OVERVIEW

The Capitol Hill Community is one of Salt Lake City's eight planning areas. It is generally bordered 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 the communities in the City, including the heaviest intensive residential developments in the foothills, the highest intensity industrial uses in the northeastern portion of the Community, and the areas 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 location and land use. 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/Corbett, Ensign Downs, Guadalupe, Kimball, Marvahdale, Swedetown and West Capitol Hill. A neighborhood plan of the West Capitol Hill area was adopted by the Salt Lake City Council in July 1990 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 development and redevelopment.
• Provide for commercial establishments which minimize the impacts of non-residential 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 in 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.

Contents

Overview ............................................................... 1
Future Land Use Map ........................................ 2
Residential ........................................................... 3
Parking ............................................................... 7
Commercial .......................................................... 7
Industrial ............................................................. 8
Institutional ........................................................ 10
Open Space and Recreation .................................... 11
Historic Preservation ............................................ 13
Urban Design ...................................................... 14
Transportation and Circulation ............................... 16
Environmental ..................................................... 20
Public Facilities & Utilities ..................................... 22
Implementation .................................................... 24
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 serve 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 border 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 a 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 Capital Hill Community consists of several diverse and unique neighborhoods. The Ensign Downs and DeSoto/Cortex Neighborhoods are purely residential, whereas West Capitol Hill, Guadalupe and Southeast 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 Capital Hill Community consist of very low density areas (0.5 dwelling units per acre), low density (3-15 dwelling units per acre), medium density (15-50 dwelling units per acre), high density (50-245 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 hills 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 1960’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

DeSoto/Cortex

Overview

This area, with streets named after early explorers, is located north of the State Capitol and is bounded by 600 West and East Capitol Boulevard, between 700 North and 700 North. The DeSoto/Cortex Neighborhood contains many single family homes 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, stability 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 existing sites, access to parking from the street, and 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 refined 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 building regulations prohibiting development on land with slopes in excess of 30%. Where such regulation applies to gentle terraced or natural slopes greater than 30% to slopes less than 30%.

Ensign Downs

Overview

The Ensign Downs Neighborhood is located north of the DeSoto/Cortex Neighborhood. It is accessed via East Capitol Boulevard. A portion of the neighborhood lies south of Ensign Peak except for North Cove which is located at the north end of East Capitol Boulevard and Ensign Peak. Ensign Downs is a modern subdivision consisting of very low density family homes with the earliest homes completed in the 1950’s. The Ensign Downs Neighborhood has become a very desirable and exclusive place to live. It is characterized by large lots, 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.

Policies

• Continue the implementation of development regulations designed to ensure density sensitive and visually compatible residential development.
• Create a new zoning district for public lands in the foothills which prohibits the development of structures.

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 homes 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 commercial and industrial neighborhood, it became increasingly blighted.

Large lots were subdivided and new streets were constructed into these blocks. The new streets often degenerated into crowded, dirty back alleys. City services such as paved streets, sidewalks, water 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 1950’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

Residential land uses in Guadalupe Neighborhood
recent years, interest in revitalizing Guanahafe as a low-density residential neighborhood has increased. Neighborhood improvements focusing on the connections with Salt Lake City, has led to efforts to stabilize the neighborhood by increasing single-family housing and rehabilitating existing housing units. Task forces have formed to identify and implement strategies for retaining residents, to take actions which will help reduce crime and provide a sense of security to the area as a low-density residential neighborhood.

Planning Issues
Access. Since the construction of Interstate 5 in the 1960s, Guanahafe has become isolated between the North Temple Viaduct on the south, the old and new- ranger and viaduct at 600 North on the north, Interstate-15 on the west and the railroad tracks on the east.

Existing 300 North area railroad crossing
Access to the neighborhood is provided by 300 North from approximately 400 West to 4000 West. 300 North contains approximately 600 West continuing north as it underpasses the freeway and continues along 300 North and 600 North. 300 North contains approximately 600 West continuing north as it underpasses the freeway and continues along 300 North and 600 North. Access to 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, access to 300 North across the railroad tracks creating a problem for West High students commuting to and from school.

As part of the Railroad Consolidation Plan (1996), a grade-separation crossing was planned at 300 North between approximately 400 and 4000 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 Guanahafe 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, 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 4000 West. For pedestrians trying to get to and from West High School, the nearest access point is anticipated to be located at 300 North, 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.

Inflfl Development. The 1984 Guanahafe Target Area Plan proposed strategies for stabilizing the low-density residential areas in the neighborhood. This 1984 plan also identified areas for medium-high density residential development. Several areas have been removed and replaced with new low-density housing. Many residents of single-family housing have never developed as anticipated in the plan. In 1985 the Guanahafe Neighborhood Development Area was designated as part of the adoption of a new zoning ordinance for Salt Lake City. Current zoning patterns include low-density residential along 600 West with medium density residential zoning along the interstate and on large vacant parcels. The potential exists for more infill housing in the Guanahafe area. At current costs and housing density 10 acres of vacant land has residential, the majority of which is zoned for low-density medium density residential development. Because the area contains scattered blocks with drop lots, there are large portions of unused property which exist on the interior of these blocks. This area too frequently becomes neglected storage areas for inoperable automobiles and other clutter. A 75% of the low-density medium density potentially be built in these areas through proper block redesign. Development of a low-density medium density housing in the Guanahafe Neighborhood should aim space to be sensitive to the design characteristics of the neighborhood, including hill and street patterns, density, building orientation and building materials.

Railroad Redevelopment Area
The area east of 500 North should develop as a mixed use area with medium density between 300 and 600 North and urban/mixed density between North Temple and the Gateway area. Development of a mixed use area is 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 tightening of existing rail lines and elimination of unused tracks. However, consideration must also be made to ensure the free flow of traffic on 400 and 500 West. 400 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 Guanahafe 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 barely debated. Members of the Capitol Hill Neighborhood Council expressed their desire to retain the viaduct because they believe it provides an adequate safety barrier between the Capitol Hill area. Members of the State Fairpark Neighborhood Council, which includes residents of the Guanahafe Neighborhood, expressed their desire to demolish the viaduct and replace it with an underpass because the underpass would improve accessibility to or from the viaduct on the west end and the visual barrier the viaduct creates between the neighborhood and Downtown.

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 historic development pattern that is present in Guanahafe, to strengthen the stability of the neighborhood.
• Recommend that all buildings conform to 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 and the housing market weak, there has been increased pressure to develop new housing in the Guanahafe Neighborhood. With any potential development, the Guanahafe Neighborhood, sensitive to the existing neighborhood character needs to be preserved. The significance of the Guanahafe neighborhood is historic in nature. A recent preservation assessment reveals that approximately 75% 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.

Action Items
• Analyze the potential designation of the Guanahafe Neighborhood, or individual properties in the Guanahafe Neighborhood, to the National Register of Historic Places.

Redevelopment of Rail Yards and Industrial Area. The possibility of consolidating the railroad yards between 400 West and 500 West, 300 North and 500 West, 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 Guanahafe Neighborhood. Currently there are very few businesses located along 500 West which rely on existing rail service to serve 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 the maintenance of the freight railroad. It is believed that the westermmost rail line at approximately 500 West will be used to accommodate commuter and freight traffic. A 500 West should be encouraged as medium to medium/high density residential development could be located east of the rail line.

The consolidation of the rail line does allow for some redefinition of the area for redevelopment. It is envisioned that a rail line corridor would be developed to accommodate commuter traffic from areas north of Salt Lake City. The redefinition of existing industrial and vacant properties between 400 West and approximately 500 West should be encouraged as medium to medium/high density residential development.

The area west of 500 West should develop as medium density residential land uses. The proposed low-density development, although not suitable for the residential uses along 600 West, should have a maximum height of 5 stories, and should be designed to be compatible in scale, massing, design and material to contribute to the historic character of the neighborhood. That includes both 600 West and West Capitol Hill to provide a transition from the low-density residential character of the Guanahafe Neighborhood to the new residential mixed-use area west 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.

Inflfl Housing in the Guanahafe Neighborhood

Kimboll

Overview
The Kimball Neighborhood is located north of the Central Station, east of Capital Street between South Temple and 300 North. This is mainly a residential neighborhood consisting of low-density single-family homes. This neighborhood undertook most of its growth since the 1950s. Currently the housing and commercial density of the historic development has been retained in the eastern part of the neighborhood.

This area is a pedestrian oriented neighborhood characterized by streets lined with mature trees, well maintained blocks with single-family housing types including single family structures, historic missions including the McCane and Draper-Rice-Chewey-Murphy Mission, and modern small to medium family dwellings including the Kensington Apartments. The western part of the neighborhood includes modern single buildings, modern medium/high and high density multifamily residential uses located near 300 South. Both the commercial and residential are located near 300 South. The Kimball Neighborhood is 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 300 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 street lighting, burying utility lines and other improvements.
- Retain the existing public access easement through 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. Most of the modern structures are not compatible with the historic character of the neighborhood and are in need of new zoning restrictions. Although there is little vacant land in the neighborhood, development pressures exist. Current zoning and historic district designations of most of the residentially zoned properties in the neighborhood will minimize the potential for major redevelopments of this neighborhood. Zoning of the area should promote retention of historic property and new construction into existing structures which are incompatible in terms of height.

Establishing a 35 foot height maximum for all residentially zoned properties in the Capitol Hill Protective Overlay Zone and expanding the district boundaries as shown in 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 Desert Gateway Small Area Plan for the purposes of appropriate land uses and development character, including building heights.

Policy

- Maintain low density zoning patterns to protect low density character 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

- Modify the boundaries of the Capitol Hill Protective Overlay Zone 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 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 by 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 (500 West to 3100 West/Columbus Street and between 300 North-600 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.

Kimball Neighborhood on the edge of the Central Business District
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 and size.

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 downsizing events, 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 downsizing 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 purposes.

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 at 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 1990 to specifically address issues relating to the development and revitalization of this area.

The neighborhood is part of the original Plat 49 of the Salt Lake City Survey. It is bounded by 33rd Street and the Utah Central Rail Road. The neighborhood population increased with the construction of the Denver and Rio Grande Western Railroad. Residents are close to the city center, well served by public transportation and accommodation 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 property stores.

Planning Issues
Today the West Capitol Hill Neighborhood is a mixed use area with a strong residential component. Residential uses occupy 58.9 acres, or 68% of the land in the neighborhood. There are 127 dwellings units in the West Capitol Hill Neighborhood. Single family uses are interspersed with duplexes, tripleplexes, 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 residential uses. Land use conflicts have resulted from this development pattern where residential uses abut commercial and industrial uses without screening and buffering between the differing types of uses. Low-density residential development is an important component of this neighborhood. The rehabilitation of the mixed-use area with infill development is necessary to support 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 ensure 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.

Action Items
• Provide incentives to encourage increased 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.

Residential uses: Land use conflicts have resulted from this development pattern where residential uses abut commercial and industrial uses without screening and buffering between the differing types of uses. Low-density residential development is an important component of this neighborhood. The rehabilitation of the mixed-use area with infill development is necessary to support retail, service commercial and small-scale office uses.
PARKING
Planning Goal: Ensure adequate community parking while minimizing the negative 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 by non-residential uses and residential event centers in Downtown, erect or park on the street in the neighborhood rather than pay for parking.

