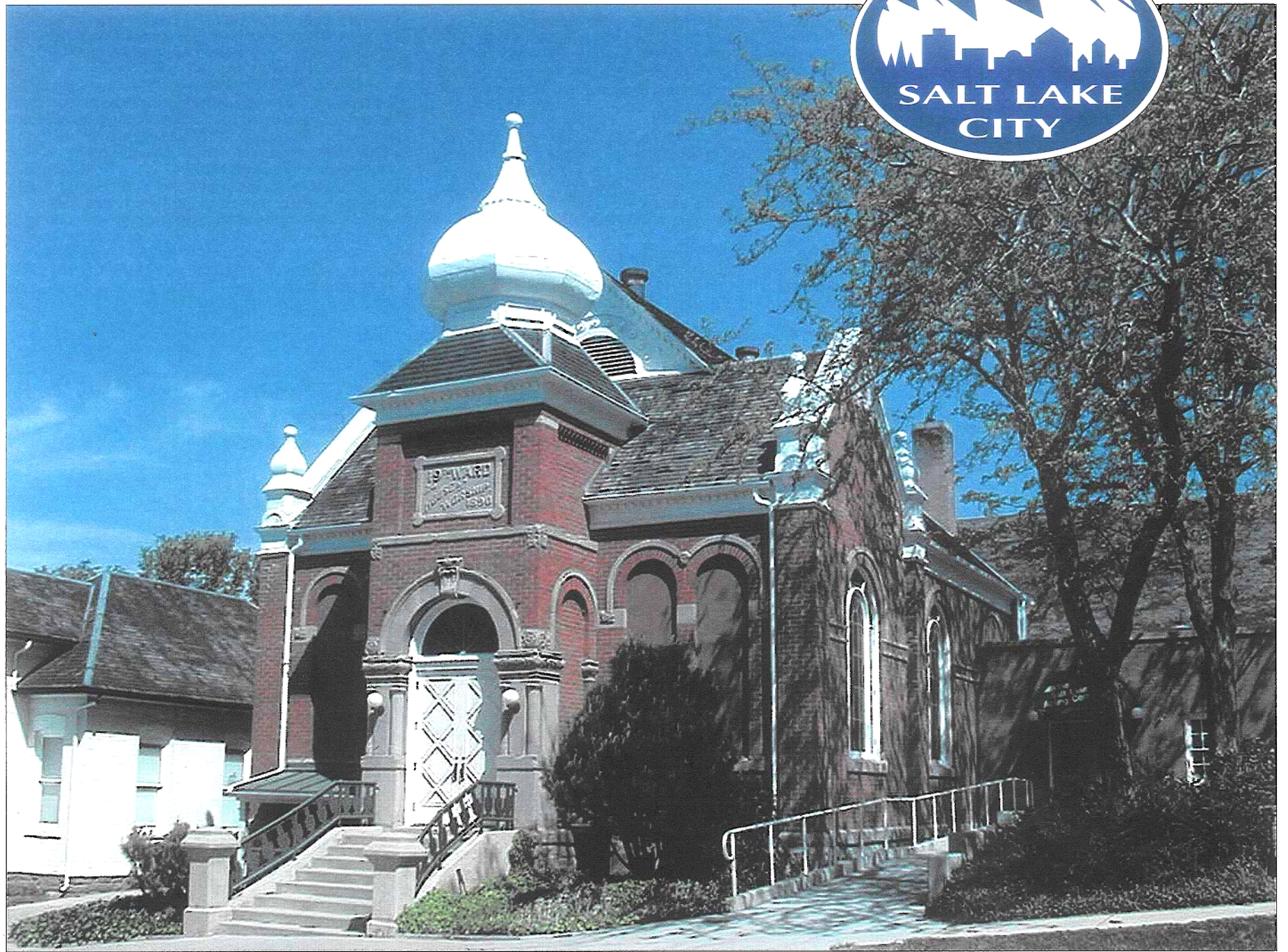


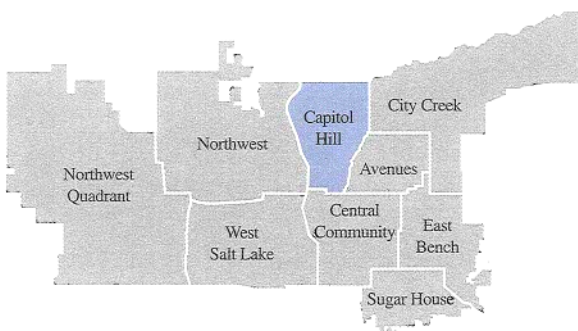
CAPITOL HILL



Marmalade Hill Center

OVERVIEW

The Capitol Hill Community is one of Salt Lake City's eight planning areas. It is generally bounded by the Central Business District (North Temple) on the south; Interstate-15 on the west; the north City limits on the north; and City Creek Canyon on the east.



The Capitol Hill Community has the greatest land use diversity of all of the communities in the City, including the least intensive residential developments in the foothills, the highest intensity industrial uses in the northwestern portion of the Community and the uses located along the northern edge of Downtown. The Community is home to two regional activity centers including the State Capitol and the world-wide headquarters of the Church of Jesus Christ of Latter-day Saints (LDS Church). The Community includes one of the oldest residential communities in Salt Lake City with existing structures dating to when the Mormon Pioneers first entered the valley. The residential neighborhoods include distinct settlements, the character of which is dictated by their location and the topography of the land. The original development of this area consisted primarily of single family homes with smaller rental units consisting mainly of duplexes, triplexes and fourplexes.

The Capitol Hill Community is divided into seven (7) distinguishable residential neighborhoods. These include DeSoto/Cortez, Ensign Downs, Guadalupe,

Kimball, Marmalade, Swedetown, and West Capitol Hill. A neighborhood plan of the West Capitol Hill area was adopted by the Salt Lake City Council in July 1996 and is included within this plan.

Purpose

This is an updated community master plan which replaces the 1981 Capitol Hill Community Master Plan and is the land use policy document for the Capitol Hill Community. However, the 1981 plan will be retained as a valuable supplemental resource of additional information relating to the community. Land Use, Historic Preservation, Urban Design, Transportation and Circulation, Environment and Public Facilities are all elements of planning reevaluated with regard to established formulated goals and policies. This plan should be consulted in conjunction with other city-wide master plans and strategic plans as they relate to the Capitol Hill Community. A Capital Improvement Program section is also included in this plan as an impetus to implement portions of the plan.

Goals of the Plan

This Plan directs future development and identifies programs to implement the Plan's recommendations. The Community Plan serves as a decision-making tool for the Salt Lake City Council, the Salt Lake City Planning Commission, private sector developers and citizens.

The Overall Goal of the Capitol Hill Community is to ensure safe, convenient and desirable residential neighborhoods that preserve quality of life by applying the following goals and objectives:

- Encourage appropriate housing opportunities in the community in appropriate locations through renovation of existing structures and compatible infill development and redevelopment.
- Provide for commercial establishments which minimize the impacts of non-residential land uses on the residential community.
- Encourage neighborhood commercial services.
- Provide for appropriate industrial uses which are clean, quiet and attractively developed, buffered from surrounding residential areas.
- Provide for institutional development that is

compatible with surrounding residential neighborhoods.

- Provide for and encourage parks and recreation areas in various forms and locations to enhance residential neighborhoods and the surrounding community.
- Provide for the preservation and protection of the historically and architecturally important districts and resources as well as the quality of life inherent in historic areas. Ensure new construction is compatible with the historic district within which it is located.
- Enhance the visual and aesthetic qualities of the community by implementing historic preservation principles, designing public facilities to enhance the established residential character of the Capitol Hill Community and encouraging private property improvements that are visually compatible with the surrounding neighborhood.
- Provide for safe, convenient circulation patterns for vehicular and non-vehicular traffic movement, while discouraging commuter and commercial traffic on residential streets and restricting industrial traffic to appropriate routes.

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- Ensure adequate community parking while mitigating adverse effects of parking that comes from outside the community.
- Encourage environmental protection and clean up.
- Identify the community's unique natural amenities, resources and settings and designate natural areas to be preserved and improved as appropriate.
- Provide well-maintained public utilities, buildings and facilities which are visually compatible with the surrounding area; ensure adequate services that are environmentally safe.

Future Envisioned

The Capitol Hill Community is envisioned to continue as a place of diverse activities.

- As the north entrance to the City and Downtown, the community will provide opportunities for clean and attractive business and industry along the Beck Street Gateway with commercial development which will service primarily the diverse residential population as well as commuters.
- The community will strive to protect and enhance the residential neighborhoods, each with its unique character, as stable and attractive residential and historic neighborhoods which attract diverse populations.
- Institutional uses within Capitol Hill will be made more compatible with the residential neighborhoods of the community.
- In the Capitol Hill Community, design will be used to carefully reinforce the special identity, human scale

and character of the area. Emphasis is placed on providing a human scale and the preservation of structures and places of historic and architectural significance. Steps are taken to ensure new development is compatible with the existing built environment and natural environment.

- The Capitol Hill Community will have a wide variety of recreational and open space opportunities for both the residents of Capitol Hill and other citizens and tourists. These recreational opportunities are designed to enhance, not disrupt, the community.
- Transportation needs will be balanced with quality of life. Although major transportation corridors bisect the community, they provide important commuter routes to various destinations within the City. Continued improvement and urban design will ensure a safe environment and amenities to the residents adjacent to these transportation corridors.

Planning Process

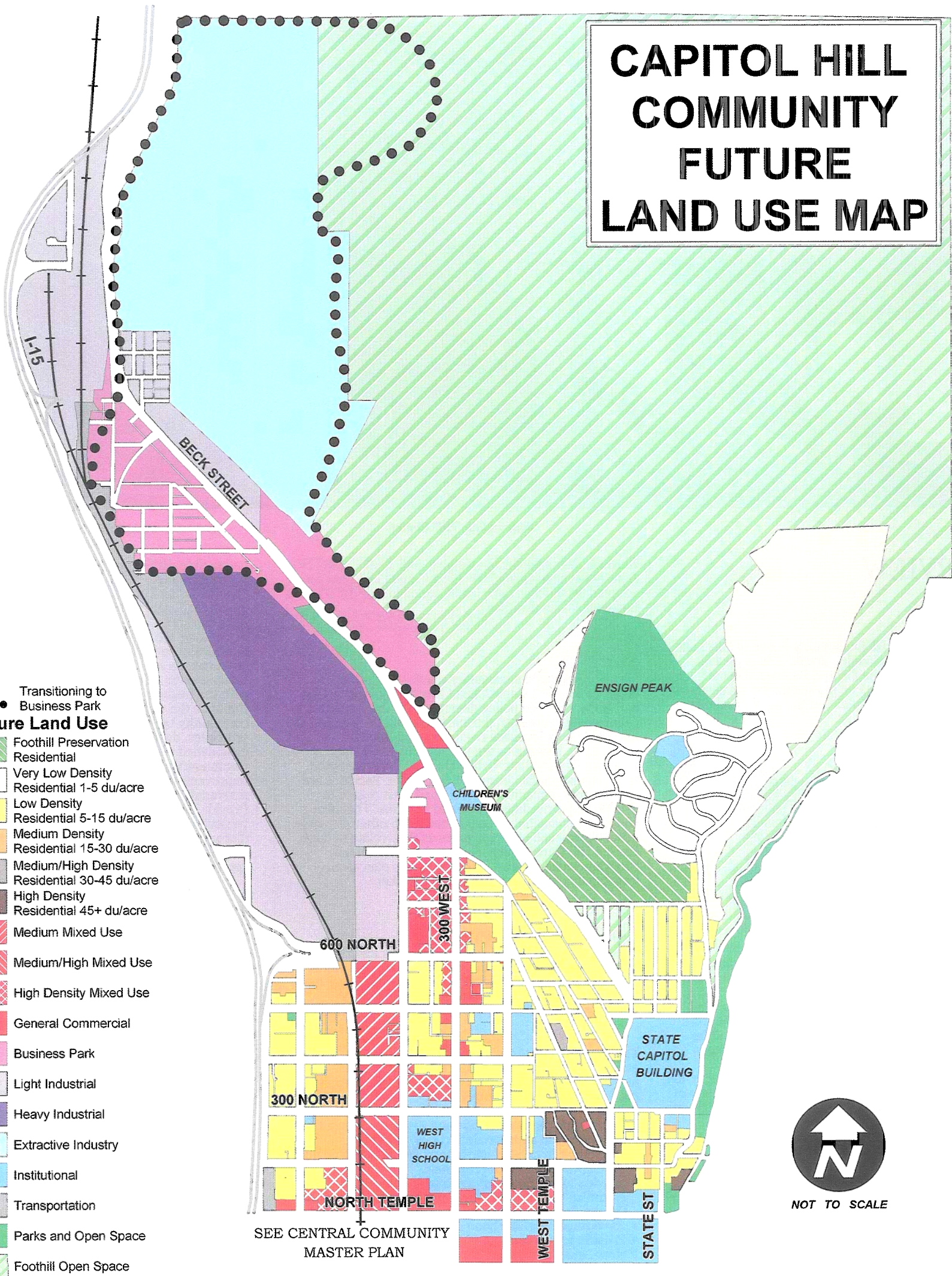
Updating the Capitol Hill Community Research Report was the first step in the planning process. The Capitol Hill Community Research Report provides basic information from which the Capitol Hill Community can be analyzed. The document will also be used in evaluating the implementation of the master plan.

The second step in the planning process was to solicit and receive comments from individual citizens, property owners and business owners who have interests and concerns about the Capitol Hill Community. A

management committee was formed to develop and oversee the process of creating this master plan. An advisory committee, made up of representatives from each of the 7 neighborhoods, was formed to represent the community, advise the Planning Staff on issues and review the master plan. This community participation process provided essential public input to the planning process. In addition, several meetings were held in the community to gather information on issues affecting the citizens of the community. The comments collected from community participation were evaluated and the relevant issues were addressed in this plan.

The third part of the planning process is the development of the Capitol Hill Community Master Plan. This plan directs future development and identifies programs to implement plan recommendations.

In conjunction with the development of this plan, the West Capitol Hill Neighborhood and Redevelopment Plans were created. At the request of the Capitol Hill Neighborhood Council, the Redevelopment Agency Board (City Council) adopted the blight survey, redevelopment plan and neighborhood plan. Adoption of these two plans allows the Redevelopment Agency to administer their programs in the West Capitol Hill Neighborhood, such as housing rehabilitation and small business loans, in an effort to revitalize the area and eliminate blight. The West Capitol Hill Neighborhood Plan is incorporated within the text of the Capitol Hill Community Master Plan. The neighborhood plan is also available as a separate document.



RESIDENTIAL

Planning Goal: Encourage appropriate housing opportunities in the community in appropriate locations through renovation of existing structures and compatible infill development and redevelopment.

Introduction

Housing is one of the most important elements in a community. It provides shelter, safety and most of all a sense of community. The Capitol Hill Community consists of several diverse and unique neighborhoods. The Ensign Downs and DeSoto / Cortez Neighborhoods are purely residential, whereas West Capitol Hill, Guadalupe and Swedetown also contain commercial, industrial and institutional land uses. In the Marmalade and Kimball Neighborhoods historic preservation is a primary focus. The affordability of housing in the community varies among the different neighborhoods. Densities in

the Capitol Hill Community consist of very low density areas (1-5 dwelling units per acre), low density (5-15 dwelling units per acre) medium density (15-30 dwelling units per acre), medium/high density (30-45 dwelling units per acre) and high density (45 or more dwelling units per acre). Because of the historic development patterns of Capitol Hill and proximity to Downtown, residential development in the Community is more concentrated. Therefore, density ranges are higher than in other communities.

New development in the Capitol Hill Community is mainly occurring in the foothills of the Ensign Downs Neighborhood. Development in this area consists of high-end very low-density single family housing. In addition, the Guadalupe Neighborhood has had a resurgence of interest in new residential construction. Reinvestment in existing structures is also evident in the Marmalade and Kimball Historic District Neighborhoods.

Because of the historic nature and designation of much of the housing stock in the community, preservation of the existing housing stock and neighborhood characteristics is paramount. Although design review

by the Historical Landmark Commission is required for alteration and new construction in a large portion of the residential community, there are vulnerable areas in the community where design review is not required. Infill development in these areas should take into account the historic character of the neighborhoods and new construction should be compatible with existing structures. Existing zoning provides general direction for infill development character.

Of the 4,251 housing units in the community, 37% were built prior to 1930. The overall condition of the total housing stock ranks equal with the city as a whole. According to the 1990 Housing Condition Survey, 82% of the structures in the Capitol Hill Community were rated as satisfactory. This high rating for the community can be credited partly to the historic district designation and the current housing shortage in Salt Lake City and along the Wasatch Front. Since the historic designation was enacted in the mid-1980's a tremendous amount of renovation has occurred in the area. In addition, the increase in property value has encouraged property owners to step up maintenance efforts on their homes.

NEIGHBORHOODS



Residential structures in the DeSoto/Cortez Neighborhood

DeSoto/Cortez

Overview

This area, with streets named after early explorers, is located north of the State Capitol and is bounded by Victory Road and East Capitol Boulevard, between 500 North and 700 North. The DeSoto/Cortez Neighborhood is characterized by single family and duplex dwellings built between 1920-1950 and streets lined with mature trees. Most of the structures in this neighborhood were rated satisfactory in the 1990 Housing Condition Survey. The low-density zoning in this neighborhood helps ensure the stability, viability and preservation of the development character of this residential neighborhood.

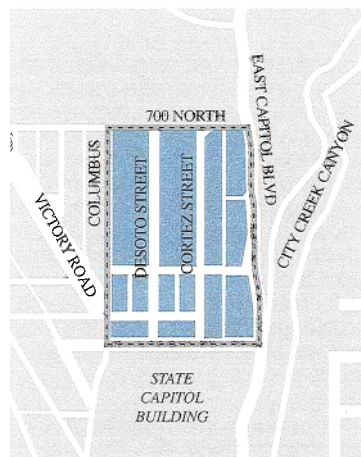
Planning Issues

There is very little developable vacant land left in this neighborhood. There are several limiting factors affecting development of property north of 700 North. Slope is one of the most important factors in determining development potential. Subdivision regulations prohibit development on land which has a slope of 30% or more. Regrading of property to modify the slope to less than 30% is not allowed.

Although there may be engineering solutions for building on slopes of more than 30 percent, other factors make construction impractical. Factors such as adapting dwellings to the site, access to parking from the street, grading transition between properties and providing usable outdoor living space are all difficult on steeper slopes. In addition, the existing zoning in this area requires sixteen acres per dwelling unit. The City is currently evaluating how to interpret and administer the 30% slope requirement. The end result to this evaluation will be redefined regulations addressing overall slope impacts on building and driveway access locations and interpretation procedures for calculating slope.

Policies

- Ensure the established low-density residential character of the neighborhood is preserved.
- Ensure infill development is compatible with the existing character of the immediate neighborhood by maintaining restrictive zoning.
- Continue the implementation of foothill regulations prohibiting development on land with slopes in excess of 30% and prohibit regrading of natural slopes greater than 30% to slopes less than 30%.



DeSoto/Cortez Neighborhood

- Maintain dead end streets in a manner which will not invite development speculation but will provide opportunity for emergency vehicles to better service the area and provide a visually improved street terminus.
- Encourage the State to consider impacts on the character and views of the neighborhoods from the north for any new development on the State Capitol grounds.

Ensign Downs

Overview

The Ensign Downs Neighborhood is located north of the DeSoto/Cortez Neighborhood. It is accessed via East Capitol Boulevard. A large portion of the neighborhood lies south of Ensign Peak except for North Cove which is located at the north end of East Capitol Boulevard east of Ensign Peak. Ensign Downs is a modern subdivision consisting of very low density, single family dwellings with the earliest homes constructed in the 1950's. The Ensign Downs Neighborhood has become a very desirable and exclusive place to live. It is characterized by large homes; many built to take advantage of the view of the valley.

Planning Issues

This neighborhood contains the largest amount of vacant land for residential development in the community. All of the privately owned vacant land suitable for residential development has been subdivided for new housing development.

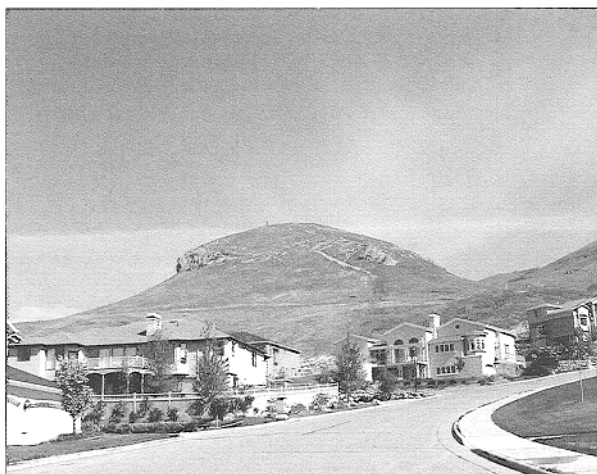


Ensign Downs Neighborhood

As a foothill residential neighborhood, properties are subject to foothill development zoning regulations. These regulations include lot size, building height, design regulations, color, and site improvements such as fencing and landscaping and maximum slope of developable properties. These regulations are intended to promote environmentally sensitive and visually compatible developments on properties which are located in the foothills.

Policies

- Ensure the established very low-density single family residential character of the neighborhood is preserved.
- Ensure that development is compatible with the existing character of the immediate neighborhood.

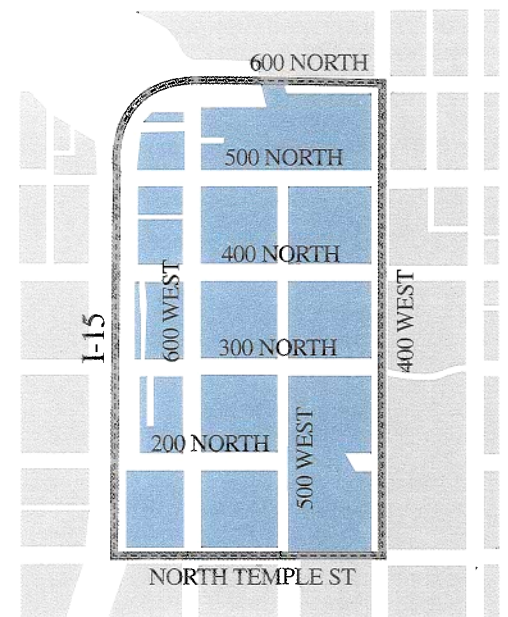


Residential street in the Ensign Downs Neighborhood

- Continue the implementation of foothill regulations to provide for environmentally sensitive and visually compatible residential development.

Action Items

- Create a new zoning district for public lands in the foothills which prohibits the development of structures.



Guadalupe Neighborhood and Railroad Redevelopment Area

Guadalupe Neighborhood and Railroad Redevelopment Area

Overview

The Guadalupe Neighborhood is located between North Temple and 600 North and Interstate-15 and the railroad tracks at 500 West. Guadalupe was established as an agricultural village by the Mormon settlers soon after their arrival in 1847 and was divided into large lots on ten-acre blocks. Wide streets, irrigation ditches and small adobe houses characterized the neighborhood. With the arrival of the railroad in 1870, the Guadalupe Neighborhood was isolated from the rest of the Capitol Hill Community. As railroad associated land development occurred, much of Guadalupe developed with commercial and industrial uses. By 1900 the present character of Guadalupe was established.

As Guadalupe changed from an agricultural village to a mixed-use neighborhood with commercial, industrial and residential uses, it became increasingly blighted.



Residential land uses in Guadalupe Neighborhood

Large lots were subdivided and new streets were constructed into the large blocks. The new streets often degenerated into crowded, dirty back alleys. City services such as paved streets, curb, gutter, sidewalks and sewers were extended to the Guadalupe area more slowly than to other neighborhoods. Much of the public infrastructure was not introduced into the Guadalupe Neighborhood until the 1920's and maintenance for these services tended to be overlooked.

Over the past several decades, Guadalupe has become less desirable as a low density residential neighborhood due to a high concentration of rental units and neglected properties in combination with, and partially due to, the isolation and noise impacts associated with the transportation corridors which surround it. However, in

recent years, interest in revitalizing Guadalupe as a low-density residential neighborhood has increased. Neighborhood Housing Services, in cooperation with Salt Lake City, has led efforts to stabilize the neighborhood by constructing new single family housing and rehabilitating existing housing units. Task forces have been created in partnership with area residents, to take actions which will help reduce crime and revitalize and stabilize the area as a low-density residential neighborhood.

Planning Issues

Access. Since the construction of Interstate-15 in the 1950s, Guadalupe has become boxed in between the North Temple Viaduct on the south, the on and off-ramps and viaduct at 600 North on the north, Interstate-15 on the west and the railroad tracks on the east.



Existing 300 North at-grade railroad crossing

Access to the neighborhood is provided by 300 North for east-west access, North Temple at 600 West and 600 West continuing north as it meanders under the freeway and connects with 500 West and the frontage road.

Access on 300 North across the railroad tracks has been a concern. The railroad tracks between North Temple and 600 North are part of a switching yard. Therefore, trains tend to block east/west access creating a problem for West High School students commuting to and from school.

As part of the Railroad Consolidation Plan (1996), a grade-separated crossing was proposed at 300 North between approximately 400 and 600 West. Because of the negative impacts associated with viaducts and the safety concerns relating to the Boys & Girls Club and Jackson Elementary School with a potential increase in traffic on 300 North, the residents of the Guadalupe Neighborhood voiced strong opposition to a viaduct. There was also opposition to an underpass, although the opposition was not as strong as to a viaduct. The Neighborhood residents favored closing access on 300 North across the tracks rather than develop a viaduct or underpass. However, the primary issue of access across the tracks for the students going to and from West High School is unresolved.

The existing North Temple viaduct has a pedestrian crossing which extends from 600 West to approximately 400 West. The new 600 North viaduct will have a pedestrian walkway, however, access to this walkway will be limited to 800 West and 400 West. For pedestrians trying to get to and from West High School, these viaducts are inconvenient. The feasibility of constructing a bicycle/pedestrian bridge across the rail lines at 300 North should be studied. A viaduct or underpass at 300 North, to accommodate vehicles, should not be allowed. Access for vehicles is relatively easy via the 600 North or North Temple viaducts.

Policies

- Prohibit the development of a viaduct or underpass at 300 North between 400 and 500 West for vehicular traffic.

Action Items

- Find a solution which accommodates access across the rail lines, such as a pedestrian/bicycle bridge, without creating negative impacts on the surrounding neighborhoods.
- Develop ways to eliminate undesirable activities under the North Temple viaduct.

Infill Development. The 1984 Guadalupe Target Area Plan proposed strategies for stabilizing the low-density residential land uses. This target plan also identified areas for medium to high-density residential development. Some housing structures have been removed and replaced with new low-density housing. Medium and high-density housing have never developed as anticipated in the plan. In 1995 the Guadalupe Neighborhood was downzoned as part of the adoption of a new zoning ordinance for Salt Lake City. Current zoning patterns include low-density residential zoning along 600 West with medium density residential zoning along the Interstate and on large vacant parcels. The



Infill Housing in the Guadalupe Neighborhood

potential exists for more infill housing in the Guadalupe area. It currently contains approximately 19 acres of vacant land zoned residential, the majority of which is zoned for low-medium density residential development. Because the area contains 10-acre blocks with deep lots, there are large portions of unused property which exist on the interior of these blocks. This space often times becomes neglected storage areas for inoperable automobiles and other junk. New housing could potentially be built in these areas through proper block redesign. Developers of infill and block redesign housing in the Guadalupe Neighborhood should analyze and be sensitive to existing development characteristics of the neighborhood, including lot and street patterns, density, building orientation and building materials.

Policies

- Prohibit wholesale demolition of existing residential structures.
- Preserve the 600 West corridor as a low-density residential corridor.
- Require that new residential development be compatible in scale, design, site configuration and character with the historical development patterns present in Guadalupe, to strengthen the stability of the neighborhood.
- Resubdivision of land should consider the area's existing land development pattern.

Action Items

- Provide resources for housing rehabilitation of existing structures.

Historic Preservation. In recent years, as affordable housing has become scarce along the Wasatch Front, there has been increased pressure to develop new housing in the Guadalupe Neighborhood. With any potential development in the Guadalupe Neighborhood, sensitivity to the existing neighborhood character needs to be assured. Many of the homes within the Guadalupe neighborhood are historic in nature. A recent reconnaissance level survey indicates that 57% of the structures are potentially eligible for historic designation.

Policies

- New development should be of compatible design and character to strengthen the preservation of historic development patterns.



Historic Structure in the Guadalupe Neighborhood

Action Items

- Analyze the potential designation of the Guadalupe Neighborhood, or individual properties in the Guadalupe Neighborhood, to the National Register of Historic Places.

Redevelopment of Rail Yards and Industrial Area. The possibility of consolidating the railroad yards between 400 and 500 West and between North Temple and 600 North as well as making 500 West a commuter boulevard, creates the possibility of relocating the heavy commercial and industrial uses which are currently located on the eastern border of the Guadalupe Neighborhood. Currently there are very few businesses located along 500 West which rely on existing rail to service their facilities. Although the consolidation of the rail lines is a very real possibility, several rail lines will remain along 500 West to accommodate future commuter rail from Ogden to Provo and possibly the continuation of freight rail. It is believed that the westernmost rail line at approximately 500 West will be used to accommodate commuter and freight rail. A 500 West boulevard, along with mixed-use development could be located east of the rail line.

The consolidation of the rail line does allow for the availability of existing railroad property for redevelopment. It is envisioned that a rail line corridor to accommodate commuter rail will be preserved along 500 West. In addition, a limited access 500 West Boulevard should be developed to accommodate commuter traffic from areas north of Salt Lake City. The redevelopment of existing industrial and vacant properties between 400 West and approximately 550 West should be encouraged as medium to medium/high density residential and mixed use.

The area west of 500 West should develop as medium density residential land uses. The proposed development, although higher in density than the residential uses along 600 West, should have a maximum height of 3-5 stories, and should be designed to be compatible in scale, massing, design and material to contribute to the residential neighborhoods of both Guadalupe and West Capitol Hill to provide a transition from the low-density residential character of the Guadalupe Neighborhood to a new residential mixed-use area east of 500 West. A landscaping treatment should be created to buffer the low-density residential land uses along 600 West from the proposed medium density development along the 500 West corridor.



Railroad Redevelopment Area

The area east of 500 West should develop as a mixed use area with medium density between 300 and 600 North and medium/high density between North Temple and 300 North. Development in this area should encourage good design, pedestrian orientation and maximization of open space.

In association with the consolidation of the rail lines, there is the possibility of a new grade separated crossing at North Temple. The potential for an east/west light rail spur on North Temple between the airport and 400 West is currently being studied. The existing North Temple viaduct would not accommodate a light rail train. Therefore, reconstruction of a viaduct or underpass will have to be addressed. If the viaduct is rebuilt, it could be shortened in coordination with the straightening of existing rail lines and elimination of unneeded tracks. However, consideration must also be made to ensure the free flow of traffic on 400 and 500 West is not interrupted to the point that it encourages commuter traffic to use less desirable routes such as those through residential neighborhoods. Development of an underpass would provide a visual connection between the Guadalupe Neighborhood and the Gateway area. The redevelopment of the rail yard could tie into land use concepts being developed for the Gateway area.

The issue of whether the North Temple viaduct should be replaced with an underpass was heavily debated. Members of the Capitol Hill Neighborhood Council expressed their desire to retain the viaduct because they believe it provides an aesthetic view into the Downtown and Capitol Hill area. Members of the State Fairpark Neighborhood Council, which includes residents of the Guadalupe Neighborhood, expressed their desire to demolish the viaduct and replace it with an underpass because of the undesirable activities which occur under the viaduct on the west end and the visual barrier the viaduct creates between the neighborhood and Downtown.

Policies

- Ensure the 500 West Redevelopment Corridor emphasizes residential development to create a connection between the Guadalupe and West Capitol Hill Neighborhoods.
- Promote the development of the 500 West Boulevard as a limited access street to help ensure the success of the redevelopment of this area as a residential corridor.
- Ensure compatible development between this area and the northern portion of the Gateway area.
- If a viaduct remains, solutions should be developed to eliminate undesirable activities under the viaduct.
- Ensure future development does not preclude the development of commuter rail.

Action Items

- Rezone existing industrial and heavy commercial properties between 400 West and approximately 550 West to accommodate medium density residential west of 500 West; and a mixed use area east of 500 West with medium density allowed north of 300 North and medium/high density south of 300 North. Development in this area should focus on good design, pedestrian orientation and maximization of open space.
- In order to protect essential right-of-way for a future commuter rail corridor, amend the Transportation Master Plan, including the Rail Transit Corridors Map, to identify the approximate commuter rail route.

