

**REDEVELOPMENT AGENCY STAFF MEMO**

**DATE:** August 18, 2015

**ITEM #:** 8.D.

**PREPARED BY:** Ed Butterfield & Jill Wilkerson-Smith

**RE:** Project Area Creation Process Update

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**REQUESTED ACTION:** Enter discussion of short listed potential project areas based on information provided.

**POLICY ITEM:** Project Area Creation Process

**BUDGET IMPACTS:** Future budget impacts for project area creation

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**EXECUTIVE SUMMARY:** RDA staff has prepared its research on seven potential RDA project areas for the Board's review. Staff's research is based on criteria approved by the Board last spring. Staff will present its research efforts to the Board for discussion with the intent of short listing the selection to one to two areas in September.

**ANALYSIS & ISSUES:** Since the Board recommended a short list of potential RDA project areas last spring, staff has conducted extensive research to present to the Board. The areas the Board requested for the short list include the activation or reconfiguration of the Central City and North Temple Viaduct areas, and new areas located along the 500 & 600 South Freeway Corridors, 900 South 900 West, Ballpark Neighborhood, and State Street. In June, staff received a request from a Board member to include a portion of the Rose Park area, which is also included in the analysis. Information for each potential project area includes:

- A summary of each project area with respect to the Board-approved evaluation criteria;
- Maps that illustrate GIS data; and
- Tax increment projections.

Staff will give an overview of the organization of the research for the Board's discussion, and will provide information as requested during staff's presentation.

**PREVIOUS BOARD ACTION:** Below is a timeline of events preceding the August meeting:

March 2015: The Board approved a list of several areas to be evaluated and adopted evaluation criteria.

April 2015: The Board shortlisted the potential project areas to six for staff to undertake more in-depth analysis.

May 2015: Staff provided a recap of previous policy direction on the project area creation process, including clarification of the potential project area boundaries and the short-list evaluation criteria.

June 2015: Staff provided a written status update on project area creation process.

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## **ATTACHMENTS:**

1. Summary Sheet and Research Reports for the following potential project areas: 500 & 600 South Freeway Corridor, 900 South 900 West, Ballpark Neighborhood, Central City Activation, North Temple Viaduct Activation, Rose Park, and State Street.
2. PowerPoint Presentation: Project Area Creation Process

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# Potential Project Area Research Summary

## August 18, 2015

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### Introduction:

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RDA staff conducted extensive research for each of the seven potential project areas, as requested by the RDA Board of Directors (BOD). The seven project areas researched, in alphabetical order, are as follows:

1. 500 & 600 South Freeway Corridor
2. 900 South 900 West
3. Ballpark Neighborhood
4. Central City Activation
5. North Temple Viaduct CDA Activation
6. Rose Park
7. State Street

Detailed information about each of these potential project areas is presented in the attached packets, which are organized by project area. Each of the project area packets contains the following:

- maps showing geographical information systems (GIS) data;
- general information about existing conditions within each project area;
- an overview of the goals, visions, and policies for each area as described in city and county planning documents;
- a brief description of strategies that could be used by the RDA and development partners to meet the goals and visions for each area; and
- a summation of the annual tax increment for each area using a 25-year project area projection.

### Map Descriptions:

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Because there is limited space on each of the GIS maps to describe the data presented and the key elements for data interpretation, each map type is described below with the intention that this description can be used as a reference when looking at project-area-specific maps.

**Project Area Boundary Map:** self-explanatory

**Building Value/Land Value Map:** shows a general evaluation of parcels that might benefit from redevelopment, based on the ratio of building value to land value. If the building on a

property is worth more than the land on which it is built, there is little impetus for redevelopment. However, as those values approach each other (1:1 ratio), there is more benefit to be gained from redevelopment. For the maps presented, we color-coded properties based on a 20% buffer of that 1:1 ratio. So, for all parcels where the building is worth more than 121% of the land (map category > 1.21), the parcel is colored green, meaning there is low redevelopment potential. For all the parcels where the building is worth the same value as the land, plus or minus 20% (map category 0.8 – 1.2), the parcel is colored yellow to show possible redevelopment potential. And for all parcels where the building is worth less than 80% of the land (map category 0 – 0.79), the parcel is colored red to indicate the highest level of redevelopment potential shown.

**Crime in the Past Year Map:** shows a hotspot, or heat map, of crimes recorded by the Salt Lake City Police Department (SLCPD) during the time period of 6/1/2014 to 5/31/2015. The crime list for each area is shown on the map, and it is a list of primary offenses, which are those infractions having a higher priority for police officers to enforce, recorded by the SLCPD for the time frame indicated. The hotspot map shows crime density in each project area, so areas with the lowest number of crimes are shown as “cool” blues and purples, and areas with the highest number of crimes are “hot” pinks, reds, and yellows.

**Parcel Value Change Map:** shows a general evaluation of how the value of each individual parcel has changed over the 5-year period from 2009 to 2014 (considered to be last five years). The map is color-coded similarly to the Building Value/Land Value map, such that parcels where the parcel value has significantly increased in the past five years are shown in green (dark green and light green), while parcels that have significantly decreased in value are shown in orange and red. Parcels where the 2014 value remains within 10% of the 2009 value are shown in yellow. Similar to the Building Value/Land Value map, the parcels shown in orange and red are those that likely have the highest potential for redevelopment.

**Employment & Mass Transit Map:** shows two data elements: 1) the number of businesses in each project area and how many people are employed at each business; and 2) the bus routes and bus stops and/or rail lines currently existing within each project area. Each business is shown as a dot on the map, with the size and color of the dot representing how many people that business employs. For example, a small gas station that has 10 employees would be shown with a small blue dot symbol, whereas a large government complex that employs over 400 people would be shown with a larger red dot. Businesses are shown using their street addresses, which is why all business dots appear within roadways.

**Zoning Map:** shows the current zoning codes for parcels within each project area. To simplify the map and allow zoning patterns to stand out, zoning codes were combined into general zoning districts that are color-coded and labeled as Commercial, Single Family Residential, Multi-Family Residential, Downtown, Manufacturing, Open Space, Institutional and Public Land, and Mixed Use. Individual zoning codes are also shown on the map for reference.



## Project Area Comparisons:

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RDA staff identified certain project area research elements that could be shown in a table format to help compare those elements more directly. The tables created are shown below.

### **RDA Tax Increment:**

Tax increment over a 25-year project area period was estimated for each potential project area, using 2014 tax revenue as the base value and an annual growth rate of 2%. The net present value of the total annual tax increment was calculated using a 5% discount rate.

### **Estimated Tax Increment Projections, 2016-2041:**

<i><b>Project Area</b></i>	<i><b>25-Year Projected Tax Increment*</b></i>
500 & 600 South Freeway Corridors	\$8,351,671
900 South 900 West	\$10,504,660
Ballpark Neighborhood	\$10,534,932
Central City Project Area Activation	\$9,612,245
North Temple Viaduct CDA Activation	\$2,206,997
Rose Park	\$3,624,395
State Street	\$18,583,426

\*Based on 100% TI Capture by RDA

### **Crime:**

RDA staff reviewed the number of crimes reported in each of the potential project areas during the past year (defined as June 1, 2014 to May 31, 2015). The crime data reviewed were for primary offenses recorded by the Salt Lake City Police Department during the time frame indicated, and a complete tabulation of those crimes is shown on project-area-specific crime density maps. In the table below, we present a subset of the total crime data for each project area in order to focus on Part I offenses, which is a uniform list of offenses defined by the Federal Bureau of Investigation as serious crimes that occur with regularity in all areas of the country that are likely to be reported to police

([https://www2.fbi.gov/ucr/cius\\_04/appendices/appendix\\_02.html](https://www2.fbi.gov/ucr/cius_04/appendices/appendix_02.html)).

### Number of Part I Crimes by Project Area: June 1, 2014 - May 31, 2015

Crime	500 & 600 South Freeway Corridors	900 South 900 West	Ballpark Neighborhood	Central City	North Temple Viaduct CDA Activation	Rose Park	State Street
Arson	1	<b>2</b>		1		1	<b>2</b>
Assault	123	185	87	95	4	108	<b>253</b>
Burglary	17	58	41	33	1	58	<b>83</b>
Homicide	1	<b>2</b>	1				
Larceny	343	233	142	153	47	124	<b>560</b>
Robbery	21	19	20	4	1	7	<b>38</b>
Sexual Assault/Offense	25	8	17	10		10	<b>28</b>
Stolen vehicle	65	57	50	32	5	57	<b>88</b>

Red bold values indicate highest number for each crime type.

### Wasatch 2040:

Wasatch Choices 2040 (WC2040) is a collaborative effort between the Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments (MAG) to create a land use and regional transportation plan for the Wasatch Front region. The city and county governments of Davis, Salt Lake, Utah, and Weber counties co-sponsored WC2040. Through the WC2040 process, WFRC and MAG adopted Growth Principles and Objectives that are used to guide key transportation decisions that will promote quality growth throughout the region.

To implement the Growth Principles and Objectives, WC2040 identifies ten strategies for local governments:

Strategy I: Develop a Local Land Reuse Strategy

Strategy II: Provide Incentives for Contiguous Growth and Infill

Strategy III: Preserve Future Transportation and Utility Corridors

Strategy IV: Create Walkable Commercial and Mixed-Use Districts

Strategy V: Plan for Transit Oriented Development

Strategy VI: Plan for and Build Neighborhood-friendly Elementary Schools

Strategy VII: Create a Plan for Workforce Housing

Strategy VIII: Interconnect Roadways and Pedestrian Paths

Strategy IX: Plan for Job Centers and Economic Development Readiness

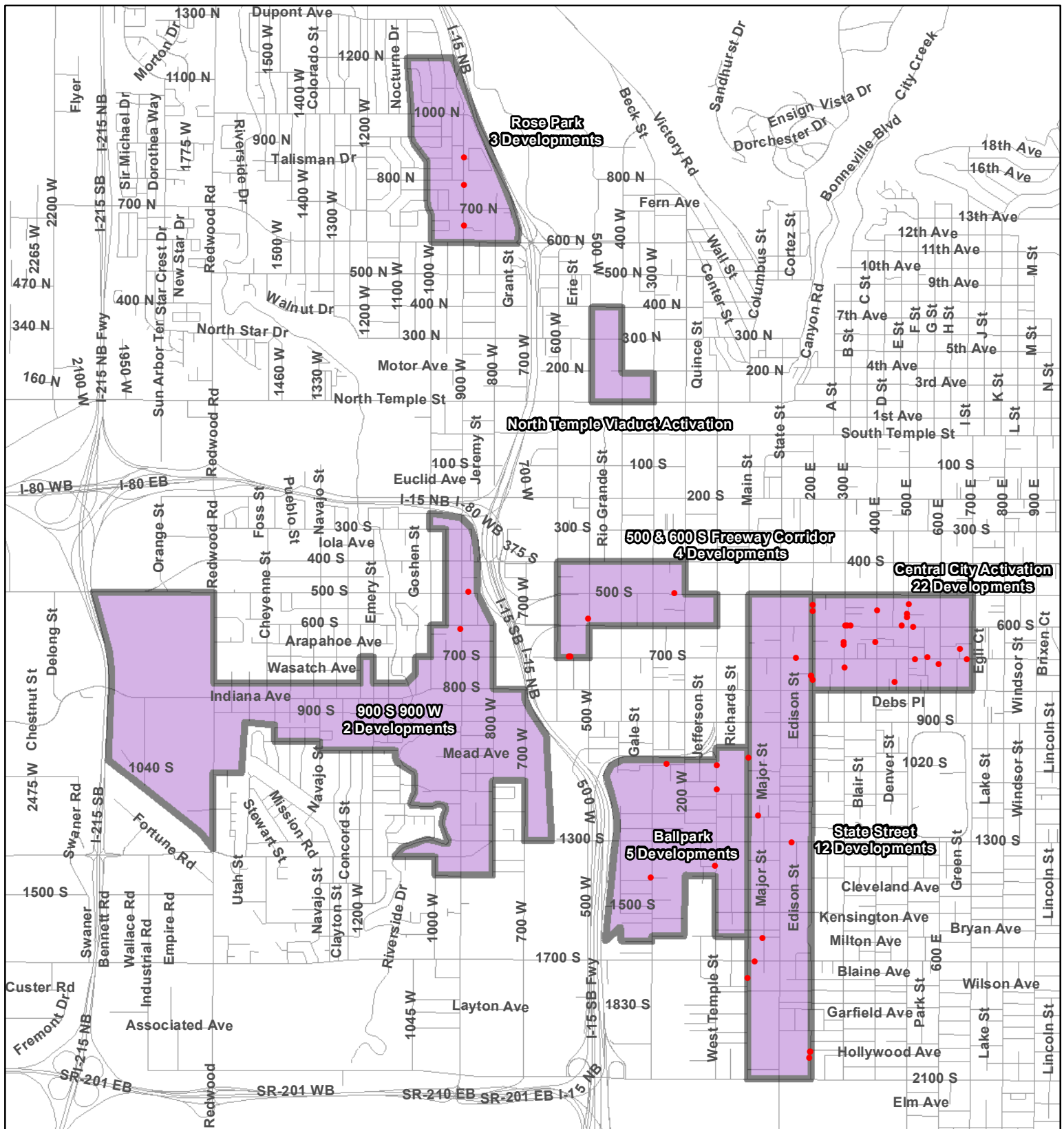
Strategy X: Plan to Minimize Development and Maximize Conservation on and near Critical Lands

For each of the seven potential project areas, these ten strategies were reviewed to evaluate whether their implementation would help fulfill the WC2040 Growth Principles and Objectives and, ultimately, the Wasatch Choice for 2040 vision. Because Strategy I is the most applicable to the work of the RDA, our evaluation further examined each potential project area with respect to seven characteristics identified in the planning steps for Strategy I that would suggest an area should be a priority for reuse. WC2040 states that reuse efforts should focus on areas that have at least three of the seven characteristics. The table below identifies which of these seven characteristics applies to each of the potential project areas.

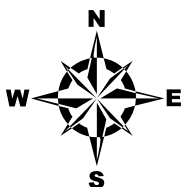
	500 & 600 South	900 South 900 West	Ballpark Neighborhood	Central City	North Temple Viaduct	Rose Park Area	South State Street
The area has underutilized infrastructure.				•			
The location includes pedestrian-friendly physical characteristics or the potential for such.		•	•	•		•	•
Reuse would further other neighborhood revitalization objectives.	•	•	•	•	•		•
The area is located close to frequent transit service and has adequate automobile access.			•	•			•
An analysis indicates raw financial potential for reuse.	•	•	•		•	•	•
An unmet demand for workforce housing or compact housing develops in the community.	•	•	•	•			•
The area has “character” – a strong identity or sense of place.		•	•	•			•

### **Income-Restricted Housing:**

RDA staff reviewed income-restricted housing data for the state of Utah that was provided by Housing and Neighborhood Development. These data were evaluated using GIS to determine the location and number of housing developments that currently exist within the boundaries of the seven proposed project areas. This information is presented on the attached map entitled “Income-Restricted Housing Developments within Potential Project Areas.”



0 1,500 3,000 6,000  
Feet



● Income-Restricted Housing Developments  
Within Potential Project Areas



Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015

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## *Project Area Creation Research Report: 500 & 600 South Freeway Corridor*

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### **Introduction:**

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The proposed 500 & 600 South Freeway Corridor project area (500 & 600 South project area) is located between 400 South and 700 South from 600 West to West Temple, and is an area that serves as a major access corridor for the Capital City. The Salt Lake City Downtown Community Plan (Draft dated May 1, 2015) recommends that the freeway corridors become Grand Boulevards that are tree lined, accommodate pedestrians, slow traffic, and contribute to a Green Loop of linear parks. To accomplish this vision, significant work is required to remove incompatible structures, such as billboards and transmission lines, and to change the pattern of development, particularly on the west end of the proposed project area.

### **Relevant Data:**

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**Area Acreage:** ~99 acres

#### **Zoning Designations/Area Percentage:**

<i><b>Zoning Type</b></i>	<i><b>Acreage</b></i>	<i><b>% of Total</b></i>
Commercial	59.33	60%
Downtown	39.58	40%
TOTAL	98.91	100%

As shown in the attached “500 & 600 South Freeway Corridor, Zoning” map, all of the parcels in the project area are designated as downtown or commercial zoning.

**Crime Data:** The attached map of “500 & 600 South Freeway Corridor, Crime in the Past Year” shows a list and hot spot map of all primary offenses recorded by the Salt Lake City Police Department during the time period of June 1, 2014 to May 31, 2015. As shown in the map, there are a few areas with high density crime, the most prominent of which is located near the intersection of 500 South and 400 West.

**Current Public Transit Availability:** As shown in the attached map of “500 & 600 South Freeway Corridor, Employment and Mass Transit,” the proposed project area has two bus routes that run along the northern and southern edges of the project area: the 228 runs along 400 South and the 451 runs along 500 South and 600 South. In terms of weekday bus frequency, the 228 runs every 30 minutes, and the 451 (Tooele Express) runs four times in

the morning and four times in the evening. In addition, light rail lines are located near the project area, running along Main Street and 400 South, just east of the project area.

**Major Employment and Commercial Centers:** The number of businesses within the proposed 500 & 600 South project area, and the number of employees at each business, is shown in the attached map of “500 & 600 South Freeway Corridor, Employment and Mass Transit.” As shown in the map, there are several businesses located within the project area, the majority of which are relatively small (1-40 employees). Approximately six businesses in the project area have 41-110 employees, and approximately one business has 111-304 employees.

### City/County/Institutional Plans

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**Master Plan Goals:** The proposed 500 & 600 South project area falls within the Central Community Master Plan, and further falls within the Gateway neighborhood planning area. In the Gateway neighborhood planning area, the Master Plan encourages development that strengthens and complements the Central Business District, and encourages a mix of uses to promote diversity in jobs, residents and visitors that balance neighborhood needs, vital street life and character, and a thriving economy. This area is also included in the Draft Downtown Community Plan (May 2015).

The following is a list of applicable elements of the Master Plan and Draft Downtown Community Plan goals and visions that could be accomplished through redevelopment in the 500 & 600 South project area:

- Create an enhanced-built environment to encourage employees to work and live in the Central Community and support the creation of smaller locally owned businesses.
- Increase pedestrian accessibility and cultural activities to encourage more housing that supports the employment center of the downtown area.
- Maintain a variety of residential land uses, including preservation of housing stock that improves neighborhood character.
- Improve pedestrian movement along arterials and collectors to ensure pedestrian safety, and develop ways to address the isolation between major roadways and improve pedestrian orientation.
- Use a variety of park sites and open spaces so residents can enjoy active and passive recreation space.
- Use inner streets and walkways for townhouse development to activate interiors of blocks while keeping main streets commercial.
- Encourage development/create incentives for family housing with access to open space, schools, childcare, and community facilities.
- Establish a business incubator focused on science and technology as part of an innovation district.
- Develop a theme monument or landmark within the area.

- Incorporate public art to ensure entrances are welcoming and truly grand, and bury powerlines along major streets and corridors, particularly at entrances to the downtown.

**Recent or Planned Changes to Zoning:** No recent significant changes have been made to current zoning, which includes downtown and commercial zoning (D-1, D-2, and CG). The Draft Downtown Community Plan emphasizes the importance of the Freeway Corridors (specifically 500 & 600 South area) to Downtown’s image and calls for an urban development pattern that includes residential, research, and office uses. Therefore, zoning changes would likely be warranted after the plan is approved.

**Wasatch 2040:** There are ten strategies for local governments to implement the Wasatch Choice for 2040 (WC2040) vision. Strategy I is the most applicable to the work of the RDA, and it includes seven characteristics to be used to identify priority reuse areas. The table below identifies which of these seven characteristics applies to the 500 & 600 South Freeway Corridors project area. WC2040 states that reuse efforts should focus on areas that have at least three of the seven characteristics.

	500 & 600 South Freeway Corridors
<b>Characteristics Identified for Priority Reuse Areas</b>	
The area has underutilized infrastructure.	
The location includes pedestrian-friendly physical characteristics or the potential for such.	
Reuse would further other neighborhood revitalization objectives.	•
The area is located close to frequent transit service and has adequate automobile access.	
An analysis indicates raw financial potential for reuse.	•
An unmet demand for workforce housing or compact housing develops in the community.	•
The area has “character” – a strong identity or sense of place.	

Of the remaining nine strategies, the following was identified as relevant to the 500 & 600 South Freeway Corridors project area:

- Strategy IX: Plan for Job Centers and Economic Development Readiness

**Plan Salt Lake:** Plan Salt Lake comprises the following thirteen guiding principles:

1) **Neighborhoods**, 2) **Growth**, 3) **Housing**, 4) **Transportation & Mobility**, 5) Air Quality, 6) Natural Environment, 7) Parks & Recreation, 8) **Beautiful City**, 9) **Preservation**, 10) Arts & Culture, 11) Equity, 12) **Economy**, and 13) Government. Although all of these



principles apply, in some way, to the work of the RDA, we focused on a subset of them (shown in **bold and green** text above) to highlight specific initiatives that could apply to Master Plan goals in the project area. The initiatives that apply most specifically to the 500 & 600 South project area are listed below:

- Improve the usefulness of public rights-of-way as usable public space.
- Encourage a mix of land uses.
- Accommodate and promote an increase in the City's population.
- Increase the number of medium density housing types and options.
- Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.
- Incorporate pedestrian oriented elements... into our rights-of-way and transportation networks.
- Reinforce downtown as the visually dominant center of the City through the use of design standards and guidelines.
- Identify and establish standards for key gateways into the City.
- Reinforce the development of a connected green network of urban open spaces and forest that accommodates active transportation and provides contact with nature.
- Balance preservation with flexibility for change and growth.
- Encourage a resilient and diversified economy.
- Strengthen our role as an economic and social commerce center.

**Salt Lake County CDA Policy Conformance:** The attached table of “500 & 600 South Freeway Corridor Potential Project Area – Salt Lake County CDA Project Considerations” shows that this project area would likely be considered a favorable project area.

### **Project Area Strategies:**

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**Infrastructure Improvement:** This corridor is the first introduction visitors to the Capital City receive and could be improved with lighting and trees, burial of transmission lines, and redevelopment of land facing the streets. Upgrades in the right-of-way on these streets will require close coordination with Utah's Department of Transportation. The possible installation of a street car along 400 West to the Granary District would create better connectivity south of the downtown area.

The following conditions currently exist:

- Freeway off-ramps into downtown lack a “boulevard” presence.
- Various north to south streets are in need of major road repair and/or are lacking sidewalk, curb, and gutter.
- Transmission lines will need to be buried to accommodate future development.
- Challenges exist regarding improvements/changes to streets or viaducts that UDOT controls.

**Housing:** The draft Downtown Master Plan identifies mid-rise residential developments as a redevelopment opportunity along the Grand Boulevards.



**Economic Development:** Although land banking has been a challenge in the past, there are currently a number of large private land assemblages whose owners are interested in redevelopment or selling. These properties are located along 500 and 600 South.

**Blight Mitigation:** If this project area is considered for an Urban Renewal Area, a blight study will need to be conducted as part of the project area creation process.

### RDA-City Financing/Program Tools

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**RDA Tax Increment:** Tax increment over a 25-year project area period was estimated for each potential project area, using 2014 tax revenue as the base value and an annual growth rate of 2%. The net present value of the total annual tax increment was calculated using a 5% discount rate.

#### **Estimated Tax Increment Projections, 2016-2041:**

<i><b>Project Area</b></i>	<i><b>25-Year Projected Tax Increment*</b></i>
500 & 600 South Freeway Corridors	\$8,351,671

\*Based on 100% TI Capture by RDA

**City Funding Objectives/Financing Tools:** *Below are RDA and City programs that may be utilized in this project area. The City has numerous programs to leverage Tax Increment Funding, however, consideration of specific programs beyond those listed below can be made in the next phase of the New Project Area Creation Process.*

**RDA Loan Programs:** The RDA can assist property owners with building renovation and new construction. It offers the following assistance programs:

- New Construction Loan Program
- Building Renovation Loan Program
- Environmental Assessment and Remediation Loan Program
- Property Acquisition Loan Program
- Tax Increment Reimbursement Program

**City Assistance Programs:** Salt Lake City can partner with the RDA and/or property owners in the project area using the following programs:

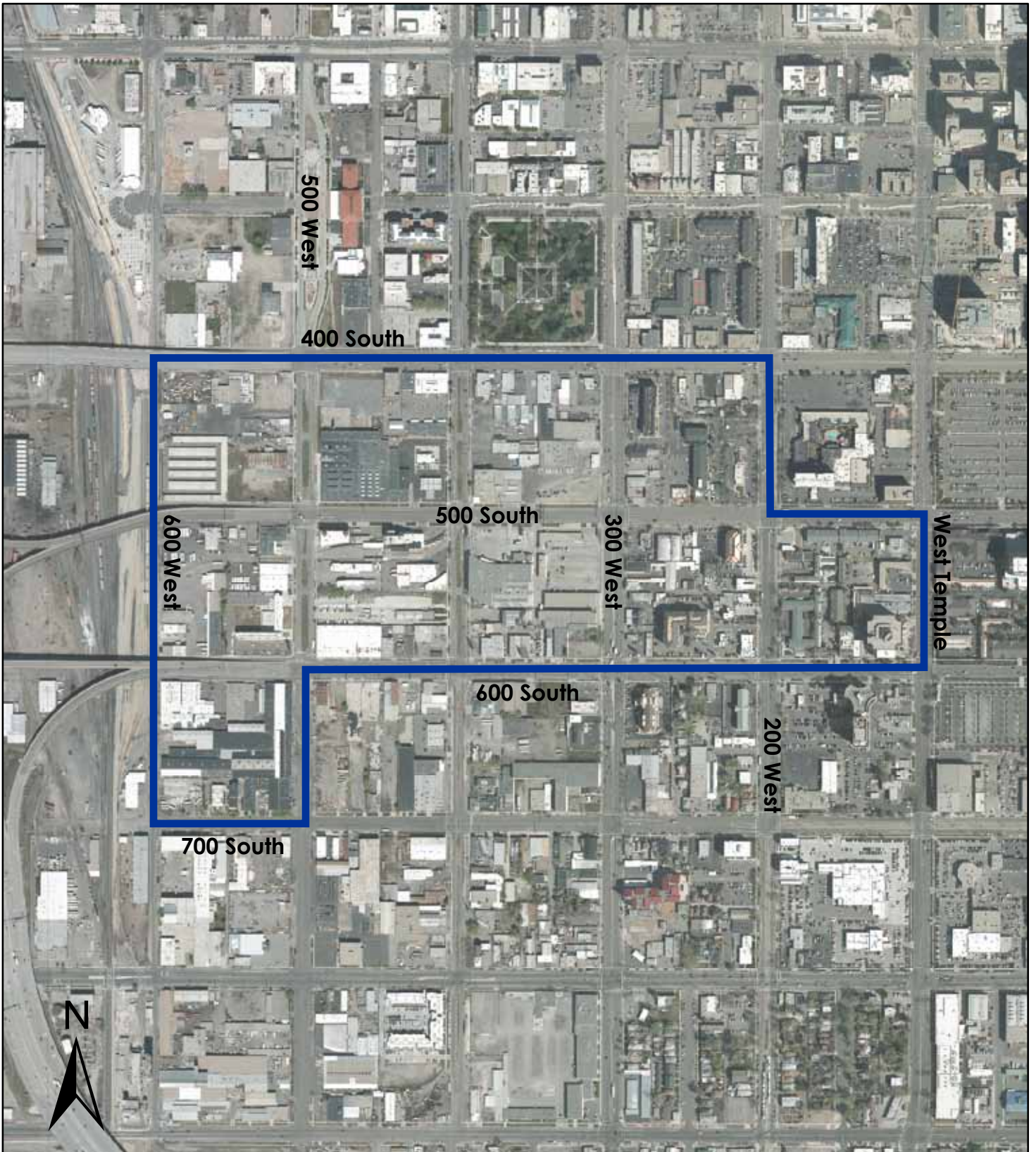
- Capital Improvement Program
- Community Improvement & Outreach Grants
- Small Business Revolving Loan Fund
- Community Development Block Grant (may only apply to certain parts of this area)
- HAND Housing Programs (HOME, First Time Home Buyer, Housing Trust Fund)
- Class C Road Funds

