

PLANNING COMMISSION STAFF REPORT

West Salt Lake Master Plan Update

June 13, 2012

Petition #PLNPCM2010-00656



Planning Division
Department of Community and
Economic Development

Applicant:

Mayor Ralph Becker

Staff:

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Council District:

Council District 2, represented
by Kyle LaMalfa

Community Councils:

Glendale, Poplar Grove

Attachments:

- A. Project Timeline & Community Outreach Summary
- B. Public Process Materials
- C. Meeting Summaries and Public Comments
- D. Proposed Study Area for Zoning Changes
- E. Proposed Future Land Use Map
- F. Proposed Draft of *West Salt Lake Master Plan*

Request

A request by Salt Lake City Mayor Ralph Becker to update the *West Salt Lake Community Master Plan*, adopted in 1995.

Recommendations

Based on the findings of this staff report, staff recommends the following:

- The Planning Commission forward a positive recommendation to the City Council to adopt the drafted *West Salt Lake Master Plan*;
- That the Planning Commission initiate a petition to begin the process of rezoning the areas of West Salt Lake that have been identified in the master plan as areas of change to match the recommended future land use map; and
- That the Planning Commission initiate a petition to begin the process of modifying the sections of the zoning ordinance identified in this plan in an effort to implement sections of the plan.

This recommendation is made based on the following:

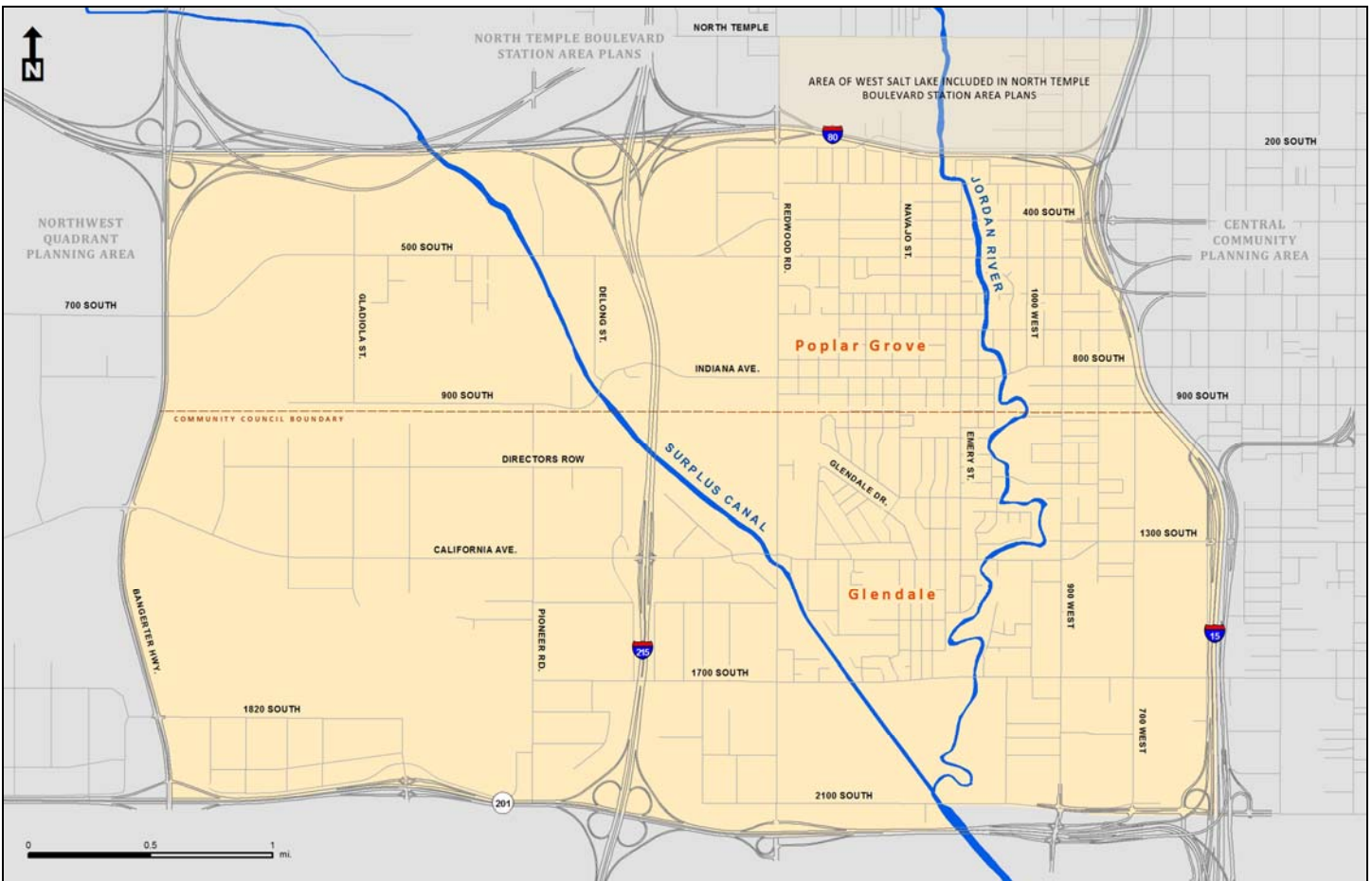
1. The proposed *West Salt Lake Master Plan* is consistent with citywide policies found in the documents discussed beginning on page 8 of this staff report.
2. The proposed master plan is an update of the existing *West Salt Lake Community Master Plan* of 1995;
3. The proposed master plan is generally consistent with the feedback received during the public process from residents, business owners and other stakeholders of the West Salt Lake community;
4. The proposed master plan includes best practices to guide development and policy decisions with regard to land use, urban design and transportation; and
5. The proposed master plan furthers the purposes of Title 21A of City Code.

Recommended Motion

Based on the findings listed in the staff report as summarized in items 1 through 5 above, testimony and plans presented, I move that the Planning Commission:

- a. Transmit a favorable recommendation to the City Council relating to Petition PLNPCM2010-00656, a request by Mayor Ralph Becker to adopt the *West Salt Lake Master Plan*;
- b. Initiate a petition to examine and modify the zoning in parts of West Salt Lake as indicated in the proposed master plan to reflect the future land use map; and
- c. Initiate a petition to examine and modify as needed certain regulations of the zoning ordinance as indicated in the proposed master plan to reflect recommendations of the master plan.

Vicinity Map



Project Description

Background Information

The current *West Salt Lake Master Plan* was adopted in 1995. A previous effort to update the master plan was initiated in 2006 and a draft was completed, but that draft was neither reviewed nor adopted by the City Council. In late 2010, Planning staff began working on the update again. However, it was determined that the entire process should be restarted to reflect changes in policy and land uses over the previous five years and to get more public input.

The West Salt Lake planning area's boundaries are as follows:

- North: Interstate 80 between Bangerter Highway and Redwood Road; North Temple between Redwood Road and Interstate 15
- South: The City boundaries with West Valley City and South Salt Lake (approximately Highway 201)
- East: Interstate 15
- West: Bangerter Highway

The area of West Salt Lake north of Interstate 80 was included in the *North Temple Boulevard Plan*. As a result, discussion about that area is limited in the *West Salt Lake Master Plan* and it has been recommended that the added to the Northwest planning area.

Planning Process

The master plan update process began in 2010 with a series of public meetings between January and June of 2011. The purpose of the meetings was to provide community members with a forum to identify the assets and weaknesses of their neighborhoods and to explore the future of the community. In addition, meetings were held with owners and operators of companies in West Salt Lake to get more input from stakeholders of West Salt Lake that staff believed would not be well-represented at other public meetings. Summaries of these workshops are found in Attachment C. The meetings were as follows:

- January 25: A visioning workshop was held at the Pioneer Precinct; approximately 75 people participated.
- March 7 – 14: Small group discussions with business owners were held at the City & County Building; approximately 20 people participated over four meetings.
- April 28: An urban design workshop was held at the Lied Boys & Girls Club; approximately 30 people participated.
- June 1: A review of previous meetings and guiding principles discussion was held at the Sorenson Unity Center; approximately 50 people participated.

A review of the draft plan was held on September 27 at the Sorenson Unity Center and an open house was held on January 12. In addition to these City-organized meetings, there were a number of opportunities for public input through meetings organized by other groups, including community councils and community festivals. These meetings can be found in the chronology in Attachment A.

Public meetings were advertised in a number of ways. Flyers, in both English and Spanish, were distributed to all of the community's schools, posted at neighborhood centers such as the Sorenson Unity Center and the Chapman Library, and posted at community businesses (with permission) such as Smith's and Super Mercado. The flyers were also posted on the city's listserv and at the project's website. Planning staff made an effort to use more diverse mediums to provide project information, including Facebook, QR codes and purchasing a unique domain name (westsaltlake.com) which could take residents directly to the project website.

During the drafting process in late 2011, a "committee" made up of residents and stakeholders who expressed interest in further review were invited to participate in two meetings intended to provide feedback on early drafts of the plan. Members of the Planning Commission were part of this group. Explicitly, staff wanted to ensure that the plan, as it was being developed, reflected what they had heard throughout the process. No feedback regarding the plan's goals or policies was solicited; the two meetings functioned as a form of quality assurance.

Master Plan Summary

The *West Salt Lake Master Plan*'s vision is as follows:

West Salt Lake will combine stable residential neighborhoods, growing commercial and neighborhood centers and thriving recreation locations. It will be home to strong and diverse collection of people, businesses and neighborhoods that form a unique and attractive community, well connected to the rest of the City. It will feature numerous retail and service options from a mix of commercial types along primary road corridors. West Salt Lake will become the primary destination in Salt Lake City for river recreation and other types of parks and public spaces. The Glendale and Poplar Grove neighborhoods will celebrate their history and character through community and cultural assets that provide services and educational opportunities for all ages. West Salt Lake will continue to be home to a healthy and diverse industrial business community that provides a growing employment and economic base for Salt Lake City.

The goals of the master plan are:

1. Facilitate the development of a more positive community identity through improved gateways, economic development and public and private investment.
2. Strengthen the connections between West Salt Lake and other parts of Salt Lake City by improving the community's gateways.
3. Promote reinvestment in the West Salt Lake community through changes in land use, public infrastructure and City policies to spur infill development that meets the community's vision and is compatible with existing development.
4. Protect existing, low-density residential neighborhoods and provide smart and compatible new residential development where needed or desired.
5. Recognize opportunities for unique neighborhood and community centers in West Salt Lake and provide resources to allow for their growth.
6. Make West Salt Lake a destination synonymous with river recreation, trails, open space and the outdoors.
7. Maintain the stability of West Salt Lake's industrial parks west of I-215 and expand the economic base of Salt Lake City with new industrial businesses.

The *West Salt Lake Master Plan* is organized into chapters, most of which relate to land uses. Those land uses are residential, commercial, neighborhood centers and corridors (generally described as "mixed use"), parks and open space, and industrial. In addition, there are chapters relating to more conceptual topics which are community identity, transportation and connectivity, history and architecture, and sustainability. Within many of those chapters, there are specific topic areas that were given more focus. Those specific topic areas are discussed below in the "Public Comments" section. There is a vision statement for each land use designation and planning concept (except "Community Identity"). Those vision statements are:

Residential Land Uses: Glendale and Poplar Grove will continue to be stable residential neighborhoods that offer affordable housing options for Salt Lake City residents. New residential developments will be compatible with the existing homes while supporting new neighborhood businesses. The community will offer a variety of housing types for anyone who wants to call West Salt Lake home.

Commercial Land Uses: West Salt Lake's active commercial centers and corridors will provide a variety of shopping opportunities and will offer retail and service options for both local residents and others in Salt Lake City and the region.

Neighborhood Centers & Corridors: Glendale and Poplar Grove will be home to active and attractive neighborhood centers that offer residential, commercial and recreational options to their residents. These neighborhood centers will be located along corridors that are visually appealing and safe for all modes of transportation.

Parks, Recreation & Public Spaces: West Salt Lake will become Salt Lake City's destination for recreational opportunities because of the Jordan River and the network of parks, green spaces, trails and public spaces. These spaces will be well-maintained and easily accessible for all of the City's residents.

Industrial Land Uses: The industrial districts of West Salt Lake are recognized for their contributions to the economic health of Salt Lake City while appropriately buffered from residential neighborhoods. Existing industrial uses near residential neighborhoods and commercial centers will be designed and buffered to minimize the impact on their neighbors. Heavier industrial uses will be encouraged to locate and expand west of I-215.

Transportation & Connectivity: The West Salt Lake community will have an efficient and well-maintained network of roads, bicycle routes, sidewalks and public transit options that allow all residents and visitors to travel safely and efficiently and to have more transportation options.

History & Architecture: The historical and architectural assets of West Salt Lake will be recognized by the community, the City and other groups for their impact to our collective history and their importance in establishing the character of West Salt Lake.

Sustainability: West Salt Lake will continue to be a showcase for Salt Lake City's commitment to creating sustainable communities. New mixed use development throughout West Salt Lake will make it possible for residents to live, work, shop and recreate without having to drive or leave their community.

A majority of the feedback received from the public was specific in nature. Planning staff began to note that there were "focus areas" that came up frequently. As staff worked through the public comments and began to organize content, it became obvious that these areas should be given more attention within their own sections. These focus areas, and their vision statements, are as follows:

Community Gateways: The gateways into West Salt Lake will create a sense of arrival and identity for the West Salt Lake community and the Glendale and Poplar Grove neighborhoods by using distinct and unique design features.

Redwood Road: Redwood Road will be a safe regional road for automobiles, bicyclists and pedestrians. It will provide a variety of retail and services to the residents of Glendale, Poplar Grove and other parts of Salt Lake City. It will also be a welcoming gateway to West Salt Lake for visitors to the City.

900 West/900 South District: The 900 West/900 South District will be a recreational destination for Salt Lake City and will be anchored by a collection of businesses and homes along 900 West. It will be central to the Glendale and Poplar Grove community and will link West Salt Lake to other Salt Lake City neighborhoods.

900 West: 900 West will be a safe and welcoming environment for pedestrians, bicyclists and drivers as they travel through the Glendale and Poplar Grove neighborhoods. It will be a neighborhood thoroughfare with small commercial businesses and a corridor that provides connections to the community's neighborhoods, the Jordan River and West Salt Lake's parks from elsewhere in the City.

Jordan River: The Jordan River will continue to be the ecological, environmental and recreational heart of West Salt Lake and a destination for all residents of Salt Lake City.

Surplus Canal: The Surplus Canal will become an active public space providing new recreational opportunities for West Salt Lake residents and employees while protecting the canal's primary function. The canal trail will connect Glendale and Poplar Grove with other City trails and be part of a regional trail network.

West of Redwood Road: The industrial area west of Redwood Road will be recognized for its economic importance to Salt Lake City and industrial businesses will be encouraged to locate and expand in the area. Improved landscaping and street design will enhance the traditional industrial development pattern, while road network improvements will help movement of freight and businesses traffic.

Comments

Public Comments

Comments and feedback from the public were received throughout the master plan update process via public meetings, e-mail and Open City Hall. Public comments from meetings are summarized in Attachment C and other comments, where possible, are included in their original form.

As mentioned above, the chapters focus on more general topics and topic areas that were more frequently mentioned or discussed were given more detail within those chapters. Specific policies and strategies were developed for these areas. For instance, Redwood Road falls within the “Commercial” chapter because it is generally a commercial road. With the commercial chapter, there are general commercial land use policies and then more specific policies relating to Redwood Road. There may be some overlap but the specific guidance given to the focus areas reflects the more specific nature of the public feedback received on those areas.

There were three topics that tended to lead to the most discussion: the area around 900 West and 900 South, the Jordan River and the idea of community identity. The former, which has been given the general name of “900 West/900 South District” in the *West Salt Lake Master Plan*, has received a lot of attention in various forums over the past two years. This is due in part to the activity around the 9 Line Trail, a rails-to-trails project that is currently being studied by the Department of Community and Economic Development for its own corridor plan. There has also been a focus on the area in the University of Utah’s Westside Studio and Architecture Studio classes over the past four semesters. Throughout the public comment period, the comments focused heavily on the opportunities of this district.

The Jordan River was another popular topic. While the river’s importance was agreed upon by the majority of participants, the vision varied to some extent. Some residents wanted the entire length of the river returned to a more natural state while others wanted to see recreation opportunities expanded. A majority of residents seemed to have an interest in maintaining a balance between the two viewpoints. However, even those who wanted more recreation opportunities wanted to see some effort made to restore natural habitats in some places.

A topic area that is somewhat unique to this master plan is community identity. Residents noted the diversity and assets of the community and wanted to see them celebrated. At the same time, residents had concerns with the perceptions those outside of Glendale and Poplar Grove had with regard to the neighborhoods. Some residents felt that those perceptions were totally unwarranted while others believed that there were some issues—namely the gateways into the neighborhoods—that likely led to those perceptions.

It should be noted that there was a small group of people that took issue with the fact that no mention of a regional sports complex is found in the master plan, especially since it was included in the 1995 *West Salt Lake Community Master Plan*. This issue was brought up a number of times by a select few participants at public meetings. It was explained to them that this process was intended to update the existing plan and any ongoing issues with the planned regional sports complex farther north were outside the scope of this document.

Department & Division Comments

A draft of the *West Salt Lake Master Plan* was sent to representatives from the following City departments and divisions: Mayor’s Office, Economic Development, Airports, Engineering, Housing and Neighborhood Development, Parks and Public Lands, Public Utilities, Redevelopment Agency, Sustainability and Transportation. Comments received by Planning staff are below. Many comments were received in the form of annotated copies of the plan and are summarized; otherwise, the comments are quoted in their entirety (quoted comments are italicized).

Mayor's Office

No comments were received.

Airports (Allen McCandless)

“Thank you for providing the January 2012 draft copy of the West Salt Lake Master Plan. This planning area is of high interest to the Airport due to its close proximity to the runways, and because of aircraft operations occurring over the west portion of this area.

“After reviewing the report, we have no observed issues and support the draft master plan being presented.

“The industrial section entitled, “West of Redwood Road” on page 35 is of particular interest to the Airport. This planning area west of Redwood receives many daily over flights from commercial aircraft approaching and departing from the runways. We support the plans encouragement of heavy commercial, light and heavy industrial, and supporting retail in these areas west of Redwood Road. We agree with the plan that residential uses west of Redwood Road would not be appropriate with the existing industrial and commercial land uses or airport activities.

“Thank you for the opportunity to comment on the plan.”

Economic Development

No comments were received.

Housing and Neighborhood Development

No comments were received.

Parks and Public Lands (Emy Maloutas)

In addition to meeting with the Parks and Public Lands Division, written comments were received from the division, and there were a number of recommendations with regard to the language used in the policies for “Parks, Recreation & Public Spaces,” specifically concerning the Jordan River. Planning staff was asked to be more specific about the types of uses recommended along the corridor and the urban design of the Jordan River corridor. The reviewer also asked us to modify two of the renderings (pages 24 and 34) to provide a more realistic depiction of how those concepts could be implemented.

Public Utilities (Brad Stewart)

Mr. Stewart recommended some changes to the policies regarding development and overlay districts for the Jordan River and the Surplus Canal. He also noted another asset of the area which is the concentration of jobs in the community and how this concentration could further the walkability goals of the City.

Redevelopment Agency (DJ Baxter)

“It seems residents want opportunities for growth in neighborhood commercial services, and the plan recognizes the need for more housing growth to occur to support those commercial services. But there don't appear to be many areas on the future land use map identified for either higher density housing, or new neighborhood commercial opportunities. If those are present in the plan, and I missed them, my apologies. I just think having higher housing density will help support more commercial services and better transit service, too.

“There's a mention of a desire for streetcar service to 900S/900W, and that there will be a future study on the 9 Line corridor. Will that study also look at surrounding land uses and densities? If not, should this plan make a recommendation on land use changes around a potential streetcar corridor? To restate my point above, we will definitely need the zoning in place to support higher densities along any proposed streetcar corridor.

“I didn’t see a section dedicated to the 9 Line. I’m sure it is address in appropriate locations throughout the plan, but I wonder if its importance could (or should) be elevated by have a segment of the plan focus just on the 9 Line and its elements. On the other hand, perhaps that’s the purpose of doing a separate study for that corridor. In either case, it would be nice to have some strong statements in this WSL plan to express the community’s desire for it to be a recreational feature for public use. It would be helpful to put to rest once and for all the idea that some have advocated, that portions of the 900 South rail corridor should be sold off for housing.

“Everything else I saw looked good.”

Sustainability

No comments were received.

Transportation (Robin Hutcheson, Dan Bergenthal, Becca Roof)

Planning staff met with Ms. Hutcheson to discuss elements of the plan and she provided comments regarding recommendations made in a previous draft regarding closing a lane of traffic on 900 West. Based on her concerns—primarily the overall impact it would have on the neighborhood—that recommendation was removed from the final draft. She also provided comments regarding prioritizing the goals for Redwood Road and the possibility of phasing the Surplus Canal Trail.

Both Mr. Bergenthal and Ms. Roof provided annotated comments. Both recommended changes to a couple of the renderings in the plan so they reflected goals of the Transportation Division. Both reviewers had a number of recommendations regarding language and minor policy modifications. In particular, some recommendations regarding crosswalks and other pedestrian improvements were clarified and more detailed language regarding bicycle-related transportation, especially on Redwood Road, was added, including a recommendation to look at installing a cycle track.

Ms. Roof also commented about the water quality issues that impact the Jordan River and its impact on future development around the river. While this issue is very important and plays a considerable role in the future of the Jordan River and West Salt Lake, it is an issue that is appropriately addressed at a regional level. The Jordan River watershed extends well beyond the City’s boundaries but there are ways to address specific watershed issues within the City.

Analysis and Findings

Analysis

Salt Lake City does not have specific standards for master plan amendments. The proposed *West Salt Lake Master Plan* was weighed against land use policies in the following documents:

- *Salt Lake City Futures Commission Report* (1998)
- *Salt Lake City Urban Design Element* (1990)
- *Salt Lake City Community Housing Plan* (drafted 2010; currently under review with City Council)
- *Salt Lake City Transportation Master Plan* (1996)
- *Salt Lake City Bicycle and Pedestrian Master Plan* (1994)
- *North Temple Boulevard Station Area Plans* (2010)
- *Blueprint Jordan River* (2008)
- *Wasatch Choices 2040* (2011)

Salt Lake City Futures Commission Report (1998)

The *Salt Lake City Futures Commissions Report* is a citywide document that includes generalized recommendations grouped by subcommittee reports. A selection of the statements found in these reports is discussed within the context of the *West Salt Lake Master Plan*.

Arts and Culture

An overarching theme of the guiding principles found in the “Arts and Culture” report is the emphasis on diversity as a critical piece of the City’s identity. In particular, the following principles echo the feedback staff heard throughout the master planning public process:

- *Regard cultural facilities and events as opportunities to improve the quality of life for our citizens and to build an improved sense of community.*
- *Regard the landscape with respect and reverence for history, culture, nature, and beauty in all its definitions.*

Community members repeatedly stated that the cultural diversity of West Salt Lake was one of its most important characteristics and that this diversity was reflected in a number of its tangible assets, such as the large parks and recreation choices, the opportunities for community gathering (festivals, the farmers’ market, etc.) and the number of languages spoken in the community. The community’s overall vision was to emphasize the cultural diversity and make it part of the community’s identity by highlighting and marketing it. The International Peace Gardens, for example, are a regional asset in the heart of West Salt Lake but residents felt that they were relatively unknown to many of the City’s residents. Another example was the Jordan River, which is not only a significant natural and recreational facility but one unique to the area west of I-15. Recommendations in the *West Salt Lake Master Plan* such as strengthening the community’s identity through more organized community events and making tangible improvements such as banners advertising events and assets, are intended to increase awareness of and pride in West Salt Lake’s cultural assets.

Built Environment

There are a number of topics—summarized as assertions—that are specifically relevant to the goals of this master plan: the transportation system, urban design, design standards, natural setting, safety and mixed use.

- *Assertion A: An integrated transportation system, including alternative modes of transportation such as pedestrian ways, bicycles, mass transit, freight vehicles, and personal automobiles ensures the enjoyable and efficient movement of people and products into and within the city.*

One of the issues frequently cited during the public process was the frustration with movement in and out of West Salt Lake due to community’s location between major highway and railway corridors. While the locations of both corridors are relatively fixed and offer few solutions, a better transportation network can alleviate some of the related problems. The master plan focuses on providing quality opportunities for pedestrian and bicycle travel that safely coexist with automobile traffic by recommending major improvements to existing options (the Jordan River Parkway, the 9 Line Trail) and new facilities (Surplus Canal Trail, Redwood Road bicycle lanes). With a limited number of connections between West Salt Lake and other parts of the city, emphasis was placed on improving the connections and gateways.

- *Assertion B: Urban design focuses first on the needs of pedestrians and bicyclists, second on mass transit, and third on the automobile; public transit systems such as light rail and user friendly and design with the pedestrian in mind; and all citizens have access to public transit within 1,200 feet of their homes.*
- *Assertion C: The city is designed to the highest aesthetic standards and is pedestrian friendly, convenient, and inviting.*

Urban design was a high priority of the master planning process and many of the ideas for the future staff heard from residents and stakeholders focused on creating a more attractive community. The urban design recommendations for Glendale and Poplar Grove—particularly those in neighborhood centers and corridors—were written specifically to foster a safer and more inviting environment for pedestrians and bicycles. The goal of these recommendations is to provide options for residents and encourage walking and bicycling as a viable means of commuting. Many urban design elements serve two goals: improving safety while creating a more attractive built environment (e.g., medians can help slow automobile traffic while providing opportunities for landscaping). It is unlikely that all citizens of West Salt Lake will have convenient public transit access but with recommendations of streetcar service on 900 South and bus rapid or light rail transit on Redwood Road, as well as improved connections to North Temple’s TRAX stations, movement in that direction is encouraged.

- *Assertion K: We work to preserve and provide access to sensitive habitat, riparian zones, and high quality open space—both natural and manmade. Urban design is sensitive to and takes advantage of our spectacular natural setting.*

Open space and recreation opportunities are plentiful in West Salt Lake and were the most commonly identified asset in the community. The master plan provides direction on balancing the two types of open space, especially along the Jordan River where it has been recommended that undeveloped land along its banks not only remain open space but be evaluated to identify opportunities for habitat conservation. One of the themes of the *West Salt Lake Master Plan* is that the community is unique in both the amount of variety of open space and recreation opportunities, but that new opportunities should consistently be identified and developed.

- *Assertion L: People and neighborhoods are safe. Citizens have a sense of well being so that they feel comfortable using parks, sidewalks and open space.*

Safety in West Salt Lake was consistently mentioned as a concern. Many residents cited certain areas or conditions that were unsafe. Two examples were the Jordan River Parkway and Redwood Road. Lighting was the main issue along the Jordan River, and on Redwood Road the issue was the lack of pedestrian infrastructure. Specific recommendations have been made to address both of these concerns: better lighting technology that reduces vandalism and tampering along the river and in parks and installation of sidewalks, bicycle lanes and improved crossings along Redwood Road.

- *Assertion M: There is a mix of housing types, densities, and costs so that people of various economic groups can co-exist. Services for those less fortunate are seen as a positive attribute and are nurtured within our community.*

Since Glendale and Poplar Grove are both overwhelmingly single-family and low-density, a deliberate focus of the *West Salt Lake Master Plan* is preserving the stability and character of the existing single-family neighborhoods. Residential growth would result from more density through the addition of a variety of housing types in specific areas. This master plan identifies opportunities for higher, appropriate density along corridors such as California Avenue, 900 West and Redwood Road in a variety of housing types and costs. That additional density would be complemented with retail and service options that provide access to basic needs

such as health services, daycare and grocery stores without need of a personal automobile. In addition, West Salt Lake is already home to a number of community and social programs; providing opportunities for housing near these can also help achieve Assertion M.

Economics

Expansion of commercial options is a key element of the *West Salt Lake Master Plan* with the understanding that the overall population of the community plays a role in the amount of retail and service options. By establishing mixed use zoning and additional density, the City can provide the framework for increasing the population and providing more flexibility in commercial development. The “Economics” section of the *Salt Lake City Futures Commission Report* recommends that the City “recognize that... planning and zoning functions are important economic development tools” such as “mixed use developments of sufficient density to foster a healthy and complementary mix of businesses and residents.” In addition, the importance of small neighborhood business is highlighted in both the “Economics” report and the master plan. While Redwood Road is built to provide larger, community-sized retailers and services, neighborhood corridors like 900 West, 400 South, Indiana Avenue and California Avenue are appropriate for small businesses. As an example, staff believes establishment of a small business incubator on 900 West near 800 and 900 South could potentially provide impetus for long-term growth in that neighborhood center.

Natural Environment

Many of the recommendations in the “Natural Environment” report are general recommendations for citywide issues such as air quality and water quality. The water quality recommendations play a specific role in West Salt Lake because of the Jordan River. While the *West Salt Lake Master Plan* does not directly address water quality, it recommends that the City’s participation in regional watershed preservation and planning efforts. Additional focus on the Jordan River in terms of development and expanded or improved recreational opportunities may also catalyze participation in those efforts by residents and stakeholders.

Many of the “Open Space” recommendations in this report are in harmony with recommendations in the *West Salt Lake Master Plan*. For example:

- *Protect open space from encroachment by development and from degradation by abuse or overuse.*
- *Acquire and develop additional football, soccer, baseball, and other playing fields, and recreational infrastructure.*
- *Develop linear parkways connecting parks, playing fields, and recreational amenities in the city to provide access for pedestrians and bicycles.*
- *Design parks, playing fields, and recreational amenities that embody crime prevention principles.*

Additional opportunities in the community’s major parks, such as Sherwood, 9th South, Jordan and 17th South, can include any number of options, and it is recommended that the City work with the community to determine the most desirable or appropriate approach. Establishment of the 9 Line Trail (which will have its own master plan), a complete Jordan River Parkway, and a Surplus Canal Trail between the Airport and 2100 South provide access for pedestrians and bicyclists for recreation opportunities throughout the City. West Salt Lake is the nexus for this network and the *West Salt Lake Master Plan* acknowledges the importance of this in terms of recreation for all City residents.

Neighborhoods

The anticipated growth of Salt Lake City in the coming years means that special attention should be paid to existing neighborhoods. The policies of the *West Salt Lake Master Plan* with regard to residential development ensure that the stable single-family neighborhoods are preserved. Higher density development should be concentrated along the corridors and at the nodes. The goals of the “Neighborhoods” report strive towards

neighborhoods that are: family- and youth friendly, diverse, safe, composed of well-maintained homes and infrastructure, in close proximity to open space and services, and designed for all modes of transportation. Each of these goals is reflected heavily in the recommended policies and strategies of the master plan. To achieve the vision for the future that residents have, additional population growth is necessary. Since West Salt Lake has well-maintained neighborhoods with high ownership rates, the master plan's job is to guide new development so that it is respectful of those neighborhoods while still providing the necessary environment for growth.

Social Environment

The "Social Environment" report addresses "everything in our society that improves our lives, expands our minds, and helps us be healthy, caring, educated and productive citizens." The report stresses that Salt Lake City should value all of its citizens by providing neighborhood resource centers, promoting volunteerism and community involvement and expanding recreational opportunities. The *West Salt Lake Master Plan* provides a framework for engaging residents in their community, namely by encouraging the city to provide resources to help them establish identities for the neighborhoods, market the community's assets, and grow its identity. Additionally, it is important to continue engaging residents and stakeholders in future city efforts, such as the recommendation that future additions to West Salt Lake parks be done through a public process.

Salt Lake City Urban Design Element (1990)

The *Salt Lake City Urban Design Element* defines the urban design objectives for the City and sets forth goals to address the City's future character. Its policies are citywide, but they can be applied to the community level. For example, gateways are considered important because "they provide visitors and residents with their first visual impression" of an area. One of the most frequent topics in public meetings stemmed from residents' unhappiness with the state of some of West Salt Lake's gateways, especially the ones on the east end of the community. Gateways were important enough to warrant their own section in the *West Salt Lake Master Plan* as part of the "Community Identity" chapter. Visual improvements at I-15, I-80 and Highway 201 gateways and industrial gateways—at Redwood Road and I-15—are highlighted in the *Urban Design Element* and suggested steps include:

- *Implement site and building design standards in industrial areas;*
- *Initiate an industrial area redevelopment plan addressing the visual and functional role of these areas;*
- *Reexamine the role of inner-city industrial activities... [and] consider moving the undesirable uses to area where they would be more appropriate; and*
- *Evaluate existing land use intensities and development.*

Each of these suggestions is covered in the master plan's policies for the industrial areas of West Salt Lake. Those policies include design standards for manufacturing uses east of I-215, redevelopment of industrial areas along 700 West to those more appropriate for these gateway areas, and re-analysis of the uses allowed in the light manufacturing districts to ensure the most intense uses are west of I-215.

Other policies in the *Urban Design Element* that are echoed in the master plan include the use of streets as open space, treatment of key thoroughfares (such as Redwood Road and 900 West) as "boulevards' with consistent streetscape themes," and establishing different types and styles of infrastructure, such as street lights, for different types of corridors and nodes.

Salt Lake City Community Housing Plan (2010, pending)

The goal of the *Salt Lake City Community Housing Plan* is to enhance, maintain and sustain a livable community through a wide range of housing choices and mixed use design. Key concepts in the plan include:

- *Foster and celebrate the urban residential tradition;*
- *Respect the character and charm of predominately residential districts, including those with historic character and qualities, while also providing opportunities for the provision of local goods and services easily accessed by neighborhoods;*
- *Promote a diverse and balanced community by ensuring that a wide range of housing types and choices exist for all income levels, age groups, and types of households;*
- *Develop new housing opportunities throughout the City;*
- *Ensure that affordable housing is available in all neighborhoods and not concentrated in a few areas of the City;*
- *Emphasize the value of transit-oriented development, transit accessibility and proximity to services;*
- *Recognize that residents, business owners, and local government all have a role to play in creating and sustaining healthy neighborhoods;*
- *Create an appropriate balance of rental and ownership opportunities in neighborhoods without jeopardizing an adequate supply of affordable housing; and*
- *Strongly incentivize or require the use of green building techniques and sustainability practices in public and private housing developments.*

The *West Salt Lake Master Plan* includes a number of policies and strategies that support the above concepts. The development policies aim to foster mixed use development which provides a variety of housing types with immediate access to commercial retail and services. Additionally, the recommended land use changes are intended to respect the existing neighborhood character of Glendale and Poplar Grove while introducing new housing in appropriate densities, whether its infill housing throughout the neighborhoods or higher density housing on primary thoroughfares.

Salt Lake City Transportation Master Plan (1996)

The *Salt Lake City Transportation Master Plan* includes policies related to all forms of transportation, including automobile, mass transit, pedestrians and bicycles. The plan correctly identifies the important link between transportation and land use and provides the following relevant statements for future land use:

- *Salt Lake City will preserve and enhance residential communities within the City which allow residents to live, work and play in the same area.*
- *Salt Lake City will explore opportunities to increase residential and destination densities at major bus and rail transit nodes along transit corridors.*
- *Salt Lake City will promote development that is transit, pedestrian and bicycle friendly.*

In addition to these land uses policies, the following transportation guiding principles are addressed in the *West Salt Lake Master Plan*:

- *Barriers such as railroads and freeways restrict access within and across neighborhoods. These barriers will be minimized by providing as many crossings as possible.*
- *Salt Lake City will encourage use of bicycles as an alternate form of transportation for commuting and recreation purposes.*

- *Salt Lake City will make walking more attractive as an alternative transportation mode for short trips, by creating a friendly walking environment, increasing pedestrian access in residential and commercial areas, and improving safety.*
- *Salt Lake City will develop and implement strategies to facilitate and enforce safe pedestrian crossings of major streets.*

The *West Salt Lake Master Plan* is consistent with these principles and provides guidance to establish and maintain neighborhoods and transportation corridors that provide safe and convenient access for all types of transportation. With regard to bicyclists and pedestrians, urban design is an important piece of creating those environments while also supporting development of mixed use communities which encourage walking and bicycling. Additionally, establishing a node at 900 South near 800 and 900 West anticipates a future streetcar line down 900 South which will provide more West Salt Lake residents with more mass transit options. Barriers to transportation—railroads and freeways—is a distinct problem in West Salt Lake and one without a simple solution. Creating a better transportation network, and providing information about alternative routes, is the best solution in the short-term.

Salt Lake City Bicycle and Pedestrian Master Plan (2004)

The *Bicycle and Pedestrian Master Plan* is intended to “enhance use of the bicycle for transportation and recreation and walking for pleasure and mobility.” This vision is supported by goals that are reflected in the *West Salt Lake Master Plan* such as:

- *Goal 1: To incorporate bicycle and pedestrian mobility and facility needs into community planning, land use planning and the development process.*
- *Goal 2: To expand the existing pedestrian and bicycle system and improve on-street bicycle travel between neighborhoods, within the City, and to connecting inter-city locations.*
- *Goal 3: To improve the quality and maintenance of the existing system.*
- *Goal 4: To promote safe bicycling and enhance pedestrian safety.*

West Salt Lake offers an expansive network of multi-use trails already but the master plan encourages the growth of the system and the improvement of other facilities. For instance, the Jordan River Parkway and the 9 Line Trail could both connect to a Surplus Canal Trail, recommended in the master plan, and ultimately to the Airport Trail. These connections would create a number of new loops for bicyclists and pedestrians and create access to the Great Salt Lake, Downtown, the Jordan River and the mountains. The *West Salt Lake Master Plan* also acknowledges the poor condition of facilities along Redwood Road and offers recommendations for improvements or even brand new facilities that, if built, would be unique to the area.

Pedestrian safety is also a part of every section of the *West Salt Lake Master Plan*. A full system of improved connections, including infrastructure elements designed to slow traffic and establish pedestrian areas, is called for, especially in areas of Glendale and Poplar Grove that are or will be popular destinations for children and families.

North Temple Boulevard Station Area Plans (2010)

The *North Temple Boulevard Station Area Plans*, adopted in 2010, provides direction and guidance regarding land uses along North Temple. The 800 West and Fairpark station areas both include the entirety of the Euclid neighborhood, which is currently part of the West Salt Lake planning area. There are two key recommendations in the plan that relate to the West Salt Lake community. First, finishing the Jordan River Parkway between 200 South and North Temple was recommended in the Fairpark Station Area Plan and has been as echoed in this plan. Second, the 800 West Station Area Plan recommends that 900 West be developed as a neighborhood “main street” in the Euclid neighborhood. 900 West provides a key connection between West Salt Lake and

North Temple's assets, including TRAX, and the idea of 900 West as a neighborhood main street extending farther south provides a means of creating consistency between the communities.

Blueprint Jordan River (2008)

Although *Blueprint Jordan River* is not a Salt Lake City master plan, nor is it adopted by Salt Lake City, it offers guiding principles that are relevant to the West Salt Lake area. The Jordan River was one of the most discussed assets of West Salt Lake and its preservation was considered a key to the community's future. *Blueprint Jordan River* has a number of principles that were written for the entire length of the river, but can apply specifically to West Salt Lake, including:

- *Preserve and rehabilitate natural river features and functions to the extent possible.*
- *Establish buffers between the river and the built environment.*
- *Restore riparian and in-stream habitats.*
- *Balance needs for development, recreation, and public access with river protection.*
- *Incorporate the river's natural and cultural history into designs for riverfront features, public art, education and signage.*
- *Encourage regional transportation planning to connect communities to the river corridor, emphasizing non-automobile traffic.*

The *West Salt Lake Master Plan* supports these guiding principles, especially the idea of finding a balance between protection and development, recreation and access. While the river was important to most people who participated in the public process, the values and visions of the river varied. The plan stresses connecting the Jordan River with the community, looking at nodes such as 900 West and 900 South as opportunities for establishing centers for recreation and urban design that reflects the river's importance. Getting people to the river safely, whether by foot, bicycles or, in the future, mass transit, is also a key to the master plan.

Wasatch Choices 2040 (2011)

Wasatch Choices 2040 is another plan that is not officially adopted by Salt Lake City. However, it includes many of the same goals discussed in the *West Salt Lake Master Plan* and in the plans above. It outlines the expected growth of the region over the next few decades and outlines the necessary steps to plan for this growth. A number of the principles in the *Wasatch Choices 2040* plan are echoed in the master plan, including:

- *Develop a balanced, multimodal transportation system.*
- *Coordinate transportation with regional employment, housing, educational and activity centers.*
- *Encourage future commercial and residential areas within close proximity to each other to reduce travel distances.*
- *Make land-use and transportation decisions based on comprehensive understanding of their impact on each other.*
- *Encourage land use and housing policies to accommodate the need for a variety of housing types throughout the region.*

Increasing the population in West Salt Lake is a key step towards growing the commercial and employment bases in the community. The limited number of connections to other parts of the city underscore the importance of increasing residential density and the number of retail and service options and ensuring that they are compatible with each other and allow people to live, work and shop within their neighborhoods.

Next Steps

If the Planning Commission should recommend that the City Council adopt this draft of the master plan, there are two action items that could be initiated at this time in order to begin implementing elements of this plan. The first action item is rezoning certain properties, generally identified in Attachment E, to match the recommended future land use map (see Attachment F). At this time, the exact properties to be rezoned and the potential future zones are not determined, but they would be identified during that planning process. The second action item is to explore changes to certain zoning districts as outlined in the master plan. For example, design guidelines are recommended for manufacturing properties east of Redwood Road. Implementation of this policy would require a modification to the existing M-1 Light Manufacturing zoning district to incorporate design regulations.

Another strategy recommended in this master plan—a specific corridor plan for 900 South and the 9 Line Trail—is already underway. A consultant will be selected later this summer to head a public process and create a corridor plan, under direction of the Planning Division, based partly on the feedback received during this process.

Attachment A
Project Timeline & Community Outreach Summary

West Salt Lake Master Plan Update

Project Timeline & Community Outreach Summary

2010

- November 2** **Project Announcement:** All of the City’s community councils were notified that the process for updating the current *West Salt Lake Community Master Plan* was underway. Only Fairpark Community Council responded.
- December 2** **Fairpark Community Council:** Fairpark is outside of planning area, but Planning staff was asked to present information. Neither Glendale nor Poplar Grove responded to a request for time on the agenda.

2011

- January 25** **Community Meeting #1:** Visioning workshop and project discussion at Pioneer Precinct. Approximately 75 people participated.
- January 26** **Westside Studio:** Meeting with the University of Utah’s Westside Studio class, including planning and architecture students, to discuss their projects for spring semester. Area of focus was Jordan River between North Temple and 1700 South. Included participation (over the course of the semester) from University of Neighborhood Partners (“UNP”) and NeighborWorks (“NWSL”).
- February 1** **Property Owner Meeting:** Meeting with a property owner at Redwood Road and Indiana Avenue about future ideas for area.
- February 16** **Westside Studio:** Continued meetings with Westside Studio students.
- February 17** **Jordan River Symposium:** Attended the Mayor’s Symposium regarding the Jordan River at the Northwest Community Center.
- March 7** **Business Meeting #1:** Group discussion with West Salt Lake business owners; five businesses were represented.
- March 7** **Business Meeting #2:** Group discussion with West Salt Lake business owners; two businesses were represented.
- March 8** **Business Meeting #3:** Group discussion with West Salt Lake business owners; four businesses were represented.
- March 8** **Westside Studio Outreach at Riley Elementary School:** Westside Studio students worked with students at Riley ES. Members of *West Salt Lake Master Plan* team in attendance to help facilitate.
- March 14** **Business Meeting #4:** Group discussion with West Salt Lake business owners; three businesses were represented.
- March 14** **Business Meeting #5:** Group discussion with West Salt Lake business owners; two businesses were represented.
- March 15** **Business Meeting #6:** Group discussion with West Salt Lake business owners; One business was represented.
- March 16** **Business Meeting #7:** Group discussion with West Salt Lake business owners; three businesses were represented.
- March 23** **Jordan River Commission Meeting:** Discussion with Laura Hanson of the Jordan River Commission.
- March 30** **Westside Studio:** Review of project progress for Westside Studio students.

April 5	Westside Studio Partners: Discussion regarding future collaboration between the Westside Studio partners: the Westside Studio instructor, UNP, NWSL and the City’s Department of Community and Economic Development.
April 26	Westside Studio: Students presented their projects to community at Sorenson Unity Center.
April 28	Community Meeting #2: Urban design workshop and discussion at Lied Boys & Girls Club. Approximately 30 people participated.
May 10	Westside Studio Partners: Continued discussion with Westside Studio instructor, UNP and NWSL regarding the future of the Westside Studio and ongoing coordination between groups.
May 10	Property Owner Meeting: Discussion with a property owner/agent regarding future plans for Redwood Road.
May 11	Project Update: Discussion with UNP and NWSL regarding the progress of the <i>West Salt Lake Master Plan</i> update.
May 11	Planning Commission: Briefing to Planning Commission regarding progress of plan update.
May 17	Westside Studio: Continued meetings with Westside Studio students.
May 18	Glendale Community Council: Project update for Glendale.
May 23	Westside Studio Partners: Meeting with partners, including Economic Development, regarding future project ideas for Westside Studio.
May 25	Poplar Grove Community Council: Project update for Poplar Grove.
May 28	CommUNITY Fair: Reserved space at CommUNITY Fair at Sorenson Unity Center. Met with a number of community members unfamiliar with the project and planning in general. Seven residents requested further information, but talked with approximately 25 to 30 people.
May 31	Property Owner Meeting: Discussion with a property owner regarding specific locations in West Salt Lake.
June 1	Community Meeting #3: Review of vision and possible guiding principles with public at Sorenson Unity Center. Approximately 50 people participated.
June 14	Westside Studio: Meeting with the Westside Studio’s summer semester students. Project area included Jordan River in Poplar Grove and Fairpark.
June 18	Pancake Breakfast/900 South Cleanup: Weekend event organized by Boy Scouts. West Salt Lake team had poster and information available.
June 28	Westside Studio: Review of students’ progress, including their outreach efforts.
August 10	Business Advisory Board: Discussion with Business Advisory Board about West Salt Lake.
August 18	Project Review: Meeting with “review committee” about draft outline of master plan and the potential vision and goals.
August 24	Redwood Road Discussion: Discussion with stakeholders regarding plans for Redwood Road and future plans with UDOT and other cities in the valley with the goal of providing them with the potential goals in the master plan. Meeting held at Wasatch Front Regional Council.
August 30	Urban Farming Tour: Tour with urban farm owners in West Salt Lake.
September 6	Project Review: Meeting with “review committee” regarding the plan and the first draft.

