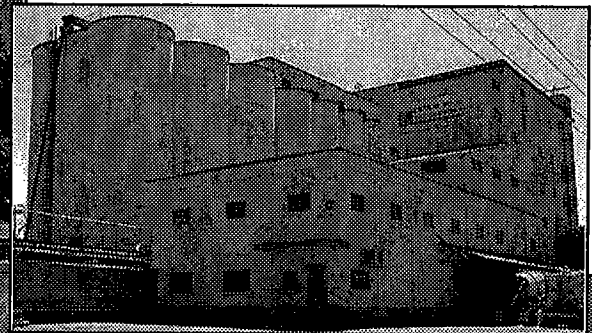
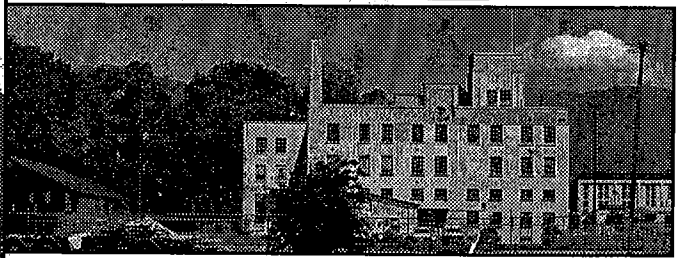
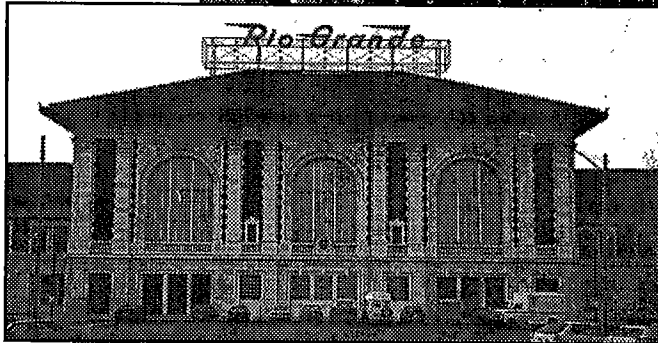
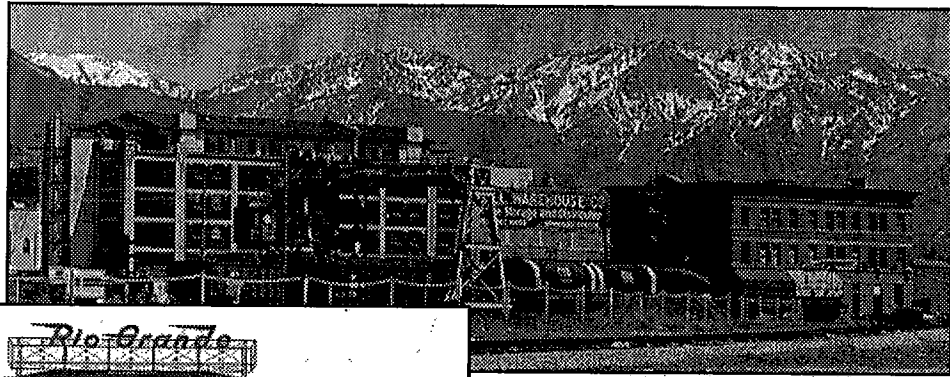


THE GATEWAY SPECIFIC PLAN



PREPARED FOR SALT LAKE CITY
BY THE SALT LAKE CITY PLANNING DIVISION

ADOPTED BY THE SALT LAKE CITY PLANNING COMMISSION JULY 9, 1998
ADOPTED BY THE SALT LAKE CITY COUNCIL AUGUST 11, 1998

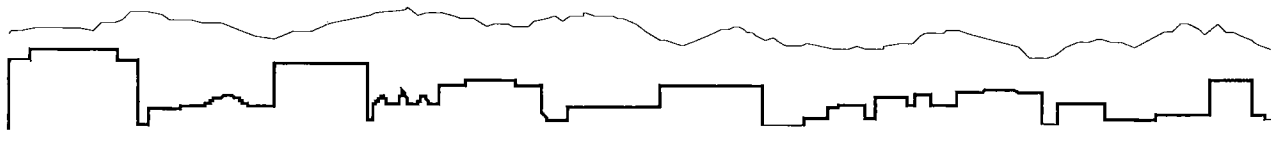


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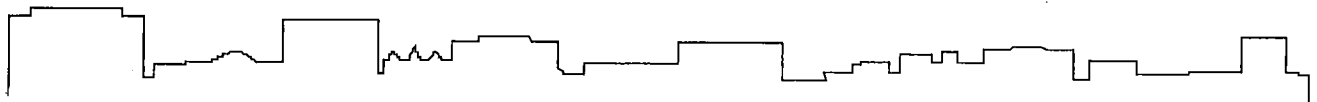
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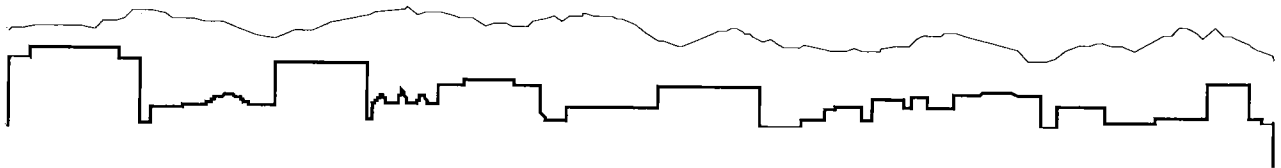
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INTRODUCTION

The Gateway District is comprised of approximately 650 acres of land located three blocks west of Main Street and between Interstate 15 (I-15) on the west, 300 West on the east, North Temple on the north and 1000 South on the southern end.

In 1978, a local community group organized a study proposing the revitalization of the "Gateway". As the gateway to Salt Lake City, the Wasatch Front, and Utah, this area has the potential to play a variety of different roles:

- As a visual and welcoming gateway to the City from the regional highway system and the Salt Lake City International Airport;
- As an orientation point and initial image of the downtown for visitors arriving by car or transit as they pass through a new mixed-use urban district;
- As a transportation hub serving buses, trains, commuter rail, light rail, pedestrian and bicycle networks through the district that provide connections to regional and city open space amenities and trails;
- As a downtown presence that is an edge or extension of the downtown. An area that provides for large floor-plate business, start-up businesses seeking "unique" spaces and expansion locations for a mix of supportive urban uses that differ from and compliment the Central Business District (CBD); and
- As a truly mixed-use urban neighborhood that provides for residential/work opportunities, transit related development opportunities, and distinctive streets and open space networks where none exist today. Together they will provide a variety of living,

working and recreational styles, and settings and options as part of the new 21st Century downtown edge neighborhood attractive to a new urban population.

The transformation of the Gateway District began with the consolidation of the railroad tracks and the shortening of the viaducts (bridges over the railroad tracks). These two acts will change the perceived character and uses of the area. They make visualizing the area as a vital and important part of downtown Salt Lake City possible and the creation of an urban neighborhood feasible.

The goal of the Gateway Development Master Plan is to create an opportunity for residents of Salt Lake City to have a place to work, live, learn, and relax in close proximity to downtown. The Gateway should encourage density, variety, and excellence in urban design architecture that surrounds usable and attractive open space.

Purpose and Intent

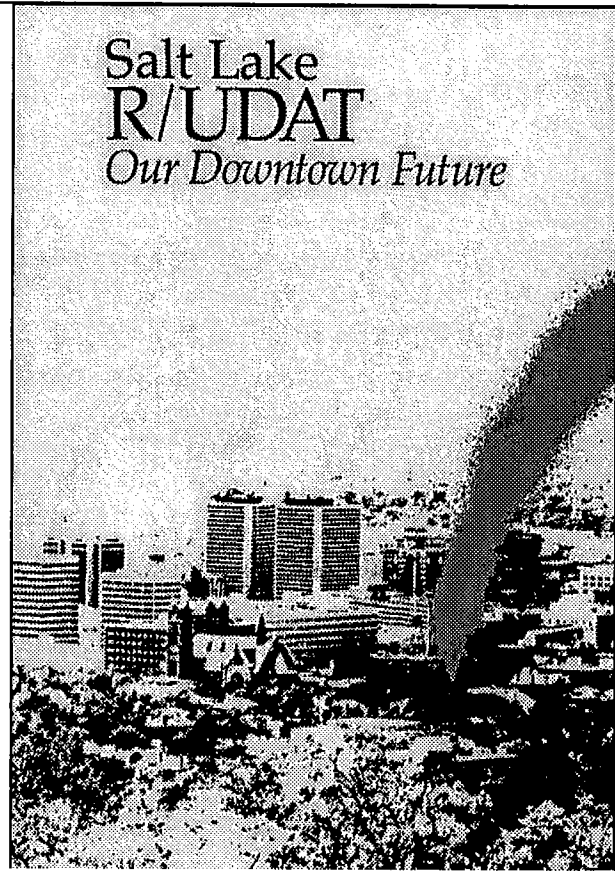
The Gateway Specific Plan has been prepared to give direction and provide a framework for guiding future decisions regarding growth and development in the Gateway District. The Plan establishes objectives and policies which will provide guidance in the following areas: (1) the intensity of new developments in the area; (2) urban design guidelines which are intended to enhance the character of new development and compatibility between the different uses planned for the Gateway; (3) provide direction on expanding existing uses; (4) establishing new housing; (5) provisions relating to community facilities, including parks, open space and social services.

Relationship with Other Plans

This document (The Gateway Specific Plan) is designed to work as a companion to the "Creating an Urban Neighborhood Plan". The combination of these two documents is referred to as "The Gateway Development Master Plan", and both documents will be adopted simultaneously.

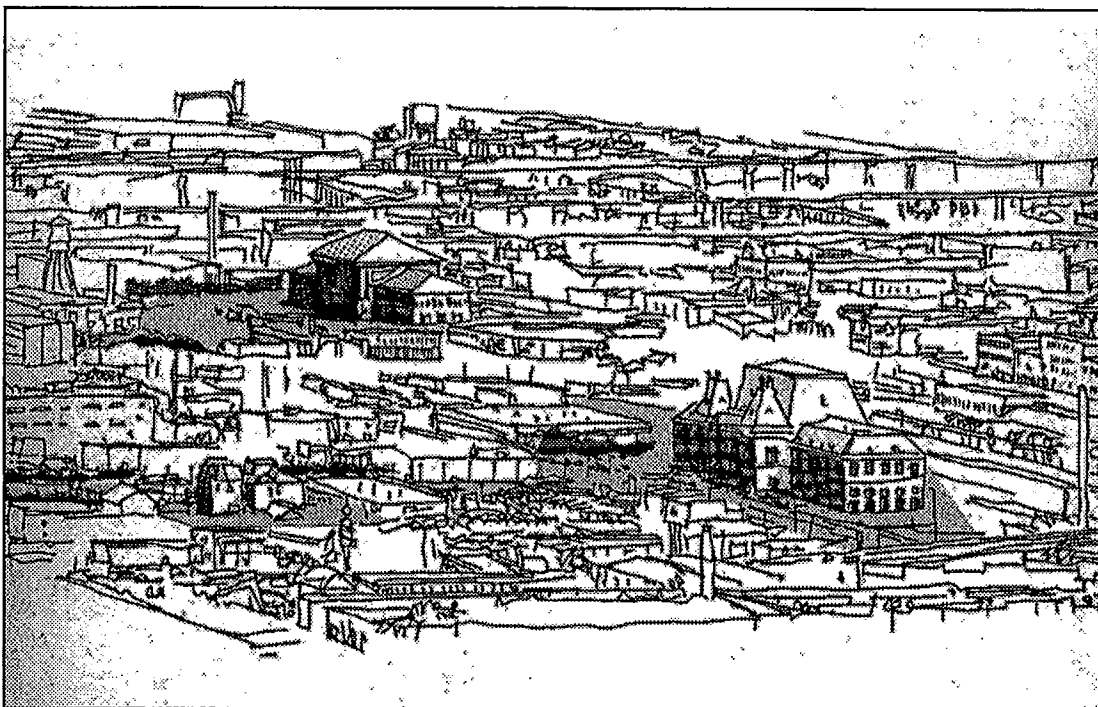
The "Creating an Urban Neighborhood Plan" is a document that provides the vision for the Gateway District, identifies guiding principles, and sets a framework for implementation. The Gateway Specific Plan will provide more in-depth information with objectives, policies, and tools that will be used to achieve the guiding principles and the implementation framework set forth in the "Creating an Urban Neighborhood Plan".

The Central Community, Downtown, West Salt Lake Community, and Capitol Hill master plans will all have a strong working relationship with the Gateway Development Master Plan since they encompass or abut the Gateway District. The ideas from the 1997 City Design Workshop and the visions that were expressed for the Gateway are also incorporated into the Gateway Development Master Plan. Other plans that



The Regional / Urban Design Assistance Team is sponsored by the Urban Design & Planning Committee of the American Institute of Architects

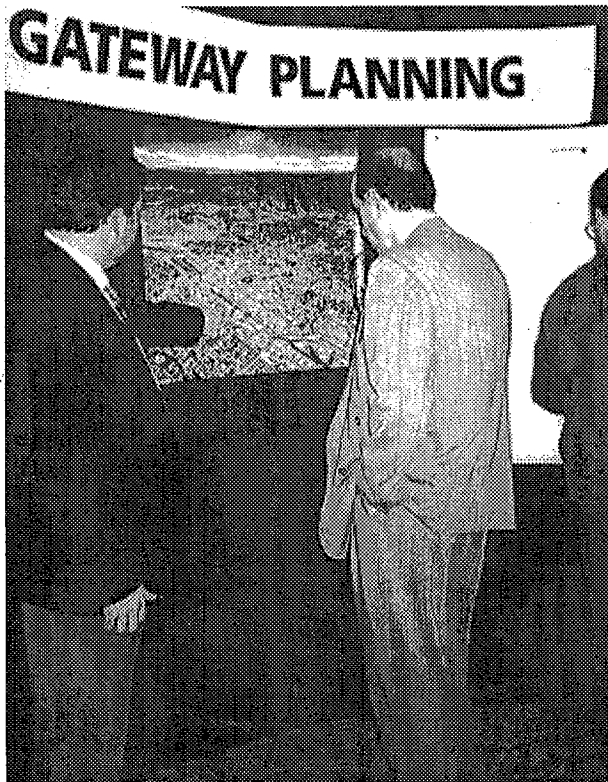
sketch of the gateway area from "The Gateway District" plan prepared in 1978 by Assist, Inc..



relate to this specific Gateway Plan include: the Railroad Consolidation Plan (1996), the City Vision and Strategic Plan (1993), the Urban Design Element (1990), the Transportation Master Plan (1996), the Pioneer Park Neighborhood Plan (1994), the Visionary Gateway Plan (1994), the West Temple Gateway Master Plan, Salt Lake R/UDAT "Our Downtown Future" (1988), and the 1978 Gateway District Plan prepared by ASSIST, Inc.

The Planning Process

The Gateway District planning process has evolved through an interactive public process involving the Redevelopment Agency of Salt Lake City, City staff from several divisions, and hundred of participants. Property owners, residents, business leaders, developers, social service providers, and City and State agency staff have been interviewed individually and have expressed their ideas in many workshops. There were five planning workshops, four public meetings and five open houses. Numerous briefings were held with the City Council and the Planning Commission.



The January 1997 City Design Workshop was sponsored by the Salt Lake City Futures Commission

The Guiding Principles

The Gateway Specific Plan provides objectives, policies, and urban design ideas that will guide land use decisions well into the next century. In looking to the future, the plan envisions a transition of land uses from the current service-oriented commercial and industrial uses to a mixed-use district. In order to implement this vision, ten guiding principles were developed in the course of the planning process.

- Create a positive and clear identity for Salt Lake City and the Gateway District.
- Create a sense of place for the District that celebrates and supports "neighborhoods," each with a distinct character and personality.
- Encourage development which strengthens and compliments the Central Business District.
- Create a hierarchy of streets and open spaces that provide a structure and framework for the development of neighborhoods.
- Encourage a mix of uses with diversity in jobs, residents, and visitors that balances neighborhood needs, has a vital street life and character, and results in a thriving local economy.
- Encourage excellence in design of public infrastructure opportunities such as the I-15 reconstruction, public transportation systems, and streetscapes that are elegant and fitting of a Gateway.
- Look to traditional patterns of development in Salt Lake City as examples of the kind of blocks and streets that encourage and support urban neighborhood development.
- Maintain, enhance, and create connections to neighborhoods surrounding the Gateway District, neighborhoods within the Gateway District, and downtown Salt Lake City.

