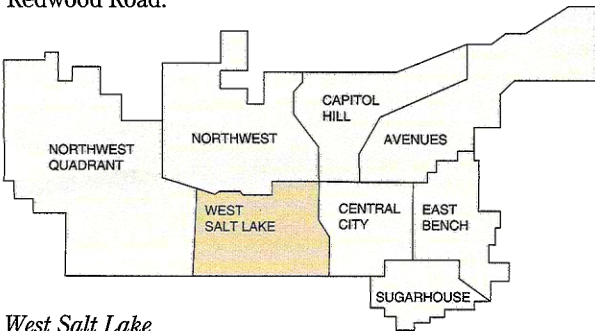


WEST SALT LAKE COMMUNITY MASTER PLAN

Introduction

The West Salt Lake Community possesses a unique character which makes it distinct from Salt Lake City's seven other planning communities. It is a compact yet stable residential neighborhood where people can live and work close to Downtown. The community is one of the most diverse parts of the city, ranging from older, distinctive homes dating from the original Pioneer settlers to new industrial development on the west. Redwood Road (1700 West) separates the majority of the industrial development to the west from the primarily residential neighborhoods to the east. The residential part of the community, in turn, is divided by the Jordan River, which, with the International Peace Gardens and Jordan Park, provide riverside recreational opportunities. Most of the city's industrial work sites are located in West Salt Lake. They are found along the western frontage of Interstate 15, and in the Cambridge, Centennial, and Pioneer Industrial Parks, west of Redwood Road.



West Salt Lake

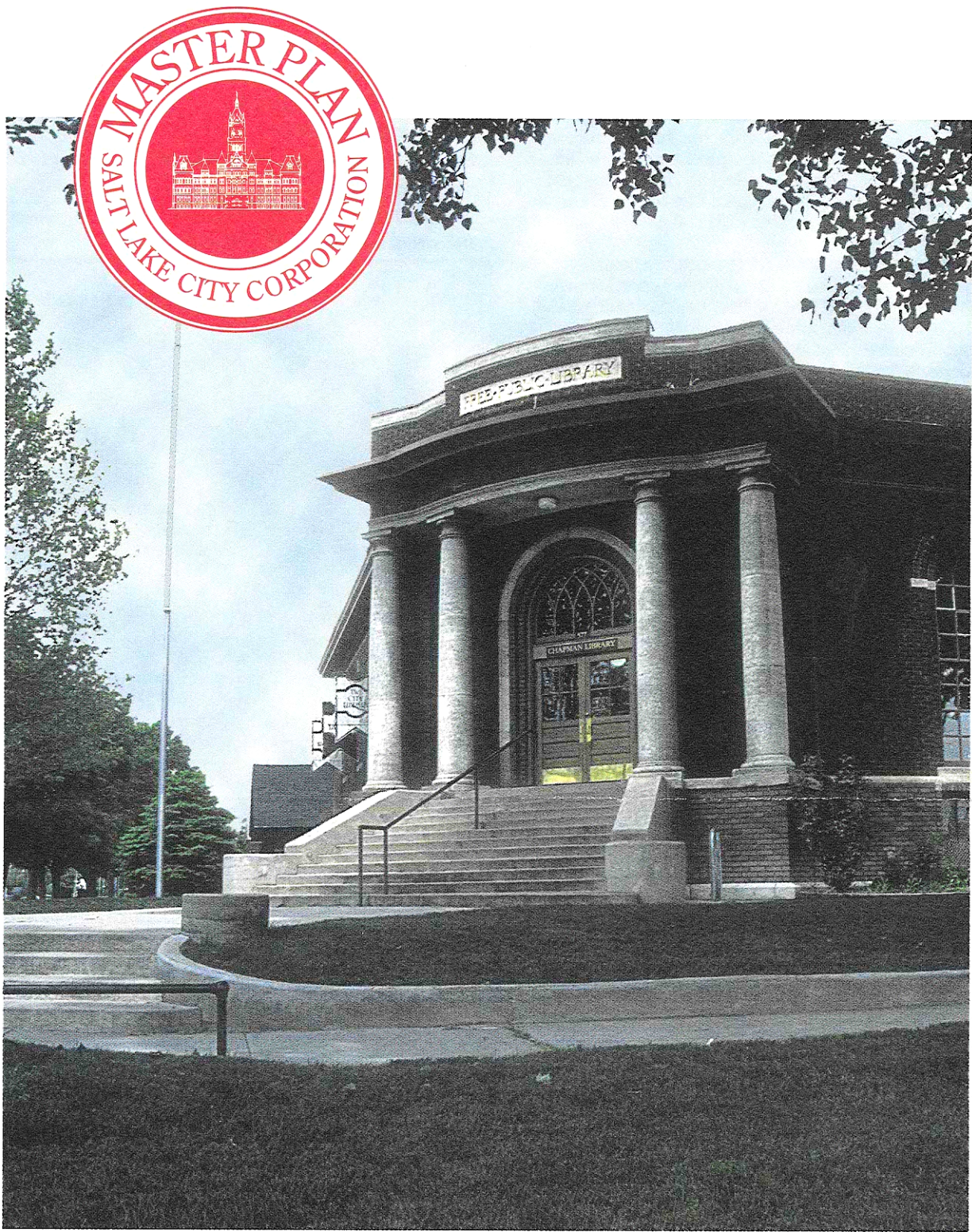
Goal of this Master Plan

The goals, objectives, and policies contained in this master plan will guide the future development of the West Salt Lake Community. They have been established using information and guidance from a series of community participation and citizen input meetings, the West Salt Lake and Poplar Grove Community Councils, the West Salt Lake Community Research Report, the Salt Lake City Planning Commission, and the Salt Lake City Planning Division staff.

Purpose and Scope

This plan will serve as a guide for decisions concerning the future development of the West Salt Lake Community. First, it will recommend specific actions and programs to implement the plan. Second, it will identify agencies, councils, commissions, or individuals, etc., who will be responsible for, or should take the initiative for the implementation of programs and actions recommended by this plan. Finally, this plan will recommend priorities, phases, and time schedules for the orderly implementation of these recommendations. Overall, the plan will perform the following functions:

- Update and expand the Westside component of the 1967 Salt Lake City Master Plan, and the 1972 Westside Community Master Plan; and
 - Incorporate and update relevant portions of the 1980 Westside Neighborhood Plan, the 1984 Westside Neighborhood Land Use Plan, the 1985 Buena Vista Area Master Plan, the 1986 Northwest Quadrant Policy Plan, and the 1986 Euclid Target Area Plan;
- Specifically, the plan will provide:**
- Protection and preservation of the existing residential land uses;
 - Programs to rehabilitate neighborhoods with housing, recreational, and infrastructure improvements;
 - New residential development opportunities at appropriate locations along the Jordan River;
 - Redevelopment options for the Glendale Plaza shopping center;
 - Recommendations for potential historic districts along with architectural preservation policies;
 - Strategies for encouraging compatible commercial and industrial development in the community; and
 - An inventory of Capital Improvement Projects and recommended time schedules for their implementation to provide necessary physical improvements in the community.



Chapman Library is on the National Historic Register

Study Area For This Plan

The West Salt Lake Community is bounded by Interstate 15 on the east, the 2100 South Expressway on the south, the Bangerter Highway (4000 West) on the west, and Interstate 80 on the north. The Euclid Neighborhood is included in this community plan although it is north of Interstate 80. It includes that area between North Temple Street and Interstate 80 from Redwood Road to Interstate 15.

Planning Process

The first step in developing the West Salt Lake Community Master Plan was to solicit and receive comments from individual citizens and community business people who have interests and concerns about the West Salt Lake Community. This community participation process provided essential public input to the planning process. The results of the community participation are presented in the West Salt Lake Community Research Report: Community Participation and Citizen Input.

The second step in the planning process, the West Salt Lake Community Research Report, inventories basic physical, social and economic information concerning people, houses and apartments, jobs, and the land upon which all these activities occur. Detailed figures and statistical information about current and past population patterns, housing densities, land uses and infrastructure provide primary data from which the community can be analyzed. Additionally, the West Salt Lake Community Research Report is used in evaluating the implementation of the master plan.

This document, the West Salt Lake Community Master Plan, is the third part of the planning series. This plan directs future development and identifies programs necessary to implement plan recommendations. The community plan serves as a decision-making tool for the Salt Lake City Council, the Salt Lake City Planning Commission, private-sector developers, and West Salt Lake citizens.

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Demographic Trends

Population

In April, 1990, the U. S. Census counted 17,050 people living in the West Salt Lake Community. This number is ten percent of Salt Lake City's total 1990 population of 159,936. Since 1960, the West Salt Lake Community's population has remained relatively stable—averaging a little over 17,000 residents. During this same period, the city lost sixteen percent of its inhabitants, while the West Salt Lake Community declined by four percent. Interestingly, the 1967 Salt Lake City Master Plan projected a 1985 population of 31,000 for the Westside Community.

During the last several decades, residential growth in Salt Lake City has occurred in two general areas: 1) along the foothills in the East Bench, Avenues, and Capitol Hill Communities; and 2) in the Westpointe Subdivision located in the Northwest Community, and along the western edge of the Poplar Grove and Glendale Neighborhoods of the West Salt Lake Community.

Population change in the West Salt Lake Community has not been evenly distributed. The older areas of the Community—Euclid and Riverside—have continuously lost population, while the Poplar Grove and Glendale Neighborhoods have experienced limited residential growth where vacant land was available for development. Almost all of this population increase has been due to multiple-family apartment construction during the mid 1980's. The Buena Vista area, west of Redwood Road, has experienced the greatest change where residential uses have decreased because of airport noise impacts and industrial growth.

Households

The average household size in the West Salt Lake Community has declined from 2.80 persons in 1980 to 2.62 in 1990, while the total number of housing units has increased approximately seven percent, from 5,635 in

West Salt Lake Community Profile: 1990 Census

	West Salt Lake	Salt Lake City
Total Population	17,050	159,936
Percent persons under 18 years	32	25
Percent persons 65 years and over	12	15
Percent persons of Hispanic origin	22	10
Persent persons who speak a language other than English	24	6
Total Housing Units	6,704	73,762
Percent vacant housing units	10	10
Percent owner-occupied	57	49
Number of persons per occupied housing unit		
Owner Occupied	2.61	2.60
Renter Occupied	2.64	2.07
Percent of structures built before 1940	20	34

1980 to 6,704 in 1990. Salt Lake City's average household size decreased only slightly from 2.35 to 2.33 from 1980 to 1990, while the total number of housing units increased a little more than one percent from 72,831 in 1980 to 73,762 in 1990.

Employment and Income

About one-sixth of the people who work in Salt Lake City are employed in jobs located in the West Salt Lake Community. Despite fluctuations in the national and regional economy, the community's commercial and industrial base has enjoyed a modest growth in jobs. Almost 29,000 people were employed by 920 West Salt Lake firms in 1990, up from 21,000 in 1982. The largest employers were manufacturing companies, accounting for one-third of the jobs, followed by wholesale trade and retail trade.

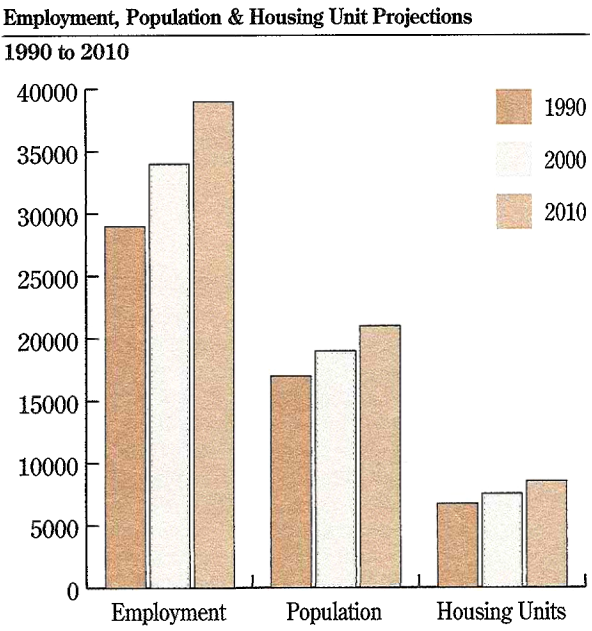
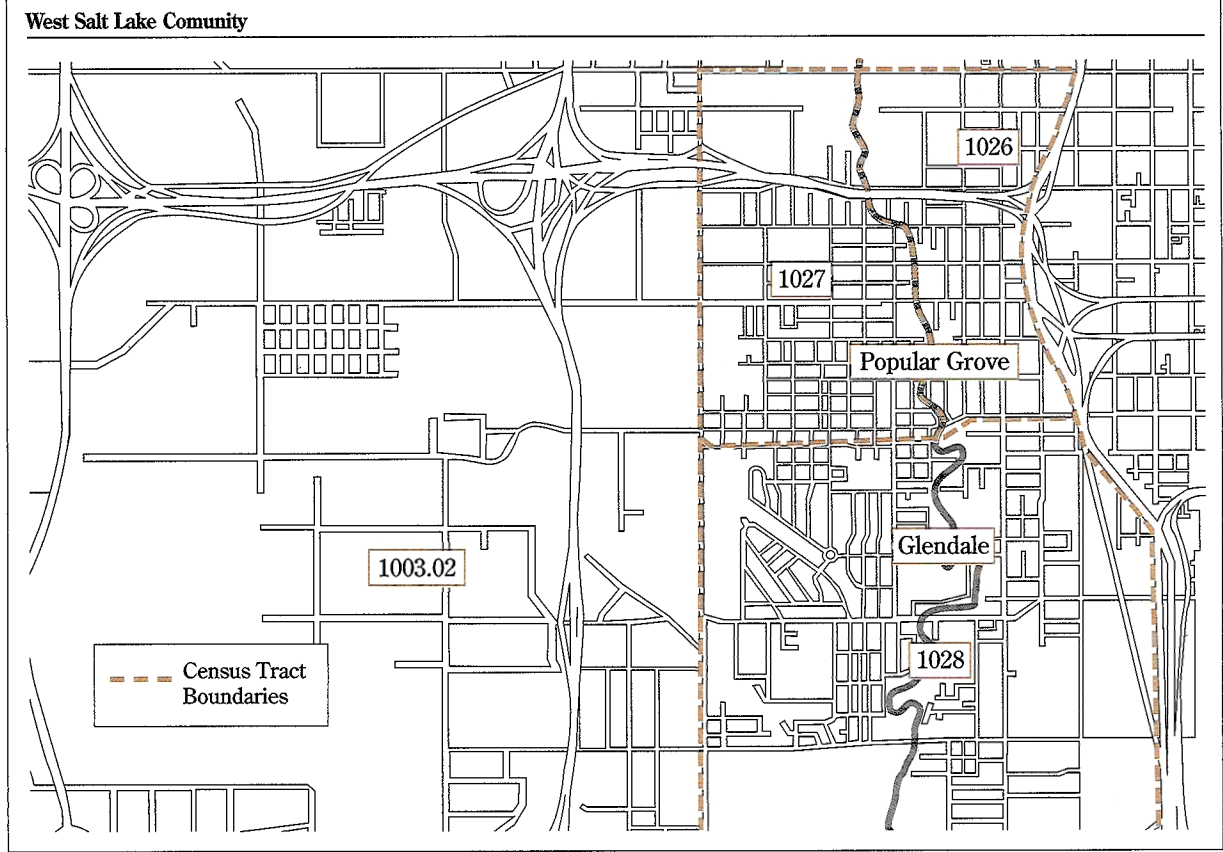
According to the 1990 Census, median household income in the Community ranges from \$10,585 in the Euclid neighborhood to \$26,576 in the newer area of Glendale. Salt Lake city's median household income is \$22,697. In the West Salt Lake community, twenty-five percent of all persons for whom poverty status was determined were below the 1990 poverty level; city-wide, this figure was sixteen percent.

Population, Housing, and Employment Projections

Although Salt Lake City is the largest city in Utah, and the location of much of the state's employment, it has lost population since 1960, and during the same period, gradually increased its housing stock. This phenomenon can be explained by a declining household size, common to central cities nationally. Because of these historical factors, future trends for the city are difficult to predict. However, the Wasatch Front Regional Council, using a statewide economic base model to project population and employment, has generated population, housing unit, and employment projections for five-year intervals to the year 2015.

An eleven percent increase is anticipated for both population and housing units between 1990 and the year 2000. Population is projected to increase from 17,050 to almost 19,000 people. During the same time period, housing units are expected to increase from 6,700 to 7,500. The majority of this increase will occur along the Jordan River where there are large, vacant tracts of residentially zoned land. Employment growth in West Salt Lake is projected to increase from 28,000 jobs in 1990 to 31,000 in 2000; most of the projected expansion of the labor force will occur in Census Tract 1003.02, west of Redwood Road.

The West Salt Lake Community Master Plan: Research Report explores these demographic topics in more detail and analyzes relevant information from the 1990 Census concerning the West Salt Lake Community.



West Salt Lake Land Use Plan

Introduction

The West Salt Lake Community Land Use Plan indicates the desired pattern and appropriate location of specified land use activities. The goal is to promote compatible land uses—whether residential, commercial, or industrial—while maintaining the integrity of the Community.

Goals:

- Preserve the existing predominantly low density character and related land use patterns in the residential part of the West Salt Lake Community.
- Encourage properly regulated new growth in areas of anticipated development, especially in the West Salt Lake Industrial District.
- Propose a future land use plan that will minimize and eventually eliminate land use conflicts in developed areas.

Figure 1 depicts general land use acreage as a percentage for the entire West Salt Lake Community. As the chart indicates, vacant land accounts for almost one-third of all land within the community. However, the chart is somewhat misleading, since a large part of this unused land is located west of Redwood Road in the rapidly developing West Salt Lake Industrial District.

Transportation is the next largest land use consisting of freeways, expressways, streets, and railroad rights-of-way. Industrial acreage is the third most common land use, the majority of it found west of Redwood Road. Almost all of the residential land is located in the eastern area of the Community, as is true of commercial, parks and recreation, and institutional acreage. Utilities and agricultural uses comprise a negligible amount of land.

The West Salt Lake Community is divided by Redwood Road, the major north-south arterial highway, into two separate and very different areas in terms of land use. The residential area of the Community, east of Redwood Road, consists primarily of single-family homes in stable neighborhoods with related commercial uses occupying locations along arterials. The district provides thirteen percent of the city's existing housing units. Future growth in this area will be infill development. Industrial development and vacant land are the predominant land uses found west of Redwood Road.

