



Memorandum

Planning Division
Community & Economic Development Department

To: Historic Landmark Commission

From: Nick Britton, Principal Planner
Ana Valdemoros, Associate Planner

CC: Pat Comarell, Assistant Planning Director
Cheri Coffey, Planning Manager

Date: Wednesday, April 29, 2009

Re: Euclid Small Area Plan

The Planning Division is in the midst of drafting the *Euclid Small Area Plan* and is soliciting feedback from community groups and advisory boards. The Euclid neighborhood is a west side neighborhood that stretches from Interstate 15 to the Jordan River and from North Temple to Interstate 80 (see Attachment). A number of city resources are within or adjacent to Euclid, including the Fisher Mansion, the Jordan River, and the Utah State Fairpark. Planning staff will present information at the May 6, 2009 Historic Landmark Commission meeting and request that you review the attached draft prior to the meeting.

The plan focuses on strengthening the single-family residential uses at the southern half of the neighborhood while encouraging a mix of higher density residential and commercial uses north of that. On North Temple, across from the State Fairpark, the plan envisions transit-oriented development anchored around two future TRAX stations that will serve the neighborhood: one at 800 West and one at the Jordan River. The plan also anticipates a "Main Street" on 900 West from North Temple to 200 South which will serve as a neighborhood retail and cultural hub. Euclid is envisioned as a prime recreational destination with a new neighborhood park on South Temple at 900 West and the completed Jordan River Parkway on its western edge. Finally, the *Euclid Small Area Plan* recommends a historic survey for the neighborhood and other potential preservation techniques for property owners.

Attached is a map of the neighborhood and a copy of the draft plan. If you have any questions prior to the meeting, please contact Nick Britton (801-535-6107 or nick.britton@slcgov.com) or Ana Valdemoros (801-535-7236 or ana.valdemoros@slcgov.com).

Thank you.



INTERSTATE 15

NORTH TEMPLE

INTERSTATE 80

JORDAN RIVER

DRAFT



Euclid

SMALL AREA PLAN



Prepared by the Salt Lake City Planning Division
in association with URS Corporation.



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EXECUTIVE SUMMARY

The primary purpose for the creation of the Euclid Small Area Plan is to define the neighborhood structure and design character and set forth goals and strategies for directing its future development and role within the West Salt Lake Planning Community and the City. The Euclid Small Area Plan will serve as a policy tool for the pertinent City decision making bodies in conjunction with property owners, developers, businesses and the general public in the area.

The development strategies contained in the *Euclid Small Area Plan* are intended to provide an overall design framework to create distinctive development within the neighborhood. The *Euclid Small Area Plan* supplements and is subject to existing regulations, including zoning standards adopted by Salt Lake City. Should any conflict arise between adopted regulations and strategies established in this document, the regulations would prevail.

This document is divided into ten chapters, including an introduction to the Euclid neighborhood and a discussion of the process that led to this document's creation. The plan is then divided into chapters dealing with residential, commercial, industrial and recreational uses currently in the neighborhood with a description of how they are envisioned in the future. Policies regarding historic preservation, transportation, and public facilities are also critical pieces of this small area plan that are discussed and analyzed. Finally, a schedule for the implementation is detailed, divided into short-term, mid-term, long-term and ongoing strategies. This schedule is found at the end of the plan.

Vision of the Euclid Master Plan

The vision for the future of the Euclid neighborhood is to preserve and enhance the existing historic single-family detached residential areas, transition existing marginal industrial and heavy commercial areas into mixed use and neighborhood-oriented commercial development and to provide opportunities for more multi-family housing and transit oriented development.



Figure 1. Stakeholders at February 24, 2009 meeting.

Goals

The following list of goals was developed based on discussions held during stakeholder committee meetings. These goals are the guiding principles for the recommendations made in the *Euclid Small Area Plan*.

The Euclid neighborhood should:

- Preserve and enhance its unique historical, physical and cultural identity.
- Provide preservation, stability and renewal in appropriately designated areas.
- Include a center or “heart” that contains at least two of the following: open space, neighborhood serving retail, and/or a civic use.
- Include “walkability,” demonstrating that pedestrians are valued.
- Provide historical continuity, restoring older structures while welcoming compatible new development.
- Offer a diversity of housing choices and public spaces for a diverse population – attracting and retaining residents and property owners who will help foster community and stability.
- Provide a pleasant and safe place in which to live, work, and visit.
- Develop strategies for improving access and safety for all travelers using all modes of transportation.
- Develop strategies for improving the appearance of the neighborhood.



Figure 2. Examples of some of Euclid's assets: tree-lined streets, stable residential enclaves, and historic architecture.

THE EUCLID NEIGHBORHOOD

The Planning Area

General Description

The Euclid neighborhood encompasses 13 square blocks of the northern area of the West Salt Lake Planning Community. It is located less than two miles west of Downtown Salt Lake City and is bordered by significant infrastructural and natural barriers: North Temple Street to the north, Interstate 80 to the south, Interstate 15 to the east, and the Jordan River to the west. The neighborhood is bisected by an east-west railroad alignment cutting along the South Temple right-of-way. North-south through streets such as 900 West and 1000 West Streets are frequently blocked by railroad traffic. North Temple Street has long served as the major east-west automobile corridor for the neighborhood.

The Euclid neighborhood is within the Poplar Grove Community Council boundaries. This area is part of the West Salt Lake Planning Community. Euclid's immediate neighbor to the north is the Fairpark neighborhood which is part of the Northwest Planning Community.

Uses within Euclid

Euclid's neighborhood is comprised mainly by residential, commercial and industrial land uses (see Figure 3). The residential component consists of single family as well as multi-family dwellings concentrated along the eastern and southern edges of the neighborhood bordering the elevated interstate highways. In addition, pockets of single-family residences are found interspersed between the commercial and industrial land uses.

Scattered throughout the neighborhood are historic frame houses and several historic landmarks including the Albert Fisher Mansion and Carriage House, and the LDS Fifteenth Ward Chapel (adaptively reused as a commercial music studio).

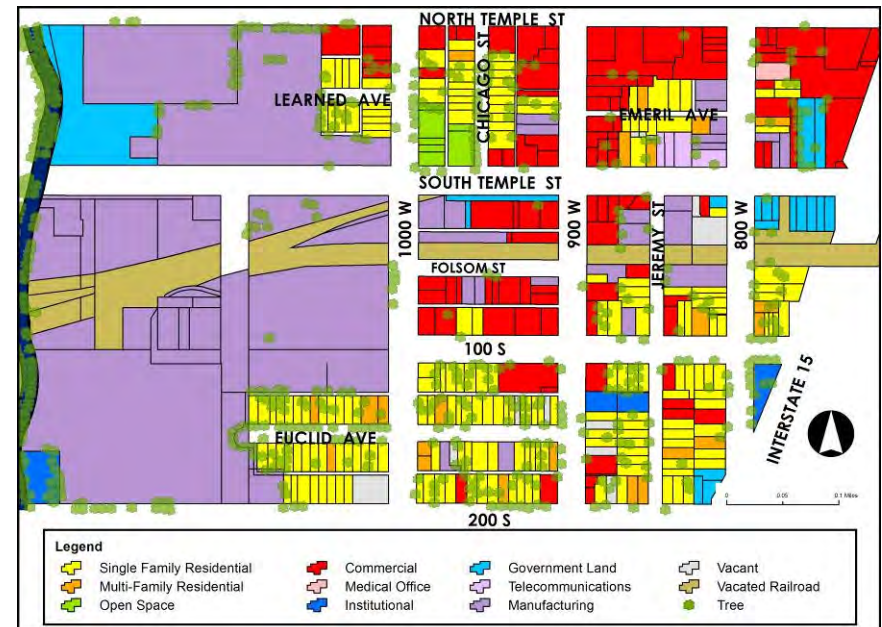


Figure 3. Current land use in Euclid as of December 2008.