Kimball

Overview

The Kimball Neighborhood is located north of the Central Business District between 200 West and East Capitol Street between South Temple and 300 North. This is mainly a residential neighborhood consisting of low, medium and high-density residential developments. This neighborhood undertook most of its growth once the State Capitol Building was constructed in 1915. The historic development has been retained in the eastern portion of the neighborhood.

This area is a pedestrian oriented neighborhood characterized by streets lined with mature trees, uniform blocks with alleys, and a mixture of residential housing types including single family structures, historic mansions including the McCune and Woodruff-Riter-Stewart Mansions, duplexes and multi-family dwellings including the Kensington Apartments. The western portion of the neighborhood includes mostly modern medium/high and high-density multi-family residential uses including Zion Summit Condominiums and property located within the LDS Church campus. Most of the residential properties in the Kimball Neighborhood are located within the Capitol Hill Historic District.

The increased density in this neighborhood has been dictated by the desirability of the proximity to the Central Business District (CBD). Most of the low to medium density residential land uses exist on the blocks

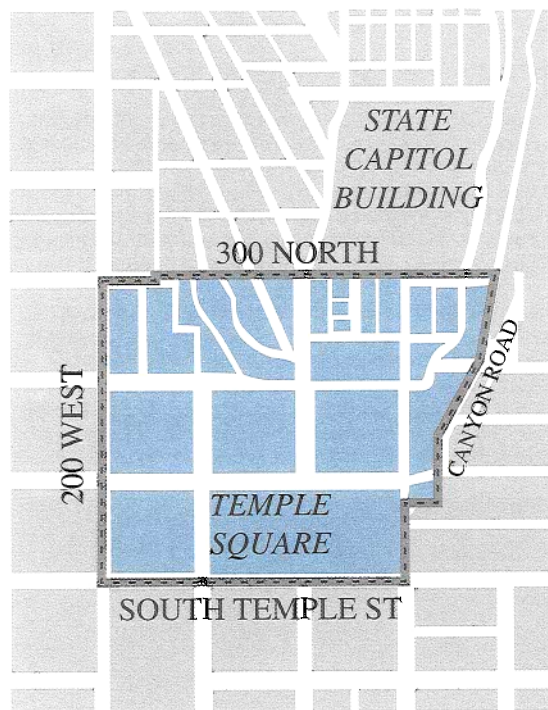
directly south of the State Capitol Building and exist in historic structures. The higher density residential uses are mostly modern structures located on the block between West Temple and Main Street and 200 and 300 North.

Planning Issues

Pedestrian Orientation. The eastern portion of the Kimball Neighborhood is very pedestrian friendly and its proximity to the State Capitol and Travel Council along with its historic character, attracts many visitors. In addition, because of its proximity to Downtown, many residents are able to walk to work. Increasing pedestrian amenities in the area below the State Capitol Building and along East Capitol Boulevard should be a priority. In addition, easements which allow public access through privately owned historic properties, such as the existing public access easement through Gordon Place, should be retained.

Policy

- Enhance the pedestrian experience by increasing pedestrian oriented lighting, burying utility lines and other improvements.
- Retain the existing public access easement across Gordon Place.



Kimball Neighborhood

Action Items

- Increase pedestrian oriented amenities in the Kimball Neighborhood below the State Capitol Building and on East Capitol Boulevard including increasing pedestrian oriented street lighting, burying utility lines, developing a walkway along the western edge of City Creek Canyon and other improvements to enhance the pedestrian experience of residents and visitors.

Development Pressure High Density Residential

Because of its proximity to the Central Business District, the Kimball Neighborhood has developed as a higher density residential neighborhood. The neighborhood contains both historic and modern high-density apartment buildings. Most of the modern structures are not compatible with the historic character of the neighborhood in terms of height and architecture. Although there is little vacant land in the neighborhood, development pressures exist. Current zoning and historic district designation of most of the residentially zoned properties in the neighborhood will minimize the potential for major redevelopment of this neighborhood. Zoning of the area should promote retention of historic properties and discourage development of structures which are incompatible in terms of height.

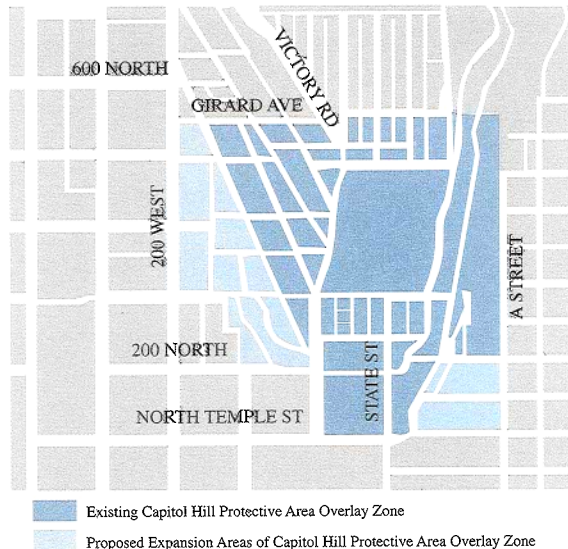
Establishing a 35 foot height maximum for all residentially zoned properties in the Capitol Hill Protective Area Overlay Zone and expanding the district boundaries west, (as shown on the adjacent map) will help alleviate pressure to demolish historic structures and ensure new structures are compatible with the historic district. Specific height analysis for properties along North Temple will be reanalyzed during the development of the Deseret Gateway Small Area Plan for the purposes of appropriate land uses and development character, including building heights.

Policies

- Maintain low density zoning patterns to protect low density segments of the neighborhood.
- Modify the zoning in residential areas between approximately 150 North and 300 North and between Main Street and Canyon Road to encourage preservation of historic structures and allow for, but not increase, existing heights and densities.
- Ensure that historic preservation is a priority in this neighborhood and that infill development is compatible with and complies with adopted design guidelines to ensure the existing historic character of the neighborhood is retained.

Action Items

- Expand the boundaries of the Capitol Hill Protective Overlay Zone west as shown on the adjacent map.
- Modify the existing Capitol Hill Protective Area Overlay Zone to establish a 35 foot maximum height limit for all residentially zoned properties within the Overlay Zone. For residentially zoned properties with a zoning classification where the maximum height is



35 feet or less, the height maximum of the underlying zoning classification will prevail. For residentially zoned properties which are currently zoned RMF-45 and RMF-75 which have existing structures exceeding 35 feet in height, the modification will allow these properties to redevelop to a maximum 45 feet in height through a conditional use process. These properties include:

- *Zion Summit Condominiums (241 N Vine St. [08-36-438])
- *Trevi Towers (245 N Vine St. [08-36-437])
- *Tara Condominiums (265 N Vine St. [08-36-434])
- *Capitol Hill Condominiums (87 W 300 N [08-36-431-001])
- *Valli Hi Apartments (299 N Center St. [08-36-435-001])
- *Park Capitol Apartments (215 N Main St [08-36-436-001])
- *Kensington Apartments (180 N Main St [09-31-309-030])
- *Deseret Apartments (158 N Main St [09-31-309-024])
- *Kimball Condominiums (150 N Main St [09-31-356])

- Design a new zoning district to allow for, but not increase, the existing height and density of historic multi-family apartment structures, such as the Kensington Apartments, and apply to appropriate historic multi-family areas along Main and State streets between North Temple and 300 North.
- Rezone to R-2 all structures in the Kimball Neighborhood originally built as single-family houses or duplexes that are currently zoned for higher density residential uses.

North Temple Redevelopment North Temple and the area surrounding it, is an important gateway into the central core of the City. The Street provides the main vehicular access to the LDS Church Headquarters and Temple Square. Redevelopment of LDS Church-owned properties fronting on North Temple is imminent.

Policies

- Prohibit the expansion of the urban institutional zoning district boundaries along North Temple.
- Prohibit the encroachment of institutional uses into the residential neighborhood beyond the existing North Temple frontage.
- Prohibit the expansion of institutional uses associated with the West High School campus into the residential neighborhoods.
- Retain the existing City Creek Park, Brigham Young Historic Park, and Gordon Place Park, which have enhanced the area with valuable usable open space on the edge of the Central Business District.
- LDS Church owned properties should be guided by an overall church campus development plan.
- The area west of the church campus should develop as a residential mixed use area.
- Adequate provisions must be taken to ensure any new structures on the north side of North Temple do not block views of the State Capitol Building.
- As LDS Church-owned surface parking lots along North Temple are redeveloped, ensure the final parking provided is adequate to meet the parking requirement for both existing and proposed uses.
- Ensure that steps are taken to minimize negative impacts of new development along North Temple on the residential neighborhoods to the north including creating a residential permit parking program which addresses the specific issues relating to the Kimball, Marmalade and West Capitol Hill Neighborhoods, ensuring appropriate site design to ensure traffic is directed to arterial streets, and adopting zoning regulations which allow for appropriate height restrictions.
- Create a transitional buffering area between the Central Business District and residential areas of the community including extending City Creek along the north frontage of North Temple.
- Retain City Creek Park

as public open space and encourage the LDS Church to retain the Brigham Young Historic Park and Gordon Place Park as usable open space.

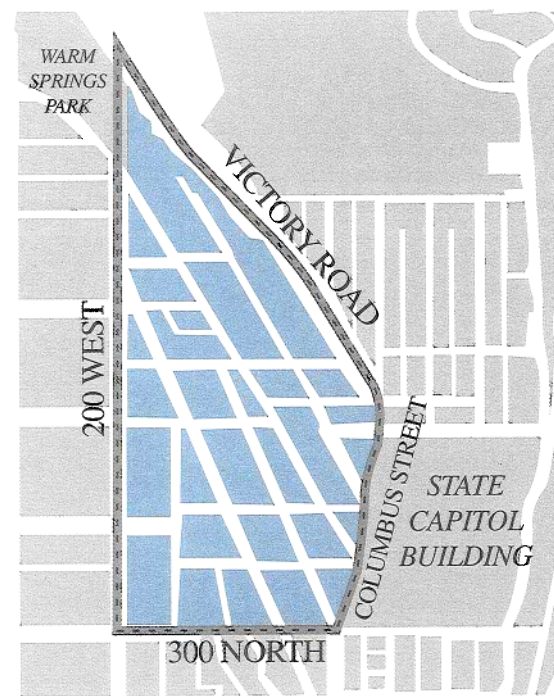
Action Items

- Require support parking for the LDS Church Campus to be located south of the mid-block of the blocks located between North Temple and 200 North.
- Encourage traffic access into Downtown from the north on 400 West while discouraging through traffic in the residential neighborhoods of the Capitol Hill and Avenues Communities.
- Develop, or assist in the development of, a coordinated parking management plan for the church campus and/or overall downtown parking.
- Establish Temple Square as the primary focus of the LDS Church Campus and orient new development towards it.
- Ensure a proper balance between historic preservation and appropriate new development.
- Analyze appropriate height for structures along North Temple.
- Address issues relating to open space.

Marmalade

Overview

The Marmalade Neighborhood is located on the western slope of the hill (200 West to Victory Road/Columbus Street and between 300 North-800 North.) This is one of the oldest neighborhoods in the State of Utah and is included within the Capitol Hill Historic District. The majority of homes in the Marmalade Neighborhood were constructed prior to 1930 and many were constructed prior to 1900. The neighborhood is characterized by steep narrow streets, irregular shaped lots with a variety of architectural structures which are oriented to the lot rather than the street.



Marmalade Neighborhood

Planning Issues

This neighborhood is a very compact residential neighborhood made up primarily of multi-family dwellings and duplexes. However, single-family dwellings are scattered throughout the neighborhood. Some of the multi-family dwelling units were constructed during the historic era. Those that were constructed after 1960, but prior to the historic designation in 1984, detract from the neighborhood because they are not compatible in scale or design to the historic structures which surround them. Most of the neighborhood is zoned SR-1 allowing single family dwellings and duplexes with some pockets of medium density multi-family residential zoning.



Kimball Neighborhood on the edge of the Central Business District



Homes on Clinton Avenue in the Marmalade Neighborhood

Infill. There are a few vacant parcels of land in the Marmalade Neighborhood available for infill development. However, most of the vacant land has limited development potential due to slope, other geologic conditions and irregular shape of parcels.

Density. Most of the Marmalade Neighborhood developed prior to the implementation of zoning in Salt Lake City in 1927. Therefore, the development pattern consists of irregular shaped lots with buildings, in many cases, built close to property lines. This situation has created a very densely populated area. In addition, in the 1940s and 1950s many of the structures, originally built as single family dwellings were converted to apartments. Two major downzonings, the first in the mid 1980s and the 1995 City-wide Zoning Rewrite Process, have left the neighborhood zoned low-density with most properties zoned SR-1 (allowing single family and duplex dwellings) except for the few existing medium and high density multi-family structures zoned multi-family. The downzoning of this area has resulted in many non-conforming converted single-family dwellings which house three or more units. Therefore, as homes are converted back to single-family ownership and structures lose their legal non-conforming status, the density of the area should decrease. Most of the vacant parcels of land in the neighborhood are zoned SR-1. Therefore, any increase in density in the Marmalade Neighborhood will be minimal.

Policies

- Retain the existing low-density (SR-1) zoning pattern in the Marmalade Neighborhood.
- Limit medium and high-density residential development to existing developments zoned for such uses.

Action Items

- Provide incentives to encourage nonconforming dwellings to be converted back to single family or duplex dwellings.

West Capitol Hill

Overview

The West Capitol Hill Neighborhood is located between North Temple and the intersection of Beck Street and Victory Road and between 200 and 400 West. The West Capitol Hill Neighborhood Target Area Plan and Redevelopment Plan were adopted in July 1996 to specifically address issues relating to the development and revitalization of this area.

The neighborhood is part of the original Plat "A" of the Salt Lake City Survey. It consisted of 10-acre blocks and was developed prior to development of the adjacent hillside because the settlers preferred the richer flat valley floor soils which could be easily irrigated as garden areas.

This neighborhood has always been an area of mixed uses including residential, commercial and industrial. By the 1870s, many of the holdings of the first tenant-farmers were subdivided and sold to develop as residential neighborhoods. In the 1880s, the neighborhood population increased with the construction of the Denver and Rio Grande Western Railroad. Residents were close to the city center, well served by public transportation and accommodated by nearby retail and service enterprises. The development of the area consisted mainly of residential land uses with a scattering of non-residential land uses, including small shops and grocery stores.

Planning Issues

Today the West Capitol Hill Neighborhood is a mixed use area with a strong residential component. Residential uses occupy 59.9 acres, or 65% of the land in the neighborhood. There are 870 dwelling units in the West Capitol Hill Neighborhood. Single family uses are

interspersed with duplexes, triplexes, and medium to high-density apartments as well as commercial and industrial uses. This development pattern has occurred because part of the area has never been zoned for



Mixture of land uses along 300 West in the West Capitol Hill Neighborhood

residential uses. Land use conflicts have resulted from this development pattern where residential uses abut commercial and/or industrial uses without screening and buffering between the differing types of uses. Low-density residential development is an important component of the residential land uses in the West Capitol Hill neighborhood. The rehabilitation of the

existing housing stock to assure long-term viability should be encouraged. In addition, infill development should be compatible with neighborhood characteristics.

The eastern portion of the neighborhood between 200 and 300 West Streets, (excluding the frontage of 300 West Street) is a residential area consisting of mostly low-density residential structures with medium-density developments scattered throughout. Historic preservation and the maintenance of existing low-density residential land uses is a priority in this area. The area east of 300 West Street should continue to strengthen as an historically designated residential neighborhood.

Due to the building of the railroad, the area west of 300 West Street, developed with commercial and industrial uses, along with single family residential uses. Historically the area west of 300 West Street has been zoned for commercial and industrial uses. Although there has been no extensive expansion of commercial and industrial uses, when expansion has occurred, existing homes were not protected from incompatible neighboring developments. Major portions west of 300 West Street between 400 and 600 North Streets still remain a low-density residential area. Improvements on 300 West Street should be provided to make 300 West Street less of a barrier to allow the residential areas west of 300 West to more closely tie into the existing residential area east of 300 West Street.

A "mixed-use" area permitting both low-density residential and non-residential development and encouraging medium to higher density residential development is foreseen for the area between 600-900 North and 300-400 West. Properties in this area, which front on 300 West Street, are prime locations for market-rate, higher density residential development because of their access to a major arterial, as well as their proximity to Warm Springs Park and the Central Business District.

Because of limited property depth, desired mixed-use development along the 300 West Street frontage could be accommodated with retail on the first floor with residential units above. Development in the blocks between 600 and 800 North Streets and 300 to 400 West Streets may also include freestanding buildings of a separate retail and residential nature.

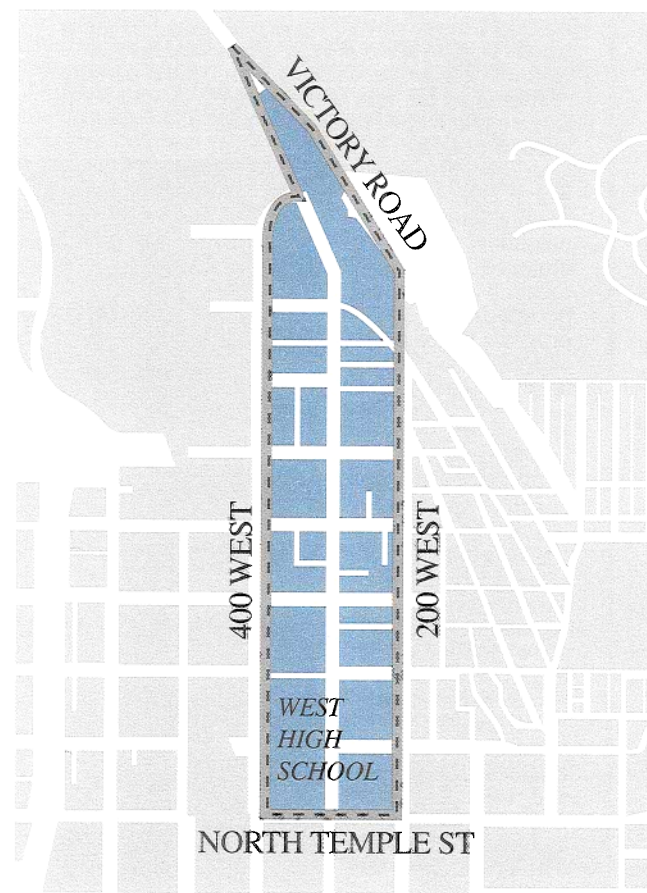
The high-density residential areas in the West Capitol Hill Neighborhood are limited to North Temple generally between 200 and 300 West and the mixed-use area north of 600 North. The North Temple area should develop as an "Urban Neighborhood" which combines high-density residential development with supportive retail, service commercial and small-scale office uses.

Policies

- Ensure the existence of low-density residential development as an important component of the residential land uses in the West Capitol Hill neighborhood.
- Promote the rehabilitation of the existing housing stock in the West Capitol Hill neighborhood to assure long term viability.
- Ensure infill development is compatible with neighborhood characteristics.
- Encourage the development of the area along North Temple as an "Urban Neighborhood" which combines high-density residential development with supportive retail, service commercial and small-scale office uses.
- Incorporate adequate landscaping into all future development.
- Allow moderate increases in multi-family uses in appropriate locations and within the mixed-use area.
- Encourage new medium/high density housing opportunities in certain appropriate locations within the West Capitol Hill Neighborhood.
- Encourage City officials and the Capitol Hill Community to work together in order to eliminate drug houses and slum houses as defined under the State Nuisance law.

Action Items

- Provide improvements along 300 West Street to make 300 West Street less of a barrier and to allow the residential areas west of 300 West to more closely tie into the existing residential area east of 300 West Street.
- Reevaluate the existing RMF-35 zoning at 238 West 600 North and consider rezoning the property to Special Residential SR-1.



West Capitol Hill Neighborhood

PARKING

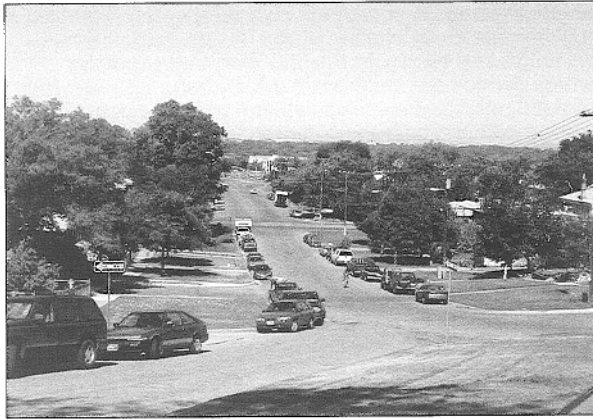
Planning Goal: Ensure adequate community parking while mitigating adverse effects of parking that comes from outside the community.

Because they were developed prior to the advent of the automobile, many properties in the Marmalade, Kimball and West Capitol Hill neighborhoods do not have adequate off-street parking. Therefore, residents are relegated to limited amounts of on-street parking. This problem is exacerbated when non-residents, patronizing event centers in Downtown, elect to park on the street in the neighborhood rather than pay for parking.

In addition, steep narrow streets make on-street parking inconvenient and in some instances unsafe. In winter months, when streets become icy, on-street parking on steep streets, such as North Main, Apricot and 300 North, can be a problem for drivers who lose control of their cars. In other instances, on-street parking on narrow streets, creates difficulties for traffic circulation, garbage pick-up and street maintenance. Many of the streets in the Marmalade Neighborhood have been signed with no-parking on one or both sides of the street. However, enforcement of these regulations is slow or non-existent.

Future development of the property along North Temple by the LDS Church could have a great impact on the residential component of these neighborhoods if it is not properly designed. Any development of the properties along North Temple should take into account and be designed to minimize any negative impacts of noise, traffic, parking and congestion on the residential neighborhoods to the north.

In the past, the City has tried to alleviate parking problems by developing city-owned residential parking lots. Currently the City owns two off-street residential parking lots in the Marmalade Neighborhood to help accommodate parking for residential properties where off-street parking is minimal or non-existent. The Almond Street parking lot, located at 350 North Almond



On-street parking on 300 North in the Marmalade Neighborhood

Street, has 7 parking stalls and the Silver Mini-Park parking lot, located at 126 West 500 North, accommodates 10 vehicles.

Providing off-street parking for the historic neighborhoods must be balanced with the goals of historic preservation and urban design. Issues of safety, proximity, convenience and aesthetics must be addressed when contemplating the development of off-site parking. Suggestions for using residential lots or cut-back parking in park strips creates the dilemma of altering the historic streetscape. The use of existing parking lots for shared parking facilities does not always solve the problem because these lots are not necessarily convenient and can be in isolated areas where they would be easy targets for car prowls. Another difficulty in finding locations for off-street residential parking is that existing vacant land in the neighborhood, which could potentially be developed for off-street parking, is not located so as to serve the problem areas or is in areas where the topography of the site would be cost prohibitive to develop if physically feasible.

Policies

- Prohibit a reduction in the parking requirements for new developments in the Marmalade, Kimball and West Capitol Hill Neighborhoods or in neighborhoods

where inadequate amounts of off-street parking already exist.

- Ensure Unit-Legalization approvals provide for adequate off-street parking to the extent that it is physically possible.
- Encourage, and require when possible, traffic generators to continue efforts to provide alternative means of transportation for employees and event patrons.
- Encourage downtown groups to provide parking and shuttle services for large events.
- Require parking lot access for all commercial and institutional uses to direct traffic away from, not through, residential portions of the Capitol Hill neighborhood.

Action Item

- Create a Resident Permit Parking Program which addresses the specific issues relating to the Marmalade, Kimball and West Capitol Hill Neighborhoods.
- Increase on-street parking enforcement efforts in the Marmalade, Kimball and West Capitol Hill neighborhoods.
- Study the feasibility of developing additional off-street neighborhood parking lots in proximity to residential areas to alleviate the need for on-street parking, including interior block parking lots to serve residents on the block.
- Encourage private property owners to work with institutional and other non-residential property owners to provide shared parking.
- Analyze the feasibility, appropriateness and/or desirability of providing cut-back parking in park strips in selected areas.
- Create a Capitol Hill Parking Overlay Zone that would increase parking requirements for new development as a means of alleviating additional pressure on the inadequate parking supply especially in the Kimball, West Capitol Hill and Marmalade Neighborhoods.
- Request the Transportation Division restrict on-street parking to one side of the street on steep and/or narrow streets where appropriate.
- Develop and implement an overall transportation management plan (including parking) by creating a task force including Salt Lake City, LDS Church, UDOT, and representatives from the Capitol Hill, Avenues, Central City, and East Central Communities, and the Downtown Alliance.

COMMERCIAL

Planning Goal: Provide for commercial establishments which minimize the impacts of non-residential land uses on the residential community.

INTRODUCTION

Many of the existing commercial uses in the community are heavy commercial land uses or are oriented to servicing commuters or tourists and are not neighborhood retail/service oriented. The lack of neighborhood oriented retail services is a major concern voiced by citizens of the community during the public input process of the development of this master plan.

One of the obstacles in providing adequate commercial opportunities for the residents in the Capitol Hill Community is related to the location of the existing commercial land uses and the built environment. Most of the population in the Community lives in the southern half of the community in neighborhoods which consist of a dense concentration of dwellings. The main commercial areas in the Capitol Hill Community are located along 300 West, Beck Street, North Temple and 400 West. Most of the businesses are classified as heavy commercial uses or are tourist related. Furthermore, several of the existing commercial uses are marginal and/or not well maintained. The proximity of the community to the Central Business District, which services not only all City residents but is a regional activity center for retail services, precludes a wide-variety of retail services from locating in the Capitol Hill Community.

As identified in the West Capitol Hill Neighborhood Plan (1996), the best location for commercial retail ventures to service the residents of the community is 300 West. With commercial and mixed use zoning districts in place, a neighborhood scale commercial nucleus should be developed along the 300 West corridor. Steps should be taken to entice new retail services to this area as well as providing incentives for existing businesses to upgrade their properties. In addition, the mixed use zoning district will provide opportunities for additional commercial or commercial/residential land uses to develop. A primary goal is to encourage community oriented businesses that will provide a high level of visual quality and property maintenance.

NEIGHBORHOOD COMMERCIAL

Overview

Neighborhood Commercial land uses, defined as providing for small scale commercial uses that can be located within residential neighborhoods without having significant impact upon residential uses, are rare in the Capitol Hill Community. Examples of existing Neighborhood Commercial include neighborhood markets on 300 West and 600 North and gas stations on 200 North and 600 North.

Planning Issues

Historically, neighborhood commercial sites were located throughout the community. Over time, many of

these structures have been demolished and others have been converted to non-commercial uses. There are a limited number of these historic commercial structures throughout the Capitol Hill Community which might be suitable for neighborhood oriented commercial uses. The reuse of these structures as commercial uses can be a positive amenity for the neighborhood because they provide needed services to the community. Such commercial uses have the potential to fill needs within the immediate area, and could help to eliminate some vehicle trips which residents currently undertake. However, the commercial uses should not negatively impact the adjacent residential uses. Regulations to encourage pedestrian orientation, limit hours of operation, discourage loitering and other undesirable activities should be enacted to ensure the use is conducive to a neighborhood setting. The reuse of such structures for commercial purposes should only be allowed after notifying adjacent property owners (including those across the street) and the community council.

Most of the existing neighborhood commercial uses are located on the major arterial streets of 300 West and North Temple but tend to service the commuter and tourist rather than the resident. Most of these uses cater to vehicular traffic and provide few pedestrian oriented amenities. Because of the scale and location, many residents, once in their vehicles, travel out of the community rather than patronize these existing local neighborhood businesses.

The development of appropriate neighborhood oriented retail services in the Community, which cater to both vehicular and non-vehicular patrons will help improve the livability of the community.

Policies

- Maintain existing neighborhood oriented commercial land uses and encourage new neighborhood commercial uses in areas where appropriate such as 300 West.

Action Items

- Amend the existing Capitol Hill Community Zoning Map to place incompatible commercial activities in residential neighborhoods in a non-conforming state as the means of phasing them out.
- Create a new ordinance which encourages the reuse of small neighborhood commercial structures to provide neighborhood commercial uses where appropriate.

NEIGHBORHOOD SHOPPING NODE

Overview

The Neighborhood Shopping Node provides a clustered environment for efficient and attractive neighborhood oriented commercial shopping and services to service the needs of the community.

Planning Issues

The West Capitol Hill Neighborhood Plan encourages neighborhood shops to locate on the east side of 300 West Street between 500-600 North Streets to provide a nucleus of neighborhood oriented commercial uses for the Capitol Hill Community. The neighborhood shopping node should be developed with a sensitivity to the historic architecture of the neighborhood. Retail uses built to the front property line are typical. Height of one or two stories is also compatible. Uses which are



Neighborhood store at 200 West 600 North

appropriate in the shopping node include a small grocery or drug store, neighborhood oriented retail, restaurants, and services and/or a mixed-use development with commercial uses on the ground floor and residential uses above or below the ground floor.

The shopping node should be designed in a way to minimize impacts to the existing historic neighborhood to the east including orienting the commercial development to 300 West, limiting delivery and principal accesses to 300 West, prohibiting access, for the commercial uses, from Arctic Court, strongly encouraging the reuse of existing historic structures, and providing adequate buffering between the commercial and residential land uses. The feasibility of creating a mixed use development with residential on the top floor should also be analyzed. The shopping center will hopefully become a catalyst to encourage more neighborhood retail oriented commercial reinvestment.

Policies

- If an appropriate commercial or mixed use development is proposed for the commercial node at 500 North and 300 West, which requires additional property, the western properties along Arctic Court may be rezoned to commercial shopping.
- Development of the commercial node mixed use area should include the following design features to ensure compatibility with the residential development to the east:
 - Orientation of the commercial development to 300 West
 - Deliveries and principal access to the commercial development from 300 West
 - Prohibiting access for commercial uses from Arctic Court
 - Strongly encouraging the reuse of existing historic structures within the new commercial development
 - Providing adequate buffering of residential properties to the east
 - Prohibiting access to the commercial use within 150 feet of Arctic Court.
- Ensure new commercial development along 300 West is sensitive to pedestrian oriented access and is sensitive to the historic character of the neighborhood.

- Encourage community oriented businesses that will provide a high level of visual quality and property maintenance.

Action Items

- Encourage nonconforming retail commercial uses to relocate to the neighborhood shopping node where appropriate.
- Provide a commercial retail nucleus and / or mixed use area for the Capitol Hill Community on the east side of 300 West between 500 and 600 North.
- Take proactive steps to entice new retail services into appropriate segments of this area.

COMMERCIAL STRIPS

Overview

Originally much of the commercial development in the Capitol Hill Community was developed along the state highways such as 300 West and North Temple and was oriented to the automobile and developed as tourist related activities. Several motels still exist but today cater more to short term rental type activities rather than tourist related. In addition, the 300 West Street corridor has a mixture of commercial activity from community oriented to heavy commercial community business with a variety of businesses adjacent to residential neighborhoods.

Planning Issues

Retail uses built to the front property line are typical for 300 West. Height of one or two stories is also compatible. The development pattern, including no front setbacks and shallow lot configuration along 300 West Street, limits opportunities to expand commercial uses and provide a new commercial development. The Community Business zoning designation along 300 West Street provides for neighborhood and limited scale community commercial service opportunities. The mixed-use zoning designation can also provide additional locations for commercial services.

Policies

- Encourage community oriented businesses which provide a high level of visual quality and property maintenance.
- Discourage commercial development from expanding into residential areas and along side streets.
- Maintain the historic development pattern along 300 West by prohibiting parking in the front yard.
- Shift focus of commercial activity to retail and service commercial which caters to the residential community by implementing the mixed-use zoning district.
- Commercial development must be oriented toward the street and not be allowed to expand into residential areas.

Action Items

- Provide incentives for existing businesses to provide a high level of visual quality and property maintenance to renovate and improve their properties.

REDEVELOPMENT AGENCY AND REVITALIZATION

The Redevelopment Agency Board adopted the West Capitol Hill Neighborhood (300-800 North between 200-400 West) as a redevelopment target area on July 1, 1996. The West Capitol Hill Neighborhood Plan was written with the goal of revitalizing the target area by eliminating blight through housing and commercial reinvestment. The 300 West Street corridor is the focal

point of efforts to encourage redevelopment. The plan's major goals include using urban design methods to revitalize and eliminate the 300 West Street barrier which divides the neighborhood, allowing for a mixture of residential and commercial land uses in a controlled setting and promoting a commercial node at 300 West Street between 500-600 North. Once the Redevelopment Agency has completed some of its pilot projects in the area, it is hoped that private reinvestment in the community will occur. Redevelopment efforts to revitalize the commercial area should be done in a manner that will encourage residential reinvestment. A positive outcome will lead to a more stabilized community.

Policies

- Ensure adequate funding is provided to implement the goals and policies of the West Capitol Hill Redevelopment Plan.