Almost half of this area is, as yet, undeveloped. This western area of the Community currently serves as a regional level employment center, and is targeted to be the site of Salt Lake City's next phase of industrial development. The following table summarizes the proportion of land use in respective areas—West and East of Redwood Road.

The West Salt Lake Community Research Report examines past trends and current land use conditions in detail, including development patterns and residential densities. The Research Report analyzes the location, zoning, and acreage of each type of land use found in the Community. This plan will expand on the Research Report by recommending policies and programs to eliminate land use incompatibilities in developed areas and direct new growth in areas of anticipated development.

Land Uses by Acreage and Percentage - West and East of Redwood Road

Land Use	West of Redwood Road		East of Redwood Road	
	Acreage	Percentage	Acreage	Percentage
Residential	45	1	966	28
Commercial	183	4	275	8
Industrial	922	21	280	8
Agricultural	29	*	7	*
Institutional	78	2	128	4
Parks and Recreation	0	0	300	9
Utilities	179	4	96	3
Transportation	860	20	905	27
Vacant	2098	48	435	13
Totals	4394 Acres	100%	3392 Acres	100%

Figure 1 Note: An asterisk (*) indicates acreage of less than one percent.

Residential Land Use

Overview of Residential Land Use

The West Salt Lake Community offers a full range of residential uses: low, medium, and high density housing. The predominant residential land use is single-family detached housing, which occupies sixty-six percent of the land. Two-family units (duplexes) account for nine percent of the total acreage, while three- and four-unit dwellings comprise five percent. Multiple-family structures of five-units and above use seventeen percent of the residential land in the Community.

Single-family units range in density from two to eight units per net acre. This low density residential use is found in subdivisions throughout most of the community. The density of duplex units varies from nine to sixteen units per acre. Duplexes are interspersed with single-family housing over the entire community; they are not clustered in any geographic area or neighborhood. Three- and four-unit structures occur at a density from twelve to thirty-three units per acre; five- to fifteen-unit apartments range from nineteen to forty-four units per acre. These medium density housing units are concentrated in several areas: along Pacific Avenue between Navajo and Cheyenne Streets; and on Foss and Montgomery Streets between 200 South and 300 South Streets. Larger multiple-family housing of sixteen units and above has from thirty-five to thirty-nine units per net acre. Currently, there is no high density residential land use in the Community.

Higher density multiple-family housing accounts for most of West Salt Lake residential development that occurred during the decade from 1980 to 1990. Two apartment complexes—Woodhaven Apartments, with 378 units, and Hartland Apartments, with 300 units—represent a majority of the almost 800 units added to the housing stock during that period.

Strategies for Maintaining and Preserving the Existing Residential Land Use Patterns

Low-Density Residential

Present Status

The majority of the residential land use in West Salt Lake consists of single-family dwellings. These low-density residential areas are interspersed with duplexes and some multiple-family dwellings.

Recommendations

One strategy to preserve and protect the predominantly single-family character of the Community's residential area is to hold the density at between two and eight dwelling units per net acre. The majority of residentially zoned land has been developed. Except for two potential sites along the Jordan River, there are few opportunities for new residential construction except for infill development. These two sites are (1) the former Brown Floral property along with the old Jordan Intermediate School (straddling the Jordan River between 500 South and 700 South), and (2) a large tract of land along the west bank of the meander of the Jordan River at 1100 West and 1300 South. Both of these sites have development projects in the conceptual stage and are discussed more fully under New Development in the Housing section.

Change Existing "R-4" and "R-6" Zoning to Reflect Low Density. Residential areas in which the current zoning classification is not compatible with the existing land use patterns and characteristics of the neighborhoods hampers the preservation and conservation of the existing housing and neighborhood characteristics. Areas of the Poplar Grove neighborhood located in the "R-6" zoning district and the majority of the Riverside neighborhood in the "R-4" and "R-6" zones have remained predominantly single-family in character. The higher density zoning creates potential land use conflicts from the encroachment of medium-density apartments in predominantly single-family neighborhoods. This higher density zoning is a consequence of the 1967 City Master Plan which projected a 1985 population for the city of almost 250,000 people with 31,000 living in the West Salt Lake Community.

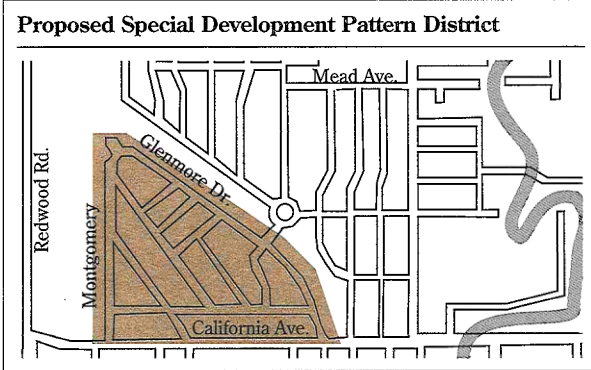


A new medium density apartment complex

Many of these neighborhoods could be preserved more effectively if they were rezoned for low-density residential development. The Salt Lake City Zoning Ordinance Rewrite Project provides an excellent opportunity to accomplish this task. This recommendation is reflected on the Future Land Use Plan Map for the West Salt Lake Community. Affected areas in the Glendale and Jordan Park neighborhoods have already been downzoned.

Create a Special Development Pattern District with Provisions to Facilitate the Relocation of Off-Street Parking. Many post-World War II "starter" homes were constructed with attached one-car garages allowing access through front yard driveways. Interior side yards of four feet were permitted for dwellings with attached garages. As the families inhabiting these homes required additional residential area, they converted the garages into living space. Thus, the lot became an illegal nonconforming use due to the four foot side yard. Additionally, it also became nonconforming with respect to parking because the authorized parking spaces in the garage had been eliminated and cannot be replaced on the front yard driveway.

A Special Development Pattern District is needed within certain areas of the Glendale Gardens neighborhood where narrow side yards and insufficient off-street parking create potential issues of nonconformity. Again, the Zoning Ordinance Rewrite Project should address this problem with a proposed district along with provisions to review the elimination of garage parking on a case-by-case basis.



Medium-Density Residential

Present Status

Medium-density residential areas are designed to encourage a mix of low-rise housing types. These include two- through four-unit structures, garden apartments or condominiums, and townhouses. This land use classification allows net densities between eight and twenty dwelling units per acre.

Medium-density residential development should be located near:

- Major or minor arterials, providing public transportation;
- Existing higher-density residential areas, mixed-land use areas, or commercial districts;
- Existing and proposed neighborhood or community parks and open space.

Recommendations

New medium-density housing opportunities are encouraged in selected locations in the West Salt Lake Community. Appropriate sites for this level of development include large tracts of vacant land that meet the location criteria listed above. There is one potential site for future development—the Riverview Apartments P.U.D., located on Riverside Drive (1100 West) at 1700 South. This project centers around several unfinished apartment structures and includes a conceptual plan for 61 housing units. The remainder of the block from Riverside Drive to 1000 West and north of 1700 South has redevelopment potential for medium-density residential uses.

Medium-High-Density Residential

Present Status

The medium-high-density residential areas of West Salt Lake were intended to encourage multiple-family residences from four-family units to townhouses, and from low-rise, garden apartments to mid-rise housing structures. Appropriate densities range from fourteen to thirty dwelling units per net acre. As has been mentioned, the majority of residential development in the Community during the past decade consisted of multiple-family projects. The single-family housing inventory decreased during this same period.

Locational criteria are similar to those of the medium-density residential area, with emphasis on existing patterns of higher density development. Existing development exhibiting many of these desirable patterns include the Woodhaven Apartments and the Hartland Apartments. Both of these multiple-family housing developments provide convenient transportation access, adequate off-street parking, and open space amenities.

Recommendations

As a general policy, this plan does not support additional zoning to accommodate higher density multiple-family dwellings in the Community, given recent population and housing trends.

The Salt Lake City Planning Commission should re-examine the land use concept of medium-high-density residential zoning in the West Salt Lake Community, five years from the adoption of this plan. Current demographic trends do not warrant encouraging a medium-high level of density in the Community. A future increase in household size or significant in-migration would merit reconsidering the amount of higher density housing required.

Residential Land Uses in Non-Residential Zoning Districts

Existing residential uses in non-residentially zoned areas conflict with adjacent commercial and industrial uses. These include the Buena Vista area, and the area bordered by 1700 South, 1045 West, 2100 South, and 900 West. The Westside Neighborhood Land Use Plan points out a similar situation on 800 West between 800 South and 900 South.

As recommended by the Buena Vista Area Master Plan, most of the residential uses in the Buena Vista area have been relocated. This area is in Airport Noise Impact Zone B, where further residential development is unacceptable. This plan concurs that the future land use of this area is designated for industrial uses.

A summary of the Buena Vista plan may be found at the end of this plan.

In the other areas, especially south of 1700 South Street, relocation of residential uses is encouraged, structures in poor condition should be demolished, and parcels should be redeveloped into commercial and industrial uses. The Euclid Target Area Plan includes recommendations concerning residential uses in the Euclid neighborhood. A summary of the Euclid plan may be found at the end of this plan.

Future Residential Uses & Needs

As mentioned above in the Demographic Trends section of this plan, the West Salt Lake Community is projected to have 19,000 people living in 7,500 housing units by the year 2000—this assumes an average of 2.5 persons per housing unit in the up-to-800 units anticipated to be built. Since any future residential development in the Community must occur east of Redwood Road, this represents an opportunity to provide quality housing while accommodating growth. Except for the potential residential opportunities listed in the

Low- and Medium-Density Residential section above, most of this growth will be infill development.

Infill Development Potential

There are almost 150 acres of residentially zoned vacant land in the West Salt Lake Community. Some of the advantages to infill development include:

- An opportunity to protect, enhance, and revitalize older neighborhoods with new construction;
- Conservation of energy by using existing infrastructure; and
- In some instances, reduction of land costs for development.

National studies of infill development have shown that only half of the available vacant urban land is usually developable. Some of the problems associated with this type of development include parcel size and assembly potential; physical attributes; infrastructure conditions; zoning; location of infill lots; land ownership and availability; and land price and housing costs.

The Poplar Grove Community Improvement Association, using Planning Division resources, has compiled an inventory of vacant land in their neighborhood with the objective of encouraging compatible development on appropriate parcels while controlling weeds and planting family gardens on those yet-to-be-developed lots.

Commercial Land Use

Overview of Commercial Land Use

Six percent of the total area in the West Salt Lake Community is devoted to commercial land use. Commercial land use includes retail trade, wholesale trade, and personal and business services. Functional and attractive commercial enterprises are one of the most important features to a viable neighborhood or community. Two essential elements make commercial development successful—a stable population and a growing economic base.

The Community's population of 17,000 people residing in low- to moderate-income households cannot presently support commercial activities more intense than a neighborhood level shopping center. Smaller neighborhood corner establishments are not flourishing. West Salt Lake residents have expressed the need for businesses that provide basic necessities to be located in the community as well as increased retail shopping opportunities. This demand is only partially being met by commercial strip development along major arterial streets in and around the community.

Traditional zoning practices either allowed neighborhood commercial services to develop on all four corners of an intersection or encouraged more intense development along both sides of a major street for at least several blocks. Ideally, commercial development should be clustered where shared parking, comparative shopping, effective landscaping, and other site design standards can be appropriately maintained.

Existing Commercial Activities

The existing commercial activities in the West Salt Lake Community fall into three major categories: neighborhood commercial areas; neighborhood shopping centers; and commercial strips

Neighborhood Commercial Areas

Neighborhood commercial areas are locally oriented retail trade and services generally situated on street corners that serve the immediate area around them. Such businesses include the traditional "mom-and-pop" stores, grocery stores, small retail shops, beauty salons, barber shops, laundries, video rental, and gas service stations.

The largest neighborhood commercial area in the Community is located at the intersection of 800 South and 900 West Streets. All four corners are occupied by commercial uses; a supermarket serves as the anchor. This center is viable and in an excellent location to serve the neighborhood around it.

There are several smaller neighborhood commercial areas scattered about West Salt Lake: at the intersection of 400 South and 900 West; at 400 South and Concord Streets; along Indiana Avenue between Pueblo and Navajo Streets; on California Avenue east of Navajo Street; and at 1300 South and 900 West Streets.

These smaller neighborhood commercial areas share a common set of characteristics:

- none occupy all four corners of an intersection;
- some centers are interspersed with residential uses;
- all are underutilized with high vacancy rates; and
- all are located in the existing Business "B-3" zoning district.

In the past, these neighborhood commercial areas were comprised of individually owned businesses that provided daily living needs, such as food, drugs, and personal services, to the immediate neighborhood. With the completion of the interstate and belt route system, easy access to regional shopping centers and malls has drawn customers away from patronizing local merchants. As is the case elsewhere, neighborhood businesses suffer. These commercial areas have served social and economic functions supporting overall neighborhood activities. The West Salt Lake Community must reverse this decline of neighborhood commercial areas to ensure necessary services.

Shopping Centers

A shopping center is traditionally defined by the Urban Land Institute's Shopping Center Development Handbook as "a group of architecturally unified commercial establishments built on a site that is planned, developed, owned, and managed as an operating unit related in its location, size, and type of shops to the trade area that it serves. The unit provides

on-site parking in definite relationship to the types and total size of the stores." Shopping centers are generally grouped into three general categories based broadly on size, trade area, and tenant mix. These categories are: regional, community, and neighborhood shopping centers. Because of the population, economic level, and location of the West Salt Lake Community, only the last two of these categories are relevant to this plan.

Neighborhood Level Shopping Centers have a supermarket as the principal anchor tenant. They provide for the sale of convenience goods, such as food, drugs, and sundries, and personal services that meet the daily needs of the immediate neighborhood trade area. Its site area requires from three to ten acres and the center normally serves a trade area population of 3,000 to 40,000 people.

Community Level Shopping Centers, in addition to a supermarket, may have a discount or off-price department store, or a home improvement store, or a combined drug/variety/garden center as principal anchor tenants. The community center needs a site of 10 to 30 acres. It normally serves a trade area population of 40,000 to 150,000 people within a 10- to 20-minute drive.

Neighborhood Shopping Center: Glendale Plaza

Presently, there is only one type of shopping center functioning in the West Salt Lake Community—the neighborhood shopping center at Glendale Plaza. Glendale Plaza, because of its location and lack of visibility, has serious problems in maintaining its viability as a neighborhood center.

The crucial problem with Glendale Plaza is its location. Site location is of primary importance in the success of all shopping center types. Neighborhood centers should be located to have access from collector streets and should avoid having minor residential local streets serve as their principal access. Glendale Plaza is located along the north side of Glendale Drive, a local street. Even though a major arterial street, California Avenue, is located six hundred feet south at a signalized intersection, the center lacks visibility and accessibility to the market area that it strives to serve. Unless these serious limitations are overcome, it is doubtful that this commercial enterprise can succeed as a neighborhood shopping center. The plan proposes two options (see Map 1).

- The first option is for Glendale Plaza to scale back and recalibrate its marketing orientation to a specialty

shopping center. A specialty center is different from a conventional shopping center in that there is no traditional anchor tenant. Instead of an anchor tenant, another type of tenant or a group of tenants, should be considered. For example, a combination of an ethnic food shop, delicatessen, crafts shop, and green grocery might function in place of a supermarket. Medical, dental, and local community service offices could also be located there. There are a substantial number of Hispanic, Asian, and Pacific Islander households in the market area. Retail and service businesses could cater to these various groups.

- A second option is to relocate the businesses in Glendale Plaza to another, more viable area, and redevelop the site for housing and related amenities. Approximately thirty single-family homes could be built on the land currently occupied by the commercial center.

This plan recommends that a feasibility study be conducted to explore the costs and benefits of each option before a decision is made.

Commercial Strips

Strip commercial is generally characterized by a string of commercially zoned lots developed independently or a string of retail commercial stores on a single site where there is no anchor tenant and no central management. Tenant mix is based more on financial considerations than planning or a market analysis. Development along commercial strips often results in poorly coordinated and inefficient urban corridors. These corridors are prime examples of urban sprawl and represent some of the least attractive areas along major thoroughfares in the city.

There are four commercial strips in the West Salt Lake Community:

- North Temple Street between Redwood Road and Interstate 15;
- Redwood Road between North Temple and 2100 South Streets;
- 900 W. Street between N. Temple and 200 S. Streets; and
- 2100 S. Street between Redwood Road and 900 W. Street.

Many of the problems associated with these commercial strips will be dealt with in the Salt Lake City Zoning Ordinance Rewrite Project. A proposed commercial corridor district will address such issues as uniform front setbacks, lot depth, landscape buffering, and provisions for expansion in areas where appropriate.

Future Commercial Uses and Needs

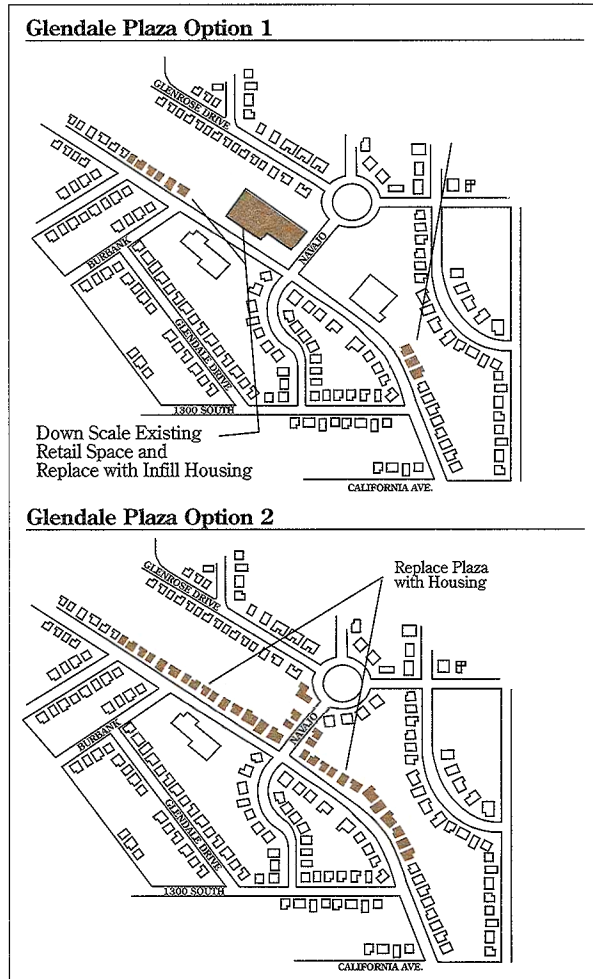
There is sufficient vacant appropriately zoned acreage to meet commercial land use demand of projected population and employment levels for the year 2000. If residential development occurs on the sites discussed in the Residential Land Use section above, and if these sites are built-out at a low-density level, it will add some 500 residents to the Community. Even this increase in population will not be sufficient to maintain a community level shopping center within the market area of the West Salt Lake Community alone.