In the northern boundary of the neighborhood along North Temple Street, the main land use is commercial. Fast food restaurants, retail stores, motels, and other retail services dominate the corridor. The North Temple portion of the Euclid neighborhood also hosts large expanses of the Utah State Fairpark surface parking. Other commercial uses are also interspersed within the neighborhood and often abut residential and industrial uses.

Industrial uses dominate the west side of the neighborhood abutting the Jordan River as well as the blocks along the South Temple Street railroad lines. Like the commercial pockets abutting residential properties, industrial uses are often found neighboring the residential uses. Finally, the Euclid neighborhood is home to the Madsen Park located in the northeastern corner of South Temple Street and 1000 West.

Historical Context

Housing Development

The Euclid neighborhood developed in the late 1800s after industrial uses began to congregate along the western edge of Downtown. Real estate developers and others foresaw that this area would become the center of industrial activity and that workers would want to live near the factories. Therefore, working-class housing and river adjacent industrial activities were built in this western part of Salt Lake City. Frame houses were customary in the Euclid neighborhood and a great percentage was built in the area in comparison to other neighborhoods. Frame housing was more affordable than the expensive brick homes typically found in other areas of Salt Lake City.

The Euclid neighborhood was set to become a working class neighborhood. Numerous subdivisions were platted to accommodate the anticipated industry-stimulated growth, and plans were proposed for the construction of model communities for factory workers. As some of these subdivisions were developed, the houses on Euclid Avenue between 1000 West and 1100 West and a few other homes were built scattered about the neighborhood (see Figure 4). However, the Salt Lake City economy soon shifted, leaning more towards commerce than industry, and

the planned industrial workers' neighborhood never fully developed. The block of Euclid Avenue, west of 1000 West is a glimpse of what the neighborhood might have looked like if the demand for working class housing had remained strong at that time.



Figure 4. Euclid Avenue from 900 West as it appeared in 1914. Used with permission from the Utah State Historical Society, all rights reserved.

Twentieth Century Trends

North Temple became a major route between Denver and San Francisco, as the only major east-west thoroughfare in the vicinity until Interstate 80 supplanted it. The North Temple corridor attracted tourist and regional-serving retail uses such as fast food restaurants and motels built in the second half of the 20th century. Today North Temple businesses are mainly patronized by

residents of the area (Northwest and West Salt Lake Planning Communities), and by the employees of the major employment centers including the Salt Lake City International Airport, the State Office Campus, Rocky Mountain Power, Questar and others.

Efforts by Salt Lake City to introduce more commercial and industrial uses to the neighborhood through zoning changes in the mid-1960s eroded the residential component and further fractured the land use arrangement. The residential land uses in the southern portion of the neighborhood, however, have struggled and endured. Many of the residential structures are more than 100 years old. Due to the perseverance of the residential property owners in this part of the neighborhood, the City designated Euclid as a target area and subsequently prepared and adopted the *Euclid Target Area Plan* in 1986. The plan identified intended actions to be taken by the public and private sectors to revitalize the neighborhood. In accordance with some of the recommendations of that plan, the City improved infrastructure in the residential portion of the neighborhood to help stabilize the area for residential land uses.

Demographic Trends

Census

Euclid is a diverse neighborhood and home to nearly 900 residents (see Table 1). Children, senior citizens, and 1-person households represent large shares of the population. While half of Euclid residents identified themselves as White in the 2000 Census, nearly one quarter of the population reported Native Hawaiian/Pacific Islander heritage. Euclid's median household income, \$30,000, was lower than the Salt Lake City average of \$36,944. Nearly one-fifth of Euclid households earned less than

\$10,000 in 2000. Slightly less than one-half of the neighborhood residential units, 49 percent, are owner-occupied, compared to 51 percent owner-occupied housing in Salt Lake City in general.

	Euclid	Salt Lake City
Overall Population	895	181,743
Age Distribution		
0 – 5 years	9%	8%
6 – 17 years	19%	16%
18 – 64 years	53.5%	65%
65 + years	18.5%	11%
Racial Distribution		
White	50%	79%
Native Hawaiian/Pacific Islander	24%	2%
Hispanic	19%	19%
American Indian/Alaska Native	6%	1%
Black	3%	2%
Asian	2%	4%
2+ Races	2%	4%
Household Income Distribution		
< \$ 10,000	19.6%	11%
\$ 10,000 – 14,999	7%	7%
\$ 15,00 – 24,999	24.5%	15.5%
\$ 25,000 – 34,999	26%	14%
\$ 35,000 – 49,000	17%	16.5%
\$ 50,000 – 74,999	9%	18%
\$ 75,000 – 99,999	2%	8%
\$ 100,000 – 149,999	2%	6%
\$ 150,000 +	0%	4%
Median Household Income	\$ 30,000	\$ 36,944
Households	240	71,461
Household Distribution		
1-Person Households	30%	33%
Family Households	52.5%	56%
2+ Person Non-Family Households	17.5%	11%
Occupied Housing Units	224	71,461

Table 1: Demographic data for Euclid and Salt Lake City (Source: 2000 Census).

Existing Land Use Conditions

Euclid's historic development and incremental zoning changes have resulted in incompatible uses adjacent to residences. Clusters of homes exist within the central area of the neighborhood, which is currently zoned for general types of commercial uses. Because general commercial zoning is meant to accommodate a variety of businesses, some with associated outdoor storage and signage, residents along Emeril Avenue, South Temple, 100 South and 800 West have no regulatory protections to preserve or enhance their residential enclaves.

Portions of the Euclid neighborhood south of 100 South are residentially zoned yet the current multi-family zoning designation permits moderate density multi-family residential development along Euclid Avenue and Jeremy Street. The existing zoning does not encourage the preservation of the large share of existing single-family homes with historic character.

The cluster of homes along Chicago Street and on the east side of 1000 West near North Temple is zoned to preserve the low-density single-family homes, many of which were built in the 1940s and 1950s. The homes on Chicago Street, in particular, appear to be well maintained. The residential uses on the west side of 1000 West and on Learned Avenue are zoned for automobile-oriented commercial uses and have not been maintained.



Figure 5. A single family home on Euclid Avenue.

THE PLANNING PROCESS

Planning Background

In 2004, the Environmental Protection Agency (EPA) approved a grant intended to assist the eventual restoration of City Creek to the surface between 500 West and the Jordan River. This restoration would be located in the heart of the Euclid neighborhood. As a condition of the EPA's grant, the City was required to conduct a public outreach component. It was proposed that the public outreach component be in the form of a small area plan. This way the City would also be able to use the grant money to direct the future land use of the area and help address impacts both positive and negative of the land uses surrounding the restored creek bed.

The development of the *Euclid Small Area Plan* has become an excellent outreach vehicle involving a diverse group of individuals. A network of neighborhood groups, called community councils, have been established throughout Salt Lake City and recognized by the city itself as a means to keep interested residents and representatives informed of city decisions, projects and events. The Euclid neighborhood is represented by the Poplar Grove Community Council. North Temple serves as its northern border, so the adjacent council, Fairpark Community Council, is a vital piece of the public process as well.

As part of the issues-gathering phase staff collected comments from citizens, residents, property and business owners, community council representatives and the Planning Commission regarding issues, concerns and attributes of the Euclid neighborhood. The issues identified have been summarized in the

plan. Staff then worked with an advisory committee consisting of residents, property owners, business representatives, community council representatives, and representatives of major area institutions to discuss ways to address the issues as well as identify goals and a vision for the neighborhood.

Once the Advisory Committee voiced support of the final draft, it was released for general public review and comments, with specific presentations to the Fairpark and Poplar Grove Community Councils. The plan was also reviewed by the various advisory City Boards including the Transportation Advisory Board, Public Utilities Advisory Board, Business Advisory Board, Open Space Lands Advisory Board, and the Historic Landmark Commission. On (date to be added), the Planning Commission held a formal public hearing and made a recommendation to the City Council. The Euclid Small Area Plan was adopted by the City Council on (date to be added).