In addition, steep narrow streets make on-street parking inaccessible and in some instances unsafe. In winter months, when streets become icy, on-street parking on some parts of North Main, April and at 300 North, can be a problem for drivers who lose control of their cars. In other instances, off-street parking on narrow streets, creates difficulties for traffic circulation, garbage collection and the fire service. Intersecting streets in the block of 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 providing off-street residential parking lots. Currently, the City owns two off-street residential parking lots in the Marmalade Neighborhood which accommodate parking for residential properties where on-street parking is infeasible. The Almond Street parking lot, located at 300 North Almond Street parking lot, located at 300 North Almond

COMMERCIAL
Planning Goal: For commercial development, identify specific uses and impacts of non-residential land uses on the residential community.

INTRODUCTION
Any 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 or other uses. The lack of neighborhood oriented retail services is a major concern voiced by citizens who believe 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 and other areas is the limited commercial land uses and the built environment. Most of the existing commercial land uses are located in a small fraction of a small area of the neighborhood or a small fraction of the neighborhood. Many commercial areas in the Capitol Hill Community are located in the central business district (CBD) which houses 300 North and 600 North. 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 are 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 (1990), the best location for commercial retail ventures is the area that the CBD and 300 West. With commercial and mixed-use zoning districts in place, the CBD and 300 West are in a position to create new commercial nuclei should be developed along the 300 West corridor. Steps should be taken to facilitate the location of 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 and the primary goal is to encourage community oriented businesses that will provide a high level of

NEIGHBORHOOD COMMERCIAL
Overview
Neighborhood Commercial land uses, defined as providing for small scale commercial uses that can be located throughout the neighborhood without having significant impact upon residential uses, are rare in the Capitol Hill Community. Neighborhood Commercial include neighborhood market and cashier service stores on 300 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 use of these structures as commercial uses can be a positive amenity for the neighborhood because they provide needed services to the community. Since these commercial uses have the potential to fill voids in the immediate area, and could help to eliminate unused vehicle traffic by residents currently undertake. However, the commercial uses should be used under conditions that maintain and protect the residential areas. Regulations to encourage pedestrian orientation, limit hours of operation, discourage use of other undesirable activities should be enacted to ensure the use is compatible to a neighborhood setting. The result of such structures for commercial purposes should be allowed by after not prior to receiving the endorsement of 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. 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 remain within these existing local neighborhood businesses.

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

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

ACTION ITEMS
1. Amend the existing Capitol Hill Community Zoning Map to place incompatible commercial activities in a non-conforming use district in a non-conforming manner to the neighborhood. This may be accomplished by changing the use where the appropriate space is available as the means of phasing them out. This will be a new zoning district that encourages the reuse of small neighborhood commercial uses 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 uses and services to the needs of the community.
Planning Issues
The West Capitol Hill Neighborhood Plan encourages neighborhood shopping nodes to locate on the east side of 300 West between 2200 and 2400 South Streets to provide a means 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 in the property line are typical. Height of one or two stories is also compatible. Uses which are

where inadequate amounts of off-street parking already exist.
• Ensure Unit Lawful applications provide for adequate off-street parking. A Supreme Court decision has made physical possible.
• Encourage, and require when possible, traffic
• Encourage downtown groups to provide parking and
• Require parking lot access for all commercial and
• Provide adequate buffer to direct traffic away through, residential portions of the Capitol Hill neighborhood.

Action Item
• Create a Resident Permit Parking Program which addresses the special issues facing the Marmalade, Kimball and West Capitol Hill neighborhoods.
• Create non-street parking enforcement efforts in the Marmalade, Kimball and West Capitol Hill neighborhoods.
• Study the feasibility of developing additional off-street parking lots in proximity to residential areas to alleviate the need for on-street parking. Encourage private or public parking lots to serve residents on the block.
• Encourage private property owners to work with institutional and other non-residential property owners to share 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 developments as a means of alleviating additional pressure on the inadequate parking in existing developments. 300 West, Capitola, and Marmalade neighborhoods.
• Monitor the potential impacts of business development on streets where commercial and non-commercial development activities are occurring.
• Develop and implement an overall transportation management plan, including parking by creating a neighborhood parking plan.

Neighborhood store at 300 West 600 North
appropiate in the shopping node include a small grocery or drug store, neighborhood oriented retail, and specialty stores. These businesses could be developed 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 access to 300 West, prohibiting access, for the commercial uses on the ground floor and the pedestrian foot traffic, and 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 use on the top floor should also be analyzed. The shopping center will hopefully become a center to encourage more neighborhood retail oriented commercial reinvestment.

Policies
1. If appropriate commercial or mixed use development is proposed for the commercial node at 300 North and 600 West, which requires addition of the property, the western properties along Arctic Court and the east property of the LDS Church.
2. Development of the commercial node mixed use node should include the existing design features to ensure compatibility with the residential development to the east.
3. Orientation of the commercial development to 300 West.
4. Deliveries and principal access to the commercial development from 300 West.
5. Prohibiting the mixed use commercial uses from the Arctic Court.
6. Encourage and supporting the use of new commercial development along 300 West to be pedestrian oriented access and is sensitive to the historic character of the neighborhood.
• Encourage community-oriented businesses that will maintain a high level of visual quality and property maintenance.

• Encourage nonconforming retail commercial uses to relocate to a neighborhood shopping node or provide a commercial strip.

• Provide a commercial retail corridor and/or mixed-use development on the east side of 300 West between 500 North and 600 North.

• Take steps to secure new retail services into appropriate segments of this area.

COMMERCIAL STRIPS Overview
Originally much of the commercial development in the Capitallow was developed along the state highways such as 300 West and North Temple and was oriented to the automobile and developed as touristic related activities. Several motels still exist but today cater more to short term rental type activities rather than long term rental. In addition, the 300 West corridor is the mixture of commercial activity from communities that have been heavily 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 North Temple and fit the street’s scale and character. 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 commercial 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 rural areas and along streets.

• Maintain the historic development pattern along 300 West Street and provide in the front yard.

• Shift focus of commercial activity to retail and service community businesses 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 Comprehensive Plan (300-400 North between 200-400 West) as a redevelopment target area on July 1, 1993. This plan establishes the boundaries of the redevelopment area and provides for the implementation of development projects that are consistent with the plan.

INDUSTRIAL AREA BETWEEN NORTH TEMPLE AND 900 NORTH
Overview
Much of the industrial uses located between North Temple and 900 North are considered heavy commercial and 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 Gallipoli and West Capitol Hill neighborhoods. Residential land uses are impacted by noise, pollution, and traffic associated with the daily point of efforts to encourage redevelopment. The plan's main goal is to create a new mixed-use design that includes the existing 300 West Street corridor and improve the area for a new commercial residential and residential 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 common 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.

• 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 mixed-use zoning district offers opportunities for commercial development along with residential development. The West Capitol Hill Neighborhood with residential and commercial land uses whether they be in the same building or in the same mixed use area. The mixed use zoning provides opportunities for commercial development to ensure compatibility with the existing residential development. In addition, the mixed-use zoning provides opportunities for additional commercial service uses along the streets.

The Mixed Use Zoning District was developed during the preparation of the West Capitol Hill Neighborhood Comprehensive Plan (July, 1986)."
density type of residential area which would provide a transition between the low density residential nature of the Guadalupe Neighborhoods south of the area and the high density residential character of the proposed 500 West boulevard and the proposed mixed use area.

Policies
Encourage the relocation of existing industrial and heavy commercial land uses to industrialized areas in the city or other areas as may be adopted by the city or other agencies. This policy is intended to force the elimination of existing industries located in residential areas or to encourage their relocation to new industrial areas. These areas shall be located along major city thoroughfares related to industrial and commercial use.

SWEDETOWN
Overview
Swedetown, located between Becket Street and Interstate 15 and between Everett Avenue and 1900 North was originally a suburbarian development promoted by businessmen eager to profit from the great influx of Swedes immigrating to Salt Lake City. The development grew rapidly in the 1920s as the Swedes arrived and expanded in the 1930s. The community continues to grow in the 1950s as it is dominated by three kinds of residents: young families, bachelors, and the elderly.

In the early 1900s, there were approximately 750 Swedes living in Swedetown. This number continued to increase until the mid-1950s.

Planning Issues
Industral land uses have been used in Swedetown since 1897 when the city first adopted zoning. Between 1953 and 1955 the zoning in Swedetown was relaxed, allowing more use of existing buildings. In 1955 zoning was further refined to industrial zoning which allowed for industrial use of existing buildings. The city has made an effort to protect the existing buildings and the existing residents have not been protected from new industrial uses. The current regulations have led to an increase in the number of nonconforming uses.

Policies
Ensure the design of 500 West includes mitigating the effects on the adjacent residential areas.
Ensure the design of 500 West takes into consideration the future alignment of commuter rail.

Action Item
Develop 500 West Boulevard.

INDUSTRIAL AREA BETWEEN 900 NORTH AND 900 NORTH CITY LIMITS
Overview
The area north of 900 North west of 300 North is mostly heavy industrial uses. A large portion of this area is occupied by the Union Pacific railroad, railroad maintenance shops, and railroad crossings.

Action Item
Concentrate industrial uses in the area north of 900 North west of 300 North.

EXTRACTIVE INDUSTRIES
Overview
The area is currently working with the various extractive industries, and owners of property located along Beck Street. The city is currently working on a comprehensive plan for the regulation and reclamation of existing industries. The city is working on a Beck Street Reclamation Framework and the planning department has been involved in developing a comprehensive plan for the regulation and reclamation of existing industries. The city is currently working on a Beck Street Reclamation Framework and the planning department has been involved in developing a comprehensive plan for the regulation and reclamation of existing industries. The city is currently working on a Beck Street Reclamation Framework and the planning department has been involved in developing a comprehensive plan for the regulation and reclamation of existing industries. The city is currently working on a Beck Street Reclamation Framework and the planning department has been involved in developing a comprehensive plan for the regulation and reclamation of existing industries. The city is currently working on a Beck Street Reclamation Framework and the planning department has been involved in developing a comprehensive plan for the regulation and reclamation of existing industries.
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 campuses. Traditional land uses include public or quasi-public services and structures. Other institutions include public schools (Washington Elementary School, West High School and the former Horse Man Jr. High School), museums (including the Children’s Museum and the Downtown Transportation Management Organization), and the State Travel Council. One percent of the Community is zoned Planned Residential. Traffic is one of the most significant impacts associated with these land uses 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 Campuses.

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 by 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 corridor; 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 parking of much of the grounds. Parallel parking is currently allowed on the north portion of the Capitol and is allowed on the east side of the building. There is no parallel parking allowed on the west side of the building. Parallel parking is allowed on both sides of East Capitol Boulevard. A state contract between the State Government Administration Facilities and the Utah Department of Transportation is currently in process to determine the maximum parking on the Capitol grounds. The result of this action will determine the amount of parking on the Capitol grounds.

Parking by Non-Capitol Patrons
Utah State Capitol
Parking by non-Capitol patrons in the Central Business District is too costly and inconvenient, there is an attitude that people who don’t work at the Capitol should not be allowed to park at the Capitol and take the free shuttle to downtown Salt Lake City. This trend increases traffic through the neighborhood, decreases the amount of available parking at the Capitol for those on official Capitol business and may cause the State to build even more parking at the Capitol. In order to stop this trend, the State should develop a method to restrict use of the Capitol grounds being used for a park-ride lot.