Community Level Shopping Center

The Northwest Community Master Plan Update proposes the development of a community level shopping center as a possible land use for the area surrounding the intersection of Redwood Road and North Temple Street. It notes that such a center would serve both the Northwest Community and the West Salt Lake Community, since the combined population of both communities is almost 40,000 people in addition to nearly 45,000 workers.

Certain important issues need to be addressed in a commercial revitalization or new development review process. The city can help a great deal by initiating a commercial redevelopment or new commercial project review process. To be successful, such a strategy must involve both the city and private community interests. Proper site design standards and urban design guidelines are imperative so that commercial activities provide needed services without negatively impacting surrounding residential character.

This major redesign of the area will require a considerable amount of cooperation and joint effort between private and government agencies. Nevertheless, it should be given high priority because of the significant location, the high visibility of this area, and its role as a major node to the city. This strategy represents the appropriate use of this area for the future.



Map 1

Industrial Land Use

Overview of Industrial Land Use

Industrial and manufacturing uses occupy over 1,200 acres, or fifteen percent, of the total land area in the West Salt Lake Community. Industrial uses are currently found in the western part of the Euclid Neighborhood between Redwood Road and 1100 West, between 700 West and Interstate 15 from 900 South to 2100 South, from 1700 South to 2100 South between the Jordan River and 700 West, and in scattered development to the west of Redwood Road.

The land use plan designates the area west of Redwood Road, the West Salt Lake Industrial District, to be devoted exclusively to industrial development and related uses. The area has become the home of a few but growing number of high quality industrial parks. Two of these—the Centennial and Pioneer Industrial Parks—have established an attractive, well-landscaped, and clean industrial character in the area. One of the goals of this plan is to encourage high quality industrial park type of planned development wherever possible in the undeveloped portion of the Community.

Existing Industrial Land Uses Issues

Light Industrial

Present Status

Currently, 950 acres of land are devoted to light industrial uses. Light industrial uses include the assembly, fabrication, or processing of goods and materials using processes that ordinarily do not create noise, smoke, fumes, odors, glare, or health or safety hazards outside of the building where such activity takes place. These uses are found in all the existing commercial and industrial zoning districts. Some light industry is located in one of the several industrial parks in the Community, where protective covenants are more restrictive than the zoning district requirements.

Recommendations

Existing manufacturing uses along the east side of 700 West and 800 West Streets between 900 South and 1300 South are incompatible with residential uses on the west side of both streets. The residential areas are impacted by noise, pollution, and traffic associated with the daily business of these uses.

Require Mitigating Measures to Buffer Intrusive Industrial Uses. Require mitigation actions on the part of the manufacturing uses, such as landscaped setbacks and buffering, berms, and street medians, where appropriate. Require rear dock entrances, if possible, to businesses facing residential areas across the street and limit access to streets with any residential frontage. Enforce on commercial vehicles violating speed and tonnage limits. The street median along 800 West between 600 and 900 South Streets is an excellent example of a buffer between the residential and industrial uses on each side of the street.

Heavy Industrial

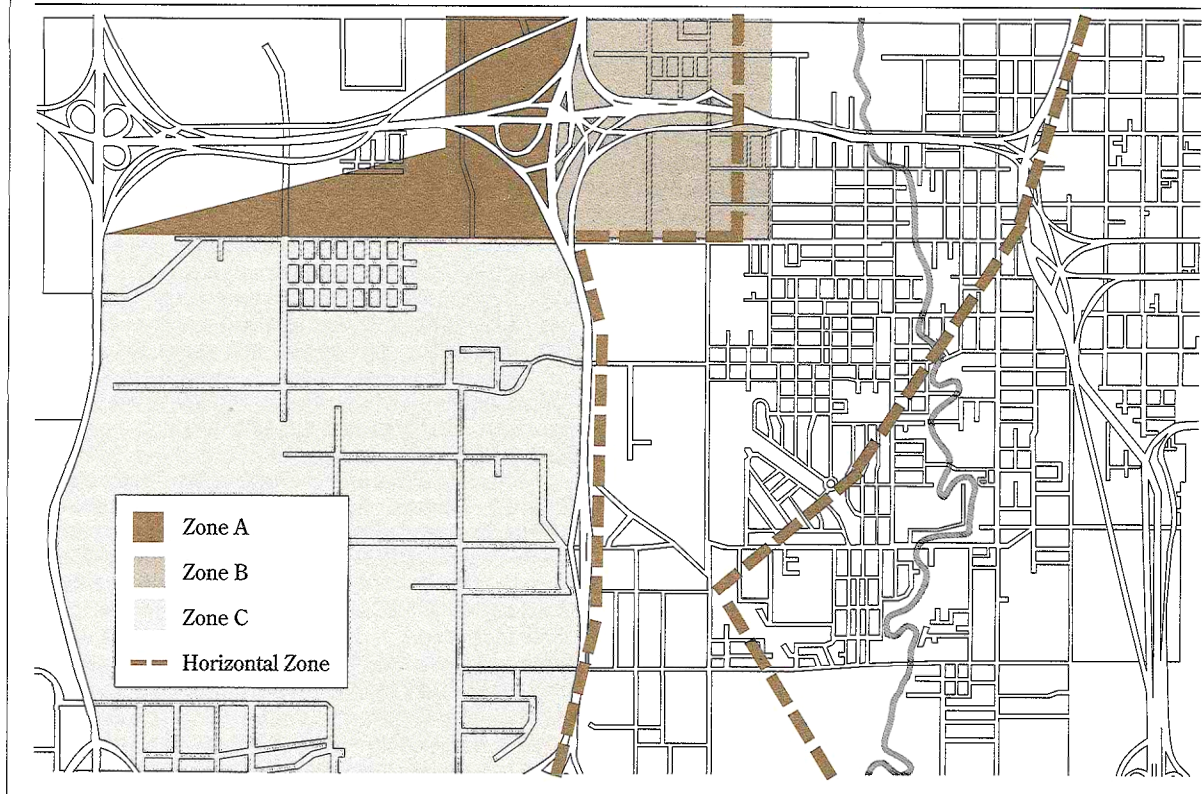
Present Status

Heavy industrial uses occupy approximately 250 acres of land. Heavy industrial uses are those processes that have greater than average impact on the environment or that have significant impacts on the use and enjoyment of adjacent property in terms of health and safety hazards. These uses are found in two of the commercial and all of the manufacturing zoning districts. More heavy industrial uses are found in the Manufacturing "M-1" zoning district than in the "M-3" district.



Railroad tracks through the W.S.L. Industrial District

Airport Restriction Zones



Map 2

Recommendations

The existing Manufacturing "M-3" zoning district is located in an area that was developed as an arms and munitions manufacturing site during World War II. It is bounded by 900 South and the Surplus Canal on the north, Redwood Road on the east, 2100 South on the south, and on the west by the former city boundary at 3200 West. Interstate 215, was constructed through the middle of this area.

Several chemical processing and manufacturing plants are located in the "M-3" district, where they are currently permitted uses. One of these plants is 1,200 feet from a residential subdivision. A recent chemical accident forced evacuation of a large portion of the community to the east. West Salt Lake residents are extremely concerned about continued operation and expansion of these types of uses.

Change Existing "M-3" Zoning to Reflect Light Manufacturing Use. While these heavy impact manufacturing uses cannot be relocated to safer sites further west in the foreseeable future, certain mitigating actions can be implemented and restrictions imposed. The existing Industrial "M-3" zoning district should be rezoned to permit only light manufacturing and industrial development. No new incompatible uses would be allowed to locate in this area. The Salt Lake City Zoning Ordinance Rewrite Project addresses this problem by proposing a light manufacturing district, with impact controls and general restrictions regulating the district. These controls and restrictions cover refuse control, sensory and nuisance impacts, lighting, signage, outdoor storage, off-street parking and loading, and landscaping and buffering. Regulation is accomplished through the proposed site plan review process.

In response to recent chemical accidents in the Community, a Local Emergency Planning Committee was formed. It is composed of members from industry, public safety services, other city and County agencies, and the West Salt Lake Community. This Committee meets periodically to explore and implement on-site hazardous materials mitigation and containment capabilities with appropriate warning devices to alert citizens of imminent danger.

Future Industrial Uses and Needs

There are 2,060 acres of industrially zoned vacant land in the West Salt Lake Community. This is almost twice the land area presently in industrial use. Given the recent trends in industrial development, the Community has more than enough land for potential use in the immediate future. The Development Policies for Undeveloped Areas section below sets policy and guidelines for this future growth.

The city should develop an awards program to recognize industries that demonstrate awareness and concern for the quality of life in the West Salt Lake Area. A "Good Neighbor Industry Award" should be presented periodically by the Mayor or City Council to deserving Salt Lake City industries.

Development Policies for Undeveloped Areas

Although there are opportunities for industrial development in other parts of the West Salt Lake Community, the primary focus for future growth will be to the west of Redwood Road. This plan, along with the Northwest Quadrant Master Plan, indicates the desirable phasing of development to infrastructure improvement. The city will use its fiscal authority and public services to encourage phasing of growth. Consequently, the City will provide a greater

portion of urban services and public infrastructure in high priority growth areas, and fewer services at its own expense until higher priority are developed.

West Salt Lake Industrial District

The West Salt Lake Industrial District is bounded by Interstate 80, Redwood Road, 2100 South Expressway, and the Bangerter Highway (4000 West). It covers some 4,400 acres and is the most developed region within the boundaries of the Northwest Quadrant planning area. The neighborhood is characterized by scattered industrial land uses, corridors of power transmission lines, railroad tracks, and roads. The present pattern of land utilization, as it has been developed, is not well organized and poorly interrelated. In the future, the extension of services and planning influences will result in an improved urban pattern. The West Salt Lake Industrial District represents one of the most promising development opportunities along the Wasatch Front. Some of the issues that will determine the character of future development are discussed below.

Transportation and Circulation

As part of the growth management process, the city recently adopted the Major Street Plan and Official Map which provides a coherent, organized pattern of roads. This will not only improve access to the area but also encourage logical development of land uses. Future street improvements will aid the development of this area. The city is funding the extension of 500 South, 900 South, and California Avenue from Redwood Road to 4800 West. Interstates 80 and 215 and the Bangerter Highway (4000 West) provide readily available access to major transportation corridors. These circulation improvements along with proximity to the airport will increase the demand for industrial development within the area.

Public Utilities: Water and Sewer

A new, expanded loop of 36-inch water lines along 2100 South to 5600 West and then connecting to existing lines running along Interstate 80 is in service. This expanded network provides water service for the western portion of the area.

The city's Department of Public Utilities is planning the construction of a large wastewater treatment facility near 4800 West and 500 South. This site has been purchased by the city and the design of trunk and outfall lines is now underway.

Environmental Issues

Environmental constraints in the area such as the high water table, liquefaction potential, poor soil suitability, and airport noise will influence future land use. Because of these constraints, preferable land uses will be limited to light industrial development. Future development in the area may require, in some instances, mitigation of geologic and hydrologic features, including wetlands and wildlife habitats.

Airport Noise Impacts and Aviation Easements

The Salt Lake City International Airport Land Use Policy Plan established three noise impact zones. These zones limit the types of land uses which can be developed in areas where aircraft noise is expected to be a problem (see Map 2).

An aviation easement is required of all new development within each of the noise zones. The easement alerts prospective property buyers to the presence of aircraft noise and also acts to protect the airport from liability in case of a lawsuit over aircraft activity.

Housing

Introduction

Housing is one of the most important components of a community. A person's home provides shelter, privacy, and, for owners, an investment opportunity. The West Salt Lake Community Research Report evaluates the housing problems and needs in the Community. Housing needs exist to the extent that the present housing supply falls short of providing all economic segments of the community with decent housing. This housing element recommends policies and strategies to improve the quality of existing housing. In addition, it suggests actions to prevent further residential decline. City-wide housing policy is guided by the following documents: the 1990 Salt Lake City Housing Policy; the 1992 Housing Implementation Strategies; and the federally mandated Comprehensive Housing Affordability Strategy (CHAS), which serves as the basis for allocating federal funding to groups, such as the handicapped and the elderly, and those with low- and moderate-income.

The residential part of the West Salt Lake Community is mostly developed and a majority of the housing stock—almost 65 percent—consists of single-family dwellings. Multiple-family units comprise 32 percent, and mobile homes, 3 percent, of the total housing stock. Housing units cover just over a thousand acres out of a total of 1,560 acres of residentially zoned land. Single-family housing has developed at an average density of five units per net acre; duplexes at eleven units per acre; and structures with three or more units at nineteen units per acre. Each West Salt Lake neighborhood exhibits a unique combination of housing mix, structure condition, age, and occupancy. These characteristics are detailed in the West Salt Lake Community Research Report. Figure 2 summarizes community-wide housing by type.

West Salt Lake Housing Units
Including Vacant - 1990

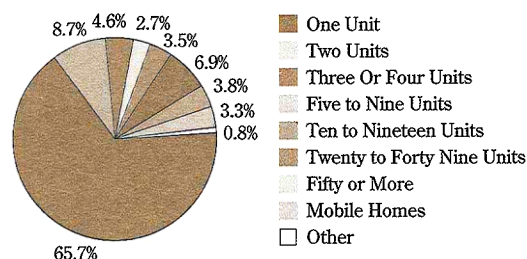


Figure 2

Goals:

- Re-establish and stabilize middle-income neighborhoods with new housing while encouraging reinvestment in the existing housing stock.
- Use the Jordan River Parkway as a catalyst and amenity to encourage housing opportunities.
- Develop a balanced residential environment with access to employment opportunities, community facilities, and adequate services.
- Maintain the existing housing stock by reducing housing deterioration through programs aimed at preservation and rehabilitation.

Housing Preservation and Development Opportunities

Existing Housing Stock

Geography and history have played a part in shaping West Salt Lake's housing stock. For many years, the

Jordan River formed the western boundary of urban settlement and development. So, it is not surprising that many structures east of the Jordan River are both older and in substandard condition. A majority of these homes are structures built in the early part of this century. West of the Jordan River, the Poplar Grove neighborhood developed later, while subdivisions are still being platted in the Glendale neighborhood. Most of the houses in the Glendale area were built after World War II. These homes were primarily "starter" homes for veterans and their new families.

According to the 1990 Housing Condition Survey, twenty-three percent of the structures in the West Salt Lake Community are in substandard condition, compared to eighteen percent of those in all of Salt Lake City. Most of the substandard housing is concentrated in two areas of the Community—Census Tract 1026, which contains both the Euclid and Westside Target Areas, and that area south of 1300 South and east of the Jordan River.

The oldest housing is found in the Euclid and Westside Target Areas, where fifty-three percent of the structures were built before 1939. Forty-three percent of the houses in Poplar Grove, west of the Jordan River, were constructed after 1970, while over fifty percent of the homes in Glendale were built between 1940 and 1959. In that part of the community east of the Jordan River and south of 900 South, almost seventy percent of the development took place prior to 1960. Fifty percent of Salt Lake City's houses were built before 1949. Figure 3 shows the number of structures built in each ten-year period by census tract. The West Salt Lake Research Report presents detailed information on the age and condition of structures.

Structures Built by Decade by Census Tract

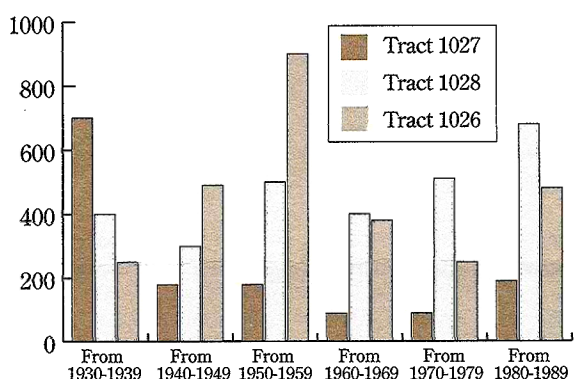


Figure 3

Housing Issues

Household Size and Housing Size—Adequate Living Space

Many of the homes built in the post-World War II period were intended as starter homes for small families. For various reasons, many families chose to remain in these homes rather than seek larger housing elsewhere. As these families grew, more living space was needed. According to the 1990 Census, only 37 percent of the houses in the Community have three or more bedrooms. Patios, carports, and garages were converted to residential use. This action created several problems. One was that the modified structure had expanded beyond its legal yard limits applicable to the particular zoning district. The amount of building space permitted is limited to a certain area for houses built on lots according to the current zoning ordinance. The residential zoning districts proposed in the Zoning Ordinance Rewrite Project change the yard requirements in such a way that will allow homeowners more flexibility to add living space and still be within legal limits of the front, rear, and side yards. The other problem involves loss of required off-street parking. This situation is discussed below.

Off-Street Parking

As mentioned in the previous section, the Land Use Plan, a Special Development Pattern District is proposed

in the Zoning Ordinance Rewrite to address the problem of required off-street parking being eliminated when garages and carports are converted into living space.

Unit Legalization Process

In 1992, the City Council passed an ordinance establishing a procedure to legalize excess dwelling units in existing residential structures. Excess units are defined as those units that exceed the maximum lawful number of units allowed in the zoning district. The ordinance streamlined the legalization process for buildings constructed before 1970, and made the process easier for those built between 1970 and 1980. For structures built after 1980, there is no special legalization process. Prior to being officially legalized, dwelling units must meet building and housing codes. This process ensures that life and safety concerns are addressed while preserving the housing stock.

Rehabilitation of Deteriorated Housing Stock

Rehabilitation means making physical improvements to a run-down structure. Salt Lake City's housing rehabilitation program, funded primarily with Community Development Block Grant (CDBG) funds, offers affordable rehabilitation loans for qualifying houses and home owners. The program can be an effective tool in neighborhood revitalization. The Salt Lake City Redevelopment Agency administers the program. Neighborhood plans written for the Westside and Euclid Target Areas direct the planning for these city-sponsored programs by setting goals for eligible housing and by designating targeted blocks. Target areas are discussed in more detail below.

