

# 8 Redwood Road District

## Creating a Community-Friendly Arterial

The Redwood Road District is located generally between 1100 North, I-215, and running along and near Redwood Road. See Figure R.1 for details

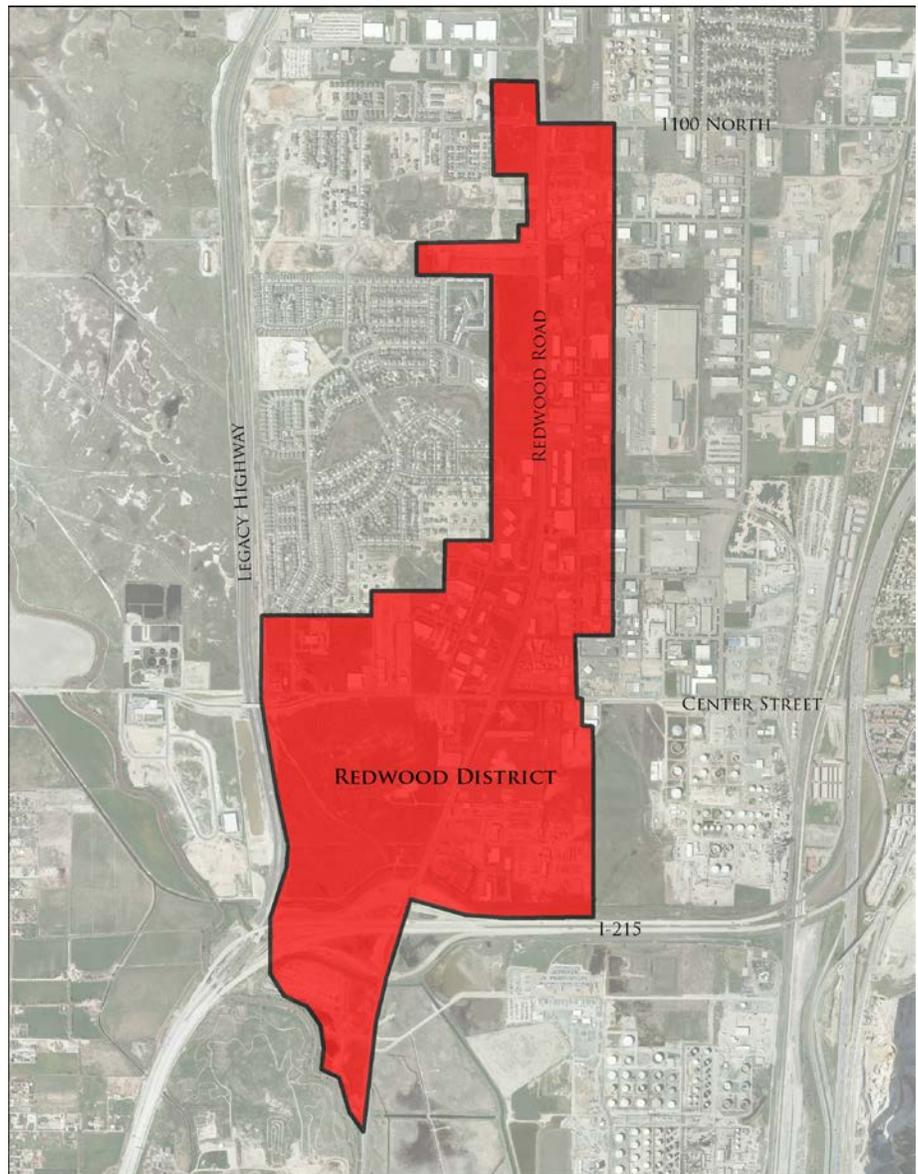
Create community-friendly development in the Redwood Road District by advancing the following goals:

1. ***Encourage quality development and intensity of activity.*** Redwood is underutilized and represents an opportunity to help NSL become a more complete community.
2. ***Maximize economic opportunities for the intersection of Redwood Road and I-215.*** Ensuring this key site helps grow the local economy, provide shopping opportunities, and adds to the quality of life of the surrounding areas.
3. ***Create a village identity that ties into the Foxboro community.*** Foxboro's primary entry should be a focal point for the community and be of consistent quality to the rest of the community.
4. ***Improve the appearance of the Redwood Road district.*** Helping NSL become a more attractive city by enhancing the appearance of key corridors including Redwood Road.
5. ***Increase Regional transportation access to the Redwood / Center Street area.*** Improved access to interstates will improve mobility for city residents and employees. It will also improve the attractiveness of development in the Redwood Road district for retail and office buildings.



- 6. ***Enable direct pedestrian and bicycle access.*** This will improve the overall livability of the west side of North Salt Lake.
- 7. ***Ensure general compatibility between buildings and uses in the Redwood District.*** Compatible development helps ensure reduced long-term conflicts for both industrial / commercial owners and users and residents.

Figure R.1: Geography of the Redwood Road District





## North Salt Lake Speaks

Through the public process North Salt lake residents expressed the need for additional shopping opportunities west of I-15. Residents also expressed a desire for new development with regional significance in the northeast quadrant of Redwood Road and I-215.

### WORKSHOP QUESTIONS

What is your level of initial support for encouraging a mix of uses, such as retail and housing, near Redwood Road?

- Not worth exploring, I have substantial concerns 0%
- Worth exploring further, but I have major concerns 15%
- Sounds like a good idea, but details need to be addressed 63%
- I strongly support this idea 22%

What is your level of support for increasing the pedestrian friendliness of development along Redwood Road?

- Not worth exploring, I have substantial concerns 0%
- Worth exploring further, but I have major concerns 15%
- Sounds like a good idea, but details need to be addressed 41%
- I strongly support this idea 44%

### ONLINE QUESTION

What would you most like to see improved on Redwood Road?