September 14	Westside Studio Partners: Meeting with Westside Studio instructor, UNP and NWSL regarding student projects and ideas for semester.
September 14	Westside Studio: Discussion with fall semester’s Westside Studio students.
September 26	Brainstorm Session with Kyle LaMalfa: Phone discussion with Mr. LaMalfa about the project and ideas for the plan and related topics.
September 27	Community Meeting #4: Presentation of draft to the public and discussion about goals, strategies and next steps in planning process. Approximately 40 people in attendance.
September 28	900 West/900 South Meeting: Meeting and discussion with business owner (Wasatch Touring) about potential for recreation-related business around the 900 West/900 South intersection. Organized by Economic Development.
September 29	River District Gardens: Meeting with community nonprofits at Sorenson Unity Center about community “branding” and related topics. Organized by Kyle LaMalfa.
October 5	Westside Studio: Continued discussion with Westside Studio fall semester students.
October 19	Glendale Community Council: Project update with Glendale.
October 24	Property Owner Meeting: Discussion with property owner on 900 South about the future of the area and ideas for new development.
October 25	Halloween Carnival: Booth at the Sorenson Unity Center’s Halloween Carnival.
October 26	Westside Studio: Tour of 900 West/900 South area with Westside Studio students.
October 26	Poplar Grove Community Council: Project update with Poplar Grove.
November 5	9 Line Opening: Official opening of the 9 Line at 900 West/900 South. West Salt Lake team had a booth for both <i>West Salt Lake Master Plan</i> and an anticipated 9 Line corridor plan. Team also helped organize event. Westside Studio students also had booth and worked with community to create a banner for display at Sorenson Unity Center.
November 9	Planning Commission: Project update for Planning Commission.
December 2	Westside Studio: Continued discussion with Westside Studio students.
December 8	Westside Studio Partners: Meeting with Westside Studio instructor, UNP and NWSL at NWSL’s offices.
December 14	Westside Studio: Student presentations at UNP.

2012

January 11	Westside Architecture Studio: Discussion with architecture students about their project ideas in 900 West/900 South area (note: One of the student projects is currently being implemented at 730 West 900 South).
January 12	Open House: Open House for latest draft at the City & County Building.
January 17	Property Owner Meeting: Meeting with property owner on 900 South and ideas for community gardens/urban farms in area.
February 1	Westside Studio: Meeting with the spring Westside Studio students and Transportation Division regarding City’s banner program. Students also met with Kyle LaMalfa and Sarah Munro.
February 7	Façade Improvement Grant Program: Discussion with Economic Development, NWSL and Bill Knowles about possible expansion of the façade grant program (Home Depot grant) up 900 West and to North Temple.
February 8	Business Advisory Board: Presentation of project status and potential impacts on West Salt Lake businesses to the Business Advisory Board.
February 8	Westside Architecture Studio: Continued discussions with architecture students.

February 15	Westside Studio: Continued discussions with planning students.
February 21	Council Meeting: Meeting with Kyle LaMalfa and Russell Weeks regarding the master plan.
February 22	Poplar Grove Community Council: Project update with Poplar Grove.
February 29	Westside Architecture Studio: Continued discussions with architecture students.
February 29	Open Space Advisory Board: Project presentation to the Open Space Advisory Board.
March 14	Planning Commission: Project update and timeline discussion with Planning Commission.
March 21	Glendale Community Council: Project update with Glendale.
April 18	River District Discussion: Discussion with Bill Knowles and Westside Studio students about expansion of banner program.
April 25	Westside Architecture Studio: Review of architecture student projects at Sunday Anderson Senior Center.
April 26	Street Banner Celebration: Student banner project presentations and unveiling of banner designs with community at Sorenson Unity Center.
April 30	School/Church Focus Group: Scheduled focus group meeting with representatives from area churches and schools. 15 representatives originally were asked to review draft plan; six expressed willingness to do so. Two representatives wanted to meet with us, but were unable to come to the scheduled focus group meeting. West Salt Lake team made multiple efforts to contact the other four individuals, but had no success in finalizing plans for a meeting.
May 1	Guadalupe School Meeting: Meeting with Vicki Mori, administrator of Guadalupe School.
May 9	Westside Studio Partners: Discussion about topics for summer studio.
May 16	Westside Studio: Discussion with summer Westside Studio students.
May 23	Westside Studio: Continued discussion with students.
June 6	Westside Studio: Presentations from Westside Studio students about summer projects.
June 10	People's Market: Booth at People's Market with general plan information and information about Planning Commission. Shared with Plan Salt Lake project (overlapping team member).
June 13	Planning Commission: Public hearing with Planning Commission.

Attachment B
Public Process Materials

LET'S SHAPE THE FUTURE OF WEST SALT LAKE

Salt Lake City wants to hear from the people who live and work in West Salt Lake as we develop the vision for the Glendale and Poplar Grove neighborhoods.

Come join us and share your ideas!



**Tuesday, January 25
6:30 - 7:30 pm**

**Pioneer Precinct
1040 West 700 South**

**Food and drinks will
be served!**

Sponsored by the Salt Lake City Planning Division. For more information, please contact us at (801) 535-6107. Spanish translation will be available at the meeting.

VAMOS A CONSTRUIR EL FUTURO DE WEST SALT LAKE

Salt Lake City quiere escuchar de la personas que viven y trabajan en West Salt Lake a medida que desarrollamos construimos el visión para los barrios de Glendale y Poplar Grove.

Ven y unete a nosotros y comparte sus ideas!



**Martes, January 25
6:30 - 7:30 pm**

**Pioneer Precinct
1040 West 700 South**

**Comida y bebidas
seron servidos.**

Salt Lake City will be hosting multiple meetings for business owners in the upcoming weeks on updates to the West Salt Lake Master Plan (I-15 west to Bangerter Highway and from I-80 south to Highway 201) The meetings will be held in the City and County Building located at 451 South State Street in Room 126.

Please RSVP with your desired meeting time or provide feedback on the plan to Ana Valdemoros, (801) 535.7235 or ana.valdemoros@slcgov.com. You can also provide feedback at Open City Hall online forum at <http://www.slcgov.com>.

Thank you,

Nick Britton, Principal Planner

Meeting Times

Monday, March 7	9:00 am – 11:00 am
Monday, March 7	1:00 pm – 3:00 pm
Tuesday, March 8	1:00 pm – 3:00 pm
Monday March 14	9:00 am – 11:00 am
Monday March 14	1:00 pm – 3:00 pm
Tuesday, March 15	10:00 am – 1:00 pm
Wednesday, March 16	1:00 pm – 3:00 pm

West Salt Lake Master Plan

Community Meeting #2



Join Us!

We heard your ideas for Glendale and Poplar Grove: the things you like, the things you don't like, and your vision for the future.

Now it's time to make sure we heard you right! We are having a meeting on April 28th to review what we heard and get your ideas on specific parts of the plan: new development, street design and park space.

When

Thursday, April 28, 2011
6:00 - 8:00 pm

Where

Boys & Girls Club
460 S. Concord St. (1235 West)
At the corner of Pacific Ave. (440 South) and Concord.

There will be food and beverages!

Further Information

If you have any questions, or you cannot attend the meeting but would like to provide feedback, please contact the Planning Division at (801) 535-7757.

You can also provide feedback through "Open City Hall" on Salt Lake City's website at <http://www.slcgov.com/opencityhall>.

Sponsored by the Salt Lake City Planning Division. Spanish translation will be available at the meeting.



Master Plan de West Salt Lake

2da Reunión de la Comunidad



¡Acompañenos!

Hemos escuchado sus ideas para los barrios Glendale y Poplar Grove: las cosas que le son de su agrado, las que no y su visión para el futuro.

Ahora es tiempo de que nosotros les demos a conocer si los hemos escuchado correctamente. Tendremos una reunión el 28 de Abril para revisar lo que hemos escuchado y tomar sus opiniones sobre partes específicas del plan, nuevo desarrollo, diseño de las calles y parques.

Cuando

Jueves, 28 de Abril 2011
6:00 - 8:00 pm

Donde

Boys & Girls Club
460 S. Concord St. (1235 West)
En la esquina de Pacific Ave. y
Concord.

¡Habrà refrescos y comida liviana!

Más Información

Si tiene preguntas o no puede asistir a esta reunión, pero le gustaría dar sus ideas, por favor contacte a la División de Planificación al (801) 535-7757.

Puede también proveer sus ideas a través de "Open City Hall" en la página web de Salt Lake City: <http://www.slcgov.com/opencityhall>

Sponsoreado por la División de Planificación de Salt Lake City. Traducción en español disponible durante la reunión.



Interested in the future of Glendale and Poplar Grove?



Join us in a round table discussion about shaping the West Salt Lake Communities

Have we heard you right so far?

On: Redwood Road, Jordan River, 9th & 9th, Surplus Canal,
Streetcars, Housing, Streets, Bike Trails, and everything else...

WHERE

Sorenson Unity Center
Performance Theatre
1383 South 900 West
(enter facility off of 900 West)

WHEN

Wednesday JUNE 1, 2011
7 pm to 9 pm



More information: (801) 535-72857
<http://www.slcgov.com/opencityhall>

¿Interesado en el futuro de Glendale y Poplar Grove?



Acompañenos en una charla sobre la forma que tomarán las comunidades de West Salt Lake

¿Lo hemos escuchado correctamente hasta ahora?

Sobre la calle Redwood Road, el Jordan River, 9th & 9th, Surplus Canal,
Tranvías, Zonas Residenciales, Mejora de las calles, Bicicendas, y todo lo demás...

DONDE

Sorenson Unity Center
Performance Theatre
1383 South 900 West
(entre por la 900 West)

CUANDO

Miércoles 1 de JUNIO de 2011
7 pm to 9 pm



Para mas información: (801) 535-72957
<http://www.slcgov.com/opencityhall>

WEST SALT LAKE MASTER PLAN

*We've been putting your vision for Glendale & Poplar Grove on paper.
Now we'd like to see what you think.*

The West Salt Lake Master Plan draft will be available at <http://www.westsaltlake.com>
on Friday, September 23.



Tuesday, September 27
6:00 PM - 8:00 PM
Sorenson Unity Center Theater

Spanish translation will be available.
Hosted by the Salt Lake City Planning Division.
For more information, please call (801) 535-7757.



WEST SALT LAKE MASTER PLAN

*Hemos escrito su visión para los barrios Glendale y Poplar Grove.
Ahora nos gustaría saber que piensa de lo que se ha escrito.*

El primer borrador del Plan de West Salt Lake estará a su disposición para leerlo en la página web:
<http://www.westsaltlake.com> el día Viernes, 23 de Septiembre.



**Martes, 27 de Septiembre
6:00 PM - 8:00 PM
Sorenson Unity Center Theater**

Traducción al Español estará disponible. Organizado por la
Division de Planificacion de Salt Lake City. Para más
información, por favor llame al (801) 535-7757.



What is a master plan?

- ▶ A master plan represents the vision of the community.
- ▶ A master plan is created by feedback from residents, businesses, property owners and appointed or elected officials.
- ▶ A master plan is what you want your neighborhood to look like in 20 years.
- ▶ A master plan guides future development in the community.
- ▶ A master plan helps the City Council make land use decisions, create appropriate city policies, and guide budget decisions.

The West Salt Lake Master Plan

The *West Salt Lake Master Plan* was last adopted in 1995. The current update will identify how the community has changed since 1995 and address the current vision of the residents, business owners, property owners and stakeholders of Poplar Grove and Glendale.

General public meetings for the update were held on January 25, April 28 and June 1. There were also meetings with local businesses and other groups in the community during this time. The first draft was presented to the public on September 27.

A copy of the first draft is available at the *West Salt Lake Master Plan* website: westsaltlake.com

The vision and goals found here are in draft format. They do not represent the final versions.

Salt Lake City Planning Division
451 S. State Street
Room 406
PO Box 145480
Salt Lake City, UT 84114-5480

Phone: (801) 535-7757
Fax: (801) 535-6174

For more information, visit:

- ▶ <http://www.westsaltlake.com>

Let us know what you think!

- ▶ Open City Hall
<http://www.slcgov.com/opencityhall/>
- ▶ UserVoice
<http://slcplanning.uservoice.com/>

Staff Contact Information

- ▶ Nick Britton, AICP
(801) 535-6107
nick.britton@slcgov.com
- ▶ Ana Valdemoros (*Habla español*)
(801) 535-7236
ana.valdemoros@slcgov.com
- ▶ Elizabeth Reining, AICP
(801) 535-6313
elizabeth.reining@slcgov.com



The code to the left is a QR code. You can scan it with a smart phone's barcode reader. It will take you to the West Salt Lake website for more information on the plan and what the City's doing.

Last updated: October 3, 2011

WEST SALT LAKE MASTER PLAN



Realizing the
community's vision for
Glendale & Poplar Grove!



Master Plan Goals

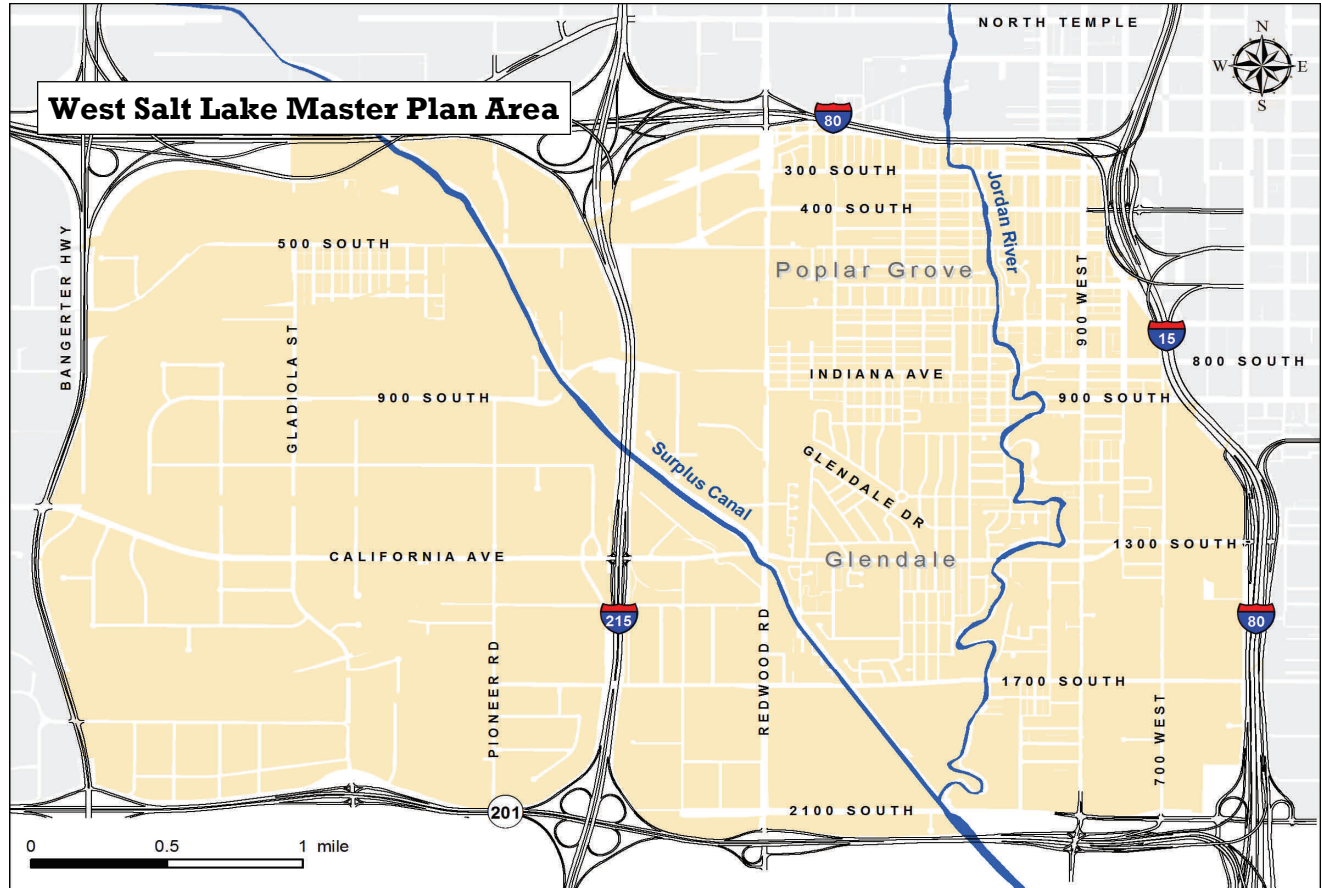
- Strengthen the connections between West Salt Lake and other parts of Salt Lake City by highlighting these connections and improving the community's gateways.
- Promote reinvestment in the West Salt Lake community through changes in land use, public infrastructure and city policies.
- Identify opportunities for growth of residential, commercial service, retail and industrial uses throughout the West Salt Lake community.
- Make West Salt Lake a destination synonymous with recreation, open space and the outdoors.
- Maintain the stability of West Salt Lake's residential neighborhoods and provide smart and compatible new development where needed or desired.
- Maintain the stability of West Salt Lake's industrial parks and expand the economic base of Salt Lake City with new industrial businesses.
- Recognize opportunities for unique neighborhood and community centers in West Salt Lake and provide resources to allow for their growth.

Highlighted Topics

West Salt Lake is a stable community with a well-defined pattern of development. As a result, the master plan identifies and explores specific areas that stakeholders considered worthy of more attention. These topics are in addition to the standard master plan sections such as residential, commercial and open space land uses.

Master Plan Vision

West Salt Lake is a strong and diverse collection of people, businesses and neighborhoods that form a unique and attractive community, well connected to the rest of the City. Its residents have a number of retail and service options from a mix of commercial centers along primary road corridors. It is the primary destination in Salt Lake City for all types of parks and other recreation opportunities. The Glendale and Poplar Grove neighborhoods celebrate their history and character through a number of cultural assets and events that provide services and educational opportunities for all ages. West Salt Lake is also home to a healthy and diverse industrial business community that provides a growing employment and economic base for the City.



The highlighted topics are: Community Identity, 900 West/900 South District, 900 West, Jordan River, Surplus Canal, Redwood Road, Far West Salt Lake, and Community Gateways.

The general topics covered in the plan are residential land uses, commercial land uses, industrial land uses, recreation & open space, history & architecture, and transportation networks.

What is a master plan?

- ▶ A master plan represents the vision of the community.
- ▶ A master plan is created by feedback from residents, businesses, property owners and appointed or elected officials.
- ▶ A master plan is what you want your neighborhood to look like in 20 years.
- ▶ A master plan guides future development in the community.
- ▶ A master plan helps the City Council make land use decisions, create appropriate city policies, and guide budget decisions

How are master plans created?

1. The City meets with community members and stakeholders a number of times to identify what is important to the community and what they'd like to see in their neighborhood's future.
2. A draft document is created and given to the community for review. The community can ask for changes and modifications can be made to the plan up until its adoption.
3. The document is reviewed by the Planning Commission, who makes a recommendation to the City Council.
4. The City Council adopts a final plan, which becomes official city policy.
5. From that point, the City and other stakeholders begin implementing the plan's recommendations.

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Let us know what you think!

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Last updated: May 26, 2011

WEST SALT LAKE MASTER PLAN



Realizing the
community's vision for
Poplar Grove & Glendale!



The West Salt Lake Master Plan

The *West Salt Lake Master Plan* was last adopted in 1995. The current update will identify how the community has changed since 1995 and address the current vision of the residents, business owners, property owners and stakeholders of Poplar Grove and Glendale.

General public meetings for the update were held on January 25, April 28 and June 1. There were also meetings with local businesses and other groups in the community during this time. Additional meetings will be held when a first draft of the plan is completed so that the community can review the proposed document.

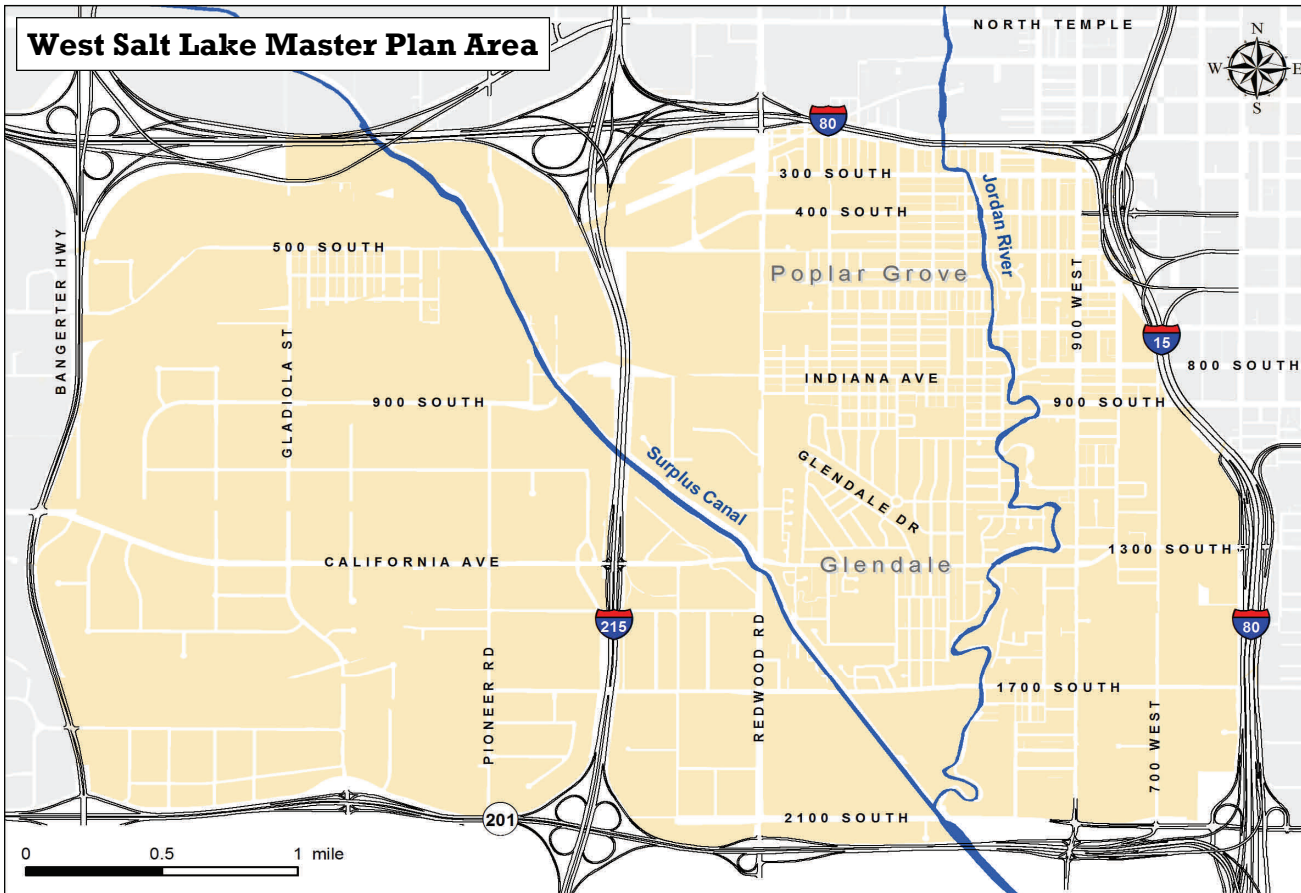
Guiding Principles

The guiding principles are the main concepts that the Planning Division will be using to develop the specifics of the *West Salt Lake Master Plan*. These principles have been derived from public input received from the City's meetings, discussions with community groups, and any one-on-one comments.

These principles are subject to revision as the City moves forward and receives more feedback. The following are draft principles and are not finalized.

Guiding Principles

- West Salt Lake needs to be rebranded with a unique identity that stresses its opportunities and moves beyond negative perceptions.
- The Jordan River needs to be highlighted, celebrated and maintained as a community asset.
- The intersection of 900 South and 900 West is a unique opportunity for a new neighborhood center.
- The 900 West corridor is a key element of both neighborhoods and should be developed to unify the neighborhoods and connect important recreation, community and business nodes.
- Salt Lake City needs to address Redwood Road's character: its infrastructure, the mix of uses, and its friendliness to pedestrians, bicyclists and mass transit riders.
- Poplar Grove and Glendale are both stable, well-developed residential neighborhoods. The focus should be placed on infill housing and small business and commercial development.
- West Salt Lake's industrial areas are relatively stable. Future development should address public infrastructure and access, the mix of uses, and the relationship between those areas and the residential neighborhoods.
- West Salt Lake has opportunities for outdoor recreation and open space that are unavailable in the rest of the City. These opportunities should be created or expanded.



Attachment C-1
Meeting Summaries and Public Comments
January 25, 2011 Meeting

West Salt Lake Master Plan
January 25, 2011 Community Meeting
Summary of Comments

NEIGHBORHOOD SAFETY & CLEANLINESS

Empty Spaces

Empty houses, absentee landlords, abandoned alleyways lead to blight, crime

Pedestrian Safety

Need more street lights along sidewalks

More signaled crosswalks (e.g. 900 South and Concord)

Jordan River Parkway

Patrols, lighting needed to get more people using the trail

Get more eyes on the trail to prevent crime

Improve area where canal and river meet (“worst part of river in county”)

Zoning Enforcement

More fines for weeds and garbage, blighted homes

Highways and Streets

Clean up roads, ramps and bike lanes: I-215, 21st South Freeway, Redwood Road

Crime

Additional police presence, patrols needed in neighborhoods (e.g. Glendale/Glenrose)

City Property

Weeds and trash on city-owned property

Emergency Management

Encourage neighborhoods to establish block captains and emergency preparedness plans

COMMUNITY IDENTITY

Diversity

Celebrate West Salt Lake’s diversity

Focus on international flavor of area

Neighborhood Identity

Give Glendale, Poplar Grove individual identities

Rebrand West Salt Lake

Balance of old (heritage) and new (economic development)

Perceptions

Nicer stuff is east of I-15
West Salt Lake has crime issues

Gateways

Beautify 900 South at I-15, 900 West at I-80, Redwood Road

RECREATION & OPEN SPACE

Regional Sports Complex

Locate complex around Indiana and I-215

Jordan River

Establish a natural habitat (native over invasive species) and buffer river from development
More river-based recreation: canoeing, docks, bird- and wildlife-watching
No more parks along Jordan River (keep it completely natural)

Jordan River Parkway

Spend money on the river corridor: lights, benches, public art, better signage
Connect parkway to other trails, to the north part of parkway

Linear Parks/Trails

Trail along 900 South/former Union Pacific right-of-way is important
End of trail: at 900 West or Redwood Road?
Connect trails to International Peace Gardens, Redwood Road and Jordan River Parkway
Connect neighborhoods to open space farther west

Green Space/Parks

Establish green space in vacant areas (e.g. Glendale Plaza, near I-80 and 300 South)
Fish pond(s) along river
Dog park with water
Make the parks more user friendly

Surplus Canal

Establish a trail and activities along canal
Surplus canal is underutilized (see San Antonio Riverwalk)

International Peace Gardens

Expand the gardens to more countries
Add an on-site caretaker

Active Recreation

BMX or mountain bike park on vacant land near river (first facility in city)

RESIDENTIAL/MIXED USE DEVELOPMENT

General

More high-quality housing

Encourage more density

More infill development on vacant lots (i.e. around river and 1700 South)

Do not sacrifice open space for housing

Union Pacific Right-of-Way

Close Hayes and expand housing

Use old right-of-way for housing: Navajo to Prospect, 1100 West to Emery

9th & 9th

High-density housing, live/work units

Housing along river

Mixed Use Nodes

Live/work units, high-density development at nodes: 600 South, 900 South, 1300 South

Mixed use center at 1100 South and Redwood Road

COMMERCIAL DEVELOPMENT

General

More retail options in neighborhoods (different income groups, variety, etc.)

Basic needs require travel to other parts of city, county

Put businesses on street, not behind parking lots

Redevelop Glendale Plaza

Confine commercial development to existing buildings

Redwood Road

More retail options

Large commercial development at 900 South to capture airport crowd

Redevelop street infrastructure: sidewalks, medians, etc.

Make road pedestrian friendly, no more large parking lots

9th & 9th

Create a commercial node/shopping district at intersection (similar to east side)

Neighborhood & Local Business

More small shops, cafes and restaurants (with tax incentives)

No more big box retailers on west side

Small business district on Indiana

INDUSTRIAL DEVELOPMENT

General

Move industrial uses west of I-215, away from houses and schools

URBAN DESIGN

Elements

Monument at 9th & 9th (bell tower, Donner Party memorial)

Enhance nodes: 9th & 9th, Concord and 400 South

Public Art

More space for artwork

TRANSPORTATION & CIRCULATION

General

Cut off between east and west, need to improve connections (car, transit, pedestrian, bicycle)

Make Redwood Road and 900 West more pedestrian/bicycle friendly

Mass Transit

Improve connections between east and west

Excited about streetcar line on 900 South to 900 West, possibly Redwood Road

More bus service in neighborhoods, direct routes to Redwood from neighborhoods

More options on Redwood

Bicycle Routes

Need better bicycle connections to other parts of the City.

Improve current connections to east.

Better routes within West Salt Lake neighborhoods.

Improve bicycle opportunities on Redwood.

Improve bicycle lanes on busy roads.

Pedestrian Routes

Improve Jordan River trail connections with major streets.

Improve pedestrian access on Redwood Road.

Create pedestrian trails to other parts of the City (downtown, Sugar House, Northwest).

Freight Trains

Tracks reinforce east/west border

Remove unused tracks from streets

Tracks create no man's land between east and west.

INFRASTRUCTURE AND PUBLIC IMPROVEMENTS

General

Improve Jordan River trail crossings with major streets

Make Redwood Road more of a complete street

Make landscaping improvements to 900 West

Improve highway-neighborhood gateways (soundwalls, etc.)

ENTERTAINMENT/CULTURAL

General

New library is wanted

More community events in West Salt Lake

COMMUNITY/SOCIAL

General

Place a community garden east of the Sorenson Center

Emphasize and promote the diversity of West Salt Lake

Provide more youth activities in West Salt Lake

LIKES

Proximity to downtown and the airport

Jordan River

Diversity

DISLIKES

Lack of safety

Dirtiness

No neighborhood identity

West Salt Lake Master Plan
January 25, 2011 Community Meeting
Recorded Comments

Notecards

1. Inventory parcels isolated by the construction of I-15. Develop options to use these parcels so that they make a positive contribution to the area: community gardens, areas of drought tolerant plants, pedestrian and bicycle paths, storage facilities.
2. Improve links to neighborhoods east of I-15. Include: pedestrian links, bicycle links and vehicle links. This would include addressing the amount of time links are blocked by trains! It would also include appearance (aesthetics).
3. Build on the amount of open space in developing a revitalized identity for the area. The City as a whole falls below national standards. The high percentage of the neighborhood's population below 18 would suggest the need for recreational facilities.

Comments

1. Sandra Moore-Please do not change master plan to include housing on 900 South. No new housing, we are crowded enough as it is.
2. Ben Trentelman-Keep the regional sports complex on Indiana Avenue. Near a greater number of communities and resources./Zoning that prevents big box stores from springing up huge parking lots. New business need to be street side to fuel our walkable and attractive communities.
3. Dan Potts (Poplar Grove, SLC Resident for 30 years)-Preserve current sports complex in "Plan" as an insurance policy! It is HIGHLY likely that any of the many cases in court now will be successful in killing the Sports Complex in its current proposed location on the North Jordan River. Our community needs to preserve on or more "bail out" positions to preserve the last remaining nature-oriented open space and its many "passive" recreational opportunities. A variety of better alternative sites for the Sports Complex have surfaced since the original plan-process was hijacked by those not interested in planning. Virtually all of these alternate sites are better regardless of which criteria is used to evaluate them./Nix the new proposal of building (another) library on the banks

of the Jordan River that will eat up more, valuable nature-oriented (=life style) open space!/Let's save the River

4. Michael Polcek -West Salt Lake needs:
 - a. Better public transport-900 West to 900 East trolley car?
 - b. Mixed use development/infill development, including
 - i. Mixed income residential apartments/condominiums above store fronts
 - ii. Small scale commercial (coffee shops, book shops, etc.)
 - iii. Walkable nodes and neighborhoods
 - c. No more strip malls anywhere!
 - d. Make 9th and 9th a commercial corner:
 - i. Walkable area
 - ii. Same with area around Firehouse commercial
 - iii. Same with 13th and California and 900 West
 - iv. All along California Avenue
 1. Allows for more conversion of home to commercial use all along ""from I-15 all the way to I-215.
 - e. Redwood Road
 - i. Develop commercial with inroads/walkable into the neighborhood
 - ii. Make it SLC's "Avenue of the Americas"
 - f. Allow for "" surrounded by mixed use developments-such as Mexican town Zocalos!
 - g. Put parking in rear and storefronts out front for walkable areas!
5. Jeremy King-
 - a. Like:
 - i. WSL is close to downtown and ideal for bike community
 - ii. The diverse community is exciting
 - iii. It has the Jordan River Parkway.
 - b. Dislike:
 - i. It needs a central core on California Ave.-the new library will kick start this process.
 - ii. Absent landlords result in crime and blight.
 - c. Biggest Issue: Creating a people friendly corridor along Redwood Road.
 - d. Future:
 - i. Formalize a commercial/live-work zone along 900 West and Redwood Road and California Avenue.

- ii. Preserve all remaining open space along the Jordan River as Natural Open Space.

6. Charlotte Fife-Jepperson-

- a. A trail on the abandoned 900 South rail line that will connect east and west sides of the city-should include bike lane.
- b. A cohesive bike lane system-improve and connect the bike lanes in Poplar Grove/Glendale. (Street sweep them more often).
- c. Maintain a 100 foot natural buffer zone of wildlife habitat along the Jordan River Parkway Trail. Love the River!
- d. Work to remove uninhabited houses and buildings that are an eyesore and blight.
- e. Plant more trees everywhere!
- f. Maintain existing street lighting. Get them up and working.
- g. Clean up and beautify Redwood Road.
- h. More art mosaics and sculptures throughout the neighborhood.
- i. A city library at 900 South and across from Peace Gardens! (But not too close to the river.)
- j. Improve and protect the Peace Gardens!

7. Fred Fife-Question

- a. I like the location-convenience to Downtown and shopping.
- b. I like the Jordan River Parkway and other open space.
- c. I like community participation in neighborhood volunteer projects.
- d. I like the diversity (ethnics)
- e. I like the Senior Center location
- f. I like the Peace Gardens
- g. I dislike the “lack of representation” in general (City Council, school board especially) including by nationality.

8. Rebecca Lovato-

- a. Q#1) I like the clean environment, the streets are kept clean. I like that the streets are wide enough to make U-turns. I like the simplicity of our street setup. I also like that they’ve renamed important streets with important names. I like the art tile on 300 North (under freeway I-15).
- b. Q#2. I don’t like the empty spaces on 9th and 9th. I don’t like the emptiness there. The new bakery is nice but out of the way. (I would like to see some more businesses). Maybe-some apartments. Like what Neighborworks is doing.

- c. Q#3. We need more recreation for youth, more outlets for the youth to be involved with. Some sport park.

Staff Notes from Breakout Sessions

1. Group 1

a. What We Like

- i. 900 South and 400 West, where church burned. Don't want commercial on a large scale or townhouses on the dead end street due to crime concerns. Want park for children or recreation.
- ii. Good restaurants! Chunga 200 South/900 West!
- iii. Want more entertainment options-an arcade, theater, bowling
- iv. New library at 1100 West/900 South (old rail corridor) by Peace Gardens-draw people
- v. Need more destinations, walkable entertainment stores, libraries to send children walking.
- vi. Like the clean environment!
- vii. Jordan Parkway-Keep a natural buffer zone of natural vegetation/habitat along the trail.
- viii. Improve access and enhance open space, lots of underutilized!
- ix. More outdoor city recreation opportunities
- x. More bike lanes on street! 1000 West nice. A cohesive plan throughout the neighborhood!
- xi. Completing west to east with bike trail system.

b. What like about Redwood Road?

- i. Need some trees! Maybe a median!
 - ii. 800 West islands need to be improved.
 - iii. Improve the alleys they are scary.
 - iv. Security lighting/pedestrian friendly lighting.
 - v. Improve response times of fire/EMT services.
 - vi. Improve bike linkages! Creepy getting to the other side of the freeway.
 - vii. Make sure they (bike paths) are kept clean.
- c. What do you think about Glendale shopping area?
 - d. Like Grocery store! Nice but updated needed.
 - e. More community events. Maybe in parks or gallery strolls. Festivals for kids need stuff like that.

- f. Want empty lots to be developed, put single family homes there. Put money into non-profits that will do this.
 - g. Venues to serve a growing youth population.
 - h. Neighborhood nodes are needed like at 9th and 9th, places to walk. To gravitate to have dinner or coffee.
 - i. Give Poplar Grove an identity!
2. Group #2
- a. SL Trib Jan 16, 2011, The West Side: Where an Ill Wind Blows
 - b. Dinner Paddle Boats on Jordan
 - c. More canoes
 - d. Link this around Raging Waters (connection to rec uses)
 - e. Bridges impede river use (several people from diff tables)
 - f. Fans of Glendale business center (between Glendale and Glenrose)
 - g. Mountain bike Park (2 in Park City, very successful)
 - h. Better signage along Jordan Parkway
 - i. Beclia Ross, work on posed signage (Mayor's Office)
 - j. Too much industrial, even east of Redwood (In newspaper Glendale waste)
 - k. Love the Jordan trail
3. Group #3
- a. Light/pedestrian crossing on 400 South and Concord (Boys & Girls Club worker)-2 kids have gotten hit there.
 - b. Redwood Road
 - i. Retail, restaurants
 - ii. Gateway type
 - iii. No big box stores
 - iv. Neighborhood grocery stores and anchors closed 2 in last couple of years!
 - v. (walking)
 - vi. Connect historic district (Glendale) to Redwood
 - vii. Walkability
 - viii. Infill
 - ix. Connections! Bike, walk, car between "centers" and between east side
 - x. Create a center and sense of community
 - xi. Centers
 - xii. Balance between old and new, maintain historic integrity, restore historic centers.

- xiii. 400 S. connection and 900 and 1300
 - 1. Create gateways, into and out of communities
- xiv. Stop strip malls on redwood and everywhere
- xv. "Lived in WSL my whole life, glad there are no strip malls like w. valley, that's why I've never moved."
- xvi. Appropriate neighborhood commercial
- xvii. Off leash dog park! With water

4. Group #4

- a. Better bike connection to downtown than 200 South
- b. Chemical plant on Redwood and canal too close to schools, how do we move it? Partnership with trucking company or other could provide site substitute.
- c. Bad idea to have at grade crossing at Jordan River and California.
- d. Better bike lanes
- e. More trees on 900 West
- f. Sidewalks on Redwood, pedestrian, wheelchairs, buses
- g. Add trail to rail spur to Sugar House, would bring more high end to Redwood
- h. Make West Salt Lake more pedestrian/bike friendly
- i. Really want trolley/trail on 900 South
- j. Expand Sorenson Center east
- k. More staff and bend of the river

General Comments

- Crime-elephant in the room, include building better safety-greater cohesion
- Nick Britton started introduction at 6:35 p.m.
- Had questions about open space/capita
- Are we looking at historical data? NB-Yes
- What about the 2006 plan? NB-We are looking at it, 1995 was the last plan adopted.
 - Don't want to waste time.
- Describe process-Getting public comments, drafts representing community vision, take to Planning Commission in public meeting, public can provide input, Planning Commission can decide to send it, etc. then City Council decides what to do
- What is its relation to 1995 plan? Technically an update
- What happened to Euclid? Added as part of North Temple plan.
- Master plan not just text, also zoning and Future Land Use Map, look at stuff of model cities in 1960s
- Nick Britton-still look at Jordan River as an amenity

- Will trail be part of plan? Yes, Dan gets funding, we identify
- Nick Britton-Told people to start drawing
- Airport-industry surrounding it, doesn't look good when flying in
- Tables were a little overcrowded
- Concerns with completion of master plan on time (this year)
- Airport area needs to change, not inviting, bad scenery
- Clarification of master plan process and zoning ordinance and future land use
- Who's leading 900 South trail
- Why not extend 900 South streetcar to Redwood Road
- Sidewalks in need of repair
- Like that neighborhood is close to downtown
- Like that there's a variety of architecture styles.

