

PLNPCM2025-00180 & 00181



RIO GRANDE GENERAL PLAN & ZONING MAP AMENDMENT

City Council briefing February 3, 2026

REQUEST

1. **General Plan Amendment** to update portions of the Downtown Plan
2. **Zoning Map Amendment** to rezone 32 parcels from **GMU** Gateway Mixed Use to **D-4** Secondary Central Business District

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EXISTING CONDITIONS

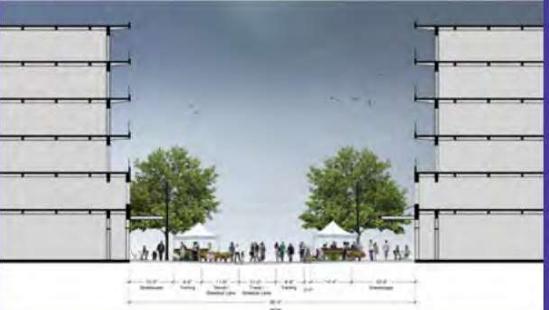


<20 minute Walking distance to:

- Gateway
- Delta Center
- Pioneer Park
- Salt Palace Convention Center

GENERAL PLAN AMENDMENT

CATALYTIC PROJECT: HUB IMPLEMENTATION STRATEGY



The Redevelopment Agency owns 9.63 acres between the historic Rio Grande Depot and the Intermodal Hub. The redevelopment strategy for this property and adjacent properties creates a festival street along 300 South (see section at right) and space for a year-round farmer's market. With Frontrunner, TRAX, Greyhound and added connectivity to downtown via the future streetcar, the Hub Implementation Strategy is a true transit oriented development. The key concepts of the strategy include:

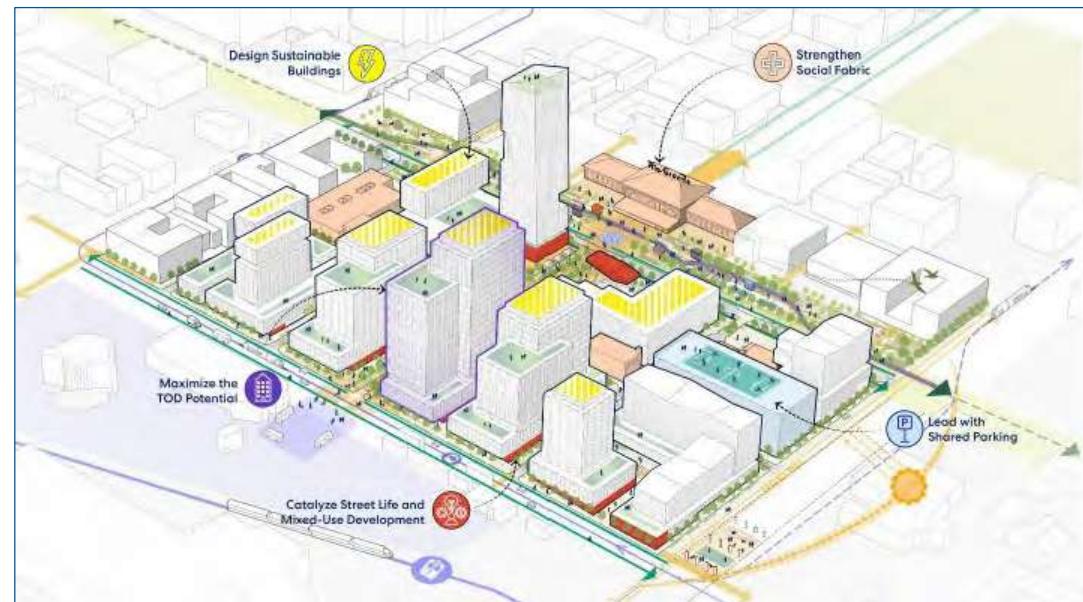
- Increased use of Frontrunner to and from the area by increasing the office use in the area
- Smaller blocks bounded by new streets and walkways
- Reduced street widths
- Preserved older buildings where possible
- Employment-based transit-oriented development
- Integrated residential, office and commercial uses
- Unique paving, lighting, planting, and other design elements
- New pocket parks and plazas
- Reimagined "park blocks" along 500 West as usable linear park space.

The plan (next page) represents how this area might develop in the future. While the details may change, the key concepts identified above should be demonstrated in the final development plan. Over time, this concept should extend to North Temple, where this type of development is already occurring and south to 500 South.

300 South is proposed as a festival street between 500 West and 600 West. The right-of-way has been narrowed to 85 feet, creating a proportionately-enclosed space between buildings.

Image credit: Design Workshop

106 STORY FROM TOMORROW



Visual from the proposed Update "Rio Grande District"

