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.

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 1995 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.

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.
5. Expand mobility and accessibility options for all segments of the community.

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.

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.

Contents

Introduction ........................................... 1
Community Vision ............................... 3
Central Community Neighborhoods .......... 4
Land Use .............................................. 7
Access and Mobility ............................. 15
Historic Preservation ........................... 17
Urban Design ....................................... 18
Environment ...................................... 19
Public Utilities and Facilities ................. 20
Implementation Measures ...................... 21
ADDENDUM
Committee Goals and Recommendations ...... 22
Committee Implementation Measures .......... 23
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)
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 that 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 a 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. Facilitate mobility and transportation choices.
3. Preserve critical lands.
4. Conserve water resources.
5. Provide housing opportunities for a range of family and income types.
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, (1998) in accord with regional, local and community visions. 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 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 provide a source of social and community activity.
- 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 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 with direct access to 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 gathering 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 assure the livability of the community and the protection of the environment.

- Children, senior adults, and those with disabilities can access destination points without being threatened by vehicular movement.
- Continued successful traffic calming practices protect pedestrians from vehicle conflicts.
- Improved pedestrian movement along arterials and collectors ensures pedestrian safety.
- Future parks are located where walking and bike paths provide for 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:
- 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 provide a sense of place. It does this through housing and transportation choices, open spaces, recreational and cultural attractions, and policies and incentives that provide for these. 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

A diverse and vibrant neighborhood in the Central Community is one where educational and recreational resources are within walking distance, shopping and employment is close and accessible, pedestrian mobility is safe and free, the historic neighborhood fabric is respected and neighborhoods have integrity and identifiable characteristics.

The Final Report of the Salt Lake City Futures Commission, Creating Together Tomorrow, (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.
- Have close and easy access to open space.
- Have good traffic management that provides an adequate system for all modes of travel.
- Have access to services for all.

Future land uses, 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 balance approach to 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 North, East Central South, Liberty, and People’s Freeway. These planning areas, together in a partnership to enhance and strengthen the downtown, are in effect based on the criteria listed above.

In the 2000 Census, the Central Community had 40,635 residents. This is a 10.4 percent increase from 1990. The total population for Salt Lake City in 2000 was 193,719.

Gateway Neighborhood planning area

Geographic description

The Gateway neighborhood is located between North Temple and 500 South 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 1986. 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 145th Rail Road Sub-district, the Central South sub-district, the Gateway Corridor Sub-district, the Rio Grande Sub-district, and the Union Pacific Sub-district.

- The 145 / 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 open space.
- The South Sub-district is ideally located for uses that contribute to the successful development of the Central Business District such as distribution, catering, and incubator spaces that may develop and grow.
- The Gateway Corridor sub-district is a major arrival and departure area for the Gateway. The Gateway Corridor sub-district is a major arrival area and departure area for the Gateway. It is a mixed-use environment including retail, commercial, hotel, and cultural uses.

TABLE 1 — 2000 - Population and Housing Units

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Population</th>
<th>Housing Units</th>
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<tbody>
<tr>
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<td>1,147</td>
<td>288</td>
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<tr>
<td>Downtown</td>
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<td>1,456</td>
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<tr>
<td>Central City</td>
<td>9,527</td>
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<td>East Central North</td>
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<td>East Central South</td>
<td>8,175</td>
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<td>Liberty</td>
<td>12,488</td>
<td>5,545</td>
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<tr>
<td>People’s Freeway</td>
<td>3,052</td>
<td>1,252</td>
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<tr>
<td>Central Community</td>
<td>49,635</td>
<td>24,975</td>
</tr>
</tbody>
</table>

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 200 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 on 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. The significant design guidelines for the area are 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) is a public-private partnership of entrepreneurs and businesses 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 function 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. 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.

Historic and neighborhood description

The Gateway neighborhood was developed as the railroad terminal district. The area had its origin with the development of the Uintah Basin and the State’s largest coal mining company, the Great Western Coal Company. The area was developed between 1870 and 1880 on land purchased from the Church of耶稣 Christ of Latter-day Saints. The area was further developed by the Union Pacific Railroad in the late 1800s. The town grew as a result of the railroad.

The main focus of the Gateway Neighborhood is the historic railroad depot. Existing warehouse buildings have established an architectural character that is similar in materials, scale and design. Many buildings have been preserved 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, groceries and banks.

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 grow on visitor attraction, museums, educational facilities, shopping, theme/entertainment retail, arena space for sports and employment, residential and hotel and cultural uses.

Central Business Improvement District

The central business improvement districts address the needs of current and future residents of the area. They are based on the criteria listed above.

Historic and neighborhood description

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Main Street, 1868

Regional Planning

The Regional Planning Commission, a statewide organization, has the responsibility to coordinate the definition of regional planning. The Commission has a mission of coordinating the definition of regional planning. The Commission has a mission of coordinating the definition of regional planning.
The early commercial buildings were mainly one or two stories high, and their flat roofs and narrow facades from 1850 and 1890, the city's population increased nearly six times as the city developed from a small town to a city. In this growth was a building boom of multi-story mansions. 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 1,461 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 several street east-west streets and south directions. Due to its central location between the University and Central Business District, a lot of vehicular traffic travels through the neighborhood. The Downtown Core is located between 500 South and 900 South. This area uses ranging from single-family dwellings to high-density apartment units, offices and businesses.

Historic and neighborhood description

This area is made up of two distinct neighborhoods: East Central North and East Central South (south of 400 South). The Central City Historic District, located between 700 East and 1100 East from 500 South 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 LDS Church founder Joseph Smith. This plan consisted of two blocks separated by streets 132 feet wide. The blocks themselves were divided into eight lots of 125 feet (26.62 m) each, a common development for a city and agricultural needs of everyday living, such as a vegetable garden, a orchard, and a meadow used during the 1890's modified the development pattern of the ten-acre blocks.

One of the difficult design problems of the ten-acre blocks was that of the street pattern. 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 "local" streets provide for the high traffic and several have two travel lanes in each direction.

