

CENTRAL COMMUNITY



City and County Building

INTRODUCTION

The Central Community is located between North and South Temple, 1700 and 2100 South, the I-15 Freeway and University Street and 1300 East. The Central Community is one of eight community-planning areas. For the purposes of this plan, the community is divided into seven neighborhoods including Gateway, Downtown, Central City, East Central North, East Central South, Liberty and People's Freeway.



Purpose

The Central Community Master Plan provides policy guidelines for Salt Lake City commissions, boards and administrative entities to use when directing and implementing projects, programs and public policies that require review, recommendations and approval. This master plan serves the community by providing policies and principles for a sustained and enhanced environment for living and working in the Central Community.

Planning Process

In 1994, the Central Community Master Plan process was initiated to address the changing times of Salt Lake City and to update and replace the 1974 Central Community Development Plan. Consultants were contracted to collect resource information and begin the Central Community planning process using a "grass roots" approach. In 1997 a Final Issues Document was assembled clarifying the concerns identified by residents of the community. Between 1998 and 2002 multiple drafts of the Central Community Master Plan were created and refined based on responses and comments made by community residents. Their contributions had significant impacts to the development of this plan.

The Central Community planning process considered public policy that helps to maintain the livability, charm and tranquility for which the neighborhoods are valued. This planning process dealt with traffic, expanded roadways, pedestrian safety, land use and zoning changes and public procedures for development that will protect the integrity of neighborhoods and foster a healthy sense of community.

- Since 1994, members of three volunteer advisory committees dedicated their personal time reviewing and editing this plan.
- In 1998 and 1999 there were three community workshops, two joint Central Community Council meetings and various individual neighborhood meetings.
- Notice of public master plan workshops were sent to approximately 2,500 community council members, the Downtown Alliance and the Salt Lake City Vest Pocket Business Coalition. Input from these workshops contributed to the creation of this plan.
- Over 180 individuals participated by providing verbal and written comments. These individuals included elected City Council members, community councils, residents, business and property owners, the Downtown Alliance, the Salt Lake City Vest Pocket Coalition, historic preservation organizations, consultants, non-profit organizations, the Mayor's staff and administration.

All public comments, suggestions and responses collected were addressed and taken into consideration in the "grass roots" approach in the development of this master plan.

Guiding Principles

Development of the Central Community Master Plan includes these guiding principles:

1. Identify and address the issues, policies and implementation actions presented in the 1974 Central Community Development Plan, which were not achieved.
2. Create a user-friendly document that clearly communicates the vision, goals, and policies to guide and manage future growth in the Central Community.
3. Establish a foundation that supports quality living and does no harm to citizens, especially those with limited abilities.
4. Maintain and improve the Central Community's historic fabric.
5. Expand mobility and accessibility options for all segments of the community.

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Central Community Future Land Use

* NOTE: The Low-Medium and Medium Density Land Use designations may include multiple zoning designations (e.g.: a single land use designation and map color may represent RMF-35 or SR-3 classifications)

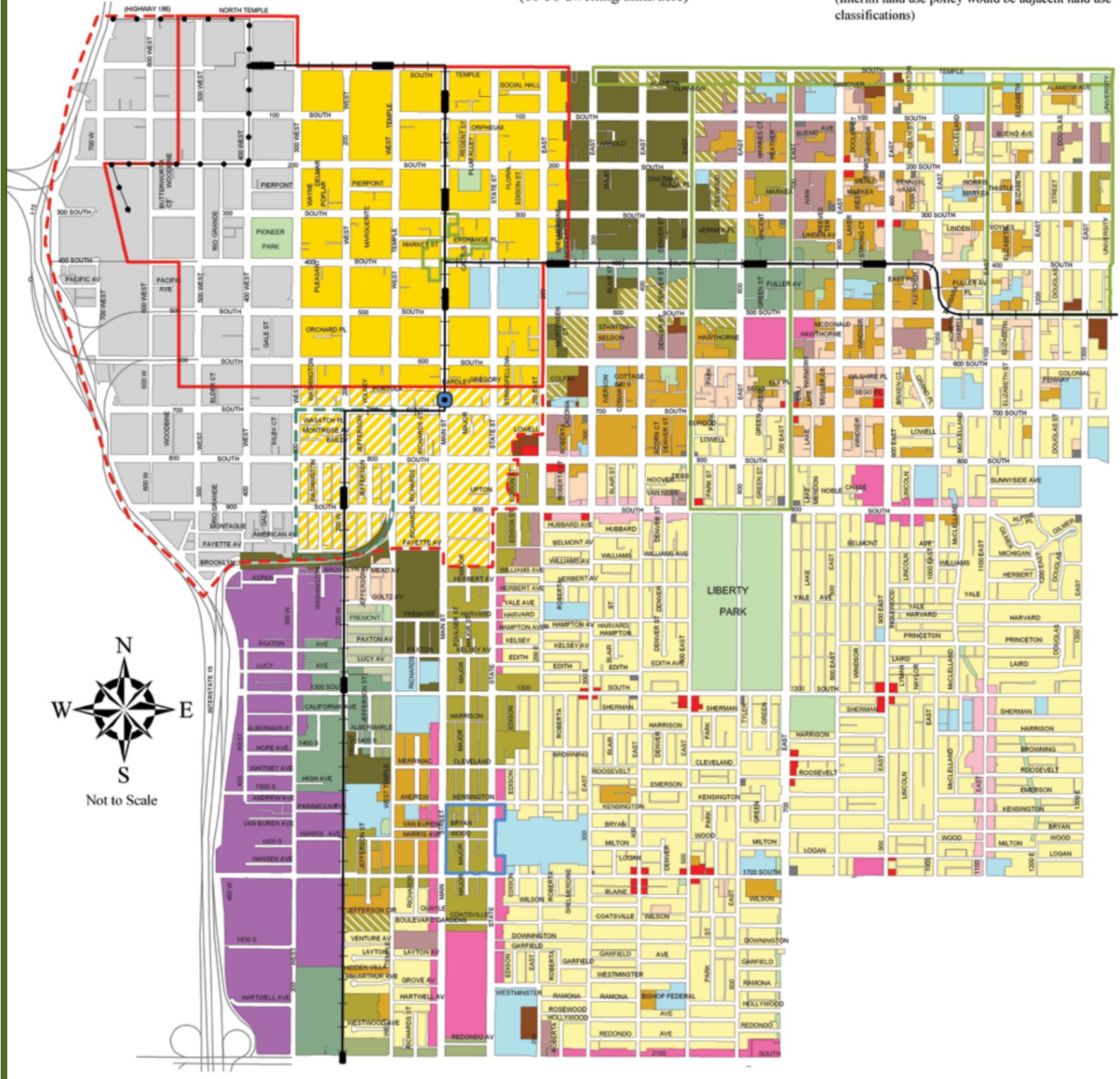
Map Legend

- Light Rail Stations
- Proposed Lightrail Stations
- Historic Preservation
- Light Rail
- Later Phase of Light Rail
- CBD Boundary
- CBD Support Boundary
- Salt Lake Community College/Future Expansion Area
- West Temple Gateway Plan

Future Land Use

- Low Density Residential (1-15 dwelling units/acre)
- Low Medium Density Residential (10-20 dwelling units/acre) *
- Medium Density Residential (15-30 dwelling units/acre) *
- Medium High Density Residential (30-50 dwelling units/acre)
- High Density Residential (50 or more dwelling units/acre)
- Low Residential/Mixed Use (5-10 dwelling units/acre)
- Medium Residential/Mixed Use (10-50 dwelling units/acre)

- Residential/Office Mixed Use (10-50 dwelling units/acre)
- High Mixed Use (50 or more dwelling units/acre)
- Neighborhood Commercial
- Community Commercial
- Central Business District
- Central Business District Support
- Regional Commercial/Industrial
- Low Density Transit Oriented Development (1-20 dwelling units/acre)
- Medium Density Transit Oriented Development (10-50 dwelling units/acre)
- High Density Transit Oriented Development (50 or more dwelling units/acre)
- Open Space
- Institutional
- Gateway Master Plan (Note: Future Land Use Shown in the Gateway Master Plan)
- Non-conforming properties to be evaluated for appropriate land use designation. (Interim land use policy would be adjacent land use classifications)



Goals of this master plan

Implementation of the goals, objectives and policies contained in this master plan can accomplish the following:

1. Protect and improve the quality of life for everyone living in the community, regardless of age or ability.
2. Improve and support community involvement, public participation, and neighborhood activism in the Central Community.
3. Provide a basis for funding specific programs that assist housing, capital improvement programs, and public services.
4. Provide opportunities for smarter and more creative development practices to better serve the community.
5. Prevent inappropriate growth in specific parts of the community.
6. Encourage specific types of growth in designated parts of the community.
7. Establish financial incentives to support alternative modes of mobility.
8. Preserve historic structures and residential neighborhoods.
9. Establish recommendations for better coordination and administrative review of construction projects and city applications.

Integration with the larger community

The goals of this Central Community Master Plan are in accord with regional, local and community visions. The Wasatch Front Regional Council, Utah Transit Authority, the State Department of Planning and Budget and the non-profit organization, Envision Utah, have created regional planning policy that relates to the Central Community. The State of Utah has adopted a quality growth strategy of establishing a regional vision as a resource to local community planning efforts.

Envision Utah identified six goals that need to be addressed to protect the environment and maintain economic vitality and the quality of life along the Wasatch Front from anticipated regional growth:

- 1) Enhance air quality,
- 2) Increase mobility and transportation choices,
- 3) Preserve critical lands,
- 4) Conserve water resources,
- 5) Provide housing opportunities for a range of family and income types; and
- 6) Provide efficient public and infrastructure investments.

Strategies to support these goals include:

- 1) Promoting walkable development,

- 2) Developing a region-wide transit system,
- 3) Fostering transit-oriented development,
- 4) Developing a network of bikeways and trails for recreation and commuting,
- 5) Supporting mixed-use, mixed-income, walkable neighborhoods, and
- 6) Preserving open lands and restructuring water bills to encourage conservation.

Salt Lake City has also initiated citywide vision statements that contribute to regional planning efforts. The City adopted *The City Vision and Strategic Plan for Salt Lake City*, (1993). The Final Report of the Salt Lake City Futures Commission, *Creating Tomorrow Together*, (1998) provides vision statements and recommendations for arts and culture, the built environment, economics, the natural environment, neighborhoods and the social environment. These are referenced guidelines of principles and policies in managing Salt Lake City's growth.

The *Central Community Master Plan* provides local guidelines and direction that assist in managing regional growth impacts by committing to consistent goals, policies and implementation strategies at the community level. The *Central Community Master Plan* also supports detailed specific plan areas and smaller master plans that are applicable to the community.

A VISION FOR THE CENTRAL COMMUNITY OF THE FUTURE

The intent of this Master Plan is to create a future for the Central Community based on four fundamental goals:

- Livable communities and neighborhoods
- Vital and sustainable commerce
- Unique and active places
- Increased pedestrian mobility and accessibility.

Future land use designations will assist the development and improvement of quality neighborhoods in response to typical city pressures. Designated land use development patterns of the master plan aid in the management of growth, particularly with respect to broader metropolitan sprawl issues. The Future Land Use map, supported through zoning regulations, serves as a guide towards creating a more livable community. A balanced approach towards vehicle and pedestrian mobility, land use, urban design, and regional planning policies will influence the future livability of the community.

Livable communities and neighborhoods

The plan's vision for livable communities is described by the following criteria:

Land use patterns are compatible with the characteristics of specific neighborhoods within the community.

- A variety of residential land use supports all types of housing and the affordability of the housing stock.
- Preservation of the housing stock is an integral part of maintaining neighborhood character.
- The appropriate transition of multi-family housing with mixed land uses in designated areas supports sustainable development within the community.

Various types of business land uses in scale with the residential community support livable neighborhoods.

Institutional land uses provide support services and amenities for the cultural, entertainment, and educational activities that bring balance and variety to the community.

- Institutional land uses are provided in or near light rail stations.
- The City and the school district coordinate on land use development and demographics to sustain and revitalize existing neighborhoods.
- Religious facilities located within the community provide a source of social and community activity.

Parks, Open Space and Recreational land uses are vital elements in the quality of life in the Central Community.

- Residents enjoy active and passive recreation space at a variety of park sites and open spaces.
- Recreation centers are developed in areas of higher density populations and minimal open space.

The transit system provides convenient and affordable mobility to make the community more accessible and more livable.

- Pedestrians use transit and walk comfortably to services, shopping, and recreational opportunities.
- City ordinances guide transit-oriented development to create people-places where people can meet, socialize, and recreate.

Historic preservation preserves older structures that contribute to the culture of the community.

- The City conducts professional reconnaissance level surveys and pursues new historic district designations.
- Design guidelines and review processes ensure that new construction is compatible with the surrounding areas and established land use patterns.
- The historic urban fabric is used as a building block form for the Central Community.

Urban design policies provide direction, creativity, preservation, and enhancement of safety to create "livable" neighborhoods. The City and master plan policies promote design excellence.

The City encourages natural resource protection for improving water and air quality and reducing soil contamination.

Vital and sustainable commerce

The following criteria outline the characteristics of a vital business and commercial component:

The Central Community has a business base that includes retail/ wholesale sales and services, light manufacturing, entertainment, and professional office land uses.

- The Central Business District's urban design elements are enhanced through land use regulations to strengthen its position as a vital and active regional center.
- Increased pedestrian accessibility and cultural activities encourage more housing that supports the employment center of the downtown area.

Business development strengthens the Central Community's employment and economic base.

- An enhanced built environment encourages employees to work and live in the Central Community and supports the creation of smaller locally owned businesses.
- Limiting planning and zoning restrictions on businesses to those instances that provide clear and substantial benefits to residents to sustain a business-friendly environment.
- The City works to improve regulations through an advisory board with advice and input from business owners and residents.

Institutional land uses generate employment opportunities and attract community and regional populations.

The City's support for farmers' markets, festivals, events, concerts, and public gatherings attracts a population to patronize surrounding businesses.

Historic preservation efforts contribute to commerce through tax credit benefits and special funding mechanisms that support the rehabilitation and preservation of community assets.

- Historic renovation supports employment of local craftsmen, architects, and other businesses.

- Historic preservation attracts tourists who patronize businesses in the Central Community.

Urban design policies assist in creating appealing and accessible commercial retail spaces.

Unique and active places

The following criteria emphasize the creation and preservation of places in the Central Community that serve as both local and regional destination points.

- New places where people can gather, meet, socialize, and recreate are created using design excellence and shared resources.
- Existing destination centers and gathering places are enhanced through urban design recommendations.
- The natural features that contribute to the community's unique geography are preserved.

Pedestrian mobility and accessibility

The criteria for pedestrian mobility and accessibility enhance the livability of the community and the protection of the environment.

Improving pedestrian mobility and safety through good urban design processes is a priority within the Central Community.

- Children, senior adults, and those with disabilities can access destination points without being threatened by vehicular movement.
- Continued successful traffic calming practices protects pedestrians from vehicle conflicts.
- Improved pedestrian movement along arterials and collectors ensures pedestrian safety.

Future parks are located where walking and bike paths provide direct access from residential neighborhoods and businesses.

Higher density residential land uses are located near commercial areas, light rail stations and open space.

Businesses have appropriate parking, traffic movement, and convenient vehicle and pedestrian access.

Transportation and land use planning are coordinated to accommodate pedestrians and bicycles and provide effective vehicle movement.

- The construction of additional light rail and commuter lines reduces the number of vehicle miles traveled in the region and community.

The following defines the intent of sustainable and compatible development with respect to the vision of the Central Community of the future:

Sustainable development meets the needs of the present while not endangering the ability to meet the needs of future generations and population of the community. To this extent the master plan provides a variety of land use policies that offers a framework to build the community and help create and preserve a sense of place. It does this through housing and transportation choices, open spaces, recreational and cultural attractions, and policies and incentives that promote neighborhoods. The plan policies are interrelated and link between protection of the environment, social well-being and an equitable economy.

Compatible development is land uses and structures that are designed and located in a manner consistent with the development patterns, building masses and character of the area in which they are located.

CENTRAL COMMUNITY NEIGHBORHOODS

In a built environment such as the Central Community, the configuration of existing land development, dependency on the automobile, disbursement of services and employment centers, identification by citizen's of their neighborhood and the regional aspects of businesses affect the definition of neighborhood.

Residents, property owners and business owners provided information to create the following definition for Central Community neighborhoods:

A diversified livable neighborhood in the Central Community is one where; educational and recreational resources are within walking distances, shopping and employment is close and accessible, pedestrian mobility is safe and a priority, the historic neighborhood fabric is respected and neighborhoods have integrity and identifiable characteristics.

The Final Report of the Salt Lake City Futures Commission, *Creating Tomorrow Together*, (1998) provides citywide guidelines compiled by seventy-five community members in an effort to establish long-term visions and recommendations. The Futures Commission created a vision of a typical neighborhood for Salt Lake City. The ideal neighborhood will:

- Be individual, family, elderly and youth oriented.
- Be diverse.
- Promote public safety and be crime and drug free.
- Be well maintained. Landlords, tenants and homeowners will share responsibility for keeping properties in good condition. Homeownership will be encouraged where possible.
- Have a well-maintained infrastructure that meets the needs of current and future citizens.
- Have close and easy access to open space.
- Have good traffic management that provides an adequate system for all modes of appropriate travel. Adequate off street parking will be available and will meet the needs of residents and characteristics of the neighborhood.
- Have good access to services for all residents.

Future land use designations assist the preservation of quality neighborhoods. The Future Land Use map in this plan will, when supported through zoning regulations, serve as a guide towards creating more livable neighborhoods. A balanced approach towards vehicle and pedestrian mobility, land use, urban design and regional planning will influence the community's future by supporting quality neighborhoods within the Central Community.

Neighborhood planning areas

The Central Community Master Plan consists of seven neighborhood-planning areas: Gateway, Downtown, Central City, East Central North, East Central South, Liberty, and People's Freeway. Within these planning areas there are several smaller neighborhoods. Some of these neighborhoods have existing specific plans addressing the entire area or portions of the neighborhood.

In the 2000 Census, the Central Community had 49,635 residents. This is a 10.4 percent increase from 1990 when the community's population was 44,961. Between 1990 and 2000, housing units increased from 24,412 to 24,975. In the ten year period the number of housing units increased by 2.3 percent. Table 1 shows the population and the number of housing units for each of the designated planning neighborhoods of the Central Community.

TABLE 1
2000 - Population and Housing Units

Neighborhood	Population	Housing Units
Gateway	1,147	288
Downtown	2,113	1,456
Central City	9,327	5,291
East Central North	13,333	7,419
East Central South	8,175	3,832
Liberty	12,488	5,545
People's Freeway	3,052	1,252
Central Community	49,635	24,975

Gateway neighborhood planning area

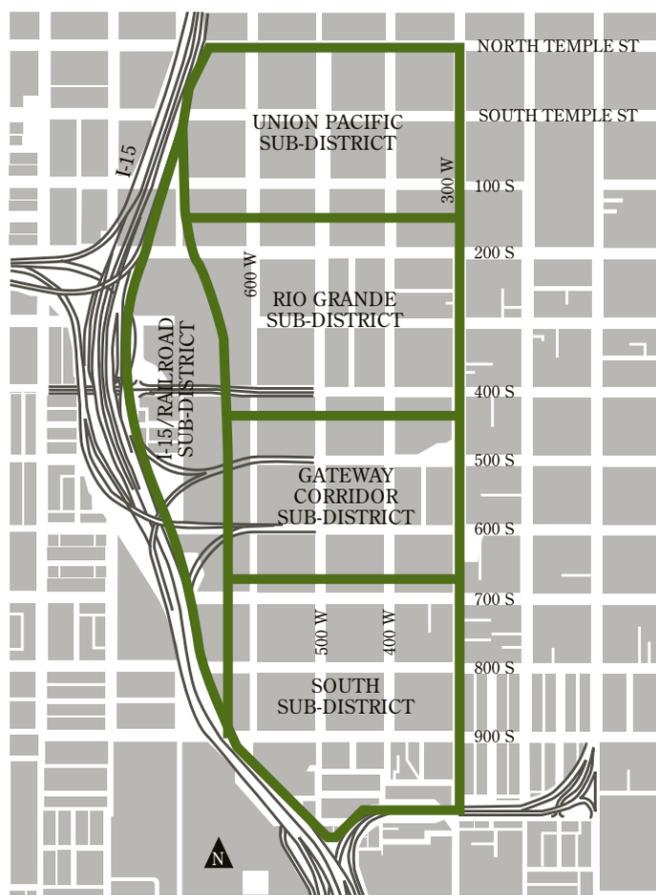
Geographic description

The Gateway neighborhood is located between North Temple and 900 South Street from Interstate-15 to 300 West Street. The Gateway area planning policies were set in place with the adoption of the Gateway District Land Use and Development Master Plan and with the Gateway Specific Plan in 1998. The Gateway Master Plan policy encourages development that strengthens and complements the Central Business District. The plan also encourages a mix of uses to promote diversity in jobs, residents and visitors that balance neighborhood needs, create a vital street life and character, and results in a thriving local economy.

Neighborhood sub-districts

The Gateway neighborhood is an urban neighborhood consisting of several sub-districts: the I-15/Railroad sub-district, the South sub-district, the Gateway Corridor sub-district, the Rio Grande sub-district and the Union Pacific sub-district.

- The I-15 / Railroad sub-district is predominantly a manufacturing, distributing and industrial area with several large employers. This area is expected to evolve into a major open space feature with both public and private sports facilities.
- The South sub-district is ideally located for uses that complement and support the Central Business District such as distribution, catering and incubator settings where small businesses can develop and grow.
- The Gateway Corridor sub-district is a major arrival and departure area for the Gateway. It is a mixed-use environment including residential, commercial,



Gateway Neighborhood and sub-districts

and manufacturing land uses. This area will include hotel/motel facilities, civic structures and high-density housing.

- The Rio Grande sub-district is located around the historic railroad depot. Existing warehouse buildings have established an architectural character that is similar in materials, scale and design. Many buildings have been or will be adapted to new uses. This mixed-use area will provide a variety of housing types combined with retail commercial uses such as shops, restaurants, day care, galleries, and studios.
- The Union Pacific sub-district at the northern end of the Gateway is located around the Union Pacific Depot. New development around the depot will form the neighborhood, but the depot will remain a center of interest. The focus of development will be on visitor attractions, museums, educational facilities, shopping, theme/entertainment retail, open space, major employment, residential and hotel and cultural uses.

Historic and neighborhood description

The Gateway neighborhood developed as the railroad terminal district. The area had its origin with the coming of the railroad in 1869. Buildings within the terminal district included warehouses, a lumberyard, small businesses, churches, and private residences. The area extended from 300 West to 600 West and from the Union Pacific Depot on the north at South Temple to the Denver and Rio Grande Depot on the south at 300 South Street. By 1900 the tracks of fifteen railroads extended into the Gateway area. The central historic features of the railroad terminal district were the warehouse district and ethnic neighborhoods. Italians concentrated near the railroads where many of them worked. Along 200 South between 400 and 600 West Streets Greeks developed a close community. A Japanese neighborhood developed just east of the Gateway neighborhood on 100 South between West Temple and 300 West Street.

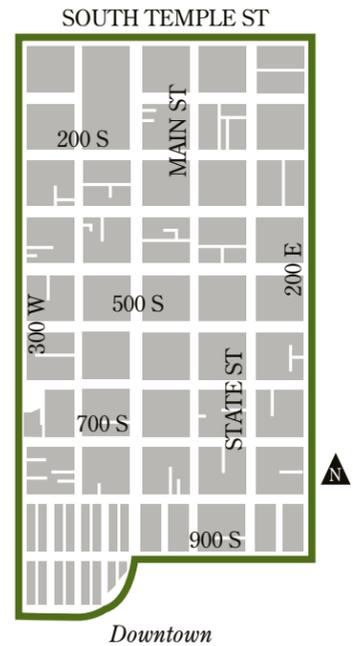
Demographic profile

In the 2000 Census, the Gateway neighborhood had 1,147 residents. This is a 60 percent increase from 1990 when the population was 718. Between 1990 and 2000, an additional 288 housing units were built in the area.

Downtown neighborhood planning area

Geographic description

Downtown Salt Lake City is the "central place" for the Wasatch Front. The planning area extends from South Temple to 900 South between 300 West and 200 East. The Downtown core is generally described as the area extending from South Temple to 400 South and West Temple to 200 East. Downtown is anchored at the north by the LDS Church temple and headquarters, the Salt Palace convention center, and the Main Street retail area, with two regional scale malls. The Downtown area contains a strong civic center with court complexes and the City and County Building, as well as the City's theater, art and hotel districts.