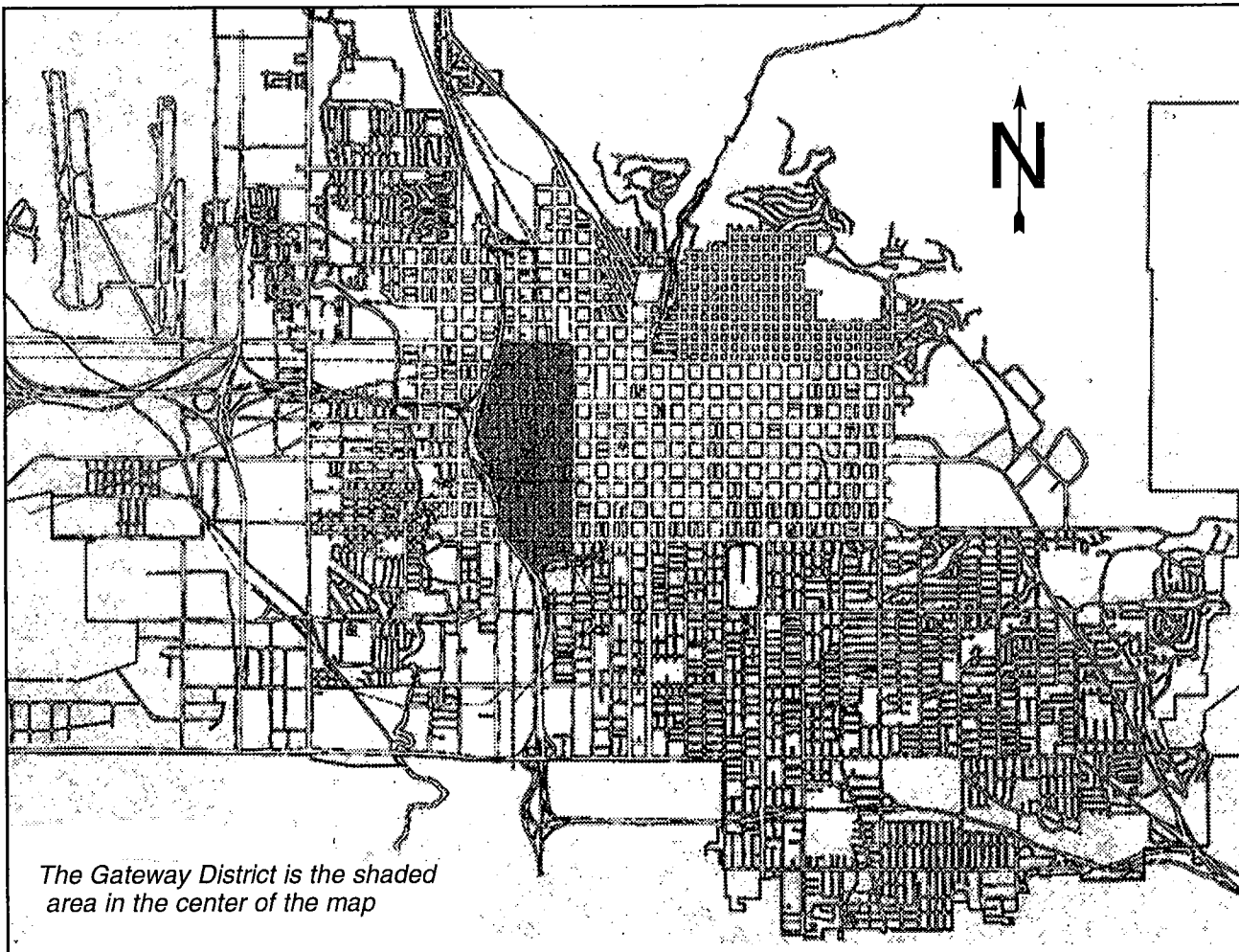
- Maintain and encourage diversity through retention of existing businesses and residents, retention of existing structures and uses, development of a broad range of housing types that fit into virtually every area of Gateway, and integration of social service providers and their clients into the fabric of the community.

- Require excellence in design through urban design standards that preserve views and vistas, create pedestrian-friendly and attractive streets, establish a distinct character, and create landmarks and signature structures in architecture and infrastructure.

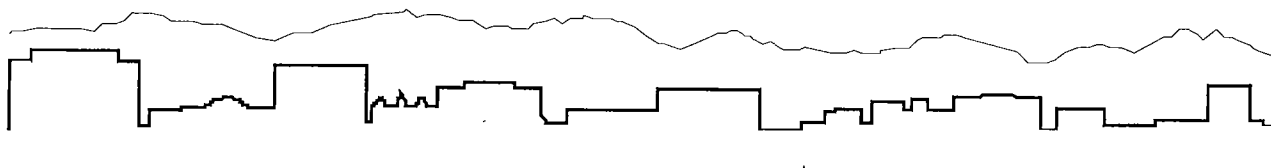
- Leave an “Olympic Legacy” in the design of important infrastructure elements like the 400 South Street Bridge and the new viaducts, the establishment of an “address”

street with distinction in the area, and a public open space system that brings City Creek back to the surface and integrates it into the neighborhood.

Greater Salt Lake City



The Gateway District is the shaded area in the center of the map



THE GATEWAY DISTRICT

Historic Growth and Use of the District

The emergence of the railroad in the late 1800s brought about a major change in the western downtown area. Land that was once residential became more industrial, with warehouses and transportation uses prominent. At the same time, rich mixtures of housing and building types were constructed. Some of these buildings are individually listed on the National Register of Historic Places, other historic warehouses are included in a national Register District, and buildings of historic significance are scattered throughout the area. Examples of Gothic Revival, Queen Anne, Italianate, Bungalow, Period Cottage, and Vernacular housing styles are located in the area. Pioneer Park, one of the oldest parks in Utah, is also located in the Gateway District.

The introduction of the railroad gave rise to an influx of immigrants. By the early 1900s, the west side of the City had evolved into several ethnic neighborhoods that were home to Syrian, Italian, Japanese and Greek immigrants. Once a bustling and lively area, western downtown provided a safe sanctuary to the diverse populations entering the City. Immigrants settled in "colonies" for support and familiarity, created close-knit communities with boarding houses, bakeries, newspapers, churches, coffeehouses, and other specialty stores that welcomed immigrants to their new home and reminded them of their homelands.

Japanese District

The Japanese settled in apartment buildings along First South from West Temple to Third West. The district supported noodle houses, barber shops, hotels, fish markets, a tofu bean-cake factory, and other stores that served the

growing population. A tri-weekly newspaper also served the Japanese population. Only the Japanese Church of Christ built in 1918 remains.

Italian District

The first Italians arrived late in the 1890s with the opening of the Carbon County coal fields. Other immigrants were employed by the Union Pacific and the Denver & Rio Grande Western railroads, but Italians also owned saloons, grocery stores, and tailor shops. Other than the Bertolini Block at 145 West 200 South, little remains of the Italian District.

Syrian District

Syrian immigrants settled in the area immediately surrounding Third South and Fifth West primarily because many males labored at the Utah Fire Clay Company near Tenth South and First West. The area called "little Syria" included residences and stores.

Greek Town

Greeks began immigrating to Utah in large numbers in the first decade of the 20th Century. By 1910, there were over 4000 Greeks living in Utah, mostly men and boys. It was the activity of Greek labor agents that brought thousands to live near the railroad tracks on Second South Street between 500 and 600 West, known as Greek Town. Several buildings along 200 South Street remain in what was once the heart of Greek Town. The most significant remaining structure is the Holy Trinity Greek Orthodox Church on the corner of 300 West and 300 South.

Current Land Use and Development Trends

Salt Lake City's ethnic neighborhoods began to disappear after World War I and were replaced with a predominance of industrial uses and warehouses. Residents dispersed throughout the City and County and many of the important buildings were destroyed. Little physical evidence remains to tell the story of what used to be. Few buildings have survived, and of those, many have fallen into disrepair.

When Interstate-15 was constructed, it further separated the neighborhoods and created barriers to access and communication. A "no-man's land" developed that is occupied by railroad tracks, highway ramps, overpasses, and heavy industrial uses. Less desirable activity in the City

was not only tolerated there, but also encouraged to occur there. Thus, it became an area of deterioration, and an area attractive to the criminal element.

Today, several social service agencies and groups serve the homeless population. The agencies serve a growing population of homeless men, women and children who need shelter, food, medical services, and educational/training opportunities. The concentrated nature of the service agencies is troubling to many business and property owners in the area who view their presence as a threat to property values, development opportunities, and safety and security. Existing conditions in the area also make it attractive for criminal activity, particularly drug dealing and other activities that are associated with drug trafficking such as vandalism, robbery, graffiti, and prostitution.

In the midst of the deterioration, industrial, warehousing and distribution uses have continued to flourish. The location close to downtown is ideal. It is within easy access of the highway and railroad so that goods and materials can be transported to and from the City efficiently. This area is also attractive to these businesses because the land costs are relatively low. The Gateway District has become an edge district, a neglected back-door place with little that is attractive and much that is in need of improvement.

Recent redevelopment investments have added to the diversity of land uses in the Gateway District. Older industrial uses have given way to low-density office development, retail developments and high-end residential uses near the Rio Grande Depot. These uses are energizing slowly and steadily and have been a direct result of Redevelopment Agency programs to date. More residential development is proposed and underway as warehouse buildings and other industrial buildings are being transformed into housing units. This redevelopment is particularly prevalent in the vicinity of the Rio Grande Depot and along 200 South Street. These changes are occurring because of increased development interest in the area.



Holy Trinity Greek Orthodox Church

Planning Sub-districts

With over 650 acres of different land uses, the Gateway District gives the impression of a large non-contiguous area, yet the area is actually divided into sub-districts or neighborhoods. Each neighborhood has its own unique character and identity. Together they offer a rich variety of living and working environments that will grow together with the abutting neighborhoods over the coming years.

Union Pacific Sub-district

This neighborhood is located at the northern end of the Gateway District. The Union Pacific Depot is the focus element of the neighborhood. New developments surrounding the existing depot will shape the Union Pacific neighborhood in the future, but the station will continue to be the spotlight of the area.

Rio Grande Sub-district

The Rio Grande Depot sets the character for this neighborhood. The diversity and richness of this area is already emerging. Artspace, the California Tire and Rubber project, renovated structures west of Pioneer Park, and other important redevelopments are establishing a mixed-use residential character for the area. Pioneer Park, at the eastern end of the Sub-district, is an important asset and a special feature for the area.

Gateway Corridor Sub-district

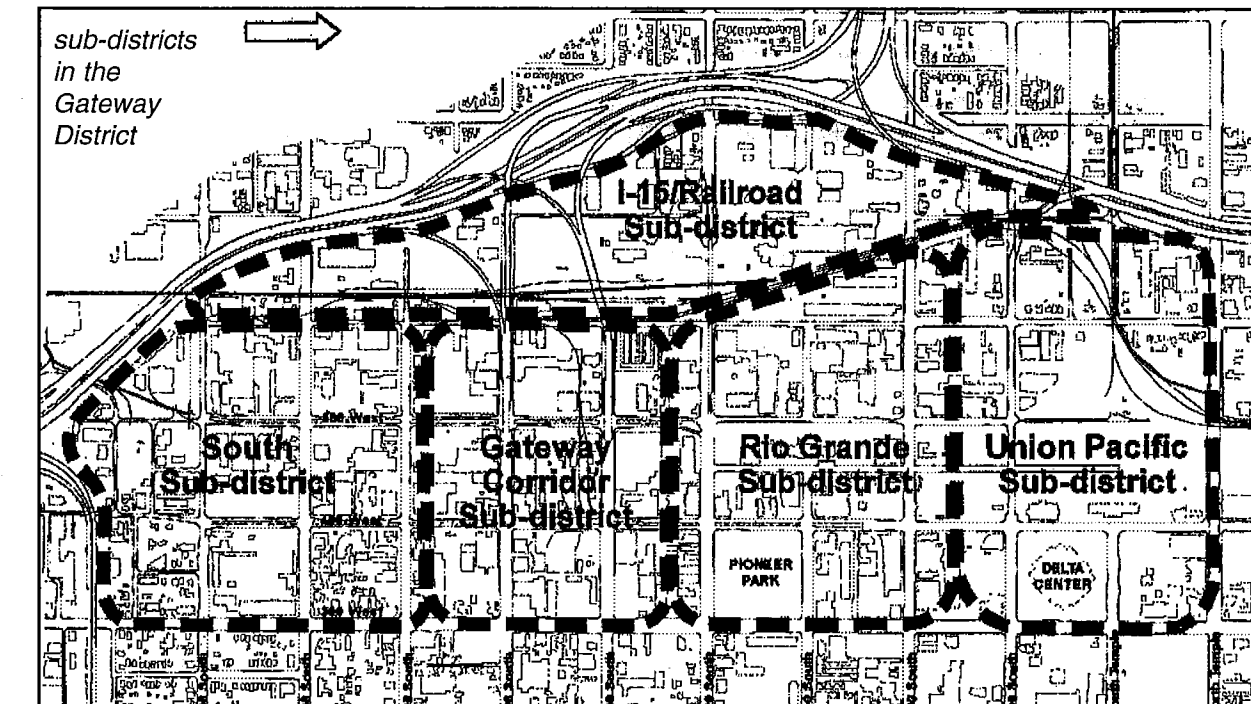
This is essentially the City's front porch. It is a major gateway, arrival and departure point that includes a panoramic view of the City skyline with the backdrop of the Wasatch Mountains. This district will experience a variety of changes with the shortening of the viaducts at 400, 500, and 600 South. This neighborhood will set the "first impression" for the City.

South Gateway Sub-district

This sub-district could be called the "melting pot" because of its very diverse land uses that range from single family residences to heavy industrial uses all within a few blocks. This is the least defined sub-district. However, with the potential reconfiguration of the 900 South viaduct and with significant changes in the land uses, this area could experience a new life.

I-15/Railroad Sub-district

This sub-district is situated between 700 West and I-15. The area currently consists of industrial and manufacturing land uses, but the proposed Gateway Commons Park will be located in this area in the future. The Amtrak station will be located in this sub-district and may be joined by other transit modes to create a transportation hub.



Gateway District Characteristics

The Gateway is comprised of approximately 650 acres of land. There are approximately 325 property owners with a majority of the parcels over an acre in size. Of the approximately 650 acres, about 485 acres are in areas other than public rights-of-way. The dominant land use is industrial (approximately 68 percent) which includes: railroads, utilities, wholesale and distribution uses, and storage facilities.

Commercial uses (approximately 15 percent) include: recreation and entertainment, building materials and services, food and beverage sales, offices and small retail sales, and equipment/vehicle sales and service. Public and semi-public uses are the next largest segment (8 percent approximately). These uses include: clubs and lodges, community and social service facilities, cultural institutions, maintenance and service facilities, and parks and open space. Residential uses occupy slightly less than three percent of the total land use. The remaining seven percent of the land is vacant.

Geology and Hydrogeology

The surficial geology of the Gateway District consists of Lake Bonneville lacustrine sediments (clay, silt, and minor fine sand) typically found below the Provo shoreline. The lacustrine sediments are inter-layered with coalescing alluvial fans derived from the mountains to the east. Currently, surface soil in the area frequently consists of imported granular fill. The nearest active fault is the Salt Lake Segment of the Wasatch Fault, located about 3/4 mile to the east of the subject area. Earthquake-induced soil liquefaction is a geologic hazard associated with large earthquakes. Ground shaking during large earthquakes may cause saturated sandy soils to "liquefy" due to increased pore pressure between soil grains. The Gateway District is located within a zone rated as having a high liquefaction potential. (A high liquefaction rating corresponds to greater than 50 percent probability that an earthquake large enough to induce liquefaction will occur in 100 years).

The aquifer system in the Gateway District is comprised of a shallow, unconfined water-table zone, and deeper confined aquifers. Based on a regional map illustrating the potentiometric ground water surface and generalized direction of the ground water flow, regional ground water flow direction is inferred to be to the west. The depth to the shallow unconfined aquifer varies somewhat in the district, depending on topography and seasonal fluctuations, but it is generally less than 15 feet below the ground surface. Water level is influenced by de-watering systems beneath large buildings, seepage from water conveyance systems, and infiltration from precipitation and urban runoff. These influences may affect both the depth to the shallow ground water and the local gradient and flow direction. The deeper artesian system is composed of shallow, intermediate, and deeper zones separated by semi-confining inter-bedded clay and sand layers. The deep aquifer system provides drinking water to communities within the Salt Lake area. No drinking water wells are listed as being located within the Gateway District in the Utah Division of Water Rights Database. However, the database does list seven Salt Lake City Corporation municipal wells as being within a two-mile radius of the district. Recharge for these aquifer systems, though, is predominantly infiltration from precipitation in the mountains east of the district.

The nearest surface water to the site is City Creek, which historically flowed to the west through the Gateway District from City Creek Canyon, northeast of the district. However, for many years and to the present time, City Creek has been contained within a culvert in North Temple Street. A number of storm water ditches cross the district and are used only intermittently during storm events. The general direction of the surface water flow is west toward the Jordan River, located approximately one mile west of the Gateway District. Surface water is not used for industrial or domestic uses within the district.

Environmental Issues

Although the current land uses of the Gateway District are mostly non-polluting, a history of varied industrial and railroad uses in the area have left a legacy of environmental contamination. This legacy, however, involves perception as much as it does the reality of contamination. In the effort to avoid a predominance of "brownfields" sites where development is stigmatized by a perception of contamination, Salt Lake City conducted sporadic area-wide environmental assessments and remediation planning in order to begin demystifying the issue of contamination for property owners, residents, prospective lenders, and purchasers.

A Phase One database search revealed that there are registered within the district twenty-five Leaking Underground Storage Tank (LUST) sites, twenty-seven Resource Conservation and Recovery Act (RCRA) sites where businesses are permitted to handle hazardous waste, and two Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) listed sites.

A review of historical aerial photographs and Sanborn Fire Insurance Maps was conducted to determine where railroads, coal yards, and heavy industrial activity existed since the late 1800s. Where properties historically had rail or coal yard uses, there is a tendency for the shallow soils to be contaminated with polynuclear aromatic hydrocarbons (PAH's), some of which can be carcinogenic. Fortunately, these compounds have limited mobility in the environment, so they tend to remain where they were deposited. In many places, the existing concentrations of PAH's do not present an unacceptable cancer risk if the land is to be used for industrial or commercial purposes, but may be of concern if new residential units are built, especially where upper soils are exposed.

Where properties had scrap metal yards or metal fabrication facilities, there is a tendency for the shallow soils to be contaminated with toxic heavy

metals, including barium, mercury, and cadmium. Throughout the district, it was also discovered that there appears to be a high background level of arsenic occurring naturally in the Gateway District.

Across the State, most environmental cleanup or remedial actions undertaken with the direction of the Utah Department of Environmental Quality and/or the U.S. Environmental Protection Agency are conducted in a site-specific, risk-based scenario. This means that cleanup occurs to a level necessitated by the current or future land use. Residential land use requires a much more stringent level of environmental remediation than would an industrial land use, for example. Fortunately, the environmental studies conducted by Salt Lake City under the Brownfields Pilot Program have concluded that over 80 percent of the Gateway District's 485 acres (this excludes public right-of-ways) could be continued in or redeveloped into commercial or industrial uses without additional cleanup actions. Just over 70 percent of the area could be redeveloped into residential uses without additional cleanup.