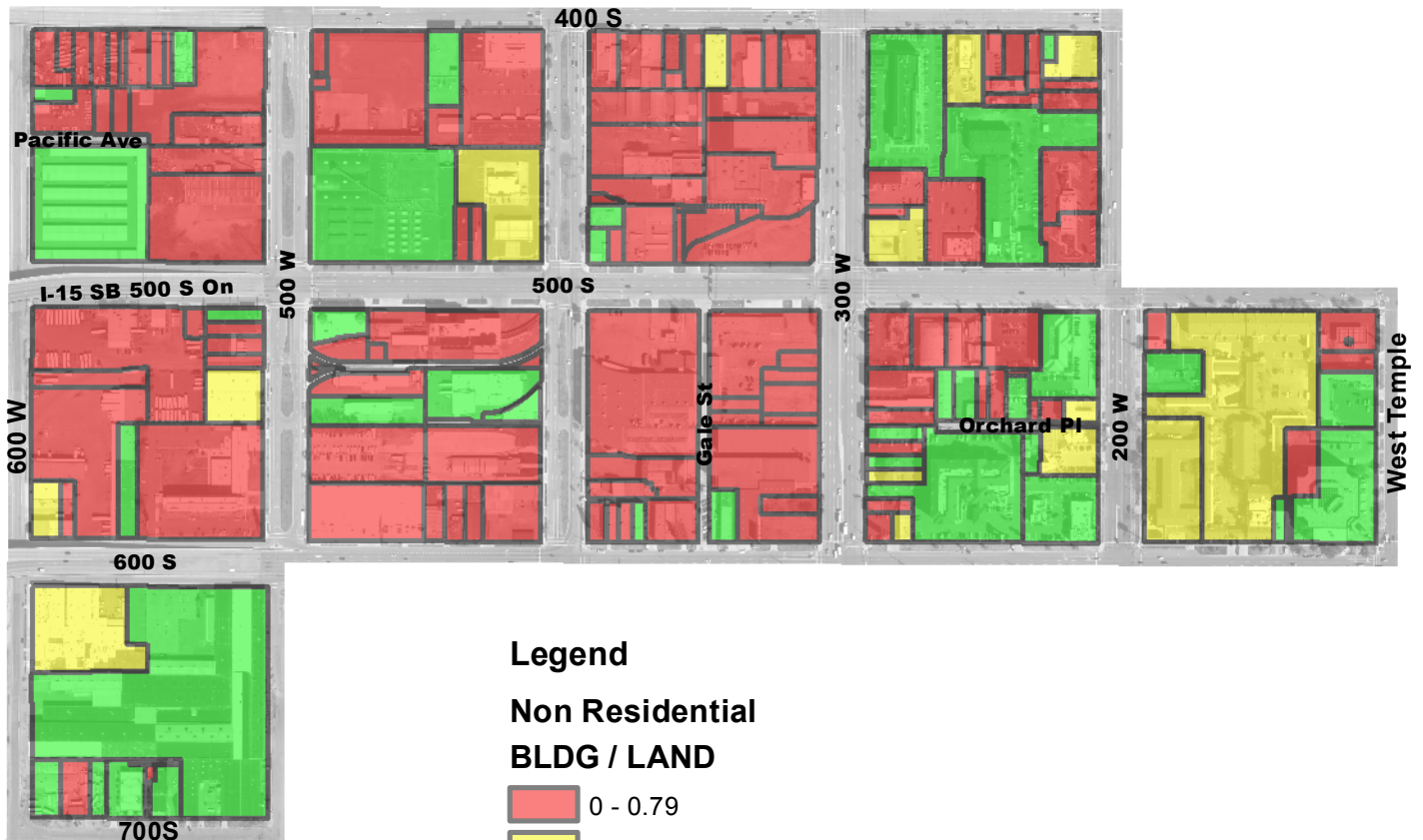
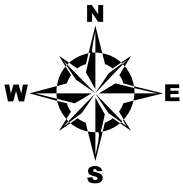
potential project area



SLCRDA

# 500 & 600 South Freeway Corridors





0 250 500 1,000 Feet

# 500 & 600 South Freeway Corridor Building Value / Land Value



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July 2015



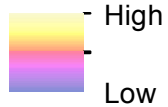


Primary offenses recorded  
by SLC Police Department  
6/1/14 - 5/31/15

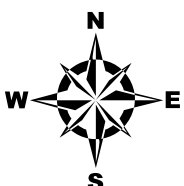
Type	Count
ALCOHOL IN VEH	3
ASSAULT	99
BURGLARY	13
COMMERCIAL SEX	17
CONSERVATION	2
COUNTERFEITING	4
DAMAGED PROP	33
DRUGS	171
DUI ALCOHOL	55
DUI DRUGS	7
ENTICEMENT	1
ESCAPE	357
FAMILY OFFENSES	9
FLEEING	7
FORGERY	14
FRAUD	36
HIT AND RUN	27
HOMICIDE	1
INV OF PRIVACY	228
KIDNAP	1
LARCENY	253
LIQUOR	92
MORALS-DECENCY	16
OBST JUDICIAL	1
OBST POLICE	34
PUBLIC ORDER	150
PUBLIC PEACE	23
ROBBERY	17
SEX OFFENSES	1
SEXUAL ASSAULT	11
SEXUAL OFFENSE	12
STOLEN PROP	14
STOLEN VEHICLE	45
TRAFFIC	1
WEAPON OFFENSE	8

## Legend

### Crime Density



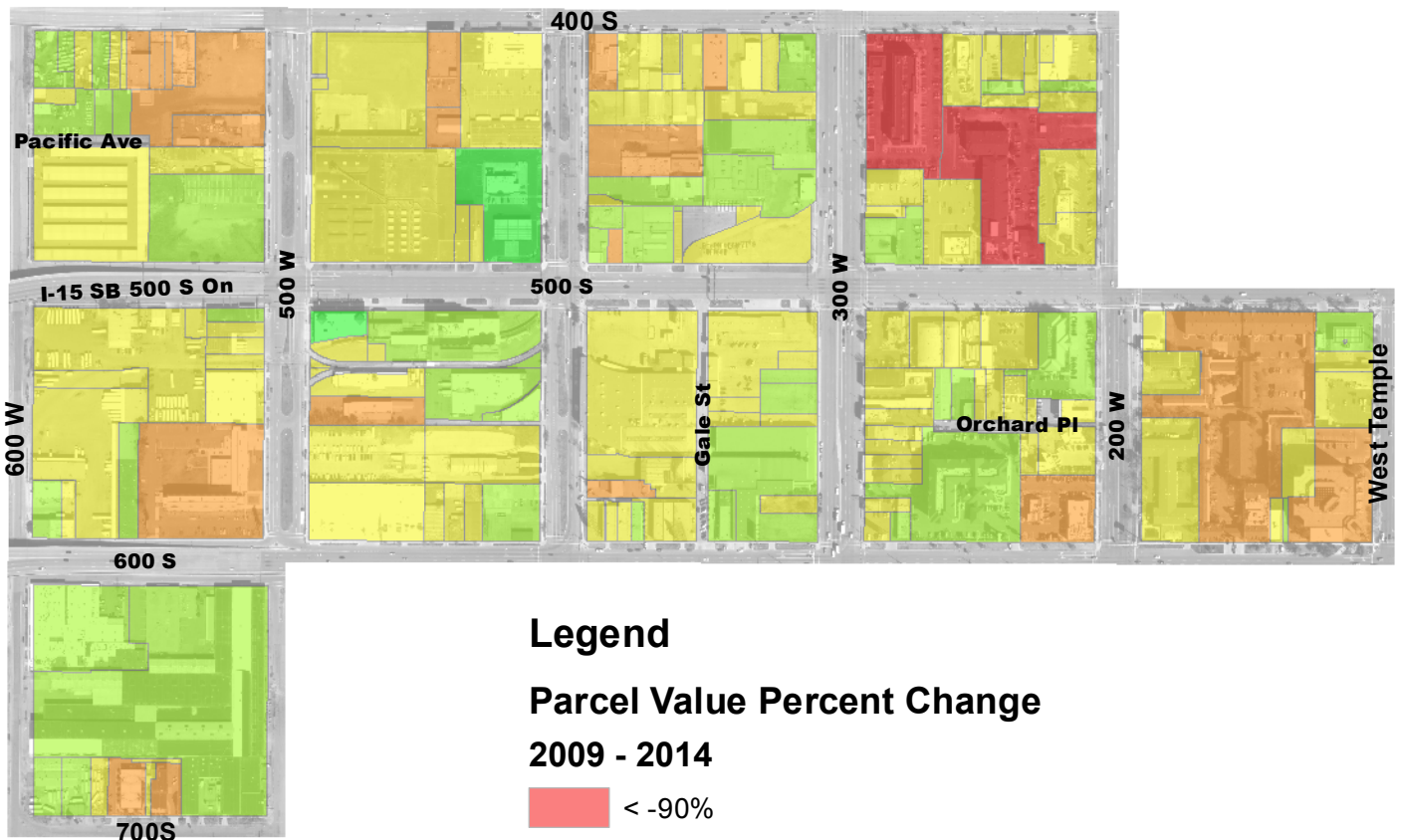
0 250 500 1,000  
Feet



# 500 & 600 South Freeway Corridor Crime in the past year



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Salt Lake City Corporation  
Information Management Services  
July 2015



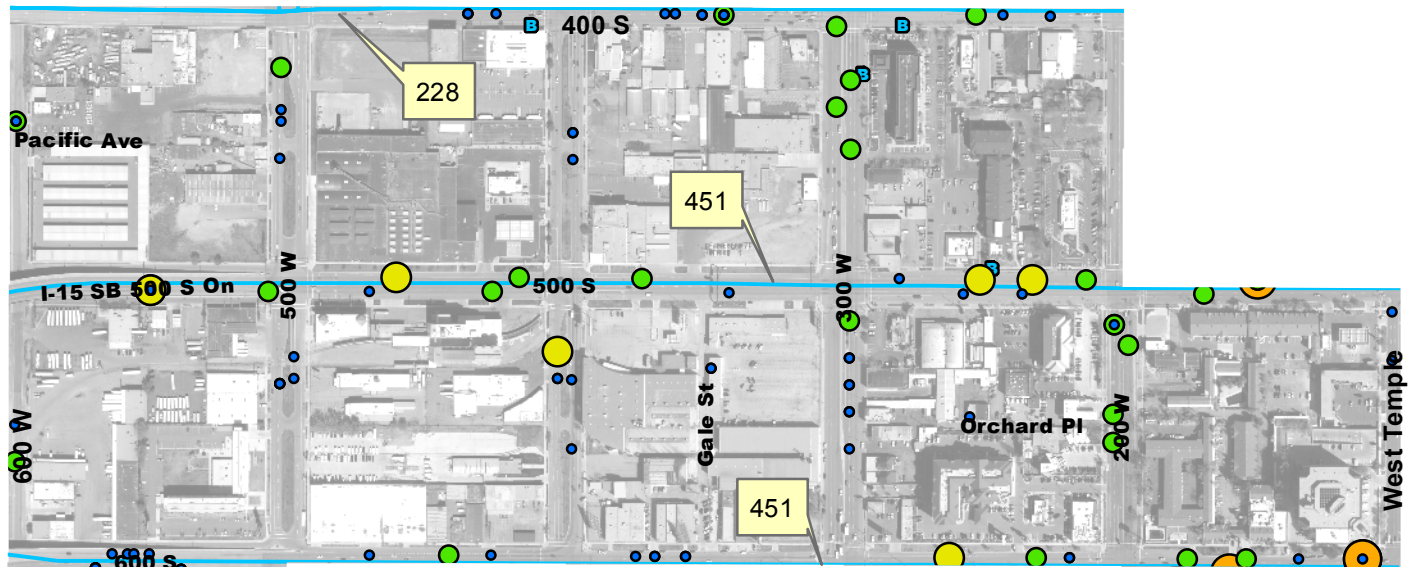
0 250 500 1,000  
Feet



## 500 & 600 South Freeway Corridor Parcel Value Change



Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015



## Legend

### Employee Count Per Business

- 1 - 11
- 12 - 40
- 41 - 110
- 111 - 304
- 305 - 613
- uta\_bus\_stops
- uta\_bus\_routes
- uta\_rail\_stops
- uta\_rail\_lines

Bus Route Number



0 250 500 1,000 Feet

# 500 & 600 South Freeway Corridor Employment & Mass Transit



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July 2015

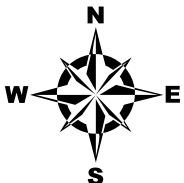


## Legend

### Zoning Districts Organized by Zoning Type

- Commercial
- Downtown

0 250 500 1,000  
Feet



# 500 & 600 South Freeway Corridor Zoning



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Salt Lake City Corporation  
Information Management Services  
July 2015



## 500 & 600 South Freeway Corridor Potential Project Area - Salt Lake County Community Development Area (CDA) Project Considerations<sup>1</sup>

CDA Project Criteria	Yes	No	Maybe
<b>Favorable Considerations</b>			
Project would not happen in a reasonable timeframe, or at proposed amenity level, but for the creation of the CDA and use of tax increment financing.	•		
Project is transit-supported, mixed-use development with significant employment potential.	•		
Project is located in strategic growth area as defined in the Wasatch Choice for 2040 and/or the regional transportation plan.	•		
Project will complement regionally significant community planning efforts.	•		
Project will create long-term, high-paying jobs.	•		
<b>Unfavorable Considerations</b>			
Project Area is predominantly market-rate housing.	•		
Project Area is predominantly retail (if yes, material justification for CDA will be evaluated on a case-by-case basis).		•	
Project Area is predominantly standalone single-family dwellings.		•	
Project will merely cause a relocation of jobs or retail sales from one area in the County to another area in the County.		•	
Project will involve development on sensitive land designated as open space, foothill, canyon, or other County-designated priority area.		•	

<sup>1</sup>Table presents select CDA Project Considerations derived from Salt Lake County, Countywide Policy and Procedures on Community Development Areas: <https://slco.org/economic-development/redevelopment-area-resources/>. The criteria presented in the table are those that are general enough to apply at this stage of potential project area ranking; additional Salt Lake County Policy Criteria will apply to specific CDA terms that would be negotiated once the project areas are ranked; these are listed below.

### Other (favorable) Salt Lake County CDA Project Considerations – to be negotiated once project areas are ranked:

- Project is one where County's tax increment participation period is limited to 20 years or less.
- Project is one where County's tax increment participation rate is limited to 75% or less.
- Project is one where County's cumulative tax increment contribution to the agency is capped at a specified dollar amount.
- Project is one where County's tax increment dollars will be used primarily to pay for or reimburse the cost of "public infrastructure and improvements," as defined by Utah Code 17C-1-102(41), environmental remediation, and/or site preparation.
- Project is one where the local jurisdiction<sup>2</sup> is participating in the proposed project at a rate of at least \$1 for every \$1 contributed by the County from all sources, inclusive of any County Library contributions, either upfront or over the life of the proposed County contribution. The local jurisdiction can demonstrate that it is contributing other resources in addition to CDA proceeds and infrastructure, the value of which is equal to or greater than the prescribed ratio of participation.

<sup>2</sup>"Local jurisdiction" includes a City's CDA participation plus any contribution from all other taxing entities (i.e., mosquito abatement district, water district, fire service area, law enforcement area, etc.) except for the school district participation which is not included in the \$1:\$1 ratio calculation.



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# Potential Subject area Research Report: 900 South 900 West

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## Introduction:

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The proposed 900 South 900 West project area is a combination of the smaller former potential areas of 9-Line, Jordan River Parkway, and 900 West Corridor, and is located approximately between 300 South and 1400 South between I-215 and I-15. The area is largely residential through the center with public lands adjacent to the Jordan River. The main concentration of manufacturing and commercial properties exists along Redwood Road and 900 West. Although there are currently a few small commercial nodes within the subject area, one vision is to create more prominent neighborhood centers, particularly at 900 South 700 West, and at 900 South 900 West. Existing residential homes could be a base for creating mid-density housing that is compatible with existing housing, and for creating small-scale, neighborhood commercial districts. In addition, the Jordan River Parkway open space corridor is a significant recreational and economic asset in the subject area that could be used to help brand new living, retail, and dining opportunities that are completely unique within Salt Lake City and to this area.

## Relevant Data:

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**Area Acreage:** ~728 acres

### Zoning Designations/Area Percentage:

<b><i>Zoning Type</i></b>	<b><i>Acreage</i></b>	<b><i>% of Total</i></b>
Commercial	105.49	14%
Institutional and Public Land	110.40	15%
Manufacturing	225.44	31%
Open Space	55.04	8%
Single Family Residential	204.04	28%
Multi-Family Residential	27.76	4%
TOTAL	728.17	100%

As shown in the attached “900 South 900 West, Zoning” map, the majority of the parcels in the proposed project area are designated single family residential, with some multi-family residential uses in the east and northern sections of the subject area. There is also significant area designated for manufacturing and some for commercial uses, primarily on the west side of this area.

**Crime Data:** The attached map of “900 South 900 West, Crime in the Past Year” shows a list and hot spot map of all primary offenses recorded by the Salt Lake City Police Department during the time period of June 1, 2014 to May 31, 2015. As shown in the map, the overall crime density in the subject area is relatively low, with only one area of high density crime, which is located on the east side of 900 West, between Genesee Avenue and 800 South.

**Current Public Transit Availability:** As shown in the attached map of “900 South 900 West, Employment and Mass Transit,” the proposed project area has four bus routes that run through the area: the 217, the 509, the 513, and the 516; however the 509 and 513 cover essentially the same route within the boundaries of the subject area. In terms of weekday bus frequency, all four bus routes run every 30 minutes.

**Major Employment and Commercial Centers:** The number of businesses within the proposed 900 South 900 West proposed project area, and the number of employees at each business, is shown in the attached map of “900 South 900 West, Employment and Mass Transit.” As shown in the map, there are several businesses located within the subject area, the majority of which are relatively small (1-40 employees). Approximately four businesses have 41-110 employees, and approximately three business have 111-304 employees.

### City/County/Institutional Plans

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**Master Plan Goals:** The proposed 900 South 900 West project area falls within the Westside Master Plan (December 2014). In general, the Westside Master Plan emphasizes the need for stable and diverse residential neighborhoods; opportunities for retail, service, and industrial centers; improved connectivity between the Westside and the rest of Salt Lake City; and recognition as a primary destination for river recreation, parks, and public spaces.

The following is a list of applicable elements of the Master Plan goals that could be accomplished through redevelopment of the 900 South 900 West proposed project area:

- Promote reinvestment and redevelopment in the Westside community through changes in land use, improved public infrastructure, and community investment.
- Protect and encourage ongoing investment in existing, low-density residential neighborhoods while providing attractive, compatible and high density residential development where needed, appropriate or desired.
- Recognize, develop and foster opportunities for regional nodes that strengthen the community’s employment base while providing large-scale commercial retail and services for residents and employees of the Westside.
- Make the Westside a destination synonymous with recreation, trails, open space and the outdoors by celebrating and spotlighting the Jordan River, the Jordan River Parkway, the 9 Line and the community’s parks and natural spaces.
- Enhance and expand the internal network of assets, nodes and resources ensuring that all residents and employees in the Westside have access to goods, services and activities and the opportunity to walk or bicycle safely to them.

- Maintain the stability of the industrial districts and the employment base in the community while incorporating appropriate land use buffers and urban design features to soften the transition between them and adjacent neighborhoods.

**Recent or Planned Changes to Zoning:** The Westside Master Plan (WSMP) adopted December 2014, calls for the preservation of the character, scale, and land use of Westside neighborhoods, while promoting appropriate growth around specific nodes. The WSMP identifies four nodes along 900 West where development should be focused; zoning changes have been proposed for two of the four nodes. The first is at 900 West 700 South, where the proposal would change Moderate Multi-Family (RMF-35) and Neighborhood Commercial (CN) zones to Community Business, allowing for a greater diversity of mixed uses. The second change is proposed at 900 West 400 South, where the proposal would change RMF-35 and CN zoned parcels to R-MU-35. This change would affect 25 parcels on all four corners of the intersection and allow for a greater diversity of mixed uses.

The WSMP also identifies the Jordan River as the main recreational and ecological asset in the Westside Community and emphasizes the need for better connections and access to the river. Between I-80 and California Avenue, there are several small neighborhood nodes developing within one-quarter mile of the river. Planning is currently proposing zoning changes to several of these nodes to better facilitate three-story development to include multi-family housing. In addition, recent planning changes in the 9-Line area include the WSMP (2014) and the 9-Line Corridor Plan (2015), which may recommend zoning updates to the 9-Line area in the near future.

**Wasatch 2040:** There are ten strategies for local governments to implement the Wasatch Choice for 2040 (WC2040) vision. Strategy I is the most applicable to the work of the RDA, and it includes seven characteristics to be used to identify priority reuse areas. The table below identifies which of these seven characteristics applies to the 900 South 900 West proposed project area. WC2040 states that reuse efforts should focus on areas that have at least three of the seven characteristics.

Characteristics Identified for Priority Reuse Areas	900 South 900 West
The area has underutilized infrastructure.	
The location includes pedestrian-friendly physical characteristics or the potential for such.	•
Reuse would further other neighborhood revitalization objectives.	•
The area is located close to frequent transit service and has adequate automobile access.	
An analysis indicates raw financial potential for reuse.	•
An unmet demand for workforce housing or compact housing develops in the community.	•
The area has “character” – a strong identity or sense of place.	•

Of the remaining nine strategies, the following were identified as relevant to this area:

- Strategy VIII: Interconnect Roadways and Pedestrian Paths
- Strategy IX: Plan for Job Centers and Economic Development Readiness

**Plan Salt Lake:** Plan Salt Lake comprises the following thirteen guiding principles:

1) **Neighborhoods**, 2) **Growth**, 3) **Housing**, 4) **Transportation & Mobility**, 5) Air Quality, 6) Natural Environment, 7) Parks & Recreation, 8) **Beautiful City**, 9) **Preservation**, 10) Arts & Culture, 11) Equity, 12) **Economy**, and 13) Government. Although all of these principles apply, in some way, to the work of the RDA, we focused on a subset of them (shown in **bold and green** text above) to highlight specific initiatives that could apply to Master Plan goals in the project area. The initiatives that apply most specifically to the 900 South 900 West project area are listed below:

- Create a safe and convenient place for people to carry out their daily lives.
- Support neighborhood identity and diversity.
- Promote accessible neighborhood services and amenities, including parks, natural lands, and schools.
- Promote infill and redevelopment of underutilized lands.
- Preserve open space and critical environmental areas.
- Ensure access to affordable citywide housing (including rental and very low income).
- Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.
- Enhance rights-of-way to join, rather than segregate, adjacent neighborhoods.
- Create opportunities to connect with nature in urban areas.
- Preserve and enhance neighborhood and district character.
- Support neighborhood businesses.

**Salt Lake County CDA Policy Conformance:** The attached table of “900 South 900 West potential project area – Salt Lake County CDA Project Considerations” shows that this potential project area would likely be considered favorable.

### **Project Area Strategies:**

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**Infrastructure Improvement:** This area includes neighborhoods with deteriorating infrastructure and others where the infrastructure is considered adequate. Significant growth and redevelopment would require utility upgrades in the future. The RDA could assist with development of the 9-Line corridor to the western boundary of the proposed subject area. The 900 South 900 West potential project area could also benefit by multi-modal improvements on 900 West.

The following conditions currently exist:

- Flood zone and high water table.

- The Jordan River and Jordan River Parkway Trail run through the eastern half of this area and provide open space and recreation opportunities.
- Recent investments by City in the oxbow and a variety of water quality features near the river.
- Surplus canal is a flood control mechanism for the Jordan River and is also utilized for recreation.
- Drainage into canal or river is only permitted through a lengthy formal process but most developments just reuse the water.

**Housing:** Homeownership in the 900 South 900 West is higher than the City's average. More market rate housing is needed to diversify the area. This area is a CDBG focus area that could benefit by infrastructure improvements to support residential uses.

**Economic Development:** Opportunities for increased economic growth are focused primarily along Redwood Road and 900 West. Currently, a 45-acre development is planned for the southwest corner of Indiana Avenue and Redwood Road. The development will include office, retail, and warehouse space that will support 3,500 jobs and take approximately 6 years to fully construct.

**Blight Mitigation:** If this subject area is considered for an Urban Renewal Area, a blight study will need to be conducted as part of the subject area creation process.

## **RDA-City Financing/Program Tools**

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**RDA Tax Increment:** Tax increment over a 25-year period was estimated for this area using 2014 tax revenue as the base value and an annual growth rate of 2%. The net present value of the total annual tax increment was calculated using a 5% discount rate.