Current Issues

The Euclid community's desire is to preserve and enhance their neighborhood and become active participants in planning for its future. There is a need for physical and visual connections to other residential areas such as the Gateway, Fairpark and Poplar Grove neighborhoods. Some of the community's desires for their neighborhood are for better yard maintenance and to develop strategies to protect and increase property values. The Euclid community values the preservation of mixed-use areas and hopes to create an environment where individuals of the neighborhood, who come from different cultures and backgrounds, can peacefully coexist and interact.

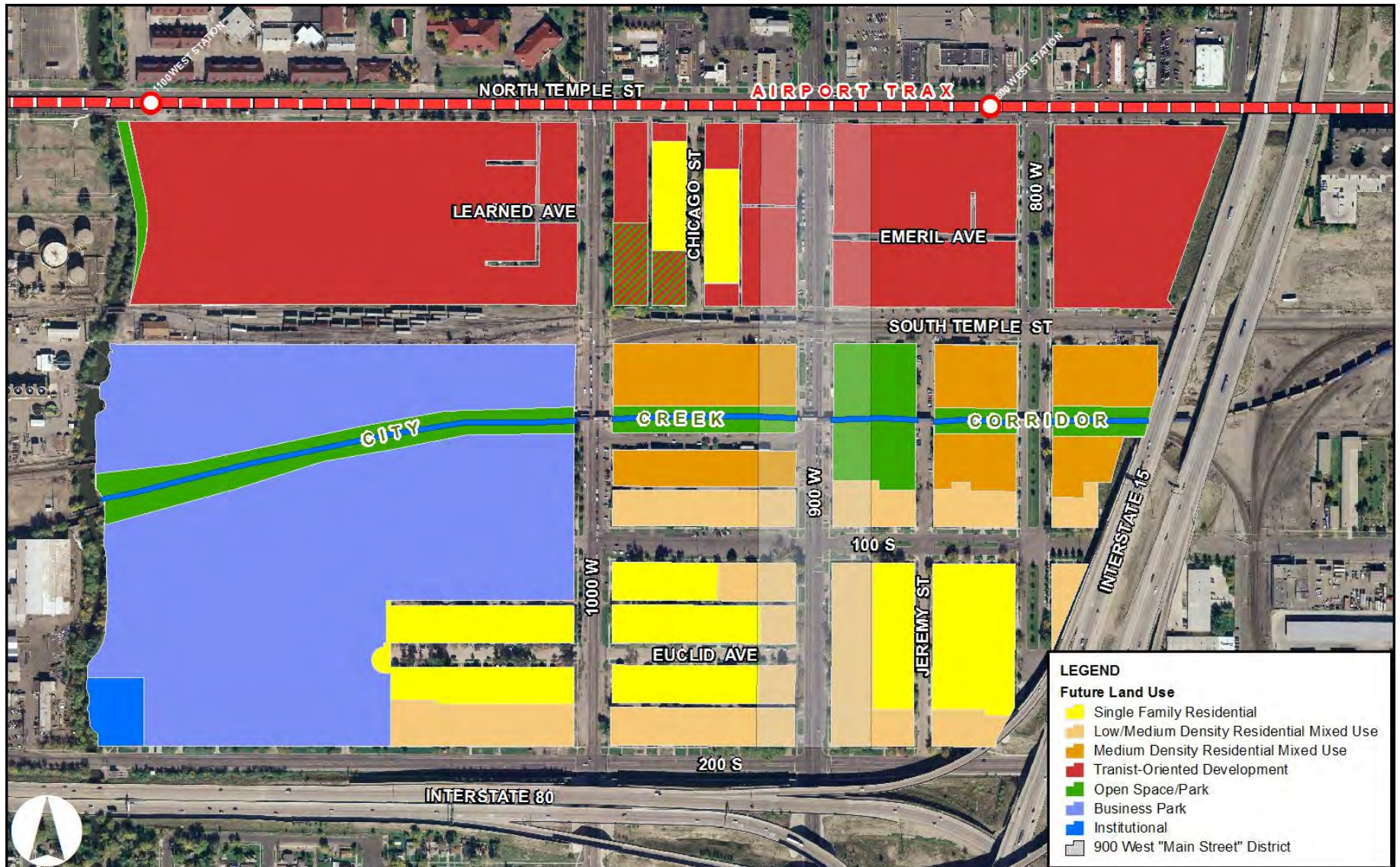


Figure 6. An example of the automobile-oriented nature of North Temple. Redevelopment of this corridor for transit-oriented development is recommended.

Euclid residents and business owners' concerns are linked to the repeated use of vacant and marginally used properties that become targets for trespass, vandalism, theft, and graffiti. Residents often report illegal storage of junk and unlicensed vehicles, transients, and illegal activities in vacant homes, in Madsen Park, and along the Jordan River. The community believes that the appearance of the neighborhood could be improved with increased code enforcement, condemnation of severely deteriorated properties, and higher design standards for homes on small lots. Funding sources for improvements and strategies to prevent property decline are needed.

The Future Land Use Plan

The map below is the future land use patterns for the Euclid neighborhood. Each use is discussed in depth later in the plan.



LEGEND	
Future Land Use	
	Single Family Residential
	Low/Medium Density Residential Mixed Use
	Medium Density Residential Mixed Use
	Transit-Oriented Development
	Open Space/Park
	Business Park
	Institutional
	900 West "Main Street" District

RESIDENTIAL

Overview

The existing housing stock in the Euclid neighborhood is predominately single family detached dwellings that vary in style and condition. Jeremy Street, 800 West, 100 South, and Euclid Avenue between 900 and 1000 West contain mostly Victorian homes. A handful of substantial Queen Anne houses can be found on 100 South between 900 West and Jeremy Street. There are also houses that were built in later years, such as post-war Minimal Traditional Modern houses, mostly on Jeremy Street and 800 West. Learned Avenue, Emeril Avenue and Chicago Street have a mixture of Victorian and Minimal Traditional Modern houses.

Residential Strategies

Housing Diversity

A broad range of housing types and prices should be provided by virtue of the diversity of housing choices accommodated in the plan: single-family detached infill housing, multi-family housing, including mixed-use, live/work units, attached housing, standard apartments, and lofts above retail in transit-oriented and mixed-use developments are all appropriate.

Transit-Oriented Residential Development

Major residential redevelopment should occur primarily between North Temple and South Temple. Housing here should be in the form of transit-oriented development, which is a land use form that consists of high density residential uses interspersed with

ancillary commercial uses. Typically this is in the form of first-floor commercial capped with multiple floors of residential. The mix of uses and high densities complement the presence of transit; in this case, the light rail extension between Downtown Salt Lake and the airport. The highest densities should be found immediately adjacent to North Temple and then decrease as development approaches single family housing or industrial uses. One of the goals of transit-oriented development is to allow people to utilize transit to access their housing, working and shopping needs. Euclid is envisioned to provide such an environment.

Additionally, new transit-oriented or mixed use medium-density housing should be developed on the block bounded by Jeremy Street, 800 West, South Temple and 100 South streets. Units could be arranged so that the majority of the units face either a proposed new park or the proposed City Creek corridor. They should be designed to provide natural surveillance of the street.

Residential Areas North of South Temple

The homes on Chicago Street and Emeril Avenue are generally well kept and stable (see Figure 8). On the other hand, the homes on Learned Avenue and 1000 West are not, mainly due to the challenges of being isolated from the rest of the neighborhood. The cluster of homes along Chicago Street should be retained and this close-knit neighborhood enclave should be enhanced and preserved. Learned Avenue should be redeveloped as part of a larger transit-oriented development project that takes access from North Temple.

Residential Areas South of South Temple

The residential areas south of South Temple consist generally of single-family detached dwellings. This pattern of development is very strong in the eastern portion of the neighborhood and those areas along 100 South and southward. Streets such as Euclid Avenue, west of 1000 West, appear to be very stable with visible reinvestment in the last 15 years. However, actions should be taken to help ensure the ongoing preservation and stability of these areas for low-density residential development while buffering them from the impacts of higher densities and commercial uses.



Figure 7. A home on Chicago Street.