Within the city's Department of Community and Economic Development, a housing rehabilitation implementation strategy is being developed by the Division of Housing. The Conservation Division of the Redevelopment Agency has also been incorporated into this division.

The division's staff will be responsible for Housing Rehabilitation activities through CDBG and the HOME Investment Partnerships Act funding, as well as through the Multi-Bank Investment Loan Pool. Additionally, they will serve as a resource for non-profit organizations concerning rehabilitation activities. Other agencies involved in the preservation of the existing housing stock include Salt Lake City Neighborhood Housing Services (NHS), Salt Lake City Community Development Corporation (CDC), and ASSIST, INC.

Boarded Houses

The number of boarded houses changes over time—some structures being reoccupied, and others being boarded either temporarily or for longer periods. A task force composed of non-profit housing agencies and city representatives has been formed to collect information and formulate strategies to reduce the number of boarded units. It is the city's policy to reduce, in the short term, and prevent, in the long term, the boarding of houses in a community. This task force will also address opportunities for providing infill housing.

Code Compliance

Building and zoning code enforcement is a widely used tool for combating housing deterioration. A concentrated campaign to enforce codes can help establish owner, investor, and lender confidence in a neighborhood. Code enforcement, along with the city's housing rehabilitation program, is an effective mechanism for neighborhood revitalization.

Relevant agencies in the city should undertake an education program to inform the public of appropriate and legal ways to modify or expand their homes. Pamphlets explaining the necessary permits and procedures for structural additions, as well as sources of assistance, should be made available to home owners. Education, especially in the schools, should be coordinated with any increased code enforcement efforts.

The Salt Lake City Building Services and Licensing Division works with residents to correct housing problems. Citizens interested in learning about the various housing programs that are available should contact this agency for specific information.

Redevelopment

The Land Use Plan indicates locations desirable for residential land use. Particular locations for new housing opportunities, emphasizing single-family developments, are supported.

Potential Redevelopment Sites

Several housing redevelopment sites are identified in the following list, along with a brief description of their development potential. The sites are not ranked; however, they are listed in order of the best opportunities for development. Refer to Map 3 for location of the sites.

- The first two sites are located south and north, respectively, of the Cannon Farms Subdivision, which is discussed in the Development section below. Both sites have the potential of tying in with Cannon Farms and becoming a component of a coordinated development along the eastern side of the Jordan River from California Avenue to 1700 South.

Site: Riverview Apartments (Riverside Drive between Wenco Drive and 1700 South)

This project would provide 61 units of low- to moderate-income, multiple-family rental housing. A conceptual plan has been submitted to and approved by the city. Riverside Drive would need to be improved from 1700 South to Wenco Drive. The city's Public Services Department is widening and improving 1700 South.

Site: West frontage of 1000 West between California Avenue and 1700 South

This site, north of Wenco Drive and Cannon Farms, could be developed as single-family. Riverside Drive could be extended north of Wenco Drive to connect with California Avenue at 1045 West. The Jordan River, and the proposed parkway, would provide an amenity on the west. The frontage along 1000 West has potential as a conservation district because of its historical character

- The next two sites share similar characteristics in that they have large, rural lots with scattered

development and represent a potential area for single-family development. Most of the subdivisions in the area have developed as single-family homes (under the current Residential "R-1" zoning) at an average density of 5 dwelling units per acre, with lot sizes ranging from 6,000 to 7,000 sq. ft.

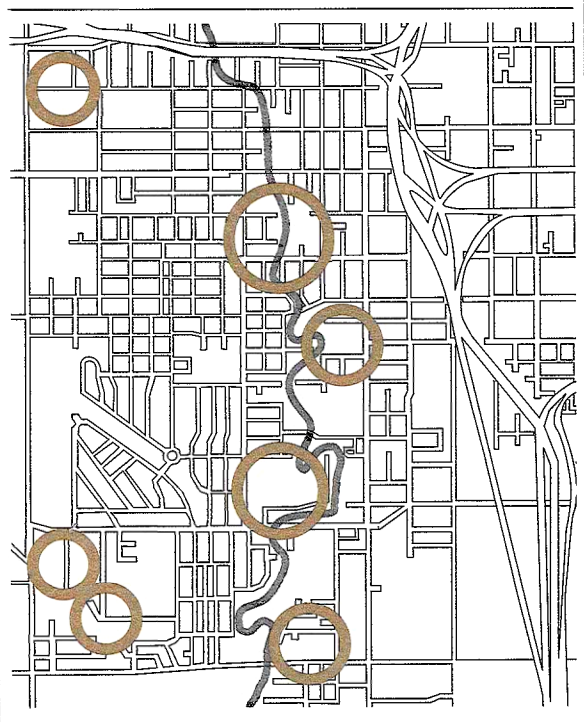
Site: Area south of frontage on California Avenue, between Utah and Cheyenne Streets, south to High Street

This 11-acre site is a remnant of the Utah Southern Addition subdivision. It retains its rural character with large, underdeveloped lots.

Site: North and south frontage along Van Buren Avenue between Cheyenne and Navajo Streets and the east frontage of Cheyenne Street

This 20-acre site has parcels ranging in area from .22 to 1.32 acres. Similar to the location above, this site consists of single-family houses on large lots with scattered development.

Potential Residential Sites



Map 3

Site: Frontage on both side of Navajo Street between Mead Avenue and the traffic circle where Glenrose Drive and Illinois Avenue intersect

This site consists of approximately 24 lots in Glendale Park, Plat A, each with an area of 20,000 sq. ft. Generally, single-family homes have been built on the front half of the lots with little or no development in the rear. The proposed flag lot provision of the Zoning Ordinance Rewrite presents an opportunity to develop the rear portions of these lots, where applicable, with infill development.

New Development

The Land Use Plan element designates locations desirable for residential land use. Particular locations for new low- to medium-density housing opportunities are supported. There are several strategies available to facilitate new housing development. Some of these include infill housing and vacant land.

Infill housing has been discussed under the Residential part of the Land Use Plan. Planned developments (PD's) are one type of infill housing strategy. PD's have been proposed in the Zoning Ordinance Rewrite as a tool to provide development design flexibility and may be built in any zoning district, subject to strict guidelines. Traditionally, PD's are associated with higher density, multiple-family development, but there are opportunities on the sites listed below to build clustered townhouses—attached single-family units. In certain situations, clustered development presents advantages for open space, landscaping, and efficient energy conservation. This innovation would be especially attractive and marketable if combined with the Jordan River and its proposed Parkway as an amenity.

New single-family housing opportunities in the West Salt Lake Community are limited to the several sites listed below. Some of these projects are in the conceptual stage of development. Refer to the map 6 for location of the sites.

Site: Riverpark Residential Development Project

This project straddles the Jordan River on the former Brown Floral property, located at 500 South and 1100 West. Portions of the former Jordan Intermediate School may also be included in the development. Approximately 88 single-family homes have been proposed on the 30-acre site. Floodplain mitigation will

be required on part of the project. Since the Jordan River runs through the middle of the proposed development, it presents an excellent opportunity to develop this section of the Parkway.

Site: California Place

This 15-acre site at approximately 1200 South and 1100 West, is surrounded on three sides by a bend in the Jordan River. A developer has proposed to build approximately 75 single-family homes on the site. The adjacent land use is low-density residential. Again, the Jordan River presents an opportunity to combine new residential development with improvements to the Parkway.

Site: Cannon Farms Subdivision

Cannon Farms is a 24-lot single-family subdivision, accessed from 1100 West Street at 1500 South. The owner intends to construct and market single-family homes on the remaining 15 unbuilt lots. Habitat for Humanity has purchased three of the lots and plans construction of single-family homes for low-income families on each lot.

Site: Northwest Corner of 300 South and Montgomery Streets

This 9-acre site is also bounded by Redwood Road (above grade) on the west and the Union Pacific tracks on the north. Noise impacts from the railroad, Interstate 80, and Redwood Road have to be mitigated. The site also falls within Airport Noise Impact Zone C. Mitigation expenditures constrain the development of this site.

No further residential development will be allowed west of Redwood Road to 5600 West and south of North Temple/Interstate 80 due to airport noise and industrial growth impacts.

CDBG Target Area Improvement Proposals

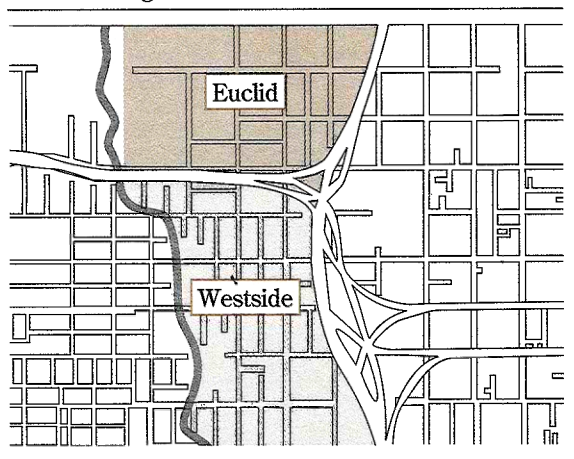
The targeting of Community Development Block Grant (CDBG) funds was initiated in the Salt Lake City Three-Year Community Development Plan, 1978-81. The process of "targeting" involves the concentration of resources in a limited number of identified target areas, which were initially called neighborhood strategy areas. The selection process delineates those areas of the city having the most promise for stabilization. Neighborhoods are identified that have started to decline that, with assistance, could be upgraded to viable residential areas.

Two neighborhoods in the West Salt Lake Community have been identified and designated as target areas—Westside in 1979 and Euclid in 1986 (see Map 4). Both the Westside and Euclid Target Areas are located in Census Tract 1026. Once a neighborhood is designated, or "opened", as a target area, a detailed target area plan is prepared, adopted, and published. The target area plan identifies appropriate actions—public and private—necessary to revitalize the neighborhood. Each plan delineates issues, needs, proposals, and provides a schedule of improvements specific to that target area. General programs available within target areas include construction of new sidewalk, curb and gutter where none currently exists; replacement of deteriorated or inadequate sidewalk, curb and gutter; the Community Development (CD) funding housing rehabilitation program; and the voluntary code compliance program. Target area residents may also benefit from the services available to qualified residents of any CD eligible census tract, such as the ASSIST, INC. emergency home repair program and Operation Paint Brush. The Comprehensive Housing Affordability Strategy gives a comprehensive listing of the various agencies, their programs and services.

Westside Target Area

In 1979, the Westside Target Area was designated as part of the first Three-Year CDBG plan. The boundaries of the target area are Interstate 15, Interstate 80, the Jordan River, and 900 South. At that time, curb, gutter and sidewalk were in generally good condition since they were constructed through a special improvement district in the mid-1970s. The neighborhood was originally chosen for targeting to guide its growth and conserve housing. The Westside Neighborhood Plan was adopted in 1980. That plan recommended that a detailed land use

C.D.B.G. Target Areas



Map 4

plan be written to assist in the implementation of the goals of the 1980 neighborhood plan. In response to this, the Westside Neighborhood Land Use Plan was adopted in 1985. The land use plan identified necessary actions to guide the neighborhood towards revitalization. The plan also detailed priority capital improvement projects and redevelopment actions.

A number of projects have been undertaken in the Westside area. Thirteen homes were built on Pioneer Circle (620 South)—land formerly occupied by the Riverside Elementary School. Also, the Riverside Senior Apartments were constructed on the eastern part of the same property on the southwest corner of 600 South and 900 West Streets.

Approximately 200 housing units have been rehabilitated through the Redevelopment Agency. The Salt Lake Housing Development Corporation constructed forty-four units of subsidized elderly housing. New curb, gutter, and sidewalks have been reconstructed on 900 West Street and a block redesign on Bothwell Court at 1040 West and 300 South Streets was accomplished through the coordination of the city, Salt Lake City Board of Education, and Neighborhood Housing Services (NHS) resources. NHS, a nationally sponsored non-profit housing and neighborhood revitalization program, was active in this area, as well as the adjacent Poplar Grove neighborhood to the west from 1983 until 1991. The combined efforts of the CDBG program and other NHS

programs and organizing strategies have also resulted in demonstration block improvements, moving houses onto vacant lots, Jordan River Parkway improvements, and neighborhood fairs.

A concerted effort has been needed to stabilize and renew the Westside Target Area neighborhood. It is anticipated that the next CDBG plan will include continuation of the current programs.

Euclid Target Area

The Euclid Neighborhood Target Area, also known as the Fifteenth Ward, is located between North Temple Street and Interstate 80, and 1100 West Street and Interstate 15. The neighborhood, which developed originally as a residential area, was rezoned in the mid-1960s to allow commercial and manufacturing uses. After Interstate 80 was constructed through the area, that, along with other barriers, such as railroad tracks and major streets, negatively impacted residential development. Commercial uses in the neighborhood did not redevelop as envisioned. The area was in great need of physical improvements, both to public and private properties.

Although the Salt Lake City Redevelopment Agency designated the area for housing rehabilitation in 1983, not much activity occurred thereafter. Due to the perseverance of the residents, the neighborhood was designated as a target area in 1986. Subsequently, the Euclid Target Area Plan was prepared, spelling out appropriate actions, both public and private, necessary to revitalize the neighborhood. At that time, a large portion of the residential land use was rezoned to a residential district to protect the housing stock. Since that time, major street reconstruction has taken place on Euclid Avenue from 900 to 1100 West; on Jeremy Street (850 West) between 100 and 200 South; Chicago Avenue from North Temple to South Temple; and 1000 West from North Temple to South Temple. Some additional street improvements on 900 West adjacent to the two sets of railroad tracks have been made by Union Pacific Railroad and the Utah Department of Transportation. Sidewalk repairs have been made on other streets and approximately twenty units of housing have been rehabilitated. The city's Capital Improvement Program funded street improvements on 900 West, from South Temple to 200 South, during 1991. These actions should have a positive impact on commercial development in the area. It is anticipated that current programs in the Euclid Target Area, like the Westside, will be continued in the next CDBG plan.

Assisted Housing

Assisted housing is defined as publicly subsidized housing. There are three general categories of assisted housing: new construction; rent subsidies; and supplemental assisted housing programs. Assisted housing needs for Salt Lake City are identified in the 1986 Assisted Housing Master Plan, which allocated each planning community its share of assisted housing opportunities. According to this plan, the West Salt Lake Community's estimated reasonable share of future assisted housing units ranges from 240 to 300 units: 93 to 123 elderly units and 146 to 176 family units. These housing units would meet needs projected for the year 1995. These allocations are not absolute, since availability of sites is a crucial factor.

Assisted elderly housing provides an alternative to older residents who must relocate from their neighborhood to seek assisted housing. Presently, there is one elderly residential facility, the Riverside Senior Citizen Apartments, with 41 units, located at 610 South 900 West, which is operated by the Salt Lake City Housing Development Corporation. Twelve percent of the people in West Salt Lake are sixty-five years or older. Providing senior citizens with residential alternatives, such as elderly housing, also makes housing available for families and households who want to live in West Salt Lake. As with other multiple-family dwellings, potential sites for elderly housing require certain nearby amenities. Essential commercial services, recreation, and access to public transportation all need to be within walking distance of senior citizen housing.

Community sentiment stresses that multiple-family public housing should not be located in neighborhoods that are predominantly single-family in character. In addition, residents feel that assisted housing projects should be required to design buildings that are compatible and fit in with the character of the surrounding neighborhood. These concerns are addressed in the Planned Developments section of the Salt Lake City Zoning Ordinance Rewrite. Areas designated for multiple-family land use are also potential assisted housing sites. The Salt Lake City Housing Authority should endeavor to provide additional assisted housing in the West Salt Lake Community. The Land Use map indicates appropriate locations for multiple-family housing within medium- and medium-high density residential land uses.

Transportation and Circulation

Introduction

A safe and efficient transportation system is one that provides accessibility and circulation for a community. This transportation and circulation element proposes to establish a well-balanced transportation network for the West Salt Lake Community that not only accommodates the automobile, but also encourages alternative modes of transportation, such as mass transit and bicycles. City planners see a potential for industrial development west of Redwood Road equal in magnitude to that existing in the city. Rapid growth of this nature could be chaotic unless foresighted long-range planning maps out the most feasible circulation network for present and future demands.

This section analyzes existing and anticipated traffic and circulation conditions in the West Salt Lake Community, and recommends actions to improve the safety and efficiency of all modes of transportation in the community. Recommendations are aimed at providing a transportation system that will serve residential, non-residential, and through traffic, while providing adequate separation between all modes.

Goals:

- Provide efficient, safe internal and through traffic circulation in the community
- Separate pedestrian, bicycle, automobile, and rail modes of transportation to provide for the smooth flow of traffic and reduce accidents
- Improve the mass transit system to encourage public use of bicycle, bus, and light-rail alternatives to the automobile
- Provide access to the expanding West Salt Lake Industrial District with minimal impact on existing residential neighborhoods
- Plan for and preserve corridors for future light-rail transit systems

The Street System

The city's street system has two basic functions: (1) to provide access to land; and (2) to provide for the movement of traffic. Transportation planning efforts for streets concentrates on three main areas: (1) managing the existing system through the functional classification of streets; (2) transportation system management (TSM) planning; and (3) capital improvements planning and programming.

Functional Street Classification System

Salt Lake City categorizes its streets using a system based upon the National Highway Functional Classification. Streets are categorized into following functional classes:

Major Arterial Streets: Streets and highways serving larger volumes of traffic between major activity centers. Access to adjacent land is limited or completely prohibited. Although freeways and expressways fall under this category, they are dealt with differently since they are state- or county-owned.

Minor Arterial Streets: Streets which interconnect and augment the major arterial streets and provide service for trips of moderate length with less travel mobility and with more emphasis on land access than major arterials. These streets provide the circulation between communities and activity centers but ideally should not penetrate identifiable neighborhoods.

Collector Streets: Streets which provide access to neighborhoods and collect traffic from local streets and channel it into the arterial systems. Collector streets provide both land access and local traffic movements within residential neighborhoods, commercial areas, and industrial areas.

Local Streets: Streets which provide primarily direct access to abutting land and to higher streets systems. Local streets offer the lowest level of mobility. Service to through-traffic should be discouraged. Local streets are not included in the city's master plans; they are provided incrementally by developers

Classifying streets in this manner aids in the management and design of the transportation system. Land use and circulation decisions must be examined comprehensively to assure a compatible relationship. The street classification system responds to long-range community land use objectives and provides the mechanics for improved traffic circulation.