Current Catalytic Project featured in the
Downtown Plan



MID BLOCK WALKWAYS

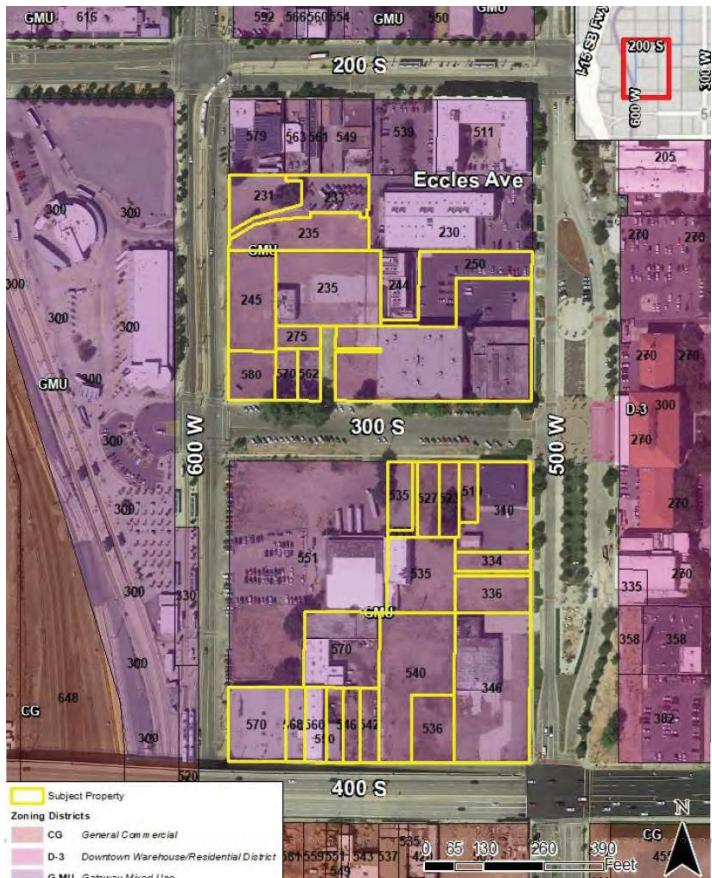
Existing Midblock Walkway Plan



Proposed Midblock Walkway Plan



ZONING MAP AMENDMENT



- 32 parcels within Rio Grande Area
- Owned by CRA or University of Utah
- From GMU to D-4

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COMPARISON OF GMU & D-4

Zoning Standard	GMU	D-4
Height	Minimum 75' Design Review over 90' Maximum 180'	By right up to 200' 200 through 600' with DR and D4 Standards Maximum 600'
Front/ Corner Setbacks	Max 10', Min 10' for residential	0 Minimum, 8' maximum
Design Standards	<i>Identical, except the following:</i>	
Glass: Upper floors	40	50
Bulding entrance (feet between)	40	60
Maximum Blank wall	15	20
Lighting: parking lot	X	

D-4 STANDARDS OVER 200':

Buildings from 200' to 600', through **Design Review process:**

Shall include a minimum stepback of five feet (5')
...Located above the first floor and below one hundred twenty feet (120')

The building includes **at least one of the following options:**

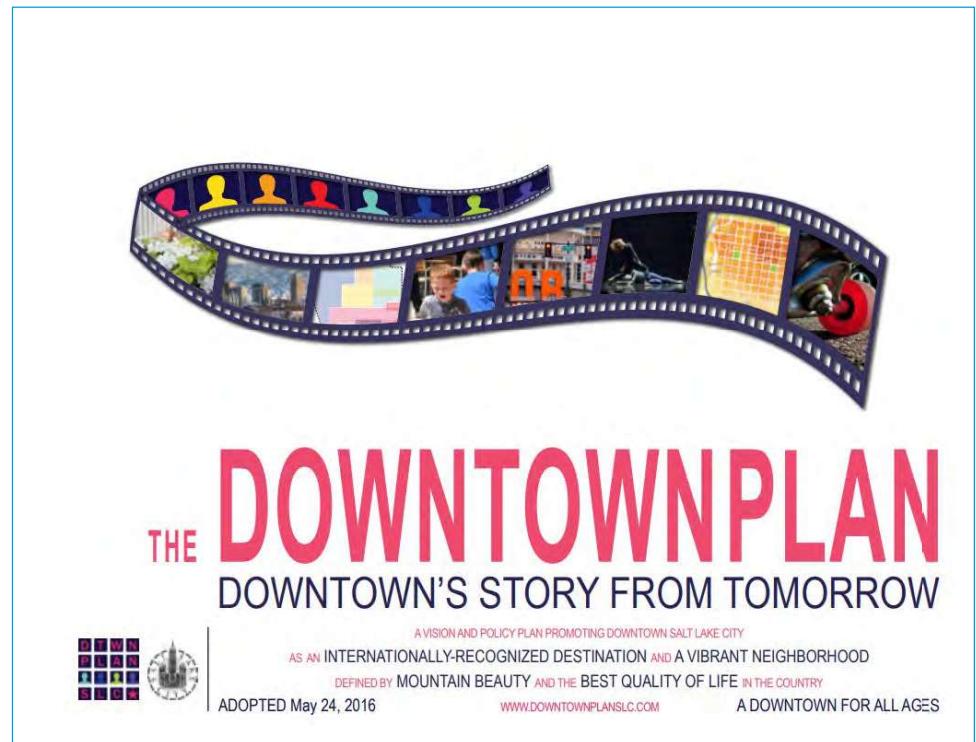
1. **Midblock walkway is provided** on the property.
...and exceeds all the required dimensions by at least five feet;
2. The building is **utilizing affordable housing incentives**
3. The requirement for **enhanced active ground floor uses** must be increased to **100%**

4. The applicant provides a **restrictive covenant on a historic building**, a building that is fifty (50) years or older, or a building that is a nationally recognized property, located outside of the H Historic Preservation Overlay District for the purpose of preserving the structure for a minimum of fifty (50) years; or
5. The proposal includes a privately owned, **publicly accessible open space on the property** or on another property within the geographic boundaries of the Downtown Plan.



STANDARDS FOR ZONING & PLAN AMENDMENTS

- **No Community Benefit is required for City-initiated Petitions**
- Consistent with purposes, goals objectives and policies of the city including the **Downtown Plan** and **Plan Salt Lake**
- Furthers the purpose statement of the ordinance
- Status of existing transportation facilities, and the impact that the proposed amendment may have on the city's transportation improvements
- The extent to which it will affect nearby properties due to development potential
- Public Safety impacts created by development potential



RECOMMENDATION

The Planning Commission forwarded a unanimous positive recommendation to the City Council on October 22, 2025



Cassie Younger