Stability in the Euclid neighborhood can be achieved through a number of strategies. Zoning can provide stability by ensuring that undesirable uses, such as high-intensity commercial and manufacturing uses are no longer allowed and existing intensive uses in the area eventually move to more suitable parts of the city. Rezoning the lots to a single-family residential designation would help protect existing uses and ensure vacant lots are developed for single- and two-family housing that is compatible with the historic development pattern. Furthermore, higher density residential uses and compatible commercial uses would be encouraged in other parts of the neighborhood, so the mix of uses would strengthen the neighborhood as a whole and protect the low-density residential portions. Finally, historic preservation efforts, such as national historic district designation, can help create pride in the neighborhood, stabilizing property values, and encouraging reinvestment.



Figure 8. An example of infill housing that maintains the historic development pattern.

Infill Housing

Eventually infill housing in the form of low-density single family and two-family attached dwellings should be built on the vacant lots scattered about the southern portion of the neighborhood, most notably on Euclid Avenue and the southern side of 100 South between 900 West and 100 West. The new houses should mimic the size, scale and pattern of existing single family development on these streets (see Figure 7). Specifically, the required setbacks, height and lot coverage regulations have been revised to ensure compatibility with the existing development pattern.

COMMERCIAL & MIXED-USE

Overview

North Temple has traditionally served many of the commercial needs for the neighborhood. In the mid-1960s, recognizing the weak residential market in Euclid, Salt Lake City undertook an effort to revitalize the area by increasing zoning intensities to allow commercial and manufacturing uses. This further weakened the residential base and did not correct the poor structural arrangement of land uses. The new commercial and industrial businesses tended to exacerbate problems of incompatible land use adjacencies and failed to spark large-scale neighborhood revitalization. The character of the neighborhood's residential component was markedly eroded.

Commercial Strategies

Folsom Mixed-Use Development

New mixed-use development should be developed on both sides of Folsom Avenue between 1000 West and 800 West. It should consist of well designed multi-family attached residential units. At 900 West, there could be mixed use residential developments with ground floor retail or restaurants adjacent to the proposed City Creek corridor. This location would provide views of the creek, up and down 900 West, and of the proposed park. Many of the properties on 1000 West are marginal and in various states of disrepair. Their redevelopment would contribute more to the neighborhood if redeveloped into commercial or mixed-use developments.

Utah State Fairpark Development

Bordering the Euclid neighborhood on its north edge at North Temple is the Utah State Fairpark. The Fairpark has been at the same location on the east bank of the Jordan River for over 125 years. Its permanent presence has implications for the North Temple streetscape and surrounding neighborhoods. Parking for the Fairpark events is likely to be a continued land use in the Euclid neighborhood (see Figure 9).



Figure 9. The entrance to the Fairpark at North Temple and 1000 West.

On the south side of North Temple, across from the Fairpark, there is an expanse of vacant property which is owned by the State of Utah. This property is currently used as parking for Fairpark events and it creates a gap in the streetscape on the south side of North Temple. The property should be developed

into a retail and office development with a parking structure. The parking structure could be available for use by the Fairpark patrons, as a park-and-ride for light rail passengers, and neighboring development. No specific plans have been discussed, but there is reasonable certainty that the property will house state offices in the future. This development should also incorporate retail and residential uses as part of a cohesive mixed use development that also acknowledges its convenience to both the proposed TRAX station at 1100 West North Temple and the Jordan River. Further, this development option would ensure the Fairpark has parking during its events without the gap in the development along North Temple at other times.

The existing industrial buildings east of the Fairpark parking lot should be redeveloped into mixed use with ground-floor commercial uses and should also take advantage of the parking structure. Old and new buildings should be designed such that when complete, they are compatible and relate to each other both visually and physically.

North Temple Commercial Corridor

Transitioning from the existing regional retail land uses along North Temple should occur, with a goal of redeveloping as many of the properties as is feasible into mixed-use and transit-oriented development. Emphasis should be placed on developing retail that serves the neighborhoods on either side of North Temple, and providing residential units that would contribute to mass transit ridership and increase the overall number of housing units within Salt Lake City. The heights to be allowed along North Temple are yet to be determined and will be fully explored in an ongoing study of the North Temple corridor. However, North Temple has been envisioned for mixed use and it is certain that mixed use will be the predominate use along the corridor.

There are several factors that contribute to the appropriate densities for these developments. Physical factors include the width and design of the street. There are economic factors, such as the financial feasibility of certain densities as compared to others. Other factors include design, parking and open space criteria. One of the benefits of concentrating higher density land uses along North Temple is that it allows other parts of the neighborhood, especially single family sections, to remain low density while still providing opportunities for nearby redevelopment.



Figure 10. Rendering of redevelopment potential looking west down North Temple from 1000 West.

The development on North Temple should create a sense of place: a light rail transit station is both a major investment in and opportunity for the community (see Figure 10). For developers, it is an opportunity to develop a full-fledged transit-centered place that includes engaging public spaces, attractive street furniture and public art. There should be a mix of land uses within walking distance (1/4 mile radius) of light rail stations. These land uses should be appropriately spaced for easy pedestrian access and

mutually supportive. These commercial offerings should also attract and support the broad range of housing types and prices that are anticipated as part of the attached development.

Pedestrian routes from the transit station to residences and commercial uses in the neighborhood should be safe, well maintained, well lighted, and convenient. Signage between stations and public spaces should be strongly encouraged and fully and consistently implemented. Sidewalks, landscaping and lighting are also integral parts of the transit infrastructure that require attention from both Salt Lake City and the developers. Finally, the development on North Temple Street should provide a continuous “street front” experience.

Transit-oriented development along North Temple should adhere to the policies of this master plan as well as other applicable plans, including, but not limited to, the corridor plan for North Temple and station-specific plans for the Airport TRAX line at 800 West and the Jordan River.

900 West as “Main Street”

900 West should become the neighborhood’s “Main Street.” The neighborhood-serving component of its commercial retail and service businesses should grow and eventually lead to new infill commercial buildings. This Main Street should appear as a continuous wall of retail storefronts to encourage “window shopping.” Furthermore, businesses should be encouraged to provide outdoor dining as well as continuous activity on the street. Finally, 900 West as a community Main Street would also connect the north and south halves of the Euclid neighborhood, which have traditionally been severed by railroad activity.

Arts and Culture

There are few cultural facilities in the Euclid neighborhood at this time. Because of the number of industries located there that serve artists, there is potential to develop art galleries in conjunction with artists’ studios. A small concentration of art studios and galleries would support the initial effort to market and establish the new identity and brand for the neighborhood. Furthermore, 900 West could be the scene for future events, such as art fairs or festivals, similar to the types of events held in the Avenues and the 9th & 9th neighborhoods (see Figure 12).



Figure 111. A scene from the Avenues Street Fair, an example of what could occur in Euclid on 900 West.

INDUSTRIAL & BUSINESS PARK

Overview

Over the years, industrial uses moved into the gaps left behind by the slower residential market. The blocks on either side of the Union Pacific railroad tracks on South Temple became the blend of residential and industrial uses that exist today.



Figure 12. One of the Questar offices on 200 South.

The industrial uses located between and along the railroad tracks are fairly stable. There are a few unused parcels, but the major feature of this area is the way in which businesses coexist with residential uses, as seen on Emeril Avenue. The fact that the

residential uses are side-by-side with industrial uses is apparently not a problem. The problem is the train noise, vibrations and poor access that results from trains passing through the neighborhood.

Questar occupies a number of parcels that are zoned for business park use. These type of uses tend to be quieter, cleaner and have lesser overall impacts on residential properties. Additionally, they bring a variety of jobs into the area and will provide a daytime customer base for the projected commercial uses in the neighborhood.

Industrial/Business Park Strategies

One strategy for mitigating the noise impacts of the railroads is to place nonresidential buildings such that they block the noise conditions for residents further away from the tracks. If houses on South Temple were redeveloped as nonresidential uses, there could be a marked improvement. For new residential development, modern construction methods can be used to isolate vibrations and help lessen the noise of the trains.