### **Estimated Tax Increment Projections, 2016-2041:**

<i>Subject area</i>	<i>25-Year Projected Tax Increment*</i>
900 South 900 West	\$10,504,660

\*Based on 100% TI Capture by RDA

**City Funding Objectives/Financing Tools:** *Below are RDA and City programs that may be utilized in this subject area. The City has numerous programs to leverage Tax Increment Funding, however, consideration of specific programs beyond those listed below can be made in the next phase of the New Project Area Creation Process.*

**RDA Loan Programs:** The RDA can assist property owners with building renovation and new construction. It offers the following assistance programs:

- New Construction Loan Program
- Building Renovation Loan Program
- Environmental Assessment and Remediation Loan Program
- Property Acquisition Loan Program

- Tax Increment Reimbursement Program

City Assistance Programs: Salt Lake City can partner with the RDA and/or property owners in the subject area using the following programs:

- Capital Improvement Program
- Community Improvement & Outreach Grants
- Small Business Revolving Loan Fund
- Community Development Block Grant (may only apply to certain parts of this area)
- HAND Housing Programs (HOME, First Time Home Buyer, Housing Trust Fund)
- Class C Road Funds

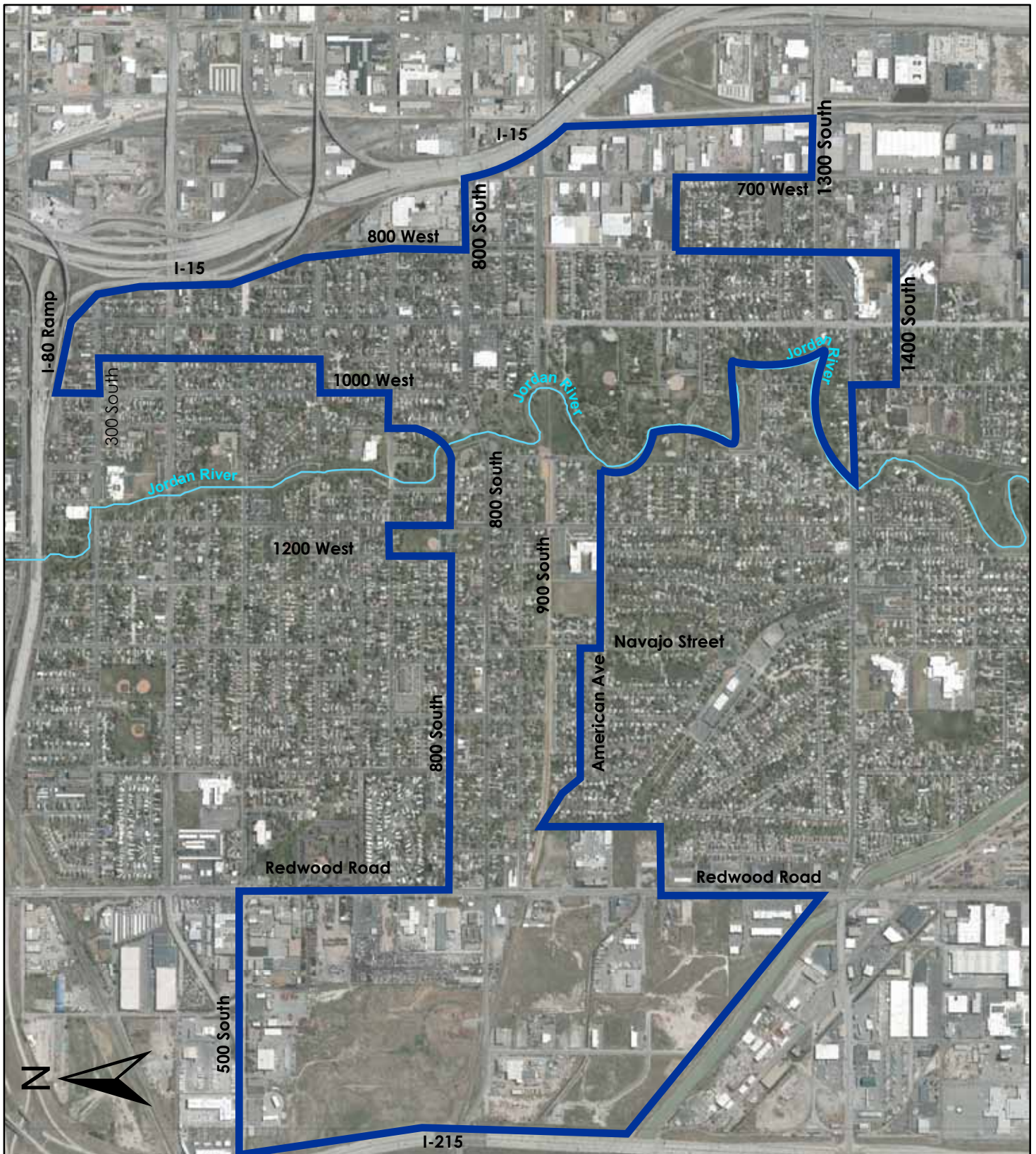


potential project area



SLCRDA

# 900 South 900 West

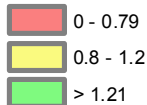




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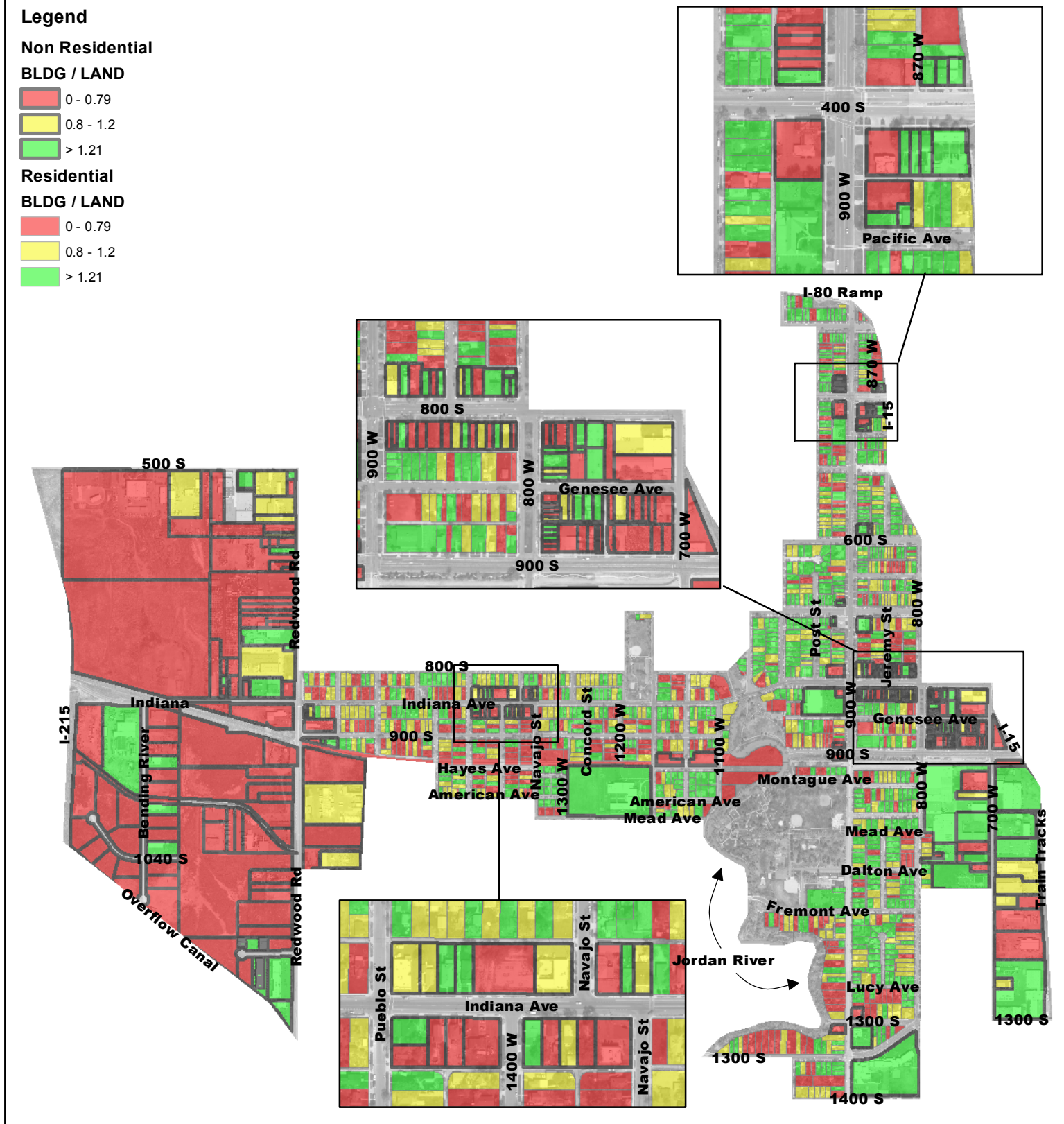
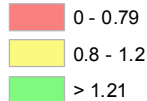
### Non Residential

#### BLDG / LAND

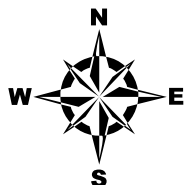


### Residential

#### BLDG / LAND



0 750 1,500 3,000  
Feet

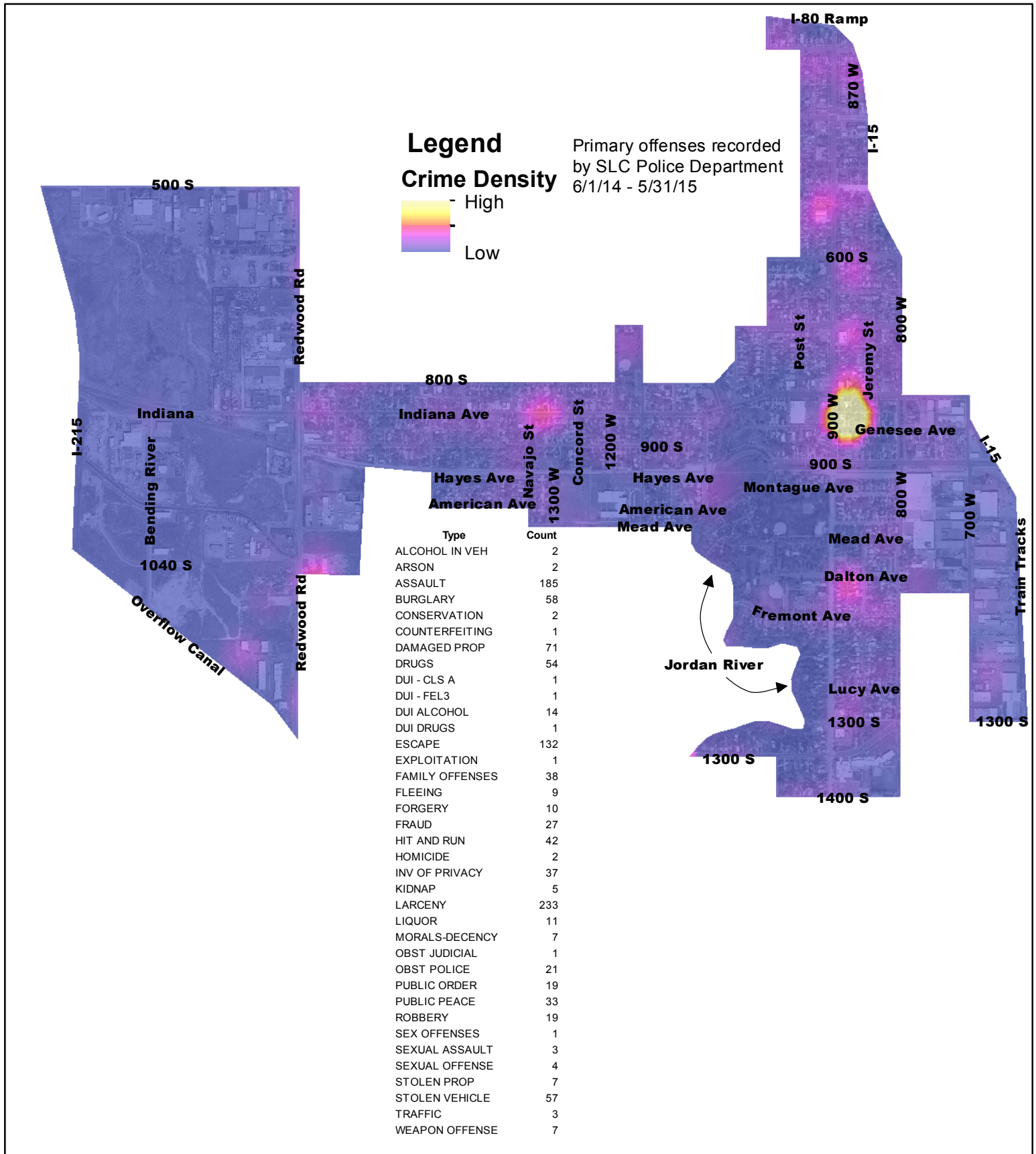


# 900 South 900 West Building Value / Land Value

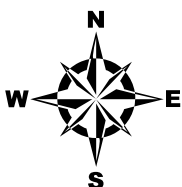


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July 2015





0 750 1,500 3,000 Feet



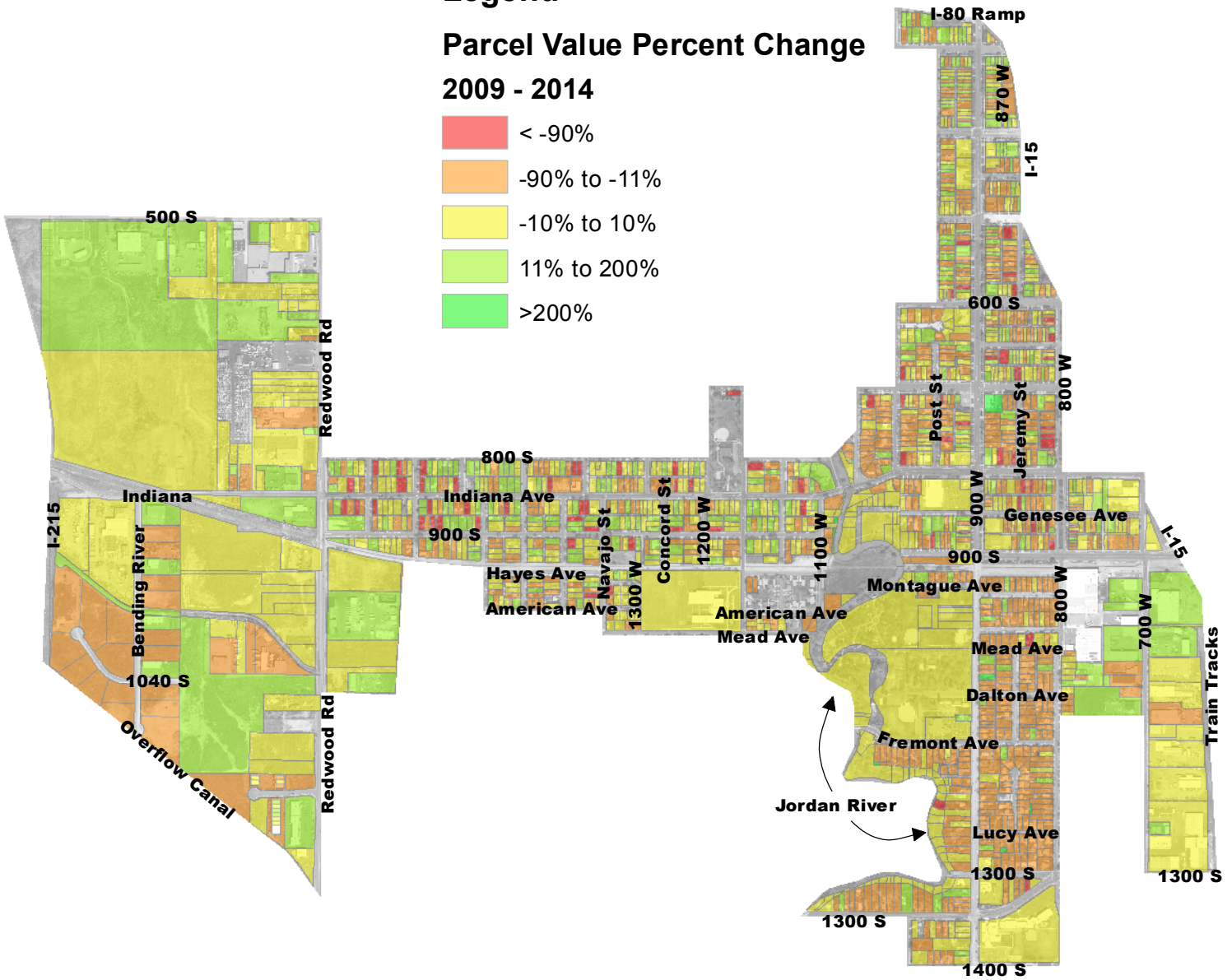
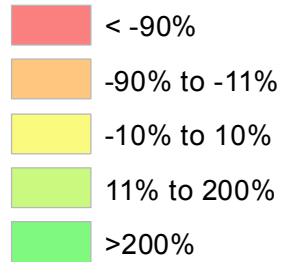
# 900 South 900 West Crime in the Past Year



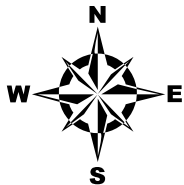
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Salt Lake City Corporation  
Information Management Services  
July 2015

## Legend

### Parcel Value Percent Change 2009 - 2014



0 750 1,500 3,000 Feet



# 900 South 900 West Parcel Value Change



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July 2015

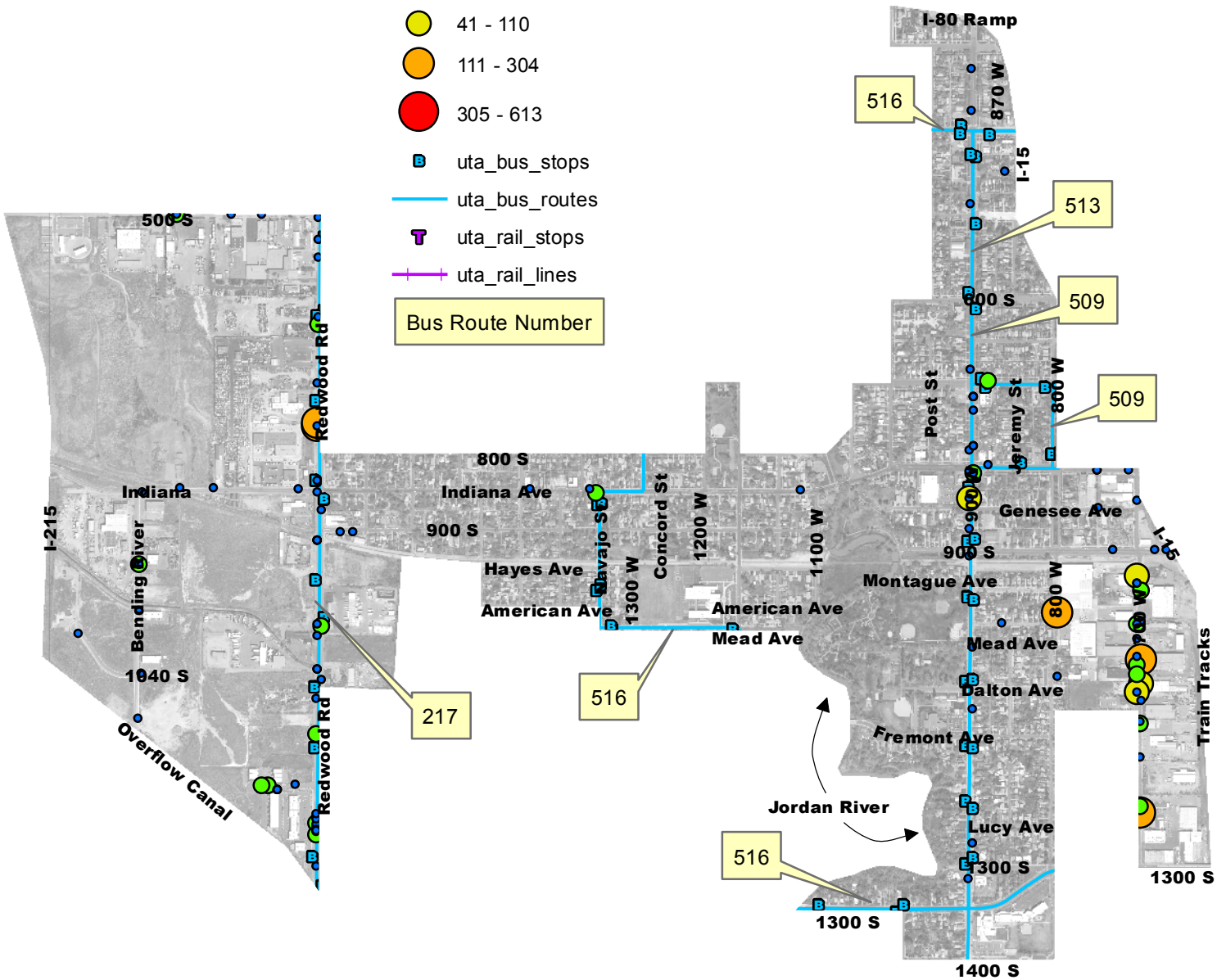
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### Employee Count Per Business

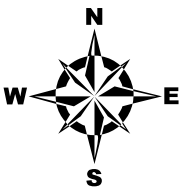
- 1 - 11
- 12 - 40
- 41 - 110
- 111 - 304
- 305 - 613

- uta\_bus\_stops
- uta\_bus\_routes
- uta\_rail\_stops
- uta\_rail\_lines

Bus Route Number



0 750 1,500 3,000 Feet

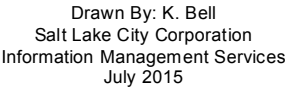


# 900 South 900 West Employment & Mass Transit



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## 900 South 900 West Potential Project Area - Salt Lake County Community Development Area (CDA) Project Considerations<sup>1</sup>

CDA Project Criteria	Yes	No	Maybe
<b>Favorable Considerations</b>			
Project would not happen in a reasonable timeframe, or at proposed amenity level, but for the creation of the CDA and use of tax increment financing.	•		
Project is transit-supported <sup>2</sup> , mixed-use development with significant employment potential.			•
Project is located in strategic growth area as defined in the Wasatch Choice for 2040 and/or the regional transportation plan.	•		
Project will complement regionally significant community planning efforts.	•		
Project will create long-term, high-paying jobs.	•		
<b>Unfavorable Considerations</b>			
Project Area is predominantly market-rate housing.	•		
Project Area is predominantly retail (if yes, material justification for CDA will be evaluated on a case-by-case basis).		•	
Project Area is predominantly standalone single-family dwellings.		•	
Project will merely cause a relocation of jobs or retail sales from one area in the County to another area in the County.		•	
Project will involve development on sensitive land designated as open space, foothill, canyon, or other County-designated priority area.		•	

<sup>1</sup>Table presents select CDA Project Considerations derived from Salt Lake County, Countywide Policy and Procedures on Community Development Areas: <https://slco.org/economic-development/redevelopment-area-resources/>. The criteria presented in the table are those that are general enough to apply at this stage of potential project area ranking; additional Salt Lake County Policy Criteria will apply to specific CDA terms that would be negotiated once the project areas are ranked; these are listed below.

<sup>2</sup>Project could be transit-supported if additional transit routes, especially east-west routes, are created in the area.

### Other (favorable) Salt Lake County CDA Project Considerations – to be negotiated once project areas are ranked:

- Project is one where County's tax increment participation period is limited to 20 years or less.
- Project is one where County's tax increment participation rate is limited to 75% or less.
- Project is one where County's cumulative tax increment contribution to the agency is capped at a specified dollar amount.
- Project is one where County's tax increment dollars will be used primarily to pay for or reimburse the cost of "public infrastructure and improvements," as defined by Utah Code 17C-1-102(41), environmental remediation, and/or site preparation.
- Project is one where the local jurisdiction<sup>3</sup> is participating in the proposed project at a rate of at least \$1 for every \$1 contributed by the County from all sources, inclusive of any County Library contributions, either upfront or over the life of the proposed County contribution. The local jurisdiction can demonstrate that it is contributing other resources in addition to CDA proceeds and infrastructure, the value of which is equal to or greater than the prescribed ratio of participation.

<sup>3</sup>"Local jurisdiction" includes a City's CDA participation plus any contribution from all other taxing entities (i.e., mosquito abatement district, water district, fire service area, law enforcement area, etc.) except for the school district participation which is not included in the \$1:\$1 ratio calculation.

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# *Project Area Creation Research Report: Ballpark Neighborhood*

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## **Introduction:**

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The Ballpark Neighborhood has strong assets on which to build: Smith's Ballpark and the Ballpark TRAX stop. This area is located approximately between the I-15 Off-Ramp at 900 South and 1600 South from I-15 to Main Street. This area is challenged by a high water table, 100-year floodplain, and a variety of environmentally contaminated properties. There is significant potential in the area to redevelop otherwise undevelopable land, and facilitate higher-density residential development and neighborhood commercial, while increasing transit-oriented development along the TRAX line and adding more mixed-use development along 1300 South.

## **Relevant Data:**

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**Area Acreage:** ~265 acres

### **Zoning Designations/Area Percentage:**

<i><b>Zoning Type</b></i>	<i><b>Acreage</b></i>	<i><b>% of Total</b></i>
Commercial	205.40	77%
Institutional and Public Land	17.27	7%
Open Space	2.84	1%
Mixed Use	8.81	3%
Multi-Family Residential	31.48	12%
TOTAL	265.80	100%

As shown in the attached "Ballpark Neighborhood, Zoning" map, the majority of the parcels in the project area are designated for commercial uses, with some nodes of multi-family residential south and northwest of the Ballpark. In addition, there is public land designated at the Ballpark itself and directly north, and open space (Jefferson Park) along the north side of Fremont Avenue, between West Temple and the light rail line.

**Crime Data:** The attached map of "Ballpark Neighborhood, Crime in the Past Year" shows a list and hot spot map of all primary offenses recorded by the Salt Lake City Police Department during the time period of June 1, 2014 to May 31, 2015. As shown in the map, the overall crime density in this project area is relatively low, but there are approximately four areas of high density crime in the following general locations: on the east side of 300 West, between Paxton Avenue and Brooklyn Avenue; on the west and east sides of 300

West, between Whitney Avenue and 300 South; at the intersection of 1300 South and West Temple; and in the residential area directly south of the Ballpark, near the intersection of Merrimac Avenue and Richards Street.

**Current Public Transit Availability:** As shown in the attached map of “Ballpark Neighborhood, Employment and Mass Transit,” the proposed project area has one bus route, the 9, that runs north-south along 300 West every 30 minutes. In addition, the light rail line runs north-south along 200 West.

**Major Employment and Commercial Centers:** The number of businesses within the proposed Ballpark Neighborhood project area, and the number of employees at each business, is shown in the attached map of “Ballpark Neighborhood, Employment and Mass Transit.” As shown in the map, there are several businesses located within the project area, the majority of which are relatively small (1-40 employees). Approximately six businesses in the project area have 41-110 employees, and three businesses have 111-304 employees. One business, located near Hope Avenue and 400 West, has 305-613 employees.

## City/County/Institutional Plans

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**Master Plan Goals:** The proposed Ballpark Neighborhood project area falls within the Central Community Master Plan, and further falls within the People’s Freeway neighborhood planning area. In general, the Central Community Master Plan emphasizes the need for livable communities and neighborhoods, vital and sustainable commerce, unique and active places, and pedestrian mobility and accessibility.

The following is a list of applicable elements of the Master Plan and goals and visions that could be accomplished through redevelopment in the Ballpark Neighborhood project area:

- Mitigate impacts relating to the adjacency of residential and non-residential/heavy commercial land uses.
- Address noise and parking issues related to Smith’s Ballpark.
- Improve infrastructure and landscaping of commercial areas.
- Improve circulation so it is safe for residents and children who must cross busy roadways to get to school or other public services.
- Create an enhanced-built environment to encourage employees to work and live in the Central Community and support the creation of smaller locally owned businesses.
- Maintain a variety of residential land uses, including preservation of housing stock that improves neighborhood character.
- Appropriately transition between multi-family housing and mixed land uses in designated areas to support sustainable development.
- Maintain a variety of park sites and open spaces so residents can enjoy active and passive recreation space.

**Recent or Planned Changes to Zoning:** The zoning for the proposed area includes primarily high-density, mixed-use, and transit-oriented developments. The planning division is currently working on a petition to downzone the neighborhood district directly south of the proposed area, from Main Street to 200 West and from 1300 South to 2100 South. This petition would change the zoning of this district from moderate-density to low-density.

**Wasatch 2040:** There are ten strategies for local governments to implement the Wasatch Choice for 2040 vision. Strategy I is the most applicable to the work of the RDA, and it includes seven characteristics to be used to identify priority reuse areas. The table below identifies which of these seven characteristics applies to the Ballpark Neighborhood project area. WC2040 states that reuse efforts should focus on areas that have at least three of the seven characteristics.

Characteristics Identified for Priority Reuse Areas	Ballpark Neighborhood
The area has underutilized infrastructure.	
The location includes pedestrian-friendly physical characteristics or the potential for such.	•
Reuse would further other neighborhood revitalization objectives.	•
The area is located close to frequent transit service and has adequate automobile access.	•
An analysis indicates raw financial potential for reuse.	•
An unmet demand for workforce housing or compact housing develops in the community.	•
The area has “character” – a strong identity or sense of place.	•

Of the remaining nine strategies, the following were identified as relevant to the Ballpark Neighborhood project area:

- Strategy II: Provide Incentives for Contiguous Growth and Infill
- Strategy IV: Create Walkable Commercial and Mixed-Use Districts
- Strategy VII: Create a Plan for Workforce Housing

**Plan Salt Lake:** Plan Salt Lake comprises the following thirteen guiding principles:

1) **Neighborhoods**, 2) **Growth**, 3) **Housing**, 4) **Transportation & Mobility**, 5) Air Quality, 6) Natural Environment, 7) Parks & Recreation, 8) **Beautiful City**, 9) **Preservation**, 10) Arts & Culture, 11) Equity, 12) **Economy**, and 13) Government. Although all of these principles apply, in some way, to the work of the RDA, we focused on a subset of them (shown in **bold and green** text above) to highlight specific initiatives that could apply to Master Plan goals in the project area. The initiatives that apply most specifically to the Ballpark Neighborhood project area are listed below:



- Maintain neighborhood stability and character.
- Encourage and support local businesses and neighborhood business districts.
- Promote infill and redevelopment of underutilized land.
- Ensure access to affordable citywide housing (including rental and very low income).
- Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.
- Prioritize maintenance of existing infrastructure (enhancing quality of life, safety, sustainability, and mobility).
- Reinforce and preserve neighborhood and district character and a strong sense of place.
- Preserve and enhance neighborhood and district character.
- Retain areas and structures of historic and architectural value.
- Encourage a resilient and diversified economy.
- Support neighborhood businesses.

**Salt Lake County CDA Policy Conformance:** The attached table of “Ballpark Neighborhood Potential Project Area – Salt Lake County CDA Project Considerations” shows that this project area would likely be considered a favorable project area.

### **Project Area Strategies:**

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**Infrastructure Improvements:** The infrastructure, specifically the sewer and water line’s capacity is challenged and currently unable to accommodate future densification of the area. With a new bus route proposed on 1300 South to the University of Utah, the area could also benefit from multi-modal improvements on this major east-west corridor. Salt Lake City Transportation has partnered with the Federal Government to fund a bike/pedestrian pathway on Lucy Avenue which will help with east-west connectivity. The following conditions currently exist:

- Upgrades currently needed for sewer lines, water lines, storm detention facilities, lighting, pavement, and sidewalks.
- 1300 South recently improved. 300 West near big box may require a maintenance improvement district.
- A large portion of the area lies within the 100- or 500-year floodplain.
- The west quarter of the area has some limitations on new development due to the flood plain, high water table, and contaminated sites

**Housing:** A small portion of Ballpark is in a CDBG focus area that could benefit from infrastructure improvements to support residential uses. The RDA could assist with infill projects, and the City could assist owners to rehabilitate existing single family homes. The “Move-the-Line” program could be a good program for this area.