East Capitol Boulevard between 200 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 not take advantage of having the most traffic on the Capitol grounds.
- Ensure any agreement with the State for the City to take over jurisdiction of State Street, at least between North Temple and 200 West.
- Encourage the State to continue addressing ways to decrease the number of vehicular trips to the State Capitol Building and areas in the State Capitol Campus. In addition, the State Capitol Building should consider developing an agreement with the State for the City to take over jurisdiction of State Street.
- Encourage the State to improve access to the Capitol grounds, including improving bus service and providing the use of mass transit and car pooling by employees.
- Encourage the State to 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 Buildings 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 address any impacts on traffic patterns and views of the neighborhood from the north for any new development on the State Capitol grounds.

LDS CHURCH CAMPUS

Overview
The LDS Church Campus is located on the southeastern 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 200 North, between State Street and 200 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 regulations states that 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 negative impacts on the residential neighborhoods including traffic, congestion and visual impacts. This can be accomplished by looking at the physical interactions 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 improved-grades 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 are needed. The existing Brigham Young Historic Park enhances the area. The existing valueable open space on the east side of the Capitol Business District.

Action Items
- Amend the Urban Institutional zone to decrease the maximum height of new development to fifty feet on the block bounded by North Temple, 200 North, Main and State Streets to assure that any development with significant and estimated residential neighborhood to the north as well as maintain view corridors to the Capitol from the north.
- As LDS Church-owned surface parking lots along North Temple are redeveloped and new parking is developed, at least one public parking structure is adequate to meet the parking requirements for both existing and proposed LDS Church facilities.
- 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 along the LDS Church campus, including noise, parking, traffic and overall visual impact.
- Require parking lot access for all commercial and institutional uses to depict 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, and 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,
- Encourage and support the LDS Church to reorient the Main Street Plaza parking entry to a westbound North Temple entry, and to construct new parking entries in the current media block on State Street and South Temple, to encourage traffic to use these streets to enter the LDS Church parking garage.
- Promote the retention of the Brigham Young Historic Park and Gordon Park Place as usable open space.

1000 WEST 200 NORTH
300 NORTH
200 NORTH
NORTH TEMPLE ST
SOUTH TEMPLE ST
STATE STREET
300 WEST
MEEK PARK
FIRST AVE

LDS Church Campus
School District Property

0 - 10
OPEN SPACE AND RECREATION

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 40% of the land area of the West High School 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 Creek Canyon Creek. School facilities add to the amount of open space and are available for limited public use during 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

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

CITY PARKS LOCATED IN THE CAPITOL HILL COMMUNITY

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Planning Issues

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 Children's Museum, 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 1961. 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 Wasatch Spring 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.

OPEN SPACE AND RECREATION

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

INTRODUCTION

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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 shortage of park land in the community, and that a lack of parks has been a concern for many people in the Community. The draft plan states that there are deficiencies in the number of youth baseball fields, baseball diamonds, tennis courts, 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 1000 people in Salt Lake City with the de facto 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 areas. In addition, renovation and expansion of Warm Springs Park is underway to develop the area south 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 1988.

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 the most accessible to the Marmalade and West Capitol Hill Neighbourhoods. However, this park is used by residents is very low. The park lacks adequate facilities such as picnic spots and 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, basketball courts, and installing swimming pools 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 to utilize more of the building for community purposes.

Action Items

- Purchase the development of an additional neighborhood park or expansion of existing parks.
- Area Warm Springs Park improvements including restoring 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.
- 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 use which uses of that building to provide for 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 limit 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 travel far, or those who have little time to travel a long distance to a park. Although mini-parks are popular with children, many parents are concerned about the promotion of smoking and the lack of parking at mini-parks, the community supports mini-parks in the neighborhood.

Policies

- Prohibit the expansion of 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.
Because of its dense development, steep topography, and the city's policy of historic preservation in this neighborhood, there is a lack of a suitable space on which a park with adequate facilities could be developed. This conclusion has led the Park Division's assessment of whether there is a need for additional mini-parks, and has served as a catalyst for 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 the residents of the entire community.

Improved Open Space
The amount of open space in the foothills of the Capitol Hill Community provides 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 Echoes Gym in 1985, there is no existing indoor recreation facility in this community. In the past, the Salt Lake City School District had an agreement with the District to provide access to the West High School to use the pool. Therefore, the need for such a facility for a recreation center with a swimming pool is great.

Action Item
The School District 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
A retention basin buffer between its refinery and operations and other property owners, the Anasco Oil Company has purchased the land east of the refinery with the intent to provide a landscaped buffer. Developing this gateway area into a landscaped buffer can significantly improve the appearance of the property and beautify the north gateway into the City.

Action Item
The Board should continue to work with Anasco Oil Company to determine the appropriate open space use and gatekeeping the Beck Street Gateway Plan, including open space corridors and bicycle routes.

Play Field and Parking for Boys & Girls Clubs
The Capitol West Boys and Girls Club ($100,000) which is the west end of the Beck Street Gateway Plan, includes a large open space east of Beck Street with a landscaped buffer. This property will be developed into a complete recreational facility.

Action Item
The Board should continue to develop the Boys & Girls Club property to create a complete recreational facility.

Potential Parks
POTENTIAL PARKS
Planning Issues
The amount of developed parks and recreation facilities in the Capitol Hill Community is inadequate. Several city-owned properties along Beck Street, at 500 North and Victory Road and the detention basin on 400 West and 750 North are not well maintained.

Action Item
Continue to implement the policies and recommendations of the Ensemble Peak Master Plan. Monitor existing development and utilization of trails and revise policies if necessary. Because development and utilization of trails does not have negative impacts on the preservation of the park, they should be monitored for their development and utilization.

Police
Currently, the Parks Division is responsible for park safety and security. The department has established policies and procedures to ensure the safety of park visitors. However, the maintenance of public parks is a shared responsibility between the Parks Division and the community. The Park Division should work with the community to ensure the safety and security of park visitors.

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Projects
Due to funding limitations, however, the maintenance of existing parks is a problem. The Park Division is responsible for maintaining and improving existing parks. However, the Park Division is not the only entity responsible for ensuring the safety and security of park visitors. The community and visitors must also be responsible for their own safety while using the parks.

Action Item
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Action Item
Continue to implement the policies and recommendations of the Ensemble Peak Master Plan. Monitor existing development and utilization of trails and revise policies if necessary. Because development and utilization of trails does not have negative impacts on the preservation of the park, they should be monitored for their development and utilization.

Projects
Due to funding limitations, however, the maintenance of existing parks is a problem. The Park Division is responsible for maintaining and improving existing parks. However, the Park Division is not the only entity responsible for ensuring the safety and security of park visitors. The community and visitors must also be responsible for their own safety while using the parks.

Action Item
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Action Item
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HISTORIC PRESERVATION

Planning Goals: Provide for the preservation and protection of the historically and architecturally important structures 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.

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 marks indicating 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, as well as historic neighborhood fabric, character and viability 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 signs.
• 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 giving the significance and history of the sites.
• Actively pursue the relocation of the Hawk Log Cabin, a National Register Site, in the rear of the lot at 458 North 300 West to an appropriate site where it can be restored and protected from falling into disrepair.
• Extend the National Register Historic District by including the street names within the local museum. Realize that this may extend the boundaries of the sites which 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 focused toward the residential areas located on the hillside. However, there are two structures listed on the registry that are located west of 300 West: Nelson-Wheeler Whipple House located at 401 N. 400 East, and the Robert Widdison House located at 464 North 400 West.

SITE OF INTEREST
Although a reconnaissance level survey of the area west of 300 West was conducted between 1990-1992, there have been no preservation efforts or funds dedicated to this area. As the demand for boosting tax bases in the Salt Lake Valley and the importance of preserving continues, preservation activities has been moving westward through the Capitol Hill neighborhood as evidenced by the number of historic resources being renovated on Fernwood or Reed Avenues.

Policies
• Ensure the development and revitalization efforts proposed for the west side of 200 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's (200 West Salt Lake City) and conducted by Cooper/Roberts Architects.
• Encourage designation of qualified individual structures to the National Register of Historic Places and/or local historic registers 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 (1910-1932), Memorial House (1906), Ottenger Hall (1900) Utah State Capitol (1853-1855), White Memorial Chapel (1885) 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 site to determine the site's history and its significance to the community. City and State.

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 significance of these areas.

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.

Sycamores 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 Woodruff-Riter-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.

When designing new areas, the population in Utah has been allowed to expand more flexibly than trees can be spaced closer together and provide a canopy similar to historic landscaping patterns.
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 development process, specify the means and illustrate a process for making decisions regarding the development of specific functional and visual form solutions in order to achieve the goals and objectives of the urban design. The process must determine how individual parts of the city interact to create its image, and how 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 attractive to residents and visitation. The urban design program can define a set of specific goals and objectives to protect views, enhance and protect historic archaeology, 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 should be consulted throughout the design review process of any proposed development.

**GATEWAYS**

Overview

Gateways refer to the entrances in and out of a city, and may represent a gateway to a community or neighborhood. They are an important part of an area’s image and provide visitors and residents with their first visual impression and most frequent view of the area. A gateway often frames a principal view, provides a point of identity for the neighborhood, and often begins to evaluate the form and scale of an area.

The gateways into the Capitol Hill Community include:

- Beck Street/115
- North Terrace Street
- East 60th Street
- 12th Avenue
- Main Street at North Temple
- 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 area, are important to the city’s skyline and the city’s skyline demand that these areas play a more positive role in shaping the visual appearance of the Community. Currently, the inapplicable land uses, poor visual interface to surrounding districts, height and structure of buildings such as Zoo 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 redeveloping the property on the west side of Beck Street to provide a buffer between the utilities and other properties. As funding becomes available, Amoco proposes to landscape the Beck Street footprint with drought tolerant landscaping which will enhance this important gateway into the community and city.

**Planning Issues**

- Ensure the removal of billboards from 300 West and the 600 North of ramp.
- Use new streetscape to signify community entries.
- Improve landscaped features throughout the community where feasible.

**Action Items**

- Provide gateway features, signifying the entrance to the residential neighborhoods, at the intersection of 900 North/Beck Street; North Temple/600 West; 300 North/400 West; 600 North/600 West; 300 West/600 North; West/North Temple; Main Street/North Temple; and State Street/North Temple. Three fragments away

- Enhance the view of buildings at the residential neighborhoods and/historic district entrance, or landscape features such as a special planting area. These features should also promote traffic calming in appropriate areas:
  - Vegetate hillside along Victory Road with natural vegetation to improve appearance and landmark.
  - Improve design of Interstate/15 Beck Street Gateway through the State Capitol grounds design on the right of way and adopting maximum landscape standards on the left.
  - 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 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 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

No existing zoning ordinance does not allow for height exceptions which in the past have allowed additional height to structures in certain areas for additional accessibility 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 the installation of conditional heights on 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 regulations for neighborhood residents who believe a more restrictive height limit needs to be included to protect the view of the Capitol. Establishing a 25 foot height maximum for property in the Capitol Hill Protective Area Overlay Zone adjacent to the district boundaries west, will help alleviate pressure to demolish historic structures and keep the structures compatible with the historic district. Specific height analysis for properties along North Temple will be reanalyzed during the development of the Desert Gateway Small Area Plan.