Action Items

- Provide incentives for existing businesses to provide a high level of visual quality and property maintenance to renovate and improve their properties.

MIXED USE ZONING

Overview

The new mixed use zoning district offers opportunities for commercial development along with residential development. It allows a mix of residential and commercial land uses whether they be in the same building or in the same mixed use area. The mixed use zoning provides regulations for commercial development to ensure compatibility with the existing residential development. In addition, the mixed use zoning provides opportunities for additional commercial or commercial/residential land uses to develop.

The Mixed Use Zoning District was developed during the preparation of the West Capitol Hill Neighborhood Plan to address the complex development pattern found in the northwest portion of the neighborhood. This area, although zoned for industrial development since 1927, is characterized by a mixture of single family homes, low-density residential developments and heavy commercial and industrial land uses.

Planning Issues

Portions of the area between 300-900 North Streets and 300-400 West Streets are identified as mixed-use areas. The West Capitol Hill Neighborhood Plan (July, 1996), allows both low-density residential and non-residential development, but medium to higher density residential development is encouraged. Properties which front on 300 West Street, are prime locations for market-rate, high density residential development because of their access to a major arterial, as well as their proximity to Warm Springs Park and Downtown. Because of limited property depth, desired development along the 300 West Street frontage will likely include retail on the first floor with apartments above. Development in the blocks between 600 and 800 North Streets and 300 to 400 West Streets may also include freestanding buildings of separate retail and residential nature.

Managing the existing non-conforming land uses in these areas to provide stable growth and protect property values, while encouraging new development, is desirable. Other commercial development is anticipated to be scattered within the mixed use areas and along portions of 300 West Street. The commercial uses in the mixed use areas should be compatible with the neighboring residential uses.

The mixed-use concept varies from traditional zoning approaches designed to separate uses and instead focuses on making different uses more compatible. A mixed use designation will rely on market demand as the key driving force for development. However, guidelines are provided to assure land use balance and compatibility. The mixed-use designation also allows land uses to be interspersed throughout the area in separate structures. Design guidelines in the mixed-use area emphasize compatibility rather than separation. Already new development has occurred in the mixed-use area including office space, a restaurant and a community resource center along 300 West.

Policies

- Ensure commercial development that is compatible with residential development.
- Preserve the mixed use character that has historically developed within areas of the Capitol Hill Community.
- Discourage the development or expansion of intensive commercial and industrial uses in this area.
- Implement design guidelines in the mixed-use zoning district to ensure mitigation of existing or potential land use conflicts and ensure compatibility.

Action Items

- Provide financial incentives that promote residential preservation and new residential development.

HEAVY COMMERCIAL

Overview

Currently, most of the heavy commercial land uses are located along much of Beck Street and 400 West. In addition, heavy commercial land uses are also located on the fringes of the West Capitol Hill and Guadalupe Neighborhoods where zoning classifications have allowed their continued development.

Planning Issues

Since zoning was first adopted in Salt Lake City in 1927, portions of both the West Capitol Hill and Guadalupe Neighborhoods have been zoned for commercial and/or industrial development. However, both of these neighborhoods have also retained a high concentration of residential land uses. This mix of land uses has created tremendous land use conflicts. A strong planning policy of protecting the residential land uses is appropriate. With the consolidation of the railroad, there is opportunity for an increase in less intensive commercial and an increase in residential development which can strengthen and stabilize the existing residential character of the Guadalupe and West Capitol Hill Neighborhoods and provide land uses and redevelopment that will connect and strengthen the relationship between the two neighborhoods.

Policies

- Prohibit future expansion of heavy commercial land uses east of 400 West.

Action Items

- Create an overlay zone for gateway corridors, such as 300 West and 400 West, which requires landscaped buffers and prohibits outdoor storage in order to enhance the function and appearance of the areas.
- Rezone of heavy commercial land uses to encourage their relocation to the areas zoned for industrial uses in the Capitol Hill Community or elsewhere in the City.

INDUSTRIAL

Planning Goal: Provide for appropriate industrial uses which are clean, quiet and attractively developed, buffered from surrounding residential areas.

INTRODUCTION

Twenty percent of land in the Capitol Hill Community is devoted to industrial and manufacturing uses. Industrial uses extend the length of the community along the railroad corridor (at approximately 500 West). Less intensive industrial uses are located south of 900 North and heavier industrial uses are mainly located north of 900 North. Extractive industries are also located in the Capitol Hill Community along Beck Street next to the foothills.

Light industrial uses include the assembly, fabrication, or processing of goods and materials using processes that ordinarily do not create impacts outside of the building where such activity takes place. Heavy industrial uses are those uses which have an impact on the environment or that have significant impacts on the use and enjoyment of adjacent property in terms of health and safety hazards.

INDUSTRIAL AREA BETWEEN NORTH TEMPLE AND 900 NORTH

Overview

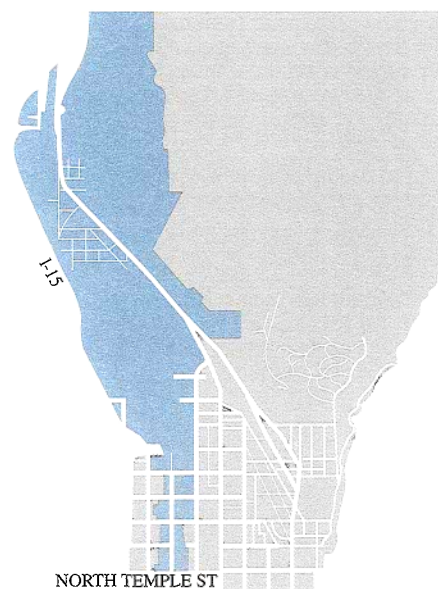
Most of the industrial uses located between North Temple and 900 North are considered heavy commercial or light industrial uses. Because of their proximity to each other, the incompatibility of the residential and industrial land uses have worked to create a decline in both the Guadalupe and West Capitol Hill Neighborhoods. Residential land uses are impacted by noise, pollution, and traffic associated with the daily

business of the industrial and heavy commercial businesses. Access to many of the industrial and heavy commercial operations generally requires traffic to pass through the residential portions of these neighborhoods.

Planning Issues

West Capitol Hill Neighborhood

Most of the industrial land uses within the West Capitol Hill Neighborhood are located along 400 West Street. However, there are some industrial uses located adjacent to residential uses within the Neighborhood which create severe land use conflicts. The West Capitol Hill Neighborhood Plan recommends that in these more sensitive areas, the properties be rezoned to a more restrictive zone, leaving the industrial uses nonconforming. More active enforcement of ordinances relating to buffering and health and safety standards of existing industrial properties could help to mitigate



Map of Industrial Areas in Capitol Hill

negative impacts on residential land uses. In the future, relocation of heavy industrial uses is recommended. In the interim, screening and buffering of industrial land uses which abut less intensive land uses should be required.

Policies

- Discourage the expansion of industrial land uses within the neighborhood.
- Promote the relocation of industrial uses to industrially zoned areas north of 900 North or in other appropriate areas within the City.
- Require screening and buffering of industrial land uses which abut less intensive land uses.
- Enforce ordinances as necessary to require screening and buffering of industrial land uses.

Action Item

- Maintain restrictive zoning that will not allow new incompatible industrial uses. Phase out incompatible industrial uses by rezoning the properties

Redevelopment of Existing Railroad Property

The industrial land uses located between North Temple and 900 North and 400 West and approximately 550 West, originally located here to have access to the railroad. Only a very few remaining land uses rely on railroad access. The railroad property in this area is a switching yard. Therefore, consolidation of the rail lines in this area may take longer than those lines south of North Temple. Once the railroad property becomes available for redevelopment, adjacent property with existing industrial land uses, should transition to less intensive uses. In the past the railroad has provided a significant physical barrier between the residential neighborhoods of Guadalupe and West Capitol Hill. Redevelopment of this area could help provide more stabilized residential neighborhoods in West Capitol Hill and Guadalupe. The location of the Union Pacific maintenance yard at 900 North will remain.

Redevelopment in this area would be divided into two sub areas. The rail yard would provide an easy opportunity for redevelopment. This area, along with existing structures, is seen as a mixed use area in the future, combining midsize structures containing residential and commercial/office type uses. The area west of 500 West which currently houses warehouse and light industrial type operations, is seen as a medium

density type of residential area which would provide a transition between the low density residential nature of the Guadalupe Neighborhood and the more intensive area to the east, including the proposed 500 West boulevard and the proposed mixed use area.

Policies

- Encourage the relocation of existing industrial and heavy commercial land uses to industrially zoned land in other appropriate areas of the City by rezoning the existing properties to a zoning classification which will allow a mix of less intensive land uses, by analyzing the feasibility of establishing a redevelopment project area and by using City resources to encourage mixed use development of residential and office/commercial in this area.
- Require buffering treatments, relocation of loading docks and adequate access measures to help mitigate impacts of existing industrial uses on residential land uses.
- Promote the redevelopment of the area between the Guadalupe and West Capitol Hill Neighborhoods as a mixed use area with medium density residential development west of 500 West and medium-high density residential-mixed use development (including residential, office and commercial land uses) east of 500 West.

Action Item

- Continue working with Union Pacific Railroad Company to consolidate and relocate rail lines and rail yards.

500 West Boulevard

The Beck Street Visionary Gateway Plan (1994) calls for a 500 West Boulevard once the consolidation of the rail lines occurs. The proposed road would facilitate commuter traffic from north of the City limits into the Downtown area. The road would be built as a boulevard, with a wide right-of-way and limited access divided by a median to encourage north/south traffic flows and limit east/west traffic to a few intersections (such as 300 North). Measures must be taken to ensure that a boulevard of this size will not act to create the same type of physical barrier between the Guadalupe and West Capitol Hill Neighborhoods that the railroad yard now creates. The design of the 500 West Boulevard should take into consideration the future alignment of commuter rail.

Policies

- Ensure that impacts of a 500 West Boulevard are mitigated to minimize the effects on the adjacent residential neighborhoods.
- Ensure the design of 500 West takes into consideration the future alignment of commuter rail.

Action Item

- Develop 500 West Boulevard.
- Amend the City's Major Street Plan to identify 500 West as a commuter route and identify the future route of the street.

INDUSTRIAL AREA BETWEEN 900 NORTH AND NORTH CITY LIMITS

Overview

The area north of 900 North west of 300 West/Beck Street consists of mostly heavy industrial uses. A large portion of this area is occupied by the Amoco Oil Refinery, Union Pacific rail yard & maintenance shops. Extractive industries are located in the foothills east of Beck Street. The future land use for most of this area remains as industrial.

Planning Issues

As is common with industrial land uses which have been in place for decades, one of the biggest problems with these uses is the physical impacts they have on the environment. Due to the presence of natural springs in the area as well as the types of industries, the major impacts in this area are on air and water quality.

In addition to environmental issues, improvement of the visual appearance of many of these uses should be undertaken. Under existing zoning regulations, any new industrial development must meet requirements for landscape setbacks to improve the visual appearance of such uses and provide buffering between land uses. Those uses which developed prior to intense landscaping requirements should be encouraged to upgrade their properties in terms of visual appearance including landscaping. For liability and safety reasons, the Amoco Oil Company is proposing to provide a landscaped buffer along its property on the west side of Beck Street. Similar steps to improve the appearance of other existing industrial uses should also be undertaken.

Policies

- Work closely with various governmental agencies and private property owners to ensure adequate and timely environmental cleanup where appropriate.
- Continue regulations which require improved visual appearances of industrial properties.



Major industrial uses

- Encourage improvements to the visual appearance of new and existing industrial sites and areas, including the continuance of requiring landscaping of industrially zoned properties.
- Prohibit new industrial development or the expansion of existing industrial uses from diminishing the amount of wetlands in the immediate vicinity, especially along Beck Street.
- Work closely with appropriate governmental agencies to ensure industrial uses do not violate existing local, state and federal environmental regulations.
- Ensure adequate enforcement of regulations on industrial properties relating to screening, buffers and maintenance.

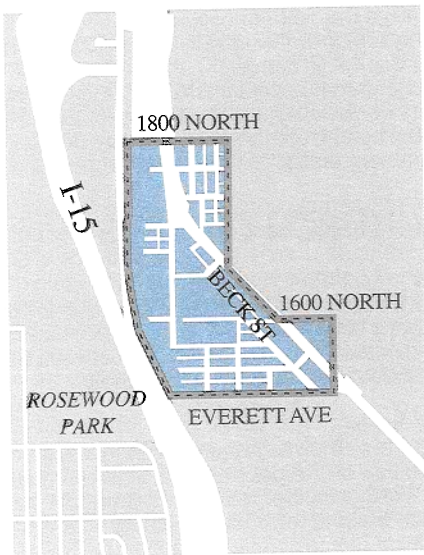
SWEDETOWN

Overview

Swedetown, located between Beck Street and Interstate-15 and between Everett Avenue and 1900 North was originally a suburban development promoted by businessmen eager to profit from the great influx of Swedish Immigrants into Salt Lake City in the 1880s. The land was surveyed, sidewalks laid, trees planted and homes built in hopes of creating a large suburban development. Water was piped from a large artesian well and from a spring in the mountains to serve the residents who had begun to erect homes on their newly acquired lots. However, an insufficient supply of water restricted the growth of the development. In 1930 there were approximately 375 residents living in Swedetown. According to the 1990 Census, today Swedetown has a population of approximately 105 residents.

Planning Issues

Industrial land uses have been allowed in Swedetown since 1927 when Salt Lake City first adopted zoning. Between 1927 and 1955 the zoning in Swedetown allowed unrestricted development. In 1955 the zoning was further refined to industrial zoning which allowed for residential land uses. Over the years, as the definition of industrial zoning has been further restricted, new residential land uses have not been permitted and the existing residences have not been protected from incompatible neighbors. The current residential uses can continue to exist under a nonconforming use status.



Swedetown Area

There are approximately 36 houses existing in Swedetown. Most of the existing residential structures are located in the southern half of Swedetown between Everett and Duluth Avenues and were constructed between 1880-1920s. Most of the existing non-residential buildings were constructed after 1940. The 1990 Housing Condition Survey ranked 26 of the 36 houses as being in unsatisfactory condition. According to the County Recorder's records, there are currently 10 houses which are owner occupied.

There are major problems in Swedetown which limit its attractiveness as a residential neighborhood including the lack of sewer, curb and gutter, severe land use conflicts with the railroad and other heavy industrial uses, and poor circulation and access. In addition Swedetown has severe environmental issues including a water table depth of 0-5 feet, high liquefaction potential, hazardous materials sites in the immediate vicinity, and Comprehensive Environmental Response and Compensation Liability and Information System (CERCLIS) sites: ((Petrochem/Ekotek Recycling (Superfund) and Utah Metal Works)).

The 1981 Capitol Hill Community Master Plan recommends the relocation of the residential structures in Swedetown to a more stable residential neighborhood. According to the 1981 plan, the area cannot become an acceptable living area and some assistance must be provided to permit the residents to move without undue expense and hardship. Although the relocation of existing residential uses from Swedetown was recommended in the 1981 Capitol Hill Master Plan no action has been taken. This has been due to a lack of implementation of this goal by the City and the residents' lack of desire to move from the area due to issues of whether comparable housing could be found elsewhere.

Historically, industrial land uses were built in the area to access rail service. Today only a few companies rely on rail access. It is not anticipated that the efforts of rail consolidation will have an impact on Swedetown.

Because of its proximity to transportation centers (Freeway, Airport, railroad) and the Central Business District, the Swedetown area could redevelop into an attractive Industrial or Research Park. However, poor circulation and access inhibit Swedetown from

becoming an attractive industrial area. Chicago Street, Everett Avenue and 1800 North have poor access and visibility from major arterials. The preliminary design of the second phase of reconstruction of Interstate-15 includes the development of an interchange at approximately 1800 North. This interchange can be designed to improve access to the Swedetown area. The improved access along with redesign, widening and infrastructure improvements within Swedetown should be encouraged to promote access into the area. These improvements will strengthen the desirability of the area as an industrial or business park.

In addition, cleanup of the Federal Superfund Site at Ekotek/Petrochem must be addressed. Currently a consultant is working to develop a program for mitigation of the Ekotek/Petrochem Site. Adequate mitigation of this site is necessary to ensure the redevelopment of the Swedetown Area.

The redevelopment of Swedetown should be done in phases with phase I beginning in the northern, non-residential portion of the area. Improvements to this area could increase the demand for industrial development in the southern area which could increase property values and afford residential property owners the means to relocate. If the area is determined to be an appropriate candidate for a Redevelopment Target Area, tax increment money could be used to help with relocation costs.

Policies

- Initiate redevelopment of Swedetown in the non-residential area first.
- Ensure the new interchange at 1800 North enhances access to Swedetown.
- Ensure that any vacations/street closures in this area do not eliminate important buffer areas between land uses.

Action Items

- Develop a small area master plan to address issues including the redevelopment of Swedetown as an industrial park. Development of the plan should include the following:
 - Explore all options which could assist in the redevelopment of Swedetown including federal programs such as the Environmental Protection Agency Brownfields Economic Redevelopment Initiative program as well as local redevelopment programs.
 - Mitigate conflicting land uses by developing a relocation plan to actively assist in the relocation of residential property owners and tenants to a more appropriate residential area by investigating all possible public and private funding sources.
 - Provide City resources to redevelop Swedetown as an industrial park including providing redevelopment strategies for Swedetown.
 - Provide circulation and access improvements to Swedetown including the realignment of existing streets.
 - Work closely with various governmental agencies and private property owners to ensure adequate and timely environmental cleanup where appropriate.
 - Take actions to maintain and enhance the appearance of existing industrial redevelopment including zoning changes from industrial to business park to encourage redevelopment in the Swedetown area.
 - Encourage the Utah Department of Transportation to place a stop light at Beck Street and Everett Avenue.
 - Provide sewer, water and other general infrastructure improvements.

EXTRACTIVE INDUSTRIES

Overview

The City is currently working with the various extractive industries, and owners of property located along Beck Street, as well as concerned citizens, to develop a comprehensive plan for the regulation and reclamation of existing sites. The preferred land use alternative of the Beck Street Reclamation Framework and Foothill Area Plan includes a business park with high image business, office and industrial uses extending eastward to the base of the excavated slope along the east side of Beck Street. The business parks suggested in the plan, should be designed in a campus-like fashion, and integrated with parks, parkways, open space, trails and natural features.

In addition to the retention of existing open space and the formal designation of the Bonneville Shoreline Trail, the plan calls for east-west trail linkages from the four canyons connecting the Bonneville Shoreline Trail on the bench with Warm Springs Fault Trail at the Beck Street level. The plan also calls for the development of large regional parks at the mouth of Hell Canyon and the upper reaches of Unnamed Canyon. A special Geologic Park is proposed to be integrated with the business park layout.

The plan calls for upgrading the Chicago Street/1800 North intersection to improve short-term vehicle movements to the extraction industries and long-term access opportunities to the business park. The plan calls for upgrades to the intersection including a 4-way traffic light in the short-term and direct linkage to Interstate 15 in the long-term. The plan also recommends prohibiting access to individual lots from Beck Street. All major roads should be designed as parkways, including landscaped medians, trees and other landscape features.

Policy

- Oppose expansion of extractive industries beyond that identified in the Beck Street Reclamation Framework and Foothill Area Plan. Where excavation rights exist, the City should explore the feasibility of obtaining the rights through conservation easements, purchase of development rights, purchase of fee title or trade to ensure expansion does not occur.

INSTITUTIONAL

Planning Goal: Provide for institutional development that is compatible with surrounding residential neighborhoods.

INTRODUCTION

Overview

The Capitol Hill Community is affected by two of the largest institutional land uses in the State: the State Capitol Building and associated structures and the LDS Church Campus. Institutional land uses include all public or quasi-public services and structures. Other institutional land uses in the community include public schools (Washington Elementary School, West High School and the former Horace Mann Jr. High School), museums (including the Children's Museum and the Daughters of the Utah Pioneers Museum), churches and the State Travel Council. One percent of the Community's land is zoned for institutional uses. Traffic is one of the most significant impacts associated with these institutions in the Capitol Hill Community. As of 1992, approximately 7,200 people were employed (including missionaries and daily volunteers) at the LDS Church Campus and State Capitol Building Campus.



Utah State Capitol Building

STATE CAPITOL

Overview

The State Capitol Building and Offices consist of approximately 36 acres of ground located between 300 and 500 North between Columbus and East Capitol Boulevard. Constructed in 1916, the Capitol Building is the heart of State Government and generates a lot of activity and traffic associated with state government and tourist related functions. As of 1992 there were approximately 1,200 people employed at the State Capitol Campus. During the legislative session that number increases substantially.

Planning Issues

Traffic

The State Capitol is surrounded by residential neighborhoods which are impacted by the activities at the Capitol. The State has taken measures to try and decrease the amount of activity and traffic at the State Capitol including relocating government facilities around the Salt Lake City area especially to the State Government Administration Facilities Complex along the Jordan River Parkway in the Northwest Community; instituting a shuttle service between State Offices; and encouraging employees to commute to work by bus.

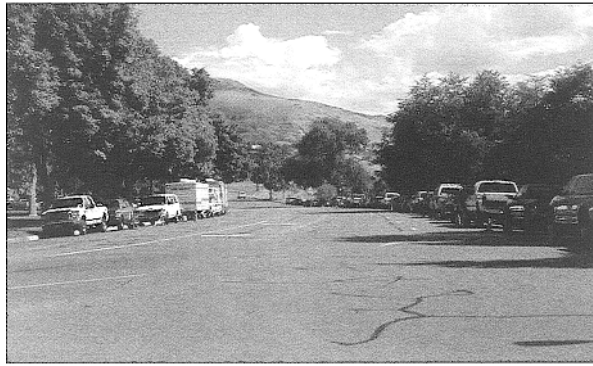
Visual Appearance of Parking Areas

Currently, the parking demands at the Capitol have been dealt with by paving much of the grounds. Parallel parking is currently permitted around the perimeter of the south portion of the Capitol with surface parking lots on the north, east and west of the building. There is also an underground parking lot. Parallel parking is allowed on both sides of East Capitol Boulevard. A State committee under the direction of the Division of Facilities Construction and Maintenance, is currently looking at parking issues relating to the State Capitol grounds. Increasing the amount of underground parking would allow for the elimination of the perimeter parking and paving on the south portion of the grounds which would greatly enhance the appearance of the Capitol Building grounds. Planting parking lot landscaping in the existing surface lots north of the building would also improve the visual quality.

The area between 200 and 500 North on East Capitol Boulevard should also be analyzed to determine how to improve trail accommodations on the western rim of City Creek Canyon, as well as increasing pedestrian amenities in this area. The design of this area could include improved landscaping with additional trees being planted along East Capitol Boulevard and on 500 North by the water tanks, trail improvements along the western rim of City Creek Canyon, increased amounts of pedestrian oriented lighting, burying of utility lines, development of a walkway on the eastern side of the Capitol grounds, and a unique paved or stripped pedestrian walkway across East Capitol Boulevard.

Parking by Non-Capitol Patrons

Due to the perception that parking in the Central Business District is too costly and inconvenient, there is an increasing trend of people who work Downtown to park at the Capitol and take the free shuttle to downtown locations. This trend increases traffic through the neighborhood, decreases the amount of available parking at the Capitol for those on official capital business and may entice the State to build even more parking at the Capitol. In order to stop this trend, the State should develop a method to resolve the issue of the Capitol grounds being used for a park-n-ride lot.



East Capitol Boulevard between 300 and 500 North

Policies

- Discourage the State from intensifying activities at the State Capitol Building site. Any expansion should be within the existing site and should take into account traffic impacts on the surrounding residential areas and should comply with City zoning and traffic regulations.
- Oppose any attempts to widen State Street between North Temple and 300 North to accommodate traffic to the State Capitol Building, including developing an agreement with the State for the City to take over jurisdiction of State Street, at least between North Temple and 300 North.
- Encourage the State to continue addressing ways to decrease the number of vehicular trips to the State Capitol Building including continuing to develop satellite campuses, providing shuttle services and promoting the use of mass transit and car pooling by employees.
- Encourage the State to visually improve parking areas around the State Capitol Building.
- Height limitations around the State Capitol should remain to insure continued visual access.

Action Items

- Encourage the State to discourage people who work in the Central Business District from parking at the State Capitol Grounds and riding the free shuttle to work.
- Improve trail accommodations and pedestrian amenities on East Capitol Boulevard between 200 North and 500 North.
- Encourage the State to construct a pedestrian walkway along the west side of East Capitol Boulevard on the Capitol Grounds.
- Facilitate communication with the State to consider impacts on the character and views of the neighborhood from the north for any new development on the State Capitol grounds.

LDS CHURCH CAMPUS

Overview

The LDS Church Headquarters Campus is located on the southern border of the Capitol Hill Community. The existing campus includes the blocks between State Street and 200 West along North Temple.

Planning Issues

The LDS Church owns property with frontage along North Temple on 7 blocks located between State Street and 300 West. Much of the land is currently being used for surface parking lots. The potential redevelopment of this property is high. A large portion of this land is now zoned Urban Institutional which regulates uses which generally involve having multiple buildings on a campus-like site, located within a developed community. Although not formalized, the LDS Church has long-range plans to redevelop this property as a part of their worldwide church headquarters.

Redevelopment, especially on the blocks on the north side of North Temple, should be sensitive to minimizing impacts on the residential neighborhoods including traffic, congestion and visual impacts. This can be accomplished by creating physical transitions with land uses on adjacent blocks, providing landscaped buffers between dissimilar uses, ensuring the location of and design of parking lots, including ingress and egress, encourages traffic onto arterial streets, and installing traffic controls between the campus/Downtown and the residential neighborhoods.

Development should incorporate a circulation plan of ingress-egress parking that minimizes impacts upon the Capitol Hill residential neighborhoods. In addition, adequate amounts of open space to accommodate the needs of tourists and visitors attracted to the campus should be provided. The existing Brigham Young Historic Park enhances the area with valuable usable open space on the edge of the Central Business District.

Policies

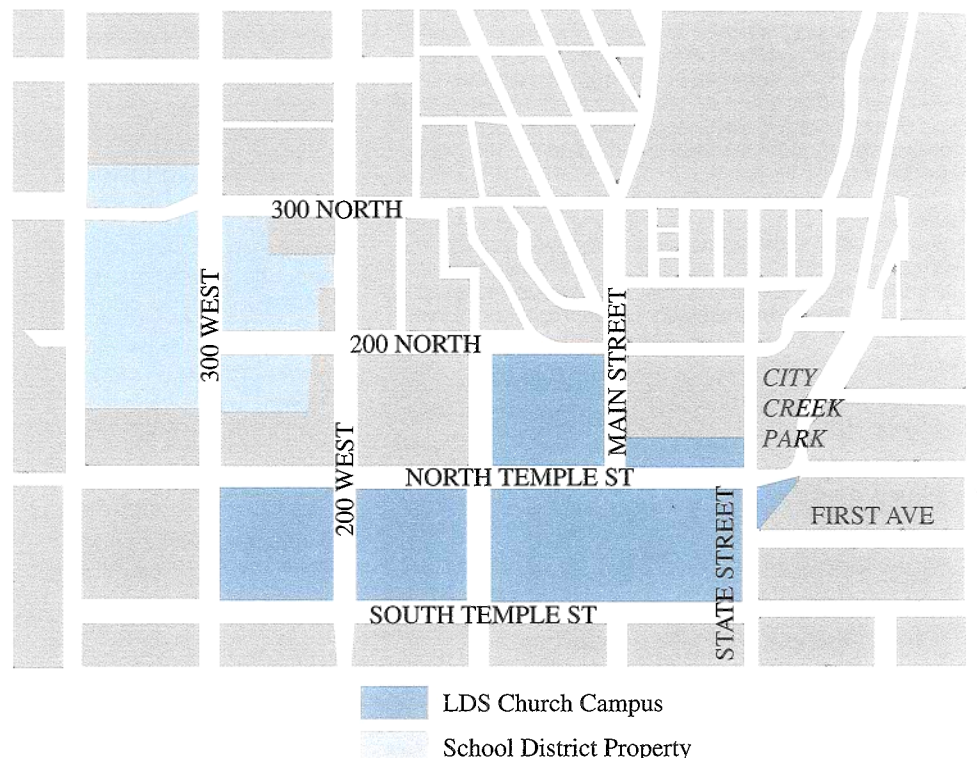
- Ensure the expansion of the LDS Church Campus is to the west rather than into residential

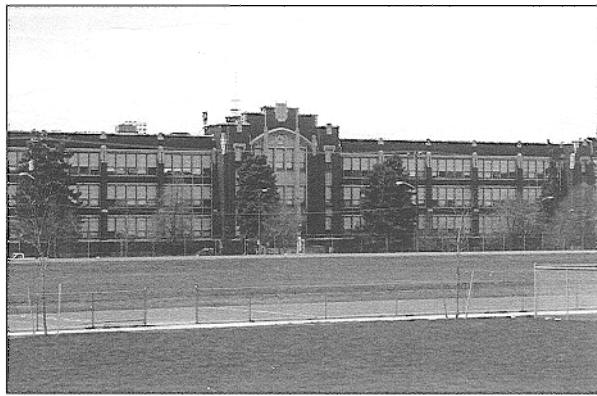
neighborhoods to the north other than existing Urban Institutional (UI) zoned areas.

- Prohibit the expansion of the Urban Institutional zoning district boundaries beyond the existing frontage along North Temple.
- Prohibit the encroachment of institutional uses into the residential neighborhood beyond the existing North Temple frontage.
- Encourage access to the LDS Church campus primarily from the south and west, not from the north and east.
- Height limitations to the northwest of LDS Temple Square should remain to insure continued visual access.
- Encourage design of building, landscape and parking facilities on the block bounded by North Temple, 200 North, Main and State Streets to ensure that any development will support and enhance the residential neighborhood to the north as well as maintain view corridors to the Capitol from the south.
- As LDS Church-owned surface parking lots along North Temple are redeveloped, ensure the final parking provided is adequate to meet the parking requirement for both existing and proposed uses.
- Encourage, as well as require where applicable, the continued use of public transportation and carpooling by employees.
- Mitigate impacts on the residential areas to the north from new development in the LDS Church Campus, including noise, parking, traffic and overall congestion.
- Require parking lot access for all commercial and institutional uses to direct traffic away from, not through, residential portions of the Capitol Hill neighborhood.
- Require that the parking access for any new development on the former Lafayette School site shall be on North Temple or Main Street, or shall utilize existing parking entrances.
- Support creation of an entry feature and retention of open space at the northwest corner of State Street and North Temple, in deference to City Creek Park and Brigham Young Park, and to allow City Creek to be raised above ground along North Temple.
- Prohibit encroachments into City Creek Park. The City should seek to re-acquire the existing access easement for a potential parking ramp from the LDS Church.

Action Items

- Amend the Urban Institutional zone to decrease the maximum height of new development to fifty feet where adjacent to residential properties.
- Develop design guidelines to encourage design of building, landscape and parking facilities on the block bounded by North Temple, 200 North, Main and State Streets, to ensure that any development will support and enhance the residential neighborhood to the north as well as maintain view corridors to the Capitol from the south. The design guidelines should include provisions to:
 - * require varied, stepped massing of a building, or multiple buildings, in order to discourage a monolithic appearance;
 - * eliminate blank walls along street faces and where adjacent to residential properties;
 - * require detailing and façade relief to provide for an architecturally interesting design; and
 - * require a minimum percentage of glass on the ground level of a building to encourage pedestrian interaction.
 - * require that the parking access for any new development on the block shall be on North Temple or Main Street, or shall utilize existing parking entrances.
- Work to acquire an open space easement on the northwest corner of North Temple and State Streets. Support development to a zero lot line on the north property line, adjacent to Gordon Place Park, if Gordon Place Park is preserved and an entry feature with open space is developed at the corner of North Temple and State Street.
- Encourage the LDS Church to re-orient the Main Street Plaza parking entry to a westbound North Temple entry, and to construct new parking entries in the center median of State Street and South Temple to encourage traffic to use these streets to enter the LDS campus parking garage.
- Promote the retention of the Brigham Young Historic Park and Gordon Place Park as usable open space.





West High School

WEST HIGH SCHOOL

Overview

The Salt Lake City School District owns approximately 32 acres of property on 300 West including the West High School campus, former Horace Mann Jr. High and the district's maintenance shops.

Planning Issues

Since the relocation of the school district's alternative high school and renovation of West High have been completed, the former Horace Mann school has been demolished. The school district has constructed an expansion of West High's athletic fields on the site.

Policies

- Prohibit commercial development on the former Horace Mann Jr. High School property.
- Prohibit the expansion of Salt Lake City School

District facilities from encroaching onto residential properties.

- Prohibit the expansion of institutional uses associated with the West High School campus into the residential neighborhoods.

Action Items

- Encourage the development of a community/school recreation center with aquatic facilities in the community.