Responses listed in order of popularity:

- a) Selection of retail shops
- b) Aesthetic appeal of the street and buildings
- c) Sidewalks and other retail amenities



## KEY MAP THEMES

Eight maps were developed through a group activity. Groups acted independently of each other but many themes were consistent between the maps.

*New destination in northeast quadrant of Redwood and I-215.* One key finding present in all of the group maps was a desire for the new development in the property at the northeast quadrant of Redwood Road and I-215. Residents mapped a mix of uses that varied between the maps, but were consistent in seeing the property as a potential growth area.

*Increased shopping opportunities near Foxboro.* Residents emphasized the need for additional shopping opportunities west of I-15 to provide for local residents.

## Goals and Policies

This section of the Redwood Road Chapter describes goals and objectives that guide policy decisions consistent with the City's vision for Redwood Road and within the area at the northwest quadrant of Redwood Road and I-215.

### QUALITY AND VITALITY

Redwood Road in 2012 has substantial vacant land, low value industrial sites, and a low percentage of the sites are used for retail uses desired by Foxboro residents. Below are Goals, Policies, and Actions intended to steer the Redwood District to a higher level of investment, buildings and their locations that fit with market demands, and a land use pattern that is logical and minimizes jarring incompatibilities.

#### Goal R-1

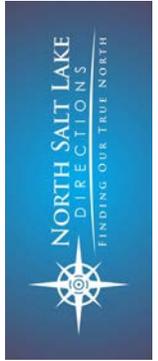
---

**Encourage quality development and intensity of activity in the Redwood Road District**

---

Policies:

Redwood Road



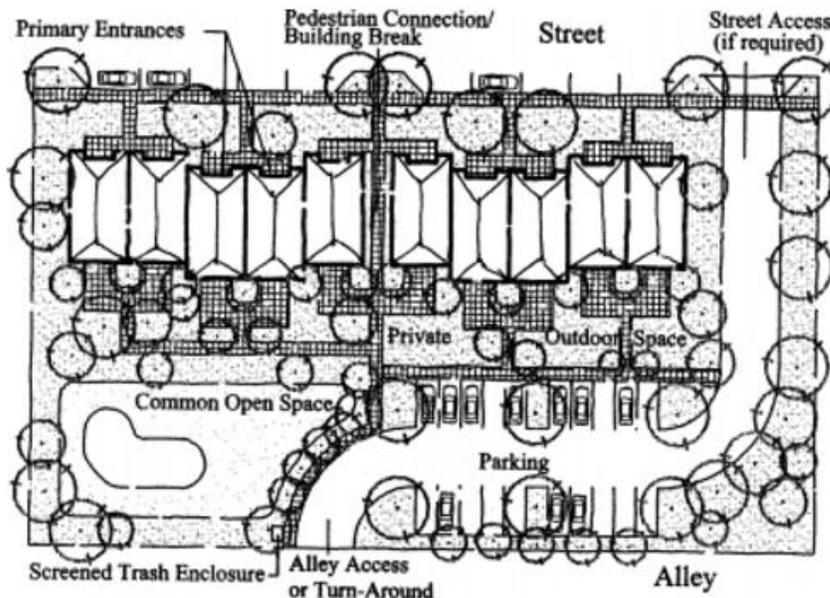
R-1.1 **Market-based regulations.** Create regulations appropriate for market realities.

Retail demand is not sufficient for the land area planned or zoned for retail along Redwood road. Meanwhile, housing and office uses should generally be enabled and encouraged in the vicinity of Redwood Road in order to increase buying power which, in turn, enables additional desired retail in the vicinity.

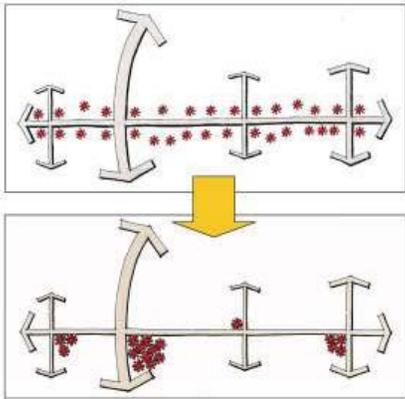
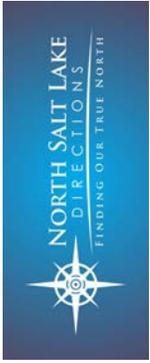
1.1.1 **Ensure community friendly design.** Architectural standards should be adopted for housing in the Redwood District to ensure human-scale design, while affording flexibility to use a variety of building styles.

- i. **Building Form.** Long continuous horizontal elements of individual buildings should be broken up.
- ii. **Eyes on the Street.** All building elevations visible from a public street right-of-way shall provide doors, porches, balconies, and/or windows facing that street.
- iii. **Avoid street access to housing from Redwood Road.** This helps traffic flow, ensures landscaping continuity along the street, and improves pedestrian safety. Prohibit residential driveway access on Redwood Road.

**Figure R.2: Redwood Road Housing Recommended Site Design Housing**



An example of new corridor-fronting multi-unit housing that meets the recommendations of this chapter.



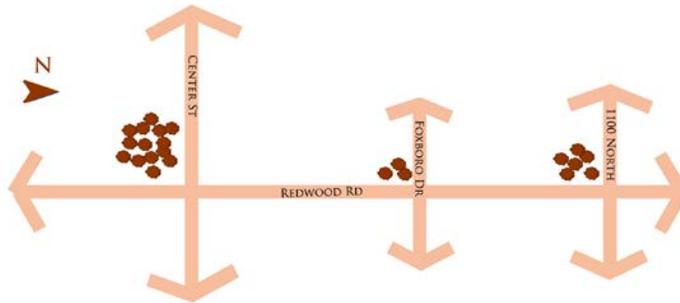
*Clustered retail focuses shopping opportunities where they naturally have the most visibility. The space in-between is an opportunity for offices or housing that increases buying power for additional retail.*

**R-1.2 Cluster future retail.** Encourage clustering of future retail.

Clustered retail tends to have a stronger draw beyond the immediate vicinity. Because there is a limited market for retail uses, they should be encouraged in the locations that are preferable to retailers.