Downtown

The land use policy directions for this area are contained in the *Downtown Master Plan* adopted in 1995. Significant urban design policy for the Downtown area is identified in the City's *Urban Design Element*. These plans articulate the vision of Downtown with essential goals and objectives to direct the future.

Central Business Improvement District. The Central Business Improvement District (CBID) mixes entrepreneurial activities with the task of marketing and advocating for the downtown area for the benefit of the property owners, businesses, and citizens who live there. It is a focused, private sector driven approach to downtown problem solving. Since 1991, the Downtown Alliance, representing downtown property owners and businesses, and Salt Lake City Corporation have joined together in a partnership to enhance and strengthen the downtown area. The CBID special assessment funds planning, marketing, activities, and business enhancements to downtown beyond those provided by Salt Lake City. It is desirable that the boundaries of the CBID coincide with those properties that gain specific benefit from the functions of the Downtown Alliance.

The Central Business Improvement District is renewed every three years. The current boundary of the CBID is approximately the area between North Temple to 450 South and between 450 West to 250 East. The district includes approximately 35 blocks. Some of the events and activities sponsored by the Downtown Alliance are First Night Salt Lake City, Downtown Farmers' Market, Holiday Lighting, Downtown Banners, "Live It Up Downtown" and a variety of other marketing and promotional initiatives.



Main Street, 1868

Historic and neighborhood description

The present business district was a part of the original Salt Lake City "Mormon Village." Two factors were crucial in the evolution of Salt Lake City towards a contemporary city: The coming of the railroad in 1869 and the formal decision of the LDS Church in 1890 to integrate itself into the mainstream of American society. Utah's geographic isolation ended with increasing numbers of non-Mormons brought in by the railroad. With the development of large-scale mining, the area changed from an agrarian economy to a diversified economy.

There was no provision in the original plan of Salt Lake City for a business district. However, beginning in 1850, one began to develop. It was centered on the west side of Main Street between South Temple and 100 South Street. In the late 1860's commercial development began to accelerate, the business district began to expand. By the turn of the century it extended one block deep along both sides of Main Street from South Temple to 400 South Street.

The early commercial buildings were mainly one or two stories high and constructed of wood or adobe. Between 1880 and 1920, the city's population increased nearly six times from 20,000 to 118,000. One consequence of this growth was a building boom of multi-story masonry structures. By the late nineteenth century the Salt Lake City downtown began to take on its present shape.

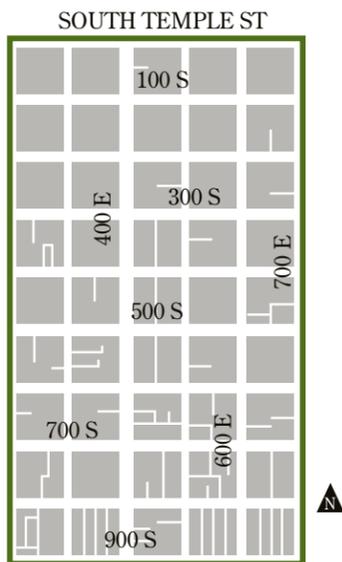
Demographic profile

In the 2000 Census, the Downtown neighborhood had 2,113 residents. There were 1,456 dwelling units in the Downtown neighborhood.

Central City neighborhood planning area

Geographic description

The Central City neighborhood is located between 200 East and 700 East from South Temple to 900 South. It is adjacent to the Central Business District and is traversed by major streets in both east-west and north-south directions. Due to its central location between the University of Utah and the Central Business District, a lot of vehicular traffic travels through the neighborhood. The boundaries encompass a variety of residential and business uses ranging from single-family dwellings to high-density apartment units, offices and businesses.



Central City Neighborhood

This area is made up of two distinct neighborhoods: East Downtown (north of 400 South) and Central City (south of 400 South). The Central City Historic District, located between 500 and 700 East from South Temple to 900 South (roughly) was designated locally in 1991. It is also a National Register historic district.

Historic and neighborhood description

Like much of the Central Community, this area owes its early development pattern to a varied version of the "Plat of the City of Zion," the plan devised by L.D.S. Church founder Joseph Smith. This plan consisted of ten-acre blocks separated by streets 132 feet wide. The blocks themselves were divided into eight lots of 1.25 acres each, enough to accommodate a family and agricultural needs of everyday living, such as a vegetable garden, fruit trees and a few livestock and chickens. Events during the 1870's modified the development pattern of the ten-acre blocks.

One of the difficult design problems of the ten-acre blocks in the Central City neighborhood is that the "local" streets are 132 feet wide. These wide streets make it difficult to provide a sense of neighborhood between residents living across the street from one another. The wide streets provide access for through traffic and several have two travel lanes in each direction, oftentimes with a continuous left turn lane. Other streets, such as 700 South, have large park strips with cutback angled parking to narrow the driving area of the street which helps to encourage slower traffic.

The 400 South corridor became a major thoroughfare between the Central Business District and the University of Utah and a major entry into the Central Business District. Retail strip commercial land uses developed along this thoroughfare. The 500 and 600 South one-way couplets developed with the interstate construction and encourage large volumes of traffic isolating the two neighborhoods.

East Downtown neighborhood. East Downtown is the residential center closest to the Central Business District. Historically, this area contained the largest

number of apartments and rooming houses in the City and has been identified as the medium to high density housing area in all planning efforts. Historic apartment buildings, large tree lined streets and center street medians were characteristic of East Downtown. The historic apartment buildings, ranging from 12 to 30 units, were constructed from 1905 to 1930. Many of the historic apartments in East Downtown are eligible for federal and state rehabilitation tax credits because they are either eligible to be listed individually on the National Register or are located in the Central City National Register Historic District.

Because of its proximity to Downtown, its less expensive land and its attractive setting with landscaped park strips and wide tree-lined streets, the area has been under pressure to change from its original medium and high-density residential character to commercial/office use. Some of the older original apartment buildings and most of the single-family residential units have been replaced with commercial office structures. The accelerated rate of erosion and demolition of housing units threatens the residential viability and character of the area.

Since the 1990s, the City has refocused office development within or west of the Central Business District. This has taken pressure off the East Downtown neighborhood for non-residential development. In addition, the City adopted a residential mixed-use zoning district that encourages the development of new higher density residential development.

Central City neighborhood. The Central City Neighborhood conforms to the general history of the City. The neighborhood character is by single-family homes and apartment complexes in ten-acre blocks divided up by alleys, interior court streets, commercial strips, and civic centers. The carving up of the ten-acre blocks with inner-block streets is still apparent, but many of these small streets have been absorbed by parking lots, so that the only evidence of them is a street sign. Several large businesses were located in this neighborhood including Troy Laundry at 431 South 600 East (demolished) and the Utah Light and Railway Company, now Trolley Square, built on what had been the Tenth Ward farm.

Central City began to change shortly after the turn of the century. Many of the area's affluent residents moved out to newer neighborhoods and as a result, the construction of large, fashionable homes in Central City declined. Its proximity to the congestion of the Downtown and nearby industries contributed to the transition of the area to a residential neighborhood with lower-income families and people in transient stages of their lives. Consequently, the neighborhood has a concentration of renters. An increase in speculative activity caused large older houses to be divided into apartments, converted to businesses or demolished.

Land use conflicts, specifically the adverse impacts of commercial and business expansion into the Central City residential neighborhood, became a major concern. Many homes were abandoned during the Depression and the neighborhood became stigmatized as a deteriorating area. By the end of World War II, the population of the area had begun a steady decline and the majority of those residents remaining were elderly or individuals with low incomes. Several schools closed during the 1950s. Office buildings and other commercial development encroached and Central City lost much of its physical association with both its early roots and its early twentieth century development. The fact that it never developed as a fashionable neighborhood has preserved one of its greatest assets: its eclectic architectural character. In the 1960s, federal rehabilitation funds were used in Central City to start the long struggle to revitalize the area. One example of the reinvestment was the construction of the Central City Community center in 1968-1969.

When the blocks were cut up in the beginning of the 1900s, small interior courts were developed with streets which are very narrow and do not allow parking. Many of the residential structures were built with small front yard setbacks and no curb, gutter, sidewalk or off-street parking. This has created parking problems and a lack of open space for the residents. To address this issue, several "block redesign" projects were undertaken between the late 1970s and the early 1990s. In many instances, streets were reconstructed and interior courts were connected to improve circulation. Several of these interior courts have City-owned residential parking lots for use by the residents and their guests. In addition, some small mini-parks have been developed to provide residents with needed open space.

Demographic profile

In the 2000 Census, the Central City neighborhood had 9,327 residents. This is a 14 percent increase from 1990 when the population was 8,180. The number of school age children decreased by three percent from 1,509 in 1990 to 1,460 in 2000. The number of residents 65 years or older increased by 15 percent with 1,269 seniors in 1990 and 1,460 in 2000.

Between 1990 and 2000, an additional 200 housing units were built in the area. Of the 5,291 units, 714 or 13 percent are owner occupied. This percentage has stayed the same since 1990. In 2000, approximately 13 percent of the housing units were vacant. This rate is down from 19 percent in 1990.

Issues within the Central City neighborhood

Streets and circulation

- Encourage residents' ability to minimize the use of private automobiles by providing services for residents within walking distance of their homes.
- Improve the public transportation system since almost half of all trips made by residents of East Downtown are pedestrian or public transit trips.
- Introduce reduced street width and street park elements in residential neighborhoods.
- Plant a double line of trees on both sides of 500

and 600 South to minimize the major transportation conflicts between residential uses and high volume traffic on these streets.

- Construct medians and reduce the widths of north/south streets, particularly 400 East, to interject a residential character and provide safer residential activities.
- Preserve the historic 25-foot wide tree lined park strips.
- Reintroduce plant materials in the medians of 700 East.
- Install pedestrian oriented lighting and reduce light pollution.
- Target at-grade parking lots for mixed-use development projects.

Residential

- Encourage the expansion of the housing stock in ways that are compatible with the historic character of the neighborhood.
- Discourage demolition or loss of housing and the deterioration in the condition of housing units.
- Provide more three and four bedroom housing units and public recreational amenities, especially for children.
- Ensure that land-use policies reflect a respect for the eclectic architectural character so that this area does not remain as just an interim zone between Downtown and more desirable neighborhoods to the east and north.
- Ensure that historic preservation is the priority in this area.
- Place special emphasis on buffers, transition zones, or insulation to minimize negative impacts from incompatible uses.

Parks and recreation

- Create more open space and recreational areas in the East Downtown neighborhood.
- Create appropriate recreational and commuter bike paths and jogging routes.

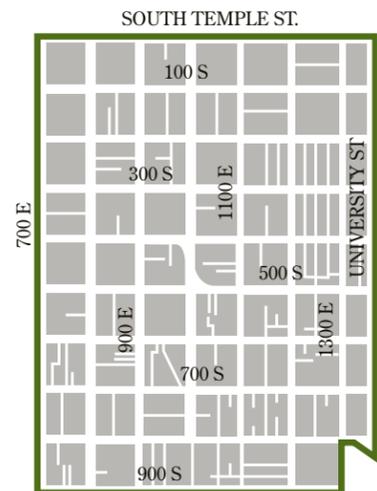
Commercial

- Focus commercial activity on providing services to the area residents and not on competing with the Central Business District.
- Replace commercial strip development with more diverse and pedestrian oriented activities with a mixture of retail, entertainment and restaurants.
- Minimize the negative impacts associated with Trolley Square, especially parking and congestion.

East Central North neighborhood planning area

Geographic description

The East Central North neighborhood is located between 700 East and University Street from South Temple to 900 South. Major high traffic streets traverse the area in both east-west and north-south directions: 700, 900 and 1300 East; 100, 400, 500, 600, 800 and 900 South. There are a wide variety of land uses from single-family dwellings to high-rise apartments, small commercial developments, offices and major institutions.



East Central Neighborhood

The different neighborhoods in the area maintain a sense of unity owing to the mature landscaping and unified setbacks, small shops, office buildings, student housing, large Victorian residences, and bungalows. This area also includes several significant institutional buildings, including Douglas School, the Tenth Ward, St. Paul's Episcopal Church, Our Lady of Lourdes Church, Judge Memorial High School, and the Newman Center. The University of Utah abuts the eastern boundary. One of the unique cultural sites in the City, Gilgal Gardens, is also located in this area.

Historic and neighborhood description

The area includes several distinct neighborhoods: Bryant; Bennion; University; and Douglas. The eclectic nature of the architecture found in this district includes fine examples of early adobe farmhouses, flat-roofed double houses, frame cottages in the inner blocks, substantial late Victorian homes, and large apartment buildings constructed in the 1950's and 1960's. The single-family residences constructed from the late 1800's through the 1940's include examples of numerous housing styles.

Bryant neighborhood. The Bryant neighborhood is located between 700 and 1000 East from South Temple to 400 South. The layout of the lots and the residential architecture of the Bryant neighborhood are similar to those found in the neighborhoods directly west, across 700 East in the Central City area. Both have the same 10-acre blocks and several examples of early, adobe Greek Revival architecture. It has a rich collection of

many architectural styles, including handsome large homes with classical porticos and expansive porches.

The neighborhood also has well-preserved inner courts unlike those farther west. These small streets that penetrate the ten-acre blocks, such as Dooley and Strong courts are still lined with small cottages dating from the beginning of the twentieth century. The combination of imposing homes on the main streets and the small dwellings of the inner-block courts indicate that the population of this area has always been a mixture of the rooted and the transient and the upper and lower income classes. The proximity to the Central Business District and the University of Utah campus prompted early development of the area and was a major factor in the original zoning of this neighborhood for mixed residential uses and larger scale apartments. Pressure to develop or redevelop into higher densities has become one of the most significant issues confronting this area.

This neighborhood has a high incidence of institutional land uses. It contains the Salt Lake Regional Hospital, the Salt Lake Clinic, and many associated offices, medical clinics, and extended care facilities. Bryant Junior High School is the main educational institution. The neighborhood also has a considerable commercial presence along 400 South and several large historic homes scattered throughout. Consequently, there are a large number of conditional use designations, which impact the residential quality of the neighborhood. This neighborhood was listed on the National Register in 2001.

Bennion neighborhood. The Bennion neighborhood is located between 400 South and 900 South from 700 East to 1000 East. The neighborhood was laid out in the historic 10-acre block pattern. Several interior courts developed between 1900 and 1930. This neighborhood was part of the Tenth Ward, the “Ward of Industry,” so named because it was the first to have a co-op and also have several other light industries. The Tenth Ward meeting house, located at 400 South and 800 East, built in 1873 and recently restored, is the oldest LDS ward house still in continuous use. The Salt Lake Brewing Company at 500 South and 1000 East, established in 1871, affected the development of this area. Remnant signs of the brewery, such as Fletcher Court, which housed brewery workers, is located directly west of the bottling works.

As an industrial area, this neighborhood developed as a working class neighborhood from 1870 to 1900. The Great Depression decreased pressure from industrial developers to invade residential neighborhoods and instead many single-family homes were converted into multi-unit rental properties. During World War II, workers migrated to Salt Lake City to take advantage of the multitude of war related jobs. The influx of laborers caused a housing shortage that resulted in even more of the single-family homes being divided into apartments. This further threatened the stability of the already fragile neighborhood. The neighborhood continued to deteriorate and beginning in the 1960s and 1970s, blighted houses were replaced with new apartment buildings and commercial structures that were not compatible in scale and style with existing buildings.

The neighborhood includes a mixture of many architectural styles including bungalow, central block with projecting bays, shotgun, Italianate, Second Empire, Victorian and Queen Anne. Period Cottages, apartments and post WWII era cottages are also present. The majority of the buildings in the neighborhood are residential, mostly single-family detached dwellings. Forty-two percent of the residential structures in this neighborhood were built between 1901 and 1922. Most of the apartment buildings in the neighborhood were built during the post World War II era.

University neighborhood. The University neighborhood is located between South Temple and 500 South from 1000 East to University Street. For the most part this neighborhood grew during a period from 1890 to 1915, a time when the City’s population doubled. About sixty percent of the existing buildings in this neighborhood were built before 1920 and represent a wide range of housing styles. The population of the neighborhood included both businessmen and professional people such as University educators, who built fine homes along 100 South and 1200 and 1300 East. During the University of Utah’s early growth, a few boarding houses and apartments were constructed in this neighborhood. When the University experienced a large influx of students after World War II, homes were converted into apartments to accommodate students rather than constructing large apartment buildings, and a small commercial district developed on 1300 East. This neighborhood was designated as a local historic district in 1991 and is also listed on the National Register of Historic Places.

Douglas neighborhood. The Douglas neighborhood is located between 500 South and 900 South from 1000 East to 1350 East. It consists mostly of low-density single-family dwellings, predominantly of Bungalow style, although student apartments are disbursed throughout. Judge Memorial High School has impacted the local traffic circulation patterns and availability of on street parking for area residents. To help decrease the impact of through traffic, the City erected a barrier on 800 South and 1100 East, preventing continuous north/south traffic flow on 1100 East across 800 South.

Demographic profile

In the 2000 Census, the population of the East Central North neighborhood increased nine percent from 12,235 residents in 1990 to 13,333 residents in 2000. The number of school age children has decreased 24 percent from 1,946 in 1990 to 1,480 in 2000. The number of residents 65 years or older has decreased by 31 percent from 1,690 in 1990 to 1,168 in 2000.

Between 1990 and 2000, approximately 275 additional housing units were added in this area. Of the 7,419

housing units, 23 percent (1,741) are owner occupied, same percentage as 1990. Approximately 10 percent of the housing units were vacant in 2000. This is a decrease from 11 percent in 1990.

Issues within the East Central North neighborhood

Institutional

- Work with the University to help find solutions to conflicts between fraternity / sororities and the area residents.
- Ensure that the reuse of school buildings is compatible with the neighborhood uses.
- Minimize the negative impacts of institutional uses on the neighborhood.
- Control non-conforming medical clinics in the neighborhood.
- Analyze the number of conditional uses, including those in City designated Landmark Sites, to prevent a net cumulative adverse impact on the community and the City.

Historic preservation

- Protect designated historic resources and National Register properties.
- Ensure that transit-oriented development and other development patterns are consistent with historic preservation goals.

Streets and circulation

- Provide adequate amounts of recreational and open space.
- Plant more trees in the park strips and on center medians.
- Address issues relating to business and university student on-street parking as it negatively impacts residential neighborhoods.
- Ensure that adequate off-street parking is provided for specific land uses.
- Improve infrastructure and circulation patterns for interior streets / courts.
- Improve circulation of transit other than the private automobile, including pedestrian, bicycle and mass transit.
- Implement traffic calming policies.
- Improve the intersection at 1200 East and 300 South.
- Improve pedestrian circulation around the 900 East 900 South commercial node.

Commercial

- Ensure that commercial development is compatible with any adjacent residential land uses.
- Make the existing commercial area from 200 to 300 South and 1300 East to University a more pedestrian-oriented and aesthetically improved area.

Residential

- Reduce excessive density potential, stabilize the neighborhood, and conserve the neighborhood’s residential character.
- Improve zoning enforcement, including illegal conversion to apartments, yard cleanup, “slum lords,” etc.
- Encourage higher density housing in East Downtown, Downtown, and Gateway to decrease the pressure to meet those housing needs in this neighborhood.
- Ensure new multi-family development is carefully sited, well designed, and compatible in scale.
- Provide more affordable housing (owner occupied and rental).

Public facilities and regulations

- Evaluate existing master plan policies and recommendations for this neighborhood and determine how to implement them in the most effective and timely manner.
- Improve crime prevention and police action especially in terms of drug trafficking and graffiti.
- Enforce dog leash laws.
- Improve infrastructure, curb, gutter, and sidewalk.
- Develop better coordination between various City departments prior to issuing permits.

East Central South neighborhood planning area

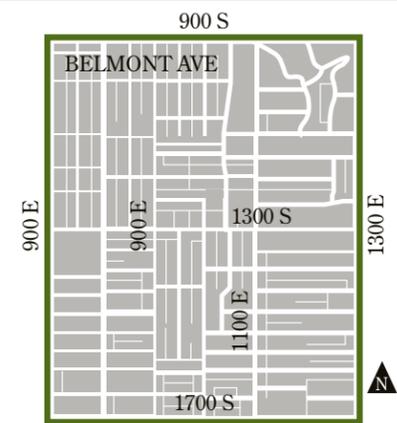
Geographic description

The East Central South area is located between 900 and 1700 South from 700 to 1300 East. This neighborhood has a fairly homogeneous development pattern mainly made up of single-family detached dwellings. The neighborhood is characterized by a grid pattern of streets except for the Gilmer Park area in the northeast which has winding streets. Small-scale commercial development is located along 1100 East Street. The popular 900 South 900 East neighborhood commercial node is located on the northern edge of this neighborhood. The residents, especially those living on the western edge of the neighborhood, are within walking distance of Liberty Park. Major traffic generating streets in the area include 1300 and 1700 South and 700, 900, 1100, and 1300 East.

Historic and neighborhood description

East Liberty Park neighborhood. The East Liberty Park neighborhood is located between 900 South and 1300 South from 700 East to 1100 East. The neighborhood was one of the first streetcar suburbs in the Big Field Survey area. It is a quiet urban-suburban neighborhood of mixed single family, duplex, and small apartment houses with an intermingling of businesses and offices. Much of the area was platted as subdivisions by 1890, although the 1893 depression interrupted several developers’ plans. By 1925 most of the area was filled in with modest single-family dwellings with architectural styles ranging from cottages to bungalows, reflective of the forty years of development in the area. The original residents of this neighborhood were working and middle-class families.

Mature trees line the streets and sidewalks in East Liberty Park. Homes are setback typically less than 20 feet. The streets and sidewalks are used for walking,



East Central South Neighborhood

cycling, and meeting people. Residents treat the parkstrips and sidewalks as extensions of their homes and they are used for conversations as well as travel.

The East Liberty Park neighborhood was the suburb of its day providing modest, affordable housing. Even though housing prices have increased, the neighborhood affords opportunity for first time homebuyers. Originally built apartments and duplexes, as well as conversions from single-family to multi-family dwellings provide rental housing. A few of the larger single-family homes are used as group homes and other alternative living opportunities, as well for businesses. The land use is predominantly low-density residential and residents are proud and protective of the mixed use they do have. Daughters and sons of long time residents come back to the area to live. East Liberty Park is a comfortable neighborhood that needs occasional infrastructure improvements.

Residents are not threatened by a dwelling or building being rebuilt, or by buildings with higher density than the suburban single-family model, nor are they uncomfortable with a certain amount of non-conforming uses. They are committed to protecting a neighborhood where mature trees are the tallest feature of the landscape, and where sidewalks and parkstrips are extensions of their front rooms.

Gilmer neighborhood. The Gilmer neighborhood is located between 900 South and from 1100 East to 1300 East. The neighborhood developed in the early decades of the 1900s. The noticeably different visual quality of the neighborhood is created by a combination of sloping terrain, terraced yards, uniform setbacks and spacing, landscaping (especially the rows of trees lining these streets), and the architectural quality of many of the houses. The Gilmer Park area of the neighborhood is located between 900 South and Harvard Avenue (1105 South). This area has curving streets that is unique from the grid street system in the East Central area. The Gilmer Park area is listed on the National Register of historic Places.

Emerson neighborhood. The Emerson neighborhood, historically known as Lincoln Park, is located between 1300 and 1700 South and from 700 East and 1300 East. The area was originally developed by non-Mormon contractors, many of whom were part of the land speculation boom that collapsed in the 1893 depression. The original structures were inhabited by newly arrived non-Mormons who lived in this suburb to avoid the difficulties of trying to integrate themselves in the established LDS wards. The Griffith Development located in the vicinity of Logan Avenue between 900 and 1000 East represents speculative housing, City expansion and non-Mormon settlement patterns in Salt Lake City. It remains the most intact example of this change in land ownership and use. These properties are individually listed on the National Register of Historic Places.

Demographic profile

In the 2000 Census, the East Central South area had 8,175 residents, a three percent decrease from 8,400 in 1990. The number of school age children declined by 25 percent from 1,685 in 1990 to 1,268 in 2000. The number of residents 65 years or older decreased by 36 percent from 1,160 in 1990 to 740 in 2000.

In the East Central South neighborhood, the number of housing units has remained the same since 1990 at 3,832 units. In 1990, 288 housing units (8 percent) were vacant, whereas in 2000 the vacancy rate decreased to 227 housing units (6 percent). The number of owner occupied housing units increased from 1,994 (52 percent) in 1990 to 2,127 (56 percent) in 2000.