CHILDREN'S MUSEUM

Planning Issue

The Wasatch Plunge, a nationally and locally registered historic structure located at 840 North 300 West Street, houses the Children's Museum of Utah, which has held a fifty year lease of the building since 1981. The location of the Children's Museum at this site has been an asset to the community and the community desires the museum remain at this location. One of the reasons for the development of the North Warm Springs Park was to provide additional educational opportunities for the children visiting the museum.

However, only a portion of the building is used for museum operations. The swimming pool area is not used. There is increasing interest by private individuals in analyzing the feasibility of restoring the swimming pool.

Policies

- Encourage the continued use of the city-owned facility.
- Ensure adequate funding is provided for the restoration and maintenance of this historic structure.

Action Item

- Explore the feasibility of returning the Wasatch Plunge building to its original use as a community swimming pool and recreation center. If such a use is found to be feasible, work with the Salt Lake City School District, Salt Lake County, the private sector, and other entities to secure the needed funds to renovate the building.
- If returning the Wasatch Plunge building to its original use is infeasible, then the city should explore the feasibility of other public or quasi-public uses which are sensitive to the historic structure, provide for the optimal use of the facility and benefit the community and citizens of Salt Lake City.



Wasatch Plunge Historic Structure

OPEN SPACE AND RECREATION



Guadalupe Park

Planning Goal: Provide for and encourage parks and recreation areas in various forms and locations to enhance residential neighborhoods and the surrounding community.

INTRODUCTION

Although open space and developed park space make up approximately 49% of the land area of the Capitol Hill Community, only 3% of the Community's land is developed park space. The remainder of the land in the community zoned for open space is undeveloped land in the foothills and City Creek Canyon. School facilities add to the amount of open space and are available for limited public use during off-school hours. Due to steep topography, much of the Capitol Hill Community is non-buildable and remains open space located on the outskirts of the community.

EXISTING PARKS

Overview

The Capitol Hill Community contains several park and recreation facilities. Warm Springs is the only community park located in the Capitol Hill Community.

CITY PARKS LOCATED IN THE CAPITOL HILL COMMUNITY			
Park	Location	Acreage	Type
City Creek Canyon/Memory Grove/City Creek Park	State St./North Temple/Canyon Road	8.75 (Memory Grove) 840 Canyon	Regional Park
Ensign Peak	North of Ensign Downs Neighborhood	75	Regional Park
Warm Springs & Nature Park	840 N. 300 West	19.5	Community Park
Ensign Downs Park	800 N. 80 East	7.0	Neighborhood Park
Guadalupe	619 W. 500 North	1.0	Neighborhood Park
Pugsley	340 W. 500 North	.25	Mini-Park
Silver	126 W. 500 North	.25	Mini Park
Swedetown*	1500 N. 800 West	.75	Mini Park

* The future land use designation for Swedetown is for non-residential land uses. Therefore, the Future Land Use map does not call for the long range continuation of the Swedetown Mini Park.

Planning Issues

Parks Master Plan

The Salt Lake City Public Services Department is currently updating its city-wide Parks Master Plan and Recovery Action Plan. The draft Parks Master Plan states that there is a good distribution of park land in the community, but acknowledges that several of these parks lack amenities requested by the community. The draft plan states that there are deficiencies in the number of youth baseball fields, baseball diamonds, multi-use fields, swimming pools, volleyball courts and picnic areas. The draft Parks Master Plan also states that the Capitol Hill Community has the second lowest park acreage per 1,000 people in Salt Lake City with the deficit being in community park acreage.

The Public Services Department is planning to enlarge the Ensign Downs Park to accommodate a playground, tennis courts and informal picnic area. In addition, renovation and expansion of Warm Springs Park is underway to develop the area north of the Children's Museum as a nature park with interpretive center. Parking for the park, behind the Children's Museum is scheduled for construction in the summer of 1998.

As part of the development of the draft Parks Master Plan, citizens and park users were asked to state what types of park facilities are most important to them. The surveys indicate people are more likely to drive to recreational facilities (parks) with a specific recreational purpose in mind. The need to develop larger parks, where available, and develop multi-use facilities will allow for these demands to be met.

Warm Springs Park Although Warm Springs Park is classified as a community park, it is probably most accessible to the Marmalade and West Capitol Hill Neighborhoods. However, usage of this park by residents is very low. The park lacks adequate facilities such as picnic structures and play fields which could encourage more active use by residents.

The Public Services Department is currently making park improvements including developing a nature park north of the Children's Museum including constructing an interpretive center. Improvements to the original portion of the park (south of Wasatch Plunge Building) include constructing more picnic facilities, volleyball pits, and installing soccer goals in conjunction with the renovation of the tennis courts and restrooms. Parking is currently being designed to be located east and north of the Children's Museum to provide more central parking for the existing park as well as for the nature park.

The Public Services Department is also considering the possibility of renovating the pool area inside the museum building to try and utilize more of the building for community purposes.

Action Items

- Pursue the development of an additional neighborhood park or expansion of existing parks.
- Address Warm Springs Park improvements including resurfacing the tennis courts, renovating restrooms, developing more play fields, stabilizing the hillside and providing more easily accessible parking to encourage park usage by residents of the community.
- Study the feasibility of extending Warm Springs Park northward to the intersection of Beck Street/Victory Road.
- Ensure the long range use of the Wasatch Plunge Building for public/quasi-public uses that support community needs and support abutting Warm Springs Park.

Mini-parks

Although mini-parks can be used more intensely per square foot, the size of these parks does not fill as many recreational needs and lacks the flexibility that larger parks provide. Therefore, many times, mini-parks are not used by residents in the area but instead become a

nuisance because they attract undesirable activities. On the other hand, mini-parks are ideal for families with young children who do not want to or do not have time to travel a long distance to a park. Although mini-parks are expensive to maintain and require additional policing, the community supports mini-parks in the neighborhoods.

Pugsley Street Mini-Park: Pugsley Park was constructed as part of an overall block redesign. Although there is no other park facility located within the West Capitol Hill Neighborhood, the lack of facilities in the park discourages its use by area residents and the park has become a place for loitering. This small park is surrounded on the south and west by historic era housing. Therefore expansion of this park is not recommended. The redesign of Pugsley Park may help provide more usable park space, but the size of the park makes it unfeasible to include active-play types of facilities.

Swedetown Mini-Park. The Swedetown mini-park was constructed on surplus school district property in the residential area of Swedetown. It is the only recreation space in Swedetown. This plan calls for the relocation of the residential uses in Swedetown and the redevelopment of the area as a business park. Therefore, the continued use of the mini-park is only recommended while the residential uses are in Swedetown. When relocation has occurred, the mini-park should be declared surplus and redeveloped to an appropriate use.

Policies

- Prohibit the expansion of Pugsley Park where existing housing would be eliminated.
- Allow for the redevelopment of Swedetown Park once the residential land uses have been relocated from Swedetown.

Action Items

- Retain existing mini-parks and study ways to increase their utilization and recognize their value to the community. In doing this, the City should determine user groups of these parks and determine if additional uses could be compatible with adjacent land uses.
- Consider the purchase of a strip of land located on the east side of Loma Lane between Gray and Hillside for a mini park. Plant trees and cement Loma Lane from Gray to Hillside.

Development of Park Space in the Marmalade Neighborhood

Residents of the Marmalade Neighborhood have requested the City develop a park in their neighborhood. The Silver Mini-Park is currently the only park located in the Marmalade Neighborhood and is too small to be highly utilized. Another mini-park, the Quince Street mini-park, was declared surplus in 1994 as part of a project by the Utah Heritage Foundation to sell the Thomas Quayle House which was located on the park site, and relocate their offices to the Memorial House.



Warm Springs Park

Because of its dense development, steep topography, and the City's policy of historic preservation in this neighborhood, there is a lack of available space on which a park with adequate facilities could be developed. This coupled with the Park Division's assessment of whether there is a need for additional mini-parks, and the proximity of the expanding Warm Springs and the newly developed City Creek Parks to the Marmalade Neighborhood, it is not very likely that a park will be developed in the Marmalade Neighborhood. Instead, the Parks Division will focus their resources on upgrading and possibly expanding Warm Springs Park which can serve the Marmalade Neighborhood as well as residents of the entire Community.

Improved Open Space

The amount of open space in the foothills of the Capitol Hill Community affords a great recreational opportunity for residents and visitors. In addition to existing improved trails in City Creek Canyon, the development of the Shoreline trail and trails above the extractive industries on the foothills' western slope will provide additional opportunities for recreation in the Community.

RECREATION

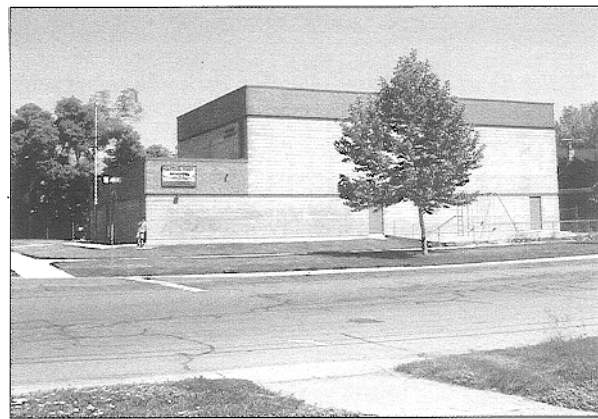
Planning Issues

Recreation Center/Swimming Pool

With the closure of the Wasatch Plunge in 1975 and the demolition of the Deseret Gym in 1997, there is no existing indoor recreation facility in this community. In the past, the Salt Lake City School District had an agreement with the Deseret Gym to allow students from West High School to use the pool. Therefore, the need for a new site in the community for a recreation center with a swimming pool is great.

Action Item

- The City should work with the School District and private sector to locate a community recreation center with aquatic facilities within the community.



Capitol West Boys & Girls Club

Beck Street Gateway Area

In its efforts to create a buffer between its refinery and operations and other property owners, the Amoco Oil Company has purchased the land east of the refinery along Beck Street with the intention of providing a landscaped buffer. Developing this gateway area into a recreational use, such as a bike path, would provide the landscape buffer Amoco is seeking while providing some usable open space and beautifying the north gateway into the City.

Action Item

- The City should continue to work with Amoco Oil Company to determine the appropriate open space use and gateway design of Amoco's property which has frontage along the west side of Beck Street. Ensure these plans are integrated and compatible with the Beck Street Visionary Gateway Plan, including open space corridors and bicycle routes.

Play Field and Parking for Boys & Girls Club

The Capitol West Boys and Girls Club (300 North 600 West) is a vital asset to the community. At the same time, the protection of the existing single family residential uses is paramount to the stability of the neighborhood. The Boys & Girls Club is in need of more space for parking, program expansion and a play field. However, because the club is surrounded by residential structures, adequate physical expansion of the club is not feasible. Elimination of the residential structures (especially those located along 600 West) for the expansion of the Boys & Girls club is not appropriate. However, once consolidation of the rail lines occur, there may be a possibility to relocate the club in the proposed mixed-use area.

Policies

- Encourage maintaining the Capitol West Boys and Girls Club as a community amenity. Support future expansion needs if feasible or relocation efforts within the Guadalupe or West Capitol Hill Neighborhoods.

East Capitol Boulevard Between 200 and 500 North

The existing right of way of East Capitol Boulevard accommodates two lanes of traffic both ways, a continuous turn lane and parking along the curb on both sides of the street. In addition, 45° angle parking is occurring near Bonneville Boulevard to accommodate recreation enthusiasts of City Creek Canyon. Improving trail accommodations on the western rim of City Creek Canyon, as well as increasing pedestrian amenities between 200 and 500 North on East Capitol Boulevard should be completed to make the area more attractive. Consistent with this would be the development of a canyon rim walkway and enhanced streetscape on the west edge of City Creek Canyon between approximately 200 North and 500 North.

Action Item

- Make improvements to trail accommodations on the western rim of City Creek Canyon, as well as increase pedestrian amenities between 200 and 500 North on East Capitol Boulevard. (including parking, walkway, pedestrian oriented lighting, burying of utility lines and improved landscaping) for City Creek Canyon and access to Memorial House and Memory Grove at Fourth Avenue.

RELATED MASTER PLANS

Planning Issues

Ensign Peak Master Plan

The Ensign Peak Master Plan was developed as an element of the Parks & Recreation Master Plan in July, 1994. The Ensign Peak Foundation, a non-profit group working with the City targeted implementation of the plan to be completed by the Pioneer Sesquicentennial in 1997. The plan specifically lists the design of and funding sources for the improvements to Ensign Peak, of which many, including construction of a trail head and trail improvements were completed for the State Centennial in 1996. The plan is a vital tool towards the implementation of recreation and historic preservation policies of the City. Ongoing monitoring of development and trails usage is important to ensure that negative impacts to Ensign Peak are minimized. A copy of the Ensign Peak Master plan is available from the Planning Division or Parks Division.

Action Items

- Continue to implement the policies and recommendations of the Ensign Peak Master Plan.
- Monitor existing development and utilization of trails and revise plan if necessary to ensure development and utilization of trails does not have negative impacts on the preservation of the peak.
- Monitor parking for the Ensign Peak and LDS Church Gardens to determine if there is a need for off-street parking for Ensign Peak.
- Limit trailhead parking in front of adjacent homes.

Open Space Master Plan

In 1992, the Salt Lake City Council adopted a city-wide Open Space Plan which includes specific implementation strategies for the Capitol Hill Community including:

Victory Road Crossing: The Open Space Plan recommends a pedestrian connection between city properties including Warm Springs Park and the foothills. Providing a connection between Warm Springs Park and the trails in the foothills and City Creek Canyon would allow an access between these important recreation sites. In addition, because of the overwhelming volume of vehicular traffic along Victory Road, especially during commuting hours, pedestrian access is very difficult. Residents of the community strongly support a pedestrian crossing on Columbus Street between 300 North and 500 North to enable residents from the Marmalade and other western neighborhoods, access to the foothills and City Creek Canyon. The design of any access across Victory Road should take into consideration the safety of pedestrians and cyclists from vehicular traffic and undesirable types of activities.

City Creek: In 1995, City Creek was brought back to the surface in City Creek Park and in the LDS Church owned Brigham Young Historic Park, both located at the intersections of Second Avenue, State Street and North Temple. Continued efforts to extend the creek, at the surface, through the Central Business District (allowing the creek to run at the surface along North Temple) will help create a distinct physical boundary between the Central Business District and the residential neighborhoods of Capitol Hill.

Bonneville Boulevard in City Creek: A major trail in the City which gets a high volume of users, is Bonneville Boulevard, located in City Creek Canyon connecting the Avenues and Capitol Hill communities. The users of this trail have requested revegetation of the hillside, installation of a low precipitation/water efficient irrigation system, upgrades to trails and signage to make the area more attractive and less of a fire hazard.

Trail Head and Parking Facility on Bonneville Boulevard

The existing city-owned parcel of property on the east stretch of Bonneville Boulevard should be developed as an amenity for City Creek Canyon. Complaints have been made by citizens relating to the appearance of the salt pile stored at this location by the Public Services Department. This area is an ideal location for a trail head, recreation facility and parking lot for recreation users of City Creek Canyon.

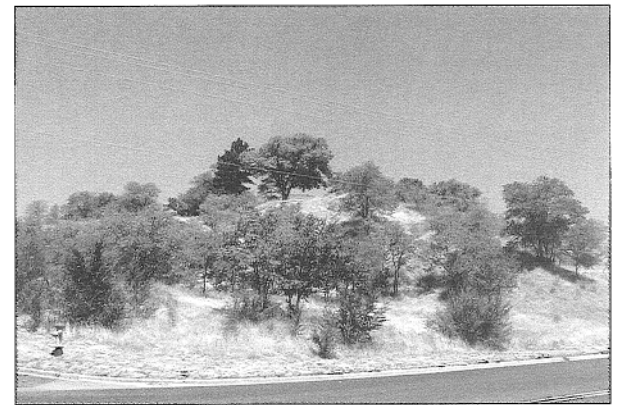
Access to Existing Parks: Most of the land available for recreation in the community is located on the borders of the residential areas and in the foothills, and is not readily accessible to the citizens of the community. The Open Space Plan specifically addresses many of the access problems by recommending methods of getting across Victory Road and East Capitol Boulevard as well as showing connections to all of the parks.

Policies

- Maintain the existing policy in City Creek Canyon as it relates to automobiles.
- Retain City Creek Park as public open space and encourage the LDS Church to retain the Brigham Young Historic Park and Gordon Place Park as usable open space.

Action Items

- Implement recommendations and policies of the Open Space plan as it relates to the Capitol Hill Community.
- Enhance the communication tower road for trail use.
- Improve access to existing parks.
- Extend City Creek at the surface, through the Central Business District to the Jordan River, without the



500 North reservoir site

removal of trees along North Temple.

- Create a new zoning district for public lands in the foothills which prohibits the development of structures.
- Ensure bicycle access is accommodated through any Victory Road crossing facility and ensure an appropriate connection between this facility and the Davis County commuter bike route.

POTENTIAL PARKS

Planning Issue

The amount of developed parks and recreation facilities in the Capitol Hill Community is inadequate. Several city-owned sites including the two reservoir sites at 500 North and Victory Road and the detention basin on 400 West and 750 North are not well maintained. In addition, there are several smaller private parcels which detract from neighborhoods. Citizens have suggested that the City develop recreation facilities, trail heads or mini-parks on these sites to provide additional recreational opportunities and to enhance the visual appearance of these properties. The Public Utilities Department has looked at the feasibility of developing the reservoir sites and/or the detention basin for recreation purposes. The potential development of the Victory Road Reservoir Site is limited because the only space available on this site is on top of the reservoir, which is not recommended by the Public Utilities Department.

The detention basin located at 750 North 400 West may also prove difficult to improve because of an abundance of drainage in this basin which creates swamp-like conditions. However, a portion of the property could potentially be developed as a wetlands by draining the remaining property into this portion. The enhancement of the springs could help encourage aquatic/riparian species for use by migratory birds. The wetlands area could be used as a nature study area with perimeter planting of large trees, such as cottonwoods, to buffer the area from surrounding land uses. The remaining land could potentially be developed as play fields.

The 500 North Reservoir site should be maintained as an improved open space area with facilities such as a picnic area to serve recreation enthusiasts, state employees, visitors and area residents. Landscape enhancement and on-going maintenance of the site will be undertaken by the Public Utilities Department.

Due to funding limitations, however, the maintenance of existing parks is a problem. The Parks Division is trying to pool resources to address all of the needs of maintaining and improving existing parks.

Policies

- Visually enhance publicly owned property while creating recreational opportunities for the community.

Action Items

- Study the feasibility of developing an enhanced open space area with picnic facilities at the 500 North reservoir site on the vacant land west of the reservoir.
- Study the feasibility of improving the public utilities detention basin on 400 West 750 North by creating a wetlands area on a portion of the property, which would expand the nature study capabilities in conjunction with North Warm Springs Park and developing play fields on the remaining property.
- Work with the Public Utilities Department to landscape the existing reservoir sites and detention basin with water conserving landscaping to enhance the visual appearance of these city-owned properties if it is determined that recreation uses for these properties is not feasible.

HISTORIC PRESERVATION

Planning Goal: Provide for the preservation and protection of the historically and architecturally important districts as well as the quality of life inherent in historic areas. Ensure new construction is compatible with the historic district within which it is located.



Nelson Wheeler Whipple House in the Guadalupe neighborhood

INTRODUCTION

The Capitol Hill Community is one of the premier historic areas in the state of Utah. The Mormon pioneers built houses and settled on the lower west and south slopes of Capitol Hill soon after Salt Lake City was established in 1847. The large housing stock from this period is rare in Utah. Much of the community was constructed prior to zoning and building laws. It is a high density residential area with primarily single family and duplex structures built closely together.

DESIGNATED HISTORIC RESOURCES

Overview

Much of the historic character of the Marmalade and Kimball Neighborhoods has been preserved, and historic preservation is a priority in these neighborhoods. The Marmalade neighborhood is characterized by its steep narrow streets, irregular shaped lots, various setbacks and houses oriented to the



Houses in the Capitol Hill Historic District on 400 North

site rather than the street. The unusual physical layout and the high concentration of historic homes make the Marmalade area unique.

Preservation efforts began in the Marmalade Neighborhood as early as 1975, when the Utah Heritage Foundation moved its headquarters to Quince Street in the Marmalade Neighborhood and began promoting this area for historic preservation. In 1982, the Capitol Hill Historic District, made up of the Marmalade and Kimball neighborhoods, was listed on the National Register of Historic Places. The Salt Lake City Council designated the local historic district in 1984. The local historic district utilizes regulations to promote preservation and protect investments of property owners, by providing design review of new construction and alteration which helps ensure compatible redevelopment of properties in the district. Listing on the National Register entitles property owners to apply for state and federal tax credits as an incentive for preservation efforts.

Planning Issues

Although, the Capitol Hill Historic District has become a well-identified historic area of Salt Lake City, there are still many people, including property owners, who do not understand or know of the regulations and opportunities associated with this area being designated historic. In addition, continued pressures from land speculators threaten the area. Because of its proximity to Downtown, the land is seen as more valuable than the historic structures by many speculators and developers. The adoption of design standards for the historic district to ensure compatible redevelopment and alteration which are sympathetic to historic resources, and measures to discourage the demolition of historic resources are paramount.

Although most of the original historic structures are intact, many historic qualities of the neighborhood have been lost. Original street names, such as Peach, Apple, Grape and Currant, which gave rise to the area being called "Marmalade", have been changed. In addition, there are no identification markers to signify when a person is entering into the historic district.

Policies

- Promote fullest and broadest application of historic preservation standards and design guidelines, especially relative to new construction, so that historic neighborhood fabric, character and livability are not compromised.

Action Items

- Develop methods for displaying historic street names in a way which does not confuse or conflict with the official street name display.
- Rename West Temple, between 200 North and 300 North, Apple Street.
- Identify the historic district with unique street signage and/or district entry signs/monuments.
- Identify historic sites, other than buildings, with plaques stating the significance and history of the sites.
- Actively pursue the relocation of the Hawk Log Cabin, a National Register Site, located in the rear of the lot at 458 North 300 West Street to an appropriate site where it can be restored and protected from falling into disrepair.
- Expand the National Register Historic District to include all structures within the local historic district to ensure that these property owners may apply for federal and/or state tax credits.

HISTORIC RESOURCES (WEST OF 300 WEST)

Planning Issues

Since the late 1970's most of the preservation efforts and attention has been directed toward the residential areas located on the hillside. However, there are two structures listed on the register that are located west of 300 West: Nelson/Wheeler Whipple House located at 564 West 400 North in the Guadalupe Neighborhood and the Robert Widdison House located at 464 North Pugsley Street in West Capitol Hill. Although a reconnaissance level survey of the area west of 300 West was conducted between 1990-1992, there have been no further preservation efforts made in this area. As the demand for housing increases in the Salt Lake Valley and the importance of preservation continues, preservation activity has been moving westward through the Capitol Hill neighborhoods as evidenced by the number of historic resources being renovated on Fern and Reed Avenues.

Policies

- Ensure the redevelopment and revitalization efforts proposed for the areas west of 300 West are balanced with the preservation of important historic resources.

Action Items

- Conduct an intensive level survey of those areas shown to have a high percentage of structures rated potentially eligible for the National Register in the 1990-1992 West Side Survey conducted by Cooper/Roberts Architects
- Encourage designation of qualified individual structures to the National Register of Historic Places and/or local historic register where appropriate.
- Encourage designation of qualified areas to the National Register of Historic Places.

PUBLICLY OWNED HISTORIC RESOURCES

Overview

In addition to the privately-owned historic resources in the community, several important publicly owned resources exist in the community including the Wasatch Plunge (1921), Marmalade Hill Center (1890-1892), Memorial House (1926), Ottinger Hall (1900) Utah State Capitol (1915), White Memorial Chapel (1883) and Council Hall (1864-1866). In addition, the Warm Springs Park, an early pioneer camp site, is historically significant to the community, City and State. Archeological efforts should be undertaken at the park and in the immediate vicinity to study this important historical area.

Policies

- Ensure the maintenance and continued appropriate use of publicly owned historic resources.

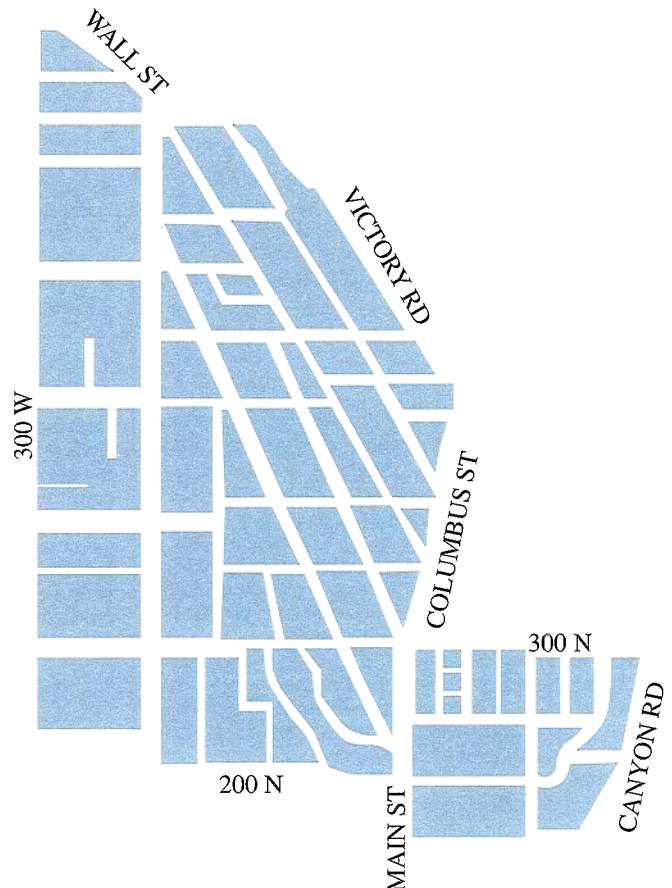
Action Items

- Facilitate the designation of public historic resources and/or placement of preservation easements to ensure the continued preservation of these important resources.
- Encourage archeological efforts to study the historical Warm Springs Park.

HISTORIC LANDSCAPES

Planning Issues

Historic landscapes are an important element apparent in the Capitol Hill Community. In addition to Memory Grove and the State Capitol Grounds, other landscaping features are located in the community such as the



Capitol Hill Historic District

Sycamore trees which line the park strips along State Street between Gordon Place and 300 North, and those on private property such as the grounds of the Woodriff Ritter-Stewart Mansion. According to the Utah State Division of Forestry, Fire and State Lands, only the American Elm located on the State Capitol Grounds is officially listed as a Utah Heritage Tree.

Trees designated as Heritage Trees go through a rigorous analysis prior to designation. Nominated trees are numerically rated based on criteria including historical and/or botanical significance, age, condition, location and size. In order to be designated on the Heritage Tree list, the tree must have received a numerical rating of 70 points or higher by the Division of Forestry, Fire and State Lands based on these criteria. The tree must also be a living specimen.

Local Regulation to preserve historic landscapes.

The protection of historic landscapes on public and private property is important in assuring the integrity of historic districts and sites. Regulations allowing the Historic Landmark Commission the authority to review major changes to designated historic landscapes could help provide this protection. Designation of historic landscapes on private property should occur when the property owner gives consent to such designation and regulation.

Street Tree Planting Patterns

Historically, the types of trees and the spacing of trees provided canopies along park strips. These historical planting patterns have been replaced by new methods and regulations for planting street trees. In historic districts, as older trees are replaced, and new trees are planted, the historic planting of street trees and the closeness of the plantings should be consistent with historic patterns of street tree planting to further enhance the historic district.

Policies

- Tree species should be consistent with the heritage of the district and include flowering fruitless trees in the Marmalade Neighborhood.



Council Hall

Action Items

- Create specific language in the Zoning Ordinance to allow for the designation of historic landscapes, including public landscapes, and authorize the Historic Landmark Commission to provide for their protection.
- Encourage the State to designate historic landscapes located within the Capitol Hill Community on the Utah Heritage Tree list where appropriate.
- Work with the Urban Forester to study and reinforce historic spacing patterns of street tree planting in designated historic districts. Emphasis should be on allowing more flexibility so trees can be spaced closer together and provide a canopy similar to historic landscaping patterns.

URBAN DESIGN

Planning Goal: Enhance the visual and aesthetic qualities of the community by implementing historic preservation principles, designing public facilities to enhance the established residential character of the Capitol Hill Community and encouraging private property improvements that are visually compatible with the surrounding neighborhood.

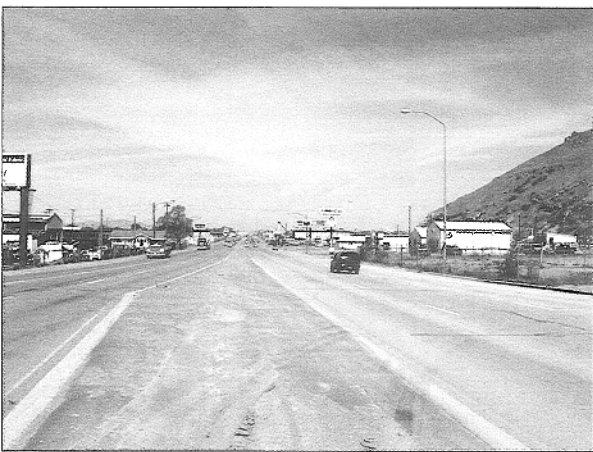
INTRODUCTION

Urban design is the generally accepted name for the process of giving physical design direction to urban conservation, growth, and change. For urban design to be meaningful, it must define the urban design objectives for the city and illustrate a process for making decisions regarding the city's future character. The process must determine how individual parts of the city interact to create its image. Urban design analysis can provide for specific functional and visual form solutions to many environmental and land use issues. Urban design can specify methods to enhance or protect areas consequently making an area economically stable and more livable. This is achieved through the development of specific programs to protect views, enhance and protect historical ambiance, direct the form and scale of new development and bring visual cohesiveness to the community. Many urban design guidelines which are applied city-wide are not addressed in this plan, but are addressed in the city-wide Urban Design Element. Therefore, the Capitol Hill Community Master Plan Update and the Urban Design Element must both be consulted throughout the design review process of any proposed development.

GATEWAYS

Overview

Gateways refer to the entrances in and out of a city, but may also refer to the entrances into a community or neighborhood. They are an important part of an area's image because they provide visitors and residents with their first visual impression and most frequent view of the area. A gateway often frames a principal view, providing a point of identity from which the viewer begins to evaluate the form and scale of an area.



Beck Street

The gateways into the Capitol Hill Community include:

- * Beck Street/I-15
- * North Temple at State Street
- * 600 North viaduct
- * 300 West at North Temple; and
- * Main Street at North Temple

Planning Issues

These community gateways can strengthen the City's identity as the State's Capitol City. The visual prominence of the State Capitol Building, and its surrounding hillside, backed by mountain peaks and/or the city's skyline demand that these areas play a more positive role in shaping the visual appearance of the Community. Currently, the incompatible land uses, poor visual interface of different districts, height of newer buildings such as Zion Summit, lack of development standards and poor maintenance of properties, particularly at the Beck Street and 600 North Gateways diminish these images.

In the past several years, the Amoco Oil Company has been making a concerted effort to purchase property on the west side of Beck Street to provide a buffer between the refinery and other properties. As funding becomes available, Amoco proposes to landscape the Beck Street frontage with drought tolerant landscaping which will enhance this important gateway into the community and City.

Policies

- Encourage the removal of billboards from 300 West and the 600 North off-ramp.
- Use urban design features to signify community entries.
- Improve landscape features throughout the community where feasible.

Action Items

- Place gateway features, signifying the entrance to the residential neighborhoods, at the intersection of 900 North/Beck Street; North Temple/600 West; 300 North/500 West; 600 North/400 West; 300 West/North Temple; Main Street/North Temple and State Street/North Temple. These features may

include architectural features such as pylons or low profile signs identifying the residential neighborhoods and/or historic district entry, or landscape features such as a special planting area. These features should also promote traffic calming where appropriate.

- Vegetate hillside along Victory Road with natural vegetation to improve appearance of this gateway.
- Improve design of Interstate-15/Beck Street Gateway through the use of landscape materials on the rights of way and adopting minimum landscape standards on adjacent private property.
- Improve the design of the North Temple Street Gateway through the use of street trees.

