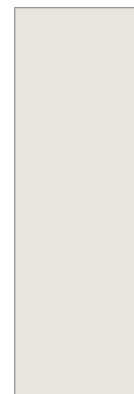
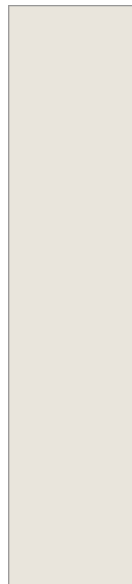
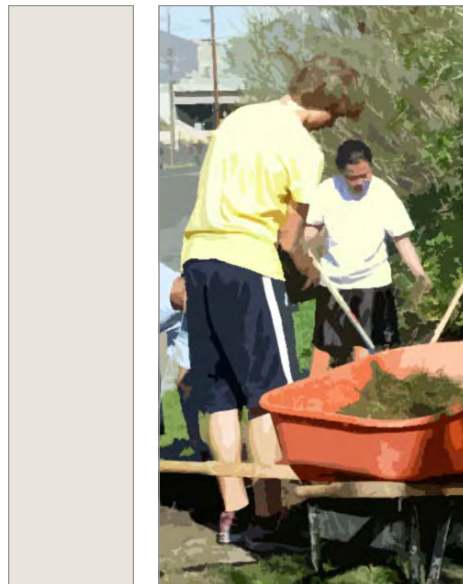
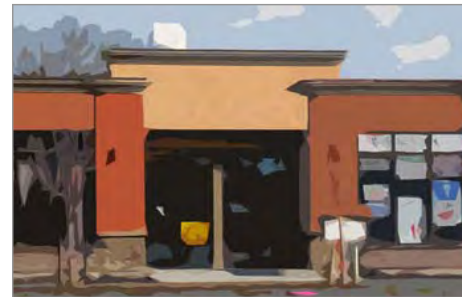
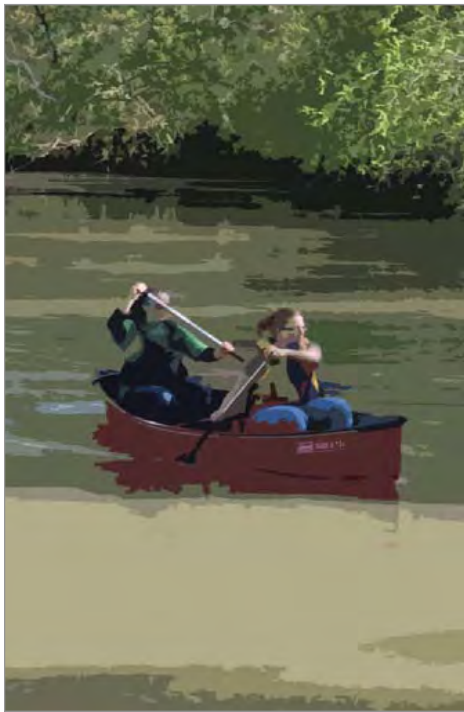