Transportation

The most important decision relating to the Gateway District lies with the consolidation of the railroad tracks. The Visionary Gateway Plan of 1994 and the subsequent Rail Consolidation Study of 1996, all assume, as does this planning effort, that the rail lines will be consolidated for the shortening of I-15 viaducts at 400, 500 and 600 South Streets.

The Gateway District includes three main rail lines belonging to the Union Pacific Railroad. Consolidation of railroad tracks will result in the removal of tracks on 400 and 500 West streets which makes shortening the viaducts on 400, 500, and 600 South streets possible. The benefit of shortening the viaducts is increased access to properties, opening the District up to visibility, and increased opportunity for new development and redevelopment. It also affects the entrance image to Salt Lake City and circulation systems to and from downtown.

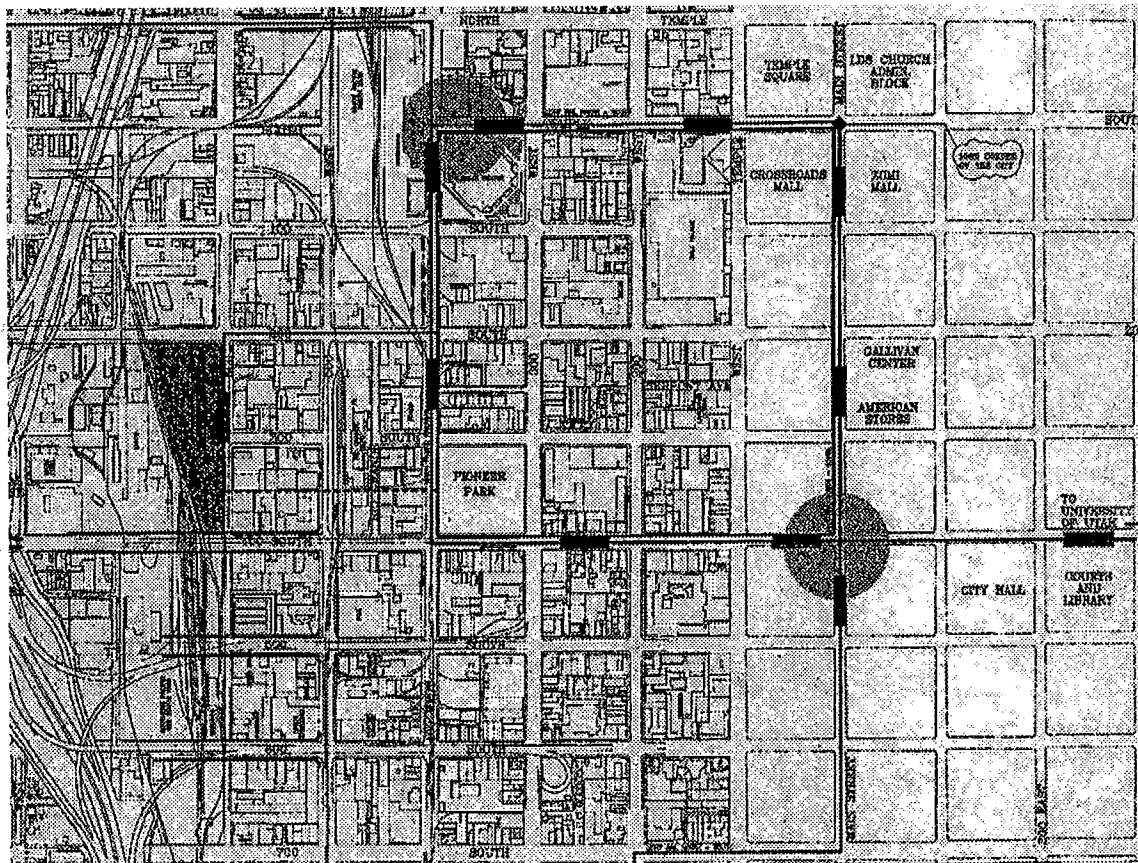
The increased access and visibility will affect changes in land use, cause property values to rise, and increase interest in development and redevelopment. Once the rail is consolidated and viaducts are shortened, many of the parcels that become more visible and accessible will be attractive for new development and a change of use. Hotels, residential neighborhoods, and mixed-use development will likely replace some existing warehouse/distribution (industrial) uses.

Until recently, several existing businesses in the District received rail service. Consistent with the Rail Consolidation Plan, several spur lines will be removed and many of the businesses served by rail have chosen to relocate. One business, Cereal Foods, will continue to receive rail services via a realigned spur.

In summary, consolidation of the railroad system results in the following: (1) removal of tracks on 400 and 500 West streets and consolidation of them on 600 West; (2) shortening of viaducts on 400, 500, and 600 South streets to terminate at 500 West rather than 300 West; (3) various railroad spurs located south of 600 South will be

removed consistent with the Railroad Consolidation Plan; and (4) relocation of the Amtrak station to an identified site at 600 West and 200 South streets. In the future, the 900 South viaduct could be reconfigured to touch down at 400 West rather than West Temple Street, thus accessing directly onto what is proposed to be a grand boulevard through the Gateway District.

Another recommendation of the Rail Consolidation Plan is the realignment of the "Grant Tower" tracks. This is a tight curve along Union Pacific's main freight line that slows rail traffic in the district. The realignment would allow trains the opportunity to pass through the area at greater speeds and would require the reconstruction of part of the North Temple viaduct. Another option is that the North Temple viaduct could be removed and the new roadway would be built under the railroad tracks resulting in an improved connection between the Gateway District and the neighborhoods to the north.



The route of the N-S light rail and the proposed E-W alignment in the Gateway District

Intermodal Hub

An intermodal hub is a co-location of several modes or types of transportation at a single site. As part of the rail consolidation effort, an intermodal facility is planned to be located in the Gateway District at 600 West and 200 South. Ideally, the facility would be designed to provide a common location for local Utah Transit Authority (UTA) bus service, interstate Amtrak train service and Greyhound bus services, light rail, and regional commuter rail. With the revitalization planned throughout the Gateway District, this facility is intended to provide a pleasant environment for commuters, thus improving the image, accessibility, and ridership of mass transit systems.

Amtrak and Greyhound Bus

Relocation of the Amtrak station is needed to accommodate the shortening of the 400, 500, and 600 South viaducts. In the future, Greyhound will also need to relocate its facilities from the present location on South Temple. The intermodal hub located at 600 West and 200 South has been selected to house Amtrak and possibly Greyhound. Amtrak and Greyhound have a relationship at many locations across the country and a shared facility is an opportunity both organizations favor. UTA's maintenance facility is located directly north of this site on 200 South. UTA and Greyhound are currently exploring opportunities for Greyhound to share UTA's maintenance facility as well.

Commuter Rail

Another study is underway to determine the feasibility of commuter rail from Brigham City to Payson. The commuter rail station will also be located at the intermodal hub, however a location on 500 West between 100 South and North Temple should not be ruled out. The key element for the success of the commuter rail system is ease and convenience of use for the commuter.

Light Rail Routes

The north/south route for light rail runs from downtown to Sandy City and the proposed east/west alignment runs from the Salt Lake

International Airport to the University of Utah. Within Salt Lake City, the north/south alignment follows the Union Pacific tracks to 1300 South, then follows 200 West to 700 South, 700 South to Main Street, Main Street to South Temple and South Temple to 300 West. It terminates in front of the Delta Center on South Temple Street about one-half block from the Union Pacific Depot.

The light rail west/east alignment is proposed to go from the Salt Lake International Airport along North Temple to 400 West, along 400 West to 400 South, and along 400-500 South to the University of Utah. This alignment allows for the two light rail lines to intersect at South Temple and 400 West and at 400 South and Main Street.

UTA Bus Routes

Currently there are several buses that traverse the Gateway District along 300 West, North Temple, 200, 400, 500, and 600 South streets. The majority of these bus routes are commuter routes entering and exiting the downtown Central Business District (CBD) from outlying areas of the Salt Lake Valley. With the implementation of light rail in the CBD, several of these routes may be adjusted to better accommodate areas not serviced by light rail. Land use plans within the Gateway should be developed to enhance, encourage and support transit use of all kinds. Bus routes should be adjusted, as development occurs to encourage ridership.

Truck and Commercial Traffic

Truck and commercial traffic circulation should be confined to the arterial and collector streets. The design of these streets should make it easy for large trucks to maneuver. If needed, new access to existing businesses should be provided. Local streets, particularly in residential areas, should have designs that discourage truck traffic. Entry treatments into the residential areas will help truck drivers identify these areas.



Roadways

Roadway Functional Classification is used by engineers and planners to determine the intended and proposed use of a roadway. Roadway movement ranges from primary movement, to collection/distribution, access, and finally termination. Throughout the Gateway, three basic functional classifications exist.*

Functional Classification

Arterial

Arterial streets are intended to provide a high degree of mobility and serve long trips. Arterial streets connect major generators of traffic and include ties to the interstate system. Arterial streets are subdivided in this analysis to State Arterial streets (those under the jurisdiction of UDOT) and City Arterial streets (those under the jurisdiction of Salt Lake City).

Collector

Collectors serve to collect traffic from arterial streets and distribute this traffic to local and residential neighborhoods.

Local Road

Local Streets serve to provide land access and to distribute traffic to individual dwelling units, including homes, shops, businesses, etc. Local street networks should discourage through-traffic and provide for a safe and efficient transition.

Roadway Classification

Roadways within the Gateway fall in these categories:

State Arterial

North Temple; 300 West from North Temple to 400 South; 400 South from State to I-15; 500 South from State to I-15.

City Arterial

400 West from North Temple to 200 South; 200 South from 300 West to I-15; 400 South from 300 West to I-15; 300 West from 400 South to 900 South; 800 South.

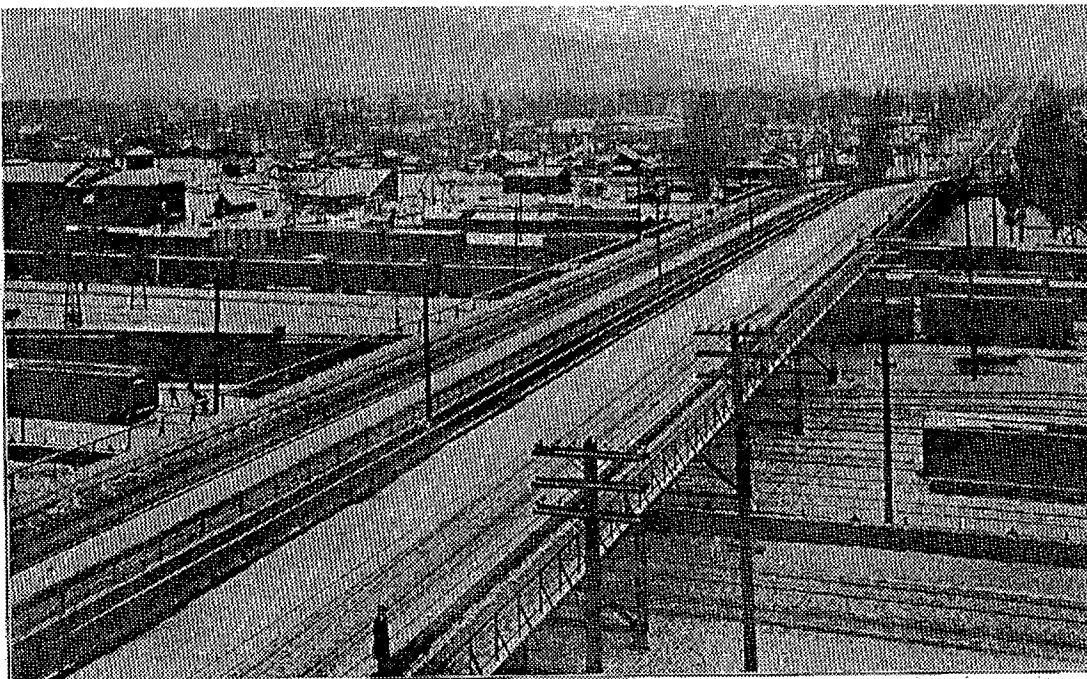
Collector

South Temple from 400 West to 300 West; 100 South from 400 West to 300 West; 900 South.

Local

All remaining streets

*Utah Department of Transportation (UDOT) is currently performing a review of all state routes and it is likely that both North Temple and 300 West will be turned over to Salt Lake City. In that case, the designation would shift to a City arterial for both roads.



*The
North
Temple
viaduct
(looking
west)*

c. 1916

Bicycle Routes

In October of 1992, Salt Lake City adopted a Bikeways Master Plan to identify opportunities for the development of bicycle paths, to set a standard for route design, and to address the issues surrounding implementation of the plan. The Salt Lake City Transportation Master Plan set the standards for the Bikeways Master Plan and was distributed in conjunction with UTA as the Salt Lake City Bikeways Map 1995-1996. The types of bikeways outlined by the City include Class I, Class II and Class III.

Three bike routes have been identified in the existing Bikeways Master Plan: North Temple, 200 South, and 800 South. All three have been identified as Class II routes. The Salt Lake City Bikeways Map 1995-1996 indicates that the route on North Temple stops at the viaduct, while the Salt Lake City Transportation Master Plan indicates that this continues through to "E" Street in the Avenues. The Bikeways Map further indicates that 200 South shifts from a Class II system to a Class III at 400 West, however the Salt Lake City Transportation Master Plan once again indicates that this route is a continuous Class II route. Regardless of which plan prevails; three streets are identified as bicycle routes. Bicycles should be accommodated and encouraged. The Bikeways Master Plan and the Transportation Master Plan should be amended and new bicycle routes designated on 300 West, 500 West and on South Temple/Folsom Streets where a rail line will be removed.

Pedestrian Systems

Pedestrian connections to and through the Gateway District help to assure livable streets, and are critical to creating and maintaining connections to the surrounding neighborhoods and uses. The objective is to provide as many walkable connections as possible and to design streets and streetscapes so that they are pedestrian friendly. Mid-block crossings are especially important where the large block pattern remains. Medians provide opportunities for pedestrians to safely wait when crossing the wide streets.

Bikeways Classification

Class I

A path designed for cyclists, pedestrians and in some cases, equestrians. They are located in areas where it is possible to prohibit motor vehicle traffic.

Class II

A defined portion of an existing roadway designed for the exclusive use of bicycles. Separation is achieved by either painted lane and "bicycle use only" pavement markings or by grade separation from the roadway or pedestrian walkway.

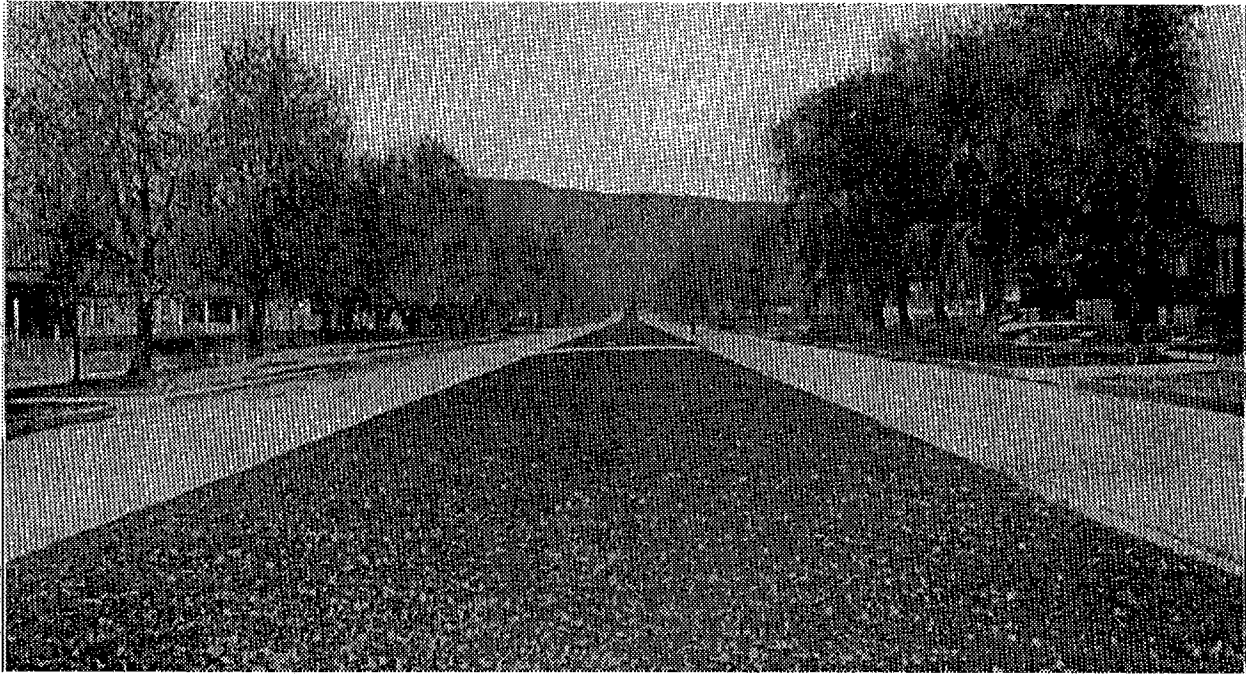
Class III

Signed cycling route utilizing existing roadways where cyclists would share the road with other types of traffic. This type of bikeway does not provide cyclists with increased road privileges; rather, it informs motorists of the cycling route.