VIEW CORRIDORS

Overview

A view is a visual image having aesthetic beauty worth preserving. A view corridor frames a view of a prominent building or natural feature from either a short or a long distance. View corridors are most often associated with streets or pedestrian walkways. The buildings adjacent to the street often frame a view of a prominent feature of the city. The community's landmarks, worthy of view corridor analysis and protection, include the following:

- * State Capitol Building and Eagle Gate Monument;
- * Ensign Peak;
- * Salt Lake LDS Temple;
- * View north along Main Street to the Daughters of Utah Pioneers Museum; and
- * Views from Capitol Hill south along State Street and Main Street

Planning Issues

Height Limitations

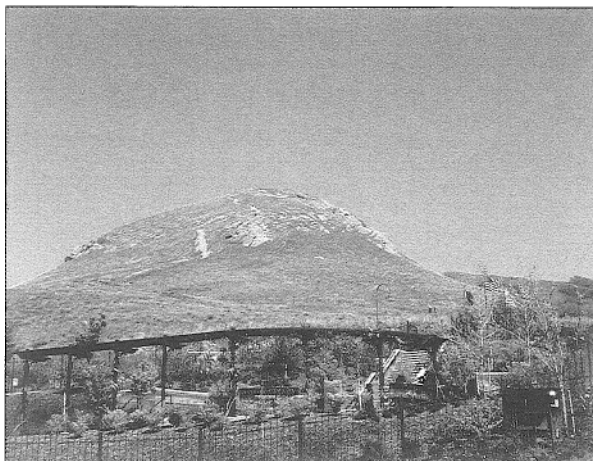
The existing zoning ordinance does not allow for height exceptions which in the past have allowed additional height to structures in exchange for additional amenities or setbacks. Because of the need to protect the view corridor of the State Capitol Building, the Capitol Hill Protective Area Overlay Zone was created to prohibit approval of conditional uses, special exceptions and variances which would allow for the construction of buildings which exceed the base height limit as permitted uses for the zone. However, the existing regulations in the overlay zone have not alleviated the concerns of neighborhood residents who believe a more restrictive height limit needs to be included to protect the view of the Capitol. Establishing a 35 foot height maximum for property in the Capitol Hill Protective Area Overlay Zone and expanding the district boundaries west, will help alleviate pressure to demolish historic structures and ensure new structures are compatible with the historic district. Specific height analysis for properties along North Temple will be reanalyzed during the development of the Deseret Gateway Small Area Plan.

Policies

- Any application requesting approval to exceed base height regulations within the Capitol Hill Community should be specifically analyzed to ensure protection of any view corridors.

Action Items

- Modify the existing Capitol Hill Protective Area Overlay Zone to establish a 35 foot maximum height limit for all residentially zoned properties within the Overlay Zone. For properties with a zoning classification where the maximum height is less than 35 feet, the height maximum of the underlying zoning classification will prevail. For properties which are currently zoned RMF-45 and RMF-75 which have existing structures exceeding 35 feet in height, the modification will allow these properties to redevelop to a maximum 45 feet in height through a conditional use process. These properties include:
 - * Zion Summit Condominiums (241 N Vine St. [08-36-438])
 - * Trevi Towers (245 N Vine St. [08-36-437])
 - * Tara Condominiums (265 N Vine St. [08-36-434])
 - * Capitol Hill Condominiums (87 W 300 N [08-36-431-001])
 - * Valli Hi Apartments (299 N Center St. [08-36-435-001])
 - * Park Capitol Apartments (215 N Main St [08-36-436-001])
 - * Kensington Apartments (180 N Main St [09-31-309-030])
 - * Deseret Apartments (158 N Main St [09-31-309-024])
 - * Kimball Condominiums (150 N Main St [09-31-356])
- Expand the boundaries of the Capitol Hill Protective Overlay Zone west.
- Design a new zoning district to allow for, but not increase, the existing height and density of historic multi-family apartment structures, such as the



Ensign Peak Park

Kensington Apartments, and apply to appropriate historic multi-family areas along Main and State streets between North Temple and 300 North.

Foothill Views

The undeveloped foothills are recognized as a visual transition area between the city and mountains. The foothill slopes surrounding Salt Lake City are acknowledged as an important visual element of the city's skyline. Urban encroachment, mining industries, and communication towers take away from the natural beauty. The public supports preserving the natural foothills as a visually significant backdrop to the city.

Various zoning regulations have been used to protect foothill aesthetics including zoning much of the foothills open space, regulating foothill development, preserving prominent hills, knolls, ridges and peaks in their natural state, requiring reclamation of extractive industries and establishing a communications corridor to limit the location of communication towers within a manageable area.

Policies

- Height limitations should remain around the State Capitol and to the northwest of LDS Temple Square to insure continued visual access.
- Prohibit further development which encroaches onto Ensign Peak. The City should work to acquire any remaining private parcels of land.
- Ensure view corridors are not blocked by overhead wires or sky bridges.

Action Items

- Adopt an open space zoning designation for public property in the foothills that prohibits the development of structures.
- Adopt an ordinance which protects the ridgeline from development.

URBAN DESIGN GUIDELINES FOR RESIDENTIAL AREAS

Overview

Preserving neighborhood character is important for reasons in addition to nostalgia or historic significance. Neighborhoods and communities have special attributes distinguishing them from other areas. Open spaces, circulation networks, street design, and public areas all play an important role in giving the neighborhood and community a special identity. An area's characteristics not only give it a sense of identity, but also provide a sense of order and organization. This allows for variation in activity and image while establishing continuity between neighborhoods.

The pattern and design of streetscapes should convey a significant message complementing the type and intensity of land development. A streetscape design should unify a district or neighborhood and portray an identity through the design. This can be accomplished through installation of markers or pylons to signify neighborhood entries, which can also serve as traffic calming devices to calm traffic entering residential neighborhoods. Other elements which can contribute to a neighborhood identity include coordinated and adequate amounts of street lighting, street fixtures and street trees; development which takes advantage of natural vegetation, landscaped medians, maintaining historic streetscape patterns and historic district design compatibility. In the Marmalade, West Capitol Hill, Guadalupe, and Kimball neighborhoods where there is a wide variety of housing age, size, and style, as well as encroachment of conflicting uses, the elements of good urban design can strengthen neighborhood identity. Maintenance of private property and compatible building designs will help enhance the character of these older neighborhoods.

Planning Issues

The Capitol Hill Community has very unique development patterns in each of its neighborhoods. Excluding Ensign Downs and DeSoto/Cortez, most of the residential neighborhoods developed in the late 1800s and early 1900s. These neighborhoods have distinctive historic character which in many cases is unique to the neighborhood. A key element to urban design in these neighborhoods is the implementation of historic preservation tools and principals to provide the basis for urban design.

Historic District

Currently, portions of the West Capitol Hill, Kimball and Marmalade Neighborhoods are within the locally and nationally designated Capitol Hill Historic District. These three neighborhoods are distinct from each other. The Kimball Neighborhood is a higher density neighborhood made up of historic and modern multi-unit structures, modest single family dwellings and elaborate historic mansions. The West Capitol Hill Neighborhood consists of a mix of mostly low-density residential land uses interspersed with non-residential development. The Marmalade Neighborhood is characterized by its higher density residential makeup of mainly single family and duplex structures, narrow steep streets, irregular shaped lots, and various setbacks and houses oriented to the compass rather than the street. Protection of these characteristics is mainly provided by the historic district regulations which protect the existing historic resources and require new development to be compatible. Other urban design elements, such as street lighting, landscaping, paving patterns on streets and sidewalks should be compatible to the historic district characteristics unique to this area.

Guadalupe

The Guadalupe neighborhood, an enclave of low-density residential structures constructed between the 1890s and early 1900s, is surrounded by transportation corridors as well as industrial uses on its eastern boundary. There has been a recent interest in revitalizing the Guadalupe Neighborhood. The Guadalupe Neighborhood's historic layout consists of a

grid street pattern with regular shaped lots and small alleys and lanes. Revitalization efforts must be compatible with this layout.

Policies for Residential Areas

- New developments in the Guadalupe Neighborhood should include traditional street layout, front facades oriented to the street and structures which are compatible with the existing single-family structures.
- Require adherence to the Mixed Use design guidelines for new construction to ensure compatibility between different adjacent land uses.
- Consider renaming Main Street between North Temple and 300 North to emphasize the neighborhood character of the street in this area.

Action Items for Residential Areas

- Analyze the need for increased pedestrian-oriented street lighting in the various neighborhoods of the Community. Encourage residents to participate in a program to increase the amount of street lighting on specific streets where needed. Street lighting within the historic districts must be compatible with the district and approved by the Historic Landmark Commission.
- Develop and implement a consistent lighting and street furniture theme for the Capitol Hill neighborhood (north of North Temple).
- Install design elements which not only serve as entry features but also calm traffic entering residential neighborhoods.
- Provide lower scale street lighting whose primary purpose is pedestrian safety. Street lights in the designated historic districts must be approved for compatibility by the Historic Landmark Commission.
- Ensure street identification signs are installed on each street. Those streets which are located in the historic district should have a special design to signify the location in the historic district.
- Work with the Urban Forester to study and reinforce historic spacing patterns of street tree planting in designated historic districts. Emphasis should be on allowing more flexibility so trees can be spaced closer together and provide a canopy similar to historic landscaping patterns.
- Construct landscaped center medians resembling the existing medians on 200 West Street, or other street narrowing approaches to enhance the residential character, on the following streets:

Highest Priority

- * 600 North between 200 West and 400 West (modified to accommodate access, but discourage through traffic.)
- * 200 North between West Temple and 200 West
- * 300 North between 200 West and 300 West

Other Recommended Medians

- * 400 North between 200 West and 400 West
- * 500 North between 200 West and 400 West
- * 700 North between 300 West and 400 West
- * West Temple between North Temple and 200 North
- Provide resources to maintain existing medians and any new medians.
- Create public/private partnership to plant and maintain native vegetation on hillsides especially along East Capitol Boulevard, City Creek Canyon, Victory Road and 500 North.
- Provide unique paving patterns in the Marmalade Neighborhood, where feasible, which are compatible with the historic character of the neighborhood and which promote pedestrian usage and discourage through traffic especially on all residential/non-collector streets.
- Develop a street-tree scheme consistent with the heritage of the various neighborhoods including flowering fruitless trees in the Marmalade Neighborhood.
- Create a public/private partnership to plant the trees.
- Redesign the traffic diverter at 600 North Center Street in an effort to decrease the amount of signage necessary for this intersection, provide a bermed area rather than the existing curb, and realign the sidewalk for easier pedestrian crossing. Improvements could include additional plantings, public art or historic sculpture, benches and a plaza.
- Redesign and improve Main Street between North Temple and 300 North with suitable urban design characteristics which may include trees, lighting, landscaped medians (where appropriate), etc., while still maintaining the existing two traffic lanes in each direction, the left turn lanes, parking lanes, and landscaped parking strips.

Mixed Use Design Guidelines

Areas in the West Capitol Hill Neighborhood have been zoned to allow for mixed use development. The Mixed Use zoning designation emphasizes compatibility between differing land uses rather than separation. Potential land use conflicts should be mitigated through the application of design guidelines. The following design guidelines should be used in the development of properties within the mixed use zoning district:

- Massing and scale of structures should be compatible with the surrounding land uses.
- Buildings adjacent to streets should orient to the street.
- Building height maximums:

Residential	45 ft permitted	60 ft conditional use
Commercial	30 ft maximum	45 ft conditional use
Office	30 ft maximum	
Mixed Use	45 ft permitted	60 ft conditional use (provided the additional height is for residential)

- First floor elevations for nonresidential uses should provide a minimum of 40 percent non-reflective glass.
- Conversion of existing single family or duplex structures to nonresidential uses should be regulated on non-arterial streets.
- Building setbacks within the mixed use areas vary. New development should maintain ten foot front yard landscaped setbacks. New development along the 300 West Street frontage should be built to the 10 foot setback line to provide a continuous design characteristic.
- Lot coverage should be limited to 70 percent for residential uses and 60 percent for nonresidential uses.
- Loading docks should be located and screened in a way which minimizes the impacts upon any adjacent residential land uses.
- Sign types should be limited to flat and low profile signs.
- Primary access points should be designed to avoid traffic conflicts.
- Surface and structured parking are permitted.
- Pedestrian lighting along walkways and other pedestrian areas should be used to indicate routes and provide safety.
- Public transportation should be accommodated in project design.
- On-street parking is encouraged.
- Off-street parking should be placed within the side or rear yard. Front yard parking should be discouraged.
- Open storage should be prohibited.
- Landscaped buffers and screening should be used between residential and nonresidential uses.
- Non-residential uses should not be placed between existing low density residential uses on the local streets.

URBAN DESIGN GUIDELINES FOR COMMERCIAL AREAS

Overview

The pattern and design of streetscapes within neighborhood commercial areas should convey a significant message complementing the type and intensity of land development. Commercial development, if properly designed, can unify community districts and portray a positive, cohesive, identity.

Planning Issues

300 West

Community businesses on 300 West between 300 North and 800 North will better serve the needs of the community if they are redesigned to be pedestrian oriented. Pedestrian circulation improvements throughout the neighborhood including maintenance and improvements to sidewalks and crosswalks will help to strengthen neighborhood vitality. Actions which may improve pedestrian circulation include shortening crossing distances of streets, increasing the amount of street furniture, increasing landscaping to soften streetscape and undertaking other actions to modify the streetscape to increase pedestrian friendliness on the street. In addition, private efforts to make existing business facades more attractive and inviting can enhance the overall appearance of the commercial areas. The removal of existing billboards will also help to improve the visual appearance of 300 West. Billboards are an inappropriate use within the West Capitol Hill Neighborhood.

Landscaped center islands in the streets would provide an urban design element strengthening the existing neighborhood character. Street center medians should not be provided if the design would result in the loss of the landscaped park strip. Major arterial streets such as 300 West and 600 North need center islands that function as dividers with some vertical planting for screening, but not necessarily functioning as usable open space. Implementation of proposed urban design changes to 300 West Street will help to eliminate the isolation and visual barrier for those properties between 300 and 400 West Streets and provide a connection to the residential areas east of 300 West Street. The redesign of 600 North Street has included urban design elements including landscaped park strips and street lighting.

North Temple

Most of the community's commercial activity outside of 300 West is in the North Temple corridor. Additional design review should be considered to prevent distraction from area landmarks, and gateway signage. Improvements to North Temple to enhance the street and encourage pedestrian activity could include mid-block crossings, unique street lights consistent with Downtown, continuation of City Creek at the surface and providing additional landscaping and street trees.

Beck Street

Beck Street's mixture of commercial and industrial uses presents unique urban design issues. In this area, the focus should be on softening the starkness of the impacts of existing land uses by planting landscape buffers and other appropriate treatments.

Policies for Commercial Areas

- Implement the objectives and design guidelines of the Mixed Use (MU) zoning district, as specifically outlined in the West Capitol Hill Neighborhood Plan, as the means of promoting appropriate land use, building scale and mass in the 300 West Corridor and other areas zoned MU.
- Encourage design treatments to 300 West which strengthen the community's residential character by visually tying 300 West to the area's core residential neighborhood to the east and west.
- Ensure that street improvements in the commercial and institutional areas along and south of North Temple match the established downtown design theme.
- Encourage the landscaping of Beck Street frontages with drought tolerant plants by public and private property owners.

- Require buffering between differing land uses.
- Screen heavy, extensive outdoor storage and use.
- Remove billboards and develop new uses on the lots where billboards exist.

Action Items for Commercial Areas

- Construct pedestrian curb extensions within the existing parking lane along 300 West Street (similar to 400 West Street) to visually and physically reduce the expanse of 300 West Street as well as better define the parking area. Curb extensions should be designed so as not to significantly compromise appropriate traffic circulation patterns of the street.
- Identify areas where street trees are missing or desired.
- Construct and landscape center medians on 300 West reflecting the theme established at the TRIAD Center.
- Enhance entrances at Beck Street and Victory Road.
- Increase street lighting on 300 and 400 West Streets. Both streets should have a consistent design theme which is carried the full length of the street.
- Apply appropriate urban design measures to the Ouray Street entrance on the block between 400 and 500 North and 300 and 400 West and to the additional 300 West frontage.

FORMAL CITY-ADMINISTERED STREET TREE PLANTING PROGRAM

Overview

The Salt Lake City Urban Design Element notes that streets, parking strips, and front yards constitute a major open space feature and are a major component of the city's development character. One of the policy concepts stresses the importance of street tree conservation and replanting in street right-of-ways. This is a concept that should have the same level of importance as curb, gutter and sidewalk reconstruction. Distinctive tree species have traditionally been used to denote the identity of a district. Establishing a specific park strip tree will help to sharpen the physical identity of districts. Establishing a city-wide street plan coupled with the Master Street Plan would be an important step in insuring street tree planning is given adequate and early attention in decisions of street design and reconstruction.

Planning Issues

The 1981 Capitol Hill Master Plan called for street improvements to include street trees, especially in the Marmalade and Kimball Neighborhoods. During the initial public input process in the development of this master plan, many citizens voiced support in a proposal to plant flowering fruit trees in the park strips of the Marmalade Historic Neighborhoods. Because of the



Mature Sycamore trees along State Street

lack of off-street parking, especially in the Marmalade, Kimball and West Capitol Hill neighborhoods, many people park their vehicles on the street. Therefore, street trees which do not have a tendency to drip should be selected for these neighborhoods.

Historically, street trees have been uniform in species in a neighborhood. Many of the street trees in Salt Lake City are of the same species. This lack of diversity can lead to a large number of trees being hit with disease at the same time. Therefore, the City's Urban Forestry Program has a new policy of trying to diversify the street tree population.

Policies

- Street trees should be required as part of any new development or street improvement project where curb, gutter and sidewalk are replaced. Street tree type should be under the direction of the City's Urban Forester with every effort made to select trees which are uniform in terms of height and fullness yet with adequate numbers of species to meet the diversity requirement of the urban forestry policy.
- Encourage flexibility in street tree planting in the historic district to accommodate historic spacing of street tree planting patterns.
- Selection of street trees should take into consideration species which do not tend to drip especially in areas where on-street parking is common.

Action Items

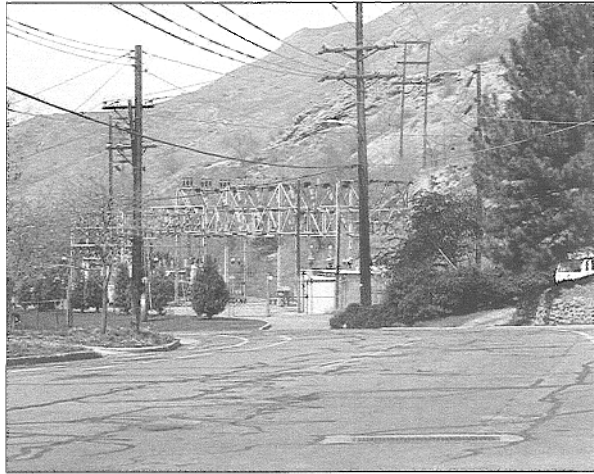
- Develop a street tree master plan.
- Plant additional Sycamores on West Temple between North Temple and 200 North.
- Replace missing street trees along 300 West Street.
- Provide trees in center medians, reflecting the theme established at the Triad Center.
- Extend "bulb-out" areas into the parking lanes to accommodate street trees.

UTILITY LINES

Planning Issue

Utility Lines

The relocation of utility lines to an underground conduit, and elimination of all overhead wires and utility poles, would greatly improve the visual appearance of the residential neighborhoods in the Capitol Hill Community. Because of the high cost of utility line relocation and the low cost/benefit ratio, and because benefits are of an aesthetic nature, Special Improvement District funding is an effective means of accomplishing these improvements. Present city and utility company policy necessitates that property owners initiate and assume financial responsibility for burying utility lines. The City is currently analyzing the feasibility and mechanisms to encourage burying existing utility lines throughout the City.



Utility Substation on Wall Street

Utility Substation

The existing electric substation at 800 North Wall Street abuts residential dwellings to the southeast. Besides the lack of buffering between these uses, there is currently no screening around the facility. The power

company should be encouraged to screen this facility with appropriate materials and landscaping. Expansion of the substation at this location should be prohibited.

Policies

- Residents should be encouraged to accomplish underground utility conversion on a block-by block basis. The city and utility companies should make every effort to accommodate residents desiring to pursue these improvements.
- Encourage the consolidation of overhead utility lines where possible. Utility lines should be located in the rear of properties if possible. Co-location of utilities is strongly encouraged.
- Prohibit the expansion of the existing substation at Wall Street and 800 North and encourage its relocation to the industrial areas of the community.
- The substation should be relocated to the industrial areas in the northern part of the community.

Action Item

- Encourage landscaped screening of the existing substation at 800 North and Wall Street.

COMMUNICATION TOWERS

Planning Issues

Communication Corridor

The foothills and mountains visible throughout the Capitol Hill Community are a large part of the City's urban form. Man made features on these foothills greatly alter public opinion of the city's urban form and neighboring community images. Restricting the area of communications tower placement in the foothills is only a partial solution to decrease the impact of communication towers on the urban environment. Further study is being conducted on how to camouflage existing and future communications equipment, and lessen the quantity or growth in the quantity of these devices.

Policies

- Ensure communication towers are located in the existing communication tower corridor and regulations such as the camouflage of such towers are enforced.



Communications tower corridor in the foothills

Communication Towers

The proliferation of communication towers, especially modern cellular towers is becoming increasingly apparent.

Policies

- Limit size, number and location of communication towers.
- Require, to the degree possible, cellular communication towers be approved and installed in a way which is visually compatible with its surroundings. Where possible, such towers should be co-located, or placed on or inside other structures.
- Minimize the visual impacts of the towers on the community.

Action Item

- Visually screen communication towers.

TRANSPORTATION AND CIRCULATION

Planning Goal: Provide for safe, convenient circulation patterns for vehicular and non-vehicular traffic movement, while discouraging commuter and commercial traffic on residential streets and restricting industrial traffic to appropriate routes.

INTRODUCTION

Transportation issues are seen as significant problems facing the Capitol Hill Community. Each neighborhood faces different issues relating to traffic and circulation. Commuter traffic from Davis County is an issue for those in the DeSoto/Cortez, Marmalade, Kimball and West Capitol Hill Neighborhoods while access is an issue in the Guadalupe and Swedetown Neighborhoods. The Ensign Downs Neighborhood is faced with traffic issues relating to sightseers interested in viewing the City at night or those seeking access to foothills and open space.

The impact of the railroad corridor is another issue which affects the Capitol Hill Community. The Union Pacific Railroad yards located at approximately 500 West bisect the community with the Guadalupe Neighborhood isolated from other residential neighborhoods.

Highway 89 (300 West/ Beck Street) acts as a visual and psychological barrier for circulation between those properties east of 300 West and those west of 300 West.

TRANSPORTATION MASTER PLAN

The Salt Lake City Council adopted a Transportation Master Plan in 1996. One of the guiding principles of this plan is to recognize that Salt Lake City's transportation system will support and encourage the viability and quality of life of its residential and business neighborhoods. In adopting this plan, the City Council recognized these neighborhoods as the building blocks of the community. The Transportation Master Plan calls for through traffic movement to be funneled on arterials and not on local streets. It advocates the use of traffic calming devices to slow traffic, traffic signal coordination to decrease traffic delays and improve air quality. The use of Transportation Demand Management systems, and alternative forms of transportation such as public transportation, bicycles and walking are also recommended in the plan. The Transportation Master Plan addresses general transportation issues which are citywide in nature. The Capitol Hill Community Master Plan Update focuses on specific transportation issues relating to Capitol Hill.

STREET CLASSIFICATION SYSTEM

Freeways/Expressways

Freeways/Expressways are roadways which typically have higher speeds, medians, grade separations at all railroads, and grade separations or interchanges at selected crossroads. Freeways are intended to provide high levels of safety and efficiency in moving high volumes of traffic at high speeds. Interstate-15 is at the western border of the Capitol Hill Community. The Beck Street off-ramp from Interstate-15, located at approximately 2500 North, provides a northern access to the City via the Capitol Hill Community. There is another I-15 off-ramp at 600 North.

State Routes

State roadways operated and maintained by the Utah Department of Transportation are typically operated as arterial streets.

State routes in Capitol Hill include:

- 300 West/Beck Street
- North Temple
- 600 North (between I-15 and 300 West)
- Victory Road
- State Street (between North Temple and 300 North)
- The four streets surrounding the State Capitol Building (Columbus Street, 500 North, East Capitol Boulevard and 300 North)

Arterial-City Streets

Arterial streets facilitate through traffic movement over relatively long distances such as from one end of the City to another and from neighborhood to neighborhood. Arterials are generally multi-lane streets carrying high traffic volumes at relatively high speed limits. These are commuter streets.

City arterials in Capitol Hill include:

- 400 West
- Main Street (between North Temple and 300 North)

Collector Streets

Collector streets provide the connection between arterial and local streets. Collectors can be multi-lane but are meant to carry less traffic at lower speeds and for shorter distances than arterials. They provide direct access to abutting property and carry a mix of local traffic and commuter traffic headed for nearby destinations.

Local Streets

Local streets provide direct access to and from abutting property. Local streets are usually one lane in each direction meant to carry traffic over short distances and at low speeds. Use by through traffic is not encouraged on local streets.

COMMUTER TRAFFIC

Overview

The Capitol Hill Community is somewhat unique in terms of circulation. As the northern gateway to Downtown Salt Lake City, commuter traffic is funneled through the Capitol Hill Community from communities north of Salt Lake City. In addition, a major traffic generator, the Utah State Capitol Building, is located in the middle of the Community, and is often accessed through the narrow historic street system which transverses the Marmalade and Kimball neighborhoods of the Community.

Interstate-15 Reconstruction

The Utah Department of Transportation is currently undertaking Phase I of the process of reconstructing Interstate-15. Phase I includes the interstate between 10600 South and 600 North. Phase II includes the interstate between 600 North in Salt Lake City and Kaysville. As part of this project, changes will be made which affect the Capitol Hill Community including reconstruction of the 600 North Viaduct and interchange, widening the freeway between North Temple and 300 North, including the installation of sound attenuation walls. Phase I is scheduled for completion by 2001. UDOT is currently in the process of scoping alternatives for Phase II. Although all communities in Salt Lake will be heavily impacted by commuter traffic during Phase I reconstruction, the Capitol Hill Community will also be impacted by Phase II construction due to Davis County commuter traffic.

Planning Issues

Interstate-15 is the main vehicular corridor for traffic from counties north of Salt Lake accessing Salt Lake City. Commuters traveling Interstate-15 from the north can choose to exit at 600 North or Beck Street, and continue through on 300 West, 400 West or Victory Road to access the State Capitol or Downtown. Finding ways to discourage commuter traffic from using streets such as Victory Road, that bisect residential neighborhoods and negatively impact the community, while encouraging commuters to use other routes such as 400 West, is a high priority. One of the ongoing debates in the Community is how to allow commuter traffic to access major employment centers without denigrating the neighborhood. Both North Temple and 300 West are State Highways and are designed to carry large volumes of traffic. They are also in mostly commercially zoned areas, yet because of numerous stop lights and pedestrian conflicts at West High, many commuters find it quicker to use Victory Road, Center Street, Girard Avenue or 200 West. Victory Road is only two lanes wide causing traffic to back up. Victory Road/Columbus Street/Main Street bisects residential areas and the traffic at peak travel times makes crossing difficult. The avoidance of stop lights in deciding commuter routes results in many commuters turning at 300 North and using State Street, rather than continuing along Main Street, in order to avoid one extra stop light at North Temple. Center Street is a local street which is entirely residential in nature. The addition of stop signs has slowed traffic but has not eliminated commuter shortcuts.

Capitol Hill and Avenues Joint Statement on Commuter Traffic

On December 7, 1999, the City Council and Mayor adopted a joint resolution that contained policy statements relating to commuter traffic for the areas served by the Capitol Hill Neighborhood Council and the Greater Avenues Community Council. The policy statements are:

The Capitol Hill and Avenues Districts maintain strong residential neighborhoods important to the culture, history and success of Salt Lake City and Utah. Over the past ten years, the City's Administration has focused tremendous energy into economic development and increased urban density. Unfortunately, it has resulted in an explosion of commuter traffic through these neighborhoods without the necessary provision for better alternatives. Today, cut through traffic is the single greatest threat to quality of life and the stability of the neighborhoods.

The Capitol Hill and Avenues communities are united in their desire and willingness to fight for the preservation of Salt Lake City's valued neighborhoods from the long-term, devastating effects of mismanaged commuter traffic. Together, the people of these districts request the City Administration to adopt as a top priority a plan to manage the commuter traffic and its impact on the Capitol Hill and Avenues areas by:

1. Encouraging commuters from the north to use the 100 and 400 South ramps to I-15 as preferred routes. Directing and educating commuters to these alternative access points must begin now as decisions regarding new signage and public relations campaigns are being made.
2. Equalizing commuter traffic between several available city and state routes proportionate to street width and capacity. All commuter routes into the city from the north will have at least the same amount of travel time with no route having the undue burden of being a faster route.
3. Ensuring future north/south alternative transportation options through appropriate land use planning now. Commuter rail and park and ride lots must be part of a long term solution to the increasing commuter traffic.

Both the Capitol Hill and Avenues Districts request the City Administration to present a plan with viable solutions, keeping in mind the following parameters:

- * All area residents have safe access and use of the streets in their neighborhoods;
- * The residential character and quality of the streets be maintained by alternatives other than traffic signals;
- * When new problems for some are created by solving the overall problem, find mitigating solutions;
- * Solutions must be found without the widening of streets, demolition of homes, or removal of street trees.

The Capitol Hill and Avenues communities recognize that a certain amount of commuter traffic through the neighborhoods is inevitable due to the presence of the State Capitol and the LDS Hospital.

Additionally, the Capitol Hill and Avenues communities recognize that both within and between the two districts there will always be varying opinions but that the greater communities are united in support of a solution that best fits the above statement.

Policy

- Support the Capitol Hill and Avenues Joint Statement on Commuter Traffic.

Action Item

- Develop educational measures to encourage drivers to use 100, 400 South and 600 North to enter the City and 100 and 400 South to leave the City in order to minimize the use of the Beck Street/Victory Road gateway area.

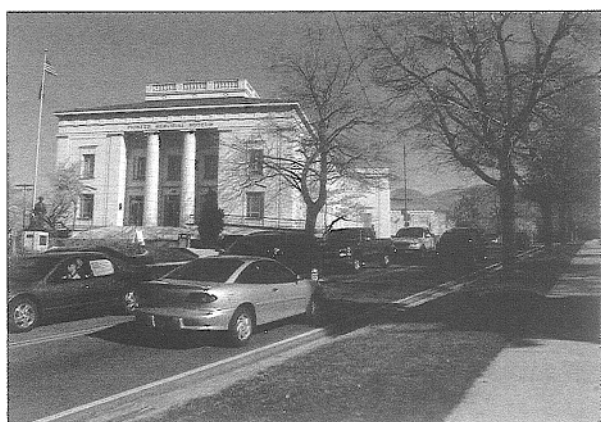
600 North

The Utah Department of Transportation is reconstructing and expanding Interstate-15 from 10600 South to 600 North. As part of the reconstruction, the 600 North interchange and viaduct have been reconstructed. The viaduct now meets grade at 400 West rather than 300 West. The installation of a traffic signal at 400 West has improved this street as a commuter and industrial traffic corridor.

The new design of 600 North Street has influenced land use and traffic volumes. As recommended in the West Capitol Hill Neighborhood Plan (1996), the street was redeveloped with a streetscape that supports adjacent land uses and minimizes impacts upon the balance of the West Capitol Hill Neighborhood. As part of these improvements, the roadway has been designed with a mandatory right turn lane at 300 West and only one lane of eastbound traffic allowed to proceed east of 300 West. The community is currently divided as to whether a traffic diverter should be placed on 600 North on the east side of 300 West. The District 24 Transportation Committee, chaired by Legislative Representative Ralph Becker, is currently working with the community to develop appropriate solutions to traffic issues in the Capitol Hill Community.

Victory Road

Residents of the Capitol Hill Community see the use of Victory Road by commuters as a significant problem. Unfortunately, many commuters en-route to the Central Business District, University of Utah and other destinations, use Victory Road and transverse through several residential neighborhoods, because Victory Road offers a more direct route with few traffic diversions. The constant stream of commuters during rush hour impedes the east/west circulation of vehicles,



Victory Road commuter traffic

pedestrians and bicyclists. In fact, during rush hour, east/west access across Columbus Street between 300 and 500 North is prohibitive.

However, the use of Victory Road by employees of the State Capitol Building who live north of Salt Lake City seems ideal because it is on the edge of the Marmalade and DeSoto/ Cortez neighborhoods and traffic accessing the State Capitol grounds can do so with minimal impact on the residential properties in these two neighborhoods.

Policy

- Strongly oppose any traffic modifications to Victory Road, Columbus Street, and Main Street that require demolition of residential structures, or that include widening or removing important urban design elements (trees, park strips, curbline) in order to increase traffic volumes. Modifications should not be designed to increase or facilitate additional "through" commuter traffic, but should be designed to "calm" existing through traffic and accommodate neighborhood cross traffic.
- Provide for traffic controls on Victory Road, Columbus Street, and Main Street that are of the highest aesthetic quality, which reflect the historic character of the surrounding residential neighborhood.