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 Utah and a major entry into the Central City Business District. Retail strip commercial and uses developed along this corridor. The 400 South one-way coupling developed with the interstate corridors. Many of these 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 rowing houses in the City and has been identified recently to high density housing in all planning efforts. Historic apartment buildings, large volume of traffic and center strip medians were characteristic of East Downtown. The historic apartment buildings, ranging from 12 to 35 units, were constructed from 1905 to 1930. Many of the historic apartment buildings 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 of Historic Places or in the Central City or National Register Historic District.

Because of its proximity to Downtown, its less expensive land and its attributes associated with landscaped parks, it is one of the most desirable neighborhoods in the city. The neighborhood character is by single family homes and apartment complexes in tenace blocks divided by alleys, interior court streets, commercial strips, and civic centers. The carving up of the ten-acre blocks with in narrow streets and still apparent but many of these small streets have been absorbed by building lots, so that the only evidence of them is in a street sign. Several large businesses were located in this neighborhood including Troy Laundry at 411 South 200 East.

Central City Center neighborhood: The Central City Neighborhood is the historic core of the central business district. The neighborhood character is by single family homes and apartment complexes in tenace blocks divided by alleys, interior court streets, commercial strips, and civic centers. The carving up of the ten-acre blocks with in narrow streets and still apparent but many of these small streets have been absorbed by building lots, so that the only evidence of them is in a street sign. Several large businesses were located in this neighborhood including Troy Laundry at 411 South 200 East.

Central City planning

Historic and neighborhood description

With the development of large-scale mining, the area changed from an agrarian economy to a diversified economy caused large older houses to be divided into apartments, converted to business or demolished.

Land use conflicts, specifically the adverse impacts of commercial and business expansion into the Central City area, has become a major concern. Many homes were abandoned during the Depression and the area was used as a dumping ground for visual activity caused large older houses to be divided into apartments, converted to business or demolished.

In 1940, federal rehabilitation funds were used in Central City to start the long struggle to revitalize the area. One example of the re-investment was the historic apartment buildings constructed in the Central City neighborhood in 1986-1989.

When the blocks were cut up in the beginning of the 1900's, small intersecting courts were developed with streets which are very narrow and do not allow parking. Many of the residential buildings were built with small yards and set backs 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 redesigns" projects were undertaken between the late 1970's and 1990's. In many instances, streets were reconstructed and interior courts were connected to create block-wide circulation. Several of the interior courts have City-owned residential parking lots for use by the residents of the apartments.

In the late 1990's, some small parks have been developed to provide open space for the residents. To address this issue, several "block redesigns" projects were undertaken between the late 1970's and 1990's. In many instances, streets were reconstructed and interior courts were connected to create block-wide circulation. Several of the interior courts have City-owned residential parking lots for use by the residents of the apartments.

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 8,109. The number of school age children decreased by three percent from 1,509 in 1990 to 1,460 in 2000. In 2000, approximately 14 percent of residents were 65 years or older increased by 15 percent with 1,209 seniors in 1990 to 1,460 in 2000.

Between 1990 and 2000, an additional 200 housing units were built in the area. Of the 5,291 units, 915 or 17 percent are owned by the residents. Another 32 percent of housing units has had 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 automobile by providing services for residents within walking distance of their homes.
- Benefit the residents by converting arterial streets into median park strips.
- 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.
- Convert the major arteries to reduce the widths of north/ south streets, particularly East, to intersect a residential character and provide safer residential activities.
- Preserve the historic 25-foot wide tree lined park strips.
- Reinstate 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 areas that are compatible with the historic character of the neighborhood.
- Discourage demolition or loss of housing and the deterioration in the historic character.
- Provide more three and four bedroom units and poolish recreation areas, especially for children.
- Encourage land use policies that reflect a respect for the eclectic architectural character so that this area does not remain as an isolated examples of East 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 neighborhood.
- Create appropriate recreational and commuter bike paths and jogging routes.

Commercial

- Support commercial activity on providing services to the area residents and not on competing with the East Downtown area.
- Replace commercial strip development with more pedestrian oriented commercial, such as stores with a mixture of retail, entertainment and restaurants.
- Renovate buildings on Trolley Square, especially parking and congestion.

East Central North neighborhood planning area

Geographic description
The East Central North neighborhood is located between 100 East and 700 East from South Temple to 900 South. Major high traffic streets traverse the area in both east-west and south directions. South 700, 900, and 1200 East, 100, 400, 500, 600, 800 and 900 South are the major streets which are very narrow and do not allow parking.

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- Replace commercial strip development with more pedestrian oriented commercial, such as stores with a mixture of retail, entertainment and restaurants.
- Renovate buildings on Trolley Square, especially parking and congestion.
many architectural styles, including handsome large homes reflecting the wealth of the expanding business community. The neighborhood also has well-preserved older buildings that continue to retain much of their original character. The combination of imposing homes on the main streets and the small dwellings of the inner-block courts indicates that the neighborhood was always a mixture of the robust and the transient and the upper and the working class. In 1910, 91 percent of the homes were single-family dwellings. The proximity to the Salt Lake Valley Business District and the University of Utah campus probably also contributed to the importance of this area and was a major factor in the original zoning of this neighborhood for mixed residential, commercial, and institutional uses. Pressure to develop or redevelop into higher densities has been 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 Psychiatric Center, medical offices, medical clinics, and extended care facilities. Bryant junior and senior high schools and the University of Utah are located in this neighborhood. The neighborhood also has a considerable commercial presence along 400 South and several large apartment complexes. Houses scattered throughout. Consequently, there are a large number of single-family homes and more than 4,000 housing units. This neighborhood is home to a large number of single-family homes and more than 4,000 housing units.

Bennion neighborhood. The Bennion neighborhood is located between 300 South and 500 South from 1000 East to 2100 East. The neighborhood was laid out in the early 19th century as part of the Ward layout plan. The Ward neighborhood consisted of many small single-family homes that were originally built for upwardly mobile families. The Ward neighborhood was part of the Ward neighborhood, and the neighborhood was divided into apartments.