**Economic Development:** Currently, there are several multi-family residential developments underway in the northern part of the proposed Ballpark Neighborhood project area. 1300 South presents opportunities for transit-oriented development including

higher density housing with complementary commercial space. 300 West is currently home to a variety of major companies including Walmart, Lowes, and Target. There are also several “pad” sites, or smaller corner parcels, adjacent to these businesses and fronting the street that could be redeveloped. There are additional development opportunities along this high-traffic commercial corridor.

**Blight Mitigation:** If this project area is considered for an Urban Renewal Area, a blight study will need to be conducted as part of the project area creation process.

## **RDA-City Financing/Program Tools**

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**RDA Tax Increment:** Tax increment over a 25-year project area period was estimated for each potential project area, using 2014 tax revenue as the base value and an annual growth rate of 2%. The net present value of the total annual tax increment was calculated using a 5% discount rate.

### **Estimated Tax Increment Projections, 2016-2041:**

<i><b>Project Area</b></i>	<i><b>25-Year Projected Tax Increment*</b></i>
Ballpark Neighborhood	\$10,534,932

\*Based on 100% TI Capture by RDA

**City Funding Objectives/Financing Tools:** Below are RDA and City programs that may be utilized in this project area. The City has numerous programs to leverage Tax Increment Funding, however, consideration of specific programs beyond those listed below can be made in the next phase of the New Project Area Creation Process.

**RDA Loan Programs:** The RDA can assist property owners with building renovation and new construction. It offers the following assistance programs:

- New Construction Loan Program
- Building Renovation Loan Program
- Environmental Assessment and Remediation Loan Program
- Property Acquisition Loan Program
- Tax Increment Reimbursement Program

**City Assistance Programs:** Salt Lake City can partner with the RDA and/or property owners in the project area using the following programs:

- Capital Improvement Program
- Community Improvement & Outreach Grants
- Small Business Revolving Loan Fund
- Community Development Block Grant (may only apply to certain parts of this area)
- HAND Housing Programs (HOME, First Time Home Buyer, Housing Trust Fund)
- Class C Road Funds

potential project area



SLCRDA

# Ballpark Neighborhood

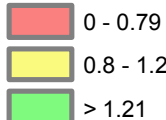




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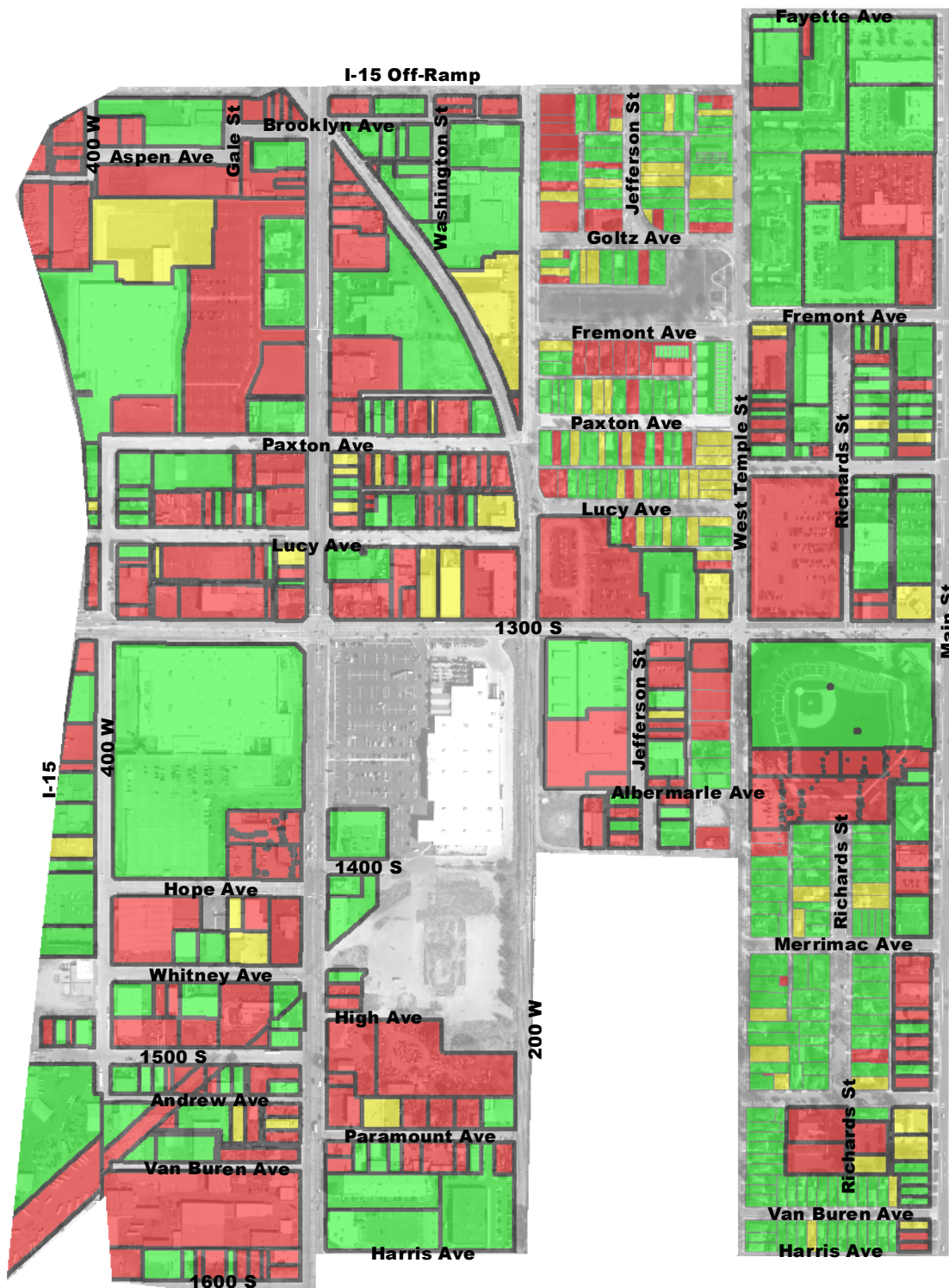
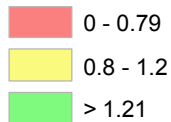
### Non Residential

#### BLDG / LAND

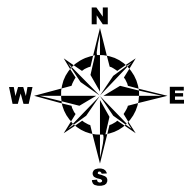


### Residential

#### BLDG / LAND



0 250 500 1,000  
Feet



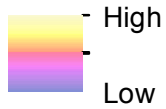
# Ballpark Neighborhood Building Value / Land Value



Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015

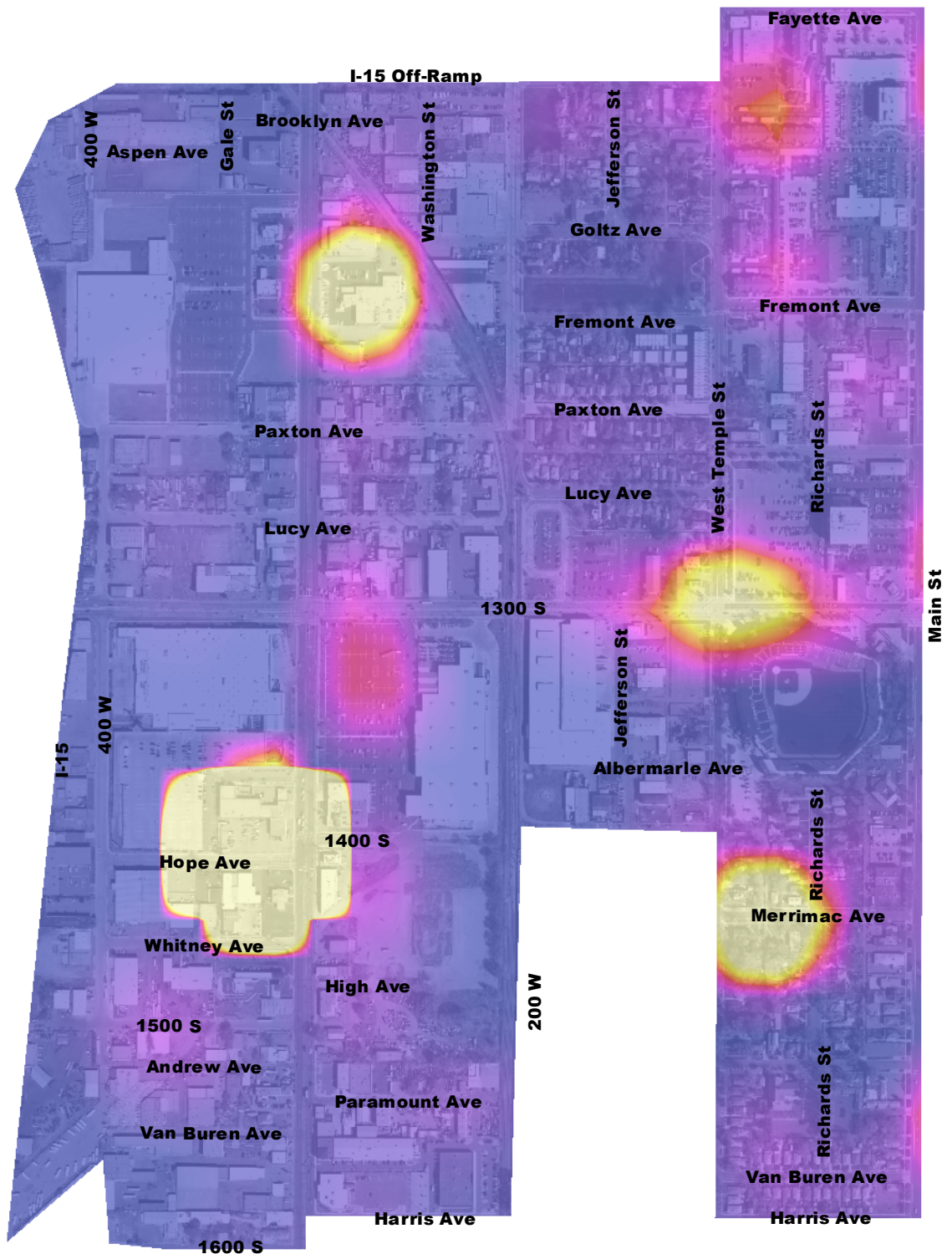
## Legend

### Crime Density



Type	Count
ALCOHOL IN VEH	1
ASSAULT	87
BURGLARY	41
COMMERCIAL SEX	4
COUNTERFEITING	4
DAMAGED PROP	62
DRUGS	75
DUI - CLS A	1
DUI ALCOHOL	8
ESCAPE	347
FAMILY OFFENSES	11
FORGERY	14
FRAUD	75
HIT AND RUN	30
HOMICIDE	1
INV OF PRIVACY	44
KIDNAP	4
LARCENY	1425
LIQUOR	12
MORALS-DECENCY	5
OBST JUDICIAL	1
OBST POLICE	13
PORNOGRAPHY	2
PUBLIC ORDER	50
PUBLIC PEACE	20
ROBBERY	20
SEX OFFENSES	1
SEXUAL ASSAULT	10
SEXUAL OFFENSE	6
STOLEN PROP	2
STOLEN VEHICLE	50
TRAFFIC	3
WEAPON OFFENSE	5

Primary offenses recorded  
by SLC Police Department  
6/1/14 - 5/31/15



0 250 500 1,000  
Feet



# Ballpark Neighborhood Crime in the Past Year

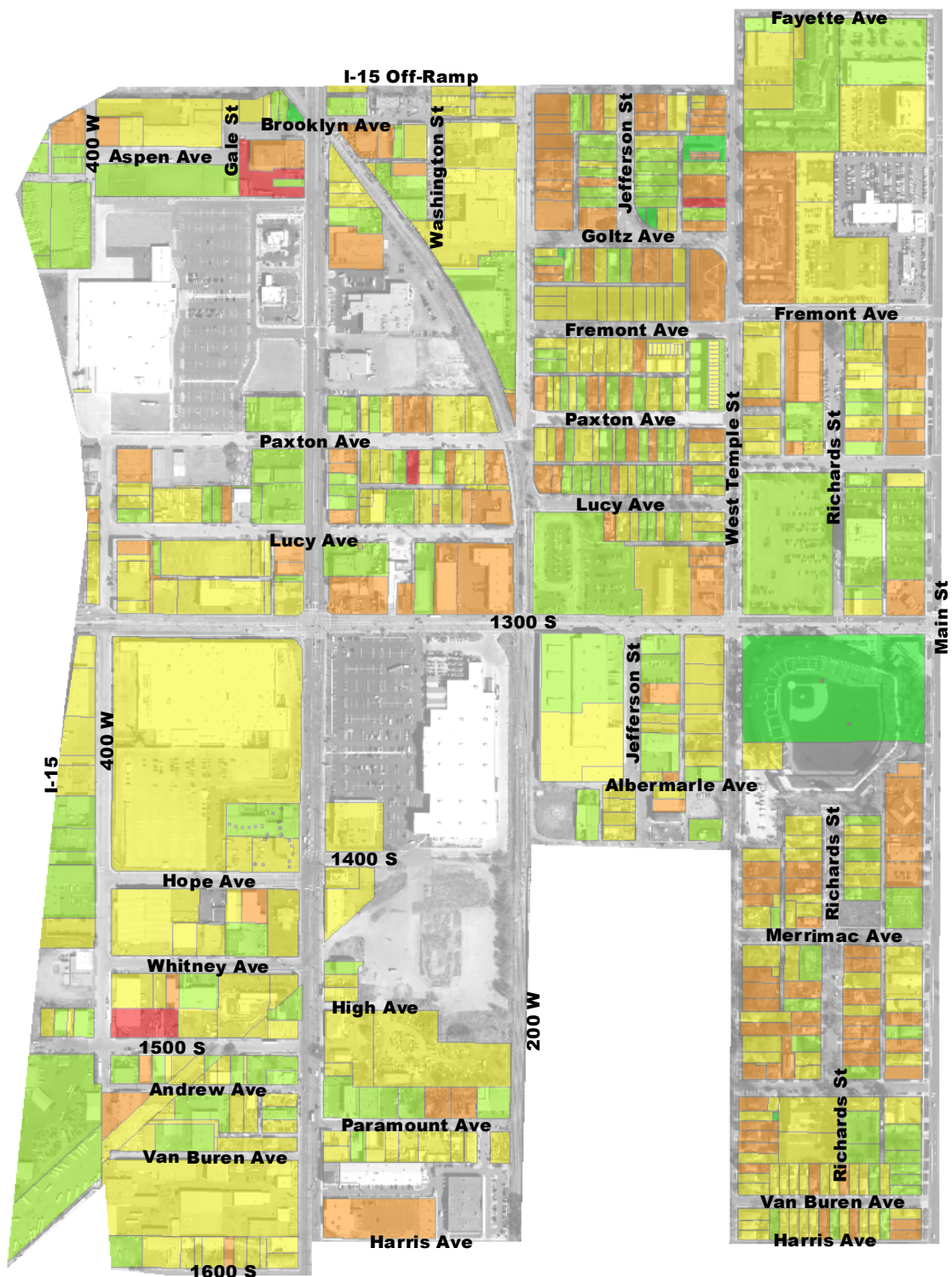
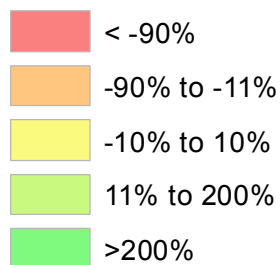


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Information Management Services  
July 2015

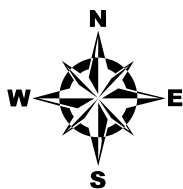


## Legend

### Parcel Value Percent Change 2009 - 2014



0 250 500 1,000  
Feet



# Ballpark Neighborhood Parcel Value Change



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Salt Lake City Corporation  
Information Management Services  
July 2015



## Legend

### Employee Count Per Business

- 1 - 11
- 12 - 40
- 41 - 110
- 111 - 304
- 305 - 613
- uta\_bus\_stops
- uta\_bus\_routes
- uta\_rail\_stops
- uta\_rail\_lines

Bus Route Number



0 250 500 1,000 Feet



# Ballpark Neighborhood Employment & Mass Transit

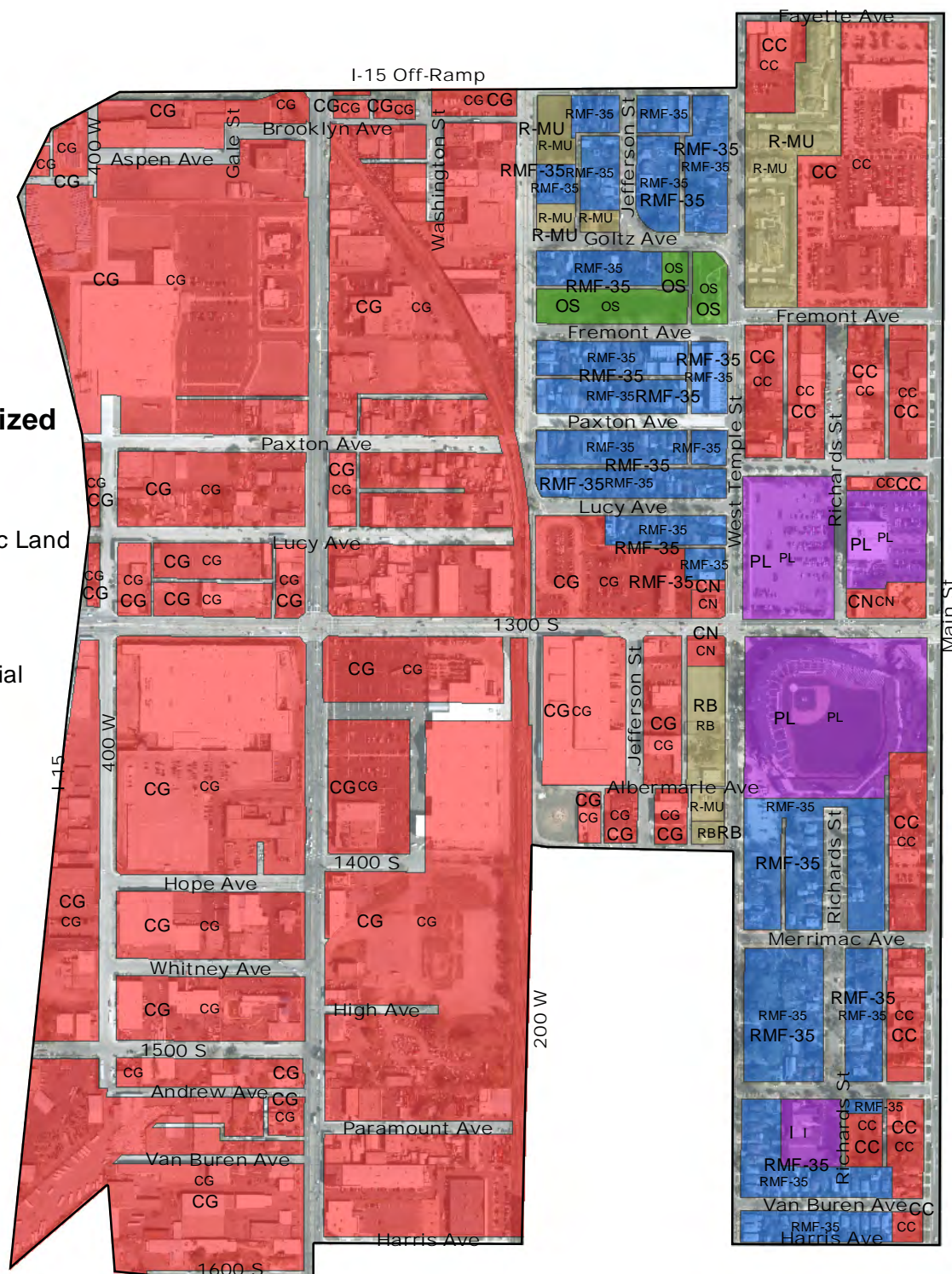


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July 2015

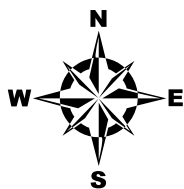
## Legend

### Zoning Districts Organized by Zoning Type

- Commercial
- Institutional and Public Land
- Open Space
- Mixed Use
- Multi-Family Residential



0 250 500 1,000  
Feet



# Ballpark Neighborhood Zoning



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July 2015



## Ballpark Neighborhood Potential Project Area - Salt Lake County Community Development Area (CDA) Project Considerations<sup>1</sup>

CDA Project Criteria	Yes	No	Maybe
<b>Favorable Considerations</b>			
Project would not happen in a reasonable timeframe, or at proposed amenity level, but for the creation of the CDA and use of tax increment financing.	•		
Project is transit-supported <sup>2</sup> , mixed-use development with significant employment potential.			•
Project is located in strategic growth area as defined in the Wasatch Choice for 2040 and/or the regional transportation plan.	•		
Project will complement regionally significant community planning efforts.	•		
Project will create long-term, high-paying jobs.	•		
<b>Unfavorable Considerations</b>			
Project Area is predominantly market-rate housing.	•		
Project Area is predominantly retail (if yes, material justification for CDA will be evaluated on a case-by-case basis).		•	
Project Area is predominantly standalone single-family dwellings.		•	
Project will merely cause a relocation of jobs or retail sales from one area in the County to another area in the County.		•	
Project will involve development on sensitive land designated as open space, foothill, canyon, or other County-designated priority area.		•	

<sup>1</sup>Table presents select CDA Project Considerations derived from Salt Lake County, Countywide Policy and Procedures on Community Development Areas: <https://slco.org/economic-development/redevelopment-area-resources/>. The criteria presented in the table are those that are general enough to apply at this stage of potential project area ranking; additional Salt Lake County Policy Criteria will apply to specific CDA terms that would be negotiated once the project areas are ranked; these are listed below.

<sup>2</sup>North-south transit routes exist in project area, but addition of east-west routes would improve the “transit-supported” nature of the area.

### Other (favorable) Salt Lake County CDA Project Considerations – to be negotiated once project areas are ranked:

- Project is one where County’s tax increment participation period is limited to 20 years or less.
- Project is one where County’s tax increment participation rate is limited to 75% or less.
- Project is one where County’s cumulative tax increment contribution to the agency is capped at a specified dollar amount.
- Project is one where County’s tax increment dollars will be used primarily to pay for or reimburse the cost of “public infrastructure and improvements,” as defined by Utah Code 17C-1-102(41), environmental remediation, and/or site preparation.
- Project is one where the local jurisdiction<sup>3</sup> is participating in the proposed project at a rate of at least \$1 for every \$1 contributed by the County from all sources, inclusive of any County Library contributions, either upfront or over the life of the proposed County contribution. The local jurisdiction can demonstrate that it is contributing other resources in addition to CDA proceeds and infrastructure, the value of which is equal to or greater than the prescribed ratio of participation.

<sup>3</sup>“Local jurisdiction” includes a City’s CDA participation plus any contribution from all other taxing entities (i.e., mosquito abatement district, water district, fire service area, law enforcement area, etc.) except for the school district participation which is not included in the \$1:\$1 ratio calculation.

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# *Project Area Creation Research Report: Central City Activation*

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## **Introduction:**

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The Central City Project Area was originally created in 1981 as a non-collection project area. The existing Central City Project Area boundaries have been expanded for the purpose of this Project Area Creation Research Report to include the Trolley Square retail center and adjacent blocks. The expanded area is referred to as the Central City Activation project area in this report and encompasses the boundaries of 500 South to 800 South, from 200 East to 700 East.

The Central City Project Area Plan advocates rehabilitating existing structures, improving land planning for lot subdivision and parking uses, promoting existing and adding new cultural uses, increasing stock of low-moderate income housing, and improving public infrastructure.

Currently, the RDA allocates a large portion of its Project Area and City-Wide Housing funds to the City's Housing Trust Fund ("HTF"), thereby limiting its ability to fund housing activities in Central City. By changing the Central City Project Area into a tax-increment generating area, the RDA would have tax increment funds to implement the goals advocated in the Central City Project Area Plan.

## **Relevant Data:**

---

**Area Acreage:** ~143 acres

### **Zoning Designations/Area Percentage:**

<b><i>Zoning Type</i></b>	<b><i>Acreage</i></b>	<b><i>% of Total</i></b>
Commercial	14.00	10%
Downtown	6.75	5%
Institutional and Public Land	3.19	2%
Open Space	2.25	1%
Mixed Use	15.68	11%
Single Family Residential	12.75	9%
Multi-Family Residential	88.15	62%
TOTAL	142.77	100%

As shown in the attached "Central City Activation, Zoning" map, the majority of the parcels in the project area are designated as multi-family residential, with several areas of single-

family residential that are special pattern. The majority of the mixed-use, downtown and commercial zoning parcels are located along the northern edge of the project area, including the Trolley Square block in the northeast corner.

**Crime Data:** The attached map of “Central City Activation, Crime in the Past Year” shows a list and hot spot map of all primary offenses recorded by the Salt Lake City Police Department during the time period of June 1, 2014 to May 31, 2015. As shown in the map, the overall crime density in this project area is relatively low, with only two prominent areas of high density crime: one located near the southeast corner of the intersection of 700 South and 300 East, and the other located near the southeast corner of 700 South and 400 East.

**Current Public Transit Availability:** As shown in the attached map of “Central City Activation, Employment and Mass Transit,” the proposed project area has three bus routes running through it: the 205 runs north-south along 500 East, and the 307 and 320 both run north-south along 700 East. In terms of weekday bus frequency, the 205 runs every 15 minutes, the 307 (fast bus) runs three times in the morning and three times in the evening, and the 320 (fast bus) runs twice in the morning and twice in the evening. In addition, light rail is located just north of the project area, along 400 South.

**Major Employment and Commercial Centers:** The number of businesses within the proposed Central City Activation project area, and the number of employees at each business, is shown in the attached map of “Central City Activation, Employment and Mass Transit.” As shown in the map, there are several businesses located within the project area, the majority of which are relatively small (1-40 employees). Approximately two businesses in the project area have 41-110 employees, and approximately two businesses have 111-304 employees. In the Trolley Square area in the northeast corner of the project area, there is a large grocery store and two blocks of retail businesses.

## City/County/Institutional Plans

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**Master Plan Goals:** The proposed Central City Activation project area falls within the Central Community Master Plan, and further falls within the Central City neighborhood planning area. In general, the Central Community Master Plan emphasizes the need for livable communities and neighborhoods, vital and sustainable commerce, unique and active places, and pedestrian mobility and accessibility.

The following is a list of applicable elements of the Master Plan goals and visions that could be accomplished through redevelopment in the Central City project area:

- Encourage residents’ ability to minimize the use of private automobiles by providing services within walking distance of their homes.
- Introduce reduced street width and street park elements in residential neighborhoods, and maintain park sites and open spaces.
- Target at-grade parking lots for mixed-use development projects.



- Encourage the expansion of the housing stock in ways that are compatible with the historic character of the neighborhood.
- Ensure that land use policies reflect a respect for the eclectic architectural character of the area, and that historic preservation is a priority.
- Locate higher density residential land uses near commercial areas, light rail stations, and open space.
- Create appropriate recreational and commuter bike paths and jogging routes.
- Focus commercial activity on providing services to the area residents and not on competing with the Central Business District.
- Replace commercial strip development with more diverse and pedestrian oriented activities with a mix of retail, entertainment, and restaurants.
- Minimize negative impacts associated with Trolley Square, especially parking and congestion.

**Recent or Planned Changes to Zoning:** There are currently no new zoning plans for the Central City Area. The most recent plan is the 2005 Central Community Master Plan.

**Wasatch 2040:** There are ten strategies for local governments to implement the Wasatch Choice for 2040 vision. Strategy I is the most applicable to the work of the RDA, and it includes seven characteristics to be used to identify priority reuse areas. The table below identifies which of these seven characteristics applies to the Central City project area. WC2040 states that reuse efforts should focus on areas that have at least three of the seven characteristics.