Action Items

- Lobby UDOT and the State Legislature to grant the City jurisdiction and adequate funding for maintenance of existing state-owned roads.
- If jurisdiction of state-owned roads is granted to the City, the following recommendations should be evaluated:
 - Install four-way stop signs along Columbus Street at 500 North and other appropriate locations which do not necessitate the demolition of existing residential structures.
 - Implement other measures, such as making one block of North Main Street between 300 North and Apricot Avenue one way northbound, or close North Main Street at 300 North, to increase safety at the intersection, and ensure that traffic is not diverted into residential neighborhoods if traffic controls are installed on Columbus Street.
 - Analyze the feasibility of decreasing the timing of the double left-turn signal at Victory Road and Beck Street or removing one of the existing two turn lanes to discourage commuter traffic from using Victory Road.
 - Mark pedestrian crossings at Columbus Street with pedestrian-activated signals. The signals should be aesthetically pleasing and designed to reflect the historic character of the surrounding residential neighborhood.

400 West

In an effort to encourage southbound traffic from the communities north of Salt Lake to use 400 West instead of Victory Road, the City added street improvements to 400 West, including the connection of 400 West with Beck Street at approximately 950 North, to enhance the role of 400 West as the primary north/south commuter and commercial vehicle arterial in the Capitol Hill Community. The installation of the double left-turn traffic light, by UDOT, at the intersection of Beck Street and Victory Road has hindered efforts to encourage traffic flow onto 400 West away from the residential neighborhoods. The reconstruction of the 600 North viaduct and its at grade terminus at 400 West, coupled with changes to 600 North between 300 West and 400 West, has encouraged many commuters and heavy truck traffic to use 400 West rather than 300 West.

Although 400 West is an express route with limited numbers of stop signs and stoplights, the speed limit is currently 30 miles per hour. Ensuring the speed limit on 400 West is consistent with that of 300 West, may encourage more commuters to use 400 West because of fewer stop lights and better overall traffic circulation allowed on 400 West. Because West High School is located between 300 and 400 West, measures should be taken to ensure safety for students crossing these two arterials.

Policy

- 400 West is the primary commuter surface street in the community.
- Ensure street improvements which encourage through traffic to enter onto 400 West rather than 300 West are retained.
- Ensure measures are taken to ensure safety for West High School Students who cross 300 and 400 West.

Action Items

- Change the speed limit on 400 West to be consistent with 300 West to encourage the use of 400 West.
- Request UDOT retain the dual right turn lanes, and the requisite traffic signals, on the 600 North viaduct to encourage eastbound commuters to turn southbound on 400 West.
- Reconfigure the intersection at 900 North and Beck Street to allow an unimpeded right turn onto 400 West for southbound traffic, to encourage use of 400 West, and time signals at the intersection so that northbound traffic on 400 West has priority over northbound traffic on Beck Street/300 West.
- Take needed measures to ensure safety for West High School Students who cross 300 and 400 West.

Beck Street/300 West

Beck Street or 300 West Street is State Highway 89. This street is a major arterial for commuters but many commuters are discouraged from using it because of the many stoplights located along the route. In addition, 300 West acts as a physical barrier bisecting the West Capitol Hill Neighborhood. Therefore, although 300 West will continue to accommodate "through" traffic, commuter and heavy truck traffic should be diverted to more appropriate routes.

As commuter traffic is encouraged to use 400 West, the streetscape character of 300 West through the West Capitol Hill Neighborhood should be modified through landscape improvements. This will support the adjacent land uses by softening the appearance and lessening the impact of the barrier as recommended in the West Capitol Hill Neighborhood Plan. Improvements such as landscaped center islands would visually soften the street without compromising traffic capability. Curb extensions may also be provided within the existing parking lanes to allow for easier pedestrian crossing and protected parking. Curb extensions should be designed to not significantly compromise traffic mobility.

Policy

- Modify parking lanes, where feasible, along 300 West with curb extension at intersections to protect pedestrians and parked cars.
- Construct and landscape center islands.
- Evaluate the feasibility of implementing urban design modifications to 300 West Street.
- Maintain 300 and 400 West Streets as two-way streets.
- Synchronize traffic lights along North Temple, 300 West and 400 West.
- Encourage a reconfiguration of the US-89/I-15 merge in North Salt Lake so only one lane steers traffic on to Beck Street.

Proposed Commuter Routes

Commuter routes are determined by a commuter's desire to get to a destination the fastest way possible. Currently the crowding of the interstate, and the lack of convenient off-ramps in proximity to destination points, encourages commuters to use inappropriate routes which negatively impact residential neighborhoods. Developing new commuter routes which are convenient for commuters while developing deterrents to using routes which impact residential neighborhoods, is a high priority.

Legacy Highway Although the State is looking at developing a western highway from Ogden to Provo, the proposed Legacy Highway would presumably not have a big impact in reducing the amount of commuter traffic in the Capitol Hill Community because the proposed route would be through the western part of the valley. Any connection of the Legacy Highway with downtown Salt Lake City should not allow for direct commuter connection into the residential neighborhoods of Capitol Hill.

Policy

- Ensure the proposed Legacy Highway does not allow for a direct commuter connection into the residential neighborhoods of the Capitol Hill Community.

Bountiful Boulevard

There continues to be pressure from residents in southern Davis County for a road connecting the Bountiful Foothills with Salt Lake City. The proposed Bountiful Boulevard has not been received well by policy makers or residents of Salt Lake City. The City has continued to state that it is opposed to any such roadway.

Policy

- Oppose any Bountiful Boulevard proposal.

500 West Arterial

Planning Issue

Both the Beck Street Visionary Gateway Plan and the Gateway Plan propose the development of a new arterial roadway connecting to Beck Street at approximately 1800 North, connecting with 500 West at 600 North and extending southward to at least 900 South. The main commuter traffic would use the existing Beck Street alignment north of 1800 North and use the new roadway south of 1800 North.

The development of this road could occur after the consolidation of the rail lines at 500 West. It is envisioned that this would be a major boulevard with limited east/west access. If this occurs, existing industrial uses could be relocated to other areas, and this area redeveloped with less intensive land uses such as a mixture of residential, office and commercial, which would help to connect the Guadalupe and West Capitol Hill Neighborhoods. Success of such a boulevard could potentially decrease the amount of commuter traffic in the residential neighborhoods, by providing commuters a convenient alternative to Victory Road. Although the development of the boulevard cannot occur until rail consolidation is complete, the City should begin studying the alignment of the boulevard.

Policy

- Strongly support a 500 West collector system from Davis County to provide access to downtown while bypassing residential areas of the Capitol Hill community.

Action Item

- Amend the Major Street Plan to identify an alignment for the 500 West Boulevard.

TRAFFIC GENERATORS

Overview

Two of the state's largest employers are located within the Capitol Hill Community: the State of Utah's Capitol Building & State Office Building and the Church of Jesus Christ of Latter-day Saints (LDS Church) Campus. Capitol Hill is immediately adjacent to Salt Lake City's Central Business District which is the largest employment center in the State. The State Capitol is located at the center of the Community which makes it impossible to access without traveling through residential areas. The LDS Church campus is located immediately south of the residential community and the Central Business District is immediately south of the LDS campus.

Planning Issues

Both the LDS Church and State of Utah have provided trip reduction programs for their employees in an effort to reduce the amount of traffic that travels through the Capitol Hill Community. The State of Utah has provided a shuttle system to transport employees to and from various state office locations including the State Capitol Building. Both the LDS Church and the State of Utah encourage their employees to commute to work via public transportation. In addition, new state facilities are being located away from residential areas in various locations around the City.

Downtown Events

Because of its proximity to Downtown, the Kimball Neighborhood and other residential areas on the northern fringe of Downtown are impacted by major events in the Downtown area. Major event centers including Temple Square, Abravanel Hall, the Salt Palace Convention Center and the Delta Center, in addition to the LDS Church Assembly Hall, attract thousands of visitors to the area, many of whom travel through and park on the residential streets of Capitol Hill. This impact overburdens the already congested streets of the neighborhoods. Changes to circulation patterns on roads in the Central Business District, such as the closure of a block of Main Street to vehicular traffic, may impact the residential neighborhoods north of Downtown. In these instances, measures should be taken to ensure through traffic is discouraged from entering residential neighborhoods.

Policies

- Encourage, as possible, traffic generators to continue efforts to provide alternative means of transportation for employees.
- Encourage downtown groups to provide parking and shuttle services for large events.
- Require that parking lot access for all commercial and institutional uses direct traffic away from, not through, residential areas of the Capitol Hill neighborhood.
- Ensure changes to circulation patterns on Downtown streets do not result in an increase of through traffic in the residential neighborhoods of Capitol Hill.
- As LDS Church-owned surface parking lots along North Temple are redeveloped, ensure the final amount of parking provided is adequate to meet the parking requirement for both existing and proposed uses.
- Oppose the connection of a High Occupancy Vehicle lane from Davis County from connecting to Beck Street.

Action Items

- Develop educational measures to encourage freeway drivers from north of the Capitol Hill Community to use 100 South (high occupancy vehicles) and 400 South to enter and exit the City in order to minimize the use of the Beck Street/Victory Road area.
- Develop and implement an overall transportation management plan (including parking) by creating a task force including Salt Lake City, LDS Church, UDOT, representatives from the Capitol Hill, Avenues, Central City, and East Central Communities, and the Downtown Alliance.
- Modify the Resident Permit Parking Program which addresses the specific issues relating to the Marmalade, Kimball and West Capitol Hill Neighborhoods.
- Synchronize traffic lights along North Temple, 300 West and 400 West.

OWNERSHIP OF ROADS

Overview

Responsibility for planning, financing, coordinating and constructing Salt Lake City's extensive street system lies with Salt Lake City's Department of Community and Economic Development. The City's Public Services Department is responsible for maintaining the roads. The Utah Department of Transportation (UDOT) is similarly responsible for the state highways within the City. In the Capitol Hill Community, state highways include Victory Road, the four streets surrounding the State Capitol (Columbus Street, 500 North, East Capitol



UDOT Jurisdiction of Roads in Capitol Hill

Boulevard, and 300 North), State Street, 300 West/Beck Street, 600 North (between I-15 and 300 West), and North Temple. There are several minor courts and streets which are under private control. However, none carry significant traffic and they provide access to only the immediate neighboring properties.

Planning Issues

Many of the main commuter roads in the Capitol Hill Community are owned by the State of Utah and are governed by UDOT. This ownership issue creates a difficult problem in trying to solve traffic-related issues. This is especially true in regards to issues relating to commuter traffic. Working out solutions to the issues relating to Victory Road, 600 North and truck routing must involve UDOT and Salt Lake City working together to find a solution which will balance the needs of the residential neighborhoods with that of moving commuter traffic and industrial traffic in a safe and efficient manner. Preliminary negotiations have begun between UDOT and Salt Lake City to turn over jurisdiction of some of the state roads to Salt Lake City. If this proposal is accomplished, Salt Lake City will be in a better situation to try and balance commuter traffic flow with the needs of residential neighborhoods.

Policies

- Continue to negotiate with UDOT for jurisdiction over state highways in the Capitol Hill Community.

Action Items

- The City should try to acquire jurisdiction over Victory Road and all four roads surrounding the State Capitol Building, State Street between at least 300 North and North Temple, 600 North and North Temple.
- In the event the City is unable to acquire 300 West, the City should try to trade 400 West Street to the State for 300 West between the Victory Road/Beck Street intersection and at least North Temple.

TRAFFIC CALMING AND TRAFFIC DIVERTING

Overview

Commuters who are discouraged from using arterials because of traffic congestion, often travel through the Marmalade and Kimball residential neighborhoods via Victory Road, 200 West, Center Street or Girard Avenue rather than taking more appropriate routes. Traffic speed is also a concern in the residential neighborhoods of Capitol Hill. Although the steepness and narrowness of the streets tend to discourage speeding, speeding does occur in these areas and can have dangerous effects where sight distances are limited. In the Guadalupe, Ensign Downs and West Capitol Hill neighborhoods, wider streets tend to encourage speeding.

Caution must be taken when diverting traffic from one street, in order to ensure that the traffic is routed to more appropriate routes. If not, the traffic will tend to go to the most convenient route, which many times is a residential street, negatively impacting residents. Measures can be taken through the use of traffic calming devices to control speed. Traffic calming devices include using bulb outs or speed humps, landscaping, narrowing streets, and promoting pedestrian access to discourage speeding and existing traffic patterns.

The Salt Lake City Transportation Division has developed a Traffic Calming Program. This program is an effort to improve neighborhood livability by reducing the impact of traffic on neighborhood streets. The goal of the city's traffic calming program is to control traffic by encouraging motorists to reduce speeds, not to divert traffic onto other streets. If an adequate number of neighborhood residents and businesses support the implementation of a traffic calming plan, and if identified funding sources are available, the approved traffic calming measures can be implemented.

Planning Issues

Marmalade Neighborhood

In the Marmalade Neighborhood, Center Street and 200 West tend to receive the majority of high speed and through traffic. Commuters who are not willing to use arterials tend to take these routes, to get to their final destinations. High speeds on steep streets, such as Girard and 300 North, coupled with intersections which have limited sight distance, create safety problems. These conditions are exacerbated in winter months when the roads are icy.

West Capitol Hill Neighborhood

Both 300 West and 400 West arterials are located within the West Capitol Hill Neighborhood. Except for 300 and 600 North, most of the east/west streets do not tend to attract commuter traffic. Commuters use the east/west streets in the neighborhood east of 300 West as other more frequented routes become less viable. Therefore, traffic calming measures should be taken to manage the traffic using these streets.

Policies

- Promote 400 West as a commuter street.

Action Items

- Encourage residents to participate in the City's Traffic Calming Program in an effort to implement appropriate traffic calming techniques in the Marmalade Neighborhood.
- Analyze the feasibility of constructing landscaped medians on 600 North between 200 and 400 West Streets to narrow the street and discourage through traffic.
- Design and implement traffic calming measures on 300 North between State Street and 200 West.

Ensign Downs

Residents of the Ensign Downs Neighborhood have complained about the use of East Capitol Boulevard north of 500 North, by non-residents. Recreation enthusiasts accessing the foothills as well as sightseers who access the Ensign Downs Neighborhood for a view of the valley use East Capitol Boulevard. In addition, the width of East Capitol Boulevard encourages speeding.

Some residents of Ensign Downs have voiced opinions in support of limiting access to this area. Although it is not realistic to eliminate public access to the foothills, and access for the public to the foothills will continue to be provided, alleviating impacts associated with foothill access such as parking and trail head access can be addressed on a case by case basis. In addition, traffic calming measures can be taken, including increasing the width of park strips, constructing park strips where none exist and planting street trees along East Capitol Boulevard, to decrease the speed of traffic on the street.

Policies

- Encourage residents to participate in the City's Traffic Calming Program in an effort to implement appropriate traffic calming techniques.
- Prohibit the elimination of travel lanes on East Capitol Boulevard north of 500 North.
- Prohibit the installation of gates across the lower portion of East Capitol Boulevard which would prevent public access to the foothills.

Action Items

- Analyze ways to calm traffic on East Capitol Boulevard north of 500 North such as constructing sidewalks and planting additional street trees, while retaining adequate access to and from the neighborhood during emergencies.

Kimball Neighborhood

In the Kimball Neighborhood the large width of Main Street between North Temple and 300 North and the lack of traffic control devices along West Temple and 200 North are the two largest problems which can be addressed with traffic calming measures.

To discourage through traffic in the neighborhood, improvements could be made to State Street at the intersection of North Temple. Between 300 North and Gordon Place there is one lane in each direction. As State Street approaches North Temple, it fans out to four lanes southbound and two lanes northbound. The southbound lanes include a protected left-turn lane and three through lanes. This layout accommodates the commuter traffic heading into Downtown. To discourage northbound commuter traffic from entering the neighborhood, a double-left turn lane has been installed, and should be retained, at the intersection to encourage traffic to go west. Improvements made further north, including installing a single turn lane onto Victory Road from Beck Street, and creating a four-way stop on 500 North and Columbus Street would also help discourage commuter traffic from using this route while allowing east/west cross traffic within the community to flow across Columbus Street. Ideally, solutions to eliminate or decrease commuter traffic should be made near the Beck Street/Victory Road intersection rather than in this area which also greatly affects area residents. (Because these roads are under the jurisdiction of UDOT, any changes to the circulation pattern in this portion of the Kimball Neighborhood are under the discretion of UDOT.)

Policies

- Strongly oppose any attempt at widening State Street north of North Temple.
- As the development of the LDS Campus occurs, evaluate the impacts upon the neighborhood and require traffic calming mitigation that is responsive to development patterns and protection of the neighborhood from intrusion by these institutional uses.
- As curb & sidewalk replacement occurs, retain or construct tight turning radius to protect pedestrians and prevent cars from making high speed turns.
- Retain the west-bound double left turn lane on State Street at North Temple.

Action Items

- Construct appropriate urban design elements (trees, lighting, landscaped medians, etc.) on Main Street between 300 North and North Temple, while still maintaining the existing two traffic lanes in each direction, the left turn lanes, parking lanes, and landscaped parking strips, as well as other streets where appropriate, such as West Temple and 200 North, to clearly identify the transition from Downtown to the residential neighborhood and to discourage traffic intrusion.
- Provide double left-turn lanes on State Street to westbound North Temple to discourage commuters from continuing north on State Street through the residential neighborhoods.
- Request the Transportation Division install a four-way stop sign at West Temple and 200 North.

Neighborhood Entries

Neighborhood entry features, for areas such as 800 North 200 West and State Street at North Temple, can function as both features to signify the entrance into the residential neighborhoods and encourage the calming of traffic entering the residential neighborhood.

Action Items

- Develop entry features to neighborhoods which signify neighborhood entries and calm traffic entering residential neighborhoods.

ACCESSIBILITY & CIRCULATION

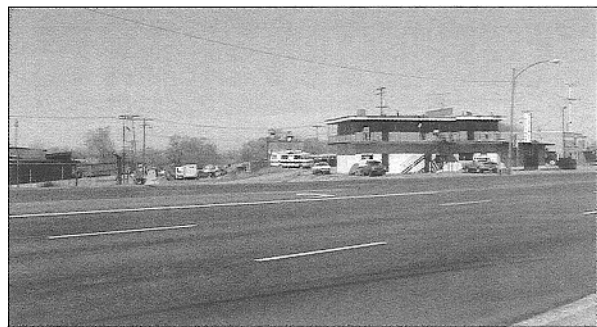
Swedetown

Planning Issues

The Swedetown area lacks proper circulation and access. Access to Swedetown from Beck Street is limited to Chicago, Everett and 1800 North. From these points, access and visibility are poor. The majority of traffic into Swedetown is made up of industrial tractor-trailers. In addition, some businesses in Swedetown still rely on rail to service their properties.

Policies

- Promote infrastructure improvements as well as the redesign and widening of streets to improve access, circulation and visibility into the area, facilitating the redevelopment of Swedetown as a business park type development.



Entrance to Swedetown at Everett Avenue and Beck Street

Action Items

- Develop a street layout plan, which will serve the desired future land use and existing land use, patterns.
- Encourage the Utah Department of Transportation to place a stop light at Beck Street and Everett Avenue.

Guadalupe

Planning Issues

Because of Guadalupe's isolation by the Interstate, viaducts and railroad lines, circulation within the Guadalupe Neighborhood is not a problem. Three-hundred North is the only east/west artery and 600 West is the only north/south artery. Three-hundred North does connect the neighborhood with the remaining Capitol Hill Community but residents have to cross rail lines to do so. Access to the west on 300 North passes under Interstate-15 which is unobstructed as it connects to the Northwest Community. The remaining east/west streets dead-end toward the west because of I-15 and toward the east because of the railroad at 500 West. Accessibility to and from the neighborhood, especially from the east is hampered by railroad operations.

Although there will be fewer rail lines to cross, rail consolidation will not help the accessibility to the Guadalupe Neighborhood because at least one rail line will remain along 500 West to service the businesses which rely on it.

300 North Access

Planning Issues

The railroad consolidation study for the Visionary Gateway Plan suggests removing the at-grade crossing at 300, 400 and 500 North Streets along 500 West to eliminate the potential safety concerns and conflicts between various modes of transportation. The Railroad Consolidation Plan originally called for the construction of a viaduct at 300 North, but the viaduct concept was eliminated after neighborhood residents voiced strong opposition to it. Residents voiced concern with an underpass as well. Any improvement in vehicular access across the railroad tracks would increase the amount of through traffic on 300 North, which would be detrimental to the Guadalupe Neighborhood as well as to West High School and points east. However, providing safer access across the railroad tracks for pedestrians and bicyclists is important. Therefore, the community supports a bicycle/pedestrian bridge. This would provide for improved student access to West High School and fulfill the intent of the Open Space Plan in designating 300 North as a bike path and important east/west trail corridor.

Policies

- Encourage the consolidation of the rail lines.
- Analyze the feasibility of constructing a pedestrian and bicycle overpass access across the rail lines at 300 North. Any solution to providing access for pedestrians and cyclists should address access, safety and minimizing negative impacts to the community.
- Prohibit the development of a viaduct or underpass at 300 North between 400 and 500 West for vehicular traffic.

INDUSTRIAL TRAFFIC

Planning Issues

The routing of large industrial trucks, mainly operating to service the refineries and extractive industries, has been an issue in the Capitol Hill Community, especially affecting the West Capitol Hill Neighborhood. By state law, these trucks are required to travel on state highways, such as 300 West/Beck Street. In addition, the Amoco Oil Refinery operations are located on 400 West. There have been complaints regarding truck operators using local streets to reach the refueling station located at 400 West and 900 North.

Because of the lack of an easily accessible interchange providing access to I-15 in the more industrial areas north of 600 North, the industrial traffic tends to use 600 North. This is a logical route for the trucks associated with the oil refinery because of its location at 900 North and 400 West. The reconstruction of the 600 North viaduct with its at-grade intersection at 400 West will allow trucks to use 400 West to access Amoco properties. However, for the trucks associated with the extractive industries, which are located between 1100 North and the north county line, a more easily accessible interchange could provide better access and have fewer negative impacts on the West Capitol Hill Neighborhood.

The Utah Department of Transportation is trying to

address this issue by installing a signal at approximately 1800 North and Beck Street. This will allow industrial traffic to cross Beck Street more easily and access the existing partial interchange at 2300 North. In its long-range plans, UDOT is proposing to develop an interchange at approximately 1800 North and close the 2300 North interchange to provide easier and better access to the interstate. This intersection would provide better access for industrial traffic and decrease the amount of industrial traffic in the southern portion of the community.

Policies

- Evaluate the potential impacts of the routing of industrial traffic in the event jurisdiction of state highways is transferred to the City.
- Restriction of truck traffic on 600 West Street should take place when alternative routes are established, such as 500 West Boulevard, or direct access to 400 West without railroad crossing conflicts.

Action Items

- Request that 400 West be reclassified for truck route status.
- Promote the development of an interchange at approximately 1800 North to provide easy access to the interstate for industrial traffic.

PUBLIC TRANSPORTATION

Overview

Use of public transportation reduces the number of vehicles on the road and reduces the demand for parking. Transit increases the people-carrying capacity of our transportation system by increasing the number of people per vehicle.

Bus Service

The Utah Transit Authority (UTA) provides bus service to the Capitol Hill Community. Several bus routes serve Capitol Hill. Only one has its original destination within the Capitol Hill Community: State Capitol Bus Route 23. Other routes travel through the neighborhood and onto other final destinations. Streets served by bus service include 300 West/Beck, North Temple, 200 West, 200 North, Main Street/Columbus Street, State Street, 400 West and 600 West.

Policies

- Encourage UTA to continue to provide adequate bus service in the Capitol Hill Community and make improvements where necessary.

Light Rail/Commuter Rail

At this point the Utah Transit Authority has no immediate plans for light rail or commuter service to the Capitol Hill Community or Davis County. However, light rail service to Davis County may be a reality in the future. Servicing Davis County with light rail may help decrease the amount of commuter traffic in the residential neighborhoods of the Capitol Hill Community.

A Major Investment Study for west/east light rail alignment favors a route along North Temple eastward to approximately 400 West where it will turn south. This alignment will require building a grade separated crossing between light rail, motor vehicles, and existing heavy rail.

It is vital for long-range viability of the Wasatch Front to plan now for commuter rail. Commuter rail would be located in the existing Union Pacific railroad corridor along 500 West. However, because of the functioning logistics of commuter rail, it would not stop in the community.

Policies

- Promote the development of light rail to service Davis County.
- Ensure future development does not preclude the development of commuter rail.

Action Item

- In order to protect essential right-of-way for a future commuter rail corridor, amend the Transportation Master Plan, including the Rail Transit Corridors Map, to identify the approximate commuter rail route.

BICYCLE CIRCULATION

The adopted Salt Lake City Bikeways Master Plan shows the major bikeways which traverse the Capitol Hill Community. There are three types of bikeways in the Capitol Hill Community:

Class I Bikeway (Bike Path): Provides for bicycle travel on a right-of-way completely separate from any street or highway. Such paths may or may not be paved, could have steep grades and bicyclists may share the right-of-way with pedestrians.

Class II Bikeway (Bike Lane): Provides a striped and signed lane for one-way bike travel on a street. Generally located on wider and safer streets than class III bikeways.

Class III Bikeway (Bike Route): Provides signs only for designated bicycle travel on roadways shared with cars.

Existing & Proposed Bikeways in the Capitol Hill Community include:

- * Canyon Road (existing Class I)
- * Bonneville Boulevard (existing Class II)
- * 300 North between I-15 and 400 West (existing Class II)
- * 300 North between 200 West and 400 West (existing Class III)
- * Beck Street commuter route between Salt Lake City and Davis County (proposed)
- * 200 West between North Temple and Wall St. (existing Class II)

- * 600 West between 300 North and South Temple (proposed)

The Beck Street/Davis County bikeway is of high priority because of the relatively high number of riders on this extremely dangerous route. Those hazards include: high-speed traffic, large trucks entering the roadway, loose gravel on the road and a poor shoulder to the road. A concept plan for the route has been developed.

Policies

- Ensure that any new viaducts at 600 North and North Temple have a sidewalk for use by pedestrians and cyclists.

Action Items

- Implement the Bike Ways and Open Space Master Plans as they relate to the Capitol Hill Community.

PEDESTRIAN CIRCULATION

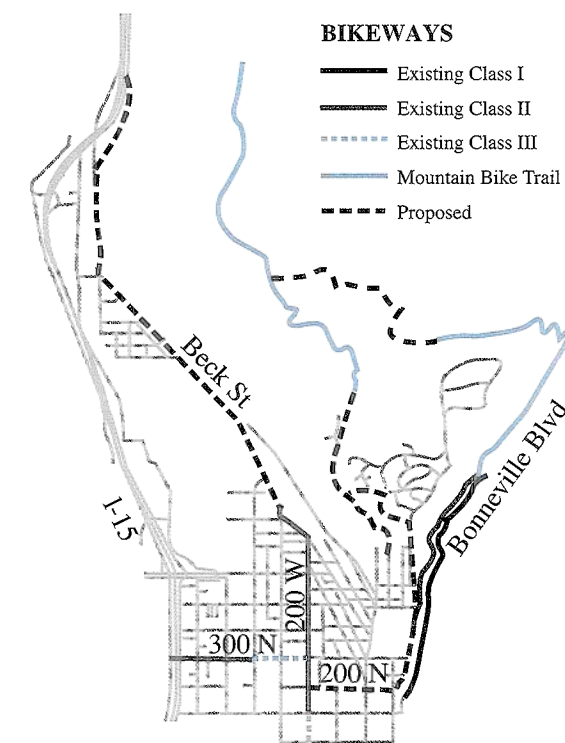
Planning Issues

Walking has changed from once being the primary mode of circulation to being mostly used for recreational purposes. Although the proximity of the Capitol Hill Community to the Central Business District lends itself well to walking, steep terrain, physical barriers and safety issues, tend to discourage many people who might otherwise walk to Downtown. In addition, high traffic volumes hinder pedestrians from accessing recreation areas and open spaces. Many of the pedestrians in the Marmalade and Kimball Neighborhoods are tourists who are drawn to the area on a walking tour of the historic resources in the community.

500 North at Columbus

Planning Issues

Because of the high traffic volumes, pedestrians have a hard time crossing Columbus Street especially during rush hours. Much of the Capitol Hill population must



cross Columbus Street in order to get to open spaces such as City Creek Canyon or Ensign Peak and the foothill trails.

Policies

- Solutions to mitigating traffic volumes and speeds on Columbus Street and Victory Road should not include the demolition of existing residential properties.

Action Items

- Install four-way stops signs along Columbus Street between 300 and 500 North to allow access for pedestrians and other cross traffic.
- Implement Open Space Plan recommendations including developing trails to connect various areas of the community;

300 West

Planning Issues

Currently, 300 West acts as a barrier between the neighborhoods on the hill and those west of 300 West. The lack of urban design amenities and the width of the street, discourage pedestrians. Children who attend Washington Elementary School who live west of 300 West must cross the street to get to their school. As recommended in the West Capitol Hill Neighborhood Plan, pedestrian circulation improvements throughout the West Capitol Hill Neighborhood, especially along 300 West, are strongly encouraged. Maintenance and improvement of pedestrian facilities, including sidewalks and crosswalks, will strengthen neighborhood vitality.

Action Items

- Encourage the use of urban design improvements to infrastructure and private property along 300 West, such as landscaping, street furniture and specific paving patterns to encourage pedestrian usage.
- Construct curb extensions within the existing parking lanes at appropriate locations to accommodate easier pedestrian crossing.
- Modify curb and gutter at corners to provide better defined parking lanes.
- Provide sidewalk, curb and gutter in locations that presently lack these basic urban amenities.

300 North

Planning Issues

Pedestrian access from the Guadalupe Neighborhood and the Northwest Community to West High School along 300 North is difficult because of the often-present railroad cars either passing through the area or parked in the existing rail yard. Neither the existing North Temple nor 600 North Viaducts have adequate pedestrian access although the reconstruction of the 600 North Viaduct will include a pedestrian sidewalk. If the North Temple viaduct is reconstructed to accommodate light rail, pedestrian access should be a component of the design of the new viaduct. Negotiations relating to the railroad consolidation have included discussions on constructing a viaduct at 300 North. This would have a negative impact on the Guadalupe Neighborhood and should be denied.

Policies

- Discourage any proposed access on 300 North, such as a viaduct, which would have a negative impact on the Guadalupe Neighborhood, while improving pedestrian access across 500 West railroad tracks.
- Ensure that any reconstruction of either the 600 North or North Temple Viaducts includes adequate pedestrian access.
- Prohibit the development of a viaduct or underpass at 300 North between 400 and 500 West for vehicular traffic.

Action Items

- Find a solution which accommodates access across the railroad tracks at 300 North such as a pedestrian/bicycle bridge, without creating negative impacts on the surrounding neighborhoods.

Pedestrian Priority Streets

Many of the streets in the Capitol Hill Community, especially in the Marmalade Neighborhood are steep and narrow and are difficult to transverse by vehicle. Therefore, they lend themselves well to becoming pedestrian priority streets. This concept was outlined in the 1981 Capitol Hill Master Plan and some streets, such as Almond and Apricot streets have special paving patterns consistent with the pedestrian priority street concept. This concept should be further implemented to include pedestrian amenities where possible, unique street lighting, street trees and street furniture to

encourage pedestrian usage and potentially discourage through traffic.

Action Items

- Analyze the feasibility of creating pedestrian priority streets, especially in the Historic Marmalade and Kimball Neighborhoods, including identifying and prioritizing which streets should be developed as pedestrian priority streets and recommending implementation strategies including design and financing.

Other Improvements

Several improvements could be made to increase the amount of pedestrian amenities in the Capitol Hill Community. The development of a perimeter walkway around the Capitol grounds, installing stairs at steep grade areas, such as between Almond Street and West Temple along 300 North, and improving intersection crossings, can enhance pedestrian circulation in the community.

Action Items

- Encourage the State to develop a path along the perimeter of the Capitol Grounds.
- Study the feasibility and possible locations for stairs between 200 and 300 North between West Temple and Almond Streets.
- Improve the intersection at 600 North Center Street to better accommodate pedestrians. Improvements to landscaping and realignment of sidewalks where the traffic diverter at this location exists will improve pedestrian circulation and safety.
- Study and consider pedestrian crossing locations within the community and evaluate opportunities to enhance these crossings to implement traffic calming techniques.
- Install a walkway along the west side of East Capitol Boulevard north of 500 North.

FREIGHT RAIL

Overview

Industrial rail has historically had a large impact upon the Capitol Hill Community. The main rail corridor connecting Chicago to the west coast travels through the Community along a 500 West corridor. Historically, this corridor has isolated the Guadalupe Neighborhood

from the rest of the Community. Prior to the construction of I-15, there was a rail line following the 700 West corridor where I-15 is located.