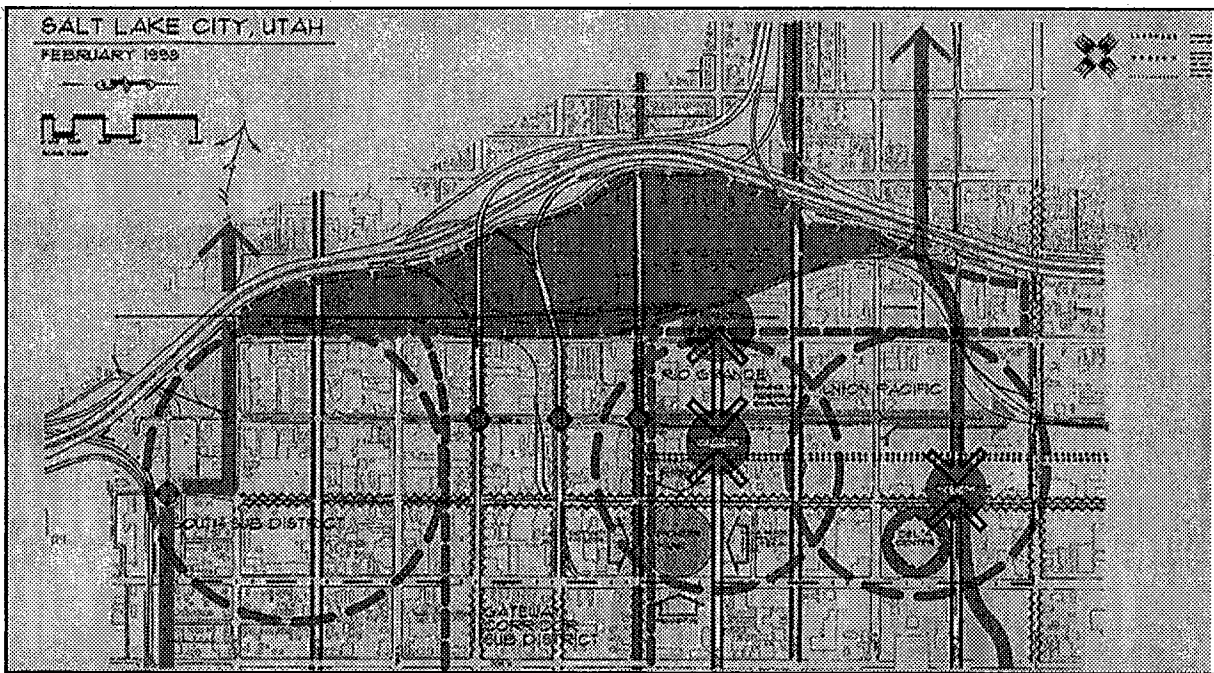
Source: Salt Lake City Bikeways Map 1995-1996



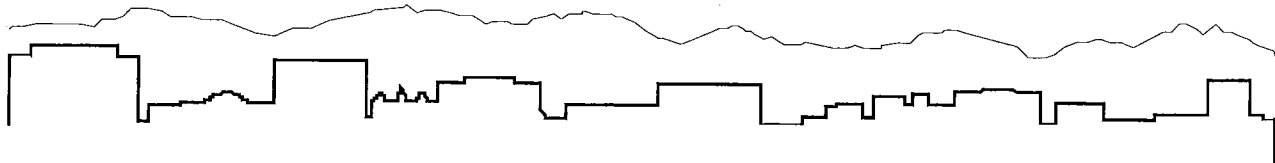
crosswalk from the Delta Center to the Deveraux House across South Temple Street



600 East in 1916



nodes



LAND USE

Introduction

A mix of low-intensity uses, warehousing, general commercial, distribution, and light industrial uses currently characterizes the Gateway District. The relatively underutilized nature of the land, given its close proximity to downtown, is largely due to the historic development patterns which were influenced by the railroads and by transportation constraints.

A number of factors and trends have arisen that provide a strong impetus for change in the Gateway. These factors include:

- The consolidation of the railroad tracks.
- The shortening of the 400, 500, 600 South viaducts by two blocks.
- The relocation of Amtrak and the designation of 600 West and 200 South as the location of a transportation hub.
- Current land use trends and pressures along the Wasatch Range.
- The lack of land to develop east of the Central Business District.
- Proximity of the Gateway District to the Central Business District.
- The hosting of the 2002 Olympic Winter Games.

Objectives and Policies

Objective 1

Provide for the continuation of existing uses within the Gateway District.

As stated earlier, the vast majority of businesses in the Gateway are industrial, warehousing and distribution, and service commercial activities, all of which are an important source of employment opportunities. Recent development activity in the northeast part of the District indicates a trend toward integration of these uses with office or residential uses.

Policy 1.1

Encourage existing businesses to remain and expand consistent with the urban design guidelines which contribute to the development of an urban neighborhood.

Policy 1.2

Educate local businesses on how to use urban design features to enhance their business which in turn brings potential customers and residents into the Gateway District.

Policy 1.3

Preserve and enhance opportunities for service start-up and incubator businesses.

Policy 1.4

Encourage the development of a one-stop capital shop in the Gateway District.

Objective 2

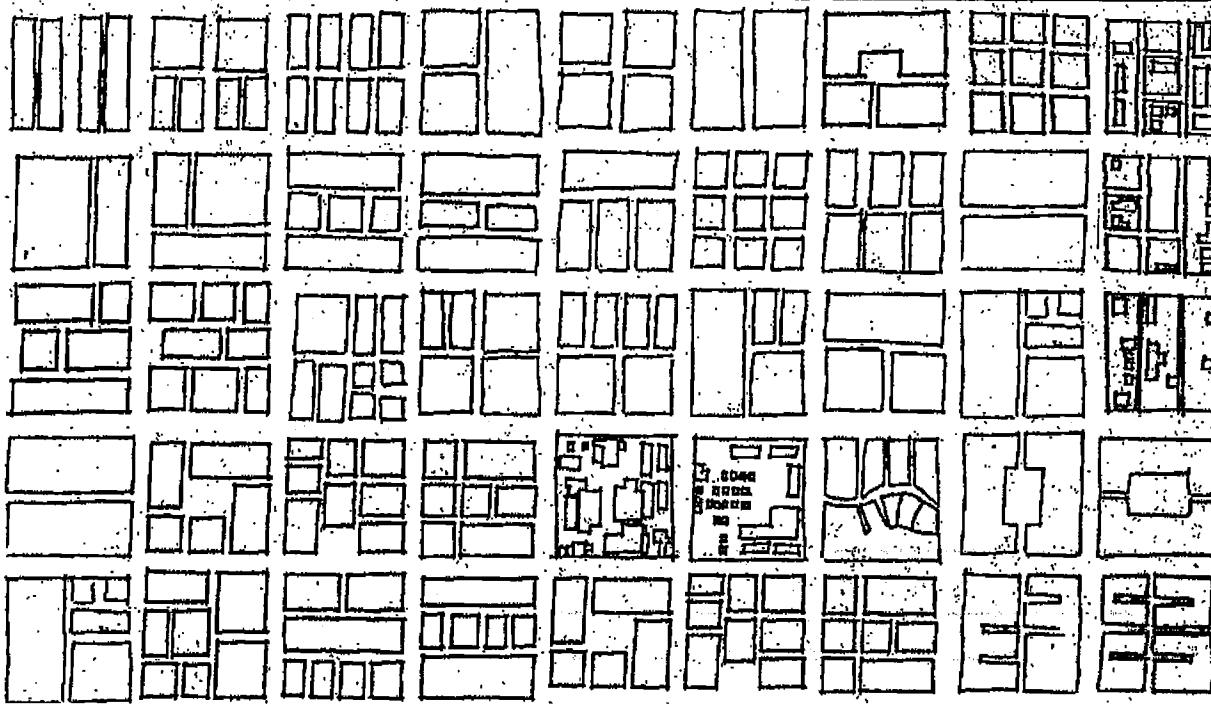
Organize the Gateway District in a pattern of streets, blocks and pedestrian ways that extend the original grid pattern.

The street patterns reflect the history of the area, and how Brigham Young followed the plan of the City of Zion drawn by LDS Church founder Joseph Smith in 1833, which was characterized by a checkerboard grid. The ten-acre blocks were square with sides of 660 feet, divided into eight lots and separated by streets 132 feet wide. The Gateway Development Master Plan calls for a diverse and colorful urban setting with integrated open spaces and pedestrian ways. These areas are to be developed as an amenity for activity centers and to provide additional connections and linkages throughout the District, breaking up the large ten-acre blocks.

Policy 2.1

Use the original pattern of ten acre blocks to accommodate a mixture of uses and activities.

Sketch showing the variety of ways to create smaller blocks - January 1997 City Design Workshop



Policy 2.2

Encourage developers to create smaller blocks in appropriate areas by creating pedestrian walkways, open spaces, and the dedication of new streets (e.g. Rio Grande Street north of 200 South Street).

Policy 2.3

Continue Rio Grande Street from 200 South to North Temple.

Policy 2.4

Encourage the development of new mid-block streets in a variety of patterns.

Objective 3

Encourage transit-oriented development (TOD).

Residents and workers in the Gateway District will have the opportunity to use many different modes of transportation (e.g. walking, automobile, light rail, and the bus system). The design of new and existing developments within the Gateway should reflect these choices. By the introduction of new parking and setback requirements that promote an atmosphere conducive to many different modes of travel, the Gateway District will become an urban neighborhood.

Policy 3.1

Create parking requirements for new developments that encourage the use of other modes of transportation.

Policy 3.2

Promote mixed-use development adjacent to the light rail stations.

Policy 3.3

Encourage high density residential uses.

Policy 3.4

Provide multiple opportunities for convenient transfers between different modes of transportation.

Objective 4

Provide for the development of a diverse mixture of uses that complement downtown, encourage a variety of housing opportunities, and facilitate the enhancement and revitalization of the Gateway District.

The principal objective and opportunity presented by the redevelopment of the Gateway District is the creation of mixed-use office, residential, and commercial uses oriented to mass transit. Significant land assembly opportunities and the existence of large, underutilized parcels that do not require land assemblage will aid the realization of this vision.

However, the plan also recognizes the multiple ownership patterns of the Gateway and the desire to ensure a gradual transition of uses from the existing light industrial and service uses to a vital mixed-use district. The Gateway Development Master Plan recognizes that the area is not a “blank slate,” but rather a complex mixture of uses that will need to coexist comfortably with new land uses.

The types of land uses in the Gateway District will be :

- **Civic, Cultural Community** - large scale facilities such as museums (e.g. art, children, and natural history), art and history centers, galleries and exhibits, performing art facilities, educational campuses or complexes, facilities for ethnic studies, a planetarium, and a cohesive retail shopping center.
- **Residential** - housing opportunities ranging from high density structures to non-traditional single-family residences and providing for the housing needs of singles, families, elderly, and those with special needs.

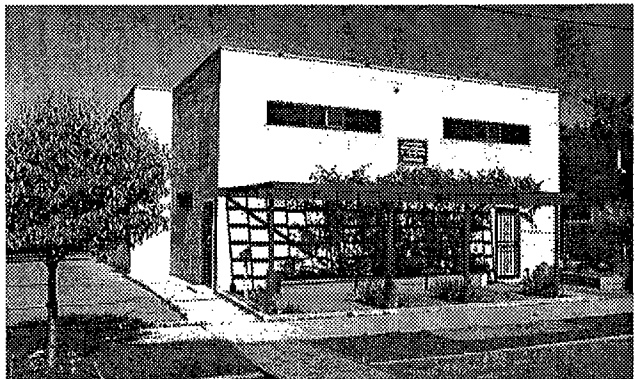


row houses line Commonwealth Avenue in Boston, Massachusetts



- **Commercial** - large scale uses such as retail that are part of a center or complex, or special campus-style uses such as a medical center, clinic or neighborhood hospital, law school, training center or other educational facilities, hotels, civic buildings, or an office complex.
- **Retail** - small commercial uses such as grocery store, day care, dry cleaner, hardware stores, banking, medical and dental facilities, restaurants, copying and printing shops, veterinarian, and specialty shops that are oriented toward neighborhood services.
- **Secondary / Support Commercial** - small to moderate scale uses that provide support services to the CBD (e.g. caterers, food and materials distribution, designer showrooms, office supplies, and display and exhibit equipment, one-of-a kind shops, and incubator space for small and growing businesses).

500 West and 200 South



- **Parks and Open Spaces** - green space, urban trails and creek corridors, and other recreation, leisure and sports facilities.

- **Intermodal Transportation** - specific site where Amtrak, Greyhound, local bus, light rail and regional commuter rail can come together at one central location.

Policy 4.1

Identify appropriate land uses that will assist in the development of a successful mixed-use district.

Policy 4.2

Ensure that adequate infrastructure and community facilities are developed to support the proposed mixture of existing, continuing, and new uses.

Policy 4.3

Establish urban design guidelines which are based on the character of each sub-district and which promote a workable coexistence between the diverse land uses encouraged in the Gateway District.

Policy 4.4

Create a special zoning district, or approval process, which encourages commercial and retail uses that strengthen and compliment the Central Business District.

Objective 5

Provide opportunities for housing within the Gateway District to reinforce downtown as a place to live, work, and shop.

The Gateway District has the opportunity to provide non-traditional housing for residents who desire to live in an urban neighborhood, but with all the comforts of living in a suburban atmosphere.

Policy 5.1

Identify areas for future housing.

Policy 5.2

Develop urban design standards that create an

urban neighborhood, emphasizing a variety of mixed-uses, housing types, and income levels.

Policy 5.3

Encourage mixed-use development where the residential component is the primary land use.

Policy 5.4

Encourage the development of private and public infrastructure and building design that is compatible with the Americans with Disabilities Act.

Policy 5.5

Establish an affordable housing policy that will provide tools which may include, but not be limited to, density bonuses and inclusionary zoning.

Objective 6

Maintain and improve retail services in the Gateway District.

At the present time, highway service activities are centered on the 400, 500, and 600 South interchanges where visitor-serving lodging and restaurants have developed (Gateway Corridor Sub-district). In the future, there may be opportunities for a variety of retail uses along the 400 West corridor, due to its high visibility, and light rail access. As new offices and housing are established in the area, smaller and larger scale retail services, which serve the needs of workers and residents, should also be encouraged to locate within this area.

With the introduction of office workers and residents into the Gateway District, there will be a demand for a greater number of retail uses that serve the convenience and entertainment needs of workers and residents. These uses add significantly to the vitality and livability of the Gateway District and should be encouraged. Certain uses, such as nightclubs, art galleries, and cafes can make a significant contribution to the revitalization of the area through their ability to assist in the transformation from a predominantly daytime, light industrial character into a more lively atmosphere at all times of the day.

Policy 6.1

Encourage retail businesses that serve the shopping and entertainment needs of residents, employees, and visitors.

Policy 6.2

Provide for the continuation and expansion of highway-oriented commercial and retail uses.

Objective 7

Strengthen the character and livability of the District by developing a system of public recreation facilities, open spaces, pedestrian ways, and waterways.

Individuals in the Gateway will have the opportunity to enjoy a number of recreational activities in the Gateway District, for example, bicycle routes, pedestrian areas, and traditional and non-traditional open spaces.

Policy 7.1

Configure new development and land uses that are integrated with the existing/proposed trails and open spaces.

Policy 7.2

Reinforce existing and locate new open spaces and recreation facilities that provide an identity and focus to the residents of the Gateway District and surrounding neighborhoods.

Policy 7.3

Establish requirements for traditional and non-traditional open spaces.

Policy 7.4

Design parks, public spaces, and streets that will provide a safe, secure, and attractive environment for users, pedestrians, and bicyclists.

Objective 8

Encourage adaptive reuse of historic buildings within the Gateway District.

The Gateway District contains a rich array of historic resources that convey the significant influence the railroad has played in the evolution of the Gateway District. The rehabilitation and

reuse of historic buildings can enrich the fabric of the area while serving to remind us about the history of the Gateway District.

Policy 8.1

Ensure the cultural context of the Gateway District is preserved through the existing architecture and reuse of historic buildings.

Policy 8.2

Educate historic building owners, buyers, and developers on the advantages of the federal and state incentive tax credits. Encourage the listing of historic buildings on the National Register of Historic Places either individually, in a district, or in a thematic nomination.

Policy 8.3

Promote the expansion of the National Register of Historic Places Warehouse District as well as the National Register (SLC) Multiple Resource Area (MRA) listing.

Policy 8.4

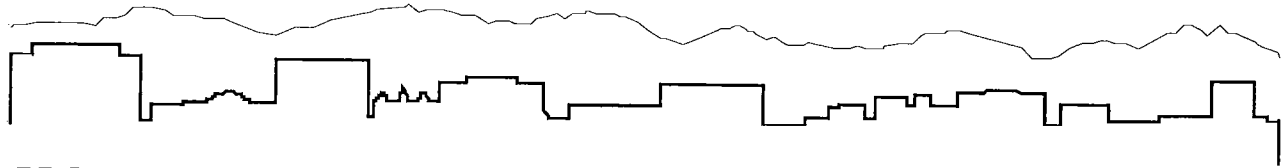
Encourage the listing of historic buildings on the Salt Lake City Register of Cultural Resources.

Policy 8.5

Consider establishing a non-contiguous local historic district.



The Salt Lake Stamp Company Building in 1979



HOUSING

Introduction

Salt Lake City recognizes the need to increase the amount of housing within the downtown area, as discussed in the Downtown Master Plan and the Gateway Development Master Plan. The downtown housing objective is to provide housing opportunities for people who work near or in the downtown area. In addition to providing convenient housing, a secondary objective for increasing residential development is to create a 24-hour mixed-use downtown.

While there are current obstructions that may make it difficult to envision residential neighborhoods in the area, it is clear from looking at other cities that higher density in-city residential development can gain market acceptance and become successful. Downtown housing is already becoming a viable and attractive option for many people. Clearly, the redevelopment of the Gateway District offers one of the best opportunities to create a significant amount of new housing opportunities due to the following factors:

- The large size of the area and its close proximity to the Central Business District.
- Extensive opportunities to plan from the "ground up".
- Transitional nature of many existing uses.
- Extension of light rail service to the area, which will provide an impetus for transforming the area into a mixed-use urban district.
- A stock of existing buildings attractive to adaptive reuse.