	Central City
Characteristics Identified for Priority Reuse Areas	
The area has underutilized infrastructure.	•
The location includes pedestrian-friendly physical characteristics or the potential for such.	•
Reuse would further other neighborhood revitalization objectives.	•
The area is located close to frequent transit service and has adequate automobile access.	•
An analysis indicates raw financial potential for reuse.	
An unmet demand for workforce housing or compact housing develops in the community.	•
The area has “character” – a strong identity or sense of place.	•

Of the remaining nine strategies, the following were identified as relevant to the Central City project area:

- Strategy II: Provide Incentives for Contiguous Growth and Infill
- Strategy IV: Create Walkable Commercial and Mixed-Use Districts
- Strategy VII: Create a Plan for Workforce Housing

**Plan Salt Lake:** Plan Salt Lake comprises the following thirteen guiding principles: 1) **Neighborhoods**, 2) **Growth**, 3) **Housing**, 4) **Transportation & Mobility**, 5) Air Quality, 6) Natural Environment, 7) Parks & Recreation, 8) **Beautiful City**, 9) **Preservation**, 10) Arts & Culture, 11) Equity, 12) **Economy**, and 13) Government. Although all of these principles apply, in some way, to the work of the RDA, we focused on a subset of them (shown in **bold and green** text above) to highlight specific initiatives that could apply to Master Plan goals in the project area. The initiatives that apply most specifically to the proposed Central City project area are listed below:

- Maintain neighborhood stability and character.
- Encourage and support local businesses and neighborhood business districts.
- Encourage a mix of land uses.
- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- Promote energy efficient housing and rehabilitation of existing housing stock.
- Reduce automobile dependency and single occupancy vehicle trips.
- Reinforce and preserve neighborhood and district character and a strong sense of place.
- Create opportunities to connect with nature in urban areas.
- Preserve and enhance neighborhood and district character.
- Retain areas and structures of historic and architectural value.
- Encourage a resilient and diversified economy.
- Support neighborhood businesses.

**Salt Lake County CDA Policy Conformance:** The attached table of “Central City Activation project area – Salt Lake County CDA Project Considerations” shows that this project area would likely be considered a favorable project area.

### **Project Area Strategies:**

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**Infrastructure Improvement:** The infrastructure in this neighborhood is well established and meets current demands while still being able to accommodate future development. Transit infrastructure, specifically the 300 East Cycle Track should be upgraded and multimodal transit should be concentrated on 300 East and 500 East.

**Housing:** Central City contains a mix of single-family homes and multi-family housing. HAND recommends densifying housing in the area with a mix of affordable and market rate, without pricing out those in the affordable market.

**Economic Development:** Opportunities exist to increase housing and neighborhood commercial on 600 and 700 South, as well as larger commercial and high-density residential development on 700 East. The proposed Central City project area currently offers a significant development opportunity on the block that houses the Trolley Square retail center and the majority of the block to the south. Conceptual plans include examples of development that would be supported by the creation of an expanded Central City project area. New development of these blocks could include 100+ boutique hotel rooms and 150+ residential units. Because the Trolley Square block is in a Local Historic District,

any development would need to receive approval from the Historic Landmarks Commission. Development of these blocks could help to catalyze additional development in the proposed project area, as well as create tax increment that could be used to reinvest in the area.

**Blight Mitigation:** If this project area is considered for an Urban Renewal Area, a blight study will need to be conducted as part of the project area creation process.

## **RDA-City Financing/Program Tools**

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**RDA Tax Increment:** Tax increment over a 25-year project area period was estimated for each potential project area, using 2014 tax revenue as the base value and an annual growth rate of 2%. The net present value of the total annual tax increment was calculated using a 5% discount rate.

### **Estimated Tax Increment Projections, 2016-2041:**

<i><b>Project Area</b></i>	<i><b>25-Year Projected Tax Increment*</b></i>
Central City Activation	\$9,612,245

\*Based on 100% TI Capture by RDA

**City Funding Objectives/Financing Tools:** *Below are RDA and City programs that may be utilized in this project area. The City has numerous programs to leverage Tax Increment Funding, however, consideration of specific programs beyond those listed below can be made in the next phase of the New Project Area Creation Process.*

**RDA Loan Programs:** The RDA can assist property owners with building renovation and new construction. It offers the following assistance programs:

- New Construction Loan Program
- Building Renovation Loan Program
- Environmental Assessment and Remediation Loan Program
- Property Acquisition Loan Program
- Tax Increment Reimbursement Program

**City Assistance Programs:** Salt Lake City can partner with the RDA and/or property owners in the project area using the following programs:

- Capital Improvement Program
- Community Improvement & Outreach Grants
- Small Business Revolving Loan Fund
- Community Development Block Grant
- HAND Housing Programs (HOME, First Time Home Buyer, Housing Trust Fund)
- Class C Road Funds





# Central City Activation

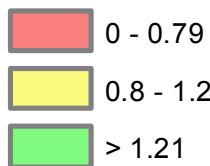




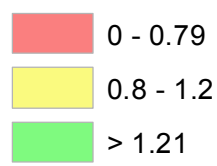


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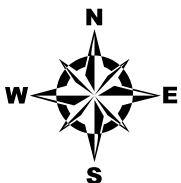
**Non Residential**  
**BLDG / LAND**



**Residential**  
**BLDG / LAND**



0 250 500 1,000  
Feet



# Central City Activation Building Value / Land Value

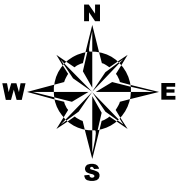
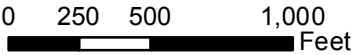
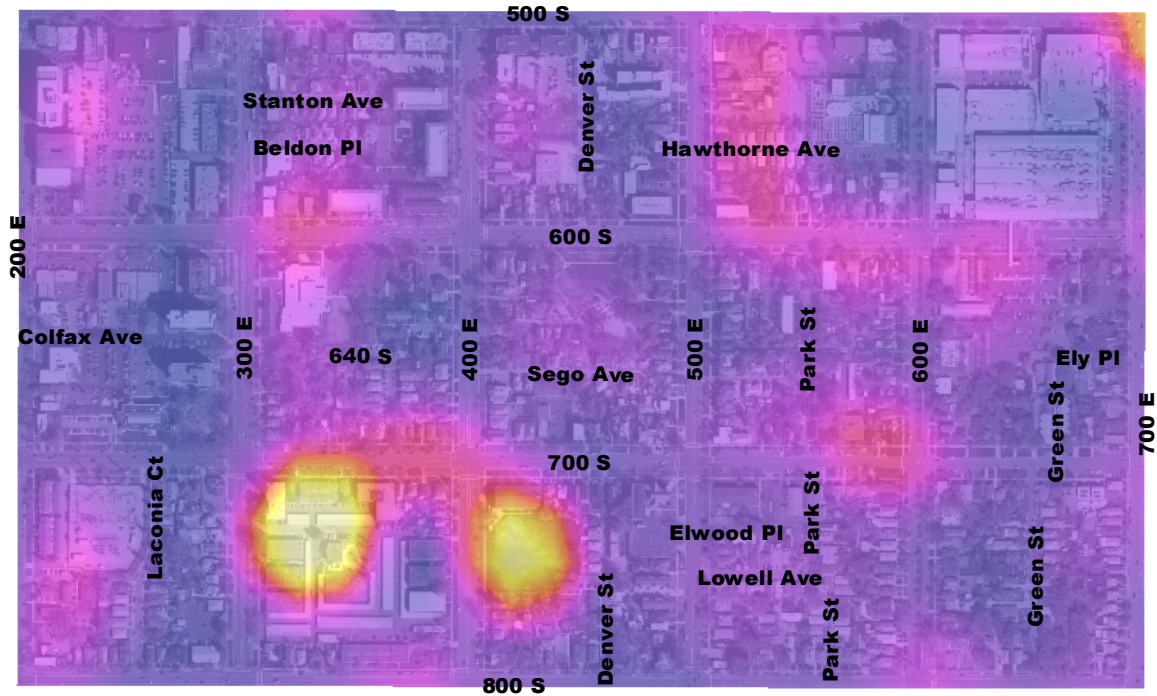
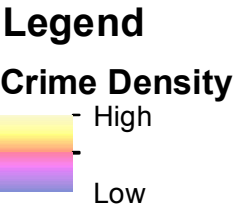


Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015



Primary offenses recorded  
by SLC Police Department  
6/1/14 - 5/31/15

Type	Count
ARSON	1
ASSAULT	119
BURGLARY	49
COMMERCIAL SEX	1
CONSERVATION	1
COUNTERFEITING	2
DAMAGED PROP	85
DRUGS	34
DUI - CLS A	2
DUI ALCOHOL	4
DUI DRUGS	1
ESCAPE	51
FAMILY OFFENSE	16
FLEEING	1
FORGERY	5
FRAUD	15
HIT AND RUN	24
INV OF PRIVACY	28
LARCENY	224
LIQUOR	9
MORALS-DECENC	1
OBST JUDICIAL	1
OBST POLICE	7
PORNOGRAPHY	1
PROPERTY CRIME	1
PUBLIC ORDER	13
PUBLIC PEACE	24
ROBBERY	4
SEXUAL ASSAULT	9
SEXUAL OFFENSE	6
STOLEN PROP	3
STOLEN VEHICLE	46
TRAFFIC	2

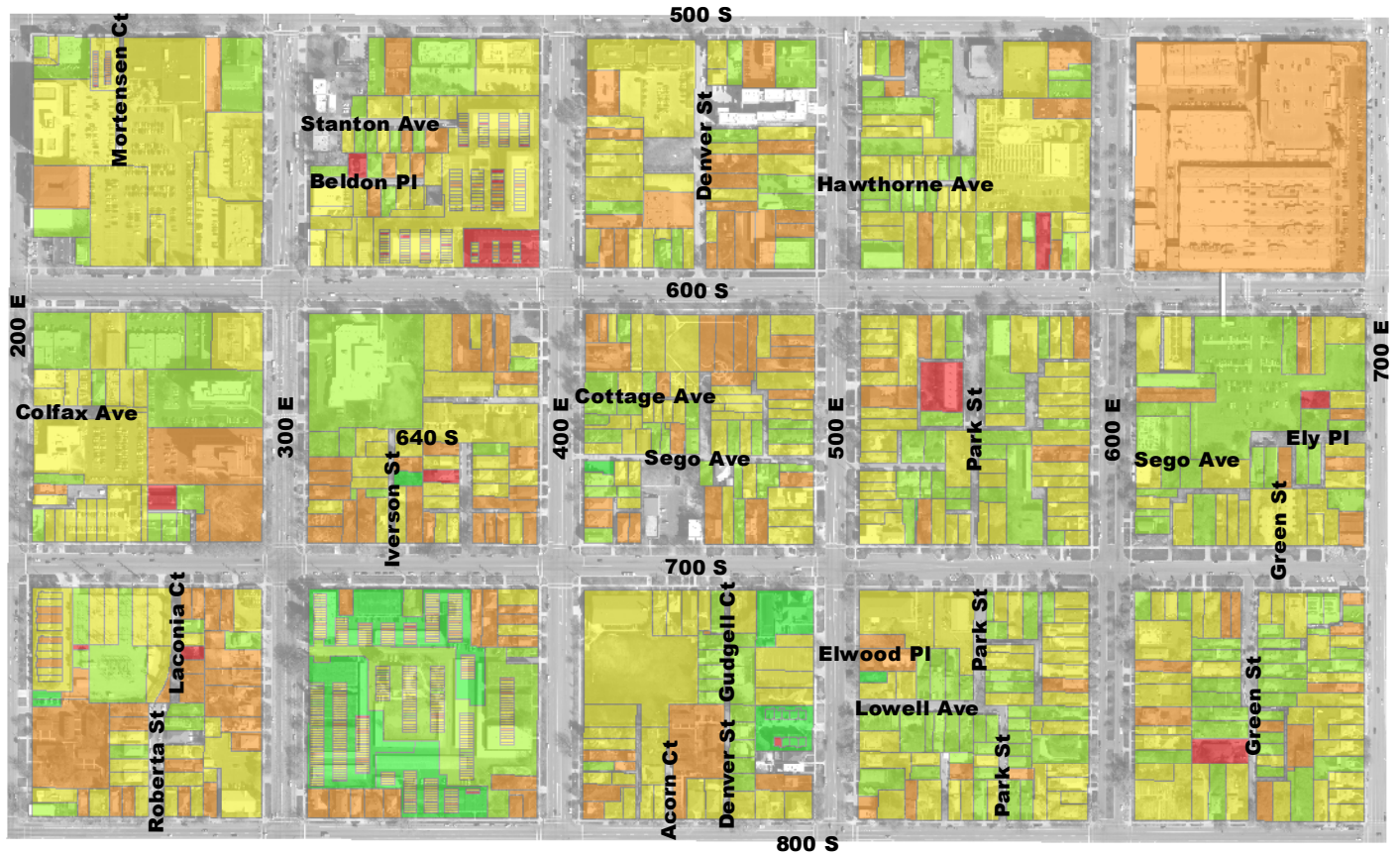


# Central City Activation

## Crime in the past year



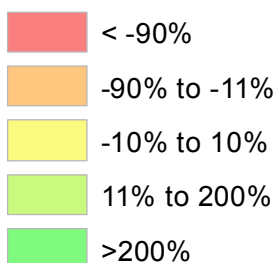
Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015



## Legend

### Parcel Value Percent Change

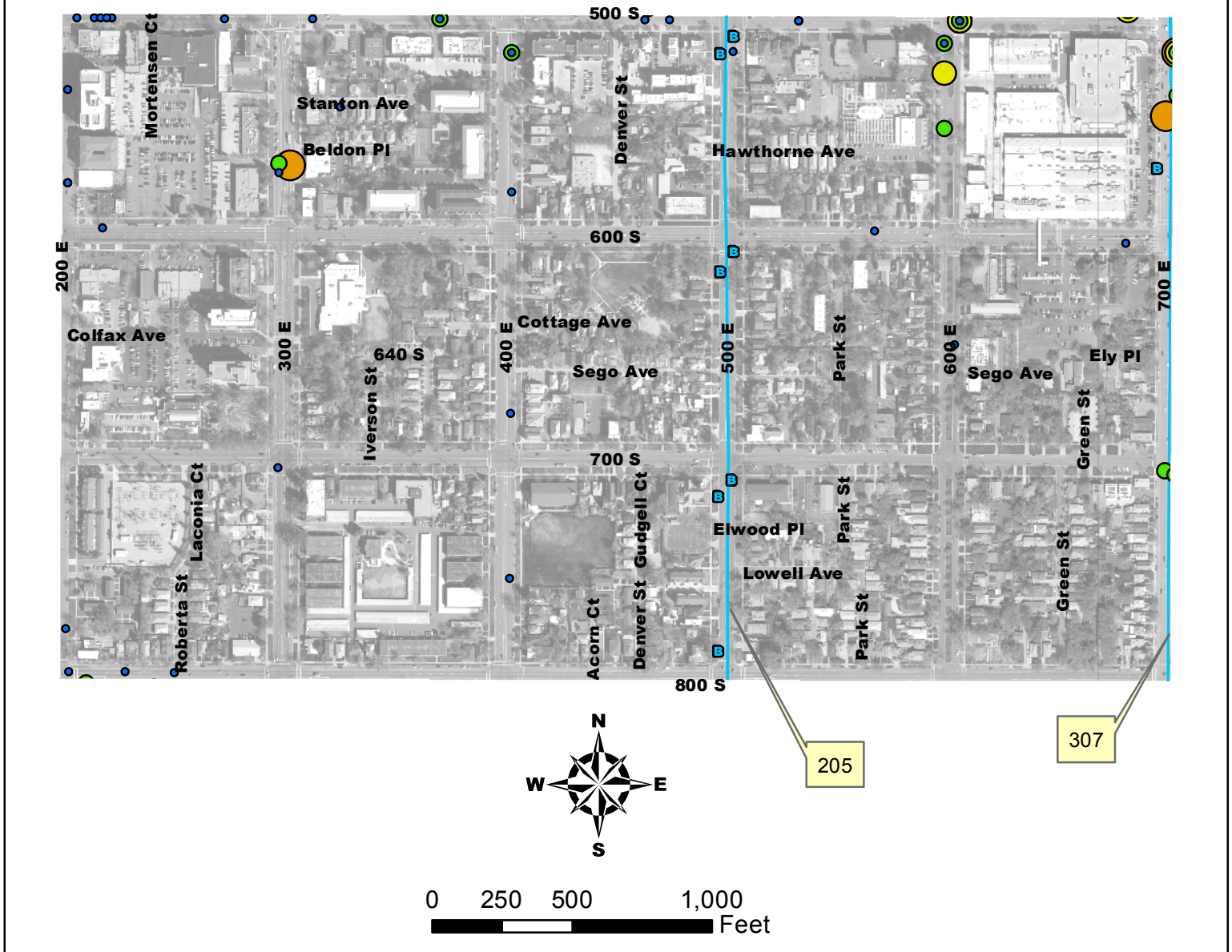
2009 - 2014



# Central City Activation Parcel Value Change



Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015



## Legend

### Employee Count Per Business

- 1 - 11
- 12 - 40
- 41 - 110
- 111 - 304
- 305 - 613

- B uta\_bus\_stops
- uta\_bus\_routes
- T uta\_rail\_stops
- uta\_rail\_lines

Bus Route Number

# Central City Activation Employment & Mass Transit



Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015





## Central City Activation Potential Project Area - Salt Lake County Community Development Area (CDA) Project Considerations<sup>1</sup>

CDA Project Criteria	Yes	No	Maybe
<b>Favorable Considerations</b>			
Project would not happen in a reasonable timeframe, or at proposed amenity level, but for the creation of the CDA and use of tax increment financing.	•		
Project is transit-supported <sup>2</sup> , mixed-use development with significant employment potential.			•
Project is located in strategic growth area as defined in the Wasatch Choice for 2040 and/or the regional transportation plan.	•		
Project will complement regionally significant community planning efforts.	•		
Project will create long-term, high-paying jobs.	•		
<b>Unfavorable Considerations</b>			
Project Area is predominantly market-rate housing.	•		
Project Area is predominantly retail (if yes, material justification for CDA will be evaluated on a case-by-case basis).		•	
Project Area is predominantly standalone single-family dwellings.		•	
Project will merely cause a relocation of jobs or retail sales from one area in the County to another area in the County.		•	
Project will involve development on sensitive land designated as open space, foothill, canyon, or other County-designated priority area.		•	

<sup>1</sup>Table presents select CDA Project Considerations derived from Salt Lake County, Countywide Policy and Procedures on Community Development Areas: <https://slco.org/economic-development/redevelopment-area-resources/>. The criteria presented in the table are those that are general enough to apply at this stage of potential project area ranking; additional Salt Lake County Policy Criteria will apply to specific CDA terms that would be negotiated once the project areas are ranked; these are listed below.

<sup>2</sup>North-south transit routes exist in project area, but addition of east-west routes would improve the “transit-supported” nature of the area.

### Other (favorable) Salt Lake County CDA Project Considerations – to be negotiated once project areas are ranked:

- Project is one where County’s tax increment participation period is limited to 20 years or less.
- Project is one where County’s tax increment participation rate is limited to 75% or less.
- Project is one where County’s cumulative tax increment contribution to the agency is capped at a specified dollar amount.
- Project is one where County’s tax increment dollars will be used primarily to pay for or reimburse the cost of “public infrastructure and improvements,” as defined by Utah Code 17C-1-102(41), environmental remediation, and/or site preparation.
- Project is one where the local jurisdiction<sup>3</sup> is participating in the proposed project at a rate of at least \$1 for every \$1 contributed by the County from all sources, inclusive of any County Library contributions, either upfront or over the life of the proposed County contribution. The local jurisdiction can demonstrate that it is contributing other resources in addition to CDA proceeds and infrastructure, the value of which is equal to or greater than the prescribed ratio of participation.

<sup>3</sup>“Local jurisdiction” includes a City’s CDA participation plus any contribution from all other taxing entities (i.e., mosquito abatement district, water district, fire service area, law enforcement area, etc.) except for the school district participation which is not included in the \$1:\$1 ratio calculation.



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## *Project Area Creation Research Report: North Temple Viaduct CDA Activation*

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### **Introduction:**

---

The North Temple Viaduct Community Development Area ("CDA") was created in 2010 for the sole purpose of funding the construction of the new North Temple viaduct to include the Airport TRAX line, plus a FrontRunner at-grade platform below the viaduct. This project area is located approximately between North Temple and 400 North from 500 West to 300 West. Tax increment generated from the area will fund debt service for the construction of the viaduct. The area contains four blocks, including the historic Salt Lake Hardware Building. If the RDA expands the current CDA, additional tax increment funds will be available for redevelopment activities to support economic development and housing density around the two transit stops.

### **Relevant Data:**

---

**Area Acreage:** *~40 acres*

#### **Zoning Designations/Area Percentage:**

<i><b>Zoning Type</b></i>	<i><b>Acreage</b></i>	<i><b>% of Total</b></i>
Mixed Use	40.42	100%
TOTAL	40.42	100%

As shown in the attached "North Temple Viaduct CDA Activation, Zoning" map, all of the parcels within the project area boundaries are designated as mixed-use zoning.

**Crime Data:** The attached map of "North Temple Viaduct CDA Activation, Crime in the Past Year" shows a list and hot spot map of all primary offenses recorded by the Salt Lake City Police Department during the time period of June 1, 2014 to May 31, 2015. As shown in the map, the overall crime density in this project area is relatively low, with only one area of high density crime, which is located at the intersection of 400 West and North Temple.

**Current Public Transit Availability:** As shown in the attached map of "North Temple Viaduct CDA Activation, Employment and Mass Transit," the proposed project area has several bus routes that run through the area and/or connect at the North Temple FrontRunner (rail) Station: the 6, 209, 500, 516 all connect at the North Temple Station, whereas the 455, 460, 462, 470, and 471 run north-south along 300 West at the eastern edge of the project area. In terms of weekday bus frequency, the 209 runs every 15

minutes, the 6, 500, and 516 run every 30 minutes, and the rest are all inter-county (non-express buses) with varying schedules.

**Major Employment and Commercial Centers:** The number of businesses within the proposed North Temple project area, and the number of employees at each business, is shown in the attached map of “North Temple Viaduct CDA Activation, Employment and Mass Transit.” As shown in the map, there are very few businesses within the project area, with approximately six businesses that have 1-40 employees, and three businesses that have 41-110 employees.

## City/County/Institutional Plans

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**Master Plan Goals:** The proposed North Temple Viaduct CDA Activation project area falls within the Capitol Hill Master Plan (adopted November 1999), and further falls within the West Capitol Hill neighborhood planning area (plan adopted July 1996). The overall goal of the Capitol Hill Master Plan is to ensure safe, convenient, and desirable residential neighborhoods that preserve quality of life.

The following is a list of applicable elements of the Master Plan/West Capitol Hill neighborhood plan goals and visions that could be accomplished through redevelopment in the North Temple Viaduct CDA project area:

- Encourage the development of the area along North Temple as an “urban neighborhood” that combines high-density residential and office development with supportive retail and service commercial uses.
- Support the redevelopment of the area between the Guadalupe and West Capitol Hill Neighborhoods as a mixed-use area with high-to medium-density residential development including office and commercial uses along 500 West.
- Promote the redevelopment of the existing railroad property. In the past, the railroad has provided a significant physical barrier between the residential neighborhoods of Guadalupe and West Capitol Hill. Redevelopment of this area could help provide more stabilized residential neighborhoods of Guadalupe and West Capitol Hill.
- Discourage the expansion of industrial land uses within the West Capitol Hill neighborhood.
- Encourage the relocation of existing industrial and heavy commercial land uses to industrially zoned land in other appropriate areas of the City.

**Recent or Planned Changes to Zoning:** There are currently no new plans or zoning changes for the area that includes the North Temple Viaduct. In 2010, Salt Lake City Planning created its North Temple Boulevard Plan that addresses uses in this area.

**Wasatch 2040:** There are ten strategies for local governments to implement the Wasatch Choice for 2040 vision. Strategy I is the most applicable to the work of the RDA, and it includes seven characteristics to be used to identify priority reuse areas. The table below identifies which of these seven characteristics applies to the North Temple Viaduct CDA

Activation project area. WC2040 states that reuse efforts should focus on areas that have at least three of the seven characteristics.

	North Temple Viaduct CDA Activation
<b>Characteristics Identified for Priority Reuse Areas</b>	
The area has underutilized infrastructure.	
The location includes pedestrian-friendly physical characteristics or the potential for such.	
Reuse would further other neighborhood revitalization objectives.	•
The area is located close to frequent transit service and has adequate automobile access.	
An analysis indicates raw financial potential for reuse.	•
An unmet demand for workforce housing or compact housing develops in the community.	
The area has “character” – a strong identity or sense of place.	

Of the remaining nine strategies, the following were identified as relevant to the North Temple Viaduct CDA Activation project area:

- Strategy II: Provide Incentives for Contiguous Growth and Infill
- Strategy IX: Plan for Job Centers and Economic Development Readiness

**Plan Salt Lake:** Plan Salt Lake comprises the following thirteen guiding principles:

1) **Neighborhoods**, 2) **Growth**, 3) **Housing**, 4) **Transportation & Mobility**, 5) Air Quality, 6) Natural Environment, 7) Parks & Recreation, 8) **Beautiful City**, 9) **Preservation**, 10) Arts & Culture, 11) Equity, 12) **Economy**, and 13) Government. Although all of these principles apply, in some way, to the work of the RDA, we focused on a subset of them (shown in **bold and green** text above) to highlight specific initiatives that could apply to Master Plan goals in the project area. The initiatives that apply most specifically to the North Temple Viaduct CDA Activation project area are listed below:

- Create a safe and convenient place for people to carry out their daily lives.
- Provide opportunities for and promotion of social interaction.
- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- Encourage a mix of land uses.
- Encourage transit-oriented development (TOD).
- Reinforce downtown as the visually dominant center of the City through the use of design standards and guidelines.
- Retain areas and structures of historic and architectural value.

- Balance preservation with flexibility for change and growth.
- Encourage a resilient and diversified economy.

**Salt Lake County CDA Policy Conformance:** The attached table of “North Temple Viaduct CDA Activation Potential Project Area – Salt Lake County CDA Project Considerations” shows that this project area would likely be considered a favorable project area.

### **Project Area Strategies:**

---

**Infrastructure Improvement:** The following conditions currently exist:

- 400 North street is in major disrepair.
- A safe/controlled pedestrian connection is needed (such as a pedestrian bridge over the tracks) at 400 North and 500 West.
- 500 West does not exist as a paved street in the proposed area and on the east side of the tracks.
- This area lacks curb, gutter, and sidewalk, needs new paving and is not very accessible.
- UTA is completing one block of road in conjunction with private development.
- The community council is interest in developing pedestrian/bicycle path from 200 North to 400 North.

**Housing:** Two large housing developments are currently planned for this area. See the “Economic Development” section below for more details.

**Economic Development:** The following projects are currently planned for the subject area. Both developments have commercial and residential components including a possible grocery store.

- A mixed use development is planned for the land adjacent to the Salt Lake Hardware building at the corner of North Temple and 400 West. The proposed development program would include 200,000 sq. ft. of new office, 400 residential units, and ground level retail. The total estimate for the project investment is \$160 million. The developer is SALT Development.
- A mixed use development is planned for 255 North 400 West. The development will include two five story mixed-use residential buildings and a parking garage. There will be 500 market rate apartments with a retail component that tentatively includes a grocery store. The project will be called 4<sup>th</sup> West Apartments.

**Blight Mitigation:** If this project area is considered for an Urban Renewal Area, a blight study will need to be conducted as part of the project area creation process.



## **RDA-City Financing/Program Tools**

---

**RDA Tax Increment:** Tax increment over a 25-year project area period was estimated for each potential project area, using 2014 tax revenue as the base value and an annual growth rate of 2%. The net present value of the total annual tax increment was calculated using a 5% discount rate.