Planning Issues

Capitol Hill is home to three rail yards. The "south yards" located between 200 South and 600 North are used for storage of local service cars. The need for these yards has greatly diminished over the past years and the yards are in the position for possible redevelopment. They are the primary barrier between West Capitol Hill and the Guadalupe neighborhood. The second yard is the "service yard" located between 600 and 1100 North. This yard is used for repairs on rail cars. This is a major facility that services much of Union Pacific's trains. Union Pacific has indicated a willingness to move the yard to a more advantageous location if they had the financial support of the City and/or State. The third yard is located at approximately 2300 North. This is a container shipping yard and is used to transfer containers from rail to truck. Again, Union Pacific is willing to move these yards. Preliminary conversations have been held regarding an air/truck/rail container center near the airport.

There is an existing Southern Pacific rail line which crosses Beck Street. It provides access to Pennzoil and a paper binder company. The crossing of Beck Street by the rail line is not ideal.

Policies

- Encourage the elimination of rail crossings conflicts on Beck Street

ENVIRONMENTAL

Planning Goals:

- Encourage environmental protection and clean up.
- Identify the community's unique natural amenities, resources and settings and designate natural areas to be preserved and improved as appropriate.

INTRODUCTION

The Capitol Hill Community has large variations in both natural and urban environments. Undeveloped lands range from wetlands at an approximate elevation of 4,200 feet, to foothill peaks near 6,000 feet. Developed land supports a wide range of uses that include heavy and light industry, high, medium, and low density residential neighborhoods, prominent institutional uses, and major transportation corridors. This large variety of uses in the Capitol Hill Community creates environmental conflicts. Environmental concerns in the community revolve around two major issues: preserving the natural environment and mitigating environmental impacts from heavy land and transportation uses. Because of the complexity of the issues, several environmental issues will not be easily resolved.

FOOTHILL PROTECTION AND DEVELOPMENT

Overview

The community's foothills are a vital natural resource and a popular urban amenity. Their overuse or improper use can lead to both ecological and urban destruction, while proper utilization improves the city's quality of life. Balancing foothill uses with foothill preservation is an ongoing responsibility of government, private property owners and citizens.

Planning Issues

Foothill Development

The undeveloped foothills of the Capitol Hill community represent a delicate ecological environment. The soil is highly susceptible to erosion and, in most locations, is held in place by relatively fragile vegetation cover. Eliminating vegetation, as a result of residential

development, gravel excavation, off-road vehicle use, fire, or other effect, hastens the erosion process. This is especially true along the dry west-facing slopes. Significant areas of the foothills are already in public ownership, but in those areas that are not, potential adverse impacts should be closely monitored and carefully controlled.

Residential Development The prominent single-family secluded residential neighborhoods, close to downtown with spectacular views, increase the pressure to develop the foothills. Geological restraints and infrastructure costs limit the feasibility of expanding residential development in the community beyond the Ensign Downs subdivision boundaries. Furthermore, approval for additional foothill subdivisions in the Capitol Hill Community is unlikely. Zoning within the Ensign Downs area restricts future single-family homes to lot sizes compatible with the character of existing neighborhoods. All of the privately owned residentially zoned land in the Capitol Hill foothills has either been subdivided or development is severely limited due to site constraint regulations such as lot size and excessive slope.

Policies

- Maintain public ownership of existing publicly owned property in the foothills.
- Maintain and strictly enforce existing regulations which prohibit development of land with 30% or greater slope.
- Maintain minimum 16 acre land requirements for residential development in the FP Foothill Protective Overlay Zone.
- Require that negative impacts of residential development on foothills are minimized and, where necessary, that damage to adjacent open space is mitigated.

Action Items

- Develop a new open space zoning district for public lands in the foothills which prohibits the development of structures.

Extractive Industries. Several extractive industry companies are located on the western slope of the Capitol Hill foothills. Much of the geologic material used for local construction along the Wasatch Front is taken from this location. Extraction companies now mining the Community's western foothill slopes find this location ideal because of the large quantities of sand and gravel, and the proximity to main transportation routes and major construction projects. Mining at these sites will likely continue for the next 40-50 years. As sand and gravel businesses located in this area near the end of their active operations, viable reclamation plans need to be developed and implemented. In order to assist the extractive companies in developing these plans, the City has hired a private consulting team to develop a "Reclamation Framework and Foothill Area Plan" to address these issues. This plan will provide detailed policies and implementation strategies for open space preservation along the west foothill slopes and recommend appropriate uses and reclamation standards for those areas of the hillside disturbed by excavation.

Policies

- Mitigate dust by increasing vegetation densities within and surrounding gravel pits. The city's zoning ordinance includes reclamation measures for gravel excavation companies along Beck Street requiring revegetation concurrent with operations and not just after operations cease.

- Preserve vegetation along the dry west facing slopes of the foothills to prevent soil erosion and dust problems. To assure the protection of this vegetation, monitoring human impacts in the community's foothills is highly recommended.
- Ensure the Reclamation Framework and Foothill Area Plan is adopted and implemented.
- Prohibit development of new extractive industries in the foothills of the community.
- Oppose expansion of extractive industries. Where excavation rights exist, the City should explore the feasibility of obtaining the rights through conservation easements, purchase of development rights, purchase of fee title or trade to ensure expansion does not occur.

Foothill Access and Recreational Uses

With an increase in population along the Wasatch Front, more people are utilizing Open Space areas to recreate. Development within the foothills is permitted in the form of parks and recreational uses. The Salt Lake City Open Space Plan establishes policies to control access, restrict uses, guide development, and educate citizens about proper use of the foothills. The City's revised Zoning Ordinance is the major tool for implementing many of the policies in the Open Space Plan. One policy of the Open Space Plan is to establish a trail system with signage, trail standards, education and controlled access. While trail heads are being established within the subdivisions along south sides of the foothills, the west slopes are left inaccessible along Victory Road and from Davis County to the north. The Parks and Recreation section of this plan discusses foothill parks and open space needs and proposals. The Shoreline Trail and Ensign Peak are highly utilized open spaces in the Capitol Hill Foothills. Steps should be taken to ensure mitigation of negative impacts associated with open space use.

Policies

- Provide adequate public access to foothills.
- Pursue methods of limited access on the west foothill slopes.
- Promote existing trails, as well as create more urban trail systems and open space to help preserve natural areas.

Action Items

- Coordinate the policies of the Capitol Hill Master Plan with those of the City's Open Space Plan and applicable provisions of the Reclamation Framework and Foothill Area Plan, as means of preserving open space in the foothills.
- Ensure the minimization of negative impacts to watershed, wildlife habitat and soil erosion, associated with high utilization of trails and open space.

WILDLIFE HABITAT

Capitol Hill's foothills provide an important winter range feeding habitat for mule deer, elk (occasionally), small mammals, and upland game birds. It is not uncommon for deer to forage on residential properties and damage ornamental vegetation during winters of heavy snow pack. Encroaching land uses and increasing recreational activities can impact wildlife winter range feeding areas. Continuing coordination between City and State agencies to provide suitable habitat for deer, as well as educating private property owners on how to mitigate negative impacts to winter range feeding areas, is necessary to preserve the balance between wildlife habitat and development.



Foothill view above City Creek Canyon

Policies

- Coordinate with the State Division of Wildlife Resources' ongoing monitoring of deer winter feeding range and take appropriate action to ensure the preservation of the deer habitat.

Action Items

- Create a new zoning district for public lands in the foothills which prohibits the development of structures.

WATER QUALITY

Overview

The preservation and continued maintenance of a high quality water supply is a vitally important goal. Much of the role of protecting the community's water quality is regulated by State and Federal Governments. Protection of watershed areas, aquifer recharge areas and wetlands is important in ensuring a safe water supply.

The Capitol Hill area currently draws much of its water supply from the City Creek Water treatment plant. This source alone does not produce enough water during the summer months to supply all of the area needs. During this summer period, the area water draw is through a system of storage reservoirs.

Planning Issues

Watershed

A watershed is a geological basin which gathers precipitation and drains to a body of water for urban use. Although there are no designated protected watersheds in the actual boundaries of the Capitol Hill Community, upper City Creek Canyon is a designated watershed area. Regulations intended to protect the watershed, by limiting development and recreational uses, should be adhered to.

Policies

- Continue to enforce existing watershed protection regulations to ensure development and recreational uses in the foothills of the Capitol Hill Community do not negatively impact the City Creek Canyon watershed.

Ground Water

Aquifers are geologic formations which serve as huge underground reservoirs to which rainfall and snow melt filter down. The aquifers are increasing in their importance as a culinary water source. Regulations are in place to protect these water sources located within Aquifer Recharge Protection Overlay Districts by restricting uses prone to causing groundwater pollution.

Municipal supply wells are scattered throughout the foothill areas of Salt Lake City, including one in City Creek Canyon. In the Capitol Hill area, there is one municipal well at 202 N. Canyon Road which may supplement the summer water needs. In 1994, the State Department of Environmental Quality enacted regulations in which each water supplier must delineate the surface area around a well head that may impact ground water beneath it. The State is developing a source protection ordinance for the Salt Lake County area which will complement the City's Aquifer Recharge Protection Overlay Zoning District. Areas in the Capitol Hill Community which are governed by this overlay zone include areas east of Beck Street including the Kimball (between Main Street eastward to City Creek Canyon), DeSoto/Cortez and Ensign Downs Neighborhoods. Any new uses developed in this Overlay Zone must comply with City/County Health Department and Public Utilities regulations. The proposed state regulations will regulate construction standards and activities within the protected recharge areas. Some future activities known to have the potential to contaminate ground water will be prohibited within the overlay and protection zones; other uses may be allowed but only under specific conditions which provide adequate aquifer protection. The major concern is where potential contamination activities coincide with recharge areas making a principle source of drinking water susceptible to contamination.

Individual citizens must realize that some of their activities have the potential to impact the water supply whether it be surface or ground water. It will be difficult in the future to maintain the high quality of water that most citizens enjoy unless care is taken to protect these recharge areas of wells and aquifers.

Policies

- Ensure compliance with the regulations regarding protection of the aquifer recharge areas.
- Emphasize compliance with local watershed and ground water protection ordinances.
- Continue to coordinate with state, county and neighboring communities in efforts to protect water sources.

Action Item

- Increase awareness of stormwater and groundwater protection programs to further guard these water sources against contamination and waste.

Wetlands

Wetlands within the community are located between Warm Springs Road and the foothills and are close to an area targeted for special urban design treatments in the Beck Street Gateway Visionary Plan. Additional ponds and/or retention basins to augment industrial developments could give beauty, variety, and interest to the city's northern gateway. The environmental benefits of having more wetlands in this area include cleansing possible ground water contaminants from neighboring hazardous waste sites and flood water retention in an area susceptible to flooding. A high water table in the area between I-15 and Beck Street (between 0 - 5 feet below ground level) and the area's natural springs could supply water for the creation of additional wetlands in the community.

Although there may be several areas in the community with wetland potential, currently only four have been identified by the Army Corps of Engineers for protection. All of the identified wetlands are located north of Swedetown. Three of these are located east of Beck Street, the other is located between the railroad tracks and Interstate-15. Impacts to designated wetlands are regulated by the Army Corps of Engineers.

Policies

- Cooperate with the Army Corps of Engineers to ensure the protection and enhancement of designated wetlands, including assurances that new industrial development or expansion of existing industrial uses will not diminish the amount of designated wetlands in the immediate vicinity.

Natural Springs

The unique geology of the area has created several natural springs in the northern section of the Capitol Hill Community. Several natural hot springs and small seeps are located along the Warm Springs Fault that have potential to support urban design plans. Warm springs exist on both sides of Beck Street and cold springs discharge from several aquifers in the foothills. If properly utilized and managed these hydrologic features can be beneficial to the area. Currently the amount of surface water provided by these natural springs has created a traffic hazard due to the presence of fog across Interstate-15 and Beck Street.

There is an increasing interest in utilizing the water from the natural springs for recreational, educational or environmental purposes. Three of these springs have been incorporated into the design of the nature park and interpretive center of the northern portion of Warm Springs Park. In addition, there has been recent interest in revitalizing the Wasatch Plunge building as a hot bath spa. The spring water currently used in gravel pit operations (Note: The City of North Salt Lake owns the water rights associated with the springs on the Staker property) might later be a water source for landscape edge treatments. Utilizing the water from the natural springs rather than allowing it to go unused, may help minimize fog and diminish public safety concerns associated with the natural springs.

Action Item

- Encourage the use of water from the natural springs for recreational, educational, environmental or commercial purposes.

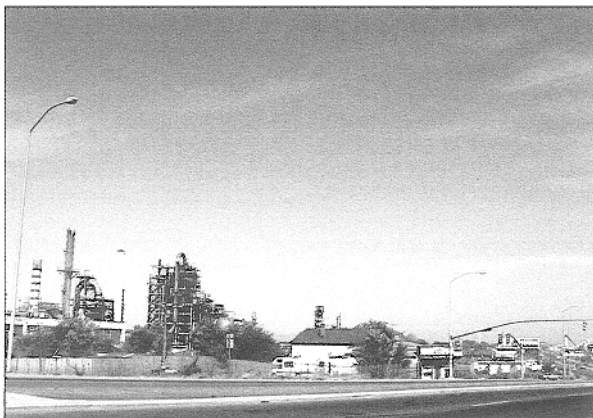
AIR QUALITY

Overview

The two major sources of air pollution in the Capitol Hill Community are industrial and vehicle emissions. The 1970 Clean Air Act required the establishment of National Ambient Air Quality Standards to protect the public health and welfare. These standards are established by the Environmental Protection Agency and monitored by the State's Division of Air Quality to ensure that these federal standards are met. Although dangerous levels of air pollutants seldom occur within the area, preventing increases in emissions and minimizing their impact is essential to quality living within the community.

The state works closely with industries to monitor the pollutants emitted from each source. Any industry which emits 5 or more tons of pollutants into the air is required to first obtain an approval order from the State Division of Air Quality. For industries which are large polluters, an operating permit is required. The operating permit is specific to each individual company and specifies amounts of pollutants which can be emitted with the goal of maintaining or decreasing the amounts of pollutants which the company can emit. The operating permit can be more stringent than even the State Implementation Plan or Environmental Protection Agency Standards require. The fee for the operating permit is based on the amounts of pollutant that are emitted by each company (source). In this way, companies are encouraged to decrease the amount of pollutants that are emitted.

In addition, the companies are also required to file periodic reports to evaluate air pollution emission from such operations. They are also required to install and maintain monitoring devices to measure their emissions. These reports are required to be submitted at least every three years. The reports must contain the rate and period of emission, specific polluting installations, composition of the air contaminant, type and efficiency of air pollution control equipment and other information necessary to quantify operation, determine pollution emission, evaluate pollution control and determine reasonable further progress toward attainment of the *National Ambient Air Quality Standards*. The state provides continual monitoring of the air emitted from these pollution sources to ensure that levels of emissions do not violate the allowed amounts. In addition, plant inspections are made of all major



Industrial uses along Beck Street

industrial polluters in Utah about once each year to insure compliance with applicable rules and regulations. The state has the ability to levy heavy fines on companies which violate the conditions of the permit.

The State Implementation Plan also provides the basis for taking action to prevent air pollutant concentrations from reaching levels which could endanger the public health or to abate such concentrations should they occur. If air pollution levels begin approaching "Warning" levels, significant source industries are contacted. Each industry has formulated their specific emergency contingency plan which details actions to be taken to reduce their emissions during episode conditions.

Industrial

Point source emissions refers to the ability to specify exactly where the pollutant is coming from (such as an oil refinery.) Non-point source refers to emissions which cannot be pinpointed. With point source emissions, the State looks at the total amount of pollutants emitted. Point sources specifically mentioned in the State Implementation Plan which are able to control emission of either PM10, Sulfur Oxide or Nitrous Oxide may be allowed some form of leniency to emit more of the other two pollutants. The goal of the State Division of Air Quality is to lower the overall (total of all pollutants from all sources) amount of pollutants emitted into the air. Point sources are responsible for 95.3% of Sulfur Oxide emissions, 27.2% of PM10 emissions, and 31.6% of the Nitrous Oxide emissions.

Monitoring of all major point source polluters showed that emission of particulate matter was lower than allowed. The State has a program to continually monitor major point sources to ensure compliance with the regulations and to ensure these companies do not violate their operating permits.

Oil Refineries One of the largest sources of emission of air pollutants comes from oil refineries. The major pollutant emitted from refineries is sulfur oxide (SO₂). There are four oil refineries located adjacent to the I-15 corridor between the Capitol Hill Community and North Salt Lake with the Amoco Refinery being the largest. Monitoring of oil refineries has shown a significant variability from day to day and from year to year of emissions. Therefore, the refineries are allowed maximum never-to-be exceeded daily limits of various pollutants based on the apparent variability. All existing oil refineries are required to implement Reasonably Acceptable Control Technology (RACT) in an effort to control emission levels.

Extractive Industries There are seven extractive companies along Beck Street which contribute to the air quality problem in the area. The largest pollutant for extractive industries is PM10 (dust which is 10 microns or less). Because of the age and land rights of some of these sand and gravel operations, some of these companies may not be regulated by the federal Clean Air Act and other federal regulations. However, because they are required by State law to obtain a permit for emitting pollutants into the air, the State Division of Air Quality regulates and monitors their activities.

The pollution from these industrial sources affects the Capitol Hill Community, especially on days when the wind comes from the northwest. The Amoco Oil Refinery has purchased much of the property along the western frontage of Beck Street for liability reasons. Amoco is planning on landscaping the property to provide a buffer with adjacent properties. An increase in the amount of landscaping, especially trees, can help mitigate some of the pollutants from the industrial area. Improved landscaping buffers by the various industrial companies can help alleviate some of the impacts on the residential community.



Extractive industries on Beck Street

Policies

- Prohibit new industry within the community that would constitute a "Major Source" of air pollution by standards of the State's Division of Air Quality.
- Ensure landscaping requirements for new developments are met.
- Encourage existing industrial uses, especially those which emit pollutants, to increase landscaping on their properties.

Action Items

- Actively pursue landscaping improvements to the Beck Street corridor.

Vehicle Emissions

The Capitol Hill Community, on the edge of the foothills and bordering the Central Business District, incurs much air pollution from vehicle sources. Vehicular emissions are responsible for 54% of PM10 emissions, 2.5% of Sulfur Oxide emissions and 47.2% of Nitrous Oxide emissions. Federal regulations require the City, region and State to actively pursue efforts to try and

decrease vehicle emissions. Efforts include decreasing the number of vehicle miles traveled (promoting alternative methods of transportation such as mass transit, vanpools, flextime, telecommuting) and reducing emissions from automobile exhaust (such as the use of alternative fuels, improving traffic flows, or installing controls on vehicles.)

Policies

- Improve transportation circulation and encourage transportation alternatives that reduce vehicle emissions, such as mass transit, flexible work schedules and telecommuting.

NOISE

Overview

The impacts of noise are most acutely felt in the residential neighborhoods on the western side of the Capitol Hill Community especially the Guadalupe and West Capitol Hill Neighborhoods which are in proximity to major streets and highways (such as I-15, 300 West, 400 West, Beck Street, and North Temple Street), the railroad yard located along 500 West, and/or the industrial area in the northwestern part of the community.

Planning Issues

Freeway

Under current noise conditions, federally funded housing projects must incorporate noise attenuation measures which will ensure that interior noise levels do not exceed 45 decibels. This is especially relevant in the Guadalupe and West Capitol Hill Neighborhoods where the City has targeted these neighborhoods for reinvestment and rehabilitation, and federal funding will likely be used for a portion of these efforts. Decreasing exterior noise will likely increase the neighborhoods' potential for residential reinvestment and livability.

Noise attenuation walls, to be built as part of the I-15 reconstruction and expansion project scheduled for completion by the year 2001, typically reduce noise between 5 and 10 decibels. Because traffic volumes are

expected to increase between now and the year 2001, the walls will be an important means of reducing the overall noise, especially in the Guadalupe Neighborhood.

Railroad

As part of the railroad consolidation plan, the railroad is considering closing the intersections of 200, 400 and 500 North Streets at 500 West and creating a grade separated crossing at 300 North. The elimination of these crossings will eliminate the requirement of blowing the train whistle between North Temple and 600 North. According to residents in the neighborhoods, the train whistle is the most disruptive of the noise sources. Existing technology includes a train whistle which is located at the train crossing. This type of whistle is much more directional and has less noise impact on surrounding properties than the whistles located on the train. Construction of a viaduct for vehicular traffic at 300 North is not an appropriate solution to decrease the train whistle noise.

Policy

- Promote the use of directional railroad whistles which are located at the crossing rather than on the train in the Guadalupe neighborhood.

Action Items

- Pursue additional methods for reducing noise levels in the Guadalupe and West Capitol Hill Neighborhoods along the freeway and railroad corridors.
- Implement regulations to ensure the noise emanating from new development will not have a negative impact on the residential neighborhoods.

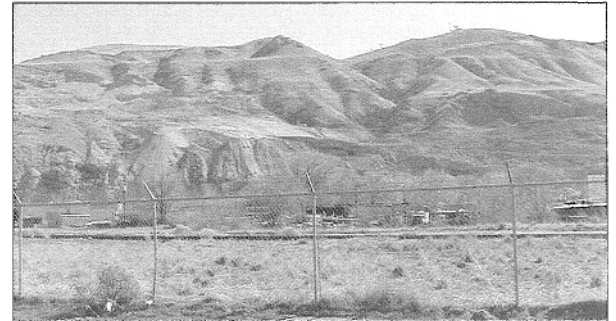
HAZARDOUS WASTE

Overview

The Environmental Protection Agency (EPA) has identified three sites within the Capitol Hill Community as hazardous waste investigation sites: Ekotek/Petrochem (1628 North Chicago Street), Utah Metal Works (805 North Everett Street) and the Union Pacific Railroad Maintenance Yards. These sites may

contain contaminants which may pose potential health risks to people directly exposed to them. Clean-up negotiations are underway at the identified sites to contain or remove the contaminants.

Complete containment or removal of contaminants and continuous monitoring at the hazardous waste sites is essential in realizing efficient use and reuse of surrounding resources and future land use plans. At the Ekotek/Petrochem site, hydrocarbon-based compounds pollute the air, soils and ground water. All of these sites are in the City's Beck Street gateway area and can negatively affect developments that would improve both city and community aesthetics. Awareness of activities at and around these sites can help prevent future developments that might endanger the community.



Ekotek/Petrochem site

Policies

- Work with appropriate government agencies to ensure that cleanup of hazardous sites is undertaken.
- Work with appropriate government agencies to determine the feasibility and appropriateness of reuse of the properties once cleanup has occurred.

PUBLIC FACILITIES & UTILITIES

Planning Goal: Provide well maintained public utilities, buildings and facilities which are visually compatible with the surrounding area, provide adequate service, and are environmentally safe.

INTRODUCTION

Public facilities are an important element of the urban environment. A quality environment should be supported with essential public facilities and utilities such as water, sewer, storm drains, sidewalks, street lights and other facilities including publicly owned buildings. Infrastructure features need to be appropriately designed to help highlight the character and establish the predominant uses of the Capitol Hill Community. Much of the Capitol Hill infrastructure was constructed in the early 1900's or earlier. Maintenance and rehabilitation is an ongoing problem.

CURB, GUTTER AND SIDEWALK & OTHER STREET REPAIRS

Overview

The urban environment includes infrastructure improvements of curb, gutter and sidewalk. Nearly all streets in the Capitol Hill Community have these improvements. Street conditions in the community are generally good, although many streets are exhibiting signs of age and deterioration. The Public Services Division is responsible for the maintenance and repair of City streets. The existing city-wide process for making such improvements includes a community-wide needs and implementation assessment which is on-going based on constant evaluation of city-needs and priorities.

Planning Issues

Swedetown infrastructure improvements

Improvements to infrastructure in Swedetown should be consistent with an overall plan to redevelop the area as a business park. Reconstruction of streets should occur in response to an overall development plan. This plan should be developed prior to regular city-wide infrastructure improvements in Swedetown to ensure improvements to the area are consistent with the goals of the plan.

Policies

- Maintenance and improvements to streets and infrastructure in Swedetown should take into account a transition from residential uses to business park uses, including improved access.
- Evaluate the significance of the historic sandstone curb and gutters in the Capitol Hill Community and preserve them where feasible.
- Evaluate the need to improve street circulation plans prior to undertaking street and infrastructure repairs.
- As center medians are replaced, they should be constructed with a curb which is high enough to discourage people from driving over them.

Action Items

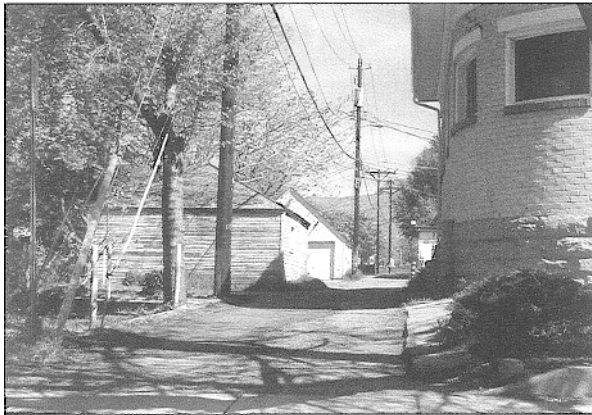
- Implement urban design recommendations such as the installation of unique paving patterns, street

furniture, lighting, landscaped medians and gateway features and creating pedestrian priority streets, as part of an overall street reconstruction project for streets where such improvements are recommended.

- Improve/reconstruct East Capitol Street from 200 North to 500 North, including constructing a walkway along the east side of the street, while still allowing on-street parking.

Alleys

The City has an existing citywide policy supporting the vacation of alleys where they are not used for primary access to a property. In some cases, alleys are the only viable means of accessing a property. This is especially true in the Kimball Neighborhood where alleys often provide primary access to properties that front on busy roads such as State or Main Street. Urban Design considerations might justify a reconsideration of the City's existing policy with regard to alleys.



An existing alley in the Kimball Neighborhood

Policies

- Encourage designs and land uses that place activity adjacent to alleys.
- Investigate the use of alleys as an alternate pedestrian system with security pedestrian level lighting.

Sidewalk

Sidewalks which are displaced by tree roots are repaired by the City through an ongoing program in which the property owner and City share in the cost of replacement. Appropriate sidewalk improvements to accommodate the disabled are installed in accordance with the Americans with Disabilities Act (ADA).

Funding

The majority of street improvement projects are funded through Special Improvement Districts wherein the City and adjacent property owners share improvement costs. Major streets are generally improved with gasoline tax funds. Community Development Block Grant (CDBG) target areas may be eligible for improvements with CDBG funding rather than Special Improvement District funds. These areas include the West Capitol Hill and Guadalupe Neighborhoods.

STREET LIGHTING

Overview

The City provides street lighting for traffic and public safety. Many residents believe well lighted streets can also be a deterrent to undesirable activity. Street lighting 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 majority of street lighting meeting minimum standards is funded through Special Improvement Districts where property owners are assessed a fee to pay for the lighting. Developers are required to provide street lighting with all new subdivisions. In addition, funding for street lighting can be obtained through the use of Capitol Improvement or CDBG funds (in target areas) and neighborhood improvement grants which are matching grants and can be applied for by neighborhood residents for decorative or additional street lighting.

Planning Issues

The amount of street lighting in the Capitol Hill Community is adequate to provide for safe vehicular traffic. However, more and more, residents are requesting street lighting to help discourage undesirable activities and provide a safer nighttime environment. In some neighborhoods throughout the City, residents are purchasing lighting, connected to their own power source, which provides lower level lighting nearer the sidewalk to accomplish the goal of increasing lighting for pedestrians and public safety. As the demand for street lighting increases, design of the new lighting should be uniform and compatible with the character of the neighborhoods. Additionally, street lighting in historic districts must be approved by the Historic Landmark Commission to ensure the lights are compatible with the historic character of the neighborhood.

Policies

- Coordinate any new street lighting program in designated historic districts with the Historic Landmark Commission to ensure the design of the street lights are compatible with the historic character and comply with the historic district regulations.
- Provide a consistent design theme and increase the amount of street lighting on 300 West and 400 West.

Action Items

- Analyze the feasibility and demand for increasing the amount of street lighting in areas of the Capitol Hill Community where needed and determine funding sources.
- Develop and implement a consistent lighting and street furniture theme for the Capitol Hill neighborhood (north of North Temple).

CULINARY WATER

Overview

The first City water line, connected to City Creek, was constructed in 1898 and exists today. The Capitol Hill Community's water system was constructed in the first decade of the 1900s. Although water to the Capitol Hill Community is available from the entire City Culinary Water System, the primary water sources serving the Community include Deer Creek, City Creek Canyon and a deep artesian well located near Fourth Avenue. Treated water flowing into the Community is channeled through distribution lines along North Temple and 300 West and into the balance of the community through a pipe distribution system located in local streets. The system typically contains 4, 6, 8 and 12 inch water mains.

Planning Issues

Water pressure is an issue in some parts of the Community. Water pressure affects fire fighting capabilities as well as convenience for daily living activities. From a fire-fighting standpoint, the proximity

of the two reservoirs at Victory Road and 500 North helps to alleviate concerns with fire fighting capabilities. Although laws are in place to ensure water pressures do not drop below certain standards, there are some areas in the Capitol Hill Community where water pressure is less than ideal. This occurs in older neighborhoods where water lines are smaller such as the Marmalade and West Capitol Hill Neighborhoods. In addition, the water pressure for the Capitol Building occasionally is less than ideal because of concentrated use in that area. Low water pressure is most likely to occur on extremely high water use days in the summer months.

A consultant for the Public Utilities Department is in the process of developing a culinary water master plan for the City. The proposed completion date for this plan was December 1996. Specific recommendations for improving culinary delivery systems throughout the City, as well as in the Capitol Hill Community, will be outlined in this plan.

Policies

- Encourage low water consumption in residential and commercial landscape development by requiring the utilization of drought tolerant and indigenous species where appropriate.

SANITARY SEWER

Overview

The City's Sanitary Sewer System was first constructed in the Capitol Hill Community in the first decade of the 1900s. Eight inch lines are typical in the area.

Planning Issues

Maintenance

Many of Capitol Hill's existing sewer pipes are made of clay and will require a process called Cured In Place Pipe (CIPP) within the next several years. This is a new technology which allows a soft plastic insert to be slipped into a cracked pipe. This material is allowed to harden acting like a sleeve to prevent leakage. The Public Utilities Department checks the existing pipes for leaks by periodically viewing the inside of the pipes with video equipment to check for broken pipes or leaks.

The City plans to repair a sixty- (60) inch sewer pipe under Beck Street between 400 North to 1000 North prior to 1999. This line serves areas to the east of Beck Street including the West Capitol Hill, Marmalade, Kimball, DeSoto/Cortez and Ensign Downs Neighborhoods. This line currently runs under the Medforte Building (Former St. Marks Hospital).

Shared Sewer

Many homes, especially in the Marmalade Neighborhood, are connected to the same lateral hook up. Therefore, in some instances, when the sewer backs up in one house, it can create a problem for all the houses connected to the same lateral. This problem can be rectified by having separate lateral hook ups for each residence. However, many times property owners are not aware their sewer hook up is shared with neighbors until sewage backs up in the home.

Septic Tanks

The Swedetown Neighborhood is not connected to the City's sanitary sewer system. Properties in this area are on septic tanks. It is estimated that connecting Swedetown to the sanitary sewer system would cost over \$1.6 million. A vote, taken by the property owners to set up a Special Improvement District to connect properties in Swedetown to the City's sanitary sewer system, failed. Property owners who want to be connected to the City's sanitary sewer system, who are now connected to septic tanks, must petition the City for such service and the property owner is responsible for finding the mechanism for funding.

The Salt Lake City Sanitary Sewer Master Plan (1996) lists a schedule of recommendations for maintenance and improvements for the Sanitary Sewer System in the Capitol Hill Community.

STORM DRAINAGE

Overview

The Salt Lake City Department of Public Utilities divides the Capitol Hill Planning Community into two separate geographic areas for the purpose of storm water management: Beck Springs/Ensign Peak and Rose Park/Capitol Hill. The Beck Springs/Ensign Peak drainage area encompasses the land between City Creek Canyon and Victory Road/Beck Street. It includes the Ensign Downs neighborhood. The Rose Park/Capitol Hill drainage area consists of all land between Beck Street, North Temple Street and the Jordan River and includes the DeSoto/Cortez, Kimball, Marmalade, West Capitol Hill, Guadalupe and Swedetown Neighborhoods.

The major storm drains in the Community are located under Victory Road, Clinton Avenue, and Beck Street. The detention basin serving the Capitol Hill Community is located at 750 North 400 West.