Major Street Plan

The city's Major Street Plan map has designated the anticipated principal roadways necessary for future development within and adjacent to Salt Lake City. Through the Major Street Plan, the city alerts developers when dedication of land for public streets will be necessary. It classifies streets according to the categories described above. It should be noted that private land

owners will participate in constructing these categories of streets. The street plan map does not identify future local streets since they will be located at the time of land subdivision as necessary to access and develop property. These decisions are made at the time of Development Approval, usually through the subdivision process.

Transportation System Management Planning

Transportation System Management (TSM) is an ongoing program to upgrade existing facilities administered by the Salt Lake City Division of Transportation. TSM strategies include improving signalization, changing street alignments, adding turn lanes at intersections, channelizing islands, providing guardrails, and student safety improvements. West Salt Lake TSM improvements for signalized intersections are listed below. Current funding levels allow one to two intersections to be signalized each year throughout the city.

Intersection	1993 Priority (out of 17)
900 South and 900 West	12
Pioneer Road and California Avenue	13
Indiana Avenue (900 South) and Pioneer Road	17

Capital Improvements Planning and Programming

Streets

The 1982 Salt Lake City Capital Improvements, Street Needs Study recommended a long-range street improvement program. That study determined the needs, programs, and phasing of street improvements. Improvements to Federal Interstate freeways and state-owned streets were not covered in the 1982 study.

The streets capital improvement program is planned in four-year phases. Where applicable, these capital improvements are identified in the Capital Improvements section of this Master Plan.

Interstates 15, 80, and 215: 2100 South Expressway

West Salt Lake is surrounded and traversed by Interstates 15, 80, and 215. Interstates 15 and 80 form the main federal north-south and east-west routes, respectively. There is limited access to the community from any of these transportation corridors, the impact of which far outweighs the benefits. There is a single access to Interstate 15 at the 1300 South interchange. Interstate 80 is accessed through the Redwood Road interchange and via Interstate 215 and the Bangerter Highway (4000 West). Interstate 215, the belt route, also has only one access to the community at the California Avenue interchange.

Because no interchanges were built north or south of the California Avenue interchange on the Interstate 215 belt route, that interchange is already burdened with commercial and residential traffic. This problem will be further aggravated by future development of the surrounding industrial district, substantially increasing the traffic load at this interchange. Part of this problem will be alleviated when California Avenue is extended west to the Bangerter Highway (4000 West), where an at-grade intersection will be constructed.

Potential North Temple/Interstate 15 Interchange. The 1986 Euclid Target Area Plan recommended the construction of an urban interchange at Interstate 15 and North Temple Street. When that plan was written, the cost for the interchange was estimated at \$6.6 million, including purchase of the necessary right-of-way. The interchange is a major issue in the downtown planning process. Several agencies are considering the feasibility, cost, and impact of this proposed interchange. This issue will be resolved elsewhere and is not considered further in this master plan.

2100 South Expressway/Interstate 15/Interstate 80 Interchange Realignment. The Utah Department of Transportation is proposing a major realignment of the interchange at the 2100 South Expressway and Interstate 15. Conceptual plans include rerouting the 2100 South Expressway to join Interstate 15 opposite the existing Interstate 80 interchange. Both interchanges would be reconfigured and combined. The minor arterial 2100 South Street would be reconstructed as a separate thoroughfare utilizing the existing underpass. This realignment would separate local, east-west traffic along 2100 South Street from through traffic along Interstate 80 and the 2100 South Expressway. Reconnecting the east and west segments of 2100 South Street and separating it from the 2100 South Expressway will alleviate the current congestion at the 900 West and Interstate 15 intersections along the existing route.

Landscaping and Sound Attenuation. A freeway landscaping and sound attenuation plan should be developed for those areas where residential uses abut the freeway system, especially along the western side of Interstate 15 from North Temple to 900 South and along both sides of Interstate 80 between Interstate 15 and Redwood Road. The plan should examine the feasibility of sound attenuation walls in addition to landscaping the freeway no-access area with conifers. An example of these improvements may be found along the newer sections of Interstate 215 in the vicinity of the 6200 South interchange. The plan should be prepared by Salt Lake City and the Utah Department of Transportation to implement environmental improvements. West Salt Lake residents should have the opportunity to review and comment on the plan.

Proposed Road Alignment: Pioneer Road/2100 South Frontage Road

The Pioneer Rd. connection with the 2100 S. frontage road has been scheduled to be realigned. Unfortunately, this project has not been funded and will not be constructed in the future unless development dictates.

Recreational Vehicle Parking

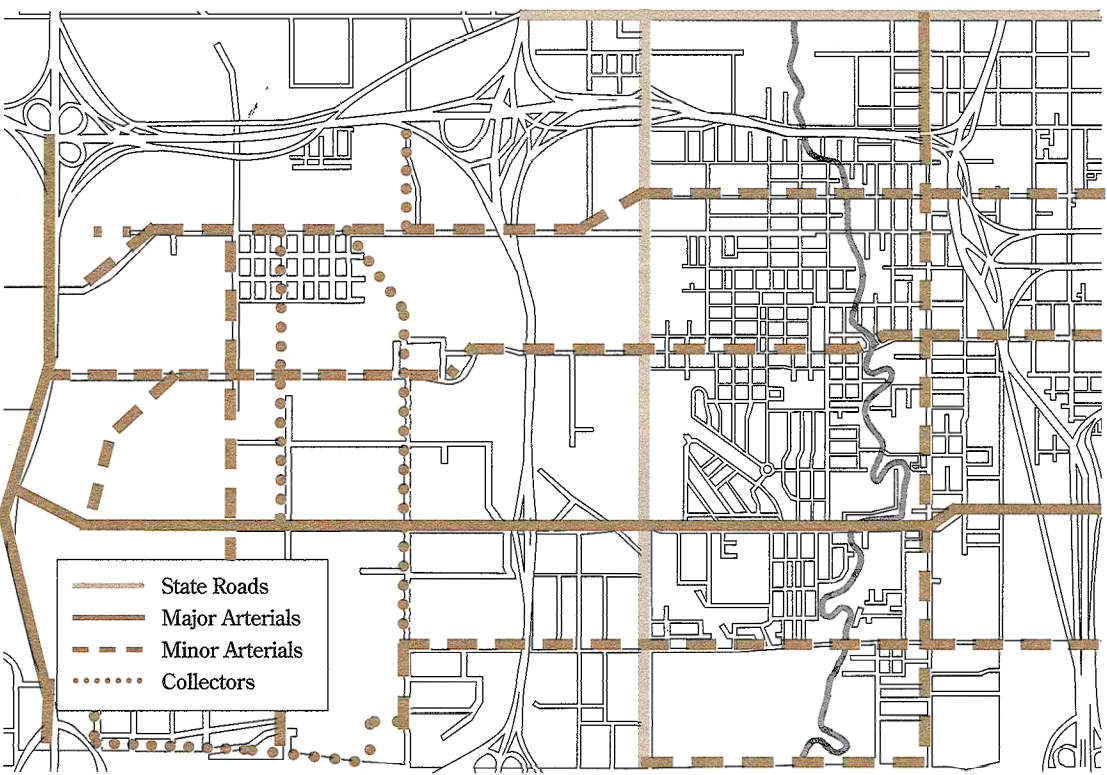
Recreational vehicle parking and storage in the street or front yard is illegal. It also adversely affects the aesthetic quality of many streetscapes in the West Salt Lake Community. The city has the authority to issue citations for vehicle storage in these areas, but prefers voluntary compliance. A new ordinance is being drafted that addresses the issue of vehicle storage in side yards.

Closure of Unused Public Alleys

The Police Department and inspectors from the Building Services and Licensing Division identify unused alleys in residential neighborhoods as an undesirable element. In the past, alleys served a definite function in the delivery of coal, garbage collection, parking, and access to telephone and power lines. Today, unfortunately, open access into rear yard areas invites burglary and vandalism. Alley maintenance is also a problem. Since alleys are a publicly owned common area, neighboring property owners have little incentive to keep them free of weeds and litter. This presents a fire and rodent hazard.

The city encourages closure of unused alleys. However, abutting property owners must initiate the process. Currently, a petition for an alley vacation is submitted to the Community and Economic Development Department along with a non-refundable filing fee. Signatures of all property owners abutting the alley are required. The alley cannot be vacated without consent of all abutting property owners unless a public hearing is held. Each petition is referred for recommendation to the relevant city agencies for review and comment. The petition is evaluated in terms of the alley's present and future use. If a need for the alley is determined to exist, the petition is usually denied.

Functional Street Classification (Existing & Proposed)



Public Transportation

Public transportation in the West Salt Lake Community is provided by Utah Transit Authority (UTA) bus routes. These routes provide access to most people who live or work in West Salt Lake. No residence in the community is more than one-third mile from a bus route. Mass transit must be given more attention in the future. As the West Salt Lake Industrial District continues to develop, traffic pressures will increase on the surface routes and connecting freeways. Alternative circulation solutions, such as an improved bus system, a park-and-ride program, or development of a light-rail transit system with associated peripheral parking lots, will become more viable. Long-term solutions other than the private automobile must be pursued as alternatives to expanding the vehicular circulation system, especially in established residential neighborhoods. Recent imposition of energy taxes as well as unacceptable levels of air pollution in the Salt Lake Valley make these alternatives not only attractive, but imperative.

Railroad Transportation

There are numerous railroad corridors throughout the West Salt Lake Community that affect vehicular traffic flow and impact adjacent residential areas. Although these corridors are essential for the movement of people and goods, they must be properly coordinated with the street system. In many areas of West Salt Lake, viaducts and bridges have been constructed as a means of separating the networks of railroad tracks, river, canals, and streets. If traffic movement is unreasonably impeded or a serious safety hazard exists, a grade separation should be planned and constructed.

900 West Overpass/Underpass

A study was conducted in 1980 by the city to determine the feasibility of an overpass or underpass from 200 South to South Temple Street on 900 West. The grade separation is being considered as one of several possible solutions to the problem of traffic congestion caused by rail traffic on the tracks paralleling South Temple. The Euclid Target Area Plan recommended two alternative solutions to the traffic problem—one involving track consolidation along South Temple, the other along Folsom Avenue. There are costs and benefits associated with each alternative.

Union Pacific Right-of-Way along 900 South

The Union Pacific Railroad right-of-way paralleling 900 South impacts abutting residential areas causing visual and functional conflicts. The Union Pacific railroad should be encouraged to vacate this right-of-way. Passenger traffic could be rerouted to the South Temple lines, while freight traffic could be rerouted along the 1700 South/Glendale Park line. The city should acquire

the right-of-way when it is abandoned. This right-of-way should then be developed as a pedestrian-bicycle trail (“Rails to Trails”) and incorporated into the Transvalley Corridor proposed in the Open Space Master Plan.

Light Rail Transit Corridor

Light Rail Transit (LRT) is a faster, quieter, and safer version of the traditional streetcar with overhead electric lines. LRT is an efficient way to transporting high volumes of people. Federal studies conclude that it is prudent to implement a light rail system in the Salt Lake Valley along the Interstate 15/State Street corridor. Proposed feeder routes to the north-south corridor include a corridor extending from the Salt Lake City International Airport to downtown, either passing under Interstate 15 at North Temple or South Temple. Possible station locations along North Temple include stops at 900 West, near the Jordan River to serve the Fairpark as well as the Utah Power & Light offices, and at Redwood Road. The former Salt Lake and Garfield roadbed along South Temple west to Saltair could provide a potential right-of-way. An alternative east-west corridor could run along 200 South. The abandonment of the New London railroad right-of-way under Interstate 15 at 1700 South presents an opportunity for another future LRT route along the old Orem line. Easement corridors need to be secured for future rights-of-way.

Bicycle Circulation

Recent data suggests a five-fold increase in the number of cyclists in the city over the past ten years. This increased interest in bicycle circulation has prompted renewed concern for safe and convenient bicycle routes. Bicycling is not only a popular form of recreation, but commuting to work by bike is becoming increasingly common. The Salt Lake City Bikeways Master Plan: 1993-2000, recently adopted and published, establishes as a long-term goal the development of a continuous bikeway system for inter- and intra-city travel. The plan identifies existing and proposed bicycle paths throughout the City. Currently, there are two bike routes, both Class II, in West Salt Lake. One is along 800 South from Interstate 15 to 1000 West. The other is along 1000 West from North Temple to 400 South. Implementation strategies for bikeways in the community are discussed in the West Salt Lake Community Research Report.

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Parks, Recreation and Open Space

Introduction

Parks, recreation, and open space facilities come in all types, sizes, and shapes. These facilities are designed to meet the varied recreational needs of different groups of people in the West Salt Lake Community. The 1977 Salt Lake City Parks and Recreation Plan identified specific recreational facilities needed in the community. The West Salt Lake Community Research Report inventories and discusses in detail the community's recreational facilities, and recommends additional facilities where needed. Both the Salt Lake City Bikeways Master Plan and the Open Space Master Plan propose recommendations that tie in with projected recreational development along the Jordan River Parkway. Efforts to implement these strategies should be pursued by the city and community residents.

Goals:

- Upgrade present recreation facilities and provide additional facilities where needed
- Coordinate with the Jordan River Parkway Authority to continue the development of recreational opportunities along the Jordan River
- Implement the recommendations of the Salt Lake City Bikeways Master Plan and Open Space Master Plan that are relevant to the West Salt Lake Community

Existing Park and Recreation Sites

Community Parks

Jordan Park (38 acres) at 1000 South 900 West, and Glendale Park (30 acres) at 1200 West 1700 South both have frontage on the Jordan River and will ultimately tie into the Jordan River Parkway system. The International

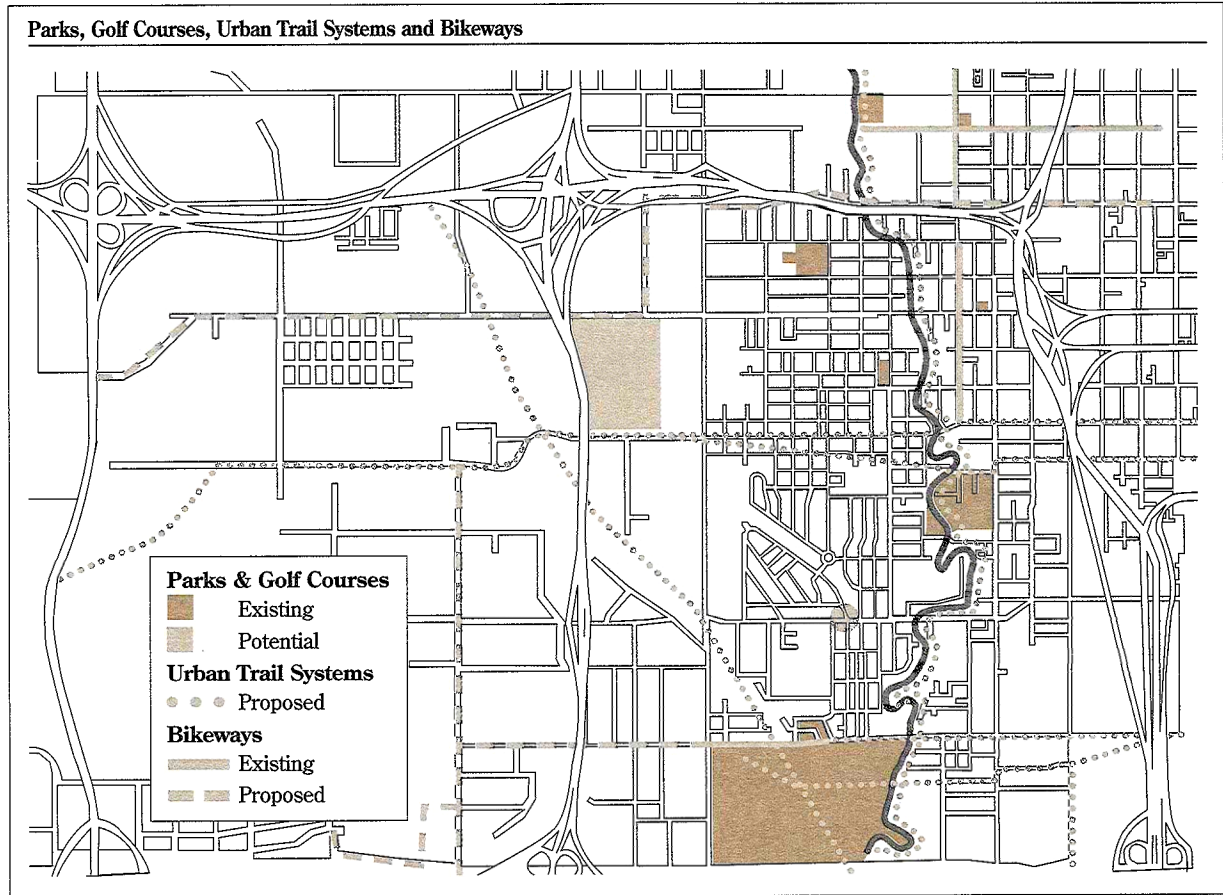
Peace Gardens, nested within Jordan Park along the Jordan River, provide an additional recreational attraction with portions of the gardens devoted to various ethnic communities that immigrated to the area. The Raging Waters commercial recreational facility occupies river frontage next to Glendale Park and Golf Course and presents another opportunity to use the Parkway as an amenity. The water-theme park should be encouraged to expand its parking and other facilities east across the river to 1045 West. This additional parking and expansion area are necessary to mitigate present and future parking problems.

Neighborhood Parks

West Salt Lake presently has two neighborhood parks: Poplar Grove Park, formerly called Sorenson Park, (4 acres) at 1190 W. Indiana Avenue, and Sherwood Park (14 acres) at 1500 West 400 South. Sherwood Park has recently had its rest room facilities improved and the parking area expanded.

Mini-Neighborhood Parks

There are three mini-parks in the Community: Madsen Park (2 acres) on the northeast corner of Chicago Street and South Temple; the Post Street Tot



Lot (.14 acres) on the northeast corner of 500 South and Post Street; and Nellie Jack Park (.03 acres) at the intersection of Stewart and Montgomery Streets.

Other Recreational Facilities

The Glendale Golf Course (132 acres) is an 18-hole golf course located at 1630 W. 2100 South. Performance Tennis Courts, located at 1905 S. Redwood Road, and The Four-Seasons Recreation Center, located at 1601 West 400 South, cater to specific recreational needs. There are several community centers which serve various age-groups and ethnic populations: the Glendale Youth Recreation Center, 855 W. California Avenue; the Westside Senior Citizen Center, 868 West 900 South; and the Nettie Gregory Center, located at 742 W. South Temple, which serves the African-American community.