Issues within the East Central South neighborhood

Residential

- Address issues relating to the Residential Business RB zoning district along 1100 East.
- Protect low-density residential land uses along the east side of 700 East.
- Address incompatible infill development.
- Preserve the residential land uses along 1300 East and do not allow the widening of the street.

Circulation

- Minimize vehicle congestion on 1300 and 1700 South.
- Address ways to alleviate commuter cut through traffic on local streets when the one-lane arterials, such as 900 1300 and 1700 South are congested.

Liberty neighborhood planning area

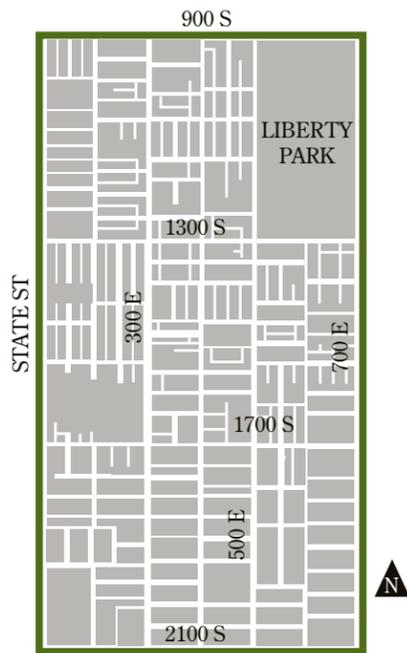
Geographic description

The Liberty neighborhood is located between 900 and 2100 South from State Street to 700 East. The area includes open space areas such as Liberty Park, various institutional uses such as the South Campus of the Salt Lake Community College and St. Joseph’s Villa, and public land uses such as the Salt Lake County

Government Center. The area contains a mix of land uses from strip commercial development along State Street to small neighborhood businesses including the locally owned ethnic commercial business district located along 900 South between State Street and 500 East. The main land use in the area is single-family detached residential dwellings.

Historic and neighborhood description

The "Big Field," was historically laid out in parcels of five acres to accommodate mechanics and artisans in the Plat of Zion. This area was eventually developed into small lots for numerous "streetcar subdivisions." In the late 1880s several residential developments appeared south of 900 South. These subdivisions followed the development of public transportation systems and were part of the change in Salt Lake City from a rural to an urban use of land. Public transportation systems enabled persons to easily commute from their homes to jobs and businesses in the commercial and industrial section of town. It was the reverse of the Mormon city plan, which encouraged residents to live in a village community and travel to their farms on its outskirts.



Liberty Neighborhood

Neighborhoods reflect the changes of land use in the City as it has developed and expanded. Much of the low-density housing in this area was built between 1910-1940. These structures were built up quickly on land that had previously been almost entirely vacant. The houses in these subdivisions were usually built as speculative houses of very similar design, often based on the simple, economical, and popular bungalow style. Most of the neighborhoods in this area have at least a few of these older houses along with newer residential and commercial structures built during ensuing decades on either vacant lots or previously occupied sites. The newer houses, most of which were built before 1940, generally conform to the scale, setback, and proportions of their neighborhoods. However, the larger apartment and other multi-family dwellings, especially those built after 1940, radically alter the composition of the neighborhoods.

Three of the most historic sites in the Liberty area are the Wilford Woodruff farmhouse (the 1604 South 500 East home of the fourth president of the LDS Church), the site of the first encampment (500 East and 1700 South), and Liberty Park (originally Brigham Young's farm before it was sold to the City as a park in 1882).

Demographic profile

In the 2000 Census, the Liberty neighborhood had 12, 488 residents compared with 11, 361 in 1990; a ten percent increase. The number of school age children has increased eleven percent from 1,879 in 1990 to

2,083. The number of residents 65 years or older living in this area has decreased by 24 percent from 1,948 in 1990 to 1,487 in 2000.

Between 1990 and 2000, there was an increase of 65 dwelling units in the area. Of the 5, 545 units, 49 percent (or 2,711) were owner occupied. This is down from 55 percent owner occupancy in 1990. In 2000, six percent of the housing units were vacant. This is down from ten percent in 1990.

Issues within the Liberty neighborhood

Commerce

- Eliminate the problems associated with the pawnshops, prostitution, and undesirable activities on State Street.

Institutional

- Prohibit the expansion of the Community College onto surrounding residential properties.
- Retain the tree-lined street of 1700 South.
- Interface institutional and residential land uses.

Streets and circulation

- Improve the linear parkway along the west side of 700 East.
- Reconfigure the vehicle lanes along 500 East between 900 South and 1300 South.
- Alleviate traffic congestion on 1700 South.
- Complete the bike lanes 300 and 600 East.
- Develop ways to decrease car prowls (both at residences and houses of worship) where inadequate numbers of off-street parking exist.

Regulations

- Increase zoning enforcement.

People's Freeway neighborhood planning area

Geographic description

The People's Freeway neighborhood is generally located between 900 South and 2100 South from Interstate-15 to State Street. A mixture of residential (mainly low-density single-family dwellings), major commercial and manufacturing uses characterize the area. The majority of residential development in People's Freeway is located between Main Street and the railroad tracks (approximately 200 West). There are no public elementary schools located in the People's Freeway neighborhood. Residential land uses are interspersed with major roadways making pedestrian circulation very difficult.

The north / south light rail line runs through the neighborhood along the existing railroad line at approximately 200 West. Current zoning encourages transitioning from older single-family housing to transit-oriented development including higher density residential than currently exists.

Heavy commercial and light industrial development is located west of the railroad tracks. Several car dealers and auto related businesses are located on Main Street between 900 and 1300 South. Franklin Covey Field is also located in this neighborhood. Due to the neighborhood's location between major arterial streets, there is little east/west through access onto the residential streets.

Historic and neighborhood description

The early residents of the northern area of People's Freeway (900 to 1300 South) were mostly farmers. Artisans and small businessmen such as shoemakers, weavers and carpenters also lived in the area. Most homes in this neighborhood are fifty years old or older and are modest in appearance. West Temple Street has larger well-kept homes and mature street trees. There are groupings of Post-World War II developments (mainly bungalows) along cul-de-sac residential side streets in the southern part of the area such as Layton, MacArthur and Westwood Avenues. Especially notable is the inner court design of Boulevard Gardens, located at approximately 1780 South West Temple, where the homes face inward onto a landscaped parkway rather than to the street, providing a more intimate and private setting.

The location of Interstate-15 through this area of the City since the 1950s has reinforced the pressures over the years to convert formerly residential areas to business and commercial activities. The availability of major transportation modes is convenient for businesses located throughout the area; however, they act as barriers to the homes and reduce the intimate feel and character of the residential neighborhood.

Over the past several years, the existing housing stock of single-family residential structures has been discovered as an enclave of affordable housing opportunities located close to the Central Business District. This area has been under significant pressure for commercial development for low intensity service commercial uses.



People's Freeway Neighborhood

Demographic profile

In the 2000 Census, the People's Freeway neighborhood had 3,052 residents, an increase of 11 percent from 2,744 in 1990. The number of school age children increased 16 percent from 570 in 1990 to 662 in 2000. The number of residents 65 years or older decreased by 43 percent from 426 in 1990 to 242 in 2000.

Between 1990 and 2000, the number of housing units decreased six percent from 1,328 in 1990 to 1,252 in 2000. The percentage of owner occupied housing increased slightly from 39 percent in 1990 to 40 percent in 2000. Approximately 15 percent of the housing units in 1990 were vacant whereas seven percent were vacant in 2000.

Issues within the Peoples Freeway neighborhood

Residential

- Mitigate impacts relating to the adjacency of residential and non-residential / heavy commercial land uses.
- Address ways of transitioning the northern portion of the neighborhood from the historic character of low-density residential development to one of transit-oriented development.
- Address noise and parking issues related to Franklin Covey Field.
- Improve infrastructure and landscaping of commercial and industrial areas.
- Retain the current lower density zoning south of 1700 South to preserve the character of this area.

Circulation

- Improve circulation so it is safe for residents and children who must cross busy roadways to get to school or other public services.
- Develop ways to address the isolation between major roadways and improve pedestrian orientation.

LAND USE

Introduction

General characteristics of historical and existing land use patterns

The Plat of the City of Zion. The development pattern of the north portion of the Central Community was based on the Plat of the City of Zion, which was platted with 10-acre blocks of land. The Plat of the City of Zion extended south to what today is known as 900 South Street. The area south of 900 South was designated for agricultural uses.

This grid of 10-acre blocks creates a city plan that is notably different, not only from other major cities in the US, but also from other areas of Salt Lake City. It creates the distinctive character of the north portion of the Central Community and has influenced the urban growth patterns.

As the City prospered, denser land use developed within the original 10-acre blocks, with the addition of office buildings, housing in the inner courts, schools, churches, and other land uses. Apartment buildings replaced single-family homes, parking lots replaced yard and garden areas, and gas stations and other services continued to develop within the area.

Neighborhood characteristics continued to change even after land use development regulations (zoning) came into existence in 1927. City officials amended land use development policies and approved land use patterns that differed from those originally planned for the Plat of the City of Zion. For example, at one time, South Temple was envisioned as a viable commercial corridor to the University of Utah, and significant changes along South Temple transitioned the street from a residential neighborhood to one mixed with commercial, office buildings, and high-rise apartments.

As South Temple changed, the community recognized that the loss of residential dwellings was a loss of Salt Lake City's heritage. It determined that the remaining residential buildings in the district needed protection, and the South Temple local historic district was established in 1977 to preserve the remaining original historic residential character of the street. The Central City and University Historic Districts were subsequently established with the same goal of preserving the city's heritage and maintaining livable residential neighborhoods. Several National Register neighborhoods also exist in the Central Community.

As a result of changing land use policies, it is common to see a mix of different land uses on a 10-acre block, although occasionally a single land use consumes an entire block. This variety of land use patterns is a key element of the ambiance of the Central Community.

The Big Field Survey. In the 1800's, five-acre residential lots with independent agricultural use created by the recording of Plat "A" of the Big Field Survey. Plat "A" included the area from 900 South to 2100 South and from Interstate-15 to 1300 East.

As increased prosperity in the Salt Lake Valley attracted more residents, property owners chose to subdivide the Big Field area. The 5-acre lots were mostly subdivided into 25-foot wide lots, providing opportunity for smaller single-family residential ownership. These narrow lots were combined for larger residential, street corner commercial, and institutional land uses.

Today many commercial land uses are no longer at street corners but at commercial shopping centers that attract regional populations. Smaller businesses located in residential neighborhoods have to compete with corporate stores that offer a greater variety of goods. However, numerous corner retail businesses still thrive in the Central Community and serve the surrounding neighborhoods.

Land use and the Central Community Master Plan

The Central Community Master Plan's goals, policies, and implementation measures provide significant policy direction for the Central Community. Currently adopted small area and neighborhood plans will continue to be administered. (See Table 2 page 8 for a list of plans.) The Master Plan also supports the creation and implementation of additional specific small area and neighborhood plans. Specific plans provide opportunity

for community members to address land use and neighborhood concerns and issues more thoroughly.

Managing future growth of the Central Community relies on successful implementation of this master plan and the small area master plans. The future land use designations described in each chapter suggest potential land use changes but encourage stability where land uses should remain unchanged. The Future Land Use map (page 2) depicts the desired general land use policy direction. Each land use chapter is linked to the Future Land Use map.

Implementation of this land use policy is supported through recommended zoning ordinances that are consistent and compatible with the Future Land Use map. Areas where existing zoning does not match the land use map will need to be considered for zoning changes to be consistent with the master plan.

Each land use chapter addresses community issues regarding land use, provides direction on where land use may change and where it should not, and provides direction for future programs, plans, and development.

Table 2
Salt Lake City Master Plan Elements for the Central Community

Citywide elements		Small area and block plans	
Urban Design Element	1990	Block 42-B Master Plan (Salt Lake Clinic)	1990
Open Space Master Plan	1992	1300 East University District Area Plan	1991
City Vision and Strategic Plan	1993	Block 1/A Policy Plan (200 East between 800-900 South)	1992
Neighborhood and specific plans		Blocks 4/5 East Waterloo Subdivision Master Plan (St. Joseph Villa)	1992
East Central Neighborhood Plan	1984	East Central Community Small Area Master Plan (9th & 9th)	1993
East Central Neighborhood Plan Addendum	1990		
East Downtown Neighborhood Plan	1990		
Downtown Master Plan	1995		
Gateway District Land Use and Development Master Plan	1998		
Gateway Specific Plan	1999		
Design Guidelines for Residential Historic Districts in Salt Lake City	1999		

RESIDENTIAL LAND USE

INTRODUCTION

The *Central Community Master Plan* encourages diversity of use, preservation of historic neighborhoods and buildings, and design excellence to maintain and enhance the quality of living in the Central Community. Urban design and historic preservation regulations emphasize the need to preserve and enhance neighborhood character and historical integrity, especially when dealing with residential land uses in historic districts.

In the past 30 years, preserving residential neighborhoods in the Central Community has been an ongoing task. Some property owners have allowed residential structures to become dilapidated beyond repair, at times leading to the wholesale demolition of residential housing stock for non-residential land uses. Real estate development pressures in portions of the Central Community have also caused properties to change from residential to commercial land uses. In some cases, this change has created out of scale structures that severely compromise the character of the residential neighborhoods. Some new land uses have become assets to the community, providing convenient grocery and merchandise shopping to the surrounding neighborhood.

The *Central Community Master Plan* supports neighborhood and community residential development as an extension of the *Salt Lake City Community Housing Plan (2000)*. The Community Housing Plan provides information, policies, and implementation for the following areas:

- City-wide cross section of housing
- Housing stock, preservation, rehabilitation and replacement
- Housing design
- Mixed use
- Transit-oriented development
- Affordable and transitional housing
- Funding mechanisms
- Zoning
- Expedited permit processes

The policies outlined in the *Central Community Master Plan* assist in code enforcement, planning residential land use changes, and stabilizing the economic and population base. The policies also provide an opportunity to mix land uses, thus giving Central Community residents a broader choice of residential living. Residents can choose to live in an area where service needs are within walking or biking distance or accessible by mass transit.

Residential land use designations

There are five residential land use categories that provide a diverse housing stock. They include low-density, low/medium-density, medium-density, medium/high-density and high-density housing. The residential mixed use designation also provides for housing diversity. Residential housing types include single-family detached structures, duplexes, attached dwellings, apartments, single room occupancies, and mixed use. (The land use categories are depicted by various colors on the Future Land Use map on page 2.)

Low-Density Residential: There are two low-density residential land use designations, low-density and low/medium-density.

Low-Density Residential 1-15 Dwelling Units/Acre (light yellow on map)

This land use designation allows moderate sized lots (i.e., 3,000-10,000 square feet) where single-family detached homes are the dominant land use. Low-density includes single-family attached and detached dwellings as permissible on a single residential lot subject to zoning.

Approximately one third of the Central Community is occupied by single-family residences on lots ranging from 3,000 to 10,000 square feet in size. Examples of established low-density residential areas are most of the



Low Density

existing development south of 900 South between State Street and 1300 East and areas between West Temple and Main Street from 1700 South to 2100 South.

Low/Medium-Density Residential 10-20 Dwelling Units/Acre (peach on map)

This land use designation allows zero lot line subdivision development, single-family detached residences on small lots (i.e., 2,500-5,000 square feet per individual lots), and townhouses.



Low-Medium Density

Low/medium-density residential areas are mainly low-density neighborhoods containing a broad mix of dwelling units ranging from single family detached to single family attached dwelling units (three or more units per structure). This type of mix is established in the areas located between South Temple and 800 South from 500 East to 1300 East.

Medium-Density Residential: There are two medium-density residential land use designations: medium and medium/high-density.



Medium Density

Medium-Density Residential 15-30 Dwelling Units/Acre (tan on map)

This land use designation allows single-family, duplexes, triplexes, fourplexes, townhouses, and apartments.

Medium-density residential structures include attached dwelling units and apartment structures. This mix of residential land use is noticeable in the areas between



Medium-High Density

South Temple and 800 South from 300 East to 900 East and areas between 1300 and 1700 South from 200 West to Main Street.

Medium/High-Density Residential 30-50 Dwelling Units/Acre (light maroon on map)

This land use designation is applicable in areas within the Central Community where townhouses and apartments are the dominant land use. This residential land use classification encourages townhouse style development with up to six units in a row, but also allows apartments.

Medium/high-density residential areas have multi-story residential structures built at a mid-rise level of three to four stories. Examples are scattered in East Downtown, the Central Business District, the Gateway area, and in the areas between South Temple and 300 South from 500 East to 800 East.

High-Density Residential: High-density residential is located in the Central Business District, Gateway area, and East Downtown, near specified mass transit



High Density

stations, and incorporated into land use conversion and redevelopment project areas.

High-Density Residential 50+ Dwelling Units/Acre (brown on map)

This designation allows mid and high-rise townhouses, condominiums, apartments, and high-density residential structures as the dominant land use.

These areas are mainly located in the Central Business District, Gateway, and East Downtown areas. A few structures are disbursed throughout the Central Community at locations such as 500 South and 1300 East; 650 South and 300 East; and 2050 South and 200 East.

Residential Mixed Use: There are four residential mixed use designations: low-density residential mixed use, medium-density residential mixed use, residential office mixed use, and high-density residential mixed use. (High Density Mixed Use is discussed in the Commercial Land Use chapter.)

Low Density Residential Mixed Use
5 – 10 Dwelling Units / Acre (pink on map)

The purpose of the Low-Density Residential Mixed Use is to create viable neighborhoods with lower density and low traffic-generating commercial land uses by providing the ability to mix small neighborhood retail and service land uses with residential dwellings. The intent is to maintain populations at compatible low-density levels and help support neighborhood business uses.

Low-density mixed use allows a mix of low-density residential dwellings and small commercial land uses in structures that maintain a residential character. It also allows the integration of residential and small business uses at ground floor levels throughout designated areas in the Central Community. An example of this land use classification is 900 South between 200 and 500 East.

Medium-Density Residential Mixed Use
10-50 Dwelling Units / Acre (olive green on map)

This land use designation allows integration of medium-density residential and small business uses at ground floor levels. The intent is to increase population density to support neighborhood business uses, provide more housing units, and expand the use of common public facilities such as open space, libraries, schools, and mass transit.

Medium-density mixed use areas are neighborhoods that provide mixed uses, stand alone commercial land uses and stand alone residential land uses. Examples are located along 200 and 300 South east of 200 East, the 1300 East - University area between 200 and 300 South, and 300 to 400 West between Pioneer Park and 100 South.

Residential Office Mixed Use
10-50 Dwelling Units / Acre (olive green with white stripes on map)

This land use designation provides a combination of multi-family residential dwellings and office uses within a single structure. The residential or office uses also can be developed as a single use on a property. Land uses within these areas would consist of buildings designed to provide residential living and professional office space on multiple floors.

Community input on Residential land uses

Residential land use issues are a top priority and have immediate concern with residents of the Central Community. Issues identified by the community are listed below.

Non-conforming land use in residential zones
Non-conforming land use is any building or land legally occupied by a use prior to revisions to the zoning ordinance that does not conform to the revised ordinance. For example, many small neighborhood businesses were made non-conforming when the zoning was established in 1927. More recently, several medical clinics became non-conforming as a result of zoning changes. The reduced opportunity for residential use, safety issues related to large continuous blocks of non-conforming use, and the accompanying parking and traffic problems are concerns related to non-conforming land uses.

Allowing a non-conforming status to remain is better than rezoning the property to conform to the use. Also, if a non-conforming use becomes abandoned or destroyed by natural causes, it should be replaced by a residential land use.

Owners of non-conforming properties need to be responsible and understand the complexities of owning such a property. They should be aware of and understand the zoning and the primary land uses in the area. The mitigation of impacts and/or the quality of the use depends on ownership and management of these uses.

Conditional uses in residential neighborhoods
Conditional land uses include but are not limited to recreation centers, churches, group homes, and bed and breakfast businesses. These uses typically require more parking than a low-density residential land use while reducing the opportunity for residential use. The impacts include an increased need for parking, increased traffic, fewer families residing in the neighborhood, and a loss of permanence or stability in the neighborhood.

As well as problems, conditional land uses can provide benefits to the community, such as encouraging the preservation of historic landmarks that require substantial rehabilitation or design review requirements for conditional uses. The conditional land use may also be a locally owned business, creating a local service tax base and increased property value.

Commercial encroachment into residential neighborhoods and protecting residential neighborhood character
Several community councils and residents do not support the establishment of community commercial shopping centers or similar facilities in their residential neighborhoods. Direction was specifically requested to protect existing low-density neighborhoods from

non-residential land uses. Community residents living near existing commercial land uses would rather see those uses relocated because of noise, trash, traffic, parking, and clientele problems as well as poor property management. Some smaller commercial uses are supported if the businesses are designed at a neighborhood scale.

Unit legalization and density increases in existing single-family type residential structures

Unit legalizations can permit continuance of densities beyond what is permissible in residential zoning designations and should be subject to zoning amendment requirements. Unit legalization causes problems in the neighborhood, particularly parking and property maintenance issues. Property owners with significant code violations, nuisances, or police responses should not be eligible for unit legalization. The cumbersome unit legalization process and the resulting backlog of cases exacerbate the problems.

The City should not permit illegal dwelling unit conversion beyond what is provided for in the current ordinance and should be more diligent in monitoring and correcting residences with illegal status.

Increased dwelling units in existing structures

Even when done legally, increased dwelling units within existing structures can be subject to problems. Existing buildings large enough to be converted to multiple dwelling units may not have the architectural integrity to provide privacy in the structure, and retrofitting building interiors for privacy and noise might be cost prohibitive. Dwelling unit increases should not exceed existing zoning densities or master plan land use designations, and density increases should only be permitted as long as the structure and property do not exceed zoning requirements. However, conversion to multi-unit use is acceptable if it means the building will not be destroyed.

Higher density housing replacing characteristic lower-density structures

The community does not support the demolition of lower-density residences in order to build multi-family structures. Residents prefer to protect the existing residential character and prevent construction of multiple family dwellings in low-density neighborhoods, especially those exceeding 14 dwelling units per acre.

Inadequate property maintenance and enforcement

Lack of regular maintenance causes deterioration of the buildings and compromises the livability of the neighborhood. In some cases, property owners cannot afford to maintain or repair their residences and do not know about programs that could help. In other cases, the neglect is deliberate. Neglect should not be tolerated when it impacts a neighborhood's image, its reputation, and residents' quality of life. Property owners and managers, both resident and absentee, should be held accountable for deliberate property degradation through the enforcement of existing codes. Residents recognize that property maintenance and code enforcement represent a combination of legal, social, and moral issues difficult to address with limited administrative resources. They also see a need to educate homeowners on assistance programs

Future Residential land use changes

The Master Plan recognizes that the City is a living organism, subject to growth, decay, and renewal. Its intent is to ensure that change occurs in response to the needs of, and in the best interests of, the residents of the Central Community as well as the City as a whole. This section identifies areas of potential change in the land use patterns.

The Future Land Use map represents a balance of existing and future residential development patterns and identifies land use locations and designations. Future land use designations will be implemented through zoning changes that regulate density, permitted land uses, and minimum site design requirements.

The Central Community has a notable diversity of housing options which this master plan seeks to preserve. Therefore, most residential neighborhoods will retain existing zoning or be zoned to a lower density.

In contrast, the neighborhoods in or around the Central Business District are more subject to change. Increased residential opportunities on commercial property will provide more mixed land use opportunities within these areas.

Transit-Oriented Development (TOD) areas and residential land use changes

Transit-Oriented Development is intended to support new residential development serviced by mass transit so residents can use the mass transit or walk to service needs, thus reducing automobile dependency. New development should be compatible with, and not negatively impact, the existing housing stock and designated historic structures in the surrounding community. (Refer to the Transit-Oriented Development chapter.)

In the 400 South TOD zone, this plan recommends creating a new interior pedestrian corridor along 450 South between 200 and 700 East with a possible extension to Gilgal Garden between 700 and 800 East. The light rail line along 400 South strongly supports this land use change, which will evolve gradually as the possibilities become apparent to residents and developers.

The Gateway Master Plan describes additional residential opportunity in the Central Community. Here, Transit Oriented Development supports higher density residential buildings.

Residential business areas

This master plan encourages the type of business activity that owners can either operate out of their residences (live/work space) or in a residential structure. Two residential business neighborhoods

provide opportunities for a mix of low-density residential structures and small businesses: 800 and 900 South between 200 and 500 East, and 1100 East between 1300 and 1700 South. Residents of these areas, particularly along 1100 East, are not completely satisfied with the RB designation because the zone is not serving to preserve the residential component.