The North neighborhood has a fairly homogeneous development pattern of streets except for the Gilmer Park area in the northeast. The Gilmer Park area is a commercial node located on the northern edge of the neighborhood. The East Central South area is located between 300 South and 1300 South from 1000 East to 1300 East. The neighborhood was laid out in the 1890s, and it is located in the vicinity of Logan Avenue between 900 East and 1300 East. The neighborhood includes the Tenth Ward neighborhood, which is located between 300 South and 1300 South from 1000 East to University Street. For the most part this neighborhood was laid out in the 1890s, and it is located in the vicinity of Logan Avenue between 900 East and 1300 East. The neighborhood includes the Tenth Ward neighborhood, which is listed on the National Register of Historic Places. The neighborhood developed in the early decades of the 19th century. The neighborhood developed in the early decades of the 19th century. The neighborhood developed in the early decades of the 19th century. The neighborhood developed in the early decades of the 19th century.
The Big Field, was historically laid out in parcels of five acres or more, with accompanying mechanicals and artians in the Plat of Zion. This area was eventually developed into small lots for numerous "streetcar substations" 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 Salt Lake City farm as a rural urban use of land. Public transportation systems enabled people 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 people to live in a village community and travel to their farms on its outskirts.

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 the City were blocks of units designed as speculative houses of very similar design, often based on the simple, rectangular, 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, set back, and proportions of their neighborhoods. However, the larger apartment and other multi-family dwellings, especially those built after 1960, radically altered the composition of the neighborhoods.

Three of the most historic sites in the Liberty area are the Wilford Woodruff farmhouse (the 1864 South 900 East home of the fourth president of the LDS Church), the site of the first encampment (500 East and 1700 South), and Liberty Park (the Brigham Young's farm before it was sold to the City as a park in 1882).

Demographic profile
In the 1800's, five-acre blocks were created to make 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 created a grid of 10-acre blocks, with a variety of office buildings, housing in the inner courts, churches, and other land uses. 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 created a grid of 10-acre blocks, with a variety of office buildings, housing in the inner courts, churches, and other land uses. The area south of 900 South was designated for agricultural uses. 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 neighborhoods in the district needed protection, and the South Temple local historic district was established in 1985. It includes 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. The Central 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 10acre 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 established the City as a residential and commercial city. As increased prosperity in the Salt Lake Valley attracted more residents, property owners began to fill in the Big Field area. The 5-acre lots were mostly subdivided into 25-foot wide lots, providing opportunities for smaller single-family residential ownership. These narrow lots were combined for larger residential, street corner commercial, and industrial uses.

Today many commercial land uses are no longer at street corners but at commercial shopping centers that attract regional populations. Smaller businesses located on 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 City Planning Master Plan (as well as all other planning efforts and implementation measures) provide significant policy direction for the City. Additionally, specific 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.
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. 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

<table>
<thead>
<tr>
<th>Citywide elements</th>
<th>Small area and block plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Design Element</td>
<td>Block 2-B Master Plan (Salt Lake Clinic)</td>
</tr>
<tr>
<td>Open Space Master Plan</td>
<td>1300 East University District Area Plan</td>
</tr>
<tr>
<td>City Vision and Strategic Plan</td>
<td>1992</td>
</tr>
<tr>
<td>Neighborhood and specific plans</td>
<td>Block 1/A Policy Plan (200 East between 800-800 South)</td>
</tr>
<tr>
<td>East Central Neighborhood Plan</td>
<td>Blocks 6/5 East Waterby Subdivision</td>
</tr>
<tr>
<td>East Central Neighborhood Plan Addendum</td>
<td>Master Plan St. Joseph Villa</td>
</tr>
<tr>
<td>East Downtown Neighborhood Plan</td>
<td>East Central Community Small Area</td>
</tr>
<tr>
<td>Downtown Master Plan</td>
<td>Master Plan (6th &amp; 9th)</td>
</tr>
<tr>
<td>Gateway District Land Use and Development Plan</td>
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<tr>
<td>Gateway Specific Plan</td>
<td></td>
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**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 neighborhoods 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, 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 designations are depicted by various colors on the Future Land Use map (page 2).

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

**Low-Density Residential:** 1-25 Dwelling Units/Acre (light yellow on map) This land use designation allows moderate sized lots (i.e., 3,000-15,000 square feet) where single-family detached homes are the dominant land use. This land use category includes single-family detached and attached 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 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.

**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**

- 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-Density Residential
- Medium-High Density

- 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 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 stations, and incorporated into land use conversion and redevelopment project areas.
- High-Density Residential
- Medium-Density Residential
- Low/Medium-Density Residential
- High Density
- Low Density
- Medium Density
- Low-Medium Density
- Medium-High Density
- High Density

Medium-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 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 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.
Residential Mixed Uses: There are four residential mixed use designations: low-density residential mixed use, medium-density residential mixed use, office mixed use, and residential-commercial mixed use. (High Density Mixed Use is discussed in the Community commercial and Mixed 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 facilitate the development of neighborhoods with lower densities and low traffic-generating commercial uses by providing the ability to mix small neighborhood retail and service land uses with residential dwellings. The intermixing of land uses is intended to contribute to density levels and help support neighborhood business areas.

Low-density mixed use allows a mix of low-density residential dwellings and small commercial land uses in structures that are primarily residential in character. It also allows the integration of residential and small business uses at ground floor levels throughout areas designated as Central Business District. (Refer to the Transit-Oriented Development (TOD) areas and monitor the mix of uses to preserve the neighborhood character.)

Medium Density Residential Mixed Use
11 - 30 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, support neighborhood business uses, provide more housing, and support the development of commercial public facilities such as open space, libraries, schools, and stores.

Medium density mixed use areas are neighborhoods that provide mixed uses, stand alone commercial uses in the neighborhood designation. These neighborhoods are located along 200 and 300 South east of 200 East, the 1300 North area between 500 and 600 East, and 300 to 400 West between Pioneer Park and 100 East.

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

This land use designation provides a combination of medium-density residential dwellings and small business uses within a single structure. The residential or office uses also can be the same use. The intermixing of land uses within these areas would consist of buildings designed to provide both 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 uses in residential zones
- Non-conforming land uses and structures become outdated and legally occupied by a use prior to revisions to the zoning regulations. They are allowed to continue as long as the character and density of the land use and its surroundings are consistent with the property's zoning ordinance. For example, many small neighborhood businesses were made non-conforming when the zoning was changed to RLU-1.6. The RLU-1.6 density allows one-story, two-family structures. As a result, many small businesses became non-conforming as a result of the change in zoning. In most cases, however, the businesses are not significant, and the use change was thereby allowed. This can lead to issues related to long-term structures. The non-conforming use can become more visible as the neighborhood grows, and the resident population increases. These issues can be addressed by the community through the non-conforming use review process.