Policy

- 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 existing Capitol Hill Protective Area Overlay Zone to establish a 35 foot maximum height for all residential and non-residential structures 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 R-5 or R-7 which have existing structures exceeding 35 feet in height, the modification will determine the size properties to reduce or establish a maximum of 45 feet in height through a conditional use process. These properties include:
  - Zon Summit Condominiums (214 N Vine St.
  - Treet Villas (245 N Vine St. 08-36-437)
  - Tae Condominiums (285 N Vine St. 08-36- 434)
  - Capitol Hill Condominiums (67 W 300 N 08- 36-430)
  - Vali Apartments (299 N Center St. 08-36- 435)
  - Park City Apartments (215 N Main St 08- 36-430)
  - Kensington Apartments (180 N Main St 09- 313)
  - Deseret Apartments (138 N Main St 09-3135)
  - Kimball Condominiums (150 N Main St 09- 31358)

- Expand the boundaries of the Capitol Hill Protective Overlay Zone west. Design a new zone 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 land use designations for the residential streets between North Temple and 300 North.

**FOOTHILL VIEWS**

The undeveloped foothills are recognized as a visual amenity for the city and its development will be considered as an important visual feature of the city’s skyline. Urban encroachment, mining industries, and transportation developments are prioritized over concerns for 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. These ordinances are often lost in the open space, regulating foothill development, preserving open open space, and promoting open space. In addition, the natural state, requiring reclamation of extractive industries and the establishment of schools, open space, and the location of communication towers within a manageable distance.

- Policies
  - Height limitations should remain around the State Capitol and to the north of LDS Temple Square to insure future continued views.
  - Prohibit further development which encroaches onto Ensign Peak. The City should seek to acquire the remaining private parcels of land.
  - Ensure view control is 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 meeting the many different needs of the people. Neighborhoods and communities have special attributes which distinguish them from other areas. These attributes are the circulation networks, street design, and public areas all of which are an important part of the community. The neighborhood community as a special identity. An area's characteristics not only give it a sense of identity, but also provide a basis of order and orientation to the public, variation in activity and image while establishing contrasts between urban design.

The pattern and design of streetscapes should convey a significant message complementing the type and intensity of land development. A streetscape should unify a district or neighborhood and portray an image through the streetscape. Streetscapes are formed through installation of markers or pylons to signify neighborhood entrances, which can also serve as traffic calming devices to calm traffic entering residential neighborhoods. Other elements which can contribute to a neighborhood identity are well designed parks and adequate amounts of street lighting, street styles and street trees; development which takes advantage of natural vegetation, landscaped medians, maintaining historic streetscape patterns and historic district design compatibility. In the Marsashale, West Capitol Hill, Guadalupe, and Kimball neighborhoods where there is a wide variety of housing age, size, and style, as well as encroachment of older buildings, the requirements of good urban design can strengthen neighborhood identity. Maintenance of private property and compatible building forms can 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 300 West, 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 principles to provide the basis for urban design.

**Historic District**

Currently, portions of the West Capitol Hill, Kimball and Marsashale neighborhoods are within the locally and nationally designated Capitol Hill Historic District. These three neighborhoods are unique in their characteristics and identity.

The Kimball Neighborhood is a higher density neighborhood made up of historic and modern multi-family buildings, many of which are characterized by high density residential makeup of relatively single family and duplex structures, high density residential makeup of relatively single family and duplex structures, and elaborate historic mansions. The West Capitol Hill Neighborhood contains a variety of residential uses, but a large portion of residential land uses interspersed with non-residential development. The Marsashale Neighborhood is characterized by its higher density residential makeup of mainly single family and duplex structures, narrow streets, irregular shaped lots, and various setbacks and lots oriented to accommodate carports and the lot's street. Protection of these characteristics is primarily addressed by the historic district regulations which protect the existing historic resources and require new development to be compatible. Other urban design elements such as neighborhood landscaping, housing 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 1910s 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 allong and lot sizes. Residential efforts must be compatible with this layout.

**Policy for Residential Areas**
- New developments in the Guadalupe Neighborhood should be consistent with existing street patterns oriented to the street and structures which are compatible with the existing street from top to bottom structures.
- Require adherence to the Mixed Use design guidelines, land use, and lot size to accommodate compatibility between different adjacent land uses.
- Conduct a detailed analysis of the boundaries 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 with limited visibility. New developments 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 neighborhood (north of North Temple).
- Install design elements which are not only useful as entry features but also calm traffic entering residential areas.
- Provide lower scale street lighting whose primary purpose is to enhance safety and not compete with 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 districts should have a special design to signify the location in the historic district.
- Work with the Polk County Planning and historic preservation groups to study and reinforce historic street patterns of street tree planting in designated historical areas. Emporium trees should be selected for their ability to scale smaller spaces and adapt similar scale to the historic street landscaping patterns.
- Construct a series of landscaped center medians resembling the existing medians on 200 West Street, or other street narrowing approaches to enhance the residential qualities of the following streets.

**Highest Priorities**
- 600 North, between 300 West and 400 West
- 200 West, between Temple West and 300 West
- 300 North, between 200 West and 300 West

**Other Recommended Medians**
- North between 200 West and 400 West
- 300 West, between 200 West and 300 West
- 300 North, between 200 West and 300 West
- 200 West, between 200 West and 300 West
- Street narrowing approaches to enhance the residential qualities of the following streets.

**Additional Improvements**
- Provide access to existing medians and any new medians.
- Create public/private partnership to plant and maintain native vegetation on billboards especially along 300 North.
- Landscaping between the Marmalade Neighborhood, where feasible, which are compatible with the historic character of the neighborhood and which will enhance pedestrian use and discourage through traffic especially on all residential.

**Mixed Use Design Guidelines**
- North Temple and 300 North are key locations in the Marmalade Neighborhood on a high visibility for all commercial development.
- Create a public/private partnership to plant the streets.
- Remove all existing trees from 600 North Center Street in an effort to decrease the amount of signage necessary for this intersection. Provide a sign-ready area for future developments on the sidewalk for easier pedestrian crossing. Improvements could include additional plantings, public art or historic sculptural pieces, benches and a plan.

**URBAN DESIGN GUIDELINES FOR COMMERCIAL AREAS**
- First floor elevations for nonresidential uses should provide a minimum of 40 percent non-reflective glass.
- Conversion of existing buildings to a family or duplex structures to nonresidential uses should be regulated on non-residential streets.
- Building setbacks within the mixed use areas vary. New development should provide for 10 foot front yard landscaped setbacks. New development along the 300 West street streetfronts should provide for the 10 to 10 foot setback line to provide a continuous design.
- 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 manner which minimizes their impact on any adjacent residential land use.
- Pedestrian walkways or sidewalks are permitted.
- Pedestrian gardening along sidewalks and other pedestrian areas should be used to indicate routes and provide safety.
- Public transportation should be accommodated in appropriate places.
- On-street parking is encouraged.
- Street trees will be placed within the side or rear yard. Front yard parking should be discouraged.
- Use a variety of tree species that are 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 500 West. Billboards are an inapproprate use within the West Capitol Hill Neighborhood.

**Planning Issues**
300 West
- Commercial businesses on 300 West between 300 North and 400 North will be better served by the new neighborhood if they are reimbursed as pedestrian oriented.
- Pedestrian walkways or sidewalks are permitted throughout the neighborhood including maintenance, and improvements to sidewalks and crossings will be made to strengthen neighborhood vitality. Activities which may improve pedestrian circulation include shortening crossing distances of streets, increasing the amount of pavement, constructing landscaped sidewalks, and other street improvements which will encourage pedestrian use and enhance the overall appearance of the forecast.

**North Temple**
- Most of the community's commercial activity is due to the presence of the freeway corridor. Additional design review should be considered to prevent further area alterations and landmark signage.
- Improvements to North Temple to enhance the site of the freeway corridor. Additional design review should be considered to prevent further area alterations.

**Mature Sycamore trees along State Street**
- Lack of on-street parking, especially in the Marmalade, Kimball and West Capitol Hill neighborhoods, many people park their vehicles on the street. Therefore, street trees do not have a tendency to stay which 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 lost with disease at the same time. Therefore, the City's Urban Forestry Program has a policy of trying to diversify the street tree population.

**Policies for Commercial Areas**
- Implement the objectives and design guidelines of the Mixed Use Design, as specifically outlined in the West Capitol Hill Neighborhood Plan, in the immediate vicinity of the commercial areas.
- Encourage design treatments to 300 West which strengthen the community character by visually tying 300 West to the area's core residential neighborhood west.
- Envision proper improvements to commercial and institutional areas along and south of North Temple and 300 West.
- Encourage the landscaping of Beck Street frontages with drought tolerant plants by public and private property.

**Action Items for Commercial Areas**
- Design street tree master plan.
- Plant additional Sycamores on west Temple between North Temple and 300 North.
- Replace missing street trees along 300 West.
- Extend "bull-out" areas into the parking lots to accommodate street trees.

**FORMAL CITY-ADMINISTERED TREE PLANTING PROGRAM**

**Overview**
- The Salt Lake City Urban Design Element notes that streets, parking strips, and freest standing trees consist a major open space feature and are a major component of the city's development character. One of the policy concerns stresses the importance of street tree conservation and replanting in strategic right-of-ways. This is a concern that should not be taken lightly, especially in the more important as curb, gutter and sidewalk reconstruction. District design specific trees to the identity of a district. Establishing a specific park strip theme will be critical to the overall success of a district. Establishing a city-wide street plan coupled with a city-wide program for street trees will be able to demonstrate the role of street trees in improving the quality of life of the city. Plan the planting of streets in improving the quality of life of the city. Plan the planting of streets in the city.
UTILITY LINES

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

INTRODUCTION

TRANSPORTATION AND CIRCULATION

Planning Goal: Provide for safe, convenient circulation patterns for vehicular and non-vehicular traffic movement, while discouraging consumer 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 DeJeto/Cortez, Malamdale, Kimball and West Capitol Hill Neighborhoods. Visitors access is an issue in the Guadalupe and Sweeten Town Neighborhoods. The Ensign Development is faced with traffic issues relating to sightseers interested in viewing the City at night. 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 approximately 500 West bisect the community with the Guadalupe Neighborhood isolated from other residential neighborhoods.

Highway 80 (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 the importance of the transportation system in supporting and encouraging the viability and quality of life in 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 streets to be completed at the higher speed limits and not on locals. It advocates the use of traffic calming devices to slow traffic, traffic signal control to increase traffic flow and air quality. The use of Transportation Demand Management programs, 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 critical in nature. The Capitol Hill Community Master Plan Update focuses on specific transportation issues relating to Capitol Hill.

company should be encouraged to screen this facility with appropriate materials and landscaping. Expansion of the existing 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 work every effort to accommodate residents desiring to have underground utilities installed.
- Encourage the conversion 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 West Street and 800 North and encourage its relocation to the industrial areas of the community.
- The substation be relocated to the industrial areas in the northern part of the community.

Planning Issues

The footballs and mountains visible throughout the Capitol Hill Community are a large part of the City's urban form. Man made features on these footballs 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 small solution to demonstrate the impact of communication towers on the urban environment. Further study is being conducted on how to encourage existing and future communications equipment, and lessen the quantity or growth in the quantity of these devices.

Policies

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

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 all intersections. These roadways are intended to provide higher levels of safety and efficiency in moving high volumes of traffic at high speeds. Freeways are designated by an "F" and Expressways by an "E" along the north-south border of the Capitol Hill Community. The Beck Street corridor from Interstates-15, located approximately 2500 North provides a northern access to the City via the Capitol Hill Community. There is another "F" 1-15 freeway at 600 North.