Locations with excellent transportation access tend to be preferable to retailers, and therefore appropriate to encourage clustering of retail. In the Redwood Road district nodes of retail should be encouraged: near the I-215 freeway interchange, a potential Legacy Highway interchange, and at the intersections of major roads (major collectors and arterials) including Center Street & Redwood, and 1100 North and Redwood (See Figure R.3).

**Figure R.3: Encourage Clustered Retail in Redwood Road District**



- 1.2.1 Incentivize retail locations at freeway interchanges and major intersections. Provide desired bonuses such as increased density, increased height, decreased parking requirements in exchange for a mix of uses.



## GROWING THE REDWOOD DISTRICT ECONOMY

Redwood Road features sites, including the northwest and southwest quadrants of Redwood Road and I-215, that benefit from freeway access, are located on a major inter-county arterial, and feature vacant parcels and significantly underutilized sites. This is one of the last significant areas in the city with substantial potential for economic development.

### Goal R-2

---

#### Maximize economic opportunities for the intersection of Redwood Road and I-215

---

Policies:

R-2.1 ***Business attraction and expansion.*** North Salt Lake City staff and community leaders should focus their marketing and recruitment efforts on a few "high yield" targets that will make a significant difference to the local economy.

2.1.1. ***Recruit, retain and expand employers.*** North Salt Lake should encourage existing firms to grow and expand their business operations, and focus business attraction efforts on established firms within the region that may need larger facilities or a new location within the region. Firms with a regional presence are aware of the Interstate 80 and 15 corridor location advantages, and North Salt Lake can take advantage of a strong regional economy.

2.1.2 North Salt Lake should expend resources to attract firms engaged in transportation and seeking convenient access to the Salt Lake International Airport.

The market demand for regional transportation and distribution is strong, and North Salt Lake is in a good position to take advantage of a nearby highly skilled labor force and convenient access to I-15, I-80 and the Salt Lake International Airport.



*North Salt Lake can retain and grow Redwood Road employers through several programs:*

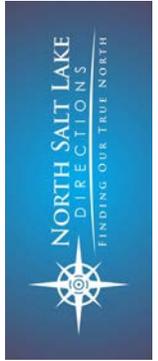
- Relocation assistance
- Improved roads and streets
- Incentives to encourage expanding North Salt Lake businesses to remain in NSL instead of moving
- Technical assistance, planning/zoning incentives and expedited business licenses

R-2.2 ***Spur revitalization.*** Create a Redwood Road revitalization area.

The City has already initiated a blight survey for several areas surrounding the Redwood Road/I-215 and Center Street intersections. This is one of the last large land areas in the City that could develop into a significant project area. It is believed that this area contains sufficient blight that the City could form an RDA project area, use condemnation authority, if necessary, to assemble property, construct large amounts of missing public infrastructure and in all other ways prepare the area for a high quality mixed use development that would contain office, entertainment, personal services and many other retail uses.

R-2.3 ***Maximize opportunities for the northwest quadrant of Redwood Road and I-215.***

2.3.1 ***New zone district for northwest quadrant of Redwood Road and I-215.*** Develop a new zone to address



scale of development and mix of uses in northwest quadrant of Redwood Road and I-215 area.

The CG zone is generally a broad and flexible zone, especially if modified to allow residential uses. Nonetheless, desirable development programs could be explored on the northwest quadrant of Redwood Road and I-215 property that exceed CG height limits, vary setback requirements, and explore a mix of uses that is not expressly contemplated in the CG zone. Further, use of a new zone on the Northwest quadrant of Redwood Road and I-215 property will help simplify the task of modifying the CG zone for application elsewhere in the City; the CG zone excluding the Northwest quadrant of Redwood Road and I-215 vicinity would cover primarily Redwood Road plus the Jerry Seiner property near 1100 North and I-15. Thus modifications to the CG zone would pertain primarily to arterial-focused retail. Exceptions to the CG base zone, for example in the Foxboro Village Center, would then be more appropriately handled in an overlay zone.

For the Northwest quadrant of Redwood Road and I-215 site, a new zone district is recommended to enable scale, design and use standards to be addressed together in a cohesive manner.

The Planned (PD) district is not recommended. The PD zone specifies that “standards for area, coverage, density, yard requirements, parking and screening for P district uses shall be governed by the standards of the residential, commercial or industrial zoning districts most similar in nature and function to the proposed P district uses...” For the Northwest quadrant of Redwood Road and I-215 there is no existing zone at the time of General Plan adoption that is appropriate for the PD district to be governed by.

**2.3.2 Proposed “Regional Activity Center” (RAC) Zone**

Below are recommendations for elements of a RAC Zone. The adopted zoning ordinance modifications should address additional details and tailor recommendations to more specific area-by-area circumstances.



Examples of developments that generally meet the recommendations of the new Regional Activity Center Zone



- i. **Uses:** Similar to CG, plus allow townhouse and multi-unit housing types.
- ii. **Maximum height (stories) and bulk:** Allow a 4 story height limit, while limiting overall development intensity to a 1.5 gross FAR (ratio of total building floor area to overall site area). Ordinance modifications should address additional considerations such as quality of soils and emergency service capabilities.
- iii. **Minimum intensity:** Given the strategic location and importance of the Northwest quadrant of Redwood Road and I-215 for North Salt Lake, a minimum intensity standard should be established to ensure the site is well utilized. The recommended minimum gross FAR is approximately 0.3.
- iv. **Lot coverage:** Allow greater flexibility in lot coverage than currently allowed by the CG zone. Consider removing lot coverage requirement. This allows landscaping to be pooled into certain parcels, leaving others for more pedestrian-oriented site design.
- v. **Landscaping area:** Maintain the 10% required landscaping requirement of the CG zone.
- vi. **Open space:** Require one square foot of plaza, park, or public space for every 10 square feet of gross building floor area.
- vii. **Front yard setbacks/ build-to lines:** allow flexibility in front-yard setbacks and build-to lines.
  - Interior streets and Center Street: 5' front yard minimum setback and 15' front yard maximum setback.
  - Redwood Road: 20' to 80' front yard minimum setback and 40' to 80' front yard maximum setback.