The Gateway Development Master Plan calls for the development of new residential neighborhoods close to employment, shopping, transit, and cultural amenities. The location and

configuration of the residential areas must be carefully considered to ensure that the area complements the existing pattern of residential uses within or adjacent to the Gateway District.

Other considerations in the planning of residential neighborhoods include: 1) avoiding the noise impacts caused by I-15 and the freight railroad, 2) working around the remaining railroad lines, and 3) including major new amenities that will make it an attractive and livable neighborhood.

Diversity in design is important--a mixture of locations, styles, sizes, and scales is desired. There should be a mix of uses as well as buildings types.

The development of housing will be influenced by a range of dynamic conditions, including:

- Market conditions.
- Market acceptance for high-density housing in the area.
- Price of housing in relation to competing sites.
- Availability of public financing and infrastructure development.
- Availability of land free of hazardous waste.
- Infrastructure development.
- Environmental quality and livability of the area.
- Successful existing projects.

Objectives and Policies

Objective 1

Create strong neighborhoods with diversity in housing type, tenure and cost.

The Gateway can support a range of housing, from non-traditional single family residences to high-density condominium and apartment projects with moderate height and compatible scale.

These include:

- Condominiums
- Garden apartments
- High and medium density apartments
- Studio apartments
- Artist/living spaces
- Warehouse conversions
- Single room occupancy housing
- Low-rise streetwall/courtyard buildings
- Mid-rise streetwall buildings
- Townhomes/row houses
- Accessible units.



Policy 1.1

Encourage a wide range of housing types that will provide visual interest and variety as well as serve a wide spectrum of the population including singles, families, elderly, special needs, students, artists, and high, moderate and low income persons.

Policy 1.2

Encourage the integration of affordable housing units throughout the Gateway District by providing tools that may include, but not be limited to density bonuses and inclusionary zoning.

Policy 1.3

Encourage affordable elderly and special needs housing and a mixture of low and moderate income housing that is well integrated with market-rate housing.

Policy 1.4

Encourage a wide diversity of multi-family housing types and a mixture of rental and ownership housing.

Policy 1.5

Promote balanced neighborhoods with a mix of income levels, ethnic backgrounds and demographics.

Objective 2

Create attractive neighborhood environments that will reinforce the sense of community.

Policy 2.1

Provide parks and community facilities in locations that are accessible to pedestrians and residents, and which lend structure and identity to the neighborhood.

Policy 2.2

Create pedestrian friendly streets which promote an attractive and safe environment.

Policy 2.3

Require that housing developments be designed to activate streets and adjacent open spaces.

Policy 2.4

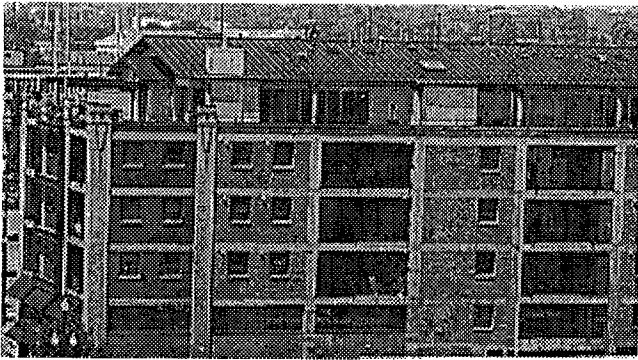
Encourage the design of developments and amenities to be friendly for all people, especially children.

Objective 3

Maximize housing opportunities for residents who desire an urban neighborhood environment.

Policy 3.1

Encourage the placement of housing in areas where an attractive residential environment can be created.



Salt Lake Stamp Company Building in 1998

Policy 3.2

Promote housing adjacent to existing residential areas, to create a stronger sense of neighborhood character.

Policy 3.3

Locate housing where there are opportunities to establish a 'critical mass' of residential use and a strong sense of neighborhood.

Policy 3.4

Encourage housing next to amenities or open spaces.

Policy 3.5

Encourage residential development in the upper floors of buildings.

Objective 4

Provide on-site common areas and private and/or non-traditional open space facilities to meet the needs of residents.

Residential areas should be designed for interaction among the residents and places for children to learn and grow. The success of residential development within the Gateway will depend upon livable neighborhoods with attractive open spaces, streets, and opportunities for gathering and play.

Policy 4.1

Promote urban design features that will create a neighborhood atmosphere.

Policy 4.2

Develop family friendly areas with both traditional and non-traditional play equipment and features (e.g. small open spaces such as courtyards, pocket parks, pool and patio areas, balconies, roof gardens, and other larger open spaces that can be used for community gatherings and festivals).

Objective 5

Require active, friendly and public-oriented ground-level uses that contribute to the pedestrian environment and serve the neighborhoods.

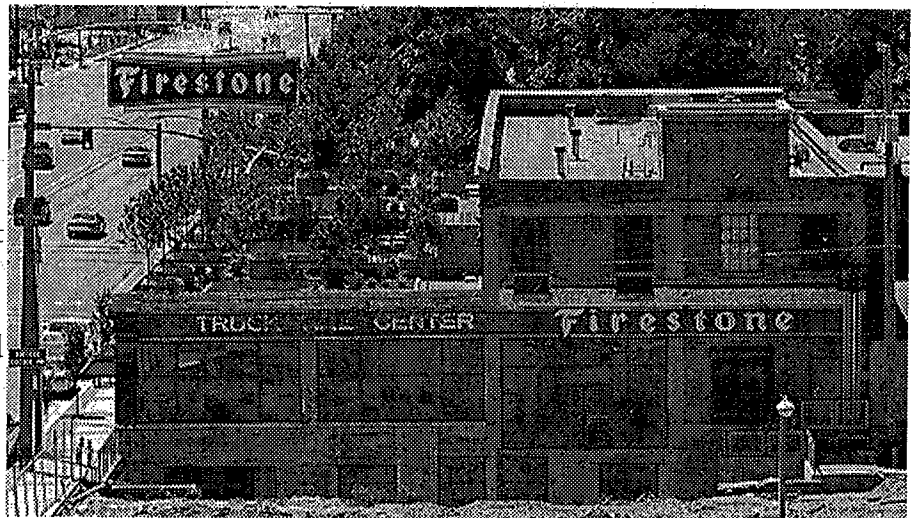
The experience of the pedestrian in the Gateway District will depend largely upon the types of uses and the urban design treatment that occurs along its streets and public spaces. By creating urban streets, pedestrians will gain a sense of safety and security, and enjoy the neighborhood environment.

Policy 5.1

Encourage ground-level residential and/or neighborhood-serving uses with frequent entries (e.g. porches, storefronts) that promote activity and interest.

Policy 5.2

Promote ground level commercial and retail uses that will reinforce the public nature of these spaces and their neighborhood orientation.



Bailey Tire Company Building

Objective 6

Provide parking and service facilities that do not detract from the neighborhood character or the area.

Although the Gateway is envisioned as a transit and pedestrian-oriented area, residents will still need to store automobiles. Therefore, development should be designed to provide convenient parking access that does not detract from the streetscape and urban nature of the area.

Policy 6.1

Encourage parking structures that are encapsulated within the development to reduce its visual presence. Surface parking should be screened, limited to visitors, and comply with the City's Urban Design Standards.

Policy 6.2

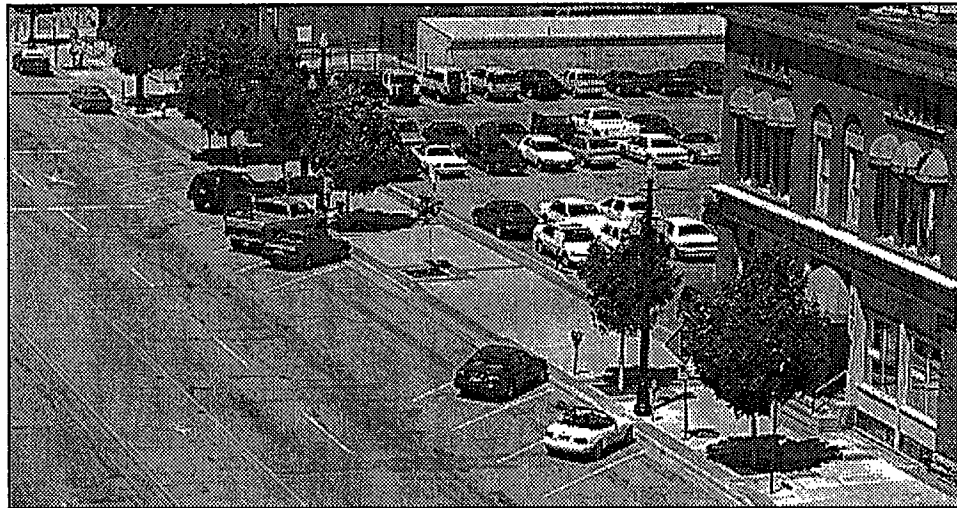
Streets should accommodate on-street parking to buffer pedestrians from the flow of traffic and to provide low-cost parking to support first floor uses and traffic calming.

Policy 6.3

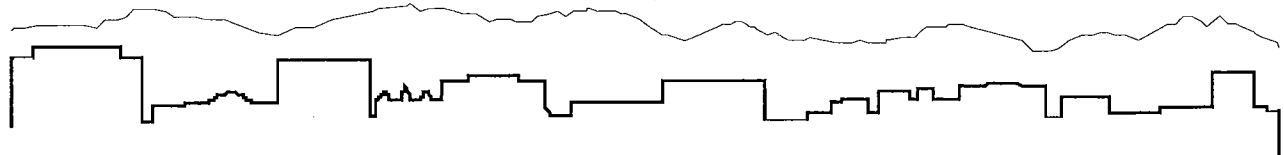
Limit curb cuts across sidewalks for ease of pedestrian movement.

Policy 6.4

Service access should not interrupt the pedestrian character of the neighborhood. Service access areas should be shared and screened from view.



This parking lot on West Second South should be screened from the streetscape. The on-street angle parking helps to buffer pedestrians from traffic.



COMMERCIAL

Introduction

The Gateway District provides for the integration of office and commercial development with a mixture of other land-uses in close proximity to the Central Business District (CBD) and to the regional transit facilities. The Gateway District is not intended to compete with the downtown area, but to reinforce downtown as the region's major employment and commercial center.

Objectives and Policies

Objective 1

Strengthen the Downtown Central Business District (CBD) as the region's principal employment center.

Historically, downtown has served as the center of commerce and industry for the region. Over the years, with advances in technology and the availability of low cost land, suburban areas in the valley have experienced tremendous growth in jobs as well as housing. This trend toward decentralization is common throughout metropolitan areas and has given rise to issues of transportation congestion, air quality, and economic decline in the core area. With the redevelopment of the Gateway District, the City has the opportunity to provide additional support to the CBD by encouraging housing and places of employment accessible by public transportation near to the downtown area.

Policy 1.1

Provide transit access into the CBD from the Gateway District and surrounding communities (e.g. light rail, local bus service, pedestrian access, and bicycle routes).

Policy 1.2

Strengthen Main Street as the primary retail core, with the Gateway District as a secondary retail area having a different appeal and character.

Policy 1.3

Provide for non-traditional office space in the Gateway (e.g. adaptive reuse of warehouse buildings).

Policy 1.4

Provide a strong residential component to support development in the Gateway District as well as the CBD.

Objective 2

Provide for a broad mixture of small and medium commercial tenants representing a variety of uses.

Policy 2.1

Encourage residential or office developments on the upper floors of buildings while the ground level is used for commercial or retail uses.

Policy 2.2

Promote small tenants in the ground level of buildings (e.g. coffee shop, juice shop, bakery shop, shoe repair, clothing store, restaurants, copying and printing, banking, and art galleries).

Policy 2.3

Discourage "drive-through" uses.

Policy 2.4

Create "shopping streets" on 200 and 800 South.

Policy 2.5

Review the liquor ordinance to conform to the new Gateway District zoning and the Zoning Ordinance.

Objective 3

Promote commercial development on a neighborhood scale with an emphasis on unique and specialty stores and neighborhood services.

Policy 3.1

Encourage specialty shops on the ground level of developments (e.g. antiques, fabrics, flowers, newspapers and magazines, clothing, music, books, and kitchen items).

Policy 3.2

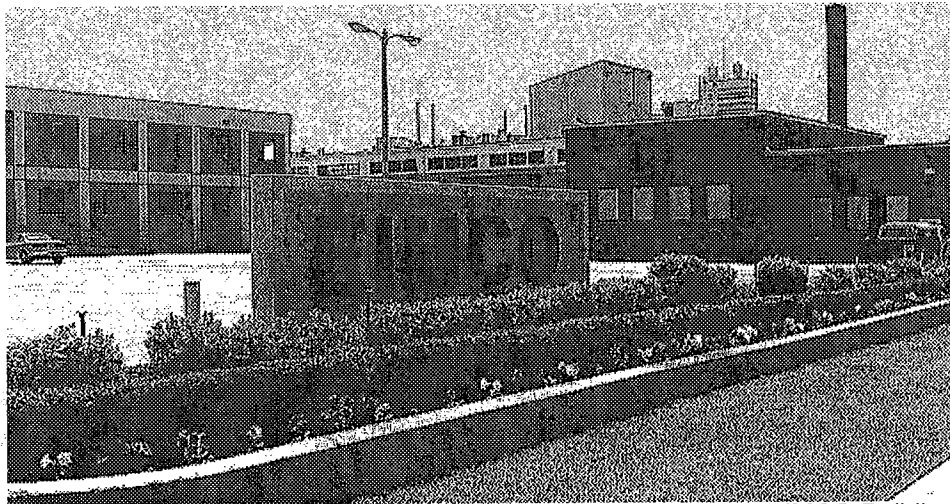
Promote the use of existing buildings for specialty stores that can maintain and/or create a neighborhood scale.

Policy 3.3

Encourage the broad range of uses needed to serve neighborhoods such as grocers, cleaners, restaurants, and entertainment.

Policy 3.4

Provide incentives which will help retain existing small businesses and encourage new independently owned local businesses.



EIMCO Building

Salt Lake Produce





COMMUNITY FACILITIES

Introduction

Community facilities are needed to support the planning of and eventual support of mixed-use developments. Major community facilities including parks, open space, and public safety and service facilities are essential elements of neighborhoods and communities. Basic community facilities support future residents and employees, and utilize the location and design of the facilities to strengthen and organize the Gateway District.

Objectives and Policies

Objective 1 Parks and Open Spaces:

Provide a system of parks, recreational facilities, and open spaces that serve the needs of residents and employees.

Policy 1.1

Locate new open spaces and connections so they are accessible to the greatest concentration of employees and residents and are suitable for a wide range of leisure and recreational purposes.

Policy 1.2

Establish plazas, parks, or urban non-traditional open spaces in association with important civic buildings or community gathering places.

Policy 1.3

Bring City Creek and other water features to the surface in the Gateway District.

Objective 2 Parks and Open Spaces:

Integrate the Gateway District's open spaces into the larger open space network.

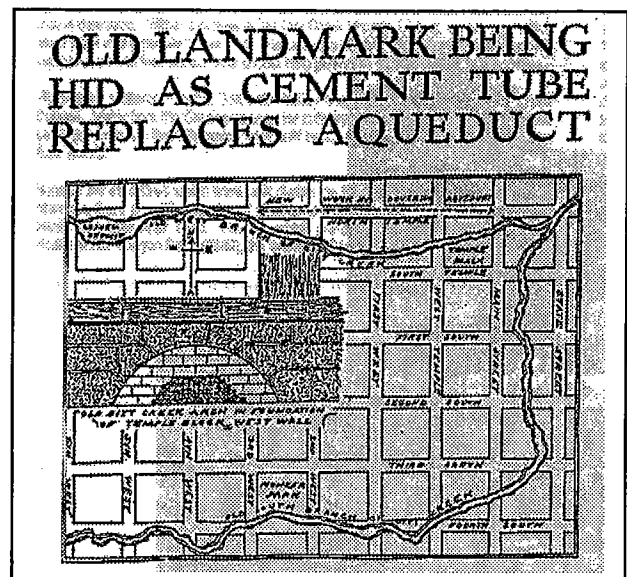
Policy 2.1

If the 900 South I-15 on/off ramp is reconfigured, establish a trail utilizing the vacated right-of-way. Connect the southern

gateway neighborhood west to Jordan Park and the Jordan River Parkway.

Policy 2.2

Develop a City Creek open space corridor that is an integral and identifiable element in the Gateway District.



from the July 14, 1914 Salt Lake Telegram

Objective 3 Parks and Open Spaces:

Establish Gateway Commons Open Space next to I-15.

The development of Gateway Commons will provide an opportunity to connect the Gateway with the neighborhoods to the west, north and south of the freeway. The open space will be a place where families and individuals can come together to enjoy many different recreational activities. Some of the potential recreational activities may include: climbing walls, canoe and kayak training, fly-fishing/casting training, horseback riding, and other outdoor activities. Gateway Commons Open Space will be a focal

point of the Gateway District--a place where all residents of Salt Lake City will come together to enjoy the opportunities that exist within the boundaries of this special amenity.

Policy 3.1

Communicate with property owners so they understand the long-term plan for the area and their role.

Policy 3.2

Contract with property owners for first rights of purchase by the City.



Policy 3.3

Retain the vision, commitment, and funding to acquire the property.

Policy 3.4

Complete an overall master plan that encourages public and private participation in the development of Gateway Commons.

Policy 3.5

Bring City Creek to the surface in the northern end of Gateway Commons Park.

Policy 3.6

Design the open space so residential and commercial developments can assist in the activation and security.

Objective 4 Parks and Open Spaces:

Establish a greenway on 500 West that will provide an area for enjoyment for all people within the Gateway.

Policy 4.1

Design the greenway to include features that are family-friendly, and include features for children.