State Routes

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

Street routes in Capitol Hill include:
- 300 West/Beck Street
- 300 North
- 600 North (between 1-15 and 300 West)
- 900 North (between 1-15 and 300 West)
- 1-15 Freeway
- State Street (between North Temple and 300 North)
- The four streets that front the State Capitol Building (Columbus Street, 300 North, East Capitol Boulevard and 1-15 North)

Arterial City Streets

Arterial streets facilitate through traffic movement over relatively long distances carrying high traffic volumes at relatively high speed limits. These are commuter streets.

City arterials in Capitol Hill include:
- 300 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 traffic at a lower speed and for shorter distances than arterials. They provide direct access to abutting property and a variety 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 providing access to a variety of short distances and at low speeds. Use by through traffic is not encouraged on local streets.

COMMENTS 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 channeled 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 main historic street system which transverses the Malamdale and Kimball neighborhoods of the community.

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 the surrounding communities.
- Require that, when possible, a predetermined number of towers should be located or relocated and installed in the community.

Action Item

- Visually screen communication towers.
The Capitol Hill and Avenues community 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. The Capitol Hill Avenues Council, together with the City Administration, is adopting a top priority plan to mitigate the impact of commuter traffic on the Capitol Hill and Avenues areas by:

1. Encouraging commuters from the north to use the 100, 200, and 300 South corridors, rather than the Capitol Hill Avenues routes. Directing and educating commuters to these alternative access points must begin now so decisions regard the land usage 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 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 a part of a long term solution to the increasing commuter traffic.

Both the Capitol Hill and Avenues Districts request the City Administration immediately develop a plan of solutions, keeping in mind the following parameters:

- All area residents have safe access and use of the streets.
- The residential character and quality of the streets be maintained by alternatives other than traffic issues.
- When new problems for spots are created by solutions, solve the overall problem, do not create additional problems.
- Solutions must be found within the existing streets, denizens of homes, or removal of street.

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, State Hospital, and additional, 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
- Design educational measures to encourage drivers to use 100, 400 South and 600 North to enter the City and 500 and 400 South to leave the City in order to minimize the use of the Beck Street/Victory Road.

600 North
The Utah Department of Transportation is reducing the streets in their matching loans from 15 to 1000 South to 600 North. As part of the reconstruction, the 600 North interchange and Vitalu have been reconstructed. The Vitalu now needs grade at 400 West rather than 300 West. The installation of a traffic signal at the Vitalu needs to be considered as a commuter and industrial traffic corridor.

The new design of 600 North Street has influenced land use and traffic patterns. As recommended in the West Capitol Hill Neighborhood Plan (1990), 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 recommendations, the Vitalu has been designated with a mandatory right turn lane at 300 West and only one eastbound traffic allowed to proceed east of 300 West.

The community is currently divided as to whether a traffic signal should be installed on 600 North west of the east side of 300 West. The District 24 Transportation Committee, chaired by Legislative Representative Ralph Back, is currently working with the community to develop a plan to resolve traffic issues in the Capitol Hill Community.

Victory Road
Residents of the Capitol Hill Community see the community as facing a serious problem. The community has designated as a significant problem. Unfortunately, many commuters en-route to the Central Business District have no access to the streets leading to the Downtown. At the same time, the same intersection at 300 West is a major arterial for commuters using the 300 West corridor. The new design of 600 North decides during rush hours impedes the east/west circulation of vehicles, 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 a real danger due to the traffic on the Murradale and DeSoto/Cortico neighborhoods and traffic access through the State House that go on 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 will widen or removing important urban design elements streets (street trees, sidewalk trees, etc.) in order to increase traffic volumes. Modifications should be designed to improve rather than erode traditional "living" commuter traffic, but should be designed to "calm" existing traffic and accommodate neighborhood cross traffic.
- Provide for traffic calming along 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 Item
- Lobby UDOT and the State Legislature to grant the City jurisdiction and adequate funding for maintaining the current traffic patterns.
- Jurisdiction of state-owned roads is granted to the City following recommendations should be evaluated:
  - Install four-way stop signs along Columbus Street at 500 North and other locations which do not negate the demolition of existing residential sidewalks. These solutions:
  - Implement other measures, such as making one block of North Utah Street (between 300 North and Apricot Avenue) one-way northbound, or close other sections of North Utah Street for the year, is 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 double left-turn traffic 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.

500 East
In an effort to encourage southbound commuter traffic from the communities north of Salt Lake to use 300 West instead of Victory Road, the City is proposing to build an other two initial improvements or remove the 400 West, including the construction of 400 West with Beck Street at approximately 500 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 signal, by UDOT, at the intersection of Beck Street and Victory Road has hindered efforts to encourage traffic flow onto 400 West from the communities north of the neighborhood.

The recreation of the 600 North street and at grade terminus at 400 West, coupled with changes to the existing 600 West, 300 West and 400 West, has encouraged many commuters and heavy traffic to use 400 West rather than Victory Road.

Although 400 West is an express route with limited numbers of stop signs and stoplights, the speed limit is currently 30 miles per hour. By doubling the speed limit of 400 West is consistent with that of 300 West, may encourage more commuter traffic on 400 West because of fewer stop lights and better overall traffic circulation allowed on 400 West. However, 400 West High School students must be taken to ensure safety for students crossing these two areas.

Policies
- 400 West is the primary commuter street because the community/commuting-oriented roads.
- Enforce street improvements which encourage traffic flow onto 400 West rather than 300 West are retained.
- Encourage measures to ensure safety West High School Students who cross 300 and 400 West.

Action Item
- Change the speed limit on 400 West to be consistent with 300 West rather than the speed limit of 400 West is consistent with that of 300 West, may encourage more commuter traffic on 400 West because of fewer stop lights and better overall traffic circulation allowed on 400 West. Reduce the speed limit on 400 West High School students must be taken to ensure safety for students crossing these two areas.

Policies
- Oppose the Bountiful Boulevard proposal.

500 West Arterial
Planning Issues
- Beck Street/Bluff Street/Founder's Parkway Plan and the Founder's Parkway proposes the development of a new arterial roadway connecting to Beck Street at approximately 1000 South. The new roadway extends westward to approximately 900 South. The main commuter traffic would occur on Beck Street from the alignment north of 1800 North and the use the new roadway rather than 400 West.

The development of this road could occur after the completion of the roadway at 500 West. It is anticipated that the new new arterial roadway be aligned with limited east/west access. If this occurs, existing industrial uses could be relocated to other areas, and this would be a significant impact because of the small, immediately southern part of the current mobile land use which is a mixture of residential, office, and commercial, which is the contiguous 600 West High School Neighborhoods. Success of such a boulevard could potentially decrease the amount of commuter traffic to the residential neighborhoods, by providing commuters a traffic route alternative. However, the development of the boulevard cannot occur until rail service is completed in the Salt Lake City area and begin studying the alignment of the boulevard.

Policies
- Strongly support a 500 West collector system from Beck Street to 400 West along the University of Utah bypassing residential areas of the Capitol Hill Neighborhood.

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 Capitol Building & State Office Building and the Church of Jesus Christ of Latter-day Saints. The Utah Jazz and Salt Lake City Rapid Transit District's Salt Lake City Streetcar system.

- The Capitol Hill is immediately adjacent to Salt Lake City's public employment center in the State. The State Capitol is located at the center of the Community which makes it capable of accommodating a variety of residential areas. The LDS Church campus is located immediately south of the Capitol Hill and the Central Business District is immediately south of the LDS campus.

- As commuter traffic is encouraged to use 400 West, the streetcar is a strong commuter and commercial vehicle arterial in the Capitol Hill Neighborhood should be modified through landscape improvements. This will support the adjacent nature of the Capitol Hill Neighborhood and landscape impact of the barrier as recommended in the West Capitol Hill Neighborhood Plan. Improvements such as landscaped center islands would visually soften the streetcar's relationship to the surrounding traffic capacity. Curtin extensions may also be provided within the existing parking lanes to allow for easier pedestrian crossing and protected parking. Curtin extensions should be designed to not significantly compromise traffic mobility.

Proposed Commuter Routes
- Modify parking lanes, where feasible, along 300 West with curb extensions at intersections to protect pedestrian and vehicle traffic.
- Construct and landscape center islands.
- Implement and landscape improvements to Utah urban design modifications to 300 West Street.
- Expand 300 and 400 West to four lanes as two-way streets.
- Synchronize traffic lights along North Temple, 300 West, 400 West, and 500 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
- Encourage the proposed Legacy Highway does not allow for a direct commuter connection into the residential neighborhood of the Capitol Hill Community.

Boontiful Boulevard
- The continued to be pressure from residents in southern Davis County, proposed a Boontiful Boulevard to Salt Lake City. The proposed Bountiful Boulevard has not been received well by the residents of the City.

- The City has continued to state that it is opposed to any such proposed community.

Policies
- Oppose any Bountiful Boulevard proposal.

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

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- Protect the proposed Legacy Highway does not allow for a direct commuter connection into the residential neighborhood of the Capitol Hill Community.
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 offices located in the area, many of which are traversed by the residential streets of the Capitol Hill neighborhood. The City of Salt Lake has provided a shuttle service from the Washington Square Mall area to the Utah State Capitol. In addition, the LDS Church Assembly Hall, attract thousands of people to the area each year, many of which are traversed by public transportation. In addition, new state facilities being located in the area will result in more 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 people to the area each year, many of which are traversed by public transportation and park on the residential streets of Capitol Hill. Increased traffic congestion occurs on the streets of the neighborhoods. Changes to circulation patterns are occurring as the number of people and the volume of traffic as the closure of a block of Main Street to vehicular traffic, may impact the residential neighborhoods north of Downtown. In addition, gentrification will have to be considered in efforts to ensure traffic is discouraged from entering residential neighborhoods.

Policies
- Encourage, as possible, traffic generators to continue efforts to provide alternative forms 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 directly traffic away from, and through, residential areas of the Capitol Hill neighborhood.
- Develop and implement an overall transportation management plan including parking and development standards for the LDS Church, UDOT, representatives from the Capitol Hill, Avenue, Central Community, and the Downtown Alliance.
- Modify the Residential Permit Parking Program which addresses the specific issues relating to the Marmalade, Kimball and West Capitol Hill Neighborhoods.

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 simply responsible for the state highway system. The City. In the Capitol Hill Community, state highways such as Main Street, and streets such as 300 North, 300 South, 200 East and 200 West are the four streets surrounding the state capital (Columbus Street, South Temple, 500 North, East Capitol Boulevard, and 300 North, State Street, 300 West/Beech Street, 600 North (between 3:15 and 300 West), and North Temple). These streets are minor arterial streets and streets which are under private control. However, none carry significant traffic and they provide access only to the immediately neighboring properties.

UDOT Jurisdiction of Roads in Capitol Hill
Boulevard, and 300 North), State Street, 300 West/Beech Street, 600 North (between 3:15 and 300 West), and North Temple.

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 footpaths, access for some residential neighborhoods in the area will be provided, alleviating impacts associated with footpath access such as parking and trail head access fees. In addition, additional traffic calming measures can be taken, including increasing the number of pedestrian crossings on Beech Street, the construction of traffic calming features such as speed bumps, 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 installation of traffic lanes on East Capitol Boulevard north of 500 North.
- Prohibit the installation of traffic lanes on East Capitol Boulevard north of 500 North.