Owners of non-conforming properties need to be responsible in maintaining their property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property. They should be aware of and understand their zoning status and the potential consequences of owning such a property.
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. This area (Maps 2 through 4) provides retail, regional commercial enterprises. Many smaller, locally-focused commercial entities are located throughout the Central Community and Salt Lake City. 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 a high intensity commercial use character and to maintain the viability of businesses involved in development and commercial exchange in the Central Business District. It encourages small, locally owned business development, addresses nonconforming land uses, supports commercial diversity throughout the Central Community, contributes to the 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 in 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 in the Central Community: Neighborhood Commercial, Community Commercial, Regional Commercial / Industrial, Central Business District, High-Density Mixed Use, and the Gateway Master Plan. Designations that include non-conforming land uses are shown in grey on the Commercial Land Use Map. Examples include, but are not limited to, grocery stores, hardware stores, and gasoline stations.

Community Commercial: The Community Commercial designation (yellow on map) provides for small-scale commercial uses that can be located within 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 service, small professional offices, and locally owned businesses.

Community Commercial: The Community Commercial designation (yellow on map) provides for businesses in developed areas with multiple level retail sales and service, office, space, service, and similar related land uses.

Regional Commercial / Industrial: Regional Commercial / industrial land uses (purple on map) include larger commercial land uses that require regular scheduled trucking deliveries and product shipping. These land uses attract large volumes of traffic from customers and/or employees and are located near freeways and major arterials. Examples include, but are not limited to, automobile dealers, light manufacturing, assembly, small production, and warehouse 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 (CBD) is to increase multiple land use activities within a dense urban area following the guidelines established in the Downtown Master Plan. High density uses would be located along a 24-hour center of activity, with increased use of mass transit. This designation includes a CBD boundary and transition district. The CBD includes businesses and financial institutions, retail and retail shopping and services, restaurants, high intensity employment uses, corporate headquarters, and central business districts.

Regional Commercial: Regional Commercial designation (yellow on map) provides for multiple level retail sales and service, office space, service, and similar related land uses.
Commercial land use goals

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

In accordance with the Downtown Master Plan and the Gateway Area Master Plan, the Central Business District is the central feature that supports the 24-hour-day activities in the Central Business District and Gateway Area.

Support cultural, shopping, employment, entertainment, related uses and related activities in the central business district.

Prohibit the expansion of typical auto-dependent strip commercial businesses that do not have a desire to live in or near the Central Business District.

Commercial land use policies

Variety of commercial services

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

CLU-1.1 Neighborhood Commercial. Encourage neighborhood-friendly commercial land uses in 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 on central business parking and circulation.

CLU-1.3 Central Business District. Increase multiple land uses within a dense urban area following the guidelines established in the Downtown Master Plan and 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 for development within the downtown area for higher intensity commercial use and medium to high-density housing.

Commercial development

Policy: CLE-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.

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

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, commercial and industrial 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: CLE-3.0 Encourage commercial projects in Q一线 and Mercantile Corridors to support transit oriented development.

CLU-3.1 Support balanced 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: CLE-4.0 Encourage 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.
INDUSTRIAL LAND USE

INTRODUCTION

Industrial land use types include but are not limited to the following: heavy manufacturing, mass production distribution, 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 evolved in response to the City's industrial development. However, with land values changing and business technology increasing, there is more dependence on commercially oriented businesses and clean light industrial development rather than heavy manufacturing uses. The economic base of the Central Community which relies on industrial production, now relies on commercial retail sales, services, entertainment, and corporate office uses.

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

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

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 needs for Salt Lake City and supports the coordination of individual cultural resource expansion and accessibility throughout 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 daycare 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 the neighborhood. As a result, these schools are considered institutional land uses.

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 neighborhood traffic 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. This land use also includes the concentration of medical facilities in the Central Community serves the larger region and the large numbers of non-residents into the neighborhoods.

Religious institutions: Religious institutions provide a place of worship and related social and community activities. These 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 stresses 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 unique 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 uses within or adjacent to residential areas can cause 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 lotter, 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 the City must 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 major use of institutional land uses exists traffic congestion 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 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.

Industrial land use goals

Provide for development of clean, quiet, and attractive land uses. Industrial land use goals include warehousing in appropriate locations west and south of the Central Business District. Industrial land uses should be encouraged to transition to commercial uses, to develop non-conforming existing industrial uses to their present locations and prohibit expansion into other areas of the Central Community. Encourage development of existing heavy industrial uses to appropriate areas in Salt Lake City.

Industrial land use policies

Policy ILU-2.0 Limit Industrial land uses within or adjacent to residential areas. Reserve Industrial land use areas for functions which are compatible with the neighborhood in which they are located.

Policy ILU-1.2 Ensure that new development in areas designated as Regional Commercial / Industrial Land Use.

Policy CLU-5.0 Promote light industrial and commercially oriented property when structural rehabilitation is not feasible. Redevelopment opportunities should consist of existing land when replacing commercial structures.

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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 impacts are characteristically larger than single-family residences and may not be compatible with the cultural 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 such uses are generally perceived as providing services to 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 daycare 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 uses are identified in the Future Land Use map on page 27. Smaller scale institutional land uses are not shown on the land use map. An example in place of the work on less than a five-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-2.1 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.

INSLU-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.

INSLU-1.4 Provide for appropriate reuse of abandoned or vacant institutional 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-2.2 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.

PARKS, OPEN SPACE AND RECREATIONAL LAND USE

INTRODUCTION

Parks, Open Space, and Recreational land uses provide parks, playgrounds, plazas, sport fields, community recreation centers, trails and open space areas and other places where physical recreation takes place. Parks, open space and recreation areas provide services 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 21.

Current status

The Central Community has a deficit of open space, parks, and recreational land uses. The current population continues to increase. In the ten-year period from 1993 to 2000 the Central Community population increased by 25,947 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 125 acres. The Salt Lake City standard for existing population. The Central Community has a shortfall of 29 acres of community park space. The total unmet need for neighborhood parks in community parks in the Central Community is 60.3 acres. The Central Community has a deficit of open space by 25.7 acres. Existing parks provide approximately 0.59 acres per 1,000 persons across the city.