Of these facilities, the Glendale Youth Recreation Center is scheduled for major renovations. The Center is slated for expanded parking coordinated with reorientation of the entry; a new gymnasium; and remodeling of the office and kitchen.

The State of Utah has developed two parks in the Community, which are components of the Jordan River Parkway—one is located on the south side of Indiana Avenue/800 South on the east bank of the river, and the other is located on the north side of 1700 South on the west bank of the river.

White Ball Park (4.3 acres) is located on the east bank of the Jordan River at North Temple. Previously, the park had two softball diamonds in addition to parking facilities. Currently, the area is often used for overflow parking during events at the Utah State Fairpark complex across North Temple. The park is part of the State inventory for use with the Fairpark.

National Recreation and Park Association Standards

The Salt Lake City Public Services Department uses the National Recreation and Parks Association Standards to evaluate the adequacy of facilities in a given service area or community. These nationally accepted standards require 2.5 acres per 1,000 population for both community and neighborhood parks; one 18-hole golf course per 25,000 residents; one tennis court per 1,000 people; and one field per 3,000 people for both softball and Little League baseball. There is no specific standard for soccer fields, but the game can be played on any large field that can accommodate a 75- by 100-yard playing area, including portable goal posts, etc.

Applying these standards to West Salt Lake, the Community meets the overall requirement for parks, having more acreage than needed for community parks, but showing a deficiency in neighborhood park acreage. Glendale Golf Course more than meets the standard for golf courses; and this does not include the newly opened Airport Golf Course. If church and school facilities are not counted, the Community is slightly below standard for tennis courts and ball diamonds. Assuming a population growth from 17,000 to 19,000 by the year 2000, these standards, in general, do not require substantial additional recreational acreage or facilities.

There are certain unique factors in Salt Lake City that mitigate its recreation needs somewhat. Nearly every L.D.S. Church has a recreation hall with facilities for basketball, volleyball, dancing, and many other activities. Other religious and educational institutions also provide similar facilities. Although school yards provide open space and related recreational amenities, these areas are not generally available during school hours.

Strategies for Future Recreational Facilities

Parks and Recreation 500 South Site

The Parks and Recreation Administration and Maintenance Facility at 1965 West 500 South encompasses an 80-acre site bordered by 500 South, Interstate 215, 900 South, and approximately 1900 West. The area was designated in the 1967 Parks Master Plan as a proposed park location. Because of its distance from the nearest residential development, the site could be utilized for evening activities, such as baseball or soccer, or developed as a regional park. The site has also been considered as a possible location for a satellite city Government and Service complex.

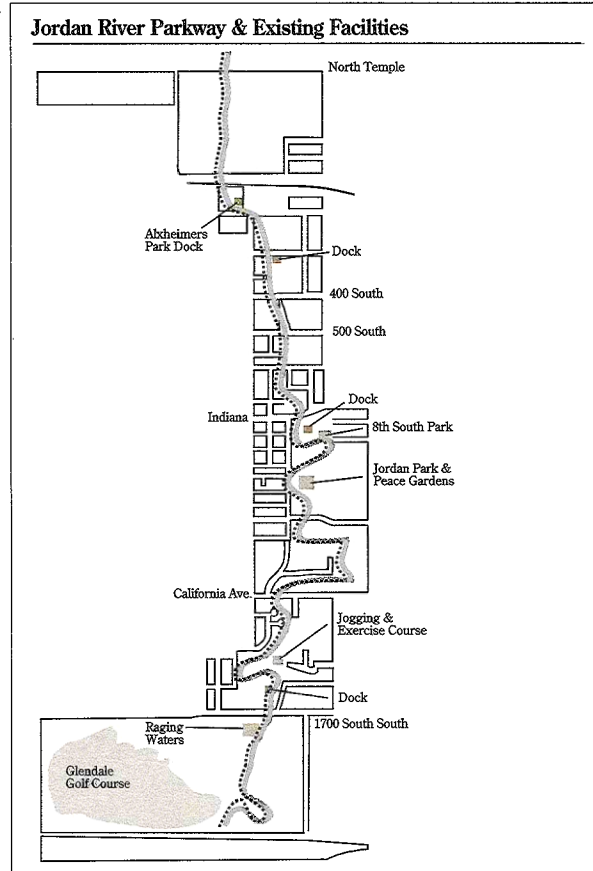
1200 W. Right-of-Way South of California Avenue

The 1200 West right-of-way south of the recently signalized intersection at Glendale Drive and California Avenue has not been improved or developed as a street. The 66-foot wide right-of-way could be used as a mini-park with minimal facilities until the time the street is developed and houses built. This strategy should be implemented with other vacant lots in the Community. Potential infill parcels could be cultivated as neighborhood gardens, or converted into tot lots or mini-parks until development occurs. Unutilized land that is otherwise left to neglect, creating a rodent, weed, and fire hazard, then becomes a positive contribution to the community.

Jordan River Parkway

The Jordan River Parkway, when completed, will be a major recreational focal point for the West Salt Lake Community as well as the entire Salt Lake Valley. It will provide very desirable river recreational facilities including boating and riverside trails that will link formal parks. As part of the Parkway system, the State has developed two parks: one at 800 South; the other at 1700 South. It is anticipated that Jordan Park and the International Peace Gardens will be incorporated into the Parkway system.

The State of Utah created the Jordan River Parkway Authority in 1973 as an alternative to channelization for flood control on the Jordan River. For years, the Parkway Authority has coordinated development and acquisition of property along the river. The necessary property acquisitions have essentially been completed. The city endorses the idea that the river environment should be preserved in a park-like setting providing a major natural open space and recreational amenity in the West Salt Lake Community.



The joint use of the Jordan for open space, recreation, and flood control is optimal. The Parkway system uses natural channels as much as possible and existing steep banks are cut back and gently sloped to create a safer, wider channel. This recontouring of the river banks creates a modified flood plain that meets the dual purposes of flood control and recreation. For the system to be successful, development must be restricted near the river and along the Parkway. The Zoning Ordinance Rewrite addresses this issue. Capital improvements to the Parkway should be coordinated with city's Engineering and Public Services, County Flood Control, and West Salt Lake residents.

Open Space Master Plan

The West Salt Lake Community Master Plan endorses and subscribes to the concepts of the Open Space Master Plan as it pertains to West Salt Lake. Open space is defined as a multiple-function land use, which can fulfill a number of separate and distinct functions: Some of these functions are:

- To provide the necessary areas for participation in recreational activities;
- To conserve natural resources;
- To direct and shape the pattern of metropolitan growth; and
- To provide aesthetic enhancement to the built environment.

Open space can be further divided into both "visual" and "functional" space. Functional space includes places where the pedestrian is actively involved, such as parks, trails, etc. In West Salt Lake, visual space includes major automobile corridors where pedestrian traffic is discouraged.

The plan proposes four corridors that would traverse the West Salt Lake Community:

The City Creek/Gateway Redevelopment Corridor brings City Creek above ground to contribute to a proposed park development at the edge of the downtown area. The creek will follow the northern edge of the L.D.S. Church headquarters and Temple Square before becoming part of the Gateway Redevelopment Area with an ultimate connection to the Jordan River Parkway.

The concept for a large urban park east of Interstate 15 to 400 West and between North Temple and 900 South was originally presented in The Gateway District, a planning report prepared by ASSIST, INC. in 1978. The development of the park is predicated on the



A Japanese pagoda in the International Peace Gardens

assumption that the railroad yards are relocated or phased out. The area has deteriorated and is underutilized making it a prime candidate for revitalization. There is an excellent opportunity to utilize the wide South Temple underpass to reconnect the Euclid neighborhood with downtown. Careful planning would have to integrate several elements crucial to the concept, in addition to those proposed in the Open Space Master Plan:

- the routing of City Creek through the proposed park and the Euclid neighborhood to the Jordan River; and
- the routing of the Airport feeder corridor of the proposed light-rail transit system.

The West Salt Lake Community would be directly connected to the Central Business District and the rest of the city. Outdated and obsolete industrial uses would be replaced with more compatible and attractive activities. The park would provide a major opportunity for redevelopment in the West Downtown area that could be a catalyst for and have a profound aesthetic and economic impact on the City in addition to providing a positive image for West Salt Lake.

The Salt Lake City Urban Design Element echoes this option and notes that relocating the scattered commercial and industrial uses to make room for the large park would be challenging, but there would be advantages in doing so. Not only would this underused and unattractive area be replaced by a very positive amenity, but businesses and industries could be relocated in areas where development guidelines could be applied to create a much more desirable industrial environment.

The Transvalley Corridor provides the opportunity to connect several existing open space amenities, such as Sunnyside Park, Liberty Park, and the Jordan River. The corridor will connect the city east of Interstate 15 to the city west of Interstate 15 and provide a pedestrian/bicycle route from the foothills, through the urban area, into the wetlands.

The Glendale/Liberty Corridor connects Liberty Park to the Jordan River at Glendale Park. The trail would utilize a partially abandoned D&RGW railroad spur and sidewalk improvements through some residential neighborhoods. The abandoned railroad line that passes under Interstate 15 at 1700 South provides an entrance to West Salt Lake.

The Surplus Canal Corridor parallels the Surplus Canal from 2100 South where it diverts the Jordan River overflow northwest to an area east of the Salt Lake City International Airport. Trails could utilize existing access roads along the canal's easement.

Bicycle Paths and Urban Trails

Salt Lake City encourages alternative transportation modes such as bicycling. Bicycling is not as popular in the city as it could be owing largely to the lack of safe and accessible bicycle routes and cyclist amenities. The existing network has only nine miles of striped and signed (Class II) bike routes. There are virtually no bike routes that link Salt Lake's residential communities with business and education centers. Issues such as the availability of bike racks, lockers, and showers are being addressed in the Zoning Ordinance Rewrite Project.

The Salt Lake City Bikeways Master Plan establishes three long-term goals for cycling in the city: (1) develop a continuous bikeway system for inter- and intra-city travel; (2) make bicycling safer in the city; and (3) encourage the use of bicycles as an alternate form of transportation. The plan also establishes high standards for bike route design and maintenance. In addition, it sets forth an implementation strategy to accomplish the stated goals and proposed route network. Each Community Council will be asked for their approval before any bike routes are implemented in their areas as prioritized in the plan. Two of the plan's recommendations for implementation are relevant to the overall planning effort:

- Adopt a new zoning ordinance to require bicycle racks, and lockers for bicycle commuters for all new and modified construction; and
- Adopt the Bikeways Master Plan as an official planning document by the Salt Lake City Planning Commission and City Council. Incorporate the Bikeways Master Plan into the Transportation Improvement Plan and Long Range Transportation Plan.

As mentioned in the Transportation and Circulation element, the West Salt Lake Community has two existing Class II bikeways. Map 11 shows existing and proposed bikeways. Proposed Class I bike paths should be designed as multiple-use paths—to accommodate bicyclists, joggers, and pedestrians with adequate amenities and facilities for each user. The use of abandoned railroad rights-of-way for recreation offers numerous advantages. Their linearity makes them ideal for trail development, and the roadbeds provide an established base for developing hardsurfaced cycling paths.

Public Facilities

Introduction

Public facilities are an important element of the urban environment. While some are essential to the basic function of the community, others significantly affect its visual appearance. Public facilities are as necessary to the community's well being as decent housing and a compatible land use pattern. The West Salt Lake Community Research Report discusses the importance of each public facility and identifies the location and extent of deficiencies in the Community.

Goals:

- Encourage and support the neighborhood police office reopened at Glendale Plaza
- Improve enforcement and response time of public safety services
- Encourage continued participation in the Neighborhood Crime Watch program
- Correct current deficiencies in the storm sewer system
- Construct and upgrade curbs, gutters, sidewalks, and street lighting
- Upgrade existing street, water, storm and sanitary sewer facilities

Public Schools

The West Salt Lake Community, unlike most other Salt Lake City communities, has a school-age population that is increasing. In 1970, there were 2,867 children between the ages of 5 and 19; in 1990, there were 4,208. City-wide, one of the most pressing problems faced by the Salt Lake City Board of Education is justifying the continued operation of existing schools with a diminishing student enrollment. In West Salt Lake, Riverside Elementary and Jordan Intermediate schools have been closed in recent years.

School properties are a valuable resource; they provide open space for aesthetic and recreational purposes as well as needed space for neighborhood and community civic meetings

West Salt Lake is served by five elementary schools: Edison, at 466 S. Cheyenne Street; Franklin, at 1100 West 400 South; Mountain View, at 1415 W. California Avenue; Parkview, 1250 W. Mead Avenue; and Riley, at 1431 South 900 West. There is currently one intermediate school in the community: Glendale Intermediate at 1430 W. Andrew Avenue.

The majority of West Salt Lake secondary students attend Glendale Intermediate School, then East High School, the exception being Euclid neighborhood students who attend Northwest Intermediate School and then West High School.

Chapman Library

Chapman Library, located at 577 South 900 West, is a one-and-a-half story, red brick structure with Classical Revival detailing and has been placed on both the city and National historic registers. The library was built in 1918 by funding from the Carnegie Foundation and named after Annie E. Chapman, the first librarian of the Salt Lake City Public Library System. The building was designed by prominent architect Don Carlos Young, who also designed the layout of the University of Utah. The library houses materials which provide educational support, recreational reading, and information for the library user. There are two meeting rooms, which are

used for a variety of activities, including the West Salt Lake Community Council, and literacy tutoring. Chapman Library experienced a 180 percent increase in annual circulation between 1981 and 1991—the largest increase of the city's six libraries. A bookmobile also serves the community.

Police Department

Police officers are currently assigned to one geographic area on a long-term basis. This policy enables officers to become familiar with a neighborhood's unique character and its specific needs. The Police Department, through its Community Affairs Division, works closely with the Community Councils to identify problems and needs. An on-going priority is to maintain current levels of response time and service without increasing costs. Local programs such as the Police Athletic League and Neighborhood Watch contribute to this goal.

In 1988, the Police and the Fire Department centralized many of their functions. This centralization involved the closing of the Glendale Precinct station that was located in Glendale Plaza. All Police facilities and administration were relocated to the Public Safety Complex at 315 East 200 South. Recently, however, the Community Oriented Policing program ("COP Shop") implemented the re-establishment of a neighborhood police office at Glendale Plaza.

Fire Department

The community is served by two fire stations: Station No. 6 at 948 W. 800 South, and Station No. 14 at 1560 S. Industrial Road. Station No. 6 is scheduled for seismic upgrading and other improvements.

A recent study determined that most of West Salt Lake could be reached within two-and-a-half minutes; Centennial Industrial Park requires three to four minutes. As growth occurs further west, the need for new stations in the industrial sector will need to be evaluated. A future station has been proposed at approximately 1700 South east of 4000 West.

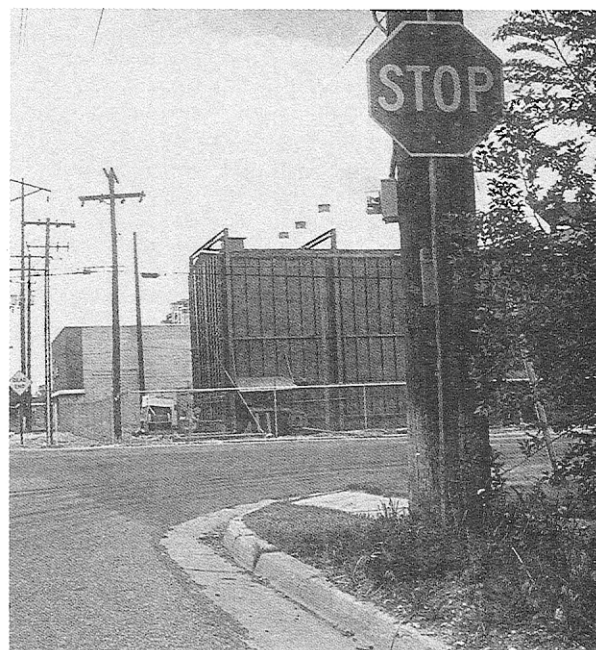
Street Lighting

The city provides street lighting for traffic and public safety. Street lighting also play an important role in the function and aesthetics of the streetscape. It can change how one perceives or uses an area. All new subdivisions must include street lighting with the initial development at the developer's expense. Street lighting is desirable at all street intersections; uniform lighting should be provided along major streets. Policy should be established for street light installation—it should include the size, type of lighting source, and light intensities to better address the streetscape and neighborhood character. This strategy will involve coordination between the Planning Division, Traffic Engineering, Public Services, and the Urban Forester. Community Councils should also play a greater role in the selection process, and should be notified of all proposed changes in lighting levels before any work begins. Any additional lighting should be accommodated through special improvement districts where property owners share the cost of installation and maintenance.

The West Salt Lake Community Research Report inventories areas of street lighting deficiency in the community. Some streets have no lighting; others are below recommended standards.

Curb, Gutter, and Sidewalk

The West Salt Lake Community has adequate curb, gutter, and sidewalk in all but a few sections of its residential streets. However, many streets in the industrial district lack these important facilities. The typical problems of drainage control, pedestrian and



Curb and gutter helps drainage control

bicycle traffic, and poor appearance are evident along these streets. The West Salt Lake Community Research Report details the streets that are deficient or below acceptable standards in regard to these facilities.

Street Trees

The Salt Lake City Urban Design Element notes that streets, parking strips, and front yards constitute a major open space feature and are a major component of the city's development character. One of the policy concepts stresses the importance of street tree conservation and replanting in street right-of-way construction—a concept that should have the same level of importance as curb, gutter, and sidewalk reconstruction. One strategy would be to use distinctive tree types to sharpen the physical identity of districts. Distinctive tree species have traditionally been used to denote the identity of a district. Establishing a city-wide street plan coupled with the Master Street Plan would be an important step in insuring street tree planning is given adequate and early attention in decisions of street design and reconstruction.

Storm Drain System

The Jordan River serves as the major water carrier to drain the Salt Lake Valley. At 400 South, the river drains approximately 117 square miles, excluding the area above the Surplus Canal diversion. Three major storm drainage systems feed into the Jordan River—the 900 South, 800 South, and 400 South systems. Minor drainage systems empty into the river at 700 South, 500 South, and 400 South. Problems in the West Salt Lake Community include a high water table, minimal slope, as well as alkali and saline soils. As development expands west into the industrial areas with more problem potential, the need for a well-designed system increases. The Mid-City Master Drainage Plan and the Westside Master Drainage Plan cover the planning and development of storm drainage systems in the West Salt Lake Community. These two storm drain master plans identify needs and priorities and outline a service expansion plan to serve as a design guide for development. The objectives of these plans include minimizing damage due to storm water runoff and encouraging development in the area by providing a viable solution to the future drainage requirements.

