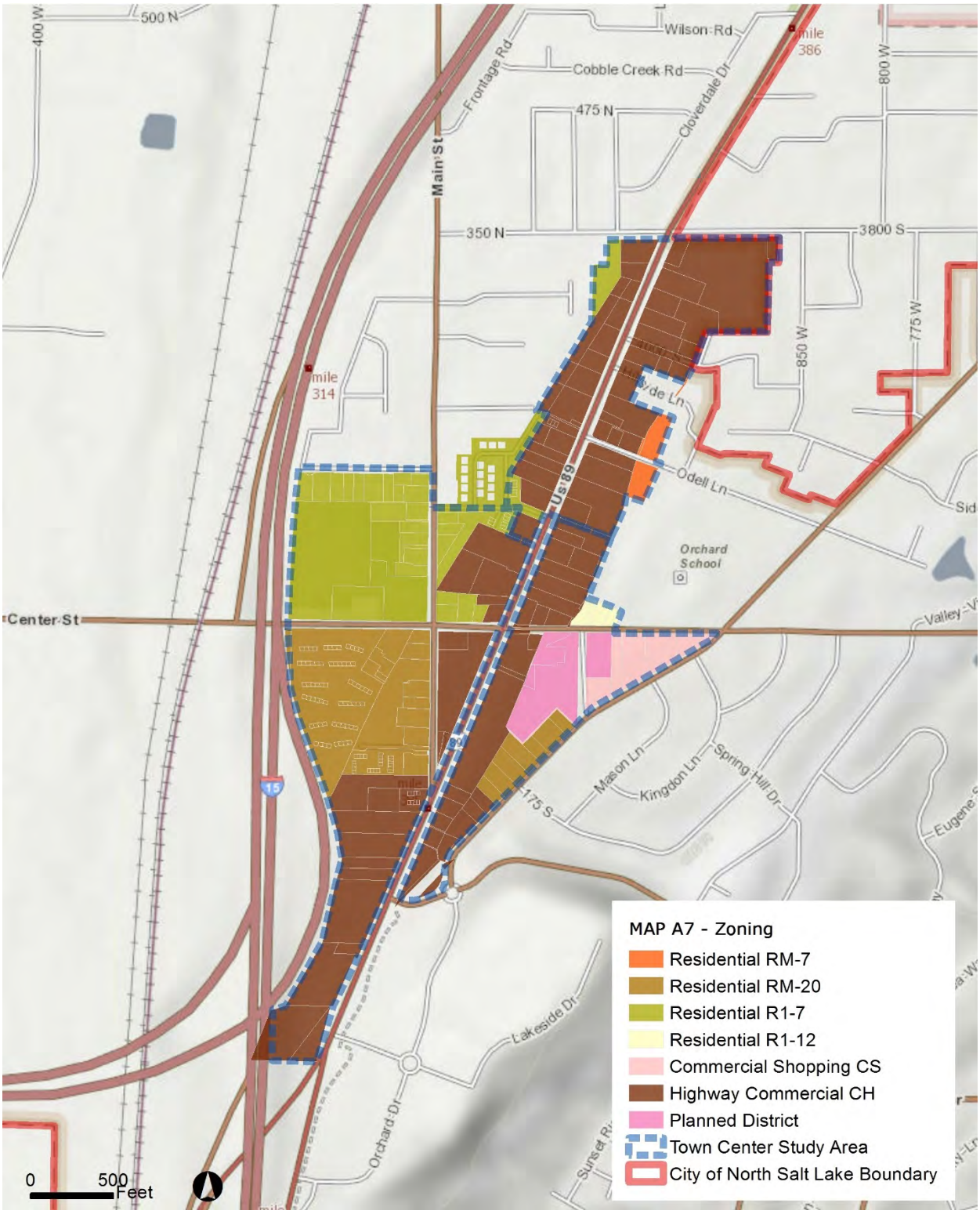


Figure 11: Land by Zoning Type

Zone	Acres	Percentage
Residential RM-7	1.5	1.2%
Residential RM-20	19.4	15.0%
Residential R1-7	29.4	22.8%
Residential R1-12	0.7	0.5%
Commercial Shopping CS	3.8	2.9%
Highway Commercial CH	69.1	53.5%
Planned District	5.3	4.1%
	129.2	**100.0%**

Commercial

Commercial uses occupy approximately 22.35% of the developable land area in the Town Center while office uses occupy 12.87%. The amount of commercial and office land in the Town Center has remained relatively unchanged for several years. The commercial/office land uses are a mix of small mixed use strip commercial centers, larger office buildings (City Hall, Local Government Trust, Eaglepointe Plaza). The commercial and office land uses are located along arterial and collector streets.

Commercial Zoning Districts

The zoning districts in the Town Center that allow commercial and office land uses are shown on the Commercial Zones map (*see Map A7, pg. A19*). The intended purpose of the regulations for each zoning district is as follows:

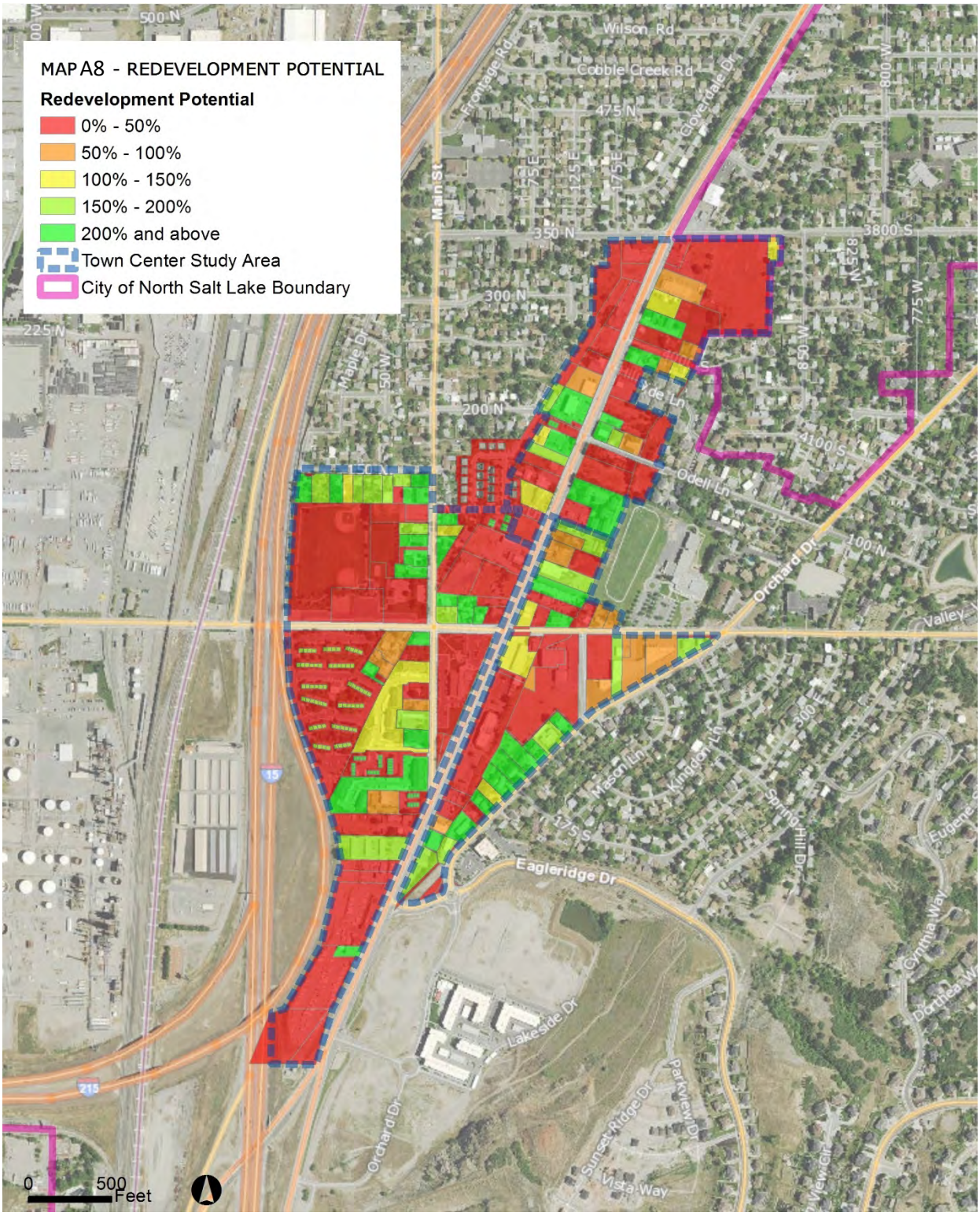
The CS Commercial Shopping district is intended to provide areas in appropriate locations where a combination of businesses, retail commerce, entertainment and related activities may be established, maintained and protected. The regulations of this district are designed to promote and encourage the development of shopping centers.