Parks, open space, and recreational land uses are not shown on the land use map. An example in place of the work on less than a five-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-2.1 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.

INSLU-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.

INSLU-1.4 Provide for appropriate reuse of abandoned or vacant institutional 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-2.2 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.

PARKS, OPEN SPACE AND RECREATIONAL LAND USE

INTRODUCTION

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Existing community parks within the Central Community total 125 acres. The Salt Lake City standard for existing population. The Central Community has a shortfall of 29 acres of community park space. The total unmet need for neighborhood parks in community parks in the Central Community is 60.3 acres. The Central Community has a deficit of open space by 25.7 acres. Existing parks provide approximately 0.59 acres per 1,000 persons across the city.

Table 3

<table>
<thead>
<tr>
<th>Neighborhood Park Deficiency by Planning Area</th>
<th>Area Population</th>
<th>Existing Parks (Acres)</th>
<th>Acres Desired*</th>
<th>Acres Deficient</th>
<th>Acres Deficient</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gateway</td>
<td>1,147</td>
<td>0</td>
<td>1.43</td>
<td>1.43</td>
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<tr>
<td>Downtown</td>
<td>2,113</td>
<td>.25</td>
<td>2.04</td>
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<tr>
<td>Central City</td>
<td>9,327</td>
<td>4.5</td>
<td>11.05</td>
<td>7.15</td>
<td></td>
</tr>
<tr>
<td>East Central North</td>
<td>13,333</td>
<td>8.91</td>
<td>16.66</td>
<td>7.75</td>
<td></td>
</tr>
<tr>
<td>East Central South</td>
<td>8,175</td>
<td>10.75</td>
<td>10.24</td>
<td>+0.54</td>
<td></td>
</tr>
<tr>
<td>Liberty</td>
<td>12,488</td>
<td>1.15</td>
<td>15.01</td>
<td>14.46</td>
<td></td>
</tr>
<tr>
<td>People’s Freeway</td>
<td>3,052</td>
<td>4.14</td>
<td>3.80</td>
<td>+0.34</td>
<td></td>
</tr>
<tr>
<td>Central Community</td>
<td>49,635</td>
<td>29.7</td>
<td>62.00</td>
<td>32.30</td>
<td></td>
</tr>
</tbody>
</table>

*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 parks in community parks in the Central Community is 60.3 acres. Existing parks provide approximately 0.59 acres per 1,000 persons across the city. This is slightly lower than the National Recreation and Park Association standard of between 6.50 and 10.00 acres per 1,000 persons. By the national standard, at the present time the Community is deficient in open space by 25.7 acres.

Parks 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 parks 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 development efforts.
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 lands. 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 open space uses, 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, and office building plazas. Central Community residents also have access to local trails, and the footpaths are within 10 to 20 minute driving time. The Wasatch and Ogquir Mountains provide other external external recreation resources.

Table 4

<table>
<thead>
<tr>
<th>Park</th>
<th>Acres</th>
<th>Address</th>
<th>Neighborhood</th>
</tr>
</thead>
<tbody>
<tr>
<td>Artisan Well Park</td>
<td>0.25</td>
<td>800 S 500 East</td>
<td>Central City</td>
</tr>
<tr>
<td>Beldon Mini-Park</td>
<td>0.25</td>
<td>356 E 560 South</td>
<td>Central City</td>
</tr>
<tr>
<td>Cotton Park</td>
<td>0.40</td>
<td>300 E Downington</td>
<td>Liberty</td>
</tr>
<tr>
<td>Dunwoody Mini-Park</td>
<td>0.25</td>
<td>45 West 10 S</td>
<td>Downtown</td>
</tr>
<tr>
<td>Fault Line Park</td>
<td>1.0</td>
<td>1050 E 400 South</td>
<td>East Central South</td>
</tr>
<tr>
<td>First Encampment Park</td>
<td>0.75</td>
<td>1700 S 500 East</td>
<td>Liberty</td>
</tr>
<tr>
<td>Gallagher Tot Lot</td>
<td>0.25</td>
<td>650 S 560 East</td>
<td>Central City</td>
</tr>
<tr>
<td>Gilgal Gardens</td>
<td>0.72</td>
<td>747 E 500 South</td>
<td>East Central North</td>
</tr>
<tr>
<td>Gilmer Park</td>
<td>0.25</td>
<td>1250 E 1000 South</td>
<td>East Central South</td>
</tr>
<tr>
<td>Inglewood Park</td>
<td>0.50</td>
<td>1125 S 1040 East</td>
<td>East Central South</td>
</tr>
<tr>
<td>Richmond Park</td>
<td>2.00</td>
<td>450 E 600 South</td>
<td>Central City</td>
</tr>
<tr>
<td>Sixth East Mini-Park</td>
<td>0.25</td>
<td>215 S 600 East</td>
<td>Central City</td>
</tr>
<tr>
<td>Stanton Mini-Park</td>
<td>0.25</td>
<td>360 S 540 South</td>
<td>Central City</td>
</tr>
<tr>
<td>Tauer Mini-Park</td>
<td>1.0</td>
<td>700 S 300 East</td>
<td>Central City</td>
</tr>
<tr>
<td>Van Ness Park</td>
<td>0.25</td>
<td>850 S 430 East</td>
<td>Central City</td>
</tr>
<tr>
<td>Victory Tennis Court</td>
<td>0.35</td>
<td>250 S 1000 East</td>
<td>East Central South</td>
</tr>
<tr>
<td>Herman Franks Park</td>
<td>10.0</td>
<td>700 E 1300 South</td>
<td>East Central South</td>
</tr>
<tr>
<td>Jefferson Park</td>
<td>3.25</td>
<td>1000 S West Temple</td>
<td>People’s Freeway</td>
</tr>
<tr>
<td>Pionier Park</td>
<td>1.0</td>
<td>350 S 300 West</td>
<td>Gateway</td>
</tr>
<tr>
<td>Potchop Park</td>
<td>0.34</td>
<td>1000 E 400 South</td>
<td>East Central North</td>
</tr>
<tr>
<td>Reservoir Park</td>
<td>6.5</td>
<td>1300 E South</td>
<td>East Central South</td>
</tr>
<tr>
<td>Liberty Park</td>
<td>100.0</td>
<td>600 E 1000 South</td>
<td>Liberty</td>
</tr>
<tr>
<td>Washington Square</td>
<td>10.0</td>
<td>400 S State Street</td>
<td>Downtown</td>
</tr>
</tbody>
</table>