Urban Design Element

Introduction

The Urban Design Element of the Salt Lake City Master Plan focuses on three major areas: urban form, district character, and implementation. The three are closely interrelated and must be considered within a comprehensive urban design framework. Urban Form is a person's visual perceptions of a city, which are determined by land forms, development concentrations, and open space arrangements. Urban Form includes land use and development scale, development patterns, gateways, views, and prominent natural forms. District Character delineates certain characteristics and features that distinguish one district or neighborhood from another. Features such as land use, circulation patterns, design treatment, and public art identify district

character and can be used to establish the direction new development should take. Implementation Strategies map out the process that includes and influences the time, effort, and resources required to create a project of any type—whether a street reconstruction project or a large mixed-use complex. Most of this section is based on the city's Urban Design Element.

Gateways, View Corridors, and Vistas

Gateways

Gateways refer to the entrances in and out of a city, but may also refer to the entrances into districts or neighborhoods. They are an important part of an area's image because they provide visitors and residents with their first visual impression of the city. A gateway often frames a principal view, providing a point of identity from the view begins to evaluate the form and scale of an area.

The following are relevant policy concepts from the Salt Lake City Urban Design Element:

- Develop and preserve Salt Lake City's gateways to provide a good first impression of the city; those in the West Salt Lake Community include:
 - Interstate 15 (south entrance)
 - Interstate 215 (south entrance)
 - Western city entrances (Interstate 80 West and 2100 South)
- All Interstate 15, Interstate 80, and Interstate 215 interchanges
- Develop gateways in a fashion which strengthens the identity of the city; gateways streets should be visually uncluttered, their view unobstructed.

View Corridors and Vistas

A view is a visual image having aesthetic beauty worth preserving. A "view corridor" frames a view of a building or natural feature from either a short or a long distance. View corridors are most often associated with streets or pedestrian walkways. A vista, on the other hand, suggests a wider perspective or panoramic view. It may encompass the entire city, a sunset on the Great Salt Lake, or the Wasatch Mountains backdrop.

Salt Lake City has many view corridors which influence both the urban form of the city and the development character of its districts and communities. Those that pertain to the West Salt Lake Community include: Ensign Peak; Oquirrh Vista; and the Wasatch Foothills.

In the West Salt Lake Community, view corridors are provided by the major roadways, particularly the freeways, as one passes through the Community. Since all the freeways that encompass or traverse the Community are above grade, the traveler has both a vista of the surrounding mountains and a view looking down into parts of the community. It is important that these critical view corridors present a positive statement of the city, since they are highly visible and the first features a visitor sees upon entering the city. These first impressions are long lasting. Certain landscaping and visual screening techniques should be employed in sensitive areas along these view corridors.

Strategies: City Gateways in Industrial Districts

Salt Lake City's industrial uses are located throughout the city, but the two main industrial areas extend north and south along Interstate 15 and west of Redwood Road in long corridors running the full length of the city. The districts are not well defined, and include light and heavy industries as well as a scattering of residential and commercial uses. Within these large areas are several sub-areas, each with its own special characteristics.

Many of the sub-areas of the industrial districts are functionally and visually disorganized. The sense of order and cohesiveness found in other parts of the city are lacking here. The varied uses, poor visual interface with other districts, lack of development standards, and poor maintenance have given these areas a negative image. A number of the city's gateways are located in these industrial areas. Their visual prominence demands that these areas play a more positive role. The Salt Lake City Urban Design Element recommends the following strategies in industrial areas:

- Implement site and building design standards in industrial areas; and
- Initiate an industrial area redevelopment plan addressing the visual and functional role of these areas.

The Element details a series of steps that should be included in this process and gives specific guidelines for the following topics: setbacks, parking, loading and truck staging areas, site lighting, architectural features, and industrial signs.

Neighborhood Development Character

Salt Lake City must meet three principal challenges in preserving its positive features and improving its less desirable aspects. First, the functionally adequate areas of the city must be recognized and conserved. Second, solutions must be found to improve areas with poor development character. Third, the city must determine the nature and scope of its future development in existing urbanized areas and in the undeveloped open areas to the west.

Neighborhood Conservation Districts

Preserving neighborhood character is important for reasons in addition to nostalgia or historic significance. Preservation of key buildings helps ensure the conservation of district characteristics and provides a historical account of the past. For the designer of new buildings, this information can be a valuable resource for making new buildings fit with district character. All of this enhances the city's richness and provides a record of changing values in different areas.

Through establishment of Conservation Districts, property owners in small geographic areas are given additional tools for conserving, revitalizing, and generally upgrading their neighborhoods. The types of features to be conserved are views, specific land uses, architectural forms and styles, site design characteristics, and so on.

Urban Design Guidelines for Commercial Areas

Implementation of urban design principles within neighborhood commercial areas and along the North Temple Street and Redwood Road commercial strips will guide development toward the desired compatibility standards of the Master Plan. These guidelines are only general standards. The pattern and design of streetscapes should convey a significant message complementing the type and intensity of land development. Through design, a streetscape should unify a district and portray an identity. The strip commercial streetscape acknowledges a use oriented more towards automobiles than pedestrians. Continued development of commercial strips should be discouraged. Commercial design issues in the West Salt Lake Community are signage, parking lots, landscaped buffers, and the streetscape. These issues are addressed in the city's Urban Design Element.

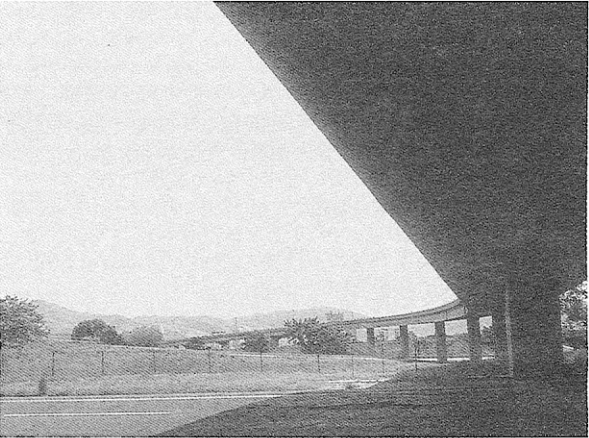
Implementation of an Urban Design Process

An urban design process needs three major elements: (1) a strong and concerted commitment by city officials and citizens; (2) a clear statement of city urban design policy and goals; and (3) a regulatory process sensitive to both private development needs and the city's planning and urban design goals. To be effective, Salt Lake City's urban design process must be supported by all three.

Salt Lake City must establish as a policy concept an urban design process which coordinates planning and redevelopment programs more effectively. Community input must be allowed early in the review process. Activities in both areas should improve the quality, character, and function of the neighborhood.

One urban design strategy relevant to the West Salt Lake Community for implementation within Salt Lake City's existing planning program is to focus commercial development efforts where they will make the most important contribution. The following areas are recommended:

- Industrial Core—the area roughly between 200 West and 900 West, running along the entire north-south length of the city;
- North Temple Street; and
- Neighborhood-oriented retail areas (specific West Salt Lake sites are discussed in the Commercial Land Use section of the Land Use Plan element.

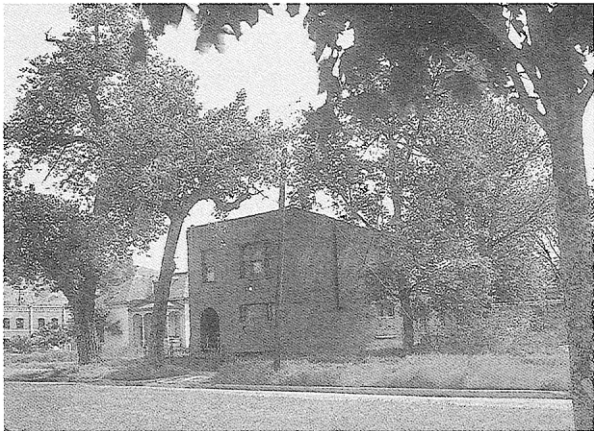


Gateway overpass at 900 West and 400 South

Historic Preservation

Introduction

Historic factors, geographic features, and man-made barriers have all contributed to the unique development and resulting built environment of Salt Lake City's West Side. After initial settlement of the Salt Lake Valley in 1847, the growth of the area west of Main Street was hindered by poor soil and the frequent flooding of the Jordan River. By 1885, extensive railroad tracks had been laid along 400 West, creating a great deal of industrial activity and forming a distinct barrier between the west and east sides. Developers reasoned that residential subdivisions west of the tracks would be a profitable investment, as they would accommodate the large working class that needed to live near the factories and warehouses of the area. The advent of an electric streetcar system in 1890 made residential development on the west side feasible. While many existed only on paper, the fact that at least fifty subdivisions were platted by 1900 indicates the interest that developers had in the area. But the 1893 depression and the popularity of east side neighborhoods hindered the success of the west side subdivisions. They did not develop cohesively until after World War II.



A modest yet unique house on 800 West

A few subdivisions, such as Poplar Grove, Buena Vista, and Burlington, were successful and still contain structures associated with their initial development. Unfortunately, intrusions have divided many west side neighborhoods into sections that are not historically associated. In particular, the construction of three interstate highways, I-15, I-215 and I-80, necessitated ramps, overpasses and viaducts that have produced a detrimental effect on the area's architectural and historical continuity.

Goals:

- Encourage preservation of historically and architecturally significant sites in the West Salt Lake Community
- Identify individual sites worthy of landmark designation; delineate and document potential historic districts

West Side Architecture

Most of the architecture seen in the area encompassed by this master plan is residential, and its relationship to the "working class" history of the area is apparent. According to a survey completed in 1983, there was a greater percentage of frame houses in this area than in other parts of the city. A quick windshield survey reveals that many homes are modest when compared to those of the east side. This does not mean, however, that the west side is not deserving of strong historic preservation efforts. The contrary is warranted, as it is often vernacular and modest structures that are the most revealing about an aspect of history least often documented—everyday life.

Despite the modest scale of the buildings, they display a variety of architectural styles, including Gothic Revival, Queen Anne, Italianate, Classical/Colonial Revival, Craftsman Bungalow, period cottage, and vernacular forms. The federal housing projects associated with post-World War II growth, such as Glendale Gardens, are well-represented in the west side. Many of these properties are intact and will reach the fifty year mark established by the National Park Service for eligibility for the National Register of Historic Places during the 1990's.

Besides a solid stock of residential structures, a few commercial and several religious properties remain and contribute to the historical and architectural texture of West Salt Lake. Although none of the manufacturing buildings of the Fisher Brewing Company still stand, the home and carriage house of the founder, Albert Fisher,

are extant. Founded in 1884, the company was the only local brewery established in the late nineteenth century to resume production after Prohibition was repealed in 1933. By 1898, it occupied the property between 100 and 200 South and from 1100 West to the Jordan River. The brewery ceased operations in 1972. Part of the Utah Light and Railway Company's Jordan Plant remains at South Temple on the east bank of the Jordan River. Religious structures represent a variety of faiths in the area. Five L.D.S. wards (the 15th, the 25th, the 26th, the 32nd, and the 34th) were identified in the 1992 West Side survey, as were St. Patrick's Catholic, Tongan Methodist, and the Rio Grande Baptist churches.

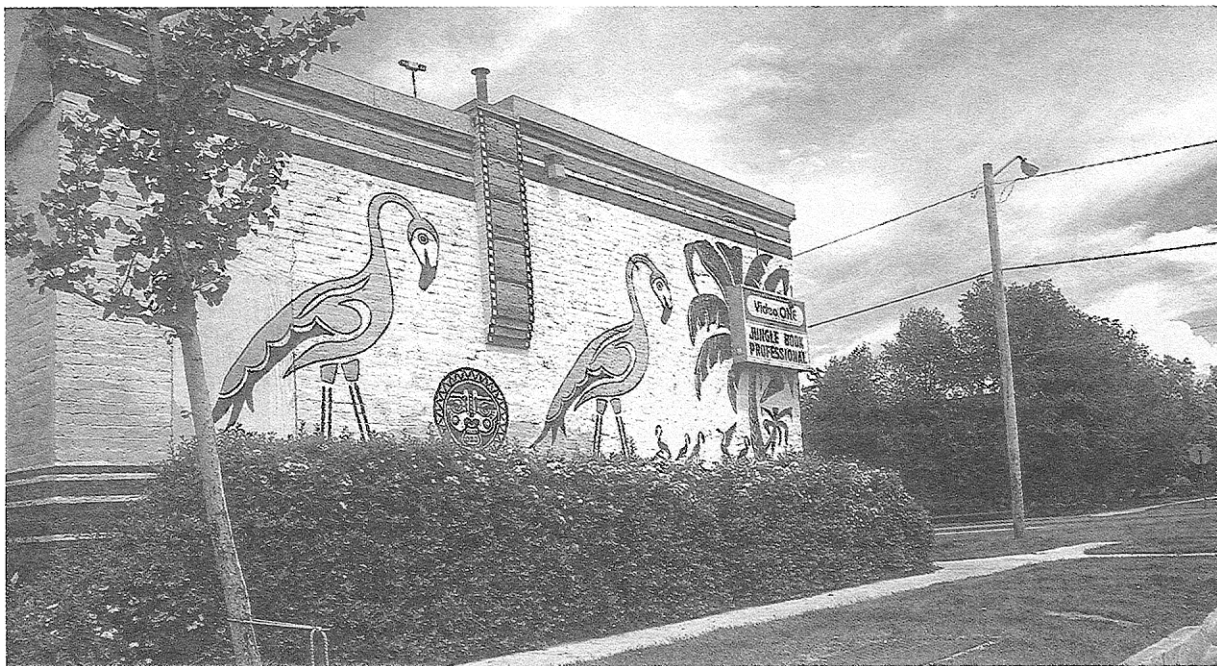
Because commercial activity, rather than industrial growth, defined Salt Lake City's economic base, the plans of real estate entrepreneurs to develop much of the west side into subdivisions and model communities for industrial workers were not fully realized. As stated earlier, at least two streetcar subdivisions, Poplar Grove and the Burlington Additions can still be discerned, although newer houses have filled in the neighborhoods. According to the 1985 Salt Lake City Architectural /Historical Survey—Southwestern Survey Area, Poplar Grove Subdivision was introduced about 1890 and extended from Indiana Avenue (840 South) and Arapahoe Avenue (650 South) from Oquirrh Street (1200 West) to Cheyenne Street (1520 West). The Burlington Addition was platted about the same time at 1400 West and Indiana Avenue, directly south of Poplar Grove.

Cannon Farm

Among the oldest and most significant properties in West Salt Lake are the remaining structures and property of the George Q. Cannon Farm, located on 1000 West between 1400 and 1500 South. Four houses, with various degrees of integrity, represent the efforts of this early pioneer to create a residential estate for his five wives and their children.

Born in Liverpool, England, in 1827, Cannon arrived in the Salt Lake Valley in 1847, and went on to become one of Utah's most prominent businessmen and religious and civic leaders. He served five terms in the U.S. Congress as a territorial delegate, receiving national attention during the acrimonious battle against polygamy.

In 1878, he deeded his Salt Lake City house to the L.D.S. church and moved his family, at that time consisting of four wives and their children, to the west side property. He married his fifth wife, Caroline Young Croxall, in 1884, making his home with her after the



This building uses an attractive mural to integrate with the neighborhood

anti-polygamy laws were passed in 1896. Each wife had her own house and all five homes lined the eastern edge of the property. A schoolhouse and various outbuildings were also situated at the farm, which was one mile square and abutted the Jordan River. Mr. Cannon had made his fortune primarily through investment in the Champion Mining Company—a good thing—because for all his business and political acumen, Cannon had picked a site with very poor farming prospects.

When Cannon died in 1901, the wives began to move to other parts of the city, and the farm lost its familial cohesion. Caroline's house, at 1354 S. 1000 West, had been the largest and most ornate, but a fire in 1939 ruined the third story. Although the lower two stories still impart a sense of their original appearance, the reconstructed roof altered the home's original look.

The house of Cannon's first wife, Elizabeth Hoaglund, at 1400 and 1402 S. 1000 West, is actually two houses that are attached. The house on the south is frame, and was constructed in 1878. The adjoining structure is Italianate in style, and was built about 1880. The structure at 1426 S. 1000 West, served as a schoolhouse, where Cannon's fourth wife, Martha Telle, taught not only many of Cannon's thirty-four children, but also students from the neighborhood. It also served at various times as Martha's house, the compound's dining hall and the first meeting house of the Cannon Ward. Eliza Tenney's house, at 1494 S. 1000 West, has undergone the most substantial alterations. All vestiges of the structure's elaborate Italianate detailing have been either removed or obscured.

Despite the loss of architectural fabric and many of the farm's buildings, the Cannon Farm still conveys some sense of this unique development. Because three of the wives' homes are still extant, a sense of the original layout can still be seen. This, along with the site's mature landscaping, makes the Cannon Farm stand out in a neighborhood of modern homes and vacant lots.

Historic Preservation Tools for West Salt Lake

Methods to ensure the preservation of the historic and architectural character of West Salt Lake include survey, the establishment of historic or conservation districts, financial incentives, and increasing public awareness. Many of these factors are already in place, but they must be integrated into a cohesive program in order for preservation to be a viable tool in the planning process.

Historic Surveys in the West Salt Lake Community

Most of the community has been surveyed. One survey, the 1985 Salt Lake City Architectural /Historical Survey—Southwestern Survey Area, covered the area from Main Street west to Interstate 215, and from North Temple Street south to 2100 South. Another survey, conducted in 1991 and 1992 and as yet unpublished, overlapped part of the earlier study, extending from 600 North on the north, 300 West on the east, 1700 South on the south, and west to the Jordan River. Thus, the only part of West Salt Lake that is unsurveyed is encompassed by Interstate 215 to 4000 West on the east and west and from 2100 South to North Temple Streets on the north and south.