West Salt Lake Master Plan
January 25, 2011 Community Meeting
Summary of Map & Breakout Session Comments

Map 1, Map 2, Map 3, Map 4, Map 5

- **Neighborhood safety and cleanliness**
 - Glenrose Drive a problem
 - Need more police and zoning enforcement
 - Emergency preparedness plans, block captains
 - Fines for leaving garbage out
 - Fines for people who do not care for their lawns
 - Clean up Redwood Road
 - Clean up 201 freeway and I-215
 - @ Jordan River and canal split: worst section of river in county
 - @ Jordan River and canal split: section needs help; dirty, homeless
 - @ 900 West and Dalton Avenue: remove building in front of skate park, it blocks vision from road
 - Crime area around Glendale roundabout and on Glenrose
 - Clean up weeds
 - Fix Jordan River Parkway lights
 - Traffic light needed at Concord and 900 South because it's dangerous for children crossing street
 - Clean up streets and bike lanes
 - More street lights for pedestrians
 - Empty houses on 900 West at Montague – city should buy them
 - More patrols along river and trail; more lighting to get more people out along river

- **Community Identity**
 - Perception of neighborhoods
 - Nicer stuff east of I-15, “trash” west of I-15
 - Balance between old (historic identity, heritage) and new (economic development)
 - Incentives to rehabilitate commercial and residential buildings
 - Create specific identities for Poplar Grove and Glendale
 - Monument for Donner Party around 1100 West and Jordan River
 - Clean up and beautify gateways at I-15 and 900 South, I-15 and 800 South
 - Rebrand West Salt Lake
 - Focus on “international” at 9th and 9th
 - Improve Redwood Road (look like 700 West)

- **Recreation/Open Space**

- City-owned properties are neglected; need lights, benches, art
 - Develop river corridor
 - Parkway at 700, 800 South: need trash bins, chess benches, pretty lights, benches
 - Parkway at 1700 South to California: need lights on trail
 - More habitat for bird/wildlife watching; get rid of invasive species
 - Jordan River should be filled with recreational opportunities
 - Restore river to natural habitat; plant native species at 1100 West and 900 South
 - Preserve bend in river at Fremont
 - Connect Jordan River trail where it crosses 900 South
 - Locate docks on river between 300 South and Indiana
 - Improve north/south connection of Jordan River Parkway
 - Improve the Jordan River Parkway
 - Keep a natural vegetation/habitat buffer zone along trail
 - Spend money on the Jordan River trail
 - Natural open space zoning and native plant restoration between Wenco and Utahna
 - Surplus Canal
 - b/t 2100 South and California: clean up canal and put in a trail
 - b/t 1700 South and 2100 South: underutilized riparian/wildlife area; plant trees and make paths
 - Create the San Antonio Riverwalk along canal
 - Paddle boats and restaurants along canal
 - Soccer/sports complex
 - @ UP right-of-way and I-215: regional soccer complex (x6)
 - Regional sports complex at Indiana Avenue landfill
- b/t Glendale Plaza and Montgomery Street: nothing being done in the area; need green space, gardens, trails
- Green space needed behind Supermercado and senior center
- Trails needed along 900 South, Hayes Avenue
- Mountain bike/BMX park on vacant land at bend in river west of Riverside; no such facility in Salt Lake City
- Fish pond at Jordan River and 2100 South
- Fish pond at Jordan River and 900 South
- Zone open space land along river as Natural Open Space: no parks (x2)
- New dog park with water
- Put in a trail along 900 South
- Expand the Peace Gardens
- Rail trail on 900 South
- Connect trails to Peace Gardens
- There's nothing to go to on Redwood Road for rail trail
- Linear park / greenbelt between Jordan River and I-215

- On-site caretaker at International Peace Gardens
- Natural open space at Quayle and Margaret, between Brooklyn and Hayes and 300 South and I-80
- Make all parks more user-friendly
- End the 900 South trail at 900 West

- **Residential/Mixed Use**
 - More high-quality, higher density housing
 - Higher density housing
 - Encourage live/work high-density development along 900 West, especially at 600 South, 900 South and 1300 South
 - High-rise condos at 9th & 9th
 - Continue residential infill development
 - Condos, restaurants, shopping center, grocery store at Redwood Road and 1100 South
 - More infill development, especially west of river north of 1700 South
 - No high density at expense of open space
 - Expand 9th and 9th with shops and trail to connect to Jordan River
 - Housing along old UP corridor from 1100 West to Emery and Emery to Navajo
 - Housing along UP rail like on Jake Garn Blvd between Navajo and Prospect
 - Close Hayes for housing – it fills with trash now
 - Housing between 1100 West and Emery

- **Commercial/Office**
 - Redwood Road
 - Redevelopment plan similar to State Street plan
 - More retail options
 - @ 900 South: big box store, outdoor mall, movie theater, park
 - Bike lanes, sidewalks, trees
 - Redwood Road businesses need seating at sidewalk edge and parking behind building
 - More restaurants, small shops
 - Small business area on Indiana between Pueblo and Navajo
 - Tax incentives to attract small businesses, restaurants and coffee shops to area
 - Commercial node at 9th & 9th
 - No big boxes on west side
 - Confine commercial development to existing areas; no strip malls
 - West side needs better grocery stores
 - More and better services so driving to other parts of town for basic needs is not necessary
 - Zoning to allow more restaurants and services similar to 9th and 9th
 - A 9th and 9th shopping district / commercial node
 - More retail options around 400 South and 900 West
 - Make sure new businesses are on street, not behind parking lots

- Attract businesses that appeal to many income groups
 - Improve Glendale Center, make it similar to 9th and 9th
 - More restaurants at 9th and 9th
 - Shopping center on Redwood between I-80 and Indiana to capture airport crowds
 - Activate area around Raging Waters

- **Industrial**
 - Keep industrial west of I-215
 - Move chemical plants farther away from residential, schools
 - Keep industrial farther west than Redwood, beyond I-215

- **Public Art/Urban Design**
 - Need more space for public art
 - Architecture and design should appeal to multi-ethnic population
 - Enhance the nodes at Concord and 400 South and 900 South/900 West
 - Bell tower at 9th and 9th

- **Transportation/Circulation**
 - Trains cut off east and west
 - Take train tracks out of the street
 - Mass transit
 - Need more north/south options to get to Redwood Road
 - Fewest options in valley but most people who need/use it
 - More bus service
 - TRAX spur down Redwood Road
 - East/west public transit is absent or difficult to use
 - Improve public transportation in area
 - Connections between neighborhoods and Redwood
 - Street car to 900 West on 900 South (possibly to Redwood Road)
 - Bike routes
 - Surplus Canal
 - Tracks at 1800 South
 - 1045 West to 1700 South to 1000 West
 - Glendale to 1300 South beyond I-15
 - 800 West to 600 South to 1300 South
 - Fremont at 800 West to 1100 West to Illinois through roundabout to 1300 South
 - Harris to Van Buren to High to Utah to Montgomery to Cheyenne to Foss beyond I-80
 - 900 South/Indiana
 - Emery
 - Arapahoe from Redwood to Emery
 - 600 South from 800 West to Emery

- 500 South from I-215 to 900 West
 - 1000 West to 500 South
 - 300 South from Emery to 1000 West
 - Protected bike lanes on new 1300 South viaduct
 - Bike routes to light rail stations
 - Redwood Road is inappropriate for cyclists – develop a parallel north/south route
 - Bike routes on 900 West
 - Connections under I-80 for 200 South bike routes
 - More bike lanes to connect east and west sides
 - Bike lane should be laid out in a cohesive way
 - Stoplight at 700 West and 1300 South favors north/south traffic but most traffic goes east/west
 - No integration between east and west on 200 South
 - Connection from west side to Sugar House via 1800 South
 - Pathway under road at Jordan River and California
 - East of 900 West, make 900 South and 800 South one-way couplets
 - Make west side bike-friendly
 - Improved pedestrian crossings on Redwood Road
 - Connect Redwood Road and Glendale Drive
 - Better connections to downtown and east side
 - No-man’s land between two parts of town that is a clear division
 - Connect 1300 South/California and Redwood area to east side of town
 - More transportation options connecting west and east along 400 South
 - Connections with Northwest Quadrant
 - New street on 1500 West over Hayes Avenue back to Indiana
 - Off-street parking along 900 West between 900 South and I-80
- **Infrastructure/Public Improvements**
 - Rebuild California/Redwood Road bridge to allow bike route and rowing underneath
 - Sidewalk and trees along Redwood Road
 - Improve signage for playgrounds near Jordan River
 - More signs and maps for Jordan River Parkway
 - More trees
 - Traffic light at Chapman Library
 - Poor road surface on 200 South
 - Plant trees throughout Westside
 - Bike lanes, sidewalks and landscaped median on Redwood Road
 - Fix streetlights along 900 South and Montague
 - Streetlight at Jeremy and 870 West
 - Landscaping improvements on 900 West
 - Repair and maintain streetlights along 900 South from east side of river
 - Improve I-15 crossings at 200 South and 1300 South

- Bridges along river/canal too low for any river activities: @ Redwood, California, 1700 South
 - Soundwalls along I-80 between Redwood and Glendale
 - Upgrade interchanges (1000 West/I-80 and I-15/400 South to look like 2100 South/Redwood Road
 - Bus shelters should be improved to include benches, made ADA compliant
 - Traffic light at 600 South and 900 West

- **Entertainment/Cultural**
 - Need movie theater
 - Library
 - Library should be off California Avenue
 - Library at Concord Street and 1200 West
 - Library should be at Concord and California
 - Library should be at Concord and California
 - Library should not be at bend in river at 900 South and 1100 West
 - Library should be at 900 South and 1100 West
 - Library should not be at International Peace Gardens because it's off a main road and there are water table issues
 - More community events at park by Modesto and 100 West and at Sorenson Center
 - More entertainment options at 9th and 9th
 - Amphitheatre and restaurants at Hayes and 1100 West

- **Community/Social**
 - More advanced placement & education options
 - After-school programs
 - Community gardens
 - More backing for community garden east of Sorenson Center
 - Get staff to lead community garden at Sorenson Center
 - More community gardens
 - Support the community garden at Sorenson Center
 - @ Redwood Road and Indiana: urban agriculture center
 - Small business center in Glendale neighborhood
 - Promote, celebrate west side's diversity
 - Focus on Glendale's historic center (Glendale Plaza)
 - More youth activities, recreation at school on Cheyenne and 400 South and at the Glendale Shopping Center
 - Access to clean atmosphere
 - NeighborWorks apprentice program for new housing

- **Likes**
 - Proximity to downtown, airport
 - Diversity (people, housing)

- Transportation options (vehicles)
 - Recreation (future 900 South trail, Jordan River Parkway, green space along river, canal)
 - Signage (Sorenson Center)
 - Freeways
 - Shopping areas (Walmart, Target, Little Caesars, Smiths)
 - Medians on 800 West
 - Jordan River; potential for canoeing, boating
- **Dislikes**
 - Safety (crime, dogs running loose)
 - Cleanliness (weeds, trash, graffiti)
 - No neighborhood identity
 - Leftover industrial waste, chemical companies
 - Parking at Chapman Library
 - Bridges over river
 - Safety along river walkway
 - No money for street light

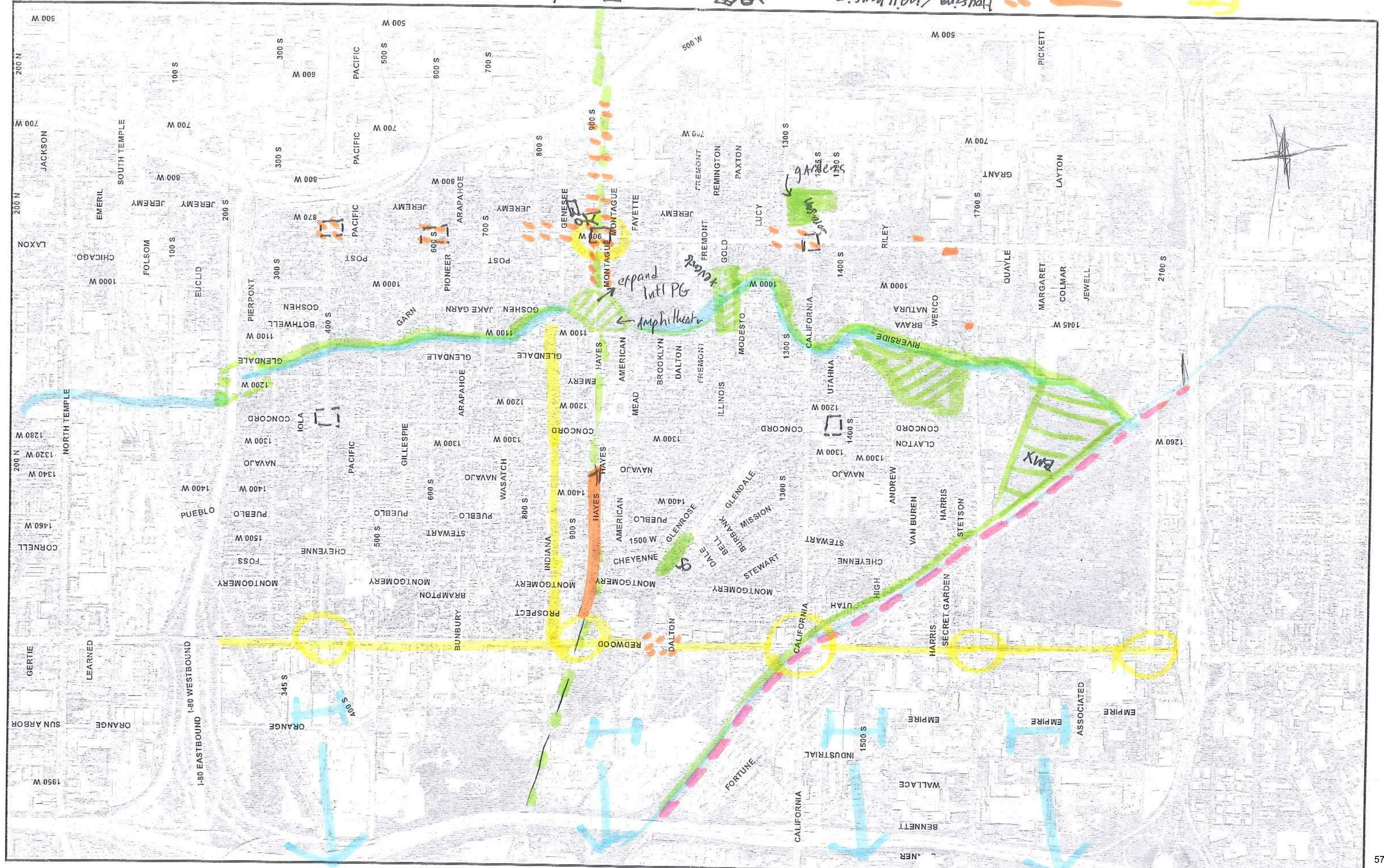
green - events, open space

urban design

Monument

housing / multi housing

Comm nodes



LAND USE

WEST SALT LAKE MASTER PLAN ■ JANUARY 25, 2010

YOUR COMMENTS

YOUR NAME: BEN TRETELMAU.

KEEP THE REGIONAL SPORTS COMPLEX ON
INDIANA AVE. NEED A GREATER DENSITY
OF COMMUNITIES & RESOURCES.

ZONING THAT PREVENTS BIG BOX STORES
FROM SPRINGING UP BEHIND HUGE PARKING
LOTS. NEW BUSINESSES NEED TO BE STREET SIDE
TO FEEL OUR WALKABLE & ATTRACTIVE COMMUNITIES.

YOUR COMMENTS

YOUR NAME: Dan Potts / Poplar Grove, SLC Resident for 30 yrs.

Preserve Current Sports Complex in "Plan" as an insurance policy!
It is HIGHLY likely that any of the many cases in court now will be successful in killing the Sports Complex in its current, proposed location on the North Jordan River. Our community needs to preserve one or more "bailout" positions to preserve this highly desired project. Plus, we need to preserve the last remaining nature-oriented open space and its many "passive" recreational opportunities. A variety of better alternative sites for the Sports Complex have surfaced since the original plan-process was hijacked by those not interested in planning. Virtually all of these alternate sites are better regardless of which criteria is used to evaluate them.

Nix the new proposal of building (another) library on the banks of the Jordan River, that will eat up more, valuable nature-oriented (= life style) open space!

Let's save the Rive

YOUR COMMENTS

YOUR NAME: MICHAEL POLACEK (801) 972-3773

West Salt Lake needs:

- Better public/trans. transport - ^{9th} ~~9th~~ Trolley car?
- Mixed use development / infill development including
 - mixed income residential apts / condos above storefronts
 - small scale commercial - coffee shops / book stores / etc.
 - walkable nodes and neighborhoods
- No more strip malls ^{anywhere}!
- make 9th + 9th a commercial corner + walkable area
 - same w/ area around Firehouse Commercial
 - same w/ 13th / California and 9th W
 - all along California Avenue - allow for conversion of homes to commercial use - all along, public. from I-15 all the way to I-215
- Redwood Rd.
 - ↳ develop commercial w/ ^{inroads} / walkable into the neighborhood
 - make it SLC's "Avenue of the Americas"
- allow for "clanos" surrounded by mixed use developments - such as Mexican town
- focalos
 - Put parking in rear and storefronts out front for walkable areas!

YOUR COMMENTS

YOUR NAME:

Jeremy King

- Like:
- WSL is close to downtown and ideal for bike commuting
 - The diverse population is exciting
 - It has the Jordan River Parkway.

- Dislike:
- It needs a central core on California Ave.
— the new library will kick start this process.
 - Absent landlords result in crime and blight.

Biggest Issue: Creating a people friendly corridor along Redwood Rd.

- Future:
- Formalize a commercial / live-work zone along 9th West and Redwood Rd and California Ave.
 - Preserve all remaining open space along the Jordan River as Natural Open Space.

WEST SALT LAKE MASTER PLAN ■ JANUARY 25, 2010

YOUR COMMENTS

YOUR NAME: Charlotte Fife - Jepperson

- A trail on the abandoned 900 South rail line that will connect east + west sides of the city. → should include bike lane.
- A cohesive bike ~~lane~~ lane system — improve + connect the bike lanes in Poplar Grove / Glendale. (Street sweep them more often.)
- Maintain a 100 ft. natural buffer zone of wildlife habitat along the Jordan River Parkway Trail. Love the River!
- Work to remove uninhabited houses + buildings that are an eyesore + blight.
- Plant more trees everywhere!
- Maintain existing street lighting. Get them up + working.
- Clean up + beautify Redwood Road.
- More art → mosaics + sculptures throughout the neighborhood.
- A city library at 900 So. and across from Peace Gardens! (But not too close to the river.)
- Improve + protect the Peace Gardens!

YOUR COMMENTS

YOUR NAME:

Fred Fife

QUESTION

① I like the location - convenient to downtown and shopping.

I like the Jordan River Parkway and other open space

I like community participation in neighborhood volunteer projects.

I like the diversity (ethnic)

I like the Senior Center location

I like the Peace Gardens

② I dislike the "lack of representation" in general (City Council, School Board especially) including by nationality.

YOUR COMMENTS

YOUR NAME: Rebecca Lovato

Q#1) I like the clean environment, the streets are kept clean.
I like that the streets are wide enough to make U-turns.
I like the simplicity of our street setup. I also like that they've re-named important streets w/ important names.

I like the art tile on 300 north. (under freeway 1-15)

Q#2. I don't like the empty spaces on ~~9th~~ 9th & 9th.
I don't like the emptiness there. The new Bakery is nice but out of the way. (I would like to see some more business) Maybe - ~~some~~ some apartments. Like what neighbor works is doing.

Q#3. We need more recreation, for youth, more outlets for the youth to be involved with. ~~More recreation~~
~~1000~~ some sport park.

WEST SALT LAKE MASTER PLAN ■ JANUARY 25, 2010

YOUR COMMENTS

YOUR NAME:

Sandra Moore - Please do not change master plan
to include Housing on 9th So.
No ~~to~~ New Housing - we are crowded
enough as it is.

What we like

- 9th St + 4th W where church burned ↓ don't want commercial on a large scale or townhouses on the dead end st due to crime concerns. Want park for children or recreation.
- Good restaurants! Chungas 2nd S. 9W.!
- Want more entertainment options - an arcade, theater, bowling.
- New library @ 1100 W / 9th S (old rail corridor) by Peace gardens - draw people
- Need more destinations, walkable entertainment stores, libraries to send children walking.
- Like the clean environment!
- Jordan Parkway - keep a natural ^{buffer} zone of natural vegetation/habitat along the trail.
- Improve access & enhance open space - lots of underutilized!
- More outdoor city recreation opportunities
- More bike lanes on street! 10th W nice. a cohesive plan throughout the neighborhood.

- Completing W. to E. w/ bike trail system.

What like about Redwood Rd?

- need some trees! ; maybe a median!
 - too W islands need to be improved.
 - Improve the alleys they are scary.
 - Security lighting / pedestrian friendly lighting.
 - Improve response times of fire / EMT services.
 - Improve bike linkages! (creaky getting to the other side of the freeway).
 - Make sure they (bike paths) are kept clean.
- What do you think about Glendale Shopping area.
- Nice grocery store! Nice but ~~not~~ updated needed.
- More community events - maybe in parks or gallery strolls. Festivals for kids! need stuff like that.
- Want empty lots to be developed, put G/A homes there. Put \$ into Non-profits that will do this.

- Venues to serve a growing youth population.
- Neighborhood nodes are needed like a 9th + 9th ~~mixed use~~ places to walk to to gravitate to have dinner or coffee.
- ~~Community identity~~
- Create poplar Grove an identity!

SLTrib Jan 16, 2011, The West Side:
Where an Ill
wind Blows

- Dinner Paddle Boats on Jordan
- More canoes
- Link this around raying waters (connection to rec uses)
- Bridges impede river use (several people from diff tables)
- Fans of Glendale bus center (Between Glenrose and Glendale)
- Mountain Bike Park (2 in Park City, Very successful)
- Better signage along Jordan Parkway
- Becka Ross, work on posted signage (Mayors office)
- Too much industrial, even east of Redwood (In newspaper
Glendale waste)
- Love the Jordan trail

Improve links to neighborhoods east of I-15. Include

- pedestrians links
- bicycles links
- vehicles links

This would include addressing the amount of time links are blocked by trains! It would also include appearance (aesthetics).

Inventory parcels isolated by the construction of I-15. Develop options to use these parcels so that they make a positive contribution to the area: community gardens, areas of drought tolerant plants, pedestrian & bicycle paths, storage facilities.

Build on the amount of open space in developing a revitalized identity for the area. The City as a whole falls below national standards. The high percentage of the neighborhood's population below 18 would suggest the need for recreational facilities.

Attachment C-2
Meeting Summaries and Public Comments
April 28, 2011 Meeting

West Salt Lake Master Plan

April 28, 2011 Community Meeting

Review of Poster & General Discussion

- Creation of an improvement district along Redwood Road?
- Where did these scenarios come from?
- Full development is not possible on surplus canal due to flood control.
- Immediate reaction/review of posters
 - Poster #1
 - Minor redevelopment preferred
 - Existing not liked
 - How does node transition into 900 West residential areas?
 - Poster #2
 - Current preferred
 - Significant with boats not preferred
 - Improvements similar to Illinois are good for this area
 - People like wildlife along Jordan River
 - Compare current ideas to existing master plan
 - Some scenarios are precluded by ordinance
 - Poster #3
 - No to significant
 - No change or minor is preferred
 - Similar ordinance conflicts
 - Poster #4
 - Existing not really liked
 - Add more landscaping and pedestrian facilities
 - Why is 900 a gateway?
 - Poster #5
 - No big sign
 - Small sign is better
 - Purpose of sign was for identity
 - Poster #6
 - Current is not preferred
 - Split between the rest
 - Bright grass in dry state
 - Xeriscape would be better
 - Add TRAX to Redwood
 - Maybe MAX
 - Poster #7
 - Current no preferred
 - Scale back automobile use and add bike lanes and landscaping
 - Poster #8
 - No to significant modifications

- Bike or walking preferred
 - County flood control has ultimate say
 - Community left with moonscape
 - Definite opportunity, but a hurdle
 - Maintain wildlife viewing area, soft trail
 - Poster #9
 - Existing conditions not preferred
 - Split votes for the other options, significant is popular
- Consensus is similar for what is there today – prioritize how to go about it to change
- Draft plan is too big of a jump – need to get more direction from the community
 - Master plan is the basis for all future decisions
 - Need to get more feedback from community
- Grass areas not always preferred and some live in the community so they don't have to pay for it
- How is the 900 South Trail project going? Will it fold into this master plan update.
- Artwork should be included that is culturally representative of the community
- Important master plan and that this time around is grassroots initiated. Need to be involved or community will reject it.
- How have other master plans been updated?
- People get frustrated because the old plans get compromised.
- Community feels they get left out because they're on the west side, don't want to see that happen in this plan
- Would like to have a steering committee to help develop guiding principles.
- There was no general discussion at the end of the first meeting, just tables working individually
- Some who attended don't want to be held accountable to people who don't show up.
- Document all emails and phone calls to show there is more support than from just those in attendance.
- Planning Commission or City Council should not mend a plan developed by the community.

Notes from Big Sheets

- Jordan River Parkway-Like the current conditions, maybe include minor improvements but not what's shown.
 - Jordan River is better with wildlife, people appreciate it
 - Must remember the riparian corridor ordinance and others like it
- Bend in River-Like minor improvements but have to remember riparian corridor ordinances again.
- Gateway-Liked both minor and significant changes. Want to look at all gateways in West Salt Lake
- Jordan River Crossing-Liked moderate changes
- Redwood Road-Wanted to see any change. Xeriscaping could be used as a landscaping alternative.
- Surplus Canal-Salt Lake County has flood controls there. Should maintain wildlife viewing and use a soft trail instead of hard surfaced.
- Want a meeting on fundamentals of Master Plan.
- Want status of 900 South Trail project.
- Art work should be included in all projects.

West Salt Lake Master Plan
April 28, 2011 Community Meeting
Visual Preference Survey Notes

#1 900 West/900 South

Current: 12 Red, 6 Yellow, 2 Blue

Minor: 1 Yellow, 5 Blue, 13 Green

Moderate: 1 Red, 5 Yellow, 10 Blue, 3 Green

Significant: 5 Red, 8 Yellow, 4 Blue, 2 Green

Notes: [Blue sticker between Moderate and Significant, not counted for either]

#2 Jordan River Parkway

Current: 6 Yellow, 6 Blue, 6 Green

Minor: 3 Red, 4 Yellow, 3 Blue, 5 Green

Moderate: 6 Yellow, 4 Blue, 5 Green

Significant: 13 Red, 1 Yellow, 1 Blue (Note: in select locations), 2 Green

Notes: 1.)Need option for natural open space landscaping, not providing option

2.)Option not legally possible RCO, federal deed restrictions (placed at Significant option)

#3 Bend in Jordan River at 900 South

Current: 4 Yellow, 5 Blue, 4 Green

Minor: 1 Red, 1 Yellow, 3 Blue, 10 Green

Moderate: 10 Yellow, 3 Blue, 2 Green

Significant: 15 Red, 2 Yellow, 1 Blue

Notes: 1.)Need other open space options, with NOS landscaping, remove redundant bridges, this option not provided.

2.)All development options not legally allowed, RCO, federal deed restrictions

#4 900 South Gateway

Current: 10 Red, 7 Yellow

Minor: 7 Red, 7 Yellow, 2 Blue

Moderate: 1 Yellow, 10 Blue, 6 Green

Significant: 2 Red, 4 Blue, 11 Green

#5 Jordan River/California Crossing

Current: 14 Yellow, 2 Blue

Minor: 4 Red, 2 Yellow, 7 Blue, 1 Green

Moderate: 1 Yellow, 1 Blue, 17 Green

Significant: 15 Red, 3 Blue

Note: These options aren't worth spending time on, other areas need more study than signs at this location

#6 Redwood Road

Current: 20 Red, 2 Yellow, 2 Blue

Minor: 7 Yellow, 5 Blue, 2 Green

Moderate: 6 Yellow, 8 Blue, 7 Green

Significant: 2 Red, 5 Blue, 13 Green

Note: Need mass transit, light rail or subway or trolley line for these scenarios

#7 900 West between 900 South and 1300 South

Current: 11 Red, 1 Yellow, 2 Blue, 2 Green

Minor: 1 Red, 9 Yellow, 3 Blue, 1 Green

Moderate: 4 Yellow, 9 Blue, 3 Green

Significant: 6 Red, 3 Blue, 12 Green

#8 Surplus Canal

Current: 7 Red, 4 Yellow, 1 Blue, 2 Green

Minor: 13 Blue, 1 Green

Moderate: 4 Yellow, 2 Blue, 9 Green

Significant: 10 Red, 4 Yellow, 1 Blue, 5 Green

Note: Development scenarios cannot happen, surplus canal is floodway, no development allowed, landscaping also restricted

#9 Redwood Road and Indiana Avenue

Current: 12 Red, 1 Yellow, 2 Blue, 1 Green

Minor: 2 Red, 3 Yellow, 8 Blue, 5 Green

Moderate: 5 Yellow, 7 Blue, 5 Green

Significant: 5 Red, 4 Yellow, 1 Blue, 10 Green



900 W/900 South Current



- Like
- Extremely Like
- Dislike
- Extremely Dislike



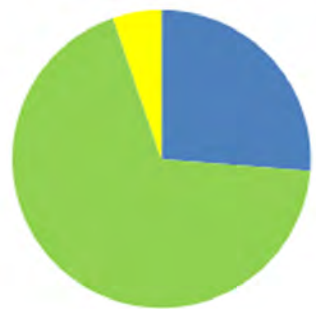
900 W/900 South Current



- Like
- Extremely Like
- Dislike
- Extremely Dislike



900 W/900 South Minor



- Like
- Extremely Like
- Dislike
- Extremely Dislike



900 W/900 South
Moderate



- Like
- Extremely Like
- Dislike
- Extremely Dislike



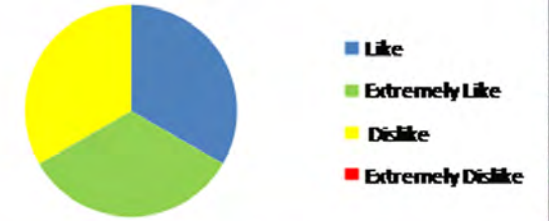
**900 W/900 South
Significant**



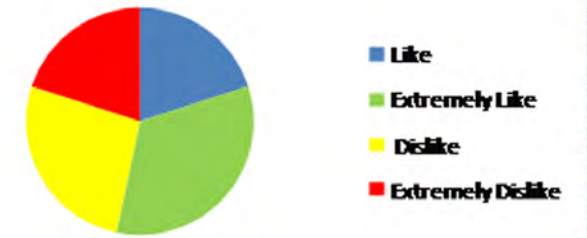
- Like
- Extremely Like
- Dislike
- Extremely Dislike



Jordan River Parkway Current

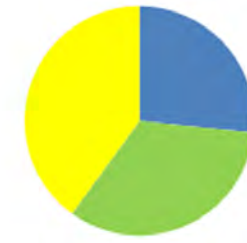


Jordan River Parkway Minor





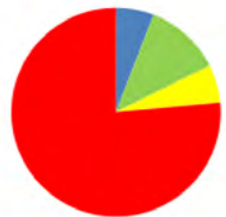
Jordan River Parkway Moderate



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Jordan River Parkway Significant



- Like
- Extremely Like
- Dislike
- Extremely Dislike



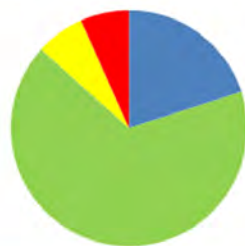
Bend in Jordan River Current



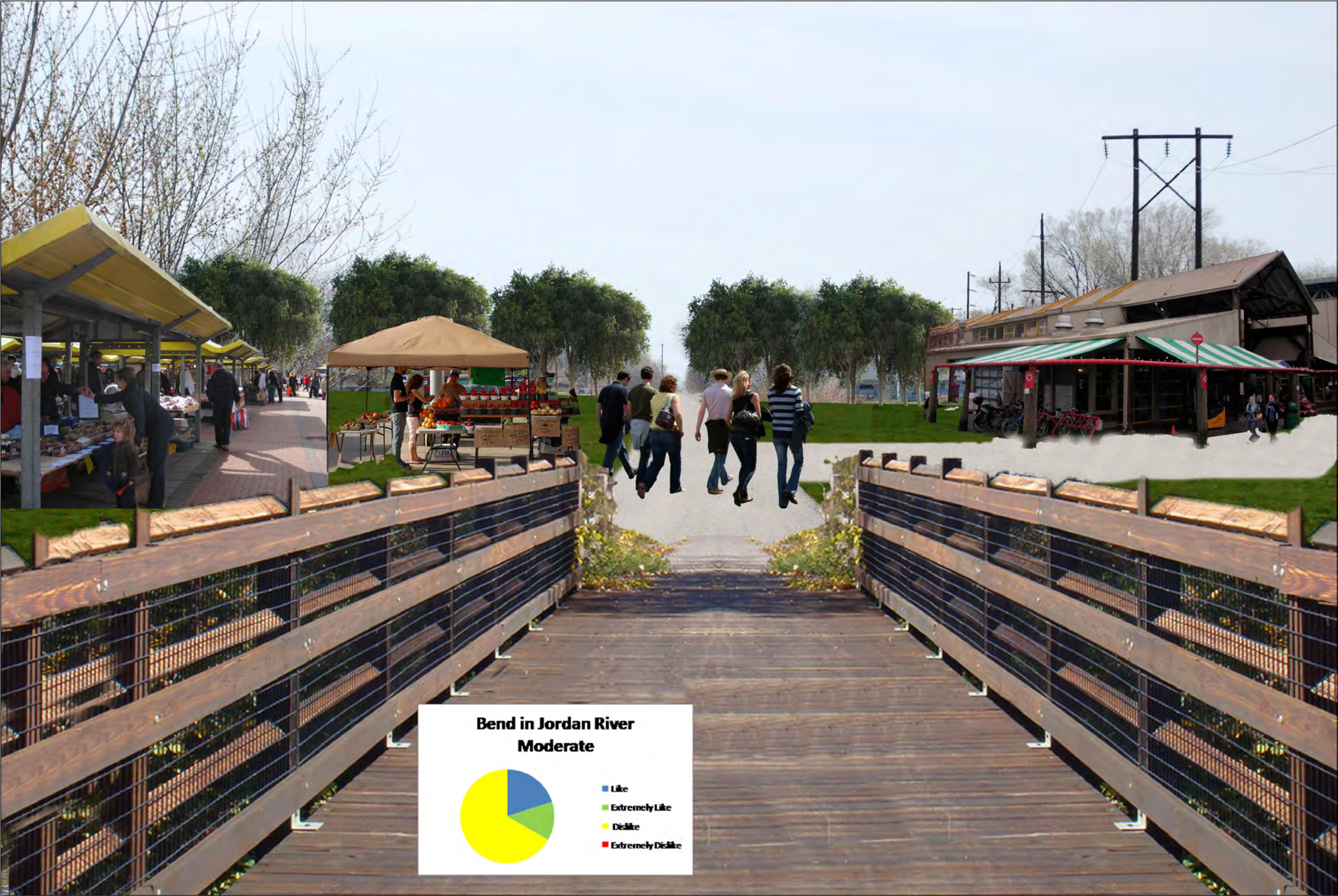
- Like
- Extremely Like
- Dislike
- Extremely Dislike



Bend in Jordan River Minor



- Like
- Extremely Like
- Dislike
- Extremely Dislike



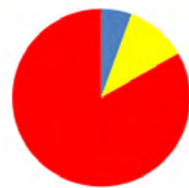
**Bend in Jordan River
Moderate**



- Like
- Extremely Like
- Dislike
- Extremely Dislike



**Bend in Jordan River
Significant**



- Like
- Extremely Like
- Dislike
- Extremely Dislike



900 S Gateway Current



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Welcome to
West Salt Lake

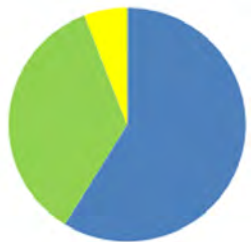
900 S Gateway Minor



- Like
- Extremely Like
- Dislike
- Extremely Dislike



900 S Gateway Moderate



- Like
- Extremely Like
- Dislike
- Extremely Dislike

Welcome to West Salt Lake

900 S Gateway Significant



- Like
- Extremely Like
- Dislike
- Extremely Dislike



J. River California Crossing Current



- Like
- Extremely Like
- Dislike
- Extremely Dislike



JORDAN RIVER
PARKWAY TRAIL

JORDAN
RIVER

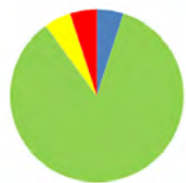
**J. River California Crossing
Minor**



- Like
- Extremely Like
- Dislike
- Extremely Dislike



**J. River California Crossing
Moderate**



- Like
- Extremely Like
- Dislike
- Extremely Dislike

JORDAN RIVER CROSSING

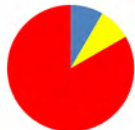
J. River California Crossing Significant



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Redwood Road Current



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Redwood Road Moderate



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Redwood Road Significant



- Like
- Extremely Like
- Dislike
- Extremely Dislike



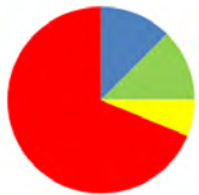
Redwood Road Minor



- Like
- Extremely Like
- Dislike
- Extremely Dislike



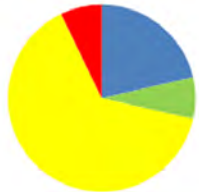
**900 W between 900 S and
1300 S Current**



- Like
- Extremely Like
- Dislike
- Extremely Dislike



**900 W between 900 S and
1300 S Minor**



- Like
- Extremely Like
- Dislike
- Extremely Dislike



**900 W between 900 S and
1300 S Moderate**



- Like
- Extremely Like
- Dislike
- Extremely Dislike



**900 W between 900 S and
1300 S Significant**



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Surplus Canal Current



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Surplus Canal Minor



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Surplus Canal Moderate



- Like
- Extremely Like
- Dislike
- Extremely Dislike



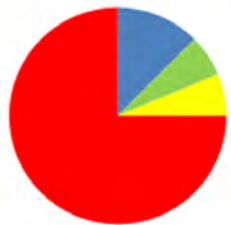
Surplus Canal Significant



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Redwood Rd and Indiana Ave Current



- Like
- Extremely Like
- Dislike
- Extremely Dislike



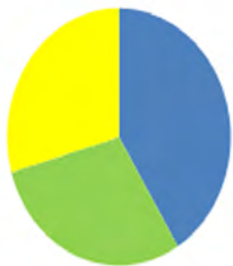
**Redwood Rd and Indiana
Ave Minor**



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Redwood Rd and Indiana Ave Moderate



- Like
- Extremely Like
- Dislike
- Extremely Dislike



Redwood Rd and Indiana Ave Significant



- Like
- Extremely Like
- Dislike
- Extremely Dislike

WEST SALT LAKE MASTER PLAN

YOUR COMMENTS

YOUR NAME:

Michael Clara

Look at 900 W - from 200 S to 900 S.

Look at getting Hawk Lights at 900 W. @ 600 S.

Look at improvements at 400 S, and 1-15

Look at improvements on 400 S. from 1-15 to Palmyra

Look at getting light along the Jordan River Parkway

Look at developing the ~~to~~ 900 S. Rail into trails

April 28



WEST SALT LAKE MASTER PLAN

YOUR COMMENTS

YOUR NAME:

Jen Lopez

#2 - Jordan Price Parkway - continue the improvements you've started at Illinois Ave - adds a lot to the area, facilitates new growth of natural areas & opens up to limit trash & debris, both deposited by park users & caught in snow in the waterway itself.

#3 farmer's market area - sounds great, would be a fantastic draw, but had to keep it from becoming deserted with off-season/vegetables.

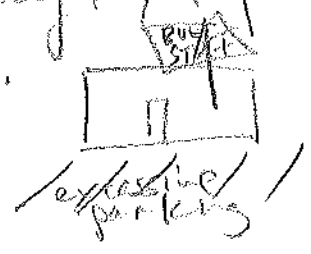
#4 "welcome to west salt lake" can't we label it glendale?

#5 on the other hand, would delineating/identifying the neighborhood exacerbate antagonism between poplar/roose glendale or within neighborhood?

#6 - let's use local plants - wild edibles, and things that don't require excessive watering

#9 with regard to all of these new buildings - let's work to make the buildings sustainable, affordable to build, affordable for the current business owners to own/lease, and in keeping with the flavor of the neighborhood →

The neighborhood is characterized by a prevalence of ~100 yr old bungalows & such. ^{work to keep} this flavor (reusing & revitalizing great old buildings) while giving a face lift / replacing faceless, windowless generic structures.



• please, no soft trails. They'll get riddled, muddy, to fall into a case.

General: • where's the grand old library going? is this yours?

- Can we reclaim the rail line between indian & thorns for light rail or a really lovely trail? the current space is totally neglected & overgrown
- what about cleaning the actual Jordan river itself? I know it's historically polluted with everything. great salt lake keeper does cleanups (in partnership with SPURE, at least when I was there), but the river's waterway is disgusting. Consider the don't mess with Texas anti-littering campaign...

2

WEST SALT LAKE MASTER PLAN

YOUR COMMENTS

YOUR NAME: Jen Lopez

Don't mess with Texas is a marketing campaign that took a close look at who was listening (bubba) and appealing to the wanted part of identity - don't mess with my land - and making not-fitting, well, badass. look this up.

all this to say, don't mess with Glendale might not fly, but a mi tierda (my neighborhood) type thing might. Consider partnering with folks who do this to create a strong campaign.

Local art: yes. arts grants for individuals & groups to create personalized (neighborhood-centric) art would be awesome.

Why is this meeting so white? Glendale is quite diverse.
 perhaps lead around a multilingual matter to generate more awareness

with regard to building community, let public schools double as community centers in the evenings. create very-localized organization that publish a weekly/monthly single-sheet newsletter with a calendar of upcoming events. grassy, grassy roots - style.

safety/perception of safety: whatever the outcome, please do something to improve the area (broken windows theory)
 ideas in this area / things you're doing well

graffiti painting program. - works well, keeps graffiti down
 - thanks for allowing neighborhood folks to get paint & help

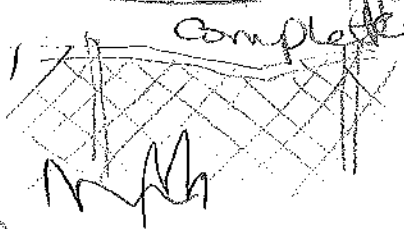
low-income home improvement program -
 - i don't qualify, so i'm not sure how it works, but it seems like a good idea

as a corollary: what if you could offer a group rate / discount on home improvement supplies, no matter how much work you do in the public spaces, they'd still be assets for the neighborhood & the condition of the homeowner's properties. my house, for example,

is this available to investment property owners, that is, non-resident landlords? renters?

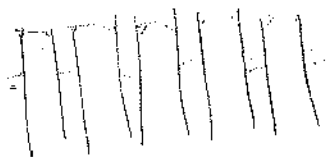
could really use a new fence. i look around the neighborhood & we have many lots of fences - if there were a group purchasing program to help a lot of us affordable replace our wanky

chain link,



complete with terrible overgrowth

and instead erect nice wooden fences



or even better, artistic scrap metal,

or whatever else you dream - it could add a lot to the area with little cost to the city!



(the remains of cutting multiples of a shape)

Are easier: PLANTS! TREES! XERISCAPING!

3

WEST SALT LAKE MASTER PLAN

YOUR COMMENTS

YOUR NAME:

JEN LOPEZ

also working well: Socioeconomic/community center.
I'm really excited about my garden plot this summer

Local business owners; please, please make the new buildings work well for local business owners. I would hate to have ALL PLEASE for this revitalization to follow the path of the Sugarhouse hole, where local businesses had their building torn down to make way for a high-rise while chain-store hell flourished across the street. (OLD NAU, BAN, PECO, BED BATH BEYOND, TAJSR US, SHOPKO, etc.)

Part of creating a new face for our neighborhood is keeping the flavor. I heard one of the kids who came into the meeting later asking about the 9th & 9th plans - she said - will they keep the panaderia? I beg you, save the panaderias, the local shops & mercados and provide incentives for local folks (and disincentives for big conglomerate chains).

I'd love to talk to you more if you have any questions about the ideas I've outlined here or would like further input. I can be reached at

edu

WEST SALT LAKE MASTER PLAN

YOUR COMMENTS

YOUR NAME: *Cindy Cromer*

Thanks for thinking of posting the summary from January on the website in Spanish.

900 W as it approaches 1300 S - Need a way to protect historic homes w/ deep setbacks (west side of 900 W)

Focus on connecting east & west neighborhoods along 800 & 900 South - pedestrians, cyclists, transit riders, & drivers

Use drought-tolerant landscaping in schematics - esp. in medians

Re suggestion to hold a meeting about basics of master plans - Perfect thing to put on the website. Someone must have already written such a document. You could refer people logging onto Westside plan to the document on master plans in general.

WEST SALT LAKE MASTER PLAN

YOUR COMMENTS

YOUR NAME: BARBARA RUFENACHT

WHY EVEN slow development on the surplus canal when
IT IS NOT ALLOWED ~~TO BE~~ FLOOD CONTROL CHANNEL??
BECAUSE IT IS

KEEPING THE JORDAN RIVER NATURAL IS WHAT WE
WANT! NO COMMERCIAL DEVELOPMENT!

9TH W. BETWEEN 9TH S & 13TH IS NOT THE
COUNTRY PART OF 9TH W. LOOK TO THE AREA NORTH OF 9TH S.
THAT NEEDS THE IMPROVEMENT

WEST SALT LAKE MASTER PLAN

YOUR COMMENTS

YOUR NAME:

At the last meeting the fellow said to make 900 West needed to be a "Real Street" I live on 900 West. The houses on 900 West from 1300 South to Fremont need to be maintained and cared for, and a few South of 1300 South keeping a residential feel will help those ~~nearby~~ houses viable.

~~This needs to be handed out for this~~

The ~~added~~ ads for this said they threat to all communities. Both meetings I have attended have been in Poplar Grove. I have not seen these meetings in Glendale.

Putting large trees on 900 West would be pretty but it messes up the sewer and the sidewalks.

Flood control has to be first priority. Do not build close to the river.

The Evison Utah process seems to make people think they have options ~~as if~~ they are pushed down a tunnel. Very skewed but scary.

You need a meeting with Spanish translators and include the people who ~~own~~ own businesses on 900 South & 900 West.

WEST SALT LAKE MASTER PLAN

YOUR COMMENTS

YOUR NAME:

Karen Potts

No strip malls or big box stores! One of the main reasons I like living on the west side is lack of strip malls (look at West Valley City!) and no traffic - or very little. Additional commercial zones should be located in areas where they already exist - Redwood Rd for example.

900 West between 900 S + 13000 should be fixed. All of ninth west should be configured with one lane in each direction, a turn lane in the middle and bike paths on either side - like 400 South between ~~900~~ 9th West + Redwood Rd.

Find a way to encourage home owners to take better care of their properties to build pride in the community. Make ~~some~~ ~~of~~ ~~the~~ ~~st~~ ~~reets~~ ~~clean~~ ~~up~~ ~~the~~ ~~ir~~ ~~properties~~ and take care of them.

Attachment C-3
Meeting Summaries and Public Comments
June 1, 2011 Meeting

West Salt Lake Master Plan

June 1, 2011 Community Meeting

Discussion & Comments

Initial Discussion

Redwood

Wants more commercial on redwood, ie extended strip mall, Good examples would be 9th/9th, 15th/15th

9th and 9th

Branding of Nuevo y Nuevo, make the area traffic calmed, walkable

Branding

Concerned what exactly branding would accomplish as part of master plan; Emphasize neighborhoods through plan

Wants branding for rental properties ie signage, character

Staff Clarified master plan is beyond just a land use plan, ex infrastructure, pedestrian amenities

Renaming/rebranding of community was done before, didn't accomplish anything

People don't know the name of the neighborhoods, West Side is one group, not two neighborhoods

Branding might not work, doesn't think anyone will care

Transportation

Area lacks walkability plan, especially in and out of neighborhoods

Trail concern, doesn't think asphalt is good enough for the trail, needs more permanent solution, use \$700k elsewhere

Gateways

Entrance to the West Side is ruined by freeway/train tracks

Need to make the connection more attractive to promote connection with the city

Make connection more attractive, preserve open space for posterity, integrate neighborhood with such thing as a language sharing center,

More park connections

Doesn't feel like the area is a part of Salt Lake City, city needs to promote the connection w/economic attractors on the West Side

Industry

Concern about the effects of industry neighboring the residential West Side community, doesn't want to keep promoting industrial uses in the area

Jeff- Meetings with environmental groups/steering committee

Billy- East side has great trails, need something better than asphalt for West Side

(Nick N- explained trail process, billy seemed more satisfied)

Billy- Needs to be nice/beautiful to attract people and make it appear safer

Man #1- Explains/understands that the money is in the hands of the City Council, up to them

Gordon/former Glendale CC- Vision/guiding principles good to have to guide the spending of money

8th to 9th trail made better by neighborhood, could do more community based beautification projects

Doesn't want steering committee to direct the plan

Ty – Link airport trail route with the West Side Bike plan

Jeff Salt- Refer to 1960s/70s Jordan river Parkway for thoroughly developed parkway plan

Wants trail coordinator to participate

Midori- Separate steering committees for different aspects

Specific Desires for Roads/nodes

Billy- Gravel for runners, bikes can have own lanes, *wants more than dirt and weeds*

Entrances- Improve 1300 South where rail line is, needs beautifying

Linda- Could use artwork to connect/bring people to West Side

Ty- Train problem, creates a boundary at 8th South, 9th South, etc, when it is stopped on the tracks.