The CH Highway Commercial district is to provide areas in appropriate locations adjacent to highways or major streets where activities dependent upon or catering to thoroughfare traffic and the traveling public may be established, maintained and protected. The regulations of this district are designed to encourage harmony between traffic needs and centers for retail commercial, entertainment, automotive facilities, and other appropriate highway related activities. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office and residential. This district is appropriate in areas along city and state arterial streets and where the mass and scale of development is compatible with adjacent land uses.

Commercial Redevelopment Potential

The amount of commercial land in the Town Center has remained relatively the same for many years. An important aspect of the master planning process is to determine if there are areas that may be appropriate for change. The Redevelopment Potential map (*see Map A8, pg. A21*) shows the improvement to land value ratio for the Town Center. The improvement value and land value was obtained from Davis County Assessor land data. Properties with an improvement value that is 50% or less than the land value are generally considered to have a high redevelopment potential. In other words, these properties have buildings or other improvements that are worth less than half of the land they sit on. The properties with the highest redevelopment potential are shown in red on the map.

Map A8: Redevelopment Potential



Residential

Residential land uses occupy approximately 37.4% of the developable land area in the Town Center. Of the 37.4% land area, 13.9% is single-family residential, 1.7% is two-family residential, and 21.8% is multi-family residential (three or more dwelling units). According to US census and Davis County there are approximately 541 dwelling units located within the Town Center master plan area. This is approximately 9.6% of the total dwelling units within North Salt Lake.

Residential Zoning Districts

The zoning districts in the East Bench that allow strictly residential land uses are shown on the Residential Zones map (*see Map A7, pg. A19*). The intended purpose of the regulations for each zoning district is as follows:

The purpose of the R1-7 Residential zoning district is to provide areas for medium low density, single-family or dual-family residential neighborhoods where low and medium costs of development may occur.

The purpose of the RM-20 Residential zoning district is to provide areas for medium high residential density with the opportunity for varied housing styles and character.

HOUSING CHARACTERISTICS

Year Built

The first residential structures in the Town Center were constructed in the late 1800s. The median construction year of residential structures is 1977 with construction dates ranging from 1900-2013.

Home Values

Proximity to downtown Salt Lake City and great freeway access are some of the contributing factors to home values in the North Salt Lake Town Center. The total property value as reported by Davis County for single family homes in North Salt Lake is $151,962. The total property value for single family homes in the Town Center is $96,144, ranging from $53,350 to a high of $323,104.

Housing Condition

The majority of single family residential properties within the Town Center have an overall condition of fair to poor with a very small percentage of single family considered to be in very good to excellent condition. The multi-family properties within the area also range from fair to excellent conditions.

Residential Redevelopment Potential

One method of identifying where residential redevelopment might occur is to evaluate the ratio of the improvement value on the property to the land value. Properties with an improvement value that is 50% (0.5) or less than the land value are generally considered to have a high potential for redevelopment. Within the Town Center, approximately 18% of the residential properties have an improvement value less than 50% of the land value, and approximately 32% of the properties of all types within the Town Center have an improvement value less than 50% of the land value. This is ap relatively high percentage of the total residential properties in the Town Center and is indicative of a lack of continual upkeep and improvements made by property owners. The Redevelopment Potential Map (*see Map A8, pg. A22*) shows the distribution of all property with their respective improvement to land value ratios.

PARKS, RECREATION, & OPEN SPACE

A central feature of the Town Center is the existence of Hatch Park located at the intersection of Main and Center Streets. This 4.66 acre park is fully used by the community for organized recreation, city festivals and provides for an outstanding opportunity for town center residents to enjoy passive and active recreation. Pedestrian circulation through trail and sidewalk systems also exist and are planned for expansion in the area. The Center Street trail and sidewalk system will ultimately connect the Bonneville Shoreline Trail system in the east foothills to the Legacy Parkway Trail system in the west. In addition, Highway 89 will have a north/south trail and sidewalk system together with an extensive open space trail corridor on the west side of the street north of 350 North.

MOBILITY

In addition to trail and sidewalk systems, the Town Center has been developed to accommodate pedestrian-friendly urban design principles such as oversized sidewalk areas, locations for sitting and congregating adjacent to public rights-of-way and places for outdoor eating and relaxing. Paths have been used between developments and through topographical challenges so that pedestrians and residents of the Town Center may walk to services and recreation rather than use automobiles.

The Highway 89 corridor has undergone a decade-long study and is now ready to accommodate a bus rapid transit system. This system will run from Woods Cross/Bountiful to Salt Lake City's downtown core and should serve many south Davis residents with an additional transit option.

Appendix B: Planning Process

The following concepts were evaluated early in the planning process with the assistance of the Town Center Master Plan Committee, which was assembled with the purpose of reviewing these preliminary concepts and providing direction for the final master plan.

The Committee met on March 23, 2015. Participants included:

Len Arave, Mayor
Robert Drinkall, Planning Commission Chairperson
Ted Knowlton, Planning Commission
Paul Ottoson, Public Works Director and City Engineer
Barry Edwards, City Manager, City Recorder
Ken Leetham, Community & Economic Development Director
Ali Avery, Long Range Planner
Jim Spung, City Planner
Mark Vlasic, Landmark Design
Lisa Benson, Landmark Design
Tim Sullivan, InterPlan Company

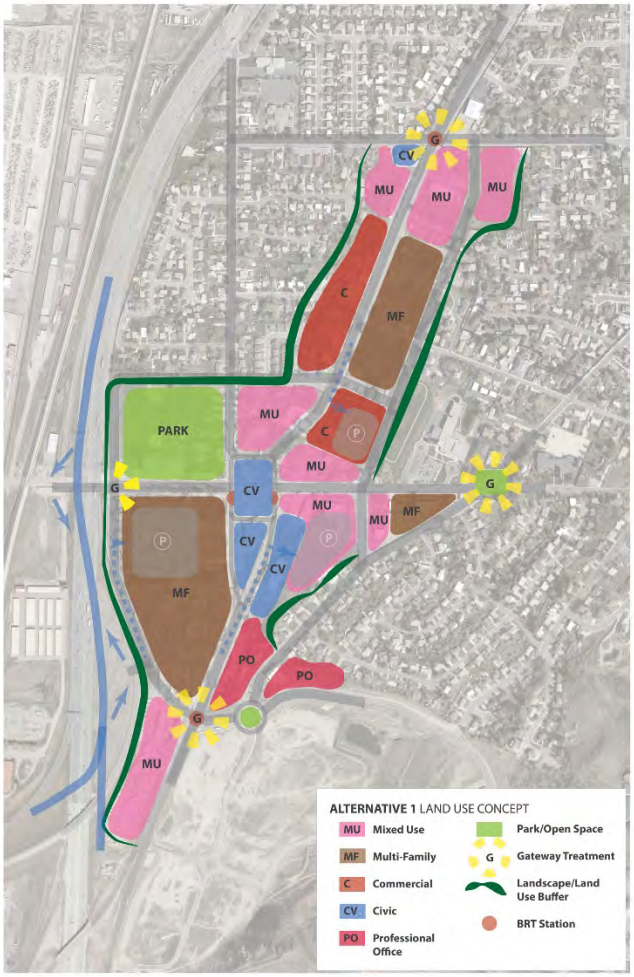
The planning team presented the concepts on the following pages for review and comment by the Committee. The following are verbatim comments:

- Salt Lake and Farmington are already established as destinations. How can we compete with Farmington?
- The Bowling Alley project is a good example of the scale of projects that may come to the Town Center.
- Eaglewood Village retail may be a big commercial draw.
- Create a framework with the streets and public spaces.
- Intensity may be driven by the market.
- Is multi-family or retail the best benefit for the City? Needs to be a mix.
- TOD or just people here?
- Concept #2 – if the activity is focused on Main and Center Streets, is that where retail wants to be? Won't be nearest to the transit stops.
- Loves the feel of North Salt Lake as a small town.
- Gravel Pit will provide 200 acres of development.

- Multi-family housing on Highway 89 – How do we encourage good development without causing issues? Maybe it's condos and not apartments. A balance of renter vs. owner is ideal.
- Retail isn't the answer for activity. Need more people, plus restaurants.
- Keep commercial clustered at intersections.
- Create amenities to attract higher-quality housing. Need a collection of amenities with some level of intensity.
- Multi-family is usually supported along Highway 89. Density can be condos or townhomes instead of renters.
- Residents are moving towards renting instead of owning, and not necessarily the cheapest rentals.
- Focus on community amenities. Other areas will be regional centers.
- Transit – make it fast, make it visible.
- BRT should be in dedicated center lanes.
- Keep the focuses balanced on all streets and all modes.
- Would Orchard be better as a one-way street as part of the couplet concept? Don't want couplets more than a block apart. Couplet could be a long ellipse, and maybe different roadways.
- Need street frontage.
- Market goal: Town Center becomes so important that reinvestment occurs because values are high.
- Take the long view.
- Hatch Park has a stigma.
- How do we create that economic engine? Start with rezoning with design standards.
- Where does the City want to invest? Streetscape/within the ROW.
- The Town Center is the first best opportunity to demonstrate the look and feel of future uses.
- The City has to participate. Best place to invest is the Bowling Alley project – feel of these elements are key.
- Streetscape is a huge piece.
- Slow and divert traffic to help with walkability.
- Concept #2 – need to focus uses around transit.
- Maybe only focus on the middle part of the Town Center.
- Vacant parcel by 350 North and South end – have a plan.
- Small incubator/art/cultural live/work units at the south end.
- Rework/master plan the Park – start over. Think about Food Truck roundups/farmers markets. Get rid of parking – push it to the edge of the park.

CONCEPT

1 REGIONAL CENTER



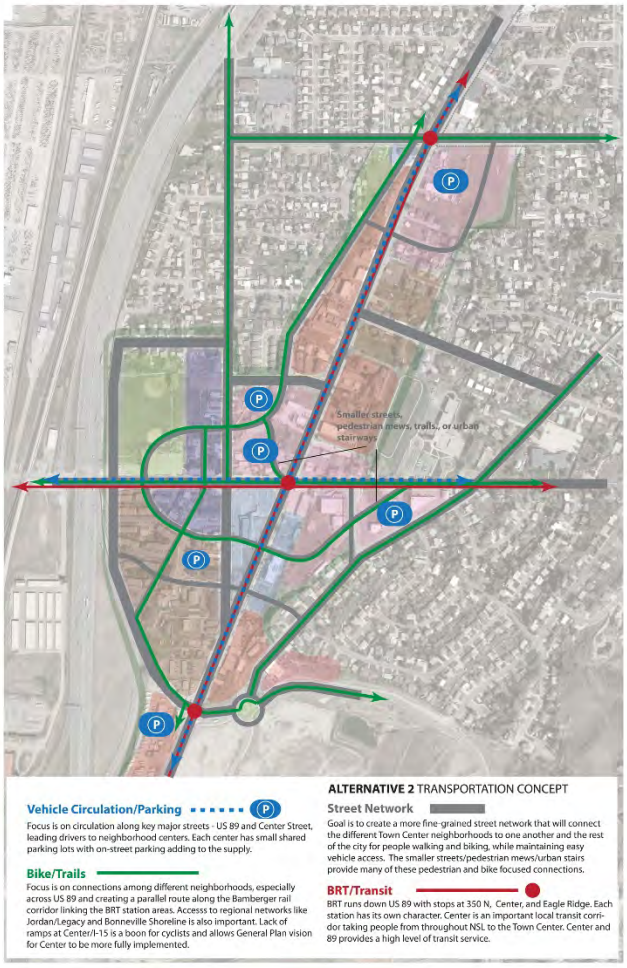
KEY IDEAS:

- **Big blocks/big changes**
- **Attracts outsiders/creates roadside appeal and interest**
- **Transforms Highway 89 into a boulevard with separate lanes for bicycles, pedestrians, BRT, and vehicles with a couplet/ roundabout in the center**
- **Hatch Park encompasses the entire block; focuses on accommodating diverse activities and big public events; It is family friendly and accessible**
- **Exudes a Traditional look & feel, nothing earth-shaking or extremely different; instead, the focus is on creating a district that is elegant and attractive**


CONCEPT 1
1 REGIONAL CENTER
"STRENGTHENING THE HEART OF OUR CITY"
General Plan Goals
1
Create a distinct and positive identity for the Town Center.
2
Encourage intensity of activity in the Town Center.
3
Improve the appearance and enhance the safety of the Town Center and Highway 89 Corridor.
4
Establish streets that work for multiple modes of transportation.
5
Bring high-capacity transit to Highway 89.
TOWN CENTER VIBE
Highway 89 becomes real multi-modal/ multi-dimensional boulevard.
Destinations are created that are truly mixed-use, with a focus on attracting regional shoppers and visitors to the Town Center.
Hatch Park becomes a focal point, designed to accommodate a range of events and needs.
The Town Center is a traditional and elegant place where people want to live and visit.
BOULEVARDS AND OTHER WALKABLE TREATMENTS FOR MAJOR STREETS
SEATING
PLANTERS
WASTE RECEPTACLES
TREE DETAILS
LIGHTING
PAVING

CONCEPT

2 LOCAL CENTER



KEY IDEAS:

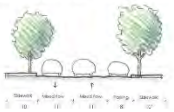
- **A place composed of small blocks that nurture neighborhoods**
- **Incremental, finer-grained changes are supported (work with what we have)**
- **US-89 becomes a buffer street, providing access to adjacent land uses and destinations via side streets and alternative access ways**
- **Includes intricate connections such as hillside climbs, alleys, sneakways, and greenways**
- **A complex and integrated bike system is focused on the side areas**
- **Gritty, funky, "millennial" - a truly unique neighborhood that builds upon the existing "place"**
- **Keep houses around Hatch Park and change/modify the park to become a core cultural center. The area could include a historic/ art walk along Main Street with cafes and small gathering places, beautiful gardens (a rose garden, astral garden, edible garden, for example. Hatch Park becomes a place that people "stumble upon" and want to return to later.**
- **Current auto-oriented land uses and tax base remain**


CONCEPT 2
2 LOCAL CENTER
"STRENGTHENING THE HEART OF OUR CITY"
General Plan Goals
TOWN CENTER VIBE
SMALL STREETS, PEDESTRIAN MEWS, TRAILS, AND URBAN STAIRWAYS
Hatch park becomes the art/ culture center of the city, accommodating a diverse palette of uses, activities, and events.
The form of development builds upon the gritty sense of place: warehouses, factories, rail stations and similar uses should provide the design basis.
A variety of connections are created between Highway 89 and the side destinations.
Artist's lofts, live/ work places, and cottage industries should be encouraged.
PLANTERS
TREE DETAILS
WASTE RECEPTACLES
SEATING
LIGHTING
PAVING
1
Create a distinct and positive identity for the Town Center.
2
Encourage intensity of activity in the Town Center.
3
Improve the appearance and enhance the safety of the Town Center and Highway 89 Corridor.
4
Establish streets that work for multiple modes of transportation.
5
Bring high-capacity transit to Highway 89.