However, properly controlled, these residential business areas provide opportunity for individuals to create live/work spaces, develop home occupations that can evolve into viable commercial uses, and provide affordable housing stock. The master plan implementation strategies identify the need for a small area master plan for the 1100 East residential business area to determine appropriate land use and design considerations along this corridor.

Medium-density housing changing to lower-density housing

The neighborhood between Harrison and Kensington Avenues (approximately 1400 South) from 300 East to 400 East contains a mix of medium and low-density residential land uses. Community members requested a reduction in opportunities for multi-family dwellings based on past problems with existing higher-density land uses.

In the area between 500 and 800 South from 700 East to 1300 East, residents requested lower-density residential land use designations, even though this would create non-conforming situations on institutional and medium-density residentially zoned properties. Residents want to gain back the low-density characteristics that were lost with the higher-density land uses, and they would like to keep residential density less than fourteen dwelling units per acre.

Medium-density residential interior court development

Throughout the Central Community, there are residential properties located in the interior portions of city blocks that have small lots on narrow court type streets. These inner block properties have a unique neighborhood quality. Residential lots are between 2,000 and 5,000 square feet. In some cases there are two or three dwellings on a lot, upstairs and downstairs units or duplexes. Special development pattern zoning districts support this type of neighborhood because of unique lot sizes. Density for these areas may not be greater than 29 dwellings per acre. Future land use designations emphasize single-family attached and detached structures rather than multi-story apartment style housing.

Residential land use goals

Encourage the creation and maintenance of a variety of housing opportunities that meet social needs and income levels of a diverse population. Ensure preservation of low-density residential neighborhoods. Ensure that new development is compatible with existing neighborhoods in terms of scale, character, and density. Encourage a variety of housing types for higher-density multi-family housing in appropriate areas such as East Downtown, the Central Business District, the Gateway area, and near downtown light rail stations to satisfy housing demand. Discourage any compromise to the livability, charm, and safety of the neighborhoods or to the sense of a healthy community.

Residential land use policies

The Future Land Use map identifies the location of residential land use categories including Low-Density, Low/Medium-Density, Medium-Density, Medium/High-Density, High-Density, Low-Density Residential Mixed Use, Medium-Density Residential Mixed Use and High-Density Residential Mixed Use.

Residential land use policies are organized into four main categories: Overall land use policy, policies for existing housing, policies for new construction, and policies for residential mixed use.

Overall land use policy

Policy RLU 1.0 Based on the Future Land Use map, use residential zoning to establish and maintain a variety of housing opportunities that meet social needs and income levels of a diverse population.

RLU-1.1 Preserve low-density residential areas and keep them from being replaced by higher density residential and commercial uses.

RLU-1.2 Provide opportunities for medium-density housing in areas between the Central Business District and lower-density neighborhoods and in areas where small multi-family dwellings are compatible.

RLU-1.3 Restrict high-density residential growth to Downtown, East Downtown, Transit Oriented Districts, and Gateway.

RLU-1.4 Preserve the character of the inner-block courts.

RLU-1.5 Use residential mixed use zones to provide residential land uses with supportive retail, service, commercial, and small-scale offices and monitor the mix of uses to preserve the residential component.

RLU-1.6 Encourage coordination between the Future Land Use map, zoning ordinances, and the Salt Lake City Community Housing Plan.

RLU-1.7 Ensure that future amendments to the zoning map or text of the zoning ordinance do not result in a significant amount of non-conforming land uses.

Existing housing policy
Preservation and rehabilitation

Policy RLU-2.0 Preserve and protect existing single- and multi-family residential dwellings within the Central Community through codes, regulations, and design review.

- RLU-2.1** Preserve housing stock through incentives and code enforcement by implementing the Salt Lake City Community Housing Plan.
- RLU-2.2** Consider opportunities for the City to purchase residential properties and market them through City housing programs.
- RLU-2.3** Provide improvement programs for redevelopment and rehabilitation of residential structures and neighborhoods.
- RLU-2.4** Assist homebuyers by marketing available government funding programs and residential rehabilitation programs, such as tax benefits for owners of structures in National Register Historic districts.

Prevention of deterioration

- RLU-2.5** Promote reduction of deterioration of residential neighborhoods through code enforcement practices.

- RLU-2.6** Encourage the use of programs to facilitate the rehabilitation or replacement of unsafe or boarded structures.

- RLU-2.7** Encourage the enforcement of landscaping requirements for vacant buildings and property.

New construction policy
Variety of options

Policy RLU-3.0 Promote construction of a variety of housing options that are compatible with the character of the neighborhoods of the Central Community.

- RLU-3.1** Encourage residential land developers to build housing that provides residential opportunities for a range of income levels, age groups, and family size.
- RLU-3.2** Encourage a mix of affordable and market-rate housing for owner occupancy throughout the Central Community. Encourage a mix of rental properties for those who cannot afford or do not choose home ownership.

Design innovation

- RLU-3.3** Use the planned development process to encourage design flexibility for residential housing while maintaining compatibility with the neighborhood.

- RLU-3.4** Encourage high performance, energy-efficient residential development.

Infill and rehabilitation

- RLU-3.5** Support the efforts of the Housing Division and the Redevelopment Agency to provide residential construction in all qualifying neighborhoods within the Central Community.
- RLU-3.6** Identify properties for new residential construction or rehabilitation and work with local community development corporations (CDC's), the City Housing Division, and the Redevelopment Agency to develop new infill and rehabilitation projects.

Mixed use policy

Policy RLU-4.0 Encourage mixed use development that provides residents with a commercial and institutional component while maintaining the residential character of the neighborhood.

- RLU-4.1** Encourage the development of high-density residential and mixed use projects in the Central Business District, East Downtown, and Gateway areas.
- RLU-4.2** Support small mixed use development on the corners of major streets that does not have significant adverse impacts on residential neighborhoods.

COMMERCIAL LAND USE

INTRODUCTION

The Central Community has a diverse and intense commercial and economic presence that serves the Wasatch Front. The Central Business District dominates the core business area of the community. Gateway and 400 South provide regional commercial enterprises. Many smaller, locally-focused commercial entities are located throughout the Central Community neighborhoods. The continued success of these commercial components is of vital importance to the well-being of the Central Community and of Salt Lake City.

This Commercial Land Use chapter includes policies that support the economic vitality of business development and commercial exchange in the Central Community. It encourages small, locally owned business development, addresses nonconforming land uses, supports commercial diversity throughout the Central Community, supports controlled expansion of the Central Business District, and allows greater opportunity for businesses to develop within commercially designated areas.

The Future Land Use map provides policy direction to assist businesses locating in the Central Community and serves with this Master Plan as guidance for decisions relevant to commercial land use.

Commercial land use designations

There are six commercial land use designations identified in the Central Community: Neighborhood Commercial, Community Commercial, Regional Commercial / Industrial, Central Business District, High Density Mixed use, and the Gateway Master Plan district. Commercial land uses include, but are not limited to, the following: offices, retail sales, retail services, entertainment, small businesses and corporate headquarters. These uses provide a diverse economic base and offer an attraction to locate in the Central Community and Salt Lake City. (The land use map designations are depicted by various colors on the Future Land Use map on page 2.)

In some cases, commercial land uses are more appropriate when located among similar land uses, while in other areas smaller commercial uses in or near residential neighborhoods can provide residents with convenient services. For example, commercial businesses along State Street, 300 West, and 400 South provide services and merchandise that differ from those of businesses located at a neighborhood commercial corner such as 900 South and 900 East. The location of neighborhood businesses within residential areas shortens travel times and makes it possible to walk, cycle, or take the bus rather than using the automobile, thus benefiting the community through improved air quality and reduced congestion on the City's streets.



Neighborhood Commercial

Neighborhood Commercial: The Neighborhood Commercial designation (red on map) provides for small-scale commercial uses that can be located with residential neighborhoods without having significant impact upon residential uses. This land use pattern includes, but is not limited to, small businesses such as retail sales and services, small professional offices, and locally owned businesses.

Community Commercial: The Community Commercial designation (fuchsia on map) provides for the close integration of moderately sized commercial areas with adjacent residential neighborhoods.



Community Commercial

Examples include, but are not limited to, grocery stores, hardware stores and garden centers. Community Commercial land use designation also supports businesses with drive-through facilities, professional offices, automobile services, small retail sales and services, small scale assembly and distribution, and repair services.

Regional Commercial / Industrial: Regional commercial / industrial land uses (purple on map) include larger commercial land uses that require regularly scheduled trucking deliveries and product shipping. These land uses attract large volumes of traffic



Regional Commercial

from customers and/or employees and therefore are located near freeways and major arterials. Examples include, but are not limited to, automobile dealers, light manufacturing, assembly, small production, semi-truck dealers, "big box" and "superstore" retailers, and businesses heavily dependent on the automobile and trucking industries.

Central Business District (CBD): The intent of the Central Business District designation (yellow on map) is to increase multiple land use activities within a dense urban area following the guidelines established in the Downtown Master Plan. The area should become a 24-hour center of activity, with increased use of mass transit. This designation includes a CBD boundary and transition district. The CBD includes business and financial institutions, regional retail shopping and services, restaurants, high intensity employment uses, corporate headquarters, and high-density housing.



Mixed Use

High-Density Mixed Use: The High-Density Mixed use designated areas (brown on map) are targeted for higher intensity commercial use and medium to high-density housing, especially adjacent to light rail stations in the downtown area. The High Density Mixed use designation allows 50 or more dwelling units per acre with multiple level retail sales and service, office space, clinics and similar related land uses.

Gateway Master Plan: The Gateway district (light gray on map) provides a setting for residential, commercial, and industrial development and for implementing the objectives of the Gateway Specific Plan. This plan provides policy that reinforces the mixed use character and encourages the development of urban neighborhoods containing supportive retail, service commercial, office, industrial uses and high-density residential uses.

Community input on Commercial land uses

Commercial land users often seek residentially zoned land because it is less expensive to convert to profitable business ventures than to buy land that is already zoned for commercial uses. Therefore, commercial land use issues are a major concern of the community. Commercial land use issues are listed below. Some of these issues are similar to those in the Residential and Institutional Land Use chapters.

Preventing zoning changes for commercial land use encroachment into residential neighborhoods

Commercial land use encroachment occurs when new businesses are established on formerly residential properties and when existing neighborhood businesses appropriate contiguous residential properties. Both types of expanding commercial development often cause the demolition of residential structures for commercial land use. This has a severe impact on the character, livability, and stability of the existing residential neighborhood.

Businesses in residential neighborhoods attract customers from outside the neighborhood and community, creating traffic, noise, and parking within the adjacent residential areas, resulting in negative impacts on the neighborhood. Residents want stronger code enforcement on owners who allow residential properties to deteriorate in order to force a zoning change in pursuit of commercial expansion, thus degrading residential property and the adjacent neighborhoods.

Controlling non-conforming commercial land uses (Also discussed in the Residential Land Use Chapter.)

Non-conforming land use is any building or land legally occupied by a use prior to revisions to the zoning ordinance that does not conform to the revised ordinance. Non-conforming land uses, such as a commercial business on residentially zoned property, can serve the local community. In some cases these businesses may be 20 to 50 years old and have provided convenient service to the neighborhood. These types of businesses also add character and opportunities for social exchanges in the neighborhood.

However, non-conforming land uses can cause problems as well as benefits. The reduced opportunity for residential use, safety issues related to large continuous blocks of non-conforming use, and the accompanying parking and traffic problems are concerns related to non-conforming land uses. Non-conforming businesses can easily obtain commercial zoning, thus eliminating potential residential use for the property. Business owners who are unsuccessful in operating a non-conforming business often either sell the property to a similar business use or let it remain vacant until an individual is willing to pay commercial land use prices to construct a conforming use.

The owners of non-conforming properties need to be responsible and understand the complexities of owning such a property. They should be aware of and understand the zoning and the primary land uses in the area. The mitigation of impacts and/or the quality of the use depends on ownership and management of these uses.

Re-use of non-conforming commercial structures and the conversion of non-conforming land uses to residential land uses

Generally, community residents would prefer the conversion of non-conforming commercial structures and non-conforming land uses to residential land uses. Although the preference of some residents is to convert all non-conforming uses to residential land uses, other residents would proceed by evaluating non-conforming land uses on a case-by-case basis to determine their neighborhood value.

Code enforcement with non-conforming and commercial land uses

Enforcement of City regulations is needed when overwhelming evidence shows a property owner's lack of responsibility in preventing ordinance violations. The residents report that City regulations need to be rigorously enforced on recurring violators and that extreme situations where crime, graffiti and nuisances greatly impact the neighborhood, should be addressed in a more timely and stringent manner.

Design and scale of commercial property within or adjacent to residential neighborhoods

The appearance of commercial developments that are adjacent to or surrounded by residential neighborhoods is an important issue. Desirable characteristics are clean storefronts, limited signage, compatible scale and building design, and landscaping that improves and complements the neighborhood character, rather than standardized corporate model buildings and logos. To promote local businesses, regulations should be appropriate but not overly restrictive and allow some design flexibility.

Protecting small business owners

Protecting individual business owners and small entrepreneurs who contribute to the local economy through sales taxes and with their investments is important. When applying for a business license or building permit, business owners are concerned with being subjected to processes and regulations that are cumbersome, time-consuming, and costly. The City needs to coordinate its regulatory divisions in a more efficient, time-productive manner, emphasizing better communication between City departments and divisions. The City should not over regulate these local businesses and reduce their potential success.

Future Commercial land use changes

As with residential land uses, this Master Plan recognizes that changes in commercial land uses are inevitable and need to be managed. Future Commercial Land Use designations are based on existing land uses, zoning patterns, light rail routes, and goals of this master plan and other City adopted plans.

Central Business District

The boundary of the Central Business District was expanded in 1990 with adoption of the Urban Design Element to create redevelopment opportunities south and west of the historical downtown Salt Lake City core in order to discourage large-scale commercial land uses from encroaching into lower density residential neighborhoods to the east of Downtown. The purpose of the support area is to encourage reuse of existing warehouses and industrial buildings located west and south of the Central Business District. The boundaries of the Central Business District and the support area are depicted in the Central Community Future Land Use map (page 2).

The January 2003 Salt Lake City Council policy statement on the Future Economic Development of Downtown urges the administration to fashion an implementation program based on existing plans and strategies and carry out the implementation. Downtown development should address the following elements: Business center, Retail, Institutional center, Local government and related public facilities, Arts, culture, entertainment and nightlife, Tourism and Housing.

Transit oriented development areas (TOD districts)

Transit Oriented Development emphasizes a mix of land uses with pedestrian access located near light rail stations. Mixed land uses include residential, retail, office, cultural, institutional, open space, and public uses. (Refer to the Transit Oriented Development chapter.)

Regional commercial/ industrial areas

Regional commercial / industrial areas for uses such as car dealers, wholesale membership stores, and light manufacturing should be located near high traffic-volume streets and freeway access. Business-to-business services such as warehousing and distribution also create a need for regional traffic access. Heavy industrial land uses will be encouraged to relocate to appropriately zoned areas in the City.

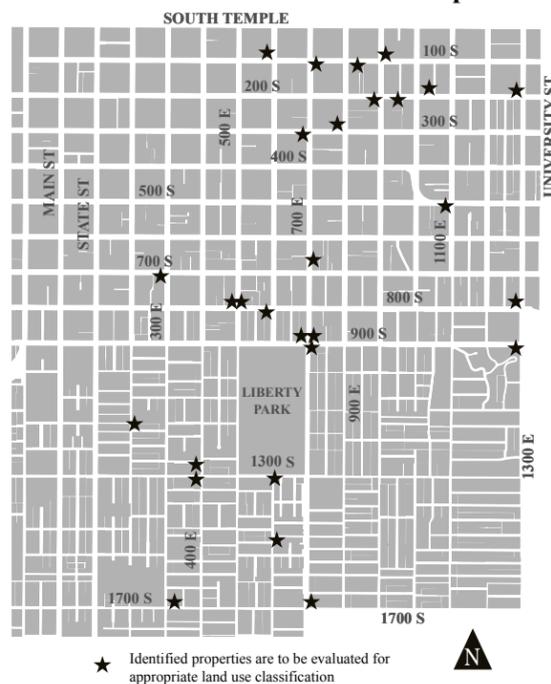
Small neighborhood commercial designations

Properties designated for small-scale commercial land use are identified on the Future Land Use map as Neighborhood Commercial or the RB Residential Business zoning classification regulates small-scale commercial land uses. Many small business properties within the City are nonconforming. Some of these properties may or may not be appropriate for a less intensive commercial zoning designation than existing zoning classifications. Salt Lake City is in the process of a citywide analysis to evaluate community and neighborhood zoning district structure and consider the potential for creating a new Small Neighborhood Business zoning classification and/or the application of a performance zoning approach.

Upon completion of this citywide analysis certain nonconforming businesses should be evaluated as to whether or not the property should be designated for a non-commercial land use and continue as a nonconforming business or possibly be designated for neighborhood commercial land use with the new small neighborhood business zoning district applied to the property.

A Nonconforming Properties Land Use Evaluation Map identifies nonconforming commercial business properties within the Central Community. Unless the subject properties are petitioned individually for review, once the City has developed a more compatible neighborhood business zoning approach these mapped nonconforming sites should be evaluated on a case-by-case basis for whether or not the specific site is appropriate for small-scale commercial or residential land use designation.

Nonconforming Properties Future Land Use Evaluation Map



Mixed land use designations

The plan identifies new mixed use designations to support livable communities. Most of these mixed use areas are located near mass transit centers and light rail stations in the higher-density and commercial-intensive neighborhoods of the Central Community. Other small residential business mixed use areas are supported along 800 and 900 South and 1100 East.

450 South: The plan envisions a new neighborhood along 450 South between 300 and 700 East, as discussed in the Residential Land Use chapter. The neighborhood commercial designation of this area emphasizes both diversity of use and historic preservation. The mixture of businesses with residential development can create an animated environment in the Central City neighborhood. This mixed use diversity, connecting with Library Square and Washington Square, will also stimulate in-fill development.

900 East 900 South (9th and 9th): The East Central Small Area Plan provides opportunity to enhance the diversity of the area by "building up" (vertically) in existing commercial land use designated areas. This concept supports ground level commercial space with apartment or condominium units above the first floor. Neighborhood commercial businesses can extend the unique fabric of the 9th and 9th neighborhood with an inviting pedestrian environment. The introduction of housing into the business district should be encouraged through re-use of existing buildings. New structures should maintain the same height, scale and mass as those existing and should be compatible with existing architecture.

1100 East: The 1100 East residential business area between 1300 and 1700 South currently provides a mix of commercial and residential land uses. This area would benefit from a small area plan.

State Street and 900 South: Encouraging businesses to locate in this area can strengthen and stimulate the ethnic and cultural diversity that exists. A cultural business enclave would diversify the community's retail businesses and complement the community economically and socially.

1300 East between 200 and 300 South: The 1300 East University District Area Plan recommends business activities within the area to include apartments, rooming and boarding houses as well as retail and services businesses.

Commercial land use goals

Improve the current economic diversity of the Central Community and continue to support viable existing commercial areas.

In accordance with the Downtown Master Plan and the Gateway Area Master Plan, create a viable commercial center that supports 24-hour-a-day activities in the Central Business District and the Gateway Area.

Support cultural, shopping, employment, entertainment, and related uses that encourage the desire to live in or near the Central Business District.

Prohibit the expansion of typical auto-dependent strip commercial shopping center development in residential neighborhoods.

Promote pedestrian-oriented business.

Respond to the need for safer pedestrian interactions with automobile traffic and parking.

Encourage and support quality small business development in existing commercial areas and nodes of the Central Community.

Commercial land use policies

Variety of commercial services

Policy CLU-1.0 Provide a range of commercial land uses in the Central Community.

CLU-1.1 **Neighborhood Commercial:** Encourage neighborhood-friendly commercial land use areas in the Central Community that are compatible with the residential neighborhood character, scale, and service needs and support the neighborhood in which they are located.

CLU-1.2 **Community Commercial:** Locate community level retail sales and services on appropriate arterials and do not encroach upon residential neighborhoods or generate community-wide parking and traffic issues.

CLU-1.3 **Central Business District:** Increase multiple land use activities within a dense urban area following the guidelines established in the Downtown Master Plan and in the City Council's Downtown Economic Development Policy. The area should become a 24-hour center of activity.

CLU-1.4 **High Density Mixed Use:** Target areas adjacent to light rail stations in the downtown area for higher intensity commercial use and medium to high-density housing.

Commercial development

Policy CLU-2.0 Support new and existing commercial businesses and improve commercial development opportunities in the Central Community.

Opportunities

CLU-2.1 Promote Salt Lake City as a viable business community through improved business/city administration communication and relationships, business recruitment and incentives for new and existing businesses.

CLU-2.2 Encourage adaptive reuse of warehouse, commercial and industrial structures.

Location

CLU-2.3 Encourage international business and corporate headquarters to locate in the Central Business District.

CLU-2.4 Encourage mixed use development opportunities that integrate diverse land uses in the same building or cluster of buildings in the Central Business District and the high-density transit oriented development areas.

CLU-2.5 Encourage the use of industrial/commercial condominiums for mixing business uses.

Transit oriented development

Policy CLU-3.0 Encourage commercial projects in and near light rail corridors to support transit oriented development.

CLU-3.1 Support balanced business development near and in Central Community transit oriented development districts.

CLU-3.2 Encourage the reuse of existing commercial buildings when appropriate to support transit oriented development.

Compatibility

Policy CLU-4.0 Ensure commercial land uses are compatible with neighboring properties.

CLU-4.1 Encourage appropriate re-use of existing non-conforming or non-complying commercial and industrial structures on a case-by-case basis.

CLU-4.2 Ensure commercial land development does not disrupt existing low-density residential neighborhood patterns and follows future land use designations.

- CLU-4.3** Encourage commercial centers to minimize parking and traffic congestion impacts upon surrounding residential neighborhoods.
- CLU-4.4** Encourage relocation of incompatible commercial uses in residential areas to more suitable commercial sites.
- CLU-4.5** Locate commercial land uses on streets that have adequate carrying capacity. For example, locate regional commercial businesses on arterials and freeways, not on local residential streets.

- CLU-4.6** Ensure that new development in areas where non-residential and residential land uses are mixed, preserves viable residential structures that contribute to the neighborhood fabric and character.
- CLU-4.7** Encourage the reduction of outdoor storage areas on commercial and industrial establishments and promote urban design methods for screening such land uses.

Property deterioration

Policy CLU-5.0 Prevent commercial property from deteriorating and causing neighborhood blight.

- CLU-5.1** Replace commercial buildings on commercially zoned property when structural rehabilitation is not feasible. Redevelopment opportunities should consider mixed land use when replacing commercial structures.
- CLU-5.2** Encourage code enforcement on commercial properties.
- CLU-5.3** Continue and increase coordination between City capital improvement projects, private commercial development and redevelopment project areas. Encourage businesses to locate in these improvement areas.

INDUSTRIAL LAND USE

INTRODUCTION

Industrial land use types include but are not limited to the following: heavy manufacturing; mass product production; minor assembly; use of heavy equipment and raw materials; shipping; warehousing and distribution; and outdoor or indoor storage.

Most industrial land uses in the Central Community are located between the I-15 Freeway and 200 West. These uses have been an asset in the City's historical development. However, with land values changing and business technology increasing, there is more dependence on commercially oriented businesses and clean light industrial uses rather than heavy manufacturing uses. The economic base of the Central Community, which once relied on industrial production, now relies on commercial retail sales, services, entertainment, and corporate office uses.

The Industrial Land Use chapter supports existing industrial businesses where they are appropriate and encourages relocation for those businesses that are in areas designated to transition to less intensive land uses in the Central Community or City.

Regional Commercial / Industrial (Purple on the Future Land Use map)

Regional Commercial / Industrial land uses include larger commercial land uses that require regularly scheduled trucking deliveries and product shipping. Industrial land use examples include light manufacturing, assembly, small production and "big box" retailers. The regional commercial / industrial designation supports existing light-manufacturing type land uses in locations designated on the Future Land Use map on page 2.

Community input on Industrial land use

Prevent further expansion of industrial land uses into residential neighborhoods

Industrial business expansion into residential neighborhoods in the Central Community should be prohibited because of concerns regarding truck traffic traveling through residential neighborhoods and the desire for more clean businesses rather than heavy industrial uses.

Future Industrial land use changes

Many of the existing industrial land uses will remain. However, in the future, industrial businesses will be encouraged to transition to commercial uses. New light industrial businesses that locate in the Regional Commercial / Industrial land use areas, as designated on the Future Land Use Map, are limited to locations that are specifically supported by the zoning designation. Future industrial businesses should consider better site planning and property reuse within the changing business environment.