Kerri- Problem with train horns, and entrance to West Side at 3rd North

Jeff- Need to explain what a master plan is, what a future land use plan does

Billy- Understands Master Plan, was ok with PaperBox bordering the trail area

Man #1- Community fought train use with previous master plans to get elected officials behind them, Need for Master Plan on paper first

Principle 1

Linda – Signage, branding is good, should be in addition to connectivity

Billy- Branding needs to Highlight specific characteristics

Gordon- Image is the branding, use media and signage to create a sense of place

Jeff- Repeated concern about Principles/statements

Mike- Develop subpoints to principles (will be done)

Trails

Billy- Bend in the river could host classes/tours on the local vegetation

Jeff- River should accommodate wildlife and human interaction

Woman #1- Need to develop trail, and improve natural spaces

Linda- Lots of undeveloped pockets that could be beautified

Cheryl- Native plants need to be helped by reducing invasive weeds

Billy- Proposed open ended fund that community council/residents could direct

Jeremy- Trail is reaching critical mass, Murray City has a well developed Jordan River trail and should be emulated for the Salt Lake City portion

Ty- 2nd south is a good connector to the area

Gordon- If River is to be a destination, then canoe and bike rentals should be available

9th/9th

Billy- Portland example, small business friendly with some residential, likes the small business district focus in Portland, where each has some sort of branding

Linda- outdoor seating

Billy- Prevent bars on windows, bad for image/business

Mike- Need variety of business types

Gordon- Build on international character of neighborhoods

900 West

Person- 9th west a type of main street

Wide sidewalks/parking in back

Ty- Green median in center of street for traffic calming; one bike lane each way

Currently no room to bike on 9th West

Redwood

Woman #2- Drives on redwood, won't walk it ever, doesn't feel safe

Ty- Bike lanes a good addition

Midori- Need more sidewalks, some are incomplete

Linda- Attractive Lighting

Billy- No preventing the auto focus, it's a traffic corridor

Dennis- Complete Street treatments

Principle #6

Ty- No infill development along Jordan River

Jeff- Cluster development with open space/Pocket parks

Principle #7

None

Principle #8 Park Utilization (ideas)

Ty- arboretums

Jay- Small amphitheaters

Midori- Fishing ponds

Youth- Canoe Rentals/Skate rentals

Midori- Surplus canal should link with airport trail loop

West Salt Lake Master Plan ■ Comments



Please let us know what you think about Glendale and Poplar Grove! What would you like to see in the future? What is your vision for your neighborhood?

Name: Dan Potts

Comments:

Need to leave the old "Action Item" of the Regional Sports Complex in the new Plan. The new Sports Complex up north is being litigated to death! If even one of those citizen driven lawsuits succeeds that project could be stopped dead in its tracks! So, we need to maintain our original concept in the current plan if for no other reason than to be a fail safe. If that other project goes under the West Side could definitely take advantage of such an economic opportunity. This might also provide an opportunity to regain the original vision of the "Regional Sports Complex" envisioned by the West Side community in the first place.

West Salt Lake Master Plan ■ Comments



Please let us know what you think about Glendale and Poplar Grove! What would you like to see in the future? What is your vision for your neighborhood?

Name: Karen Potts

Comments: Consider reducing the # of vehicle lanes on 900 West all the way to at least 400 South - to North Temple would be better!

We need a "big" dog park (off leash) on the west side.

West Salt Lake Master Plan • Comments



Please let us know what you think about Glendale and Poplar Grove! What would you like to see in the future? What is your vision for your neighborhood?

Name: Marlene Little

Comments:

I have mixed feeling about calling 9th + 9th Nueva Nueva. It will get lost calling it 9th & Ninth but I am already bagged by the Spanish Bill Boards. I can't stand them. We are in America. But Nueva Nueva would help it stand out but we do have many kinds of people. International shopping not far from The International Peace Gardens but make it sort of international that my east side friends might not be scared to visit. Make it fun to visit.

Personally the type of shops I like is a good yarn store + Fabric Stores. We do not have a decent yarn store in this valley.

If you narrow 900 or Redwood, you need to be careful. It will make it grid locked. But if you narrow 900 West we may be able to get people to buy the houses again. The way it is going now we will loose the houses on the west side of 900 West between 1400 South and 1700 South. There is a man buying up the property. If we could widen the Parking Strip like Poplar Grove. I have walked down the street in Poplar Grove and you can't hear the traffic.

Steering Committee's seems to be havens for people with agendas. We have one with the library. It has been manipulated by a guy who wants the library by his home and poplar grove will end up with two libraries. It is suppose to be settled that it will be on California Avenue. But I here today he is fighting to get it back on 900 South.

Attachment C-4
Meeting Summaries and Public Comments
September 27, 2011 Meeting

West Salt Lake Master Plan

September 27, 2011 Community Meeting

Discussion of Guiding Principles

Be more specific, especially in policy sections

Need section for environmental justice issues-trash, pollution, etc.

Discuss storm water management-at 900 South, 1300 South, etc.

Talk about keeping trash out of Jordan River from East and South

Regional Soccer Complex should be at Indiana and Redwood

Want small area plans out of master plan-include the Jordan River

Community Identity

Talk more about connections to North between I-80 and train tracks

Talk about banners more

9th West

Extend to 1700 South and 400 South

Give 400 South attention like 900 West

400 South to I-80, keep bikes off

Think of California and 1300 South trail

400 South/900 West has vacant lots near intersection

Jordan River

Bike commuters don't want to use parkway because of use conflicts

Beef up vision statement, note that the river is an asset but different from others

Master plan should deal with past encroachments at river

Amazing amenity that should be honored and protect wilderness

Zoning around river should recognize rewrite of riparian corridor

Emphasize the restrictions on development

Policies-Better emphasize river access, promote natural habitat, instead of perception of safety use visual aspects, river needs different lighting than other parks, keep native species, instead of more patrols talk about adopting CPTED standards, 9Line workers have cut down trees

Surplus Canal

Great place for trail

Emphasize flood control requirements

Bring agencies together to plan, change county's vision

Far West Salt Lake

Preserve ways to get to the area by bike

When people landscape, put in stormwater protection

Protect water and air quality

Talk about future wastewater treatment plant

Public utilities can place facilities in industrial areas

Residential

Beef up home ownership paragraph

Policies-How do you support development and protect large lots?

Recreation

Talk about need of places for team sports

Beef up section on community garden/urban farming/farmers' markets

Include off leash dog parks

Policies-include playing fields and sports fields for neighborhood kids in "Add playgrounds" strategy

Drop pocket parks to strategy

Public Comments-

- 1) Question- will you address what you mean by public perception of safety on Jordan River?
Response- addressed thru design standards: ie. Proper lighting, removal of invasive species & overgrown sections of trail, eliminate 'hiding places'

- 2) Why don't improvements to 900 West continue further south to 1700 S? Response- team will look into it.
- 3) Native plant species along river are what make the river a natural ecosystem... concern over removal of native species
- 4) Jeff Salt- Weak set of policies for Jordan River.... Too general & doesn't do anything to address safety. There are multiple transient camps along river... need to address this issue. Need for lighting but tall bright overhead lighting will disrupt native animal species. Specific safety issues (including lighting) needs to be addressed in MP.
- 5) MP doesn't have anything specific to a River Nature center... should be incorporated in MP.
- 6) Jordan river is great amenity for city... different from manicured park. MP needs to make specific language to protect wildness of the river. Vision statement should be modified to speak to preservation & enhancement as a natural corridor
- 7) No mention of team sports opportunities... no place for kids to play pick up or team sports (soccer, baseball...). Lost from MP... Need multi-use fields for team sports
- 8) Jeff Salt- WSL regional sports complex was hijacked from MP... needs to be re-incorporated into MP.... Located in WSL
- 9) No mention of Urban Agriculture. Response- can be incorporated in vacant lots
- 10) Jeff Salt- Jordan River Parcels purchased by federal funds ... must be protected from commercial development. Need more specific language in MP.
- 11) Would like to see better N/S bike connection to North Temple... Jordan River Pkwy isn't good for bicycle commuting.
- 12) Jeff Salt- City should consider creating small area Master Plans to focus on specific areas. Any trail proposals for Surplus Canal must consider flood control... access for maintenance. Need to build controls into MP.
- 13) Where is ADA addressed in MP. Response- any new development or upgrades requiring permit must meet ADA
- 14) Jeff Salt- Need to put standards in place for better design of stormwater mgt facilities... 900 South pond and 1300 S ponds.... Better debris collection before it reaches river.
- 15) Jeff S- Topic of Environmental Justice needs to be addressed in MP
- 16) Need policies in MP to protect water & air quality in Far West SL industrial area... address storm water runoff by landscaping
- 17) Anything in MP regarding off leash dog parks? Response- not yet but will consider.
- 18) Jeff S- MP needs to have specific guidelines for design of Future treatment plant at 700 S & 4800 W.
- 19) Where is public art to address community identity in MP? Response- stated in policy statement in multiple sections on MP. Can be addressed in many ways including banners.
- 20) Anything in MP to encourage home ownership? Response- city encourages home ownership. Addressed in city housing policy.

Attachment C-5
Meeting Summaries and Public Comments
Other Meetings

West Salt Lake Master Plan
March 2011 Business Meetings
Summary of Discussions

Train tracks

- Train tracks and Union Pacific switch yard cause long delays at road intersections multiple times of day
- Problem intersections: 600 West and 1700 South, 500 South, Gladiola, I-15 and 800 South, Pioneer Parkway and California, Indiana and 1700 South, 5600 West
- 500 South and Gladiola can be blocked at same time by same train, completely cuts off businesses between the two
- 1700 South needs a viaduct to avoid train blockages
- Trains park on California to unload, that backs up traffic onto 215 off ramp
- City could offer alternate routes to avoid train delays
- Trains could be better scheduled
- Some businesses located in West Salt Lake because of rail access

Road conditions

- None of the roads in far West Salt Lake were built for trucks, trucks are the main traffic on those roads, this causes the roads to deteriorate quickly and fail
- Conflicts between speeding trucks, trucks pulling onto arterials, passenger cars and few pedestrians
- Failing roads include: 500 South, 900 South, California,
- Heavy traffic roads: 2100 South, 1700 South, 5600 West, California
- Lights at intersections help but need more road signs and traffic lights on busy roads
- Need to keep weight restrictions on residential streets to direct truck traffic to major arterials
- Need to think of east-west movement throughout valley
- Some confusion between 2100 South and 201

Future Road Improvements

- Want roads improved
- Do not want complete streets: curb and gutter, sidewalks and landscaping
- Want limits on pedestrian encouragement
- Beneficial to improve Redwood Road with curb and gutter, sidewalks and landscaping; would beautify area
- Need to have cost-sharing between business owners and City to improve roads

Crime

- Issues with property crime
- Police respond quickly and in professional manner

Transit

- Most employees use automobiles to get to work
- Buses could be beneficial in far West Salt Lake
- Traffic has grown exponentially in the last few years, specially from 2400 W to 3200 W

Restaurants/Retail

- Would like eateries, retail further west
- Heavy lunchtime traffic out of far West Salt Lake, to West Valley City, Redwood Road, etc.
- Would like more than fast food options in West Salt Lake
- Restaurants may not be successful if located in far West Salt Lake City

City Regulations

- City regulations add time to construction process
- City regulations don't use common sense: use square footage instead of number of employees for parking calculations, require handicap facilities, require landscaping, bicycle parking, etc.
- City limits business expansions by requiring them to meet new standards
- Standards are not applied evenly. All employees should answer the same question the same way.
- Explain all regulations up front, don't throw requirements in later
- Allow businesses more input on regulations that affect them
- Make standards more business friendly than residential friendly because businesses generate money.
- Split zoning on single parcel and development should be able to use easiest standards
- Don't want to be told about business practices
- Offer incentives, not requirements
- Be proactive to bring businesses to West Salt Lake
- Incentives for expanding businesses, help offset costs

Importance of being in SLC

- Too expensive to move
- More expensive to be located in Salt Lake City
- Ease of 201, I-15 and 215
- Transport business could be anywhere
- Helps with national dealings to have Salt Lake City on business card
- Location personally convenient
- Need to be in Salt Lake Valley, but not Salt Lake City
- Came from West Valley City, wanted large building, good location off 201
- Infrastructure needs to be maintained to keep businesses
- Property taxes high in city but need light industrial zoning-not common

Resident Comments

- A lot of diversity in neighborhood
- Lack of entertainment and advertisement
- Program kid friendly activities
- Provide concerts and shows along Jordan River
- Promote positive things about West Salt Lake
- Local businesses sort of trashy, rather travel to east side
- Poplar Grove Community Council-want park at old Indiana dump, ties into area trails
- City needs to promote West Salt Lake
- Keep neighborhood intact, vital area
- Redevelopment of Union Pacific and Sorenson Center helped area

Surplus Canal Trail

- No one would want to use trail through industrial area
- Would not increase transient population

Recycling Overlay Zone

- Trash falls out of trucks, onto business properties
- Conflict between recycling facilities and other existing businesses

Issues with City

- Property taxes are high
- City needs to support industry over residential
- City needs to invest in infrastructure in West Salt Lake
- Nice to have West Salt Lake business association, like a community council
- Would be okay with special improvement district if fees not too large

West Salt Lake Master Plan
March 2011 Business Meetings
Follow-Up Survey with Responses

3 Total Responses

CITY RELATIONSHIP

- **In the past two years, have you needed to work with Salt Lake City for your business?**
 - Yes-3 (100%)
 - No-0 (0%)
 - If yes, how did you find that experience?
 - Added power and water to property. Things went reasonably well.
 - 1.) Proposed upgrade of 500 South west of Redwood Rd. 2.) Obtain building permits
 - Only to attend March meeting that was held re: the general plan.

- **In what ways could Salt Lake City help your business in the future?**
 - Reduce or carefully control taxes, fees, license costs, assessments, etc.
 - Stop charging the storm water tax, since there is no storm water system here.
 - Currently 900 West is under construction, many business access points are “closed.” It would be better if they could close fewer access points at the same time.

TRANSPORTATION

- **How important is proximity to rail for your business?**
 - Very Important-0 (0%)
 - Important-1 (33%)
 - Don't Know/Neutral-0 (0%)
 - Not Important-1 (33%)
 - Very Not Important-1 (33%)

- **What street or intersection do you think needs the most attention?**
 - 900 S. West of Pioneer Rd. needs re-paving. The intermittent patching is helpful to drivers, but the surface is so bad the patches don't hold long.
 - 500 South west of 3500 West

- **Do you think your employees would use any of the following modes of transportation to commute?**
 - Bus-0 (0%)
 - Light Rail-0 (0%)
 - Vanpool-0 (0%)

- Bicycle-1 (100%)
- Walking-0 (0%)
- **How full is your parking lot on an average day?**
 - 0 – 25%-0 (0%)
 - 26 – 50%-0 (0%)
 - 51 – 75%-2 (67%)
 - 75 – 100%-1 (33%)

SERVICES

- **Where do you and your workers typically eat lunch?**
 - At your business-3 (100%)
 - West Valley City-0 (0%)
 - International Center-0 (0%)
 - North Temple-0 (0%)
 - Redwood Road-2 (67%)
 - Downtown-0 (0%)
 - Other (please specify)-1 (33%) (California Avenue)
 - Multiple answer multiple choice
- **What services would you like in your area?**
 - A Storm Drain would be nice, since we get billed for the service (and don't have one).

TRANSITION ZONE

- **What distance are you comfortable having residential neighborhoods to your business?**
 - Less than half a mile-0 (0%)
 - Half a mile to 1 mile-2 (67%)
 - 1 to 5 miles-1 (33%)
 - Over five miles-0 (0%)

BACKGROUND

- **What is the name and address of your business?**
 - Pallet Express, 3040 W. 900 S.
 - Garff Construction LLC, 2820 W 500 S
 - Perfect Register, 1850 South 900 West, SLC, 84104

West Salt Lake Master Plan

CommUNITY Fair

Discussion Notes

- Jordan River: more grass for recreation
 - East side of river: recreation (soccer, Frisbee)
 - West side of river: more natural
- Neighborhood Watch: parents concerned for children's safety
- Resident on Riverside has spent 10 years trying to get CDBG funding for improvements
- West Side teenagers:
 - More options for involvement in community
 - Involvement prevents "bad elements" from getting to more kids

Attachment C-6
Meeting Summaries and Public Comments
Letters, E-mails and Open City Hall

May 9, 2012

Mr. Nick Britton
Salt Lake City Department of Community and Economic Development
PO Box 145486
Salt Lake City, Utah 84114

Dear Mr. Britton:

On behalf of the University of Utah, I want to express appreciation for your involvement with University Neighborhood Partners (UNP). I am impressed by the growing impact of UNP in the community and at the University -- the result of the work of many dedicated community partners like you, who engage with University faculty and staff in west-side neighborhoods to address pressing social issues in ways that strengthen both the community and the University. This work reflects the fact that the futures of great communities and great systems of higher education go hand in hand.

In these challenging economic times, it becomes ever more important for the University to invest in work that links society's most pressing issues with the creation of new knowledge that leads to real solutions. Below are highlights of some of the recent work of note.

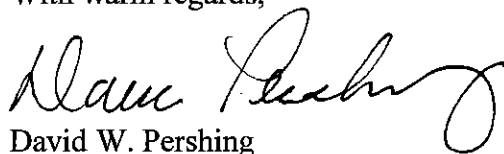
- Since 2006, over 340 west-side residents, including close to 100 Spanish-speakers, have registered as University of Utah students through their involvement with UNP partnerships, with the support of the University's Office of Continuing Education. Almost 250 of these residents have received University credit through contract courses, creating real access points for underrepresented populations at the U.
- Since 2006, UNP's original 12 partnerships have grown to 40 partnerships in 30 locations, with the involvement of 40 University departments and over 50 community organizations.
- At least 35 new jobs, internships, or income-generating opportunities for resident participants through UNP and its partners.
- The creation of 15 new University courses that link academic teaching and research with community-based UNP partnerships. These include three Honors Think Tanks and a new innovative curriculum model that brings University of Utah students and community

residents together in the same space for an ongoing reciprocal exchange of knowledge and information.

- The training of over 200 local community leaders, whose subsequent work in the neighborhoods has had a broad economic impact of over \$1.5 million through the creation of new non-profits, influencing the flow of public resources to the neighborhoods, new small businesses created, and other channels.
- In January 2011, the University of Utah was awarded a 2010 Community Engagement classification by the Carnegie Foundation for the Advancement of Teaching. This is the same organization that classifies the level of institutional research activity, commonly referred to as a "research one" designation. Together, the Lowell Bennion Community Service Center and University Neighborhood Partners (UNP) headed up an inter-disciplinary task force of faculty members and administrators at the University to apply for the designation, a process that took nine months.
- A lead gift of \$300,000 by Goldman Sachs and subsequent major gifts from the George S. and Dolores Doré Eccles Foundation and Zions Bank for the purchase of a new building for the Hartland Partnerships.
- An annual Engaged Faculty Institute started in 2008 in collaboration with the Lowell Bennion Community Service Center, which in 2011 drew 95 attendees from 8 different Utah institutions of higher education.
- A growing list of academic scholarship (currently over 150 entries in UNP's bibliography of community-engaged scholarship, which includes books, journal articles, conference presentations, public scholarship, and student research) that demonstrates that powerful new knowledge is created through these partnerships that can shape disciplines and academic work in new ways.

I applaud your involvement and thank you for your commitment to collaborative learning action and research in our Salt Lake community that has helped The University of Utah become more deeply involved with our local community.

With warm regards,



David W. Pershing

DWP/br

Britton, Nick

From:
Sent: Friday, April 22, 2011 12:20 PM
To: Britton, Nick
Subject: RE: West Salt Lake Master Plan -- Proposal

Nick -- I had spoken with you by phone a few months ago to share these ideas with your office before the first public meeting about the Glendale master plan. I shared them again at the first meeting where I drafted them graphically on the paper map of Glendale. I promised you I'd follow up by email giving more detail about my ideas.

PROPOSAL of IDEAS for GLENDALE MASTER PLAN --
Maxine Hanks - historian, scholar, writer, 801-
Salt Lake City, UT 84014

I'm available to help Salt Lake City with planning and development of the west side, by providing historic research, writing proposals, and networking with preservation and development consultants. Over the past 20 years, I've assisted several historic preservation, restoration and community revitalization projects, in Salt Lake City, and Sanpete County, and Shelley Idaho. Currently, I'm working on preservation of Holy Cross Chapel in downtown SLC. I've lived on the west side for about 12 years, and love its diversity and potential.

GLENDALE AREA

Glendale technically exists between I-15 to Redwood Road, and from Indiana 800 S. to 21 S. (SR 201). Poplar Grove technically exists between Indiana Ave to 200 S. Historically, Poplar Grove is also part of Glendale, as "North Glendale Gardens." A master plan for Glendale Area encompasses both. Historically, Glendale meets Rose Park and Downtown in the North Temple corridor, between 200 S. to North Temple.

THE REAL GATEWAY

As the westside community downtown, close to Salt Lake Airport, and I-15, and 2-15, Glendale area is the actual "gateway" or point of entry which many visitors often reach or pass through first when arriving in Salt Lake. Glendale area has a high visibility, and crucial role in welcoming visitors to greater Salt Lake area, as well as greater potential for commerce, activity, and renewal.

SHOPPING CENTERS

Amid the shopping centers and malls in greater Salt Lake Area, Glendale is the empty zone in need of a shopping center, because Glendale's historic center has eroded, largely disappeared. Salt Lake has several shopping centers in the heart of downtown -- City Creek/ZCMI, The Gateway, 400 South, Trolley Square, State Street, and Sugar House. However, Redwood Road area is a huge empty gap,

with gas stops and spotty eateries, from 200 S. to 2100 South. This creates two problems for Salt Lake and Glendale. Rather than a gateway to Salt Lake, it feels like a deadzone, a blur of billboards, gas stops and drive through eateries, which does nothing to help the City or integrate its neighborhoods. This also forces Glendale residents to travel to other neighborhoods to shop 16 - 25 blocks away in Downtown, or 17 blocks south to Valley Fair, or 30 blocks east to Sugarhouse.

HISTORIC CENTER -- Reviving Identity and Life

The historic center of a community is a key to master planning, especially if it has deteriorated or disappeared. Locating the historic center revives the identity of a community, which is linked to it's live, vitality, and longevity. (Currently, West Valley is going through this same process). Restoring Glendale's historic center - through architectural restoration of historic buildings, and/or by recreating representations of the lost historic center or its identity, will revive the lost identity and life of the community.

Glendale's historic center is located along Glendale Drive (approx. 14th W. and 12th S.) at the Glendale Shopping Plaza, which has lost some historic anchoring, and currently has one major store, a Mercado. There isn't room in that area for much development, yet it's a vital heart of Glendale. However, it has a nearby, natural connection or flow to Redwood Rd. (between 11th S. to 13th S.) A city center for Glendale, along Redwood Rd., between 9th S. and 13th S. could restore a sense of historic center, identity and life to the community, and improve economic development.

GLENDALE CENTER

Glendale area could have a nice shopping mall of its own, at Redwood Rd. between 8th S. (Indiana) and 13th South (California). It has easy access from I-80 and I-215 and South Temple. This would serve Salt Lake, as a gateway by capturing and supporting the commerce and traffic to/from the airport. And it would support Glendale, by restoring a city center and commerce for Glendale area, which would not only give residents a shopping center in their own neighborhood, but revive Glendale's identity, which then lifts esteem, positive energy, pride, identity, property values, and reduces crime and deterioration.

Much of the property on both sides of Redwood Rd. between 8th S. and 13th S. is for sale or lease, providing an ideal potential for a shopping center. This could span both sides of Redwood, which would help slow traffic in that area to restore a walking neighborhood. And it could easily connect with the Glendale Shopping Plaza area on Glendale Drive. A partnership between city planning, marketing research, historic preservation, and the right developer, could produce a ideal project of civic restoration and revitalization. A mix of locally-owned and chain stores/restuarants would boost economic development. Possible businesses could include:

Local -- Red Iguana, Desert Industries, Deseret Books, Cummings Chocolates, Mini's Cupcakes, day Spa, Chains -- The Gap, Macy's, Ross, T.J.Maxx, Barnes &

Noble, Fresh Market, or Albertson's or Dan's, Jamba Juice, Subway Sandwich, Starbucks, Dollar Stor

Movies-- Miller's Megaplex Theatre or a Cineplex Theatre multiplex Motels -- would capture airport traffic yet give visitors a civic context of culture, commerce, dining and entertainment.

Residences -- condos and apartments would anchor and integrate people in the Center, and offer a view of airplanes landing at the airport.

Culture & Atmosphere -- bringing eastside offerings and energy to the westside will create a positive, uplifting atmosphere. Brick plazas, fountains, benches, and art could integrate the diverse peoples and cultures of West Side Salt Lake, including Mexican, Latino or Hispanic, African, Asian, Middle Eastern, Balkan, and other cultures. A public plaza using bricks with people's names embedded in them, could provide additional funding and community involvement, as with the bricks in the plaza at Gateway.

"THE OTHER 9TH & 9TH"

Another important center of Glendale is along 900 West, particularly between 4th South and 9th South. This area naturally serves as a major focal point of passage and traffic between Glendale and Downtown, on 4th South and 9th South streets, which bridge downtown and the west side. As such, it offers another natural "center" for Glendale area, that would improve the community, offer shopping, lift property values, decrease crim, and encourage neighborhood walking, as well as integrate Glendale with Salt Lake's downtown along a vital artery. It has an automatic potential to link up with the hip westside atmosphere already reclaiming westside Salt Lake, yet it is as unique, charming and compelling as the eastside 9th & 9th or Sugarhouse.

Smiths grocery store at 8th South & 9 W. and the International Peace Gardens, and the 9th South Park -- already serve as important anchors for the 9th & 9th area. New shops and restaurants in this area could easily create a neighborhood shopping center as vibrant as the east side 9th & 9th, or Sugarhouse. Possible shops could include: Salt Lake Film Society independant art film house, a day spa, Starbucks, Great Harvest Bread, Wallgreen's, Jamba Juice, Cinemark dollar theatre, an independant bookstore, a Dollar Store, and others.

Our westside 9th & 9th could be just as vital as the eastside 9th & 9th and Sugarhouse, with similar offerings.

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<http://thirdpartyoffers.juno.com/TGL3141/4db1c70c5f4c745101st02vuc>

Britton, Nick

From: Dan Potts
Sent: Tuesday, April 26, 2011 3:43 PM
To: Britton, Nick;

Subject:

Mr Britton,

I just realized that our next meeting is tomorrow evening.
Your agenda didn't seem to reflect what I heard
and discussed with others at the previous meeting?
I kind of hoped for something from the City to help us with the process,
and how we could actually have an influence on an outcome.
So far, the West Side is pretty pissed off
at how we have traditionally been herded around like a bunch of cattle to be branded.
Your agenda kind of implied a direction to a process that is TOO EARLY to have much direction.

For instance, I maintain that any suggestions to remove the "Sports Complex"(=playfields?)
from our Westside Master Plan would be crazy,
considering the extensive litigation against its current, controversial location.
Many of us still think that facility was "robbed" from us in the first place, and
SLC needs ALL of the insurance policies it can get right now,
especially if the other location predictably goes down.
Let's talk about that, and how we get the lights along the Jordan River Parkway turned back on!

What I really needed was a summary of the previous meeting (partly because I had to leave it early),
not what the City WANTED to talk about.

Dan-the-Fisherman Potts,

Britton, Nick

From: Dan Potts |
Sent: Tuesday, April 26, 2011 5:37 PM
To: Britton, Nick
Subject: RE: West Salt Lake Master Plan -- Meeting #2 on April 28, 2011

Oops,
Imbarrassed myself!
I thought I was "replying" to just you, not the entire list.
Sorry, I'll try not to do THAT again.
I'll try and make it right at the meeting on Thursday evening.

You can obviously tell I'm frustrated with how the City has treated us (is treating me).
I am having a bad day and didn't hit the right keyboard keys.
I'm sure you are doing your best within the constraints of the powers that be.
Sorry,
Dan-the-Fisherman

PS. I did mean what I said, and facilitation needs to account
for "listening" to EVERYTHING folk need to say.
I often observe that agencies try and "orchestrate" public meetings
to generate exactly what the agency wants to happen.
I guess I am VERY sensitive to that.
DP

Britton, Nick

From: Dan Potts []
Sent: Wednesday, May 18, 2011 12:27 PM
To: Britton, Nick; Reining, Elizabeth; Valdemoros, Ana
Subject: RE: West Salt Lake Master Plan Meeting - June 1 - Sorenson Center

Nick,

Really wanted to be part of the upcoming meeting but have a board meeting that evening.
Don't really understand the duplicate fliers you sent,
but it would be VERY helpful to send everyone involved YOUR list of "guiding principles",
as WE haven't seen them yet?
That give everyone a chance to think things over for a more productive meeting.

I have been walking the neighborhoods with a candidate for City Counsel,
and have been asking voters about this Master Plan and why they live here on the West Side.
Most of them just want basic "lifestyle" services that have been largely denied to westsiders
(street lighting, poor road surfaces, connected trail systems, etc.)
What people don't want are more stripmalls, apartments, fancy(=expensive) street plantings, etc.
They especially don't want anything that will increase their property values
so that they end up paying more property taxes(=fees).
Most residents are either older, longtime residents on fixed incomes, poorer, or first time homeowners.
For example, we understand that we will be forced to pay a fee just to get our street lights turned back on
because the City improperly installed those lights in the first place -
a classic example of what is wrong with the current administration and how the West Side gets shorted.

The West Side is NOT West Valley City NOR the East Side, and we certainly don't want to be!
Our neighborhood is VERY unique -
a combination of single house dwellings, good neighborhood unity, great ethnic diversity, etc.,
and we are VERY proud to live here.
Let WVC (the city of concrete, steel, and asphalt) support all the crime,
and the East Side support all of the Yuppies!
We just want to be left alone to raise our chickens, goats, and kids
in an older, mixed neighborhood where we can be left alone.
Most of our current crime (gangs, drugs, prostitution, etc.) results from low income housing(=apartments, etc.);
we already have too many slum lords, high renter turnover, etc.
We don't want nor need any pricy coffee shops.
The West Siders just want to be able to walk their dogs at night down the lighted Jordan River Parkway,
to stop and talk to their neighbors who are doing the same.

And finally, communicating with the business owners separately from the citizens
will only be interpreted as a strategy to "divide and conquer" - bad idea!!
Hopefully you have invited them to the meeting on the 1st.?

It sounds like you guys are starting to listen to us, although we still think you are moving ahead too quickly.
We feel like we're sheep being herded to be sheered.
I personally felt like your last meeting was a premature fiasco
because there were NO apparent "guiding principles" from the community to guide the options.
Let's get this Master Plan right this time.
All you need to do is look at the previous one to see why longtime residents like myself are so sceptical.

Good luck at the meeting.
I'll try and provide written comments (as per above).
Dan-the-Fisherman Potts, 801-596-1536
415 S 1000 W (Poplar Grove)

PS. I noticed that you didn't sent the email out to everyone to allow an idiot like me

to accidentally "reply all" in a message really intended you just you guys -
although it would be honorable to make sure that the lines of communication are maintained between everyone.
Maybe, you could provide that email/telephone list of individuals and businesses to everyone at the meeting?

DP

From: Nick.Britton@slcgov.com

To: Nick.Britton@slcgov.com; Elizabeth.Reining@slcgov.com; Ana.Valdemoros@slcgov.com

Date: Tue, 17 May 2011 12:25:26 -0600

Subject: West Salt Lake Master Plan Meeting - June 1 - Sorenson Center

Please join us for our third community meeting on the West Salt Lake Master Plan. It will be held on June 1 at the Sorenson Unity Center. Please see the attached flyer for more information. We will be discussing what we've heard so far and making sure we got the guiding principles right. We will be using these principles when we begin drafting the master plan. This meeting will be a round table discussion on the community's vision for West Salt Lake's future.

We hope to see you on June 1. Thank you.

Nick Britton, AICP

Salt Lake City Planning Division

451 S. State Street Room 406

PO Box 145480

Salt Lake City, UT 84114-5480

(W) 801-535-6107 / (F) 801-535-6174

Britton, Nick

From: Jeff Salt
Sent: Wednesday, September 21, 2011 2:08 PM
To: Britton, Nick
Cc: 'Adriana Juarez'; 'Amy Dwyer'; 'Amy O'Conner'; 'B.J. Harris'; 'Ben Trentelman'; 'Benjamin Jordan'; 'Bob Lund'; 'Charlotte Fife-Jepperson'; 'Charlotte Woodward'; 'Chris Delamare'; 'Christie Oosterna'; 'Christie Senteno'; 'Cindy Cromer'; 'Dan & Karen Potts'; 'David Galvan'; 'Dennis Faris'; 'Derek (Advantage Transportation)'; 'Glenn Anthony'; 'Glenn Ingersoll'; 'Gordon Storrs'; 'Howard Brown'; 'James Kaddas'; 'Janice Rasmussen'; 'Jeff Symosky'; 'Jen Lopez'; 'Jennifer Owens'; 'Jeremy King'; 'Jim Lohse'; 'Jody Jones'; 'Joe Jonely'; 'John Hunter'; 'Jordan Blackman'; 'Keith Jensen'; 'Keri Williams'; 'Kevin Dwyer'; 'Khiem Tran'; 'Kim Peterson'; 'Kista Martin'; 'Larry Streadbeck'; 'Laura Hanson'; 'Layne Anthony'; 'Linda Miller'; 'Maria Garciaz'; 'Marina Volfova'; 'Marlene Little'; 'Matt Johnson'; 'Maxine Hanks'; 'Michael Clara'; 'Michael Polack'; 'Michael Stockwell'; 'Michael Whitaker'; 'Mike Berg'; 'Mike Christensen'; 'Mimi Locher'; 'Moises Paredes'; 'Nan Ellin'; 'Natalie Kaddas'; 'Orlan Owen'; 'Pete Giacoma'; 'Phil Muir'; 'Ray Wheeler'; 'Rebecca Lovato'; 'Rod Newby'; 'Ron Greensides'; 'Sandy Moore'; 'Sarah Munro'; 'Sean Morgan'; 'Sione Leaaefoa'; 'Skip Jones'; 'Stacey Lau'; 'Steve Lindsey'; 'Tham Soekotjo'; 'Tiffin Brough'; 'Tuesday Allred'; 'Will Sweatfield'
Subject: Re: West Salt Lake Community Meeting

Nick,
I did not receive the flyer from a couple of weeks ago. This notice is too short of notice for such an important meeting.

Jeff Salt

Great Salt Lakekeeper

On 9/21/2011 11:32 AM, Britton, Nick wrote:

I've as just informed that some of you may not have received the flyer that was sent out to the list a couple of weeks ago for the next meeting. If you did not receive it, please see the attached flyers.

Otherwise, just a reminder that the meeting is on the 27th at 6:00 at the Sorenson Unity Center and the West Salt Lake Master Plan draft will be available at www.westsaltlake.com this Friday.

Thank you.

Nick Britton, AICP

Salt Lake City Planning Division

451 S. State Street Room 406

PO Box 145480

Salt Lake City, UT 84114-5480

(W) 801-535-6107 / (F) 801-535-6174

[West Salt Lake Master Plan Information](#)



Britton, Nick

From: Jeff Salt
Sent: Saturday, September 24, 2011 7:42 AM
To: Britton, Nick
Cc: 'Adriana Juarez'; 'Amy Dwyer'; 'Amy O'Conner'; 'B.J. Harris'; 'Ben Trentelman'; 'Benjamin Jordan'; 'Bob Lund'; 'Charlotte Fife-Jepperson'; 'Charlotte Woodward'; 'Chris Delamare'; 'Christie Oostema'; 'Christie Senteno'; 'Cindy Cromer'; 'Dan & Karen Potts'; 'David Galvan'; 'Dennis Faris'; 'Derek (Advantage Transportation)'; 'Glenn Anthony'; 'Glenn Ingersoll'; 'Gordon Storrs'; 'Howard Brown'; 'James Kaddas'; 'Janice Rasmussen'; 'Jeff Symosky'; 'Jen Lopez'; 'Jennifer Owens'; 'Jeremy King'; 'Jim Lohse'; 'Jody Jones'; 'Joe Jonely'; 'John Hunter'; 'Jordan Blackman'; 'Keith Jensen'; 'Keri Williams'; 'Kevin Dwyer'; 'Khiem Tran'; 'Kim Peterson'; 'Kista Martin'; 'Larry Streadbeck'; 'Laura Hanson'; 'Layne Anthony'; 'Linda Miller'; 'Maria Garcia'; 'Marina Volfova'; 'Marlene Little'; 'Matt Johnson'; 'Maxine Hanks'; 'Michael Clara'; 'Michael Polack'; 'Michael Stockwell'; 'Michael Whitaker'; 'Mike Berg'; 'Mike Christensen'; 'Mimi Locher'; 'Moises Paredes'; 'Nan Ellin'; 'Natalie Kaddas'; 'Orlan Owen'; 'Pete Giacoma'; 'Phil Muir'; 'Ray Wheeler'; 'Rebecca Lovato'; 'Rod Newby'; 'Ron Greensides'; 'Sandy Moore'; 'Sarah Munro'; 'Sean Morgan'; 'Sione Leaaefoa'; 'Skip Jones'; 'Stacey Lau'; 'Steve Lindsey'; 'Tham Soekotjo'; 'Tiffin Brough'; 'Tuesday Allred'; 'Will Sweatfield'
Subject: Re: West Salt Lake Community Meeting

Nick,
I'm emailing to express my dissatisfaction with your management of the West Salt Lake Master Plan process. Not only have you failed to properly notice an important meeting for the next step in the process, and jammed many of us who now have to change our schedules or miss the meeting, but now you've posted this draft of the plan with far too little time to review and provide meaningful comments by Tuesday night. This seems to fit the M.O. of the process to date where you and your office are controlling the process, flow of information, instead of the stakeholders driving the process. This latest action of posting the draft plan with so little time to read, digest and prepare is an insult to those of who do this work on a full time basis.

I'm calling on you and your office to postpone Tuesday night's meeting and reschedule to allow the public and stakeholders to adequately plan and prepare. Continuing as scheduled is completely irresponsible and unprofessional.

Jeff Salt

Great Salt Lakekeeper

On 9/21/2011 11:32 AM, Britton, Nick wrote:

I've as just informed that some of you may not have received the flyer that was sent out to the list a couple of weeks ago for the next meeting. If you did not receive it, please see the attached flyers.

Otherwise, just a reminder that the meeting is on the 27th at 6:00 at the Sorenson Unity Center and the West Salt Lake Master Plan draft will be available at www.westsaltlake.com this Friday.

Thank you.

Nick Britton, AICP

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Salt Lake City, UT 84114-5480

(W) 801-535-6107 / (F) 801-535-6174

[West Salt Lake Master Plan Information](#)

Britton, Nick

From: Tyesday Allred [mailto:]
Sent: Saturday, September 24, 2011 10:19 AM
To: Britton, Nick; Jeff Salt
Cc: 'Adriana Juarez'; 'Amy Dwyer'; 'Amy O'Conner'; 'B.J. Harris'; 'Ben Trentelman'; 'Benjamin Jordan'; 'Bob Lund'; 'Charlotte Fife-Jepperson'; 'Charlotte Woodward'; 'Chris Delamare'; 'Christie Oostema'; 'Christie Senteno'; 'Cindy Cromer'; 'Dan & Karen Potts'; 'David Galvan'; 'Dennis Faris'; 'Derek (Advantage Transportation)'; 'Glenn Anthony'; 'Glenn Ingersoll'; 'Gordon Storrs'; 'Howard Brown'; 'James Kaddas'; 'Janice Rasmussen'; 'Jeff Symosky'; 'Jen Lopez'; 'Jennifer Owens'; 'Jeremy King'; 'Jim Lohse'; 'Jody Jones'; 'Joe Jonely'; 'John Hunter'; 'Jordan Blackman'; 'Keith Jensen'; 'Keri Williams'; 'Kevin Dwyer'; 'Khiem Tran'; 'Kim Peterson'; 'Kista Martin'; 'Larry Streadbeck'; 'Laura Hanson'; 'Layne Anthony'; 'Linda Miller'; 'Maria Garcia'; 'Marina Volfova'; 'Marlene Little'; 'Matt Johnson'; 'Maxine Hanks'; 'Michael Clara'; 'Michael Polack'; 'Michael Stockwell'; 'Michael Whitaker'; 'Mike Berg'; 'Mike Christensen'; 'Mimi Locher'; 'Moises Paredes'; 'Nan Ellin'; 'Natalie Kaddas'; 'Orlan Owen'; 'Pete Giacoma'; 'Phil Muir'; 'Ray Wheeler'; 'Rebecca Lovato'; 'Rod Newby'; 'Ron Greensides'; 'Sandy Moore'; 'Sarah Munro'; 'Sean Morgan'; 'Sione Leaaefoa'; 'Skip Jones'; 'Stacey Lau'; 'Steve Lindsey'; 'Tham Soekotjo'; 'Tiffin Brough'; 'Will Sweatfield'
Subject: Re: West Salt Lake Community Meeting

Thank you, Jeff, for expressing what a lot of us feel. I am joining Jeff in calling for a postponement of the meeting to have time to study the plan. Thank you.

Britton, Nick

From: Charlotte [mailto:charlotte@slcplanning.com]
Sent: Saturday, September 24, 2011 11:14 AM
To: Jeff Salt
Cc: Britton, Nick; 'Adriana Juarez'; 'Amy Dwyer'; 'Amy O'Conner'; 'B.J. Harris'; 'Ben Trentelman'; 'Benjamin Jordan'; 'Bob Lund'; 'Charlotte Woodward'; 'Chris Delamare'; 'Christie Oostema'; 'Christie Senteno'; 'Cindy Cromer'; 'Dan & Karen Potts'; 'David Galvan'; 'Dennis Faris'; 'Derek (Advantage Transportation)'; 'Glenn Anthony'; 'Glenn Ingersoll'; 'Gordon Storrs'; 'Howard Brown'; 'James Kaddas'; 'Janice Rasmussen'; 'Jeff Symosky'; 'Jen Lopez'; 'Jennifer Owens'; 'Jeremy King'; 'Jim Lohse'; 'Jody Jones'; 'Joe Jonely'; 'John Hunter'; 'Jordan Blackman'; 'Keith Jensen'; 'Keri Williams'; 'Kevin Dwyer'; 'Khiem Tran'; 'Kim Peterson'; 'Kista Martin'; 'Larry Streadbeck'; 'Laura Hanson'; 'Layne Anthony'; 'Linda Miller'; 'Maria Garciaz'; 'Marina Volfova'; 'Marlene Little'; 'Matt Johnson'; 'Maxine Hanks'; 'Michael Clara'; 'Michael Polack'; 'Michael Stockwell'; 'Michael Whitaker'; 'Mike Berg'; 'Mike Christensen'; 'Mimi Locher'; 'Moises Paredes'; 'Nan Ellin'; 'Natalie Kaddas'; 'Orfan Owen'; 'Pete Giacoma'; 'Phil Muir'; 'Ray Wheeler'; 'Rebecca Lovato'; 'Rod Newby'; 'Ron Greensides'; 'Sandy Moore'; 'Sarah Munro'; 'Sean Morgan'; 'Sione Leaaefoa'; 'Skip Jones'; 'Stacey Lau'; 'Steve Lindsey'; 'Tham Soekotjo'; 'Tiffin Brough'; 'Tuesday Allred'; 'Will Sweatfield'
Subject: Re: West Salt Lake Community Meeting

Jeff,

I have to disagree with you. The SLC Planning Division's handling of this Master Plan process has been entirely appropriate and responsive to comments made at many of the public input gathering sessions. A committee, comprised of key West Salt Lake community leaders have met three times to give input, and dates for this meeting on the 27th have been published in flyers and in The West View, which went out to 17,000 households in West Salt Lake. Many voices have been heard and incorporated into the plan. The process is not at sinister as you are suggesting. And, this meeting is not the only opportunity to give feedback on the Master Plan draft. Do you really think that attacking Nick is the best way to give feedback?

Charlotte

On Sep 24, 2011, at 7:41 AM, Jeff Salt wrote:

Nick,
I'm emailing to express my dissatisfaction with your management of the West Salt Lake Master Plan process. Not only have you failed to properly notice an important meeting for the next step in the process, and jammed many of us who now have to change our schedules or miss the meeting, but now you've posted this draft of the plan with far too little time to review and provide meaningful comments by Tuesday night. This seems to fit the M.O. of the process to date where you and your office are controlling the process, flow of information, instead of the stakeholders driving the process. This latest action of posting the draft plan with so little time to read, digest and prepare is an insult to those of who do this work on a full time basis.

I'm calling on you and your office to postpone Tuesday night's meeting and reschedule to allow the public and stakeholders to adequately plan and prepare. Continuing as scheduled is completely irresponsible and unprofessional.

Jeff Salt
Great Salt Lakekeeper

Britton, Nick

From: Michael Clara [mailto:mfclara@slcplanning.com]
Sent: Saturday, September 24, 2011 11:29 AM
To: Charlotte
Cc: Kim Peterson; Keith Jensen; Dennis Faris; Britton, Nick; John Hunter; Jeff Symosky; Marlene Little; Mike Berg; Jeremy King; Layne Anthony; Janice Rasmussen; Cindy Cromer; Chris Delamare; Mike Christensen; Maria Garcia; Jen Lopez; Natalie Kaddas; James Kaddas; Michael Whitaker; Sean Morgan; Charlotte Woodward; Sarah Munro; Stacey Lau; Kevin Dwyer; Adriana Juarez; Tham Soekotjo; Glenn Anthony; Joe Jonely; Amy O'Conner; Mimi Locher; Ron Greensides; Michael Stockwell; Jody Jones; Matt Johnson; Benjamin Jordan; Moises Paredes; Jordan Blackman; Derek (Advantage Transportation); Jeff Salt; Jim Lohse; B.J. Harris; Howard Brown; Jennifer Owens; Ben Trentelman; Orlan Owen; Glenn Ingersoll; Maxine Hanks; Skip Jones; Tiffin Brough; Linda Miller; Sione Leaaefoa; Marina Volfova; Phil Muir; Michael Polack; David Galvan; Kista Martin; Keri Williams; Pete Giacomia; Laura Hanson; Khiem Tran; Larry Streadbeck; Tuesday Allred; Steve Lindsey; Rebecca Lovato; Amy Dwyer; Ray Wheeler; Rod Newby; Bob Lund; Sandy Moore; Will Sweatfield; Dan & Karen Potts; Nan Ellin; Christie Oostema; Gordon Storrs; Christie Senteno
Subject: Re: West Salt Lake Community Meeting

Charlotte,

Thank you so much for your reply! I was waiting to get home and white reply. Your response captured my sentiments exactly.