West Salt Lake Master Plan



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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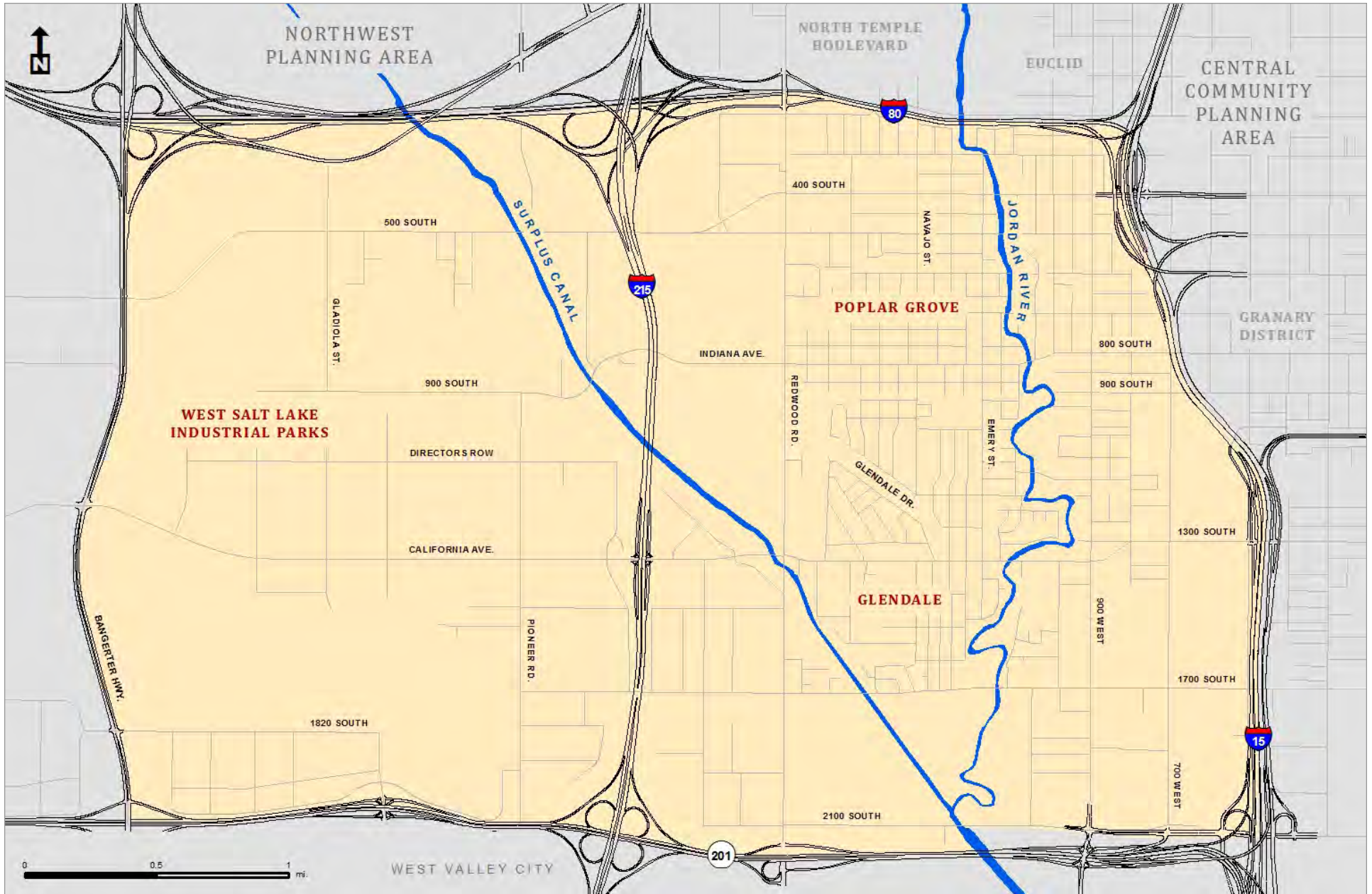


How the Plan is Organized

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.

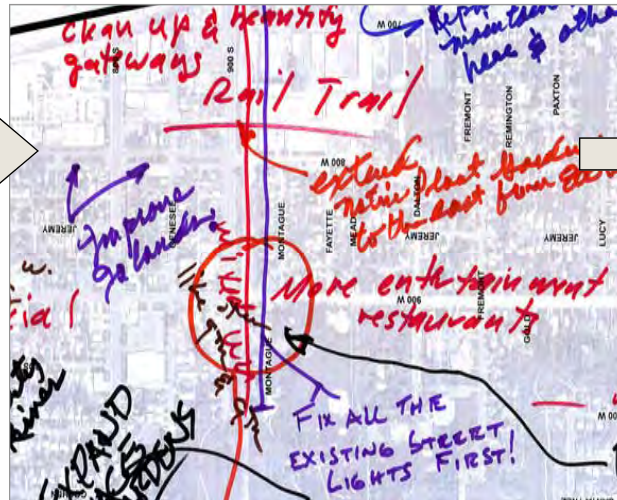
The Master Planning Process

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 land in the future. It will help us to make decisions about the City's future.