Industrial land use goals

Provide for development of clean, quiet, and attractive light industrial land uses suitable for business parks and warehousing in appropriate locations west and south of the Central Business District. Restrict existing industrial land uses to their present locations and prohibit expansion into other areas of the Central Community. Encourage relocation of existing heavy industrial uses to appropriate areas in Salt Lake City.

Industrial land use policies

Policy ILU-1.0 Promote light industrial and commercial development in the areas designated as Regional Commercial / Industrial Land Use.

- ILU-1.1** Maintain zoning classifications that permit light industrial and large-scale commercial development.
- ILU-1.2** Support enhancement of freeway access to 300 West Street from the 900 South interstate off-ramp rather than at West Temple Street.

Policy ILU-2.0 Limit Industrial land use development within the Central Community.

- ILU-2.1** Prevent expansion, intensification and location of industrial land uses near residential neighborhoods in the Central Community.

INSTITUTIONAL LAND USE

INTRODUCTION

Institutional land uses provide services and social activities for the community. There are six institutional land use categories: Cultural and Entertainment, Educational, Government, Medical, Religious, and Social. Institutional land uses serve the general public and can be operated by either a public or private entity. Examples include schools, churches, government office buildings and facilities, medical facilities, homeless shelters and social service offices.

Certain institutional land uses are concentrated within areas of the Central Community. For example, medical land uses are generally located in the northeast part of the community, social services in the Gateway area, and cultural and government buildings in the Central Business District. Religious institutions and educational facilities are scattered throughout the community.

Many institutional structures have historical significance and are worthy of preservation. Examples include the City/County Building, the Moss Federal Court House, Capitol Theater, and several churches and schools. Institutional buildings on the Salt Lake City Register of Cultural Resources can be converted to different land uses, through a conditional use process, if it is an appropriate measure to preserve them.

The Master Plan provides goals, policies, and implementation measures to promote compatible institutional expansion and the location of institutional land uses near mass transit facilities. The plan supports re-direction of medical uses to the Central Business District and Gateway District. The Institutional Land Use policies support the provision of necessary services to the community; address non-conforming institutional land uses; support the social needs of the community; and address neighborhood compatibility and concentration issues.

Institutional land use categories

The Future Institutional Land Use designation covers six categories of institutional land use (light blue on Land Use map). A substantial number and variety of smaller institutions are located in areas without the Institutional Land Use designation. These uses are categorized as a conditional use within the zoning district they are located.

Cultural and entertainment land use: This land use provides recreation and leisure opportunities and generates economic development. Cultural land uses provide resources related to folklore, art, city heritage, historical values, and knowledge of other civilizations and ideologies. These include museums, live theater, art exhibits, concert halls and festivals. Entertainment uses include sports arenas, amphitheaters, and theaters. Cultural facilities provide a wide variety of attractions for the Central Community as well as residents city-wide and along the Wasatch Front.

The report titled *A Vision for Arts and Culture in Salt Lake City* identifies cultural plans for Salt Lake City and supports the coordination of individual cultural resource expansion and improvements within the City. It notes that future cultural facilities could be located in the Gateway area and include a sports stadium, museums, a branch of the public library system, state art museum, and university or technical satellite campus.

Educational land use: This use includes public and private colleges, high schools, and middle schools, extended adult education, technical schools, elementary schools, and some day-care facilities. The community has a public high school, middle school, and several elementary schools, as well as many other religious or private schools. Schools are an important part of the community fabric and an essential component of viable and sustainable neighborhoods. Schools should be kept within neighborhoods as a community anchor and serve as a resource for residents of all ages.

The Salt Lake Community College is located within the Central Community, while the University of Utah, Westminster College, and the LDS Business College are adjacent to the community. These institutions strongly impact the surrounding neighborhoods. All campuses need to respond to issues of vehicle circulation and commuter traffic, parking, increased housing demand, expansion, and neighborhood public relations.

Government land use: This land use includes facilities operated by Federal, State, County, and City agencies, such as storage yards, recreation centers, jails and courts, fire stations, police stations, professional offices, and libraries.

Medical land use: Medical uses include hospitals, medical clinics, emergency service clinics, ambulance and paramedic facilities, research facilities, and nursing and dependent care facilities. The concentration of medical facilities in the Central Community serves the entire region and draws large numbers of non-residents into the neighborhoods.

Religious institutions: Religious institutions provide a place for worship and related social and community activities. These land uses include churches, synagogues, cathedrals, and temples. Places of worship

on less than four acres are categorized as a conditional use in the underlying zoning district, whereas larger facilities are located in institutional zoning districts.

Social services: Social Services help people cope with the stress and demands of daily living. These services may include counseling centers, soup kitchens, dining halls, food banks, and homeless shelters.

Community input on Institutional land uses

The impact of institutional land uses includes traffic problems, compatibility with residential neighborhoods, and access for the general public to the various institutions. Examples of such impacts are evident throughout the community.

Institutional land use in residential neighborhoods

Institutional land uses provide necessary services to the community. However, the location of institutional land uses within or adjacent to residential zones causes problems for the neighborhoods. These impacts include traffic congestion, parking, incompatible architectural appearance, and undesirable activities by some of the clientele attracted to the use.

Some clientele of institutional land uses loiter, vandalize property, and are a nuisance to adjacent neighbors. At times visitors to the institutions do not respect the surrounding residential environment. The management of institutional uses in residential neighborhoods must work to address these concerns.

Institutional land uses should be architecturally compatible with the neighborhood in which they are located.

Non-conforming existing institutional land uses should be converted to residential uses where feasible.

Traffic and parking impacts

A majority of institutional land uses attract populations from outside the neighborhood and community, creating traffic and parking impacts. Some of these impacts are caused from poor site and vehicle circulation design. In other cases, the institution outgrows its physical capacity. The owners of these properties or their property managers must address the traffic and parking problems they create.

Parking has a significant impact on residential neighborhoods. When clients and employees of institutional uses cannot find off-street parking, they park on local residential streets. Controlling or eliminating this on-street parking is important to the livability of the neighborhood.

Expansion of Institutional land uses onto residential properties

When existing institutional land uses outgrow their facilities, they often seek to acquire adjacent residential property to expand their facilities. Certain institutional land uses should not be allowed to expand beyond their existing properties unless the neighborhood and community support the institutional use expansion.

Conditional use impacts in residential neighborhoods

Conditional use facilities are characteristically larger than single-family residences and may not be compatible with the architectural character of the neighborhood. Conditional uses, such as group and transitional homes, rehabilitation centers, bed and breakfasts, places of worship, and other public facilities, do not necessarily serve neighboring residences.

Because the number of conditional uses within certain neighborhoods has impacted the residential nature of the neighborhood, residents do not favor the establishment of additional conditional use institutions. Because these institutions typically provide services for Salt Lake City as a whole, the placement of conditional uses within residential neighborhoods should be dispersed throughout the City so that the sense of community and its character do not disappear in any given neighborhood.

The concentration of social services and the need to increase programs and services for the elderly and children

For convenience, some social services are located in specific areas of the City and within walking distance to other social services as well as commercial and residential land uses. These services are important as they serve the region, not just the Central Community. The distribution of these services to other areas of the City is appropriate to help relieve the concentration of services. Social services need to be provided for a broader population base. Walking distances and mass transit connections to these services should be a consideration for those that either cannot drive or choose not to.

The need for day-care facilities to operate near employment centers

Day-care services are a necessity for the community. It is desirable that day care facilities be located within walking distance of employment centers or even at the site of employment. Day-care centers could also be located near mass transit and light rail stops for convenient access to transportation. Day-care will be in greater demand as the community employment base expands. Costs and location of day care facilities need to be addressed.

Future Institutional land use changes

Institutional land use areas are identified in the Future Land Use map on page 27. Smaller scale institutional uses are not shown on the land use map. An example is places of worship on less than a four-acre site. Churches are permitted as a conditional use in residential zoning districts and permitted uses within commercial zoning districts. Future small-scale institutional land

use changes will occur and will be addressed on an individual basis. Expansion of large-scale medical facilities and services within the Central Community will take place in the Gateway and Downtown areas of the community. Cultural and governmental land uses will also be encouraged to expand within the downtown area.

Institutional land use goals

Provide for a variety of public and quasi-public institutional land uses in the Downtown and Gateway areas to serve the residents, tourists, and visitors in the City.

- Minimize adverse impacts from existing uses.
- Minimize the expansion of institutional uses in residential neighborhoods.

Institutional land use policies

The Institutional land use policies are grouped into four categories: Community-wide, Cultural/Entertainment, Educational, and Government.

Community-wide institutional land use policy

Policy INSLU-1.0 Mitigate the impacts of Institutional land uses on surrounding residential neighborhoods.

- INSLU-1.1** Ensure that transportation and vehicle circulation impacts are mitigated when expansion or intensification of an institutional land use occurs.
- INSLU-1.2** Mitigate the negative impacts of special events, activities, and recreation programs at institutional locations on the surrounding neighborhood and its residents.
- INSUL-1.3** Discourage the encroachment of medical facilities into adjacent residential neighborhoods. Encourage new medical facilities in underserved areas of the community where appropriate and supported by residents.
- INSUL-1.4** Provide for appropriate re-use of abandoned or vacant religious facilities with day care and other social services, residential, or open space land uses. In the historic districts, encourage a use that assists in the preservation of contributory structures.

Land use policy for cultural / entertainment purposes

Policy INSLU-2.0 Encourage the availability of cultural and entertainment resources in the Central Community.

- INSLU-2.1** Encourage existing cultural and entertainment facilities and organizations to remain in the Central Community and expand where appropriately zoned and consistent with the City's adopted plans.

- INSLU-2.2** Promote the use of parks and plazas for cultural events and ensure that the size of the event does not exceed the facility's capacity.

Land use policy for educational purposes

Policy INSLU-3.0 Support quality education and the availability of educational, research, information, and technology resources for all ages throughout the Central Community.

- INSLU-3.1** Work with the Salt Lake City School District, UTA, and other agencies to coordinate education land uses with transportation and housing plans.
- INSLU-3.2** Encourage community use of existing school district facilities and support preservation of school ground recreational fields and playgrounds for public use.
- INSLU-3.3** Work with the school district to identify compatible reuses for facilities identified for closure.
- INSLU-3.4** Encourage universities and colleges to locate research and development facilities and new satellite campuses in the Gateway area and the Central Business District near light rail stations and bus corridors, rather than in adjacent residential neighborhoods.
- INSLU-3.5** Oppose University of Utah expansion into residential neighborhoods.
- INSLU-3.6** Work with the University of Utah to mitigate the traffic, parking, and other problems caused by its proximity to residential neighborhoods.
- INSLU-3.7** Encourage and support programs that provide incentives to attract families with children to existing neighborhoods.

Land use policy for government purposes

Policy INSLU-4.0 Provide government facilities accessible to the public that meet the needs of the community.

- INSLU-4.1** Encourage the concentration of government office facilities and courts in the Central Business District with convenient access to light rail in order to provide easy availability to the greatest number of people.
- INSLU-4.2** Encourage neighborhood participation in volunteer crime prevention and emergency response programs.
- INSLU-4.3** Ensure City and encourage Federal State and County entities that the architecture of new government or public buildings complements and enhances the urban design of the community.

PARKS, OPEN SPACE AND RECREATIONAL LAND USE

INTRODUCTION

Parks, Open Space, and Recreational land uses include parks, playgrounds, plazas, sport fields, community recreation centers, trails, undeveloped open space areas and other places where physical recreation takes place. Parks, open space and recreation areas provide oases within the built environment for recreation and leisure activities. They are vital to the aesthetic quality of the community and the psychological health of its residents.

Parks, open space, and recreational land uses are categorized as Open Space (light green) on the Future Land Use map on page 2.

Current status

The Central Community has a deficit of open space, parks and recreation facilities while the community population continues to increase. In the ten-year period from 1990 to 2000 the Central Community population increased by 2,542 residents, which is 5.7%. Table 3 identifies neighborhood park deficiency for the seven planning areas of the community.

Existing community parks within the Central Community total 120 acres. The Salt Lake City standard

**Table 3
Neighborhood Park Deficiency by Planning Area**

Area	Population	Existing Parks (Acres)	Acres Desired*	Acres Deficient
Gateway	1,147	0	1.43	1.43
Downtown	2,113	.25	2.64	2.39
Central City	9,327	4.5	11.65	7.15
East Central North	13,333	8.91	16.66	7.75
East Central South	8,175	10.75	10.21	+0.54
Liberty	12,488	1.15	15.61	14.46
People's Freeway	3,052	4.14	3.80	+0.34
Central Community	49,635	29.7	62.0	32.3

*Note: Neighborhood park standard of 1.25 ac./1000 persons

of 3.0 acres per 1,000 persons requires 149 acres based on existing population. The Central Community has a shortfall of 29 acres of community park space. The total unmet need for neighborhood and community parks in the Central Community is 61.3 acres.

Existing parks provide approximately 0.59 acres per 1,000 residents. This is significantly lower than the National Recreation and Park Association standard of between 6.25 and 10.0 acres per 1,000 persons. By the national standard, at the present time the Community is deficient in open space by 127-acres.

Park acreage, while below national standards, is distributed fairly evenly throughout the Central Community except for the area north of 400 South,

between State Street and 500 East (East Downtown) and the Gateway Area, between 500 West and Interstate 15.

The City's *Open Space Master Plan* (1992) provides direction for new open space and trail development in the community. The Salt Lake City Parks and Recreation Master Plan provides policy guidelines and regulations for improving existing park sites and identifies areas where new parks are needed. The Central Community Master Plan supports goals of the Salt Lake City Parks and Recreation Master Plan including:

1. Provide all communities with adequate park and open space areas.
2. Provide all communities with a beautiful and enhanced appearance and environment.

3. Ensure all parks provide citizens with safe, cost effective, functional and desired facilities.
4. Achieve adequate resources for parks and recreation.
5. Provide effective coordination among all government entities.
6. Provide recreation programs that adequately meet the needs of Salt Lake City users.

As more building and paving occurs, it becomes a greater challenge to create more open space land uses. This plan encourages creating additional open space in the Central Community.

Types of recreational land uses

The Central Community needs a variety of resources for public recreation and leisure activities, including regional, community, neighborhood, and passive park sites. Community Recreation centers also fall under the recreational land use designation.

Residents of the community have access to other sources of open space, such as street medians, school sites, church grounds, and office building plazas. Central Community residents also have access to local trail systems in the foothills that are within 10 to 20 minutes driving time. The Wasatch and Oquirrh Mountains provide other external recreation resources.

Table 4
Existing Parks within the Central Community

Park	Acres	Address	Neighborhood
Artesian Well Park	.25	800 S 500 East	Central City
Beldon Mini-Park	.25	359 E 560 South	Central City
Cotten Park	.40	300 E Downington	Liberty
Dinwoody Mini-Park	.25	45 West 100 S	Downtown
Fault Line Park	1.0	1050 E 400 South	East Central North
First Encampment Park	.75	1700 S 500 East	Liberty
Gallagher Tot Lot	.25	650 S 560 East	Central City
Gilgal Gardens	0.72	747 E 500 South	East Central North
Gilmer Park	0.25	1250 E 1000 South	East Central South
Inglewood Park	0.50	1125 S 1040 East	East Central South
Richmond Park	2.00	450 E 600 South	Central City
Sixth East Mini-Park	.25	215 S 600 East	Central City
Stanton Mini-Park	.25	360 E 540 South	Central City
Taufer Mini-Park	1.0	700 S 300 East	Central City
Van Ness Park	.25	850 S 430 East	Central City
Victory Tennis Court	.35	250 S 1000 East	East Central North
Herman Franks Park	10.0	700 E 1300 South	East Central South
Jefferson Park	3.25	1000 S West Temple	People's Freeway
Pioneer Park	10.0	350 S 300 West	Gateway
Porkchop Park	0.34	1000 E 400 South	East Central North
Reservoir Park	6.5	1300 E South Temple	East Central North
Liberty Park	100.0	600 E 1000 South	Liberty
Washington Square	10.0	400 S State Street	Downtown

Community input on Parks, Open Space, and Recreational land uses

Additional open space is needed in the community

There is a definite need for additional open space and for better quality parks and open spaces for outdoor recreation. Areas north of 900 South Street do not have ample open space and need a park or several parks that families and other residents can conveniently access.

Parks and certain uses are nuisances

Some park and recreation areas have become attractive nuisances because they are used for illegal or undesirable activities. These park areas should be evaluated to determine if they can become viable park uses by increasing maintenance and surveillance opportunities. Most problems are at pocket park locations where natural surveillance is limited because they are not visible from streets.

Parks and open space areas are not properly maintained

The Central Community's valuable park facilities are resources that must be continuously maintained, cleaned, and repaired in order to provide safe and productive recreational facilities. The size and siting of facilities can affect the maintenance requirements. For example, pocket parks have high maintenance costs due to vandalism and mischief when these parks are hidden from direct public view.

Include schools as park sites

The City should create programs in cooperation with the school district and private schools to make their outdoor and indoor recreation facilities more available to the general public. The school district has agreements with recreation groups to use their facilities. In some cases, other portions of the school or its campus are available to rent from the school district or from the private schools.

Connect bike lanes to park sites, open space and school sites

The bike trail system should conveniently and safely connect park, open spaces, and school sites so bicyclists can easily ride from one location to the other, rather than relying on the automobile for mobility.

Create places for residents to exercise their pets

There is not enough adequate open space for pet owners to exercise their animals so residents are required to drive to a location to exercise their pets; otherwise they exercise their pets on parkways or nearby residential properties.

Future Parks, Open Space, and Recreational land use changes

Providing new parks and open space in the Central Community is difficult because there is very little unused land in the district. Reuse of developed land is also problematic because of the many other land use types (residential, commercial, institutional) competing for reuse of the available properties. Even when suitable property is available, the initial cost of creating parks, open space, or recreation areas in the Central Community will be high. Public/private partnerships

linked to Library Square and Washington Square open space areas.

- Preserving existing open space in school district properties.
- Pursuing changing vacant lots to improved open space areas.
- Pursuing creating 80 acres of open space between the I-15 Freeway and Union Pacific Railroad tracks and 100 South and 900 South, as described in the Gateway Master Plan.
- Improving the light rail corridor with landscaping along the street frontage and track medians.
- Encouraging developers of larger projects to make private open space accessible to the public.
- Increasing demonstration projects with the Utah Heritage Garden, Utah Native Plant Society, and other organizations to promote water-wise landscaping and to give property owners ideas and information for designing and maintaining their private "open spaces."

Parks, Open Space and Recreational land use goals

Provide adequate, safe, and accessible recreation opportunities by:
Preserving existing parks;
Ensuring adequate maintenance and repair of parks and open space;
Promoting multiple use of park and recreation facilities; and
Increasing the amount of parks and usable open space in order to achieve national standards for park space.

Parks, Open Space and Recreational land use policies

These policies fall into two main groups: Provision of a variety of parks, open spaces, and recreational facilities; protection and preservation.

Quantity and variety

Policy POSRLU-1.0 Encourage or support an adequate amount of varied park, open space, and recreational land uses as measured by the national standard for parks.

POSRLU-1.1 Support the proposed trail system that will serve the Central Community.

POSRLU-1.2 Encourage the development of passive neighborhood parks, community gardens, dog parks, and open space areas.

POSRLU-1.3 Encourage county and private recreation facilities for all age groups and activity levels are provided within the Central Community.

Preservation and protection

POSRLU-1.4 Protect the natural open space areas within the Central Community.

POSRLU-1.5 Prevent further destruction and promote restoration of waterways and creeks where feasible.

POSRLU-1.6 Preserve the historic integrity and character of parks that are located in historic districts or have their own historic designations. Encourage festivals and activity use but discourage uses such as aquariums, museums, planetariums, and storm water detention basins.

can be formed to share the cost of purchasing land. In addition to the cost of purchasing commercial or residential property, there are costs to landscape and maintain new sites.

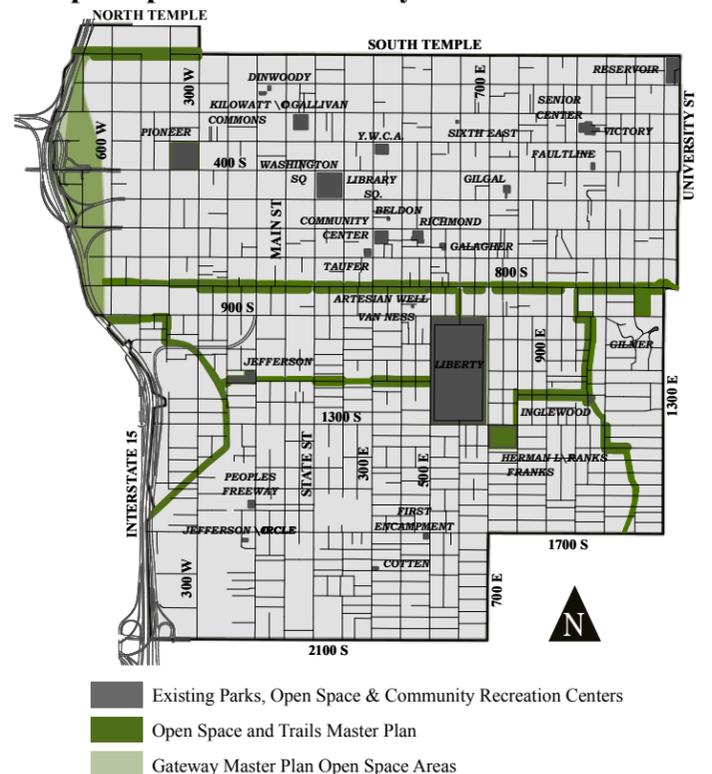
The solution to this dilemma can only be partially addressed through the goals, policies, and implementation measures in this document, the *Salt Lake City Open Space Plan*, the *Salt Lake City Parks and Recreation Master Plan*, and the *Gateway Master Plan*.

Parks, open space and recreation land use opportunities

This master plan recommends development of pedestrian links to open space areas, park sites, and schools through use of pedestrian corridors, bike trails, and other connections. It also encourages parks and open space near higher density neighborhoods to reduce automobile travel and to provide recreation facilities for adults and children.

- Opportunities to develop parks, open space, and recreation land uses include:
- Developing street medians on 400, 700 and 1000 East streets, similar to those in place on 600, 800, and 1200 East, and 200 South from 900 East to 1200 East.
 - Improving the linear parkway along the west side of 700 East from 1300 South to 2100 South.
 - Expanding open space and recreation areas with development of Library Square.
 - Developing the open space trail corridors as identified in the Salt Lake City Open Space Plan.
 - Designing and implementing the 450 South Corridor from 200 to 700 East to provide open space opportunities

Central Community Parks, Open Space & Community Recreation Centers



TRANSIT-ORIENTED DEVELOPMENT (TOD)

INTRODUCTION

Transit-Oriented Development (TOD) is a land use and urban design approach that emphasizes a mix of land uses with pedestrian access located near light rail stations. Mixed land uses include residential, retail, office, cultural, institutional, and open space. Transit-oriented development districts create a walkable environment that encourages residents and employees to use modes of transit other than the automobile.

The goal of this approach is to mitigate the environmental impacts of the private automobile by reducing the cumulative vehicle miles traveled. TOD districts improve the quality of life in urban areas and may influence suburban commuters to move back into the Central Community. In the long term, this type of development can help reduce negative impacts of future regional growth on the environment, the quality of water and air, the availability of open space, and the cost of land development.

TOD can assist in revitalizing neighborhoods in the Central Community, especially when retail, residential, and office uses are combined to support existing neighborhood characteristics. Urban design requirements need to focus on pedestrian orientation and scale.

Transit-oriented development designations

Transit-oriented development districts within the Central Community have three designations: low-density, medium-density, and high-density. The Future Land Use map, on page 27, shows locations where these districts are supported by this master plan. In all designations, where conflicts between the transit-oriented district and historic district overlay regulations occur, the historic overlay requirements govern.

Low-density transit-oriented development: The emphasis of low-density TOD design and land use (light sage green on map) relates to existing lower residential density and neighborhood commercial land uses. This low intensive development should assure compatibility in neighborhoods with established low-density characteristics. Medium intensive land uses, such as daycare centers, may be appropriate near the light rail station. Implementing low-density TOD areas may include development of accessory units in the rear yards of low-density residential land uses as well as small businesses that can be operated out of a residential structure. Structures should remain in scale with the low-density neighborhood. Zoning designations should include regulations to ensure compatibility in these areas. Low-density transit-oriented development supports residential uses with a density ranging from 1-20 dwellings per acre.