I do however want to underscore that this is not a 'drop dead' date for a meeting.

It is yet another meeting to give our input; can we really complain about that?

Shalom,

Michael Clára

On Sep 24, 2011 11:13 AM, "Charlotte" <fifejepp@gmail.com> wrote:

> Jeff,

>

> I have to disagree with you. The SLC Planning Division's handling of this Master Plan process has been entirely appropriate and responsive to comments made at many of the public input gathering sessions. A committee, comprised of key West Salt Lake community leaders have met three times to give input, and dates for this meeting on the 27th have been published in flyers and in The West View, which went out to 17,000 households in West Salt Lake. Many voices have been heard and incorporated into the plan. The process is not at sinister as you are suggesting. And, this meeting is not the only opportunity to give feedback on the Master Plan draft. Do you really think that attacking Nick is the best way to give feedback?

>

> Charlotte

>

Britton, Nick

From: Jeff Salt |]
Sent: Sunday, September 25, 2011 8:46 AM
To: Charlotte
Cc: Britton, Nick; 'Adriana Juarez'; 'Amy Dwyer'; 'Amy O'Conner'; 'B.J. Harris'; 'Ben Trentelman'; 'Benjamin Jordan'; 'Bob Lund'; 'Charlotte Woodward'; 'Chris Delamare'; 'Christie Oostema'; 'Christie Senteno'; 'Cindy Cromer'; 'Dan & Karen Potts'; 'David Galvan'; 'Dennis Faris'; 'Derek (Advantage Transportation)'; 'Glenn Anthony'; 'Glenn Ingersoll'; 'Gordon Storrs'; 'Howard Brown'; 'James Kaddas'; 'Janice Rasmussen'; 'Jeff Symosky'; 'Jen Lopez'; 'Jennifer Owens'; 'Jeremy King'; 'Jim Lohse'; 'Jody Jones'; 'Joe Jonely'; 'John Hunter'; 'Jordan Blackman'; 'Keith Jensen'; 'Keri Williams'; 'Kevin Dwyer'; 'Khiem Tran'; 'Kim Peterson'; 'Kista Martin'; 'Larry Streadbeck'; 'Laura Hanson'; 'Layne Anthony'; 'Linda Miller'; 'Maria Garciaz'; 'Marina Volfova'; 'Marlene Little'; 'Matt Johnson'; 'Maxine Hanks'; 'Michael Clara'; 'Michael Polack'; 'Michael Stockwell'; 'Michael Whitaker'; 'Mike Berg'; 'Mike Christensen'; 'Mimi Locher'; 'Moises Paredes'; 'Nan Ellin'; 'Natalie Kaddas'; 'Orlan Owen'; 'Pete Giacoma'; 'Phil Muir'; 'Ray Wheeler'; 'Rebecca Lovato'; 'Rod Newby'; 'Ron Greensides'; 'Sandy Moore'; 'Sarah Munro'; 'Sean Morgan'; 'Sione Leaaefoa'; 'Skip Jones'; 'Stacey Lau'; 'Steve Lindsey'; 'Tham Soekotjo'; 'Tiffin Brough'; 'Tuesday Allred'; 'Will Sweatfield'
Subject: Re: West Salt Lake Community Meeting

Charlotte,

What committee? At the last stakeholder meeting, it was decided to form a steering committee. Has this been formed? Is this committee the steering committee? Why weren't the stakeholders who have participated in this process so far informed about this committee?

If the date for this next meeting was known far enough in advance to be published in your newsletter, how come the Planning Division staff couldn't send this information out to those of us who have been attending the meetings?

A professional planning process does not dump a draft plan on people with less than a week before the meeting.

All of these factors point to a sloppy and manipulated process.

Jeff Salt

On 9/24/2011 11:13 AM, Charlotte wrote:

Jeff,

I have to disagree with you. The SLC Planning Division's handling of this Master Plan process has been entirely appropriate and responsive to comments made at many of the public input gathering sessions. A committee, comprised of key West Salt Lake community leaders have met three times to give input, and dates for this meeting on the 27th have been published in flyers and in The West View, which went out to 17,000 households in West Salt Lake. Many voices have been heard and incorporated into the plan. The process is not as sinister as you are suggesting. And, this meeting is not the only opportunity to give feedback on the Master Plan draft. Do you really think that attacking Nick is the best way to give feedback?

Charlotte

Britton, Nick

From: Certified Real Estate Services [
Sent: Sunday, September 25, 2011 12:02 PM
To: Jeff Salt
Cc: Charlotte; Britton, Nick; Adriana Juarez; Amy Dwyer; Amy O'Conner; B.J. Harris; Ben Trentelman; Benjamin Jordan; Bob Lund; Charlotte Woodward; Chris Delamare; Christie Oosterna; Christie Senteno; Cindy Cromer; Dan & Karen Potts; Dennis Faris; Derek (Advantage Transportation); Glenn Anthony; Glenn Ingersoll; Gordon Storrs; Howard Brown; James Kaddas; Janice Rasmussen; Jeff Symosky; Jen Lopez; Jennifer Owens; Jeremy King; Jim Lohse; Jody Jones; Joe Jonely; John Hunter; Jordan Blackman; Keith Jensen; Keri Williams; Kevin Dwyer; Khiem Tran; Kim Peterson; Kista Martin; Larry Streadbeck; Laura Hanson; Layne Anthony; Linda Miller; Maria Garciaz; Marina Volfova; Marlene Little; Matt Johnson; Maxine Hanks; Michael Clara; Michael Polack; Michael Stockwell; Michael Whitaker; Mike Berg; Mike Christensen; Mimi Locher; Moises Paredes; Nan Ellin; Natalie Kaddas; Orlan Owen; Pete Giacomia; Phil Muir; Ray Wheeler; Rebecca Lovato; Rod Newby; Ron Greensides; Sandy Moore; Sarah Munro; Sean Morgan; Sione Leaafoa; Skip Jones; Stacey Lau; Steve Lindsey; Tharn Soekotjo; Tiffin Brough; Tuesday Allred; Will Sweatfield
Subject: Re: West Salt Lake Community Meeting

Excuse me I would hope that a little more respectful tone and response to all be adopted. If you feel you speak for so many I hope they are comfortable with the manner you are expressing your self in public. I don't see manipulated process a fair or accurate description based on facts.

David Galvan

On Sun, Sep 25, 2011 at 8:46 AM, Jeff Salt <jeffsalt@greatsaltlakekeeper.org> wrote:

Charlotte,

What committee? At the last stakeholder meeting, it was decided to form a steering committee. Has this been formed? Is this committee the steering committee? Why weren't the stakeholders who have participated in this process so far informed about this committee?

If the date for this next meeting was known far enough in advance to be published in your newsletter, how come the Planning Division staff couldn't send this information out to those of us who have been attending the meetings?

A professional planning process does not dump a draft plan on people with less than a week before the meeting.

All of these factors point to a sloppy and manipulated process.

Jeff Salt

Britton, Nick

From: Dan Potts
Sent: Monday, September 26, 2011 11:28 AM
To: Keri Williams; Dennis Faris
Cc: Certified Real Estate Services; Jeff Salt; Charlotte; Britton, Nick; Adriana Juarez; Amy Dwyer; Amy O'Conner; B.J. Harris; Ben Trentelman; Benjamin Jordan; Bob Lund; Charlotte Woodward; Chris Delamare; Christie Oostema; Christie Senteno; Cindy Cromer; Derek (Advantage Transportation); Glenn Anthony; Glenn Ingersoll; Gordon Storrs; Howard Brown; James Kaddas; Janice Rasmussen; Jeff Symosky; Jen Lopez; Jennifer Owens; Jeremy King; Jim Lohse; Jody Jones; Joe Jonely; John Hunter; Jordan Blackman; Keith Jensen; Kevin Dwyer; Khiem Tran; Kim Peterson; Kista Martin; Larry Streadbeck; Laura Hanson; Layne Anthony; Linda Miller; Maria Garcia; Marina Volfova; Marlene Little; Matt Johnson; Maxine Hanks; Michael Clara; Michael Polack; Michael Stockwell; Michael Whitaker; Mike Berg; Mike Christensen; Mimi Locher; Moises Paredes; Nan Ellin; Natalie Kaddas; Orlan Owen; Pete Giacomia; Phil Muir; Ray Wheeler; Rebecca Lovato; Rod Newby; Ron Greensides; Sandy Moore; Sarah Munro; Sean Morgan; Sione Leaafoa; Skip Jones; Stacey Lau; Steve Lindsey; Tham Soekoljo; Tiffin Brough; Tuesday Allred; Will Sweatfield
Subject: RE: West Salt Lake Community Meeting

Keri, Nick, Michael, Charlotte, et al.,

It is NOT what happens in life, it is HOW what happens, happens,
so this kind of discourse should be a "Reply All"!

(I do admit to being guilty of replying to everyone during a previously messed up process by the City relative to this effort,
and I duely apologized.)

However, I just discovered a whole list of others who had been involved in this planning process all along,
but who were NOT properly notified in time to attend due to short notice scheduling conflicts.

We need to do the right thing - Reschedule this meeting so that:

- 1) everyone can rearrange their schedules to catch up;
- 2) allow everyone time to look the City's proposal over for more meaningful comment;
- 3) set up a "legitimate" steering committee of those representing ALL of the various representations/issues.

I appreciate that Nick DID notify me this time,

but now that I know who some of them are

I am VERY suspicious of who was not invited in the original list.

Seems VERY political to me Keri,

so in this case "putting all of the cards on top of the table" may be the right thing to do this time.

No real skin off anyone's nose to propose another date rather than have folk show up to the meeting all pissed off!

Dan-the-Fisherman Potts, 801-596-1536

Britton, Nick

From: Jeff Salt |
Sent: Tuesday, September 27, 2011 8:20 AM
To: Certified Real Estate Services
Cc: Charlotte; Britton, Nick; Adriana Juarez; Amy Dwyer; Amy O'Conner; B.J. Harris; Ben Trentelman; Benjamin Jordan; Bob Lund; Charlotte Woodward; Chris Delamare; Christie Oostema; Christie Senteno; Cindy Cromer; Dan & Karen Potts; Dennis Faris; Derek (Advantage Transportation); Glenn Anthony; Glenn Ingersoll; Gordon Storrs; Howard Brown; James Kaddas; Janice Rasmussen; Jeff Symosky; Jen Lopez; Jennifer Owens; Jeremy King; Jim Lohse; Jody Jones; Joe Jonely; John Hunter; Jordan Blackman; Keith Jensen; Keri Williams; Kevin Dwyer; Khiem Tran; Kim Peterson; Kista Martin; Larry Streadbeck; Laura Hanson; Layne Anthony; Linda Miller; Maria Garcia; Marina Volfova; Marlene Little; Matt Johnson; Maxine Hanks; Michael Clara; Michael Polack; Michael Stockwell; Michael Whitaker; Mike Berg; Mike Christensen; Mimi Locher; Moises Paredes; Nan Ellin; Natalie Kaddas; Orlan Owen; Pete Giacoma; Phil Muir; Ray Wheeler; Rebecca Lovato; Rod Newby; Ron Greensides; Sandy Moore; Sarah Munro; Sean Morgan; Sione Leaaefoa; Skip Jones; Stacey Lau; Steve Lindsey; Tham Soekotjo; Tiffin Brough; Tuesday Allred; Will Sweatfield
Subject: Re: West Salt Lake Community Meeting

To David and others,

When there are repeated violations of process and fairness, it must be stated and aired. The City apparently convened a committee meeting to take input to guide the master plan without letting everyone know what was going on. This is a blatant example of manipulation, holding meetings outside of the master plan process and excluding stakeholders. The City needs to be held accountable for this. These issues have been raised multiple times, and the City continues to ignore and do what they want, not what the public wants. If stating the facts bluntly seems disrespectful to some of you, then respect should be shown by the City who is responsible for facilitating the process. So far, the City has not respected all of the stakeholders, so they deserve blunt criticism. It is far better to speak up against injustice and disrespect than to sit silently and take the abuse of power.

Jeff Salt

On 9/25/2011 12:01 PM, Certified Real Estate Services wrote:

Excuse me I would hope that a little more respectful tone and response to all be adopted. If you feel you speak for so many I hope they are comfortable with the manner you are expressing your self in public. I don't see manipulated process a fair or accurate description based on facts.

David Galvan

Britton, Nick

From: Tham Soekotjo [mailto:thams@nwsaltlake.org]
Sent: Wednesday, September 28, 2011 4:26 PM
To: Britton, Nick
Cc: Buehler, Elizabeth; Valdemoros, Ana
Subject: West Salt Lake Master Plan

Nick,

I would like to express my congratulation to you, Elizabeth and Ana for hosting a successful meeting last night! I thought the presentation was very clear and easy to understand.

I also felt that the opinions of the residents were heard, noted and considered appropriately, which is not always the case prior to this Master Plan process.

Thanks again and keep up the great work! Keep me updated on the happenings,

Tham M. Soekotjo
NeighborWorks@ Salt Lake

(801) 539-1590 Ext 112
thams@nwsaltlake.org
www.nwsaltlake.org

From: Britton, Nick [mailto:Nick.Britton@slcgov.com]
Sent: Friday, September 23, 2011 4:46 PM
To: Britton, Nick
Cc: Reining, Elizabeth; Valdemoros, Ana; Norris, Nick
Subject: West Salt Lake Master Plan - Draft #1

The first draft of the West Salt Lake Master Plan has been posted online for your review (in PDF format).

You can access it at <http://www.westsaltlake.com>.

You can also directly access the file at this address:
http://www.slcgov.com/ced/planning/pages/WSLMP_09232011_Draft.pdf

As a reminder, the review meeting is on September 27 at 6:00 at the Sorenson Unity Center. I hope to see you all there.

Thank you.

Nick Britton, AICP
Salt Lake City Planning Division
451 S. State Street Room 406
PO Box 145480
Salt Lake City, UT 84114-5480

Britton, Nick

From: Ray Wheeler [mailto:]
Sent: Tuesday, February 14, 2012 12:21 PM
To: Britton, Nick
Cc: 'Jeremy Home King'; 'Nate Williams'; 'Angela Williams'; mbudig@blazemail.com; 'Barb Rufenacht'; 'Shea Wickelson'; 'Jeremy King'; 'Jeff Salt'; 'Jen Colby'; 'Hans Ehrbar'
Subject: comments on West Salt Lake Masterplan

Feb 14, 2011

Dear Nick,

In at least 6 previous planning meetings for the Blueprint Jordan River and West Salt Lake Masterplan I have suggested that the city and state owned land within the bend in the Jordan River at 900 South be reserved as a natural area and wildlife sanctuary and dedicated to plant restoration, stream bank restoration, and wildlife restoration (e.g., primarily to provide shelter, nesting and foraging habitat for birds including migratory birds, and small mammals as deemed appropriate.) Many other people in our neighborhood and throughout Salt Lake Valley support the idea of native plant and natural area and wildlife restoration along the Jordan River. Another ardent supporter is mayor Ralph Becker, who powerfully emphasized the importance of river corridor preservation and restoration in his 2008 "Blueprint for a Green City."

I know that Frank Gray has been pushing the idea of a new streetcar line coming west to Redwood road along 900 south.

For a large number of reasons I would suggest that the streetcar line—if ever built—come across 1300 South and California avenue instead. This would allow for the removal of the old railroad bridge at 900 South, the rerouting of the east-west bike trail along a pleasantly curving existing paved walkway and pedestrian bridge in the 900 South park—making the bike trail more pleasing and less boring to ride. At 900 South the streetcar line is largely removed from our most important community facilities (except the Smith's grocery store at 800 South.) At 1300 S/California Ave the streetcar line would go right past the Sorensen Center and would go within one block of the new Glendale library and LDS Temple, would go right past the elementary and high schools, and would be within a block of the Guadalupe School in the Glendale Plaza—much closer than the 900 south line.

California avenue is really now the center of the Glendale community, more so than 800 south, both in terms of traffic flow, schools, churches, library etc.

Removing the old railroad bridge would further isolate the proposed natural area allowing it to better serve the needs for migratory birds (I often see Canadian geese grazing in the 900 South Bend area in fall, winter and spring.) Bridge abutment removal would be in keeping with the stream restoration goals of Blueprint Jordan River, and would allow the river, on its west bank, to migrate more freely into the bend area, with the potential development of a flood plain and bioswales along the west bank.

With best regards

Ray Wheeler

Wheeler.ray@gmail.com

Britton, Nick

From: Kevin Dwyer []
Sent: Thursday, February 16, 2012 11:25 AM
To: Britton, Nick; Roof, Becka; Bergenthal, Dan
Subject: West Salt Lake Master Plan

Nick-

Yes, that makes sense. I would also comment that Items G-1 and G-2 (page 41) show very little focus on cycling. Throughout the valley, and on the west side in particular, cyclists need better East-West connection. Getting from the west side to east of I-15, south of 900 S., is particularly frustrating. The 1300 S. viaduct is a kill zone and the 1700 S. RR crossing is frequently blocked by trains. 2100 S. is not signed/striped/laned from 900 W. going east and elevation changes, intersections and high traffic make it problematic.

Some of the above will be addressed over time, which is why it is important that it be included in the masterplan. I'm not sure the level of detail that you are seeking and whether this is more the purview of transit folks but, here a few more specific comments (I've cc'd Dan and Becka):

To further support E-W bike commuters, more quiet street routes are needed between Redwood Rd. and 900/700 W. from 1000 N. all the way to 2100 S. 700 W. should be subject of signage/striping/lanes. The bike/BMX trails adjacent to the Jordan River Parkway, just south of the Day Riverside Library, should be included and supported. There is an opportunity to develop bike trails/pump track recreational facilities (the only one of its type, in the city) along the JRP (on totally neglected land) at about 1500 S.

Thanks for your work on this.

Kevin Dwyer

On Wed, Feb 15, 2012 at 9:47 AM, Britton, Nick <Nick.Britton@slcgov.com> wrote:

Kevin—

Thanks for your comments. The surplus canal was identified as a future bike/pedestrian corridor from the Jordan River to the Airport in the plan. The intent is to create a connection between the Jordan River, the Airport, and the larger bike network throughout the valley.

The "two distinct appearances" paragraph should be fixed. Thank you for pointing that out. There would be no discontinuity in terms of the pathway. The trail will look different on the two different sides of Redwood because the trail east of Redwood will be designed more for the surrounding residents while the trail west of Redwood will be designed for long distance travelers. That is why there is a greenway on the east side of Redwood Road; it is more residential and would likely see more pedestrians than the trail west of Redwood Road. The lack of a "green space" future land use west of Redwood Road does not imply the absence of a trail.

Let me know if this makes sense. Thanks again.

Nick Britton, AICP ▪ Senior Planner ▪ Salt Lake City Planning Division

451 St. State Street ▪ Room 406 ▪ PO Box 145480 ▪ Salt Lake City, UT 84114-5480

W: [801-535-6107](tel:801-535-6107) ▪ F: [801-535-6174](tel:801-535-6174)

westsaltlake.com ▪ the9line.com

From: Kevin and Amy Dwyer []
Sent: Tuesday, February 14, 2012 11:09 PM
To: Britton, Nick
Subject: Re: West Salt Lake Master Plan

Hi Nick-

Thanks for forwarding us the latest from the process. My wife and I (and others from my neighborhood) participated in the Westside masterplanning process. Why does the proposed greenspace development along the surplus canal stop at Redwood Road? It's a big white void on the map. Shouldn't this area be developed as greenspace/canal pathway? Riparian areas (even unnatural) and diagonals offer unique opportunities to the cycling commuter and recreationalist. That's what came up at the meetings I attended.

The masterplan states "The Surplus Canal should have two distinct appearances," then goes on to describe only one. Why two? Doesn't that create discontinuity? Properly developed, this trail could be an important bike commuter and recreational route to the airport and SaltAir bicycle pathways. Don't miss this opportunity, there isn't another flowing body of water this large north of 2100 S. in the entire valley.

Kevin Dwyer

On Mon, Feb 13, 2012 at 1:25 PM, Britton, Nick <Nick.Britton@slcgov.com> wrote:

The latest draft of the West Salt Lake Master Plan is online for review at <http://www.westsaltlake.com>. Please let me know if you have any questions or comments regarding this draft.

This is the draft we will be briefing the Planning Commission on at their meeting on March 14. Please note that the briefing is not a public hearing. The goal of the briefing is to provide information to the Planning Commission prior to the public hearing. No decision will be made at the briefing.

West Salt Lake Master Plan

The Planning Division wants feedback on the West Salt Lake area of Salt Lake City, including the Glendale and Poplar Grove neighborhoods. Share your thoughts with us:

What do you like?

What do you dislike?

What changes would you like to see?

Public comments as of May 29, 2012, 7:55 AM

All Participants around Salt Lake City



As with any public comment process, participation in Open City Hall is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.

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Introduction

Share your thoughts regarding the West Salt Lake community.

West Salt Lake Master Plan

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As of May 29, 2012, 7:55 AM, this forum had:

Attendees:	338
Participants around Salt Lake City:	19
Minutes of Public Comment:	57

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Name not shown inside Salt Lake City

February 9, 2012, 11:59 AM

I would like the city to make Street Lights a priority in Rose Park, Glendale, and Poplar Grove areas. We have far too much vandalism, theft, graffiti, and car break-ins due to lack of street lighting. And when looking at the online map of the Street Lights that are maintained, it's obvious that the well-to-do neighborhoods and downtown are getting the focus here. The site mentions budget cuts as the reason for lack of maintenance, but we seem to find money to build new police stations, libraries, bike lanes, streetcars, and many other things that shouldn't take priority over the safety of our residents.

For starters, how about fixing all the street lights that go on during the day, but stay off at night?

Name not shown inside Salt Lake City

January 2, 2012, 8:48 PM

You only have 4 officers for that whole area including the industrial area. Most of the time there is only one officer for the entire west industrial area the is bigger than all of Salt Lake City res. area. I have been hit with 15 property crimes in the past 14 months. 6 of those are in the industrial area. The last time I was hit over Christmas, I was number 8 of the crimes reported in that area that had one officer covering that area. I have lost 10s of thousands of dollars and am sick and tired of the Mayor spending all of his time on big green projects, fighting big bad Chevron, and going to Washington to meet with the White House and nothing on crime. On his blueprint for the City the only property crime on his list is graffiti removal. At least 10 other items are green policies. I had my truck tagged at least 10 times in the last year as well as my house and garbage cans. So his graffiti deal isn't working. I challanged him over a year ago to put more into crime prevention when I lost over 30,000. He has done nothing except spent the city money on charging stations, unbelievable public utilities building, thousands of hours and \$ going after Chevron, but no mention of any crime prevention. The Glendale area with only 4 officers and one of those covering the industrial area should be a priority. Up by the U I never see police officers around there anymore and have never seen one out on the West side except to respond to a crime. When the mayor's bike is stolen two officers are on it. When anybody else gets a bike stolen all you will get is a case number over the phone. The police need more resources and we need less waisted money and time on these feel good green deals that don't do squat.

Derek Hardman inside Salt Lake City

August 30, 2011, 9:36 AM

This question is among the most important to be considered by the city and its residents.

Though I have never lived in the highlighted areas (Glendale, Poplar Grove), I have spent a great deal of time there. The International Peace Gardens is among the best parks in the entire city. The Chapman library (while in need of expansion) is a beautiful building an a tribute to the neighborhood. The amount of local business in the area lends proof that West Salt Lake City has a tremendous amount of business and entrepreneurial acumen.

<h3>The changes I would like to see include:</h3>

<u>Short Term (1-5 years):</u>

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- Improvement to street lighting.
- More community and citywide activities taking place at International Peace Gardens.
- Increased bicycle lanes.
- A rezoning effort along 900 West to create a 'Main Street' consisting of local restaurants and businesses
- Alternatives analysis and environmental impact assessment of streetcar lines outside of CBD (Central Business District) zone

<u>Long Term (5-10 years):</u>

- A streetcar line extending from the 'Granary District' at 400 West 900 South to 900 West.
- A streetcar line connecting 900 South to North Temple along 900 West.
- Redevelopment of properties outside the 'Granary District' to attract technology employers.

These neighborhoods have so much potential and are the key to Salt Lake City becoming a 'Great American City',

robert holman inside Salt Lake City

February 19, 2011, 12:44 PM

more efficient street lighting in all of the glendale area. add more lights were there needed. 1700 south at the union pacific railroad crossing were the frontrunner will pass when finished is dark, and needs more lighting. lets not wait till frontrunner train is running then install more lighting lets get it done soon, check it out, there is also a item iwould like to discuss after school in the gledale area the school children dont seem to always use the side walks they walk in street mostly in groups of 2,3,4 sometimes more, down navajo st. vanburen ave. and others if you are driving most of the time you have to swerve or honk to get them to move .sometimesthey will turn around give you adirty look or flip you off.. 9 times out of 10 they are asians , looks like the school district could adress this to the students ,and the slc police dept..

Name not shown inside Salt Lake City

February 6, 2011, 4:54 PM

BUSINESS: The best thing we can do for Rose Park right now is to assure that if a business opens it is condusive to a family/neighborhood values. Something that is going to enrich our community - not distress us. We don't need venues that stay open until after 1am and then their patrons flow out to our streets drunk, making noise, and taking every available parking space in the neighborhood. If a venue opens that requires massive parking then they should provide parking garages and not depend on the neighborhood street parking.

TRANSPORTATION: We need better and more frequent transportation. There is a high percentage of residents who do not own a car and depend on public transportation. The services and routes to/from the West Side are lean. Additionally for those who bike, bike lanes are not well-defined and aren't well lit. I often ride home at 11pm from work and the most terrifying thing is the darkness in Rose

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Park. The street lights are horrid.

Randy Peterson inside Salt Lake City

January 26, 2011, 1:19 PM

I own property in the area of 800 West and 100 South. I believe the future of the neighborhood depends on vibrant new construction, mixing high-density dwellings and single-family homes. The Bridges development a few blocks away on North Temple proves that people will live on the west side. The downzoning of my neighborhood dooms it to continued blight and devaluation. We sorely need a Daybreak-style vision with smartly constructed, energy-efficient homes. A massive renewal project is needed to lift us out of this funk.

Name not shown inside Salt Lake City

January 26, 2011, 8:15 AM

I have lived in the Rose Park area for four years now. First, I will address the changes that I feel need to be made:

1. There should be dog waste bags at all parks in Rose Park. Maybe that would reduce the number of dog waste that I see along the Jordan River Parkway and in the parks.
2. We need a coffee shop/diner similiar to Blue Plate Diner (21st S and 21st E), a place for locals to eat out for breakfast. I feel the diner would be bring the neighborhood together. We currently have a lot of Mexican restaurants, which is great, but not a place where I want to grab some breakfast or coffee.
3. I wish residents of the neighborhood would clean up their yards. My husband and I spend a lot of time in our yard, making sure it has that "curb appeal." We don't leave broken down cars, cigarette butts and trash in our yard. How can we encourage our neighbors to clean up their yards and maybe plant a euonymous bush or two?
4. I wish the Jordan Parkway Trail was not a dumping ground for mattresses, shopping carts, unwanted furniture and trash. I pick up trash on my walks, but I can't get it all.

What I do like:

1. The city does a good job of painting over grafitti on the Jordan Parkway Trail and at my local park, Steenblik.
2. I love the Rose Park Community Festival held annually in June. There are fun activities and it brings our community together.

Name not shown inside Salt Lake City

January 25, 2011, 12:41 PM

i live in rose park. what i would NOT like to see is more latino type malls, stores, businesses for the reason that there seems to be so many of them. too many of them look run down or don't seem to prosper very well, there are some however that do and that is great. what we don't need to be seeing

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on this side are signs of decline , rundown type structures. it would be nice to see help where help is needed in the way of small changes like some of the homes that need a new coat of paint or some curb appeal. getting rid of 'junk' that is visable from the street should be avoided altogether!

we could use a more greenery areas, parks, color, areas that bring homeyness. the area just north of sutherland lumber where there was supposed to be a 'latino' type mall is perfect looking for a park type area. improving not only where trax will be but expanding into the community to help show those that a little can go a long way.

also, with any new business, it would be nice to see some sort of code for color to the building, at least some nueutralness to it.

Samuel Jenkins inside Salt Lake City

January 24, 2011, 2:05 PM

This area should be opened up for development, allow tearing down of smaller homes and put lots together to build bigger homes.

Sam Jenkins

Matt Johnson inside Salt Lake City

January 17, 2011, 11:34 AM

I live in Glendale and am an active member of the community. I know that the people here have heart and would like to try and build a better community. This area is of Salt Lake City is the poorest and most transitory in the city. To meet the needs and aspirations of this community there are several things that could be done to help.

Parks and open space. We need better management of our west side parks. I rarely see people working on the parks or on the trail. There is trash all along and inside the Jordan River – more trash cans that get emptied often would be helpful. There are “open spaces” that are being left to waste like the underground canal easement that goes diagonally past DIA and the Supermercado de las Americas and the rail road line that was taken out. The over flow canal could have great potential for viable park and trail space. Now it is just a hazard and an eyesore. The wetlands south of the lake where the Jordan River and canals enter are one of our community’s best kept secrets because there is no access and there are no parks out there.

Why can't we have more community gardens on the west side? If the lot just East of the Sorensen /Unity Center is going to be a community garden, let's see some more city backing like fencing, mulch, fruit trees, a permanent green house, and learning center.

Transportation. This is the part of town that would most benefit from public transportation and gets the least amount of it. Busses that run only every half hour are not conducive to building a strong ridership. Many people in this neighborhood bike as their major mode of transportation and there has been very little done to promote biking or bike routes.

I am aware that the city wants to expand out west and south of the airport. If that is the case then a TRAX line would be very beneficial. An obvious place to run the line is where the old railroad line was at 9th south. If that is in the plans, I would recommend making sure that all precautions are made to

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ensure that the communities are safe (Parkview Elementary). Perhaps a Trolley like Sugar House would be a better solution

Redwood Road is an eyesore. I would like to see a redevelopment plan similar to the State Street cleanup project for Redwood. It is not walkable, and you can't easily ride your bike down it. There is no curb, gutter, or tree scheme on most of it. When people see the city streets trashed, they think that is the norm and don't care about taking care of their own.

Shopping. Currently there is only a couple, small, failing shopping centers on the west side. I do not want to see more big box developments, but rather more local stores and shops. The area between I 80 and North Temple has become trashed. The Gateway development was supposed to help fix it, but it only segregated it even more. New development should try and integrate better into what is already there. Walkable shopping centers with integrated parks close to homes (more like Sugar House) are much better than huge parking lots.

Greening. The people in this area are too poor to afford most green initiatives. Solar panels, geothermal, hybrid cars and the like are out of the reach of most of the citizens here. I would like to see better incentives for property owners and landlords to make their homes more energy efficient. If they can do that, their utility bills will be lower and they will have more disposable income and will be able to build the economy here in the city. I also think that this population would embrace more farmers markets.

Heather Buck inside Salt Lake City

January 16, 2011, 10:23 PM

As a resident of the West Side, I would personally like to see more done in the way of beautification of residential and other areas. I believe this could be accomplished through a community initiative of plant sharing. Plants want to grow and want to reproduce. So, they will be cooperative ;)

I imagine this would incorporate the following

- Education on how to care for plants
- Siting education providing information on what plants work best for what areas
- Cooperative sharing of seeds, cuttings, etc
- volunteer labor, also possibly used as an incentive to get free plants
- Heavy emphasis on drought tolerant and low care plants which thrive in Utah conditions
- Possible involvement of high school and college horticultural and biological programs for oversight and input
- Reduced or no cost for plants provided they are going to be used and cared for appropriately
- Lawn replacement where lawns are dried out and unsightly due to poor choice of grass species and little money or time which can be dedicated to care for it -- this could be with drought tolerant groundcovers or more appropriate grasses like Buffalo Grass

Terry Marasco inside Salt Lake City

January 16, 2011, 4:33 PM

You need to review the issues brought out in this Trib article today:

<http://www.sltrib.com/sltrib/home/50786628-76/health-west-residents-lake.html.csp>. I would hope that

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any plan addresses the toxic inventories noted here especially in Glendale.

Name not shown inside Salt Lake City

January 15, 2011, 7:03 AM

I do not live in the West Salt Lake Area but my partner was born and raised there. We ride our road bikes through Glendale frequently on our route to the Marina from our house the Fremont Heights neighborhood. From a road biker's point of view I can see that an improvement in that neighborhood that would have an immediate, positive effect would be re-newed and improved curbs, gutters, driveways, and sidewalks. I am always surprised at how much these seemingly small (but not inexpensive) improvements can make in the general quality of life. New, smooth, level sidewalks and curbs improve the esthetic quality of any neighborhood. New, level, and even sidewalks improve both the look and utility of any neighborhood. Smooth streets create quieter traffic and, if raised crosswalks and median dividers are added in high-traffic locations, can calm and slow traffic and make neighborhoods much quieter and safer. I have noticed that almost every older street in the West Salt Lake area could benefit from these improvements. This suggestion is not just in my self-interest as a road biker - and I don't work for a cement contractor. The curbs, gutters, driveways, and sidewalks in my neighborhood were re-newed several years ago and it was a dramatic improvement for all of us who live here or travel through our neighborhood. Maybe this is a small way in which the City can take real action to improve the quality of life (and property values) for everyone in West Salt Lake,

Sarah Johnson inside Salt Lake City

January 14, 2011, 7:34 PM

I grew up in Poplar Grove and after getting married I bought my grandfather's house in Glendale. I have enjoyed seeing many changes and have been discouraged by other that have or have not been done. I love the Jordan River Parkway trail. At times it is beautiful and serene. Other times I feel like it is too secluded and I feel in danger. One spot in particular is south of 1700 S. There are not any homes down there, but I really like to walk. I was frightened. I don't know what can be done about that. A few years ago my husband and I took our canoe up the river to the inlet near 2100 S. The river was absolutley discusting! We saw everything imaginable in the river including a microwave oven, old car and truck parts, bateries, TVs, and nameless other garbage. I was sick with it. I was really discouraged about it because all the river water runs through the garbage to get to our neighborhood. All of that was upstream. That trash needs to be cleaned out and the river needs to be monitored so that people can't trash it like that. The things is that there are no homes that far south on the river, so it must have come from the industrial building out that way.

I am really happy about the train tracks being taken out of the neighborhood. I was particularly nervous about them by Parkview Ele. I attended that school when I was young and I have an autistic son who goes there now. I can't imagine the horror of a child getting under the wheels of a train. I am so glad that the train is gone for good. However, how many more years are we going to have to deal with the tracks left in the roads? They were taken out of the dirt fast enough, but the tracks in the roads have been left to sit there and cause damage to our vehicles for an indeffinite amount of time. I know that nobody can agree on what to do with that property. But don't just leave the tracks to sit and cause suspension problems.

I don't see crime as a big issue here. It isn't any worse than most of inner city Salt Lake. I have personally never been a victim of theft or vandalism. I am also impressed with the graffiti clean up that is available. I would however like to see the graffiti hotline made more public. I never know which

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What do you like?
What do you dislike?

All Participants around Salt Lake City

one to call, Salt Lake City or Salt Lake County. Please make that number better known.

The schools in the neighborhoods are okay. I like that most of them have been rebuilt and that they look very nice and inviting. I however, don't send my kids to them. Only my son with autism attends a school on the area because that is where they have the programs to help him. My other children go to Hawthorne. I see that there are a lot of good programs at the schools here, but something needs to be done about the esl problems. I really like DIA. I think it is great to have a Dual Immersion school where kids can learn in english and spanish and that differences can be made strengths in relating with other ethnic groups. I don't like the lack of parent involvement and the lack of a Parent Teacher Association in the schools. It is also frustrating that so many of the kids parents don't know english.

I think that there is a lot of potential for the neighborhoods. There a several homes that have been remodeled and have made their yards look very nice. There are however, many, many that are allowed to become broken down and unmaintained where the yards and parking strips grow nothing but weeds and are cluttered with trash. It would be great if there were some programs available to help these lower income families get water saving spirinkling system installed. The general feel of the neighborhoods would greatly improve if the yards were better maintained and I think watering is the main problem.

Thank you for taking to time to read my comments. I hope that they were helpful.

quinn mccallum-law inside Salt Lake City

January 14, 2011, 7:13 PM

I live just about a stones throw from the East Border of the area defined as the West Salt Lake Area. (Okay, just a touch farther than that but within walking distance, which I do regularly) I am going to try and make it to the meeting but in case I cannot here are my thoughts and dreams:

Specifically for this area I would like to see some of the the area along the Jordan River used for Mixed use and Highish density housing in which the Jordan River is a focal point to the projects. I think this would be best closer to downtown. Possibly utilizing some of the land that is now used for industrial and manufacturing purposes currently but I would be happy to see it on the south side of I-80 as well. The river is too "hidden away" for people to value it currently and I think this would also create some great economic catalysts for the area while making us treasure this great feature of our valley. My wife and I ride our bikes and walk along it regularly in the spring summer and fall and would love to have points of rest like this. But we are also aware of how little it gets used by anyone else. We are more likely to find trash and contraband than other people along the river.

I would also like to know why the train line that runs in the Euclid area was allowed to become a high speed line. My fathers business was located down there for 30 years and when the lines along South Temple and first south were consolidate for TRAX, the train speeds became significantly faster, lowering the potential for that area to redevelop further. I am just grateful I did not buy a house down there, which I almost did just before this change. Something needs to be done about this for the people who are there, it is an area rich in diversity, creativity and building stock, with great periphery to the gateway area, but it will be unable to reach its potential, in my opinion, with that train running like it is.

West Salt Lake Master Plan

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Lastly, a general statement regarding Salt Lake City's Master Plans. We need more vertical consistency with zoning changes made to reflect what is in the plans (which is generally great) if we want to see them happen. It makes smaller investors and developers, nervous about doing projects in these types areas when the plans have no legal strength. I know this because I am one and know a few others and it is so much more risky to do a project that progresses towards the plans desires when the neighboring properties may do whatever they please.

Part two of this "lastly" is I was recently told Salt Lake City has no architectural review board. If this is true, why is that? Provo, Ogden and many other cities in the wasatch front do. We need to be more proactive if we want this city to develop into a healthy urban community.

John Wilkes inside Salt Lake City

January 14, 2011, 11:35 AM

I do not currently live in the West Salt Lake City area, but have many friends who do and I have done in the past. Salt Lake says it wants to create walkable, sustainable, green communities, yet it is always asking us (or not) if we should tear down homes and historic buildings to put up a Wal-Mart or the like. Big Boxes are not sustainable, they do not contribute to the community, in fact they damage it by putting family, local businesses out of business. They are also an eyesore that creates even more challenges for residents (waste, traffic, pollution, etc.). They do not help a community financially, because they are not locally based, i.e. their money does not stay within the community. It goes to corporate, or to China where all the goods are made.

Any redevelopment plan should include:

- 1) Government transparency and dialogue with residents of community,
- 2) A comprehensive, practical plan based on public input,
- 3) Support of small, local businesses, especially those which have enhanced and sustained the community for decades (such as Jeannie's, Bar X, Sam Weller's, Ken Burns, etc.).
- 4) Restoration of historic buildings, rather than demolition, especially when there are no funds or any plan for redeveloping the distressed property.
Examples: Federal courthouse site, Sugarhouse.
- 5) Affordable and low-income housing, not condos that tank before they are even built, or which people can't afford. Salt Lake City seems to be doing a better job in this respect, so let's keep it up.
- 6) Preservation, creation, maintenance and improvement of parks and green spaces,
- 7) Strong resident empowerment and involvement.
- 8) A strong municipal and public commitment to not pander to the will of the LDS Church, or Federal Government, or Earl Holding, or our State Legislators, or any other special interests, whose

West Salt Lake Master Plan

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motivations are usually personal, political, or corporate, and not necessarily keeping with the best interests of the city and its neighborhoods (as was done with Main Street, and with Plandome, Windsor and Regis SRO hotels, Port O' Call/Shubrick.).

9) Plans to sustain and conserve natural resources, especially water, air quality.

10) Expansion, creation, and sustenance of better public transportation options. UTA should not be able to change, delete, or deny services to any area of the city at their whim. Poorer communities are sorely underserved.

Example: The only day I can get to the store, Saturday, there is no bus service to the stores where I shop, and it is a long walk to them in the winter, and I have conditions that make carrying even the smallest thing quite painful.

Make people aware of all the implications of their actions, and make them responsible for them. Don't give tax incentives to large corporations, give it to the people who built this city, love it, and want to maintain its unique appearance, small town feel, and quality of life. Hold corporations liable and responsible for their impact on communities and the environment, and to help the little guys more than the Big Boxes. Helping people stay in their homes, rather than expediting their foreclosure cases in special courts where the interests of financial institutions take precedence, without taking into account personal circumstances (read of this in a recent issue of Rolling Stone). Regulating more closely financial, especially loan, institutions within our state and locality is important for everyone's quality of life. Not ruffling our feathers about state rights one day, then begging Uncle Sam for money the next.

Many common practices detract from us not only as a state and city, but as individuals as well. Give people the opportunities to be personally involved with their neighborhoods, and they will be more aware of their impact, for good or ill, and they will be more willing to take part in the improvement of their city. History has proven that we cannot rely on higher powers to do the right thing, at least not until they are compelled to do so. Grass roots government and people need to be given the opportunity, incentive, and expectation of solving their own issues.

Mike Kephart outside Salt Lake City

January 14, 2011, 10:55 AM

I'm not a citizen of Salt Lake City but I have had several requests from residents regarding the small ADUs or Accessory Dwelling Units we design and build. The following is a piece I wrote on the subject but please go to HUD or AARP for their model city and state ordinances permitting ADUs:

Bringing Families together

So many of the retirement options available to people today separate families as an unintended consequence. We have accidents, get sick now and then, and we need the help only a family can give. Most people considering this phase of their life would prefer to remain in their home connected to their family.

Baby Boomers, the first of whom are now over 65, may still have adult children living at home not yet able to afford their own place. They may also have aging parents beginning to need care. Housing in

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any type of retirement community is costly. This expense places the supporting boomer family in a financial crunch.

Some families are moving in together in mom and dad's larger home, while other families are moving the kids to the basement making room for parents and grandparents on the first or second floors of their home. Problems with these older homes include the difficulties that stairs, small doors, and narrow hallways present to older adults, especially someone who requires the assistance of a walker, wheelchair or other device.

A new ADU built to accessibility standards, now required by federal law for multifamily residences (Fair Housing Amendments), could be the answer when carefully and thoughtfully placed in a large rear yard of a home. This ADU could be rented or used by other family members after the elders move on. As a rental it would supplement the family income.

I was personally involved with two cities in Colorado during their adoption of an ADU ordinance in each. Arvada, CO built a message to their citizens similar to the above and enjoyed a very smooth process and a minimum of dissent. Denver sat back and let the individual neighborhoods craft their own message, which varied but was generally fear based and negative, they saw more dangers than positive features.

I would suggest that you contact these and other cities in the region to get their personal account of their experiences.