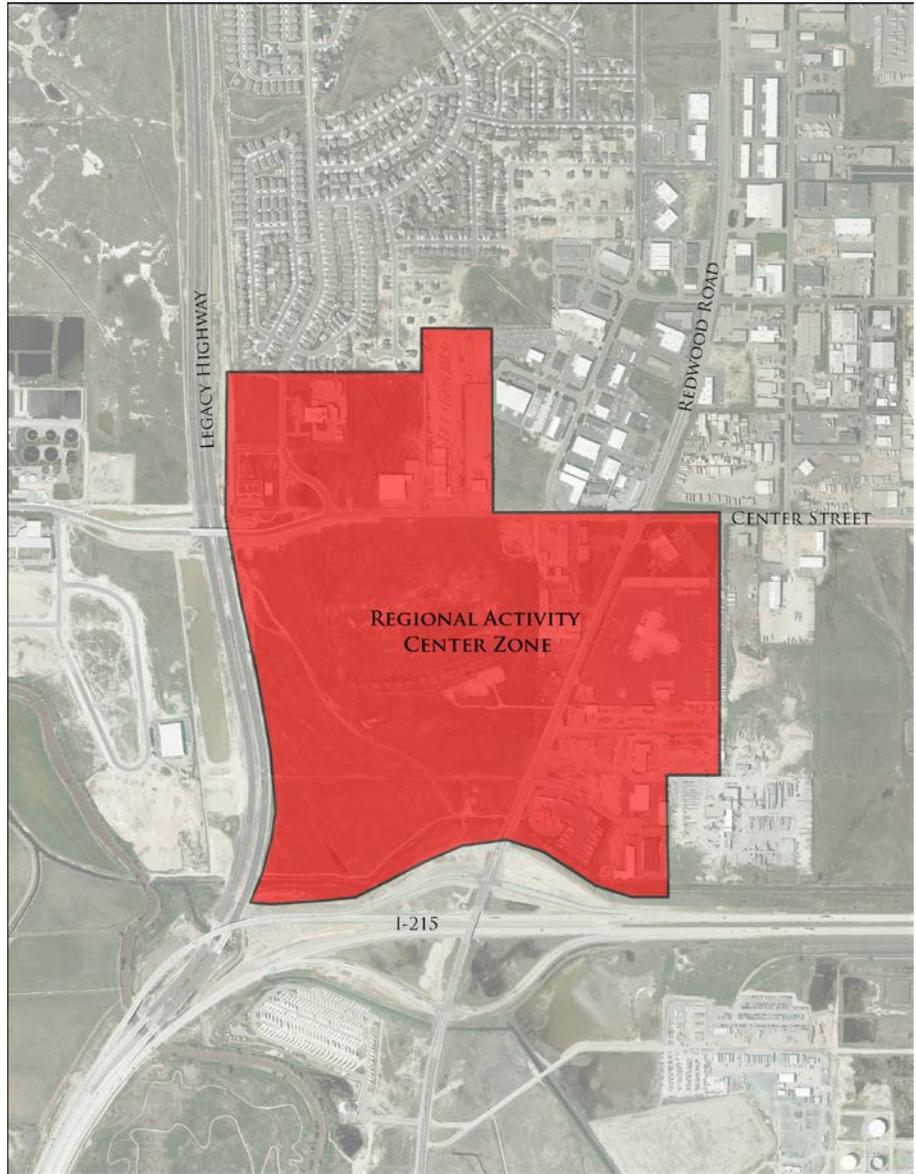


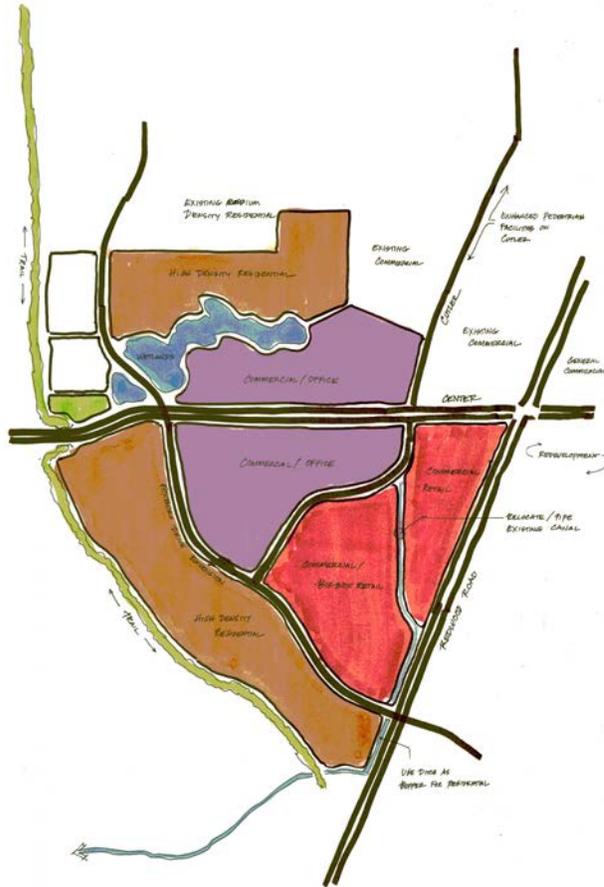
- viii. **Block size standards:** Require the site to be organized into recognizable blocks (the area surrounded on all sides by streets), of no greater than 6 acres per block. Private streets may be assumed to help satisfy the block standards so long as they include sidewalks.
- ix. **Building design:** Require street orientation of buildings; front doors facing the street; a “street” may be an interior private street.
  - Ground floor window standards apply to all street-facing facades. A 35% transparency standard, affecting the ground floor only, can be met with windows, doors, or display areas. Residential-only buildings and big-box format stores should meet a less-stringent ground-floor transparency requirement.
- x. **District Parking strategies:** to enable more efficient use and management of parking, allow district parking strategies (required parking does not necessarily need to be located on the same individual parcel or block as the parking demand-generating buildings).
- xi. **Parking lot location:** Buildings and plazas should generally front streets in the RAC and pedestrian circulation should be safe and convenient. Parking (unless configured as on-street parking) should be to the rear or side of buildings and not between a building’s front façade and the closest public or complete private street. Big box buildings should generally be exempt from this standard. All sites should benefit from ample pedestrian walkways such as an 8 foot walkway adjacent to the building.