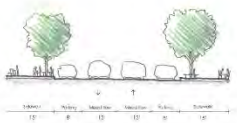
CONCEPT

SECTIONS

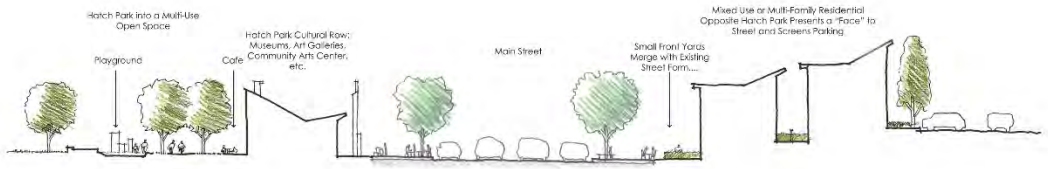
Main Street/Center Future Street Options



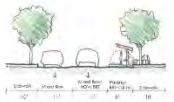
50' Right-of-way (Approx. existing Center/Main right-of-way)



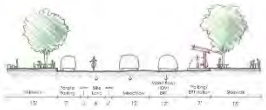
80' Right-of-way (30 additional feet)



US 89/Main Street/Center Street Roundabout/Town Square/Couplet Concept Options



50' Right-of-way (Approx. existing Center/Main right-of-way)



80' Right-of-way (Approx. existing US 89 right-of-way)

US 89 Future Street Options

Work within Existing Right-of-way

80' Right-of-way (same as existing)

Add important complete streets elements

111' Right-of-way (31 additional feet)

Full Boulevard

135' Right-of-way (55 additional feet)

The Planning Team developed a preferred concept plan based on the direction provided by the Committee at the March 23rd meeting. This preferred concept plan (on the following pages) was presented to the public at a Public Open House held on May 20, 2015 at 6pm. Twenty-two people signed in at the meeting. The following are verbatim comments received:

- I love that there will be standards for future development.
- Could a library be included?
- It would be great to have a green walking and biking area that connects from Bountiful 2600 North into downtown SLC.
- Park – rename to Bamberger Park. That is the historical name.
- Don't extend Bamberger trail south into historical homes… private property!
- Priorities:
    - NSL library
    - Bike lanes to downtown SLC
    - Public transit to SLC
    - Greenbelt (not along Highway 89 (It's too loud)) with paths for wheeled (bikes and skateboards) and walkers
    - For true inspiration look at the public park in Central Nice in France.

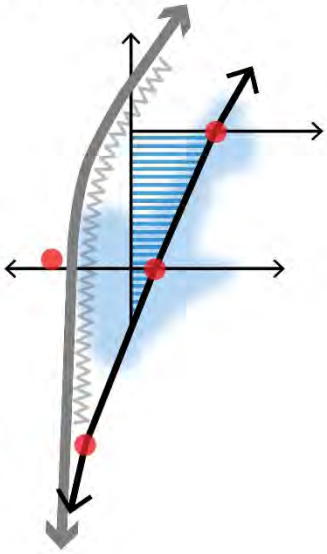
CONCEPT 1

CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN

North Salt Lake is at a **crossroads of change and transformation** from a small suburban community created by people with shared values and an unusually common vision for the future, to a **new center of business and culture,** where city residents can express their sense of independence and continue to distinguish their community from Salt Lake City to the south and Davis County communities to the north.

A community with a good heart and a maverick spirit, North Salt Lake lacks a distinctive town center, a place where the community should be able to come together to shop, recreate and take part in community events.

In 2010, a new general plan was adopted that identified a new Town Center site, establishing the general principles that will allow it to become both the heart and an economic engine of the community. The Town Center Master Plan builds upon that plan, and acknowledges the good ideas and hard work it represents.



The envisioned North Salt Lake Town Center **stitches together three adjacent neighborhoods** – Orchard District to the east, historic Bamberger District to the west, and the Highway 89 Corridor to the north – together **forming a unified place** with a **healthy economic profile**, a **range of integrated commercial and residential uses**, and a **variety of ways to get around** the area that are both **multi-modal** and most importantly - **pedestrian and bicycle friendly**. The vision of this new destination is attractive and unique in appearance, but also a place with both a heart and a soul.

CONCEPT

2 CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN

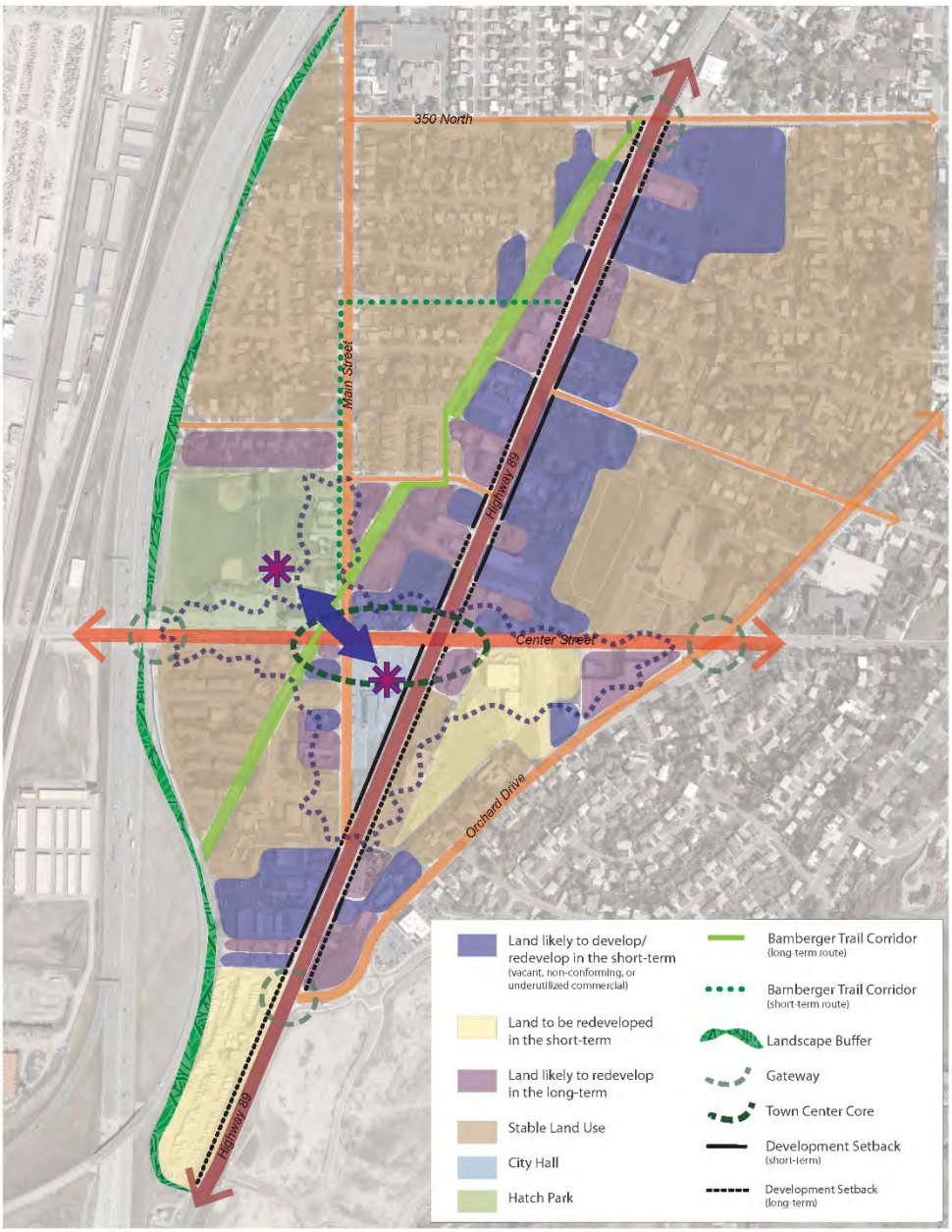
In order to realize the vision that North Salt Lake Town Center must be a **distinctive** place, it must be clear to residents and visitors alike where they are. This begins by building upon the existing conditions and unique features that define the area, which will result in a place that is **genuine** and remains **true to the roots** of the community.