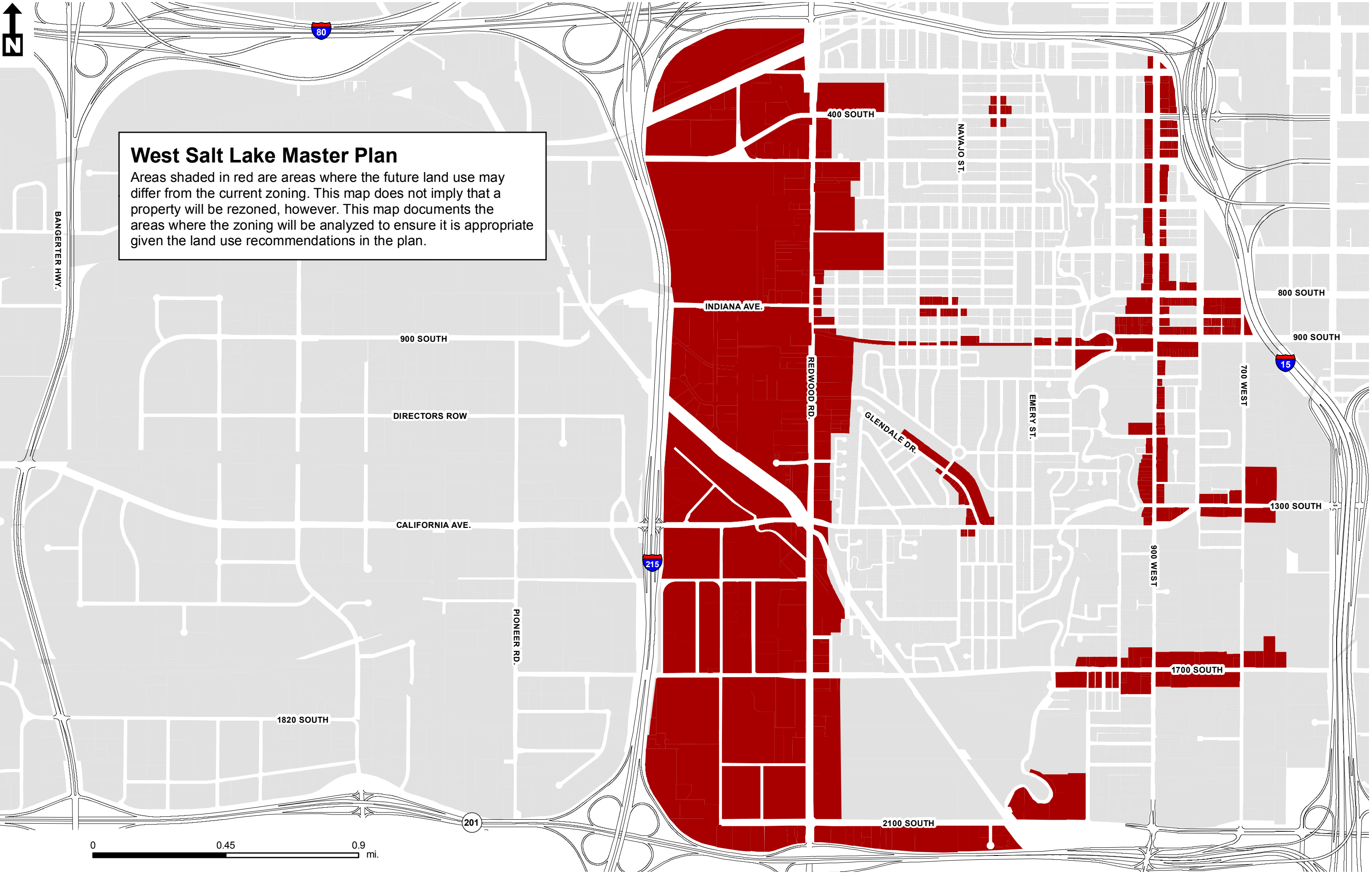
Mike Kephart
Denver, CO

Attachment D
Proposed Study Area for Zoning Changes

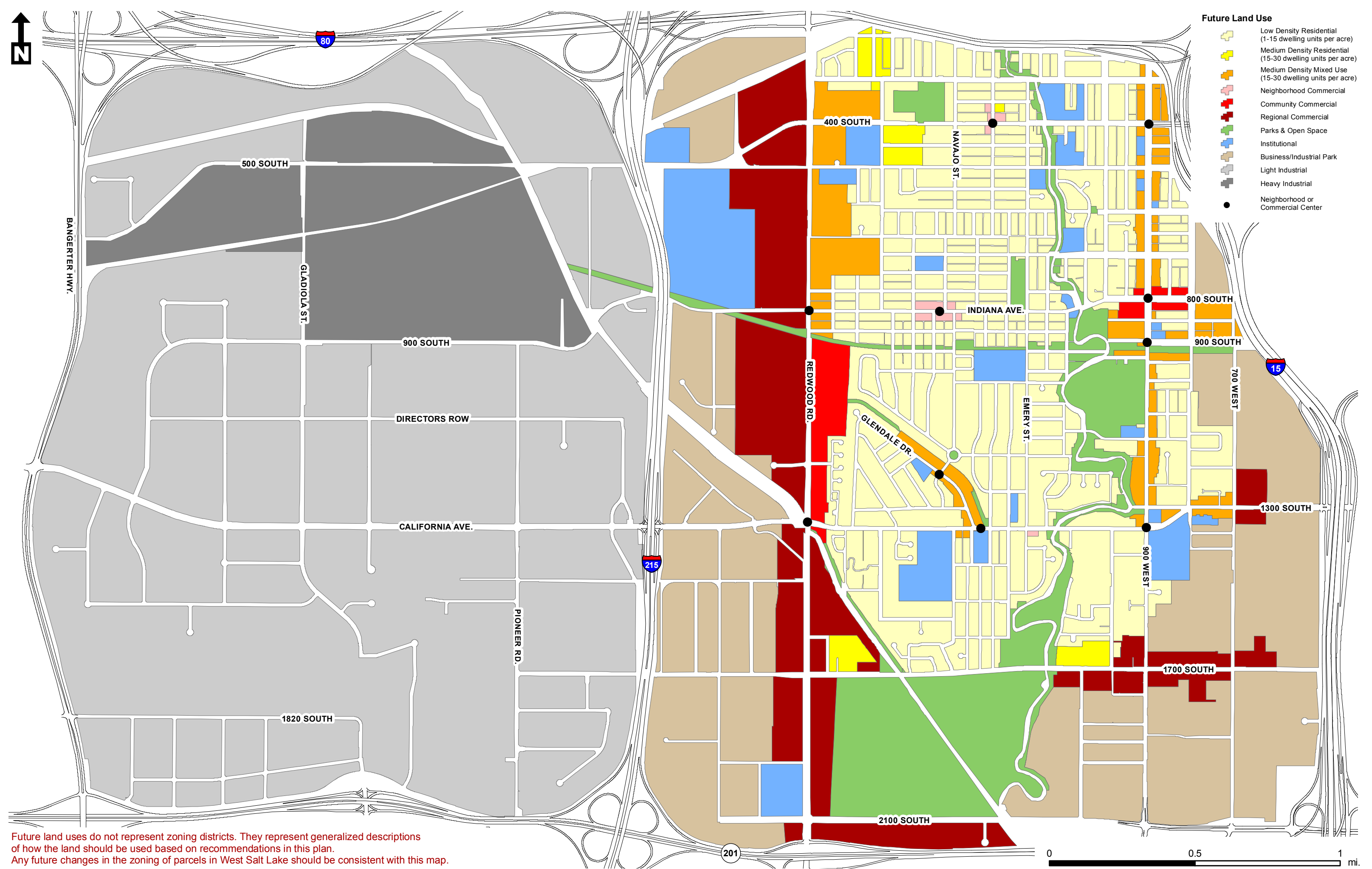


West Salt Lake Master Plan

Areas shaded in red are areas where the future land use may differ from the current zoning. This map does not imply that a property will be rezoned, however. This map documents the areas where the zoning will be analyzed to ensure it is appropriate given the land use recommendations in the plan.



Attachment E
Proposed Future Land Use Map



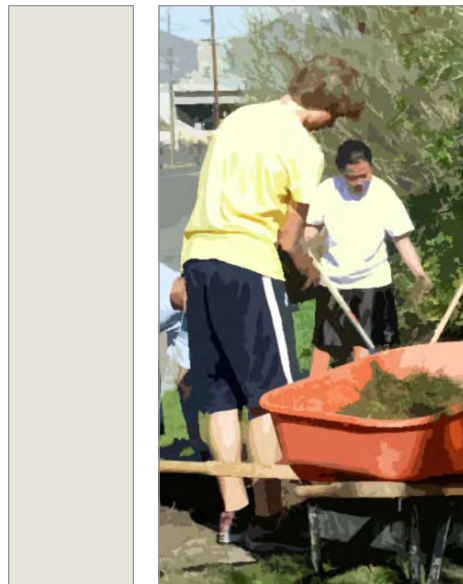
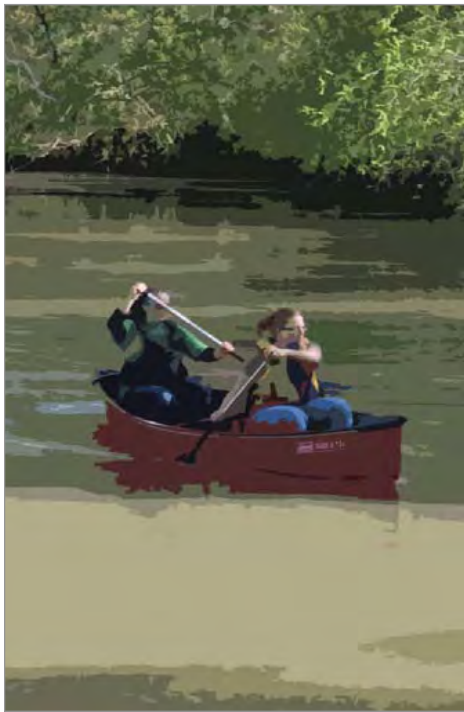
- Future Land Use**
- Low Density Residential (1-15 dwelling units per acre)
 - Medium Density Residential (15-30 dwelling units per acre)
 - Medium Density Mixed Use (15-30 dwelling units per acre)
 - Neighborhood Commercial
 - Community Commercial
 - Regional Commercial
 - Parks & Open Space
 - Institutional
 - Business/Industrial Park
 - Light Industrial
 - Heavy Industrial
 - Neighborhood or Commercial Center

Future land uses do not represent zoning districts. They represent generalized descriptions of how the land should be used based on recommendations in this plan. Any future changes in the zoning of parcels in West Salt Lake should be consistent with this map.

0 0.5 1 mi.



West Salt Lake Master Plan



PLANNING COMMISSION DRAFT. JUNE 13, 2012. THIS DOCUMENT IS FOR REVIEW PURPOSES ONLY.

Prepared by the Planning Division of the Salt Lake City Department of Community & Economic Development



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How the Plan is Organized

The *West Salt Lake Master Plan* provides recommendations for broad land use issues such as identity, housing, commercial businesses, industrial development, parks and open space, community history, transportation and sustainability initiatives. Throughout those sections, the plan identifies specific areas important to the community. The seven areas of focus are:

1. **Community Gateways:** The main entrances to the community and individual neighborhoods.
2. **900 West/900 South District:** An emerging recreational and commercial center that ties together the Jordan River, 9 Line Trail and 900 West.
3. **900 West:** The key north-south connector for Glendale and Poplar Grove.
4. **Jordan River:** The region's major waterway and recreation destination, unique to West Salt Lake.
5. **Surplus Canal:** A potential recreational pathway for residents and employees.
6. **Redwood Road:** A major commercial thoroughfare that is the boundary between residential and industrial land use areas.
7. **West of Redwood Road:** The largest concentration of industrial businesses in Salt Lake City.

West Salt Lake Planning Area



The West Salt Lake Community

Vision

West Salt Lake will combine stable residential neighborhoods, growing commercial and neighborhood centers and thriving recreation locations. It will be home to strong and diverse collection of people, businesses and neighborhoods that form a unique and attractive community, well connected to the rest of the City. It will feature numerous retail and service options from a mix of commercial types along primary road corridors. West Salt Lake will become the primary destination in Salt Lake City for river recreation and other types of parks and public spaces. The Glendale and Poplar Grove neighborhoods will celebrate their history and character through community and cultural assets that provide services and educational opportunities for all ages. West Salt Lake will continue to be home to a healthy and diverse industrial business community that provides a growing employment and economic base for Salt Lake City.

Goals

The goals of the West Salt Lake Master Plan are to:

- a. Facilitate the development of a more positive community identity through improved gateways, economic development and public and private investment.
- b. Strengthen the connections between West Salt Lake and other parts of Salt Lake City by improving the community's gateways.
- c. Promote reinvestment in the West Salt Lake community through changes in land use, public infrastructure and City policies to spur infill development that meets the community's vision and is compatible with existing development.
- d. Protect existing, low-density residential neighborhoods and provide smart and compatible new residential development where needed or desired.
- e. Recognize opportunities for unique neighborhood and community centers in West Salt Lake and provide resources to allow for their growth.
- f. Make West Salt Lake a destination synonymous with river recreation, trails, open space and the outdoors.
- g. Maintain the stability of West Salt Lake's industrial parks west of I-215 and expand the economic base of Salt Lake City with new industrial businesses.



The Future of West Salt Lake

From the community meetings held and the public comments the City received, there were four major themes that emerged regarding the future of West Salt Lake. These themes, which comprise the vision and goals of this plan, are:

- Residents, business owners and stakeholders want West Salt Lake to continue being a **unique and attractive community**.
- West Salt Lake should add **more commercial retail and services** to meet the needs of the community's residents. Residents and businesses want to keep money in the community instead of having to shop in other parts of Salt Lake City or in other cities.
- West Salt Lake should be a **primary destination for recreation in Salt Lake City**. The community has many recreational opportunities that are not found elsewhere in Salt Lake City, including the Jordan River, the Surplus Canal and some of the largest open spaces and parks in the City.
- Salt Lake City should continue to foster the **growth of the industrial base** in West Salt Lake. A growing employment and industrial base means a healthy economy. This theme was especially important to existing business owners west of Redwood Road

West Salt Lake Study Area

West Salt Lake includes the Glendale and Poplar Grove neighborhoods and the West Salt Lake industrial parks. Its boundaries are I-15 to the east, Bangarter Highway to the west, I-80 to the north and Highway 201 to the south (see map on page 2). The adjacent planning areas are the Northwest Quadrant, Northwest Community and the Central Community (including the Gateway planning area). Additionally, the West Salt Lake planning area borders West Valley City to the south.



The International Peace Gardens is a community park that highlights Salt Lake City's diversity and features public art, architecture and native plants from over 20 countries.

The West Salt Lake planning area also includes the area between North Temple and I-80 from I-15 to Redwood Road. That area was part of the *North Temple Boulevard Plan*, adopted in 2010. Because of this area's inclusion in that master plan and the considerable barrier created by I-80, it is recommended that the boundaries for the planning areas in Salt Lake City be revised so that the area between North Temple and I-80 is part of the Northwest Community planning area.

Demographics

According to the 2010 Census, there are approximately 25,000 people living in the West Salt Lake community. Since 2000, the community grew by 2,500 persons. Almost 15 percent of Salt Lake City's residents live in the community. A quarter of West Salt Lake's residents are school age (between five and 19 years old) while people over 65 years old make up only seven percent of the population. More than half of the residents identify themselves as Hispanic or Latino. The average household size in West Salt Lake is 3.5 persons, which is approximately one person higher than the average for Salt Lake City as a whole. While West Salt Lake's median income is slightly lower than Salt Lake City as a whole, people in West Salt Lake are more likely to own their own homes.



The Sorenson Unity Center is a City facility that provides a central gathering place for Poplar Grove and Glendale while offering art gallery space, community gardens, and other community services.

The People of West Salt Lake

Based on the 2010 U.S. Census, the chart below provides a breakdown of the nearly 25,000 people who live in West Salt Lake compared to the rest of Salt Lake City (percentages are based on the total population for each group.)

	West Salt Lake	Salt Lake City
Population	24,869	186,440
School Age Population (5-19)	6,316 (25.4%)	33,613 (18.0%)
Elderly (65+)	1,653 (6.6%)	17,519 (9.4%)
Hispanic or Latino*	12,954 (52.1%)	41,637 (22.3%)
White	12,823 (51.6%)	140,080 (75.1%)
African-American	1,036 (4.2%)	5,088 (2.7%)
Pacific Islander	1,650 (6.6%)	3,776 (2.0%)
Other	9,360 (37.6%)	37,496 (20.0%)
Average Household Size	3.46	2.44
Households	7,141	74,513
Median Household Income	\$38,366	\$44,223
Home Ownership	3,834 (53.7%)	36,073 (48.4%)

* The U.S. Census considers Hispanic or Latino origin an ethnicity instead of a race. As a result, the percentage of people considering themselves Hispanic or Latino is separate from the percentages for race.

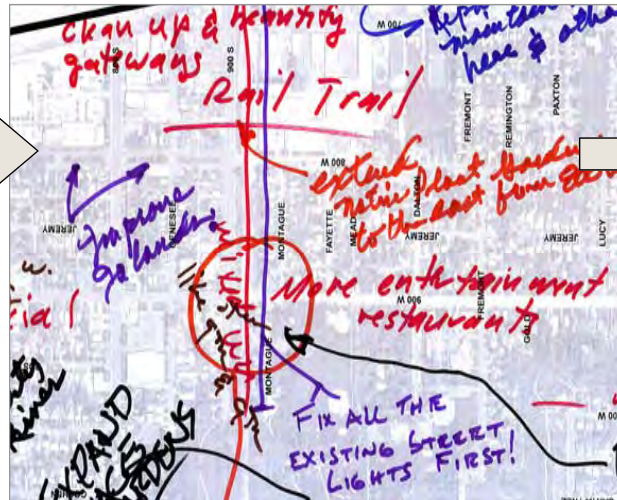
The Master Planning Process

Preparation for the current *West Salt Lake Master Plan* began in Fall 2010. Throughout 2011 and into 2012, Salt Lake City Planning Division staff held four public meetings and an open house. The public meetings were as follows:

- a. **January 25, 2011—Visioning Workshop:** Community members were invited to explore their vision for West Salt Lake and to tell us what they love about their community and the ways it could be improved.
- b. **April 28, 2011—Urban Design Visual Preference Survey:** Members of the community were asked to further refine their vision for West Salt Lake by identifying the types of development and urban design elements they want in the community.
- c. **June 1, 2011—Guiding Principles Review:** Planning staff reviewed the main concepts they believed the community identified through the first two meetings with the goal of having focused discussions regarding elements of the community's vision.
- d. **September 27, 2011—Draft Plan Review:** Staff reviewed the first draft of the *West Salt Lake Master Plan* with the community and identified where changes were needed.



A member of the Planning Division takes notes as community residents share their ideas for the future of West Salt Lake.



The maps from the first meeting were scanned and all of the comments were transcribed and grouped by their subject matter.



Comments from the first public meeting were put into visuals so community members could further clarify their ideas for how their community should look in the future. This example is a visual preference survey for the 900 South gateway.

Staff also met with the Glendale and Poplar Grove community councils, University Neighborhood Partners, area businesses, NeighborWorks Salt Lake and other community groups and stakeholders to get feedback on West Salt Lake and its future. Staff also attended many of community events, such as the CommUNITY Fair and the Halloween Carnival at the Sorenson Multicultural and Unity Center and a clean-up event along the 9 Line Trail.



West Salt Lake team members hand out both project information and Halloween candy during a community event at the Sorenson Multicultural and Unity Center in October.

WEST SALT LAKE MASTER PLAN

Realizing the community's vision for Glendale & Poplar Grove!

What is a master plan?

- ▶ A master plan represents the vision of the community.
- ▶ A master plan is created by feedback from residents, businesses, property owners and appointed or elected officials.
- ▶ A master plan is what you want your neighborhood to look like in 20 years.
- ▶ A master plan guides future development in the community.
- ▶ A master plan helps the City Council make land use decisions, create appropriate city policies, and guide budget decisions.

The West Salt Lake Master Plan

The West Salt Lake Master Plan was last adopted in 1993. The current update will identify how the community has changed since 1993 and address the current vision of the residents, business owners, property owners and stakeholders of Poplar Grove and Glendale.

General public meetings for the update were held on January 23, April 26 and June 1. There were also meetings with local businesses and other groups in the community during this time. The first draft was presented to the public on September 27.

A copy of the final draft is available at the West Salt Lake Master Plan website: westsaltlake.com

The vision and goals found here are in draft format. They do not represent the final version.

For more information, visit:

- ▶ <http://www.westsaltlake.com>

Let us know what you think!

- ▶ Open City Hall
<http://www.alkgov.com/openityhall/>
- ▶ UserVoice
<http://cityplanning.uservoice.com/>

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The master plan tells us how we should grow and what we should do with the land. It will help us to know what we should do with the land. It will help us to know what we should do with the land. It will help us to know what we should do with the land.

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To keep people updated and involved in the drafting of the master plan, Planning staff created brochures that outlined the process, summaries of the feedback that was received, and other information about the planning process.

Master Plan Goals

- ▶ Strengthen the connections between West Salt Lake and other parts of Salt Lake City by highlighting these connections and improving the community's gateways.
- ▶ Promote reinvestment in the West Salt Lake community through changes in land use, public infrastructure and city policies.
- ▶ Identify opportunities for growth of residential, commercial service, retail and industrial uses throughout the West Salt Lake community.
- ▶ Make West Salt Lake a destination synonymous with recreation, open space and the outdoors.
- ▶ Maintain the stability of West Salt Lake's residential neighborhoods and provide smart and compatible new development where needed or desired.
- ▶ Maintain the stability of West Salt Lake's industrial parks and expand the economic base of Salt Lake City with new industrial businesses.
- ▶ Recognize opportunities for unique neighborhood and community centers in West Salt Lake and provide resources to allow for their growth.

Highlighted Topics

West Salt Lake is a stable community with a well-defined pattern of development. As a result, the master plan identifies and explains specific areas that stakeholders considered worthy of more attention. These topics are in addition to the standard master plan sections such as residential, commercial and open space land uses.

Master Plan Vision

West Salt Lake is a strong and diverse collection of people, businesses and neighborhoods that form a unique and attractive community, well connected to the rest of the City. Its residents have a number of retail and service options from a mix of commercial centers along primary road corridors. It is the primary destination in Salt Lake City for all types of parks and other recreation opportunities. The Glendale and Poplar Grove neighborhoods celebrate their history and character through a number of cultural assets and events that provide services and educational opportunities for all ages. West Salt Lake is also home to a healthy and diverse industrial business community that provides a growing employment and economic base for the City.

The highlighted topics are: Community Identity, 900 West/900 South District, 900 West, Jordan River, Surplus Canal, Redwood Road, Far West Salt Lake, and Community Gateways.

The general topics covered in the plan are residential land uses, commercial land uses, industrial land uses, recreation & open space, history & architecture, and transportation networks.

Community Identity

Identity

The identity of a community is important to its health, as it determines how both residents and outsiders perceive it. A positive identity promotes social and economic health, while a negative perception hurts both. At the community meetings, residents expressed frustration with West Salt Lake's identity. They felt that others view their community as unsafe and not properly maintained. Residents wanted the positive aspects of West Salt Lake promoted. West Salt Lake is home to the Jordan River, the International Peace Gardens and more green space than any other part of the City. It is the most diverse section of Salt Lake City, creating a unique cultural identity. In addition, it has high-quality, affordable housing stock that provides ownership opportunities not found elsewhere.

Negative Perceptions

The perception of an unsafe environment is detrimental to West Salt Lake among its residents and outsiders. This perception can be improved by promoting urban design that helps prevent crime, known as Crime Prevention Through Environmental Design (CPTED). CPTED principles foster safer public spaces by promoting more active, well-lit streets and reducing isolated spaces.

Many consider West Salt Lake unmaintained. This perception can be countered with increased property maintenance enforcement and more consistent urban design. Many people at the community meetings noted that Salt Lake City should enforce property maintenance laws more actively. Vacant or blighted homes and unmaintained yards were the two most common complaints. Residents wanted the City to better maintain City-owned property, citing weeds along 900 South and the Jordan River Parkway as examples.

Finally, West Salt Lake has a majority of industrial uses in the City, which some residents find problematic. There are concerns with how this development impacts the health of the residents of Glendale and Poplar Grove. Their presence is an overall positive because this industrial base is integral to the City's economy. Promoting industrial uses while protecting residential and commercial development will be discussed in detail in the Industrial Land Use section of this master plan.

Opportunities

Existing and potential assets in West Salt Lake provide many opportunities for establishing unique destinations in the community. But the extent to which these opportunities can become a part of a community's identity depends on the residents of the community. The City will work with community groups and residents to help foster the development of identity by sponsoring brainstorming sessions, providing technical support and helping market the identity once it is chosen by the community. The result can include urban design elements such as signs, banners, public artwork and street lights, all of which can become a source of pride to members of the community and promote private investment. Residents identified opportunities for creating unique destinations by identifying the community's existing assets. Two

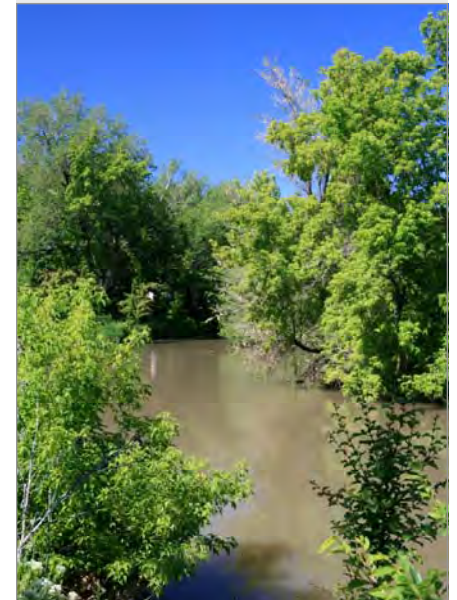


What the Community Said...

During the public meetings, residents stressed four points regarding the community's image:

- West Salt Lake should be recognized as a safe place.
- The Jordan River Parkway is currently underutilized and should be better used and marketed.
- Gateways into the community should be more attractive and distinctive.
- Key intersections throughout Glendale and Poplar Grove should be developed.

These four points have been integrated throughout the plan.



The Jordan River was the most frequently identified asset in West Salt Lake and a key part of the community's identity.

potential intersections that were mentioned during community meetings are the intersection of Redwood Road and Indiana Avenue and the intersection of California Avenue and Glendale Drive, which is home to a popular neighborhood restaurant and the future Glendale library. However, one of the most popular potential destinations noted was the 900 West/900 South District because it is close to the Jordan River and it mirrors a commercial node at 900 East/900 South. Developing these destinations can strengthen the image of the community. In turn, property values and property maintenance should increase and other real or perceived identity issues may lose their significance over time.

Vision

The gateways into West Salt Lake will create a sense of arrival and identity for the West Salt Lake community and the Glendale and Poplar Grove neighborhoods by using distinct and unique design features.

West Salt Lake Gateways

Entering West Salt Lake from the east, north and south requires passing over or under I-15, I-80 or Highway 201. These highways create gateways into the community. These gateways are crucial to the image of West Salt Lake, as they are the first places residents and visitors encounter as they enter the community. Currently, all of West Salt Lake's gateways are primarily automobile-oriented and residents feel they are not welcoming for pedestrians and bicyclists even though there are bike lanes on many of those streets. The gateway entrances through I-15 are especially important because they are the primary entrances to the West Salt Lake Community. These gateways are also closest to West Salt Lake's residential neighborhoods.

There are two types of gateways in West Salt Lake: neighborhood and commercial. Neighborhood gateways provide direct access to and from Downtown, the Central Community and North Temple, lead to neighborhood commercial areas and are more pedestrian-friendly than other West Salt Lake entrances. These streets (400 South, 800 South, 900 South and 1300 South) also connect West Salt Lake to commercial corridors in the eastern part of the City while 900 West connects West Salt Lake to North Temple and the Euclid, Jackson and Fairpark neighborhoods. 200 West, in the Euclid neighborhood, is another east-west connection underneath I-15 that is accessible from 900 West.

1700 South, 2100 South and Redwood Road are considered commercial gateways because they are major thoroughfares that provide direct access to commercial and industrial areas in West Salt Lake without going through residential neighborhoods. These streets are less pedestrian friendly than neighborhood gateway streets and more oriented to automobile traffic.

Residents recognize the need to improve the character of both neighborhood and commercial gateways to create a welcoming and unique sense of arrival and to improve the overall connectivity to the rest of the City. For this reason, West Salt Lake's gateways require recognition and attention in order to provide a good impression to visitors and identification of the neighborhoods and community. Improving neighborhood gateways should be a priority because they can have the most impact on Glendale and Poplar Grove.

Focus Area Community Gateways



What the Community Said...

Residents and stakeholders believed that the most important function of a gateway is to welcome visitors. What people see at a community's entrances makes an impression, good or bad.

Landscaping and signage were the two most important factors for improving the gateways into West Salt Lake. Community members believed there was a distinct difference between the entrances into the neighborhoods, such as 400 South and 800 South, and the entrances into the community, such as Redwood Road and 1700 South.

As a result, recommendations for gateways have been divided into two types: residential and commercial gateways.

Urban Design

Landscaping and signage are the two most effective ways to improve the appearance of neighborhood and commercial gateways. Native trees and vegetation can help establish a natural context for the neighborhoods, particularly at gateways near the Jordan River. They can also offer shade and create the sense of a physical entrance to West Salt Lake. For example, poplar trees can be placed at the gateways leading to the Poplar Grove neighborhood. Using the same type of landscaping at several gateways can tie the community together and create a sense of place in West Salt Lake.

Signs are a simple way of creating a gateway. Signs should be designed to fit into the streetscape and identify the community or neighborhood. Signs should also be designed for pedestrians or automobiles, depending on the type of gateway. In some places, a monument in a median or a welcome message on an overpass may be appropriate. Elsewhere, a simple, pedestrian-oriented sign on the side of the road or as part of a landscaped feature may be the best option.

Another way of establishing a gateway is to develop key intersections around that gateway. Active neighborhood centers give visitors a sense of arrival into the community. Shops, restaurants and housing at gateways create an identity and show what the community has to offer.

General Policies for Community Identity

A-1. Encourage residents and other stakeholders to identify opportunities to “brand” areas of West Salt Lake that can be promoted as destinations and neighborhood centers.

- a. Respond to these efforts by installing improvements at those areas that reflect that brand.
- b. Develop banner designs for each of these areas through community engagement programs and events.

A-2. Market West Salt Lake’s assets.

- a. Create public outreach campaigns for the Jordan River Parkway, International Peace Gardens and Sorenson Unity Center.

A-3. Create design criteria to make places unique.

- a. Set specific design standards for the 900 West/900 South District, Glendale Plaza and other neighborhood centers.

A-4. Move the Euclid neighborhood into Northwest Planning Area.

- a. Amend the City’s planning communities’ boundaries to include Euclid in the Northwest Community Planning Area.

A-5. Incorporate CPTED standards throughout community.

- a. Develop design standards that incorporate CPTED features for future public amenities in Glendale, Poplar Grove and along the Jordan River Parkway.

Community Gateways Policies

A-6. Create a sense of arrival at the neighborhood gateways: 400 South, 800 South, 900 South, 1300 South and 900 West.

- Consider prioritizing funding for street beautification programs, including tree planting, lighting and road surface materials at neighborhood gateways.
- Determine ways to install appropriate, high quality signage that is compatible with the neighborhood in terms of scale, design and style.
- Prioritize pedestrian safety with well-lit gateways under overpasses.
- Work with the community and stakeholders to promote the identity of each of the gateway's neighborhoods with public art on overpasses, overpass supports and in public spaces.

A-7. Create a sense of arrival at the commercial gateways: 1700 South, 2100 South and Redwood Road.

- Consider prioritizing funding for street beautification programs, including tree planting and appropriate lighting.
- Determine ways to install high-quality signage that is compatible with the entrance and oriented to the automobile in terms of scale, design and style.



An example of how 400 South could be improved at the gateway into Poplar Grove. Residents wanted to see streetlights, banners and special road surface materials that would help create a sense of place within a neighborhood.

Residential Land Uses

Vision

Glendale and Poplar Grove will continue to be stable residential neighborhoods that offer affordable housing options for Salt Lake City residents. New residential developments will be compatible with the existing homes while supporting new neighborhood businesses. The community will offer a variety of housing types for anyone who wants to call West Salt Lake home.

Residential Uses in West Salt Lake

West Salt Lake is comprised mostly of stable single-family neighborhoods but it also offers pockets of duplexes, townhomes, apartments, manufactured homes and specialty housing (senior housing, for example). These other types of housing are often found on the major neighborhood roads, like 1700 South and 900 West.

Single-family homes make up a majority of West Salt Lake's residential land uses. As a result, the average residential density of the area is low, around five dwelling units per acre. Based on the recommendations of this plan, a majority of the community would remain at the same density. There are pockets of higher density, typically in the form of apartment complexes. Based on the community's desire to see more commercial uses in the community, the residential density would have to increase over time. To maintain the area's stability and increase the population, zoning changes that allow for higher density uses would be required. This plan recommends increasing residential density, mainly in the 900 West/900 South area and along major roads, to a medium density zoning district, which would be between 15 and 30 dwelling units. It is important to note that this is a general goal for certain areas of the West Salt Lake community. Most of Glendale and Poplar Grove should remain low-density single-family residential as it is today. Furthermore, building design, scale and buffering will be considered with new medium density residential and mixed use developments.

Infill Housing

There are several areas of residentially-zoned vacant land in both Glendale and Poplar Grove that could be used for infill housing. Infill housing protects, enhances and revitalizes older neighborhoods with new housing. It conserves energy by using existing infrastructure and, in some instances, reduces the costs of development. Infill housing also creates more attractive neighborhoods by eliminating vacant or underutilized lots.

It is important that infill housing is compatible with the surrounding neighborhoods while promoting City development goals. Higher density development helps support new commercial businesses but is not always compatible with lower density homes. It is important to use townhomes and duplexes as a transition from higher-density development to single-family development.



What the Community Said...

It was important to the community that the stability of the existing neighborhoods be preserved. Vacant lots should be identified and developed and all new development should blend in with the existing neighborhoods. Additionally, changes on the edges of the neighborhoods should be respectful of the single-family neighborhoods.

By the Numbers

Residential land uses make up approximately 17 percent of the total land area of West Salt Lake. From Redwood Road to I-15, residential land uses make up 40 percent of the area.

Nearly 90 percent of the residential land in West Salt Lake is zoned for single-family or two-family dwellings.

Between Redwood Road and I-15, the average population density is over eight people per acre (based on the 2010 population and an area of 2911 acres).

The total population density for West Salt Lake is over four people per acre; the density for all of Salt Lake City is 2.6 people per acre.

Home Ownership

West Salt Lake offers some of the most affordable home ownership opportunities in Salt Lake City. Because of this, the community has a higher rate of home ownership than the City overall. Residents who own their homes generally live in an area longer and take a more active role in improving their neighborhoods. Salt Lake City supports policies and programs that encourage home ownership without jeopardizing an adequate supply of affordable rental housing. The City also supports policies that encourage homeownership options while allowing for housing alternatives such as condominiums, co-housing and other options.

Specialized Housing

It is important to provide housing for all members of the community, including seniors and persons with special needs. Specialized housing requires well designed pedestrian access to commercial services, recreation and public transportation. Additionally, providing specialty housing in single-family neighborhoods allows seniors and persons with special needs to remain near family and friends and remain active in their community. West Salt Lake offers some specialized housing options but there are more opportunities for development. New specialized housing developments should be located on larger neighborhood streets, such as Glendale Drive, Indiana Avenue and 900 West, so they have access to public transportation, commercial uses and are near residential neighborhoods. Streets serving these developments should be designed for safe pedestrian access.

Affordable Housing

Salt Lake City encourages affordable housing development as outlined in the *Salt Lake City Community Housing Plan*, adopted in 2000. Affordable housing is not limited to a single type of residential development. It can be offered in the form of single-family homes, apartments and co-housing (housing with shared facilities). Affordable housing should be evenly distributed in the community, both area-wide and within individual developments. It is important that all residents of Salt Lake City, across all income levels, are able to afford a place to live.

Connections

It is important to look at other factors when determining potential locations of new residential development. The proximity to public transit, neighborhood businesses, schools and other community centers from someone's home can impact their quality of life. New residential development that is within walking distance of these services support the livability and sustainability of the community.



Three examples of housing from West Salt Lake: an apartment building on Redwood Road (above), single-family homes backing up to the Surplus Canal (middle) and the Glendale Senior Housing complex on Glendale Drive.

General Policies for Residential Land Uses

B-1. Maintain the stability of the area's residential neighborhoods.

- a. Continue to support lower density infill residential development near existing single-family neighborhoods on appropriately zoned property.
- b. Develop a form-based approach for infill housing.
- c. Continue to implement the *Salt Lake City Community Housing Plan* by encouraging homeownership while also striving to provide opportunities for quality, affordable rental housing.

B-2. Promote and encourage higher density housing where appropriate.

- a. Increase the residential density to appropriate and compatible levels in selected parts of West Salt Lake as identified on the future land use map.
- b. Provide opportunities for new housing as part of new mixed use development projects in small neighborhood commercial areas.
- c. Encourage the development of specialized housing near transit and commercial businesses.
- d. Rezone sections of Redwood Road and 900 West for higher density housing.

Commercial Land Uses

Vision

West Salt Lake’s active commercial centers and corridors will provide a variety of shopping opportunities and will offer retail and service options for both local residents and others in Salt Lake City and the region.

Commercial Needs and Options

Although there is a variety of businesses in West Salt Lake, residents expressed that they would like to see more diverse retail offerings and more specialized services. Currently, services such as financial services and health clinics are only located at edges of the community and often difficult to get to for those who do not own a vehicle. There is a desire for amenities such as movie theaters, large-scale retail stores, coffee shops and cafés. Residents must travel to other parts of Salt Lake City or neighboring cities for certain retail or service needs, which results in the loss of local tax revenue. However, the population of West Salt Lake must continue to grow to support new businesses.

Commercial Centers

West Salt Lake’s largest commercial concentrations are along 900 West and Redwood Road. Both of these corridors offer a range of businesses, including restaurants and grocery stores. There are also heavier commercial uses like auto repair shops and commercial bakeries farther south and west of the neighborhoods. Generally, businesses within Glendale and Poplar Groves cater to local residents and not regional customers. There are commercial centers scattered throughout the community along 900 West, Indiana Avenue, California Avenue and Glendale Drive. Some of these centers could be expanded to include a residential component as discussed later in the Neighborhood Centers and Corridors section. In general, however, the centers discussed in this section should be primarily commercial with a limited residential element because they are located entirely within low density neighborhoods. The ground floor should always be commercial.

Changes to the zoning around commercial centers could promote expansion of existing businesses or development of new businesses. There could also be more emphasis on creating public spaces at the commercial centers by making the intersections safer for pedestrians and more attractive and welcoming. Eliminating unnecessary drive approaches and prohibiting parking between the street and buildings are two ways to accomplish those goals. Creation of neighborhood business districts can also facilitate streetscape enhancements.

There are two intersections that are currently small commercial centers that could be redeveloped to offer more retail and service options. At the intersection of 400 South and Concord Street, there are currently commercial establishments, including a popular restaurant. The intersection is surrounded by single-family residential and within two blocks of the Jordan River Parkway, Sherwood Park and an elementary school. Zoning changes would allow more options and flexibility for businesses and more efficient use of the properties. This commercial center should not be expanded into the surrounding neighborhoods and new development should be compatible with the surrounding neighborhood.

What the Community Said...

Many residents were frustrated with the lack of options when it came to commercial businesses. They indicated there were types of retail and services unavailable in West Salt Lake and there were too few options for what retail and services were available.

Residents wanted to see new businesses in the community that met the needs of its residents. Commercial uses should be concentrated into specific areas to promote competition and to make these commercial centers viable.

Additionally, residents and stakeholders wanted to see *unique* commercial centers: The commercial centers and districts should stand out.

The intersection of Indiana Avenue and Navajo Street provides another opportunity for a redeveloped commercial center. Due to the orientation of the intersection (Navajo Street forms two intersections with Indiana Avenue), the center could have the feel of a miniature “main street.” There are currently commercial uses along Indiana Avenue at this location, but some of them are inappropriate for a commercial center in the middle of a residential neighborhood because they are too intensive. Those lots should be redeveloped into more compatible development serving the neighborhood.

Outside of the neighborhood areas, in the industrial area between 1700 South and 2100 South, there are some retail and service establishments. While these are generally limited to fast food restaurants and gas stations, there are opportunities for large-scale commercial businesses that would be inappropriate in the residential neighborhoods to the north. While the zoning in place is already appropriate for this type of development, the City should focus on these areas when businesses in the area need more land, parking or height than would be allowed elsewhere.

Vision

Redwood Road will be a safe regional road for automobiles, bicyclists and pedestrians. It will provide a variety of retail and services to the residents of Glendale, Poplar Grove and other parts of Salt Lake City. It will also be a welcoming gateway to West Salt Lake for visitors to the City.

Focus Area
Redwood Road

Redwood Road Corridor

Redwood Road is a state-maintained road that runs north-south for the entire length of West Salt Lake. It provides a direct route to other area cities in the Salt Lake Valley. It is also a primary route for Glendale, Poplar Grove and the majority of the industrial businesses east of I-215. Redwood Road is served by regional and neighborhood bus service and provides access to future TRAX stations on North Temple. On Redwood Road within West Salt Lake, pedestrians must use the paved shoulder because there are no sidewalks in many places. Redwood Road also lacks designated bike lanes.

There is a variety of land uses along Redwood Road including light industrial, commercial retail and services, and office buildings. There are also residential neighborhoods on the east side of Redwood Road between 500 South and Indiana Avenue. Community members indicated that Redwood Road is the primary local destination for much of their retail and service needs, such as financial services, restaurants and gas stations.

Residents had concerns with heavy industrial uses on the west side of Redwood Road near residential neighborhoods. While existing businesses on the west side of Redwood Road can continue operations by law, a zoning change will encourage more impactful businesses to locate farther west where that level of development is more appropriate.

Due to Redwood Road’s regional importance and its proximity to I-80 and the Salt Lake City International Airport, there are opportunities to welcome residents to Salt Lake City and the West Salt Lake community. One possibility is installation of signage on the Redwood Road gateways at I-80 and Highway 201. A large commercial center on Redwood Road around 400 South would help attract visitors to do business in Salt Lake City as opposed to other cities to the south.



The Future of Redwood Road

Changing Redwood Road presents a multitude of challenges. The biggest challenge is the fact that it is a state highway. Changes to the design of Redwood Road would require approval from the Utah Department of Transportation and funding from the state or federal government. It would also require a gradual change in philosophy regarding the corridor. Right now, the road is primarily designed for automobile traffic. As the corridor redevelops, the goal would be to design the street so that all users can use Redwood Road in a safe and comfortable manner.

Redwood Road also has an inconsistent development pattern. There is an abrupt transition from high-intensity uses, such as heavy commercial, to low-intensity uses, such as low-density residential neighborhoods. Additionally, there are sections of Redwood Road that have no sidewalks, curb or gutters. Where there are sidewalks, they are sometimes in disrepair. This creates a hostile environment for pedestrians, a point made frequently during community meetings.

The small amount of population directly on Redwood Road is a problem for attracting more commercial businesses that were desired by residents, like family style restaurants or movie theaters. Residential neighborhoods of West Salt Lake are closer to Redwood Road than other area commercial centers and corridors, such as the Gateway, 300 West and shopping centers in West Valley City. In order to attract more commercial options, more people need to live in West Salt Lake, and the Redwood Road corridor may be a place to accommodate increased population growth provided the corridor is made more compatible with residential development. Rezoning the east side of Redwood Road to allow for high-density residential uses will support new commercial businesses throughout the Redwood Road corridor. The west side of Redwood Road is more appropriate for commercial uses only because of its proximity to existing industrial uses. There was interest in establishing an “entertainment zone” on Redwood Road, possibly between I-80 and Indiana Avenue. This type of development could include family-style entertainment, such as miniature golf or a movie theater. A large scale development at this location could take advantage of the residential neighborhoods in both West Salt Lake, Northwest Community (Rose Park, Fairpark, Jordan Meadows and Westpointe), West Valley City and other parts of the valley.

Given the importance of Redwood Road at both the community and regional level, it has the opportunity for expanded mass transit options such as light rail or bus rapid transit, which is an express bus service often with dedicated travel lanes. An increase in population along Redwood Road and in adjacent neighborhoods should increase the demand for transportation alternatives. The *2011-2040 Wasatch Front Regional Transportation Plan* identified Redwood Road as a future location for BRT in the next five to 10 years.

Commercial Center at Redwood Road & Indiana Avenue

The intersection of Redwood Road and Indiana Avenue is busy with both residential and industrial traffic. Indiana Avenue is a key route for the residents of West Salt Lake because it provides a connection between Redwood Road and the rest of Salt Lake City. Despite the intersection’s location, it is underdeveloped, with single-family

What the Community Said...

Members of the West Salt Lake community liked that Redwood Road was central to the community and offered connections to other parts of the valley. However, they didn’t like much else about Redwood Road. The three biggest weaknesses identified by residents and business owners were as follows:

- Redwood Road was unsafe for any forms of transportation other than automobiles.
- The corridor was underdeveloped and the land could be better used for commercial needs.
- Redwood Road wasn’t an attractive street.

In the future, Redwood Road should be welcoming to pedestrians and bicyclists. It should also be more welcoming to visitors to Salt Lake City. The community wanted to see attention paid to specific intersections and a streetscape that was visually attractive and consistent throughout the community.



Redwood Road today: sparse commercial development and an automobile-oriented streetscape.

homes on the east side of the street and large-scale commercial services on the west side. According to the residents, this intersection had the most opportunity for redevelopment along Redwood Road.

Changes at this intersection would require the surrounding properties to be fully redeveloped. One of the major weaknesses of the intersection is that much of the existing development is not oriented to Redwood Road. Development on three of the four corners faces Indiana Avenue with fences blocking access to Redwood Road. The intersection is not pedestrian-friendly: sidewalks are missing in places on both streets and the existing businesses on the west side of Redwood Road are surrounded by large parking lots.

The redevelopment of the Redwood Road and Indiana Avenue intersection would require changes to the streetscape and the addition of sidewalks. Residential development would be concentrated on the east side of Redwood Road, but the west side of the road would include commercial uses. Therefore the entire intersection must be pedestrian-friendly.

Residents indicated that this intersection has the potential for neighborhood commercial establishments such as a grocery store or a restaurant. Additionally, development around this intersection should incorporate the 9 Line Trail, which intersects Redwood Road just a half block to the south of the intersection.

Urban Design

Large-scale changes to Redwood Road should be concentrated at major intersections such as 400 South, Indiana Avenue, California Avenue, 1700 South and 2100 South. New development should be closer to the street with setbacks that allow for outdoor dining and landscaping. Parking lots should be prohibited between the front of the building and the street and located in the side or rear yard. Additional building height should be allowed to permit more uses and to give the intersections more prominence.

The intersection of Redwood Road and Indiana Avenue should be a focal point for the corridor. During a visual survey of potential development for this intersection, neighborhood residents were in favor of a scenario with taller, high-density buildings and streetscape amenities like decorative street lights and benches. Traffic calming elements, including crosswalks made of different, more decorative materials and bulbouts were also important.

Urban design guidelines for development between intersections are also important. There should be more uniformity throughout the corridor to improve its visual appearance. Unnecessary parking lot entrances should be eliminated by using shared driveways and cross-access easements. This reduces the number of conflicts between automobiles and pedestrians.



Residents indicated that they preferred development similar to this at Redwood Road and Indiana Avenue. This is a rendering of what the southeast corner of the intersection could look like with moderate density residential mixed with commercial businesses and office space.

Pedestrian and bicycle improvements along the corridor are key to creating a safer environment. Curb, gutter and sidewalks should be fully installed for the entirety of Redwood Road. All crosswalks at Redwood Road intersections should be designed with different materials, textures and colors than the street for place-making, highlighting significant intersections and traffic calming. The City should also consider dedicated bicycle facilities along Redwood Road that maximize safety due to the street’s traffic levels and speeds. One option is a cycle track, which is a grade- and curb-separated bicycle lane. Additionally, all public transit stops should be covered and connected directly to sidewalks and to the roadway.

General Policies for Commercial Land Uses

C-1. Expand commercial options throughout West Salt Lake.

- a. Increase the residential density along the eastern side of Redwood Road to support an increase of commercial options.
- b. Develop economic development programs that facilitate the creation of locally-owned businesses, especially businesses that meet community needs such as health services, financial services and restaurants.
- c. Help locally-owned businesses grow or redevelop through grant, loan and education programs.
- d. Recruit more retail and service businesses to the community in anticipation of population growth.