In a majority of the neighborhood where industrial uses are spread out and mixed with residential uses, these industrial uses should transition to residential and commercial mixed uses with the aid of zoning changes. Because there are large, stable industrial uses in the southwest corner of the neighborhood, it is anticipated that these uses will remain and provide stability to the area through its transition under an expanded business park zoning designation, which will ensure that Euclid will not see new higher intensity uses in the future.

OPEN SPACE & RECREATION

Overview

There are great opportunities for improving the livability of the Euclid neighborhood by creating urban amenities with the development of high-quality green space in the neighborhood. Future public amenities and open space must be carefully designed, centrally located, easily accessible, and surrounded by development in order to encourage greater community use. Crime prevention through Environmental Design should be used in the development of a proposed new park, the City Creek Corridor, and along the Jordan River Parkway, to discourage undesirable activities, and encourage positive activities.

Parks and Open Space Opportunities

The Jordan River Parkway

The Jordan River Parkway is a major recreational focal point for the Salt Lake Valley. The vision of the Jordan River Parkway Trail is to connect the Great Salt Lake and Utah Lake with a series of educational, recreational and scenic opportunities along the way. The City has obtained rights-of-way and easements on private property adjacent to the Jordan River between North Temple and 200 South to continue the public trail. The city is currently working to resolve the issue of crossing the railroad where it traverses the river. All of the land adjacent to the river has been secured for a trail and will gradually be developed into a parkway. This would connect Jordan Park (near 900 South) and Riverside Park (near 600 North), and would give Euclid and the larger West

Salt Lake community a high-quality recreational amenity that would stabilize and enhance property values.

Substantial sections of the trail along the Jordan River have been completed in recent years with grant monies. The uncompleted portions of the trail within Salt Lake City are being completed as funds become available. A trailhead at the Jordan River along with a canoe put-in is located on the south side of North Temple.



Figure 13. The Jordan River.

City Creek Daylighting Project

City Creek would run through the heart of the Euclid neighborhood creating an urban amenity for the citizens while connecting the neighborhood to the Jordan River Trail to the west and to the Gateway neighborhood and Downtown to the east.

Made possible by the Grant Tower railroad track realignment project, the creek and trail corridor will facilitate safe pedestrian and bicycle access.

The City Creek Daylighting project area traverses the Euclid neighborhood along a 1.5-mile stretch of the Folsom Avenue railroad right-of-way. Under the rail realignment and consolidation proposal, the existing track has been relocated north to the South Temple right-of-way. The Folsom Avenue right-of-way can now accommodate the restoration and daylighting of City Creek. It is anticipated that the conversion of a heavy rail line into a restored stream and riparian area would act as an incentive for revitalization and redevelopment of housing and businesses in the Euclid neighborhood. The Gateway redevelopment, anchoring one end of the project, coupled with the positive effects of the restoration of City Creek, can only serve to strengthen the area's attractiveness for redevelopment.

City Creek

Access to the corridor and appropriate development and redevelopment must be well planned so that the City Creek trail can become a community centerpiece and function as a safe, well-used amenity. Additional public open space adjacent to this corridor can provide the desirable, destination-oriented open space activities requested by the Community.

The proposed maintenance road/trail would be a Class I asphalt trail intended for use by cyclists and pedestrians. The creek corridor would be planted with native plants and vegetation and would provide riparian habitat for wildlife. Physical daylighting of City Creek also includes the construction of a water way to serve as a Flood Channel.

City Creek Promenade

The pedestrian walkways that would parallel the creek would become the City Creek Promenade, a linear park that links ground-level retail and sidewalk cafes at Folsom Avenue and 900 West to a new neighborhood park surrounded by housing development (see Figure 15).



Figure 134. A rendering of the City Creek Promenade: mixed used development anchored around a linear park.

New Neighborhood Park

A proposed new park would be located at the southeast corner of South Temple and 900 West. The new park's central location, bordering a busy pedestrian-oriented street and surrounded by housing units that face directly onto it, would ensure the park is safe and provides usable space for active and passive activities,

including the enjoyment of City Creek running through it. The new park should be located at the crossroads of the newly refurbished 900 West, with its new emphasis on pedestrians: sidewalks, pedestrian lighting and street trees. Running through the park would be the City Creek Promenade, the east-west corridor that runs through the heart of the neighborhood, linking all parts of the neighborhood. The new park would be centrally located, surrounded by new housing development with units oriented to the park, providing natural surveillance of the park.



Figure 145. Rendering of a pedestrian bridge over City Creek along 900 West near the new neighborhood park.

Madsen Park

Madsen Park is an existing 2-acre neighborhood park located in the northwestern portion of the neighborhood at the northeast corner of South Temple and 1000 West. It is underutilized by residents and perceived as a haven for undesirable activities. Ultimately, the proposed neighborhood park would replace Madsen Park as the neighborhood's primary park. However, Madsen Park should remain until the new park is developed and it is believed that Madsen Park could be integrated into and maintained by a private development. This would provide more

green space and a secondary pocket of recreational green space for residents north of South Temple.

Interconnected Green Space System

The Euclid neighborhood existing and future green spaces present an ideal opportunity for a new network of open and green spaces that will provide additional value to the neighborhood by enhancing civic engagement, improving its urban aesthetics, and improving the overall quality of life. These are all necessary responses to a typical growing community and its needs in the 21st century. The new interconnected green space system would be primarily composed by the Jordan River Parkway, the City Creek Promenade, and the new located park centrally located at 900 West.

This new green space system will be part of the community's green infrastructure that will produce an invaluable range of cultural activities and assets where civic interaction can take place and children can play safely. It is the intent of the proposed City Creek green corridor and the parks, to attract mixed use development and therefore increase the natural surveillance. The interconnected green space system will assist the regeneration of run down areas and improve the overall health and fitness of the people. The interconnected green space system will provide valuable recreational activities, promote civic engagement, improve its urban aesthetics and serve as a place for biological diversity that can only be achieved by the linking of the parks, the City Creek Daylighting and the Jordan River Parkway together.

TRANSPORTATION

Overview

Railroad corridors were established in Salt Lake City in 1870. The Euclid neighborhood, already bordered by the Jordan River on the west, was effectively hemmed in as the busy north-south rail lines formed a formidable eastern barrier between the neighborhood and the Downtown. By 1885, there were five lines, including the Union Pacific line which cut off South Temple. As of 1912, North Temple, with its overpass, had become the major east-west route for automobile traffic in the area. Over time, industrial uses filled gaps left behind by a slower residential market, and blocks on either side of the Union Pacific tracks on South Temple became the blend of residential and industrial uses that exists today.

The neighborhood developed in the late 1800s to include working class housing and river-adjacent industrial activities. At the same time, newly established rail corridors divided the small community and isolated it from the Downtown. As a consequence, heavy rail traffic is an enduring neighborhood fixture and creates negative impacts on surrounding land uses. One east-west railroad alignment presently cuts through Euclid along the South Temple right-of-way. North-south through streets are often blocked by railroad traffic.

Pedestrian Circulation

Overview

Improved pedestrian linkages between commercial areas, parks, schools, institutional uses, and mass transit stops, give individuals

a safe alternative to the use of private automobiles. Developing a high-quality pedestrian environment that is well integrated with adjacent land uses encourages walking, creates and reinforces community identity, supports and attracts people to adjacent commercial areas and lessens vehicular congestion.

Making walking more attractive as an alternative transportation mode for short trips, can be encouraged by creating a friendly walking environment, increasing pedestrian access in residential and commercial areas and improving safety including safety for pedestrians crossing major streets and developing and maintaining safe school walking routes.



Figure 15. The Gateway, an example of a pedestrian-oriented development.

Pedestrian-Oriented Lighting

Installing pedestrian-oriented street lighting can help increase the walkability of an area. A pedestrian-oriented street lighting system can provide a sense of security for pedestrians and help aid in surveillance of an area to promote appropriate activities and discourage undesirable behaviors. Pedestrian lighting on Folsom Avenue and 900 West is particularly important in conjunction with the daylighting of City Creek.