Policy 4.2

Encourage features that connect the greenway to the Rio Grande and Union Pacific depots.

the Rio Grande RR Depot is the home of the Utah State Historical Society

Policy 4.3

Acquire additional land on the east side of the 500 West right-of-way to accommodate the development of the greenway.

Objective 5 Parks and Open Spaces:
Encourage the use of Pioneer Park as a focal point in the Gateway District.

Policy 5.1

Enhance, maintain and expand the opportunities for daily programming, festivals, and community events at Pioneer Park.

Objective 6 Public Safety:

Provide for the expansion of public safety facilities in the Gateway District, including fire and police protection services.

In order for the Gateway to develop and thrive, people need to feel safe. To accomplish this, an increase in public safety services is needed.

Policy 6.1

Continue on-going police presence in Pioneer Park to increase safety and security.

Policy 6.2

Provide police presence in the form of on-foot or bicycle patrols.

Policy 6.3

Encourage crime prevention through the use of Crime Prevention Through Environmental Design (CPTED). Design of parks, public spaces, streets, and private developments should take into account safety and security for the general public.

Policy 6.4

Establish new public safety facilities as the population increases in the Gateway District.

Objective 7 Social Services:

Develop strategies that will help integrate social service facilities into the social fabric of the Gateway District.

There are several social service facilities in the Gateway District that provide aid to the homeless and other individuals with special needs. Social services agencies provide a valuable service that is needed and with appropriate agency responses, these agencies can be compatible with future development in the Gateway District. Agencies will need to find ways to deal with the impacts of loitering, crime, and littering on neighboring properties, as well as take an active role in management strategies that improve compatibility between existing and proposed uses and service providers.

Policy 7.1

Encourage new ways to address loitering (e.g. provide spaces where clients can line up inside rather than on the sidewalks and streets).

Policy 7.2

Develop a day shelter that provides a skills training and job placement program.

Policy 7.3

Provide police presence with on-foot or bicycle patrols to assist in the reduction of loitering, drug dealing, and other illegal activities.

Objective 8 Schools:

Provide educational facilities and opportunities within the Gateway District.

Policy 8.1

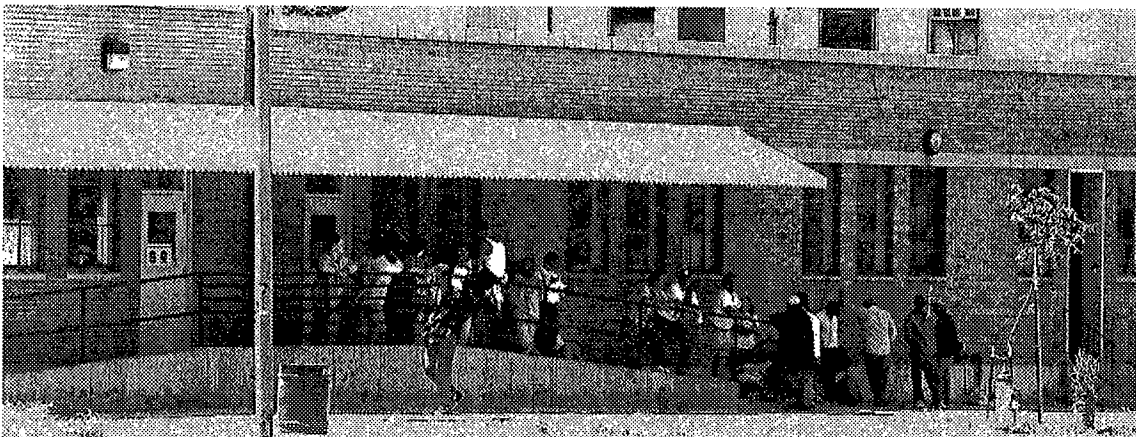
Allow school facilities that can accommodate educational demands, while building on the unique resources and mixed-use nature of the Gateway District

Objective 9 Churches:

Encourage churches and other religious buildings to locate with the Gateway District.

Policy 9.1

Allow a variety of worship spaces and facilities in the Gateway District.



the Salvation Army



TRANSPORTATION

Introduction

The transportation improvements planned for the Gateway District will provide a strong framework for the growth in the Gateway and the Central Business District. Transportation facilities are being planned to reinforce land use objectives for the area and to serve as catalysts for desired development. For example, the pattern of roadways within the Gateway will follow the existing street pattern allowing better circulation of automobiles. Streets will be designed to promote and extend the pedestrian vitality of the downtown into the Gateway, and serve as open space as well as the circulation framework for development.

Objectives and Policies

Objective 1 Public Transit:
Reinforce downtown as the regional transportation hub with light rail, commuter rail, inter-city and local bus service.

Policy 1.1
Establish an intermodal hub at 600 West and 200 South which brings together commuter rail, light rail, local and inter-city bus services in a manner which facilitates the convenient transfer between various modes of transportation.

Policy 1.2
Accommodate the east/west light rail system from the University of Utah to the Salt Lake International Airport via downtown, with opportunities for future transit expansion to other areas.

Policy 1.3
Reserve adequate right-of-way on 500 West that allows for a future underground transit corridor.

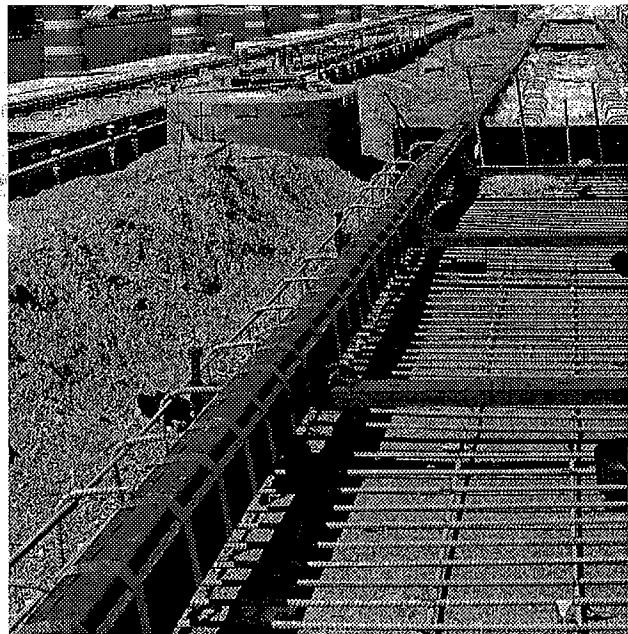
Policy 1.4
Encourage the expansion of the "Free Ride" bus zone to include portions of the Gateway District.

Policy 1.5
Encourage expansion of the bus system focusing on downtown and the Gateway.

Objective 2 Freeway Access:
Improve and enhance freeway access to the Gateway District.

Policy 2.1
Promote the redesign the 900 South freeway ramp to connect with 400 West.

Policy 2.2
Accommodate a high occupancy vehicle (HOV) on and off ramp for I-15 serving areas of north Salt Lake. The preferred ramp location is 100 South Street, with a ramp touchdown at 600 West.



laying the tracks for light rail on 700 South

Objective 3 Arterial Roadway Systems:

Complete the arterial street system in a manner that relieves existing congestion and serves future land use needs.

Policy 3.1

Establish a new North-South boulevard on 400 West Street.

Policy 3.2

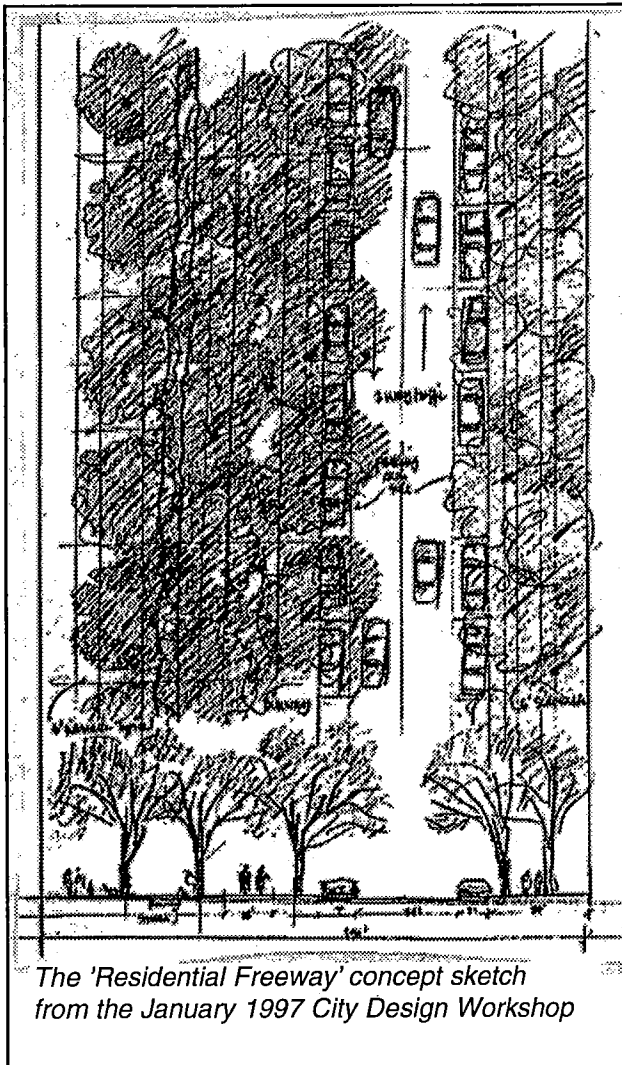
Limit the number of driveway accesses on North Temple, 400, 500 and 600 South streets.

Policy 3.3

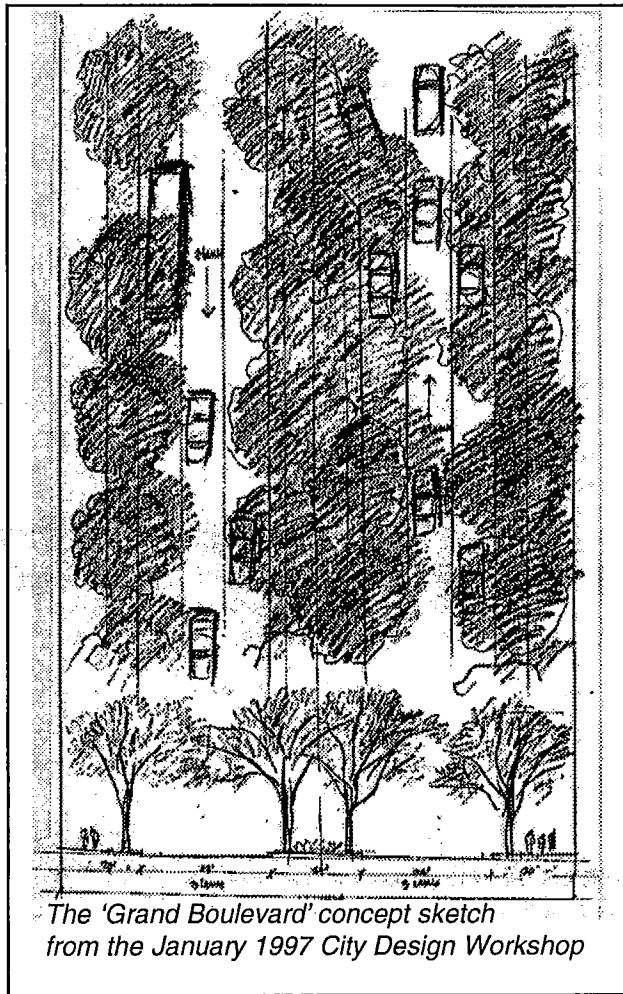
Limit on-street parking during peak travel times to increase travel lanes on North Temple, 400 South, 500 South, and 600 South streets.

Policy 3.4

Maintain 200, 400, and 800 South streets as arterial east-west connections.



The 'Residential Freeway' concept sketch from the January 1997 City Design Workshop



The 'Grand Boulevard' concept sketch from the January 1997 City Design Workshop

Objective 4 Collector Roadway System:
Complete the collector street system in a fashion that relieves congestion and serves residents in the Gateway District.

Policy 4.1

Provide for east-west traffic distribution and access from 200, 800, and 900 South.

Policy 4.2

Provide easy access and friendly environments for bicyclist and pedestrian traffic.

Policy 4.3

Maintain and improve the I-15 underpasses on 200 and 800 South streets to include ample space for bicycle lanes and pedestrian walkways.

Policy 4.4

Maintain 500 West as a north-south through street.

Objective 5 Local Roadway System:
Complete the local street system in a manner that is pedestrian-friendly and encourages slower traffic speeds.

Policy 5.1

Design narrower streets which are pedestrian-friendly and accommodate angled or parallel parking.

Policy 5.2

Design mid-block crossings that are pedestrian-friendly, with large planted park strips or medians.

Policy 5.3

Where appropriate to the land use and development design, provide for a 'finer grain' of streets that break up the ten acre block grid into smaller blocks. (e.g. Rio Grande Street)

Policy 5.4

Establish a new boulevard along 500 West which connects to neighborhoods to the north and south of the Gateway District

Objective 6 Roadway Design:

Reconstruct the streets to accommodate landscaping and traffic calming techniques.

Policy 6.1

Ensure that park strips are wide enough to accommodate street trees.

Policy 6.2

Require street lighting of consistent design and with a pedestrian scale.

Policy 6.3

Create on-street parking when possible.

Policy 6.4

Use native materials and sustainable landscape principles.

Objective 7

Pedestrian and Bicycle Circulation:

Provide access with an emphasis on a friendly and safe environment for bicycles and pedestrians.

Policy 7.1

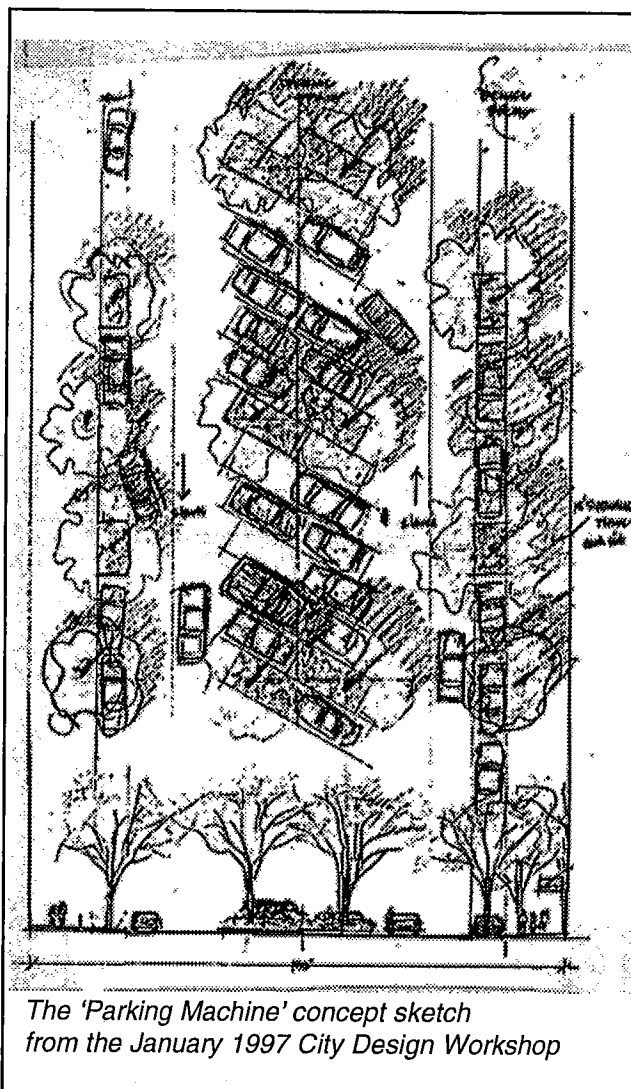
Create bike lanes on 200 and 800 South and also 400 and 800 West.

Policy 7.2

Encourage bike racks and lockers at convenient locations.

Policy 7.3

Encourage the use of pavers at intersections and mid-block pedestrian crossings to identify them as special pedestrian areas.



Policy 7.4

Reconstruct the sidewalks at intersections to meet ADA standards.

Policy 7.5

Develop a system of pedestrian walkways that connect the Central Business District to the Gateway District, and to surrounding neighborhoods.

Policy 7.6

Focus on transit/pedestrian-oriented streets that include wide sidewalks, street furnishings, sidewalk lighting, and sustainable street plantings.

Policy 7.7

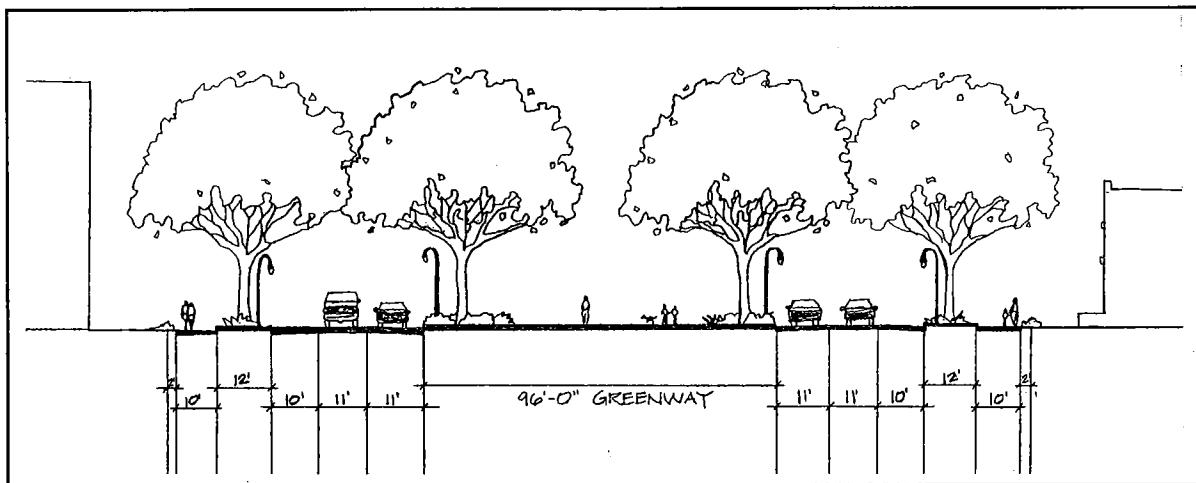
Provide a pattern of open spaces and pedestrian ways that create strong linkages with surrounding areas and adjacent neighborhoods.