*\*These recommendations are also included in the Land Use Chapter*

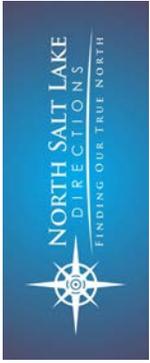


Figure R.4: Recommended Regional Activity Center (RAC) Zone

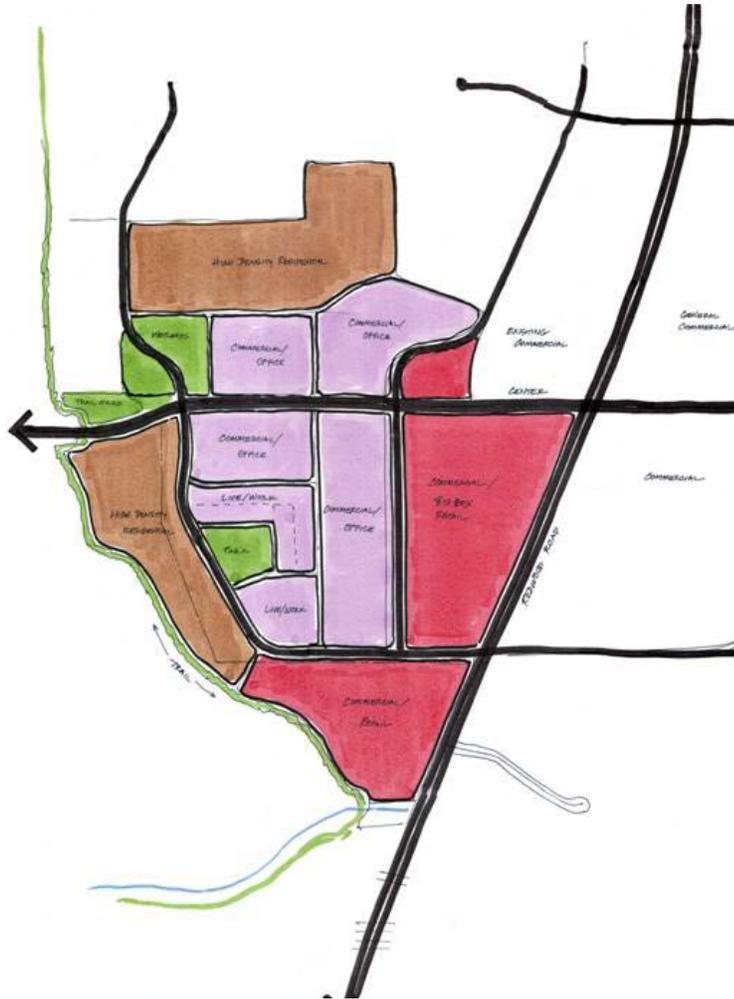




The following sketches are concepts of potential Land Uses for the Regional Activity Center. The color red is **commercial/big-box retail**, the color purple is **commercial/office**, the color brown is **high-density residential**, and the color green is **open space/trails**



The following sketches are concepts of potential Land Uses for the Regional Activity Center. The color red is commercial/big-box retail, the color purple is commercial/office, the color brown is high-density residential, and the color green is open space/trails



Redwood Road



## VILLAGE IDENTITY

Foxboro is a high quality master planned community. It integrates a variety of housing types, a hierarchy of parks and trails, and effectively brings schools and churches into the community. A small village center would make Foxboro become even more of a complete community. Further, a village center located at the primary entrance to the community -- at Redwood Road and Foxboro Drive -- would help strengthen the overall identity of the community. Conversely, run of the mill design could cast a negative shadow over the Foxboro community.

### Goal R-3

---

**Create a village identity that ties into the Foxboro Community.**

---

#### Policies

- R-3.1 ***Establish Foxboro Drive as a quality community gateway.***  
Create a commercial center at Foxboro Drive that is comfortable for pedestrians and complements the overall Foxboro Community.

**Figure R.5: Foxboro Village Overlay Zone**





The parking lot is located to side and rear of this movie theatre.

3.1.1 ***Foxboro Village Overlay Zone.*** Establish an overlay zone on CG at the Foxboro Drive entrance to the Foxboro community. The overlay zone should include the following components:

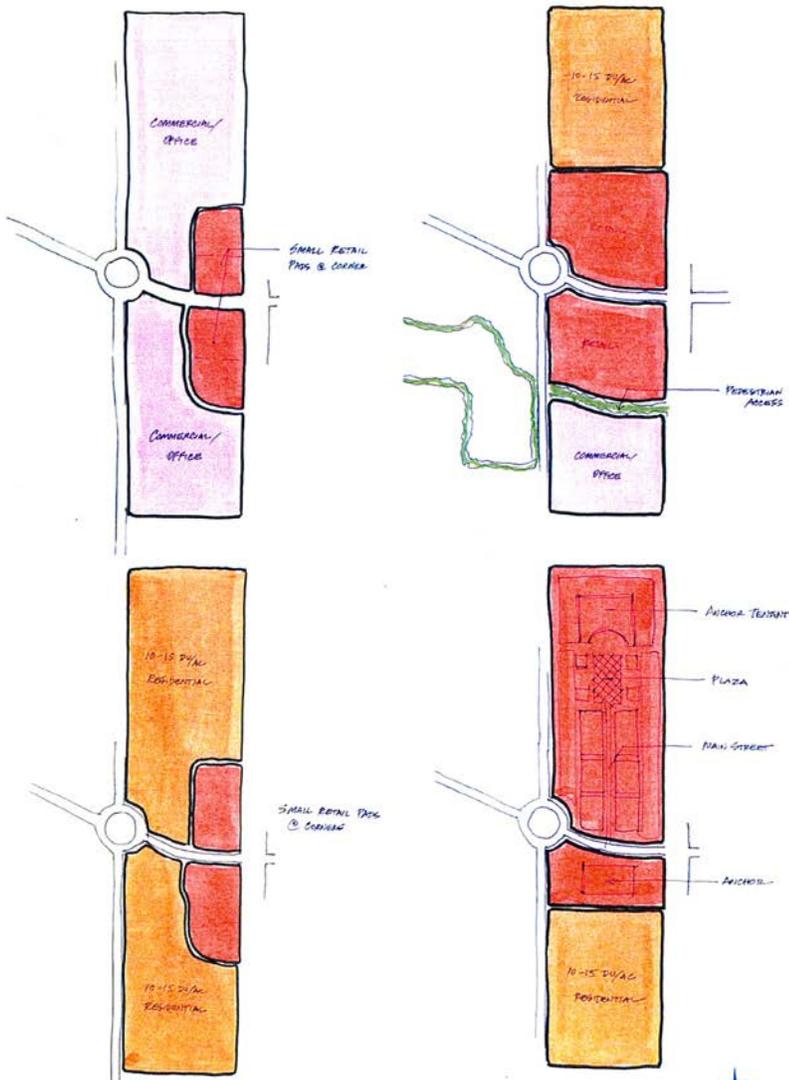
- i. **Sense of arrival.** 2 story height minimums at the Foxboro Drive/ Redwood intersection.
- ii. **Comfortable for pedestrians.** Buildings should avoid having rear facades facing Foxboro Drive. Dedicated pedestrian walkways should connect front doors to public sidewalks. Prohibit the location of parking between buildings and Foxboro Drive and between buildings and Redwood Road.
- iii. **Parking lot placement.** Modify the base zone so parking lots are in the rear or to the side of buildings. This will ensure that pedestrian movement is not impeded by large parking lots. Prohibit parking between the building's primary façade and nearest public sidewalk.
- iv. **Foxboro Village sign or monument.** A Foxboro Village Center sign or monument should be established at the intersection.
- v. **Colors/ materials.** Design standards should establish a color palette and materials designed to be complementary to buildings on Foxboro Drive. Material standards should not add more than minor additional costs to construction.

*\*Also included in the Land Use Chapter*

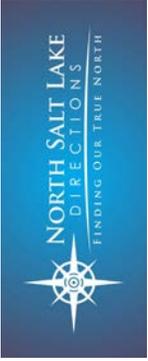


## Foxboro Drive Land Use Concepts

Ideas explored during the general plan process



The following sketches are Land Use concepts for the Foxboro Village Center. The red color is retail, purple is commercial/office, and orange is high-density residential.





## IMPROVE APPEARANCE

North Salt Lake’s identity is substantially shaped by its arterials. These corridors are highly visible and seen by a large cross section of residents and visitors alike. Improving the visual quality of Redwood Road, defined as the space between front façades on opposing sides of the street, will substantially improve the perception of the Redwood District. Further, ensuring an attractive Redwood Road experience will help imbue a positive identity on the city’s west side and the city overall.

### Goal R-4

#### Improve the appearance of the Redwood Road District

##### Policies

R-4.1 ***Street Tree Program.*** Establish a street tree program to both act as a buffer to industrial uses and give identity to Redwood Road. Trees should be appropriate for the climate and adjacent land use.

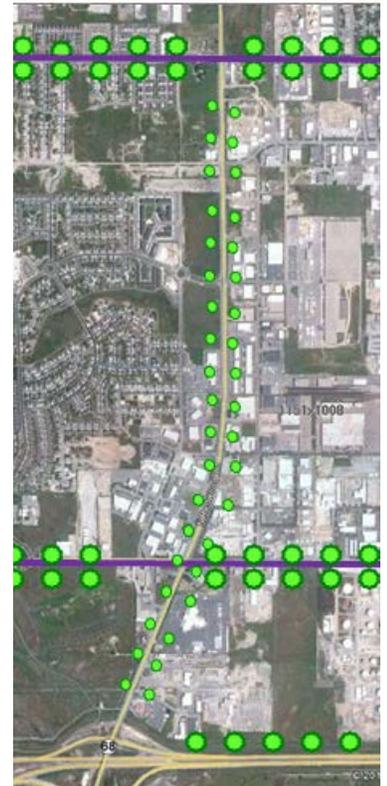
*\*See the Land Use Chapter for More Details on Street Trees.*

R-4.2 ***Reduce visual clutter.***

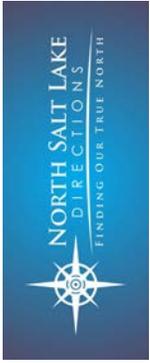
Redwood Road should convey to patrons and potential developers that it is a high quality setting. Unsightly outdoor storage, poorly maintained sites, and existing signs should be addressed to reduce visual clutter.

4.2.1 ***Adopt new property maintenance standards.*** This includes addressing:

- i. Landscaping (weeds) & xeri-scaping
- ii. Peeling/flaking paint
- iii. Rusting or non-maintained signs
- iv. Address parking lot maintenance and striping
- v. Address outdoor storage in commercial areas.