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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

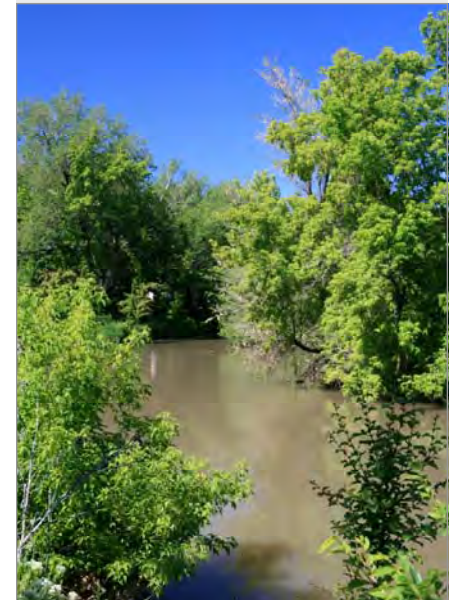
Existing and potential assets in West Salt Lake provide many opportunities for establishing unique destinations in the community. But the extent to which these opportunities can become a part of a community's identity depends on the residents of the community. The City will work with community groups 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.

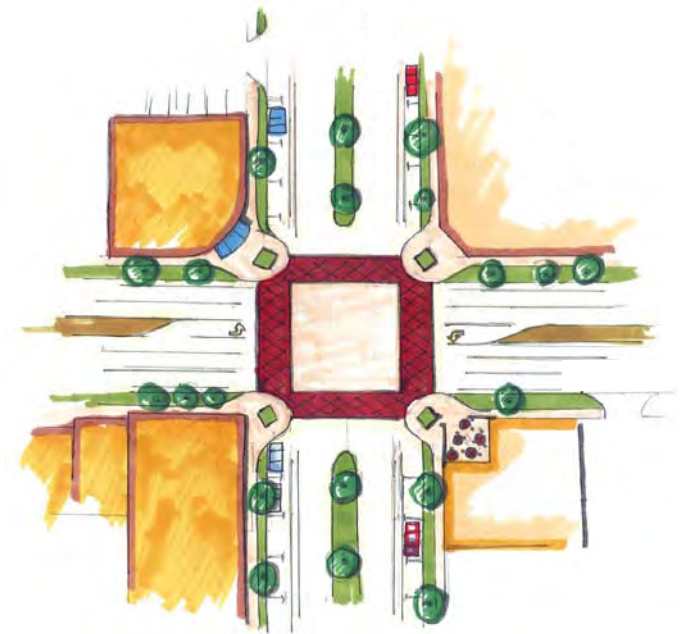
900 West & 400 South

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

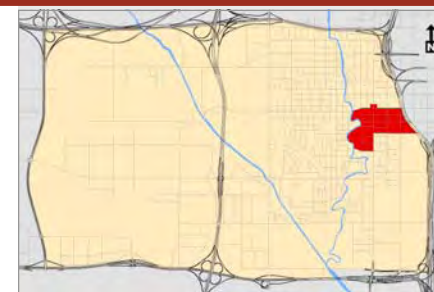
900 West/900 South District

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.

- a. Amend the zoning ordinance to introduce design guidelines or other regulations specifically aimed at manufacturing districts east of I-215.
- b. Encourage the relocation of existing heavy industrial land uses along Redwood Road or 700 West to areas west of I-215.
- c. 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.

- a. 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.

- a. Create an economic development campaign to attract additional large industries to Salt Lake City.
- b. 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.
- c. 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.

- a. Eliminate split zoned properties along the west side of Redwood Road in favor of commercial zoning.
- b. 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.