TRAFFIC CALMING AND TRAFFIC DIVERTING
Overview
Commuters who are discouraged from using arterials due to the flow of traffic can enjoy the traffic through the Marmalade and Kimball residential neighborhoods via Victory Road, 200 West, Center Street or Girard Avenue rather than taking the less direct routes. Traffic speed is also a concern in the residential neighborhoods of Capitol Hill. Marmalade and Kimball residential streets are narrow and dangerous. The streets tend to discourage speeding, speeding does occur in these areas can have dangerous effects where sight distances are limited. In the Guadalupe, Ensign Downs and Capitol Hill neighborhoods, wider streets tend to encourage speeding.

Commuters must be taken when diverging traffic from one street, in order to ensure that the route is reduced to more appropriate routes. If not, the traffic will tend to go the state highway system, which many times is a residential street, negatively impacting residents. Measures can be taken to reduce the use of traffic calming devices to control speed. Traffic calming devices include: 1) buffer strips, speed humps, speed bumps, speed tables, landscaping, narrowing streets, and promoting public awareness about discouraging 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 quality 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 the traffic calming plan, and if sufficient funding sources are available, the approved traffic calming measures can be implemented.

Planning Issues
Marmalade Neighborhood
The Marmalade Neighborhood, Center Street and 200 West tend to receive the majority of high speed traffic. Capitol Hill residents are not willing to use arterials to take these routes, to get to their final destinations. High speeds on Center Street, Girard and 300 North, coupled with intersections which have limited sight distance, create safety problems. These conditions are exacerbated in winter when the roads are icy.

West Capitol Hill Neighborhood
Most 300 West and 300 South arterials are located within the West Capitol Hill Neighborhood. Except for 300 and 300 North, most of the arterials in the Community do not have adequate traffic calming controls. Commuters use the east/west streets in the neighborhood in addition to 300 West as 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 traffic through.
- Design and implement traffic calming measures on 600 North between State Street and 200 West.

Ensign Downs
Residents of the Ensign Downs Neighborhood have complained about traffic on East Capitol Boulevard north of 500 North, 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.

Policies
- Encourage residents to participate in the City’s Traffic Calming Program in an effort to implement appropriate traffic calming techniques.
- Prohibit the installation of traffic lanes on East Capitol Boulevard north of 500 North.
- Prohibit the installation of traffic lanes on East Capitol Boulevard north of 500 North.

ACCESSIBILITY & CIRCULATION

Stedwens
Planning Issues
The Stedwens area lacks proper circulation and access to the footpaths. Access to the footpaths is limited to Chicago, Everett and 1800 North. From these points of access, access to the footpaths and traffic into Stedwens is made up of industrial tractors-trailers. In addition, some businesses in Stedwens still rely on rail service to their properties.
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 also considering to develop an interchange at approximately 1800 North and close the 2300 North interchange to make center 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 where traffic calming measures are established, such as 500 West Boulevard, or direct access to 400 West without railroad crossings.

Action Items
- Request that 400 West be reclassified for truck route studies.
- 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 Transit Authority (UTA) provides bus service to the Capitol Hill Community. Several bus routes serve the community. Only one has its signal priority within the Capitol Hill Community, State Capitol Bus Route 23. This route connects downtown and the Capitol Hill neighborhood and other final destinations. Streets served by bus service include 300 South, 200 West, 200 North, 200 South, State Street, State 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 could help decrease the amount of commuter traffic in the central and northern neighborhoods of the Capitol Hill Community.

A Major Investment Study for west/east light rail will favor the line from 1800 North to 400 West on State Street 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 traffic.

It is vital for long-range viability of the Wasatch Front to have light rail for commuters as well as for commuter rail to be located in the existing Union Pacific railroad corridor serving 600 West. However, because of the functioning logistics of commuter rail, it would not stop in the community.

Policies
- Promote the development of light rail service to 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 Corridor 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 sidewalk. This type of bikeway would be useful in the Udot right-of-way and on streets like 2300 North. Access to 2300 North would be provided for pedestrians and bicyclists. It is important, however, that the community get its signal priority within the Capitol Hill Community.

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

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

Existing & Proposed Bikeways in the Capitol Hill Community:
- Canyon Road (existing Class I)
- 200 South (existing Class I)
- 300 North between F-15 and 600 West (existing Class I)
- 300 North between 200 West and 400 West (existing Class I)

Action Items
- Solutions to mitigating traffic volumes and speeds on Columbus Street and Victory Road should not include the destruction of existing residential properties.
- Install four-way stop signs along Columbus Street between 200 and 500 North to allow access for pedestrians and other cross traffic.
- Implement Safe Routes to School recommendations including developing trails to connect various areas of the 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 priority of Capitol Hill Community to the Central Business District lends itself well to walking, some concerns, 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.

300 North at Columbus

Bike lanes with high traffic volumes, pedestrians have a hard time crossing Columbus Street especially during rush hours. Much of the Capitol Hill population uses cross Columbus Street in order to get to open spaces such as City Creek Canyon or Ensign Peak and the football trails.

Policies
- Encourage the construction of the rail lines.
- Analyze the feasibility of constructing a pedestrian and bicycle overpass across the rail lines at 300 North. Any solution to providing access for pedestrians and bicyclists should address access, safety and minimizing negative impacts to the community.
- Prohibit the development of a viaduct or underpass at 300 North between 600 and 500 West for vehicular traffic.

INDUSTRIAL TRAFFIC

Planning Issues
The routing of large industrial trucks, mainly operating to and from the Port of Salt Lake is an issue that has been an issue in the Capitol Hill Community, especially affecting the area near 300 South and 600 North. Currently, the truck traffic is reduced in the area west of 500 North. Because of the lack of an easily accessible interchange providing access to I-15 in the more industrial area 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 West. Theatens' construction of the 900 West-North Viaduct at its grade connection at 400 West will provide access to 400 West to access Amoco properties. However, for the trucks associated with the refinery, because of the location of the trucks to the north of 600 North and the barrier of the interstate, there is no easy access to 600 North which is an important industrial access route. Providing an interchange could provide better access and have fewer negative impacts on the west Capitol Hill Neighborhood.

The Utah Department of Transportation is trying to
Planning Issues
Pedestrian access from the Guadeloupe Neighborhood and San Antonio Elementary School to Wayzata High School along 300 North is difficult because of the often-preserved rail corridor. The schools and School 300 North JV are two of the rail's four tracks. The pedestrian access at the intersection of 400 North and 300 North, while characterized by pedestrian access, is narrow. The North Temple Viaduct is reconstructed to accommodate light rail, pedestrian, access should be a component of the design of the Viaduct. The walking policies regarding the railroad have included discussions on constructing a Viaduct at 300 North. This would have a negative impact on the Guadeloupe 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 Guadeloupe Neighborhood, while improving pedestrian access across 300 West railroad tracks. The 300 North 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 on 300 North such as a pedestrian/bicycle bridge, without creating negative impacts on the natural and urban environments.

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 traverse by vehicle. Therefore, pedestrian access should be improved to pedestrian priority streets. This concept was outlined in the 1991 Capitol Hill Master Plan, and some streets such as Almond and Appieto streets have special parking patterns consistent with the pedestrian priority street concept. However, the concept should be further improved to include pedestrian amenities wherever 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 Freeway neighborhood, including identifying and prioritizing which streets should be developed as pedestrian priority streets. The project recognizes the implementation strategies including design and financing.

Other Improvements
Future potential improvements could be made to increase the amount of pedestrian amenities in the Capitol Hill Community. The potential for a 0.41-meter walkway around the Capitol grounds, installing stairs at steep grade areas, such as the intersection of 14th and 30th Street and 30th Street and 50th North, and improving intersections crossing streets, 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 at steep grade areas between West Twenty-sixth and Almond Streets.
- Improve the existing trail at 600 North Center Street to better accommodate pedestrians. Improvements to landscaping and better markers/recessed 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 offer opportunities to enhance these crossings to implement traffic calming techniques.
- Install a walkway along the west side of East Capitol Boulevard north of 50th North.

Freeway Overpass
Rail Trail
Industrial rail has historically had a large impact upon the Capitol Hill Community. The main railroad corridor, connecting Seattle to the west coast travels through the Community along a 300 West corridor. Historically, this corridor has isolated the Guadeloupe Neighborhood development, gravel excavation, off-road vehicle use, or other, effect, hastens the erosion process. This is especially true along the dry west-facing slopes.

Residential Development
The prominent single-family residential neighborhood closest to downtown with spectacular views, increase the pressure to develop the Capilano. Geological, ecological and infrastructural costs limit the feasibility of expanding residential development in the Capitol Hill Community by the Eastins Downs subdivision boundaries. Furthermore, approval for additional subdivisions in the Capitol Hill Community is unlikely. Zone restrictions within the zone area restricts future single-family homes to lot sizes compatible with the existing character of existing neighborhood. All of the privately owned residential lands in the Capitol Hill Community have either been subdivided or development is severely limited due to floodplain constraints regulations such as lot size and excessive slope.

Policies
- Maintain public ownership of publicly owned property in the footprint.
- Maintain and strictly enforce existing regulations which prohibit development of land with 30% or greater slope.
- Maintain minimum 15 acre land requirements for residential development in the FP Foofight Protective and Development Zone.
- Require that negative impacts of residential development on the Capitol Hill Community 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 in the geologic material used for local construction along the Wasatch Front. Take from this location, companies mine the mining company's western foothills findings. Find the location ideal because of the large quantities of sand and gravel, and the proximity to main transportation routes and the major construction projects. Mining at these sites will likely continue for the next 4500 years. As sand and gravel businesses located in this area near the end of their active mining season, viable reclamation plans need to be developed and implemented. In order to assist the extractive industries 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 strategies for open space preservation along the west foothills slopes and recommend appropriate uses and reclamation standards for those areas of the foothill disturbed by extraction.

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 30th Street involving 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 and enforcement policies to control dust and erosion are highly recommended.
- Ensure the Seattle Park and Recreation and Foothill Area Plan is adopted and implemented.
- Prohibit development of new extractive industries in the foothills of the community.
- Ensure that mining activities are employed. Where excavation rights exist, the City should enforce the mining company's reclamation and conservation easements, purchase of development rights, purchase of the land 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 less accessible along Victory Road and from Davis County to the north. The Parks and Recreation section of this plan discusses foothills parks and open space network for the Reclamation Framework and Foothill Area Plan, as means of preserving open space in the foothills for recreation planning and, where necessary, that damage to adjacent open space is mitigated.

WILDLIFE HABITAT
Capitol Hill foothills provide an important winter range for habitat for several species of native mammals, and upland game birds. It is not uncommon for the bird species to feed in the foothills, in which habitat damage ornamental vegetation during winters of heavy snow pack. Encroaching land uses and increases in recreational activities impact the winter range feeding areas. Continuing coordination between the city and State agencies to provide suitable habitat for deer, as well as educating private property owners on how to create and manage wildlife habitat, and recreation areas, is necessary to ensure the balance between wildlife habitat and development.
WATER QUALITY

Overview
The preservation and continued maintenance of a high quality water supply is an important goal. Much of the role of protecting the community’s water quality is regulated by the Federal Government. 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 is supplemented by surface water during the summer months to supply all of the area’s needs. During these periods, some 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 acute boundaries of the Capitol Hill Community, the upper City Creek Canyon is a designated watershed area.

Groundwater
Aquifers are geologic formations which serve as underground reservoirs to which rainfall and snowmelt may percolate and then filter down. The aquifers are increasing in their importance as a critical water source. Regulations are in place to protect these water sources located within the Aquifer Recharge Protection Overlay Districts by restricting activities which could pollute the recharge area.