Medium-density transit-oriented development: The design emphasis for medium-density TOD (medium sage green on map) is compatibility with existing medium- and low-density residential and commercial development. Higher intensive uses may be located near light rail stations where applicable. Medium-density TOD areas include a mix of ground level retail or office space components with multi-story residential development above the ground floor levels. These areas must also have limits on the amount of space

allocated for non-residential land uses. Individual solely residential land uses could remain within the TOD area. Building height maximums would be regulated by the zoning designations. Medium-density transit-oriented development supports residential land uses with a density range of 10-50 dwelling units per acre.

High-density transit-oriented development: High-density TOD (dark sage green on map) is the same concept as medium-density TOD except at a greater scale. These areas are in centers of high population where pedestrians are more concentrated. Building heights are established for high density and higher intensity office or commercial uses. They have a maximum of three floors of office or retail space with multiple floors of residential uses above. The intent is to create a revived downtown and strengthen the livability of the Central Community. High-density transit-oriented development supports residential land uses with a density range of 50 or more dwellings per acres.

The transit-oriented development land use designations are shown on the Central Community.

Community input on Transit-Oriented Development

TOD impacts on residential neighborhood character

The TOD districts could increase residential densities without consideration of the existing neighborhood characteristics. Assembling property and removing residential structures can change the character of the neighborhood. In addition higher densities will change the demand for various types of services in residential neighborhoods.

TOD areas may attract too much commercial development

Commercial land uses could easily monopolize the land use in TOD districts to the detriment of residential uses.

Existing mixed use regulations do not require property owners to build the residential component of mixed use

Although the City should be able to enforce true mixed use in mixed use areas, City codes allow property owners to build for a single land use. In the existing Residential Mixed Use (R-MU) and Residential Office (R-O) zoning districts, most property owners have built either all residential or all commercial buildings, rather than mixing them within the same project. All too frequently, the result is an overabundance of commercial buildings.

Type and quality of housing permitted in the TOD districts

The Central Community Master Plan should address the concentration and variety of housing types and housing stock that will be allowed in TOD districts. This issue is addressed in the Residential Land Use Chapter.

Future Transit-Oriented Development land use changes

The transit oriented development land use classifications will be implemented through the development of transit corridor zoning districts. These districts will be developed to implement the three levels of TOD land use designations. The purpose of each district will be to provide an environment for efficient and attractive transit and pedestrian oriented development to a scale that is appropriate to the land use designation and existing development character.

Preserving the historic fabric of existing neighborhoods is a high priority within Transit-Oriented Development areas. The TOD approach must generate multi-family housing units on commercial properties

without negatively impacting historic neighborhood characteristics. As growth in the non-residential areas evolves into more mixed use, the historic residences adjacent to the TOD areas will be protected. Rehabilitating residential structures to create new multiple dwelling units in the historic districts can attract residents who want to be near transit services.

Future light rail lines are planned to connect to the intermodal hub at 600 West and 200 South and extend along North Temple to the Airport. Potential future light rail stops planned at Main Street and 700 South and at 200 West and 900 South should be evaluated for TOD suitability. The existing and future light rail lines and stations and the commuter and intermodal hub locations are depicted on the Central Community TOD map on page 66.

West Temple Gateway

The West Temple Gateway area extends from 700 South to the 900 South Interstate off ramp and from 300 West to West Temple and includes the 200 West / 900 South future light rail stop.

The West Temple Gateway area is part of a redevelopment project area created in 1987, which included two revitalization concept plans. These are not adopted policy plans but resource documents. The 1994 plan identified alternative concepts ranging from low-density residential infill to Big Box retail uses. A second analysis in 2001, after the light rail line was constructed, provided an Illustrative Plan that proposes a mixed use transit-oriented neighborhood containing residential, retail, office, and industrial land uses. Development of a West Temple Gateway small area master plan will provide detailed development guidelines for this area.

Transit Oriented Development goal

Establish the benefits of Transit-Oriented Development through land use designations, design guidelines, zoning, and public funding.

Transit Oriented Development policies

Transit-Oriented Development policies fall into these general categories: location and variety of land use.

Location

Policy TOD-1.0 Based on the Future Land Use map, establish Transit-Oriented Districts with a range of land use densities.

Variety of land use

Policy TOD-2.0 Encourage the development of mixed-use projects near light rail stations to create a livable, walkable urban environment.

- TOD-2.1** Support a variety of low-, medium- and high-density residential uses around light rail stations in TOD districts, based on the Future Land Use map designations.
- TOD-2.2** At light rail stations in TOD districts, establish a centralized core of land uses that support transit ridership. Anchor transit centers with land uses that act as destination points.
- TOD-2.3** Encourage a variety of commercial uses that share the same clientele and patrons. For example, movie theaters provide a clientele to patronize restaurants, arcades, and retail businesses.

ACCESS AND MOBILITY

INTRODUCTION

Access and mobility within the Central Community, with careful mitigation of impacts, is very important to the health, vitality, quality of life, and economic development potential of the Central Business District and Central Community neighborhoods. Future policy changes will require knowledge of land use impacts and pedestrian, bicycle, and vehicle movement needs in order to maintain a quality living environment.

The Central Community Master Plan focuses on three types of mobility: pedestrian, vehicular (including motorized and bicycles), and transit (light rail and bus).

Pedestrian movement

Pedestrian accessibility to commercial, medical, educational, park, recreation, and communal or religious activities help define a neighborhood and the quality of living in a community. Pedestrian mobility is a priority within the Central Community. Streets should

allow children, senior adults and those with disabilities to access destination points without being threatened by vehicular movement.

However, the large scale of the Central Community street block system creates unique challenges for pedestrian mobility. The distance from one block to the next is intimidating and traversing the wide streets with several lanes of traffic can be dangerous.

The City blocks are larger than most urban cities that have very dense and intense urban areas in their core downtowns. Salt Lake City has the opportunity to learn from other cities about the pros and cons of smaller city blocks. These issues will be addressed over time as pedestrian needs are designed into infill development.

The Central Community's Downtown area offers many design opportunities for pedestrian amenity. Future infill construction, open space, and pedestrian corridors can be created to make Downtown more accessible for the pedestrian. The document, Towards a Walkable Downtown, identifies how to rebuild pedestrian friendly areas in Downtown in order to return to more walkable lifestyles.

Vehicle movement

In general, vehicle transportation corridors in the Central Community have large right of way widths that

may accommodate eight travel lanes on major arterial streets. The Central Community also has narrow residential streets, sometimes not wider than 12-feet, that provide access to inner block neighborhoods.

There are advantages and disadvantages to wide rights of way. Advantages include accommodating greater traffic volume in the Central Business District, accommodating alternative modes of transportation sharing the same right of way, and providing opportunity for greater land use density and intensity. Disadvantages include increased traffic congestion, difficulty in providing safe pedestrian crossings, land use conflicts that are incompatible with high traffic volume streets, the tendency of wider streets to support higher travel speeds and the unattractive aesthetics of wide streets. The Salt Lake City Transportation Master Plan emphasizes the reduction of travel time and vehicle miles traveled and the reduction of air pollution.

Bicycle movement

The Master Plan supports development of elegant, safe, inviting bicycle movement in the Central Community for both recreation and commuting purposes. Salt Lake City has an existing bicycle route designation map in the City's Transportation Division Pedestrian and Bicycle Master Plan.

Transit movement

This plan supports a fully functional transit system where riders do not experience significant delays and stops are located in areas where ridership demand is high. Improving transit systems would also assist in improving vehicle and pedestrian movement.

Bus service: Buses are the primary component of our mass transit system. Providing flexible routes that are relatively convenient and synchronized with regular stops is necessary to ensure ridership. Bus service is a tremendous resource when coordinated with light rail and other mass transit system elements. An integrated transit network would allow residents to move through the Wasatch Front without an automobile.

Light rail: Light rail has two existing lines that bisect the Central Community. The north/south light rail line began operation in 1999. The light rail connection from Main Street to the University of Utah Rice-Eccles stadium was completed in the fall of 2001. Extension of the west/east light rail connection from the Salt Lake City International Airport to the University of Utah was supported by the City Council in May 1998.

Light rail ridership along the north/south corridor has surpassed expectations during commuter and special event travel times. The increased ridership has removed significant amounts of vehicles off of streets in the Central Community.

More affordable and convenient access to light rail reduces vehicle miles traveled and reduces on-street parking conflicts with neighborhoods adjacent to special events.

Transit oriented development (TOD) works hand-in-hand with transit movement. The purpose of TOD is to allow for development intensities and densities to adequately support mass transit. The concept of TOD is to improve residential living through providing pedestrian convenience, reducing vehicle miles traveled, strengthening the economic base near light rail stations, improving air quality, and stabilizing ridership. See the Transit Oriented Development chapter in this plan.

Street classifications

The 1996 Transportation Master Plan provides direction for transportation and vehicle circulation and mobility throughout the City. According to the plan, street classifications within the Central Community shall conform to the definitions of the Transportation Master Plan. Key policies of the Transportation Master Plan and the street classification system are:

- Maintain the carrying capacity of arterials to encourage commuter traffic to use arterial streets rather than local and collector streets.
- Maintain the grid system of arterial streets as much as possible, while recognizing adjacent land use needs.
- Discourage through traffic on streets other than arterial streets in residential neighborhoods.
- Discourage non-locally generated commuter traffic through neighborhoods.
- Use traffic calming strategies to slow traffic and discourage commuter through traffic on collector and local streets.
- Use strategies such as street closures and diverters as a last resort and not without a thorough study of the impacts on the surrounding system.

Freeways/Expressways: State Routes. These roadways typically have higher speeds, medians, and grade separations or interchanges at selected crossroads. Freeways are intended to provide high levels of safety and efficiency in moving high volumes of traffic at high speeds.

Arterials: State Routes. These are State Highways operated and maintained by the Utah Department of Transportation. State routes typically operate as arterial streets.

Arterials: City Streets. Arterial streets facilitate through traffic movement over relatively long distances, such as from one end of the City to another and from neighborhood to neighborhood. They are generally multi-lane streets carrying high traffic volumes at relatively high speeds. These are commuter streets and typically offer controlled access to abutting properties.

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

Local Streets. Local streets provide direct access to and from abutting property. They usually provide one lane in each direction and are meant to carry traffic over short distances and at low speeds.

Pedestrian Priority Areas. Pedestrian Priority Areas are areas where the pedestrian has privileges overriding those of vehicles. These areas are protected so individuals can walk freely between destination points without fear of being injured by a vehicle. Urban design aspects are focused on pedestrian, not vehicle needs.

They are designed for all age ranges and abilities. Deliveries are scheduled during off-peak hours. These areas become activity centers where social exchanges take place.

Community input on Access and Mobility issues

Diverting traffic from one community to another

Traffic is increasing in the Central Community because other neighboring communities are diverting their share of traffic congestion into the Central Community neighborhoods. Traffic calming devices constructed in adjacent communities divert vehicle flow onto Central Community neighborhood streets. Therefore, residents would like input on traffic calming measures in adjacent communities before they are implemented.

Impact of the University and the Central Business District

The Central Community contains the Central Business District and abuts the University of Utah, which are the two largest employment centers in the State. Residential areas between these regional destination points experience greater vehicle impacts as employment, business, entertainment, and cultural activity increases. Implementation of traffic calming projects should help prevent diversion of vehicles from these areas by lowering speeds on residential streets. The City should also work closely with the University to mitigate the effects of University-related traffic.

Reduce residential neighborhood vehicle speeds and construct traffic calming projects in neighborhoods

Traffic calming projects to slow down vehicles in residential neighborhoods need to be funded and implemented in the Central Community. Vehicle speeds in residential neighborhoods also need to be reduced and controlled through enforcement practices. More revenue should be allocated for traffic calming projects to prevent further street and neighborhood deterioration, and all streets should remain open to carry a burden of traffic, thus maintaining a balance of un-congested streets in the community.

Street improvement and maintenance

Residential streets are damaged by overuse, and repairs and improvements are not performed in a timely manner. Local residential streets badly need to be targeted for improvements that include curb, gutter and sidewalk replacement, pothole repair, street tree planting and pedestrian lighting. These improvements would add value to the residential neighborhoods and help make them more livable.

Light rail and bus schedule coordination

Light rail and bus schedules need to be coordinated so extended delays do not occur. Most issues are with the bus system and its inconsistent schedules and poorly maintained pedestrian waiting areas. Although this is a Utah Transit Authority (UTA) responsibility, the City coordinates in helping address issues that cause delays such as untimely street construction projects, public utility projects and delays from building construction.

Parking concerns in higher density residential areas

The lack of coordination and targeting of residential parking permits, as well as the lack of parking schedules (time limits), intensify the parking problems in the community. There needs to be better land use and parking location evaluation. A reduction in the number of parking stalls in exchange for open space should not occur.

Future Access and Mobility changes

Light rail construction, re-routing of bus lines and changing schedules

Additional light rail lines are planned for Salt Lake City. Connections to the University Medical Center and the Salt Lake City International Airport have been considered and supported. There is also potential to extend connections to Sugar House and West Salt Lake, depending on UTA's priority project lists. These lines will have stations where bus routes connect for pedestrian transfers. There will be coordinated schedules to provide more consistent connections and serve larger areas of the population. Existing light rail service along the north/south corridor will establish and influence mass transit use, while the east/west connection will further increase it.

Transit oriented development

Future land use planning and zoning will implement Transit Oriented Development District regulations. Transit Oriented Development areas will support higher density mixed use development consistent with increasing the housing stock of the City while reducing dependency on automobile circulation. Opportunities may occur for creating access to multiple transportation modes that serve individuals in all age ranges and ability.

Mid-block access ways

New, smaller streets will be encouraged to provide greater access to the center of the 10-acre blocks north of 900 South. These new routes will provide greater pedestrian and vehicle access into the higher density populations within the block interiors.

Continued plan implementation

The Central Community Master Plan supports the implementation of the 1996 Transportation Master Plan, the 1993-2000 Bikeway Master Plan, Towards a Walkable Downtown; A Vision for Arts and Culture in Salt Lake City; and the Pedestrian/Bicycle plan.

Access and Mobility goals

- Provide for safe, convenient circulation of vehicular and non-vehicular traffic within neighborhoods and Downtown.
- Encourage commuter traffic and mass transit to use appropriate routes to minimize impacts on residential neighborhoods.
- Encourage traffic speed reduction on residential streets and promote pedestrian and non-automobile transportation modes.
- Ensure that people in wheelchairs can move through our City elegantly and are not relegated to unsafe, backdoor, or less convenient routes.

Access and Mobility policies

The transportation policies provide direction for coping with circulation issues and land use compatibility. This plan, in coordination with the Transportation Master Plan, presents opportunities to assist balanced transportation improvements with appropriate land use types. Policies and/or modifications should not deplete carrying capacities or safety of Central Community streets.

Circulation System

Policy TRANS-1.0 Improve vehicle and pedestrian circulation throughout the Central Community through coordination of transportation and land use planning.

TRANS-1.1 Facilitate multiple modes of travel throughout the Central Community.

TRANS-1.2 Ensure a consistent travel/vehicle flow with minimal obstructions on arterials.

TRANS-1.3 Minimize, through design review, that street design, pedestrian connections, building/parking areas, and land use designations do not create circulation conflicts between vehicles and pedestrians.

TRANS-1.4 Ensure that rights-of-way provide multiple transportation modes when possible, including sidewalks, trails, bike lanes, mass transit, vehicular lanes, and other modes of transportation.

TRANS-1.5 Support co-locating basic social services that complement one another such as housing, food, and clothing, and locate them near transit so those in need can easily access necessary services.

Traffic Control

Policy TRANS-2.0 Improve vehicle circulation through street design and traffic signal synchronization.

TRANS-2.1 Continue participation in the valley-wide signal coordination program. Ensure that traffic circulates on arterial streets smoothly providing commuters efficient access to their destination points.

TRANS-2.2 Encourage improved methods to control traffic speeds in residential neighborhoods, utilizing traffic calming techniques and police enforcement.

Policy TRANS-3.0 Relate right-of-way designs to land use patterns.

TRANS-3.1 Encourage where appropriate rights-of-way that have landscaped street medians, landscaped park strips, street trees, on-street parking,

pedestrian lighting, and furnishings such as major arterials.

TRANS-3.2 As funding is available, establish well-designed boulevards with street design themes for major arterials including 500 West, State Street, 700 East, South Temple, 300 South, and 800 South.

TRANS-3.3 Limit truck routes to arterials. Direct truck traffic away from areas and places with a high concentration of pedestrians and low-density residential development.

Bicycle and Pedestrian

Policy TRANS-4.0 Ensure pedestrian mobility and safety.

TRANS-4.1 Improve pedestrian movement along arterial and collector streets. Design and support safe pedestrian crossings.

TRANS-4.2 Pedestrians and the disabled should have direct and safe travel paths between land uses and transit.

TRANS-4.3 Coordinate bikeways with the Open Space Master Plan connecting

corridors to recreational and activity centers throughout the City.

TRANS-4.4 Obtain easements where feasible for pedestrian corridors for interior mid-block access.

Parking

Policy TRANS-5.0 Address parking concerns within the Central Community.

TRANS-5.1 Support shared parking facilities throughout the Central Community.

TRANS-5.2 Encourage parking solutions to support commercial, neighborhood and transit oriented development.

HISTORIC PRESERVATION

INTRODUCTION

The Central Community is one of the oldest developed areas in Salt Lake City. In 1847 when the pioneers arrived in the Salt Lake Valley, they set up camp in what is today Pioneer Park. The Great Salt Lake City was laid out according to Mormon leader Joseph Smith's vision for a religious utopia in the 'Plat of the City of Zion.' In this city plan, each block contained ten acres, which were divided into eight homestead lots. One house was to be built on each lot, with a twenty-five foot landscaped front yard with the garden and livestock in the rear. Land to the south and east, the 'Big Field,' was used for crops.

The 'Plat of the City of Zion' can still be seen in the regularity of the ten-acre blocks and wide streets, originally intended to provide enough room to allow a team of oxen to turn around. A few of the oldest residences can still be found. They are usually of adobe construction and are set farther back from the street than other buildings.

The population of the City grew rapidly, and the land reserved for agricultural purposes, the "Big Field," was divided into building lots. In addition, existing lots were further subdivided to accommodate more homes on mid-block interior courts. At the turn of the century, the lack of zoning ordinances combined with an expanding central business district contributed to the variety of commercial development that encroached on some Central Community neighborhoods.

Over the years, many commercial and residential buildings in the Central Community have been demolished, changing forever the urban character and quality of the area. Reasons for such destruction include: designing for the needs of vehicles rather than people, property consolidation, land use conversions, lack of building maintenance, seismic retrofit costs, and property speculation in the developing Central Community.

Historic buildings and sites offer styles of architecture that make these structures unique to the area. Historic development patterns make areas unique and provide a distinctive development character to the area. Local and national designation can result in preservation of historic sites, structures and neighborhood character.

Types of historic designation

In Salt Lake City there are two types of historic registers: the National Register of Historic Places and the Salt Lake City Register of Cultural Resources. The Utah Division of State History and the National Park Service administer the National Register. The Salt Lake City Historic Landmark Commission administers the Salt Lake City Register. Each register includes historic districts as well as individual landmark sites. Although the districts and individual buildings of both registers are quite similar, the two registers exist for different purposes.

The National Register is the official listing of sites which have local, state, or national historic significance. To be listed on the National Register, a property must possess a high degree of physical integrity, meet certain criteria concerning associations with historic events, persons, architectural or archeological significance, or construction techniques, and be more than 50 years old. National Register designation can apply to either a single building or an entire district.

Owning a building located within one of the National Register districts does not come with any restrictions on an owner's right to alter or even demolish the building. This designation does, however, qualify a building owner to apply for state and/or federal tax credits for rehabilitation costs.

The National Register districts in the Central Community include:

- Central City Historic District
- Bryant neighborhood
- Bennion-Douglas neighborhood

- Exchange Place Historic District
- Gilmer Park Historic District
- South Temple Historic District
- University Neighborhood Historic District
- Warehouse Historic District

In addition to the districts, approximately 92 buildings in the Central Community are individually listed on the National Register.

The City Register districts in the Central Community include:

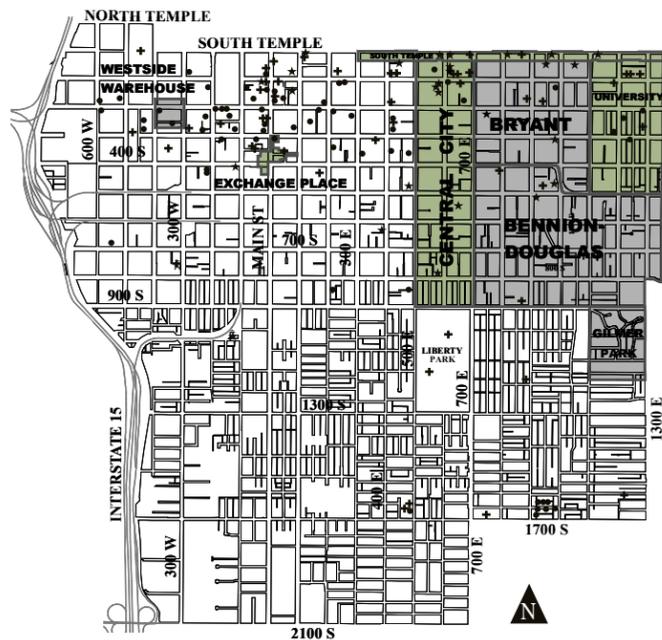
- Central City Historic District
- Exchange Place Historic District
- South Temple Historic District
- University Neighborhood District

The expanded boundary to the Central City Historic District, encompassing the area from 700 East to 1100 East and from South Temple to 400/500 South, is listed only on the National Register. This area is not subject to the City's historic preservation ordinance.

Buildings listed on the City Register or located within a City district are subject to preservation ordinances that require exterior alteration to be approved by either a preservation planning staff member or the Historic Landmark Commission. It is also the responsibility of the Historic Landmark Commission and the historic preservation planning staff to approve demolition and new construction projects to ensure that regulations are properly enforced. They are also responsible for establishing historic preservation policies for the City and ensuring that the preservation of historic structures is considered when City projects are undertaken.

The Salt Lake City register and the National Register of sites and districts within the Central Community are shown on the Historic Preservation map.

CENTRAL COMMUNITY HISTORIC PRESERVATION



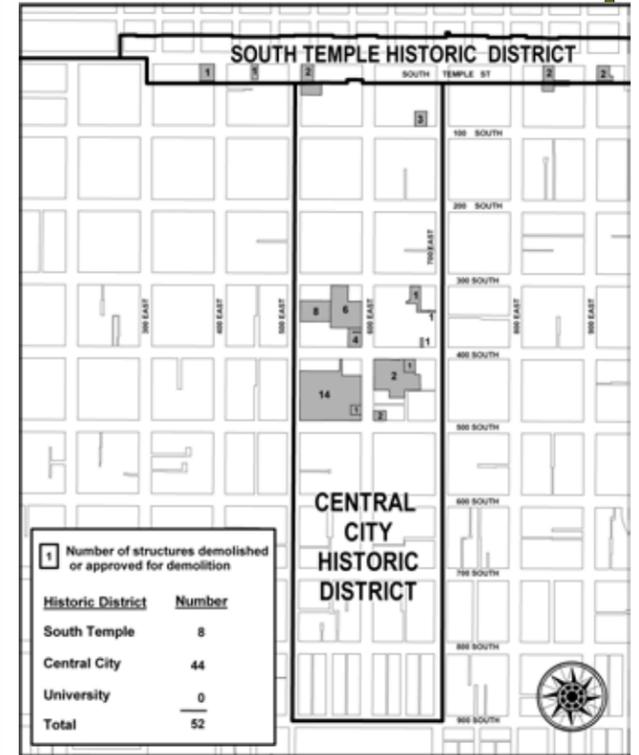
Historic Landmark Sites
 • National Register
 * Salt Lake City Register
 + On Both Registers
 Existing Historic Preservation Districts
 Existing Historic Districts on the National Register Only

Demolitions in Historic Districts in the Central City Community

Three locally-designated historic districts are located in the Central City Community: University, South Temple and Central City. Of these three districts, Central City faces the most intense development pressure and has consequently experienced the highest number of demolitions since its designation in 1991. The majority of the demolitions have occurred in the four blocks located on the 400 South commercial corridor. Fourteen contributing structures have been approved for demolition for the Emigration Court multi-family residential development and 14 structures (7 contributing) have been demolished for the Fred Meyer shopping center development. A total of 52 structures have either been demolished or approved for demolition.