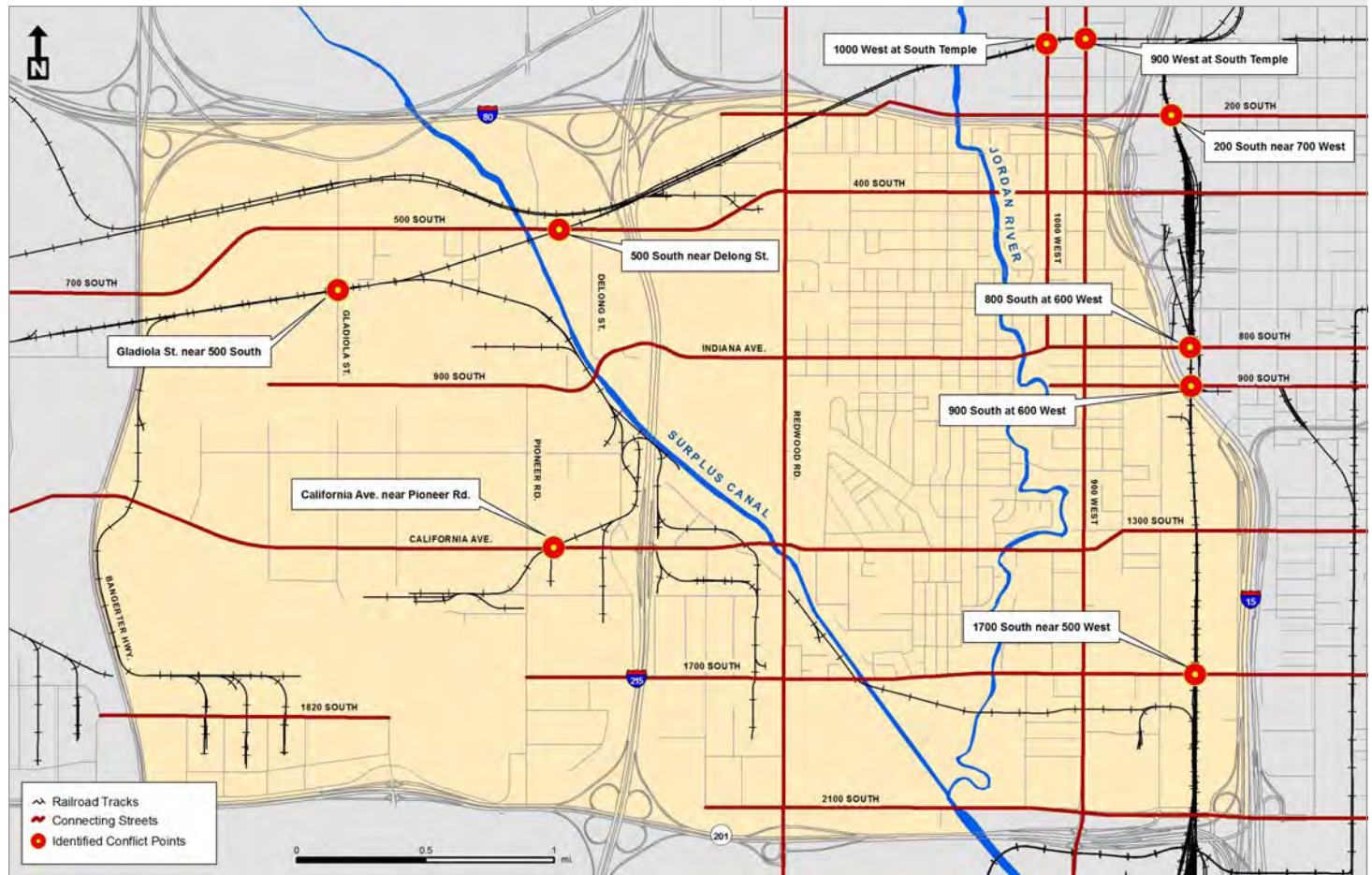


Bike sharing programs, such as the Capital Bikeshare program in Washington DC, provide a low-cost transportation option that allows for city-wide travel. Stations, as pictured above, can be placed at a number of locations throughout the West Salt Lake community as the population increases. Photograph 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.