Municipal supply wells are scattered throughout the footfall areas of Salt Lake City, including one in City Creek which serves the public with over 1 millon gallons daily. The municipal well at 302 N. Canyon Road may supplement future demands if not already utilized. The Utah State Department of Environmental Quality enforces regulations 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 Salt Lake County.

The state will work closely with industries to monitor the pollutants emitted from each source. Any industry which permits 10,000 pounds or more of pollutants into the air is required to first obtain an air quality permit from the State Division of Air Quality. The state has established a permit system for industries which have large pollutants, an operating permit is required. The operating permit is a specific contract between the individual company and the state which the company can emit.

The state requires permits and specific allocations to avoid the pollution of the air, and the company may be required to reduce their emissions.

In addition, the companies are also required to file periodic reports to evaluate air pollution emissions from such operations. They are also required to install and maintain monitoring devices to measure their emissions.

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 Corridor Plan. Additional ponds and/or retention basins to augment industrial development for use for fire protection, list-making, and/or flood water control are identified in the area susceptible to flooding. A high water table in the area between 14th and Beck Street (between 0 - 5 feet below grade 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 that have the potential for development, only four have been identified by the Army Corps of Engineers for protection. All of these possible development are located north of Swedeton. Three of these are located east of Beck Street, the other between the cannery tracks and Interstate-15. Impacts to designated wetlands are regulated by the Army Corps of Engineers.

Scientifically, 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 which provide thermal energy and 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 received by these natural springs has created a traffic hazard due to the presence of fog across Interstate-15 and Beck Street.

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 which provide 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 received by these natural springs has created a traffic hazard due to the presence of fog across Interstate-15 and Beck Street.

Air Quality
Overview
There are three major sources of air pollution in the Capitol Hill Community: industrial and vehicle emissions. The Utah Division of Air Quality has established the National Ambient Air Quality Standards to control the quality and conditions of the air we breathe. These standards are set by the Federal Government and are monitored by the Air Pollution Control Agency.

The state provides continual monitoring of the air from these pollution sources to ensure that levels of emissions do not exceed the national standards. In addition, plant inspections are made of all major industrial polluters in Utah about once every year to inspect 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 considered to have a negative impact on public health or to abate such concentrations should they occur. If air pollution levels begin approaching exceedance levels, various local, state and federal health officials are contacted. Each industry has formulated its specific procedure concerning such exceedance levels 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 emissions cannot be pinpointed. With point source emissions, the State attempts to determine 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 Nitrogen Oxide may be allowed some form of leniency to limit emissions. 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 31.8% of the Nitrogen Oxide emissions.

Monitoring of all major point source polluters shows that emissions of air pollutants come from oil refineries. The major pollutant emitted from refineries is sulfur oxide (SO2). Sulfur oil refineries located adjacent to the H-1 corridor between the Capitol Hill Community and North Salt Lake site with the single largest emission from any source. Monitoring of oil refineries has shown a significant variability in daily emissions. These reductions are due to the operation of emission controls. Therefore, the refineries are allowed maximum permitted or never exceed daily limits of various pollutants based on the apparent variability. All industrial sources are required to report air emissions to the Air Quality Division (RACQ) in an effort to control emission levels.

Exhaustive Industries
There are seven exhaustive companies along Beck Street which contribute to the air quality problem in the area. The largest pollutant for each of these companies is considered a significant source (over or less than 500 pounds per day for each source). Because of the age and land rights of some of these companies, the Federal Government standards are not followed. In addition, the industrial companies are not regulated by the Federal Clean Air Act. In Utah, the industrial companies must meet the State Air Quality Standards. For example, the state requires a permit for oil refineries, which are exempt from the federal Clean Air Act.

The pollution from these industrial sources affects the Capitol Hill Community, especially on days when the temperature is 70 degrees or over. Amoco and Gulf Oil Corporation, which own and operate refineries in the area, are responsible for most of the air quality related problems. Amoco is committed to recognizing the need to reduce the amount of air pollution in the area. The company has committed to reducing the amount of air pollution in the area. The company has committed to reducing the amount of air pollution in the area. The company has committed to reducing the amount of air pollution in the area.

Exhaustive industries on Beck Street

Policies
• Prohibit new industry within the community that would constitute a "point source" based on Sulfur Oxide emission standards by the State’s Division of Air Quality.
• Ensure the development of land use plans that permit development.

Vehicle Emissions
Vehicle emissions contribute to the pollution problem in the community, on the edge of the foothills and bordering the Central Business District, incurs a major impact on the pollution problem. Federal regulations for vehicle emissions are responsible for 5% of PM10 emissions, 2% of Sulfur Oxide emissions and 42% of Nitrogen Oxide emissions. Federal regulations require the City, region and State to actively pursue efforts to try and
PUBLIC FACILITIES & UTILITIES

Planning Goals: 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 can be supported with essential public facilities and utilities such as water, sewer, storm drains, traffic lights and other facilities that are included explicitly. As urban growth continues, it is important that the infrastructure be compatible with the surrounding area.

CURB, GUTTER AND SIDEWALK & OTHER STREET REPAIRS

Planning Goals: Improve sidewalks to be consistent with overall plan to develop the area as a business and transportation corridor. New sidewalks should occur in response to an overall development plan. This plan should be developed prior to regular city-wide improvements. The city should ensure improvements to the area are consistent with the goals of the plan.

Furniture, lighting, landscaped medians and gateway features and creating pedestrian priority streets, as part of an overall street improvement project in the city. The streets where such improvements are recommended are:

- 150 East Capitol Street from 200 North to 300 North, including reconstructing a sidewalk along the east side of the street, while allowing for street parking.

Alleys

The City has an existing citywide policy supporting the removal of alleys where they are not used for primary access to a property. In some cases, alleys are the only accessible means of accessing 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 sale of alleys as an alternative pedestrian system with security prioritized level living.

Waste

Developments 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 the repair. Development improvements to accommodate the displaced are installed in accordance with the American with Disabilities Act (ADA).

Funding

The major street improvement projects are funded through Special Area, Street Improvement Districts. These areas may be eligible for improvement funds. In addition, funding is provided for local improvement Districts. 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 for the lighting. Developers are required to provide street lighting with all new construction. In addition, funding for street lighting can be obtained through the use of City Improvement Districts or CDBG funds in targeted areas and neighborhood improvement grants which are matching grants and can be applied for by neighborhood residents for decorative or additional street lights.

PHYSICAL WATER SYSTEMS

Overview

The First City Water Line, connected to City Creek, was constructed in 1852. The City Capital Hill Community Water System was constructed in the 1860s. Although water to the Capital Hill Community is available from the City's water supply system, the primary water sources serving the Capital Hill Community include Dee Creek, City Creek Canyon and a deep artesian well located near Fourth Avenue. The Ekoetek/Petrocelli site, a hydrocarbon-based ecosystem, contaminates the air, soils and ground water. All of these sites are in the City’s Beck Street watershed area and are negatively impacted by these activities. One way to improve both city and community aesthetics is to prevent development that can help prevent further developments that might endanger health and safety.

CUTLINE FALLS

Overview

The Ekoetek/Petrocelli site, a hydrocarbon-based ecosystem, contaminates the air, soils and ground water. All of these sites are in the City’s Beck Street watershed area and are negatively impacted by these activities. One way to improve both city and community aesthetics is to prevent development that can help prevent further developments that might endanger the community.
of the two reservoirs at Victory Road and 500 North have been identified as the sites for new water storage facilities. Although laws are in place to ensure water pressures do not exceed the maximums deemed safe, the capacity of the reservoirs in the Capitol Hill Community where water pressure is less than ideal. This occurs in older neighborhoods where the water supply is not as reliable as the Marmalade and West Capitol Hill Neighborhoods. In addition, the water pressure is less than ideal because of 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 20th century. Eight inches in line are typical in the area.

Planning Issues

Maintenance
Many Capitol Hill's existing sewer pipes are made of clay and require a process called Cured In Place Pipe (CIPP) within the next several years. This is now a technique that has been developed in Europe and has been used here. Public Utilities Department checks the existing pipes for cracks and lining these pipes with video equipment to check for broken pipes or leaks.

The City plans to repair a sixty (60) inch sewer pipe running from 400 North to 3000 North prior to 1999. This line serves areas to the east of Beck Street including the West Capitol Hill, Marmalade, Decker/Cortez and Ensign Down neighborhoods. This line currently runs under the Medical Center (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 back up, it is difficult to determine the cause for all the houses connected to the same lateral. This problem can be circumvented by having separate lateral hook ups for each residence. House owners who are not aware their sewer hook up is shared with neighbors using the system back ups in the house.

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

The Salt Lake City Sanitary Sewer Master Plan (1989) lists a schedule of recommendations for maintenance and improvements for the Sewer System in the Capitol Hill Community.

STORM DRAINAGE
Overview
The Salt Lake City Department of Public Utilities divides the Capitol Hill Community into four sub-basins and eight separate geographic areas for the purpose of storm water drainage. These sub-basins are Ensign Peak and Rose Park, Capitol Hill, The Beehive Springs/Ensign Peak and Rose Park, between Center Street, Canyon Creek, and Victory Road/Beck Street. It includes the Ensign Downs neighborhood. The Rose Park/Capitol Hill sub-basin consists of all land between Beck Street, North Temple Street and the Jordan River and including Ensign Peak, Rose Park, Capitol Hill, Capitol Hill, Guadalupe and Sweetwood neighborhoods.

The major storm drains in the Community are located south of Beck Street. The detention basin serving the Capitol Hill Community is located at 750 North 400 West. The Plan to locate the detention basin serving the City Hill Community is located at 750 North 400 West.

Planning Issues

Storm Drainage Master Plan was completed in 1993. This plan, which is actually eleven (11) different plans and maps, could assist in eleven (11) different drainage areas of the City, lists specific recommendations for sewer work, storm water improvements, Beehive Springs/Ensign Peak and Rose Park/Capitol Hill Storm Drainage Systems. Flans are two plans which affect the Capitol Hill Community.

Several of the recommendations in the Storm Drainage 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 in the Ensign Downs Neighborhood. As recommended in the Storm Drainage Master Plan, a 360 sump drain will be installed under North Temple Street, in conjunction with 1-1/2 improvements. This drain will serve a portion of the Capitol Hill Community. Stormwater drainage from three 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 drainage problems will be resolved as street and infrastructure improvements are made.

There is a need to reconnect the streets and storm drainage system in Sweetwood. A special improvement district to pay for infrastructure improvements was voted down by the property owners several years ago. A small area master plan should be developed for the Sweetwood Area including reconnection of infrastructure and existing connections. An analysis should be undertaken to determine how excessive runoff could be utilized to irrigate areas where landscaping improvements are recommended on the existing reservoir site 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. Station No. 2, located at 254 West 500 North, Station No. 2 was constructed in 1972 and was semantically upgraded in 1982. In addition, Fire Station No. 7 (227 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 No. 1 and 2 (227 North 1000 West and 400 East Eleventh Avenue) provide additional fire emergency support when needed. The response time for emergency services to most of the Capitol Hill Community averages 3:55 minutes depending on the location of the emergency. The Fire Department believes that emergency services 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 Issues

Action Items

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 Armond Place.
• Monitor the building of the new fire station on the residential land uses along Armond 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 City Community Councils to identify problems and needs. An on-going priority to maintain current levels of police services is to provide service without increasing costs. Local programs such as Neighborhood Watch and Mobile Neighborhood Watch contribute to the Community Oriented Policing (COOP) program located at the Rusche Lawns Bowling Alley on North 40 Drive and the Rusche Lawns Bowling Alley on North 40 Drive. Another “COOP” Shop is proposed to be located on 200 West in the Capri Park School District.