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 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 parks by increasing maintenance and surveillance opportunities. Most problems are at pocket parks located near existing 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, cleansed, and maintained in order to provide safe and productive recreational facilities. The site and siting of facilities can impact the maintenance requirements. For example, pocket parks have high maintenance costs due to vandalism and thoroughfare 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 land use facilities 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 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 park open space in the Central Community will be high. Public/private partnerships 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 strategies 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, parks, 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 lands include:

- Developing street medians on 400, 700 and 1000 East streets, similar to those in place on 600, 800, and 1200 East, and 2300 South from 800 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 Commons.
- 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 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 parks.
- Pursuing creating 80 acres of open space between the I-15 Freeway and Union Pacific Railroad tracks and 160 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 waterwise 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

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 wherever 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.

Central Community Parks, Open Space & Community Recreation Centers

<table>
<thead>
<tr>
<th>Existing Parks, Open Space &amp; Community Recreation Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space and Trails Master Plan</td>
</tr>
<tr>
<td>Gateway Master Plan Open Space Areas</td>
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</tbody>
</table>
TRANSPORT DEVELOPMENT (TOD)

INTRODUCTION

transit-oriented development (TOD) is a land use and urban design approach that emphasizes a mix of land uses with pedestrian accessibility, located near public transit stations. Mixed-use development supports residential land uses with a density range of 10-50 dwellings per acre. High-density transit-oriented development: High-density TOD (dark sage green on the map) is the same concept as medium-density TOD except at a greater scale. These areas are in centers of high population and where pedestrian activity is more prevalent. Building heights are established for high density and higher transit frequency to support office or commercial uses and as pedestrian-friendly streets. 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 revised 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 acre. The transit-oriented development land use designations are shown on the Central Community map.

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 character. Assembling property and removing residential structures can change the character of the neighborhood. In addition higher densities will change the demand for 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 development.

Although the City should be able to enforce true mixed-use development in mixed use areas, the City does 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 in the same project. All too frequently, the result is an oversupply 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.

ACCESS AND MOBILITY

Pedestrian movement

Pedestrian accessibility to commercial, 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 City 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

Support a variety of low, medium- and high-density transit-oriented neighborhood containing residential, retail, office, and industrial land uses. Development of the West Temple Gateway area extends from 700 South to the 900 South Interstate on ramp and from 300 West to West Temple and includes the West Temple Gateway area. TOD policies will provide detailed development guidelines for this area.

TOD-1.0 Establish TOD-0.0 Based on the Future Land Use map, the Central Community is divided into 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 streets intersect with transit oriented areas there will be a priority for pedestrian access. Existing mixed use regulations do not require property owners to build the residential component of mixed use development.

TOD-1.2 At light rail stations in TOD districts, establish a centralized core of land uses that support transit ridership. Anchor transit ridership with land uses that act as destination points.

TOD-2.1 Support a variety of low, medium- and high-density transit-oriented neighborhood containing residential, retail, office, and industrial land uses. TOD policies will provide detailed development guidelines for this area.

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TOD-2.3 TOD-2.2 At light rail stations in TOD districts, establish a centralized core of land uses that support transit ridership. Anchor transit ridership with land uses that act as destination points.

Bicycle movement

The Master Plan supports development of efficient, safe, and enjoyable bicycle movement in the Central Community for both recreation and commuting purposes. Salt Lake City has an existing bicycle route designation map and 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 relatively infrequent. Riders in areas of high demand are provided with frequent and timely service. The goal is to provide a high-quality transit system that is easy to use and can move riders throughout the Central Community.

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 is complete in the 2001. Extensions along 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 events in the new line. The current ridership level has removed significant amounts of vehicles in the streets of 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 provide transportation management solutions and friendly adequate support mass transit. The concept of TOD is to create pedestrian-friendly neighborhoods with convenient, flexible roadways designed to support vibrant communities. These neighborhoods have reduced speeds in residential neighborhoods also need to be reduced and controlled through enforcement practices. Vehicle speeds in residential neighborhoods also need to be reduced and controlled through enforcement practices.

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 on surrounding neighborhoods.

The TOD concept is designed to improve the carrying capacity of arterials to support commuter traffic to use arterial streets rather than local and collector streets.

• 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-localized commuter traffic through arterial streets.
• Use traffic calming strategies to slow traffic and discourage commuter traffic through collector on local streets.
• Use strategies such as street closures and diverts 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/expressways are designed to accommodate high speeds 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 movement of traffic 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, but are meant to carry less traffic at lower speeds than arterial streets. 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 through the City to the Central Community. Traffic calming devices constructed in adjacent communities divert traffic flow onto Central Community neighborhoods. Traffic calming devices constructed in adjacent communities divert traffic flow onto Central Community neighborhoods. 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 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 on surrounding neighborhoods.

• Ensure that 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, provides the basis for systematic land use and transportation improvements with appropriate land use designations. The transportation plan will not require existing parking facilities to expand parking capacity, or provide new parking facilities. Parking facilities will be expanded and/or added as required in coordination with land use and transportation policies.

Traffic Control

Policy TRANS-2.0 Improve vehicle circulation and parking management through signal control and signal synchronization.

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.
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 300 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.

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Demolition in Historic Districts

Exchange Place Historic District
Gilmer Park Historic District
South Temple Historic District
University Neighborhood 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:

- City Register Historic District
- Exchange Historic District
- South Temple Historic District
- University Neighborhood Historic District

The expanded boundary to the Central City Historic District, encompassing the area from 700 East and from South Temple to 600/500 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 subject 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 protecting 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.

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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 1994.