### **Estimated Tax Increment Projections, 2016-2041:**

<i><b>Project Area</b></i>	<i><b>25-Year Projected Tax Increment*</b></i>
North Temple Viaduct CDA Activation	\$2,206,997

\*Based on 100% TI Capture by RDA

**City Funding Objectives/Financing Tools:** *Below are RDA and City programs that may be utilized in this project area. The City has numerous programs to leverage Tax Increment Funding, however, consideration of specific programs beyond those listed below can be made in the next phase of the New Project Area Creation Process.*

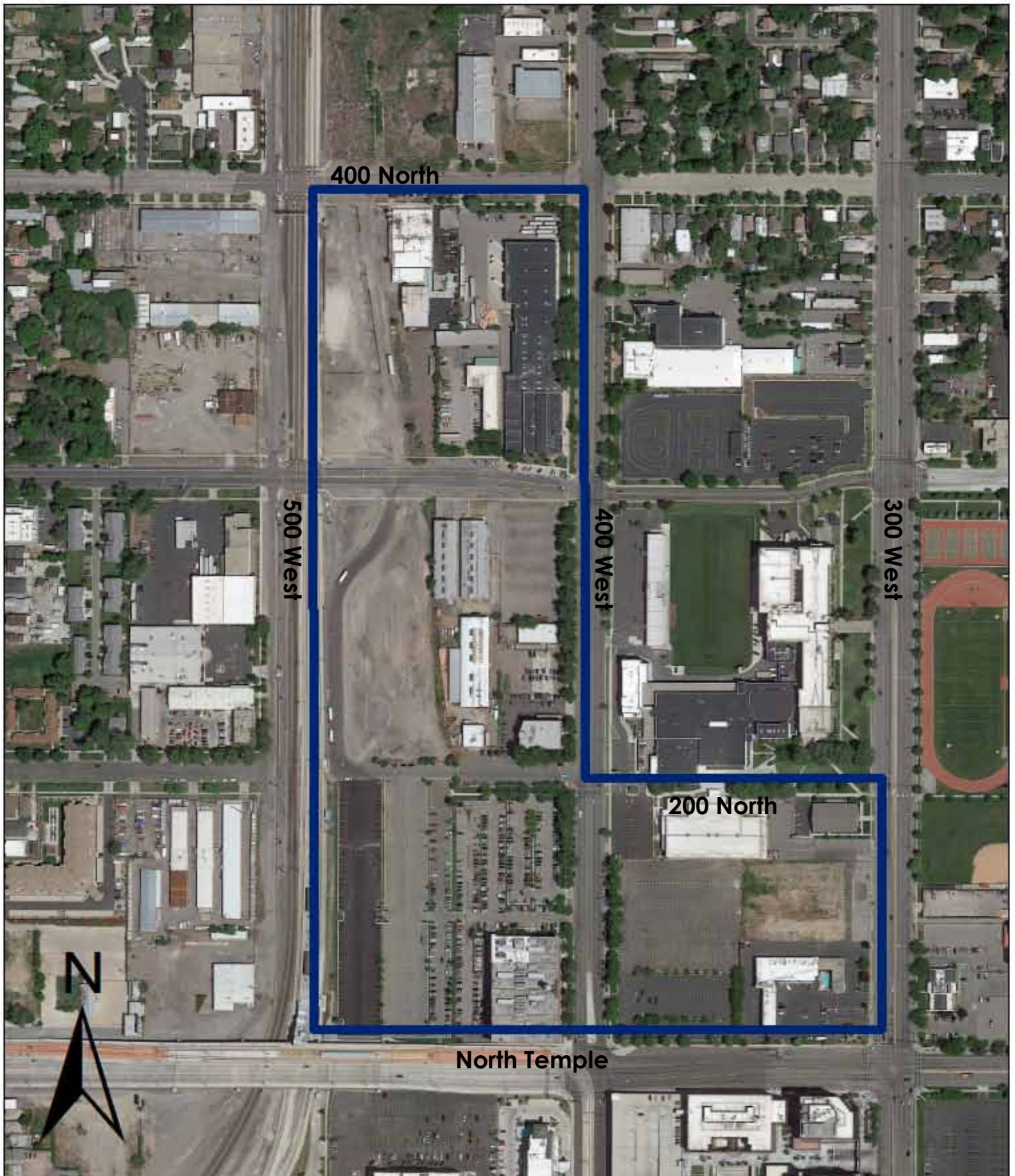
**RDA Loan Programs:** The RDA can assist property owners with building renovation and new construction. It offers the following assistance programs:

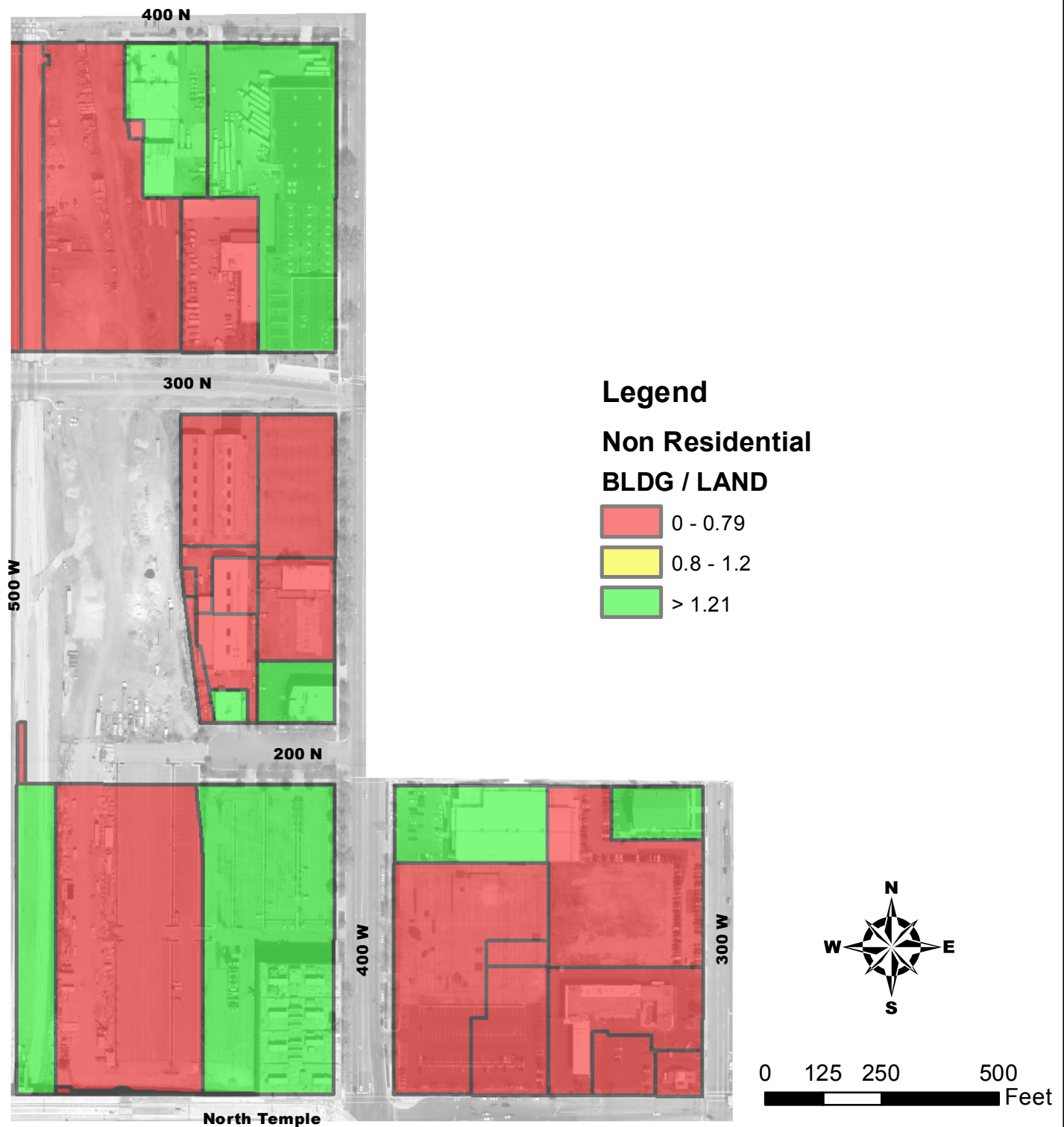
- New Construction Loan Program
- Building Renovation Loan Program
- Environmental Assessment and Remediation Loan Program
- Property Acquisition Loan Program
- Tax Increment Reimbursement Program

**City Assistance Programs:** Salt Lake City can partner with the RDA and/or property owners in the project area using the following programs:

- Capital Improvement Program
- Community Improvement & Outreach Grants
- Small Business Revolving Loan Fund
- Community Development Block Grant (may only apply to certain parts of this area)
- HAND Housing Programs (HOME, First Time Home Buyer, Housing Trust Fund)
- Class C Road Funds

# North Temple Viaduct Activation





# North Temple Viaduct CDA Activation Building Value / Land Value

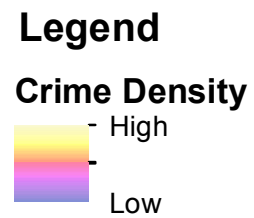


Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015

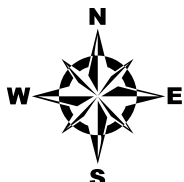


Type	Count
ASSAULT	4
BRIBERY	1
BURGLARY	1
DAMAGED PROP	5
DRUGS	3
DUI DRUGS	1
FAMILY OFFENSES	2
FLEEING	1
HIT AND RUN	6
INV OF PRIVACY	2
LARCENY	47
OBST POLICE	1
PUBLIC ORDER	1
PUBLIC PEACE	4
ROBBERY	1
STOLEN VEHICLE	5
TRAFFIC	2

Primary offenses recorded  
by SLC Police Department  
6/1/14 - 5/31/15



0 125 250 500  
Feet



## North Temple Viaduct CDA Activation Crime in the past year



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Information Management Services  
July 2015



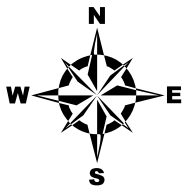
# **Legend** **Parcel Value** **Percent Change**

**2009 - 2014**

- < -90%
- 90% to -11%
- 10% to 10%
- 11% to 200%
- >200%



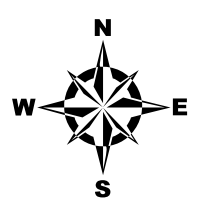
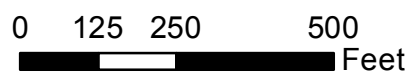
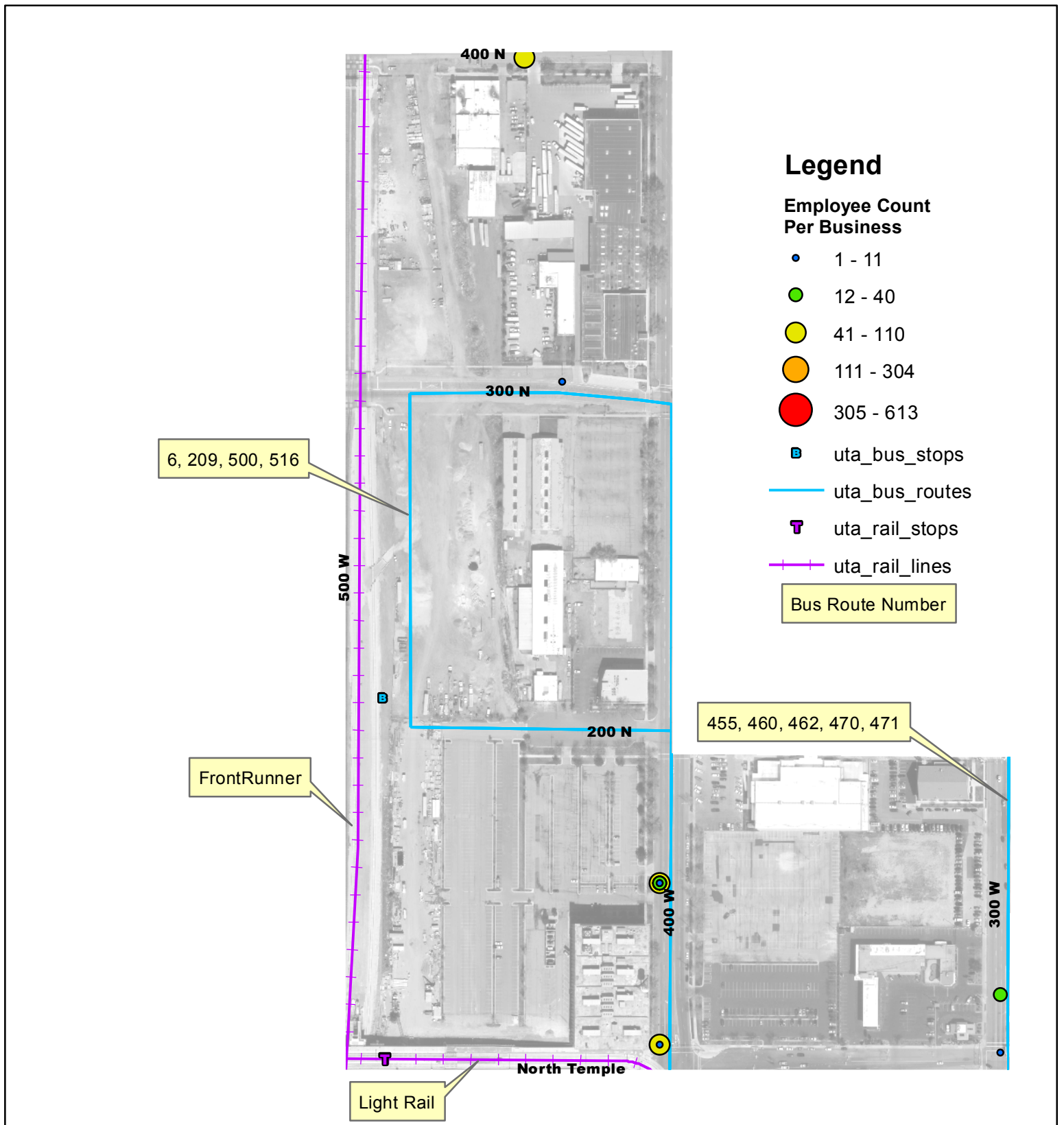
0 125 250 500  
 Feet



## **North Temple Viaduct CDA Activation** **Parcel Value Change**



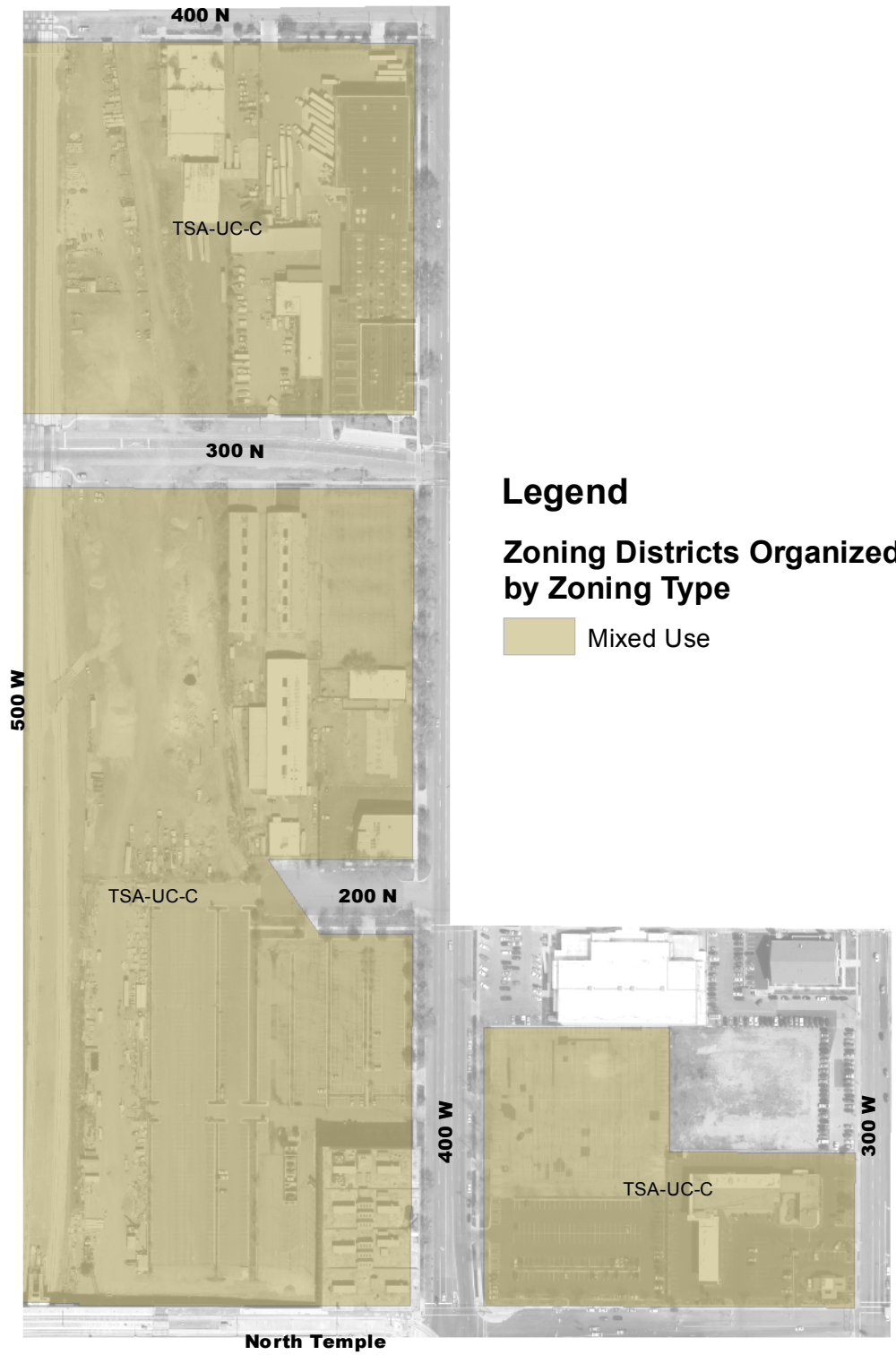
Drawn By: K. Bell  
 Salt Lake City Corporation  
 Information Management Services  
 July 2015



# North Temple Viaduct CDA Activation Employment & Mass Transit



Drawn By: K. Bell  
 Salt Lake City Corporation  
 Information Management Services  
 July 2015



## Legend

### Zoning Districts Organized by Zoning Type

Mixed Use

0 125 250 500  
Feet



# North Temple Viaduct CDA Activation Zoning



Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015

## North Temple CDA Activation Potential Project Area - Salt Lake County Community Development Area (CDA) Project Considerations<sup>1</sup>

CDA Project Criteria	Yes	No	Maybe
<b>Favorable Considerations</b>			
Project would not happen in a reasonable timeframe, or at proposed amenity level, but for the creation of the CDA and use of tax increment financing.	•		
Project is transit-supported, mixed-use development with significant employment potential.	•		
Project is located in strategic growth area as defined in the Wasatch Choice for 2040 and/or the regional transportation plan.	•		
Project will complement regionally significant community planning efforts.	•		
Project will create long-term, high-paying jobs.	•		
<b>Unfavorable Considerations</b>			
Project Area is predominantly market-rate housing.	•		
Project Area is predominantly retail (if yes, material justification for CDA will be evaluated on a case-by-case basis).		•	
Project Area is predominantly standalone single-family dwellings.		•	
Project will merely cause a relocation of jobs or retail sales from one area in the County to another area in the County.		•	
Project will involve development on sensitive land designated as open space, foothill, canyon, or other County-designated priority area.		•	

<sup>1</sup>Table presents select CDA Project Considerations derived from Salt Lake County, Countywide Policy and Procedures on Community Development Areas: <https://slco.org/economic-development/redevelopment-area-resources/>. The criteria presented in the table are those that are general enough to apply at this stage of potential project area ranking; additional Salt Lake County Policy Criteria will apply to specific CDA terms that would be negotiated once the project areas are ranked; these are listed below.

### Other (favorable) Salt Lake County CDA Project Considerations – to be negotiated once project areas are ranked:

- Project is one where County's tax increment participation period is limited to 20 years or less.
- Project is one where County's tax increment participation rate is limited to 75% or less.
- Project is one where County's cumulative tax increment contribution to the agency is capped at a specified dollar amount.
- Project is one where County's tax increment dollars will be used primarily to pay for or reimburse the cost of "public infrastructure and improvements," as defined by Utah Code 17C-1-102(41), environmental remediation, and/or site preparation.
- Project is one where the local jurisdiction<sup>2</sup> is participating in the proposed project at a rate of at least \$1 for every \$1 contributed by the County from all sources, inclusive of any County Library contributions, either upfront or over the life of the proposed County contribution. The local jurisdiction can demonstrate that it is contributing other resources in addition to CDA proceeds and infrastructure, the value of which is equal to or greater than the prescribed ratio of participation.

<sup>2</sup>"Local jurisdiction" includes a City's CDA participation plus any contribution from all other taxing entities (i.e., mosquito abatement district, water district, fire service area, law enforcement area, etc.) except for the school district participation which is not included in the \$1:\$1 ratio calculation.



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# *Project Area Creation Research Report: Rose Park*

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## **Introduction:**

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The proposed Rose Park project area is an entrance into the Rose Park neighborhood and is a gateway into downtown Salt Lake from I-15. The project area is located approximately between 1200 North and 600 North from American Beauty Drive to I-15. The area is primarily residential, with homes in varying states of maintenance, and with a few distinct commercial nodes that are predominantly underutilized and some of which are currently vacant. By far, the greatest need in this area (according to Rose Park residents cited in the Rose Park Small Area Plan, 2001) is for improved commercial development that can greater serve the needs of the area residents. In addition, improvements to streetscaping and landscaping, creation of open space, and rehabilitation of homes would work in conjunction to bolster the overall sense of place and pride in the community.

## **Relevant Data:**

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**Area Acreage:** ~120 acres

### **Zoning Designations/Area Percentage:**

<i><b>Zoning Type</b></i>	<i><b>Acreage</b></i>	<i><b>% of Total</b></i>
Commercial	6.97	6%
Single Family Residential	78.49	66%
Multi-Family Residential	34.35	29%
TOTAL	119.81	100%

As shown in the attached “Rose Park, Zoning” map, the majority of the parcels in the project area are designated as residential (both single- and multi-family), but there is one area of commercial zoning at the intersection of 900 West and 1000 North.

**Crime Data:** The attached map of “Rose Park, Crime in the Past Year” shows a list and hot spot map of all primary offenses recorded by the Salt Lake City Police Department during the time period of June 1, 2014 to May 31, 2015. As shown in the map, the overall crime density in this project area is relatively low, with one relatively large area of high density crime located on the east side of 900 West, between 700 North and Fig Tree Place.

**Current Public Transit Availability:** As shown in the attached map of “Rose Park, Employment and Mass Transit,” the proposed project area has two bus routes that run

along the same route: the 519 runs the route clockwise, and the 520 runs the route counter-clockwise. In terms of weekday bus frequency, both routes run every 30 minutes. The closest light rail line runs east-west along North Temple, six blocks south of the southern edge of the project area.

**Major Employment and Commercial Centers:** The number of businesses within the proposed Rose Park project area, and the number of employees at each business, is shown in the attached map of “Rose Park, Employment and Mass Transit.” As shown in the map, there are approximately 13 businesses located within the project area, all of which are small businesses (1-11 employees), except for one business with 41-110 employees, located in the northwest section of the project area.

### City/County/Institutional Plans

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**Master Plan Goals:** The proposed Rose Park project area falls within the Rose Park Small Area Plan (September 2001), and is described in detail in the section on the Neighborhood Commercial Study Area. In general, the Rose Park Small Area Plan emphasizes the need to revitalize the Neighborhood Commercial area and encourage commercial uses to service the needs of residents, to improve the appearance and gateway nature of the area, and to maintain land use policy guidelines for future development.

The following is a list of applicable elements of the Small Area Plan goals and visions that could be accomplished through redevelopment in the Rose Park project area:

- Encourage retailers to invest in the redevelopment of commercial properties, using statistics that are accurate measures of the Rose Park neighborhood retail buying power.
- Develop a unique thematic design for the overall appearance of the neighborhood commercial area.
- Improve streetscape through planting of trees, establishing landscape buffers along the freeway, and installing other appropriate landscaping features.
- Improve lighting fixtures and features in a way that is compatible with surrounding residential uses to provide additional safety for pedestrians and bicyclists.
- Create a new low-medium density mixed-use zoning classification in the area of the 900 West 1000 North commercial area.
- Encourage existing property owners to improve and better maintain existing parking areas.
- Analyze the feasibility of traffic calming techniques.

**Recent or Planned Changes to Zoning:** Changes to parking requirements in the Rose Park area could potentially affect commercial zoning at the intersection of 900 West and 1000 North because street parking zoning is planned to be increased from ½ space to 1 space per dwelling. No other planned changes to zoning have been identified.

**Wasatch 2040:** There are ten strategies for local governments to implement the Wasatch Choice for 2040 vision. Strategy I is the most applicable to the work of the RDA, and it includes seven characteristics to be used to identify priority reuse areas. The table below identifies which of these seven characteristics applies to the Rose Park project area. WC2040 states that reuse efforts should focus on areas that have at least three of the seven characteristics.

Characteristics Identified for Priority Reuse Areas	Rose Park
The area has underutilized infrastructure.	
The location includes pedestrian-friendly physical characteristics or the potential for such.	•
Reuse would further other neighborhood revitalization objectives.	
The area is located close to frequent transit service and has adequate automobile access.	
An analysis indicates raw financial potential for reuse.	•
An unmet demand for workforce housing or compact housing develops in the community.	
The area has “character” – a strong identity or sense of place.	•

None of the remaining nine strategies was identified as directly relevant to the Rose Park project area.

**Plan Salt Lake:** Plan Salt Lake comprises the following thirteen guiding principles: 1) **Neighborhoods**, 2) **Growth**, 3) **Housing**, 4) **Transportation & Mobility**, 5) Air Quality, 6) Natural Environment, 7) Parks & Recreation, 8) **Beautiful City**, 9) **Preservation**, 10) Arts & Culture, 11) Equity, 12) **Economy**, and 13) Government. Although all of these principles apply, in some way, to the work of the RDA, we focused on a subset of them (shown in **bold and green** text above) to highlight specific initiatives that could apply to Master Plan goals in the project area. The initiatives that apply most specifically to the Rose Park project area are listed below:

- Create a safe and convenient place for people to carry out their daily lives.
- Support neighborhood identity and diversity.
- Encourage and support local businesses and neighborhood business districts.
- Encourage a mix of land uses.
- Promote infill and redevelopment of underutilized land.
- Ensure access to affordable citywide housing (including rental and very low income).
- Promote energy efficient housing and rehabilitation of existing housing stock.
- Create a system of connections so that residents may easily access employment, goods and services, neighborhood amenities, and housing.
- Preserve and enhance neighborhood and district character.

- Balance preservation with flexibility for change and growth.
- Encourage a resilient and diversified economy.
- Support neighborhood businesses.

**Salt Lake County CDA Policy Conformance:** The attached table of “Rose Park Potential Project Area – Salt Lake County CDA Project Considerations” shows that this project area would likely be considered a favorable project area.

### **Project Area Strategies:**

---

**Infrastructure Improvement:** The following conditions currently exist:

- New/more dense development will require utilities to be upgraded to meet new demand.
- This area has an extremely high water table.
- The area is currently served by a Streetlight Special Assessment Area.

Salt Lake City is considering ways to connect Warm Springs Road to the east side of I-15 in its upcoming Transit Master Plan.

**Housing:** The Rose Park area contains mostly older single family homes, and some multi-family complexes. The RDA could provide assistance to renovate older homes through Housing Trust Fund assistance to Salt Lake City HAND.

**Economic Development:** There are currently no planned projects in the proposed Rose Park project area boundaries. The area has many economic development opportunities, including the redevelopment of underutilized commercial properties. The economic development activities could also encompass the expansion of existing and recruitment of new neighborhood businesses. Based on the existing zoning and land use patterns, this area would not be a major employment center.

**Blight Mitigation:** If this project area is considered for an Urban Renewal Area, a blight study will need to be conducted as part of the project area creation process.

### **RDA-City Financing/Program Tools**

---

**RDA Tax Increment:** Tax increment over a 25-year project area period was estimated for each potential project area, using 2014 tax revenue as the base value and an annual growth rate of 2%. The net present value of the total annual tax increment was calculated using a 5% discount rate.



**Estimated Tax Increment Projections, 2016-2041:**

<i><b>Project Area</b></i>	<i><b>25-Year Projected Tax Increment*</b></i>
Rose Park	\$3,624,395

\*Based on 100% TI Capture by RDA

**City Funding Objectives/Financing Tools:** Below are RDA and City programs that may be utilized in this project area. The City has numerous programs to leverage Tax Increment Funding, however, consideration of specific programs beyond those listed below can be made in the next phase of the New Project Area Creation Process.