Planning Issues

Auto theft and larcenies from autos are a major problem in the Capitol Hill Community. In some areas, specifically in the Ensign Downs, Marmalade and West Capitol Hill neighborhoods. During the period from 1989 to 1994, the number of auto thefts increased from 182 to 185 (5.0%) and larcenies from autos increased from 190 to 419 (113.8%). The high number of cars parked and stolen vehicles can be attributed to the lack of off-street parking in the area.

Neighborhood "top shop" located on 300 West
Policy
• Continue to encourage participation in crime prevention programs in the Capitol Hill Community.

PUBLIC SCHOOLS
Overview
Currently, there are two public schools located in the Capitol Hill Community: Washington Elementary, (430 North 500 West) and West High (341 North 300 West). Elementary age students who live in the Guadalupe Neighborhoods attend Ickson 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 320 North 1300 West. University of Utah, West High is the senior high school for the community.

Most of the public schools serving the Capitol Hill Community were constructed before the city was incorporated and are not capable of accommodating the current student population. 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 reaches capacity as determined by the Salt Lake City School District.

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

LIBRARIES
There are no public libraries located in the Capitol Hill Community. The Capitol Hill Community is served by the Sweet Branch Library at 453 S Street in the Avenues Community or as necessary requirements for new developments. Residents in the western half of the community may also patronize the Daybreak Branch library at 6151 West 1000 North which basically serves the North West Community.

COMMUNITY CENTERS
Overview
Marmalade Hill Community Center
The Marmalade Hill Community Center was built in 1990 and is currently the only center in the area. The most prominent feature of the structure, the Bryant terrace, is one of the greatest amenities that this structure has been designated as an historic site on the National Register of Historic Places. The building of the structure was acquired by Salt Lake City in 1979 for use as a community center located at 1400 West 500 North. The City has allocated approximately $275,500 of CDBG funds towards rehabilitation and renovation of the structure. The building is currently leased to the Salt Lake Acting Company as well as public meeting space for the Community Center.

Memorial House
Memorial House was constructed in 1926 from an old barn that was used as a stable for the city's waterworks department. The structure was leased to
IMPLEMENTATION

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 frames to accomplish recommendations.

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Provide resources for housing rehabilitation of existing structures.

Rezone existing industrial and heavy commercial properties between 400 West and approximately 350 West to accommodate Medium density residential west of 400 West and a mixed-use area east of 400 West with medium density 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.

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.

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 R2 all structures in the Kimball Neighborhood originally built as single-family houses or duplexes that are currently zoned for higher density residential uses.

Create a new zoning district for public lands, specifically open space areas in the foothills, which prohibits the development of structures.

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.

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.

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.

Reevaluate the existing RMF-35 zoning at 256 West 600 North and consider rezoning the property to Special Residential SI.

Develop a small area plan between 300 West and Canyon Road and between South Temple and 300 North to create a transitional area between the Central Business District and residential areas of the community.

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 Owyhee Street entrance on the block between 400 and 500 North and 300 and 400 West and to the additional 300 West frontage.

Provide financial incentives that promote residential preservation and new residential development in the MU Zoning district.

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

Develop ways to eliminate undesirable activities under the North Temple viaduct.

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, Avenue of the Arts, Central City, and East Central Communities, and the Downtown Alliance.
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- Develop a parking plan for Marmalade, Kimball and West Capitol Hill which analyzes various solutions including the following:
  - 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

- Create a Capital 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.

- Amend the existing Capital Hill Community Zoning Map to place incompatible commercial activities in residential neighborhoods in a non-conforming state as the means of placing them out.

- Provide a commercial retail nucleus and/or mixed use area for the Capital 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. Form a neighborhood committee to develop plans and work with the RDA.

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

- Encourage nonconforming retail commercial uses to relocate to the neighborhood shopping node.

- Reuse existing heavy commercial land uses to encourage their relocation to the areas zoned for industrial uses in the Capital Hill Community or elsewhere in the City.

- Create a new ordinance which encourages the reuse of small neighborhood commercial structures to provide neighborhood commercial uses where appropriate.

- 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.

- Prepare a Sweedentown small area master plan.

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

- Consolidate and relocate rail lines and rail yards.

- 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.

- Encourage the State to virtually improve the parking areas around the State Capitol Building.

- Encourage the State to find ways to decrease the number of vehicular trips to the Capitol Building.

- 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 neighborhoods from the north for any new development on the State Capitol grounds.

- Amend the Urban Institutional zone to decrease the maximum height of new development to fifty feet where adjacent to residential properties.

- 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.

- 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;
  - 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.

- Encourage the LDS Church to reorient 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.

- 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.

- Pursue the development of an additional neighborhood park or expansion of existing parks.

- Study the feasibility of extending Warm Springs Park northward to the intersection of Beck Street/Victory Road.

- 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.

- 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.

- 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.

- 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.

- Work with the Public Utilities Department to landscape the existing reservoir sites and retention basin with water conserving landscaping to enhance the visual appearance of these city-owned properties.

- Enhance the communication tower road for trail use.

- Improve access to existing parks.

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- Study the feasibility of improving the public utilities detention basin on 400 West 750 North.
- Continue to implement the policies and recommendations of the Ensign Peak Master Plan.
- 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.
- 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.
- Extend City Creek at the surface, through the Central Business District to the Jordan River, without the removal of trees along North Temple.
- Implement recommendations and policies of the Open Space Plan as it relates to the Capitol Hill Community.
- 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.
- The City should work with the School District and private sector to locate a community recreation center with aquatic facilities within the community.
- Relocate the Hawk Log Cabin.
- Analyze the potential designation of the Guadalupe Neighborhood, or individual properties in the Guadalupe Neighborhood, to the National Register of Historic Places.
- Identify the historic district with unique street signage and/or district entry signs.
- Identify historic sites, other than buildings, with plaques stating the significance and history of the sites.
- Develop method for displaying historic street names.
- Designate qualified areas to the National Register of Historic Places.
- Encourage the State to designate historic landscapes located within the Capitol Hill Community on the Utah Heritage Tree list where appropriate.
- Facilitate the designation of public historic resources and/or placement of preservation easements to ensure the continued preservation of these important public resources.
- Encourage archeological study of the historical Warm Springs Park.
- 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.
- Expand National Register Historic District to include all structures within the local historic district.
- Rename West Temple, between 200 and 300 North, Apple Street.
- Improve the design of the North Temple Street Gateway through the use of street trees.
- Place gateway features at entries to the community and neighborhoods.
- 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.
- 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.
- Encourage residents to participate in a program to increase the amount of street lighting on specific streets where needed.
- Consider renaming Main Street between North Temple and 300 North to emphasize the neighborhood character of the street in this area.
- Develop and implement a consistent lighting and street furniture theme for the Capitol Hill neighborhood (north of North Temple).
- Ensure street identification signs are installed on each street where missing.
- Construct landscaped center medians at 600 North between 250 West and 400 West.
- 200 North between West Temple and 200 West.
- 300 North between 200 West and 300 West.
- 700 North between 300 West and 500 West.
- West Temple between North Temple and 250 North.
- Provide resources to maintain existing medians and any new medians.
- Provide unique paving patterns, for both street and sidewalks, in the Marmalade Neighborhood.
- 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.
- Develop a street tree master plan.
- Redesign the traffic diverter at 600 North and Center Street.
- Increase street lighting on 300 and 400 West Streets.
- Adopt an ordinance which protects the ridgeline from development.
- Plant additional Sycamores on West Temple between North Temple and 200 North.
- Identify areas where street trees are missing or desired and plant trees.
- Encourage landscaped screening of the existing substation at 800 North and Wall Street.
- Take actions to maintain and enhance the appearance of existing industrial development.
<table>
<thead>
<tr>
<th>Proposed Action for Initiation of Implementation</th>
<th>Private</th>
<th>City</th>
<th>State</th>
<th>Other</th>
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<tbody>
<tr>
<td>Immediate 0-12 months</td>
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<td>Short Term 1-3 years</td>
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<td>Mid Term 3-5 years</td>
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<td>Long Term 5-10 years</td>
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- 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. |

- Place gateway features at the following intersections: 1) 300 North/Beck Street; 2) Main Street/North Temple; and 3) 600 North/600 West; 5) State Street/North Temple. |

- Visually screen communication towers. |

- Lobby UDOT and the State Legislature to grant the City jurisdiction and adequate funding for maintenance of existing state-owned roads. |

- Negotiate with UDOT and other public entities to install a four-way stop at Columbus Street and 500 North and other appropriate locations. |

- 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. |

- Change the speed limit on 400 West to encourage the use of 600 West. |

- Analyze the feasibility of constructing landscaped medians on 600 North between 200 and 400 West streets to narrow the roadway and discourage through traffic. |

- Analyze ways to calm traffic on East Capitol Boulevard north of 500 North without eliminating existing travel lanes. |

- Install a walkway along the west side of East Capitol Boulevard north of 500 North. |

- Implement appropriate traffic calming measures throughout the Capitol Hill Neighborhood. |

- Request the Transportation Division install a 4-way stop sign at West Temple and 200 North. |

- Request that 400 West be reclassified for truck route status. |

- Promote the development of an interchange at approximately 1300 North to provide easy access to the interstate for industrial traffic. |

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

- Improve synchronization of traffic lights along North Temple, 300 West and 400 West. |

- 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. |

- Encourage the Utah Department of Transportation to place a stop light at Beck Street and Everett Avenue. |

- Provide sidewalk, curb and gutter in locations that presently lack these basic urban amenities. |

- Analyze the feasibility of creating pedestrian priority streets, especially in the Historic Marmalade and Irvine Hill Neighborhoods, including identifying and prioritizing which streets should be declared as such. |

- Encourage the elimination of rail crossing conflicts on Beck Street. |

- 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. |

- 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. |

- 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. |

- 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. |

- 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. |

- Ensure the minimization of negative impacts to watershed, wildlife habitat and soil erosion, associated with high utilization of trails and open space. |

- Implement regulations to ensure the noise emanating from new development will not have a negative impact on the residential neighborhoods. |

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

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

- Pursue additional methods for reducing noise levels in the Guadalupe and West Capitol Hill Neighborhoods along the freeway and railroad corridors. |

- Identify the community's natural amenities, resources and settings and designate such areas for preservation. |

- Study the feasibility and locations of providing stairs between 300 North and 200 North between West Temple and Almond Streets. |

- 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. |

- Investigate the use of alleys as an alternate pedestrian system with security pedestrian lighting. |

- Minimize the impact of the fire station on the residential land uses along Ardmore Place including access and noise. |

- Study the feasibility of relocating ingress access to Fire Station #2 away from Ardmore Place. |

- 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. |

- Improve vehicular and pedestrian access to and from the Wasatch Springs facility. |

- Implement zoning changes to reflect the master plan policies and land use designations. |

- Provide sewer, water and other infrastructure improvements in Swedetown. |

- Study the feasibility of developing additional off-street neighborhood parking lots in proximity to residential areas to alleviate the need for on-street parking. |

| — 27 — |
Acknowledgements

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Keith Christensen, District 7

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Planning Commission Action Date: September 9, 1999
City Council Adoption Date: November 9, 1999: Ordinance No. 92-1999

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