The City of North Salt Lake Town Center should be easily distinguished from nearby centers and destinations. This will be achieved through **great design**, the establishment of **compatible land uses** that allow housing and commercial uses to operate together, and through **physical improvements** that transform the area into a **walkable, mixed-use gathering place**. Some of the key transformations that are envisioned as part of this transformation include the following:

- Accommodation of a Bus Rapid Transit line and stations on Highway 89;
- Conversion of Highway 89 into a **pedestrian-friendly corridor** that is unified with the rest of the Town Center;
- Inclusion of **mixed uses,** including entertainment;
- Transformation of Hatch Park into a **community gathering place**;
- Incorporation of the **historic Bamberger** rail line as a unique open space within the City Center;
- Creation of a **distinct and positive identity** for the Town Center;
- Transformation of the Town Center into a **center of activity** and the **focal point** for the City;
- Establishment of **attractive and safe streets** that work for multiple modes of transportation;
- Inclusion of **active transportation** and **transit options** for district residents; and
- Expansion of **multi-family development options** around Hatch Park.

3 **CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN**

CONCEPT



Active Movement
Strolling
Transition
Linkages
Arts District Anchors
Link City Hall & Hatch Park as Arts District Anchors
Civic/Cultural/Arts Core

Overall Town Concept Overview

Highway 89 becomes an active movement corridor, with gateway elements located at each end to demarcate the Town Center. The roadway serves vehicles in the short-term, transitioning to a multi-modal corridor in the future. The focus of the Town Center is moved to the side streets including Center Street, Main Street, and Orchard Drive. City Hall and Hatch Park form the core of the new Town Center, and are the heart of a proposed Arts District. Several development projects slated to begin construction in the short-term help establish the vision of a high-quality Town Center. Key sites likely to develop or redevelop in the short-term continue to realize the vision, followed by sites more likely to develop in the long-term. Envisioned land uses including single-family and multi-family residential, and schools, and targeted commercial uses, which help attract a more balanced population that will utilize new activities and services in the Town Center. The historic Bamberger rail corridor is envisioned to become a pedestrian and bicycle connector, tying the entire core together along a ribbon green open space and a paved multi-purpose trail. Development setbacks along Highway 89 create space for public and semi-public uses to be developed, eventually providing the setting for fully separated pedestrian and bicycle amenities, and potential space for dedicated BRT or other high capacity transit systems. A landscaped buffer along the west side of the Town Center softens the negative impacts of Interstate 15.

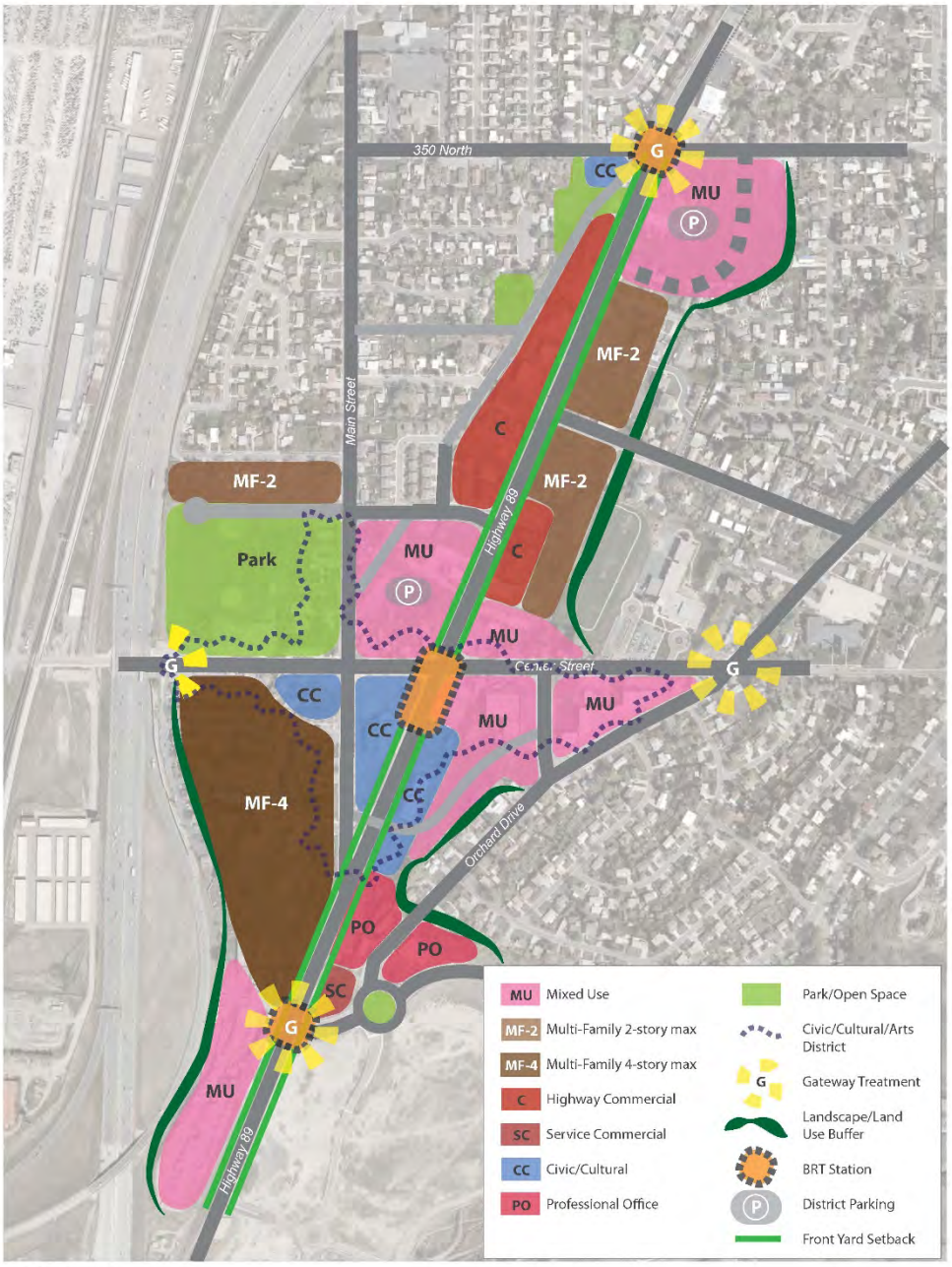
0 200 400 Feet

InterPlan

Overall Town Center Concept

4 **CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN**

CONCEPT



Land Use Concept Overview

As Highway 89 is enhanced to become an attractive, active movement corridor, the uses along the highway transition to high-quality development, with more organized and compatible land use patterns. Mixed-use developments are focused at three intersections of Highway 89. Two-story multi-family courtyard residential uses are located on the east side of Highway 89 in close proximity to an existing school, providing a different form of housing that diversifies existing mixes. High-quality commercial uses provide a transition between mixed use and multi-family developments at the north end of the corridor, and also provide access to the proposed Bamberger trail corridor. The City's civic and cultural core is located in the heart of the Town Center along Center Street, ecompassing existing uses such as City Hall, the reimagined Hatch Cultural Park, and a proposed community/arts center in the vicinity of the old rail depot. The cultural and civic core is defined by unique streetscape treatments, specially paved street intersections, and similar improvements to the Center Street corridor. Hatch Park is extended northward, terminating at a new multi-family redevelopment. Professional Office uses and an upgraded gas station are located near East Ridge Drive and the south terminus of Orchard Drive, with artists lofts and similar live/work uses located in a unique mixed use district on the west side of Highway 89. Other key features include a creative 25' setback line along Highway 89, providing space on private properties for the long-term establishment of BRT or other similar transit options; gatway treatments at the outer edges of the district along Highway 89 and Center Street; a robust urban trail system; and careful integration of historic uses and sites into the framework of the district.