C-2. Target specific centers and corridors for commercial growth.

- a. Rezone properties at the intersection of 400 South and Concord Street for more commercial development options.
- b. Rezone properties at the intersection of Indiana Avenue and Navajo Street to allow for more commercial development options and to encourage redevelopment of incompatible uses.
- c. Identify other opportunities for zoning changes along major corridors—400 South Indiana Avenue, California Avenue, 1700 South and 2100 South—to allow for new commercial development.

C-3. Create more pedestrian-friendly and unique public places at commercial centers.

- a. Eliminate unnecessary vehicular entrances and exits when businesses redevelop.
- b. Prohibit parking between buildings and streets at neighborhood commercial centers.
- c. Modify zoning regulations where necessary to allow neighborhood businesses to use on-street parking.
- d. Create neighborhood commercial districts at specific intersections as identified in this chapter and provide resources for streetscape enhancements such as benches, planters or streetlights with banners.
- e. Create design standards for neighborhood commercial areas.

Policies for Redwood Road

C-4. Encourage redevelopment throughout the Redwood Road corridor.

- Change zoning as necessary to encourage higher density residential and mixed use development at the intersections of 400 South, Indiana Avenue and more community-oriented commercial development at California Avenue.
- Explore the possibility of creating an “entertainment zone” or some type of recreation center on Redwood Road between I-80 and Indiana Avenue.

C-5. Create a safer environment for pedestrians and bicyclists on Redwood Road.

- Add sidewalks, curb and gutter, and crosswalks at all locations where they are missing on Redwood Road.
- Consider the addition of bicycle lanes or a grade-separated cycle track on both sides of Redwood Road.
- Repair any existing sidewalks, curbs and gutters, and crosswalks that are in poor condition on Redwood Road.
- Install streetlights on Redwood Road that are oriented toward both automobiles and pedestrians.
- Require removal of unnecessary driveway entrances during redevelopment and encourage adjacent buildings or neighboring developments to share drive entrances where possible.
- Ensure connections and road crossing associated with the 9 Line Trail and proposed Surplus Canal trail are safe and well-marked for automobile traffic.

C-6. Provide a better buffer for Glendale and Poplar Grove from industrial uses.

- Eliminate split-zoned properties between Redwood Road and I-215 in favor of a more appropriate commercial zone that is appropriate for a commercial street.

C-7. Capitalize on Redwood Road’s size and regional importance to create a gateway into West Salt Lake.

- Install a monument sign or other gateway feature on Redwood Road at the I-80 gateway and the Highway 201 gateway to welcome visitors to Salt Lake City.



One example of how the gateway at Redwood Road and I-80 could be improved: landscaping and a monument sign.

C-8. Expand public transit options on Redwood Road.

- a. Ensure all public transit stops are properly covered and accessible from the sidewalk and the road.
- b. Support the development of a bus rapid transit line on Redwood Road in the next five to ten years.
- c. Explore the suitability of Redwood Road for a light rail transit line within the next 20 years.

C-9. Create a community commercial center at the intersection of Redwood Road and Indiana Avenue.

- a. Rezone properties at the intersection to allow for more dense development, a broader range of uses that are compatible with increased residential development, and more flexibility in site development.
- b. Enhance the pedestrian experience at the intersection through streetscape improvements and urban design regulations.
- c. Focus economic development efforts on recruiting and attracting businesses to the intersection that serve the community.

Neighborhood Centers & Corridors

Vision

Glendale and Poplar Grove will be home to active and attractive neighborhood centers that offer residential, commercial and recreational options to their residents. These neighborhood centers will be located along corridors that are visually appealing and safe for all modes of transportation.

Neighborhood Centers

Some intersections in West Salt Lake have potential to become neighborhood centers with a mix of small commercial establishments and multi-family housing. These intersections would be easily accessible from residential neighborhoods and offer services that cater to everyday needs of local residents. Residential and commercial uses would be provided in mixed use buildings. The most common style of mixed use building is one with commercial uses on the first floor and residential units above.

Neighborhood centers should be designed for pedestrian traffic so that residents can comfortably walk from the neighborhoods surrounding the center. These centers thrive when there are good connections and a stable base of residents nearby. As the neighborhood centers grow and more people move into the new housing units, the future commercial potential grows in response to the needs of the community.

Residents identified the intersection of 900 West and 900 South as an ideal location to develop a new neighborhood center. 900 West is one of the community's major north-south routes and 900 South is an east-west route that connects West Salt Lake to the rest of the City. This intersection is discussed more in depth later in this section.

Existing Centers

There are other intersections in West Salt Lake that could potentially grow into neighborhood centers. They include 900 West at California Avenue, Glendale Plaza and 900 West at 400 South. These centers have some commercial elements that can be expanded for a successful neighborhood center but currently lack the residential population to help them grow.

900 West & California Avenue

The intersection of 900 West and California Avenue is another potential neighborhood center because of the community destinations located there. The Sorenson Multicultural and Unity Center is a highly-valued community asset and brings people to the intersection on a daily basis. Riley Elementary is directly south of the Sorenson campus. On the north side of the 900 West and California Avenue intersection sits the Salt Lake Community Action Program's Head Start building,



An example of a mixed use development in Montgomery County, Maryland. The ground floor is entirely commercial while the two stories above are residential condominiums or apartments.

another use that serves the community. Just north of the intersection, on the west side of 900 West, there is an opportunity for improved access to the Jordan River and the Jordan River Parkway. Small neighborhood commercial uses and multi-family residential buildings could capitalize on the assets around the intersection and the daily visitors to the Sorenson Multicultural and Unity Center. There is also opportunity to expand the commercial and residential options to the east of the intersection. The 1300 South viaduct will soon be replaced and provide better access for pedestrians, which underscores the importance of the road as an east-west connection. Expanding the neighborhood center to the east would also provide the additional density needed to attract more commercial to the area.

Glendale Plaza

Glendale Plaza is an established shopping center along Glendale Drive and Navajo Street. Glendale Drive links Glendale Plaza to another small commercial intersection at Glendale Drive and California Avenue. Currently, Glendale Plaza includes a retail store and a school. On the east side of Navajo Street, there is a grocery store and an assisted living facility. At the California Avenue and Glendale Drive intersection, there are two small businesses. The remainder of the area is single-family residential. There is potential to redevelop Glendale Plaza and the intersection of Glendale Drive and Navajo Street to attract multi-family residential development and more commercial options to serve Glendale residents. The restaurant and shop on California Avenue at Glendale Drive are surrounded by two schools and the future site of the Glendale Library. The concentration of institutional issues attracts groups of people at certain peak times of the week and during the day. A change in zoning could spur development that takes advantage of visitors to the intersections and that brings more residents into the neighborhood through new residential development.

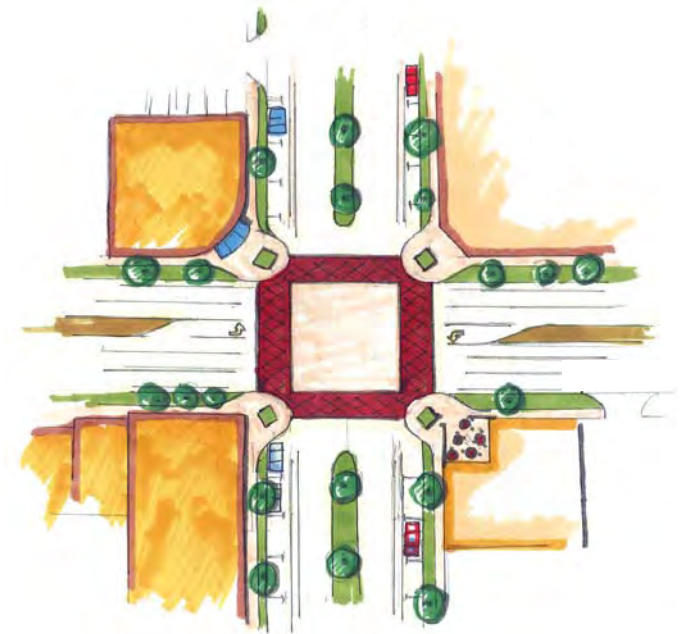
900 West & 400 South

From North Temple on 900 West, the first major intersection is 400 South, a major east-west route throughout the City which provides direct access to downtown, the University of Utah and the Salt Lake Central Station. 400 South is also an important gateway into Poplar Grove because it is an exit from I-15. Three of the intersection's corners are occupied by commercial uses and the fourth is vacant. The intersection could be rezoned to allow for more commercial and residential density. This would not only provide more housing options in the area, but would provide the foundation for new and expanded commercial businesses. Additionally, this location would be a good place for office buildings for small professional firms due to its proximity to Downtown, easy access from I-15 and a central location within residential neighborhoods. Urban design improvements, including pedestrian and bicycle improvements, to this intersection would also help distinguish the 400 South gateway.

Neighborhood Corridors

Neighborhood corridors are streets that function as the community's "main streets" and offer commercial and cultural options typically aimed at residents. West Salt Lake features three neighborhood corridors: 400 South, California Avenue and 900 West. All three streets are primarily

An example of how an intersection could be developed in the future. This example shows elements of good urban design, including unique crosswalk material, bulbouts, street trees, medians and planters at the intersection corners.



residential in nature but have intersections with commercial and institutional uses in the form of neighborhood centers. While 400 South is in Poplar Grove and California Avenue is in Glendale, 900 West connects both streets and the two neighborhoods. Community members believed that 900 West had the opportunity to be a better, safer and more attractive street. Ultimately, 900 West could become a destination itself, offering more shopping and services, more places for people to live and more ways for the residents and business owners to be active and engaged with their neighborhood.

Vision

The 900 West/900 South District will be a recreational destination for Salt Lake City and will be anchored by a collection of businesses and homes along 900 West. It will be central to the Glendale and Poplar Grove community and will link West Salt Lake to other Salt Lake City neighborhoods.

Focus Area

900 West/900 South District

900 West/900 South District

The intersections of 900 West with 800 South and 900 South have the potential to become a commercial and recreational destinations. This district also includes the area between the Jordan River and I-15. There are no specific north and south boundaries, but the area between 800 South and Jordan Park are the focal point. While the 900 West/900 South District is larger than a single intersection, the community indicated that the heart of the area should be anchored at 900 West and 900 South. The intersection of 900 West and 800 South is a commercial center, with the largest grocery store in West Salt Lake. 800 South is a major east-west route across the entire City. Additionally, 800 South is a major gateway into the community.

The majority of the district is single-family residential, but it has a commercial center at 800 South, light industrial uses on the east side of the district and community uses to the west. There are also recreation options throughout the district: the Jordan River Parkway, the 9 Line Trail and three large parks. The 900 West and 900 South intersection has opportunities for new commercial and residential development. The intersection is dominated by two billboards on the northwest corner. The other corners contain two small commercial establishments, the Sunday Anderson Westside Senior Center and the 9 Line Trail. The 900 West and 900 South intersection could become a gateway for the Jordan River and the Jordan River Parkway as well as a center for river recreation.

Assets, Weaknesses & Opportunities

The primary asset of the 900 West/900 South District is its location. It is approximately two miles from Downtown and the district is easily accessible by three major streets. Additionally, the area is comprised of a stable base of residences to support small-scale businesses. More residential development would be required before growth of the commercial area would likely occur. There is room for this new residential development throughout the district, such as infill development on the north side of 900 South, redevelopment of the 900 West block between Genesee Avenue and 900 South, and denser development along 900 West. Commercial development should be limited to 800 South, 900 South and 900 West.



What the Community Said...

The three most frequently mentioned ideas for the 900 West/900 South District were:

- The intersection of 900 West and 900 South should be developed as a recreation center for Salt Lake City.
- The Jordan River should be an integral part of any new development.
- The commercial center at 900 West and 800 South should be expanded to include more and a better variety of stores and services.

Specifically, residents wanted to see a more pedestrian-friendly area. They wanted to see connections with other areas along 900 West, 900 South and the Jordan River. They believed that getting rid of the billboards was key to improving the intersection.

The 900 West and 900 South intersection can be developed with a focus on recreational opportunities at the Jordan River, Ninth South Park, Jordan Park and the International Peace Gardens. At public meetings, residents indicated that the City should find a way to emphasize the Jordan River's proximity to the intersection. The area has potential to be marketed for river recreation. The southeast corner of the intersection is a good location for a potential outdoor information center or a place to rent recreational equipment such as canoes, kayaks or bicycles. A café or restaurant at the intersection could also take advantage of its proximity to the river and trails for outdoor seating and live music. Additionally, the 900 West and 900 South intersection is an ideal location for community events, such as street fairs and neighborhood festivals, farmers' markets and community gardens to promote the area's diversity.

Residents also believe that the International Peace Gardens should be better promoted. The park's proximity to this intersection provides an opportunity to market this unique community asset.

The conditions around the 900 West and 900 South intersection create challenges for large-scale development. However, a small-scale commercial center would complement the larger commercial center at 800 South. A neighborhood commercial center with condominiums and apartments would work well on the intersection's northwest corner. The Sunday Anderson Westside Senior Center could also be incorporated into a development that could include housing or neighborhood commercial uses. Finally, the southwest intersection is also limited, but the existing businesses could be incorporated into a larger corner development with additional floors for commercial space. This corner, and the stretch of 900 West between 800 South and 900 South, could provide an opportunity for a business incubator, dedicated to creating new, locally-owned businesses to serve the community.

The 900 West and 800 South intersection has more opportunities for additional commercial development. All four corners can be more intensely developed to bring businesses closer to the street and make the intersection more attractive for commercial development of all kinds. Buildings could also be designed to integrate multi-family residential uses.

Residents expressed an interest in a streetcar line along 900 South that would travel between 900 West and the 900 South TRAX station at 200 West. The possibility of a streetcar on 900 South will be studied in depth in the future 9 Line Corridor master plan.



Access to the Jordan River at the end of 900 South makes for a good opportunity for a recreation-related business.

The 9 Line

The 9 Line is a bicycle and pedestrian corridor between 200 West and Redwood Road along a former railroad line on the south side of 900 South. It was opened in November of 2011 and provides connections between Redwood Road, the Jordan River and the TRAX station at 200 West. The City is exploring the possibilities within the corridor with the community to identify how it will look and what it will offer in the future in terms of amenities and recreation opportunities.



Urban Design

Throughout the district, improvements should be made so that the streetscapes reflect the pedestrian-orientation of the area desired by the community. Sidewalks should be widened where necessary and parking for commercial uses should be placed behind or to the side of buildings. As the area redevelops, driveways on major roads should be reduced in number, shared between properties or moved to side streets.

The two major intersections on 900 West deserve the most focus with regard to public improvements. Crosswalks should be made of different materials and colors than the road itself. Street lights and signage should be oriented toward both pedestrians and automobiles. Street lights along the major roads in the district should also be outfitted to hold banners that advertise area events or assets. Benches should also be placed near intersections. These benches should feature a unique design that reflects the district's identity. All bus stops along major routes should be designed so that they provide shelter and are directly connected to sidewalks.

The relationship between buildings and public spaces is also important to urban design. Buildings on corner lots should be oriented to the corner. New commercial and multi-family development should have entrances along the street. Buildings that abut the 9 Line corridor should be designed as if the trail were a public street. Businesses and residences should be encouraged to use outdoor space, such as outdoor dining and pocket parks.

Vision

900 West will be a safe and welcoming environment for pedestrians, bicyclists and drivers as they travel through the Glendale and Poplar Grove neighborhoods. It will be a neighborhood thoroughfare with small commercial businesses and a corridor that provides connections to the community's neighborhoods, the Jordan River and West Salt Lake's parks from elsewhere in the City.

900 West Corridor

900 West runs throughout West Salt Lake from I-80 to 2100 South. It is one of three roads in West Salt Lake that connects to North Temple, the others being 1000 West and Redwood Road. Because of the commercial businesses along 900 West north and south of I-80, it is an important route for all modes of transportation and, outside of Redwood Road, the most direct north-south route through West Salt Lake.

The segment of 900 West between I-80 and California Avenue is especially important. Between I-80 and California Avenue, 900 West is primarily residential except for scattered commercial businesses centered around intersections, institutional uses and open space. Its major intersections are at 400 South, 800 South, 900 South and 1300 South. 900 West connects the neighborhood to North Temple and the TRAX light rail line. In the *North Temple Boulevard Plan*, 900 West between North Temple and I-80 was envisioned as the future "main street" for the Euclid neighborhood. The improvements and urban design features of 900 West recommended in that plan should be carried into West Salt Lake. South of California

Focus Area 900 West



Avenue, 900 West transitions into more of a regional commercial district with heavier commercial and light industrial uses. Major changes to this section of 900 West are not anticipated.

The 900 West and 800 South intersection is a commercial center and the 900 West and 900 South intersection is a potential neighborhood and recreation center. The 900 West and California Avenue intersection has a mix of community, commercial and residential uses anchored by the Sorenson Multicultural and Unity Center. In addition to the single-family homes and commercial uses along 900 West, green space is a key feature of the corridor. Because a majority of the street is single-family residential with large street trees and park strips, 900 West feels like a neighborhood street instead of a major City thoroughfare.

Assets & Weaknesses

The section of 900 West between I-80 and California Avenue features some of West Salt Lake’s greatest assets according to residents. They identified the commercial areas at 400 South and 800 South as important, but wanted both commercial centers expanded to include more retail and services. 900 West’s proximity to the Jordan River and other parks was also considered an asset and an opportunity. The International Peace Gardens brings recognition to the community but needs to be better celebrated and funded. A majority of the attendees at the community meetings said they value the institutional uses along 900 West such as the Chapman Library and the Sorenson Multicultural and Unity Center. 900 West also has large, mature trees that help create a more pedestrian-friendly streetscape. Between 900 South and California Avenue, there are some large, historic single-family homes that provide neighborhood stability and can complement future improvements elsewhere in the corridor.

The corridor’s primary weakness is that it lacks visual continuity between I-80 and California Avenue. While some homes are in good condition, there were some vacant or poorly-maintained homes that residents had concerns about. Others stated that commercial uses in the corridor are not always inviting or easily accessible for pedestrians and bicyclists. Residents also disliked the width of the sidewalks and the lack of landscaping in places. Another weakness is that there is no indication along 900 West that the Jordan River is nearby. There is at least one location on 900 West that could eventually become a Jordan River access point very close to the intersection with California Avenue.

Urban Design

An important aspect of urban design guidelines is to recognize that streets are public spaces. 900 West is a major corridor in West Salt Lake with many assets, important intersections and opportunities for growth. With the Jordan River Parkway and the 9 Line Trail intersecting near 900 West, pedestrian and bicyclist safety is a concern. Additionally, any commercial and residential growth will require alterations to the intersection to make it safer and usable for all forms of transportation. Slowing traffic down is one of the keys to improving the pedestrian experience along 900 West.

What the Community Said...

900 West was identified as the most important neighborhood thoroughfare in the community. Residents like that it is close to the Jordan River and features parks and important public spaces like the Sorenson Multicultural and Unity Center and the Chapman Library. The commercial center at 900 West and 800 South was also a popular destination in the community. They did not like that the street was inconsistent in its design and is not as walkable as a street like this should ideally be.

The vision for 900 West included a variety of elements. Residents wanted it to be safe and welcoming to both automobiles, pedestrians and cyclists. They wanted it to be visually attractive and wanted to see the Jordan River highlighted along the corridor.

Residents also wanted to see new development along the corridor. However, they wanted that new development to be respectful of existing single-family homes: buffering, height restrictions and screening were all important.



An example of a bulbout on a neighborhood street. Bulbouts are designed to reduce the distance pedestrians must walk to cross streets and to make them more visible to passing cars.

Slowing traffic can be accomplished through urban design features such as landscaped medians or special intersection materials such as brick or stamped, colored concrete that would also help create a sense of place at major intersections and link the Glendale and Poplar Grove neighborhoods. Medians on 900 West should be designed with native or drought-tolerant landscaping and feature public art where possible. 900 West could also be a possible location for the green shared bicycle lane, where bicycle traffic shares a lane with automobile traffic, provided traffic in the corridor is slowed to ensure safer conditions.

Crosswalks should be made of contrasting materials, with unique textures or colors, which improves the look and feel of the streetscape while also helping to reduce traffic speeds. New mid-block crosswalks could be installed across from public spaces in the middle of large blocks (such as the Jordan Park block) and should be placed in highly visible locations with clear signage and other warning features, such as flashing lights, where warranted. All public transit stops should be covered, easily accessible for all users and directly connected to sidewalks and the curb. All of these streetscape improvements will help slow down traffic, create a safer environment, and improve the appearance and connectivity of the corridor.



An example of a crosswalk that is both raised and made of materials different from the rest of the street. Two goals of these features is to make drivers more aware of crosswalks and to slow traffic down.

Similar to the guidelines in the 900 West/900 South District, buildings at intersections should be oriented to the corner. Corner buildings should also be designed to stand out along the corridor, whether through unique architectural features, elements or building design. New commercial and multi-family development should have entrances along the street. Businesses are encouraged to use projecting or canopy signs along the street as well. Outdoor dining or seating should be used when possible to create active public spaces.

General Policies for Neighborhood Centers & Corridors

D-1. Develop mixed-use neighborhood centers throughout Glendale and Poplar Grove.

- a. Rezone properties at the intersection of 900 West and 400 South and the intersection of 900 West and California Avenue to promote development of neighborhood centers.
- b. Rezone properties along Glendale Drive between the Navajo Street intersection and California Avenue to promote a higher density mix of residential and commercial uses.

D-2. Make neighborhood centers and corridors unique and pedestrian-friendly public spaces.

- a. Highlight key neighborhood intersections with streetscape elements such as streetlights and crosswalk materials.
- b. Install or replace missing or damaged sidewalks, curb and gutter, and crosswalks throughout the 400 South, California Avenue and 900 West corridors.
- c. Install bulbouts at key neighborhood center intersections.
- d. Install enhanced crosswalks along California Avenue between Concord Street and Glendale Drive in anticipation of heavier pedestrian traffic around the Glendale Library.

Policies for the 900 West/900 South District**D-3. Create a neighborhood center in the area around 900 West and 900 South intersection.**

- a. Rezone properties in the district to allow for denser residential development and expanded commercial and office development while heavily emphasizing the design and scale of new development.
- b. Ensure zoning regulations provide adequate buffering between higher-density development within the district and the lower-density development outside of it.
- c. Remove the billboards on the northwest corner of the 900 West and 900 South intersection.
- d. Create a neighborhood business district anchored around 800 South and 900 South.
- e. Establish a business incubator development within the district, preferably on 900 West between 800 South and 900 South.

D-4. Establish urban design guidelines for the 900 West/900 South District.

- a. Modify language in applicable zoning districts so new development in the area reflects the urban design recommendations for the district.
- b. Ensure that all new public way improvements, such as sidewalks and streetlights, reflect the urban design recommendations for the district.

D-5. Capitalize on the district's open space to expand recreation opportunities.

- a. Recruit outdoor- and recreation-related businesses for the district to capitalize on the district's unique recreation opportunities.
- b. Improve the 900 South streetscape between the Jordan River and 900 West by maintaining the public way improvements and vegetation on City-owned properties.
- c. Determine methods of making the Jordan River more visible from 900 West.
- d. Develop signage standards that establish the identity and character of the district and detail the connections to the International Peace Gardens, the Jordan River Parkway, the 9 Line and other area recreation opportunities.



Inlaid street markers, such as this one for 900 South on 700 West, are simple ways to help create a sense of place around an intersection.

D-6. Make 900 South one of the primary connections between the west and east sides of Salt Lake City.

- a. Develop a corridor plan for 900 South.
- b. Rezone properties to encourage compatible residential and commercial development along 900 South to help connect the 900 West and 900 South intersection with the proposed redevelopment of the Granary District around 400 West and 900 South and to provide opportunities for more activity along the 9 Line Trail.

D-7. Establish a unique identity and presence for the district.

- a. Work with community members and stakeholders to promote the district through public artwork and other streetscape amenities.
- b. Provide the necessary resources for the community to market the district and its recreation opportunities.

Policies for 900 West**D-8. Provide the framework for development of 900 West between I-80 and California Avenue.**

- a. Rezone properties in the district to allow for more dense residential development and expanded commercial and office development.
- b. Ensure that all new public way improvements, such as sidewalks and streetlights, reflect the urban design recommendations for the district.

D-9. Make 900 West safer for all modes of transportation.

- a. Install traffic calming and pedestrian-friendly features such as bulbouts, medians, raised crosswalks and crosswalks made of different materials along the 900 West corridor.
- b. Increase the width of all sidewalks on 900 West to at least six feet.
- c. Require removal of unnecessary driveway entrances during redevelopment and encourage adjacent buildings or neighboring developments to share drive entrances where possible.
- d. Replace existing automobile-oriented streetlights with ones that are designed to provide light for both automobiles and pedestrians.
- e. Install highly-visible crosswalks with supplemental warning features on 900 West between 900 South and California Avenue for pedestrian access to Jordan Park.
- f. Determine the suitability for bicycle facilities, such as green shared bicycle lanes, on 900 West.
- g. Upgrade all bus stops along 900 West so that they are directly accessible from sidewalks, sheltered and visible to vehicle traffic.



An example of a crosswalk that is highly visible during the day and at night. These type of crosswalks would be good for 900 West for residents wanting to access the parks and the Jordan River from the east side of 900 West.

D-10. Improve the streetscape and visual appearance of 900 West.

- Maintain all mature trees along 900 West where possible.
- Modify language in applicable zoning districts so new development in the area reflects the urban design recommendations for the district.
- Prohibit parking between buildings and front property line for new development along the corridor.
- Outfit streetlights with banner brackets that can be used to market the district and community events.

D-11. Capitalize on the proximity of 900 West to the Jordan River.

- Add both pedestrian- and automobile-oriented signage along 900 West indicating river access points.
- Consider the possibility of Jordan River access at the commercial property on the west side of 900 West at approximately 1300 South to the City.
- Encourage urban design elements such as street signs, lights and public art that thematically relate to the Jordan River.



San Jose incorporated water-related colored concrete patterns in the sidewalks and train station platforms near a trailhead for the Penitencia Creek Trail (above). Other areas along the trail had different types of installations (left).

Parks, Recreation & Public Spaces

Vision

West Salt Lake will become Salt Lake City's destination for recreational opportunities because of the Jordan River and the network of parks, green spaces, trails and public spaces. These spaces will be well-maintained and easily accessible for all of the City's residents.

Parks and Public Spaces

The Glendale and Poplar Grove neighborhoods have a variety of green spaces, ranging from small neighborhood parks to a community golf course. There are approximately 100 acres of City park space, not including the Glendale Golf Course and the Jordan River Parkway. Residents feel that these parks are hidden treasures with great potential. Development and upkeep of these green spaces can draw more visitors and they can become gathering places for the community. Parks, open spaces and public spaces are not just places for recreation; they are places where members of the community gather to meet and socialize with their neighbors. They help strengthen community ties and create more interaction with a diverse group of people. These spaces are also a part of a community's identity and given the amount of green space and public space in West Salt Lake, it is important to maintain existing spaces and identify future opportunities.

One of the key green spaces in Salt Lake City is the Jordan River and the Jordan River Parkway. The trail provides access to the river through most of Salt Lake Valley and Utah County. The segment of the Jordan River Parkway in West Salt Lake begins at the City's southern boundary and extends north to the Fisher Mansion at 200 South. West Salt Lake's largest park, Jordan Park, is along the east side of the Jordan River between 900 South and 1300 South. It includes the International Peace Gardens and a popular skate park. Since its dedication in 1952, the International Peace Gardens have been a signature public space in Salt Lake City, where 26 different countries are represented. Additionally, the City introduced the 9 Line, a trail between 200 West and Redwood Road which connects TRAX and the Jordan River. The City will soon begin the process of developing a corridor plan centered on the trail.

Other recreational and public space assets in West Salt Lake include the Sorenson Multicultural and Unity Center, the Chapman Library, the future Glendale Library and Seven Peaks Salt Lake (formerly Raging Waters). The Sorenson Multicultural and Unity Center opened in 2006 and provides programs and services to West Salt Lake residents and the Chapman Library is the oldest existing Salt Lake City library. To better serve West Salt Lake, a second library will be opening in the Glendale neighborhood. Like the Glendale Golf Course, the Seven Peaks Salt Lake water park is a regional draw that brings visitors to West Salt Lake.

Some of the primary concerns expressed about the community's parks and green spaces were safety and maintenance. Residents wanted to see more money spent on parks and their upkeep. A common frustration was the frequency of light fixture vandalism. Overgrown weeds were also consistently mentioned during meetings as a problem because weeds impede trail usage and create spaces many find unsafe.

What the Community Said...

Many residents were happy with the parks available in West Salt Lake. There were some concerns with safety, park amenities and maintenance, however.

The two major themes among residents' ideas for the future of West Salt Lake's public spaces were a desire for more amenities in parks and more programming for children (especially active uses, such as soccer fields).



West Salt Lake is home to parks of all sizes, a golf course and two trails.

Opportunities

West Salt Lake's parks can be improved with additional amenities and recreational opportunities. The community has expressed the need for some of the spaces to be programmed to accommodate local youth sports. Currently, there are several baseball fields and tennis courts, but few soccer fields and basketball courts. More programmed park space can provide opportunities for organized youth sports and activities as well as less-organized space for pick-up games.

Residents also expressed a desire to see additional facilities and activities within public spaces. Ideas included amphitheaters for public performances, organized community and neighborhood events, off-leash dog parks and additional river access points for canoeists and kayakers. There is also a need for recreation opportunities for multiple generations, especially young children and seniors.

Vision

The Jordan River will continue to be the ecological, environmental and recreational heart of West Salt Lake and a destination for all residents of Salt Lake City.

Jordan River Parkway

The Jordan River is a valued community and regional asset. It is a public amenity that offers various recreational opportunities, including a bicycle and pedestrian path and parks. The river links Utah Lake to the Great Salt Lake and the Jordan River Parkway links between two of the largest population centers in Utah. Not only does the trail serve as a connection between communities, it also helps raise awareness of the river and provide opportunities for recreation. Salt Lake City has multiple parks, open space and attractions along the river, including Jordan Park, the International Peace Gardens, the Glendale Golf Course. The Jordan River serves as a home for many migratory birds, fish, and plants. Multijurisdictional efforts to preserve and restore wildlife habitat, wetlands and water quality are underway.

Assets & Weaknesses

Despite the efforts the City has made to improve the Jordan River corridor, it still has a long way to go according to those in attendance at community meetings. Community members identified several issues regarding maintenance and safety of the river and the parkway. Trash is frequently visible and some use secluded spots along the river as dump sites. Community members feel that some sections of the river are unsafe because they are isolated, overgrown with weeds and are inadequately lit. The Jordan River is often hidden from view by brush and concrete barriers. Because of this, people often overlook the river and may not consider it an asset. However, it is obvious that overall the community values the Jordan River and recognizes the recreation opportunities and environmental assets that are found there and nowhere else in Salt Lake City.

What the Community Said...

The Jordan River was identified as the greatest asset of West Salt Lake by the community. It is a unique feature in West Salt Lake and it offers opportunities found nowhere else in the City.

Members of the community identified some weaknesses however: they wanted to see parts of the river cleaned up, they wanted safety concerns addressed, and they wanted the City to advertise it and its benefits to the entire City.

Focus Area

Jordan River



The community's vision for the Jordan River included:

- The trail should be inviting for all users.
- It should provide opportunities for multiple types of recreation and multigenerational activities.
- It should become a safe gathering place for everyone in the City.
- The Jordan River Parkway should be completed between 200 South and North Temple.

Some members of the community want more development along the river while others want it to return to a natural state. Both sides agree that the Jordan River should be made more prominent. The extent to which the land near the river is developed should depend on the section of river. The City should conduct an ecological evaluation of potential and existing habitat on undeveloped land adjacent to the Jordan River to determine the most appropriate type of open space for each area.

Urban Design

Use of the Jordan River Parkway can increase if the trail is designed to accommodate multiple users at once. Currently, the trail’s width discourages regular users and commuters due to conflicts between pedestrians and bicyclists. A solution that has proven successful in other parks has been the implementation of two adjacent, parallel trails, one made of asphalt or concrete and another made of gravel, where there is room for both. These types of trails provide more space to walk or bike. Another way to promote trail usage is to install more benches and environmentally appropriate lighting—lighting that does not disrupt or disturb wildlife—along the corridor. The type of lighting used should consider safety and the setting. Pathway lights are an example of adequate lighting for most of the trail. High traffic segments of the trail should have higher intensity lights that are shielded and directed downward at the trail. This would make the trail more inviting and create a safer environment for older residents and young families. Invasive plant species overgrowth should be controlled to provide improved environmental quality and better sight lines for trail users.



Maintaining the Jordan River as a recreational asset was one of the most common points made by the community.

Vision

The Surplus Canal will become an active public space providing new recreational opportunities for West Salt Lake residents and employees while protecting the canal’s primary function. The canal trail will connect Glendale and Poplar Grove with other City trails and be part of a regional trail network.

Focus Area Surplus Canal

Surplus Canal

The Surplus Canal is operated by Salt Lake County for Jordan River flood control. The canal is approximately three and a half miles long within the West Salt Lake community. It begins directly north of 2100 South where it diverts water from the Jordan River and flows around the Salt Lake City International Airport ending in the Great Salt Lake. The canal is adjacent to residential neighborhoods and open space before it crosses Redwood Road at California Avenue. From that point, it is within West Salt Lake’s industrial districts.

Access to the canal is not restricted, although it is gated in many places. Dirt pathways line both sides of the canal for most of its length and provide opportunity for usage. Another section of the canal near Indiana Avenue is used by a local rowing club during the summer. Any proposal for the Surplus Canal should not interfere with its primary purpose of flood control and any changes are subject to approval from Salt Lake County.



Surplus Canal Trail

Many residents and business owners consider the Surplus Canal a potential route for a trail similar to the Jordan River Parkway. The section that would pass through the Glendale neighborhood could provide residents and visitors with walking, running and bicycling opportunities. A trail through the City's industrial parks would provide a great outdoor amenity for employees who may want to walk, run or bike during the day. It has been noted by business owners west of Redwood Road that such trail would also provide their employees an opportunity to safely commute by walking or biking.

A trail along the east side of the canal from 2100 South to 500 South has already been proposed in the City's current *Bicycle & Pedestrian Master Plan*. Since the canal itself connects to the existing Airport Trail, the proposed Surplus Canal trail should continue north to the Wingpointe Golf Course and connect to that trail. With this additional connection, there is potential for an even larger network for bicyclists and other users.

Establishing the trail in the short term, with signage and grading of the existing surface, would allow for usage while the City made long terms plans for a more permanent and developed trail.

Green Spaces along the Surplus Canal

There are opportunities for new parks and green spaces at certain points along the canal. There are areas along the canal at 2100 South, 1700 South and at the Redwood Road and California Avenue intersection that could be used for small, local parks. Fencing, trees, benches and other elements could be used to create a public space and improve the streetscape. The seasonal rowing dock at Indiana Avenue has the potential to be upgraded into a summer recreational center with restrooms and boat storage.

Urban Design

The section through the Glendale neighborhood should resemble the Jordan River Parkway. West of Redwood Road, the trail may have a more industrial feel but should still be safe and comfortable for use. The trail should utilize existing access roads along the canal easement and be a continuous concrete or asphalt pathway that can be easily used by everyone. Small pocket parks and floating ramps should be installed at the canal's intersections with 2100 South, 1700 South and Redwood Road. Benches and trash cans should be placed at regular intervals. Lighting should be installed only at the small parks on major roads. Artwork can be used to further enhance the trail. Painted murals on blank walls of buildings adjacent to the trail should be allowed west of Redwood Road as a means of softening the impact of the industrial uses along the trail while providing unique opportunities to add artwork in the public space. Directional signs and informational or interpretive signs are also important and provide opportunities to establish continuity throughout the corridor.

What the Community Said...

Both residents and business owners west of Redwood Road saw value in creating a trail along the Surplus Canal. They believed that more active recreation options would be useful for both residents and employees in the community.

The vision for the Surplus Canal includes:

- A trail that connects West Salt Lake to other parts of the City.
- A means of creating a City-wide trail network, including the Jordan River Parkway and the Airport Trail.
- An active trail with small parks along it for people to gather.



A seasonal recreation center with bathrooms and equipment storage, appropriately set back from water, could be a valuable addition to the Surplus Canal. The Surplus Canal is already used by local rowing clubs during the warmer months.

General Policies for Parks, Recreation & Public Spaces

E-1. Improve the appearance and maintenance of existing parks.

- a. Remove overgrown invasive plant species.
- b. Explore options for light fixtures in parks and open spaces that are more resistant to vandalism.
- c. Organize community trash pick-ups.

E-2. Work with the community to identify needs and provide additional recreational opportunities in developed parks.

- a. Work closely with community to determine needed park amenities and opportunities.
- b. Consider neighborhood soccer fields, playgrounds, skate parks, BMX parks and other child- and youth-friendly amenities where possible.
- c. Where possible and appropriate, offer community gardening opportunities.
- d. Build running/jogging trails in developed parks where space allows.
- e. Consider building amphitheaters in select parks to allow for more variety of community events.
- f. Ensure the parks are accessible open space areas specifically for seniors, families with young children and persons with physical disabilities.
- g. Ensure all parks have distinct signage and entrance features.



Residents expressed a desire to see more programmed activities in existing parks. The rendering above shows Sherwood Park with soccer fields for youth leagues.

Policies for the Jordan River

E-3. Make the Jordan River more inviting to all users.

- a. Place standardized signage for the entire trail throughout Salt Lake City and at all street crossings.
- b. Consider redesigning the trail or add an additional lane to provide safer conditions for different types of users, such as families with children and experienced bicyclists.
- c. Continue to maintain the parkway's pavement when needed.
- d. Add context-sensitive lighting, trash cans and seating along the trail at regular intervals.
- e. Consistently remove and control invasive plant overgrowth along the trail and river.
- f. Consider adding appropriate active uses, such as playgrounds, to developed parks with underutilized space along the Jordan River and conserve undeveloped, natural areas for habitat.
- g. Add kayak and canoe launches at appropriate locations along the Jordan River to prioritize public access while protecting ecological assets.
- h. Develop a river trail map for canoes and kayaks and sign the locations of these amenities.
- i. Better emphasize trail connections at crossing streets.
- j. Organize regular trash pick-up events.



Bollard lights such as these are one way to safely light the Jordan River Parkway while being sensitive to the river's natural state.

E-4. Complete the Jordan River Parkway.

- a. Continue working with Union Pacific to complete the Jordan River Parkway between 200 South and North Temple to improve the connectivity between West Salt Lake and the North Temple Boulevard area.
- b. Ensure the Jordan River Parkway between 200 South and North Temple is along the Jordan River and not surface streets.

E-5. Improve and maintain the ecological health of the Jordan River.

- a. Continue to maintain and restore native plant species.
- b. Conduct an ecological evaluation of potential and existing habitat on undeveloped land adjacent to the Jordan River to determine the parcel's most appropriate use of open space.
- c. Further multijurisdictional efforts to conserve and restore wildlife habitats, wetlands and water quality.
- d. Work with property owners to remove encroachments of private uses on public lands along the Jordan River corridor.

Policies for the Surplus Canal**E-6. Create a trail along the Surplus Canal.**

- a. Consider establishing a trail along the east side of the Surplus Canal with direct connections to the Jordan River Parkway and the Airport Trail.
- b. Study the feasibility of establishing small areas of green space along a future Surplus Canal trail for residents east of Redwood Road.
- c. Work with community groups to place murals and other public art elements on sides of buildings west of Redwood Road along the trail side.

Industrial Land Uses

Vision

The industrial districts of West Salt Lake are recognized for their contributions to the economic health of Salt Lake City while appropriately buffered from residential neighborhoods. Existing industrial uses near residential neighborhoods and commercial centers will be designed and buffered to minimize the impact on their neighbors. Heavier industrial uses will be encouraged to locate and expand west of I-215.

Industrial Areas in West Salt Lake

Industrially-zoned land makes up three-quarters of the land area in West Salt Lake, with the majority of that land located west of Redwood Road. There are two additional industrial areas in the eastern section of West Salt Lake: the area between 800 West and I-15 south of 700 South and the area between 1700 South and 2100 South from I-15 to Redwood Road. These areas are adjacent to residential or commercial development. While the industry west of Redwood Road is fairly isolated and surrounded by similar uses, the industrial areas in other parts of West Salt Lake present conflicts with nearby residents.

The majority of industrially-zoned land in West Salt Lake is designed for light industrial uses, especially in the 700 West corridor and the industrial areas south of 1700 South. Most of the uses considered light industrial, such as indoor fabrication and assembly, indoor commercial food production and warehouses can have less impact on nearby residential and commercial uses than heavier industrial activities. Unfortunately, there are some permitted light industrial uses that are incompatible with other types of non-industrial uses. These incompatible uses include heavy equipment rental and public outdoor storage. It is important that light industrial uses near neighborhoods are confined to indoor uses and designed and landscaped to minimize the impact on their neighbors.

The remaining industrially-zoned land in West Salt Lake is for heavy industrial uses and all of the land zoned for these uses is west of I-215. Heavy industrial uses have a greater impact on the surrounding environment with odors, smoke, noise and heavy truck or train traffic. Additionally, there is an ongoing concern about the possibility of hazardous material spills or similar emergencies. These uses should be distanced from neighborhoods. Any heavier industrial land uses should eventually be moved west of I-215 where they will be isolated from other uses.

It is important to note that any industrial uses located in inappropriate areas are allowed to continue operating in their current location. However, there can be limits to their expansion and growth in areas where the zoning has changed.

700 West Corridor

The existing industrial uses along 700 West and 800 West between 700 South and 1700 South should not be allowed to expand into the surrounding residential neighborhoods. These uses produce noise, pollution and traffic levels that have



What the Community Said...

Generally, residents noted the importance of the industrial businesses and their impact on Salt Lake City's economy. However, there were concerns with their proximity to the neighborhoods and possible negative impacts.

negative impacts on those neighborhoods. It is important these businesses are limited to indoor uses only to reduce their impacts. Landscaped street medians along 800 West between 600 and 900 South screen the industrial uses to the east but south of 900 South there are no medians to buffer residents from the industrial uses. Landscaped medians to the south, where there is room for such improvements, would provide the same benefit to those residential neighbors.

South of 1700 South

Industrial and heavy commercial uses make up most of the land area between 1700 South and 2100 South. There are also large office buildings and large retail and service options such as car dealerships. This area is more isolated from residential neighborhoods than the 700 West industrial corridor. While this area is appropriate for industrial uses, they should be limited to uses that have little to no impact on the Glendale neighborhood to the north.

Vision

The industrial area west of Redwood Road will be recognized for its economic importance to Salt Lake City and industrial businesses will be encouraged to locate and expand in the area. Improved landscaping and street design will enhance the traditional industrial development pattern, while road network improvements will help movement of freight and businesses traffic.

West of Redwood Road

The area west of Redwood Road has the majority of industrially-zoned land in West Salt Lake. It is the largest industrial section of the City. The area has direct access to the main highways in the region (I-15, I-80, I-215, Highway 201 and Bangenter Highway) and is served by the main Union Pacific rail line and a number of spurs.

This industrial area features a variety of uses, including heavy commercial, light and heavy industrial, and supporting retail. There is a mix of development styles among businesses, from newer light industrial subdivisions, such as Directors Row, to older factory-style buildings. A majority of Salt Lake City's most intensive industrial uses, like recycling facilities and chemical processing plants, are located there. Near the intersection of California Avenue and I-215 there are a few supporting retail businesses such as fast food restaurants and convenience stores.

The area has undeveloped land available for future industrial development, though there are some constraints from groundwater resources and height limits due to the proximity to the Salt Lake City International Airport. There is a large amount of available land and it is a prime location for industrial development along the Wasatch Front.

It is important for the City to work with the current and future businesses in the area because they are a vital component of the City's economy. During discussions with area businesses in March, business owners expressed frustrations with some City land use regulations, but showed an interest in working with the City on these issues.

Focus Area West of Redwood Road



What the Community Said...

For the most part, residents noted the importance of the industrial businesses and their impact on Salt Lake City's economy. However, there were concerns with their proximity to the neighborhoods and possible negative impacts.

The most common suggestion from the residents of Glendale and Poplar Grove was to limit the extent to which existing manufacturing businesses along Redwood Road could expand. In the future, residents wanted to see the intense manufacturing uses relocate west of I-215.

Transportation Issues

The frequent conflicts between trains, semi-trucks and passenger vehicles was an issue raised at multiple public meetings. Trains are vital to many of these businesses, but are sometimes responsible for significant traffic delays at crossings. Semi-trucks cause congestion and increased roadway deterioration leading to poor road conditions. Despite these conflicts, it should be noted that heavy train and semi-truck activity is a sign of the City's economic health. Additionally, Union Pacific has been an important development partner in an industry that is regulated by the federal government.

There are very few alternative transportation options west of Redwood Road. Commuting by bus requires additional travel by foot or bicycle. For a majority of the industrial area, the closest bus stops are either on Redwood Road or 1700 South. Additionally, there are few streets with continuous sidewalks and distances between businesses are larger than elsewhere in the City.

Currently, the City requires the installation of sidewalks with any new development. In addition, Salt Lake City promotes alternative means of transportation for health and environmental reasons. Because of this, bicycle lanes and sidewalks are key components of City streets. These policies are not supported by many of the area's business owners and operators. They cite safety concerns and lack of usage as reasons against the policy. However, the City's complete streets ordinance is critical to ensure a complete, citywide multimodal transportation system and important for property owners and employers in this area.

Supporting Retail and Service

There are few restaurants and other supporting retail businesses west of Redwood Road. The majority of these are centered around the California Avenue and I-215 intersection. March meeting participants expressed interest in more supporting retail, such as restaurants, financial services and dry cleaners in their immediate area. Currently, most workers in the area must go to Redwood Road, Downtown or West Valley City for these options. Because supporting retail businesses require a higher daytime population, it would be best to locate these businesses in the eastern part of the industrial area.