Sidewalks

Good sidewalks are an important element of a pedestrian circulation system. Ideally sidewalks should be installed on each side of the street with controlled crosswalks at busy intersections. Pedestrian-oriented amenities can increase the pedestrian's feeling of safety and desire to choose that mode of transportation. As pedestrians feel safer on the street, the easier and more interesting the experience they'll have, and the more likely they are to access businesses by foot.

Crosswalks

Improvements to crosswalks are also important to improved pedestrian circulation. Narrowing the crossing distance at crosswalks on busy roadways by installing bulbouts decreases the walking distance across the streets. This also allows pedestrians to venture safely into the street space, where they can better see oncoming traffic before crossing. Crosswalks should be clearly defined with striping, lighting and signage. There are existing bulbouts in Euclid (see Figure 17) but their usage should be expanded and improved to maximize their effectiveness.

In addition, the City should ensure major crosswalks, and those to and from community destination points, such as schools, libraries,

community centers, the Jordan River Parkway, and commercial areas, to include pedestrian countdown timers, pavement markings and other items to increase pedestrian safety at these major pedestrian crossings.



Figure 16. An example of a bulbout in Euclid at 900 West and 100 South. The diagram shows how they can protect pedestrians by decreasing walking distance across roads and improving sightlines.

Efforts should be made to ensure safe walking routes for children to Jackson and Franklin Elementary Schools are well marked and improved where necessary.

Bicycle Circulation

Overview

In 2004, the City adopted the *Salt Lake City Bicycle and Pedestrian Master Plan*. The plan identifies existing and proposed bicycle paths throughout the City. Currently, there are four types of bicycle facilities: Shared Roadways, Signed Shared Roadways, Bike Lanes, and Shared Use Paths. Currently, there are two bike lanes in the Euclid neighborhood: one along 1000 West from North Temple to 400 South, and one along 200 South.



Figure 17. Pedestrian and bicycle-friendly environments can increase the vibrancy of a neighborhood.

Proposed Bicycle Facilities

The Jordan River Parkway, a regional shared use pathway, is incomplete and the portion within Euclid has not yet been constructed. A bike facility has also been proposed for North Temple as part of the road's redesign for light rail transit. In addition, the City Creek Trail corridor is proposed to be developed as a link between the Jordan River Parkway and City Creek into

Downtown and City Creek Canyon. It would provide a well connected commuter bicycle trail between recreational facilities, Gateway development, and Downtown Salt Lake.

The City Creek Trail should be built in two phases. The first phase would consist of the development of a trail from I-15 to the Jordan River Parkway. The second phase would include the development of the trail from Downtown to I-15.

Vehicular Circulation

The street functional classification system serves a variety of purposes, including the identification of roadway facility functions and agency responsibility for maintenance, safety, and funding. Within Salt Lake City, street classifications are identified on the Major Street Plan Map of the City's *Transportation Master Plan*.

Freeways and Expressways

Major impacts of Interstates 15 and 80 on the neighborhood include vehicle noise and emission pollution extending several hundred feet beyond the rights-of-way. The intensity of these impacts varies according to traffic volume and weather conditions. Neither the noise nor the pollution has caused any significant secondary land use impacts; however, the Interstates have contributed significantly to the isolation of the neighborhood.

Arterial Streets

Arterial streets provide for through traffic movement over long distances such as across the city with some direct access to abutting property. Arterials typically have restrictions on the number and location of driveways. Curbside parking may be

restricted or prohibited. These streets are typically the widest and have the highest speed limits of all of the streets within the city. Many of the arterials within Salt Lake City are state highways under the jurisdiction of the Utah Department of Transportation although none of the arterials within Euclid are maintained by UDOT. There are three city arterial streets within Euclid: North Temple, 900 West and 200 South.

Collector Streets and Local Streets

Generally speaking, collector streets provide the connection between arterials and local streets. According to the City's *Transportation Master Plan*, there are no collector streets in the Euclid neighborhood.

Local streets primarily provide direct access to abutting land from higher street systems. Local streets offer the lowest level of mobility. Service to through traffic is not encouraged on local streets. The following streets within Euclid are classified as local streets: 800 West, 1000 West, South Temple Street, 100 South, Learned Avenue, Chicago Street, Emeril Avenue, Jeremy Street, Euclid Avenue, Folsom Avenue.

Public Transportation

Overview

The Utah Transit Authority (UTA) provides the Euclid neighborhood with public transportation service. Presently, there are several bus routes that serve the Euclid community. Western destinations include the Salt Lake City International Airport, International Center, and 2200 West. Northern routes serve Northwest Junior High School and North Redwood Road. Eastern destinations include the Temple Square TRAX Station and

Downtown. These North Temple bus routes will likely be modified as the light rail transit (LRT) system is constructed along North Temple.

Light rail is a faster, quieter, and safer version of the traditional streetcar with overhead electric lines. It is also an efficient way of transporting high volumes of people. Salt Lake City's north/south light rail line was completed in 1999 and has surpassed early ridership estimates.

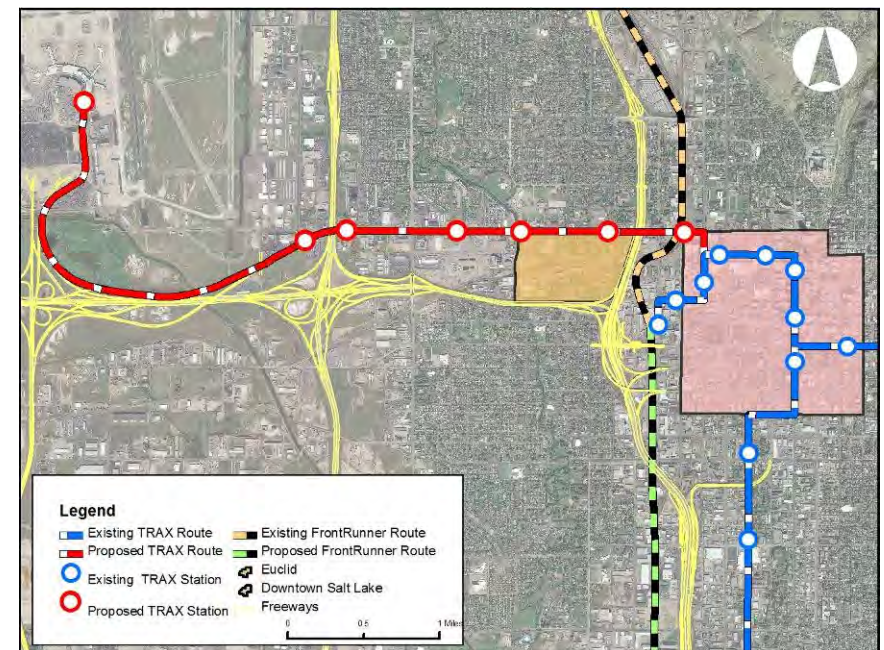


Figure 18. Euclid's location against the TRAX network, the FrontRunner network, and downtown. Euclid would be served by two proposed stations.

The proposed LRT extension to the Salt Lake City International Airport would run along North Temple Street between downtown Salt Lake City to the airport (see Figure 19). The airport is the third largest employer in the State of Utah and public transit ridership

in the West Salt Lake and Northwest communities is generally high.

Light Rail Transit Stations

Because of the appropriateness of the extension to the Salt Lake City International Airport, an Environmental Impact Statement (EIS) was completed for this extension in 1998. This analysis included the designation of four station locations between 600 West and I-215. The extension to the airport is planned to extend northward along 400 West from the Arena station and then head westward on North Temple. Two stations are proposed between the Jordan River and I-15, on the northern edge of the Euclid neighborhood. One station will be located east of the Jordan River that would serve the Utah State Fairpark and a second will be located just west of 800 West.



Figure 19. The TRAX Library station on 400 South.