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 demolitions over the Emigration Court multi-family residential development and 14 structures (7 contributing) have been approved 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 the zoning rewrite in 1995 downsized much of the property in the Central City Historic Districts, several neighborhoods east of Downtown had been zoned for high-density uses for decades, resulting in patterns of teardown and land-banking with absorption pads. 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 so, it has been difficult for property owners to achieve 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. The majority of these, three, 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 saved, not demolished. Further, 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.

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Community input on Historic Preservation

Create more historic district designations

Residents want additional areas of the Central Community worthy of preservation. The City could designate new historic districts in the 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 districts

Residents want additional staff and funding to continue improving the historic district administration and enforcement. Increased staff would provide resources for more design review and historic surveys to monitor and record activities within the historic districts and or/possibly designate high-economic districts.

Staff could also implement public educational programs to increase public awareness of historic preservation.

Present 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 significant historic districts and landmarks. This master plan supports those historic regulations and recommendations, especially those affecting the 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 East Liberty neighborhood is a National Register designation and was included as an extension of the Central City Historic District in August 2001. The Remnant/Douglass neighborhood received National Register designation in 2002. Other districts need to be surveyed to determine their eligibility for National Register status.

Whereas 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 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, historic residential and commercial 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 special significance of the character of each block as a whole, as seen from the street, 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 1996, p. 285. “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 Construction (UBCC) standards when retrofitting historic structures or properties.

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.

Central Community 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 policies are implemented through general guidelines that apply to characteristics of neighborhoods and on the scale and character of residential and commercial districts as 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. This is the greatest concern, more flexibility in other areas, particularly renovation details should be allowed.

Urban design policy 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 preservation, 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 (1997)
Gateway Development Master Plan (1998)
Urban Design Element (1990)
Regional Transportation Plan (1998)
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 community and can help direct the future urban design environment of the Central Community. The urban design map summarizes key views and view concepts contained within the Salt Lake City Urban Design Element and in the East Downtown Neighborhood Plan.
Community input on Urban Design

Design guidelines and design review need to be improved.

Design guidelines should be created for different parts of the community and administered as part of the zoning ordinance. These guidelines should help 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 more enforcement, 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 circulation, linkage, and balance between land uses. Apply design techniques that are visually compatible with the surrounding neighborhood.

Urban Design policies

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 in-fill development is compatible with the aesthetic appearance of neighborhoods.

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

Environmental Constraints

Urban Design considerations include the following:

1. The primary streams located within the Central Community are City Creek, Emigration Creek, and Wasatch Creek. These streams flow into, out of, and across the urban area.

2. The city of Salt Lake City encompasses the entire area from 300 West to 600 West, south of approximately 500 South.

3. The Overlay Zones establish urban design guiding principles for new development.

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6. The Overlay Zones establish urban design guiding principles for new development.

Urban Design solutions

Support the creation of block development and pedestrian enhancement areas on the urban design map.

Design applicability

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

Ulrich proposes “brownfields” as abandoned, idle, or underused 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 Demonstration Pilot site. Designation of brownfields in other areas of the Central Community may help to determine if contamination actually exists and, if so, what mitigation measures must be implemented before properties can be redeveloped.

Air quality

Air quality standards are established and monitored by the Utah State Department of Air Quality according to federal standards administered by the Environmental Protection Agency. At the present time, Salt Lake County does not meet the national standard for particulate (particulates) and sulfur dioxide. In addition, Salt Lake City does not meet the national standard for monoxide. As the population of the region continues to increase, air quality control steps are necessary. Some steps are taken to reverse this trend. Such steps could be taken to reduce automobile exhaust and the use of other automobiles, promoting the use of mass transit. Reducing the density of urban land use can help to increase the amount 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 reduce stormwater runoff. As urban development increases, and because buildings and pavement made of dark materials absorb the sun’s rays causing the temperature increases and the increased heat. As the hotter temperatures create more air pollution and a greater urban heat island effect, efforts need to be made to create more vegetation in these areas to reduce the heat islands and global warming in general.

Noise

Perhaps the most ubiquitous impact of urban design is noise from automobiles, trains, 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 145 and 300 West as well as industrial land uses. Other areas in the Central Community where significant amounts of noise occur are the residential neighborhoods near major arterials.

The Federal Department of Housing and Urban Development (HUD) has established noise guidelines for new development and environmental impacts in the Central Community.
which address the seriousness of this issue, especially for those who live 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 tragedy to wildlife, such as migrating birds and nighttime drivers, and people trying to sleep. The use of outdoor 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 want 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 illuminating. Quality outdoor lighting can be achieved through proper shielding and having the right kind of illuminating. Quality outdoor lighting is lighting that provides the function and aesthetics of the streetscape. The City provides street lighting for traffic and public safety. Street lighting also plays an important role in economic development and population growth.

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 urbanized area and fueling source of city vehicles, decreasing water usage on city properties, planting trees along streets, and providing educational programs to the public. The City should encourage the community to participate in the City’s Zero Waste Initiative to encourage recycling and conserve water and energy.

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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 new industries that share the vision of sustainable development. Eco-development applies the identification of ecological development that is more economic 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 underground 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.

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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.

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

Policy 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, encourage storm drain services should be maintained and maintained to meet capacity needs of new development and population growth.

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

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

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

Policy 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.

Policy 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.

Policy 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

<table>
<thead>
<tr>
<th>IMPLEMENTATION</th>
<th>APPLICABLE AREA</th>
<th>AGENCIES INVOLVED</th>
<th>TIME FRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>Community-wide</td>
<td>Planning, RDA, HAND</td>
<td>On-going</td>
</tr>
<tr>
<td>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.</td>
<td>Community-wide</td>
<td>Planning</td>
<td>1 year</td>
</tr>
</tbody>
</table>

RESIDENTIAL LAND USE

1 Financing Improvements: Continue and develop programs that support 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 | 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)**

<table>
<thead>
<tr>
<th>IMPLEMENTATION</th>
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</tr>
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<tbody>
<tr>
<td>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.</td>
<td>Central City &amp; East Central North</td>
<td>Planning, RDA, Engineering, Transportation</td>
<td>On-going</td>
</tr>
<tr>
<td>5 Future Project: Coordinate with the Utah Transit Authority on the location of bus stops and transfer points to support the community land use pattern.</td>
<td>Community-wide</td>
<td>Planning, Transportation</td>
<td>1 year</td>
</tr>
<tr>
<td>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.</td>
<td>People’s Freeway</td>
<td>Transportation, Public Services, SL School Board</td>
<td>1-5 Years</td>
</tr>
<tr>
<td>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.</td>
<td>Community-wide</td>
<td>Planning, Property Management</td>
<td>5-10 years</td>
</tr>
<tr>
<td>8 Parking: Investigate the use of shared parking between day and evening land uses to encourage off-street parking.</td>
<td>Community-wide</td>
<td>Business Services, RDA, Planning</td>
<td>On-going</td>
</tr>
</tbody>
</table>

**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.

2. Codes: Administer the Design Guidelines for Residential Historic Districts in Salt Lake City to maintain the character and design of the district. On-going

3. Codes: Re-evaluate uses permitted within historic structures as a means to preserve the structure.

4. Codes: Review zoning regulations to ensure existing zoning does not encourage or promote the demolition of significant and contributing structures or properties.