InterPlan

Town Center Land Use Concept

5 CONCEPT

CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN

See Transportation Sections for conceptual layout of streets.

InterPlan

Town Center Transportation Concept

6 CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN

CONCEPT

Transportation Network Concept Overview

The proposed Transportation Network for the North Salt Lake Town Center Plan addresses all transportation modes and streets in a way that enables and supports a lively people-oriented place in the heart of North Salt Lake.

- It is vital that the Town Center be accessible for **vehicles** both circulating through and parking in the Town Center. It is equally vital that these vehicles are encouraged to move slowly and park in an efficient way that does not dominate the character of the district – the concept features a series of **shared district parking lots** on the interior of blocks as well as **increased on-street parking**. The network must also maintain regional mobility, as US 89 will continue to be an important route for regional through traffic.

- **Transit** is a major part of the Town Center both through the existing UTA routes that come through the area and the proposed **Bus Rapid Transit (BRT) line for US 89**. The Town Center network proposes three BRT stations as focal points for the Town Center, one of which will serve as a **North Salt Lake Transit Center**, where riders can catch the BRT or any UTA bus serving the area, reinforcing the focal point of Center Street and US 89. This would need a slight **re-routing of UTA buses** so they all serve the Transit Center.

- Making it easier and safer for **bicyclists** to access the Town Center will help activate it. The concept utilizes a phased bicycle network that, in the near term, relies on the first phases of the **improved Bamberger rail alignment trail** combined with Main Street to move cyclists parallel to US 89 and into the Town Center core on Center Street. The plan capitalizes on the **new bike lanes on Center Street** to make this the primary east-west bike corridor in the city. In the long term, a widening of US 89 can yield **separated bike lanes** that will make **cycling on US 89** safe and comfortable, and the Bamberger Trail could potentially be completed from 350 North through Center Street to the southern part of the Town Center.

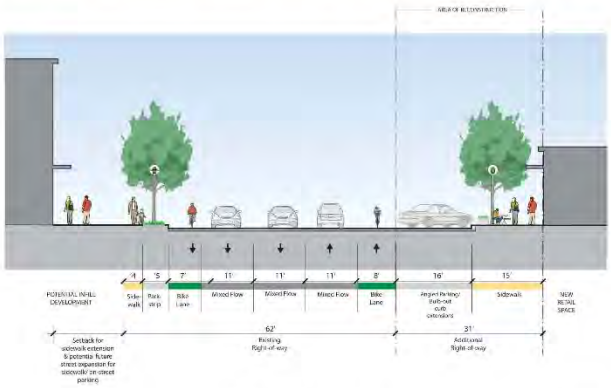
- The most important aspect of the Town Center transportation network is **improved pedestrian infrastructure**. In the near term, the network focuses on **widening sidewalks** along Center Street to make it the focal point for the Town Center, with ample **greening and public space**. Pedestrian improvements along Center Street must be complemented by **pedestrian supportive development** - potential opportunities include redevelopment of the block across Center Street from City Hall; a reimagined edge for Hatch Park with the parking lot removed (parking replenished on the street and on shared lots elsewhere); and the Towne Square project. **Safer and more frequent crossings** of busy streets like US 89 is also an important part of the pedestrian network.

- All the networks come together in the concept with **new street connections** throughout the Town Center. The plan features a **series of paths and stairs** to enable pedestrians and cyclists to access and move around the Town Center more easily. In the long term **potential street connections** that make sense with land use changes to more intensive mixed use of residential, retail, office and cultural.

InterPlan

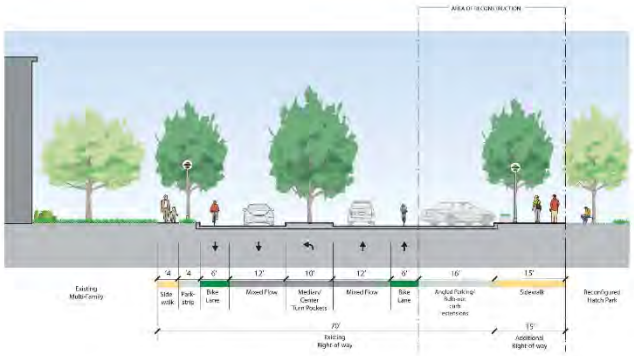
7 CONCEPT

CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN



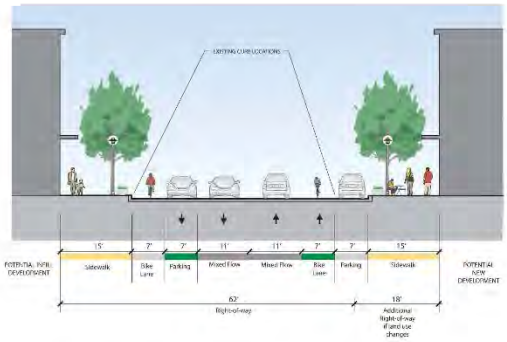
The concept for this critical block of the Town Center builds on the recent improvements by adding diagonal parking and a widened 15-foot sidewalk to the north side of the street, at the potential site for a row of storefronts that will create a Town Center place experience. In the long term, a similar design could be added to the south side if a new development is added in the City Hall parking lot to complement the City Hall.

Center Street
Between US 89 and Main Street



The concept for this segment of Center Street also builds on the recent improvements by adding a 15-foot sidewalk and diagonal parking, which will help replace the park parking lot if it is replaced by a more pedestrian-oriented edge. Similar to the adjacent block, a similar design could be added to the south side if the land use changes.

Center Street
at Hatch Park



Between US 89 and the school, when land use changes, the sidewalks on both the north and south sides can be widened to 15 feet to match the other new sidewalks, with the bike lanes maintained and on-street parking added to both sides of the street.