Planning Issues

A Storm Drainage Master Plan was completed in 1993. This plan, which is actually eleven (11) different plans addressing each of the eleven (11) different drainage areas of the City, lists specific recommendations for storm drainage improvements. The Beck Springs/Ensign Peak and Rose Park/Capitol Hill Storm Drainage Master Plans are the two plans which affect the Capitol Hill Community.

Several of the recommendations in the Storm Drainage Master Plan dealing with the Capitol Hill Community have been made to alleviate drainage problems associated with the detention basin located at 750 North 400 West and problems in the Ensign Downs Neighborhood. As recommended in the Storm

Drainage Master Plan, a 36" storm drain will be installed under North Temple Street, in conjunction with I-15 improvements. This drain will serve a portion of the Capitol Hill Community. Stormwater drainage from new subdivisions in the Ensign Downs neighborhood, which flow under Victory Road to Clinton Avenue, have been problematic. Measures should be taken to decrease the amount of storm water overflow on Clinton Avenue. Other minor drainage problems will be resolved as street and infrastructure improvements are made.

There is a need to reconstruct the streets and storm drainage system in Swedetown. A special improvement district to pay for infrastructure improvements was voted down by Swedetown property owners several years ago. A small area master plan should be developed for the Swedetown Area including recommended infrastructure improvements.

An analysis should be undertaken to determine how excessive runoff could be used to irrigate areas where landscaping improvements are recommended such as the existing reservoir site at 700 North Victory Road or along the Beck Street gateway area.

FIRE DEPARTMENT

Overview

The Salt Lake City Fire Department maintains one fire station within the Capitol Hill Community which provides primary fire protection: Fire Station No. 2, located at 254 West 300 North. Station No. 2 was constructed in 1972 and was seismically upgraded in 1992. In addition, Fire Station No. 7 (237 North 1000 West) serves the area of the Community west of 600 West and Fire Station No. 1 (200 South 500 East) serves the area basically east of 200 West and south of 200 North. Fire Stations Nos. 1, 7 and 4 (830 East Eleventh Avenue) provide additional fire emergency support when needed. The response time for emergency service to most of the Capitol Hill Community averages 3-5 minutes depending on the location of the emergency. The Fire Department believes that emergency service to the Capitol Hill Community is adequate and does not foresee the need to construct another fire station in this Community in the near future.

Planning Issue

Ardmore Place, a 27-foot wide right-of-way, provides access to the fire station. However, this access has proven to be inadequate mostly due to safety issues. The large open asphalt lot is used for ingress to the fire station by the fire trucks and is used regularly for fire department training and drills. However it provides a large gap in the streetscape of Ardmore Place and is an easy target for undesirable activities. The Fire Department does not foresee relocating this fire station.



Fire Station #2

Policy

- If the Fire Department decides to build a new Fire Station in the Capitol Hill Community, the new station should be located west of 400 West.

Action Items

- Study the feasibility of relocating ingress access to Fire Station #2, away from Ardmore Place.
- Minimize the impact of the fire station on the residential land uses along Ardmore Place.

POLICE DEPARTMENT

Overview

Police officers are currently assigned to one geographic area on a long-term basis. This policy enables officers to become familiar with a neighborhood's unique character and its specific needs. The Police Department, through its Community Support Division and the Community Oriented Policing program, works closely with the Community Councils to identify problems and needs. An on-going priority is to maintain current levels of response time and service without increasing costs. Local programs such as Neighborhood Watch and Mobile Neighborhood Watch contribute to this goal. The only existing Community Oriented Policing Station (COP Shop) is located at the Rancho Lanes Bowling Alley on North Temple. Another "COP Shop" is proposed to be located on 300 West in the Signature Books facility.

Planning Issues

Auto theft and larcenies from autos is a major problem in the Capitol Hill Community especially in the Kimball, Marmalade and West Capitol Hill neighborhoods. During the period from 1980 to 1994, the number of auto thefts increased from 122 to 185 (55.5%) and larceny from autos increased from 196 to 419 (113.8%). The high number of car prowls and stolen vehicles can be attributed to the lack of off-street parking in the area.



Neighborhood "cop shop" located on 300 West

Policies

- Continue to encourage participation in crime prevention programs in the Capitol Hill Community.
- Prohibit a reduction in the parking requirements for new developments in the Marmalade, Kimball and West Capitol Hill Neighborhoods or in neighborhoods where inadequate amounts of off-street parking already exist.

Action Items

- Study the feasibility of developing additional off-street neighborhood parking lots in proximity to residential areas to alleviate the need for on-street parking.
- Create a Capitol Hill Parking Overlay Zone that would increase parking requirements for new development as a means of alleviating additional pressure on the inadequate parking supply especially in the Kimball, West Capitol Hill and Marmalade Neighborhoods.

PUBLIC SCHOOLS

Overview

Currently, there are two public schools located in the Capitol Hill Community: Washington Elementary, (420 North 200 West) and West High (241 North 300 West). Elementary age students who live in the Guadalupe Neighborhood attend Jackson Elementary School located at 750 West 200 North. The majority of seventh (7th) and eighth (8th) grade students in the Capitol Hill Community attend Bryant Intermediate School located at 40 South 800 East. However, those students who live in the Guadalupe Neighborhood attend Northwest Intermediate School located at 1400 West Goodwin Avenue. West High is the senior high school for the Community.

Most of the public schools serving the Capitol Hill Community were built within the last 40 years, three within the last 15 years. West High School, constructed in 1921, has had many changes to the campus including current construction. Although the Salt Lake City School District is in the process of developing a time frame for all schools in the district to be seismically upgraded, West High School is currently the only school in the Community to be seismically upgraded. None of the schools in the Community have reached their capacity as determined by the Salt Lake City School District.

Policies

- Prohibit commercial development on the former Horace Mann Jr. High School property.
- Prohibit the expansion of Salt Lake City School District facilities from encroaching onto residential properties.
- Prohibit the expansion of institutional uses associated with the West High School campus into the residential neighborhoods.

Action Items

- Work with the school district and the private sector to provide a community recreation center with aquatic facilities.

LIBRARIES

There are no public libraries located in the Capitol Hill Community. The Capitol Hill Community is served by the Sweet Branch Library at 455 F Street in the Avenues Community or the Main Library at 209 East 500 South. Residents in the western half of the community may also patronize the Day-Riverside library at 1575 West 1000 North which basically serves the Northwest Community.

COMMUNITY CENTERS

Overview

Marmalade Hill Community Center

The Marmalade Hill Community Center was built in 1892 as the 19th Ward Chapel of the LDS Church. The most prominent feature of the structure, the Byzantine inspired onion dome, is one unique feature of this structure which has been designated as an historic site on both the local and national historic registers. The structure was acquired by Salt Lake City in 1979 for use as a community center. Between 1982-1994, the City has allocated approximately \$257,580 of CDBG funds towards rehabilitation and renovation of the structure. The building currently houses the Salt Lake Acting Company as well as provides public meeting space for the Community.

Memorial House

Memorial House was constructed in 1926 from an old barn that had been used as a stable for the City waterworks department. The structure was leased to



Memorial House in Memory Grove

the Service Star Legion, an organization of women whose sons fought in World War I, to be used as a home for the organization until 1986 when the structure was vacated. The structure is located in the City Creek Canyon National Historic District as well as the local Capitol Hill Historic District. Between 1990-1992, the City allocated approximately \$325,000 for the renovation of the exterior of Memorial House. In 1994, the Utah Heritage Foundation was granted a lease of Memorial House to house their offices, with the condition that the Foundation renovate the interior of the structure and operate the building as a reception center for socials, wedding receptions etc.

Wasatch Plunge

The Wasatch Plunge, home of the Children's Museum of Utah, was constructed in 1921 and has been designated as both a local and national historic site. The building operated as a public bath house until 1975 when it was closed due to various problems including maintenance and insufficient budgets. In 1980, the Children's Museum of Utah leased the building from the City. Between 1985-1994, the City allocated approximately \$306,750 of CDBG funds towards the renovation of the structure. There is increasing interest

in using more of the building, including analyzing the feasibility of once again using the structure for a warm springs bath. The continued use of this city-owned facility is encouraged in conjunction with the proposed nature park to the north of the structure and incorporation of the warm springs.

Ottinger Hall

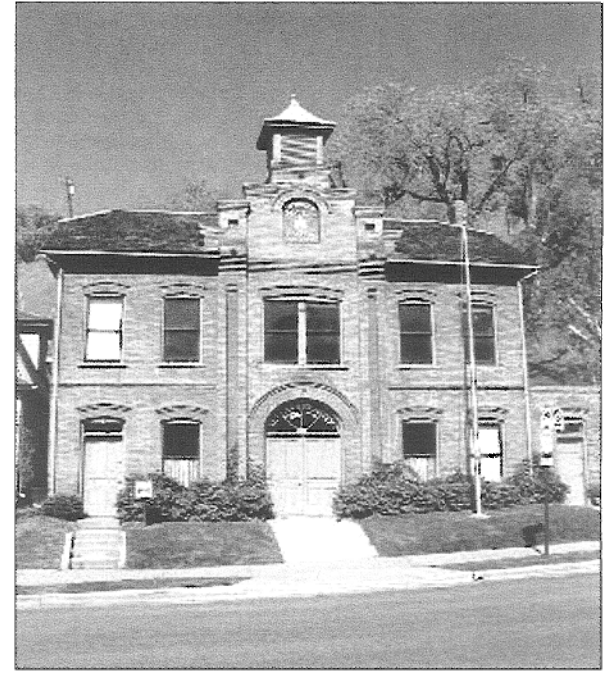
Ottinger Hall is located at 233 North Canyon Road just south of Memory Grove. Constructed in 1900 as a social hall for members of the Veteran Volunteer Firemen's Association and their families. The structure houses fire fighting relics including the first fire engine constructed in Utah. The structure is listed on both the local and national historic registers and is owned by Salt Lake City Corporation.

Policies

- Ensure the continued preservation of publicly owned historic resources.

Action Items

- Ensure adequate funding is provided for the renovation and continued maintenance of City-owned historic community centers for the benefit of the community and City residents.
- Explore the feasibility of returning the Wasatch Plunge building to its original use as a community swimming pool and recreation center. If such a use is found to be feasible, work with the Salt Lake City School District, Salt Lake County, the private sector, and other entities to secure the needed funds to renovate the building.
- If returning the Wasatch Plunge building to its original use is infeasible, then the city should explore the feasibility of other public or quasi-public uses which are sensitive to the historic structure, provide for the optimal use of the facility and benefit the community and citizens of Salt Lake City.
- Improve vehicular and pedestrian access to and from the Wasatch Springs facility.



Ottinger Hall in City Creek Canyon

IMPLEMENTATION

The successful implementation of the Capitol Hill Community Master Plan depends on the follow-through efforts by neighborhood groups, city officials, city staff and private developers. Through a combined effort the Capitol Hill Community Master Plan's goals may be realized.

The implementation strategy summary chart outlines actions necessary to carry out the recommendations of the Master plan. The chart identifies initiators of certain proposed actions and general time frame to accomplish recommendations.

Proposed Action for initiation of implementation	Private	City	State	Other
	Immediate	0-12 months	Short Term	Long Term
Provide resources for housing rehabilitation of existing structures.		Short Term		
Rezone existing industrial and heavy commercial properties between 400 West and approximately 550 West to accommodate. Medium density residential west of 500 West and a mixed-use area east of 500 West with medium density allowed north of 300 North and medium/high density south of 300 North. Development in this area should focus on good design, pedestrian orientation and maximization of open space.		Long Term		
Modify the existing Capitol Hill Protective Area Overlay Zone to establish a 35-foot maximum height limit for residentially zoned properties within the Overlay Zone. Also expand the boundaries of the Capitol Hill Protective Overlay Zone.		Immediate		
Design a new zoning district to allow for, but not increase, the existing height and density of historic multi-family apartment structures, such as the Kensington Apartments, and apply to appropriate historic multi-family areas along Main and State streets between North Temple and 300 North.		Short Term		
Rezone to R-2 all structures in the Kimball Neighborhood originally built as single-family houses or duplexes that are currently zoned for higher density residential uses.		Short Term		
Create a new zoning district for public lands, specifically open space areas in the foothills, which prohibits the development of structures.		Short Term		
Develop a solution which accommodates access across the rail lines at 300 North, such as a pedestrian/bicycle bridge, without creating negative impacts on the surrounding neighborhoods.		Mid Term		
Promote the development of the 500 West Boulevard as a limited access street, by amending the Major Street Plan to identify the alignment of the boulevard to help ensure the success of the redevelopment of this area while being sensitive to the adjacent residential neighborhoods.		Mid Term		
Increase pedestrian oriented amenities in the Kimball Neighborhood below the State Capitol Building and on East Capitol Boulevard including increasing pedestrian oriented street lighting, burying utility lines and developing a walkway along the western edge of City Creek Canyon.	Short Term	Short Term	Short Term	
Reevaluate the existing RMF-35 zoning at 238 West 600 North and consider rezoning the property to Special Residential SR-1.		Short Term		
Develop a small area plan between 300 West and Canyon Road and between South Temple and 300 North to create a transitional buffering area between the Central Business District and residential areas of the community.	Immediate	Immediate	Immediate	
Provide improvements along 300 West Street to make 300 West Street less of a barrier and to allow the residential areas west of 300 West to more closely tie into the existing residential area east of 300 West Street. Include pedestrian curb extensions, landscaped center medians and improved parkstrips. Encourage the use of urban design improvements to infrastructure and private property along 300 West such as landscaping, street furniture and specific paving patterns to encourage pedestrian usage. Apply appropriate urban design measures to the Ouray Street entrance on the block between 400 and 500 North and 300 and 400 West and to the additional 300 West frontage.		Mid Term	Mid Term	
Provide financial incentives that promote residential preservation and new residential development in the MU Zoning district.	Short Term	Short Term		
Provide incentives to encourage nonconforming dwellings to be converted back to single families or duplex dwellings		Short Term		
Develop ways to eliminate undesirable activities under the North Temple viaduct		Short Term	Short Term	
Develop and implement an overall transportation management plan (including parking) by creating a task force including Salt Lake City, LDS Church, UDOT, representatives from the Capitol Hill, Avenues, Central City, and East Central Communities, and the Downtown Alliance.	Immediate	Immediate		

Proposed Action for initiation of implementation Immediate 0-12 months Short Term 1-3 years Mid Term 3-6 years Long Term 5-10 years	Private	City	State	Other
Develop a parking plan for Marmalade, Kimball and West Capitol Hill which analyzes various solutions including the following: <ul style="list-style-type: none"> • Increase on-street parking enforcement • Neighborhood parking lots • Residential Parking Permit Programs which address the specific issues of the area • Shared parking arrangements • Cut back parking 	Short Term	Short Term		
Create a Capitol Hill Parking Overlay Zone that would increase parking requirements for new development as a means of alleviating additional pressure on the inadequate parking supply especially in the Kimball, West Capitol Hill and Marmalade Neighborhoods.		Short Term		
Request the Transportation Division restrict on-street parking to one side of the street on steep and/or narrow streets where appropriate.		Short Term		
Amend the existing Capitol Hill Community Zoning Map to place incompatible commercial activities in residential neighborhoods in a non-conforming state as the means of phasing them out.		Short Term		
Provide a commercial retail nucleus and / or mixed use area for the Capitol Hill Community on the east side of 300 West between 500 and 600 North.		Short Term		
Take proactive steps to entice new retail services into appropriate segments of this area. Form a neighborhood committee to develop plans and work with the RDA.	Short Term			
Provide incentives for existing businesses to provide a high level of visual quality and property maintenance, to renovate and improve their properties.		Short Term		
Encourage nonconforming retail commercial uses to relocate to the neighborhood shopping node.		Short Term		
Rezone existing heavy commercial land uses to encourage their relocation to the areas zoned for industrial uses in the Capitol Hill Community or elsewhere in the City.		Short Term		
Create a new ordinance which encourages the reuse of small neighborhood commercial structures to provide neighborhood commercial uses where appropriate.	Short Term	Short Term		
Create an overlay zone for gateway corridors such as 300 West and 400 West which requires landscaped buffers and prohibits outdoor storage in order to enhance the function and appearance of gateway areas.		Mid Term		
Prepare a Swedetown small area master plan.		Mid Term		
Maintain restrictive zoning that will not allow incompatible industrial uses. Phase out incompatible industrial uses by rezoning the properties.		Short Term		
Consolidate and relocate rail lines and rail yards.	Long Term	Long Term		
Encourage the State to discourage people who work in the Central Business District from parking at the State Capitol Grounds and riding the free shuttle to work.	Short Term		Short Term	
Encourage the State to visually improve the parking areas around the State Capitol Building.		Short Term	Short Term	
Encourage the State to find ways to decrease the number of vehicular trips to the Capitol Building.		Short Term	Short Term	
Encourage the State to construct a pedestrian walkway along the west side of East Capitol Boulevard on the Capitol Grounds.		Short Term	Short Term	
Facilitate communication with the State to consider impacts on the character and views of the neighborhoods from the north for any new development on the State Capitol grounds.	Short Term	Short Term	Short Term	
Amend the Urban Institutional zone to decrease the maximum height of new development to fifty feet where adjacent to residential properties.		Short Term		
Work to acquire an open space easement on the northwest corner of North Temple and State Streets. Support development to a zero lot line on the north property line, adjacent to Gordon Place Park, if Gordon Place Park is preserved and an entry feature with open space is developed at the corner of North Temple and State Street.		Short Term		
Develop design guidelines to encourage design of building, landscape and parking facilities on the block bounded by North Temple, 200 North, Main and State Streets, to ensure that any development will support and enhance the residential neighborhood to the north as well as maintain view corridors to the Capitol from the south. The design guidelines should include provisions to: <ul style="list-style-type: none"> • require varied, stepped massing of a building, or multiple buildings, in order to discourage a monolithic appearance; • eliminate blank walls along street faces and where adjacent to residential properties; • require detailing and façade relief to provide for an architecturally interesting design; • require a minimum percentage of glass on the ground level of a building to encourage pedestrian interaction; and • require that the parking access for any new development on the block shall be on North Temple or Main Street, or shall utilize existing parking entrances. 		Short Term		
Encourage the LDS Church to re-orient the Main Street Plaza parking entry to a westbound North Temple entry, and to construct new parking entries in the center median of State Street and South Temple to encourage traffic to use these streets to enter the LDS campus parking garage.	Mid Term	Mid Term		
Promote the retention of the Brigham Young Historic Park and Gordon Place Park as usable open space.	Short Term	Short Term		
Consider the purchase of a strip of land located on the east side of Loma Lane between Gray and Hillside for a mini park. Plant trees and cement Loma Lane from Gray to Hillside.		Immediate		
Pursue the development of an additional neighborhood park or expansion of existing parks.		Mid Term		
Study the feasibility of extending Warm Springs Park northward to the intersection of Beck Street/Victory Road.		Long Term		
Work with Amoco Oil Company to determine the appropriate open space use and gateway design of Amoco's property which has frontage along the west side of Beck Street.	Mid Term	Mid Term		
Address Warm Springs Park improvements including resurfacing the tennis courts, renovating restrooms, developing more play fields, stabilizing the hillside and providing more easily accessible parking to encourage park usage by residents of the community.	Mid Term	Mid Term		
Retain existing mini-parks and study ways to increase their utilization and recognize their value to the community. In doing this, the City should determine user groups of these parks and determine if additional uses could be compatible with adjacent land uses.		Mid Term		
Study the feasibility of developing an enhanced open space area with picnic facilities at the 500 North reservoir site on the vacant land west of the reservoir.		Mid Term		
Work with the Public Utilities Department to landscape the existing reservoir sites and detention basin with water conserving landscaping to enhance the visual appearance of these city-owned properties if it is determined that recreation uses for these properties is not feasible.		Long Term		
Enhance the communication tower road for trail use.	Mid Term	Mid Term		Mid Term
Improve access to existing parks.		Mid Term		Mid Term

Proposed Action for initiation of implementation Immediate 0-12 months Short Term 1-3 years Mid Term 3-6 years Long Term 5-10 years	Private	City	State	Other
Study the feasibility of improving the public utilities detention basin on 400 West 750 North.		Mid Term		
Continue to implement the policies and recommendations of the Ensign Peak Master Plan.	Short Term	Short Term		
Monitor existing development and utilization of trails and revise plan, as necessary, to ensure development and utilization of trails does not have negative impacts on the preservation of Ensign Peak.	Mid Term	Mid Term	Mid Term	Mid Term
Monitor parking for the Ensign Peak and LDS Church Gardens to determine if there is a need for off-street parking for Ensign Peak.	Short Term	Short Term		
Limit trail-head parking in front of adjacent homes.	Short Term	Short Term		
Extend City Creek at the surface, through the Central Business District to the Jordan River, without the removal of trees along North Temple.	Long Term	Long Term	Long Term	
Implement recommendations and policies of the Open Space Plan as it relates to the Capitol Hill Community.		Short-Long Term		
Ensure bicycle access is accommodated through any Victory Road crossing facility and ensure an appropriate connection between this facility and the Davis County commuter bike route.		Mid Term		
The City should work with the School District and private sector to locate a community recreation center with aquatic facilities within the community.	Mid Term	Mid Term		Mid Term (School Dist)
Relocate the Hawk Log Cabin.	Mid Term	Mid Term		
Analyze the potential designation of the Guadalupe Neighborhood, or individual properties in the Guadalupe Neighborhood, to the National Register of Historic Places.		Short Term	Short Term	
Identify the historic district with unique street signage and/or district entry signs.	Mid Term	Mid Term		
Identify historic sites, other than buildings, with plaques stating the significance and history of the sites.	Mid Term	Mid Term		
Develop method for displaying historic street names.	Mid Term	Mid Term		
Designate qualified areas to the National Register of Historic Places.		Mid Term	Mid Term	
Encourage the State to designate historic landscapes located within the Capitol Hill Community on the Utah Heritage Tree list where appropriate.		Mid Term	Mid Term	
Facilitate the designation of public historic resources and/or placement of preservation easements to ensure the continued preservation of these important public resources.	Mid Term	Mid Term	Mid Term	
Encourage archeological study of the historical Warm Springs Park.		Long Term		
Create specific language in the Zoning Ordinance to allow for the designation of historic landscapes, including public landscapes, and authorize the Historic Landmark Commission to provide for their protection.		Short Term		
Expand National Register Historic District to include all structures within the local historic district.		Short Term	Short Term	
Rename West Temple, between 200 and 300 North, Apple Street.		Short Term		
Improve the design of the North Temple Street Gateway through the use of street trees.		Short Term		
Place gateway features at entries to the community and neighborhoods.	Mid Term	Mid Term	Mid Term	
Redesign and improve Main Street between North Temple and 300 North with suitable urban design characteristics which may include trees, lighting, landscaped medians (where appropriate), etc., while still maintaining the existing two traffic lanes in each direction, the left turn lanes, parking lanes, and landscaped parking strips.		Mid Term		
Create public/private partnership to plan and maintain native vegetation on hillsides especially along East Capitol Boulevard, City Creek Canyon, Victory Road and 500 North.	Mid Term	Mid Term		
Encourage residents to participate in a program to increase the amount of street lighting on specific streets where needed.	Short Term	Short Term		
Consider renaming Main Street between North Temple and 300 North to emphasize the neighborhood character of the street in this area.		Short Term		
Develop and implement a consistent lighting and street furniture theme for the Capitol Hill neighborhood (north of North Temple)		Short Term		
Ensure street identification signs are installed on each street where missing.		Short Term		
Construct landscaped center medians at 600 North between 200 West and 400 West 200 North between West Temple and 200 West 300 North between 200 West and 300 West 400 North between 200 West and 400 West 500 North between 200 West and 400 West 700 North between 300 West and 400 West West Temple between North Temple and 200 North		Immediate Immediate Immediate Short-Mid Term Short-Mid Term Short-Mid Term Short-Mid Term		
Provide resources to maintain existing medians and any new medians.		Immediate		
Provide unique paving patterns, for both street and sidewalks, in the Marmalade Neighborhood.		Long Term		
Work with the Urban Forester to study and reinforce historic spacing patterns of street tree planting in designated historic districts. Emphasis should be on allowing more flexibility so trees can be spaced closer together and provide a canopy similar to historic landscaping patterns. Create a public/private partnership to plant the trees.	Short Term	Short Term		
Develop a street tree master plan.		Mid Term		
Redesign the traffic diverter at 600 North and Center Street.		Long Term		
Increase street lighting on 300 and 400 West Streets.		Long Term	Long Term	
Adopt an ordinance which protects the ridgeline from development.		Short Term		
Plant additional Sycamores on West Temple between North Temple and 200 North.	Short Term	Short Term		
Identify areas where street trees are missing or desired and plant trees.		Short Term		
Encourage landscaped screening of the existing substation at 800 North and Wall Street.	Short Term			
Take actions to maintain and enhance the appearance of existing industrial development.	Long Term	Long Term		

Proposed Action for initiation of implementation Immediate 0-12 months Short Term 1-3 years Mid Term 3-6 years Long Term 5-10 years	Private	City	State	Other
Improve the design of Interstate 15/Beck Street gateway through the use of landscape materials on the rights of way and adopting minimum landscape standards on adjacent private property. Encourage the landscaping to be drought tolerant.	Short Term	Short Term	Short Term	
Place gateway features at the following intersections: 1) 900 North/Beck Street; 4) Main Street/North Temple; and 2) 600 North/400 West; 5) State Street/North Temple. 3) 300 West/North Temple;		Mid Term	Mid Term	
Visually screen communication towers.		Long Term		
Lobby UDOT and the State Legislature to grant the City jurisdiction and adequate funding for maintenance of existing state-owned roads.		Short Term		
Negotiate with UDOT and other public entities to install a four-way stop at Columbus Street and 500 North and other appropriate locations.		Short Term		
Analyze the feasibility of removing the double left-turn lane and protected signal at Victory Road and Beck Street and replacing them with one turning lane with a shorter protected signal.		Short Term	Short Term	
Change the speed limit on 400 West to encourage the use of 400 West.		Short Term		
Analyze the feasibility of constructing landscaped medians on 600 North between 200 and 400 West streets to narrow the roadway and discourage through traffic.		Short Term		
Analyze ways to calm traffic on East Capitol Boulevard north of 500 North without eliminating existing travel lanes.		Short Term		
Install a walkway along the west side of East Capitol Boulevard north of 500 North.	Short Term	Short Term		
Implement appropriate traffic calming measures throughout the Capitol Hill Neighborhood.	Short Term	Short Term		
Request the Transportation Division install a 4-way stop sign at West Temple and 200 North.		Short Term		
Request that 400 West be reclassified for truck route status.		Short Term		
Promote the development of an interchange at approximately 1800 North to provide easy access to the interstate for industrial traffic.			Long Term	
Implement the Bike Ways and Open Space Master Plans as they relate to the Capitol Hill Community.	Mid Term	Mid Term		
Improve synchronization of traffic lights along North Temple, 300 West and 400 West.	Short Term	Short Term		
Encourage the construction of landscaped park strips and other urban design features for 600 North, as part of the reconstruction of the 600 North viaduct.			Short Term	
Encourage the Utah Department of Transportation to place a stop light at Beck Street and Everett Avenue.		Short Term	Short Term	Short Term
Provide sidewalk, curb and gutter in locations that presently lack these basic urban amenities.	Mid Term	Mid Term		
Analyze the feasibility of creating pedestrian priority streets, especially in the Historic Marmalade and Kimball Neighborhoods, including identifying and prioritizing which streets should be developed as pedestrian priority streets and recommending implementation strategies including design and financing.		Long Term	Long Term	
Encourage the elimination of rail crossing conflicts on Beck Street		Long Term	Long Term	
Develop educational measures to encourage drivers to use 100 South (high occupancy vehicles) and, 400 South to enter and exit the City in order to minimize the use of the Beck Street/Victory Road gateway area.	Short Term	Short Term	Short Term	
The City should try to acquire jurisdiction over Victory Road, all four roads surrounding the State Capitol Building, State Street (between 300 North and North Temple) 600 North and North Temple.		Short Term	Short Term	
In the event the City is unable to acquire 300 West, the City should try to trade 400 West Street to the State for 300 West between the Victory Road/Beck Street intersection and to at least North Temple.		Short Term	Short Term	
In order to protect essential right-of-way for a future commuter rail corridor, amend the Transportation Master Plan, including the Rail Transit Corridors Map, to identify the approximate commuter rail route.	Short Term Union Pacific	Short Term		Short Term UTA
Coordinate the policies of the Capitol Hill Master Plan with those of the Open Space Plan and applicable provisions of the Reclamation Framework and Foothill Area Plan, as a means of preserving open space in the foothills		Short Term		
Ensure the minimization of negative impacts to watershed, wildlife habitat and soil erosion, associated with high utilization of trails and open space.		Short Term	Short Term	
Implement regulations to ensure the noise emanating from new development will not have a negative impact on the residential neighborhoods.		Short Term		
Increase awareness of stormwater and groundwater protection programs to further guard these water sources against contamination and waste.		Short Term	Short Term	Short Term (SL County)
Encourage the use of water from the natural springs for recreational, educational, environmental or commercial purposes.		Long Term		
Pursue additional methods for reducing noise levels in the Guadalupe and West Capitol Hill Neighborhoods along the freeway and railroad corridors.		Short Term		
Identify the community's natural amenities, resources and settings and designate such areas for preservation.	Short Term	Short Term		
Study the feasibility and locations of providing stairs between 300 North and 200 North between West Temple and Almond Streets.	Long Term	Long Term		
Explore the feasibility of returning the Wasatch Plunge building to its original use as a community swimming pool and recreation center. If such a use is found to be feasible, work with the Salt Lake City School District, Salt Lake County, the private sector, and other entities to secure the needed funds to renovate the building. If returning the Wasatch Plunge building to its original use is infeasible, then the city should explore the feasibility of other public or quasi-public uses which are sensitive to the historic structure, provide for the optimal use of the facility and benefit the community and citizens of Salt Lake City.	Mid Term	Mid Term		Mid Term (SL County, SL School District)
Investigate the use of alleys as an alternate pedestrian system with security pedestrian level lighting.	Mid Term	Mid Term		
Minimize the impact of the fire station on the residential land uses along Ardmore Place including access and noise.		Short Term		
Study the feasibility of relocating ingress access to Fire Station #2 away from Ardmore Place.		Mid Term		
Ensure adequate funding is provided for the renovation and continued maintenance of publicly owned historic buildings for the benefit of the community and City residents.		Ongoing		
Improve vehicular and pedestrian access to and from the Wasatch Springs facility.		Mid Term	Mid Term	
Implement zoning changes to reflect the master plan policies and land use designations.		Immediate		
Provide sewer, water and other infrastructure improvements in Swedetown.	Long Term	Long Term		
Study the feasibility of developing additional off-street neighborhood parking lots in proximity to residential areas to alleviate the need for on-street parking.		Mid Term		

Acknowledgements

Mayor

Deedee Corradini

Salt Lake City Council

Carlton Christensen, District 1
Joanne R. Milner, District 2
Tom Rogan, District 3
Deeda Seed, District 4
Roger Thompson, District 5
Bryce Jolley, District 6
Keith Christensen, District 7

Planning Commission

Judi Short
Andrea Barrows
Robert "Bip" Daniels
Arla Funk
Diana Kirk
Craig Mariger
Max Smith
Mike Steed
Stephen Snelgrove

Participating Planning Staff

William T. Wright, AICP, Planning Director
Brent B. Wilde, Deputy Planning Director
Cheri Coffey, AICP, Principal Planner, Project Manager
Everett L. Joyce, AICP, Planning Programs Supervisor
Alex Beseris, Principal Planner
Katia Pace, Assistant Planner
Gary Christensen, GIS/Mapping
Jason Talbot, GIS/Mapping
Kathy Schroeder, GIS/Mapping

Planning Commission Action Date: September 9, 1999

City Council Adoption Date: November 9, 1999: Ordinance No. 92 1999

Amendments

Mayor

Ross C. Anderson

City Council

Carlton Christensen, District 1
Van Blair Turner, District 2
Tom Rogan, District 3
Nancy Saxton, District 4
Roger Thompson, District 5
David L. Buhler, District 6
Keith Christensen, District 7

Salt Lake City Planning Commission

Kay (Berger) Arnold
Andrea Barrows
Stephen Boyden
Tim Chambliss
Robert "Bip" Daniels
Arla W. Funk
Jeff Jonas
Mary McDonald
Kent Nelson
Judi Short

Participating Staff

Stephen Goldsmith, Director
Brent Wilde, Deputy Director
Cheri Coffey, AICP, Planning Programs Supervisor
Doug Dansie, AICP Project Manager
Nelson Knight, Project Manager
Everett L. Joyce, AICP, Principal Planner
Kathy Schroeder, GIS/Specialist

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