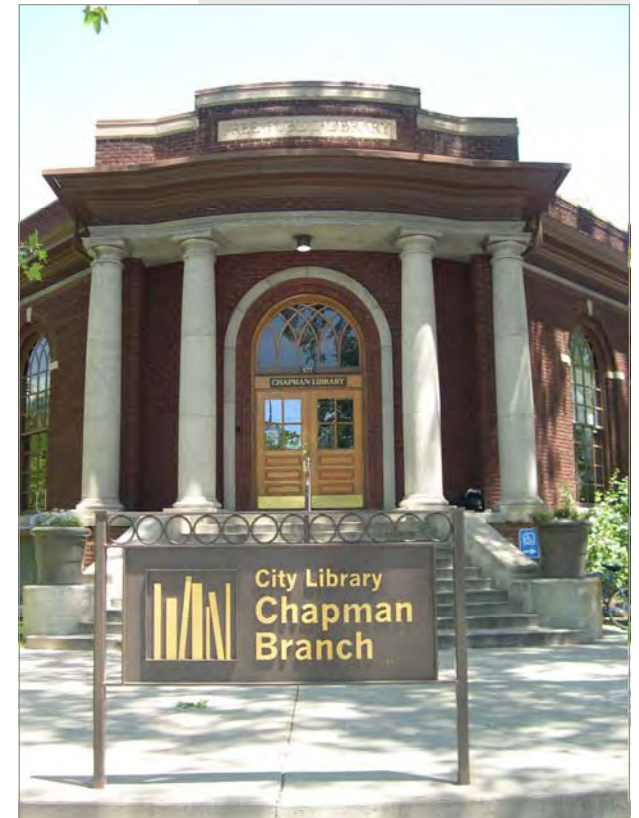
Revival, Craftsman Bungalow, period cottage and vernacular forms. There is a concentration of historic Gothic Revival homes along 900 West between 900 South and 1300 South. Two subdivisions built around streetcar lines, the original Poplar Grove subdivision and Burlington Additions, still exist, although 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.

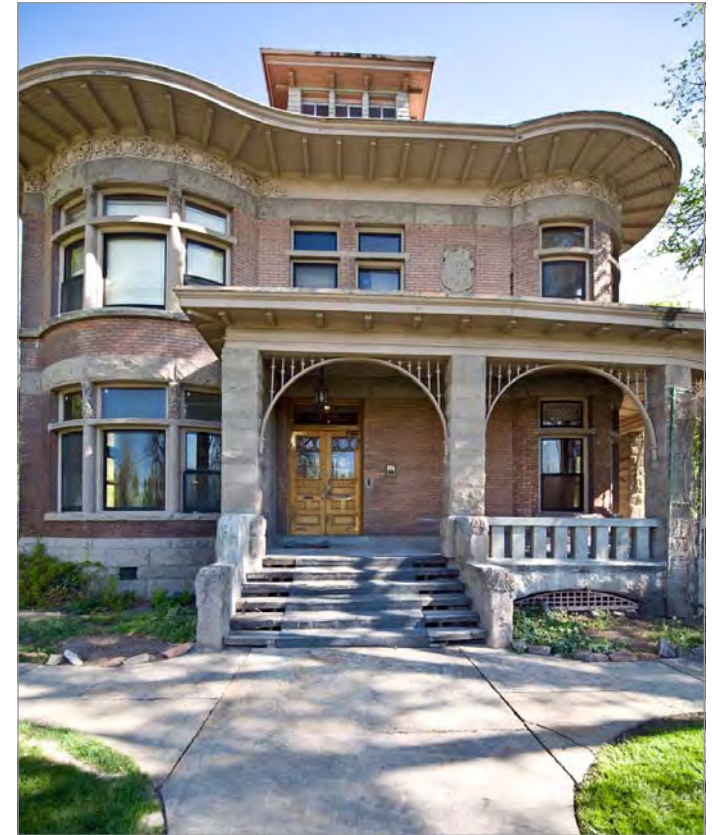
Protecting Community Assets

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.