Most of the demolitions in Central City have occurred as a result of low intensity development on land that is zoned for high-density residential development or automobile-oriented commercial development. Although

Demolition in Historic Districts



the zoning rewrite in 1995 downzoned much of the property in the Central City Historic District, the neighborhoods east of Downtown had been zoned for high-density uses for decades, resulting in patterns of assemblage and land-banking with absentee landlords. The City strengthened its historic preservation demolition ordinance as part of the zoning rewrite in 1995, requiring owners to show economic hardship before the Historic Landmark Commission can approve the demolition. Even with this requirement it has been difficult for preservationists to deter demolitions. Both the zoning of properties within historic districts and the economic hardship ordinance need to be evaluated to encourage adaptive reuse rather than demolition of structures.

The South Temple historic district has had six demolitions since 1976. For the most part, these occurred in the late 1970's, just as the historic preservation movement was gaining momentum in Salt Lake City. As residents, business owners and community organizations recognized the value of historic preservation, many properties on South Temple were successfully adapted for other uses, and demolition requests on South Temple slowed.

The University Historic District was created in 1991. There have been no demolitions within this district since its creation.

Community input on Historic Preservation

Create more historic district designations

There are other non-designated areas of the Central Community worthy of preservation. The City should continue designating districts in the East Central and Central City Community Council areas. Other residential neighborhoods should have conservation districts to help protect residential character with a minimum level of design review.

Increase the number of staff working on historic issues and funding for improved protection and enforcement of the historic overlay zoning district

Residents want additional staff and funding to continue improving the historic district administration and enforcement. Increased staff and funding would provide resources for more design review and historic surveys to monitor and record activities within the historic districts and/or potentially eligible historic districts. Staff could also implement public educational programs to increase public awareness of historic preservation.

Prevent boarded-up buildings in historic districts

Historic district and landmark sites should be protected as a resource. Historic district buildings need to have legitimate tenants occupying the property to prevent vandalism and transient problems. Property owners who abandon structures to sell to developers need to maintain these properties until sold. Residents want stronger ordinances to allow for penalties where properties owners allow historic structures to deteriorate.

Future Historic Preservation changes

There are specific policies and regulations that govern locally designated historic districts and landmark sites. This master plan supports those historic regulations and recommends investigating designation of additional sites and districts in the community.

Two areas within the Central Community are the focus of new preservation efforts. The recently listed Bryant neighborhood is a National Register designation and was included as an extension of the Central City Historic District in August 2001. The Bennion/Douglas neighborhood received National Register designation in 2002. Other districts need to be surveyed to determine their eligibility for National Register status.

Where Transit Oriented Development Districts are within local or national historic districts, preservation of residential neighborhoods, structures, and viable commercial buildings should be a priority. Transit Oriented Development can target specific properties, such as those along the 400 South corridor, for redevelopment that do not affect the historic character of the neighborhood. New development should occur on vacant or noncontributing sites and should be compatible with the historic district. The goal is to allow higher density structures where commercial zoning exists to meet the desired population density in TOD area while eliminating demolition pressures on contributing historic structures.

The designation and regulation of historic districts and landmark sites provides a mechanism to preserve the unique characteristics of Central Community's historic residential and commercial neighborhoods. Preservation of the historic areas and structures helps to maintain a pedestrian scale and strengthen the continuity of land development patterns with the City's past.

Historic Preservation goals

Preserve the community's architectural heritage, historically significant sites and historic neighborhoods.

Ensure that development is compatible with the existing architectural character and scale of surrounding properties in historic districts.

Goals for individual districts

In addition to the global goals, there are specific goals which address the different characteristics of the individual districts.

The goal for the Central City Historic District is stated in Design Guidelines for Residential Historic Districts in Salt Lake City, Central City Historic District, July 1, 1996, p. 174. "The most significant feature of this district is its overall scale and simple character of buildings as a group, as a part of the streetscape. As a result, the primary goal is to preserve the general, modest character of each block as a whole, as seen from the street. Because the overall street character is the greatest concern, more flexibility in other areas, particularly renovation details should be allowed.

This goal for preservation also must be considered in the context of related neighborhood goals to attract investment and promote affordability."

The goal for the South Temple Historic District is stated in Design Guidelines for Residential Historic Districts in Salt Lake City, South Temple Historic District, July 1, 1996, p. 185. "The design goal for the South Temple District is to preserve its unique character. Preservation of the character, style and details of the many high style buildings is a high priority, as is assuring that new building will be in scale and compatible in character with the historic context."

The goal for the University Historic District is stated in Design Guidelines for Residential Historic Districts in Salt Lake City, University Historic District, July 1, 1996, p. 198. "The design goal for the University District is to preserve the character of its streetscapes and the integrity of its individual historic structures. In particular, preservation of the streetscape, including parkways, tree lawns, front yards and walkways is a high priority."

Historic Preservation policies

Policy and regulations

Policy HP-1.0 Central Community gives high priority to the preservation of historic structures and development patterns.

HP-1.1 Coordinate transit oriented development corridors with historic preservation requirements.

HP-1.2 Ensure that zoning is conducive to preservation of significant and contributing structures or properties.

HP-1.3 Improve and expand preservation measures to protect historic development patterns such as subdivision lot layout, street patterns, neighborhood landscape features and streetscapes.

HP-1.4 Encourage new development, redevelopment and the subdivision of lots in historic districts that is compatible with the character of existing development of historic districts or individual landmarks.

Policy HP 2.0 Use building codes and regulations to support preservation.

HP-2.1 Administer the Uniform Code for Building Conservation (UCBC) standards when retrofitting historic structures.

HP-2.2 Support the conditional use procedure to allow nonresidential uses of landmark sites in residential districts when conducive to preservation of the landmark while ensuring

use compatibility with the surrounding neighborhood.

Design guidelines

Policy HP-3.0 Continue implementation of the Design Guidelines for Residential Historic Districts in Salt Lake City to ensure the compatibility of new construction with existing historic buildings.

HP-3.1 Enforce regulations pertaining to historic districts and landmark sites.

HP-3.2 Ensure building construction is compatible with existing historic structures.

Expansion of preservation efforts

Policy HP-4.0 Identify new historic sites and expand National Register historic districts as funding is available.

HP-4.1 Encourage developers and contractors to contact and participate with the State archaeologist or other appropriate government entities to identify and survey sites with potential archaeological resources. Encourage discoveries and resources to be protected, recovered and preserved with minimal damage during excavations for new structures.

HP-4.2 As funding is available survey East Liberty, West Liberty, Liberty Wells and the Emerson neighborhoods, to determine eligibility for the National Register. Survey and list the area west of the existing Central City Historic District.

HP-4.3 Community Councils in the Central Community should encourage public support for creating or expanding historic districts.

Education

Policy HP-5.0 Community Councils in the Central Community should pursue opportunities to increase the public's awareness about Historic Preservation.

HP-5.1 Assist community organizations as resources are available to present and provide informational workshops on historic preservation and building conservation for the general public, property owners, and contractors through neighborhood community council organizations, web sites, street fairs, the Utah Heritage Foundation, the Building Permits office, and other channels of information.

HP-5.2 Showcase good examples of preservation to encourage residents to participate in preservation based on the positive outcomes of the projects.

HP-5.3 Explore joint educational efforts with governmental, community, and non-profit preservation groups.

URBAN DESIGN

INTRODUCTION

Urban design addresses physical characteristics and site orientation as they relate to the functional and visual form of the community. Urban design policy is implemented through general guidelines that apply to characteristics of neighborhoods and commercial areas, such as pedestrian amenities, streetscape characteristics, views, and vistas. A strong urban design image is crucial in attracting and retaining the residents, tourists, and employees to create a vibrant community.

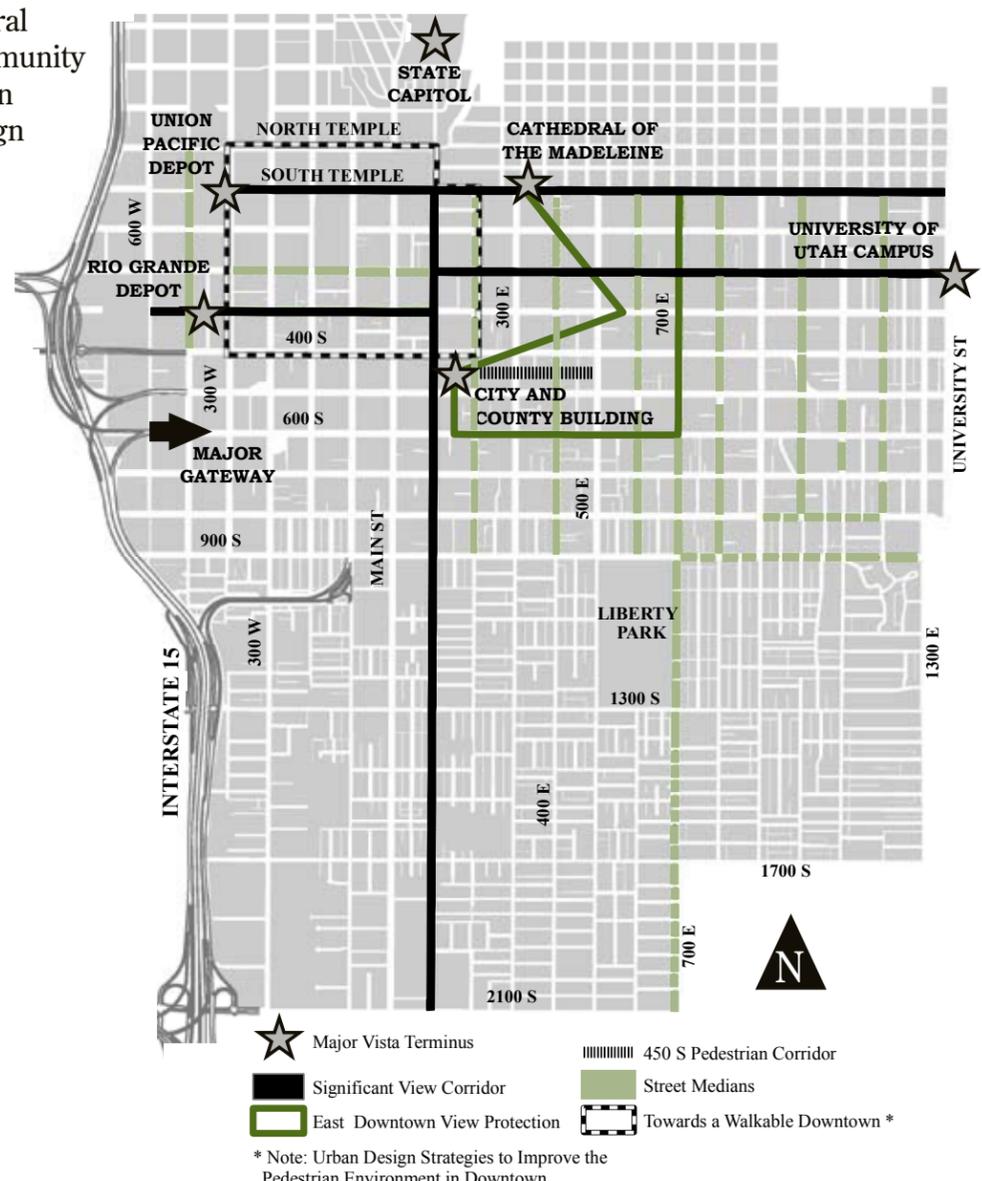
Development activity in the community must consider the relationship between all elements of the built and natural environment including pedestrian activity, the architectural character and human scale of the built environment, vehicle movement, structural presence, and vegetation. Urban design can specify methods to enhance or protect areas, making them more economically stable and livable. Protection of scenic views and historical features through guiding the form and scale of new development maintains visual interest in the community.

There are several existing urban design guidelines governing the Central Community. Resource documents used for this master plan include:

Design Guidelines for Residential Historic Districts in Salt Lake City (1996)
Downtown Master Plan (1995)
Gateway Development Master Plan (1998)
Urban Design Element (1990)
R/UDAT (1988)
Towards a Walkable Downtown (2000)
A Vision for Arts and Culture in Salt Lake City (2000)

These documents provide the Central Community with standards, examples, methods, procedures and direction for creating a sense of place for the City and can help direct the future urban design environment of the Central Community. The urban design map summarizes key vista and view concepts contained within the Salt Lake City Urban Design Element and in the East Downtown Neighborhood Plan.

Central Community Urban Design



Community input on Urban Design

Urban design guidelines and design review need to be implemented
Design guidelines should be created for different parts of the community and administered as part of the zoning ordinance. They should also assist in preventing poor craftsmanship and poor quality construction.

The existing urban design guidelines in master plans, historic districts, and zoning ordinances need to be implemented during preliminary application processes for development to help educate property owners, business owners, and developers about these policies and the priorities of the community.

Design review needs to be administered more frequently and enforced

The City should adopt design review policies and regulations.

Future Urban Design changes

The use of urban design techniques will be strengthened through zoning amendments, design review processes, enforcement of existing design guidelines, and development of new criteria that focus on the pedestrian. Improved urban design applicability to development and infrastructure improvements will help create a more livable community and a stronger sense of place.

Urban Design goals

Make the Central Community more attractive and livable by applying the best urban design practices.

Implement visual and aesthetic standards for urban design that enhance the Central Community. Design public facilities that enhance the character of the community and encourage coordination, linkage, and balance between land uses. Encourage property improvements that are visually compatible with the surrounding neighborhood.

Urban Design policies

Design guidelines

Policy UD-1.0 Support establishment of guidelines, and regulations for urban design to improve the quality of living in the Central Community.

UD-1.1 Protect view corridors, vistas, and focal points. Refer to the urban design map on page 87.

UD-1.2 Support zoning regulations that provide opportunities for unique and creative urban design solutions.

UD-1.3 Ensure that the design of infill development is compatible with the aesthetic appearance of neighborhoods.

UD-1.4 Administer urban design through zoning regulations where possible.

Policy UD-2.0 Encourage Community Councils in the Central Community to create programs and guidelines to enhance neighborhood identity.

UD-2.1 Support the creation of block development and small area plans.

UD-2.2 Retain as policy the urban design recommendations and guidelines in existing plans including the Gateway Master Plan, the Downtown Master Plan, the East Downtown Master Plan, the East Central Community Small Area Master Plan, the 1300 East University District Area Plan, the East Central Neighborhood Plan and Addendum, and the Urban Design Element.

Design applicability

Policy UD-3.0 Provide for physical changes that improve the urban design characteristics of the Central Community.

UD-3.1 Apply urban design policies and guidelines in City funded projects.

UD-3.2 Prioritize and coordinate urban design in capital improvement projects.

UD-3.3 Protect both neighborhood character and the pedestrian by providing street medians and pedestrian refuges as recommended by the Community and as funding is available. The desired locations for street medians and pedestrian enhancement areas are shown on the urban design map.

UD-3.4 Encourage landscaped medians on State roadways such as 700 East.

ENVIRONMENT

INTRODUCTION

Environment-related design addresses physical characteristics and issues in the Central Community can be divided into two general categories: natural environmental hazards and the potential adverse effects of urbanization on the environment. Natural environmental hazards include fault zones, liquefaction potential, and the risk of flood. The environmental impacts of urban development include degradation of air quality, the potential for soil and groundwater contamination from hazardous waste, elevated noise and light levels, and the destruction of natural habitat.

The Central Community Master Plan supports environmental and resource protection, the development of environmental legislation for improving and protecting air and water quality, and the cleanup and remediation of soils and hazardous material contamination, as well as addressing noise, light pollution, recycling and water conservation.

Natural environmental hazards

Seismic fault zones and liquefaction potential

Two major fault segments along the Wasatch Front affect the Central Community: the Warm Springs Fault which crosses South Temple Street at West Temple and extends south into the Central Business District; and the East Bench Fault which runs along the eastern edge of the Community below 1300 East. These faults represent a potential hazard to life and property in the event of an earthquake, especially since most structures in the Central Community were built prior to the adoption of seismic codes. The location of these faults are shown on the Environmental Constraints map.

Within the Central Community, these faults represent the approximate demarcation between the relatively stable bedrock formations of the mountain range and the deep silt/clay sediments of the valley. The portion of the community that extends into the valley has been identified as having moderate to high liquefaction potential due to the nature of the soils and relatively

high ground water levels. Liquefaction may cause structural collapse of buildings, injuries or loss of life.

Risk of flood

The primary streams located within the Central Community are City Creek, Red Butte Creek, and Emigration Creek. Historically, these streams flowed out of the canyons and meandered across the valley to the Jordan River. As Salt Lake City grew, significant segments of the streams were piped and buried. In recent years, City Creek has been reestablished above ground from Memory Grove to North Temple Street and there are plans to further extend the above ground portion. (Refer to the Gateway Master Plan.) Red Butte and Emigration Creeks are currently underground west of approximately 1100 East. These streams are subject to flooding when the winter's accumulation of snow in the mountains begins to melt.

As a participant in the National Flood Insurance Program, Salt Lake City has made a commitment to "preclude and/or minimize exposure to, or damage caused by, flooding and to mitigate any damage or loss caused by such flooding." A 100-year flood plain has been identified along each of the aboveground segments of the streams in the Central Community. A significant area in the southwest portion of the Central Community (300 West to 600 West, south of approximately 500 South), not associated with a specific stream, has also been designated as a 100-year flood plain. The flood zones are identified on the Environmental Constraints map.

Issues related to urban development

Urban development brings with it numerous environmental impacts. Some may be positive but, historically, adverse impacts have been more common. Only in the comparatively recent past have efforts been made through planning and development regulation to anticipate potential impacts and implement appropriate mitigation measures prior to, during, and after development.

Groundwater aquifer

Beneath the Salt Lake Valley are several underground aquifers at various depths below the surface that are continually recharged from rainfall, snowmelt, stream flow, and springs. As the population in the valley continues to grow, water stored in these aquifers is becoming increasingly important as a source of culinary water. For this reason, measures to protect the aquifer from contamination or depletion should be a priority.

Salt Lake City took a significant step in protecting this important water resource with the adoption of the Groundwater Source Protection Overlay Zone in 1998, replacing the Aquifer Recharge Zone of 1995. The overlay zone establishes standards for new commercial and industrial uses and expansion of existing uses, which may use potential contaminants. However, additional measures are needed to ensure that existing commercial and industrial businesses, as well as residents of Salt Lake City, appropriately use and dispose of potential water contaminants.

Biomass

Plant material should be recycled back into the earth, as in a forest. For example, lawn clippings can be left on the lawn, mulched, composted, or spread on garden soil. These materials serve first as water conserving mulches and eventually become humus through natural deterioration processes. Recycling plant material improves the condition of the soil and increases the absorption of rain and snow melt, with a resulting reduction in the need for garden chemicals and irrigation. Recycling also reduces the amount of yard waste deposited at the landfill.

Water management

Allowing storm water to run off impervious surfaces into the gutter and storm drain may increase the contamination level of water downstream. Water from

rain or snow can be diverted to landscaped areas to be filtered naturally before entering the water table. The treatment of runoff water as wastewater should not be encouraged. Water efficient landscaping and water conservation measures also contribute to the proper management of water resources in the community.

Brownfields and soil contamination

The United States Environmental Protection Agency (EPA) defines "brownfields" as "abandoned, idled, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination." A portion of the Gateway District has been designated as a Brownfields Assessment Demonstration Pilot site. Designation of brownfields in other areas of the Central Community is subject to further investigation to determine if contamination actually exists and, if so, what mitigation measures must be implemented before properties can be redeveloped.

Besides the brownfields, there are smaller pockets of soil contamination throughout the community resulting from causes such as underground gasoline tanks, dry cleaners, beauty salons, mechanic shops, railroad beds, and oil spills. Mitigation measures are necessary before these areas can be reclaimed for residential uses.

Air quality

Air quality standards are established and monitored by the Utah State Division of Air Quality according to federal standards administered by the Environmental Protection Agency. At the present time, Salt Lake County does not meet the standards for PM-10 (particulates) and sodium dioxide. In addition, Salt Lake City does not meet the standards for carbon monoxide. As the population of the region continues to increase, air quality will continue to deteriorate unless steps are taken to reverse this trend. Such steps could include encouraging the use of public transportation and reducing the use of private automobiles, promoting higher density urban populations and less development of natural areas, identifying green days and no-burn days, requiring more fuel efficient heating and cooling, and developing incentives for industries to reduce emission of pollutants.

Heat islands

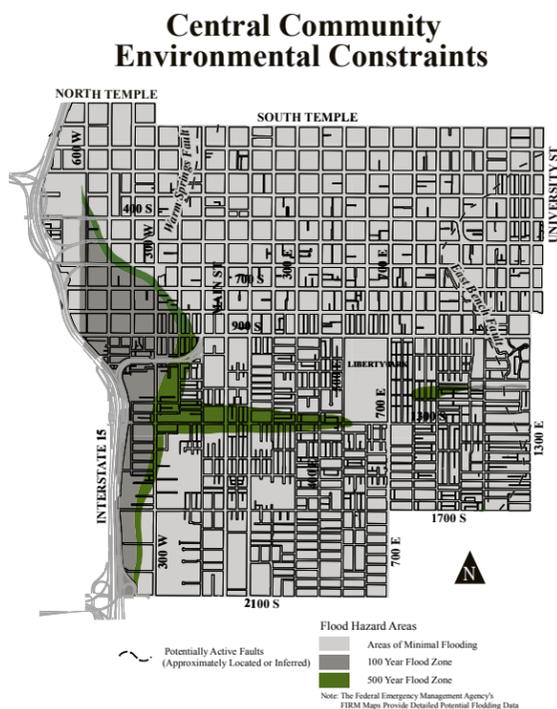
Temperatures are higher in cities than the surrounding countryside. These urban heat islands are due to fewer trees, shrubs and plants to shade buildings, intercept solar radiation and cool the air by evapotranspiration and because buildings and pavement made of dark materials absorb the sun's rays causing the temperature of surfaces and the air around them to rise. The higher temperatures create more air pollution and a greater demand for air conditioning, which increases the production of greenhouse gases.

One way of decreasing the effects of urban heat islands is the implementation of Cool Communities concepts, which include the use of light colored roofing and building materials and strategic locations of shade trees to reduce heat build-up and increase energy efficiency. Encouraging the use of public transportation and reducing private automobile usage can also contribute to the reduction of heat islands and global warming in general.

Noise

Perhaps the most ubiquitous impact of urban development is noise from automobiles, train traffic, industrial operations, construction activities and many other sources. These impacts are most apparent in the Gateway District and the People's Freeway areas, which are subject to noise from I-15 and 300 West as well as industrial land uses. Other areas in the Central Community where noise has potential adverse impacts are the residential neighborhoods near major arterials.

The Federal Department of Housing and Urban Development (HUD) has established noise guidelines



which address the seriousness of this issue, especially as it affects the quality of life in residential neighborhoods. If noise levels exceed the guidelines, HUD requires that noise attenuation measures be incorporated into the design and construction of buildings in order for federal funding to be used in a project.

Light

Light pollution wastes energy and money, makes it difficult for astronomers to see celestial objects and causes trouble for wildlife, such as migrating birds, nighttime drivers, and people trying to sleep. The use of quality outdoor lighting can minimize adverse environmental impacts on dark skies by reducing light pollution. Quality outdoor lighting is lighting that is no brighter than necessary and illuminates only what people need to see. Glare occurs when the light source itself is more noticeable than the objects it is illuminating. Quality outdoor lighting can be achieved through proper shielding and having the right kind of bulbs to direct the rays low instead of into the sky.

Waste management

Local landfills will eventually reach capacity. Extending the life of landfills is imperative in the long term. It is critical that the City implement programs to reduce the quantities of waste generated. One program in place is the City's recycling program. The composting and mulching of plant and lawn materials would also help reduce the level of waste material taken to landfills. Expanding the recycling program to include commercial enterprises and multi-unit residences as well as promoting individuals to compost and mulch vegetation would greatly reduce the quantity of waste material.

Community input on Environment issues

The City should continue to provide leadership and set an example in all environmental areas, such as the amount of use and fueling source of city vehicles, decreasing water usage on city properties, planting water-wise landscaping, requiring energy-efficient construction for City buildings, and mandating recycling of materials used in City offices.

Future Environment changes

The Salt Lake City Green Program is designed to maintain our quality of life and ensure a healthy, sustainable future. The Salt Lake City Green program supports efforts to develop trail projects, expand

transit, and preserve open space. It also continues the City's Zero Waste Initiative to encourage recycling and conserve water and energy.

Eco-development of our City is linked to how we allocate our natural resources, how we create the linkages of jobs, housing, and transit, and how we reach out to clean industries that share the vision of sustainable development. Eco-development applies the identification of ecological development that is more economical than conventional development while achieving an ecologically sound and sustainable community. The Salt Lake City Green program supports development of high-performance, green building policies.