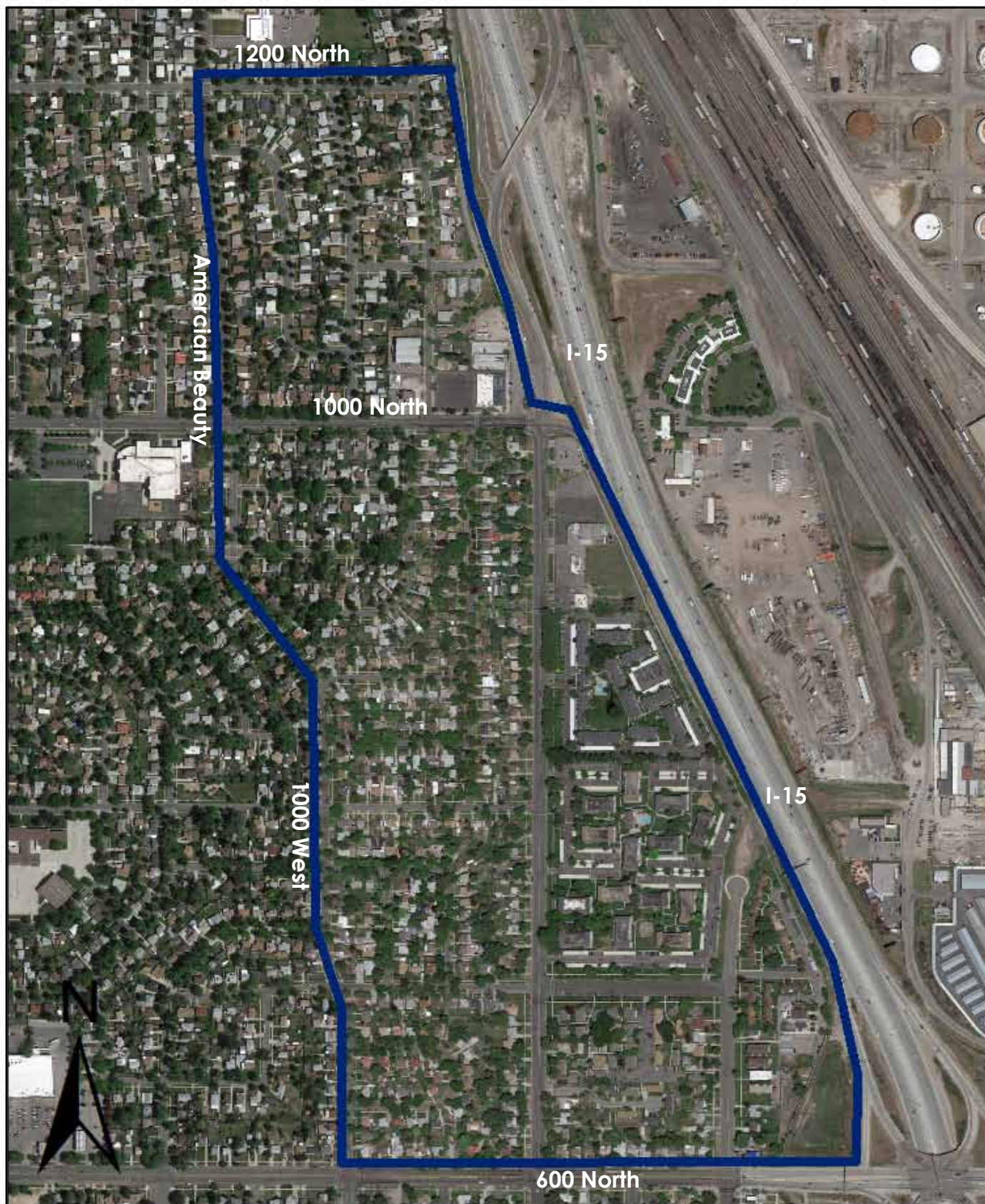
**RDA Loan Programs:** The RDA can assist property owners with building renovation and new construction. It offers the following assistance programs:

- New Construction Loan Program
- Building Renovation Loan Program
- Environmental Assessment and Remediation Loan Program
- Property Acquisition Loan Program
- Tax Increment Reimbursement Program

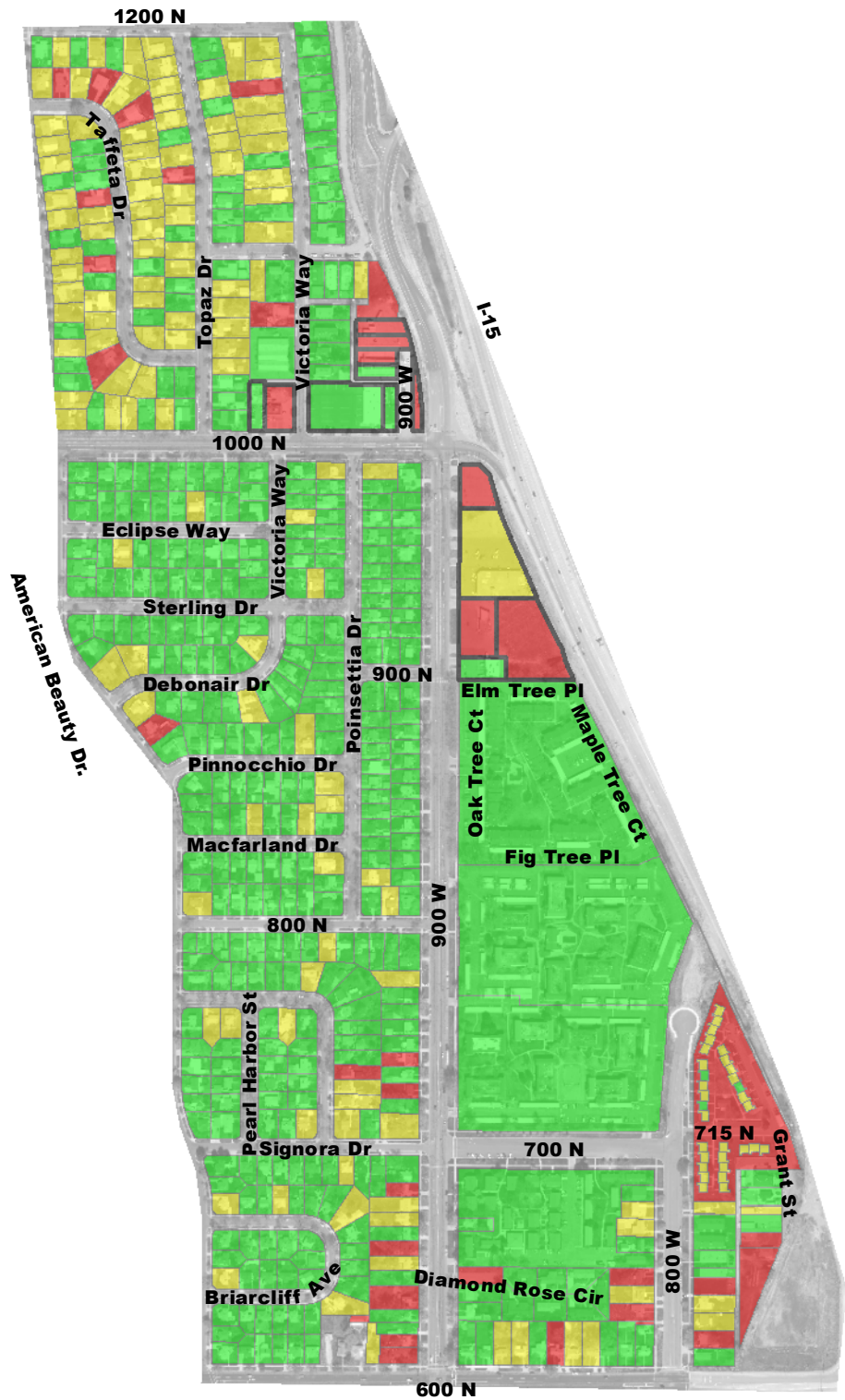
**City Assistance Programs:** Salt Lake City can partner with the RDA and/or property owners in the project area using the following programs:

- Capital Improvement Program
- Community Improvement & Outreach Grants
- Small Business Revolving Loan Fund
- Community Development Block Grant (may only apply to certain parts of this area)
- HAND Housing Programs (HOME, First Time Home Buyer, Housing Trust Fund)
- Class C Road Funds

# Rose Park

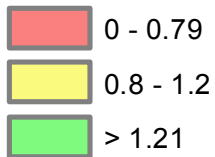




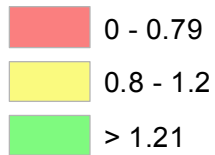


## Legend

### Non Residential BLDG / LAND



### Residential BLDG / LAND



0 250 500 1,000  
Feet



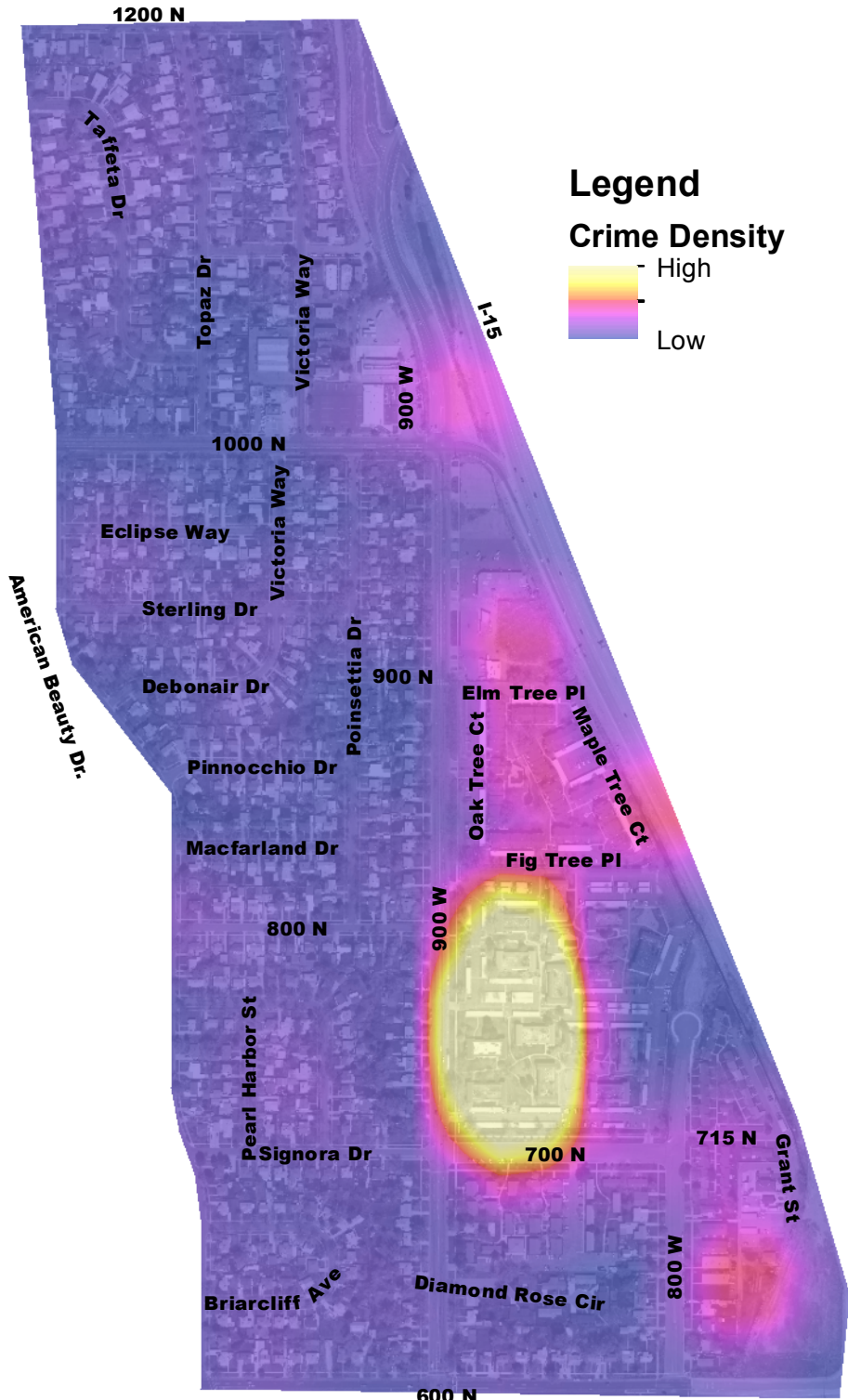
# Rose Park Building Value / Land Value



Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015

Primary offenses recorded  
by SLC Police Department  
6/1/14 - 5/31/15

Type	Count
ARSON	1
ASSAULT	108
BURGLARY	58
COMMERCIAL SEX	1
DAMAGED PROP	62
DRUGS	38
DUI - CLS A	1
DUI ALCOHOL	3
ESCAPE	58
FAMILY OFFENSES	22
FLEEING	1
FORGERY	1
FRAUD	16
HIT AND RUN	8
INV OF PRIVACY	11
KIDNAP	5
LARCENY	124
LIQUOR	2
MORALS-DECENCY	1
OBST POLICE	8
PROPERTY CRIME	1
PUBLIC ORDER	6
PUBLIC PEACE	35
ROBBERY	7
SEX OFFENSES	1
SEXUAL ASSAULT	6
SEXUAL OFFENSE	3
STOLEN PROP	1
STOLEN VEHICLE	57
TRAFFIC	2
WEAPON OFFENSE	4



0 250 500 1,000 Feet



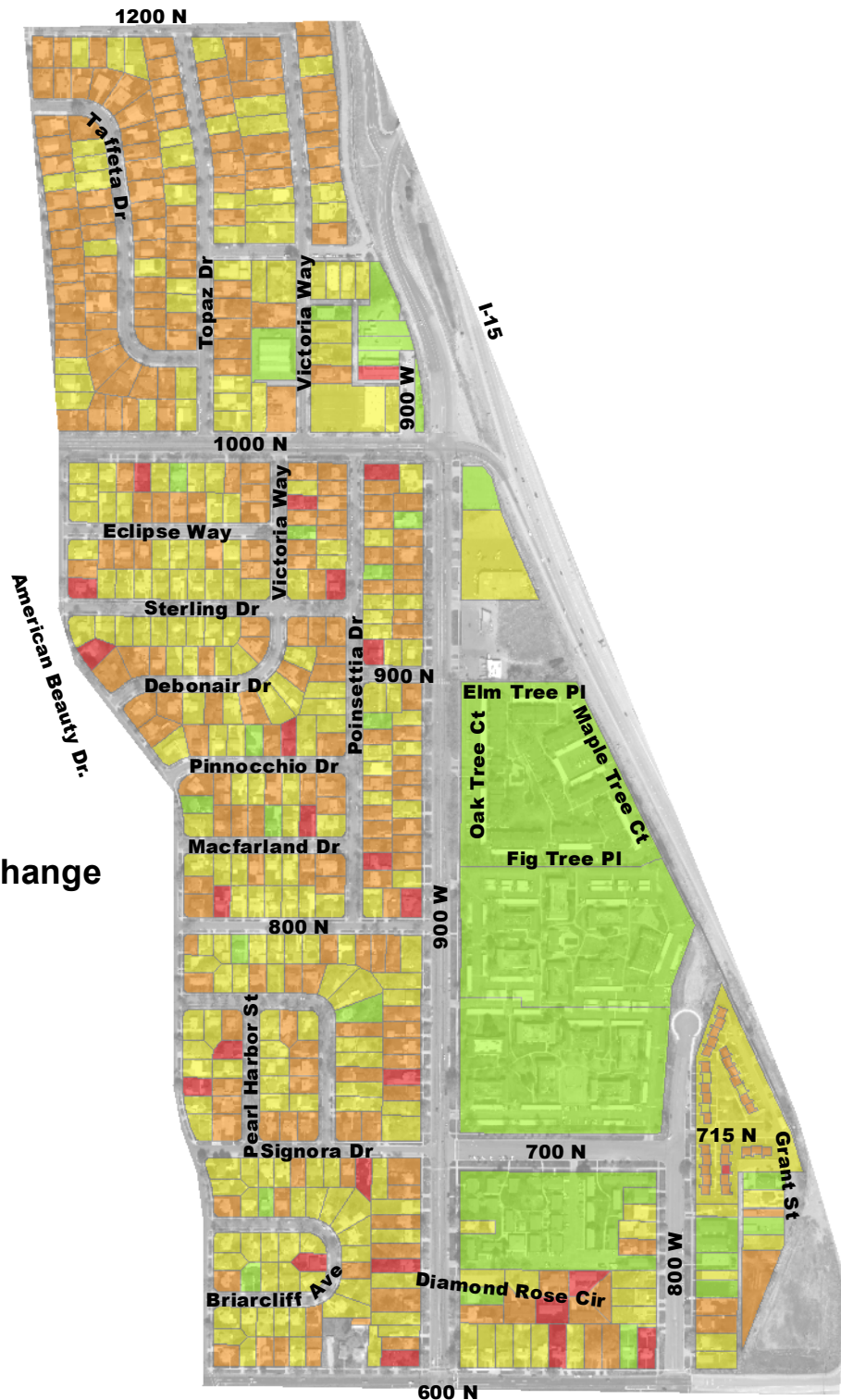
# Rose Park

## Crime in the past year



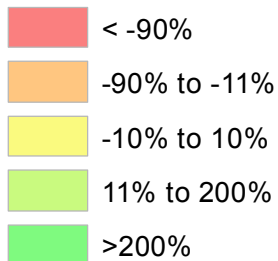
Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015



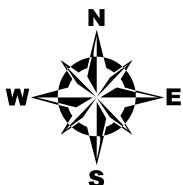


## Legend

### Parcel Value Percent Change 2009 - 2014



0 250 500 1,000  
Feet



# Rose Park Parcel Value Change





Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015


## Legend


Employee Count Per Business

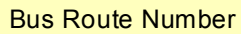
- 1 - 11
- 12 - 40
- 41 - 110
- 111 - 304
- 305 - 613

 uta\_bus\_stops

 uta\_bus\_routes

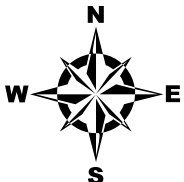
 uta\_rail\_stops

 uta\_rail\_lines

 Bus Route Number



0 250 500 1,000  
Feet



# Rose Park Employment & Mass Transit



Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015



## Rose Park Potential Project Area - Salt Lake County Community Development Area (CDA) Project Considerations<sup>1</sup>

CDA Project Criteria	Yes	No	Maybe
<b>Favorable Considerations</b>			
Project would not happen in a reasonable timeframe, or at proposed amenity level, but for the creation of the CDA and use of tax increment financing.	•		
Project is transit-supported <sup>2</sup> , mixed-use development with significant employment potential.			•
Project is located in strategic growth area as defined in the Wasatch Choice for 2040 and/or the regional transportation plan.	•		
Project will complement regionally significant community planning efforts.	•		
Project will create long-term, high-paying jobs.	•		
<b>Unfavorable Considerations</b>			
Project Area is predominantly market-rate housing.	•		
Project Area is predominantly retail (if yes, material justification for CDA will be evaluated on a case-by-case basis).		•	
Project Area is predominantly standalone single-family dwellings.		•	
Project will merely cause a relocation of jobs or retail sales from one area in the County to another area in the County.		•	
Project will involve development on sensitive land designated as open space, foothill, canyon, or other County-designated priority area.		•	

<sup>1</sup>Table presents select CDA Project Considerations derived from Salt Lake County, Countywide Policy and Procedures on Community Development Areas: <https://slco.org/economic-development/redevelopment-area-resources/>. The criteria presented in the table are those that are general enough to apply at this stage of potential project area ranking; additional Salt Lake County Policy Criteria will apply to specific CDA terms that would be negotiated once the project areas are ranked; these are listed below.

<sup>2</sup>Project area currently has two bus routes (519 and 520), but these serve the exact same loop, with one bus traveling clockwise and the other traveling counterclockwise. So there is essentially currently only one bus route in the project area.

### Other (favorable) Salt Lake County CDA Project Considerations – to be negotiated once project areas are ranked:

- Project is one where County's tax increment participation period is limited to 20 years or less.
- Project is one where County's tax increment participation rate is limited to 75% or less.
- Project is one where County's cumulative tax increment contribution to the agency is capped at a specified dollar amount.
- Project is one where County's tax increment dollars will be used primarily to pay for or reimburse the cost of "public infrastructure and improvements," as defined by Utah Code 17C-1-102(41), environmental remediation, and/or site preparation.
- Project is one where the local jurisdiction<sup>3</sup> is participating in the proposed project at a rate of at least \$1 for every \$1 contributed by the County from all sources, inclusive of any County Library contributions, either upfront or over the life of the proposed County contribution. The local jurisdiction can demonstrate that it is contributing other resources in addition to CDA proceeds and infrastructure, the value of which is equal to or greater than the prescribed ratio of participation.

<sup>3</sup>"Local jurisdiction" includes a City's CDA participation plus any contribution from all other taxing entities (i.e., mosquito abatement district, water district, fire service area, law enforcement area, etc.) except for the school district participation which is not included in the \$1:\$1 ratio calculation.



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# Potential Project Area Research Report: State Street

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## Introduction:

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State Street is a major gateway into downtown, but it currently aesthetically misrepresents our city. The proposed State Street project area is located between 500 South and 2100 South from Main Street to 200 East. This project area will be a major tax increment generator focused on revitalizing underused structures and creating opportunities for redevelopment along the State Street corridor, while improving the overall look and feel of the corridor. The S-Line Streetcar crosses State Street just south of the project area, which is outside of Salt Lake City's municipal boundary, but could possibly provide a starting point for activity generation and a major impetus for development of commercial and mixed-use including housing within the corridor.

## Relevant Data:

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**Area Acreage:** ~314 acres

### Zoning Designations/Area Percentage:

<i><b>Zoning Type</b></i>	<i><b>Acreage</b></i>	<i><b>% of Total</b></i>
Commercial	134.10	43%
Downtown	81.58	26%
Institutional and Public Land	35.25	11%
Single Family Residential	53.05	17%
Multi-Family Residential	10.14	3%
TOTAL	314.12	100%

As shown in the attached "State Street, Zoning" map, the majority of the parcels within the project area boundaries are designated for commercial and business uses, with a smaller number designated for residential uses. There are also two properties (Salt Lake Community College and the Salt Lake County Government Center) that are designated as institutional/public land.

**Crime Data:** The attached map of "State Street, Crime in the Past Year" shows a list and hot spot map of all primary offenses recorded by the Salt Lake City Police Department during the time period of June 1, 2014 to May 31, 2015. As shown in the map, there are multiple areas with high density crime, with the highest areas near the northeast corner of State Street and 900 South, and on the east side of State Street, between 800 South and 700 South.

**Current Public Transit Availability:** As shown in the attached map of “State Street, Employment and Mass Transit,” the proposed State Street project area has one main bus route, the 200, running north and south along State Street. In addition to this primary bus route, the 21, 17, 9, and 451 cross State Street within the project area boundaries at 2100 South, 1700 South, 900 South, and 600 South, respectively. In terms of weekday bus frequency, the 200 and 21 run every 15 minutes, the 9 and 17 run every 30 minutes, and the 451 is the Tooele Express, which runs three times in the morning and three times in the evening. The S-line streetcar crosses State Street just south of the project area, and outside of Salt Lake City’s municipal boundary, (between Wentworth Ave and Truman Ave, just south of 2100 S), and the 400 South light rail line is located one block north of the project area.

**Major Employment and Commercial Centers:** The number of businesses within the proposed State Street project area, and the number of employees at each business, is shown in the attached map of “State Street, Employment and Mass Transit.” As shown in the map, there are many businesses located within the project area, the majority of which are relatively small (1-40 employees), and a few that are relatively large (111-304 employees, and 305-613 employees). Some types of existing businesses within the subject area include motels, pawn shops, small retail clothing/boutiques, ethnic grocers, restaurants, bars, and automobile dealerships.

## City/County/Institutional Plans

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**Master Plan Goals:** The proposed State Street project area falls within the Central Community Master Plan, as well as the neighborhood planning areas of Downtown, Liberty, and People’s Freeway. In general, the Central Community Master Plan emphasizes the need for livable communities and neighborhoods, vital and sustainable commerce, unique and active places, and pedestrian mobility and accessibility. This area is also included in the Draft Downtown Community Plan (May 2015).

The following is a list of applicable elements of the Master Plan and Draft Downtown Community Plan goals and visions that could be accomplished through redevelopment of the State Street potential project area:

- Create an enhanced built environment to encourage employees to work and live in the Central Community and support the creation of smaller locally owned businesses.
- Maintain a variety of residential land uses, including preservation of housing stock that improves neighborhood character.
- Appropriately transition between multi-family housing and mixed land uses in designated areas to support sustainable development.
- Improve pedestrian movement along arterials and collectors to ensure pedestrian safety, and develop ways to address the isolation between major roadways and improve pedestrian orientation.

- Locate higher density residential land uses are near commercial areas, light rail stations, and open space.
- Eliminate problems associated with pawnshops, prostitution, and undesirable activities on State Street.
- Preserve historic structures that contribute to the culture of the community, and use design guidelines and review processes to ensure that new construction is compatible with the surrounding areas and established land use patterns.
- Maintain a variety of park sites and open spaces so residents can enjoy active and passive recreation space.
- Increase pedestrian accessibility and cultural activities to encourage more housing that supports the employment center of the downtown area.

**Recent or Planned Changes to Zoning:** The current Draft Downtown Community Plan (May 2015) includes a section on State Street and the zoning framework for the corridor. The Planning Division is considering rezoning the corridor along State Street to encourage midrise mixed-use development to help promote short-term redevelopment.

**Wasatch 2040:** There are ten strategies for local governments to implement the Wasatch Choice for 2040 (WC2040) vision. Strategy I is the most applicable to the work of the RDA, and it includes seven characteristics to be used to identify priority reuse areas. The table below identifies which of these seven characteristics applies to the State Street project area. WC2040 states that reuse efforts should focus on areas that have at least three of the seven characteristics.

	State Street
<b>Characteristics Identified for Priority Reuse Areas</b>	
The area has underutilized infrastructure.	
The location includes pedestrian-friendly physical characteristics or the potential for such.	•
Reuse would further other neighborhood revitalization objectives.	•
The area is located close to frequent transit service and has adequate automobile access.	•
An analysis indicates raw financial potential for reuse.	•
An unmet demand for workforce housing or compact housing develops in the community.	•
The area has “character” – a strong identity or sense of place.	•

Of the remaining nine strategies in WC2040, the following were identified as relevant to the State Street project area:

- Strategy II: Provide Incentives for Contiguous Growth and Infill
- Strategy IV: Create Walkable Commercial and Mixed-Use Districts
- Strategy VII: Create a Plan for Workforce Housing

**Plan Salt Lake:** Plan Salt Lake comprises the following thirteen guiding principles:

1) **Neighborhoods**, 2) **Growth**, 3) **Housing**, 4) **Transportation & Mobility**, 5) Air Quality, 6) Natural Environment, 7) Parks & Recreation, 8) **Beautiful City**, 9) **Preservation**, 10) Arts & Culture, 11) Equity, 12) **Economy**, and 13) Government. Although all of these principles apply, in some way, to the work of the RDA, we focused on a subset of them (shown in **bold and green** text above) to highlight specific initiatives that could apply to Master Plan goals in the project area. The initiatives that apply most specifically to the State Street project area are listed below:

- Create a safe and convenient place for people to carry out their daily lives.
- Encourage and support local businesses and neighborhood business districts.
- Provide opportunities for and promotion of social interaction.
- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- Encourage a mix of land uses.
- Ensure access to affordable citywide housing, including rental and very low income.
- Enable moderate density increases within existing neighborhoods where appropriate.
- Make walking and cycling viable, and safe and convenient transportation options in all areas of the City.
- Incorporate pedestrian oriented elements... into our rights-of-way and transportation networks.
- Reinforce downtown as the visually dominant center of the City through the use of design standards and guidelines.
- Identify and establish standards for key gateways into the City.
- Balance preservation with flexibility for change and growth.
- Foster and support growth of the creative economy sector.