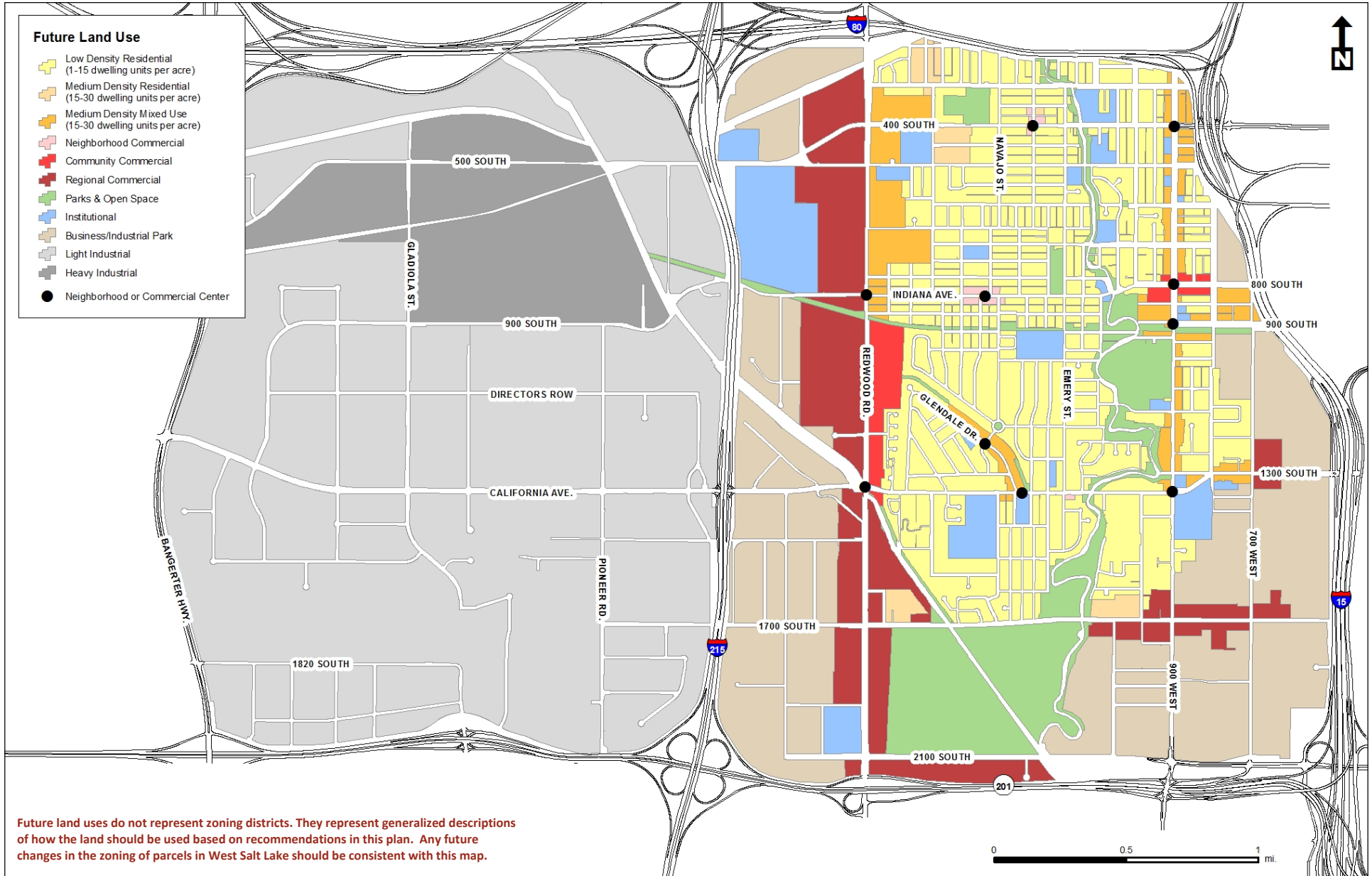
Medium Term Projects

- 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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Søren Simonsen, District 7 (Chair)

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