Light contamination issues will be addressed through adoption of a Street Lighting Design Element. Implementation of this plan would be through a street lighting system that focuses lighting at a pedestrian level. The pedestrian level of lighting is directed to specific areas and helps to minimize light contamination.

Raising creeks, particularly City Creek from the Downtown area to the Jordan River will be a significant urban design change as well as a change to the environment. Implementation of this concept will occur gradually through redevelopment and reuse of properties adjacent to the existing under-grounded creek.

Environment goals

Provide a safe and healthy environment for the Central Community
Minimize the risks of natural environmental hazards
Preserve and protect the Central Community's land, air, and water resources.
Provide leadership and set an example in all environmental areas.

Environment policies

Safety related

Policy ENV-1.0 In the Central Community minimize the potential damage and loss of life caused by earthquakes.

ENV-1.1 Enforce compliance with the existing codes for building near fault lines.

ENV-1.2 Support education of the public on preparing for and surviving earthquakes.

ENV-1.3 Encourage seismic retrofitting of existing structures.

Policy ENV-2.0 In the Central Community minimize the risks of flooding.

ENV-2.1 Control development activity in the 100-year flood plain.

ENV-2.2 Require that buildings in a flood plain be designed to resist flooding.

ENV-2.3 Support and implement the goals of the Storm Water Management Plan.

Quality related

Policy ENV-3.0 Support Central Community participation in the Cool Communities program to reduce the "urban heat island effect," to lower cooling costs, and to reduce electric power consumption.

Policy ENV-4.0 This master plan recognizes the following citywide policies to protect and preserve its water resources.

ENV-4.1 Support and implement existing City water policies.

ENV-4.2 Ensure that city properties are managed for efficient water use.

ENV-4.3 Investigate ways to encourage and reward conservation water use.

ENV-4.4 Educate the public on the policies in the Storm Water Management Plan.

ENV-4.5 Serve as an example of water-wise landscaping and participate in public education on water-wise techniques.

Recycling and Solid Waste

Policy ENV-5.0 Central Community supports citywide-recycling efforts designed to extend the life of the Salt Lake City/County solid waste facility.

PUBLIC UTILITIES AND FACILITIES

INTRODUCTION

Public utilities and facilities are necessary services that allow the community to function on a daily basis. Water, sewer, and storm drain facilities are the basic services provided by the City. Other services include street repair, waste collection, and street lighting.

Curbs, gutters, sidewalks and streets

Most streets within the Central Community have curb, gutter, and sidewalks. The exception is the interior block streets, which are a mix of public and private streets. Many of these interior streets lack or have inadequate urban facilities. However, owners of property fronting on private streets are responsible for the maintenance of these streets.

Street lighting

The City provides street lighting for traffic and public safety. Street lighting also plays an important role in the function and aesthetics of the streetscape. The past policy on neighborhood street lighting provided streetlights at intersections and one at mid-block. These are cobra-head type lights located on top of high utility poles. Bringing the street lighting down to a pedestrian scale would enhance the neighborhoods and provide a safer and more pedestrian friendly atmosphere. The City is currently developing a street lighting plan with policies supporting energy efficient lighting styles, pedestrian orientation, neighborhood identity, and reduced light pollution.

Water pressure and culinary water

Water pressure is an issue in some parts of the community. Many of the interior court streets have undersized water lines. Water pressure affects fire fighting capabilities as well as convenience for daily living activities. Although there are laws and actions taken by the City to ensure water pressures do not drop below certain standards, there are areas where water pressure is less than ideal. The Public Utilities Department has developed a Culinary Water Master Plan which outlines specific recommendations throughout the City.

Storm drainage

A Storm Drainage Management Plan was completed in 1993. This plan lists specific recommendations for storm drainage improvements within the City. The City has also adopted storm drain impact fees to maintain and improve these facilities.

Community input on Public Utilities and Facilities issues

Private versus public streets

The City needs to clarify its responsibilities for private streets and help the residents find ways to upgrade them.

Street lighting

The City should provide the neighborhood lighting posts and globes rather than having the residents initiate their installation and pay for them.

Water systems

The City's water, storm, and reservoir systems are aging and deteriorating. They need to be repaired or replaced, especially in view of the City's anticipated population growth.

Future Public Utilities and Facilities changes

Future changes affecting the Central Community will be the under-grounding of overhead utilities. This will occur in non-residential areas through the redevelopment of individual sites. Implementation of the Salt Lake Street Lighting Design Element will provide a key opportunity to place overhead wires underground through the installation of new street lighting fixtures.

Implementation of the Storm Drainage Management Plan and the Watershed Management Plan will provide for improved water, wastewater and storm water services which meet or exceed public health and environmental standards.

Public Utilities and Facilities goal

- Provide and maintain dependable infrastructure, public facilities and utilities that ensure adequate services and a safe environment in the community.

Public Utilities and Facilities policies

Provision of services

Policy PUF-1.0 Within funding capabilities, ensure that funding mechanisms are in place for continued service in the Central Community.

PUF-1.1 Maintain existing utilities in the Central Community and upgrade as necessary.

PUF-1.2 Evaluate the need for special assessment districts to support utility infrastructure improvement demands in the Central Community.

Policy PUF-2.0 In the Central Community, sewer, water, and storm drain services should be evaluated and maintained to meet capacity needs of new development and population growth.

PUF-2.1 Install and upgrade facilities in the Central Community as deterioration and system demand require.

Provision and maintenance of facilities

Policy PUF-3.0 Ensure that public streets are maintained and improved throughout the Central Community.

PUF-3.1 Upgrade public interior court streets within the Central Community with neighborhood design input.

PUF-3.2 As funding is available, develop or expand street medians on appropriate north/south streets within the Central Community, specifically 700, 1000, and 1200 East Streets.

PUF-3.3 Provide consistent neighborhood design themes for street lighting and ensure that street lighting is provided at a pedestrian scale. Coordinate street lighting in designated historic districts with the Historic Landmark Commission to ensure that compatible design and placement patterns are met.

PUF-3.4 Continue to support and evaluate ways to improve street sweeping and snow removal services for designated City owned rights-of-way throughout the Central Community.

IMPLEMENTATION MEASURES

Implementation measures for the Central Community Master Plan are applicable either community-wide or to a specific neighborhood. The agencies involved are within City departments as well as outside agencies. The Housing and Neighborhood Development Division (HAND), Transportation Division, Redevelopment Agency (RDA), Planning Division, the Arts Council, Business Services, Building and Permits, and the development review and zoning compliance staff are all part of the Community and Economic Development Department (CED) of the City

FUTURE LAND USE MAP AND FUTURE SPECIFIC PLANS

IMPLEMENTATION	APPLICABLE AREA	AGENCIES INVOLVED	TIME FRAME
1 Zoning: Review the zoning district map and initiate and process appropriate zoning petition changes to make the zoning district map consistent with the Future Land Use map of the Central Community Master Plan.	Community-wide	Planning	1 year
2 Specific Plans: Subject to funding and staff availability, develop the following plans as warranted: a. 1100 East Street Residential Business zoning district small area plan. b. West Temple Gateway Plan. c. Salt Lake Community College expansion area. d. State Street corridor plan. e. 450 South small area plan. f. 900 South between 200 and 500 East Residential Business zoning district small area plan. g. Central Community Neighborhood small area plan.	Community-wide	Planning	1 year

RESIDENTIAL LAND USE

1 Financing Improvements: Continue and develop programs that assist development of rental and owner-occupied affordable housing, residential rehabilitation and neighborhood improvement programs.	Community-wide	RDA, HAND, Planning	On-going
2 Housing Location: Evaluate distribution and spacing of independent senior, assisted and elderly care residential facilities. Such facilities should be located near accessible commercial retail sales and service land uses and mass transit stops or stations.	Community-wide	HAND, Planning	Every 5 years
3 Housing Opportunity: Consider site-specific land use studies and plans for residential infill development areas including targeting specific residential areas for block redesign and/or infrastructure improvements.	Community-wide	RDA, HAND, Planning	On-going, Every 5 years
4 Housing Opportunity: Create a separate TOD zoning district that includes residential land use and urban design regulations to support transit and pedestrian developments.	People's Freeway Central City & East Central North	Planning	1-5 years
5 Zoning Investigation: Map conditional use locations and evaluate to determine the appropriate threshold of conditional uses that indicate a cumulative impact in residential neighborhood areas. Evaluate the concentration and spacing of conditional uses with respect to neighborhood impacts and protection of the housing stock.	East Central North & Central City	Planning	1-5 years
6 Zoning Investigation: Review mixed use zones to consider requiring a residential host and encouraging community-oriented land uses integrated with residential projects and to consider combined living and professional office units throughout the same building.	Gateway & Central City	Planning	1-5 years

COMMERCIAL LAND USE

1 Zoning Analysis: Evaluate neighborhood commercial nodes to determine appropriate design guidelines and amend zoning regulations and maps appropriately. Implement a neighborhood commercial node program that addresses land use, design, infrastructure, funding assistance and boundaries relevant to neighborhood commercial and residential growth patterns.	Community-wide	Planning	1-5 years
2 Land Development: Evaluate and amend City ordinances to encourage the use of transfer of development rights, first right of refusal (city authority), and density bonus incentives.	Community-wide	Planning, City Attorney	1-20 years

INSTITUTIONAL LAND USE

1 Zoning: Review zoning regulations to allow institutional, cultural and entertainment facilities within Transit Oriented Development areas to create destinations and increase accessibility.	People's Freeway, Central City & East Central Community	Planning	1-5 years
2 Community Outreach: Improve and encourage communication processes for neighborhoods abutting college campuses to address issues relating to campus expansion. Work with colleges and universities to develop campus master plans and programs.	Community-wide	Business Services, Planning	On-going
3 Community Outreach: Encourage review of medical and clinic expansion projects and other institutional land uses with neighborhood organizations.	Community-wide	Planning	On-going
4 Parking: Evaluate zoning and code enforcement policies to resolve parking issues for institutional land uses through alternative and shared parking programs.	Community-wide	Planning, Business Services	On-going
5 Institutional Re-use: Investigate vacant or abandoned institutional uses for potential conversions to open space or residentially compatible land uses.	Community-wide	Planning	On-going

PARKS, OPEN SPACE AND RECREATION

1 Program: Support a long-range park construction schedule to implement a Parks and Recreation Master Plan for the Central Community.	Community-wide	Planning, Public Services, Engineering	1-5 years
2 Program: Encourage Community Councils to implement public participation programs that include plant-a-tree, playground equipment placement, and park maintenance.	Community-wide	Community Affairs, Public Services	1-5 years
3 New Park: Explore options with the State regarding abandoned freeway corridors and excess right-of-way.	People's Freeway & Gateway	Planning, Property Management, RDA	5-20 years
4 Future Project: Consider opportunities to protect and bring City Creek to the surface between the Central Business District and the Jordan River.	Gateway & Downtown	Planning, Public Utilities, Engineering Public Services	5-15 years
5 Future Project: Improve the linear park along the west side of 700 East between 1300 South and 2100 South.	Gateway & Downtown	Planning, Public Services	5-15 years

TRANSIT-ORIENTED DEVELOPMENT

1 Codes: Create Transit Oriented Development zoning regulations and apply to the transit areas depicted on the Future Land Use map.	Community-wide	Planning	1-5 years
2 Land Use: Develop pedestrian amenities in high-density areas near light rail stations.	Community-wide	Planning, Transportation	On-going
3 Tracking/Monitoring: Review regulations where historic districts and Transit Oriented Development districts coexist to ensure appropriate preservation.	Community-wide	Planning, Public Services, Services, RDA	On-going

ACCESS AND MOBILITY

1 Administration: Incorporate the Transportation Master Plan policies during the site plan review process.	Community-wide	Transportation, Planning RDA	On-going
2 Administration: Incorporate the Bicycle and Pedestrian Master Plan policies during site plan review of development applications. Continue to develop bike paths and trails on 300 East, 800 and 1300 South, and 200 West.	Community-wide	Transportation, Planning, Public Utilities	On-going
3 Design: With new development encourage the construction of direct pedestrian pathways and/or pedestrian zones to connect with neighboring land uses, parking lots and mass transit.	Community-wide	Planning, Public Planning, RDA, Engineering Transportation	On-going

ACCESS AND MOBILITY *(Continued)*

IMPLEMENTATION	APPLICABLE AREA	AGENCIES INVOLVED	TIME FRAME
4 Future Project: Encourage interior mid-block access corridors for more convenient pedestrian and non-motorized circulation through the City's 10-acre block neighborhoods.	Central City & East Central North	Planning, RDA, Engineering, Transportation	On-going
5 Future Project: Coordinate with the Utah Transit Authority on the location of bus stops and transfer points to support the community land use patterns.	Community-wide	Planning, Transportation	1 year
6 Future Project: Evaluate ways to enhance pedestrian mobility within the People's Freeway Neighborhood. Provide improved and safer pedestrian corridors connecting People's Freeway to the residential areas east of State Street, especially for school children.	People's Freeway	Transportation, Public Services, SLC School Board	1-5 Years
7 Codes: Evaluate City policies for the conversion of private streets to public streets for roadways that do not comply with standard city street specifications.	Community-wide	Planning, Property Management	5-10 years
8 Parking: Investigate the use of shared parking between day and evening land uses to encourage off-street parking.	Community-wide	Business Services, RDA, Planning	On-going

HISTORIC PRESERVATION

1 Assist: Investigate ways to assist property owners in maintaining or rehabilitating historic properties to satisfy design guidelines. Evaluate a grant or matching loan program to assist residential and commercial property owners in the maintenance and renovation of historic properties.	Community-wide	Planning, RDA, HAND	5-10 years
2 Codes: Administer the Design Guidelines for Residential Historic Districts in Salt Lake City to ensure compatible renovation and construction.	Community-wide	Planning	On-going
3 Codes: Re-evaluate uses permitted within historic structures as a means to preserve the structure.	Community-wide	Planning	1-5 years
4 Codes: Review zoning regulations to ensure existing zoning does not encourage or promote the demolition of significant and contributing structures or properties.	Community-wide	Planning	On-going
5 Codes: Develop an ordinance to discourage vacant or boarded buildings that are contributing or landmark sites.	Community-wide	Planning	1-5 years
6 Research: Continue to pursue funding for historic resource surveys at both the reconnaissance and intensive level to identify sites and neighborhoods that have historic or architectural significance and designate the sites and districts to national or local registers where appropriate.	Community-wide	Planning	On-going
7 Education: Make design guidelines and historical and preservation information easily accessible through publications, the internet, and specific organizations.	Community-wide	Planning	On-going
8 Funding: Continue to apply for historic preservation grants for administration of districts and landmark sites and to assist in physical rehabilitation of designated historic buildings and properties.	Community-wide	Planning	On-going

URBAN DESIGN

1 Codes: Consider creating a compatibility ordinance for new construction (infill), renovations, and restorations in some areas or neighborhoods.	Community-wide	Planning, Development Review	1 year
2 Codes: Support design guidelines that support neighborhood and community development in Transit Oriented Development districts with emphasis on pedestrian and residential spaces and the public realm.	Community-wide	Planning, RDA	On-going
3 Guidelines: Consider the use of CPTED principles of all public parks, open space and recreation facilities.	Community-wide	Planning, Public Services	On-going
4 Design Enhancements: Encourage the relocation of overhead utilities underground during new construction and when replacing outdated facilities.	Community-wide	Public Services, Engineering, Planning	1-15 years
5 Design Enhancements: Provide street trees and replace dead or damaged trees in parks and open space areas.	Community-wide	Public Services	On-going
6 Future Project: Strengthen the urban design features of State Street between the State Capitol and City & County building with consistent street fixtures.	Downtown	Planning, Engineering	1-10 years
7 Future Project: Encourage visual amenities along State Street, 700 East and 800 South.	Community-wide	Planning, Engineering, Public Services	1-10 years

ENVIRONMENT

1 Flood: Review all building permits to determine if sites are located in 100-year floodplains. Require that buildings in a floodplain be designed to resist flooding.	Community-wide & Gateway	Building & Safety, Development Review	On-going
2 Water: Consider policies and ordinances to preserve existing open stream corridors.	Community-wide	Planning	On-going
3 Water: Consistently administer and enforce the Groundwater Source Protection Ordinance.	Community-wide	Planning, Public Utilities, Engineering, Building & Safety	On-going
4 Water: Develop programs and literature to help educate citizens about the importance of groundwater protection and appropriate handling and disposal of potential contaminants.	Community-wide	Public Utilities	On-going
5 Water: Consider policies to promote further conservation and decrease water waste.	Community-wide	Planning	1-5 years
6 Air: Develop transportation and parking policies that favor use of mass transit and non-motorized transportation methods in order to help reduce cumulative air emissions.	Community-wide	Planning, Transportation, RDA	On-going

PUBLIC UTILITIES AND FACILITIES

1 Street Medians: As funding is available, develop and maintain street medians on selected north/south streets identified within the Central Community, specifically 700, 1000 and 1200 East Streets.	Central City & East Central North	Transportation, Engineering, Planning	1-10 years
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CENTRAL COMMUNITY MASTER PLAN COMMITTEE GOALS AND RECOMMENDATIONS

ADDENDUM

In the process of developing the Master Plan for the Central Community, the Central Community Master Plan Committee developed the following goals and recommendations, which are not a part of the adopted Master Plan, but are presented here as an addendum for informational purposes.

Residential land use

1. Ensure that public housing facilities are well maintained. Strongly discourage the loss of existing public housing when funding incentives cease.

- Support maintenance of affordable housing and preservation of federally funded housing after expiration of subsidies such as Section 8 project-based developments.
2. Prevent demolition of low density structures in higher density zoning classifications through renovation or conversion of existing of multi-dwelling housing structures.
 3. Encourage additions and new residential construction that is compatible with existing architecture, scale, and neighborhood character and adjacent land uses.
 4. Within the Central Community Master Plan area, promote site design for the development of the "neighborhood yard," the visually shared spaces created by front yards and the area between the curb and property line.

Commercial land use

1. Increase promotional strategies to support existing neighborhood commercial businesses in the Central Community.

2. Periodically evaluate municipal regulations to ensure zoning, business licensing and parking regulations do not hamper the success of small locally owned businesses.
3. Encourage neighborhood and community commercial land uses from transforming into regional land uses or encroaching into residential neighborhoods.

Institutional land use

1. Institutional facilities that locate or expand in residential neighborhoods must be at a neighborhood scale, include pedestrian amenities, be compatible in design with adjacent structures and the neighborhood, and not compromise the residential integrity of the neighborhood.
2. Prohibit the location or expansion of institutional facilities that displace or remove residential uses.
3. Improve and strengthen relationships between institutions and residential neighborhoods.
4. Provide tools like residential parking or shared parking lots to help mitigate the effect of traffic and

parking congestion caused by existing institutional land uses.

5. Incorporate the concepts of Crime Prevention Through Environmental Design (CPTED) into the design review of all institutional projects.

Parks, Open Space and Recreational land use

1. Obtain adequate funding for the acquisition, development, maintenance, and repair of parks, open space, and recreation sites.

Environment

1. Support the Salt Lake City Green program.
2. Develop an Environmental Management System, with internal policies concerning the environmental

impact of city activities. These policies will range from prohibiting the use of hazardous chemicals to clean city buildings to mandating regular assessments of departments for their compliance with environmental policies.

3. Use high performance / energy efficient practices in buildings constructed by the City or using City funds to reduce energy and resource costs.
4. Develop a program that encourages businesses to understand the positive relationship between economics and ecology and that environmentally sound practices are good for businesses and citizens of the community.
5. Support and implement the goals of the Salt Lake City Urban Forest Management Plan.
6. Manage urban development to protect the environment and the well-being of the community.
7. Encourage productive re-use of brownfield sites and other contaminated areas.

8. Support the Division of Air Quality in enforcing air quality standards.
9. Encourage land use patterns and site development techniques that reduce formation, retention, or emission of contaminants.
10. Encourage enforcement of the Salt Lake County Health Department noise standards and ordinances.
11. Support implementation of a street lighting plan to reduce glare while adequately lighting all public areas.
12. Support regional plans and programs that assist in solid waste reduction and management.
13. Establish programs that support the reduction of waste, the reuse of materials, and the recycling of materials.
14. Investigate a program for recycling building materials to help reduce landfill deposits.
15. Encourage adaptive reuse of buildings rather than demolition.

CENTRAL COMMUNITY MASTER PLAN COMMITTEE IMPLEMENTATION MEASURES - Addendum

In the process of developing the Master Plan for the Central Community, the Central Community Master Plan Committee developed the following implementation measures, which are not a part of the adopted Master Plan, but are presented here as an addendum for informational purposes.

RESIDENTIAL LAND USE

IMPLEMENTATION	APPLICABLE AREA	TIME FRAME
1 Community Participation: Empower communities through block and neighborhood associations. Create a neighborhood recognition program to increase community involvement. Recognition could include: a. Maintaining yards and attractive street frontages, b. Rehabilitated and well maintained homes, c. Public and private art-work, d. Front porch designs, e. Crime prevention practices.	Community-wide	1-5 years, On-going
2 Housing Design: Establish administrative procedures that require review of the design and architecture of new residential construction to address neighborhood scale, character and pedestrian circulation.	Community-wide	On-going
3 Housing Opportunity: Evaluate compatibility, service, function, value and impacts to surrounding neighborhoods of converting non-conforming land uses to residential uses.	East Central North & Central City	1-5 years
4 Housing Opportunity: Develop appropriate standards for accessory, studio and secondary dwellings in low-density residential neighborhoods.	Community-wide	1-5 years
5 Administrative Resources: Increase administrative resources for residential design review at adequate levels to address neighborhood compatibility issues.	Community-wide	1-5 years
6 Administrative Resources: Increase funding for code enforcement staffing and city housing resources.	Community-wide	1-10 years
7 Administrative Resources: Increase administrative resources for public education and information about property re-investment and rehabilitation.	Community-wide	On-going
8 Administration Tracking: Monitor population growth and condition of housing stock changes on an annual basis.	Community-wide	On-going
9 Housing Preservation: Conduct historic resource surveys to identify future residential sites worthy of preservation and historic designation.	Community-wide	1-10 Years
10 Housing Preservation: Determine the viability of conservation and historic districts for expanding neighborhood preservation opportunities. Obtain necessary staff and resources to fulfill Central Community's demand for residential preservation.	Community-wide	5-10 years
11 Housing Preservation: Establish a volunteer program where architectural building features are salvaged when demolition of residential property takes place. Make salvaged items available for reuse on other rehabilitation projects.	Community-wide	On-going

COMMERCIAL LAND USE

1 Administration: Obtain additional funding and staffing to provide more direct and informative customer services to the general public and applicants requesting city licenses, permits or assistance with municipal codes and procedures.	Community-wide	1-15 years
2 Administration: Evaluate and amend penalties for non-residential property owners who fail to maintain properties. Increase code enforcement staffing to address increased development.	Community-wide	1-5 years
3 Incentives: Evaluate a land or financial credit program for commercial projects that contribute to open space, residential land use or public space areas beyond minimum zoning regulations.	Community-wide	5-10 years
4 Incentives: Continue program support for the storefront rehabilitation program that includes matching funds, grants, or low interest loans for small-scale neighborhood commercial revitalization.	Community-wide	On-going
5 Economics: Require an economic analysis as due diligence prior to permitting significant new commercial developments. Annually analyze economic growth based upon land use designations and zoning to verify whether Salt Lake City is supporting land and business development that provides net economic gain.	Community-wide & Gateway	On-going

INDUSTRIAL LAND USE

1 Relocation: Assist industrial land uses to relocate to other appropriate industrial areas outside of the Central Community.	People's Freeway & Gateway	10-20 years
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INSTITUTIONAL LAND USE

1 Medical: Encourage the location of community and regional medical facilities in the Gateway Area.	Gateway	5-20 years
2 Location: Locate cultural/entertainment facilities such as museums, educational and technology centers and art centers in complementary and supportive areas of the community.	Community-wide	On-going

URBAN DESIGN

1 Funding and Administration: Develop public funding resources for neighborhood identity projects. Involve the Salt Lake City Arts Council in promoting neighborhood identity with public art.	Community-wide	1-10 years
2 Future Project: Identify visual characteristics and create landmarks at "gateway entries" within the Central Community, such as Interstate access points to the Central Business District and Gateway area.	Community-wide	1-10 years
3 Future Project: Investigate planting of a double line of street trees along 500 and 600 South Streets to minimize high traffic volume impacts on adjacent residential properties.	Central City	1-5 years

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