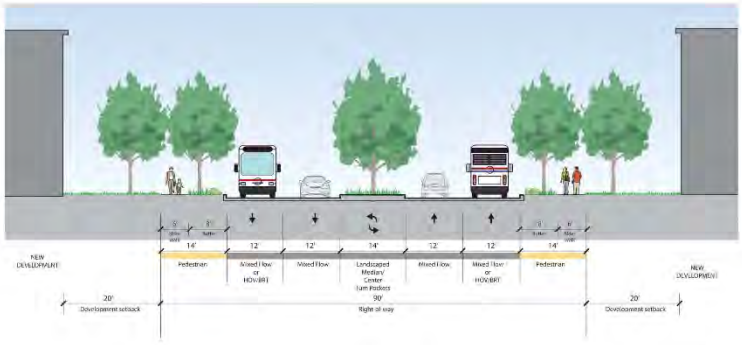
Center Street
East of US 89

InterPlan

Town Center Transportation Sections

8 CONCEPT

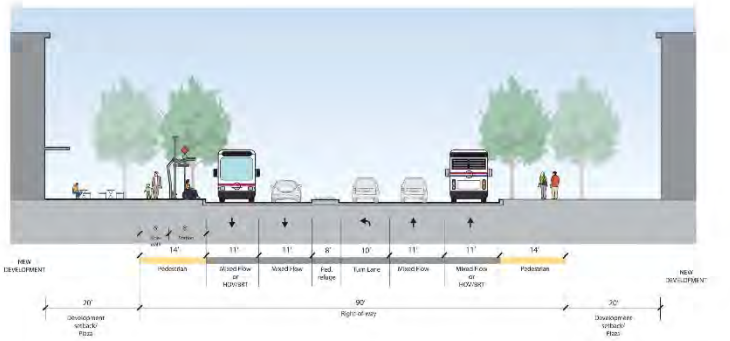
CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN



U.S. 89
Near-term plan

10' 20'

US 89 presents a challenge to incorporate into the plan as both an multi-modal asset of the Town Center and a regional highway. A phased plan addresses both of these needs and contingencies for different market and land use outcomes. In the near term on US 89, the concept utilizes focused changes that leave the curbs as they are but implements a new 14-foot pedestrian realm for new projects; a 14-foot center median; and a 20-foot setback for new projects that will allow for future widening if enough properties redevelop. These short-term changes allow for the increase in street trees that the City envisions.



U.S. 89
Near-term plan-at BRT station

10' 20'

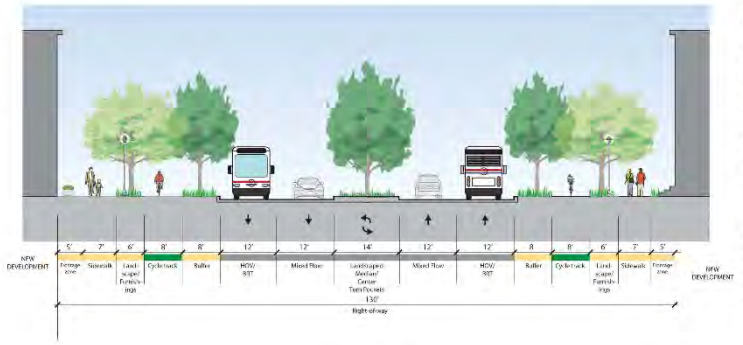
At the three BRT stations, which would likely be at the far sides of the major intersections, this concept uses a different configuration of the pedestrian realm to allow for signature BRT station amenities such as shelter, seating, lighting, and ticketing.

InterPlan
Transportation Planning

Town Center Transportation Sections

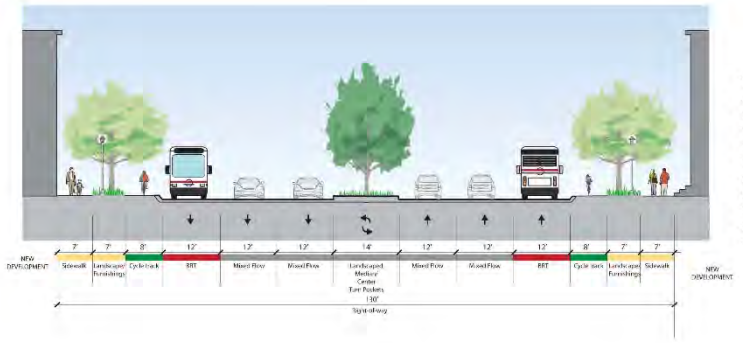
9 **CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN**

CONCEPT



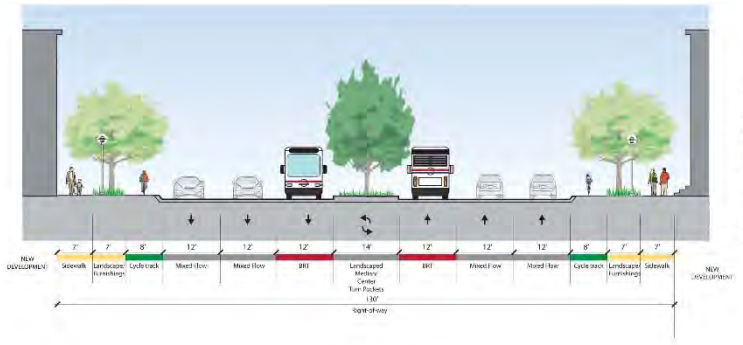
This section illustratessone of three long-term alternatives for US 89. This alternative keeps the number of lanes at 5 (including the center turn lane) and assumes the BRT will share a lane with all vehicles or high-occupancy vehicles, or will have exclusive use of the lane if mixed flow vehicle traffic is reduced to one lane each way. Keeping the number of lanes at 5 allows the curbs to remain where they are and assuming new development comes along and the 20-foot setback is implemented, the additional width of the street is used for a protected bike lane and a wider sidewalk that builds off the short-term pedestrian realm and provides ample streetscape and landscape placemaking amenities.

U.S. 89
Long-term plan



This alternative assumes the need for an additional dedicated BRT lane on the side of the street, bringing the total to 7 lanes. The additional lanes reduce the amount of width (again assuming the 20-foot setback added to the right-of-way on each side) available for pedestrian and bike facilities. However, this alternative is still able to incorporate a separated bike facility (up on the curb at sidewalk grade) and a wider sidewalk.