Potential Historic Districts and Landmark Sites

As stated earlier, numerous physical intrusions have marred many of the area's traditional neighborhood boundaries, but there are several existing clusters of buildings that could form historic districts, and there are many individual sites worthy of landmark designation. Potential districts for consideration include:

- 900 West from North Temple to 800 South
- The area bounded by the north side of 100 South, the east side of 900 West, the north side of 200 South, and the west side of 800 West

- Euclid Avenue between 1000 West and 1100 West
- Chicago Street between South and North Temple
- 1000 West between 300 and 500 South
- 900 West from Fremont Avenue to California Avenue

Potential individual landmark sites are not mentioned in this plan. The criteria used to establish districts and landmark sites closely follows that of the National Register of Historic Places. Landmark sites must be at least fifty years old, have maintained a high degree of integrity and have contributed to broad patterns of the city's history. Districts must be composed of at least fifty-one percent contributory properties, as defined in a professionally conducted survey. Contributory properties are those which are over fifty years old and have retained a high degree of integrity

Financial Incentives

Several financial incentives are available—both for individual property owners, and for neighborhoods as a whole. The Utah Heritage Foundation offers four categories of loans:

The PAST program—interest is offered at one-half of the prime rate for properties throughout the city (it is not necessary to be in a historic district), and is generally lent for residential projects.

Utah Heritage Foundation loans—these loans are available primarily for residential uses on a statewide basis and the interest rate is one-half of the prime rate.

Community Development Block Grants (CDBG)—interest is offered at one-half of the prime rate for projects on structures rated as contributory and located within CDBG target areas.

Key Bank and West One Bank Lines of Credit—these local banks extend lines of credit to the Utah Heritage Foundation at ten percent for projects in the bank's service area. Because of private donations, the Foundation can loan this subsidized money at five percent interest. (West One Bank was formerly Valley Bank.)

Recipients of any of these loans must sign an agreement donating an easement to the Utah Heritage Foundation once the closing of the loan has occurred. Although this limits future development, the donor receives a tax deduction. Also, because of the development limitation, in many instances the tax assessment decreases so that property taxes are lowered.

Redevelopment Agency loans

Redevelopment Agency (RDA) loans are intended to bring properties to minimum housing standards, and are not focused on preservation. However, many citizens committed to preservation have found RDA loans to be a successful financial tool. The loans are administered through Salt Lake City's Community and Economic Development Department, and are determined by income, family size, and housing expenses.

Federal Housing Administration (FHA) 203-(k) Rehabilitation Mortgage Program

Many local lenders participate in this program, which allows borrowers to finance the purchase and rehabilitation of owner-occupied, one- to- four-family properties with one mortgage loan. The loans are approved by the local lender, but are backed by the Federal Housing and Urban Development (HUD) agency. They enable an applicant to borrow up to ninety-seven percent of the home's final value up to thirty years and \$124,875. The HUD field office can provide a list of participants.

The Utah State Historic Preservation Office administers three programs:

Federal Tax Credits—these can be used for commercial projects. The developer receives a 20 percent tax credit for the cost of renovation. More must be spent on the renovation than the purchase price of the property.

Certified Local Government (CLG) Program—once a community has received CLG designation (Salt Lake City has received this status), it is eligible to receive funding for surveys, preservation planning, public awareness programs such as walking tours or lectures, and "brick and mortar" projects, although grants for the last are very rare. Generally, the application for funding from this source would be most appropriate from a neighborhood organization that wanted either to instigate or augment preservation activities in one of the previously mentioned ways.

State Investment Tax Credit—Utah now offers a 20 percent investment tax credit for the renovation of residential and residential-rental properties. The latter are also eligible for federal tax credits. A minimum of \$10,000 must be invested and can be carried forward five years. Prior approval is needed, and buildings must be listed on the National Register of Historic Places within three years.

National Trust for Historic Preservation

The National Trust for Historic Preservation is a national, nonprofit organization that encourages the preservation of sites, buildings, and objects that are significant in American culture. The Trust—as it is known—has several regional offices; Utah is assigned to the San Francisco office. The Trust has two programs which could be used by West Salt Lake residents.

Inner-City Ventures Fund

The purpose of this fund is to provide financial and technical assistance for low- and moderate-income residents of endangered historic neighborhoods. Projects can include housing, commercial, industrial and mixed-use. The program funds in the form of both loans and grants. Among other criteria, an applicant must be a community-based, incorporated non-profit organization and demonstrate significant involvement by a neighborhood's low/moderate-income residents with priority given to neighborhoods with large minority populations. Eligible projects must include rehabilitation of historic buildings that are either listed or eligible for the National Register of Historic Places, and focus on neighborhood revitalization in a neighborhood threatened or experiencing displacement of low/moderate income residents or gentrification. The rehabilitation work must conform to the Secretary of the Interior's Standards for Rehabilitation.

Preservation Services Grant

Recipients of these grants must be nonprofit incorporated organizations or public agencies. Grants range from \$1,000 to \$5,000, and must be matched on at least a dollar-for-dollar basis, primarily using cash contributions. Eligible activities focus on funding planning costs for preservation and design, strengthening management capabilities and on education.

Public Awareness

Perhaps the greatest threat to the historic resources of any community is the lack of recognition by both its residents and the city-at-large of an area's historic resources. Although the Utah Heritage Foundation has an annual homes tour, in which renovation projects are featured, neighborhoods on the west side have not been featured. Again, the divisive nature of railroad and Interstate features have intruded upon the historic character of West Salt Lake, but the area does offer a great deal in the way of architectural integrity. Residents, neighborhood groups, and community councils could organize walking or driving tours, hold public lectures, and recognize positive renovation efforts in order to increase the awareness of the historic heritage of the area.



Arcade Theater is a potential landmark site

Implementation

Implementation Strategies

The successful implementation of the master plan depends on the follow-through efforts by neighborhood groups, elected officials, city staff, and private developers. Through a combined effort, the West Salt Lake Community Master Plan’s goals can be realized.

The implementation strategy summary chart outlines actions necessary to carry out the goals and objectives of the master plan. The chart identifies initiators and contact sources of actions proposed in the master plan.

Capital Improvements of Public Facilities

The Capital Improvement Program (CIP) is a comprehensive multi-year schedule of projects and funding sources for public facility improvements within the city. The CIP brings the relationship between capital needs, community goals, and available resources together. The capital improvements element of this plan depicts the capital needs necessary to achieve the goals and objectives set for the West Salt Lake Community. Future capital improvement programming related to the community should be directed by the goals and priorities of this plan.

Proposed capital improvement projects include parks, storm drainage, public buildings, water and sewer facilities, and streets. Because the West Salt Lake Community is mostly developed, many of these facilities are in place, but need to be upgraded due to age or condition.

Capital improvement planning and programming is an ongoing process. City needs and priorities are constantly being reevaluated. Projects and schedules identified in this plan are therefore subject to modification. A list of previous projects that were funded and completed appears in the appendix of the West Salt Lake Community Research Report.

Proposed Capital Improvement Projects

The Capital Improvement Program projects outlined below are based on information supplied by the Capital Planning and Programming Division, which is responsible for programming capital improvement funds. Master plans, such as the West Salt Lake Community Master Plan, are used to direct future funding. Besides listing project needs, a priority level and cost estimate, if available, is provided in the capital improvements list. Cost estimates reflect present values and are not adjusted for inflation.

Proposed Action	Initiator	Contact Sources
Rewrite zoning ordinance	SLC Planning Division	SLC Planning Division, SLC citizens, Community Councils
Change existing R-4 and R-6 zoning to appropriate low-density residential zone	Property Owners, WSL & PG Community Councils	SLC Planning Division
Create Special Development Pattern district for off-street parking relocation	SLC Planning Division	SLC Planning Division
Zoning education along with enforcement	WSL & PG Community Councils	SLC Building Services & Licensing
Enforce on vehicles parked in front yards	Citizen complaints	SLC Building Services & Licensing Division, SLC Planning Division
Explore redevelopment options for Glendale Plaza	Private Developers, Realtors, Business Community, SLC Community & Economic Development Department	SLC Community & Economic Development Department
Encourage development of a community level shopping center at Redwood Road and North Temple	Business Community, WSL & PG Community Councils, North Redwood Community Council, SLC Community & Economic Development Department	SLC Community & Economic Development Department
Continue housing development programs for: • Riverpark • California Place • Cannon Farms • Riverview Apartments	SLC Community & Economic Development Department, Private Developers, WSL & PG Community Councils	SLC Community & Economic Development Department
Landscape I-15, I-80, and I-215 rights-of-way; construct sound attenuation walls in adjacent residential areas	Utah Department of Transportation	Utah Department of Transportation, SLC Community & Economic Development
Coordinate with UDOT for redesign of 900 West and 2100 South	Utah Department of Transportation	SLC Transportation Division, SLC Public Services
Close and vacate unused public alleys	Adjacent property owners	SLC Planning Division
Qualify Glendale neighborhood in Census Tract 1028 for blight and infrastructure programs	WSL & PG Community Councils, SLC Community & Economic Development Department	SLC Capital Planning and Programming
Discontinue use of Union Pacific railroad along 900 S.	Private sector	Union Pacific Railroad
Acquire UPRR right-of-way and construct an urban trail for bike paths, pedestrians, and joggers	SLC Public Services, SLC Community & Economic Development Department	SLC Planning Division
Develop a regional sports complex on Parks land at 500 South and 1900 West	SLC Public Services	SLC Public Services, SLC Community & Economic Development Department
Explore feasibility of mini-park on 1200 West south of California Avenue	Neighborhood residents, WSL & PG Community Councils, SLC Public Services	SLC Public Services
Coordinate with Jordan River Parkway Authority to develop recreational facilities	SLC Public Services,SLC Community & Economic Development Department	Jordan River Parkway Authority
Develop bikeways and urban trail corridors as recommended in the Bikeways Master Plan and Open Space Master Plan	SLC Transportation Division, SLC Public Services	SLC Planning Division

Capital Improvement Projects

Project	Project Schedule (Fiscal Year)	Total Cost
NON-ENTERPRISE FUND		
Poplar Grove Park	(1992-3)	\$89,500
Westside Senior Center	(1992-3)	\$99,750
Glendale Youth Recreation Center	(1992-3)	\$195,500
Fire Station 6 Seismic Upgrade	not yet scheduled	\$200,000
HOUSING DEVELOPMENT OR REHABILITATION		
Brown Floral/Riverpark Residential	1993-1995	\$11,870,000
California Place	—	\$5,625,000
Cannon Farms	—	—
TSM INTERSECTION SIGNALIZATION		
900 South and 900 West	1995-1996	—
Pioneer Road and California Avenue	—	—
Indiana Avenue (900 South) and Pioneer Road	—	—
STREETS		
California Avenue from Gladiola Street to 4800 W.	1990-4	\$4,380,000
1700 South from 900 West to the Jordan River	1990-4	\$900,000
Reconstruction of Surplus Canal bridge at 500 South	1990-4	\$750,000
900 South from State Street to 900 West	1994-8	\$3,000,000

Energy Conservation

Introduction

Energy conservation should be addressed comprehensively as a city-wide issue. As energy costs increase in the future, there will be political and economic pressure for improved local ordinances and energy saving adjustments to development patterns. The city should investigate strategies supporting increased use of energy conservation techniques in land use planning, transportation, and housing.

Goals:

- Provide for energy efficiency and conservation within the existing infrastructure of the community
- Encourage energy efficiency improvements in existing structures; promote the use of energy conservation techniques in all new construction
- Promote the use of energy efficient forms of transportation; make efficient use of the existing and proposed street networks

Land Use Patterns

Land use patterns affect energy efficiency at city-wide, community, neighborhood, and building-specific levels. The actions of local government which shape the spatial patterns of residential, commercial, and industrial activities have a significant impact on energy consumption. Progress towards energy efficiency should be pursued in three major areas. First, long-range planning should encourage clustered development, wherever possible. The development of relatively energy-efficient housing, such as town houses, garden apartments, and low-rise apartment buildings, can achieve substantial energy savings. Second, mixed land use activities in planned developments should be encouraged as opposed to segregating residential from other land uses. Third, developers should be encouraged to make maximum use of infill development in undeveloped and vacant space to construct structures compatible with surrounding neighborhood uses.



New energy efficient house construction on Riverside Drive

Land use patterns integrating residential shopping and employment centers also concentrate trip origins and destinations so that public transportation is made feasible and sustainable on a long-term basis. Land designated for higher density residential use should be located adjacent to important transportation nodes and growth centers. On the other hand, convenience and service facilities serving local markets are optimally placed in neighborhood level shopping districts.

Housing

Housing accounts for approximately 20 percent of the nation's total energy consumption. Even when a community is strongly committed to overall low residential density, zoning and subdivision regulations can accommodate multiple-family housing by requiring large open spaces between development clusters. Clustering should be encouraged even at low residential densities. Subdivisions and site plans should be reviewed for appropriate street design, siting within lots, and energy-conscious considerations, such as orienting streets in an east-west direction, structure placement to maximize solar access, wind breaks and landscaping. Upgrading the energy efficiency of existing housing

should also be a priority of local government. Older buildings need to be retrofitted with required minimum insulation. Salt Lake City has incorporated into its building codes, the 1989 Utah Model Energy Code, which applies to all one- and two-family dwellings built after July 1, 1992.

Transportation

Transportation policies play a major role in shaping community development patterns by determining the level of accessibility to locations throughout a city, and the likelihood of residential, commercial, and industrial growth. Transportation planning which improves the physical condition and access to existing routes will attract new development close to built-up areas. This encourages the use of existing buildings and infill land for new residential, commercial, and industrial activity.

In addition to the location of new routes, local government actions directly influence the viability of public transit systems, occupancy rates of public and private vehicles, and available modes of transportation, such as buses, car and van pools, and bicycles. Higher density development should be located near appropriate mass transit lines. Incentives should encourage increased use of mass transit, as well as bicycling and walking.

Summary of Buena Vista Area Master Plan, 1985

The Buena Vista Area Master Plan is a detailed land use plan for that area bounded by Interstate 80, the Surplus Canal, 900 South and 4000 West. The plan primarily addresses boundaries and transitions between developing industrial land uses and the existing agricultural/residential land uses. Other issues include existing land use compatibility with the Salt Lake City International Airport, transportation, urban design, and public facilities and improvements. Growth management strategies are addressed through the following planning policies and implementation measures:

- Encourage orderly transition between agricultural/residential and industrial land uses;
- Discourage any further residential development; stabilize existing residential uses;
- Encourage future industrial development to follow subdivision processes and perform as industrial parks in order to ensure efficient use of land resources and infrastructure investments;
- Require the phasing of industrial development to be synchronized with public infrastructure improvements; and
- Develop a phasing schedule with the Salt Lake City Capital Improvements Program for public infrastructure improvements to extend city services along 500/700 South Street, Indiana Avenue, Gladiola Street, and Camellia Street.

Summary of Euclid Target Area Plan, 1986

The Euclid Target Area is a neighborhood located in the Westside Community. The boundaries are North Temple Street, Interstate 15, Interstate 80, and the Jordan River. The target area contains a variety of land uses ranging from single-family houses and apartments to commercial and industrial uses. Much of the public infrastructure is dilapidated and worn. The majority of sidewalks, curbs, and gutters are inadequate. Most of the target area is served by old but adequate water lines—most having been placed in the early 1900s.

- The goal of this plan is to guide the area's redevelopment into a mixed-use neighborhood with residential, commercial, office, and light industrial uses, including:
- opportunities for short-range residential stability and new mixed-use residential development;
 - improving conditions for commercial and office uses; and
 - redevelopment of the existing industrial corridor

Short-range policies emphasize land use stability. Mid-range policies address land use in transition. Long-range policies include marketing the future mixed-use development opportunities which will be available in this neighborhood, and changing the land use from residential to commercial, provided the change is comprehensive and compatible with other neighborhood elements. The neighborhood will not be targeted with CDBG funds indefinitely. Targeting will be considered successful when the following criteria have been met:

- the neighborhood is accepted as a viable revitalized area;
- private investment activity is evident;
- basic infrastructure is improved; and
- identified objectives and goals of the Target Area Plan are achieved.

Este plan sirve como guía para las decisiones tomadas sobre el futuro desarrollo de la Comunidad de Lago Salado Oeste (Wast Salt Lake). Primero, específicamente recomienda acciones y programas en la implementación del plan. Segundo, identifica las agencias, consejos, comisiones, individuos, etc. quienes serán responsables, o tomarán la iniciativa para la implementación de programas y acciones recomendadas en este plan. Finalmente, este plan recomienda prioridades, secuencias, e itinerarios para una implementación ordenada de estas recomendaciones.

En conjunto, el plan ejecuta las siguientes funciones:

- Revisa y extiende el capítulo sobre la Zona Oeste (Westside) del 1967 Salt Lake City Master Plan, y el 1972 Westside Community Master Plan; y

- Incorpora y revisa partes relevantes del 1980 Westside Neighborhood Plan, el 1984 Westside Neighborhood Land Use Plan, el 1985 Buena Vista Area Master Plan, el 1986 Northwest Quadrant Policy Plan, y el 1986 Euclid Target Area Plan.

Específicamente, este plan determina:

- Protección y preservación de los existentes usos residenciales del suelo;
- Programas para rehabilitación de vecindades con mejoramiento de vivienda, áreas para recreo e infraestructura;
- Oportunidades de desarrollo de nuevas áreas residenciales a las orillas del río Jordano;
- Nuevas opciones para el desarrollo del centro comercial de la plaza Glendale;
- Recomendaciones con respecto al potencial de distritos históricos y políticos de conservación arquitectónica;
- Estrategias para el fomento del desarrollo comercial e industrial en conformidad con la comunidad; y

La creación de un inventario de proyectos de Mejoras Capitales (Capitol Improvement Projects—CIP) y recomendaciones para la implementación de programas para proveer las mejoras físicas requeridas en la comunidad.

Zona de Estudio

La Comunidad del Lago Salado Oeste colinda en el Este con la Autopista Interestatal 15; en el Sur, con la Avenida 2100 Sur; al Oeste, con la Carretera Bangarter (4000 Oeste), y al Norte, con la Autopista Interestatal 80. El vecindario de Euclid está incluido en esta área de estudio a pesar que no está incluida en la zona geográfica antes delineada. El vecindario de Euclid está localizado entre las calles del Templo Norte y la Autopista Interestatal 80 desde el río Jordano hasta la Autopista Interestatal 15.

Acknowledgments

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Adopted by the Planning Commission, October 6, 1994
Adopted by the City Council, March 21, 1995; Ordinance
No. 23 of 1995.

The printing of this plan was made possible by a grant
from the U. S. Department of Housing and Urban
Development to Salt Lake City under the provisions of
Title I of the Housing and Community Development Act
of 1974.