A light rail transit station on North Temple at 800 West or 900 West would provide another way for commuters from the Euclid neighborhood to travel Downtown. Its location near 900 West

would maximize the number of homes that are included within a 1/2 mile radius of the station. Virtually every house in the Euclid neighborhood would be situated in close proximity to a mass transit station.

Light Rail Design

While the North Temple light rail route is expected to spur development in the Euclid neighborhood, efforts should be taken to minimize impacts of LRT on private properties. The light rail design must address on-street parking, turning lanes, station locations, business access, and construction phasing.

Implementation of clear way-finding signage should also be encouraged to help people traveling to and from Euclid via LRT. Signs should point the way to public facilities, destinations, and clearly delineate entrances to the stations.

Railroad Circulation

Overview

At present there is one active east-west railroad corridor that runs through the Euclid neighborhood along the South Temple right-of-way. The line is operated by Union Pacific. The heavy rail traffic on this line is one of the most pressing concerns for neighborhood residents and businesses. Currently, approximately 30 to 40 trains pass through the neighborhood each day. All intersections with streets within the neighborhood are at-grade crossings, making travel through and into or out of the neighborhood difficult. The rail lines and train movements hamper both pedestrian and vehicular access into and out of the neighborhood and train blockages result in frequent traffic back-ups at key intersections. Noise pollution from the trains, including rumbling and safety

whistles, negatively impact private properties and makes living and working in the area difficult.

Railroad Realignment

The Grant Tower reconfiguration project consolidated and relocated the railroad lines within the Euclid neighborhood. The City worked with Union Pacific Railroad to reconfigure the Grant Tower curve immediately east of the neighborhood, located at approximately 500 West between North and South Temple Streets. The purpose of this reconfiguration was to allow trains to run more quickly through Salt Lake City. To achieve this, certain railroad lines within the area had to be consolidated. The Folsom Avenue line, where City Creek will ultimately be daylighted, was moved northward alongside other lines in the South Temple right-of-way.

In order to alleviate the noise produced by the train movement and whistle, noise mitigation efforts should be implemented. New construction in the area should be built, using modern construction methods, to minimize the noise within the buildings.



Figure 20. The remaining railroad line through Euclid along South Temple.

HISTORIC PRESERVATION

Overview

Euclid's history sets it apart as a unique place and contributes to the neighborhood's character. There are many contributing and significant historical structures in the neighborhood including the Albert Fisher Mansion, Carriage House and the Fifteenth Ward Chapel, which are listed on both the National Historic Registers.

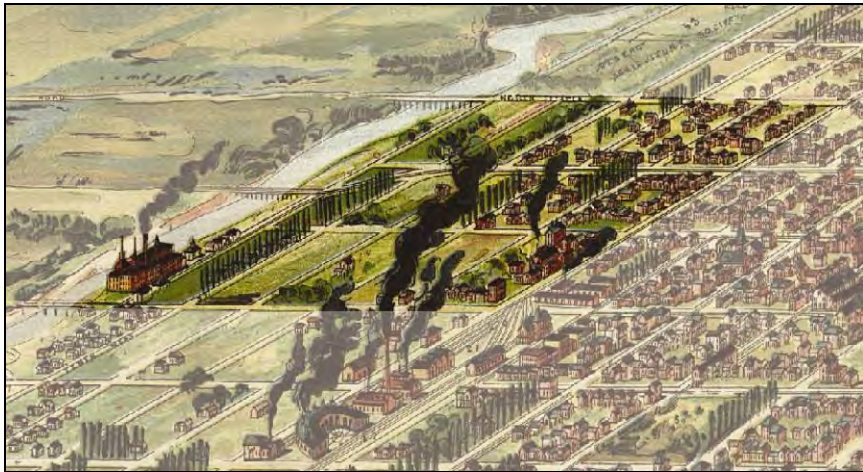


Figure 21. A drawing of Euclid as it appeared in 1891.

The historic character of the Euclid neighborhood is underappreciated. There are many historic houses in the neighborhood that have not been maintained, and between the poor condition of the houses, street trees, and neighborhood infrastructure in general, it is difficult to see and appreciate the quality of the homes that were built during the early years when it was thought that the area was a prime area for worker housing.

The Fifteenth Ward Chapel, designed in a Gothic Revival style, and the Albert Fisher Mansion, in a Second Empire style, stand out. However, the more modest houses built on Euclid Avenue west of 1000 West are homes built in the Folk Victorian and Queen Anne styles. These structures are complemented by older tree-lined residential streets that should be preserved and enhanced. Further, 200 South is notable for its fine collection of slightly larger houses from the same time period.



Figure 22. The Fifteenth Ward as it appeared in the 1950s. Used with permission from the Utah State Historical Society, all rights reserved.

The industrial and commercial buildings in the neighborhood are less distinctive in appearance. There are a couple of Victorian (Italianate) structures on South Temple at 800 West. However, the majority of the industrial buildings are modest and nondescript.

Historic Preservation Strategies

Historic Preservation Tools

Historic preservation programs offer tools to help private property owners renovate their structures, which in turn helps improve a neighborhood and contributes to its stability. There are various programs that property owners can participate in to financially assist them in the renovation of their structures including low-interest loans and tax credits. Such programs are administered by Salt Lake City, the State Historic Preservation Office (SHPO), and non-profit groups, such as the Utah Heritage Foundation.

Historic District

Preservation of historic structures in the Euclid neighborhood could also be aided by the creation of a National Historic District. The Euclid Historic District could be created to offer tax credits and incentives to maintain the various structures in the neighborhood. A professional historic survey of the area should be undertaken to determine the opportunities of creating a National Register Historic District. Determining the priority for historic preservation in Euclid in terms of the citywide historic preservation programs should be evaluated.



Figure 23. A Victorian Eclectic style house on 100 South.

PUBLIC FACILITIES

Overview

As an historic community with a legacy of industrial uses, Euclid faces the challenges of aging public facilities and infrastructure. Residents complain of poorly configured sewer vents, noise impacts from the railroad and industrial uses, and the appearance of the sound attenuation walls along Interstate 80.

Improved public facility components, including sidewalks, medians and street lighting, can improve the overall quality of the neighborhood. These improvements can lead to increased property values, improved public safety, and a neighborhood with a cohesive appearance.

Streetscape Guidelines

Curb, Gutter and Sidewalks

Curb, gutter, and sidewalk improvements are necessary for safety, drainage control, parking regulation, beautification, and ease of maintenance. These street improvements have been installed and are in relatively good repair in some portions of the Euclid neighborhood. There are options for owners without curb, gutter or sidewalks who wish to add these features as the neighborhood develops.

Any changes to street width rights-of-way, including installation of medians, must be adequate to allow access by Fire Department vehicles to ensure adequate access for public safety, proper circulation and street maintenance.

Street Trees and Landscaped Medians

Street trees serve many functions. They enclose the space of the street, frame views of each house along the street, provide shade, and improve air quality. Trees create impressions of safety and permanence, and when mature, they protect pedestrians from motorized vehicles when planted in park strips between the street and sidewalk. Landscaping sometimes provides the visual continuity that holds a neighborhood together even when the architecture of the structures may not (see Figure 25).



Figure 24. Street trees in the median of 100 South.

Street trees contribute greatly to a neighborhood's positive image of itself. A positive neighborhood image contributes to neighborhood pride, which in turn has a positive effect on maintenance and, in the long term, property values. The Euclid

neighborhood would benefit greatly from a tree planting and maintenance program. The landscaped medians in 800 West Street and 100 South Street between 800 and 900 West anchor and beautify the development on those streets. The median in 100 South should be extended to the west to 1000 West Street.

Ornamental trees and other decorative plantings should be added to the sides of 200 South Street where it passes under Interstate 15 and where 900 West and 1000 West cross under Interstate 80.

“Softening” Interstate 80

Vines should be planted on top of the retaining walls that buffer Interstate 80 on the south side of 200 South. The vines will grow down the face of the walls and ultimately soften their appearance. Landscaping along the south side of 200 South would also help soften the impact of the freeway embankments.