U.S. 89
Long-term plan - alternative

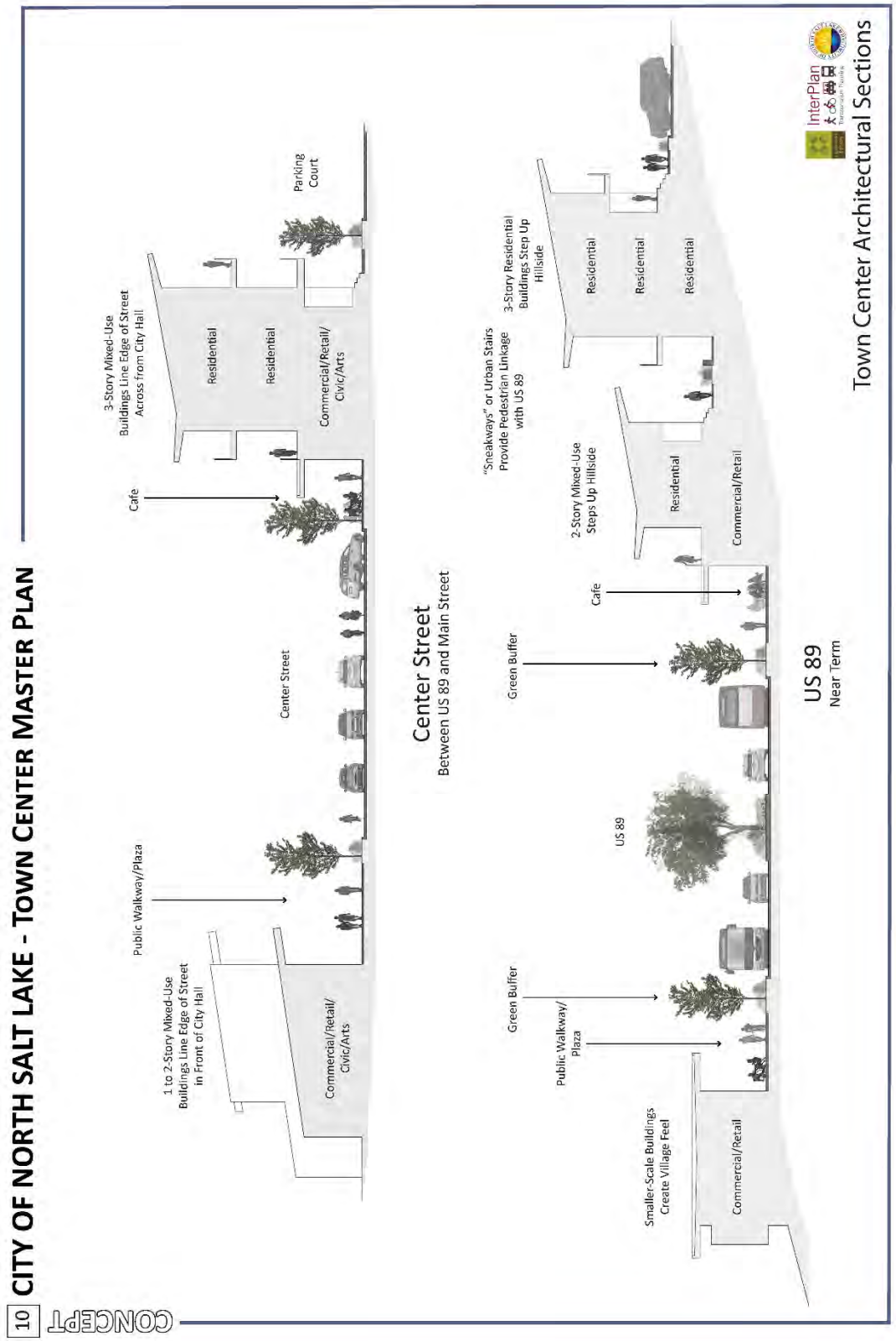


This alternative is the same as the 7-lane side running BRT but with the BRT lanes running in the center of the roadway. The advantage of this configuration is that there will be less friction for the transit from right-turning vehicles. The disadvantages are more complex left turns (including no left turns out of properties) and pedestrians having to cross the street to access the station.

U.S. 89
Long-term plan - alternative

InterPlan

Town Center Transportation Sections


CONCEPT 10
CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN
Town Center Architectural Sections
Center Street
Between US 89 and Main Street
Public Walkway/Plaza
1 to 2-Story Mixed-Use Buildings Line Edge of Street in Front of City Hall
Commercial/Retail/ Civic/Arts
Center Street
Cafe
3-Story Mixed-Use Buildings Line Edge of Street Across from City Hall
Residential
Residential
Commercial/Retail/ Civic/Arts
Parking Court
Green Buffer
Public Walkway/ Plaza
Smaller-Scale Buildings Create Village Feel
Commercial/Retail
US 89
US 89
Near Term
Green Buffer
Cafe
2-Story Mixed-Use Steps Up Hillside
Residential
Commercial/Retail
"Sneakways" or Urban Stairs Provide Pedestrian Linkage with US 89
3-Story Residential Buildings Step Up Hillside
Residential
Residential
Residential
InterPlan

11 CONCEPT

CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN

"STRENGTHENING THE HEART OF OUR CITY"

InterPlan Transportation Planning

General Plan Goals

1 **Create a distinct and positive identity for the Town Center.**
The Town Center is locally focused with smaller blocks and distinct neighborhood districts with intricate bicycle and pedestrian connections. The center focuses on preserving existing local businesses and fostering new ones. Streetscape and building design have a young, urban style, contrasting with the surrounding communities and unique in the area.



2 **Encourage intensity of activity in the Town Center.**
Intensity and activity come primarily from North Salt Lake residents – as both existing residents from surrounding neighborhoods and residents of new urban housing are drawn to the unique neighborhoods that make up the Town Center. Using existing industrial and historic buildings and new buildings, an arts district is created for cultural activities. Higher density housing around Hatch Park encourages natural community interaction and activities. In the long-term as development and redevelopment occurs, land uses are consolidated along the Highway 89 Corridor, and areas of mixed use concentrated at specific nodes in the City that support the focus of activity in the Town Center.



3 **Improve the appearance and enhance the safety of the Town Center and Highway 89 Corridor.**
While the appearance of Highway 89 is improved in the short-term with streetscape improvements and street tree plantings, its land use focus stays similar to that of today. The focus of change is on the side streets and pedestrian connections, drawing people into the Town Center. The aesthetic varies according to the neighborhood and is overall more eclectic and urban, both building off and juxtaposing the historic fabric of the existing town center. Finer grained pedestrian connections improve pedestrian and cyclist safety. In the long-term, a form-based code creates a unique standard for the Town Center, allowing for a diversity of uses while encouraging high-quality development.


4 **Establish streets that work for multiple modes of transportation.**
In the short-term, Highway 89 continues to primarily serve vehicles due to width limitations for existing rights-of-way. In the long-term, the establishment of a 20 to 30 foot setback on each side of the Highway as development and redevelopment occurs will help mitigate the current limitations due to narrow rights-of-way, creating a landscaped zone on each side of the Highway which could eventually be adapted to accommodate high-level pedestrian and bicycle facilities, dedicated transit, and high-quality streetscape settings. Change to streetscape design is focused on mixed use districts focused along Center Street and at key nodes on Highway 89, with bike systems and pedestrian friendly sidewalks. Access to the Center is more pedestrian, bike, and transit focused, with BRT stations taking precedence over the I-15/Center Street interchange, which also allows Center Street to allow better cross-town multi-modal access. A finer-grained network of streets and sneakways allow better local pedestrian and bike access to the center. District parking is more diffused, on smaller lots and in on-street parking in center neighborhoods.



5 **Bring high-capacity transit to Highway 89.**
Transit riders are generated primarily by adding new residents in higher density housing, as well as by luring residents from surrounding North Salt Lake neighborhoods to ride BRT to jobs in Salt Lake or Davis County. With land uses on Highway 89 redeveloping gradually, there is a potential to place park-and-ride lots on at BRT stations which can eventually evolve into transit oriented development. BRT stations are located at key nodes along Highway 89 that draw people into side districts. In the short-term, BRT stations are located along the edges of the Highway. In the long-term, BRT could be relocated to dedicated lanes in the center of Highway 89, or other fixed guideway transit could be located in the center of Highway 89.


12 CONCEPT

CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN

TOWN CENTER VIBE

The form of development depends on the location in the Town Center. The vision for Highway 89 is more modern and simple building materials and site furnishings, whereas Center Street and Main Street are envisioned as more traditional. The arts district in the core builds upon the historical and gritty sense of place: factories, rail stations, and similar uses should provide the design basis. Artist's lofts, live/work places, and cottage industries should be encouraged.

A variety of connections, including small streets, pedestrian mews, trails, and urban stairways, are created between Highway 89 and the side destinations.

Hatch park becomes the art/ culture center of the city, accommodating a diverse palette of uses, activities, and events.

13 CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN

CONCEPT

TOWN CENTER IDEAS & DETAILS

Highway 89

Architecture

Bus Rapid Transit

Seating

Paving

Tree Details

Waste Receptacles

Planters

Lighting

14 CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN

CONCEPT

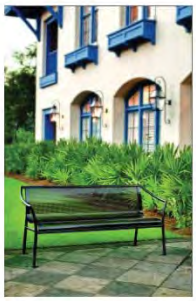
TOWN CENTER DETAILS

Center Street & Main Street

Architecture

PLANTERS

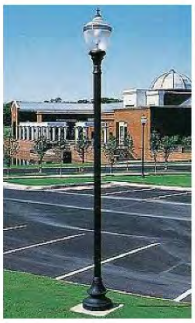
Seating



WASTE RECEPTACLES

Paving

Lighting



TREE DETAILS

15 CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN

CONCEPT

InterPlan Transportation Planning

TOWN CENTER DETAILS

Arts District

Architecture

WASTE RECEPTACLES

Planters

Tree Details

Seating

Paving

Lighting

16 **CITY OF NORTH SALT LAKE - TOWN CENTER MASTER PLAN**

CONCEPT

InterPlan Transportation Planning

Town Center Illustrative Concept Plan