Transition at Redwood Road

Redwood Road is the traditional boundary between the residential and industrial areas of West Salt Lake. There are industrial uses directly on Redwood Road across from the residential neighborhoods on the east side of the street. Currently, conflicts exist between the heavy industrial uses between Redwood and I-215 and the neighborhoods to the east. To prevent future conflict, heavy industry should be located west of I-215 and light industrial, light manufacturing and heavy commercial should be encouraged east of I-215. This will serve as a buffer between residences and heavy industrial uses. The light industrial and manufacturing developments should be well designed to enhance the buffer. New light industrial developments should have mostly indoor uses with limited outdoor storage and include street lighting, landscaped front yards and monument signage.

What the Community Said...

Business owners in the industrial areas west of Redwood Road wanted to see the area continue to grow. They were interested in seeing the City relax some of its land use regulations.

Four main themes came out of the community meetings and the meetings with business owners. They were:

- It was important for the City to continue its efforts to attract and maintain businesses to the area.
- More daytime retail options would be helpful for employees of the businesses west of Redwood Road.
- The buffer between industrial and residential uses needed to be improved.
- There were transportation conflicts that the City should review.

Urban Design

Industrial development design is typically large-scale and designed to meet the functional needs of the business. The two elements of design that are particularly important in industrial parks are yard areas and adjacent streets. As such, development standards should be concentrated on these design areas. Landscaping of front yards should be a priority for new and expanded industrial development, even in the most intensive manufacturing zones. Drought-tolerant landscaping options can assist in improving the appearance of industrial streets. Stormwater protection, in conjunction with landscaping, helps protect water and air quality. Successful industrial development design includes the use of shared driveways, large shade trees, utility service, street lighting, signage and building location. The City's complete streets ordinance should be continued in the area as it promotes alternative transportation modes.

General Industrial Land Uses General Policies

F-1. Restrict industrial uses in the 700 West Corridor and buffer existing uses.

- Amend the zoning ordinance to introduce design guidelines or other regulations specifically aimed at manufacturing districts east of I-215.
- Encourage the relocation of existing heavy industrial land uses along Redwood Road or 700 West to areas west of I-215.
- Consider adding landscaped medians between industrial and residential uses where possible.

Policies for West of Redwood Road

F-2. Mitigate conflicts between different types of transportation.

- When planning future public infrastructure development in industrial parks, incorporate a more integrated street network to minimize the conflicts between vehicle and train traffic.

F-3. Work with area businesses to grow development in the area.

- Create an economic development campaign to attract additional large industries to Salt Lake City.
- Specifically add representatives from industrial businesses to be part of the business advisory board so they can have more input on City decisions that affect them.
- Identify and consider rezoning small areas in key locations for supporting retail businesses within industrial parks.

F-4. Create a better transition zone between industry west of Redwood Road and residential neighborhoods to the east.

- Eliminate split zoned properties along the west side of Redwood Road in favor of commercial zoning.
- Create strict industrial design standards for new development east of I-215 and limit new development to indoor industrial uses.



It is recommended that design guidelines be created for new manufacturing development east of I-215. A building such as this one, located on 900 West near 3800 West is an example of how appropriate design and scale can minimize the visual impact of an industrial building and its use.

Transportation & Connectivity

Vision

The West Salt Lake community will have an efficient and well-maintained network of roads, bicycle routes, sidewalks and public transit options that allow all residents and visitors to travel safely and efficiently and to have more transportation options.

Transportation Choices

One of the key aspects of any transportation network is the extent to which residents and visitors have choices for getting around. One of the keys to a sustainable community is having infrastructure in place that allows people to travel without a car. The goal of improving the transportation network is not to discourage the use of the car entirely, but to encourage walking, bicycling or using public transportation where possible. The latter three modes of transportation have the additional benefits of improving health, decreasing pollution and reducing the amount of traffic on the City's streets.

Improving the quality of the streetscape with new sidewalks or better lighting can make walking or biking safer and more inviting. Driving may be easier in some instances because basic needs such as groceries, daycare or healthcare services may be too far away for walking, or the routes are unsafe or inaccessible by public transportation. The policies in this master plan with regard to increasing residential density and attracting more commercial options are designed to expand the retail and service options within neighborhoods, bringing them closer to where people live. They also provide jobs in the community which allow people to walk or bike to work instead of driving.

Transportation & Land Use

Transportation in West Salt Lake should be a model for the rest of Salt Lake City and other communities across the Wasatch Front. The challenges associated with the barriers and connectivity issues can be opportunities for developing stronger neighborhoods and places. West Salt Lake presents an opportunity to create a hierarchy of transportation options that make travel decisions easier: basic needs can be met easily by walking or cycling; public transportation, biking or bike and car sharing programs can be used for getting to work or community centers; and public transportation could be used for getting to more distant, regional destinations.

Strengthening existing connections is another way to improve the transportation network in West Salt Lake. The 900 West "Main Street" connection from North Temple down to the Glendale neighborhood can make the gateway at I-80 seem less like a barrier and more like a community gateway. More residential and commercial options on 400 South, 1300 South and Redwood Road can emphasize the importance of the transportation infrastructure and the streetscape along those roads, thus making those connections safer and more visually appealing.

Connectivity

One of the most common issues brought up in community meetings was how Glendale and Poplar Grove connect with the rest of the City. While neighborhoods like North Temple, Downtown, Fairpark and Gateway are relatively close to the West Salt Lake neighborhoods, there are few connections on surface streets between West Salt Lake and those neighborhoods. North-south automobile traffic is funneled onto three routes and east-west traffic is limited to six routes (seven, if 200 South is included). Additionally, the connections themselves are often unattractive, congested and perceived as unsafe. Bicyclists and pedestrians are especially limited in their route choices because few of these connections are bicycle- or pedestrian-friendly.

West Salt Lake's isolation results from the location of highways and railroads. The elevated interstate highways create a wall along the north and east sides of the neighborhoods. To further underscore the divide, the main north-south rail corridor for the region, and an important corridor for national rail traffic, parallels I-15 and trains often block some of these routes.

In addition to surface streets, I-15, I-80, I-215, Highway 201 and Bangerter Highway are all accessible from multiple points with West Salt Lake and provide access to points through the City and Salt Lake Valley.

Bicycles and Pedestrians

Most streets in the residential neighborhoods have sidewalks of varying quality. Sidewalks are missing in many areas west of Redwood Road and on sections of Redwood Road itself. Crosswalks are usually located at signalized intersections but some intersections are missing them. Crosswalks should also be added at specific midblock intersections with high pedestrian traffic. Additionally, every crosswalk should be lit with streetlights and have signage that alerts drivers of the crosswalk. Other facilities for pedestrians include trails such as the Jordan River Parkway, the 9 Line Trail and other walkways through City parks. Ensuring safe connectivity for pedestrians between residential neighborhoods and activity centers such as recreation centers, schools, libraries and parks is vital.

There are four types of bicycle routes in West Salt Lake: dedicated lanes, shared-use paths, shared roadways and roads with paved shoulders. Green shared lanes are another type of bike route; they are found elsewhere in Salt Lake City, but there are currently none in West Salt Lake. This plan recommends determining the feasibility of placing a green shared lane in each direction at least between I-80 and California Avenue.

Public Transportation

One common issue residents brought up in community meetings was the lack of public transportation options in West Salt Lake. Currently, there are bus routes along Redwood Road, 900 West, California Avenue and 400 South to serve West Salt Lake residents and businesses. These routes provide access to TRAX stations and locations Downtown. However, there are few routes that go into the neighborhoods and those routes are infrequent and inefficient. There are few routes providing

Bike Routes

There are five types of bicycle routes in Salt Lake City, as defined by the Salt Lake City Bikeways Map.

- **Dedicated lanes** are “striped lanes with painted bicycle symbols and ‘bike lane’ signs. Bike lanes provide bicycle-priority space on fairly busy streets.” 400 South, 800 South/Indiana Avenue, California Avenue, 1700 South and Pioneer Road are examples of roads with dedicated lanes.
- **Shared-use paths** are “bike trails completely separated from the street. Bicyclists typically share the path with pedestrians, in-line skaters, and other users.” The only shared-use paths in West Salt Lake at this time are the Jordan River Parkway and the 9 Line Trail.
- **Shared roadways** “use green bike route signs to indicate bicycle use. Bicycle symbols may also be painted on the road to alert motorists to likely use by bicyclists. There is no separate striped area for bicyclists.” Part of 1700 South is a shared roadway.
- **Paved shoulders** “provide some extra space at the right side of the road where bicyclists may have enough space to ride. There is typically not enough space for a separate, striped bike lane.” Redwood Road is an example.
- **Green shared lanes** are lanes of vehicle traffic striped green that can be used by cyclists within regular traffic. There are no green shared lanes in West Salt Lake currently, but it is recommended to explore the suitability for them on 900 West if 900 West remains four lanes.

There are also “quiet streets” that have no signs or striping for bicycle routes but are low-volume and low-speed streets used by cyclists.

direct access to other parts of the City and residents wanted to see more frequent bus service on Redwood Road. The public transportation infrastructure was also a concern: it was pointed out that many of the bus stops were inaccessible from the sidewalk and very few, if any, were sheltered from bad weather.

The industrial areas of West Salt Lake are poorly served with bus routes. Currently, there is no bus service west of Redwood Road and north of California Avenue. The only lines west of Redwood Road are on segments of California Avenue, 1700 South, Pioneer Road and 1820 South.

At this time, there is no light rail service in West Salt Lake. The closest existing TRAX stations to Glendale and Poplar Grove are at 900 South and 1300 South, both at 200 West. There will be stops on North Temple when the Airport TRAX line is completed. Residents wanted the City to explore the possibility of light rail service on Redwood Road. This would be a long-term project and it may be more appropriate to determine the feasibility of a bus rapid transit system first. Either option would require an increase in population throughout the area. Streetcar service on 900 South has been discussed which would further benefit residents. It will be studied more in depth in the future master plan for the 9 Line corridor.

Trains

Trains are instrumental to the continued growth and economic health of Salt Lake City. However, both residents and business owners in West Salt Lake expressed frustration with train traffic in their community. The region's two main lines impact the limited number of streets that enter and exit West Salt Lake. Trains can block intersections and disrupt the flow of automobile, bicycle and pedestrian traffic. Five street routes in and out of West Salt Lake—800 South, 900 South, 1700 South, 900 West and 1000 West—are blocked at times by trains that can slow down or stop for long periods of time (not including 200 South, which is just north of I-80 in the Euclid neighborhood). This results in idling or illegal U-turns as drivers look for other ways to cross the tracks. Routes in the industrial areas, including California Avenue, Gladiola Street and 500 South, are also blocked at times by trains. These routes are primary access points for several businesses and their truck traffic and there are very few alternative routes. Multiple crossings are often blocked by the same train, compounding the problem. This is common at Gladiola Street and 500 South and on 800 South, 900 South and 1700 South.

There are very few practical solutions to reduce the delays at the railroad tracks on 800 South, 900 South and 1700 South. One possible solution for this is to improve the road and bicycle network around the railroad corridor. For drivers headed west into West Salt Lake 500 West and 600 West are used as shortcuts up to 400 South. On the west side of the train tracks, the most direct route to an overpass is 700 West to 1300 South. These roads, especially 600 West, could be improved to handle additional traffic when trains are passing through. Another option that should be explored is whether it is feasible to erect signage on key routes both east and west of the railroad corridor that display when 800 South and 900 South are blocked. West of Redwood Road, the solution would need to come in the form of new road infrastructure, such as a connection between 500 South/700 South and Bangerter Highway or a bridge over the rail lines on either Gladiola Street or 500 South. Either option is expensive and may not qualify as a priority project. However, it is recommended that Salt Lake City look into the feasibility of both options.

Railroad Crossings

Nine at-grade (same level) railroad crossings were noted during meetings as problematic. Eight of these crossings occur at some point on roads that connect to other points within the City (see map on page 45). All but one of these crossings is protected with gates, lights and signage. 200 South is included in this list.

- **200 South, 800 South, 900 South and 1700 South**, four of the six connections to the east used by residents of West Salt Lake, cross the north-south main line at approximately 600 West. All four of these would typically be blocked at the same time.
- **900 West and 1000 West** both cross the east-west main line at South Temple. These would be blocked at the same time as well.
- **500 South and Gladiola Street** cross the east-west main line near Delong Street and near 500 South, respectively. These would normally be blocked at the same time.
- **California Avenue** crosses lines a branch line near Pioneer Road. Though branch lines are less frequently used, it was still considered a problem by employees and business owners.



The railroad crossing on 1700 South.

Other Forms of Transportation

Car and bicycle sharing programs are other mobility choices for residents. Currently, there is a car sharing program with car locations throughout the valley. The program has one location in West Salt Lake on 500 South at Redwood Road. More locations in West Salt Lake could be included in the program. If a bicycle sharing program is established in Salt Lake City, West Salt Lake should be well-represented with stations.

Policies for Transportation in West Salt Lake

G-1. Create a safer environment for pedestrians and bicyclists in West Salt Lake.

- a. Identify areas in West Salt Lake that are missing or have deteriorated sidewalks. Prioritize the locations based on existing or anticipated pedestrian traffic and install and replace them.
- b. Consider installation of enhanced pedestrian crossings around all parks, schools and other public spaces.
- c. Determine locations with heavy pedestrian traffic that may benefit from well-lit and signed crosswalks at signalized intersections and midblock crossings.
- d. Look at the feasibility of dedicated bicycle lanes or a cycle track on Redwood Road.
- e. Complete the Jordan River Parkway trail between North Temple and 200 South to facilitate north-south pedestrian and bicycle traffic between West Salt Lake and the neighborhoods north of I-80.

G-2. Explore future transportation options in West Salt Lake.

- a. Encourage Utah Transit Authority to establish east-west bus routes in Glendale and Poplar Grove that provide more frequent and more direct access between 900 West and Redwood Road.
- b. Encourage Utah Transit Authority to explore a new bus route that provides access to industrial areas north of California Avenue from Redwood Road.
- c. Work with car-sharing programs in Salt Lake City to expand their services to include more locations in West Salt Lake, including neighborhood centers on 900 West and the Sorenson Multicultural and Unity Center.
- d. Work to establish a bicycle sharing program in West Salt Lake.
- e. Work with Utah Transit Authority to study the feasibility of a bus rapid transit route on Redwood Road in five to ten years and a light rail line beyond that.
- f. Explore options for establishing a streetcar line on 900 South between 200 West and 900 West.

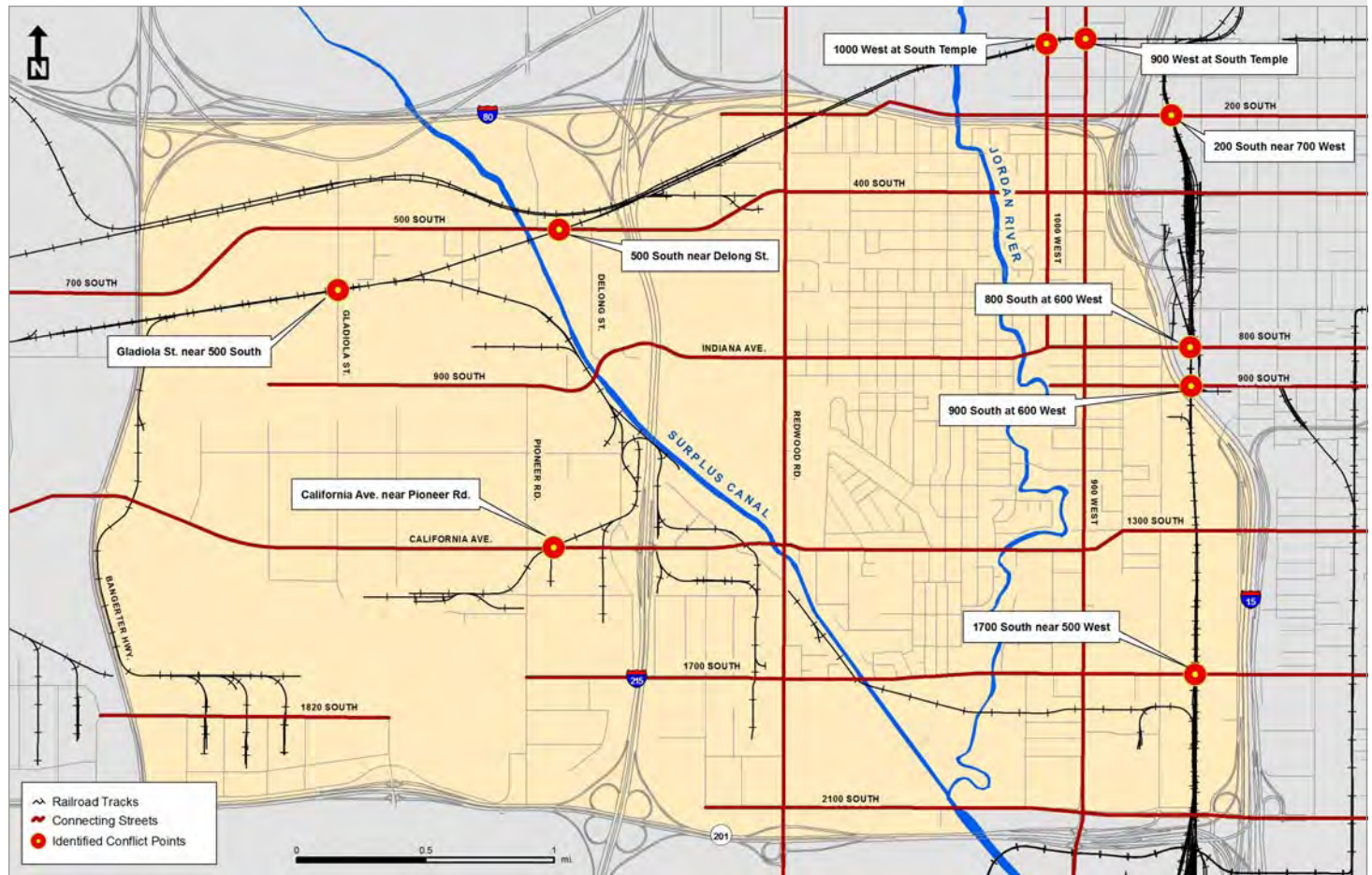


Bike sharing programs, such as the Capital Bikeshare program in Washington DC, provide a low-cost transportation option that allows for city-wide travel. Stations, as pictured above, can be placed at a number of locations throughout the West Salt Lake community as the population increases. Photograph courtesy of Colleen Gentles, The Trust for Public Land.

G-3. Determine and implement practical solutions for train-related traffic delays.

- a. Consider installing signage indicating alternative routes for drivers encountering delays at 800 South, 900 South and 1700 South.
- b. Explore options, such as digital traffic signs, that provide warnings to drivers regarding blocked routes to and from West Salt Lake.
- c. Explore options for improving 500 West 600 West between 400 South and 900 South and 700 West between 800 South and 1300 South to provide safer and more efficient connections for drivers, bicyclists and pedestrians wanting to avoid train delays.
- d. Study the feasibility of a bridge between Gladiola Street and the I-80/North Temple ramp or establishing a connection between 700 South and Bangerter Highway for industrial traffic.

The nine crossings identified to the right were identified as problematic during meetings with residents and businesses in West Salt Lake.



History & Architecture

Vision

The historical and architectural assets of West Salt Lake will be recognized by the community, the City and other groups for their impact to our collective history and their importance in establishing the character of West Salt Lake.

History

For many years after the settlement of Salt Lake City in 1847, natural and man-made barriers hindered the development of West Salt Lake. Three major factors contributed to the lack of development: poor soil, flooding along the Jordan River, and the location of railroad lines.

The first railroad tracks in the Salt Lake Valley were laid in 1870 and they ran north and south adjacent to 400 West. Not only did they create a barrier for east-west traffic, but they also contributed to the growth of industrial and warehouse activities, which further divided the eastern and western residential areas. Those living in the neighborhoods east of the tracks enjoyed direct access to Salt Lake City, while residents to the west were forced to cross the railroad tracks to access other parts of the City.

Two of the major east-west streets, South Temple and 300 South, were blocked by construction of the Union Pacific and Denver & Rio Grande railroad stations at the beginning of the twentieth century. By 1912, North Temple was the only major east-west thoroughfare with a viaduct over the railway tracks which contributed to its long-standing importance.

Residential development in West Salt Lake was unique in terms of both the types of houses built and the people for whom those houses were intended. A greater percentage of frame houses were built in this part of the City than elsewhere. They were built for the "working classes" who could not afford the more expensive brick homes. The area's working class character was developed as early as the 1880s, when it became clear that the western part of Salt Lake City would be the center of industrial activity and that the workers would need to live near the factories. While numerous subdivisions were laid out to accommodate this growth, many of them were never realized when the industrial growth waned.

Architecture in West Salt Lake

Most of the community, except for the industrial areas west of I-215, has been historically surveyed. The overall historic significance of the West Salt Lake community has been marred by demolition of original homes and more recent incompatible design. Most of the historic structures in the West Salt Lake community are residential, as that was and still is the predominant development type in the eastern part of West Salt Lake. Homes in the community display a variety of architectural styles, including Gothic Revival, Queen Anne, Italianate, Classical/Colonial



As late as 1918, there was very little in the way of development west of the tracks at 400 West. This photograph shows Indiana Avenue looking west. Photograph courtesy of the Utah State Historical Society.

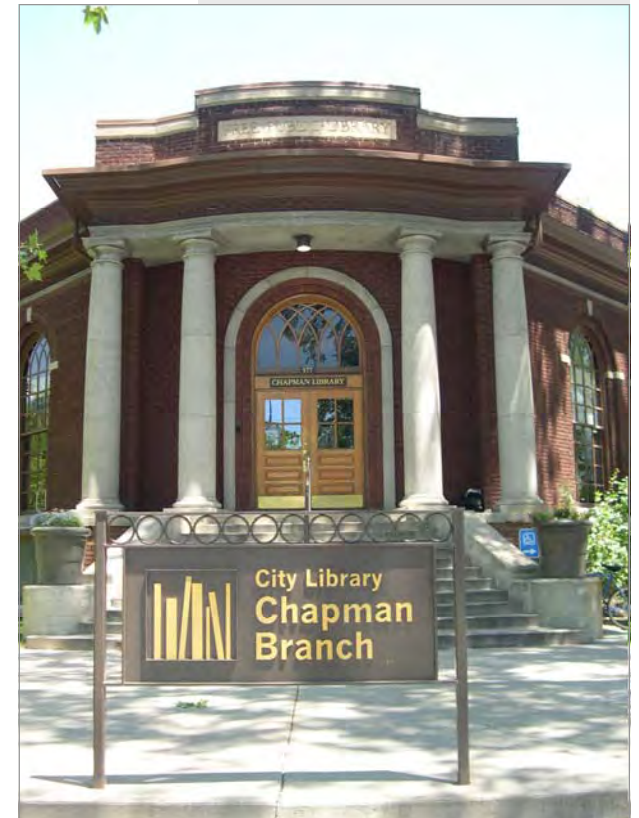
Revival, Craftsman Bungalow, period cottage and vernacular forms. There is a concentration of historic Gothic Revival homes along 900 West between 900 South and 1300 South. Two subdivisions built around streetcar lines, the original Poplar Grove subdivision and Burlington Additions, still exist, although these subdivisions are hard to recognize now because of newer development. The federal housing projects associated with post-World War II growth are well-represented in the Glendale neighborhood, such as Glendale Gardens. There are many residences in West Salt Lake that meet the fifty-year age requirement established by the National Park Service for evaluation for the National Register of Historic Places. If these properties were to be placed on the Register, repairs to restore historical features would be eligible for federal and state tax credits. These type of repairs would help the neighborhoods regain their historical integrity. Repairs to the historic structures would also enhance the community's appreciation for the area's history and improve the housing stock of the community.

Chapman Library

Chapman Library, located at the intersection of 900 West and 600 South, is a red brick structure with Classical Revival detailing. This structure is listed on both the local and National Register of Historic Places. The library was built in 1918 with funding from the Carnegie Foundation and named after Annie E. Chapman, the first librarian of the Salt Lake City Public Library System. The library's architect, Don Carlos Young, also designed the University of Utah campus. It is Salt Lake City's only Carnegie Library and considered one of the finest examples of a Carnegie Library in the western United States.

Cannon Farm

Among the oldest and most significant properties in West Salt Lake are the remaining structures and property that once belonged to George Q. Cannon, located on 1000 West between 1400 South and 1500 South. Cannon was an influential member of the The Church of Jesus Christ of Latter-Day Saints, serving as a member of the First Presidency under Brigham Young and a territorial delegate in the United States Congress. In the 1870s and 80s, Cannon created a residential estate and farm for his family that included multiple houses and farm buildings. Three of the wives' homes still stand with varying degrees of architectural integrity, so the original layout of the estate can be determined. This, along with the site's mature landscaping, makes the Cannon Farm stand out in a neighborhood of modern homes and vacant lots.



The Chapman Library on 900 West at 400 South is currently West Salt Lake's only library.

Fisher Mansion

Though the Fisher Mansion is north of I-80, it is important to the West Salt Lake community because it is the northern end of the Jordan River Parkway for the section of trail that goes through West Salt Lake. It also provides a connection to the Euclid neighborhood and the TRAX Fairpark Station on North Temple. The mansion, built in 1893, was occupied by Albert Fisher, founder of the Fisher Brewing Company, and his family until 1940. Both the mansion and its carriage house are the only Fisher Brewing Company buildings still standing. Both are listed on the National Register of Historic Places. Salt Lake City has owned the site since 2007 and is actively looking for a reuse of the property. Its location on the Jordan River and on the Jordan River Parkway provide a number of social and recreation opportunities. The continuation of the Jordan River Parkway to the north will greatly help the redevelopment of the Fisher Mansion and activating this pedestrian and bicycle connection between West Salt Lake and the neighborhoods to the north.

Jordan Park Greenhouses

The greenhouses at Jordan Park have the potential to be restored to their historical integrity. Constructed in 1923, five years after Jordan Parks' dedication, the greenhouses have been used to grow plants for different city parks and public grounds. With restoration, the gardens can again be used in this fashion or as a location for a year-round community garden.

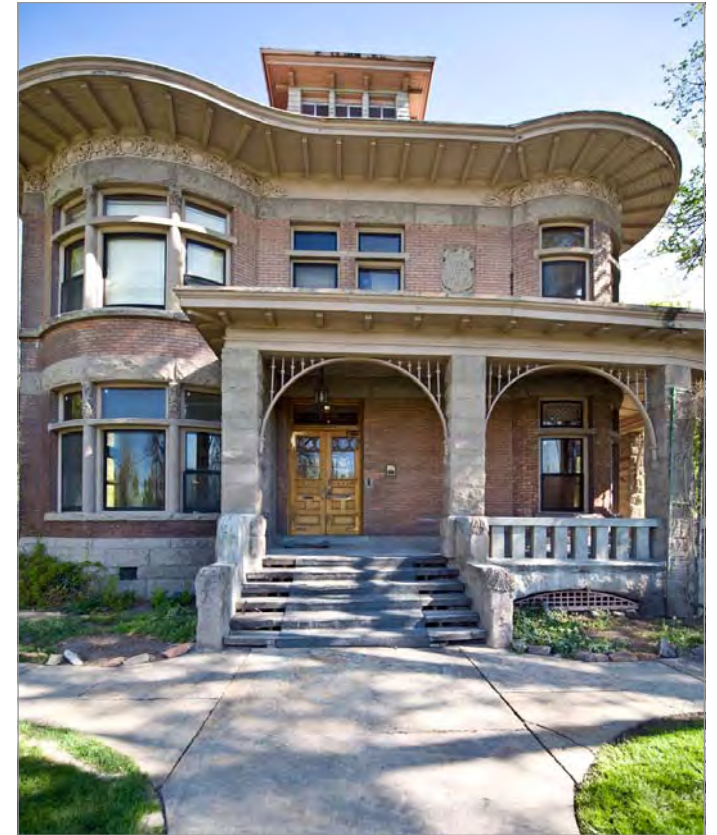
Protecting Community Assets

The City should work with the community and property owners to determine what historic resources should be protected and what neighborhood character features are worthy of protecting. Various methods of protection are available in Salt Lake City zoning ordinance: historic preservation, character conservation districts, compatible infill design standards and other zoning tools.

History & Architecture Policies

H-1. Recognize the historic and architectural assets of West Salt Lake.

- a. Support education and awareness of neighborhood history among the residents of West Salt Lake and Salt Lake City.
- b. Promote the designation of significant sites to the National Register of Historic Places or the Salt Lake Register of Cultural Resources.
- c. Work with property owners to determine if certain neighborhood characteristics or districts should be protected and determine which tool is most appropriate and supported by property owners.
- d. Encourage the adaptive reuse of historic structures as a means of ensuring their ongoing maintenance and preservation.



The Fisher Mansion was designed and built by Richard Kletting in 1893. Kletting also designed the Utah State Capitol.

Sustainability

Vision

West Salt Lake will continue to be a showcase for Salt Lake City’s commitment to creating sustainable communities. New mixed use development throughout West Salt Lake will make it possible for residents to live, work, shop and recreate without having to drive or leave their community.

Sustainability in West Salt Lake

Sustainability is a concept that incorporates three ideas: protecting the environment, creating a strong economy and promoting equality in the community. West Salt Lake has many opportunities to lead Salt Lake City’s sustainability efforts. Throughout this plan sustainability strategies have been discussed and policies recommended that reflect Salt Lake City’s commitment to a sustainable and livable city.

Residential & Commercial Neighborhoods

Mixing housing types within the community provides all residents with a choice of where to live, regardless of income, housing preference or housing needs. Infill housing promotes better and more efficient use of existing infrastructure and reduces the need to use more land for residential growth. Incorporating housing within mixed used projects and creating neighborhood centers allows residents to fulfill daily needs and activities without having to use a car. Additionally, providing a variety of retail and services within the community reduces the distance people have to travel to meet those needs. More variety in commercial businesses allows the community to keep money circulating within it.

Transportation

One of the keys to sustainability is promotion of a variety of transportation options. Creating safer and more accessible streets and public spaces allows community members to walk or bicycle to destinations instead of relying on automobiles. Increasing the types of public transportation options within a community also allows people to go farther distances for work without having to drive. Reducing the amount of driving not only reduces pollution and relieves congestion, but decreases the costs of living and increases the health of fitness of a community. It also reduces the amount of money required to build and maintain roads, which allows money to be used on other amenities or services in the community.

Industry

Moving industrial land uses farther west and away from residential neighborhoods will reduce the air pollution and heavy traffic associated with these uses near residential neighborhoods. Allowing for more commercial options within industrial parks reduces the distance employees need to drive for food, daycare and other daily needs.

Sustainability in Salt Lake City

Salt Lake City is a leader in sustainability and sets an example in conserving resources, reducing pollution, slowing climate change, and ensuring a healthy, sustainable future for its citizens. The City’s ordinances and the goals and policy recommendations of the City’s master plans, including the *West Salt Lake Master Plan*, aim to:

- Make wise transportation and development decisions that protect and enhance the quality of our air and water.
- Maximize recycling and reduce waste production through conservation.
- Looks at creative ways to improve air quality and meet federal air quality standards.
- Incentivize or require “green building” by using high performance/energy efficient practices and encourage energy efficiency improvements in existing structures.
- Work to establish and maintain the citizens’ sense of ownership in environmental decisions and individual actions. Educate the citizens on sustainability and livability measures.
- Support local food production, including urban farms and community gardens, and teach residents the benefits of urban agriculture. Local food production promotes health and helps the city become more sustainable.

Parks and Open Space

A cleaner Jordan River and green space network promotes walkability and better and appropriate use of the community's natural resources. This in turn creates a healthier community and broader appreciation for the natural environment. Use of drought-tolerant and native plants in public spaces also reduces the amount of water and chemicals needed to maintain landscaping.

Community Gardens & Urban Farms

West Salt Lake has opportunity for both community gardens and urban farms. The predominant neighborhood development pattern—single-family homes with large backyards—makes urban farms easy additions to neighborhoods that would have little impact on their primarily residential character. Community gardens are facilities that allow residents to have space for growing personal gardens and to share resources, such as water and soil, needed to maintain those gardens. Urban farms are farms maintained on private land that can be much larger in size than a community garden. The harvest from urban farms is usually shared or sold to others within the community while community gardens tend to produce food and herbs for individuals. Farmers' markets are a means for community members to sell or share their produce with neighbors. There is currently a seasonal farmers' market at Jordan Park that is visited by residents from all over Salt Lake City.

Community gardens and urban farms have become popular in the community because they promote environmental health and allow for food production within the community. Proper maintenance and cultivation can also improve air quality, increase biodiversity and reduce soil erosion. The Sorenson Multicultural and Unity Center, for example, has already dedicated an area to educate the community about proper gardening and food production. Additionally, community gardens can encourage residents to become more involved in their neighborhoods. One location for a new community garden that has been promoted by members of the community is along the 9 Line Trail.



Some of the community gardens at the Sorenson Multicultural and Unity Center.

Policies for Sustainability

I-1. Promote sustainable development and policies for West Salt Lake.

- a. Continue to incorporate sustainability into West Salt Lake's development by implementing the land use, open space and transportation policies found in the *West Salt Lake Master Plan*.
- b. Find ways to promote and showcase community gardens and urban farms and educate residents on their benefits, maintenance and regulations.
- c. Identify opportunities for new community gardens and provide resources to community members and stakeholders to create and maintain them.

Recommendations & Action Items

Implementing the West Salt Lake Master Plan

The following action items represent a summary of the policies found in the *West Salt Lake Master Plan*. These action items are broken down into capital improvement projects and projects for which City departments would be responsible. The latter projects fall under the Planning Division, the Economic Development Division or the remainder of the City's Community & Economic Development Department (which includes the Transportation Division, the Engineering Division and the Salt Lake City Arts Council). Projects are further ranked by an implementation timeline based on their importance to the community and their overall scope.

These projects should be considered in a citywide context if it is appropriate. Salt Lake City should look for opportunities to incorporate the projects below as part of larger projects and seek partners when possible. Additionally, other sources of funding, such as grants, should always be considered where opportunities exist.

Capital Improvement Plan Projects

Short Term Projects

- Consider the construction of physical elements, including signs, landscaping, street lighting, road surface material and banners at the neighborhood and commercial gateways into West Salt Lake.
- Prioritize the repair of deteriorating sidewalks and addition of sidewalks, curb and gutter, streetlights, and crosswalks at all locations where needed on Redwood Road, 400 South, California Avenue, 900 West and elsewhere in the community where necessary.
- Consider the addition of unique streetscape elements such as streetlights and crosswalk materials at selected intersections along primary neighborhood routes identified in this document.
- Determine if enhanced mid-block crosswalks on 900 West between 900 South and California Avenue are warranted and work with the community to identify future needs on other routes to parks, schools and other public spaces.
- Consider the installation bulbouts, wider sidewalks, automobile and pedestrian oriented streetlights, medians, raised crosswalks and crosswalks made of different materials than the road along 900 West.
- Determine the most appropriate locations for the installation of appropriate signage at Jordan River crossings and along nearby streets to indicate Jordan River access points.
- Prioritize the replacement of existing light fixtures in parks and along Jordan River Parkway with fixtures that are more resistant to vandalism.
- Consider the installation of standardized way-finding and interpretative signage for the entire Jordan River Parkway.
- Install context-sensitive lighting, trash cans and seating along the Jordan River Parkway at regular intervals.

Capital Improvement Plan

As defined by Salt Lake City's Housing and Neighborhood Development Division, a capital improvement plan (CIP) is defined as follows: *Capital improvements involve the construction, purchase, or renovation of buildings, parks, streets, or other physical structures. A capital improvement must have a useful life of five or more years. It also must provide one of the following two elements: has a cost of \$50,000 or more or satisfies the functionality of a capital asset. A capital improvement is not a recurring capital outlay item (such as a motor vehicle or a fire engine) or a maintenance expense (such as fixing a leaking roof or painting park benches).*

- Work with Union Pacific to determine the best way to complete the Jordan River Parkway between North Temple and 200 South.
- Work with the Utah Department of Transportation to install dedicated bicycle lanes or a cycle track on Redwood Road.
- Consider establishing a primitive trail along the east side of the Surplus Canal with signage and grading with the goal of creating a more established trail in the future.

Medium Term Projects

- Work with the community to determine the most appropriate type of public art installations at community and neighborhood gateways.
- Determine the appropriate type of welcome signs on Redwood Road at I-80 and Highway 201 to welcome visitors to the community.
- Secure funding for the purpose of outfitting streetlights at regular intervals along primary roads in West Salt Lake such as Redwood Road, 900 West, and 1300 South/California Avenue, with banner brackets.
- Determine the suitability for green shared bicycle lanes on 900 West.
- Conduct feasibility studies for the installation of landscaped medians between existing industrial land uses and single family residences on
- Determine appropriate methods for upgrading 600 West between 400 South and 900 South and 700 West between 800 South and 1300 South to help with railroad-related traffic detours.
- Work with residents to determine if and where new recreation assets, which may include soccer fields, playgrounds, skate parks, disc golf courses, kayak and canoe launches, running/jogging trails or amphitheaters, are appropriate.
- Consider the addition of distinct identification signage or entrance features in all West Salt Lake's parks.
- Prioritize the ongoing restoration of native plant communities and wildlife habitats in conservation areas along the Jordan River.
- Consider the acquisition of commercial property near the northwest corner of 900 West and California Avenue for public access to the Jordan River.
- Secure funding for additional development of the Surplus Canal trail and ensure it is directly connected to the Jordan River Parkway and Airport Trail.
- Determine the feasibility of including West Salt Lake business districts in a citywide bicycle sharing program.



An example of a cycle track in downtown Denver. It is separated from the vehicle lanes by a curb and a change in grade. Photograph courtesy of Mike Lydon, The Street Plans Collaborative.

Long Term Projects

- Work with the Utah Transit Authority and property owners to determine the means to upgrade all bus stops along 900 West so they are directly accessible from sidewalks, sheltered and visible to vehicle traffic.
- Establish a signage system indicating alternative routes at at-grade railroad crossings, especially on 900 West, 800 South and 900 South.
- As trail usage increases, consider widening the Jordan River Parkway to add an additional, adjacent lane where space permits.
- Determine appropriate locations for small green spaces along the Surplus Canal trail east of Redwood Road.
- Work with property owners and other partners to establish a public artwork program to soften the industrial environment along the Surplus Canal trail west of Redwood Road.



This bus stop at 900 West and 800 South is completely cut off from the sidewalk and inaccessible for residents in wheelchairs. Bus stops like these should be revamped to allow all people to use them.

Department of Community and Economic Development Projects

Short Term Projects

- Collaborate with community partners and residents to determine the most effective methods of creating an identity campaign that highlight unique community assets.
- Work with community members and stakeholders to promote the 900 West and 900 South District through public artwork and other streetscape amenities.
- Explore potential funding sources for streetscape enhancements at neighborhood commercial districts.
- Work with car-sharing programs to determine appropriate locations for car sharing stalls in West Salt Lake

Medium Term Projects

- Explore options for the relocation of the billboards on the northwest corner of 900 West and 900 South intersection.
- In conjunction with Parks and Public Lands, complete an environmental evaluation of all parcels near the Jordan River to determine each parcel's best use, adequate site planning and type of open space.
- Encourage Utah Transit Authority to establish more frequent and direct bus routes in West Salt Lake.

Long Term

- Explore options for establishing a streetcar line on 900 South between 200 West and 900 West.
- Work with Utah Transit Authority to determine the feasibility of either a bus rapid transit or light rail line on Redwood Road.
- Conduct a feasibility study for additional vehicle connections in West Salt Lake’s industrial areas at Gladiola Street and the I-80/North Temple ramp or on 700 South at Bangerter Highway.

Planning Division Projects

Short Term Projects

- Amend the City’s community planning area boundaries to include the Euclid neighborhood to the Northwest Community planning area.
- Rezone properties in West Salt Lake as outlined in the master plan to conform with the Future Land Use map.
- Consider opportunities for modifying zoning ordinance language as identified throughout the master plan.
- Continue working with the West Salt Lake community and its partners to identify the best means to gather public input from the community.
- Develop a corridor plan for 900 South and the 9 Line corridor.
- Continue to incorporate sustainability into everyday practices by implementing measures found throughout the master plan.

Medium Term Projects

- Work with the Parks and Public Lands Department to develop a Jordan River map for access points, kayak and canoe launches, restrooms and other facilities.
- Support education and awareness of neighborhood history.
- Promote the designation of significant historical sites to the National Register of Historic Places or the Salt Lake City Register of Cultural Resources.
- Work with property owners to determine if certain neighborhoods should be protected and identify the most appropriate tool for their protection and preservation.
- Work with the Division of Sustainability and the Environment and community partners and promote and showcase new and existing community gardens and urban farms.

Long Term Projects

- Create strict design standards for new industrial development east of I-215.
- Continue increasing public participation in West Salt Lake by identifying partners or adopting better outreach tools to include more groups of people.

Economic Development Division Projects

Short Term Projects

- Determine appropriate ways to fund grant, loan and education programs for locally-owned businesses, especially those offering health services, financial services and restaurants.
- Continue to focus on recruitment of community retail and service businesses along Redwood Road.
- Continue to study the feasibility of a neighborhood business district anchored around 900 West at 800 South and 900 South.

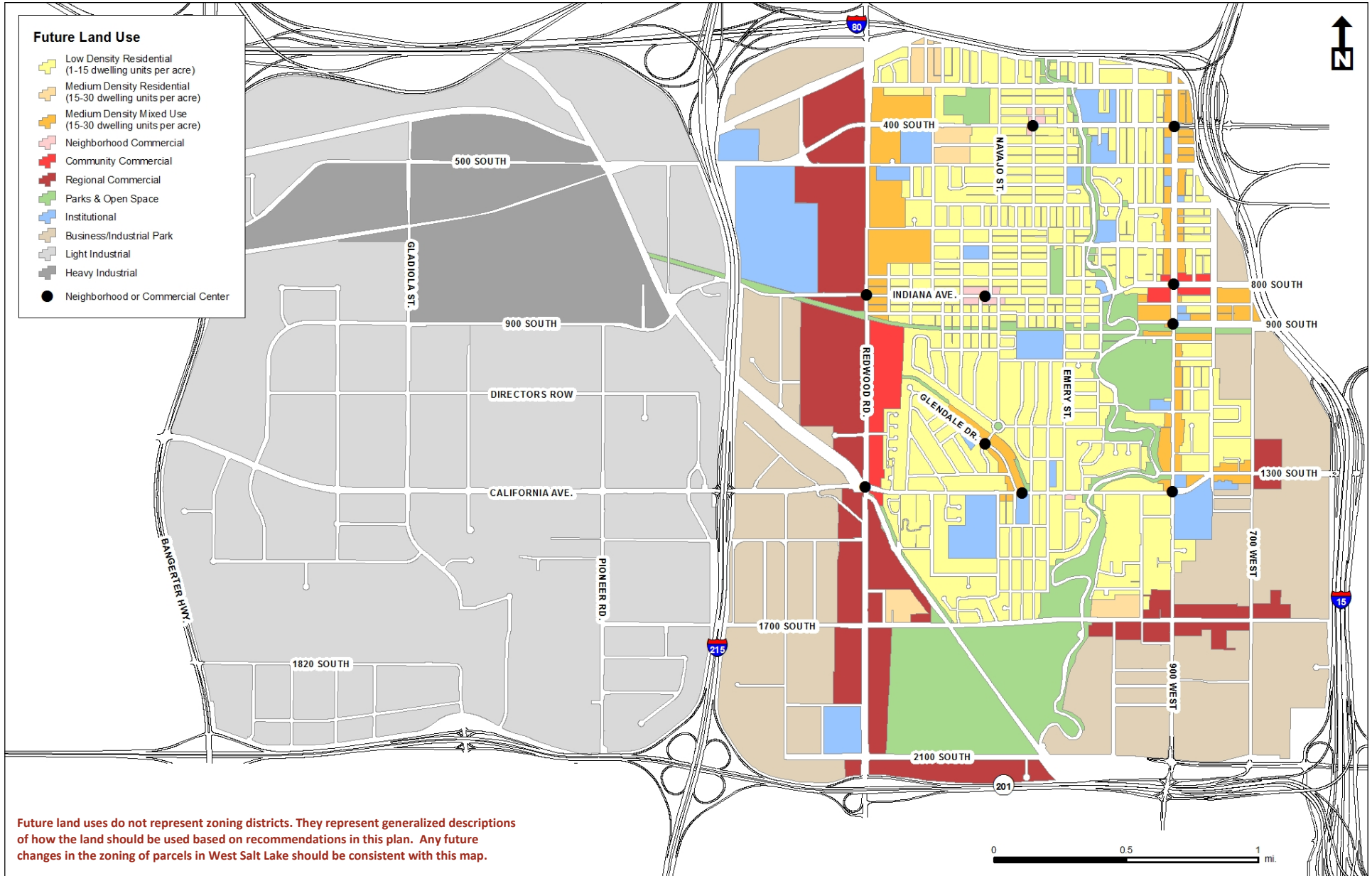
Medium Term Projects

- Consider establishing a business incubator in the 900 West and 900 South business district.
- Focus recruitment efforts on outdoor recreation businesses for the 900 West 900 South District.
- Provide necessary resources to market the 900 West and 900 South business district.
- Provide resources and aid to encourage the relocation of heavy industrial uses west of I-215.

Long Term Projects

- Conduct a study to determine the feasibility of an “entertainment zone” on Redwood Road between I-80 and Indiana Avenue.
- Explore the possibility of creating an industrial business advisory board to address the unique issues that apply to the industrial areas of Salt Lake City.

West Salt Lake Future Land Use Map



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Organizations

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