Street trees should be planted along both sides of Redwood Road



Monument signs need not be small; they can be scaled to higher speed arterials such as Redwood Road.

Image Courtesy: I-5 Design and Manufacture

4.2.1 **Outdoor storage non-conformance.** Address non-conforming outdoor storage within the City. Consider techniques such as:

- i. Review existing approvals for consistency with the on-site conditions. Determine if the conditions are illegal as opposed to just non-conforming.
- ii. Enforce any negative conditions within the bounds of the ordinance.

R-4.3 **More attractive signs.** Improve Aesthetic Quality of Signs in the proposed Regional Activity Center and in the Foxboro Village Overlay. Many suburban jurisdictions have regulated the height of signs and restricted pole signs. Pole signs, sometimes taller than the buildings they advertise, place a visual focus away from landscaping and buildings, de-emphasize pedestrian and bicycle orientation of signs, and the pole itself is visually unsightly.

4.3.1 **Transition to monument signs.** Restrict pole signs in the RAC and Foxboro Village Overlay.

4.3.2 **S-2 boundaries.** Increase the extent of the S-2 sign district to include the proposed Regional Activity Center and the Foxboro Village Overlay, as well as other areas where the future land use is recommended to change from industrial to commercial.

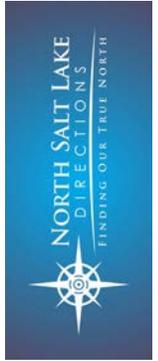
4.3.3 **Temporary signs.** Restrict temporary signs on the basis of number of signs, size, and allowable duration.

4.3.4 **Window signs.** Restrict window signs to a specified percentage of window coverage.

*\*See the Land Use Chapter for a summary of all sign recommendations.*

R-4.4 **Median improvements to Redwood Road.** Landscaping in the median of Redwood Road would improve the perception of the overall Redwood Road and, given the gateway role the street plays for the City, would reflect positively on North Salt Lake as a whole.

4.4.1 **Study appropriate median locations.** The city should engage in a study to identify appropriate locations for landscaped medians on Redwood Road.



## TRANSPORTATION ACCESS

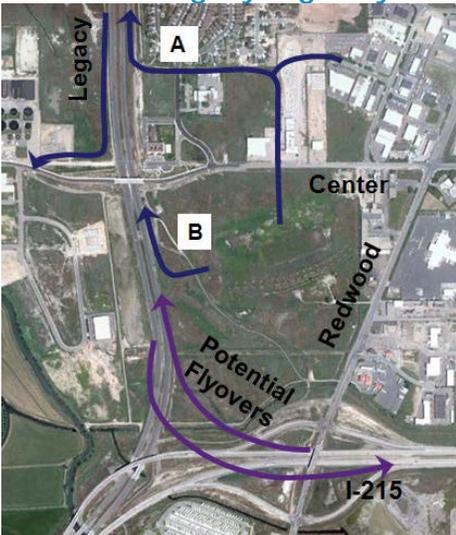
Improved regional transportation access is a critical priority for North Salt Lake to enhance economic development opportunities and provide improved transportation options for residents and employees west for I-15.

The Redwood interchange provides excellent access from the south, but there is poor access from the north via Legacy Parkway. During the Legacy Parkway environmental study, UDOT determined not to build an interchange at Center Street, partly because it is complicated by an existing private school, but also because the development potential in the area was thought to be so modest, that an interchange was not necessary.

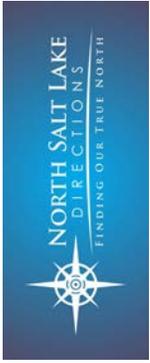
However, the property between Redwood and Legacy has significant development potential, and is highly visible from I-215, Legacy Parkway, and Redwood Road. The property has the potential for businesses that could attract visitors from well beyond the NSL city limits. If it is possible to create on and off ramps to and from the north on Legacy Parkway, commercially viable properties in the area would likely be significantly enhanced, and residents in the area would also enjoy better access.

The transportation chapter elaborates more extensively on access options, but here is a synopsis of what is discussed there:

**Figure R.7: Options for Improved Access to Legacy Highway**



Two options exist for northbound “trumpet” on-ramps at Center Street (A and B in Figure R.7).



## Goal R-5

### Increase regional transportation access to the Redwood / Center Street area

Policies:

R-5.1 Coordinate with UDOT on which option they prefer, A or B, then use corridor preservation strategies to ensure that option remains viable until it can garner funding and other support for construction.

### PEDESTRIAN AND BIKE ACCESS

Bike and pedestrian use on Redwood Road are desirable and will add to the quality of life of Foxboro residents and the city as a whole. Being enticed to walk or ride a bike to a store along Redwood only happens if the street is more community friendly, more attractive, and safer for bikes and pedestrians. While Redwood needs to first work as a road that is driven on, there are techniques to help it also work well for bicyclists and pedestrians.

## Goal R-6

### Enable direct pedestrian and bicycle access

Policies:

6.1 ***Improve pedestrian connections.*** Additional pedestrian / bike-only connections should be planned to further connect Foxboro to Redwood Road. Ideally, these connections would

line-up with existing perpendicular local streets. The City should investigate options for additional locations:

- i. Between 900 West and Foxboro Drive, tying into the Terrace Apartment drive.
- ii. Between Foxboro Drive and Cambridge, tying into Somerset drive.

Figure R.8: Approximate Locations for Pedestrian Access to Redwood Road



*\*Recommendations also included in the Transportation Chapter*



R-6.2 ***Enhance the streetscape.*** Improve the streetscape for visual appearance, bikability, and walkability

Uses fronting Redwood are expected to be less sensitive to the need for traffic calming measures and pedestrian oriented features. Adjacent uses should still have good design standards and provide pleasant and interesting views, but the public right-of-way itself should be considerably different than Highway 89.