**Salt Lake County CDA Policy Conformance:** The attached table of “State Street Potential Project Area – Salt Lake County CDA Project Considerations” shows that this project area would likely be considered a favorable project area.

### **Project Area Strategies:**

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**Infrastructure Improvement:** Both the UTA Transit Network Plan and Utah’s Unified Transit Plan identify a Bus Rapid Transit line on State Street. Safer east-west pedestrian crossings at State Street are needed. SLC Engineering identified the need to standardize the street beautification elements along State Street, as well as current drainage challenges.

*Note:* The City is responsible for the sidewalk and park strip while UDOT is responsible for the street.

**Housing:** The State Street corridor contains a mix of commercial interspersed with small single family residential neighborhoods. The RDA can assist by stabilizing existing neighborhoods while creating new quality mixed use and commercial developments.



**Economic Development:** The SLC Economic Development Division strongly recommends State Street as a new project area, as well as including both sides of Main Street in the redevelopment area. The redevelopment of this portion of State Street provides significant opportunities to revitalize older buildings and create new leasable spaces to help establish more commercial and mixed use along the corridor.

**Blight Mitigation:** If this project area is considered for an Urban Renewal Area, a blight study will need to be conducted as part of the project area creation process.

### RDA-City Financing/Program Tools

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**RDA Tax Increment:** Tax increment over a 25-year project area period was estimated for each potential project area, using 2014 tax revenue as the base value and an annual growth rate of 2%. The net present value of the total annual tax increment was calculated using a 5% discount rate.

#### **Estimated Tax Increment Projections, 2016-2041:**

<i>Project Area</i>	<i>25-Year Projected Tax Increment*</i>
State Street	\$18,583,426

\*Based on 100% TI Capture by RDA

**City Funding Objectives/Financing Tools:** *Below are RDA and City programs that may be utilized in this project area. The City has numerous programs to leverage Tax Increment Funding, however, consideration of specific programs beyond those listed below can be made in the next phase of the New Project Area Creation Process.*

**RDA Loan Programs:** The RDA can assist property owners with building renovation and new construction. It offers the following assistance programs:

- New Construction Loan Program
- Building Renovation Loan Program
- Environmental Assessment and Remediation Loan Program
- Property Acquisition Loan Program
- Tax Increment Reimbursement Program

**City Assistance Programs:** Salt Lake City can partner with the RDA and/or property owners in the project area using the following programs:

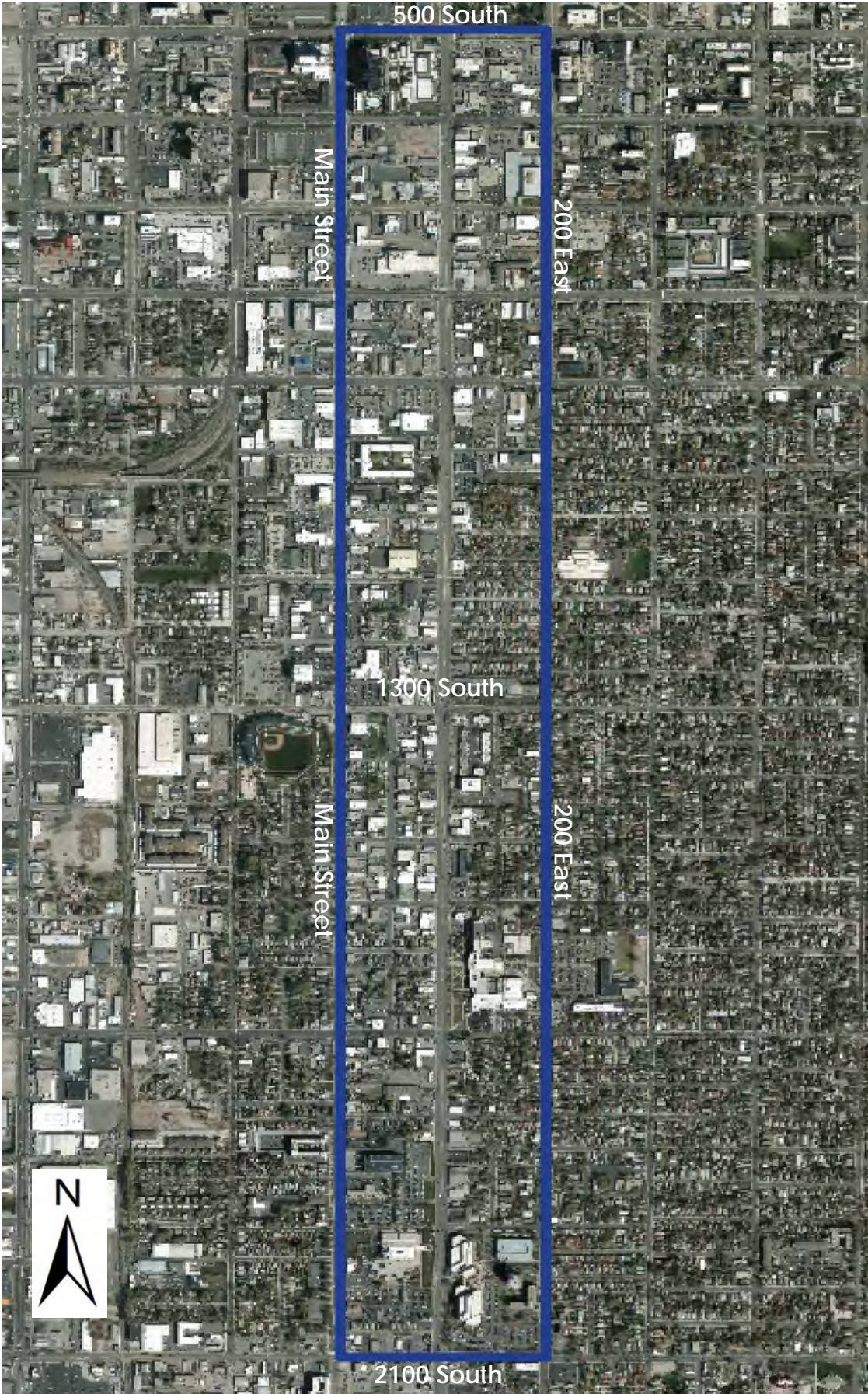
- Capital Improvement Program
- Community Improvement & Outreach Grants
- Small Business Revolving Loan Fund
- Community Development Block Grant (may only apply to certain parts of this area)
- HAND Housing Programs (HOME, First Time Home Buyer, Housing Trust Fund)
- Class C Road Funds

potential project area

# State Street



SLCRDA





potential project area

# State Street



SLCRDA

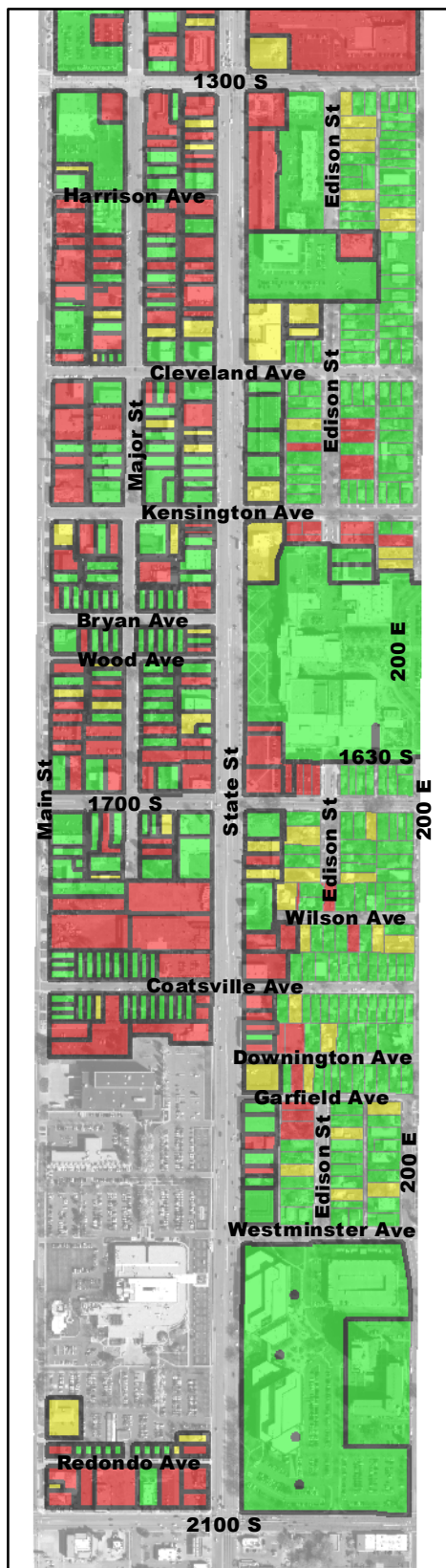
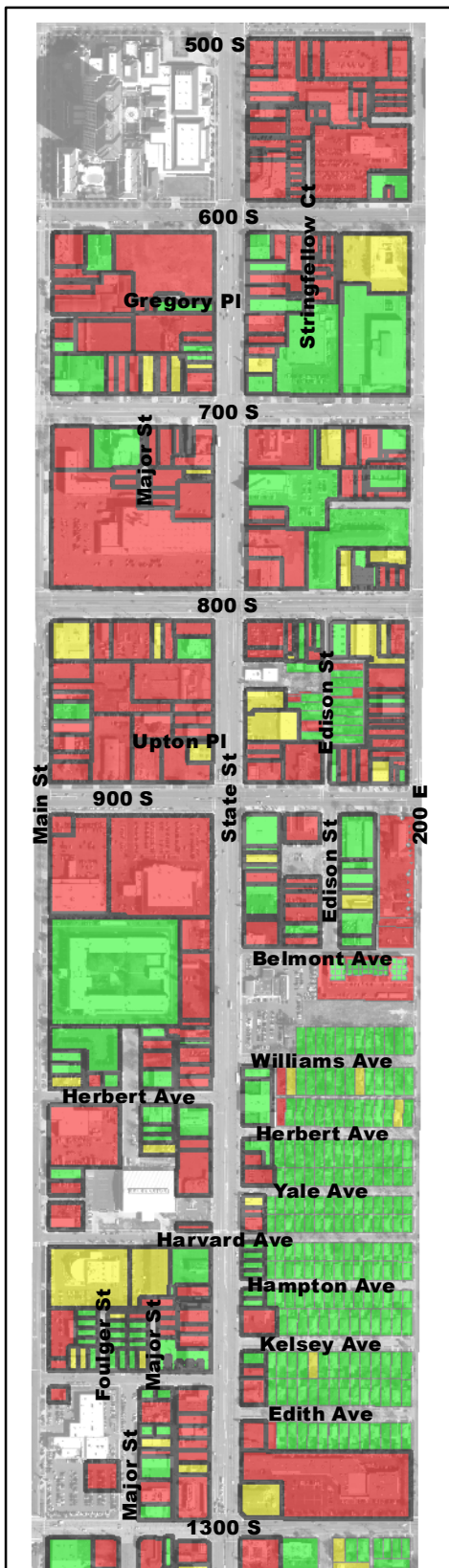
500 South - 1300 South



1300 South - 2100 South

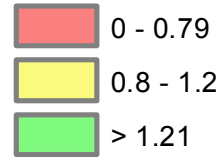




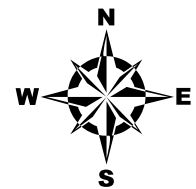
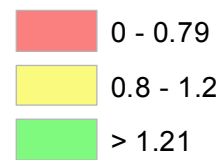


## Legend

### Non Residential BLDG / LAND



### Residential BLDG / LAND



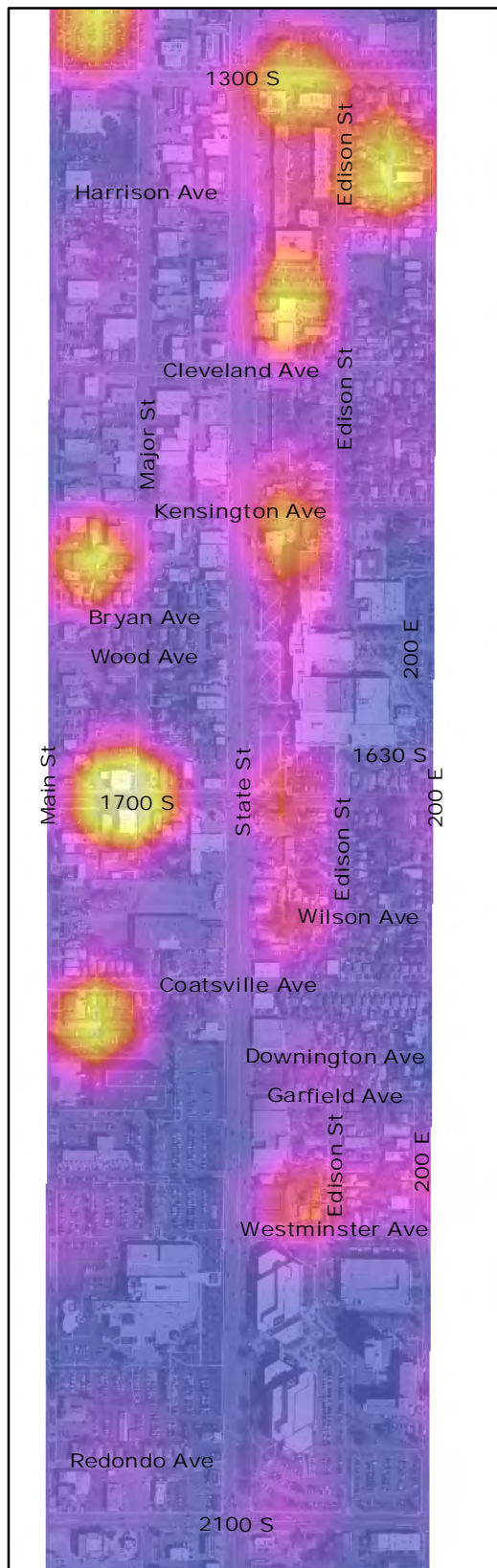
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# State Street Building Value / Land Value



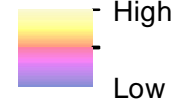
Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015





## Legend

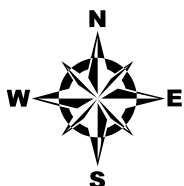
### Crime Density



Primary offenses recorded  
by SLC Police Department  
6/1/14 - 5/31/15

Type	Count
ALCOHOL IN VEH	2
ARSON	2
ASSAULT	253
BURGLARY	83
COMMERCIAL SEX	34
COUNTERFEITING	3
DAMAGED PROP	88
DRUGS	140
DUI - CLS A	1
DUI ALCOHOL	33
DUI DRUGS	4
EMBEZZLEMENT	2
ESCAPE	272
FAMILY OFFENSES	31
FLEEING	5
FORGERY	46
FRAUD	78
HIT AND RUN	41
INV OF PRIVACY	56
KIDNAP	4
LARCENY	560
LIQUOR	14
MORALS-DECENCY	6
OBST JUDICIAL	6
OBST POLICE	35
PUBLIC ORDER	70
PUBLIC PEACE	34
ROBBERY	38
SEX OFFENSES	1
SEXUAL ASSAULT	16
SEXUAL OFFENSE	11
STOLEN PROP	28
STOLEN VEHICLE	88
TA-INJ/ALCOHOL	1
TRAFFIC	8
WEAPON OFFENSE	10

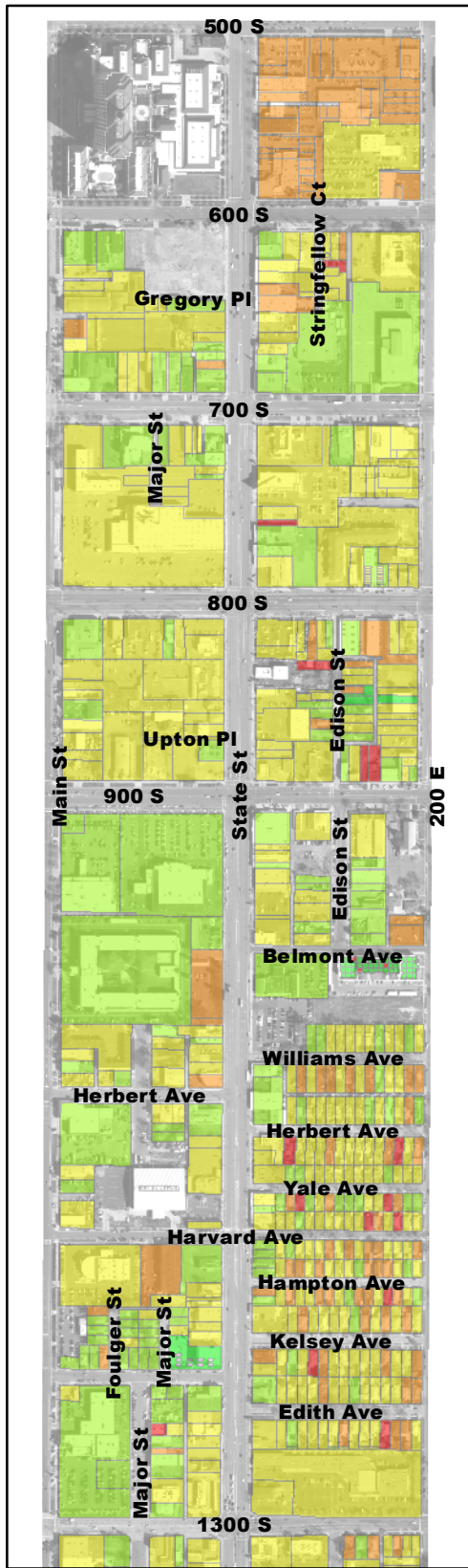
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# State Street Crime in the Past Year

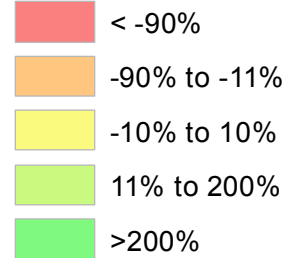


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Information Management Services  
July 2015



## Legend

### Parcel Value Percent Change 2009 - 2014



0 250 500 1,000  
Feet

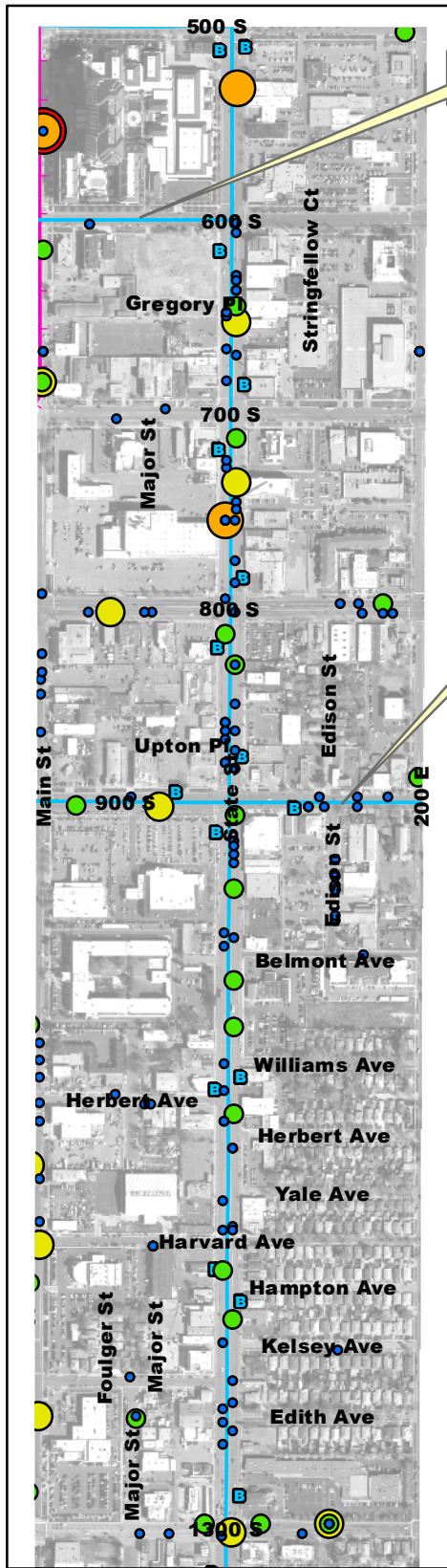


# State Street Parcel Value Change



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July 2015





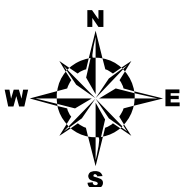
## Legend

### Employee Count Per Business

- 1 - 11
- 12 - 40
- 41 - 110
- 111 - 304
- 305 - 613
- B uta\_bus\_stops
- uta\_bus\_routes
- T uta\_rail\_stops
- +— uta\_rail\_lines

Bus Route Number

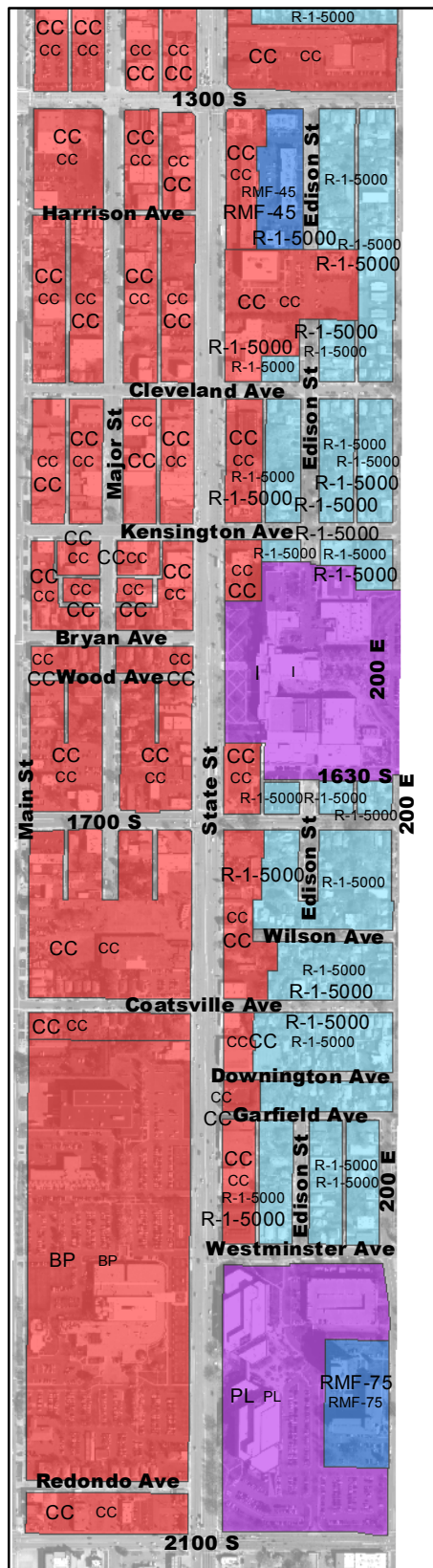
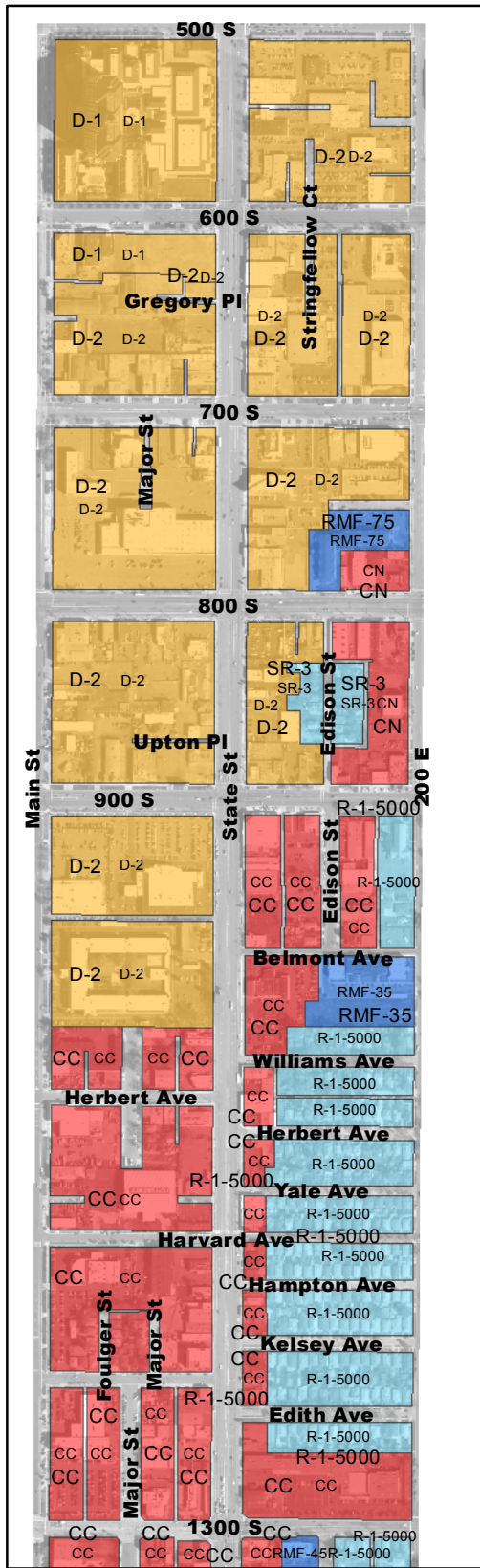
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# State Street Employment & Mass Transit



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Information Management Services  
July 2015

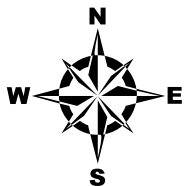


## Legend

### Zoning Districts Organized by Zoning Type

- Commercial
- Downtown
- Institutional and Public Land
- Single Family Residential
- Multi-Family Residential

0 250 500 1,000  
Feet



# State Street Zoning



Drawn By: K. Bell  
Salt Lake City Corporation  
Information Management Services  
July 2015



## State Street Potential Project Area - Salt Lake County Community Development Area (CDA) Project Considerations<sup>1</sup>

CDA Project Criterion	Yes	No	Maybe
<b>Favorable Considerations</b>			
Project would not happen in a reasonable timeframe, or at proposed amenity level, but for the creation of the CDA and use of tax increment financing.	•		
Project is transit-supported, mixed-use development with significant employment potential.	•		
Project is located in strategic growth area as defined in the Wasatch Choice for 2040 and/or the regional transportation plan.	•		
Project will complement regionally significant community planning efforts.	•		
Project will create long-term, high-paying jobs.	•		
<b>Unfavorable Considerations</b>			
Project Area is predominantly market-rate housing.	•		
Project Area is predominantly retail (if yes, material justification for CDA will be evaluated on a case-by-case basis).		•	
Project Area is predominantly standalone single-family dwellings.		•	
Project will merely cause a relocation of jobs or retail sales from one area in the County to another area in the County.		•	
Project will involve development on sensitive land designated as open space, foothill, canyon, or other County-designated priority area.		•	

<sup>1</sup>Table presents select CDA Project Considerations derived from Salt Lake County, Countywide Policy and Procedures on Community Development Areas: <https://slco.org/economic-development/redevelopment-area-resources/>. The criteria presented in the table are those that are general enough to apply at this stage of potential project area ranking; additional Salt Lake County Policy Criteria will apply to specific CDA terms that would be negotiated once the project areas are ranked; these are listed below.

### Other (favorable) Salt Lake County CDA Project Considerations – to be negotiated once project areas are ranked:

- Project is one where County's tax increment participation period is limited to 20 years or less.
- Project is one where County's tax increment participation rate is limited to 75% or less.
- Project is one where County's cumulative tax increment contribution to the agency is capped at a specified dollar amount.
- Project is one where County's tax increment dollars will be used primarily to pay for or reimburse the cost of "public infrastructure and improvements," as defined by Utah Code 17C-1-102(41), environmental remediation, and/or site preparation.
- Project is one where the local jurisdiction<sup>2</sup> is participating in the proposed project at a rate of at least \$1 for every \$1 contributed by the County from all sources, inclusive of any County Library contributions, either upfront or over the life of the proposed County contribution. The local jurisdiction can demonstrate that it is contributing other resources in addition to CDA proceeds and infrastructure, the value of which is equal to or greater than the prescribed ratio of participation.

<sup>2</sup>"Local jurisdiction" includes a City's CDA participation plus any contribution from all other taxing entities (i.e., mosquito abatement district, water district, fire service area, law enforcement area, etc.) except for the school district participation which is not included in the \$1:\$1 ratio calculation.