Policy 7.8

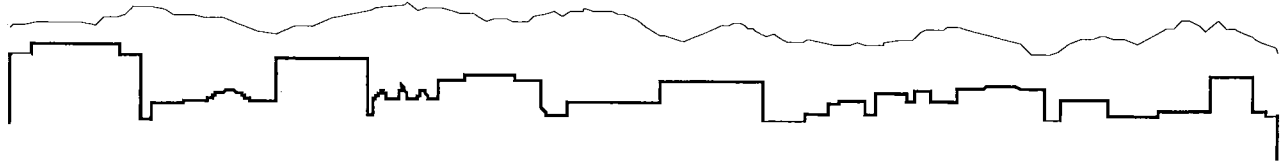
Design the ground floor of buildings to contribute to an active and interesting pedestrian environment.

Policy 7.9

Ensure that service areas and parcel access is provided in a manner that limits interruption of pedestrian ways and sidewalks.



a 96'-0" greenway is proposed for 500 West Street



ENVIRONMENTAL

Introduction

A long history of railroad and industrial uses has left a legacy of both real and perceived contamination in the gateway District. This section of the Gateway Specific Plan contains objectives and policies designed to assure existing and future residents and workers that the City will protect their health and safety. While most of the current land uses are non-polluting in nature, an overarching goal is to facilitate the revitalization and reuse of brownfield properties in the Gateway District.

Objectives and Policies

Objective 1

Promote environmental justice in the Gateway District.

Policy 1.1

Prevent a disproportionate burden of exposure to environmental contamination from falling upon disadvantaged populations.

Policy 1.2

As mixed-use and mixed-income redevelopment occurs, facilitate environmental cleanup to the highest level of risk appropriate for the reuse.

Policy 1.3

Empower residents, property owners, and concerned citizens with information on environmental conditions and participation in the Gateway District's planning processes.

Objective 2

Provide references to information on issues of environmental contamination in the Gateway District.

Policy 2.1

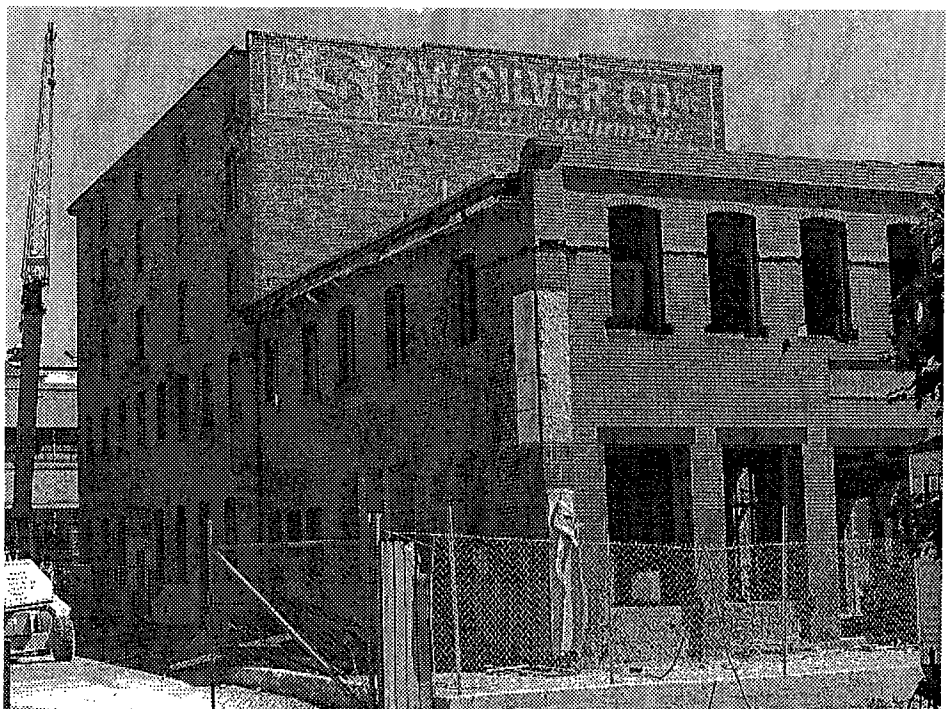
Make information gathered for the Brownfields Pilot Program available to Gateway residents, property owners, prospective purchasers and lenders, and to concerned citizens city-wide.

Policy 2.2

Provide models of potential remedial actions appropriate to the district.

Policy 2.3

Provide information where necessary to help explain potential liabilities, and mechanisms to minimize risk and to finance cleanup.



C.W. Silver Co. Building

Objective 3

Minimize the costs to reuse and cleanup properties in the Gateway District.

Policy 3.1

Serve as a liaison when appropriate with the public and the Utah Department of Environmental Quality and the U.S. Environmental Protection Agency.

Policy 3.2

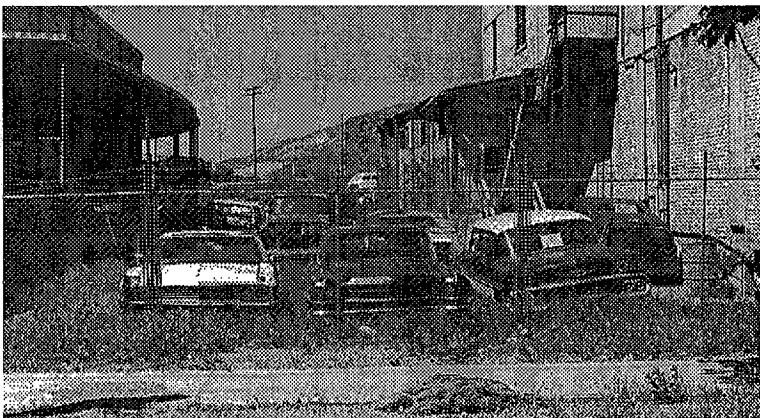
As redevelopment occurs, promote the concept of site specific risk-based cleanup criteria.

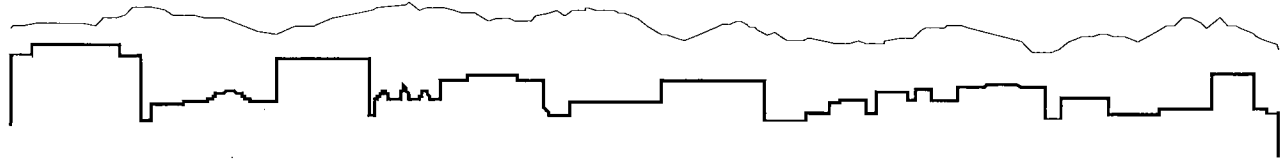
Policy 3.3

Promote public and private financing mechanisms for environmental assessment and cleanup.



testing at the Utah Barrel site





URBAN DESIGN

Introduction

Urban Design is the physical design direction to urban growth, conservation, and change. It is more than the selection of street lighting, sidewalk pavers, or the design of a bus shelter. By defining urban design policies, developers will be able to recognize the issues their developments must address to construct an attractive, exciting, and compatible development.

The first step in developing urban design guidelines is to define the design objectives. The next step is to illustrate a process for making decisions concerning future character of the built environment.

Salt Lake City has a long-standing concern for creating a quality urban environment and our history attests to this with the implementation of Brigham Young's Plat of Zion in 1847. More recently, City officials have demonstrated a commitment to urban quality with the 1990 Urban Design Element, the 1997 City Design Workshop, and the formation of the Mayor's Urban Design Review Committee.

The intent of the Gateway District redevelopment effort is not to re-create a sixties-era type urban renewal program where the area is completely leveled, and then rebuilt with a 'theme'. Rather, the intent is to allow existing uses to remain, and augment them with infill developments such as housing, small-scale retail, commercial, and offices.

The primary goal of the Urban Design objectives is to ensure that all of the infill developments work together to create an urban neighborhood. Each neighborhood should express a distinct personality and provide an environment where people are comfortable living and working.

Objectives and Policies

Objective 1

Create a pedestrian friendly streetscape that will help establish a sense of neighborhood.

One of the primary objectives discussed in the transportation section is to encourage the Gateway District to accommodate Transit Oriented Development (TOD). The convenient location of the intermodal hub in the Gateway District, combined with the light rail lines and the local bus service, will reduce the dependence on the automobile. This pedestrian-oriented neighborhood must have available public transportation, but the streets should also be inviting, interesting, and conducive to walking. It is for this reason that a safe, active streetscape is essential to the success of a neighborhood.

Policy 1.1

Place a high priority on the design and quality of pedestrian amenities.

Policy 1.2

Develop urban design standards which can be implemented by developers, and used in the review of proposed projects. Standards should include requirements such as: forty per cent glass at the pedestrian level, screened parking, loading and unloading areas, and no reflective glass.

Policy 1.3

Identify locations for landscaped medians and other right-of-way improvements including: sidewalks, street trees, benches, bike racks, planters, and public art.

Policy 1.4

Create a positive image and an identity which will be reflected in attention to the details of quality infrastructure.

Policy 1.5

Develop a cohesive, detailed neighborhood design which includes: lighting, signing, paving, sidewalks, crosswalks, landscape materials, and site furnishings. Consistency in design will serve to identify each neighborhood.

Policy 1.6

Include restrictions in the zoning requirements which will prevent new buildings from reducing sky and daylight exposure from the street.

Objective 2

Minimize the negative visual appearance of new and existing automobile parking lots, storage yards, loading and truck staging areas.

Many of the existing uses in the Gateway District are commercial and industrial. Businesses were allowed to develop without streetscape aesthetics, with large outdoor storage yards and parking lots in front of the buildings. There is now the opportunity to reverse this trend, and require new construction to locate storage yards and parking lots so that they are not visible from the street.

Policy 2.1

Require new developments to design parking facilities, storage areas, and dumpsters that are located at the rear of the building, away from street frontage and pedestrian-oriented uses.

Policy 2.2

Prohibit new surface parking lots within seventy five (75) feet of street frontage.

Policy 2.3

Require multi-level parking garages to include retail or commercial uses at the street level. Include a maximum height for parking structures in the zoning ordinance, and require a lighting plan, which will prevent glare from the structure.

Policy 2.4

Encourage the development of centralized parking facilities, which promote shared parking.

Policy 2.5

Discourage multiple service entries across the sidewalk. Prohibit automobile access across highly pedestrian-oriented streets; and allow one entry per blockface on other streets.

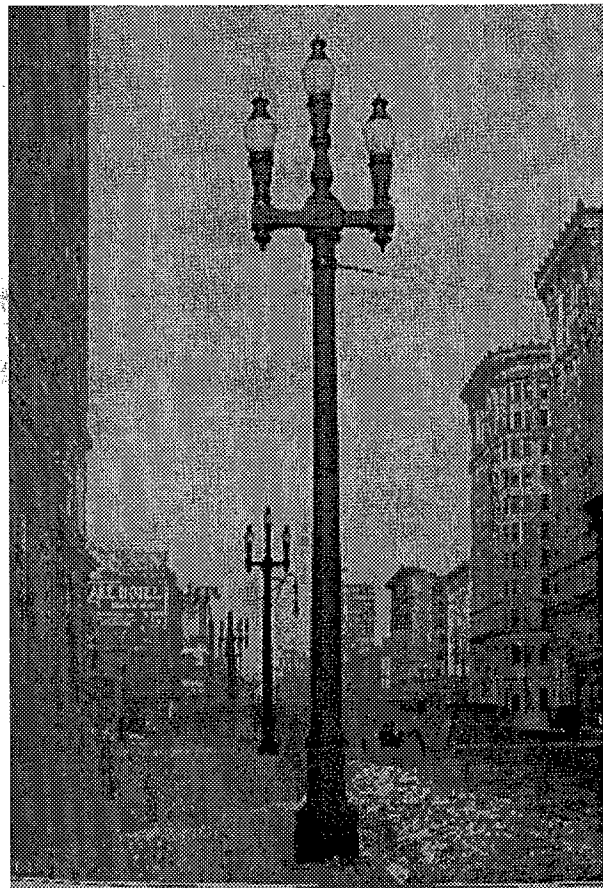
Policy 2.6

Establish parking standards that will reinforce the use of mass transit and alternative modes of transportation.

Objective 3

Design 500 West as a “greenway” through the Gateway District.

The Gateway District as it exists today, lacks vegetation. As a primarily industrial area, much of the land has either been ignored or hard surfaced. One of the recommendations that came out of the 1997 City Design Workshop was to re-integrate the natural landscape into the Gateway District. Several suggestions were made on how this could be accomplished; one of which was to create a north-south running linear park.



1916 SLC street lamp - looking north on Main Street

Policy 3.1

Create a linear greenway which runs down the center of 500 West from North Temple to 900 South, as a landmark and physical element which will connect the neighborhoods in the Gateway District. Design the 500 West greenway to accommodate recreational activities and festivals.

Policy 3.2

Use street lights, street furniture, and trees to help identify the greenway and boulevard on 500 West. The lights and furniture throughout the Gateway District should be consistent in order to help define the area.

Policy 3.3

Bury the utility lines along 500 West. Design the utility corridor in a manner that will allow for a future underground transit system.

Policy 3.4

Require a pedestrian corridor from 500 West to 300 West between 100 South and North Temple.

Objective 4

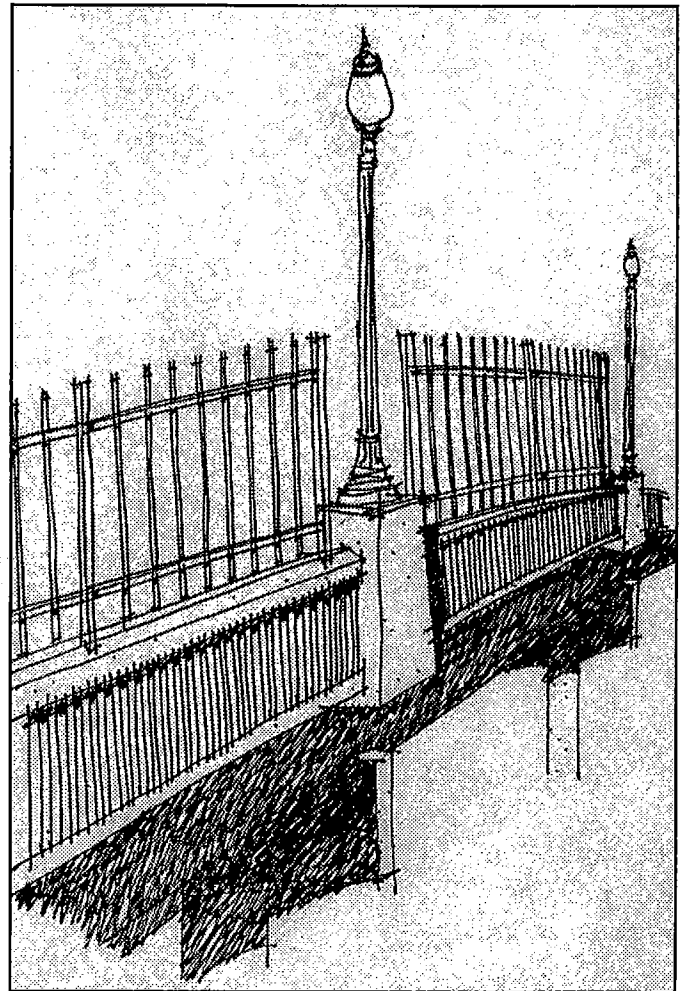
Improve the appearance of the major vehicle entries into the city.

In the Gateway District there are three main exits from I-15 into the downtown. The exit at 600 South allows for northbound I-15 and eastbound I-80 traffic to enter the city at 500 West. The second exit allows for southbound I-15 traffic and northbound HOV traffic. These two exits are being rebuilt as part of the I-15 reconstruction. The third exit is at 900 South and allows for northbound traffic to exit onto West Temple Street, however there is a proposal to reconstruct this ramp to connect with 400 West. An HOV exit for southbound traffic is proposed at 100 South.

Policy 4.1

Install decorative lighting on the 400 South bridge, and the 500 and 600 South freeway ramps, and install decorative steel fencing where required over active railroad tracks.

sketch of the proposed lighting & fencing for the 400, 500 & 600 South I-15 viaducts



Policy 4.2

Provide major entry features at the main entrances into the downtown from I-15 at 400 South and 600 South.

Policy 4.3

Encourage the consistency of design on all Gateway streets.

Policy 4.4

Landscape the I-15 and I-80 right-of-ways with native and adopted plant materials that represent a sustainable landscape concept.

Policy 4.5

Design freeway sound walls to enhance, rather than detract from established view corridors.

Policy 4.6

Eliminate billboards along the entrances to the City.



Objective 5

Protect and enhance view corridors and major vistas.

A view corridor frames the view of a building or natural feature from either a short or long distance; they are usually associated with streets or pedestrian walkways. A vista suggests a wider perspective or panoramic view of a larger area; it may be a mountain range, city skyline or a sunset over the lake. Visitors to Salt Lake City often comment on the spectacular views of the city skyline against the backdrop of the Wasatch Mountains. View corridors and vistas are also used to align compass direction (figure out which way is north) and as landmarks to help identify an area or street.

Policy 5.1

Maintain the views of the Church of Jesus Christ of Latter Day Saints Temple from the I-15 and I-80 corridors.

Policy 5.2

Prohibit the construction of 'sky bridges' and other permanent visual impairments across streets with view corridors. Preserve the view corridors to the Union Pacific and Rio Grande railroad depots.

Policy 5.3

Encourage the design and development of new features at selected view termini. Specific locations may include: 700 South looking west to 600 West Street, 900 South looking west to I-15 (approximately 650 West), 100 South looking west to 700 West Street, or Pierpont Avenue looking west at 600 West Street.