Additional trees could be planted along the south side of 200 South to further alleviate the sounds and sights of Interstate 80, especially across from the Fisher Mansion.

Street Lighting

Overview

The City provides street lighting for traffic and public safety. Street lighting also plays an important role in the function and aesthetics of the streetscape. It can change how one perceives or uses an area. Street lighting is desirable at all street intersections. Uniform lighting should be provided along major streets. The City’s Transportation Division, which administers the Street Lighting Program, has policies regulating the types of street lighting that are installed on City streets. These policies ensure

new public street lighting is designed to minimize light pollution, enhance the urban environment, deter undesirable activities, increase the perception of safety for nighttime pedestrian activities in the neighborhood, and minimize glare, power consumption, cost, visual impacts and truant light onto private properties. All new subdivisions must include street lighting in the initial development at the developer's expense.



Figure 25. An example of stylized street lights in downtown Salt Lake City.

Street Lighting Policies

As existing street lighting is replaced, the new lighting should be designed to meet these new policies. The new pedestrian-oriented streetlights would be shorter than the existing “cobra head” lights on wood poles. In order to provide a constant level of lighting, better light coverage and meeting the criteria stated

above, the overall number of pedestrian-oriented decorative poles should be greater than the current number of existing cobra head fixtures.

The Euclid neighborhood should have street lighting with a unique design, specific to the neighborhood. The street light poles should include banner brackets and should have a design that provides an identifying feature for Euclid. In addition to providing decorative street lighting on local residential streets, street lighting on arterial roads is also important. Priority arterial streets for street lighting should include North Temple and 900 West. These two roads have been identified as the “main streets” for the neighborhood and would likely facilitate the majority of pedestrian traffic.

Other Public Facilities

Euclid is served by a number of elementary schools, police stations, and fire stations, though none of them are within Euclid itself. There should be special attention paid to the integrity of these buildings and their ability to serve the residents of Euclid and the surrounding communities. The Chapman Library and the Downtown Post Office are also close to Euclid and these should be maintained as well to ensure that the additional influx of residents to Euclid will have access to high quality public facilities and services.

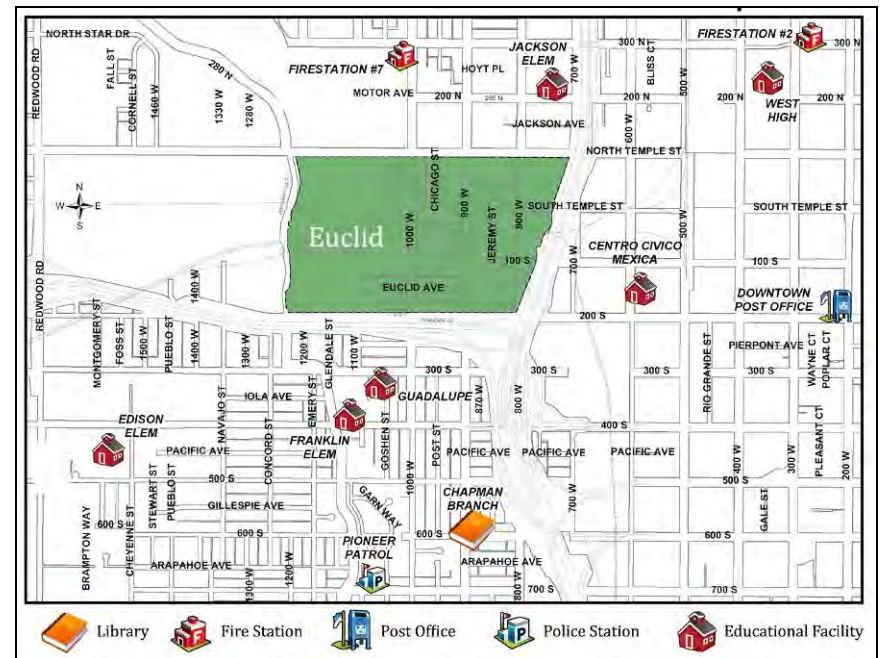


Figure 26. Nearby public facilities.

The Fisher Mansion

The Fisher Mansion is now owned by Salt Lake City and there are plans to reuse the historic building as a public facility. There are a number of options, including a restaurant, library, museum, reception center, or an information center. Regardless of how the historic structure is reused, the property should fully integrate its strategic location on the Jordan River and adjacent to the Jordan River Parkway into its redevelopment. Such integration could spur recreational opportunities along the river and will help ensure the trail remains well maintained and safe.



Figure 27. The Fisher Mansion along the Jordan River. Reuse of this building should actively integrate and compliment the future expansion of the Jordan River Trail along the riverfront.



Figure 28. Two examples of adaptive reuse: a former mill as a restaurant (in Salisbury, England, left) and the Miner's Hospital into a library and community center (in Park City, Utah right).

Higher Education Facilities

Salt Lake City should work with higher education facilities in the area to study the potential of locating a campus or building in the Euclid neighborhood. For instance, a west-side campus for Salt Lake Community College would be an attractive addition to the neighborhood and convenient to the proposed TRAX line. Such a facility would spur additional commercial growth and pedestrian activity, thereby increasing the vitality, stability and safety of the neighborhood. Further, the campus would not need a large amount of space if the school was designed as part of a mixed use project, occupying multiple floors.

IMPLEMENTING THE PLAN

The following matrix identifies recommended actions to be taken to facilitate implementation and the responsible parties. Implementation actions are grouped by their proposed timeline: either short-term (1 to 3 years), mid-term (3 to 6 years), long-term (5 to 10 years), or ongoing. Additionally, the organization primarily responsible for the initiation of the strategy is identified.

SHORT TERM ACTIONS (1 -3 YEARS)		
	Action	Agencies Involved
1	Rezone properties in Euclid to be consistent with the future land use plan and policies of this plan	Planning
2	Study feasibility of establishing a Euclid Neighborhood National Historic District	Planning
3	Complete City Creek Daylighting Project	Engineering Public Utilities Property Management
4	Work with UTA to establish appropriate wayfinding materials and station designs at both stations serving the Euclid neighborhood	Transportation Planning Utah Transit Authority

MID-TERM ACTIONS (3-6 YEARS)		
	Action	Agencies Involved
1	Purchase land for new neighborhood park	Property Management Public Services
2	Encourage assembly of properties left over from the Union Pacific rail realignment for appropriate development	Property Management Planning
3	Adopt design guidelines for redevelopment of 900 West into a mixed use "Main Street"	Planning

LONG TERM ACTIONS (5-10 YEARS)		
	Action	Agencies Involved
1	Work with State of Utah and the Utah State Fairpark and adjacent property owners to appropriately develop the parking lot property on North Temple at the Jordan River	Planning
2	Complete Jordan River Parkway improvements and link the parkway through the Euclid neighborhood	Transportation Engineering Planning Property Management

ONGOING		
	Action	Agencies Involved
1	Plant street trees where needed	Urban Forestry
2	Install curb, gutter and sidewalks where missing and provide curb, gutter and sidewalk improvements where needed	Engineering Public Utilities
3	Install new ornamental street lighting unique to Euclid	Engineering Public Utilities
4	Work with historic preservation agencies and groups to encourage and help property owners to apply for low interest loans and tax credit programs for renovation of their historic structures	Planning Utah State Historic Preservation Office
5	Work with Utah Department of Transportation to improve and maintain landscaping along the Interstate 80 sound attenuation walls bordering Euclid	Transportation Engineering
6	Promote and aid with rehabilitation of existing residential buildings in Euclid	Housing and Neighborhood Development

ACKNOWLEDGEMENTS

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Michael Nish, Neighborhood Resident and Employee
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Laura Reese, Neighborhood Resident
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Frank Underwood, Neighborhood Resident
Chris Viavant, Rio Grande (Downtown) Community Council
Angie Vorher, Jordan Meadows Community Council
Kent Whipple, Business Owner
Richard Young, Young Art Studio

Planning Commission Action Date

(Insert date here)

Salt Lake City Council Action Date

(Insert date here)