5. Codes: Develop an ordinance to discourage vacant or boarded buildings that are contributing or landmark sites.

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.

7. Education: Make design guidelines and historical and preservation information easily accessible through publications, the internet, and specific organizations.

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.

**URBAN DESIGN**

1. Codes: Consider creating a compatibility ordinance for new construction (infill), renovations, and restorations in some areas or neighborhoods.

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.

3. Guidelines: Consider the use of CPTED principles of all public parks, open space and recreation facilities.

4. Design Enhancements: Encourage the relocation of overhead utilities underground during new construction and when replacing outdated facilities.

5. Design Enhancements: Provide street trees and replace dead or damaged trees in parks and open space areas.

6. Future Project: Strengthen the urban design features of State Street between the State Capitol and City & County building with consistent street fixtures.

7. Future Project: Encourage visual amenities along State Street, 700 East and 800 South.

**ENVIRONMENT**

1. Flood: Review all building permits to determine if sites are located in 100-year floodplains. Require buildings in a floodplain to be designed to resist flood damage.

2. Water: Consider policies and ordinances to preserve existing open stream corridors.

3. Water: Consistently administer and enforce the Groundwater Source Protection Ordinance.

4. Water: Develop programs and literature to help educate citizens about the importance of maintaining water protection and appropriate handling and disposal of potential contaminants.

5. Water: Consider policies to promote further conservation and decrease water waste.

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.

**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.

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.

**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. Strive to 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 multi-dwelling housing structures.

3. Encourage a mix of housing types 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.

   4. Improve and strengthen relationships between institutions and 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. 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.

4. Improve and strengthen relationships between institutions and residential neighborhoods.

5. Provide tools like residential parking or shared parking lots to help mitigate the effect of traffic and congestion.

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22
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 Country 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

<table>
<thead>
<tr>
<th>IMPLEMENTATION</th>
<th>APPLICABLE AREA</th>
<th>TIME FRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>Community-wide</td>
<td>On-going</td>
</tr>
<tr>
<td>3 Housing Opportunity: Evaluate compatibility, service, function, value and impacts to surrounding neighborhoods of converting non-conforming land uses to residential uses.</td>
<td>East Central North &amp; Central City</td>
<td>1-5 years</td>
</tr>
<tr>
<td>4 Housing Opportunity: Develop appropriate standards for accessory, studio and secondary dwellings in low-density residential neighborhoods.</td>
<td>Community-wide</td>
<td>1-5 years</td>
</tr>
<tr>
<td>5 Administrative Resources: Increase administrative resources for residential design review at adequate levels to address neighborhood compatibility issues.</td>
<td>Community-wide</td>
<td>1-5 years</td>
</tr>
<tr>
<td>6 Administrative Resources: Increase funding for code enforcement staffing and city housing &amp; Gateway.</td>
<td>Community-wide</td>
<td>1-10 years</td>
</tr>
<tr>
<td>7 Administrative Resources: Increase administrative resources for public education and information about property re-investment and rehabilitation.</td>
<td>Community-wide</td>
<td>On-going</td>
</tr>
<tr>
<td>8 Administration Tracking: Monitor population growth and condition of housing stock changes on an annual basis.</td>
<td>Community-wide</td>
<td>On-going</td>
</tr>
<tr>
<td>9 Housing Preservation: Conduct historic resource surveys to identify future residential sites worthy of preservation and historic designation.</td>
<td>Community-wide</td>
<td>1-10 Years</td>
</tr>
<tr>
<td>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.</td>
<td>Community-wide</td>
<td>5-10 years</td>
</tr>
<tr>
<td>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.</td>
<td>Community-wide</td>
<td>On-going</td>
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</table>

COMMERCIAL LAND USE

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<tr>
<td>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.</td>
<td>Community-wide</td>
<td>1-15 years</td>
</tr>
<tr>
<td>2 Administration: Amend and enforce regulations for non-residential property owners who fail to maintain properties. Increase code enforcement staffing to address increased development.</td>
<td>Community-wide</td>
<td>1-5 years</td>
</tr>
<tr>
<td>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.</td>
<td>Community-wide</td>
<td>5-10 years</td>
</tr>
<tr>
<td>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.</td>
<td>Community-wide</td>
<td>On-going</td>
</tr>
<tr>
<td>5 Economics: Require an economic analysis as use 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.</td>
<td>Community-wide &amp; Gateway</td>
<td>On-going</td>
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</table>

INDUSTRIAL LAND USE

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<tbody>
<tr>
<td>1 Relocation: Assist industrial land uses to relocate to other appropriate industrial areas outside of the Central Community.</td>
<td>People's Freeway &amp; Gateway</td>
<td>10-20 years</td>
</tr>
</tbody>
</table>

INSTITUTIONAL LAND USE

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

URBAN DESIGN

<table>
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<tbody>
<tr>
<td>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.</td>
<td>Community-wide</td>
<td>1-10 years</td>
</tr>
<tr>
<td>2 Future Project: Identify visual characteristics and create landmarks at &quot;gateway entries&quot; within the Central Community, such as Interstate access points to the Central Business District and Gateway area.</td>
<td>Community-wide</td>
<td>1-10 years</td>
</tr>
<tr>
<td>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.</td>
<td>Central City</td>
<td>1-5 years</td>
</tr>
</tbody>
</table>
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