Policy 5.4

Design the freeway exits and the 400 South viaduct to take advantage of existing and proposed view corridors. Preserve the view to the east of the downtown skyline and the Wasatch mountain range. Preserve the view to the west of the Oquirrh mountains and the Great Salt Lake.

Policy 5.5

Bury utility lines in conjunction with Gateway District street reconstruction projects.

Objective 6

Require new signage to conform to standards set forth in a sign ordinance for the Gateway District.

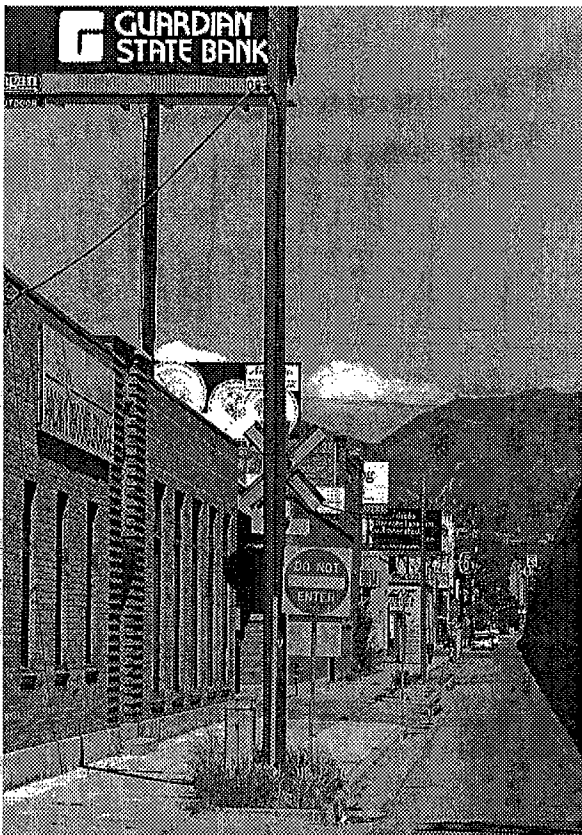
Signs are an integral and expected part of a city landscape; they contribute to the character of different areas, and can be identifying features. However, an overabundance or excessive size of a sign can overwhelm a streetscape.

Policy 6.1

Review the current Salt Lake City sign ordinance and modify it for the signage in the Gateway District.

Policy 6.2

Require new signs to be compatible with, and an enhancement of, the architectural characteristics of the buildings on which they appear in terms of scale, proportion, color and materials.



billboards currently line the I-15 600 South exit

Objective 7

New development should reinforce and compliment the urban form and character of the Gateway District.

The form and character of a new structure or development should contribute to the creation of an attractive pedestrian-oriented environment. Buildings should complement and enhance the planned pattern of streets, open spaces and pedestrian ways, as well as the historic resources to be preserved within the Gateway District. The form of buildings can also be utilized to accentuate and frame civic and open spaces within the district. Throughout the district, careful consideration shall be given to the treatment of ground-level building frontages, particularly those adjacent to major pedestrian corridors and open space amenities.

Policy 7.1

Adopt appropriate zoning which emphasizes profile, orientation, scale, massing, detail, and character. Require development review of aesthetic issues that are outlined in the Urban Design section of the Gateway Specific Plan.

Policy 7.2

Encourage the use of family-friendly architectural designs which creates an environment where children feel welcome.

Policy 7.3

Promote sustainable community development concepts throughout the Gateway District.

Objective 8

Improve the economic, social, and environmental benefits of strategic tree planting and light-colored buildings and street surfaces. in order to enhance the health and welfare of residents in the Gateway District.

Policy 8.1

Encourage the use of “cool communities” strategies to improve comfort, health and aesthetics with in the Gateway District.

Policy 8.2

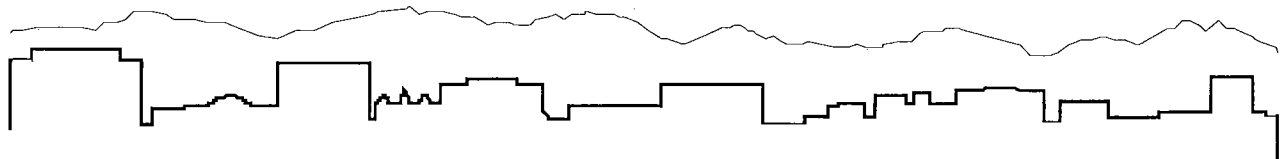
Inform and educate residents about “cool communities” strategies and their effects on energy consumption, regional climate, air and water quality, storm water management and urban wildlife such as birds and squirrels.

Policy 8.3

Encourage the use of drought tolerant urban vegetation and strategically placed trees.

Policy 8.4

Promote the use of light colored buildings, roofs, streets and parking surfaces.



UTILITIES

Introduction

The redevelopment of the Gateway and the transformation from a predominantly industrial pattern of use into a mixed-use development with urban densities will require significant improvements to the existing utility system. These improvements will require coordination with private development to ensure that adequate capacity is provided and to allow for the financing of major facilities.

The design of the new utilities will need to accommodate the transportation system enhancements planned for the Gateway District. Enhancements such as light rail and above and below grade ramps for pedestrians and vehicles. Streets with light rail will need to have parallel water and sewer lines to avoid having these utilities under the tracks. Likewise, underground utilities will have to be designed around any below-grade ramps. The greenway planned for 500 West will also require double mains.

Objectives & Policies

Objective 1 Water System:

Provide adequate water facilities to serve the needs of new development, and apply water conservation techniques that will reduce overall demand.

Additional water facilities will be required to meet the domestic and fire protection demands of the Gateway District. The Salt Lake City Public Utilities Department will provide water service. Ample water supply is available to meet the City's current demands and what is anticipated by new development. However, the Public Utilities Department has adopted the Central Utah's water conservation goals. Therefore, new developments should strive to be economical in water consumption.

Policy 1.1

Provide a safe, reliable on-site water distribution system that meets the needs of the community under both normal and stressed conditions. (Stressed conditions include the hottest day and fire and emergency events).

Policy 1.2

Design water distribution mains in the form of a grid to provide system redundancy and to allow the water pressure throughout the system to be equalized under varying rates and locations of demand.

Policy 1.3

Place all public water mains within rights-of-way dedicated for public streets or provide appropriate easements approved by the Public Utilities Department.

Policy 1.4

The Public Utilities Department must be petitioned for extension of public mains with a complete set of designed drawings. The cost of water line extensions, by ordinance, is to be carried by the development.

Policy 1.5

Reduce water consumption and wastewater flows by reducing water used for such activities as toilet flushing, showering, and dish washing. Also, water features associated with developments should utilize water sources other than treated potable water.

Policy 1.6

Upgrade all existing water facilities within the Gateway District to meet current City and State standards, as need and funds are available.

Policy 1.7

Streets with light rail, underground ramps, or a width over 75 feet should be double "mained".

Policy 1.8

New water lines on major streets will need to be 12 inch; lines in mid-block street may be 8 inch if approved by the Public Utilities Department.

Policy 1.9

The 30-inch water transmission line on 400 West may not be tapped for services. However, this line is available for new water main connections.

Policy 1.10

Ensure that excavation associated with all facilities avoids areas suspected of having soil or groundwater contamination in excess of levels protective of construction workers health and safety unless suitable mitigation measures, in accordance with all applicable laws, regulations, and city planning documents, are implemented.

Objective 2 Sanitary Sewer:

Provide for the sanitary sewage needs of the project while complying with established standards.

Policy 2.1

Place all sanitary sewer lines within rights-of-way dedicated for public streets or provide appropriate easements approved by the Public Utilities Department.

Policy 2.2

Sewers are to be designed to minimize inflow and infiltration into the sewer system.

Policy 2.3

Sewage should be discharged into the main line interceptors that passes through the project.

Policy 2.4

Sewer lines on major streets are to be 12-inch minimum, lines in mid-block street may be eight inch if approved by the Public Utilities Department.

Policy 2.5

Upgrade all existing sewer facilities within the Gateway District to meet current City and State standards, as funds permit.

Policy 2.6

Reduce water consumption and wastewater flows by reducing water used for such activities as toilet flushing, showering, and dish washing.

Policy 2.7

Storm water, surface drainage, groundwater, roof runoff, or non-contact cooling water shall not be admitted into any sanitary sewer.

Policy 2.8

Ensure that excavation associated with all facilities avoids areas suspected of having soil or groundwater contamination in excess of levels protective of construction workers health and safety unless suitable mitigation measures, in accordance with all applicable laws, regulations and city planning documents, are implemented.

Objective 3 Storm Drainage:

Provide storm water control to protect improvements and neighboring property, to convey surface and ground water off the site for appropriate discharge in a way that minimizes flooding and complies with water quality objectives.

There are storm drains available within the Gateway on 400 West, 200 South, and North Temple streets. These systems discharge into the Jordan River. The soils in the area generally have a very low infiltration rate. There is virtually no undisturbed native soil in the area. High ground water will also need to be considered when designing facilities.

Policy 3.1

The maximum allowable rate of discharge is 0.2 cubic feet of water per second per acre. On site detention of storm water will be required. Design storm water facilities for a 100 year, 24-hour storm.

Policy 3.2

Design the drainage system to meet all City and National Discharge Pollutant Discharge Elimination System (NPDES) standards. (If ground water is pumped special consideration must be given to water quality due to the contamination on the site.)

Policy 3.3

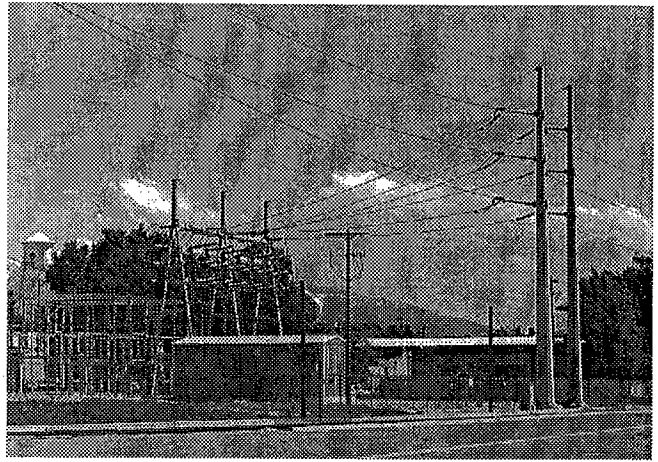
Place all storm drainage lines within right-of-ways dedicated for public streets or provide appropriate easements approved by the public utilities department.

Policy 3.4

Ensure that excavation associated with all facilities avoids areas suspected of having soil or groundwater contamination in excess of levels protective of construction workers health and safety unless suitable mitigation measures, in accordance with all applicable laws, regulations and city planning documents, are implemented.

Policy 3.5

Road design must include curb and gutter and drainage as needed.



substation at 150 South 500 West

Objective 4 Electric Power:

Develop a public utilities master plan for the Gateway District.

Policy 4.1

Analyze capacity of existing utility systems and identify major upgrades where needed.

Policy 4.2

Provide adequate electric and water service in areas where festivals and gathering are likely to occur, such as 500 West greenway, 300 South between 500 West and 600 West.

Policy 4.3

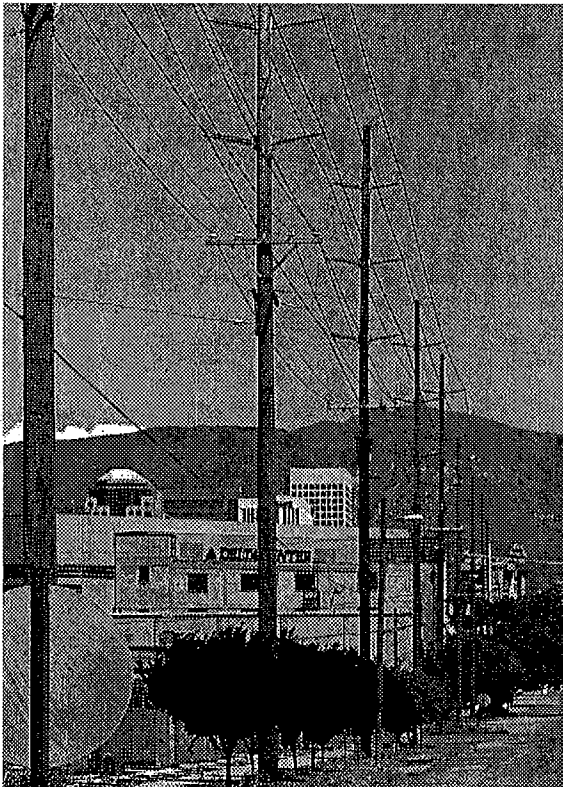
Require new development to install all utility services underground.

Policy 4.4

Develop a strategy to bury overhead electrical distribution and transmission lines in the Gateway District.

Policy 4.5

Develop design standards that will require electrical substations to blend-in with the surrounding neighborhoods and be sight obscuring.



utility poles along West 100 South

Objective 5

Natural Gas, Telephone, & Cable TV:

Provide service to support new developments in the Gateway District.

Policy 5.1

Place all utilities within right-of-ways dedicated for public streets unless the Public Utilities Department specifically approves use of easements.

Policy 5.2

Coordinate with all utilities to access right-of-ways at the same time. (e.g gas and water can both be installed at the same time)



garbage collection service in 1915



IMPLEMENTATION

Introduction

This section of the Gateway Development Master Plan describes the actions and procedures required to implement the Master Plan. It describes implementation objectives and strategies that will guide the Master Plan in achieving the objectives set forth in preceding sections.

Objectives and Strategies

Objective 1

Establish the regulatory mechanisms necessary to implement the Gateway Development Master Plan.

Strategy 1.1

Adopt the Gateway Development Master Plan.

Strategy 1.2

Adopt Salt Lake City Zoning Ordinance changes necessary to implement the Gateway Development Master Plan.

Strategy 1.3

Adopt Urban Design Standards for the Gateway Districts.

Strategy 1.3

Encourage and coordinate environmental remediation of individual properties.

Strategy 1.4

Designate project areas within the Gateway District for tax increment funds that are generated by new developments can be re-invested into the District and elsewhere as permitted by law.

Objective 2

Provide for an orderly transition of land use changes.

Strategy 2.1

Assist in relocating businesses or residents who desire to relocate as a result of redevelopment activity.

Objective 3

Allow for the continuation of existing uses in the Gateway District while promoting opportunities for establishing new retail, office, and residential development.

Strategy 3.1

Allow existing uses to remain until a change of use is appropriate.

Strategy 3.2

Allow for the expansion of existing uses subject to compliance with urban design standards.

Strategy 3.3

Require improvements which will upgrade the overall appearance of the area (e.g. landscaping, facade improvements and urban design).

Objective 4

Provide for new residential development in a manner that minimizes conflicts between new and existing uses.

Strategy 4.1

Ensure that new residential and office uses provide adequate mitigation for potential land use conflicts with existing businesses.

Strategy 4.2

Establish criteria for residential uses that ensure a suitable environment for all residents.

Strategy 4.3

Establish residential development guidelines that encourage pedestrian and transit-oriented neighborhoods within the Gateway District.

Objective 5

Provide for the implementation of parks, public safety, social service, and public utility improvements.

Strategy 5.1

Retain the vision and commitment to provide open space within the Gateway District.

Strategy 5.2

Bring City Creek and other water features to the surface throughout the Gateway District.

Strategy 5.3

Provide for the expansion of public safety facilities.

Strategy 5.4

Integrate social service facilities into the social fabric of the Gateway District.

Strategy 5.5

Develop a public utility master plan for the Gateway District.

Strategy 5.6

Promote and support civic and cultural activities within the Gateway.

Objective 6

Establish one or more redevelopment project areas to provide an additional means for direct public investment.

Strategy 6.1

Encourage private investment which will implement planning goals (e.g. historic preservation, mixed-income and mixed-use housing, neighborhood commercial, transit-oriented development).

Strategy 6.2

Enhance public infrastructure investments with design upgrades.

Strategy 6.3

Make public improvements linked to private investment.

Strategy 6.4

Encourage existing businesses and uses to make improvements to their properties.



380 West
800 South

Strategy 6.6

Acquire strategic parcels when possible and re-market for appropriate type and scale of development.

Objective 7

Provide for the public use and enjoyment of historic buildings within the Gateway District.

Strategy 7.1

Educate building owners on the benefits of the Federal and State historic preservation incentive tax credits for renovation of buildings listed on the National Register.

Strategy 7.2

Encourage property owners of eligible buildings to list them on the National Register of Historic Places.

Strategy 7.3

Expand the existing National Register Warehouse District to include buildings to the west and south.

Strategy 7.4

Consider a "West Second South" National Register Historic District on the block between 600 and 700 West on 200 South.

Objective 8

Develop a Five-Year Plan for public investment in the Gateway District.

Strategy 8.1

Coordinate City, County, State, Federal, and private investments to maximize the spill over benefits of each.

Strategy 8.2

Identify the policy framework and resources to implement the Five-Year Plan.

Strategy 8.3

Evaluate and update the "Five-Year" Plan every five years.



Bailey Tire Company Building

Objective 9

Use a wide variety of financing techniques in funding public infrastructure improvements in the Gateway District.

Strategy 9.1

Apply for the Empowerment Zone grant which will assist in the redevelopment of the Gateway District.

Strategy 9.2

The following are possible financing techniques that could be used.

Strategy 9.3

Determine where, among the city-wide public infrastructure needs, those in the Gateway stand as a priority.

- Empowerment Zone Grant
- Capital Improvement Program
- Special Improvement Districts
- Public Utilities
- Redevelopment Agency (RDA)
- Federal Community Development Block Grants (CDBG)
- Federal 108 Loan
- Federal Economic Development Initiative (EDI) Grants
- Federal Brownfields Economic Development Initiative (BEDI) Grants
- Other Department of Housing and Urban Development (HUD) Grants
- Other Federal Funding
- Donors
- Private Developers
- Utah Department of Transportation (UDOT)



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