What follows are recommendations for the Redwood Road streetscape:

**6.2.1 Pedestrian realm standards.** A multi-use trail has been started on the west side of Redwood, and should be continued. It should be 8-10 feet wide, occupy a space that is typically 25 feet wide. There should always be at least 8 feet of landscaping between the trail and the curb. On the east side, grass and uniform trees should typify park strips, and a regular 5-ft sidewalk should be provided. On both sides, break up the view occasionally with artwork, water-features, trees, burms, rock or monuments, building faces that touch the right-of-way, and other features.

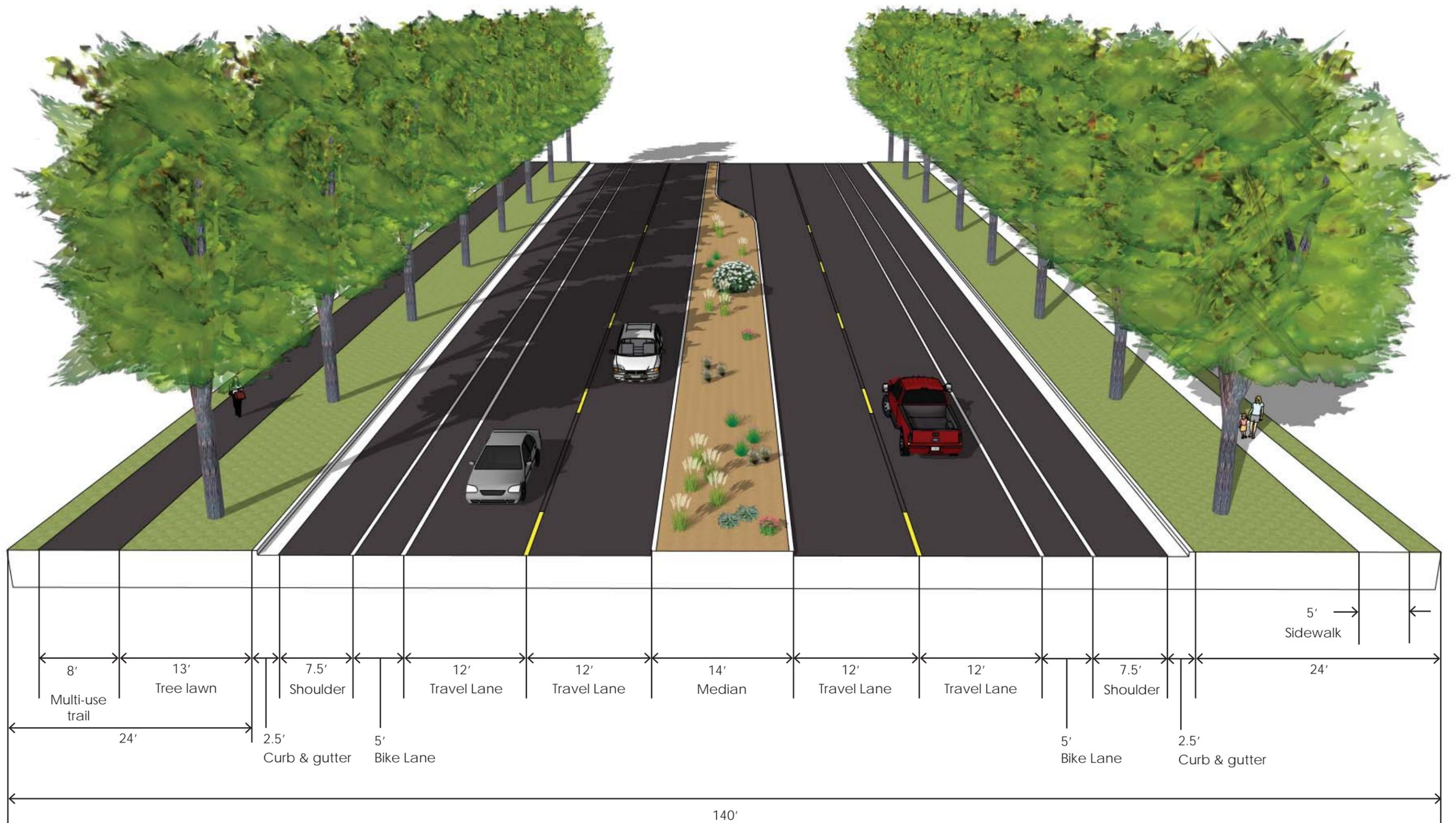
**6.2.2 Shoulder area standards.** UDOT already has a good space set aside for shoulders and in the overall pavement width currently being established for Redwood Road.

**6.2.3 Travel lane standards.** Maintain UDOT's 12-foot standard widths along all of Redwood Road.

**6.2.4 Median standards.** Maintain the existing width of the median. Coordinate with UDOT and seek opportunities to provide a planted median, with occasional breaks for left-turns.

R-6.3 ***Conduct intersection studies.*** Before any work is done that would affect a significant intersection (Center Street, Foxboro Drive, 1100 North), conduct a study to determine the ultimate footprint of that intersection, or plan in advance for the use of Alternative Intersections, described in the Appendix.

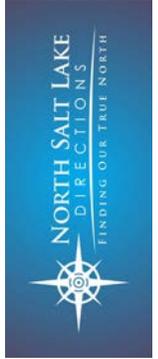
**Figure R.9: Proposed Redwood Road Cross Section**



140'  
ROW

REDWOOD ROAD STREET SECTION





## COMPATIBILITY

In west North Salt Lake, residential areas in Foxboro are in close proximity to industrial, warehousing, and retail uses. A mix of uses can be accommodated, but jarring incompatibilities of scale and use should be avoided.

### Goal R-7

---

**Ensure general compatibility between buildings and uses in the Redwood District**

---

R-7.1 *Appropriate land use transitions.* Between commercial or industrial buildings and low density residential development, there should be a transition in scale or use, or a buffer of open space.